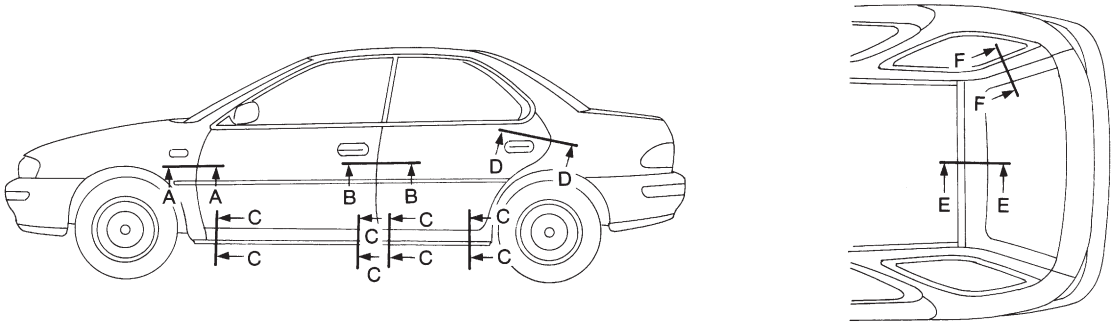
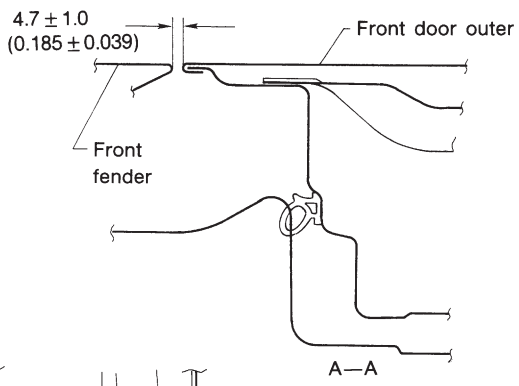
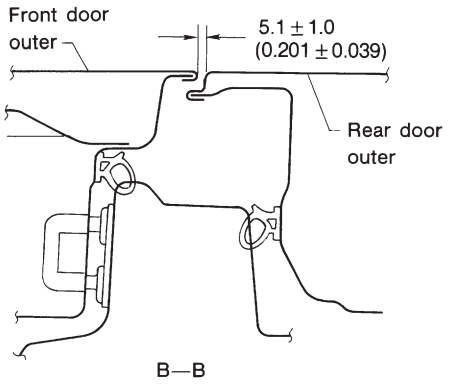
DOORS AND WINDOWS 5-2

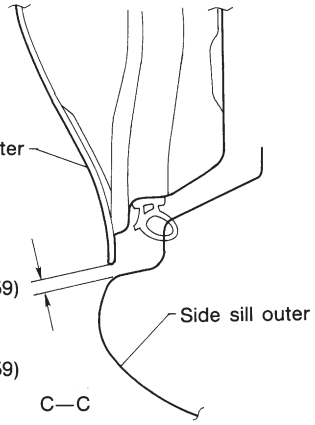
1. Door Alignment

1. SEDAN AND WAGON MODEL

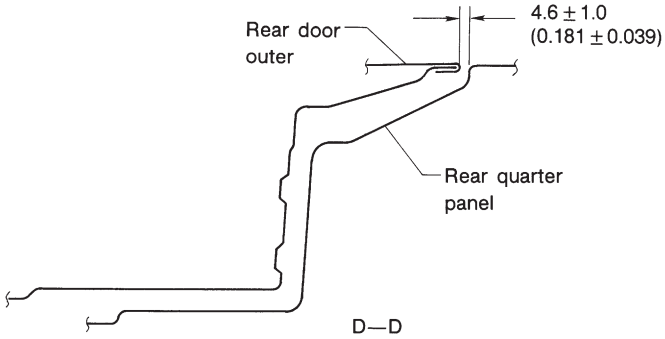


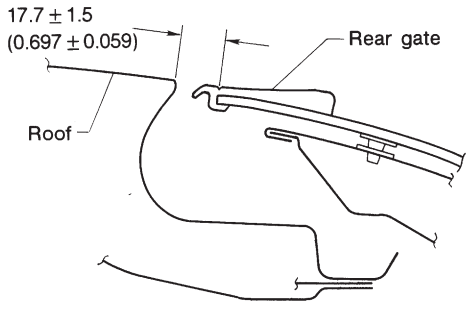


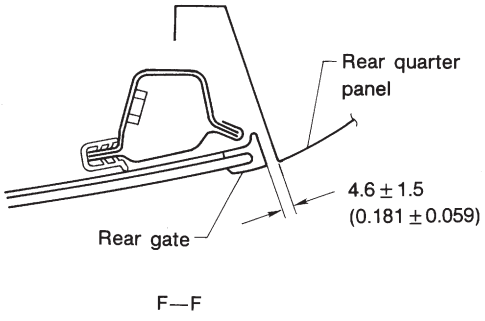




- Front door
  Front part:
  5.2 ± 1.5
  (0.205 ± 0.059)
  Back part:
  5.4 ± 1.5
  (0.213 ± 0.059)
- Rear door
  Front part:
  5.4 ± 1.5
  (0.213 ± 0.059)
  Back part:
  6.1 ± 1.5
  (0.240 ± 0.059)



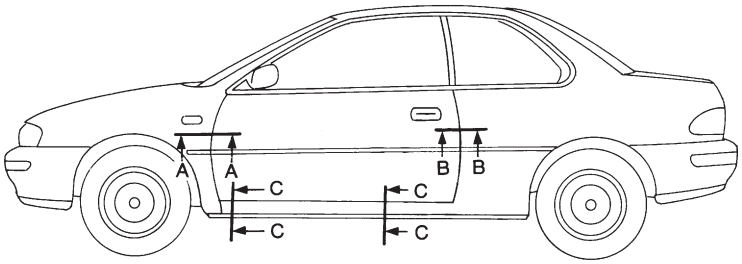


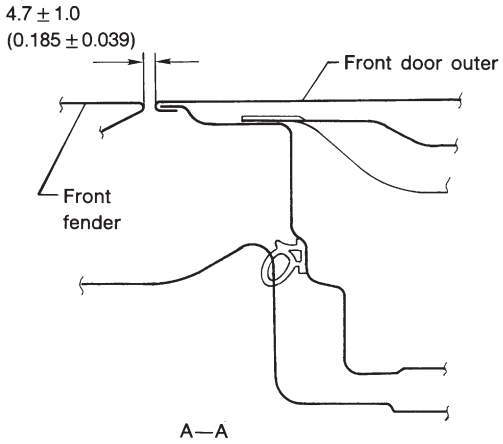


Unit: mm (in)

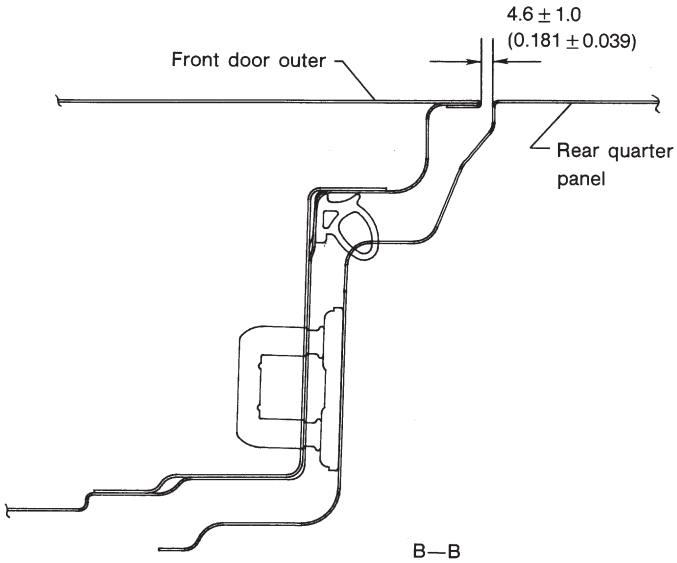
G5M0485

2. COUPE MODEL

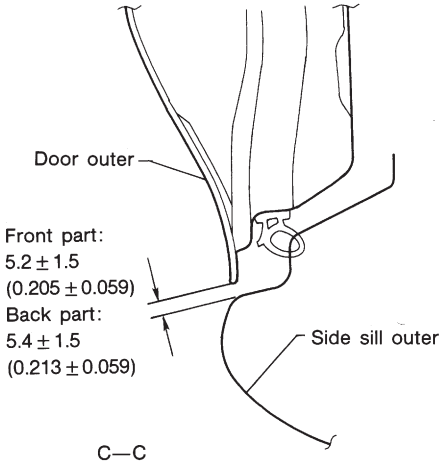




A—A



B—B

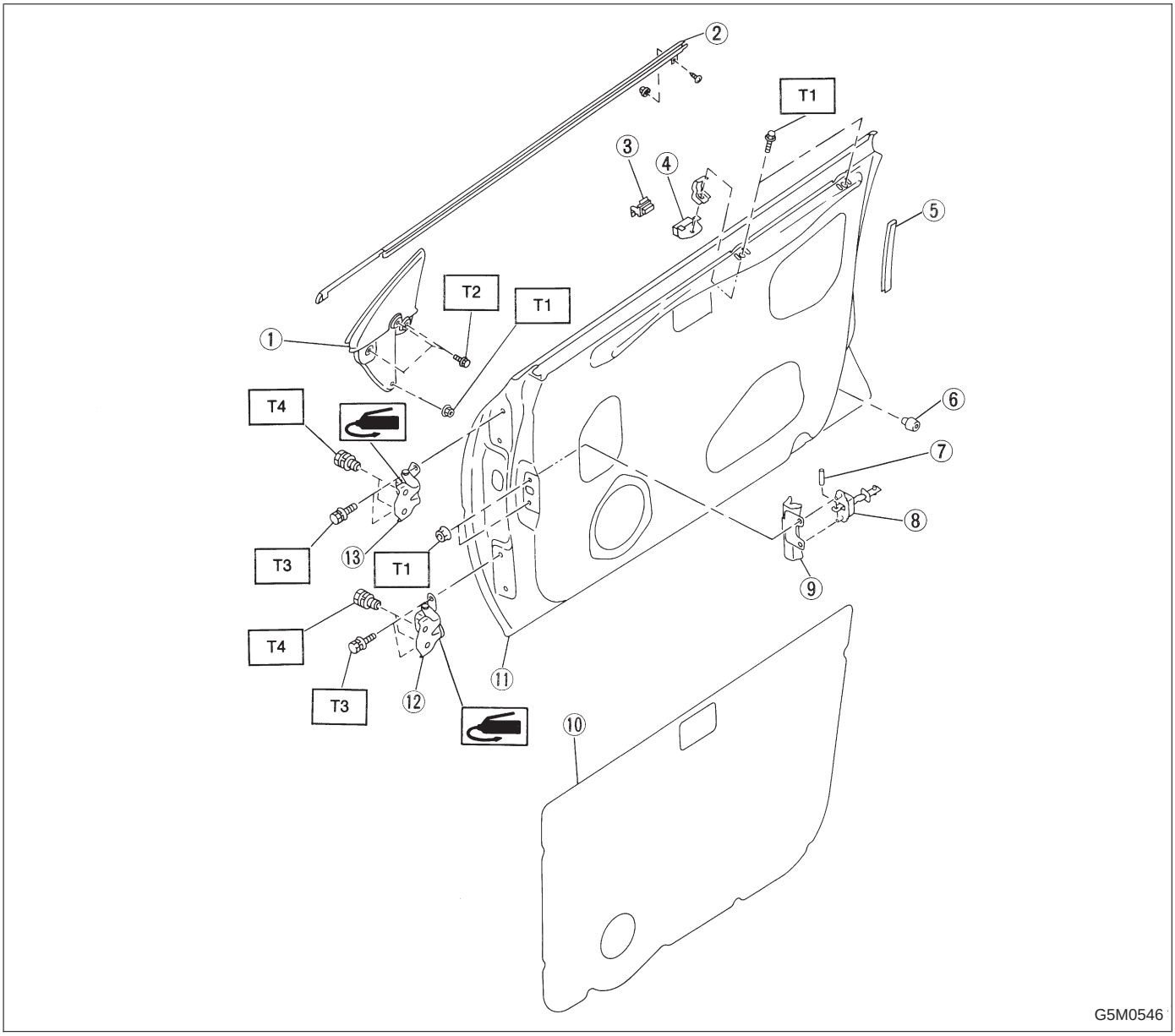


C—C

Unit: mm (in)

G5M0637

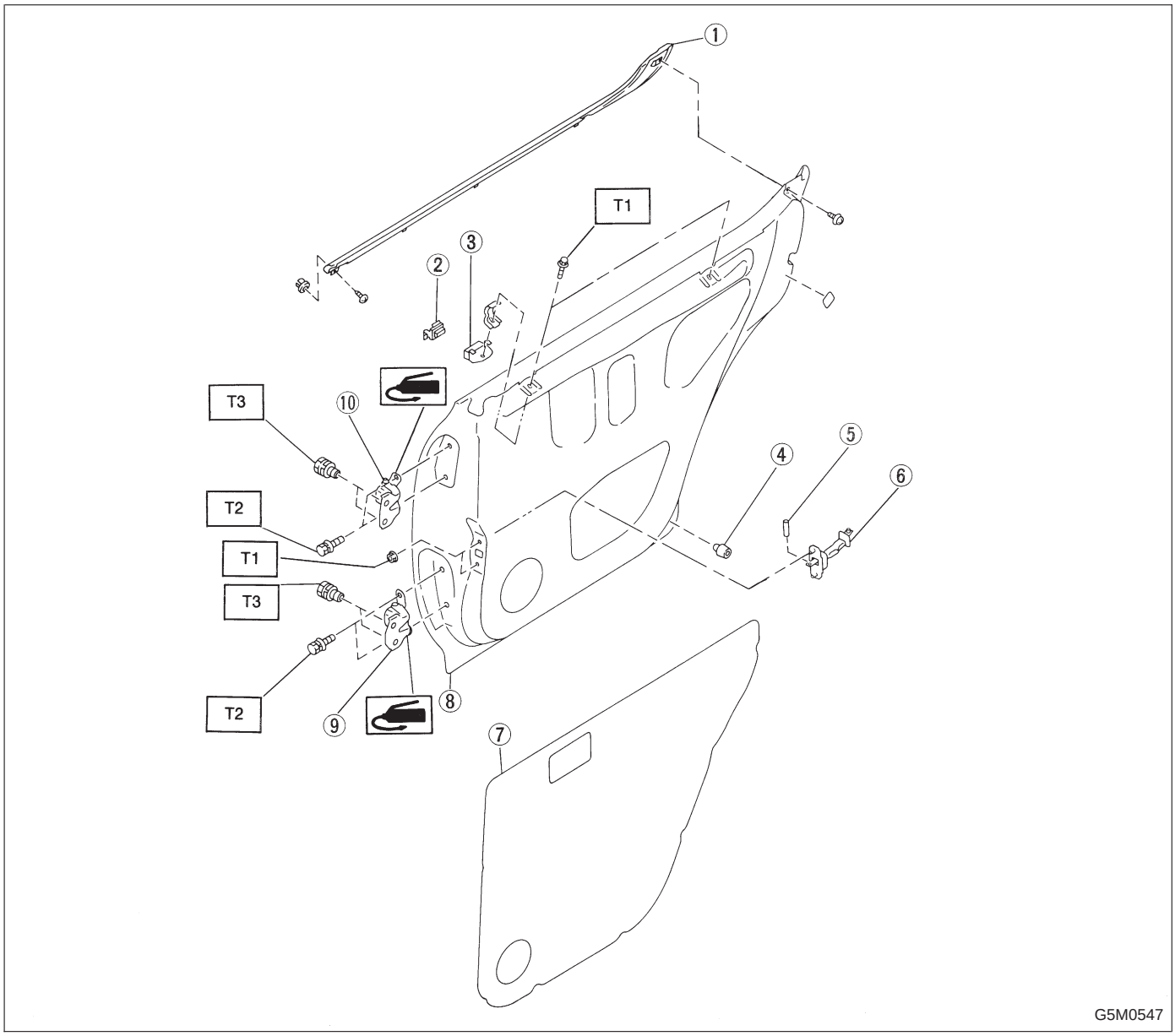
1. Front Door



① Gusset
② Weatherstrip
③ Stabilizer (Outer)
④ Stabilizer (Inner)
⑤ Protector
⑥ Stopper
⑦ Knock pin
⑧ Checker
⑨ Guide
⑩ Sealing cover
⑪ Door panel
⑫ Lower hinge
⑬ Upper hinge

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 16 (1.0 — 1.6, 7 — 12)
T3: 22 — 27 (2.2 — 2.8, 16 — 20)
T4: 25 — 34 (2.5 — 3.5, 18 — 25)

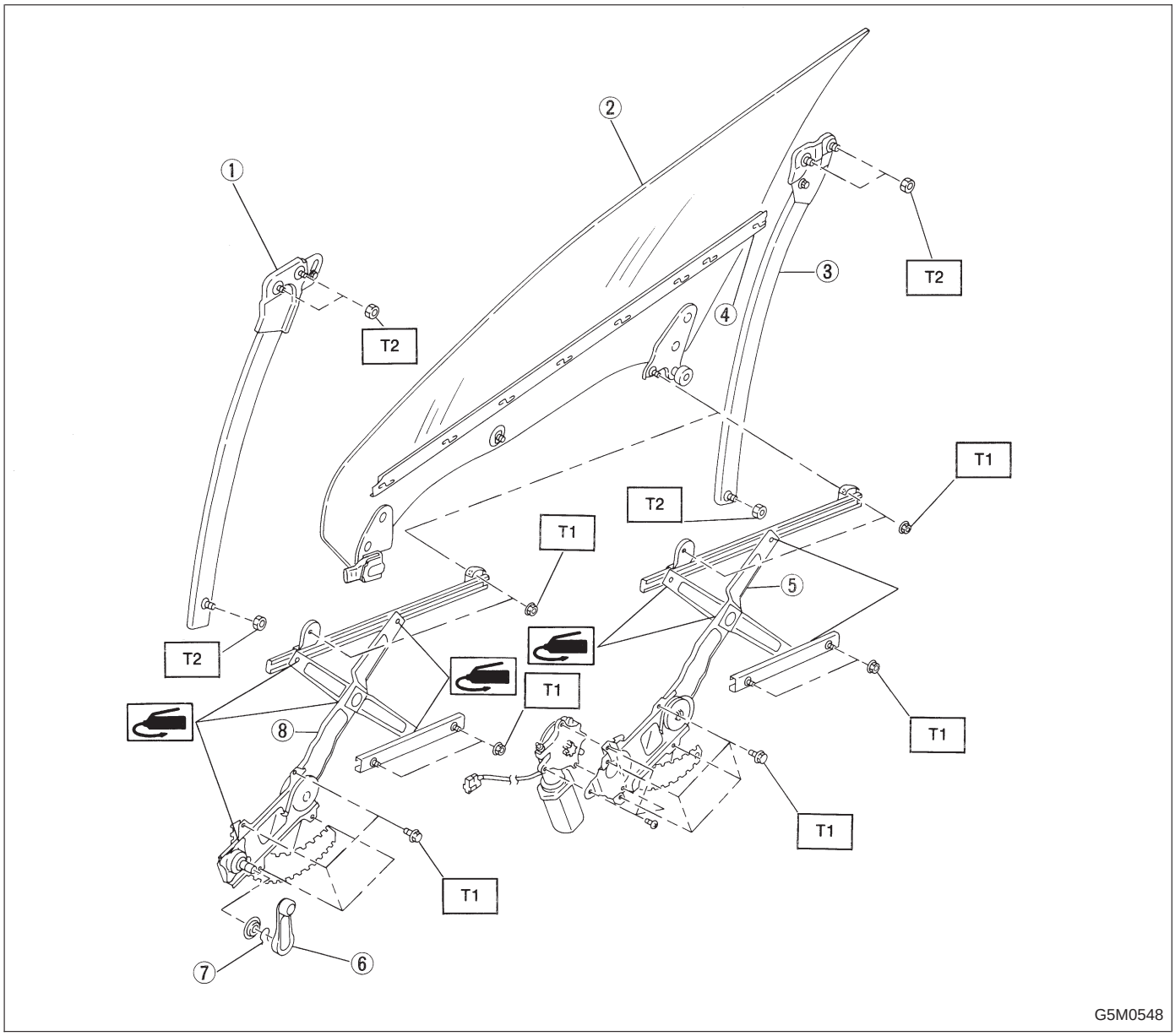
2. Rear Door



① Weatherstrip
② Stabilizer (Outer)
③ Stabilizer (Inner)
④ Stopper
⑤ Knock pin
⑥ Checker
⑦ Seating cover
⑧ Door panel
⑨ Lower hinge
⑩ Upper hinge

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 22 — 27 (2.2 — 2.8, 16 — 20)
T3: 25 — 34 (2.5 — 3.5, 18 — 25)

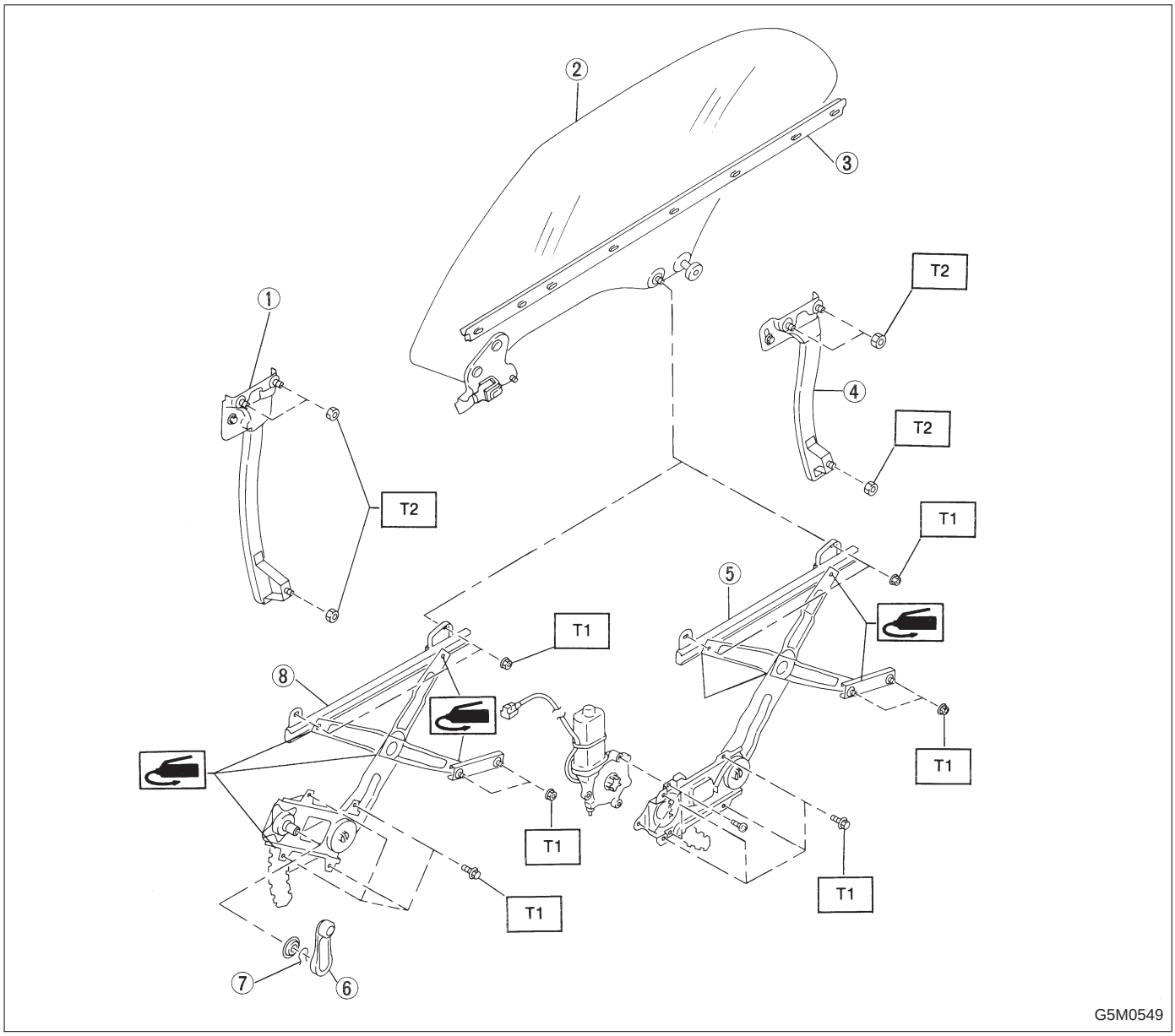
3. Front Door Glass



① Door sash (Front)
② Glass
③ Door sash (Rear)
④ Weatherstrip (Inner)
⑤ Regulator and motor ASSY
⑥ Regulator handle (Except power window)
⑦ Retainer spring
⑧ Regulator ASSY

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)

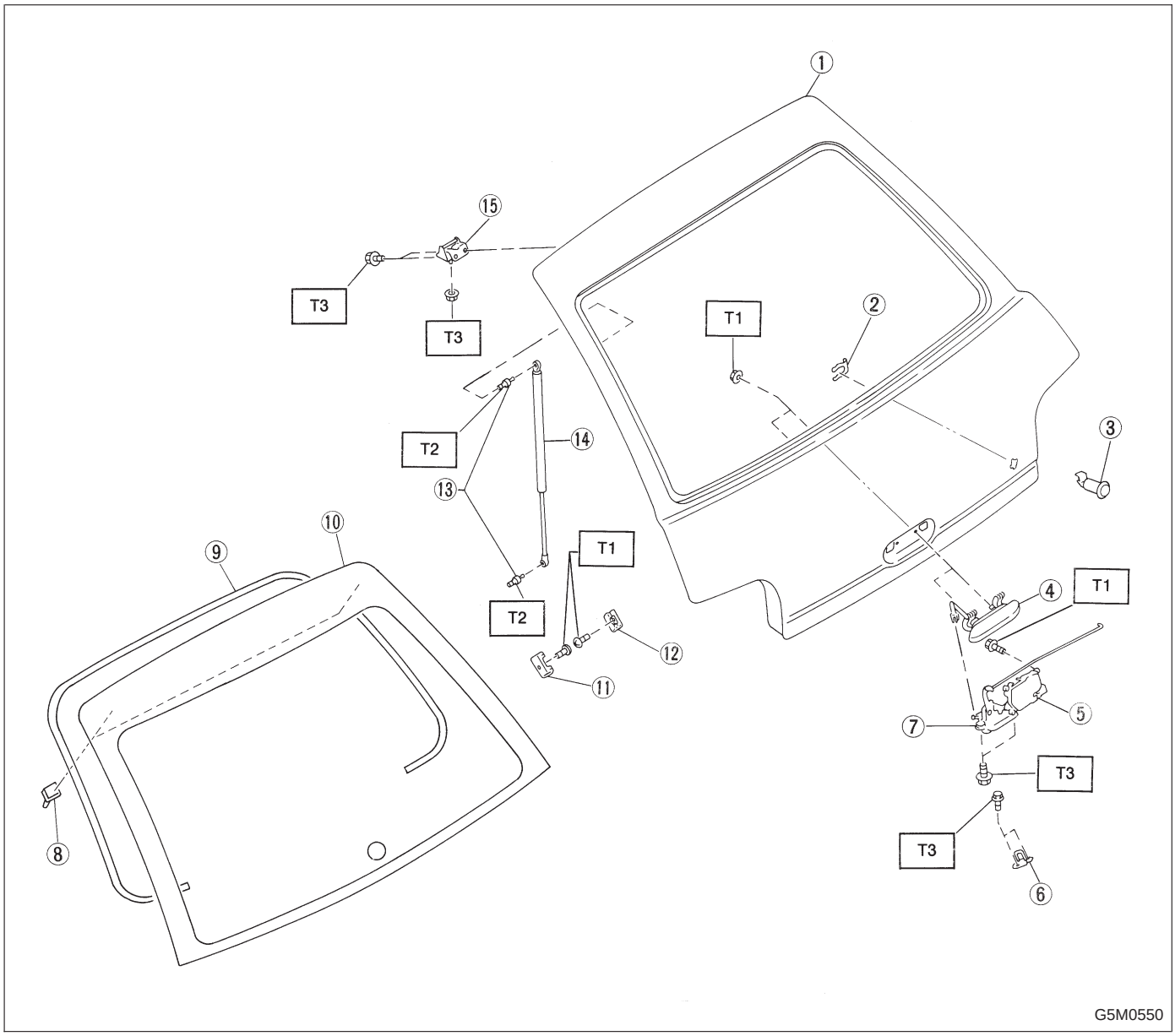
4. Rear Door Glass



① Door sash (Front)
② Glass
③ Weatherstrip (Inner)
④ Door sash (Rear)
⑤ Regulator and motor ASSY
⑥ Regulator handle (Except power window)
⑦ Retainer spring
⑧ Regulator ASSY

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)

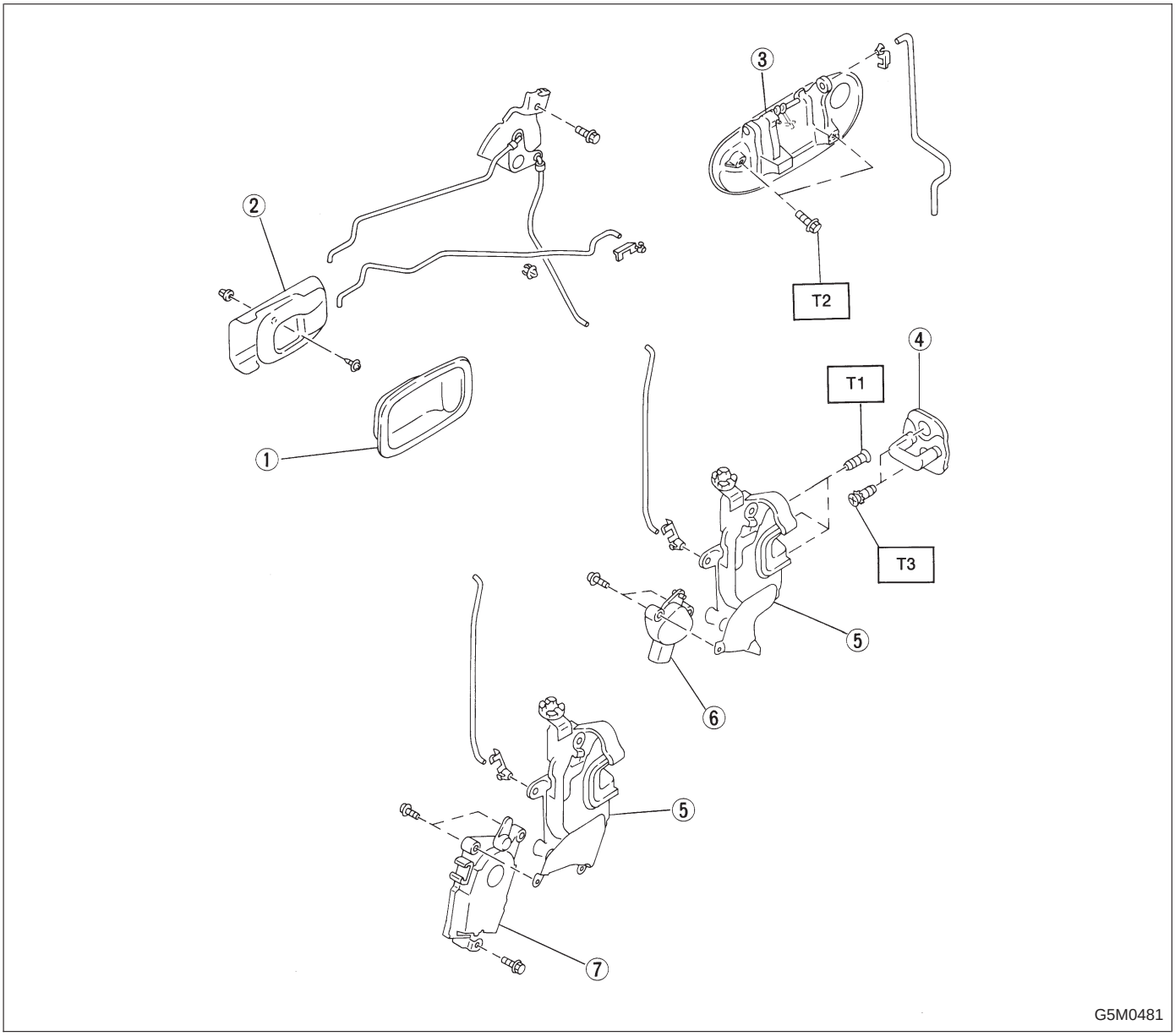
5. Rear Gate and Glass



① Rear gate
② Clip
③ Key cylinder
④ Outer handle
⑤ Auto-door lock actuator
⑥ Striker
⑦ Latch
⑧ Glass pin
⑨ Trim
⑩ Glass
⑪ Buffer
⑫ Rear gate side buffer
⑬ Stud
⑭ Gas stay
⑮ Hinge

Tightening torque: N·m (kg-m, ft-lb)
T1: 5.4 — 9.3
(0.55 — 0.95, 4.0 — 6.9)
T2: 10 — 18 (1.0 — 1.8, 7 — 13)
T3: 20 — 29 (2.0 — 3.0, 14 — 22)

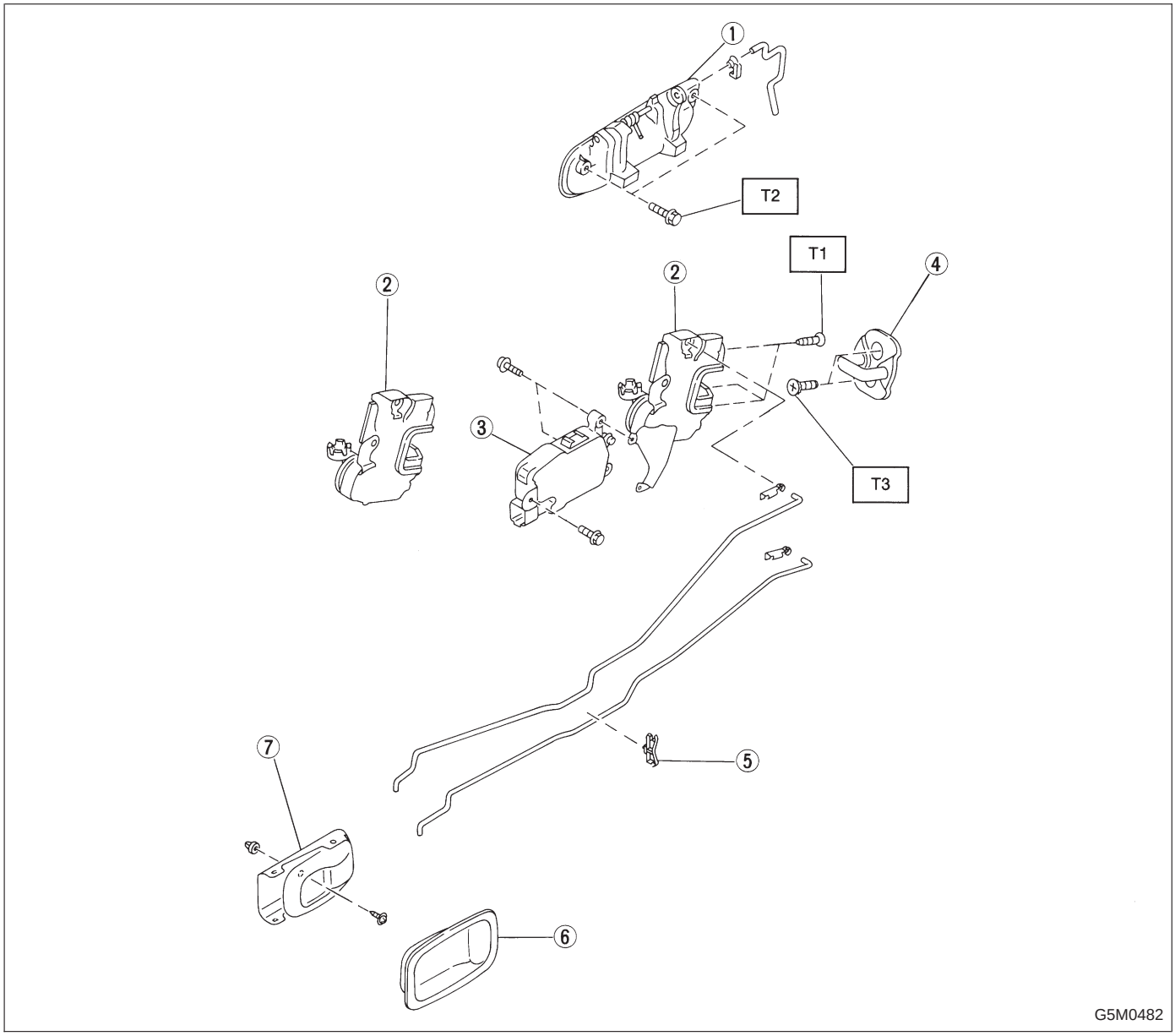
6. Door Lock Assembly (Front)



① Cover
② Inner remote ASSY
③ Door outer handle
④ Striker
⑤ Door latch
⑥ Switch ASSY
⑦ Auto-door lock actuator

Tightening torque: N·m (kg-m, ft-lb)
T1: 4.4 — 8.3 (0.45 — 0.85, 3.3 — 6.1)
T2: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)
T3: 14 — 22 (1.4 — 2.2, 10 — 16)

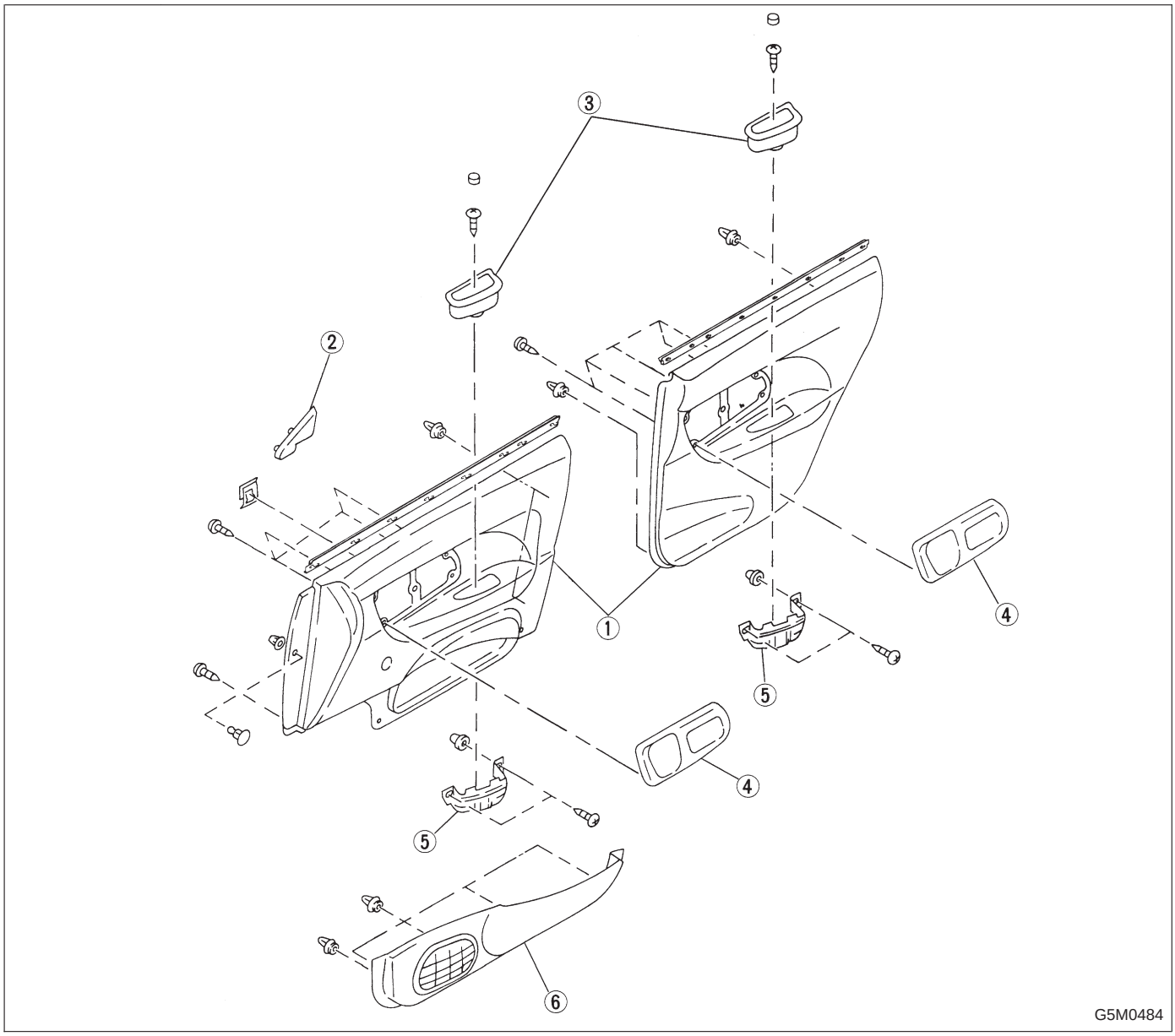
7. Door Lock Assembly (Rear)



① Door outer handle
② Door latch
③ Auto-door lock actuator
④ Striker
⑤ Rod holder
⑥ Cover
⑦ Inner remote ASSY

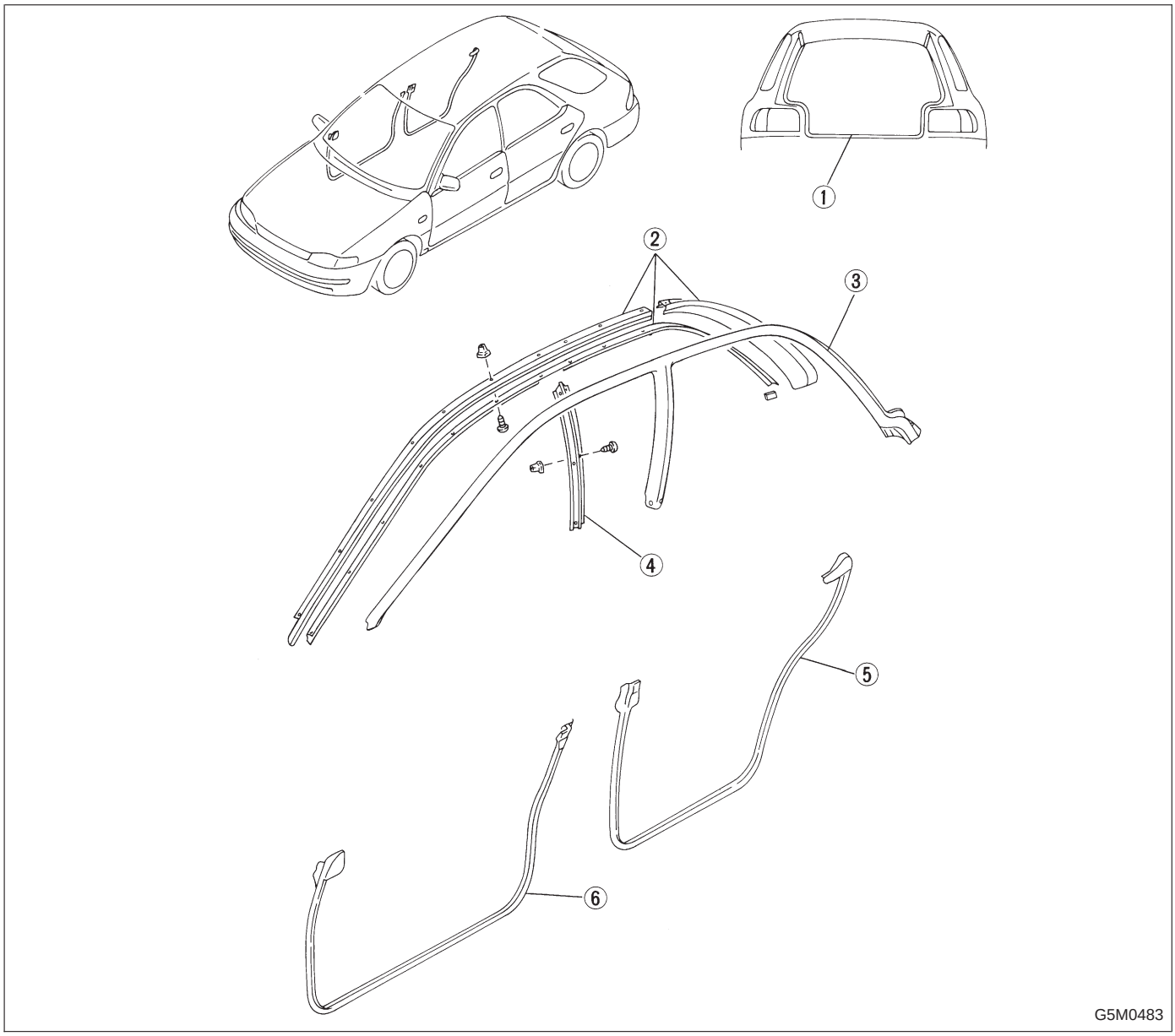
Tightening torque: N·m (kg-m, ft-lb)
T1: 4.4 — 8.3 (0.45 — 0.85, 3.3 — 6.1)
T2: 5.4 — 9.3 (0.55 — 0.95, 4.0 — 6.9)
T3: 14 — 22 (1.4 — 2.2, 10 — 16)

8. Trim



① Trim panel
② Gusset cover
③ Pull handle
④ Cover
⑤ Bracket
⑥ Pocket

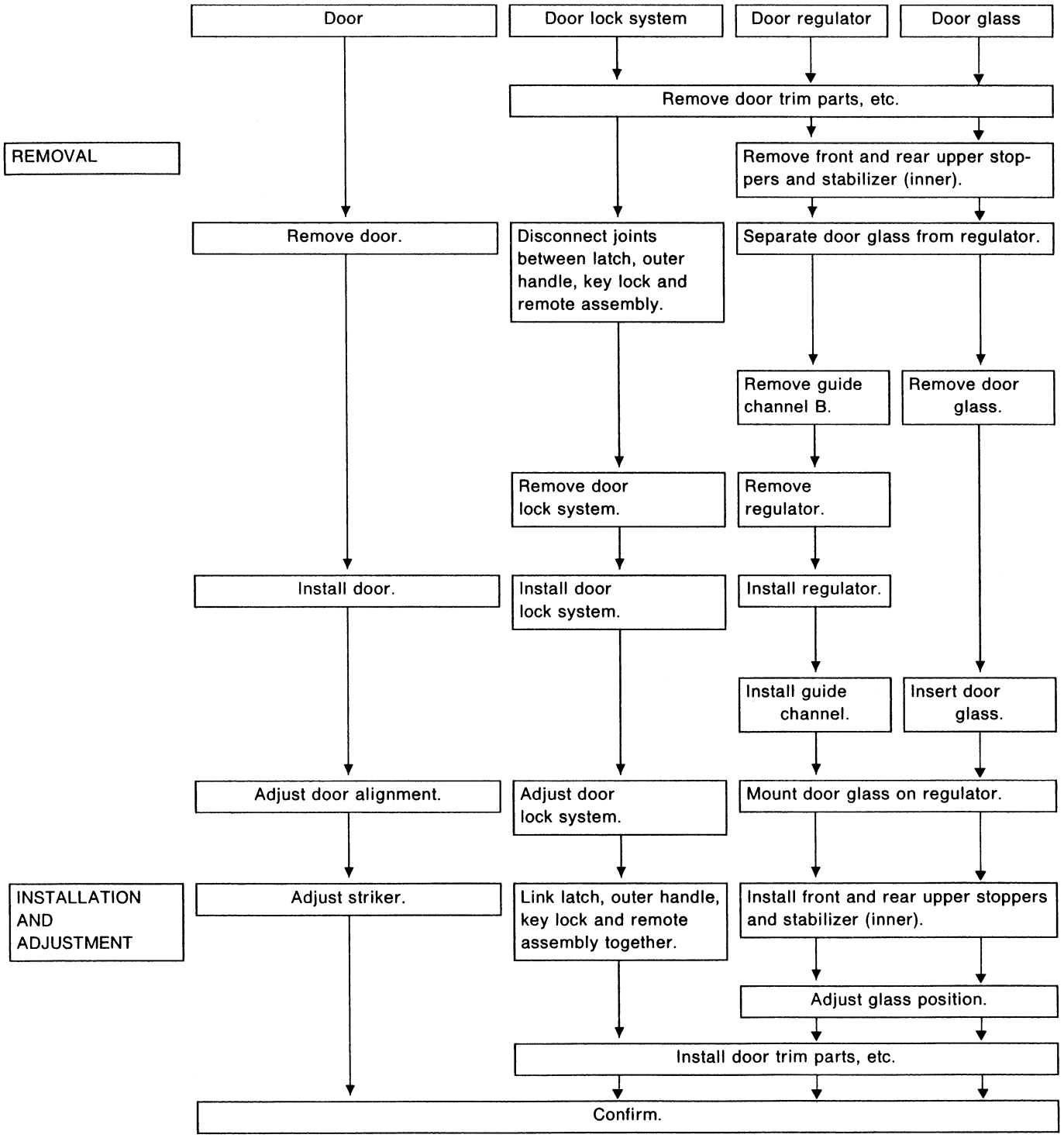
9. Weatherstrip

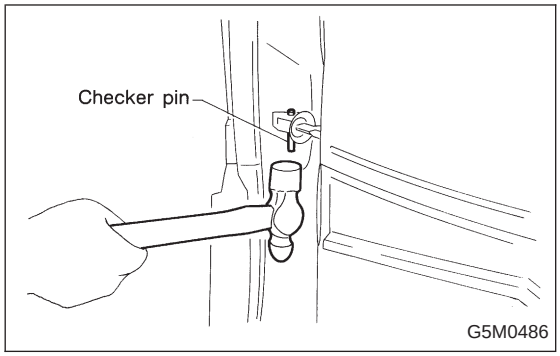


① Rear gate weatherstrip (Wagon only)
② Retainer and molding
③ Upper and side weatherstrip
④ Retainer (Center)
⑤ Weatherstrip (Rear door)
⑥ Weatherstrip (Front door)

1. Procedure Chart for Removing and Installing Door and Related Parts

NOTE:
This flowchart shows the main procedures for removing and installing the door and its related parts. For details, refer to the text.

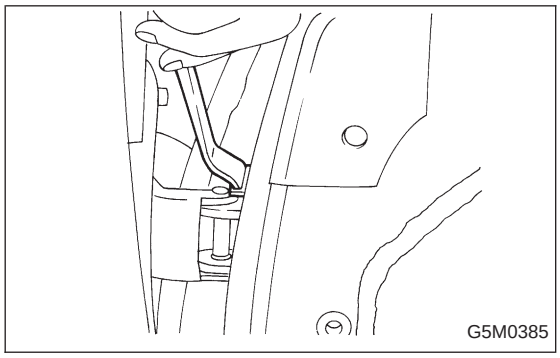




2. Door and Hinge

A: REMOVAL AND INSTALLATION

1) Remove lower trim and disconnect connectors from body harness.
2) Place a cloth or a wood block under door to prevent damage, and support it with a jack.
3) Remove checker pin by driving it upward. Be careful not to damage door and body.



4) Remove bolts (M8) securing upper and lower hinges to door, and remove door from hinges.

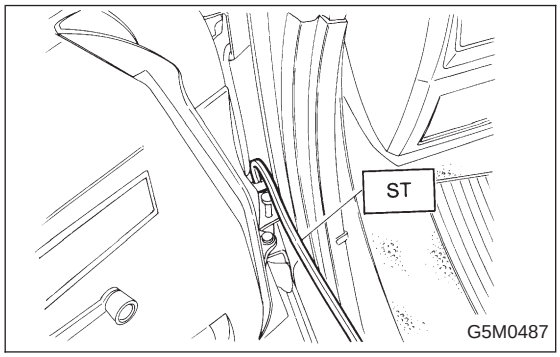
Tightening torque:
22 — 27 N·m (2.2 — 2.8 kg-m, 16 — 20 ft-lb)

5) Remove hinges by loosening hinges mounting bolt (M8) off of body.

Tightening torque:
25 — 34 N·m (2.5 — 3.5 kg-m, 18 — 25 ft-lb)

CAUTION:
Work carefully to avoid damaging door.

Installation is in the reverse order of removal.
NOTE:
Apply grease to moving parts of door hinges.



B: ADJUSTMENT

1) Using ST, loosen bolts securing upper and lower hinges to body, and adjust fore-and-aft and vertical alignment of door.

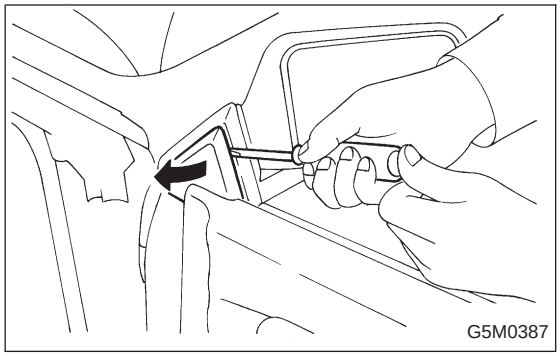
ST 925610000 DOOR HINGE WRENCH

2) Loosen screw one complete rotation, and adjust opening/closing direction of door using a hammer covered with a cloth.

CAUTION:
Be careful not to damage striker.

Hinge tightening torque (body side):
25 — 34 N·m (2.5 — 3.5 kg-m, 18 — 25 ft-lb)

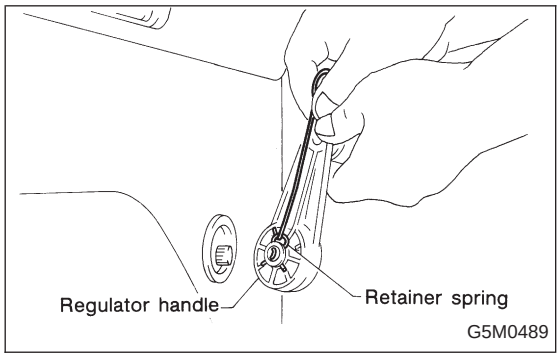
Striker tightening torque:
14 — 22 N·m (1.4 — 2.2 kg-m, 10 — 16 ft-lb)


G5M0387

3. Trim Panel

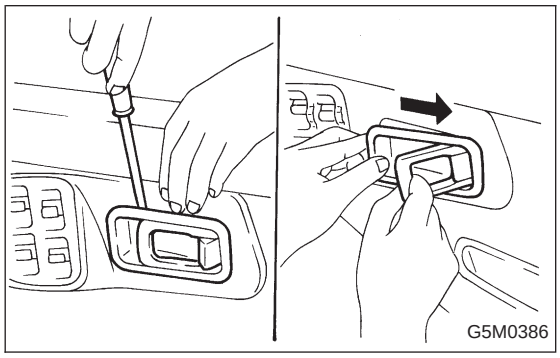
A: REMOVAL AND INSTALLATION

1) Remove gusset cover.

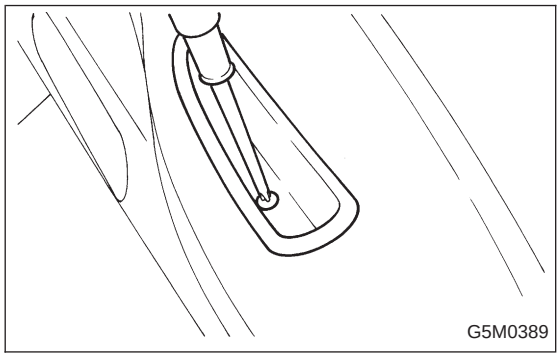


G5M0489

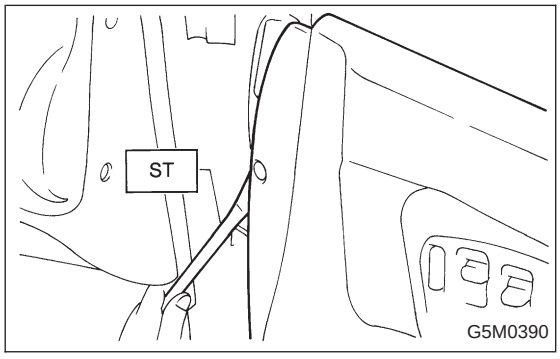
2) Remove retainer spring and then regulator handle. Use a wire bent at one end, as shown in figure, for easier removal of retainer spring. (models without power window)


G5M0386

3) Remove remote handle cover.


G5M0389

4) Remove pull handle attaching screw and then remove pull handle.

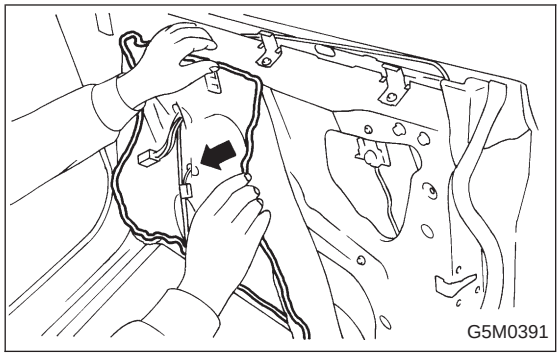


G5M0390

5) Using ST, disengage the clip.
ST 925580000 PULLER
6) Remove trim panel and then disconnect connector. (models with power window)

CAUTION:
Be careful not to break clip by applying undue force.

Installation is in the reverse order of removal.



4. Sealing Cover

A: REMOVAL

1) Remove trim panel.
2) Remove speaker, trim bracket and remote assembly and disconnect connectors.
3) Remove sealer with a spatula.

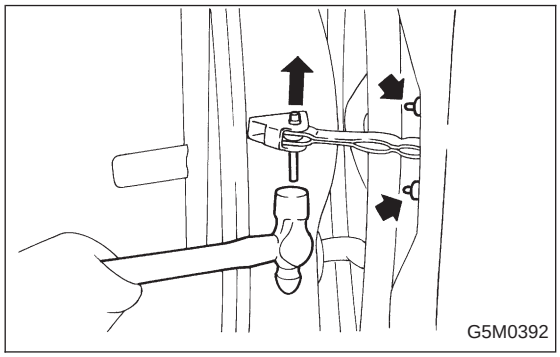
CAUTION:
Be careful because cover may break if sealer is removed forcefully.

B: INSTALLATION

1) Confirm that sealer is properly applied without breaks. Then install sealing cover.
2) When repairing or replacing sealing cover, use “CEMEDINE 5430L” as sealer. It may be overlaid on existing sealer.

Sealer:
CEMEDINE 5430L

CAUTION:
Any breaks in sealer can cause water leakage or entry of air and dust. Be sure sealer is applied in a continuous line.



5. Checker

A: REMOVAL AND INSTALLATION

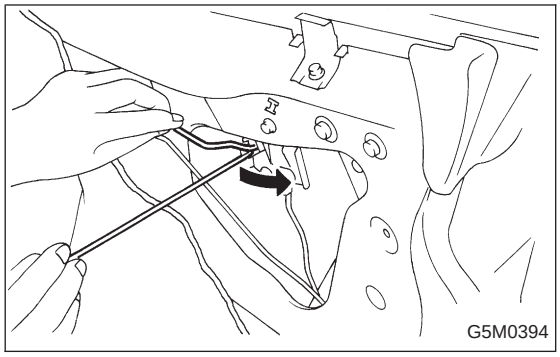
1) Remove trim panel.
2) Remove sealing cover.
3) Apply a cloth to door and body to prevent damaging them, and remove checker pin by driving it upward.

CAUTION:
Be careful not to damage door and body.

4) Completely close door glass.
5) Loosen two nuts securing checker, and take out checker through access hole in underside.

Installation should be made in the reverse order of removal.

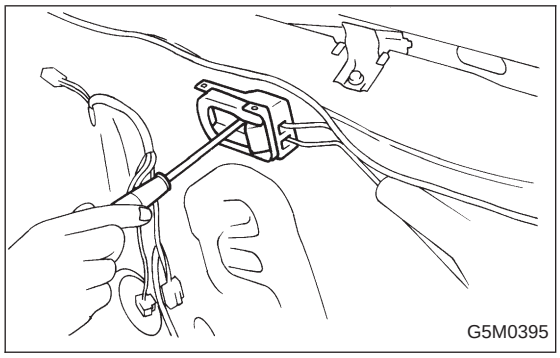
Tightening torque:
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)


G5M0394

6. Inner Remote Assembly

A: REMOVAL

1) Remove trim panel.
2) Remove sealing cover.
3) Disconnect joints of two rods.
4) Unlatch rod holder.

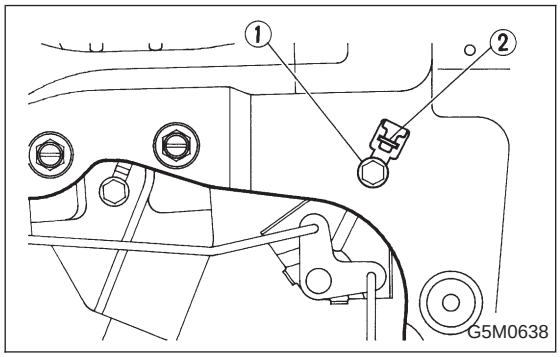

G5M0395

5) Remove screws holding remote assembly.

B: INSTALLATION

1) After passing two rods through holder, attach remote assembly to inner panel.
2) Latch rod holder.

NOTE:
If rear door is equipped with child safety lock, check that child lock lever moves without dragging.



G5M0638

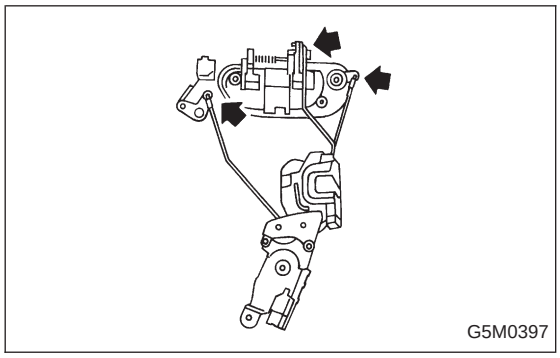
C: ADJUSTMENT

1) Lock the door.
2) Loosen bolt ①.
3) Lower bell crank ② and then tighten bolt ①.

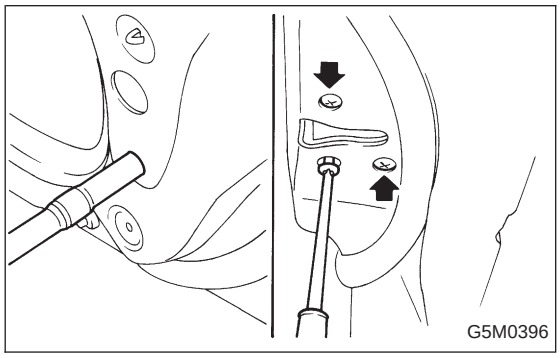
7. Door Latch

A: REMOVAL AND INSTALLATION

1) Remove trim panel.
2) Remove inner remote assembly.
3) Remove sealing cover around latch service hole.
4) Completely close door glass.


G5M0397

5) Remove latch and actuator assembly.
   (1) Turn rod holder to disconnect joint between key lock and rod.
   (2) Turn rod holder to disconnect joint between outer handle and rod.
   (3) Turn rod holder to disconnect joint between crank and rod.


G5M0396

6) Loosen screws securing both latch and actuator, then remove latch and actuator assembly through service hole in bottom.

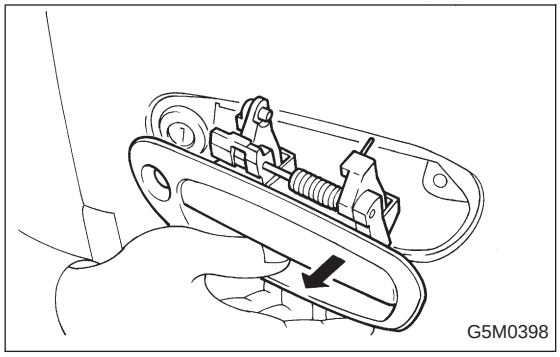
Tightening torque (screw):
4.4 — 8.3 N·m (0.45 — 0.85 kg-m, 3.3 — 6.1 ft-lb)

Installation is in the reverse order of removal.

B: INSPECTION

1) Check operation of each part.
2) Check each sliding part for proper lubrication.

CAUTION:
After installation, be sure lock mechanism operates normally.



8. Outer Handle

A: REMOVAL AND INSTALLATION

1) Remove trim panel.
2) Remove sealing cover.
3) Detach door latch rod from outer handle and key lock.
4) Loosen nut securing outer handle and then remove outer handle from outside.

CAUTION:
Be careful not to damage door.

Installation is in the reverse order of removal.

Tightening torque:
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

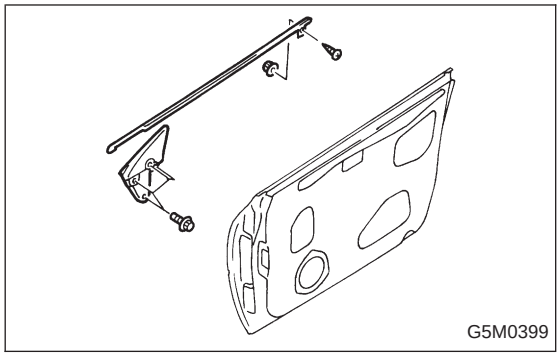
9. Key Lock

A: REMOVAL AND INSTALLATION

1) Remove trim panel.
2) Remove sealing cover.
3) Completely close door glass.
4) Remove outer handle.
5) Loosen spring securing key lock.
6) Remove key lock from outer handle.

Installation is in the reverse order of removal.

NOTE:
Install so that key slot in key lock comes to center of hole in outer handle.


G5M0399

10. Gusset Assembly

A: REMOVAL AND INSTALLATION

NOTE:
Be sure window is all the way down.
1) Remove gusset cover.
2) Remove trim panel.
3) Remove door rearview mirror.
4) Remove outer weatherstrip.
5) Remove sealing cover.

NOTE:
Be careful not to drop nuts on the “IN” side (See figure).

6) Remove bolts and nuts which secure gusset.

Tightening torque: Bolt
10 — 16 N·m (1.0 — 1.6 kg-m, 7 — 12 ft-lb)

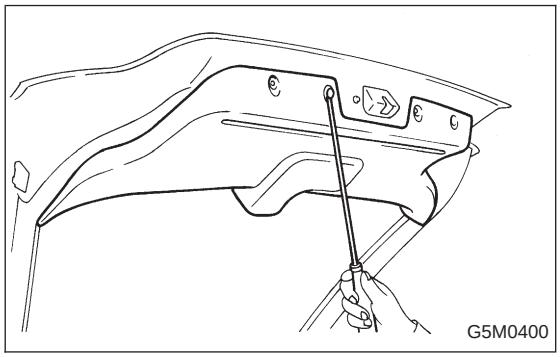
Tightening torque: Nut
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

7) Lift out gusset.

To install, reverse the above removal procedures.

11. Rear Gate

CAUTION:
● Be careful not to scratch coated surfaces of car body and window glass during removal. Place a cloth over the affected area.
● Be careful not to damage trim panels.
● Use an assistant when handling heavy parts.
● Be careful not to damage or lose small parts.

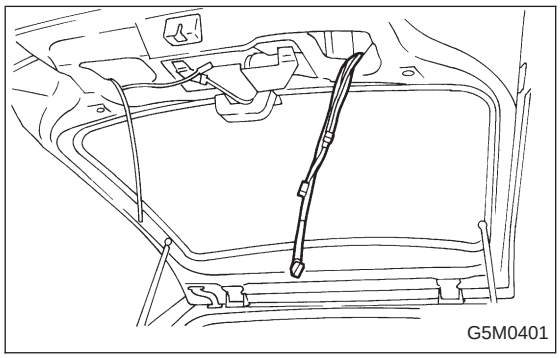

G5M0400

A: REMOVAL

1) Remove clips from trim panel and detach trim panel.

CAUTION:
Be careful not to damage clips or their holes.

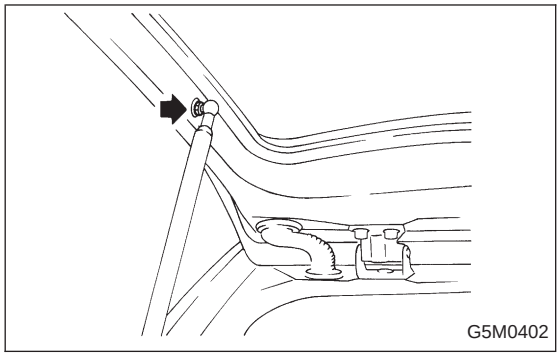
2) Disconnect connectors and terminal.
3) Disconnect rear washer hose from wiper motor.
4) Remove high-mount stop light.


G5M0401

5) If disconnected harness is re-used, tie connector with a string and place on the upper side of rear gate for ready use.

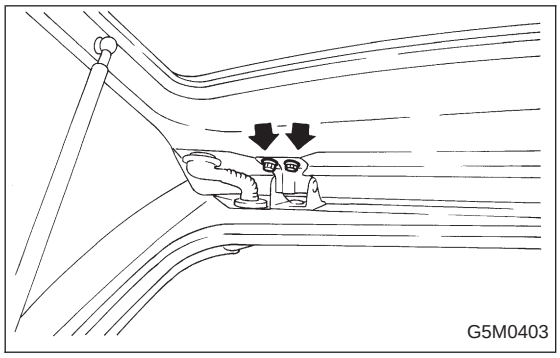
CAUTION:
Do not forcefully pull cords, lead wires, etc. since damage may result; carefully extract them in a wavy motion while holding connectors.

6) Remove rear wiper. <Ref. to 6-2 [W6B0].>
7) Remove both rubber ducts and then extract washer hose and harness connector.

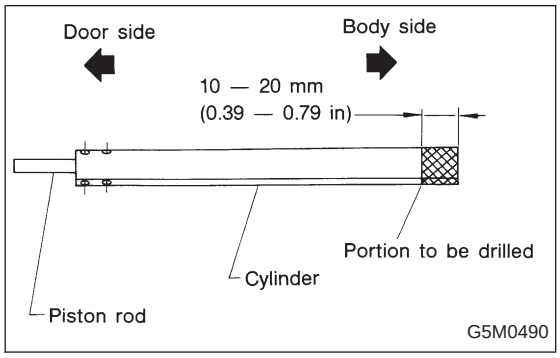

G5M0402

8) Gas stay
(1) Completely open rear gate.
(2) Remove bolts which hold gas stay to rear gate.

CAUTION:
● Be careful because rear gate drops while removing bolts. Have an assistant support it while removing bolts.
● Be sure to place a folded cloth between rear gate and body to prevent scratches.


G5M0403

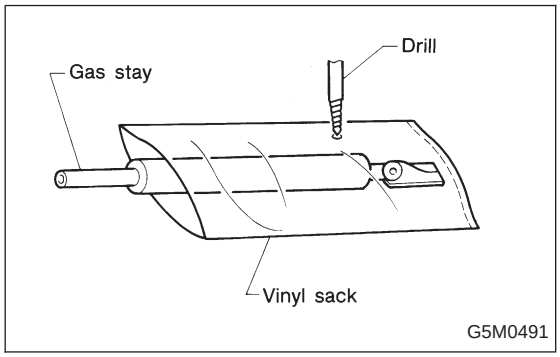
9) Remove the bolts which hold rear gate to hinge and then detach rear gate.



G5M0490

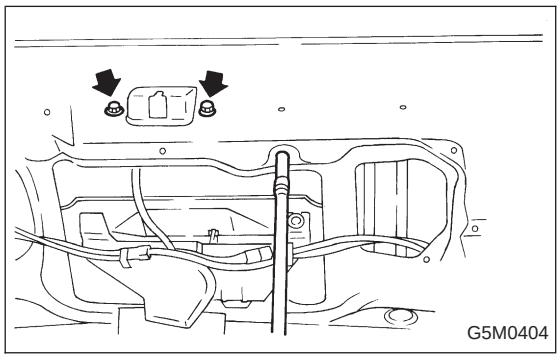
● General precautions in handling rear gate gas stay

CAUTION:
● Do not attempt to disassemble gas stay because its cylinder is filled with gas.
● Before discarding gas stay, place it at a slight angle with the cylinder body side facing up and drill a 2 to 3 mm (0.08 to 0.12 in) dia. hole to completely discharge the content. (Gas is odorless, colorless and harmless; however, metal powder may come out of the hole.)

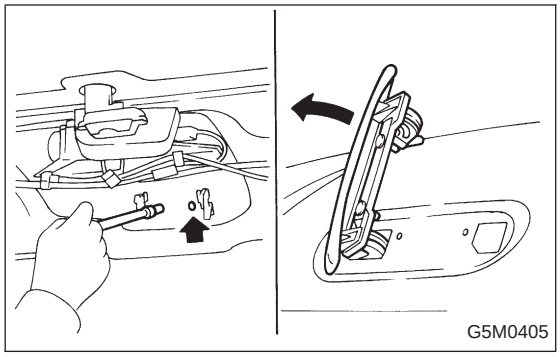


G5M0491

● It is good practice to place a vinyl sack over it before drilling the hole because oil may spurt out. Be careful to prevent vinyl cover from becoming entangled on the drill.
● Be careful not to scratch the exposed section of piston rod or allow oil or paint to come in contact with it.
● Do not attempt to rotate the extended piston rod.


G5M0404

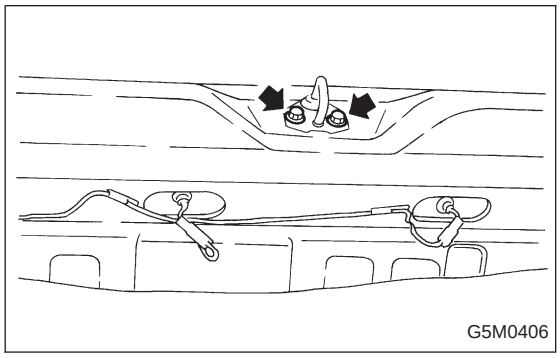
10) Latch
(1) Remove trim panel.
(2) Disengage rod from holder (= key cylinder).
(3) Remove bolts from auto-door lock actuator.
(4) Remove bolts from latch, and detach latch.
(5) Disconnect rear gate switch connector.
(6) Disconnect auto-door lock actuator connector.
(7) Detach latch.


G5M0405

11) Rear gate outer handle
(1) Remove trim panel.
(2) Remove latch.
(3) Remove two nuts used to hold outer handle to the inside of rear gate, and detach outer handle.

CAUTION:
Be careful not to damage packing when removing outer handle.

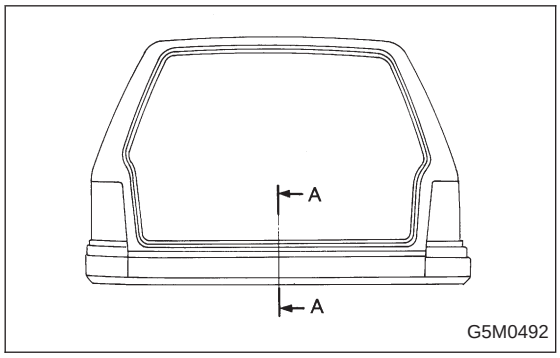
12) Key cylinder
(1) Remove trim panel.
(2) Disengage rod from holder.
(3) Remove retaining spring from key cylinder, and detach key cylinder from outside.


G5M0406

13) Striker
(1) Remove rear skirt trim.
(2) Remove two bolts from striker and detach striker.

B: INSTALLATION

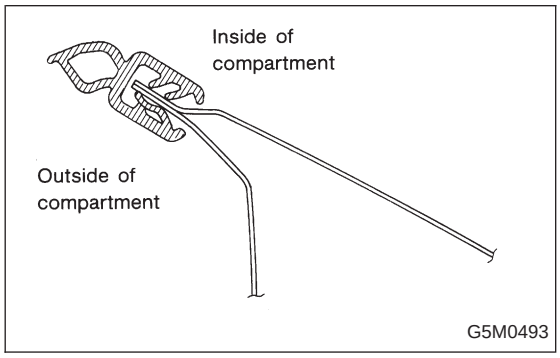
Install in reverse order of removal. Some special items will be described below.



1. WEATHERSTRIP

1) Place weatherstrip so that its joints meet at lower center of vehicle body, and install by inserting flanged portion from below, as shown in section A—A in figure.
2) Tap along entire length with a rubber hammer to firmly insert body flange into weatherstrip.

CAUTION:
- **Be careful not to install in wrong direction.**
- **Install weatherstrip carefully and firmly.**



2. OUTER HANDLE (REAR GATE)

Tightening torque:
Outer handle mounting nut
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

CAUTION:
Completely insert latch pin into handle lever.

3. LATCH

Tightening torque:
Latch mounting bolt
20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)

CAUTION:
Firmly join latch with key cylinder, and outer handle.

4. HINGE

Tightening torque:
Hinge mounting bolt and nut
Door side
20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)
Body side
20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)

CAUTION:
● Be sure to add sealer to hinge.
● When installing rear gate, be careful not to damage coating on body and rear gate.

5. GAS STAY

Tightening torque:
Stud bolt
10 — 18 N·m (1.0 — 1.8 kg-m, 7 — 13 ft-lb)

6. STRIKER

Tightening torque:
Striker mounting bolt
20 — 29 N·m (2.0 — 3.0 kg-m, 14 — 22 ft-lb)

7. BUFFER

Tightening torque:
Buffer mounting bolt
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

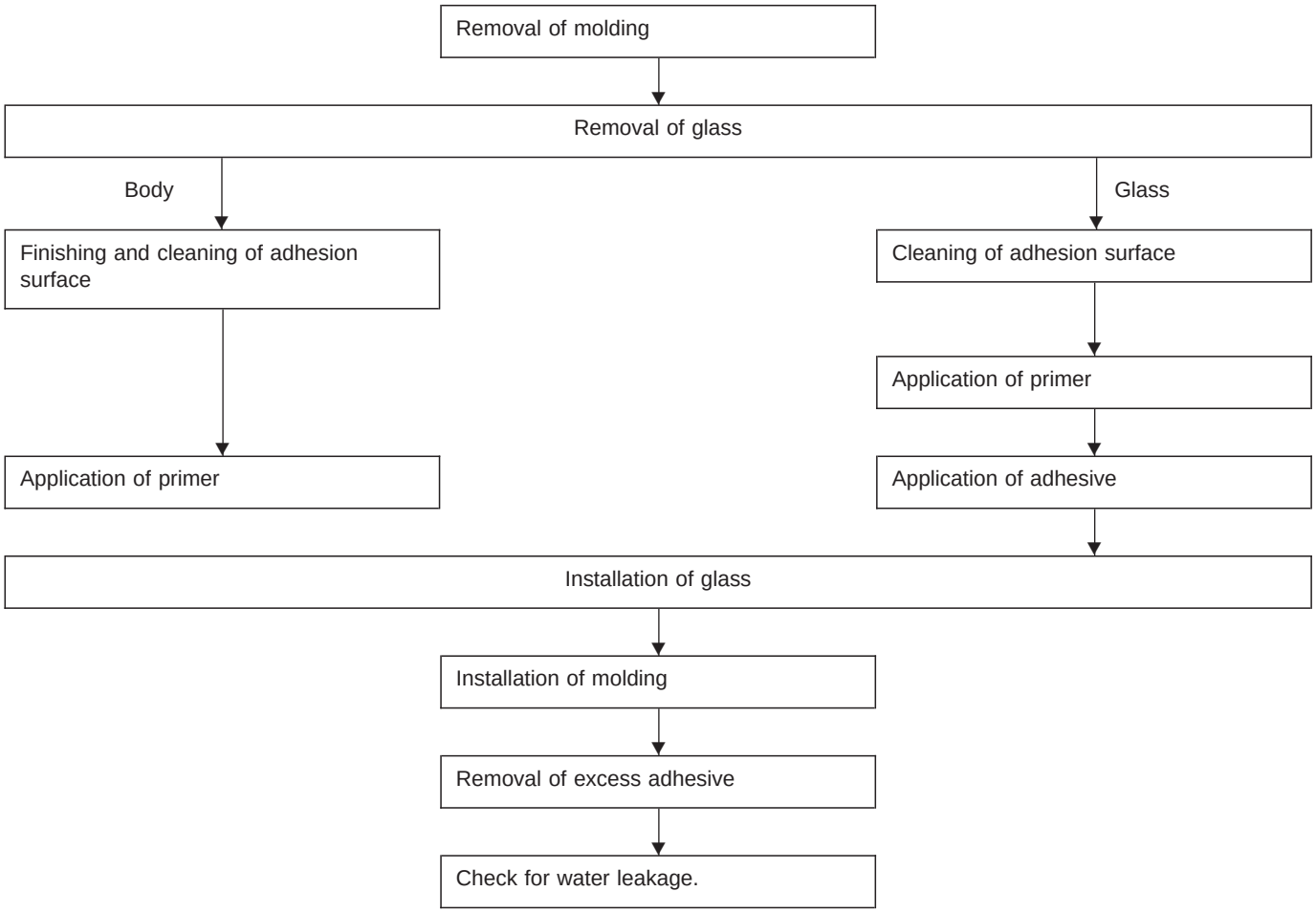
CAUTION:
Be careful not to mistake RH and LH body side buffers.

8. AUTO DOOR LOCK ACTUATOR

Tightening torque:
Actuator mounting bolt
5.4 — 9.3 N·m (0.55 — 0.95 kg-m, 4.0 — 6.9 ft-lb)

12. Procedure Chart for Removal and Installing Window Glass

1. PROCEDURES OF REMOVAL AND INSTALLATION



2. MATERIALS REQUIRED FOR APPLICATION

Description	Remarks
Repair adhesive set ● Cartridge of single-liquid urethane adhesive ● Primer for glass and body	Sunstar No. 580 or Essex Chemical Corp's Urethane E Sunstar No. 435-580
Windshield knife or piano wire	For cutting windshield
Sealant gun	For applying adhesive
Suction cups	For holding glass
Putty knife	For finishing adhesion surface and cutting spacer
Sponge	For applying primer
Gauze or cloth	For cleaning
Alcohol or white gasoline	For cleaning adhesion surface
Tape	For preventing damage to painted surface

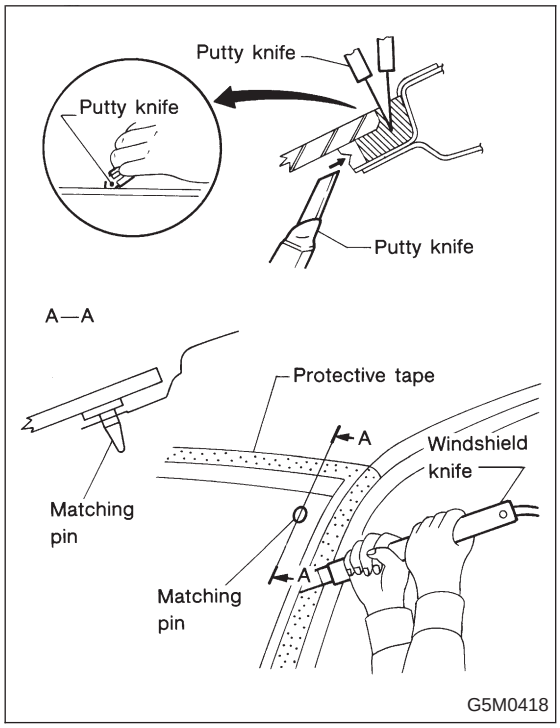
13. Windshield

A: REMOVAL

1. USING WINDSHIELD KNIFE

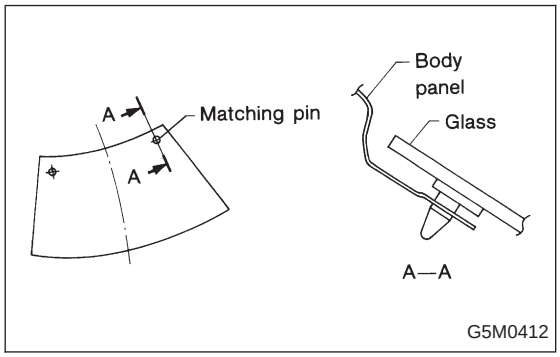
The following procedure for the front windshield can also be applied to other window glass.

1) Remove wiper arm and cowl panel.
2) Remove roof molding and front window molding upper.



3) Remove glass.
   (1) Put protective tape on body to prevent damage.
   (2) Apply soapy water to the surface of the adhesive agent so the knife blade slides smoothly.
   (3) Cut off excess adhesive agent.
   (4) Put windshield knife into layer of adhesive.
   (5) Cut adhesive layer with the windshield knife.

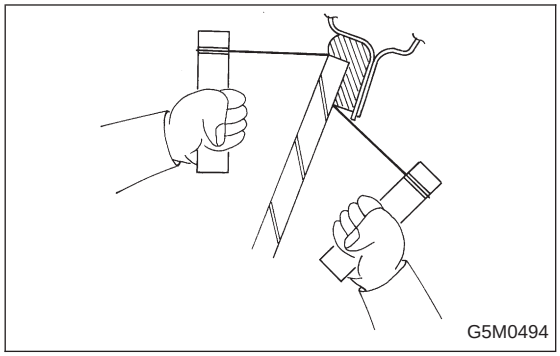
CAUTION:
- **Keep knife edge along glass surface and end face.**
- **When first putting knife into layer of adhesive, select point with wide gap between body and glass.**



NOTE:
A matching pin is cemented to corners of glass on compartment side.
Use a piano wire when cutting each pin.

2. USING PIANO WIRE

1) Remove wiper arm and cowl panel.
2) Remove roof molding and front window molding upper.

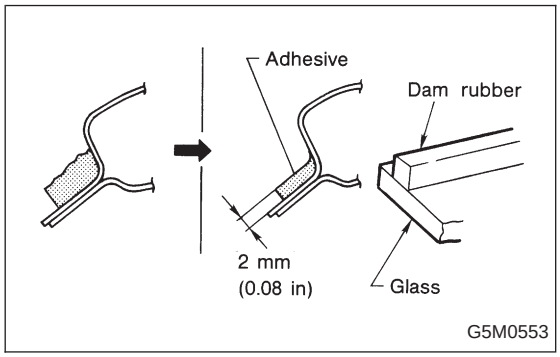

G5M0494

3) Remove glass.
(1) Put protective tape on body to prevent damage.
(2) Using drill or putty knife, make through-hole (one place) in adhesive agent.
(3) Pass piano wire through the hole from inside the compartment, and connect both ends of wire securely to wooden blocks.
(4) Cut adhesive layer with the wire by pulling it back and forth.

CAUTION:
When making through-hole into adhesive layer and cutting the adhesive, be careful not to damage interior and exterior parts.

B: INSTALLATION

1) After cutting layer of adhesive, remove gum rubber remaining on body.

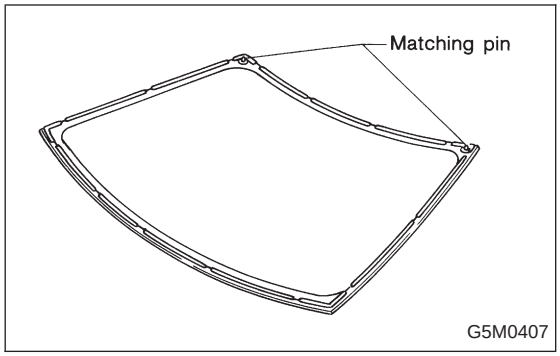


G5M0553

2) Finishing adhesion surface on body side
Using a cutter knife etc., cut layer of adhesive sticking firmly to body, and finish it to a smooth surface of about 2 mm (0.08 in) in thickness.

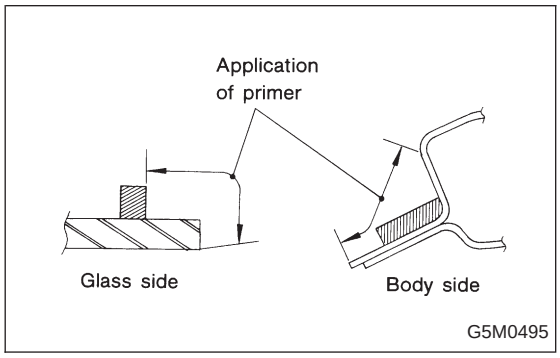
CAUTION:
Take extra care not to cause damage to body paint.

3) Cleaning body surface
(1) Thoroughly remove chips, dirt and dust from body surface.
(2) Clean body wall surface and upper surface of layer of adhesive with a solvent such as alcohol or white gasoline.



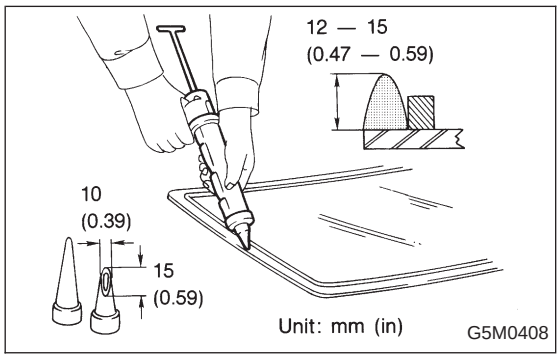
4) Positioning glass
(1) Mount glass on body.
(2) Adjust position of glass so that gap between body and glass is uniform on all sides.
(3) Put matching pin on body and glass in several places.

5) Cleaning glass
(1) Dismount glass from body.
(2) Clean surface of glass to be adhered with alcohol or white gasoline.

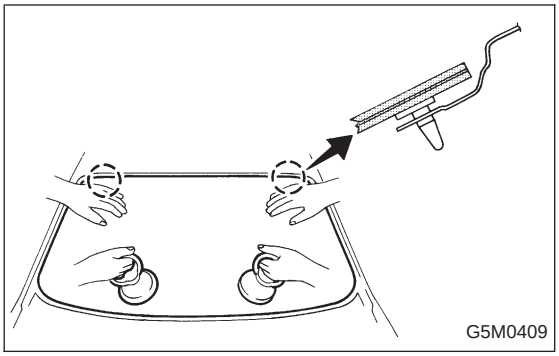


6) Application of primer
(1) Using a sponge, apply primer to part of glass to be adhered.
(2) Apply primer to part of body to be adhered.

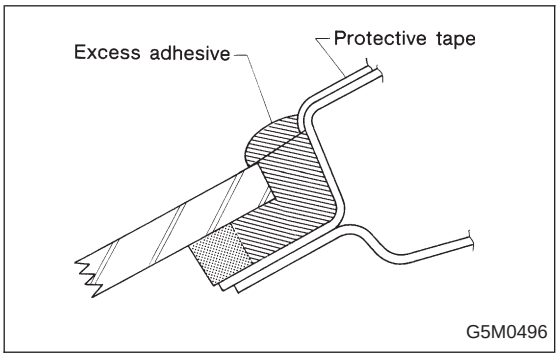
CAUTION:
- **Primer is hard to wipe off of body paint, instrument panel, inner trim, etc. So put masking around these areas for protection.**
- **After application, let 1st primer dry spontaneously for about 10 minutes.**
- **Do not touch primer-coated surface under any circumstances.**



7) Application of adhesive
(1) Cut nozzle tip of cartridge as shown in figure.
(2) Open cartridge and put it into a gun with nozzle attached.
(3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.


G5M0409

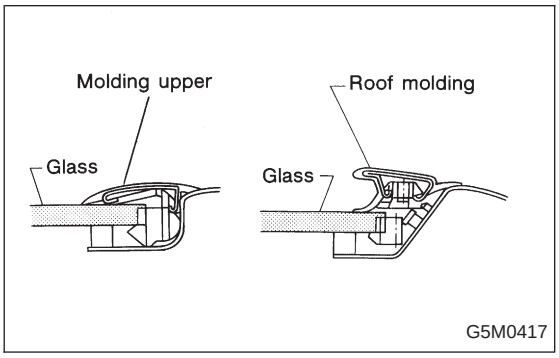
8) Installation of glass
(1) Hold glass with rubber suction cups.
(2) Mount glass on body with matching pin aligned.
(3) Stick them fast by pressing all sides lightly.



G5M0496

9) Installation of molding
(1) Remove adhesive overflowing from outside of glass until it becomes level with outer height of glass. Then, add adhesive to portions that need it, and clean with alcohol or white gasoline.
(2) Firstly, press-fit front window molding upper and lastly, roof molding.

CAUTION:
Do not open and close door after moldings have been installed. When opening and closing door for unavoidable reason, lower door glass and gently move door.



G5M0417

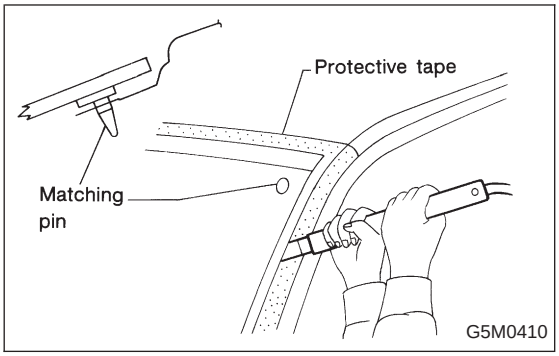
10) Water leakage test
Test for water leakage about one hour after installation.

CAUTION:
- **Move vehicle very gently.**
- **Do not squirt strong hose stream on vehicle.**

11) Spontaneous drying
After completing all operations, leave vehicle alone for 24 hours.

CAUTION:
When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.

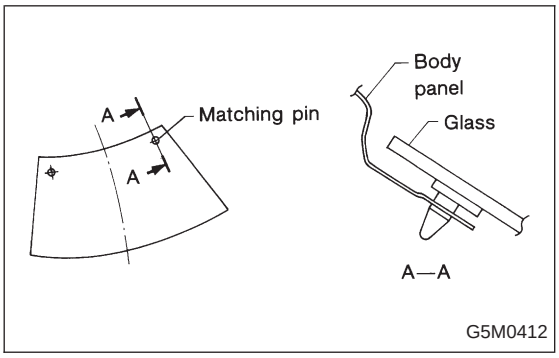
12) Install cowl panel and wiper arm.



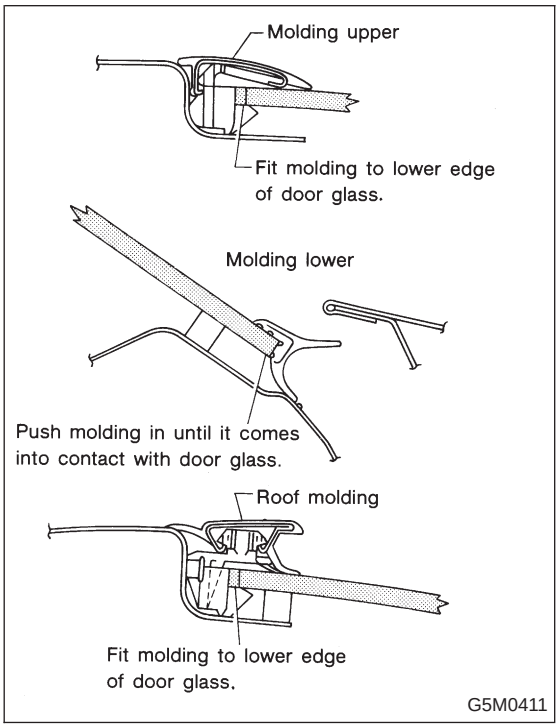
14. Rear Window Glass (Sedan and Coupe)

A: REMOVAL

1) Remove roof molding.
2) Remove rear window molding upper and lower.
3) Disconnect connector from rear defogger terminal.
4) Remove glass in same manner as in windshield.

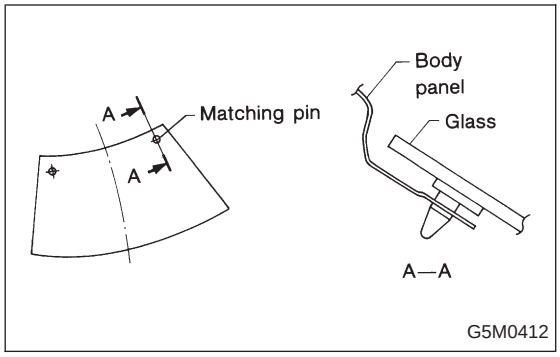


NOTE:
A matching pin is cemented to the corners of glass on compartment side. Use a piano wire when cutting each pin.



B: INSTALLATION

1) Install glass in same manner as in windshield.
2) Firstly, press-fit molding upper, then lower and lastly, roof molding.
3) After installation, test for water leakage after about one hour, and leave vehicle alone for 24 hours.
4) Make rear defogger connections.



15. Rear Window Glass (Wagon)

NOTE:
It is impossible to remove the molding from the glass.
If molding is broken, replace rear glass.

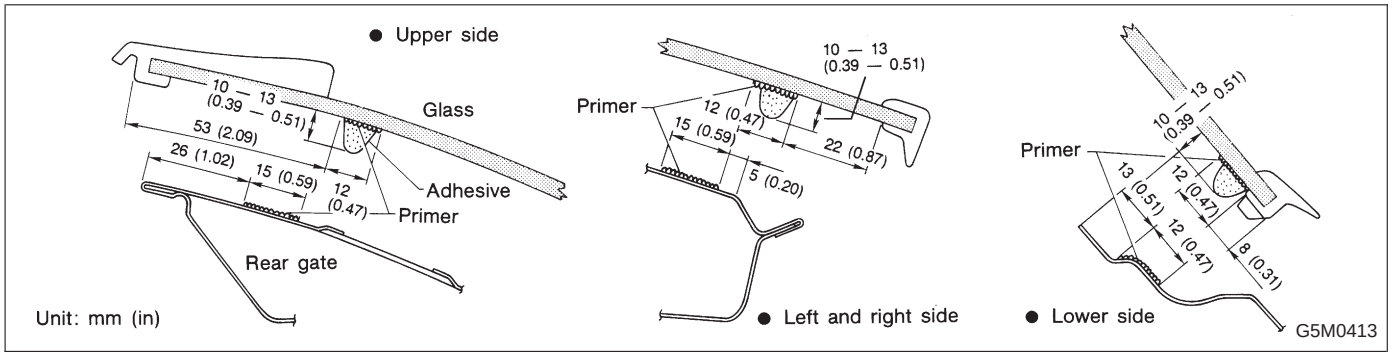
A: REMOVAL

1) Remove rear wiper and rear gate trimming.
2) Disconnect connector from rear defogger terminal.
3) Remove high mount stop light.
4) Remove glass in same manner as for windshield.

CAUTION:
Be careful not to damage molding re-installing the old rear window glass using a piano wire.

NOTE:
A matching pin is cemented to corners of glass on compartment side. Use a piano wire when cutting each pin.

B: INSTALLATION

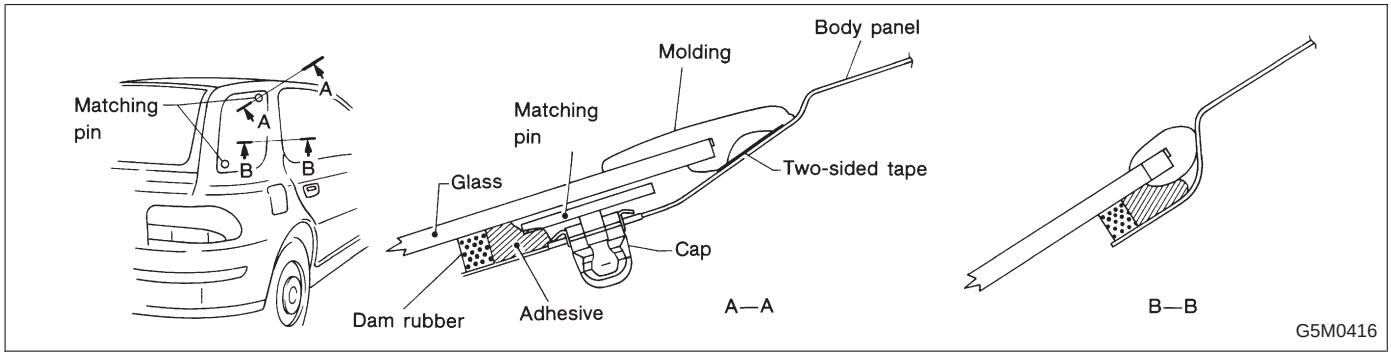


1) Install rear gate trimming.
2) Install glass in same manner as windshield.
3) About one hour after installation, test for water leakage. Leave vehicle for 24 hours before using it.
4) Connect rear defogger connections.
5) Install high mount stop light and rear wiper.

16. Rear Quarter Glass

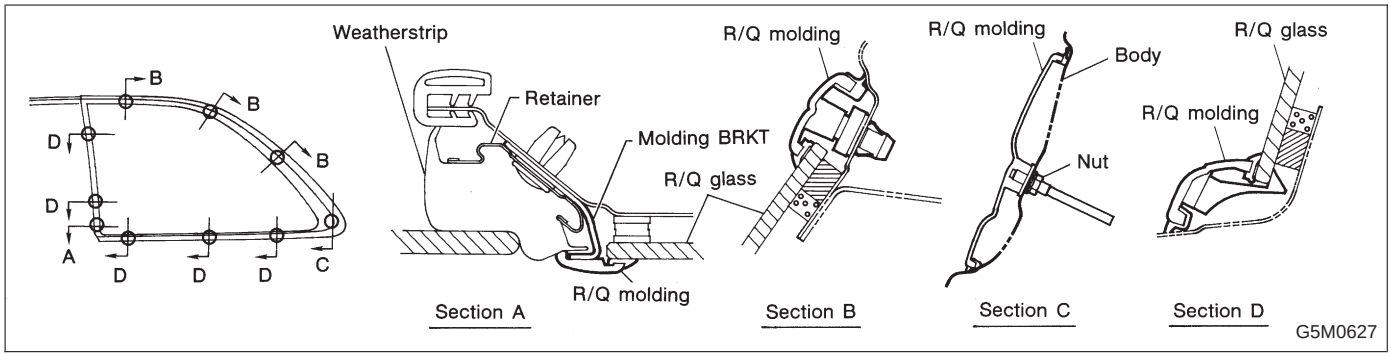
A: REMOVAL

1. WAGON MODEL

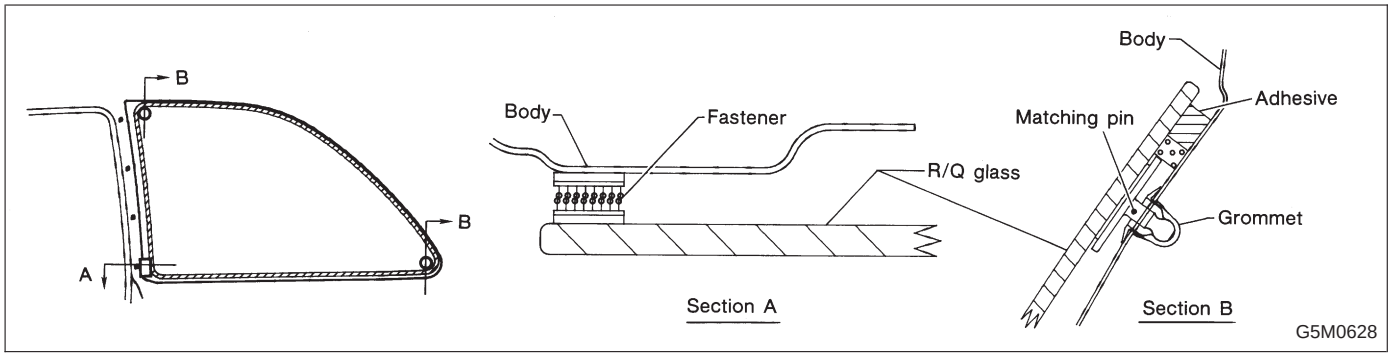


1) Remove rear quarter molding on corner.
2) Remove glass in same manner as in windshield.

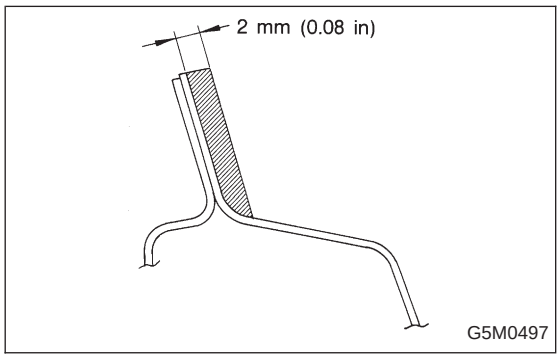
2. COUPE MODEL



1) Remove rear quarter molding.



2) Remove glass in same manner as in windshield.



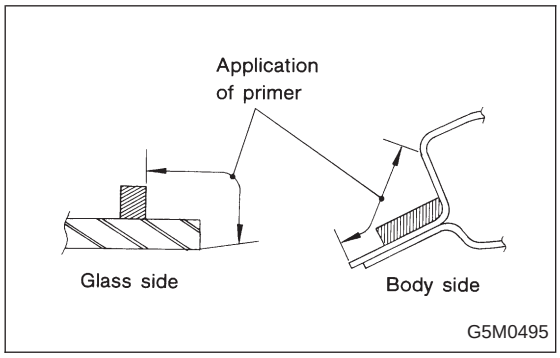
B: INSTALLATION

1. WAGON MODEL

1) Finish surface of adhesive layer on body.
Using a putty knife, etc., cut layer of adhesive stick firmly to body and finish it into a smooth surface of about 2 mm (0.08 in) in thickness.

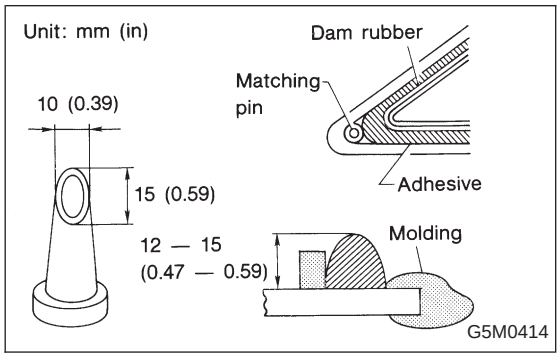
CAUTION:
Be careful not to damage body finish.

2) Cleaning of body surface
   (1) Remove chips, dirt and dust from body surface.
   (2) Clean body wall surface and upper surface of adhesive layer with a solvent such as alcohol or white gasoline.
3) Cleaning glass
   (1) Remove dirt and dust from surface of glass to be adhered.
   (2) Clean surface of glass to be adhered with alcohol or white gasoline.

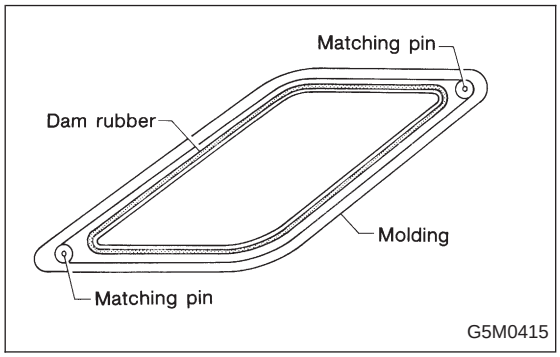


4) Application of primer
   (1) Using a sponge, apply primer to surface of glass to be adhered.
   (2) Apply primer to surface of body to be adhered.

CAUTION:
● If primer has dropped on body finish, it is hard to wipe it off. So protect with masking.
● Primer must not project from black frame of glass.
● After applying primer, let it dry spontaneously for about 10 minutes.



5) Application of adhesive
   (1) Cut nozzle tip as shown in figure.
   (2) Open cartridge and put it into a gun with nozzle attached.
   (3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.



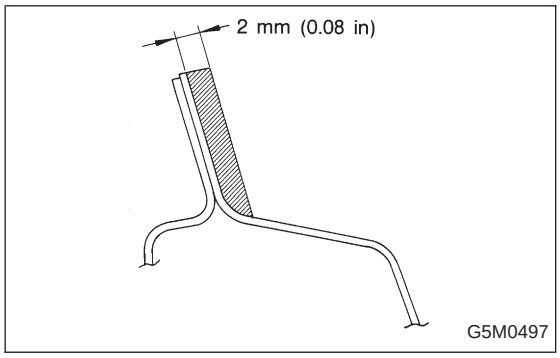
6) Installation of glass.
   (1) Hold glass with rubber suction cups.
   (2) Mount glass on body with matching pin aligned.
   (3) Stick them fast by pressing all sides lightly.

7) Water leakage test.
After installing glass, test for water leakage after about one hour.

CAUTION:
● Move vehicle slowly.
● When opening and closing door, lower door glass and move door gently.
● Do not squirt strong hose stream on vehicle.

8) Spontaneous drying.
After completing all operations, leave vehicle alone for 24 hours.

CAUTION:
When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.



2. COUPE MODEL

1) Finish surface of adhesive layer on body.
Using a putty knife, etc., cut layer of adhesive stick firmly to body and finish it into a smooth surface of about 2 mm (0.08 in) in thickness.

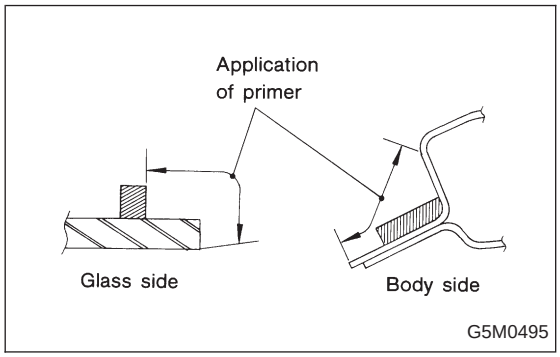
CAUTION:
Be careful not to damage body finish.

2) Cleaning of body surface

(1) Remove chips, dirt and dust from body surface.
(2) Clean body wall surface and upper surface of adhesive layer with a solvent such as alcohol or white gasoline.

3) Cleaning glass

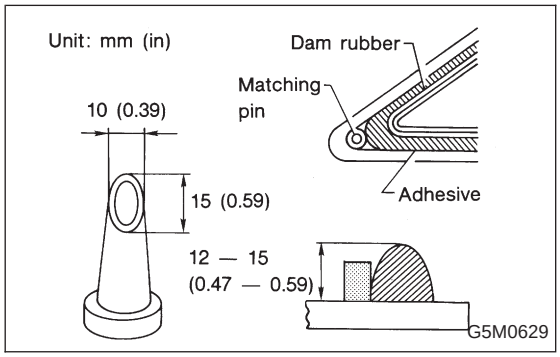
(1) Remove dirt and dust from surface of glass to be adhered.
(2) Clean surface of glass to be adhered with alcohol or white gasoline.



4) Application of primer

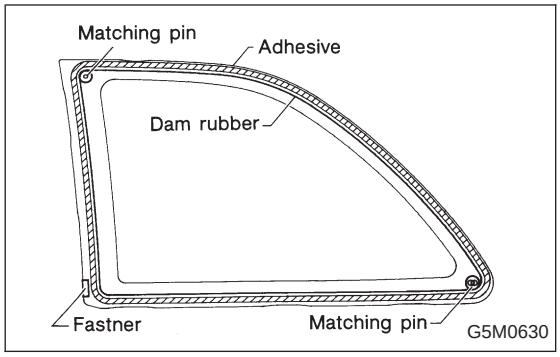
(1) Using a sponge, apply primer to surface of glass to be adhered.
(2) Apply primer to surface of body to be adhered.

CAUTION:
● If primer has dropped on body finish, it is hard to wipe it off. So protect with masking.
● Primer must not project from black frame of glass.
● After applying primer, let it dry spontaneously for about 10 minutes.



5) Application of adhesive

(1) Cut nozzle tip as shown in figure.
(2) Open cartridge and put it into a gun with nozzle attached.
(3) Apply adhesive uniformly to all sides of adhesion surface while operating gun along glass end face.



6) Installation of glass
   (1) Hold glass with rubber suction cups.
   (2) Mount glass on body with matching pin aligned.
   (3) Stick them fast by pressing all sides lightly.

7) Water leakage test

After installing glass, test for water leakage after about one hour.

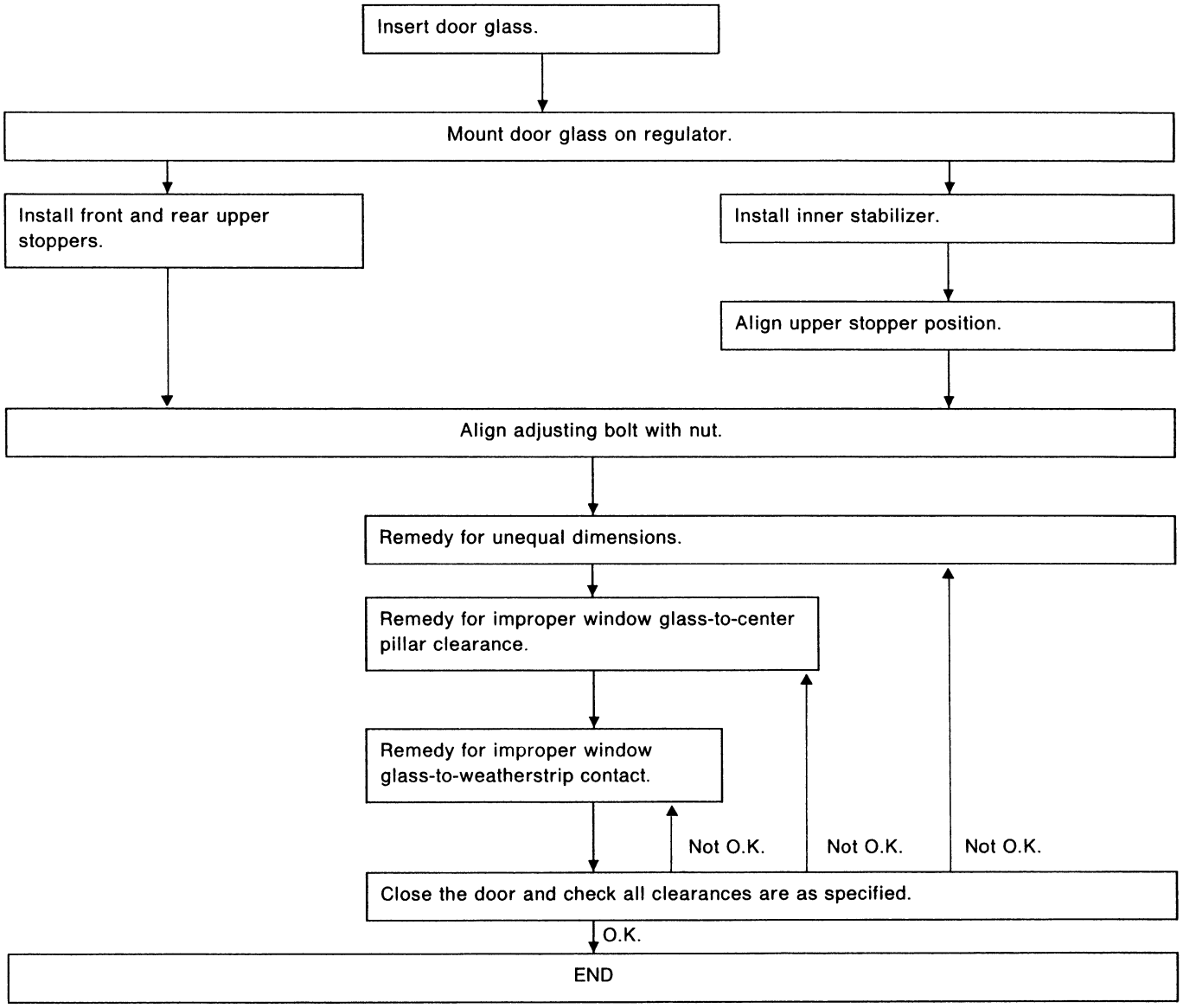
CAUTION:
- **Move vehicle slowly.**
- **When opening and closing door, lower door glass and move door gently.**
- **Do not squirt strong hose stream on vehicle.**

8) Spontaneous drying

After completing all operations, leave vehicle alone for 24 hours.

CAUTION:
When delivering vehicle to user, tell him that vehicle should not be subjected to heavy shocks for at least three days.

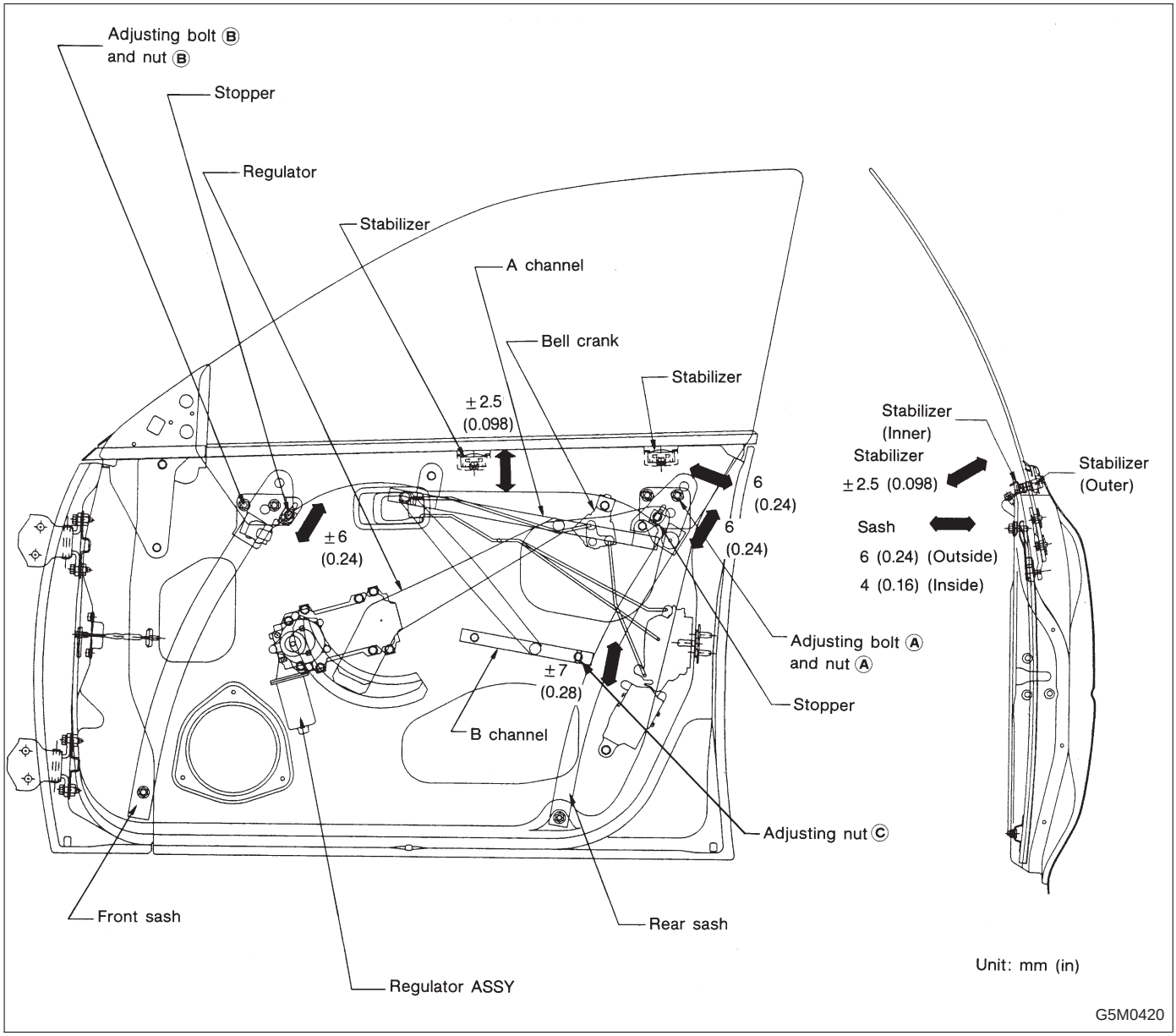
17. Procedure Chart for Adjusting Door Glass



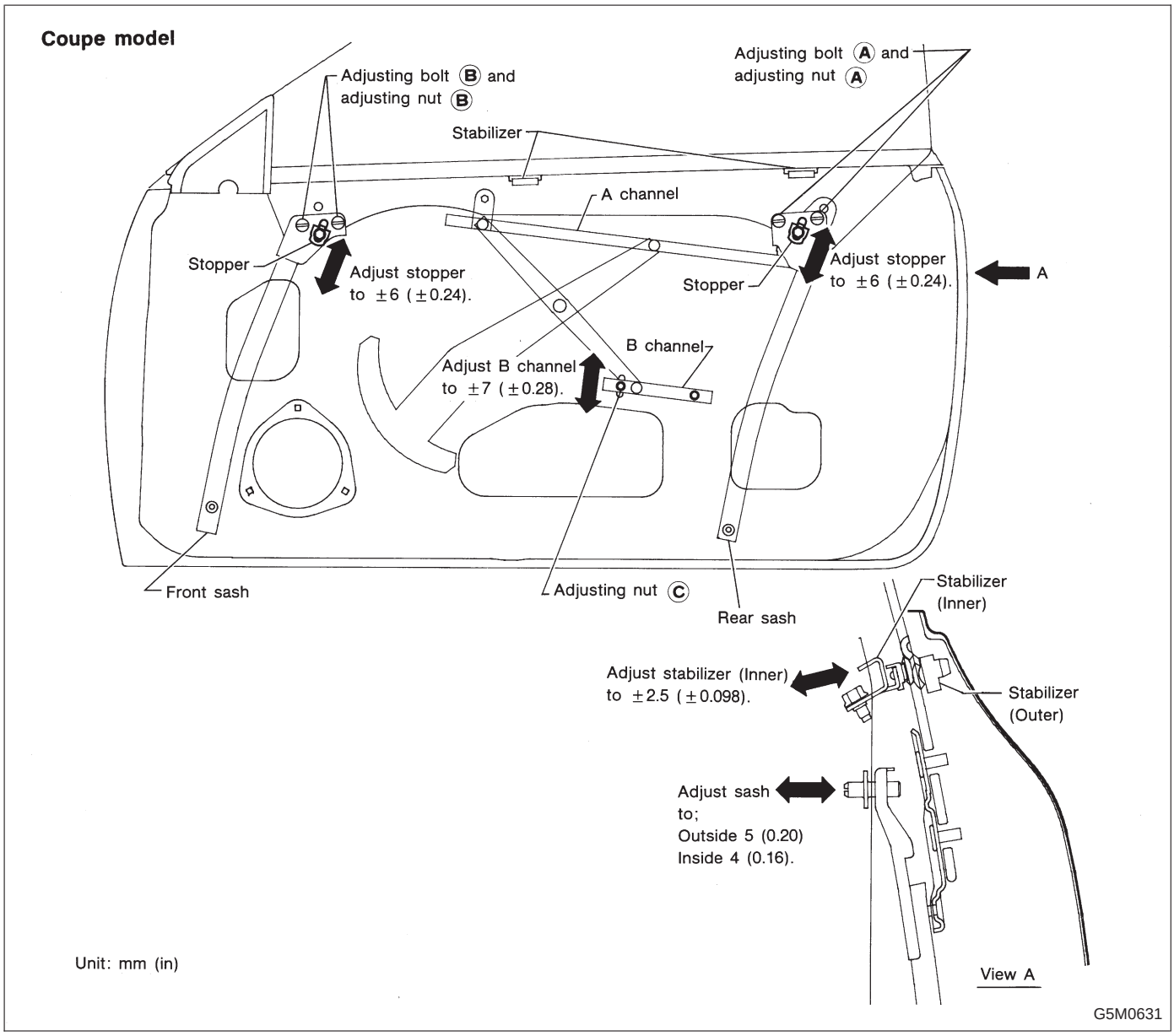
18. Front Door Glass Adjustment

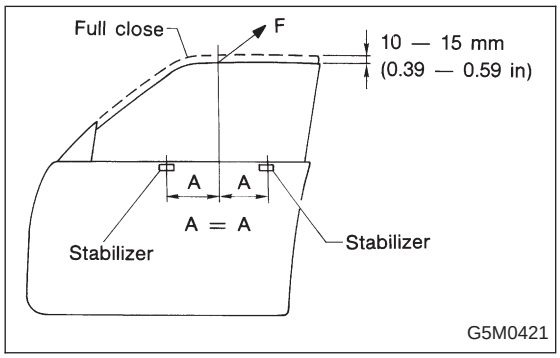
A: ADJUSTMENT

1. SEDAN AND WAGON MODEL



2. COUPE MODEL





3. DOOR GLASS FIT ADJUSTMENT

Before adjusting door glass alignment, ensure adjusting bolts for stabilizers, upper stoppers and sashes are loose and glass is raised so that it is in contact with upper and side weatherstrip.

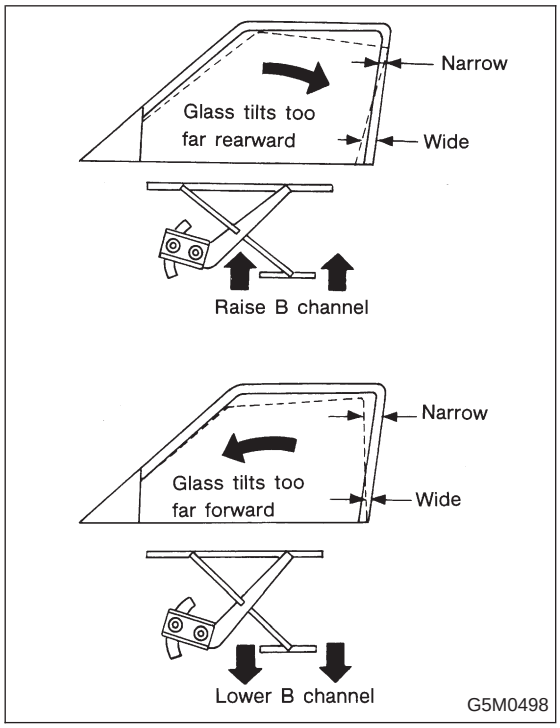
1) Temporarily tighten one of the two rear sash adjusting bolts, at midpoint of oblong hole on inner panel.

2) Temporarily tighten regulator B channel at a position slightly lower than midpoint of oblong hole on inner panel.

3) Lower door glass 10 to 15 mm (0.39 to 0.59 in) from fully closed position. While applying outward pressure (load) to upper edge of glass above midpoint of two outer stabilizers, press inner stabilizer until it just touches the glass, then secure it.

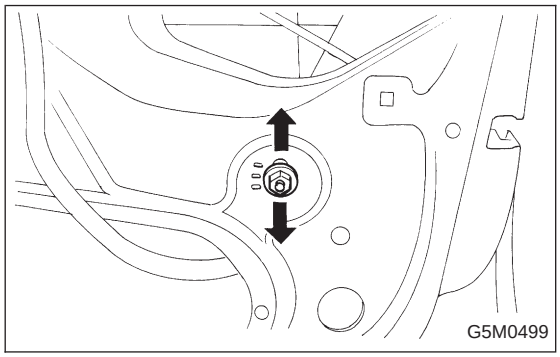
Load: F

Front door glass 39 — 49 N (4 — 5 kg, 9 — 11 lb)
Rear door glass 39 — 49 N (4 — 5 kg, 9 — 11 lb)

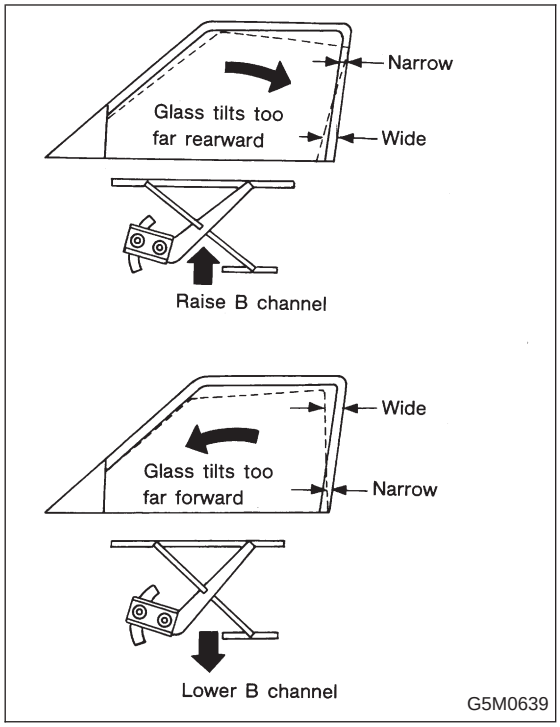


4. REMEDY FOR UNEQUAL DIMENSIONS, BETWEEN UPPER, LOWER AND CENTER PILLAR SIDES (SEDAN AND WAGON MODEL)

1) Close front door and raise door glass.
2) Make sure of unequal dimensions.

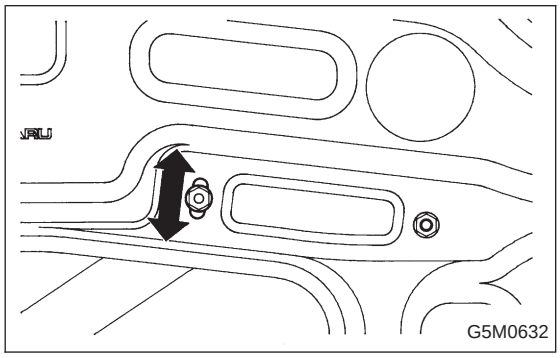


3) If glass tilts to far rearward, loosen adjusting nut Ⓒ and adjust glass to be parallel with center pillar, then after adjustment, tighten adjusting nut Ⓒ.



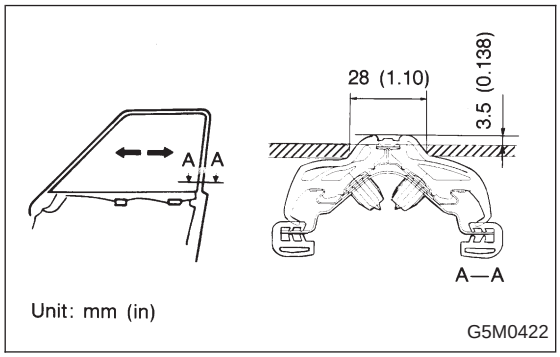
5. REMEDY FOR UNEQUAL DIMENSIONS, BETWEEN UPPER, LOWER AND CENTER PILLAR SIDES (COUPE MODEL)

1) Close front door and raise door glass.
2) Make sure of unequal dimensions.



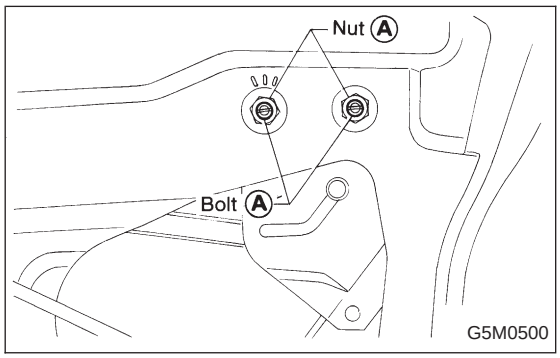
3) If glass tilts to far rearward, loosen adjusting nut Ⓒ and adjust glass to be parallel with center pillar, then after adjustment, tighten adjusting nut Ⓒ.

Tightening torque:
7.4±2.0 N·m (0.75±0.2 kg-m, 5.4±1.4 ft-lb)

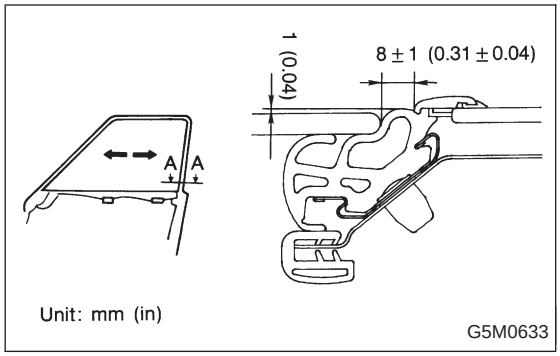


6. REMEDY FOR IMPROPER GLASS TO CENTER PILLAR CLEARANCE (SEDAN ADN WAGON MODEL)

1) Close front door and raise door glass.
2) Make sure of improper clearance.

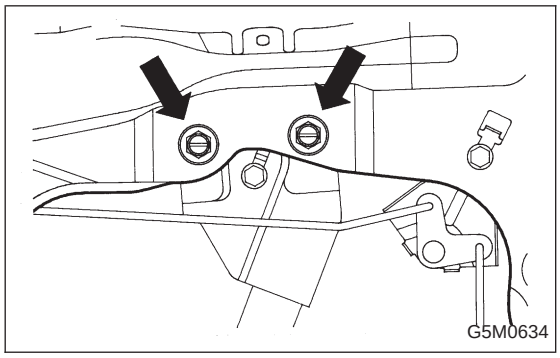


3) If clearance is improper, loosen adjusting nut Ⓐ, bolt Ⓑ and adjust glass to center pillar.

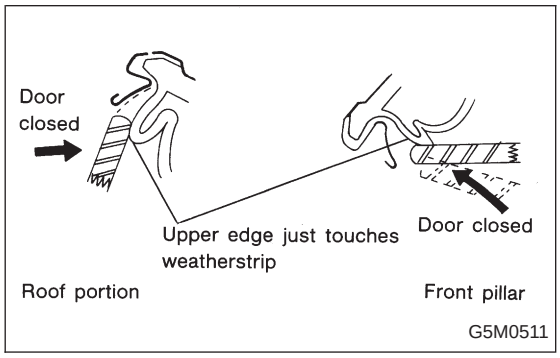


7. REMEDY FOR IMPROPER GLASS TO CENTER PILLAR CLEARANCE (COUPE MODEL)

1) Close front door and raise door glass.
2) Make sure of improper clearance.

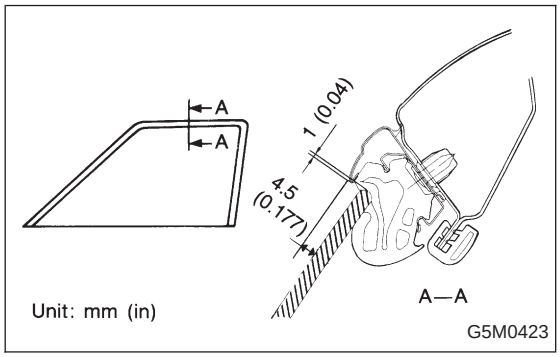


3) If clearance is improper, loosen adjusting nut Ⓐ, bolt Ⓐ and adjust glass to center pillar.



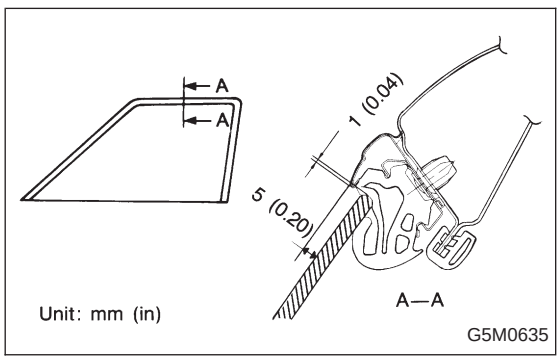
8. REMEDY FOR IMPROPER UPPER STOP POINT OF DOOR GLASS

1) Loosen front and rear sash stoppers.
2) Increase the upward travel of window glass up to the position where upper edge just touches weatherstrip surface with door closed.
3) After adjustment, temporarily tighten stoppers.
NOTE:
Make sure that each glass stopper is touched.



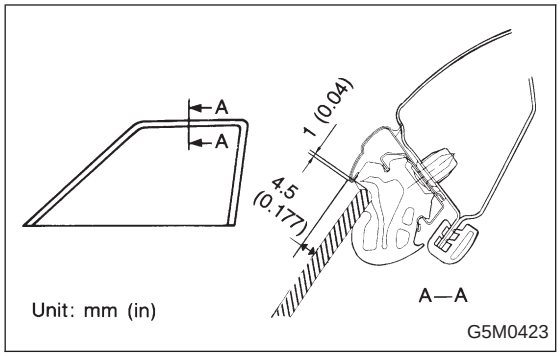
9. REMEDY FOR INCORRECT CONTACT OF DOOR GLASS TO WEATHERSTRIP (SEDAN AND WAGON MODEL)

1) Close front door and raise door glass.
2) If clearance is below specifications, loosen bolt Ⓐ and bolt Ⓑ.
3) If clearance is over specifications, tighten bolt Ⓐ and bolt Ⓑ.



10. REMEDY FOR INCORRECT CONTACT OF DOOR GLASS TO WEATHERSTRIP (COUPE MODEL)

1) Close front door and raise door glass.
2) If clearance is below specifications, loosen bolt Ⓐ and bolt Ⓑ.
3) If clearance is over specifications, tighten bolt Ⓐ and bolt Ⓑ.



11. FIT ADJUSTMENT (SEDAN AND WAGON MODEL)

Door glass fit is adjusted by displacing the glass front edge with a stabilizer.

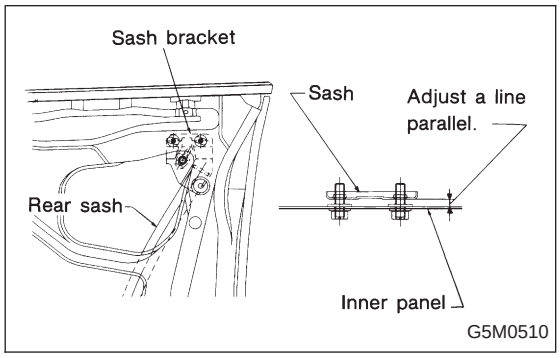
NOTE:

Before adjusting glass fit, visually check to determine relative adjusting positions of retainer and molding (on roof side) and glass surface.

1) Alternately adjust two rear sash adjusting bolts Ⓐ until dimensions (indicated in figure) are obtained.

CAUTION:

Do not loosen two adjusting nuts Ⓐ at the same time, as this moves sash fore and aft, creating unequal glass-to-sash clearance. During adjustment, loosen only one nut and keep the other tightened.



NOTE:

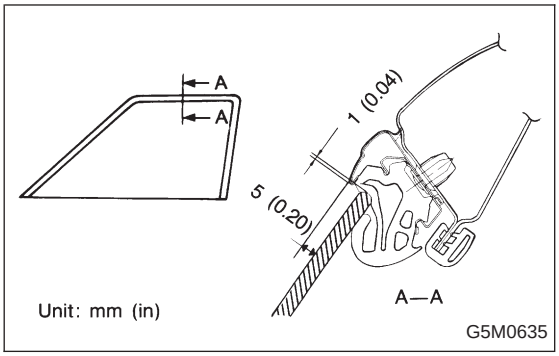
Always adjust two rear sash adjusting bolts Ⓐ by the same amount. Do not adjust the adjusting bolts with sash bracket inclined toward inner panel, as this increases effort required to operate regulator.

2) Adjust front sash fit using rear sash adjustment procedure outlined above as a guide. Two adjusting bolts must be adjusted by the same amount.

NOTE:

Front and rear sash adjustment procedures are basically the same; however, the amount of adjustment is not always the same due to alignment dispersion of individual doors. Adjust front and rear sash fit, as equally as possible. Otherwise, effort required to operate regulator may increase.

3) After adjusting front sash-to-glass fit, secure front sash.



12. FIT ADJUSTMENT (COUPE MODEL)

Door glass fit is adjusted by displacing the glass front edge with a stabilizer.

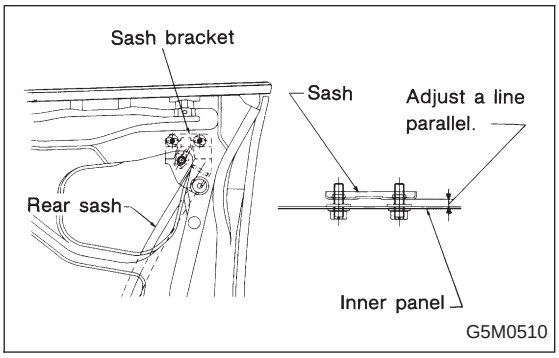
NOTE:

Before adjusting glass fit, visually check to determine relative adjusting positions of retainer and molding (on roof side) and glass surface.

1) Alternately adjust two rear sash adjusting bolts Ⓐ until dimensions (indicated in figure) are obtained.

CAUTION:

Do not loosen two adjusting nuts Ⓐ at the same time, as this moves sash fore and aft, creating unequal glass-to-sash clearance. During adjustment, loosen only one nut and keep the other tightened.



NOTE:

Always adjust two rear sash adjusting bolts Ⓐ by the same amount. Do not adjust the adjusting bolts with sash bracket inclined toward inner panel, as this increases effort required to operate regulator.

2) Adjust front sash fit using rear sash adjustment procedure outlined above as a guide. Two adjusting bolts must be adjusted by the same amount.

NOTE:

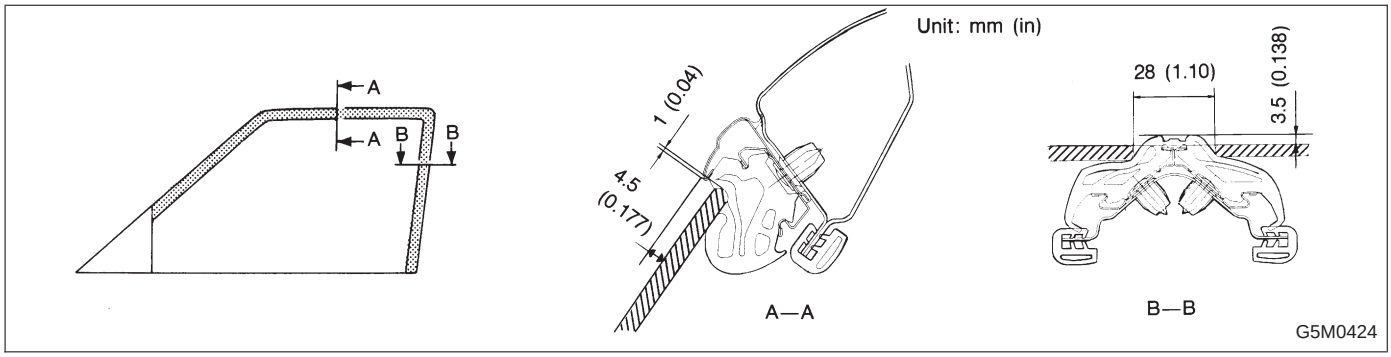
- Front and rear sash adjustment procedures are basically the same; however, the amount of adjustment is not always the same due to alignment dispersion of individual doors.
- Adjust front and rear sash fit, as equally as possible. Otherwise, effort required to operate regulator may increase.

3) After adjusting front sash-to-glass fit, secure front sash.

B: INSPECTION

1. SEDAN AND WAGON MODEL

1) Close front door and make sure of all clearances.



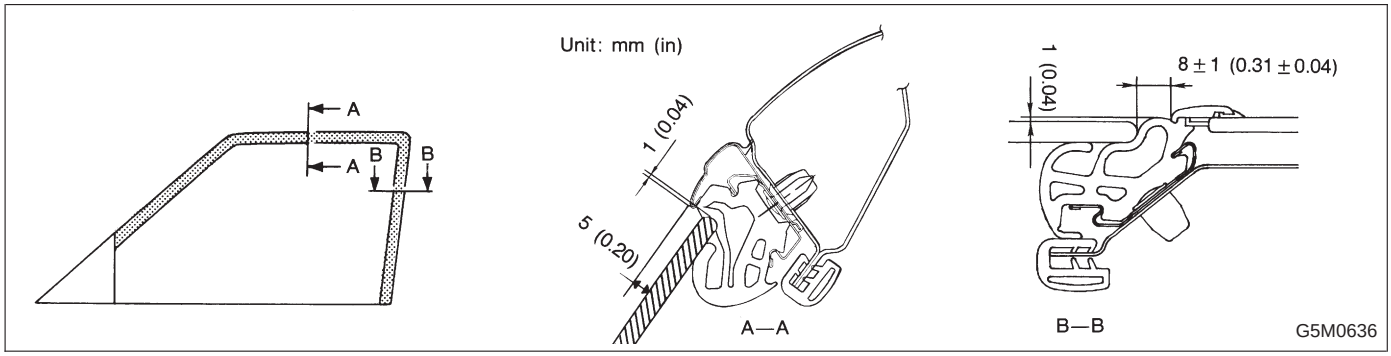
2) If any clearance is not correct, adjust affected parts. Recheck all clearances.

CAUTION:

- **Repeatedly adjust parts until all clearances are correct.**
- **After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.**

2. COUPE MODEL

1) Close front door and make sure of all clearances.



2) If any clearance is not correct, adjust affected parts. Recheck all clearances.

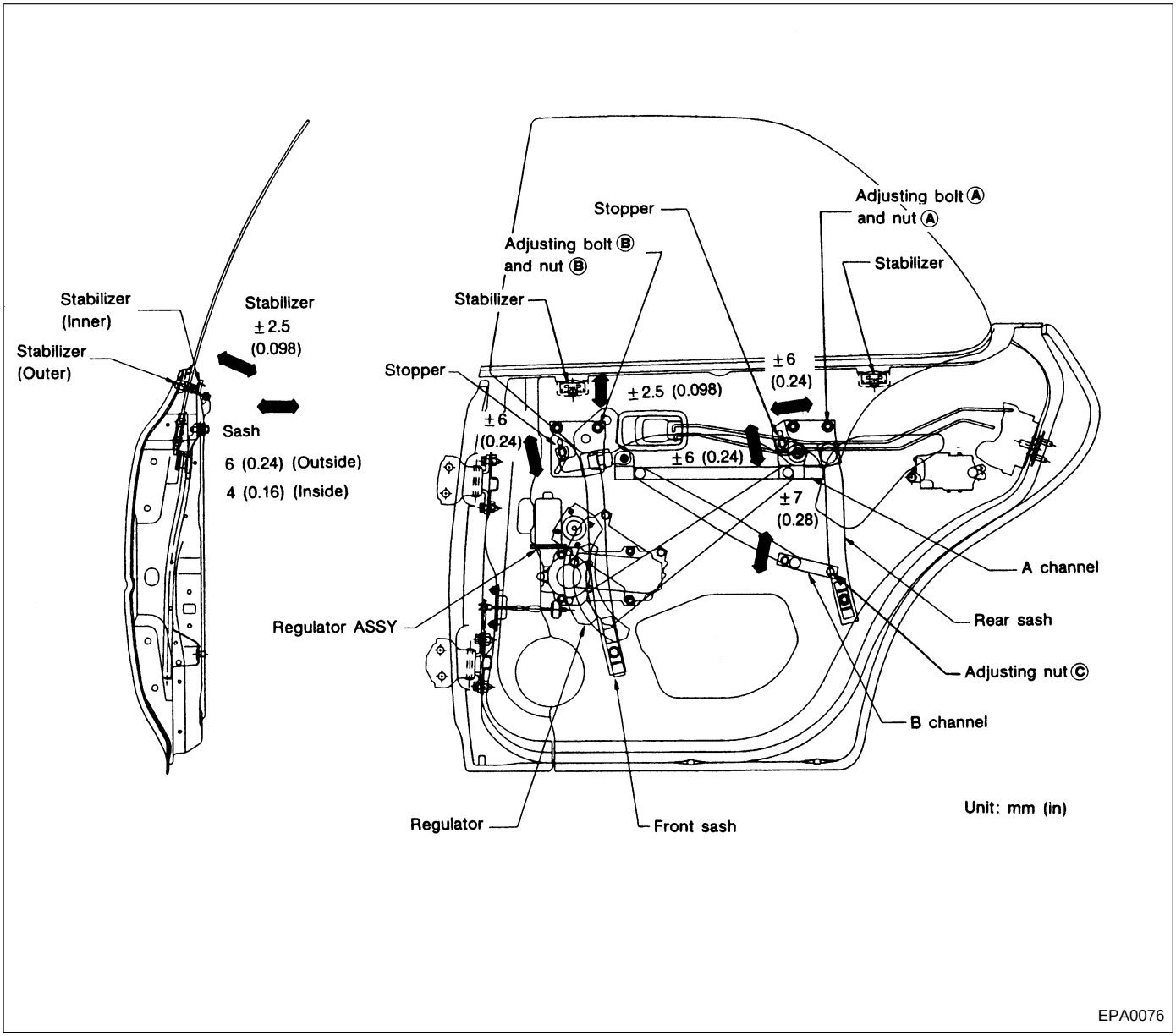
CAUTION:

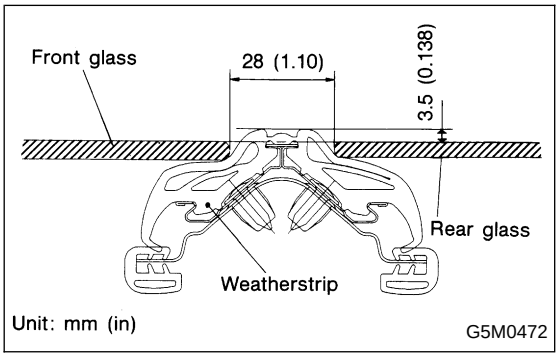
- **Repeatedly adjust parts until all clearances are correct.**
- **After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.**

19. Rear Door Glass Adjustment

A: ADJUSTMENT

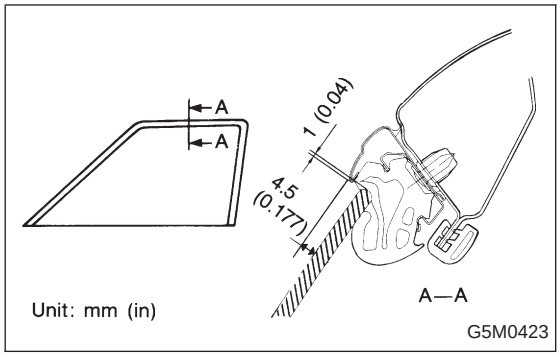
Alignment of rear door glass is basically the same as for the front door glass. Due to slight difference in adjustment dimensions for fore-aft, up-down, and in-out alignments, key points for rear door adjustment are described below.





1. FORE-AFT ADJUSTMENT

1) Door glass alignment must be adjusted so that glass-to-center pillar fit is equal at all points. Always use dimensions (indicated in figure) as a guide during adjustment.
NOTE:
If dimensions are smaller than those indicated, glass will be caught in weatherstrip and may not raise to the fully closed position.
2) After making fore-aft adjustment, raise and lower glass to ensure it is free from any binding.

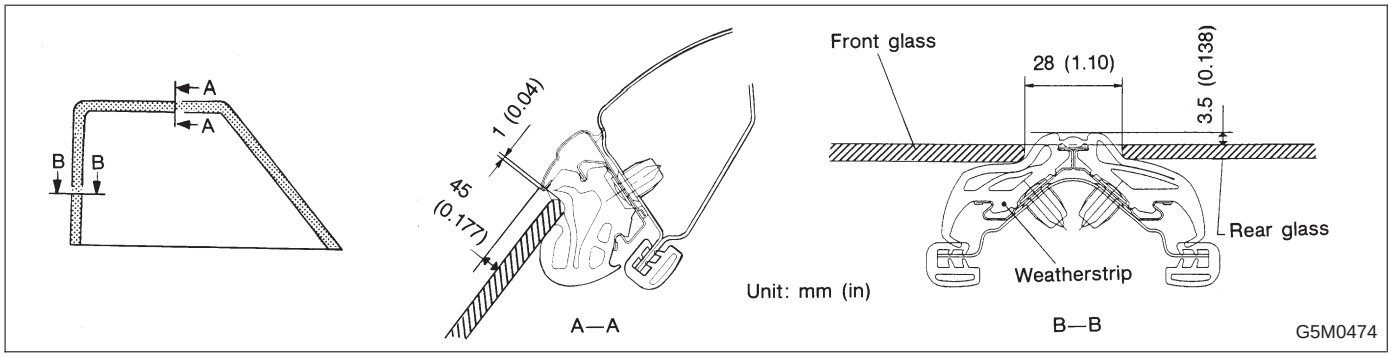


2. FIT ADJUSTMENT

Increasing contact pressure causes rear door glass to be caught in center pillar upper and lower weatherstrip; this will cause premature weatherstrip wear. For this reason, always use dimensions indicated below as a guide during glass fit adjustment.

B: INSPECTION

1) Close rear door and make sure of all clearances.

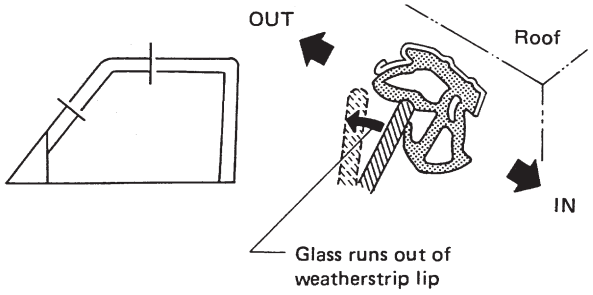
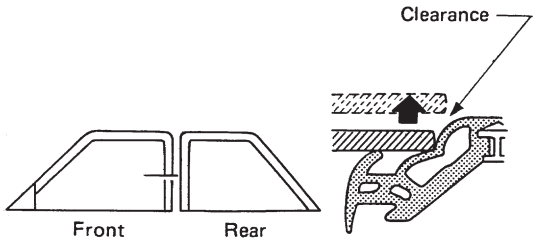
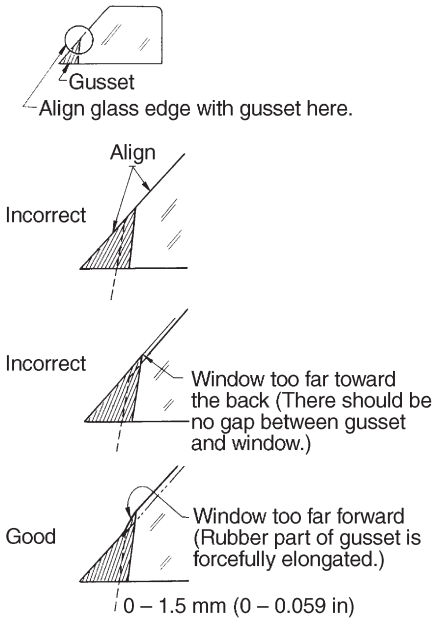


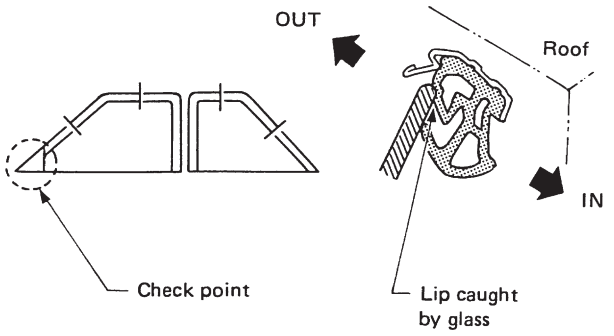
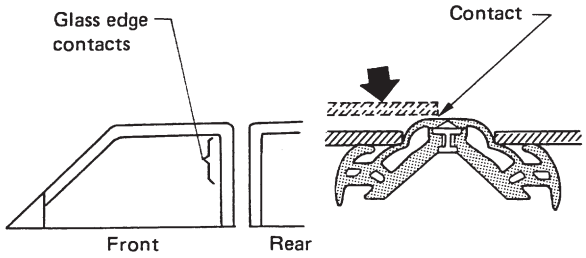
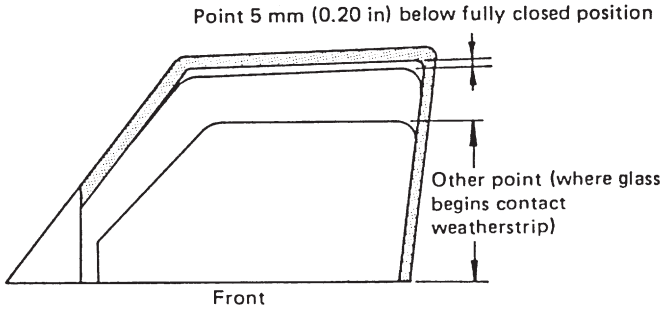
2) If any clearance is not correct, adjust affected parts. Re-check that all clearances are correct.

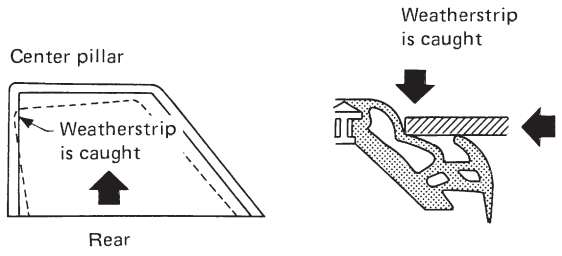
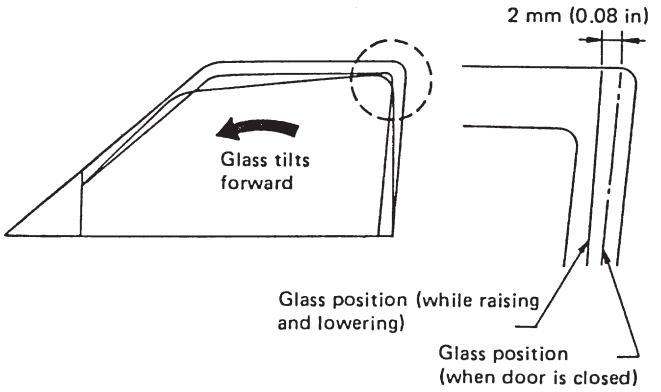
CAUTION:

- **Repeatedly adjust parts until all clearances are correct.**
- **After clearance adjustment, make sure that all adjusting bolts and nuts are tightened.**

1. Door Glass

	Condition	Apparent cause/Correction
Glass in fully closed position	1) Glass runs out of weatherstrip lip when considerable hand pressure is applied to it from inside.  G5M0502 (This condition may cause wind/booming noise during high-speed operation.)	• Insufficient upward travel of glass Increase upward travel of glass.
	2) Clearance exists between glass and weatherstrip when light hand pressure is applied to it at center and rear pillar locations.  G5M0503 (This condition may cause wind noise and/or water leakage.)	• Insufficient glass-to-door weatherstrip contact Check stabilizer and glass for proper contact. Increase contact using upper sash adjustment bolt. • Improper adjustment of striker in “in-out” direction Close door and check for alignment of striker with car body.
	3) Adjust door glass so that it is aligned with door rearview mirror gusset.  H5M0672A	• Window is not properly adjusted in up-down/fore-aft direction. Adjust window. If necessary, move “B” channel for regulator to eliminate window “tilt”. • Gusset is not properly adjusted in fore-aft direction. Adjust gusset after loosing all bolts and nuts witch tightening it.

	Condition	Apparent cause/Correction
Door in fully closed/ open position	1) Glass rides over weatherstrip lip when door is closed.  G5M0505 (This condition increases wind/booming noise, leakage and/or effort required to close door.)	● Improper up-down and in-out glass alignments Adjust glass for up-down and in-out alignments (incl. rear sash, upper stopper adjustment, etc.). If necessary, correct glass tilt by moving regulator “B” channel.
	2) Edge of glass contacts retainer when door is fully closed.  G5M0506	● Improper glass-to-center pillar weatherstrip or excessive glass contact to weatherstrip Excessive adjusting in contact to weatherstrip. Causes rear edge of glass to tilt inboard closer to center pillar. Adjust rear sash adjustment bolt to reduce glass contact to weatherstrip.
Raise or lower window glass	1) Considerable effort or time is required to operate regulator. Standard operating effort: ● Entire up-down travel except for point 5 mm (0.20 in) below fully closed position: 29.4 N (3.0 kg, 6.6 lb) ● Point 5 mm (0.20 in) below fully closed position: 45.0 N (4.5 kg, 10.12 lb)  G5M0507	● Sliding resistance increased due to high stabilizer-to-glass contact pressure Reduce contact by mounting inner stabilizer to inside of the car. ● High glass-to-windshield contact pressure Reduce contact using upper sash adjustment bolt. ● Unequal contact adjustment stroke between front and rear sashes Set to equal stroke. ● Tilt of rear sash adjustment bolt mounting bracket Correct tilt of bracket so it is parallel to inner panel.

	Condition	Apparent cause/Correction
Raise or lower window glass	2) Center pillar weatherstrip is caught by rear window glass when glass is raised.  G5M0508	● Improper fore-aft or in-out alignment of window glass Lower regulator “B” channel to tilt window glass back.
	3) Glass tilts forward by more than 2 mm (0.08 in).  G5M0509 (Excessive tilt of glass forward is due to excessive glass “contact” which causes reaction of center pillar weatherstrip.) Glass can be tilted forward due to increase in reaction of shoulder weatherstrip or free play between sash and roller. Taking these symptoms into account, glass should be aligned.	● Excessive glass contact pressure or improper in-out alignment 1) Lower regulator “B” channel to tilt glass rearward. 2) Reduce contact pressure using upper sash adjustment bolt.

2. Door Lock System

No.	Trouble	Possible cause	Remedy
1	Door cannot be opened by outer handle. (Door can be opened by inner handle.)	Disconnect outer handle rod.	Connect firmly.
2	Door cannot be opened by inner handle. (Door can be opened by outer handle.)	a. Joint of upper rod is disconnected. b. Rear door child lock lever is set to lock side.	Connect firmly. Functionally normal.
3	Door does not open when outer or inner handle is operated with inner lock knob set to unlock position.	a. Joint of lower rod is disconnected. b. Lock is not released due to improper adjustment of lower rod.	Connect firmly. Remove rod from latch. Adjust rod so that lock knob is set in “lock” position is locked.
4	Door opens even when inner lock knob is set to lock position. (Keyless locking is impossible.)	a. Lower rod joint is separated. b. Door is not locked due to improperly adjusted lower rod.	Same as a in No. 3. Same as a in No. 3.
5	Child lock lever will not come up.	a. Inner handle fails to return completely. b. Joint of upper rod is disconnected.	Refer to No. 6.
6	Inner handle stops halfway.	Contact of upper rod with inner handle mounting case.	Eliminate contact by bending upper rod properly.
7	Door cannot be locked or unlocked by key.	Joint of key lock rod is disconnected.	Connect firmly.
8	Auto door-lock switch does not act when inner lock knob is pushed.	Auto door-lock switch does not act due to improperly adjusted lower rod.	Same as a in No. 3.

3. Power Window

Symptom	Battery	Fuse in fuse box	Circuit breaker and relay	Main switch	Sub switch of each passenger side	Motor of driver side	Motor of each passenger side	Regulator assembly of each window	Power supply line of main switch	Ground line	Harness and connector
All windows does not move.	①	②	③	④					⑤	⑥	⑦
The window of driver side does not move.				①		②			③		④
The window of driver side does not move “AUTO” up-down.				①		②			③		④
The window of each passenger side does not move.				①	②		③	④			⑤
				①	②		③	④			⑤
				①	②		③	④			⑤

◯: Figures in a circle refer to diagnostic procedures.