BODY AND EXTERIOR 5-1

1. Supplemental Restraint System “Airbag”

Airbag system wiring harness is routed on and along body panels.

CAUTION:

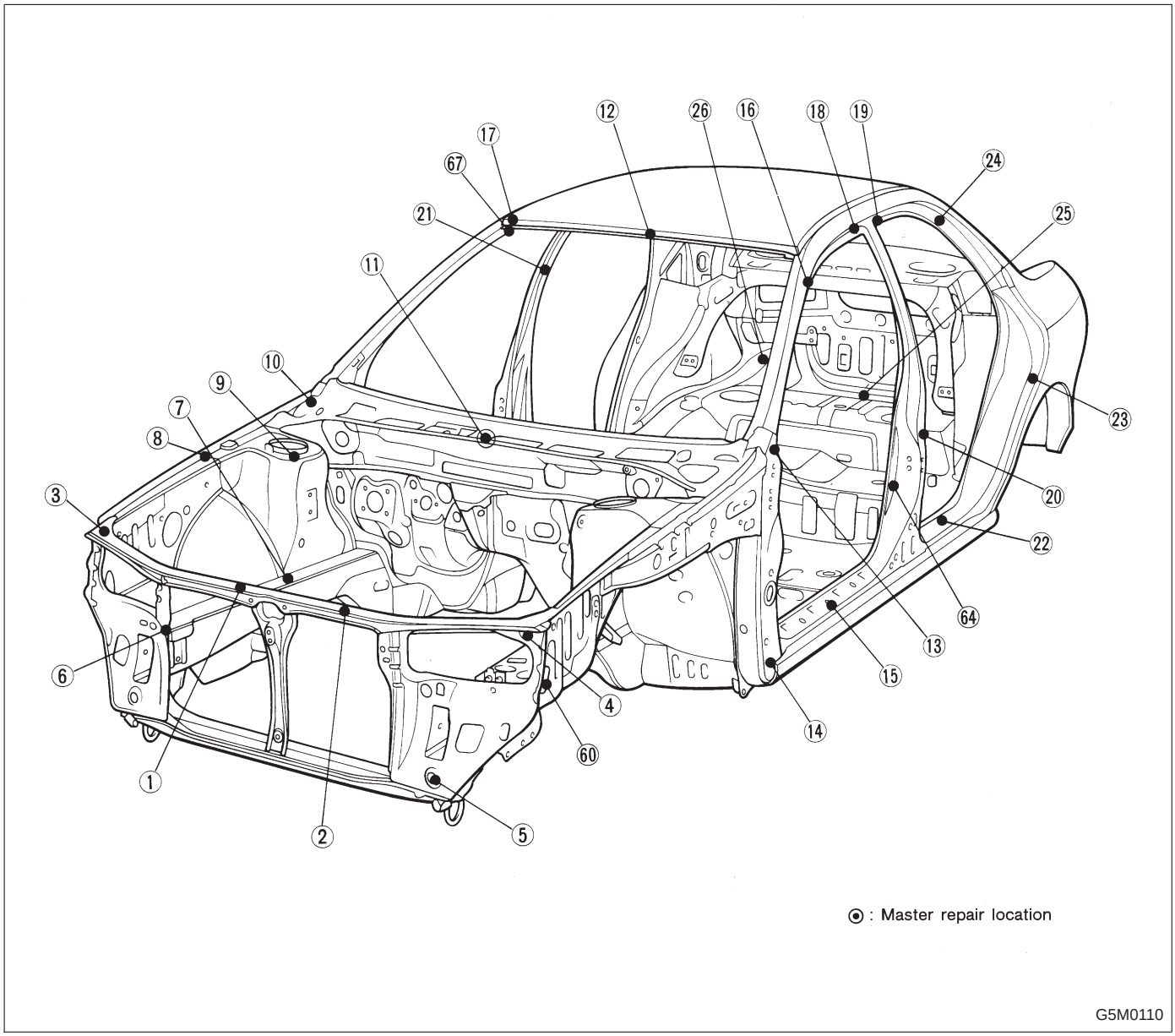
- **All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.**
- **Be careful not to damage Airbag system wiring harness when repairing the body panel.**

2. Body Datum Points

Various master repair locations are established as datum points used during body repairs. In addition, guide holes, locators and indents are provided to facilitate panel replacement and achieve alignment accuracy.

NOTE:
Left and right datum points are all symmetrical to each other.

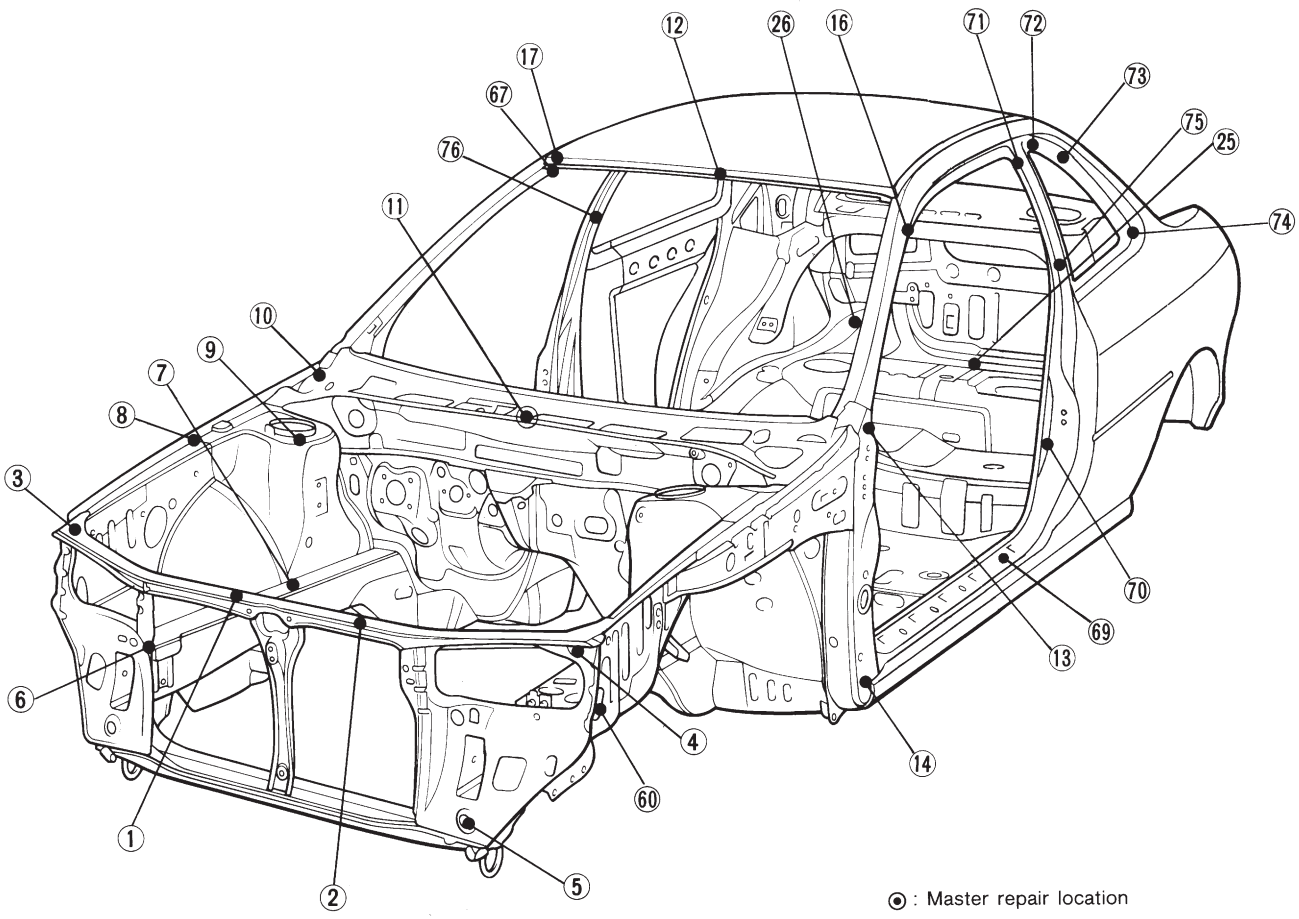
1. ENGINE COMPARTMENT AND ROOM (SEDAN AND WAGON)



① Radiator panel (UPR) repair bolt hole M8 (Right)
② Radiator panel (UPR) repair bolt hole M8 (Left)
③ Fender attaching bolt hole M6 (Symmetrical)
④ Headlight attaching bolt hole M6 (Symmetrical)
⑤ Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical)
⑥ Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical)
⑦ Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical)
⑧ Fender attaching bolt hole M6 (Symmetrical)
⑨ Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical)
⑩ Hood hinge attaching bolt hole M8 (Symmetrical)
⑪ Cowl panel mounting hole 5 mm (0.20 in) dia.
(Located in center of vehicle.)
⑫ Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia.
⑬ Fender attaching bolt hole M6 (Symmetrical)
⑭ Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical)
⑮ Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical)
⑯ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical)
⑰ Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical)
⑱ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical)
⑲ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical)
⑳ Center pillar gauge hole 10 mm (0.39 in) dia. (Symmetrical)
㉑ Belt anchor attaching bolt hole (Symmetrical)
㉒ Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical)
㉓ Rear door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical)
㉔ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical)
㉕ Spare tire attaching bolt hole M8
㉖ Air draw hole 7 mm (0.28 in) dia. (Symmetrical)
㊵ Fender attaching bolt hole M6 (Symmetrical)
㊹ Door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical)
㊼ Front glass attaching hole
Right 6.5 mm (0.256 in) dia.
Left 6.5 x 10 mm (0.256 x 0.39 in) dia.

2. ENGINE COMPARTMENT AND ROOM (COUPE)

COUPE MODEL



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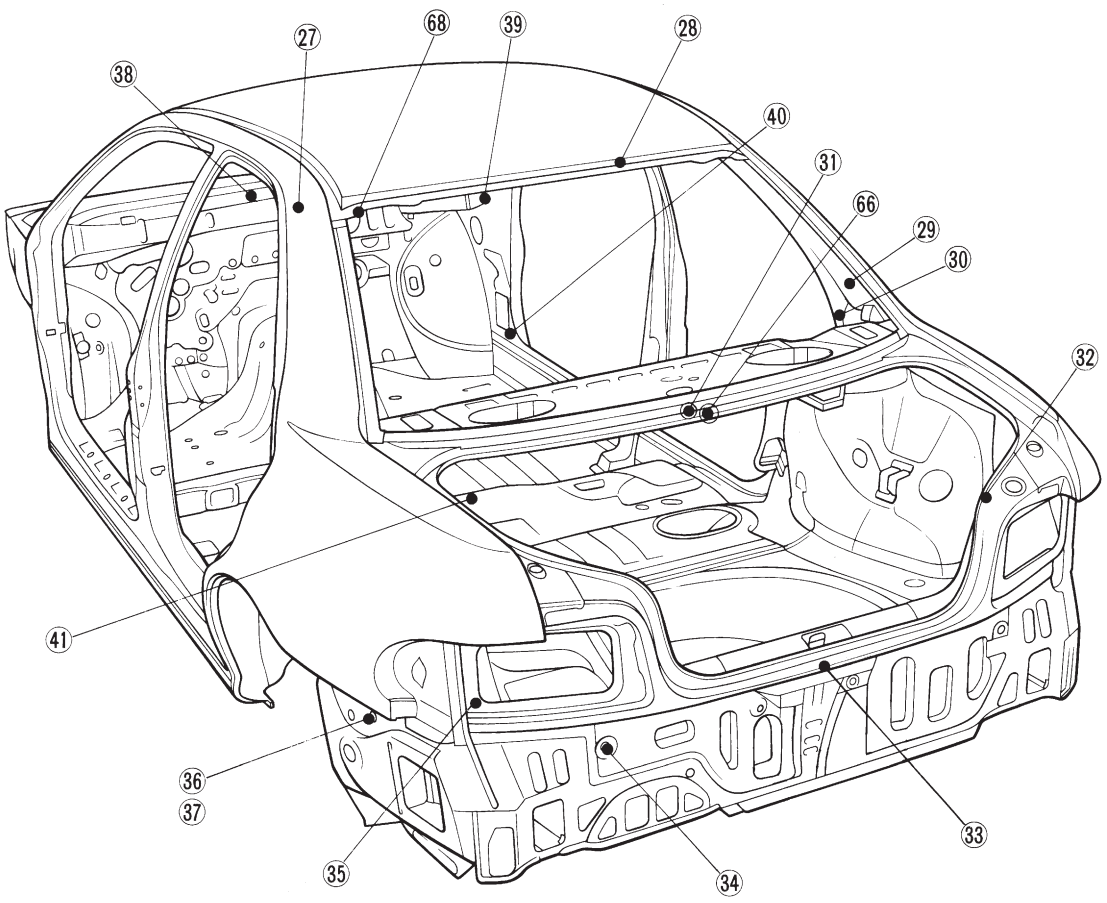
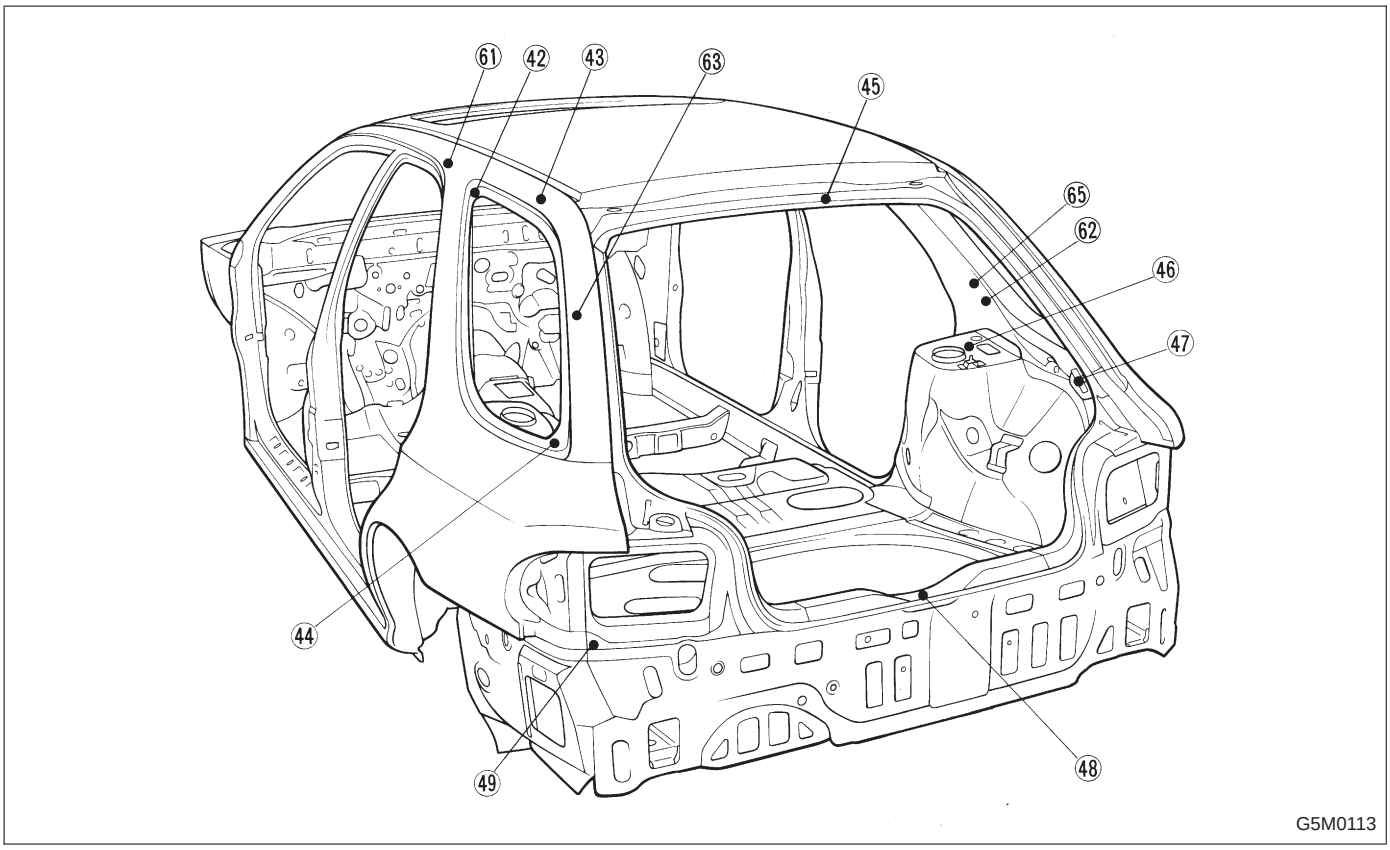
① Radiator panel (UPR) repair bolt hole M8 (Right)
② Radiator panel (UPR) repair bolt hole M8 (Left)
③ Fender attaching bolt hole M6 (Symmetrical)
④ Headlight attaching bolt hole M6 (Symmetrical)
⑤ Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical)
⑥ Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical)
⑦ Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical)
⑧ Fender attaching bolt hole M6 (Symmetrical)
⑨ Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical)
⑩ Hood hinge attaching bolt hole M8 (Symmetrical)
⑪ Cowl panel mounting hole 5 mm (0.20 in) dia.
(Located in center of vehicle.)
⑫ Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia.
⑬ Fender attaching bolt hole M6 (Symmetrical)
⑭ Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical)
⑯ Retainer attaching square hole 7 mm (0.28 in) (Symmetrical)
⑰ Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical)
㉕ Spare tire attaching bolt hole M8
㉖ Air draw hole 7 mm (0.28 in) dia. (Symmetrical)
㊵ Fender attaching bolt hole M6 (Symmetrical)
㊼ Front glass attaching hole
Right 6.5 mm (0.256 in) dia.
Left 6.5 x 10 mm (0.256 x 0.39 in) dia.
㊾ Wax coat hole 20 mm (0.79 in) dia. (Symmetrical)
㊿ Door switch attaching hole 13.5 mm (0.531 in) dia. (Symmetrical)
(71) Retainer attaching square hole 8 mm (0.31 in). (Symmetrical)
(72) Rear quarter glass attaching hole 8 mm (0.31 in) dia. (Symmetrical)
(73) Rear quarter glass attaching hole 7 mm (0.28 in) dia. (Symmetrical)
(74) Rear quarter glass attaching hole 8 x 5.5 mm (0.31 x 0.217 in) dia. (Symmetrical)
(75) Retainer attaching square hole 8 mm (0.31 in). (Symmetrical)
(76) Seat belt anchor attaching bolt hole 16 mm (0.63 in) dia. (Symmetrical)

3. LUGGAGE COMPARTMENT AND ROOM (SEDAN AND COUPE)



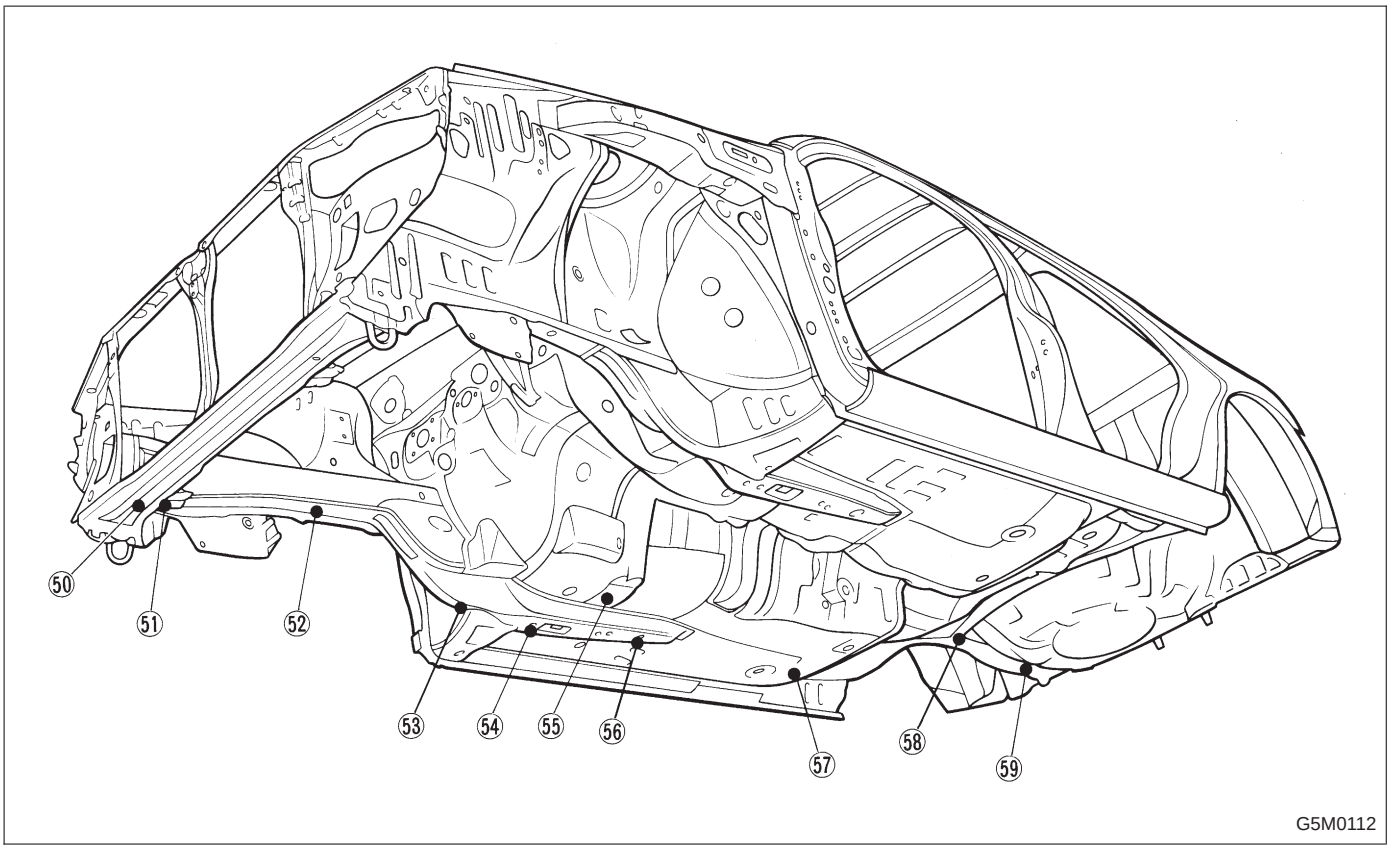
㉗ Rear pillar (Inner) gauge hole 8 mm (0.31 in) dia. (Symmetrical)
㉘ Rear roof trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
㉙ Rear quarter trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
㉚ Seat belt anchor attaching bolt hole (Symmetrical)
㉛ Reinforcement (Rear panel rear) repair locator (Located in center of vehicle)
㉜ Rear corner patch at flange (Symmetrical)
㉝ Rear skirt (UPR) cutout (Repair locator)
㉞ Rear skirt gauge hole 20 mm (0.79 in) dia. (Symmetrical)
㉟ Rear combination light mounting hole 9 mm (0.35 in) dia. (Symmetrical)
㊱ Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Left)
㊲ Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Right)
㊳ Instrument panel attaching square hole 22 x 34.5 mm (0.87 x 1.358 in) (Right)
㊴ Steering support beam attaching bolt hole M8 (Symmetrical)
㊵ Front pillar (Inner) gauge hole 10 mm (0.39 in) dia. (Symmetrical)
㊶ Floor mat attaching clip hole 8 mm (0.31 in) dia. (Symmetrical)
㊻ Rear panel (Center) repair locator (Located in center of vehicle.)
㊽ Rear glass attaching hole
(Right): 6.5 mm (0.256 in) dia.
(Left): 6.5 x 10 mm (0.256 x 0.39 in) dia.

4. LUGGAGE COMPARTMENT AND ROOM (WAGON)

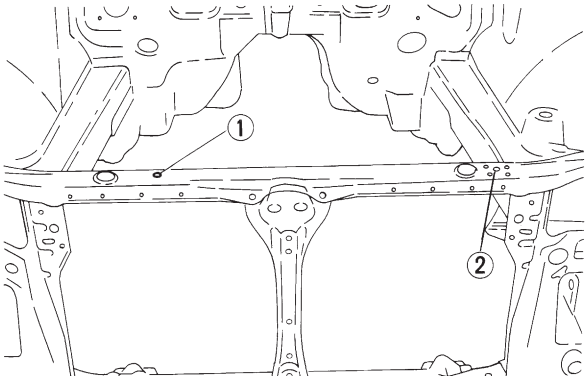


(42) Rear quarter glass attaching hole 8 mm (0.31 in) dia. (Symmetrical)
(43) Roof rail attaching hole 10 mm (0.39 in) dia. (Symmetrical)
(44) Rear quarter glass attaching hole 8 x 15 mm (0.31 x 0.59 in) dia. (Symmetrical)
(45) Rear roof trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
(46) Rear strut mounting hole 10 mm (0.39 in) dia. (Symmetrical)
(47) Rear gate stay attaching bolt hole M8 (Symmetrical)
(48) Child seat anchor attaching bolt hole
(49) Rear combination light mounting hole 10 mm (0.39 in) dia. (Symmetrical)
(61) Side rail (Inner) gauge hole 8 mm (0.31 in) dia. (Symmetrical)
(62) Rear quarter trim attaching hole 8 mm (0.31 in) dia. (Symmetrical)
(63) Rear quarter harness attaching clip hole 7 mm (0.28 in) dia. (Symmetrical)
(65) Seat belt anchor attaching bolt hole (Symmetrical)

5. UNDER BODY



(50) Radiator panel (LWR) frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)
(51) Front side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
(52) Front crossmember attaching hole 12.4 mm (0.488 in) dia. (Symmetrical)
(53) Front suspension attaching bolt hole M14
(54) Side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
(55) Transmission mount attaching bolt hole M10 (Symmetrical)
(56) Side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)
(57) Rear differential attaching bolt hole M12 (Symmetrical)
(58) Rear suspension attaching bolt hole M12 (Symmetrical)
(59) Rear side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)



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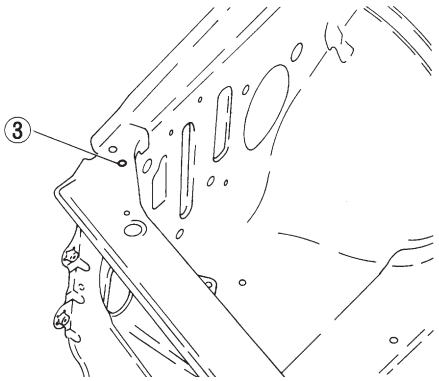

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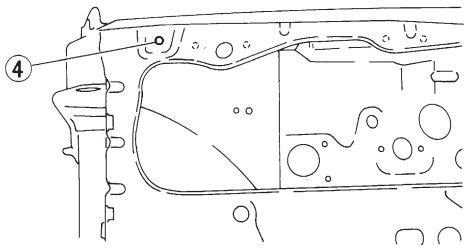

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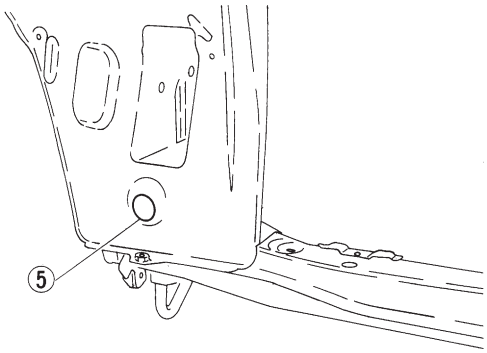

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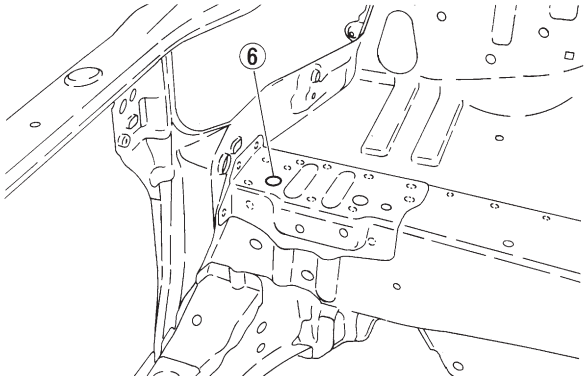

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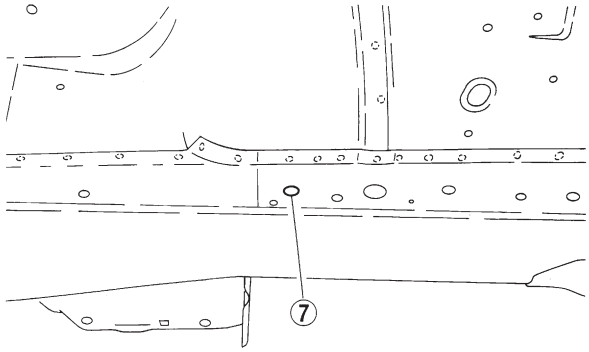

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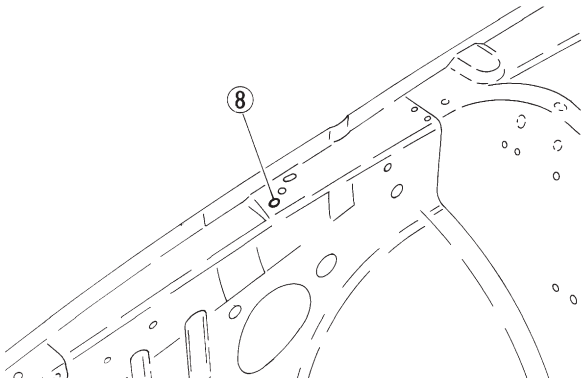

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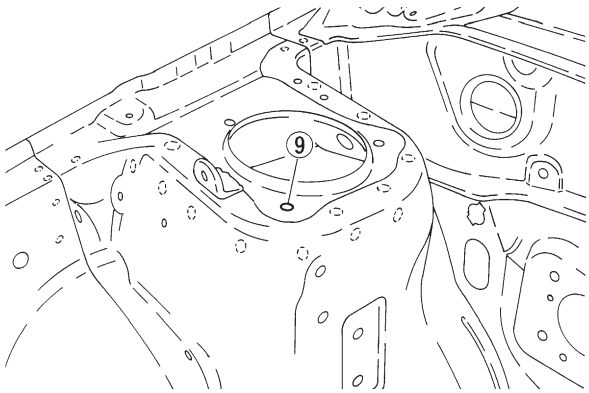

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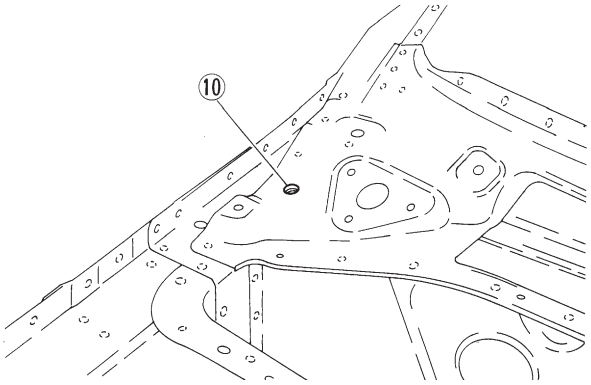

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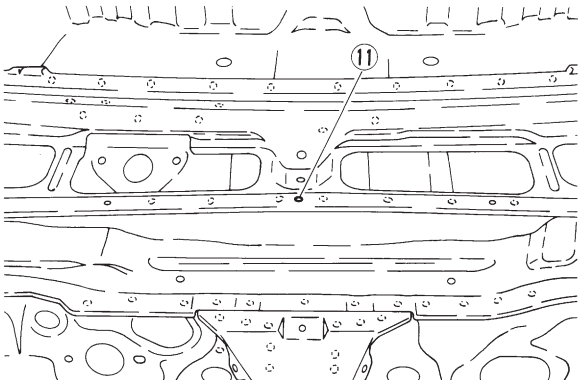

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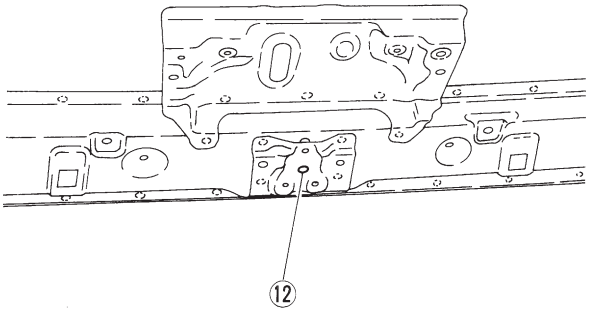

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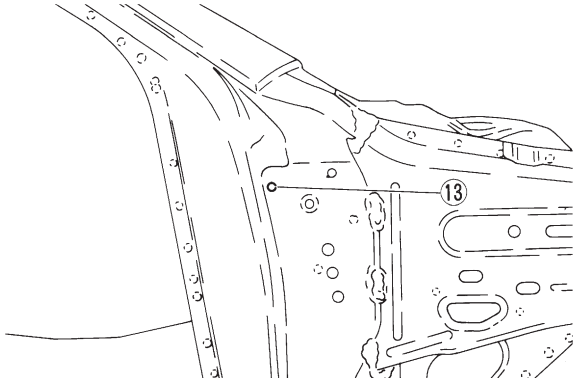

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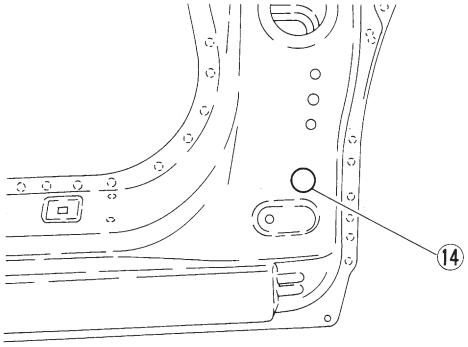

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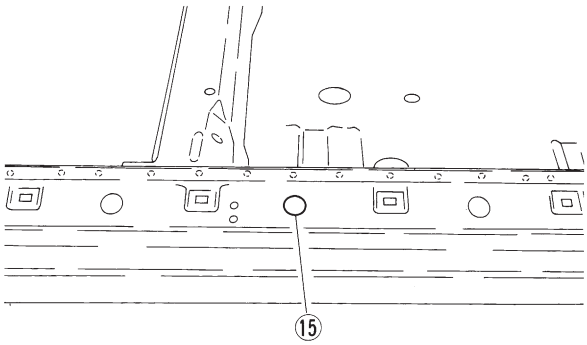

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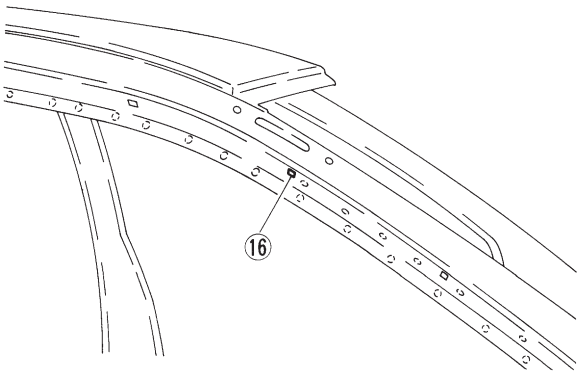

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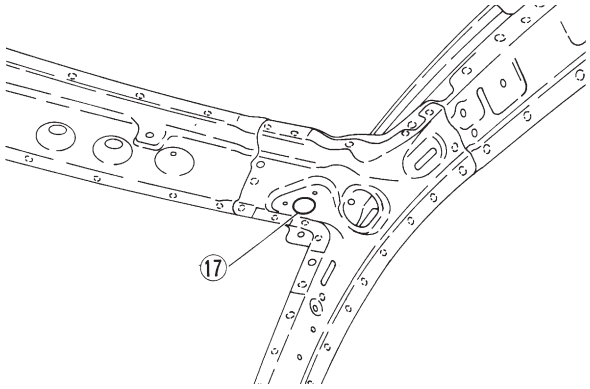

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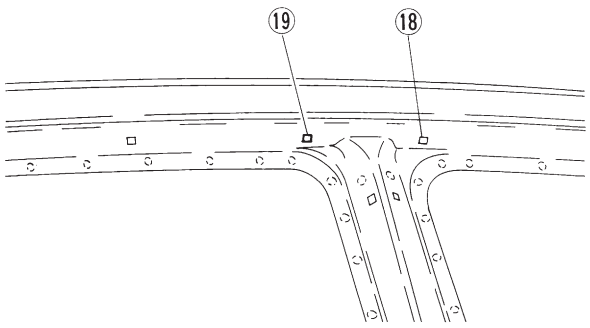

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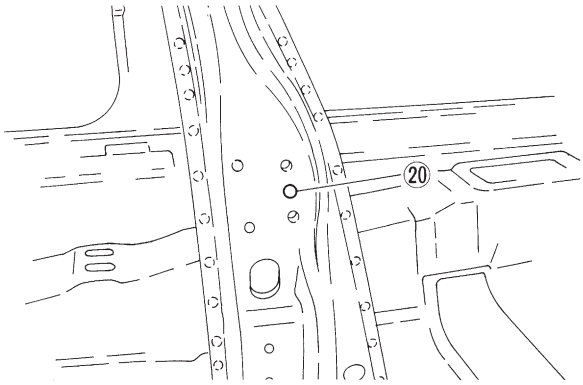

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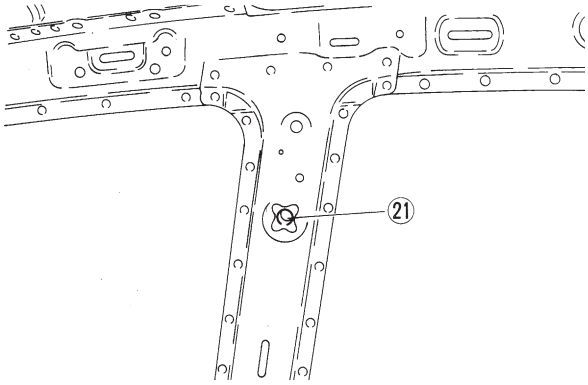

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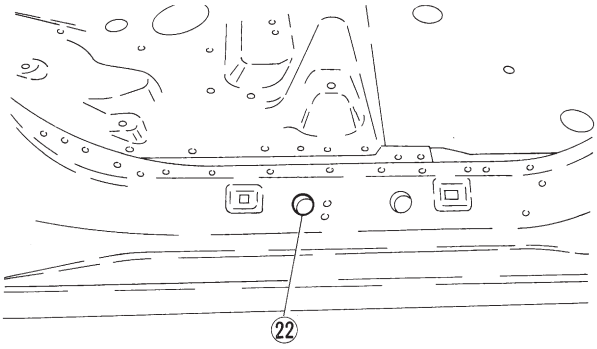

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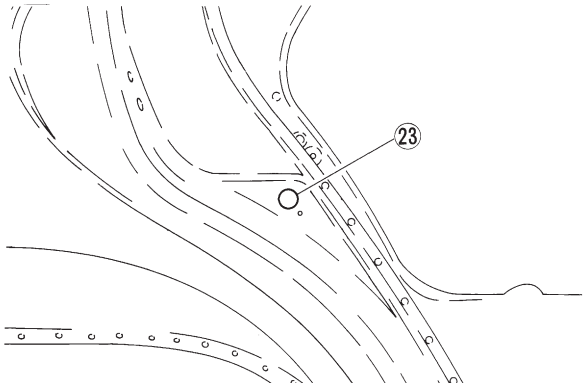

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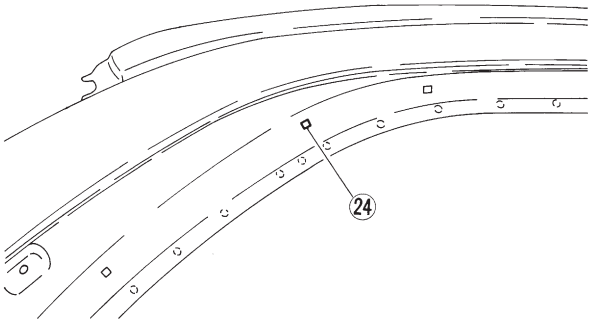

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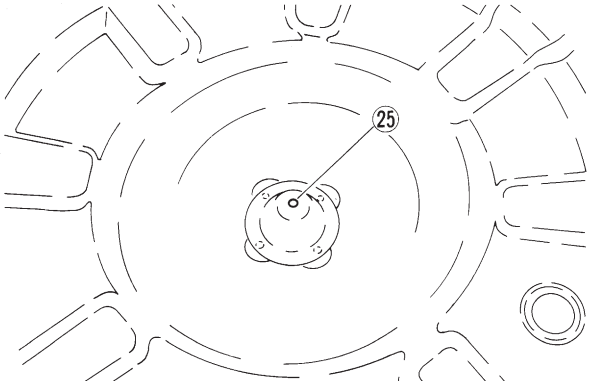

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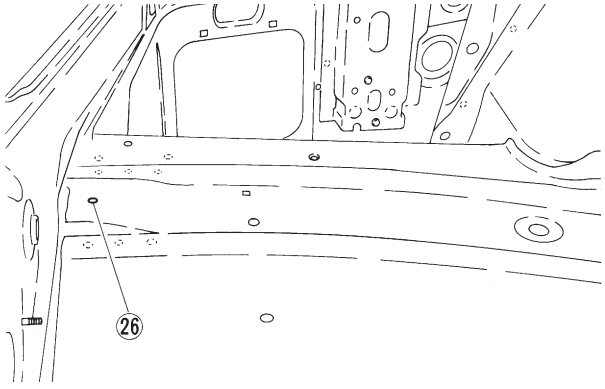

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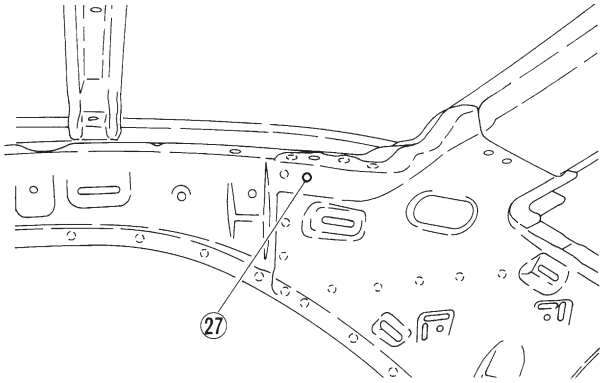

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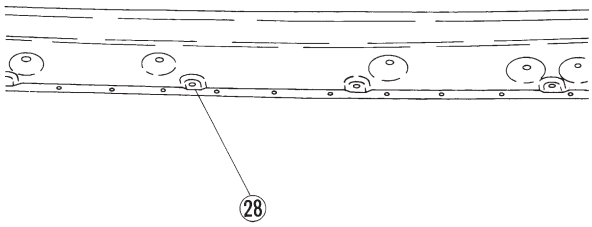
Sedan



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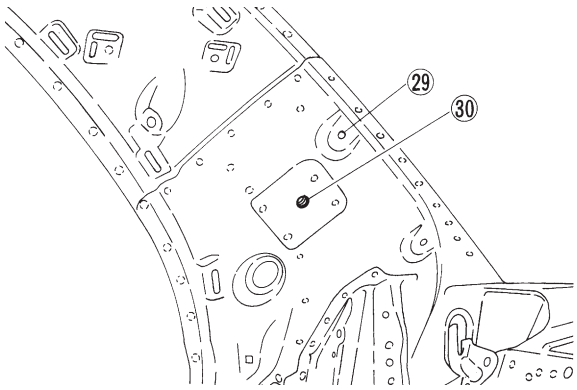

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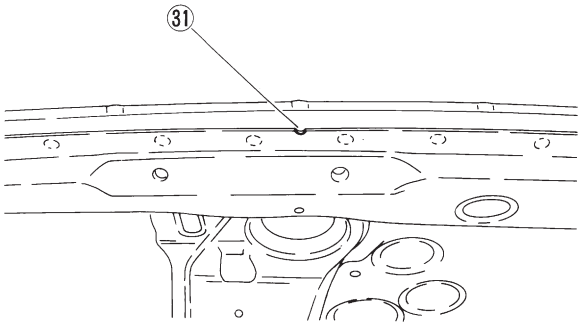

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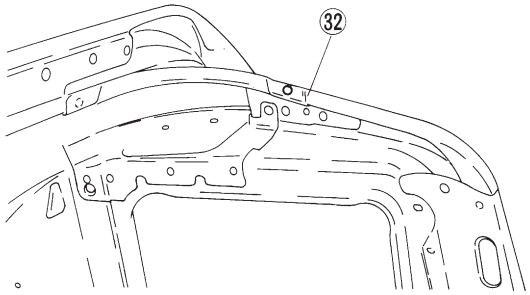

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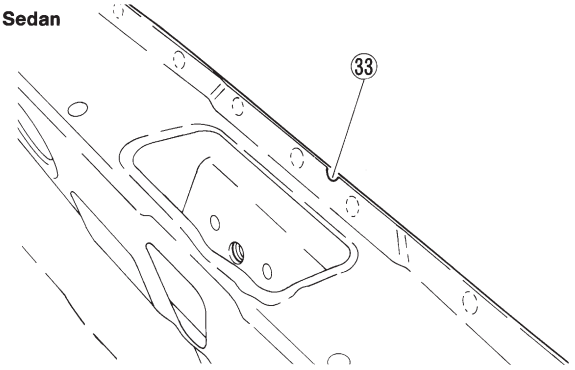

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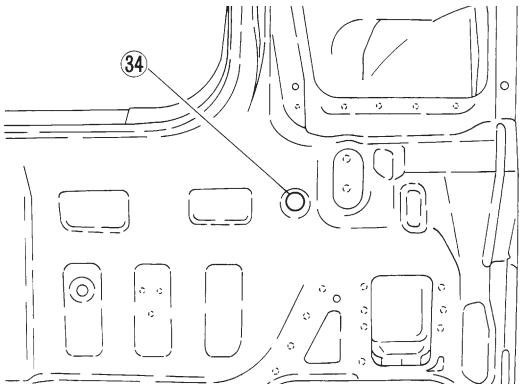

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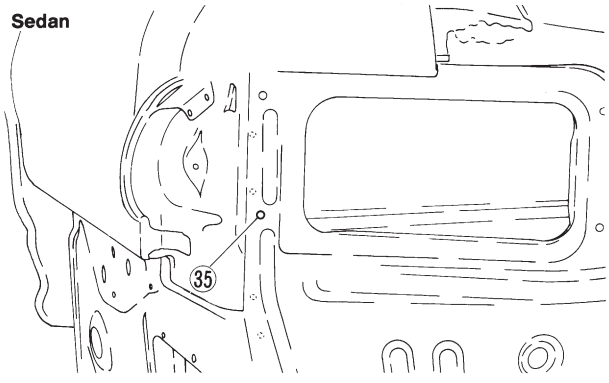

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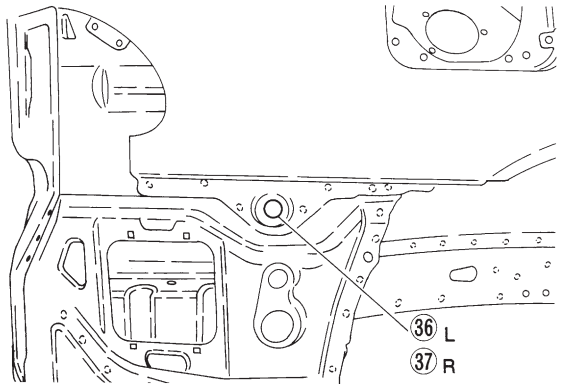

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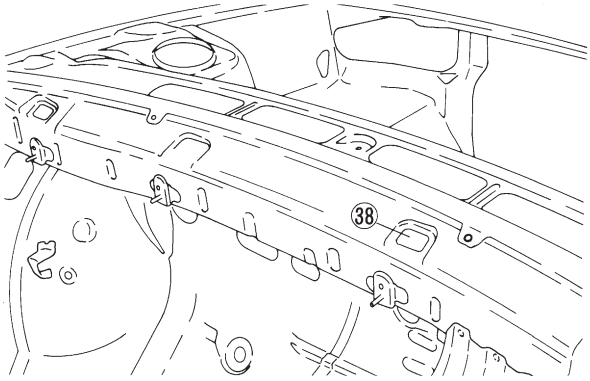

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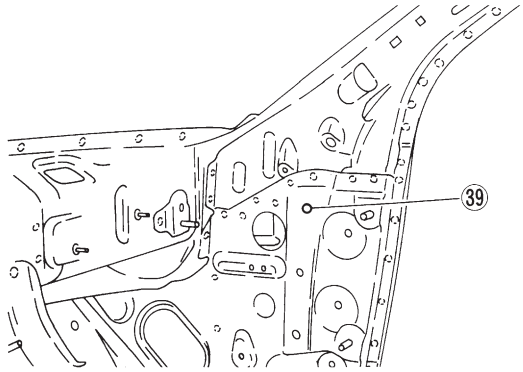
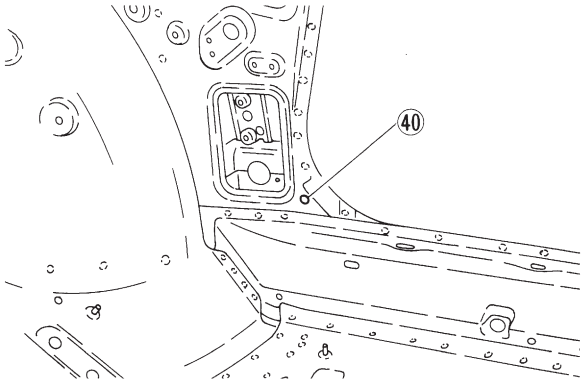


G5M0240



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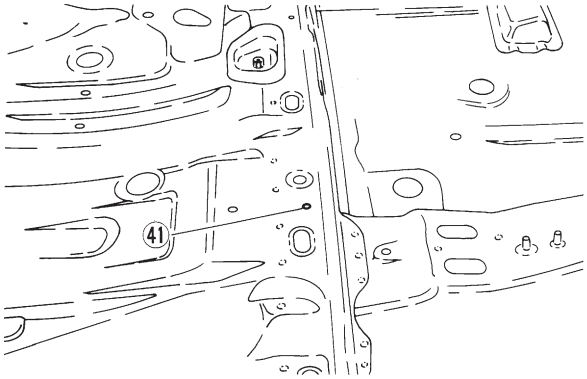
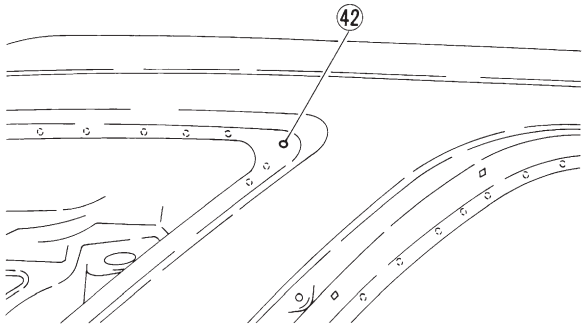


G5M0242

Wagon



G5M0243

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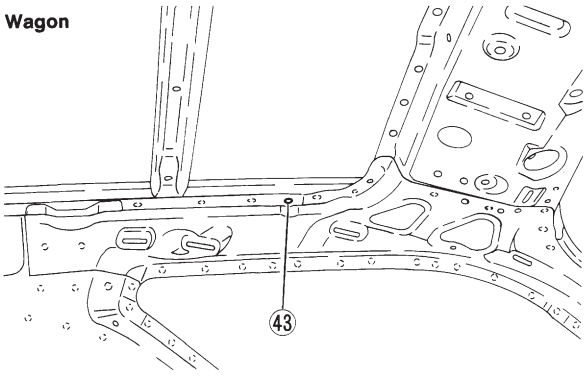

G5M0244

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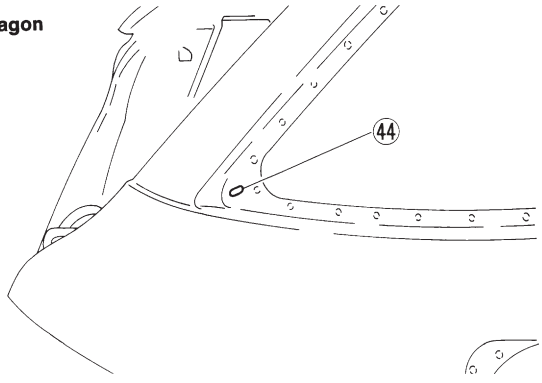

G5M0245

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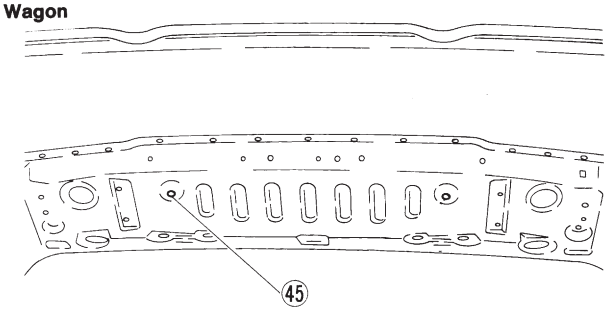

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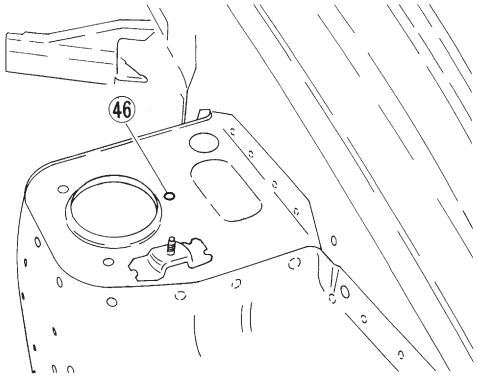

G5M0247

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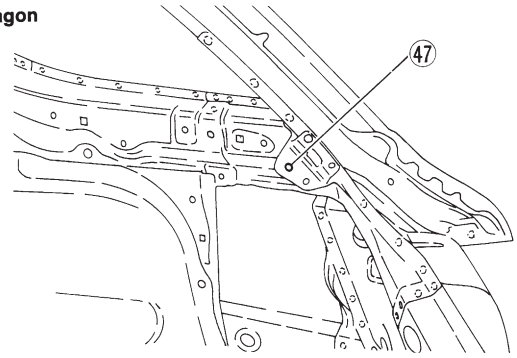

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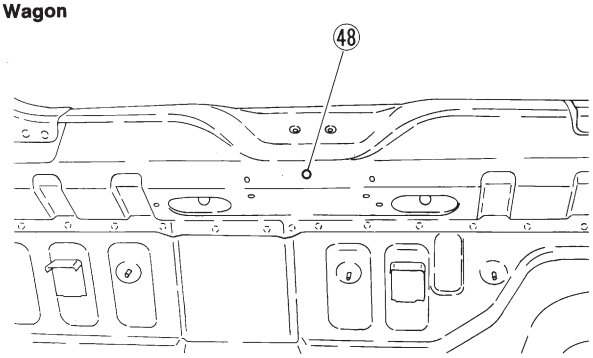

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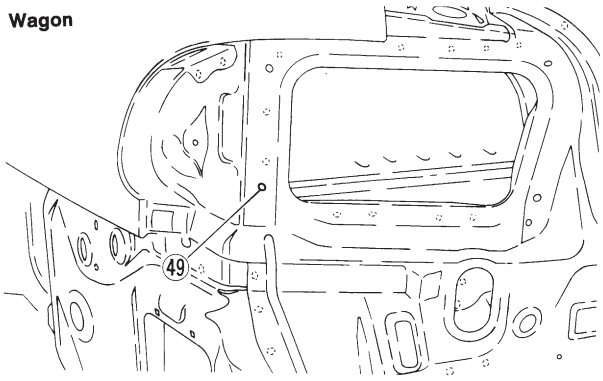

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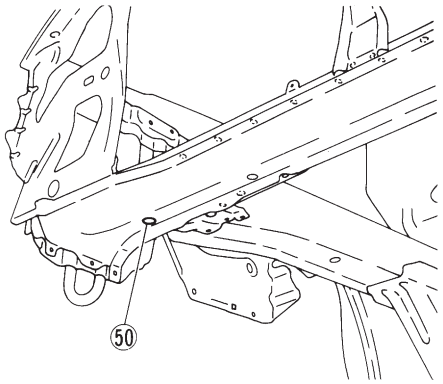

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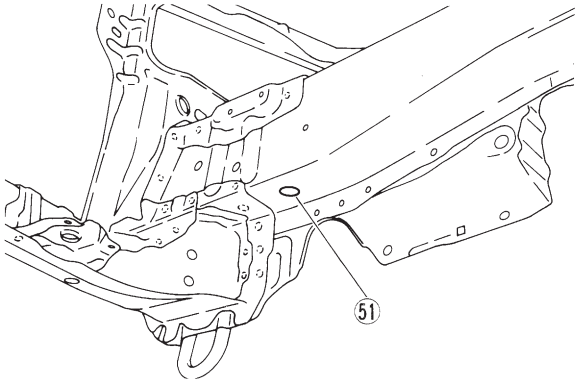

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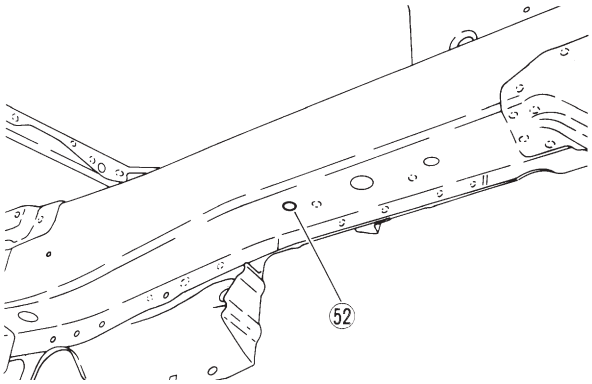

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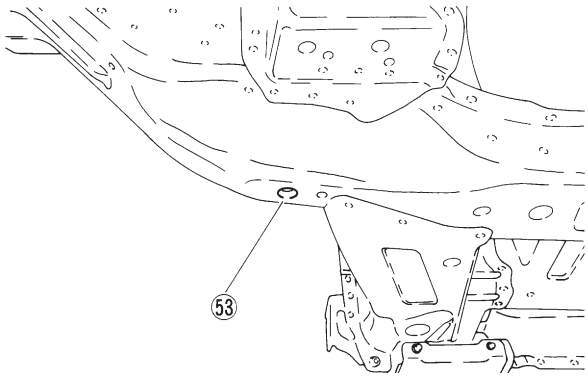
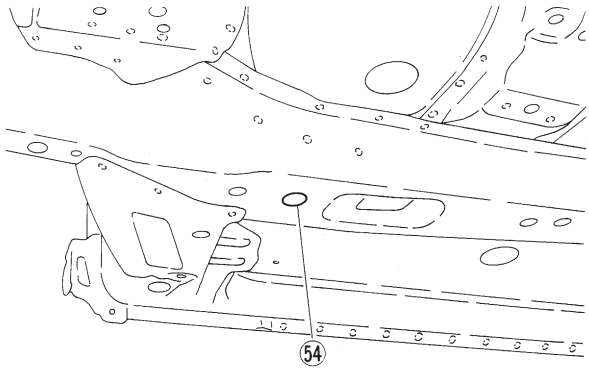


G5M0254



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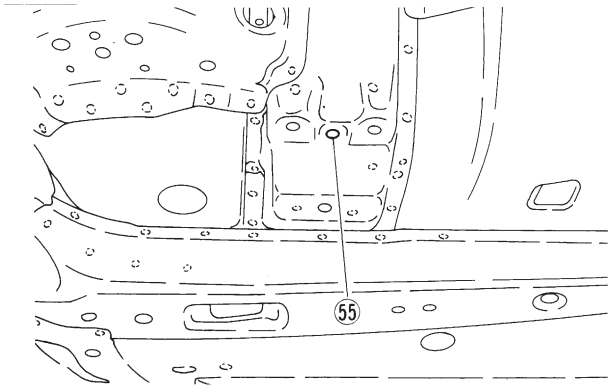
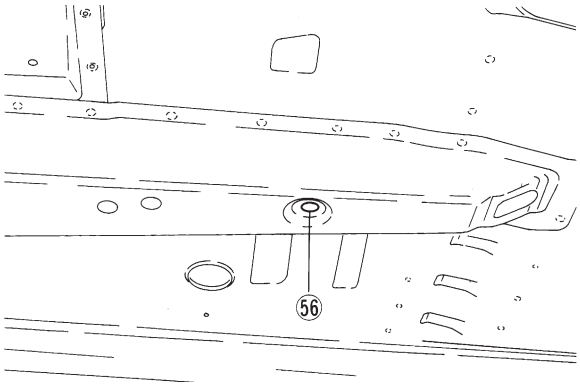


G5M0256



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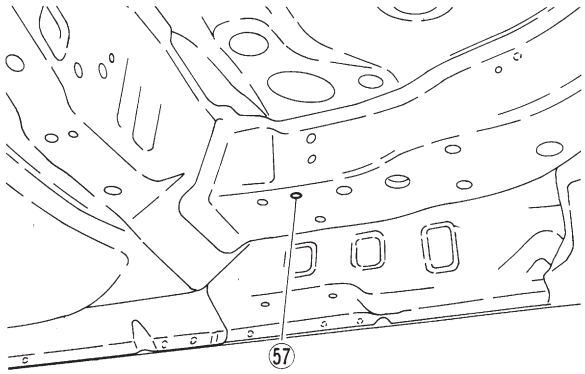

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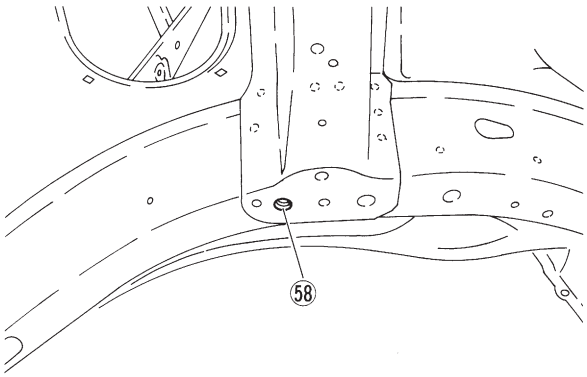

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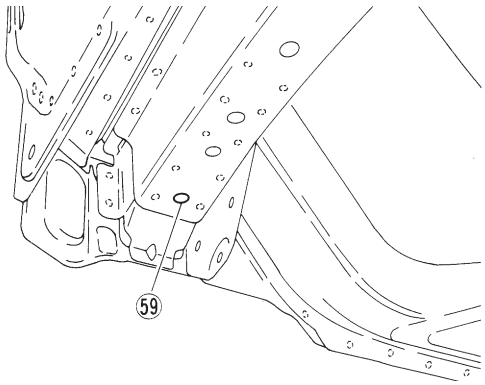

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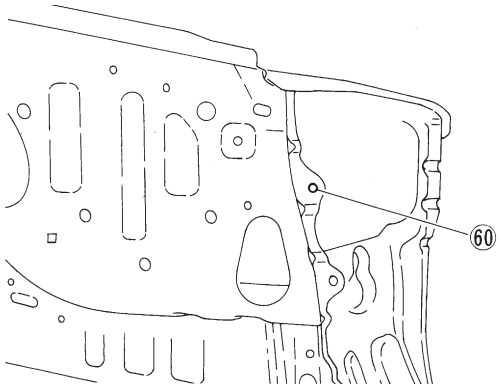

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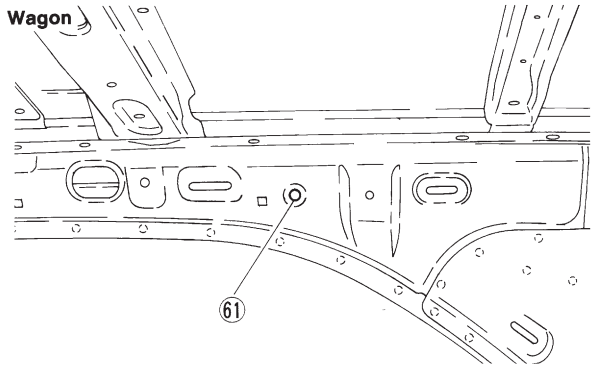

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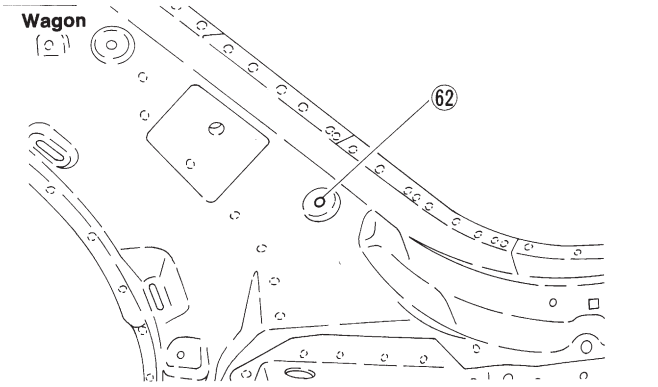

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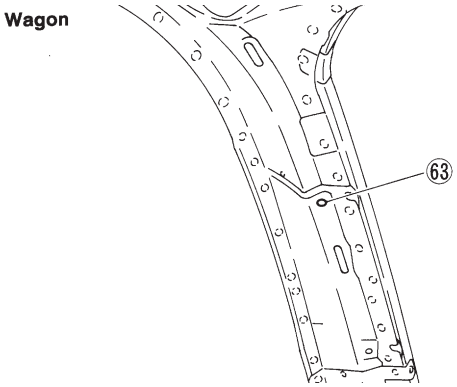

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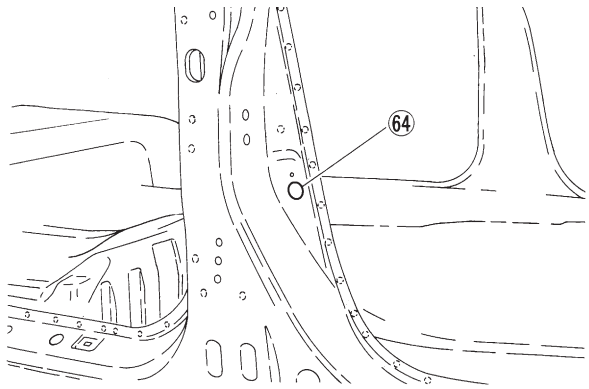

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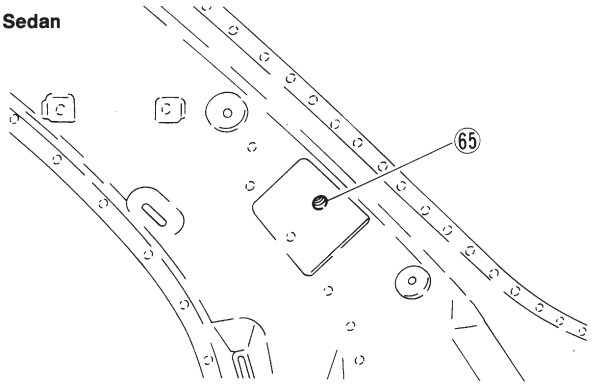

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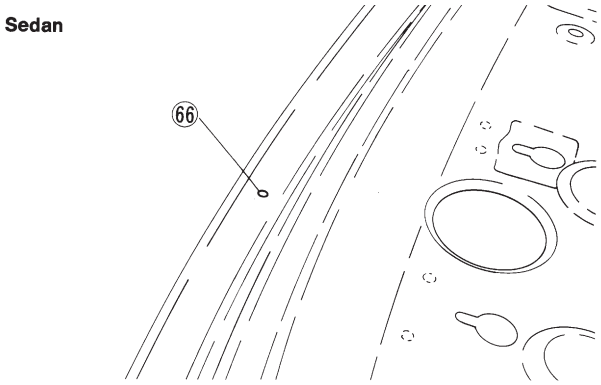

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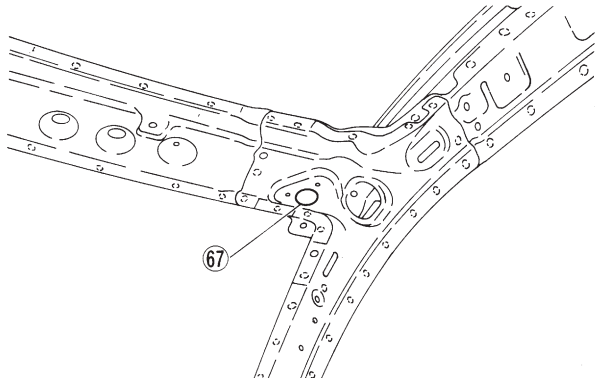

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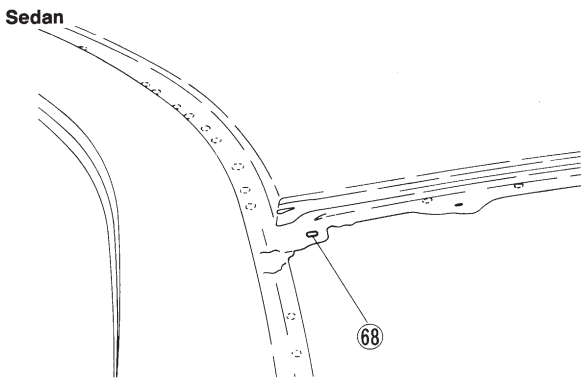

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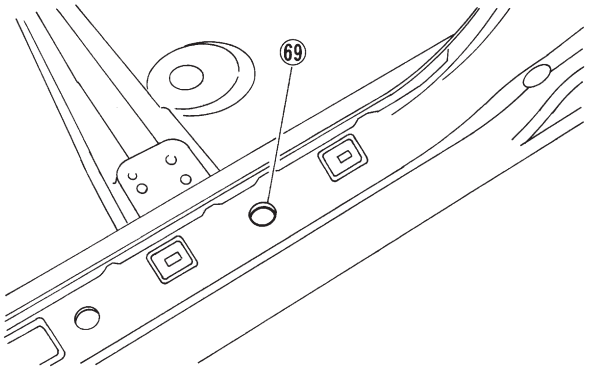

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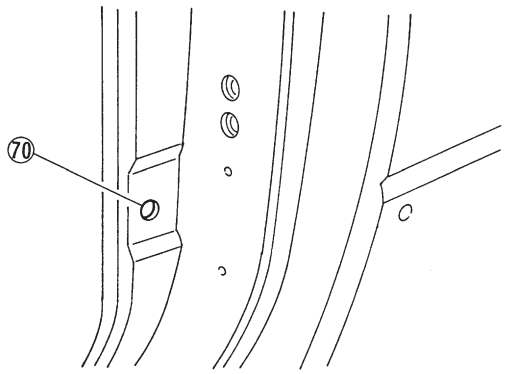

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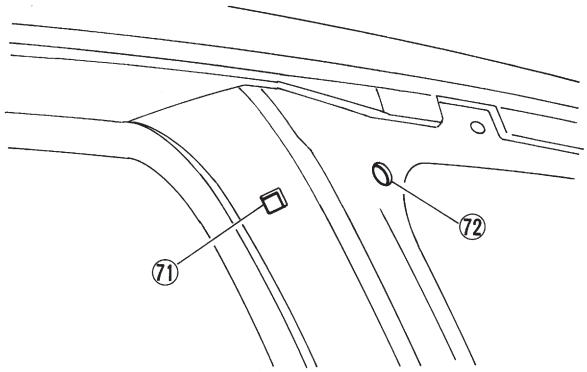

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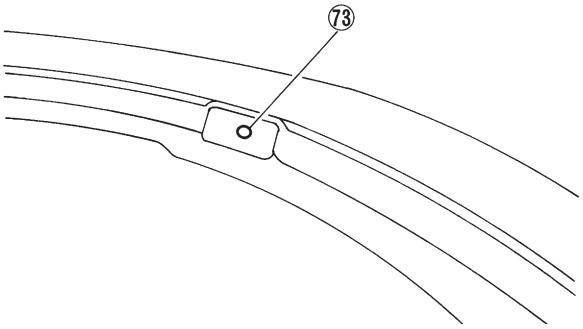

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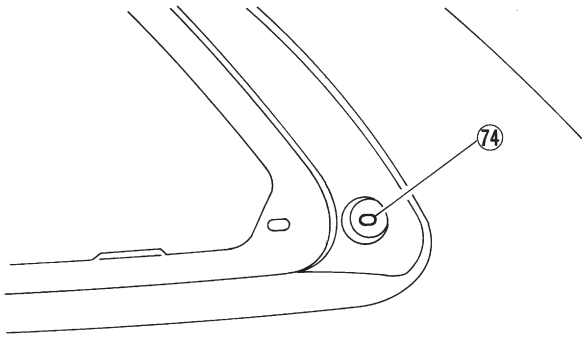

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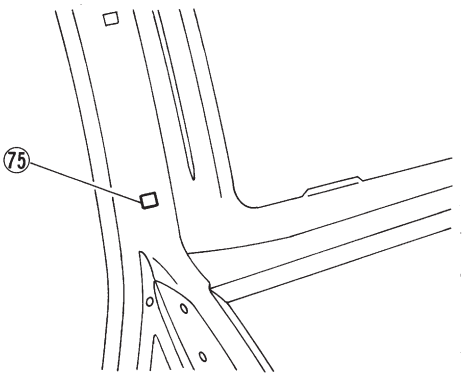

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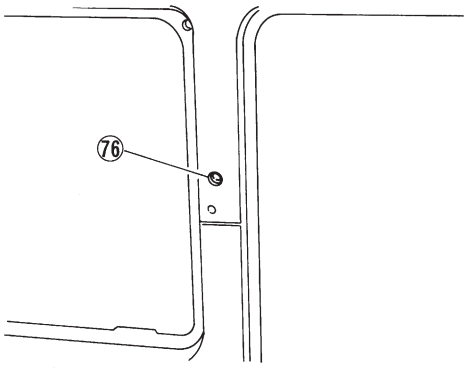
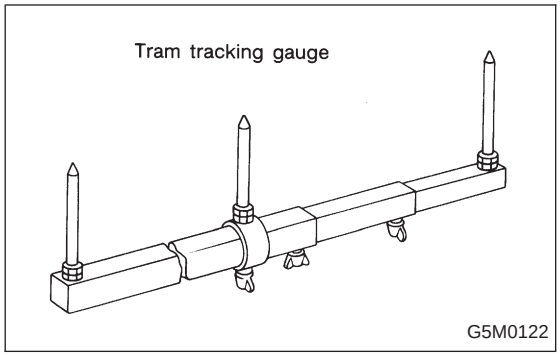


G5M0650



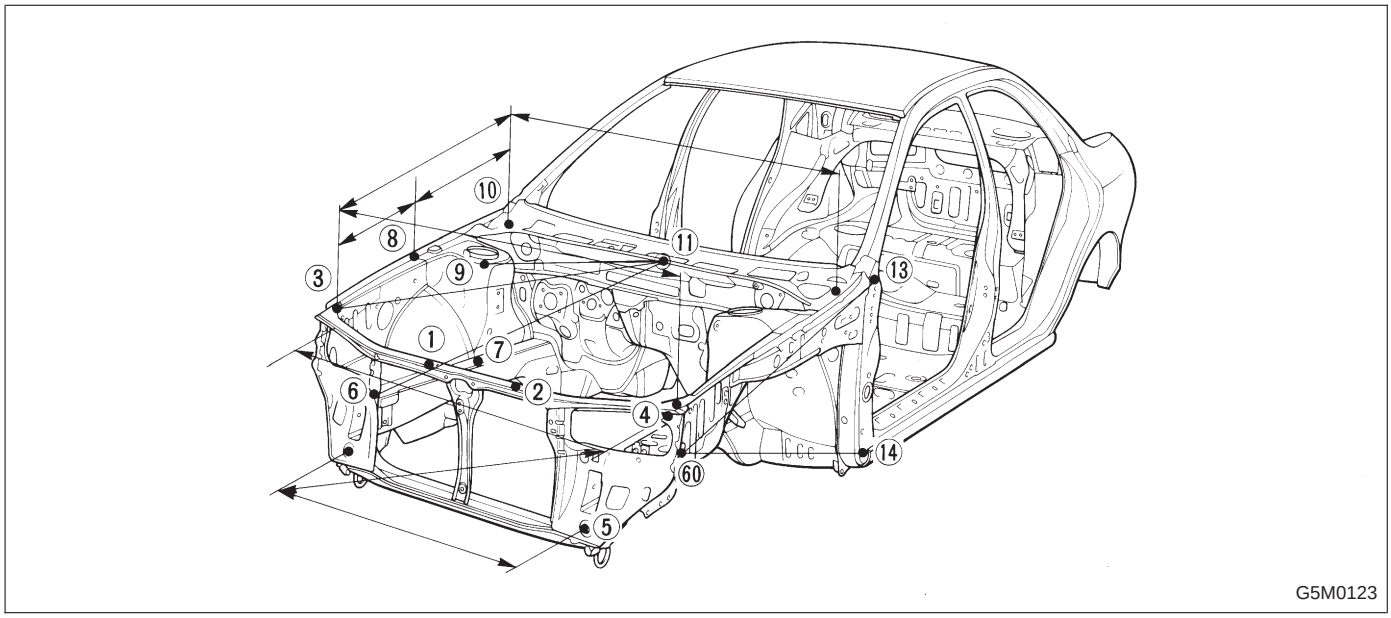
3. Datum Dimensions

Use a tram tracking gauge to measure all dimensions. If a measuring tape is used, be extremely careful because it tends to deflect or twist, which results in a false reading.

NOTE:

- A suffix character “R” or “L” refers to the right or the left.
- All dimensions refer to the distance between the centers of holes measured in a straight line.
- Each dimension indicates a projected dimension between hole centers.

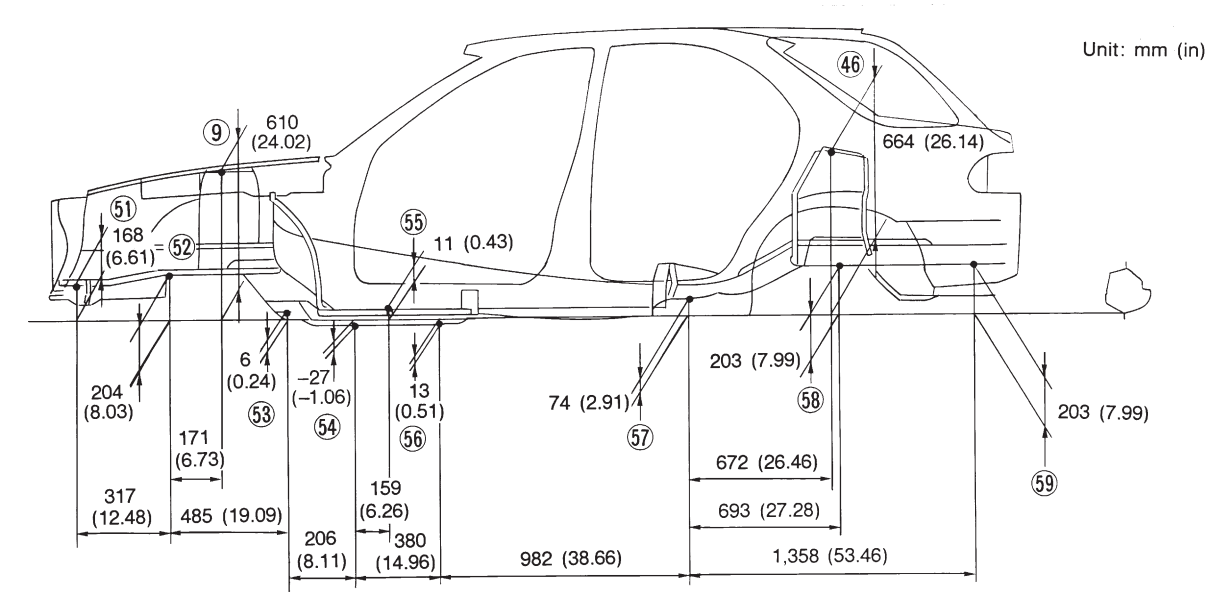
1. FRONT STRUCTURE

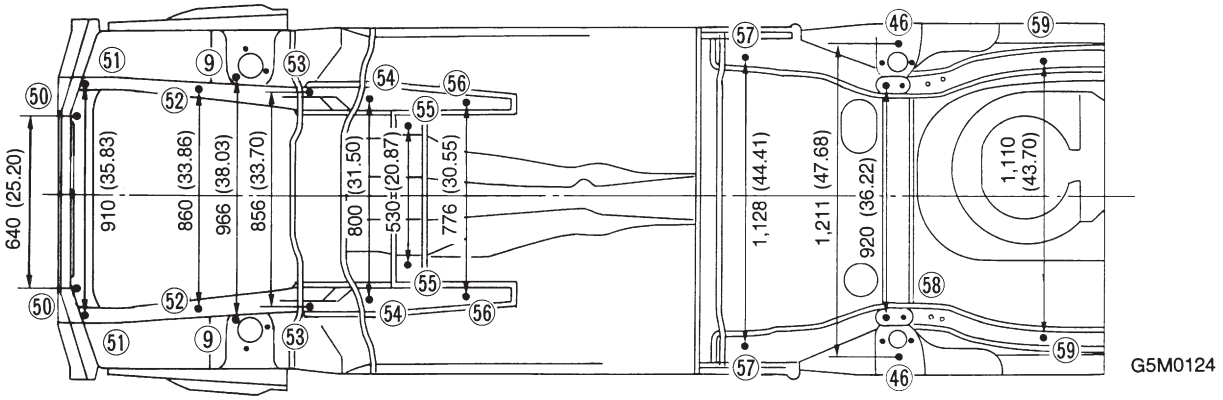


Unit: mm (in)

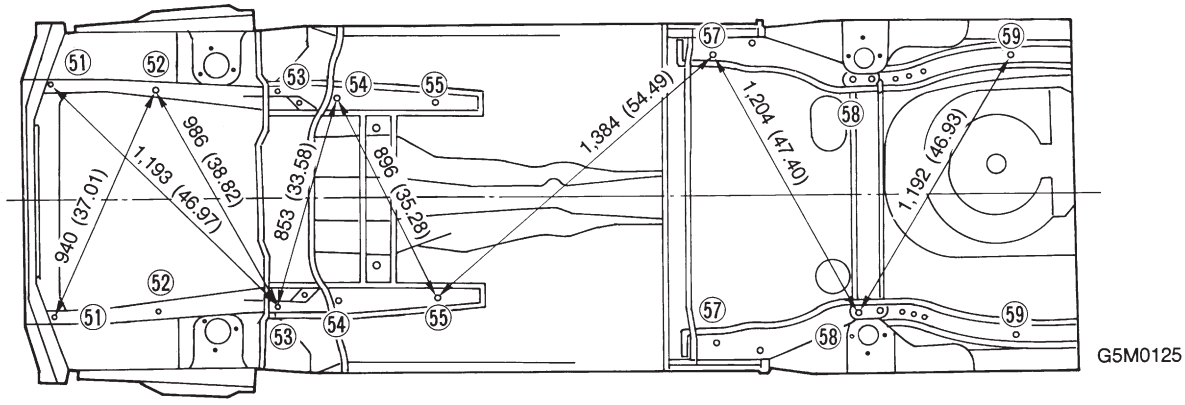
⑪	—	⑨R	:	525 (20.67)
⑪	—	⑨L		
⑪	—	⑥R	:	988 (38.90)
⑪	—	⑥L		
⑪	—	③R	:	990 (38.98)
⑪	—	③L		
⑩R	—	③R	:	829 (32.64)
⑩L	—	③L		
⑩R	—	⑧R	:	567 (22.32)
⑩L	—	⑧L		
⑧R	—	③R	:	264 (10.39)
⑧L	—	③L		
⑩R	—	⑩L	:	1,382 (54.41)
③R	—	③L	:	1,336 (52.60)
⑤R	—	⑤L	:	942 (37.09)
⑤R	—	④R	:	1,174 (46.22)
⑤L	—	④L		
④R	—	④L	:	1,269 (49.96)
⑥⓪R	—	⑬R	:	1,113 (43.82)
⑥⓪L	—	⑬L		
⑥⓪R	—	⑭R	:	1,076 (42.36)
⑥⓪L	—	⑭L		
①	—	⑪	:	882 (34.72)
②	—	⑪	:	913 (35.94)

2. CENTER STRUCTURE





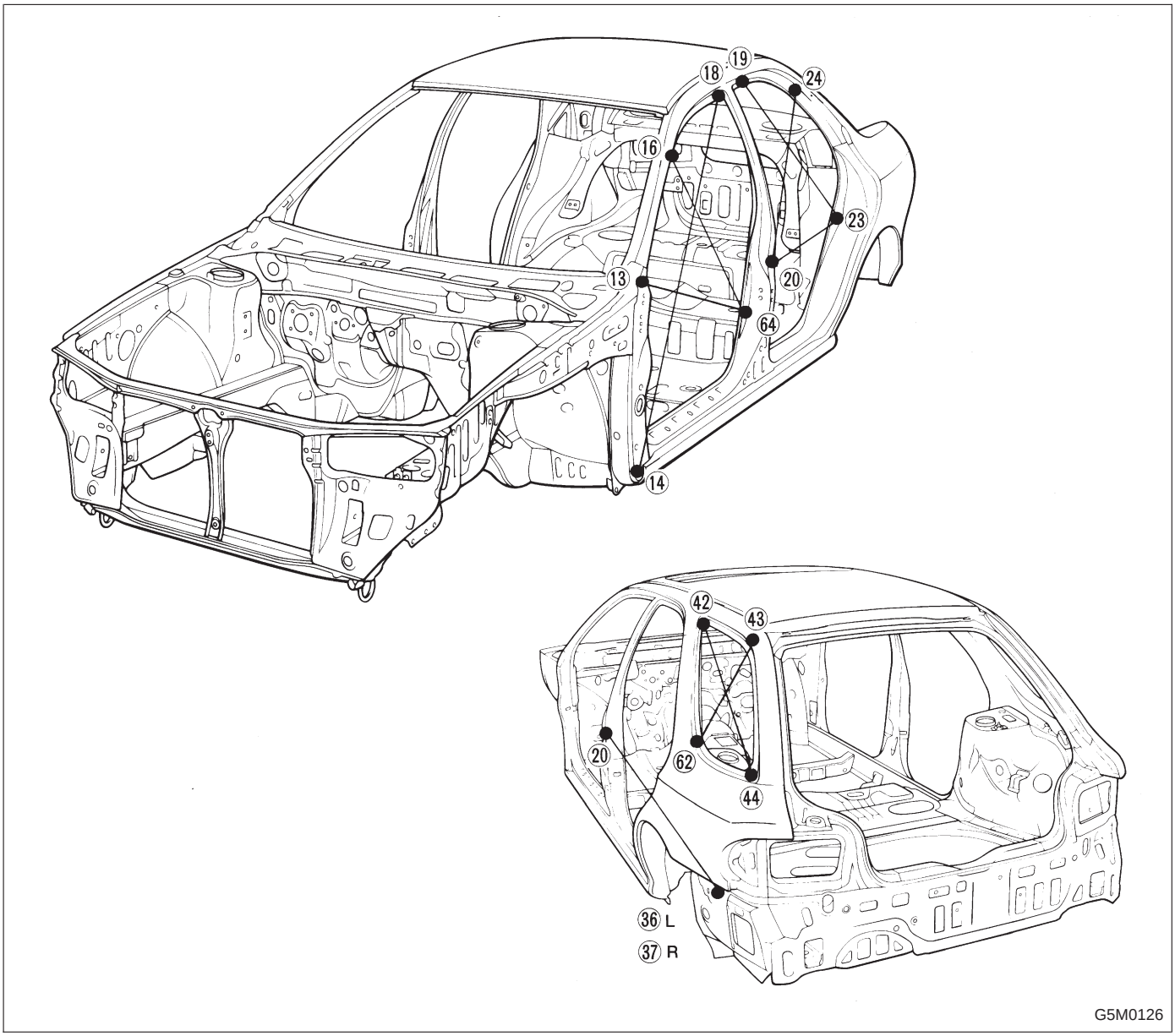
G5M0124



G5M0125

G5M0124

3. DOORS AND REAR QUARTER (SEDAN AND WAGON)

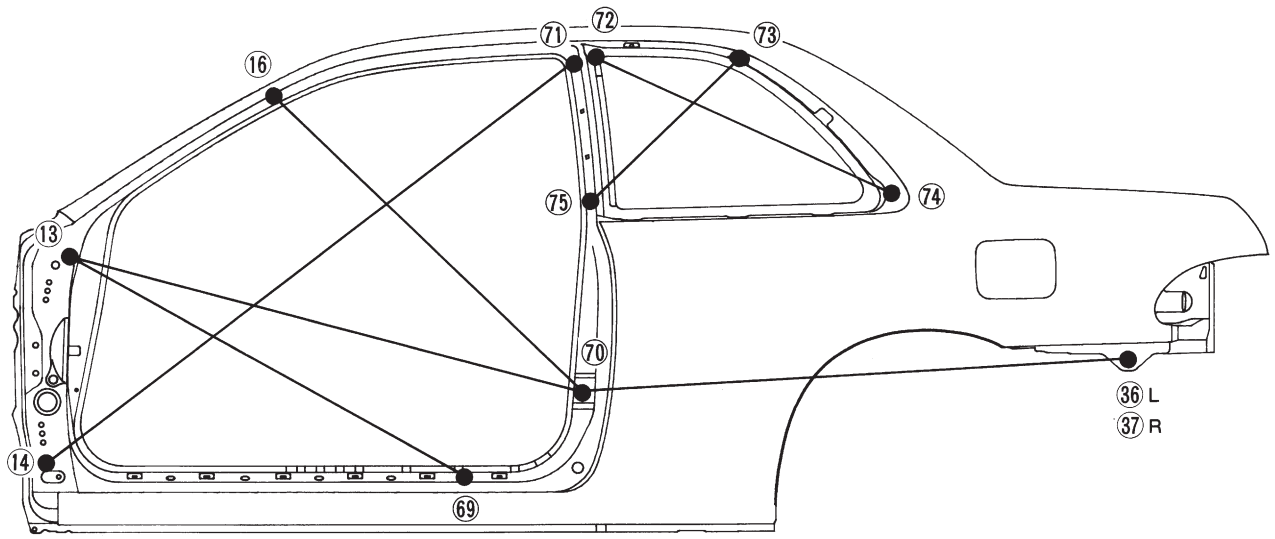


Unit: mm (in)

14	—	18	:	1,495 (58.86)	19	—	23	: 912 (35.91)
13	—	64	:	947 (37.28)	20	—	36 L	: 1,462 (57.56) (Wagon)
16	—	64	:	976 (38.43)	20	—	37 R	: 1,481 (58.31) (Wagon)
20	—	23	:	803 (31.61)	62	—	43	: 377 (14.84) (Wagon)
20	—	24	:	829 (32.64)	42	—	44	: 847 (33.35) (Wagon)

4. DOORS AND REAR QUARTER (COUPE)

COUPE MODEL

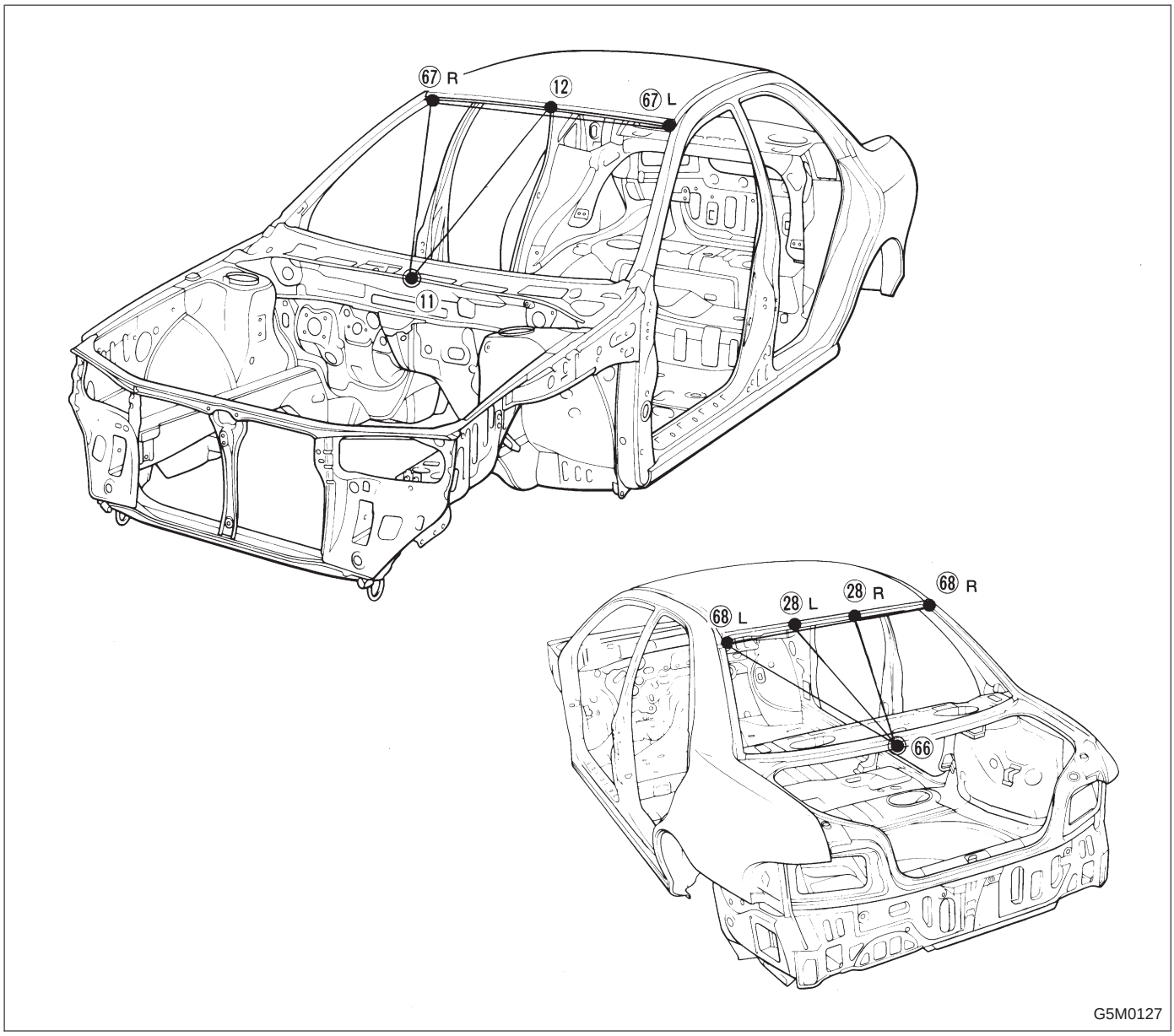


G5M0652

Unit: mm (in)

⑭	—	⑦①	:	1,576 (62.05)	⑦③	—	⑦⑤	: 512 (20.16)
⑬	—	⑦⓪	:	1,251 (49.25)	⑦⓪	—	㊱ L	: 1,295 (50.98)
⑯	—	⑦⓪	:	997 (39.25)	⑦⓪	—	㊲ R	: 1,243 (48.94)
⑬	—	⑥⑨	:	1,063 (41.85)				
⑫	—	⑦④	:	778 (30.63)				

5. FRONT WINDSHIELD AND REAR WINDOW

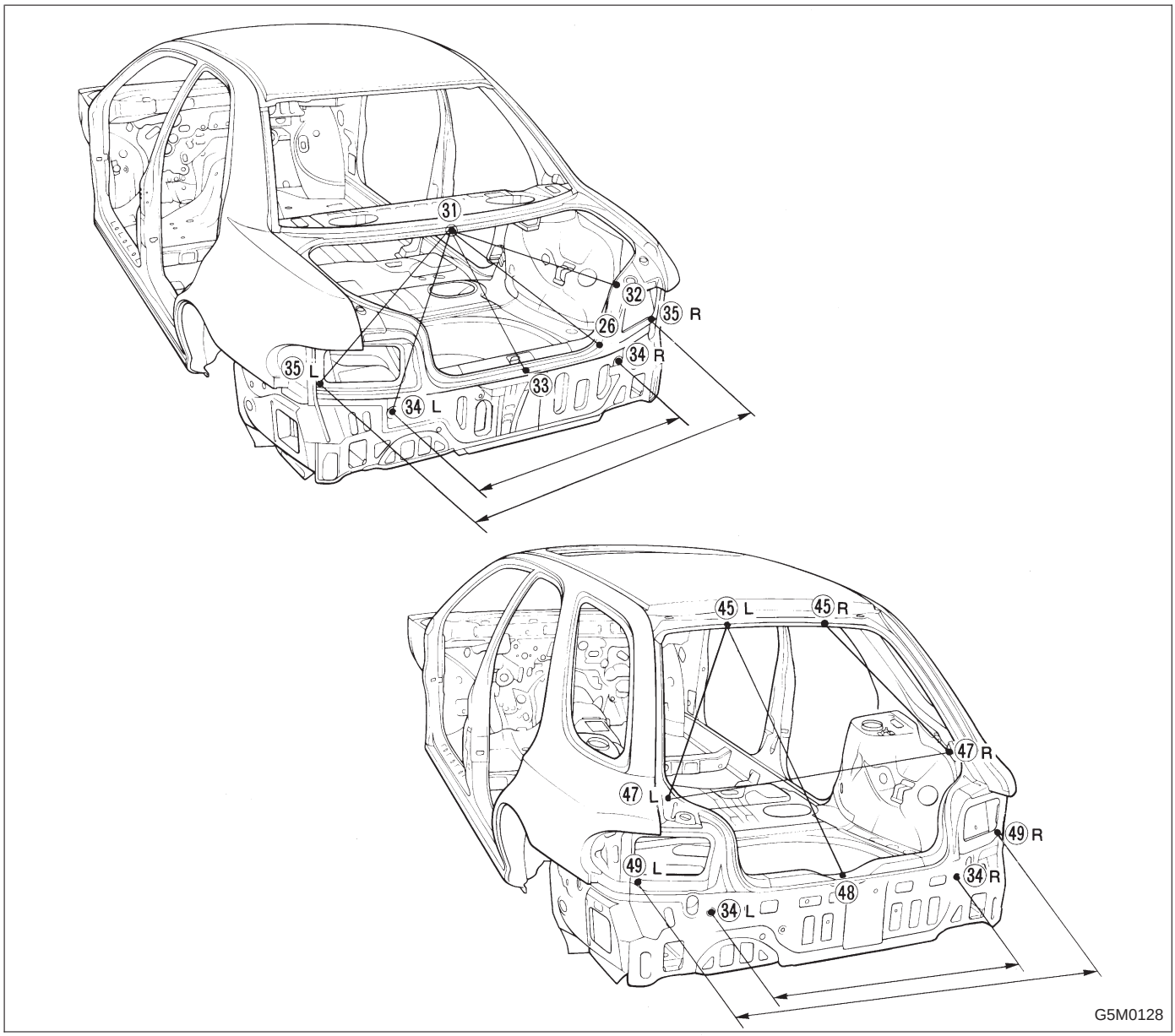


Unit: mm (in)

11	—	12	:	989 (38.94)
67 R	—	67 L	:	1,012 (39.84)
11	—	67 R	:	1,116 (43.94)
11	—	67 L		

66	—	28 R	:	714 (28.11)
66	—	28 L		
66	—	68 R	:	856 (33.70)
66	—	68 L		
68 R	—	68 L	:	1,012 (39.84)

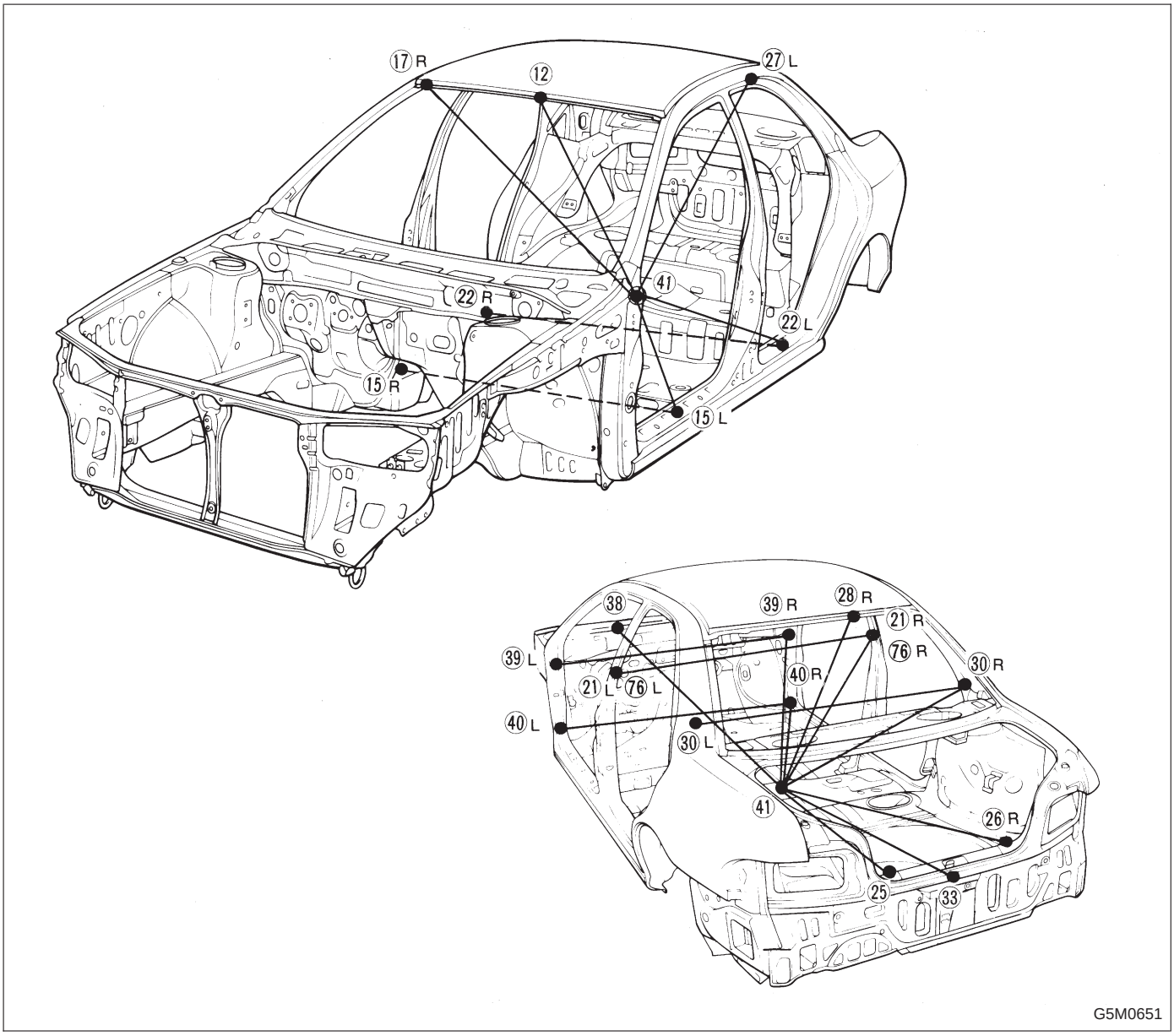
6. TRUNK LID AND REAR GATE



Unit: mm (in)

TRUNK LID				REAR GATE			
㉛	— ㉜R	:	606 (23.86)	㊺R	— ㊽	:	988 (38.90)
㉛	— ㉜L			㊺L	— ㊽		
㉛	— ㉖R	:	831 (32.72)	㊺R	— ㊼R	:	926 (36.46)
㉛	— ㉖L			㊺L	— ㊼L		
㉛	— ㉝	:	564 (22.20)	㊼R	— ㊼L	:	1,043 (41.06)
㉛	— ㉟R	:	831 (32.72)	㊾R	— ㊾L	:	1,335 (52.56)
㉛	— ㉟L			㉞R	— ㉞L	:	890 (35.04)
㉞R	— ㉞L	:	890 (35.04)				
㉟R	— ㉟L	:	1,364 (53.70)				

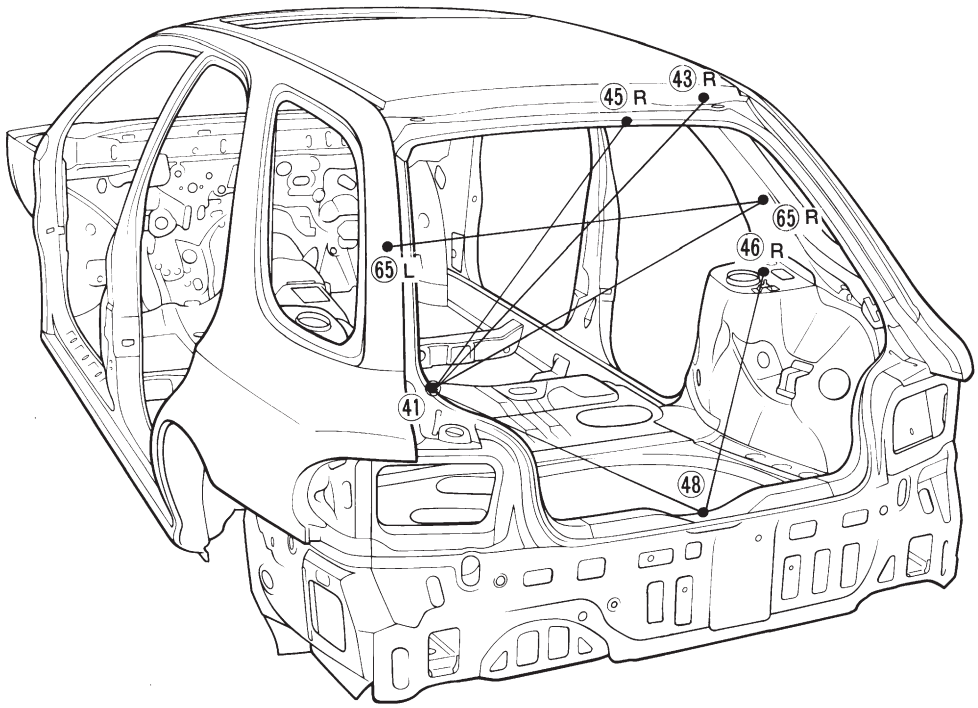
7. COMPARTMENT



Unit: mm (in)

30 R	—	30 L	:	1,197 (47.13)	41	—	15 R, 15 L	:	1,140 (44.88)	41	— 30 R, 30 L : 1,168 (45.98) (Sedan)
21 R	—	21 L	:	1,061 (41.77)							
15 R	—	15 L	:	1,453 (57.20)	41	—	22 R, 22 L	:	733 (28.86)	41	— 28 R, 28 L : 1,050 (41.34) (Sedan)
22 R	—	22 L	:	1,453 (57.20)							
39 R	—	39 L	:	1,388 (54.65)	41	—	12	:	1,156 (45.51)	41	— 21 R, 21 L : 1,038 (40.87)
40 R	—	40 L	:	1,401 (55.16)	41	—	27 R, 27 L	:	1,085 (42.72)		
41	—	38	:	1,527 (60.12)						41	— 17 R, 17 L : 1,208 (47.56)
41	—	39 R, 39 L	:	1,524 (60.00)	41	—	26 R, 26 L	:	1,568 (61.73)		
41	—	40 R, 40 L	:	1,756 (69.13)	41	—	25	:	1,184 (46.61)	41	— 33 : 1,569 (61.77) (Sedan)
										76 R	— 76 L : 1,212 (47.72) (Coupe)

8. LUGGAGE ROOM



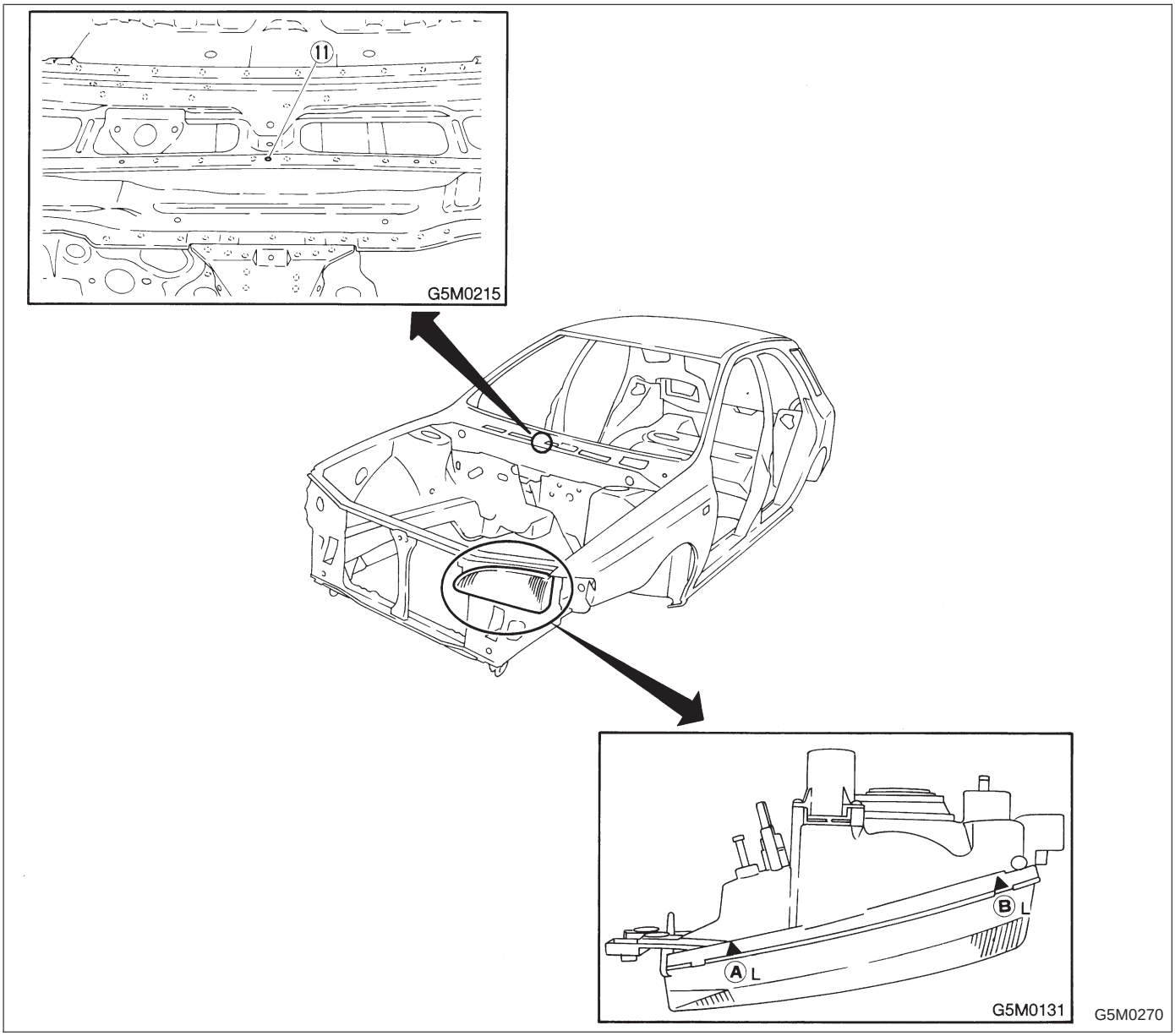
G5M0130

Unit: mm (in)

41	—	65 R	: 1,122 (44.17)	41	—	43 R	: 1,237 (48.70)
41	—	65 L		41	—	43 L	
41	—	45 R	: 1,225 (48.23)	48	—	46 R	: 971 (38.23)
41	—	45 L		48	—	46 L	
41	—	48	: 1,446 (56.93)	65 R	—	65 L	: 1,235 (48.62)

4. Datum Points and Dimensions Concerning On-Board Aiming Adjustment

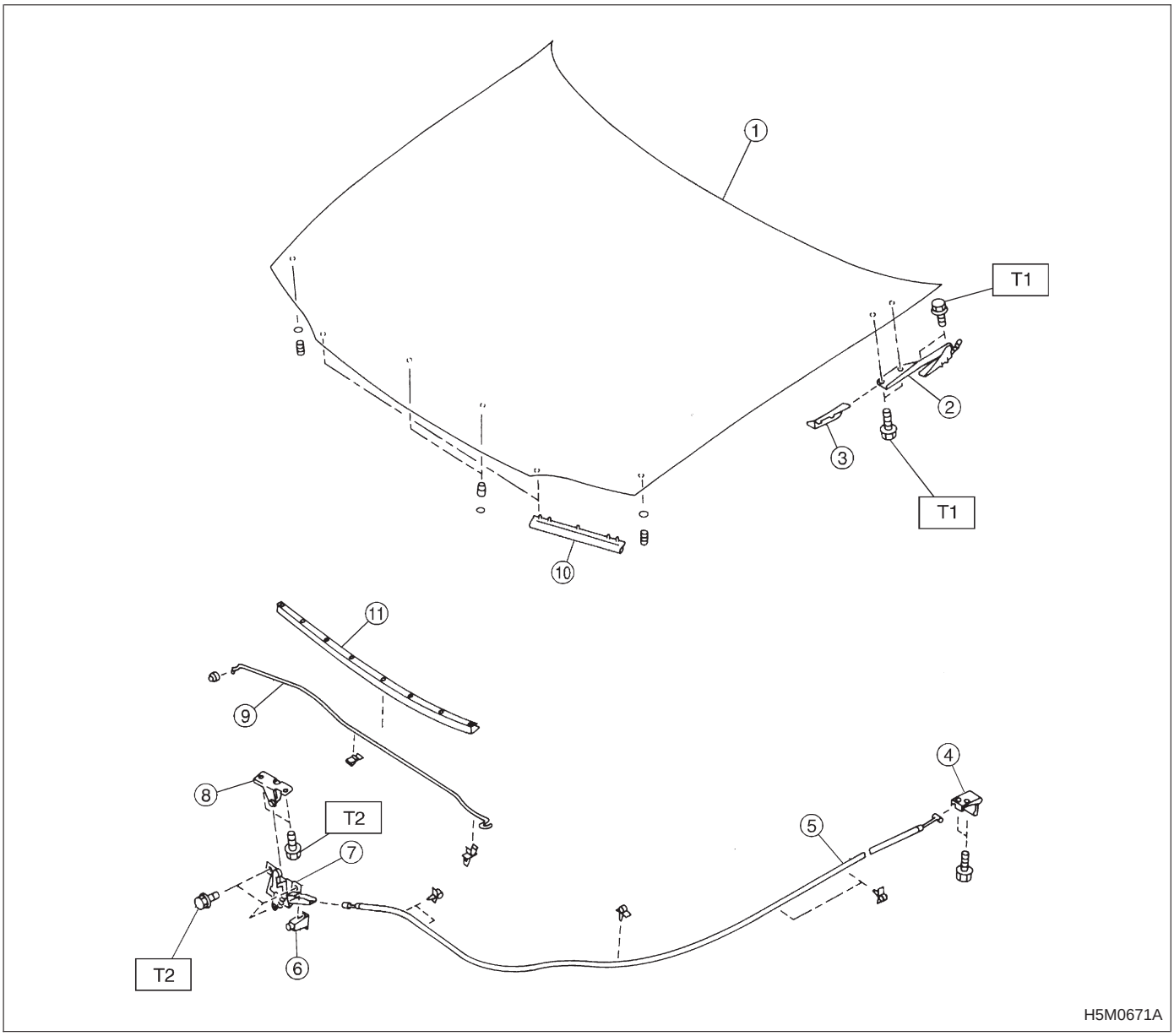
If headlight aiming is misaligned due to damaged body panel, repair headlight mating surface using body and headlight datum points as a guide.



Unit: mm (in)

11 — A L 11 — A R	:	993 (39.09)		11 — B L 11 — B R	:	1,048 (41.26)	

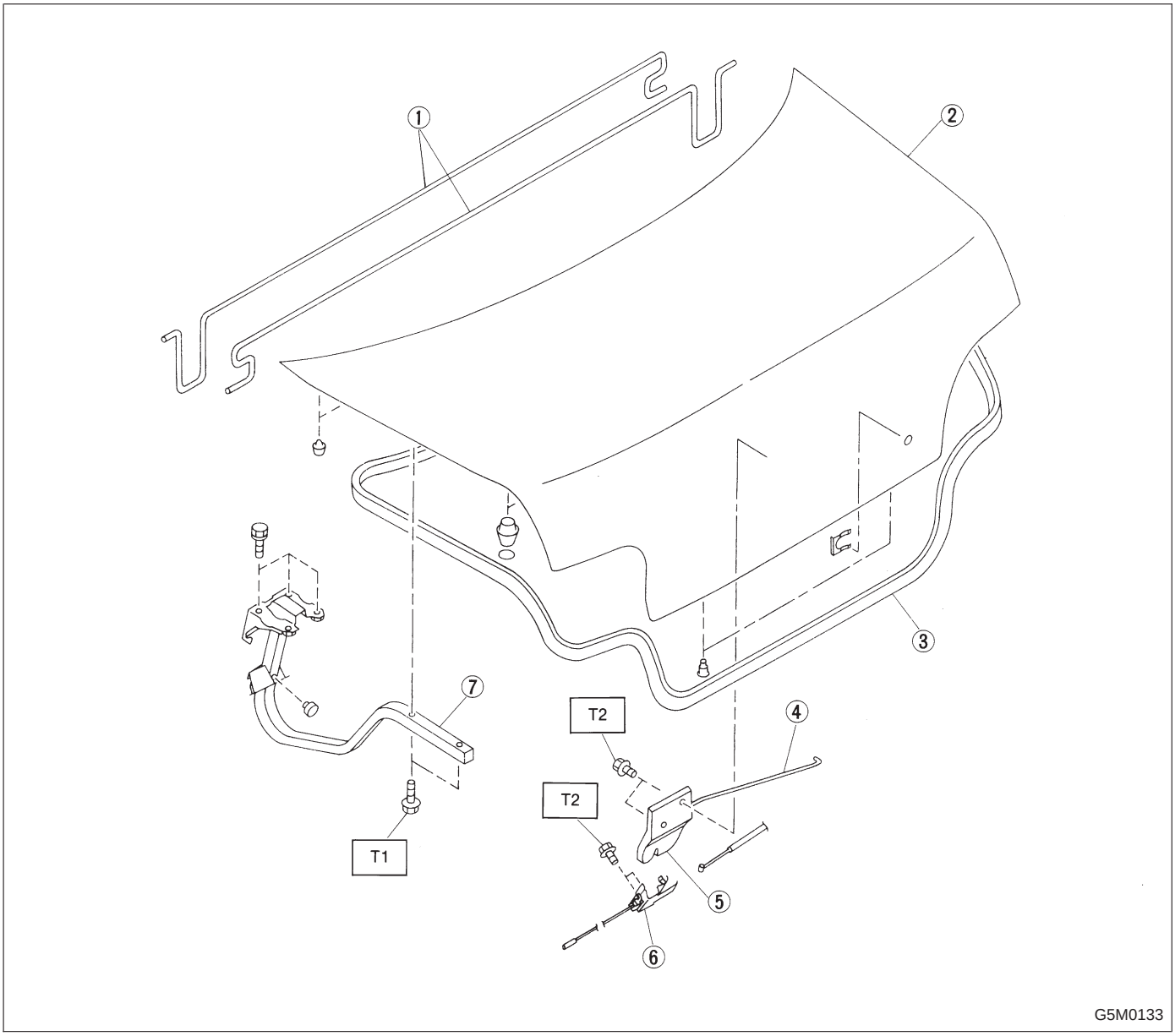
1. Front Hood and Hood Lock



① Front hood
② Hinge (RH, LH)
③ Hood hinge cover (RH, LH)
④ Lever ASSY
⑤ Cable
⑥ Stopper
⑦ Hood lock ASSY
⑧ Striker
⑨ Front hood stay
⑩ Seal (Front hood) SD
⑪ Seal (Front hood) CTR

Tightening torque: N·m (kg-m, ft-lb)
T1: 9 — 19
(0.9 — 1.9, 6.5 — 13.7)
T2: 31 — 33 (3.2 — 3.4, 23 — 25)

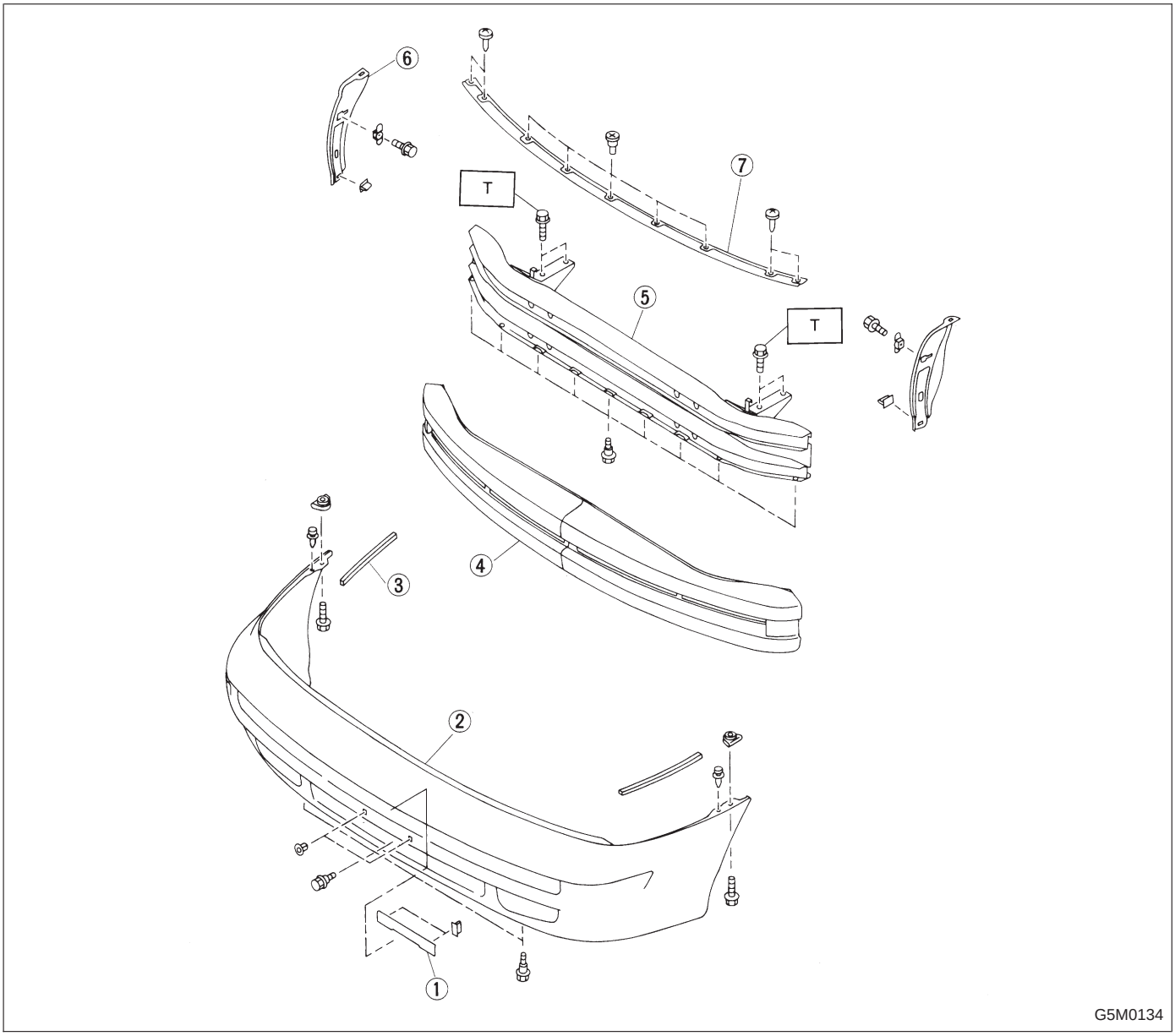
2. Trunk Lid



① Torsion bar
② Trunk lid
③ Weatherstrip
④ Rod
⑤ Trunk lid lock ASSY
⑥ Striker
⑦ Hinge ASSY

Tightening torque: N·m (kg-m, ft-lb)
T1: 10 — 18 (1.0 — 1.8, 7 — 13)
T2: 13 — 23 (1.3 — 2.3, 9 — 17)

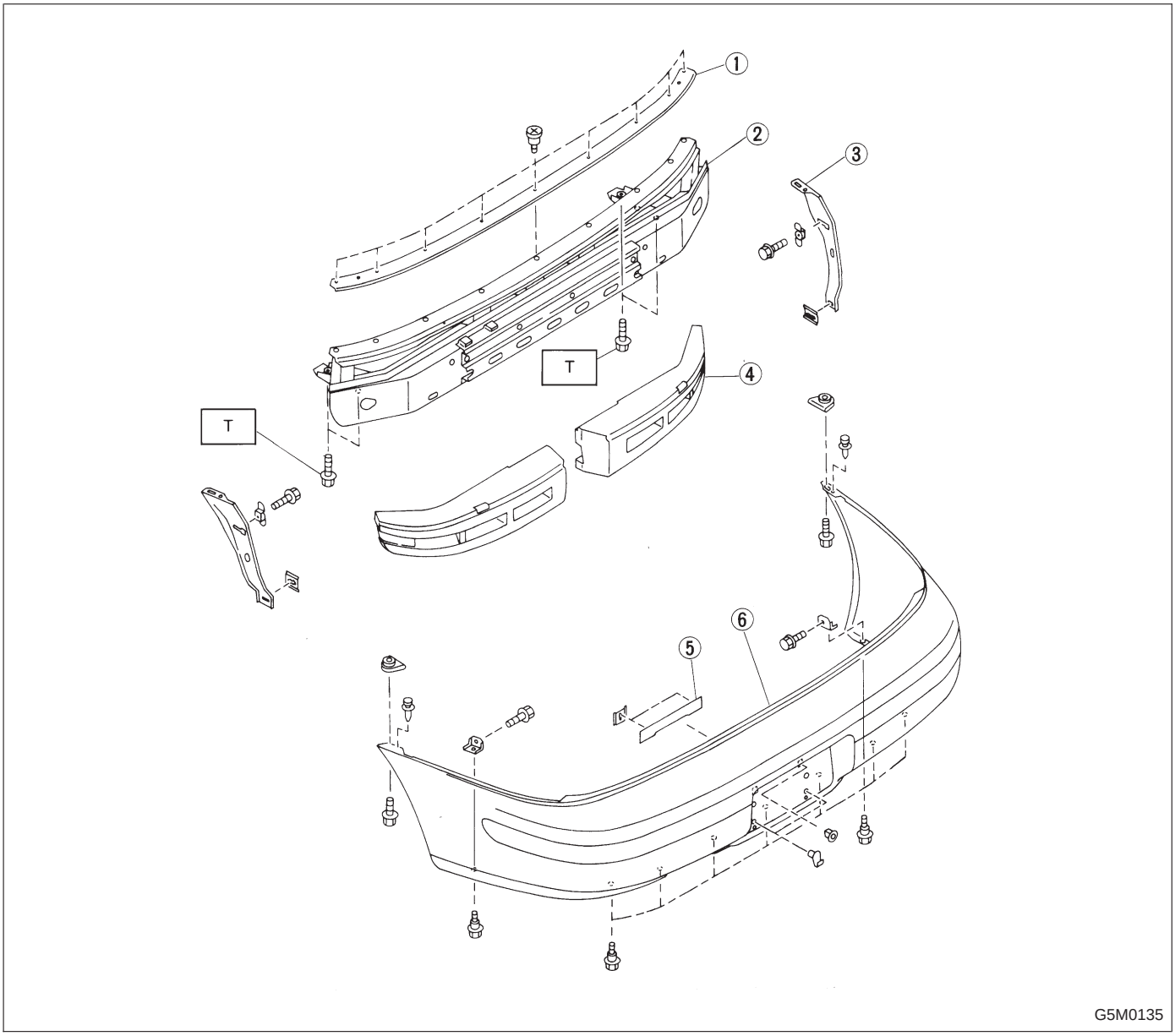
3. Front Bumper



① Plate
② Bumper face
③ Spacer
④ E/A from bumper
⑤ Front beam
⑥ Bracket (Side)
⑦ Holder upper

Tightening torque: N·m (kg-m, ft-lb)
T: 69 — 118 (7 — 12, 51 — 87)

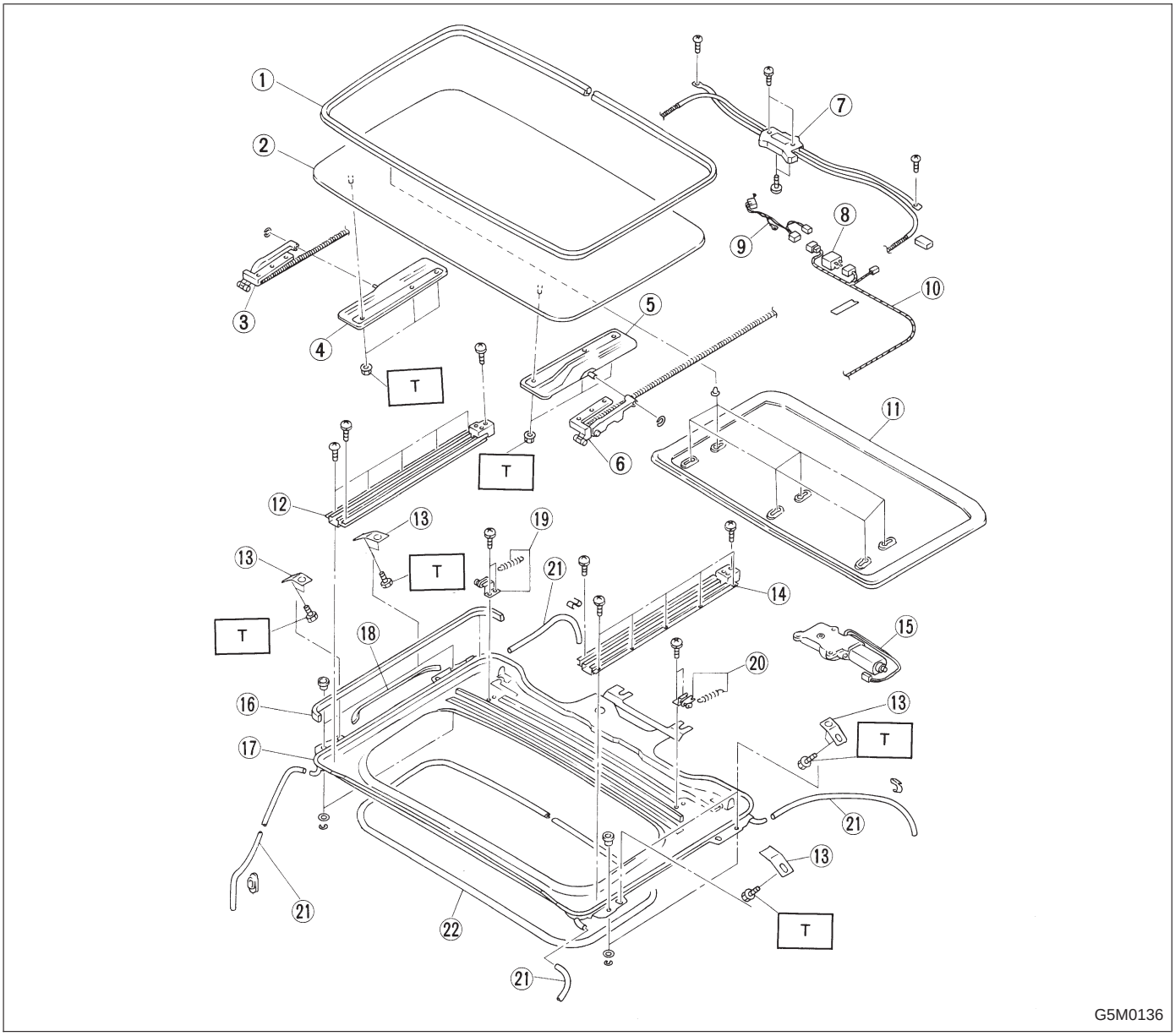
4. Rear Bumper



① Holder upper
② Bumper beam
③ Bracket (Side)
④ E/A from bumper
⑤ Plate
⑥ Bumper surface

Tightening torque: N·m (kg-m, ft-lb)
T: 69 — 127 (7 — 13, 51 — 94)

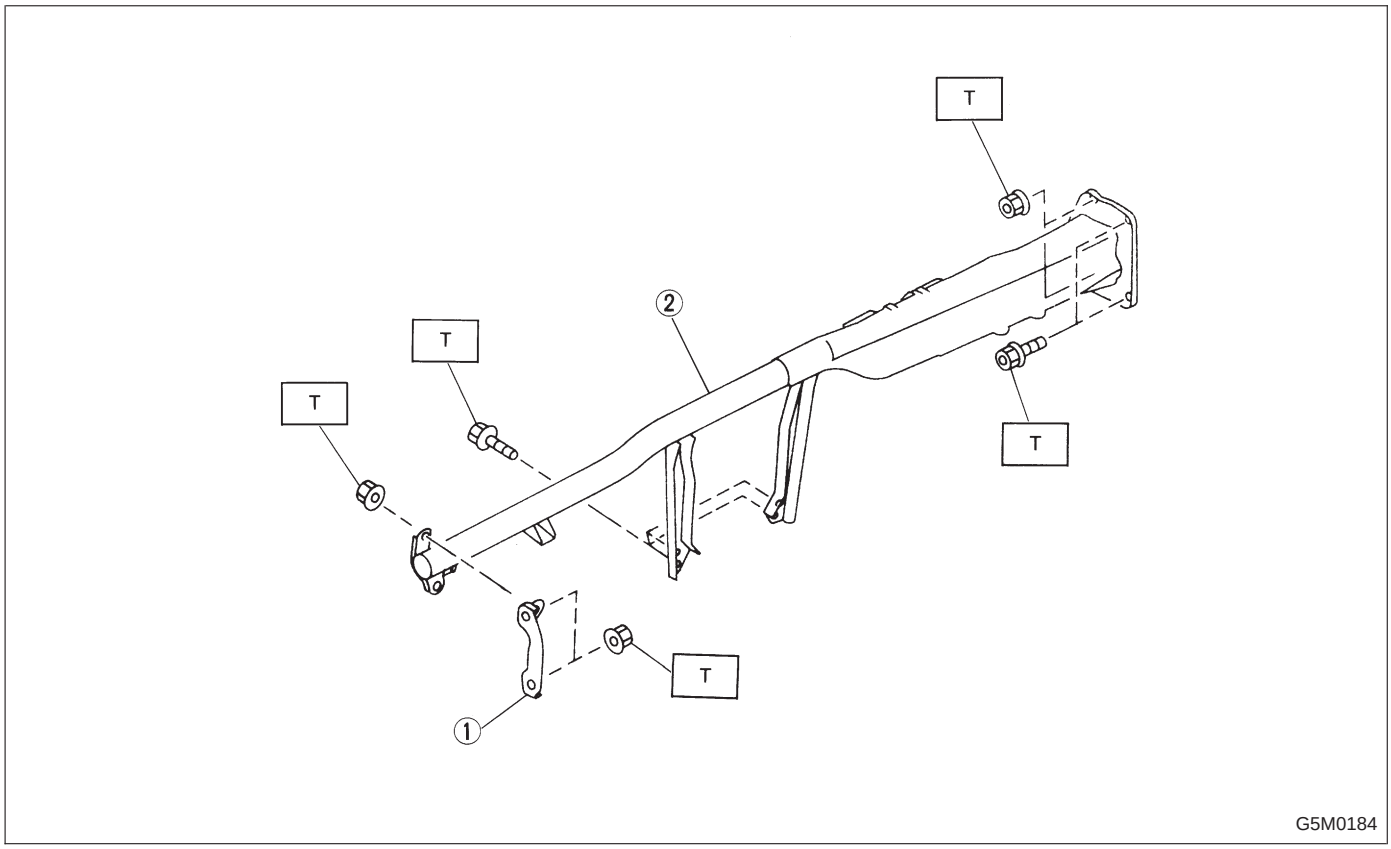
5. Sunroof



① Weatherstrip
② Sunroof panel
③ Rear guide ASSY
④ Lower panel
⑤ Lower panel
⑥ Rear guide ASSY
⑦ Drive unit
⑧ Relay
⑨ Harness
⑩ Harness
⑪ Sunroof trim
⑫ Guide rail
⑬ Set bracket
⑭ Guide rail
⑮ Motor ASSY
⑯ Sealed tape
⑰ Frame ASSY
⑱ Sealed cushion
⑲ Shutting ASSY (RH)
⑳ Shutting ASSY (LH)
㉑ Drain tube
㉒ Garnish

Tightening torque: N·m (kg-m, ft-lb)
T: 5.5 — 9.5
(0.56 — 0.97, 4.1 — 7.0)

6. Steering Support Beam



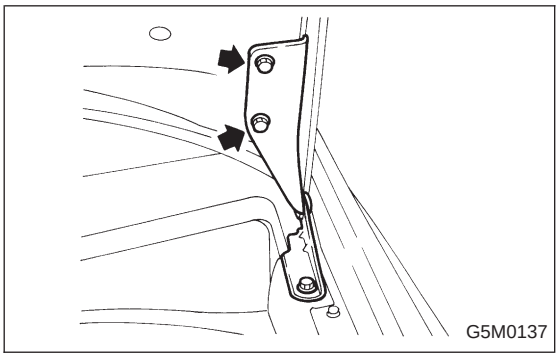
G5M0184

① Bracket
② Steering beam

Tightening torque: N·m (kg-m, ft-lb)
T: 13 — 23 (1.3 — 2.3, 9 — 17)

1. Hood

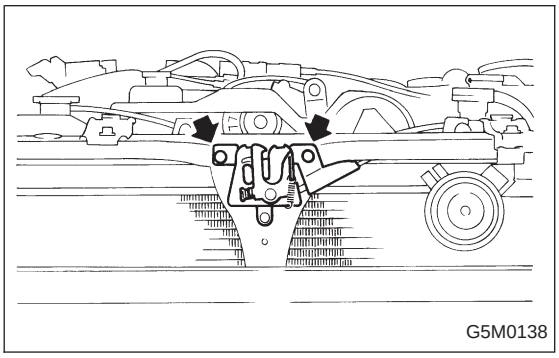
The hood lock has a dual locking design which consists of a main lock and a safety lock mechanism. When the release knob located at the front pillar on the driver's side is pulled back, the main lock is released through the cable attached to the knob.
The safety lock can be released by pushing the lever protruding above the front grill while opening the hood.


G5M0137

A: REMOVAL

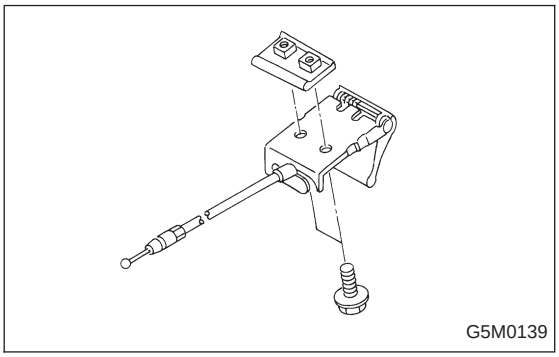
1. HOOD

1) Open front hood, and remove attaching bolt.
2) Detach front hood from hinges.


G5M0138

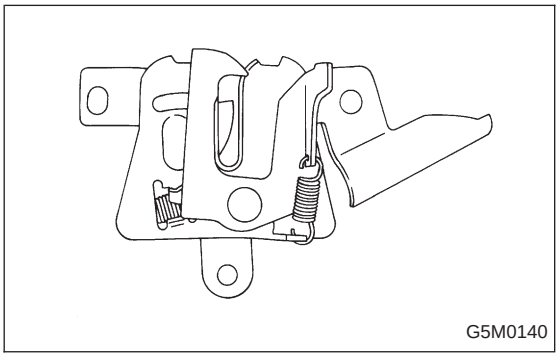
2. HOOD LOCK

1) Open front hood and remove front grille.
2) Remove bolts which secure lock assembly to radiator panel, and remove lock assembly.
3) Disconnect release cable from lock assembly.


G5M0139

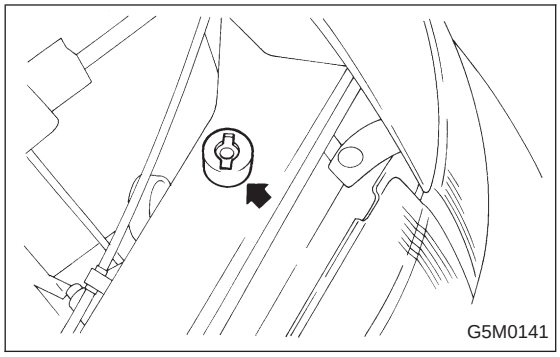
3. RELEASE CABLE

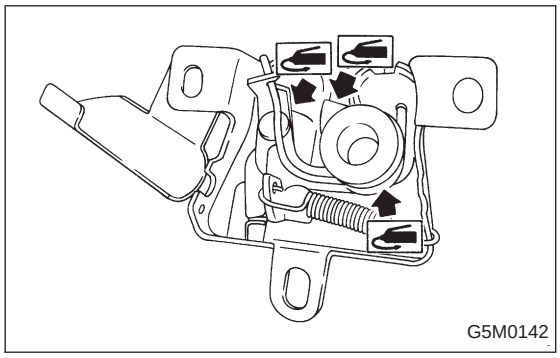
1) Remove front grille.
2) Remove release cable from lock assembly.
3) Remove cable clip from engine compartment.
4) Remove bracket from front pillar.

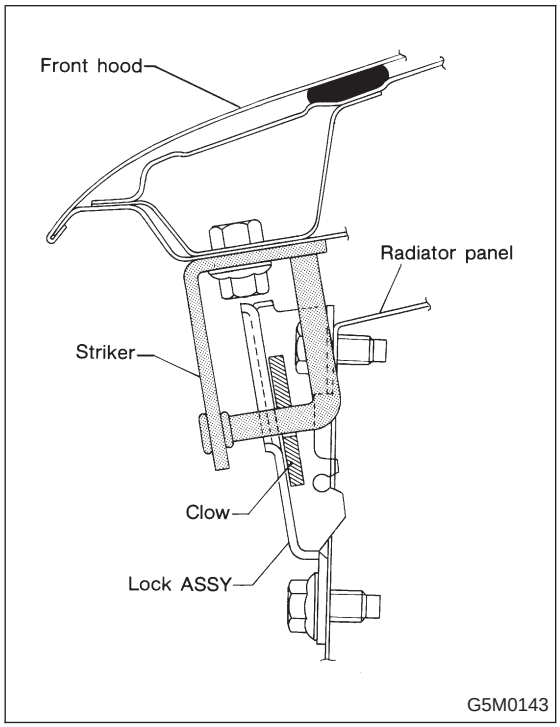

G5M0140

B: POINTS TO CHECK

1) Check striker for bending or abnormal wear.
2) Check safety lever for improper movement.
3) Check other levers and spring for rust formation and unsmooth movement.


G5M0141


G5M0142



G5M0143

C: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:
Adjust buffer assembly on each end so that main lock is applied securely when hood is released from a height of approx. 20 mm (0.79 in).

NOTE:

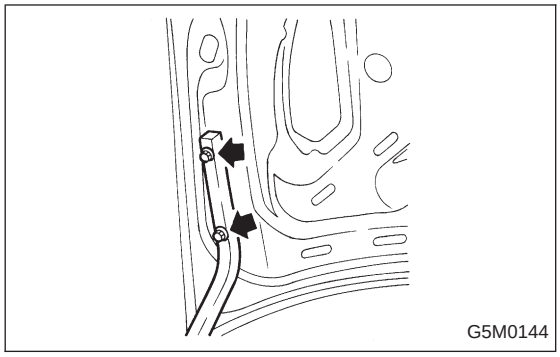
- Align the center of striker with lock during installation. Make sure safety lever is properly caught by striker under the hood's own weight.
- Route hood lock release cable and hold with clips.
- After installing release cable, ensure it operates smoothly.
- Apply grease to sliding surfaces of parts.

D: ADJUSTMENT

1) Fore-aft and left-right adjustments
Loosen striker mounting bolts and adjust fore-and-aft position of striker.

CAUTION:
Do not adjust striker position using the lock. Doing so may result in a misaligned front grille.

2) Up-down adjustment
Make up-and-down adjustment of striker only when hood does not properly contact buffer or hood is not flush with fender, or when release cable does not properly operate. Adjustment can be made by adjusting the stroke length of striker after lock assembly mounting screws are removed.

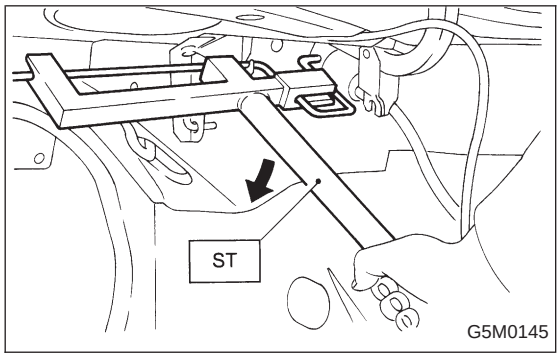

G5M0144

2. Trunk Lid

A: REMOVAL

1. TRUNK LID

1) Open trunk lid.
2) Remove trunk lid mounting bolts and detach trunk lid from hinges.



G5M0145

2. TORSION BAR

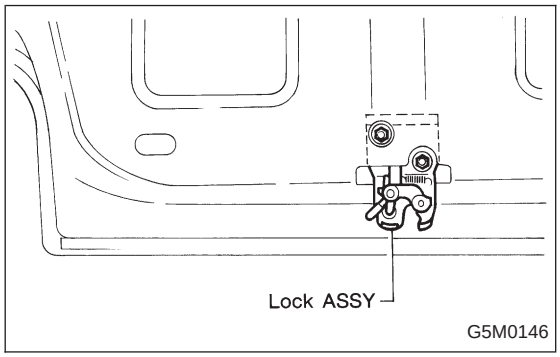
1) Open trunk lid. Remove torsion bars from hinge links using ST.

ST 927780000 REMOVER

CAUTION:
Be careful because torsion bar quickly swings back when released.

2) Remove the left and right torsion bars.

WARNING:
Be careful because trunk lid drops under its own weight when torsion bars are removed.



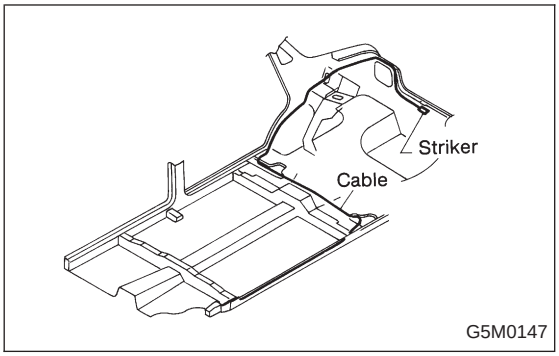
G5M0146

3. TRUNK LID LOCK ASSEMBLY AND KEY CYLINDER

1) Remove rod of lock assembly from rod holder of key lock assembly.
2) Remove bolts which hold lock assembly and remove lock assembly.

NOTE:
- Always remove rear skirt trim panel beforehand, if so equipped.
- Be careful not to bend opener cable.

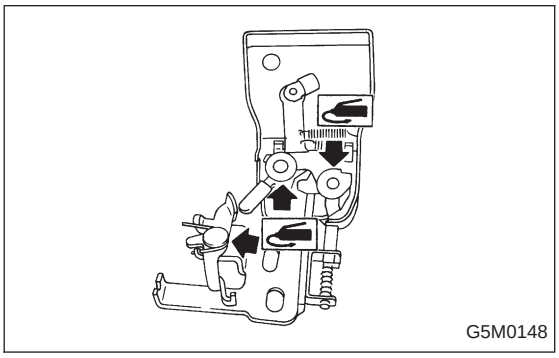
3) Remove clip and detach key cylinder from trunk lid.



4. TRUNK LID OPENER

1) Remove driver's seat, rear seats, center pillar lower cover, floor mat, rear arch cover and side sill cover (on the driver's side).
2) Remove all clips which hold cable.
3) Disconnect cable from pull handle assembly.
4) Remove bolts and detach pull handle assembly.
5) Loosen bolts which hold lock assembly, and remove it.
6) Remove striker from trunk lid.
7) Disconnect cable from striker.

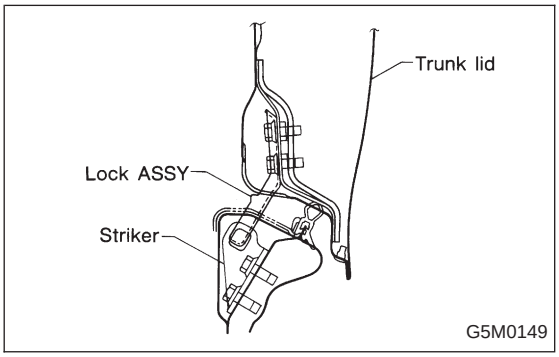
NOTE:
Be careful not to bend or break cable.



B: INSTALLATION

Installation is in the reverse order of removal.

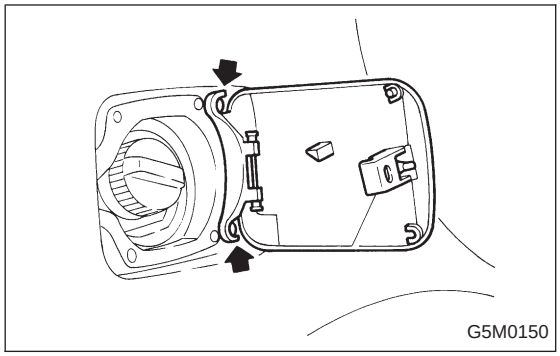
CAUTION:
● When installing cover to pull handle assembly, observe the following:
● Be careful not to catch harness.
● Engage pull handle assembly pawls firmly.
● After installing opener cable, ensure it moves smoothly.
● Apply a coat of grease to the rotary section of hinges and contact surfaces of torsion bars.
● Apply grease to sliding surfaces of lock assembly and striker.



C: ADJUSTMENT

1. TRUNK LID

1) To adjust left-right lid positioning, loosen bolts which hold trunk lid to hinges.
2) To adjust up-down lid alignment, place washer(s) between trunk lid and hinges or move trunk lock assembly up or down.

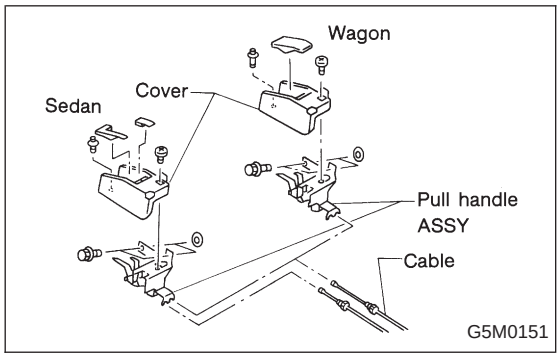

G5M0150

3. Fuel Flap

A: REMOVAL

1. FUEL FLAP

Remove bolts which hold hinge to car body, and detach fuel flap and hinge as a unit.



G5M0151

2. FUEL FLAP OPENER

1) Remove driver's seat, rear seats, center pillar lower cover, floor mat, rear arch cover/rear quarter trim (wagon), and side sill cover (on the driver's side).
2) Remove all clips which hold cable.
3) Disconnect cable from pull handle.
4) Detach pull handle by removing bolts.
5) Detach fuel lock holder by turning it.

B: INSTALLATION

Installation is in the reverse order of removal.

CAUTION:
● When installing cover to pull handle assembly, observe the following:
● Be careful not to catch harness.
● Engage pull handle assembly pawls firmly.
● Make sure the clearance between fuel flap and car body is equal at all points.
● After installing opener cable, ensure it moves smoothly.

4. Repair Instruction for Fuel Flap

1. MOLDED PART SURFACE REPAIR

The molded resin material differs in its properties from PP (polypropylene) used as bumper surface covering material. If its surface is scratched, the affected area can be easily repaired by sanding with grit sandpaper. A dent can also be filled using a method similar to that used for steel panel repair.

2. REFINISHING

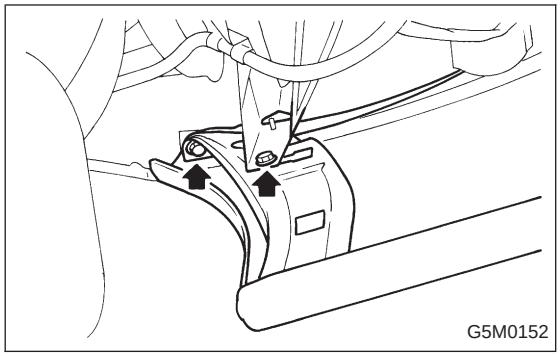
The repaired resin material surface or material requiring only surface coating can be applied with primer and top-coat after foreign matter (dirt, dust, etc.) is removed. Paint used for repairing steel plates can also be applied for refinishing resin material.

3. PROCESS STEPS

Process No.	Process name	Job contents		
1	Sanding ①	If damage penetrates molded material, water sand damaged and molded material surfaces affected using sand paper (#500 to #1000).		
2	Degreasing ① (Cleaning)	Clean off dirt, dust, oil/grease, etc., using white gasoline or alcohol.		
3	Filling	Apply filler (polyester or epoxy) evenly to dented portion (which results from sanding ① above.		
4	Sanding ②	Sand filler smooth, as required, using sand paper (#500 to #1000) and water.		
5	Degreasing ② (Cleaning)	Clean off foreign matter (dust, dirt, oil/grease, etc.) using white gasoline or alcohol.		
6	Undercoating (Primer coating)	Apply primer to the entire filler range (and sanded resin material, if necessary). ● Film thickness: Approx. 5 µm ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)		
7	Drying ①	Allow to dry in accordance with paint-baking requirements to be used. Ex.: Urethane-based paint ... 30 minutes at 80°C (176°F)		
8	Sanding ③	Sand filler (Primer surface) smooth using sand paper (#500 to #1000), as required.		
9	Degreasing ③ (Cleaning)	Wipe off foreign matter (dust, dirt, oil/grease, etc.) using white gasoline or alcohol.		
10	Top coating (I)	Solid color	Metallic color	Mica color
		Apply paint using spray gun. ● Film thickness: 30 — 40µ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)	Apply color coat using spray gun. ● Film thickness: 20 — 30µ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)	Apply color coat using spray gun. ● Film thickness: 35 — 45µ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
11	Air drying ①	Leave coated surface at room temperature [20°C (68°F)] for approx. 10 minutes until it is half-dry.		
12	Drying ②	Solid color	Metallic color	Mica color
		Dry at 80°C (176°F) for 30 minutes.	Unnecessary.	Dry at 80°C (176°F) for 30 minutes.

Process No.	Process name	Job contents		
13	Top coating (II)	Unnecessary.	Apply clear coat to color coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)	Apply mica coat to color coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
14	Air drying ②	Unnecessary.	Allow to half-dry at 20°C (68°F) for approx. 20 minutes.	
15	Drying ③	Unnecessary.	Dry at 80°C (176°F) for 10 minutes.	Unnecessary.
16	Top coating (III)	Unnecessary.	Unnecessary.	Apply clear coat to mica coat. ● Film thickness: 20 — 30μ ● Spray pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
17	Air drying ③	Unnecessary.		Allow to half-dry at 20°C (68°F) for 10 minutes.
18	Drying ④	Unnecessary.	Unnecessary.	Allow to dry at 80°C (176°F) for 30 minutes.
19	Final inspection	Check the condition of refinished areas.		

NOTE:
Processes Nos. 1 through 4 refer to work required when damage penetrates the resin material.


G5M0152

5. Front Bumper AIRBAG

A: REMOVAL

SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

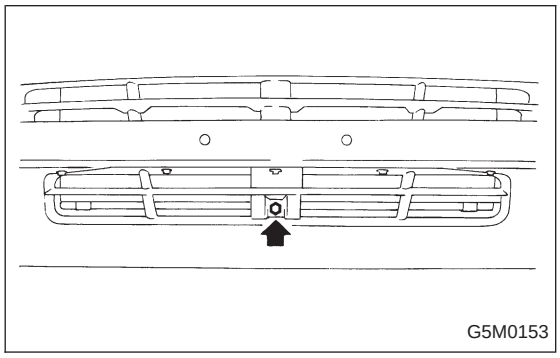
Airbag system wiring harness is routed near the front bumper assembly.

CAUTION:

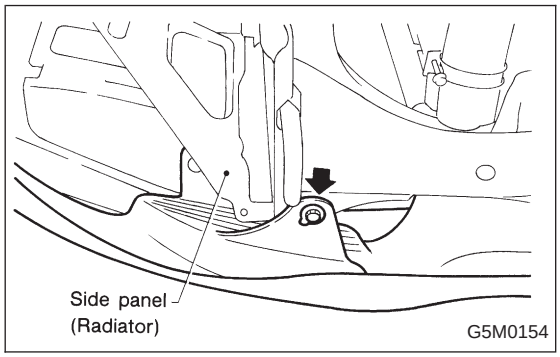
● All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.

● Be careful not to damage Airbag system wiring harness when servicing the front bumper assembly.

1) Disconnect the ground cable from the battery.
2) Remove the canister.
3) Remove the front grille.
4) Remove the parking light and headlight LH.
5) Remove the mud guard.
6) Remove bolts from side of bumper.

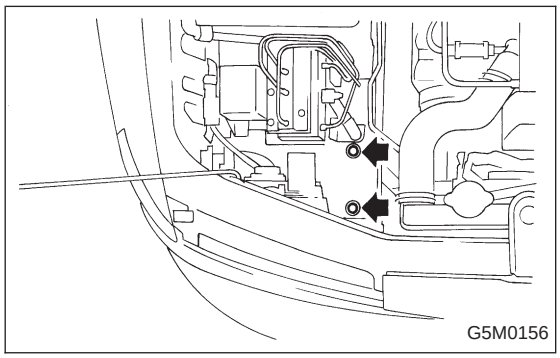

G5M0153

7) Remove bolt from lower center of bumper.

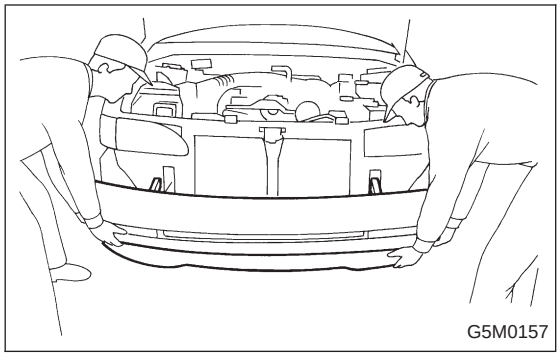


G5M0154

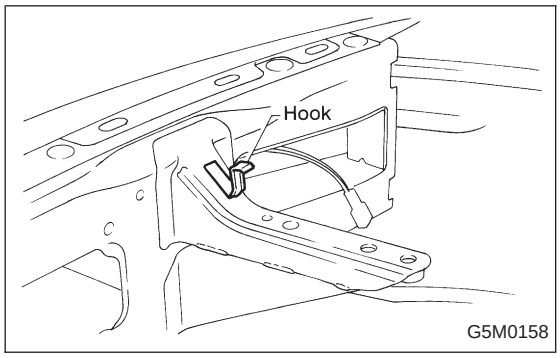
8) Remove bolts from lower side of bumper.


G5M0156

9) Remove bolts (engine compartment side) from bumper stays.
10) Remove turn signal light connector.


G5M0157

11) Remove bumper assembly.

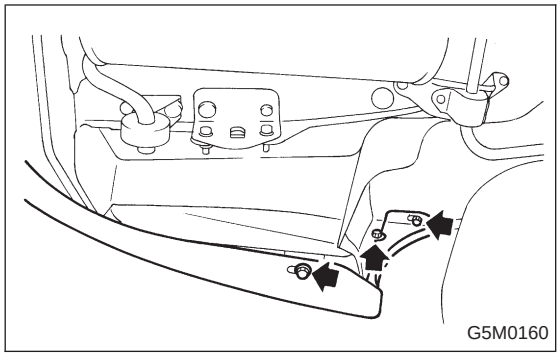


G5M0158

B: INSTALLATION

To install the front bumper, reverse the above removal procedures.

CAUTION:
● Be extremely careful to prevent scratches on bumper face as it is made of resin.
● Be careful not to scratch the body when removing or installing the bumper.
● To facilitate installation of front bumper, attach hook (located at stay) to body panel.

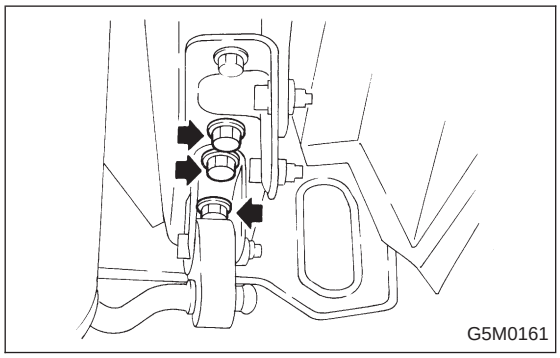

G5M0160

6. Rear Bumper

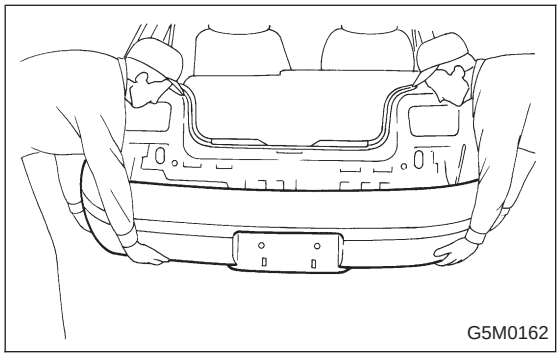
A: REMOVAL

1. SEDAN AND COUPE

1) Open trunk lid. Remove trunk trim panel clips and detach trim.
2) Disconnect license plate light connector.
3) Remove bolts from side of bumper.


G5M0161

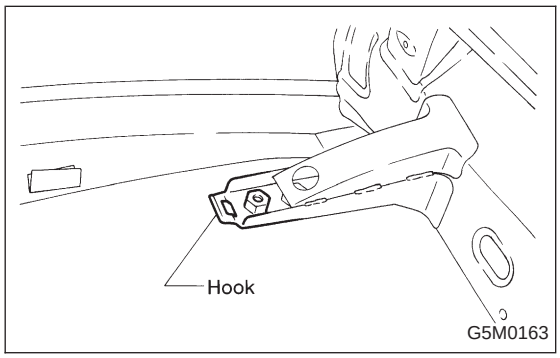
4) Remove bolts from bumper stay.


G5M0162

5) Remove rear bumper.

2. WAGON

1) Open rear gate and rear quarter trim lid.
2) Disconnect license plate light connector.
3) Remove bolts from side of bumper.
4) Remove bolts from bumper stays.
5) Remove bumper assembly.



G5M0163

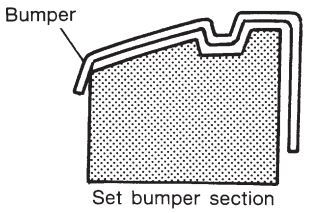
B: INSTALLATION

To install the rear bumper, reverse the above removal procedures.

CAUTION:
● Be extremely careful to prevent scratches on bumper face as it is made of resin.
● Be careful not to scratch the body when removing or installing bumper.
● To facilitate installation of rear bumper, attach hook (located at stay) to body panel.

7. Coating Method for PP Bumper

1. PROCESS STEPS

Process No.	Process name	Job contents	
1	Bumper mounting	Set bumper on paint worktable if required. Use paint worktable conforming to inner shape of bumper when possible.	 G5M0164
2	Masking	Mask specified part (black base) with masking tape. Use masking tape for PP (example, Nichiban No. 533, etc.).	
3	Degreasing, cleaning	Clean all parts to be painted with white gasoline, normal alcohol, etc. to remove dirt, oil, fat, etc.	
4	Primer paint	Apply primer one to all parts to be painted, using air gun. Use primer (clear).	
5	Drying	Dry at normal temperature [10 to 15 min. at 20°C (68°F)]. In half-dried condition, PP primer paint is dissolved by solvent, e.g. thinner, etc. Therefore, if dust or dirt must be removed, use ordinary alcohol, etc.	
6	Top coat paint (I)	Solid color	Metallic color
		Use section (block) paint for top coat. ● Paint in use (for each color): Solid paint Hardener PB Thinner T-301 ● Mixing ratio: Main agent vs. hardener = 4:1 ● Viscosity: 10 — 13 sec/20°C (68°F) ● Film thickness: 35 — 45µ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)	Use section (block) paint for top coat. ● Paint in use (for each color): Metallic paint Hardener PB Thinner T-306 ● Mixing ratio: Main agent vs. hardener = 10:1 ● Viscosity: 10 — 13 sec/20°C (68°F) ● Film thickness: 15 — 20µ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
7	Drying	Not required.	Dry at normal temperature [10 min. or more at 20°C (68°F)]. In half-dried condition, avoid dust, dirt.
8	Top coat paint (II)	Not required.	Apply a clear coat to parts with top coat paint (I), three times, at 5 — 7 minute intervals. ● Paint in use Metallic paint Hardener PB Thinner T-301 ● Mixing ratio: Clear vs. hardener = 6:1 ● Viscosity: 14 — 16 sec/20°C (68°F) ● Film thickness: 25 — 30µ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
9	Drying	60°C (140°F), 60 min. or 80°C (176°F), 30 min. If higher than 80°C (176°F), PP may be deformed. Keep maximum temperature of 80°C (176°F).	
10	Inspection	Paint check.	
11	Masking removal	Remove masking in process No. 2.	

8. Repair Instructions for Colored PP Bumper

All PP bumpers are provided with a grained surface, and if the surface is damaged, it cannot normally be restored to its former condition. Damage limited to shallow scratches that cause only a change in the lustre of the base material or coating, can be almost fully restored. Before repairing a damaged area, explain this point to the customer and get an understanding about the matter.
Repair methods are outlined below, based on a classification of the extent of damage.

1. MINOR DAMAGE CAUSING ONLY A CHANGE IN THE LUSTRE OF THE BUMPER DUE TO A LIGHT TOUCH

Almost restorable.

<table>
<tr><th>Process No.</th><th>Process name</th><th colspan="2">Job contents</th></tr>
<tr><td>1</td><td>Cleaning</td><td colspan="2">Clean the area to be repaired using water.</td></tr>
<tr><td>2</td><td>Sanding</td><td colspan="2">Grind the repairing area with #500 sandpaper in a “feathering” motion.</td></tr>
<tr><td rowspan="3">3</td><td rowspan="3">Finish</td><td>Resin section</td><td>Coated section</td></tr>
<tr><td>Repeatedly apply wax to the affected area using a soft cloth (such as flannel).
Recommended wax: NITTO KASEI Soft 99 TIRE WAX BLACK, or equivalent.</td><td rowspan="2">Perform either the same operation as for the resin section or process No. 18 and subsequent operations in the “(3)” section, depending on the degree and nature of damage.</td></tr>
<tr><td>Polish the waxed area with a clean cloth after 5 to 10 minutes.</td></tr>
</table>

2. DEEP DAMAGE CAUSED BY SCRATCHING FENCES, ETC.

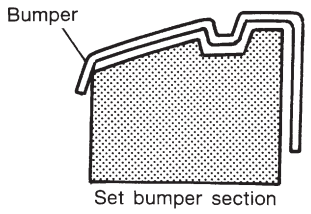
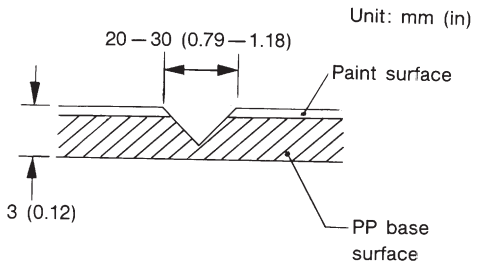
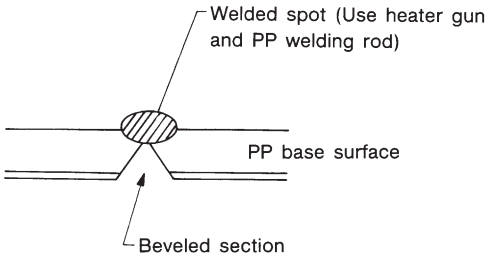
A dent cannot be repaired but a whitened or swelled part can be removed.

<table>
<tr><th>Process No.</th><th>Process name</th><th colspan="2">Job contents</th></tr>
<tr><td>1</td><td>Cleaning</td><td colspan="2">Clean damaged area with water.</td></tr>
<tr><td>2</td><td>Removal of damaged area</td><td colspan="2">Cut off protruding area, if any, due to collision, using a putty knife.</td></tr>
<tr><td>3</td><td>Sanding</td><td colspan="2">Grind the affected area with #100 to #500 sandpaper.</td></tr>
<tr><td rowspan="2">4</td><td rowspan="2">Finish</td><td>Resin section</td><td>Coated section</td></tr>
<tr><td>Same as Process No. 3 in the “(1)” section.</td><td>Perform Process No. 12 and subsequent operations in the “(3)” section.</td></tr>
</table>

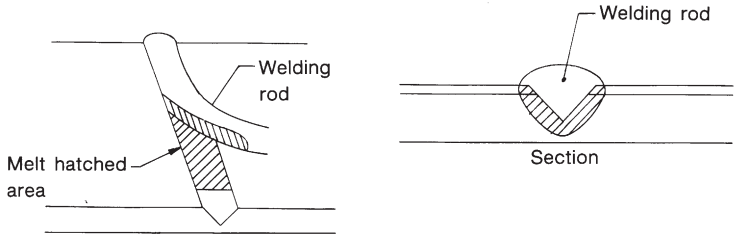
3. DEEP DAMAGE SUCH AS A BREAK OR HOLE THAT REQUIRES FILLING

Much of the peripheral grained surface must be sacrificed for repair, and the degree of restoration is not really worth the expense. (The surface, however, will become almost flush with adjacent areas.)

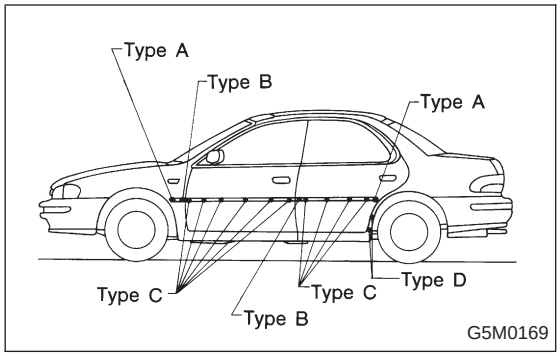
Recommended repair kit: PP Part Repair Kit (NRM)

Process No.	Process name	Job contents	
1	Bumper removal	Remove bumper as required.	
2	Part removal	Remove parts built into bumper as required.	
3	Bumper placement	Place bumper on a paint worktable as required. It is recommended that contour of worktable accommodate internal shape of bumper.	 G5M0164
4	Surface preparation	Remove dust, oil, etc. from areas to be repaired and surrounding areas, using a suitable solvent (NRM No. 900 Precleno, white gasoline, or alcohol).	
5	Cutting	If nature of damage is cracks or holes, cut a guide slit of 20 to 30 mm (0.79 to 1.18 in) in length along the crack or hole up to the bumper's base surface. Then, bevel or "vee-out" the affected area using a knife or grinder.	 G5M0165
6	Sanding (I)	Grind beveled surface with sandpaper (#40 to #60) to smooth finish.	
7	Cleaning	Clean the sanded surface with the same solvent as used in Process No. 4.	
8	Temporary welding	Grind the side just opposite the beveled area with sandpaper (#40 to #60) and clean using a solvent. Temporarily spot-weld the side, using a PP welding rod and heater gun.	 G5M0166

NOTE:
- Do not melt welding rod until it flows out. This results in reduced strength.
- Leave the welded spot unattended until it cools completely.

Process No.	Process name	Job contents
9	Welding	Using a heater gun and PP welding rod, weld the beveled spot while melting the rod and damaged area.
		 G5M0167
		NOTE: ● Melt the sections indicated by hatched area. ● Do not melt welding rod until it flows out, in order to provide strength. ● Always keep the heater gun 1 to 2 cm (0.4 to 0.8 in) away from the welding spot. ● Leave the welded spot unattended until it cools completely.
10	Sanding (II)	Remove excess part of weld with a putty knife. If a drill or disc wheel is used instead of the knife, operate it at a rate lower than 1,500 rpm and grind the excess part little by little. A higher rpm will cause the PP substrate to melt from the heat.
		 G5M0168
		Sand the welded spot smooth with #240 sand paper.
11	Masking	Mask the black substrate section using masking tape. Recommended masking tape: Nichiban No. 533 or equivalent
12	Cleaning/degreasing	Completely clean the entire coated area, using solvent similar to that used in Process No. 4.
13	Primer coating	Apply a coat of primer to the repaired surface and its surrounding areas. Mask these areas, if necessary. Recommended primer: Mp/ 364 PP Primer NOTE: Be sure to apply one coat of primer at a spraying pressure of 245 to 343 kPa (2.5 to 3.5 kg/cm^2, 36 to 50 psi) with a spray gun.
14	Leave unattended.	Leave the repaired area unattended at 20°C (68°F) for 10 to 15 minutes until primer is half-dry. NOTE: If dirt or dust comes in contact with the coated area, wipe it off with a cloth dampended with alcohol. (Do not use thinner since the coated area tends to melt.)
15	Primer surfacer coating	Apply a coat of primer surfacer to the repaired area two or three times at an interval of 3 to 5 minutes. Recommended surfacer: ● UPS 300 Flex Primer ● No. 303 UPS 300 Exclusive hardener ● NPS 725 Exclusive Reducer (thinner) ● Mixing ratio: 2 : 1 (UPS 300: No. 303) ● Viscosity: 12 — 14 sec/20°C (68°F) ● Coated film thickness: 40 — 50μ
16	Drying	Allow the coated surface to dry for 60 minutes at 20°C (68°F) [or 30 minutes at 60°C (140°F)].
17	Sanding (III)	Sand the coated surface and its surrounding areas using #400 sandpaper and water.

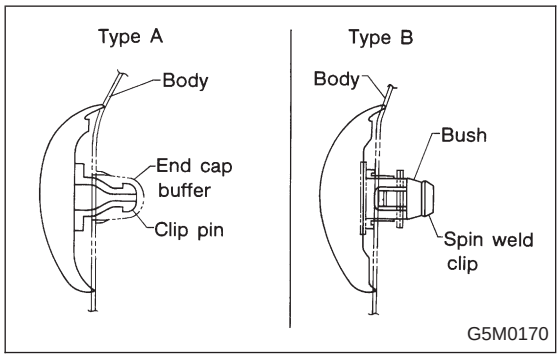
Process No.	Process name	Job contents	
18	Cleaning/degreasing	Same as Process No. 12.	
19	Top coat (I)	Solid color	Metallic color
		Use a “block” coating method. ● Recommended paint: Suncryl (SC) No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (Suncryl: No. 307) ● Viscosity: 11 — 13 sec/20°C (68°F) ● Coated film thickness: 40 — 50µ ● Spraying thickness: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)	Use a “block” coating method. ● Recommended paint: Suncryl (SC) No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (Suncryl: No. 307) ● Viscosity: 11 — 13 sec/20°C (68°F) ● Coated film thickness: 20 — 30µ ● Spraying thickness: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
20	Leave unattended.	Not required.	Leave unattended at 20°C (68°F) for at least 10 minutes until the topcoated area is half-dry. NOTE: Be careful to keep dust or dirt from coming in contact with the affected area.
21	Top coat (II)	Not required.	Apply a clear coat three times at an interval of 3 to 5 minutes. ● Recommended paint: SC710 Overlay Clear No. 307 Flex Hardener SC Reducer (thinner) ● Mixing ratio: 3 : 1 (SC710: No. 307) ● Viscosity: 10 — 13 sec/20°C (68°F) ● Coated film thickness: 20 — 30µ ● Spraying pressure: 245 — 343 kPa (2.5 — 3.5 kg/cm^2, 36 — 50 psi)
22	Drying	Allow the coated surface to dry at 20°C (68°F) for two hours or 60°C (140°F) for 30 minutes. NOTE: Do not allow the temperature to exceed 80°C (176°F) since this will deform the PP substrate.	
23	Inspection	Carefully check the condition of the repaired area.	
24	Masking removal	Remove masking tape applied in Process No. 11 and 13.	
25	Parts installation	Install parts on bumper in reverse order of removal.	
26	Bumper installation	Install bumper.	



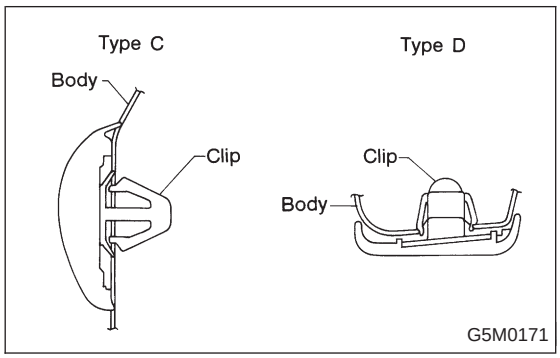
9. Body Protector

A: REMOVAL

NOTE:
Do not re-use protector.



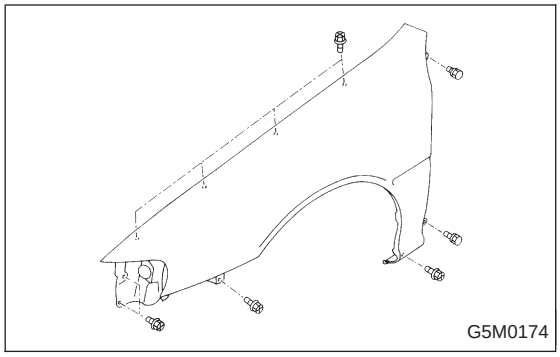
Type A and B: Protector is attached to body with clips.
While holding end of protector by hand, force protector out.



Type C: Protector is attached to body with clips.
Remove door inner trim, and detach protector by pushing clip pawl from inside.
Type D: Protector is attached to body with clips.
While holding end of protector by hand, force protector out.

B: INSTALLATION

Type A: Insert clip pins into holes in body, then fit end cap buffers into place.
Type B: Insert spin weld clips into holes in body, then fit bushings into place.
Type C and D: Align the clips with holes in body and insert them.
NOTE:
Install clips in standard holes first.



10. Front Fender AIRBAG

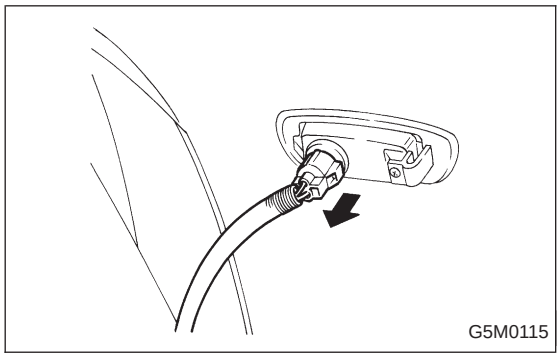
A: REMOVAL

SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

Airbag system wiring harness is routed near the front fender.

CAUTION:
● All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.

● **Be careful not to damage Airbag system wiring harness when servicing the front fender.**

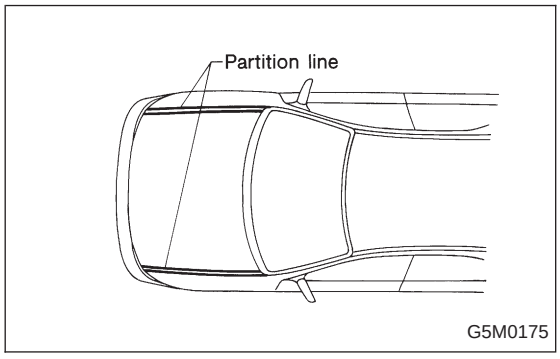

G5M0115

1) Disconnect ground cable from battery.
2) Remove mud guard.
3) Remove parking light and headlight.
4) Remove front bumper.
5) Remove bolts which secure fender to radiator panel and turn signal light connector.
6) Remove body protector. (This step may be skipped if fender is to be reused.)
7) Remove attaching bolt to remove fender.

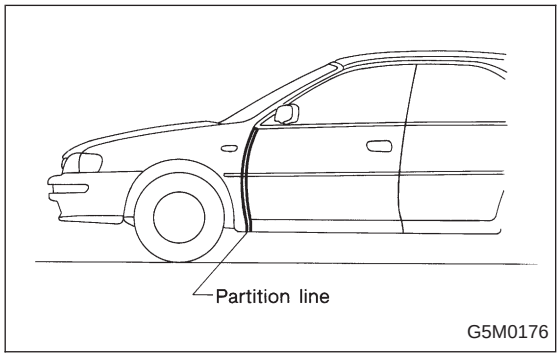
CAUTION:
Be careful not to scratch body panels with fender edges when removing it.

B: INSTALLATION

1) Installation is in the reverse order of removal.
2) Check for alignment of front fender with hood and front door with front fender at all points. Adjust, if necessary.



G5M0175



G5M0176

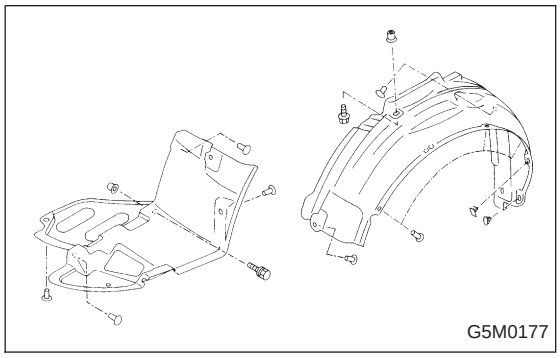
11. Mud Guard and Arch Protector AIRBAG

A: REMOVAL

SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

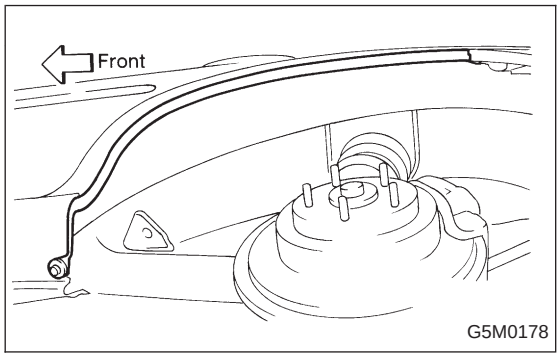
Airbag system wiring harness is routed near the mud guard.

CAUTION:
● All Airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuit.
● Be careful not to damage Airbag system wiring harness when servicing the mud guard.


G5M0177

1. MUD GUARD

1) Jack-up car to remove tire.
2) Remove screws and clips. Move mud guard toward the center of the body and remove mud guard.



G5M0178

2. REAR ARCH PROTECTOR

1) Remove clip and screws.
2) Remove arch protectors.

B: INSTALLATION

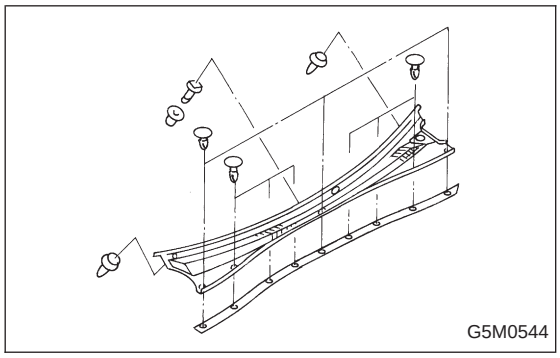
Installation is in the reverse order of removal.

CAUTION:
Only use new nuts and clips.

12. Cowl Panel

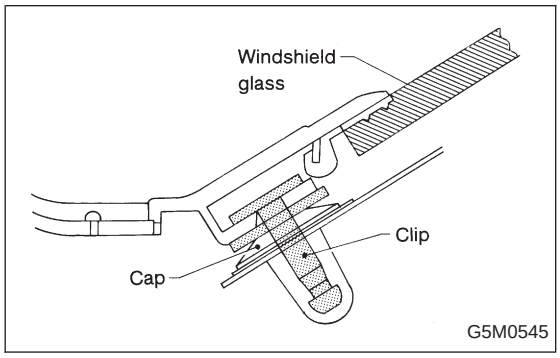
A: REMOVAL

1) Remove wiper arms.
2) Open front hood.
3) Pry clip off front hood seal using a screwdriver.
4) Lift cowl panel and remove clips from windshield.


G5M0544

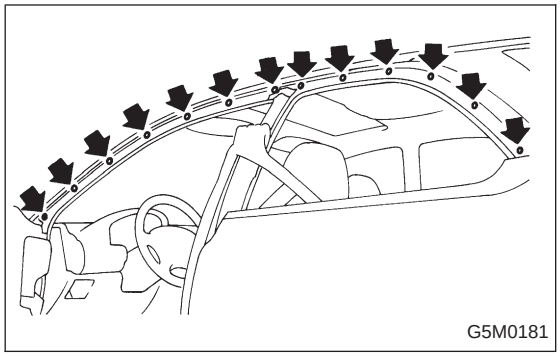
B: INSTALLATION

1) Install clips on cowl panel.
2) Install cap on front panel.
3) Install front hood seal attaching clip on cowl panel.



G5M0545

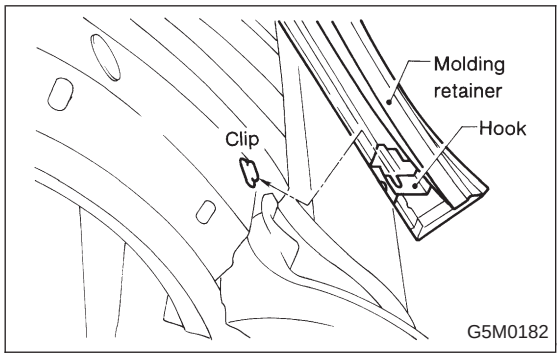
4) Install middle clip and other clips in that order.


G5M0181

13. Molding and Retainer

A: REMOVAL

1) Remove weatherstrip.
2) Remove tapping screws.

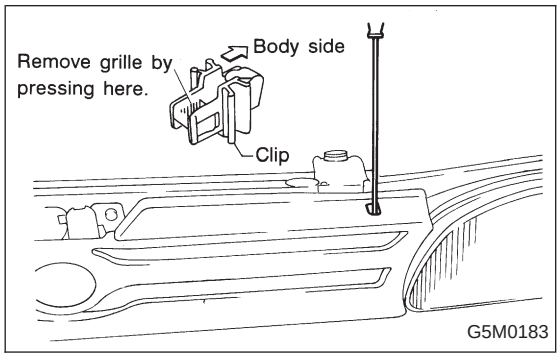


G5M0182

B: INSTALLATION

Installation is in the reverse order of removal.

NOTE:
Insert clips onto hooks, then fasten with screws.



G5M0183

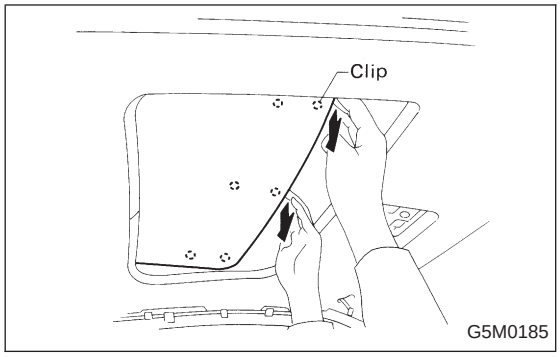
14. Front Grille

A: REMOVAL

Remove two upper clips from body panel. To facilitate removal, press portion shown in figure using screwdriver while lightly pulling front grille.

B: INSTALLATION

Attach clip to grille. Align it with clip hole in body and push it into place.

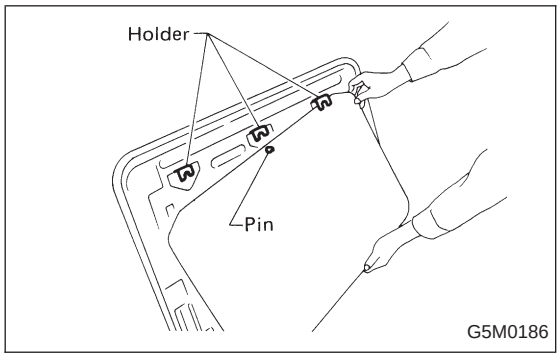


15. Sunroof

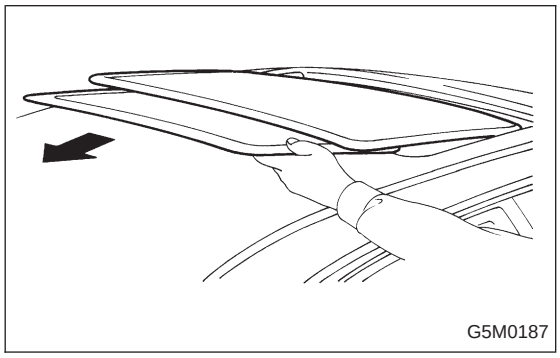
A: REMOVAL

1. SUNROOF PANEL

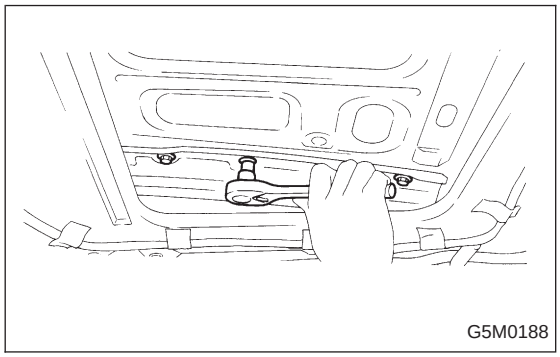
1) Open sunroof approx. 1/3.
2) Remove clips attached to front side of sunroof trim by pulling trim from inside of compartment.



3) Move trim forward, and detach trim end from holder.

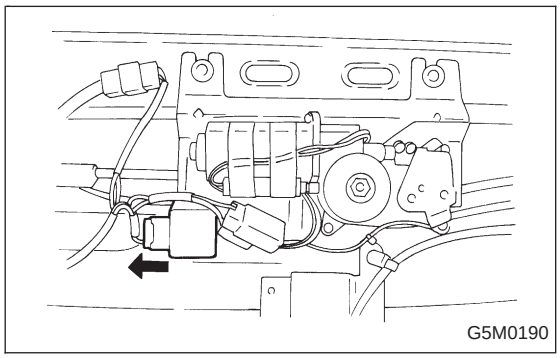


4) Detach trim.



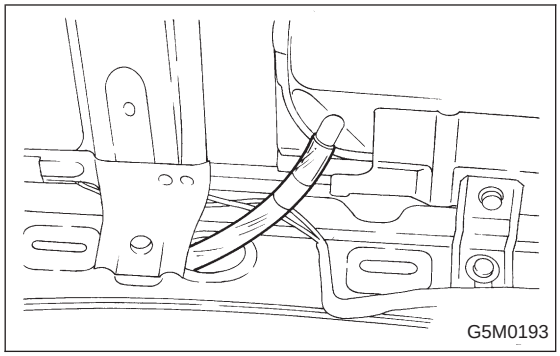
5) Close sunroof and remove nuts.
6) Remove sunroof panel.
7) Installation is in the reverse order of removal.

NOTE:
Sunroof trim reference pin must be fitted in holder notch.



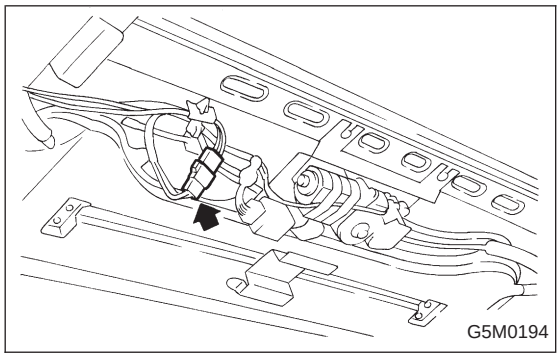
2. SUNROOF MOTOR AND RELAY

1) Remove roof trim, rear quarter trim, pillar trim, etc. <Ref. to 5-3.>
2) Remove screw.
3) Disconnect connector.
4) Remove relay by pulling it out.

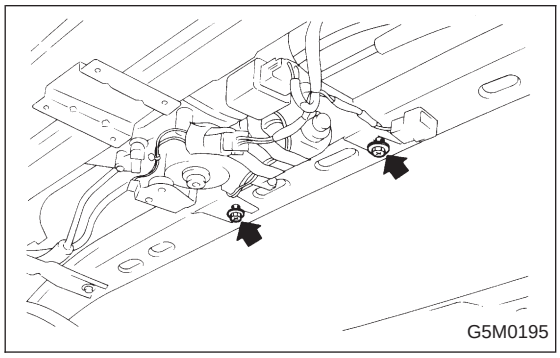


3. SUNROOF FRAME

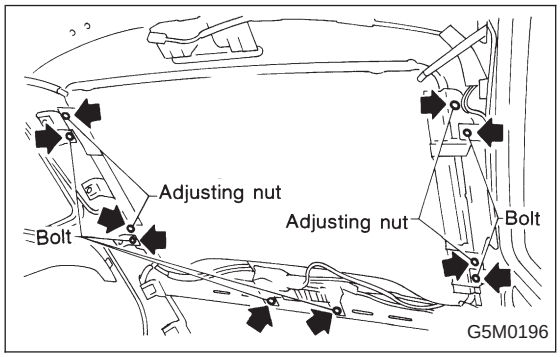
1) Remove roof trim, rear quarter trim, pillar trim, etc. <Ref. to 5-3.>
2) Remove sunroof panel.
3) Disconnect front and rear drain tubes.



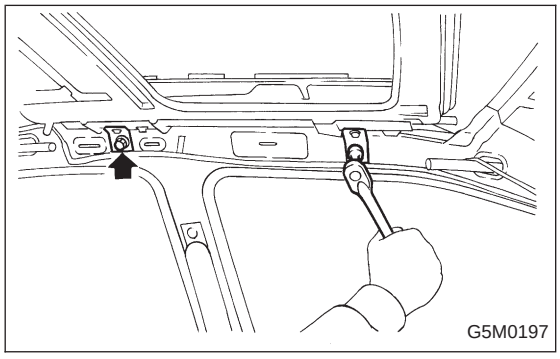
4) Disconnect connector between body harness and sunroof harness.



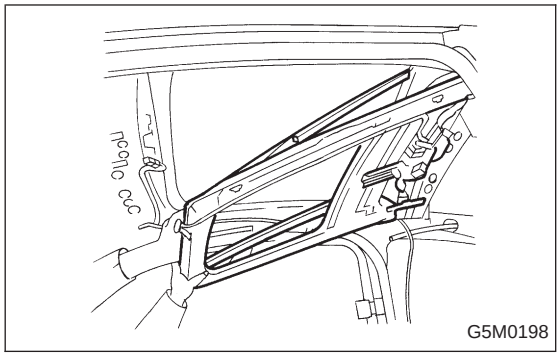
5) Loosen two mounting bolts near motor. (Do not remove bolts.)



6) Remove six bolts, and four adjusting nuts.

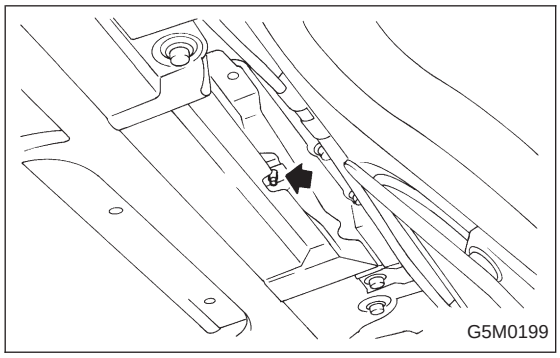


7) Remove sunroof frame.
8) Loosen set bracket mounting bolt.

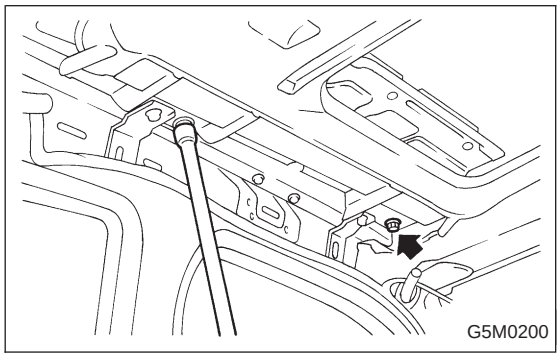

G5M0198

B: INSTALLATION

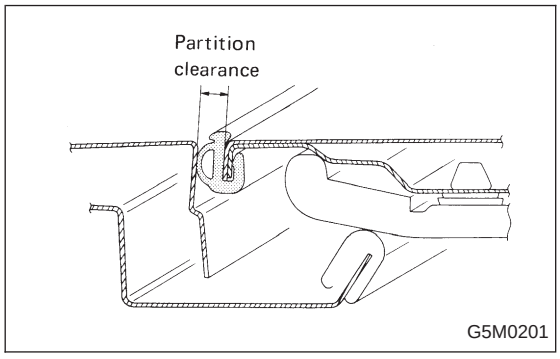
1) Insert frame rear end slit to two bolts fitted temporarily to roof brace.


G5M0199

2) Align frame to reference pin installed on roof.


G5M0200

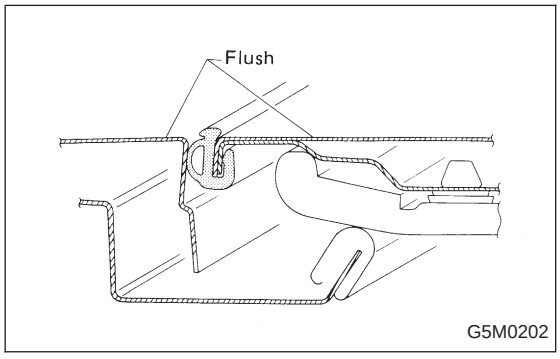
3) Tighten adjusting nut (that is, set frame at highest position).
Temporarily tighten bolts.



G5M0201

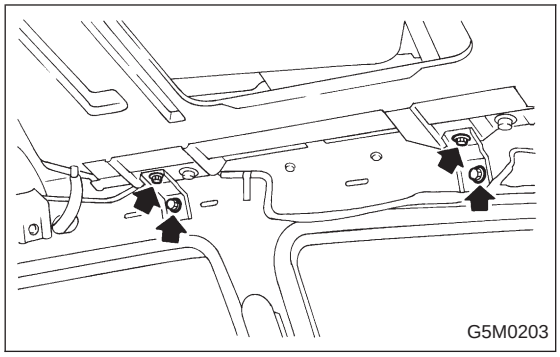
4) Install sunroof panel.
5) Adjust height by turning adjusting nut.
Also adjust front, rear, right, and left side partitions.

Partition clearance:
5.9±0.5 mm (0.232±0.020 in)

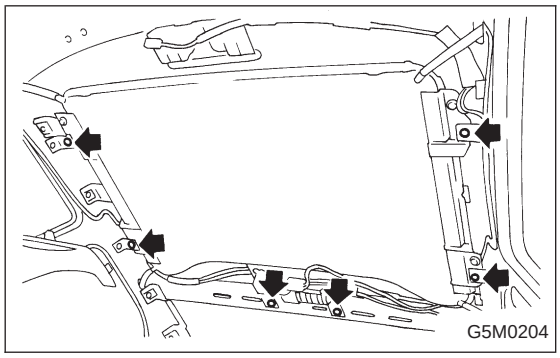


G5M0202

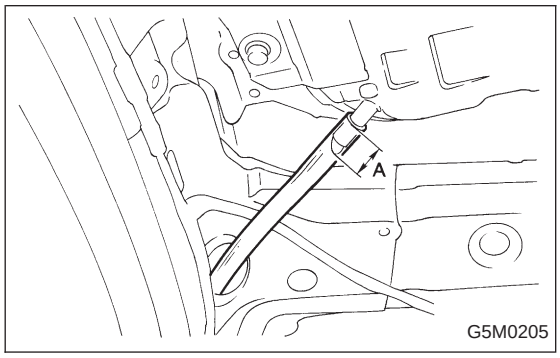
Difference in height between roof panel and sunroof panel:
0±1.0 mm (0±0.039 in)



6) Tighten set bracket mounting bolts.



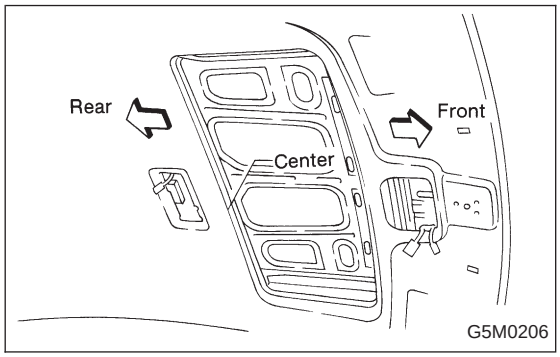
7) Tighten bolts.



8) Install drain tubes.

CAUTION:
Insert drain tube securely into drain pipe.

Length: A
Approx. 20 mm (0.79 in)



9) Install roof trim.
10) Install garnish.
NOTE:
Place garnish joint at rear center of body.
11) Install sunroof trim, pillar trim, rear quarter trim etc.
12) Check the following items after assembling all parts;
- Garnish must be free from waves.
- When sunroof is fully closed, must be no clearance between garnish and sunroof trim.
- Sunroof must be free from slack and noise when it is fully opened and closed.

1. Sunroof

Entry of water into compartment	① Check roof panel and sunroof panel for improper or poor sealing. ② Check drain tube for clogging. ③ Check sunroof frame seal and body for improper fit.
Booming noise	① Check roof panel and roof panel for improper clearance. ② Check sunroof trim and roof trim for improper clearance.
Abnormal motor noise	① Check motor for looseness. ② Check gears and bearings for wear. ③ Check cable for wear. ④ Check cable pipe for deformities.
Failure of sunroof to operate (Motor operates properly.)	① Check guide rail for foreign particles. ② Check guide rail for improper installation. ③ Check parts for mutual interference. ④ Check cable slider for improper clinching. ⑤ Check cable for improper installation. ⑥ Check clutch adjustment nut for improper tightness.
Motor does not rotate or rotates improperly. (Use sunroof wrench to check operation.)	① Check fuse for blowout. ② Check switch for improper function. ③ Check motor for incorrect terminal voltage. ④ Check relay for improper operation. ⑤ Check poor grounding system. ⑥ Check cords for discontinuity and terminals for poor connections. ⑦ Check limit switch for improper operation.