

BODY AND EXTERIOR

5-1

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1. Precaution

A: 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

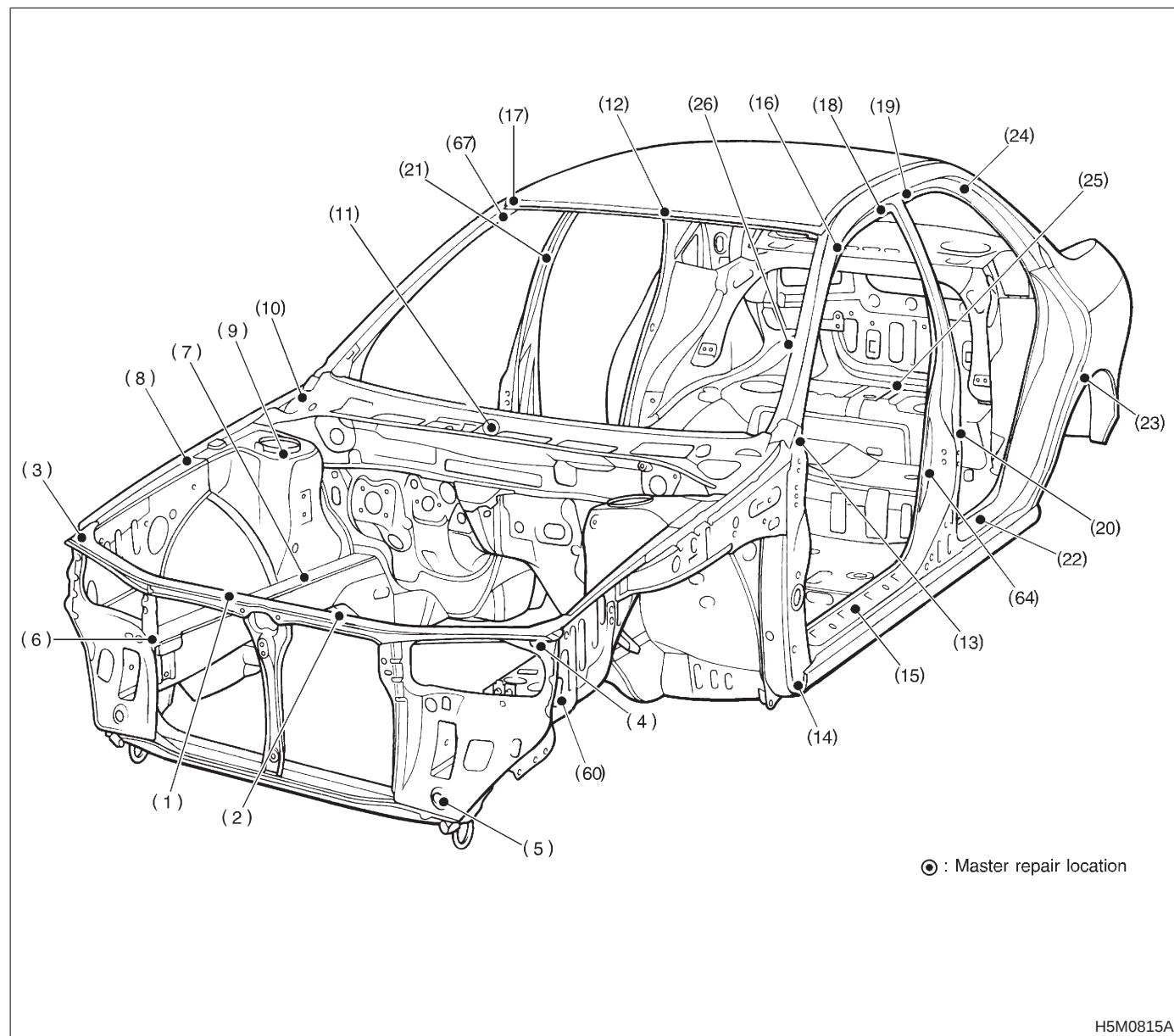
Various master repair locations are established as datum points used during body repairs. In addition, guide holes, locators and indents are provided to facilitate panel replacement and achieve alignment accuracy.

NOTE:

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

A: ENGINE COMPARTMENT AND ROOM

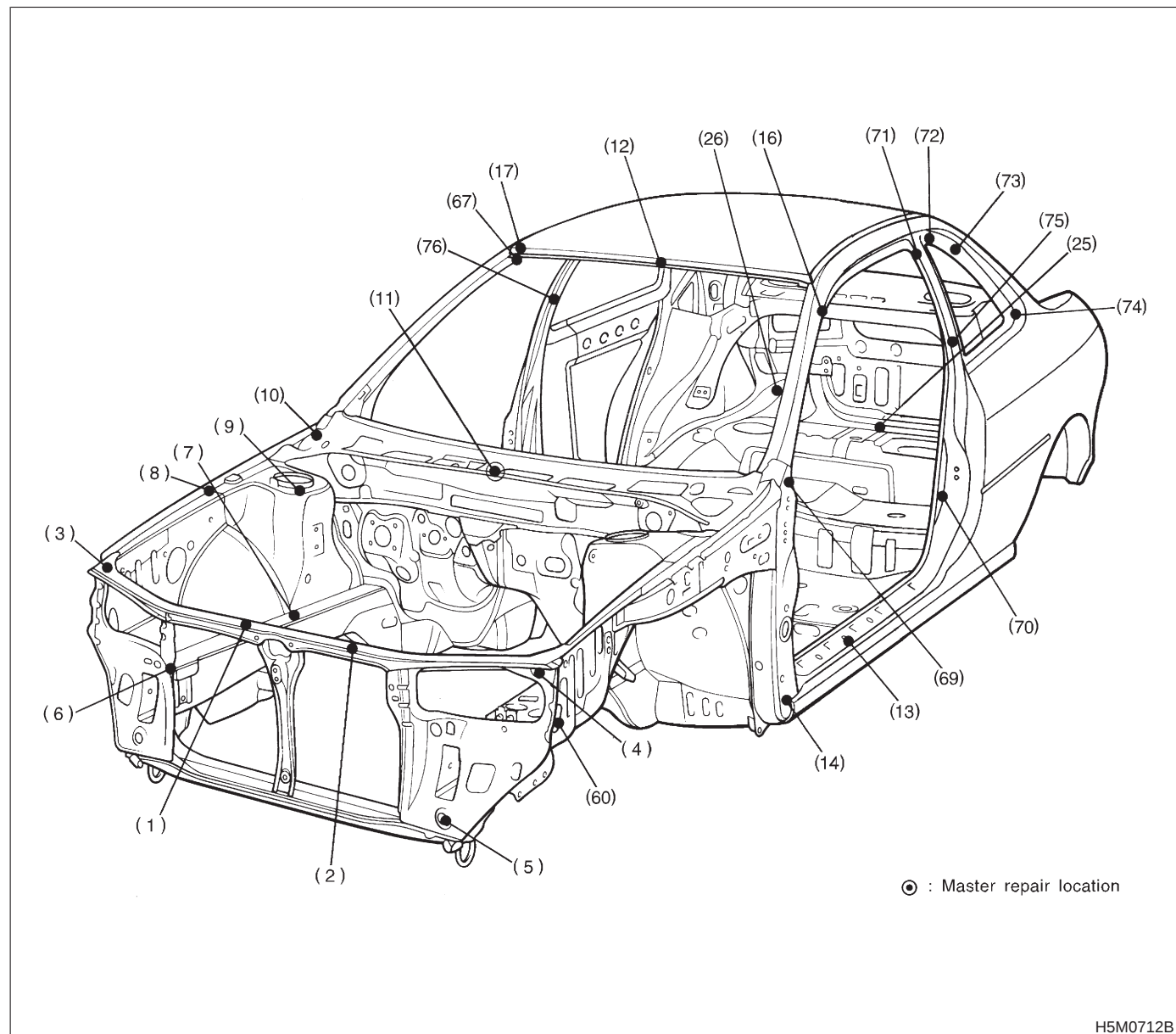
1. SEDAN AND WAGON



2. Body Datum Points

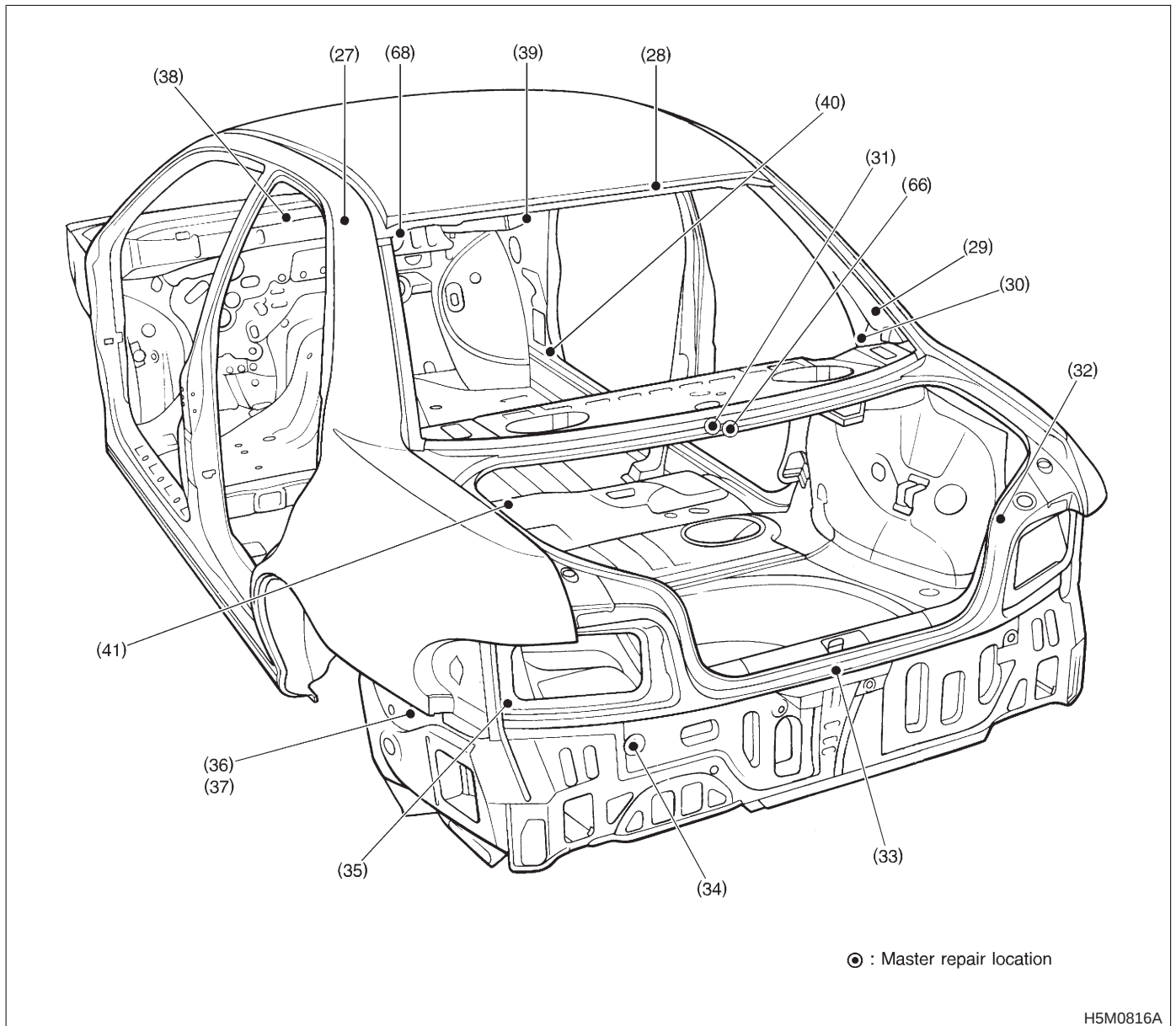
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|---|---|--|
| (1) Radiator panel (UPR) repair bolt hole M8 (Right) | (10) Hood hinge attaching bolt hole M8 (Symmetrical) | (20) Center pillar gauge hole 10 mm (0.39 in) dia. (Symmetrical) |
| (2) Radiator panel (UPR) repair bolt hole M8 (Left) | (11) Cowl panel mounting hole 5 mm (0.20 in) dia. (Located in center of vehicle.) | (21) Belt anchor attaching bolt hole (Symmetrical) |
| (3) Fender attaching bolt hole M6 (Symmetrical) | (12) Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia. | (22) Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical) |
| (4) Headlight attaching bolt hole M6 (Symmetrical) | (13) Fender attaching bolt hole M6 (Symmetrical) | (23) Rear door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| (5) Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical) | (14) Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical) | (24) Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) |
| (6) Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical) | (15) Wax coat hole, 20 mm (0.79 in) dia. (Symmetrical) | (25) Spare tire attaching bolt hole M8 |
| (7) Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical) | (16) Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) | (26) Air draw hole 7 mm (0.28 in) dia. (Symmetrical) |
| (8) Fender attaching bolt hole M6 (Symmetrical) | (17) Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical) | (60) Fender attaching bolt hole M6 (Symmetrical) |
| (9) Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical) | (18) Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) | (64) Door switch attaching hole 20 mm (0.79 in) dia. (Symmetrical) |
| | (19) Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) | (67) 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. COUPE



2. Body Datum Points

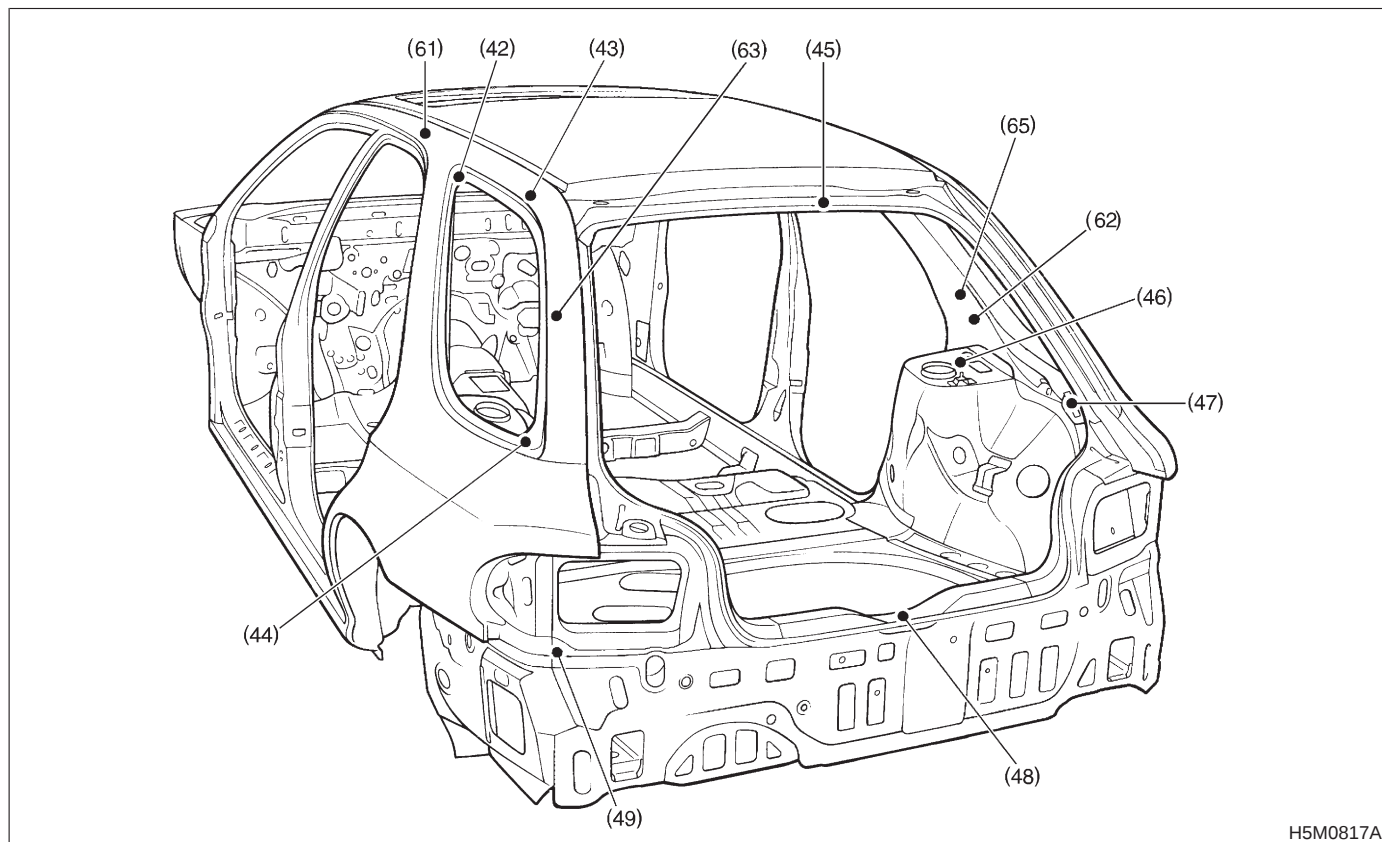
- | | | |
|---|--|--|
| (1) Radiator panel (UPR) repair bolt hole M8 (Right) | (11) Cowl panel mounting hole 5 mm (0.20 in) dia. (Located in center of vehicle.) | (70) Door switch attaching hole 13.5 mm (0.531 in) dia. (Symmetrical) |
| (2) Radiator panel (UPR) repair bolt hole M8 (Left) | (12) Front rail (Inner) mirror attaching bolt hole 8 mm (0.31 in) dia. | (71) Retainer attaching square hole 8 mm (0.31 in). (Symmetrical) |
| (3) Fender attaching bolt hole M6 (Symmetrical) | (13) Fender attaching bolt hole M6 (Symmetrical) | (72) Rear quarter glass attaching hole 8 mm (0.31 in) dia. (Symmetrical) |
| (4) Headlight attaching bolt hole M6 (Symmetrical) | (14) Front pillar gauge hole 20 mm (0.79 in) dia. (Symmetrical) | (73) Rear quarter glass attaching hole 7 mm (0.28 in) dia. (Symmetrical) |
| (5) Radiator panel side gauge hole 24 mm (0.94 in) dia. (Symmetrical) | (16) Retainer attaching square hole 7 mm (0.28 in) (Symmetrical) | (74) Rear quarter glass attaching hole 8 x 5.5 mm (0.31 x 0.217 in) dia. (Symmetrical) |
| (6) Front bumper mounting hole 14 x 17 mm (0.55 x 0.67 in) dia. (Symmetrical) | (17) Sun visor attaching hole 20 mm (0.79 in) dia. (Symmetrical) | (75) Retainer attaching square hole 8 mm (0.31 in). (Symmetrical) |
| (7) Front crossmember attaching bolt hole 12.4 mm (0.488 in) dia. (Symmetrical) | (25) Spare tire attaching bolt hole M8 | (76) Seat belt anchor attaching bolt hole 16 mm (0.63 in) dia. (Symmetrical) |
| (8) Fender attaching bolt hole M6 (Symmetrical) | (26) Air draw hole 7 mm (0.28 in) dia. (Symmetrical) | |
| (9) Front strut mounting hole 10 mm (0.39 in) dia. (Symmetrical) | (60) Fender attaching bolt hole M6 (Symmetrical) | |
| (10) Hood hinge attaching bolt hole M8 (Symmetrical) | (67) 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. | |
| | (69) Wax coat hole 20 mm (0.79 in) dia. (Symmetrical) | |

B: LUGGAGE COMPARTMENT AND ROOM**1. SEDAN AND COUPE**

2. Body Datum Points

- | | | |
|--|--|---|
| (27) Rear pillar (Inner) gauge hole 8 mm (0.31 in) dia. (Symmetrical) | (33) Rear skirt (UPR) cutout (Repair locator) | (39) Steering support beam attaching bolt hole M8 (Symmetrical) |
| (28) Rear roof trim attaching hole 8 mm (0.31 in) dia. (Symmetrical) | (34) Rear skirt gauge hole 20 mm (0.79 in) dia. (Symmetrical) | (40) Front pillar (Inner) gauge hole 10 mm (0.39 in) dia. (Symmetrical) |
| (29) Rear quarter trim attaching hole 8 mm (0.31 in) dia. (Symmetrical) | (35) Rear combination light mounting hole 9 mm (0.35 in) dia. (Symmetrical) | (41) Floor mat attaching clip hole 8 mm (0.31 in) dia. (Symmetrical) |
| (30) Seat belt anchor attaching bolt hole (Symmetrical) | (36) Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Left) | (66) Rear panel (Center) repair locator (Located in center of vehicle.) |
| (31) Reinforcement (Rear panel rear) repair locator (Located in center of vehicle) | (37) Rear quarter bumper side gauge hole 20 mm (0.79 in) dia. (Right) | (68) 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. |
| (32) Rear corner patch at flange (Symmetrical) | (38) Instrument panel attaching square hole 22 x 34.5 mm (0.87 x 1.358 in) (Right) | |

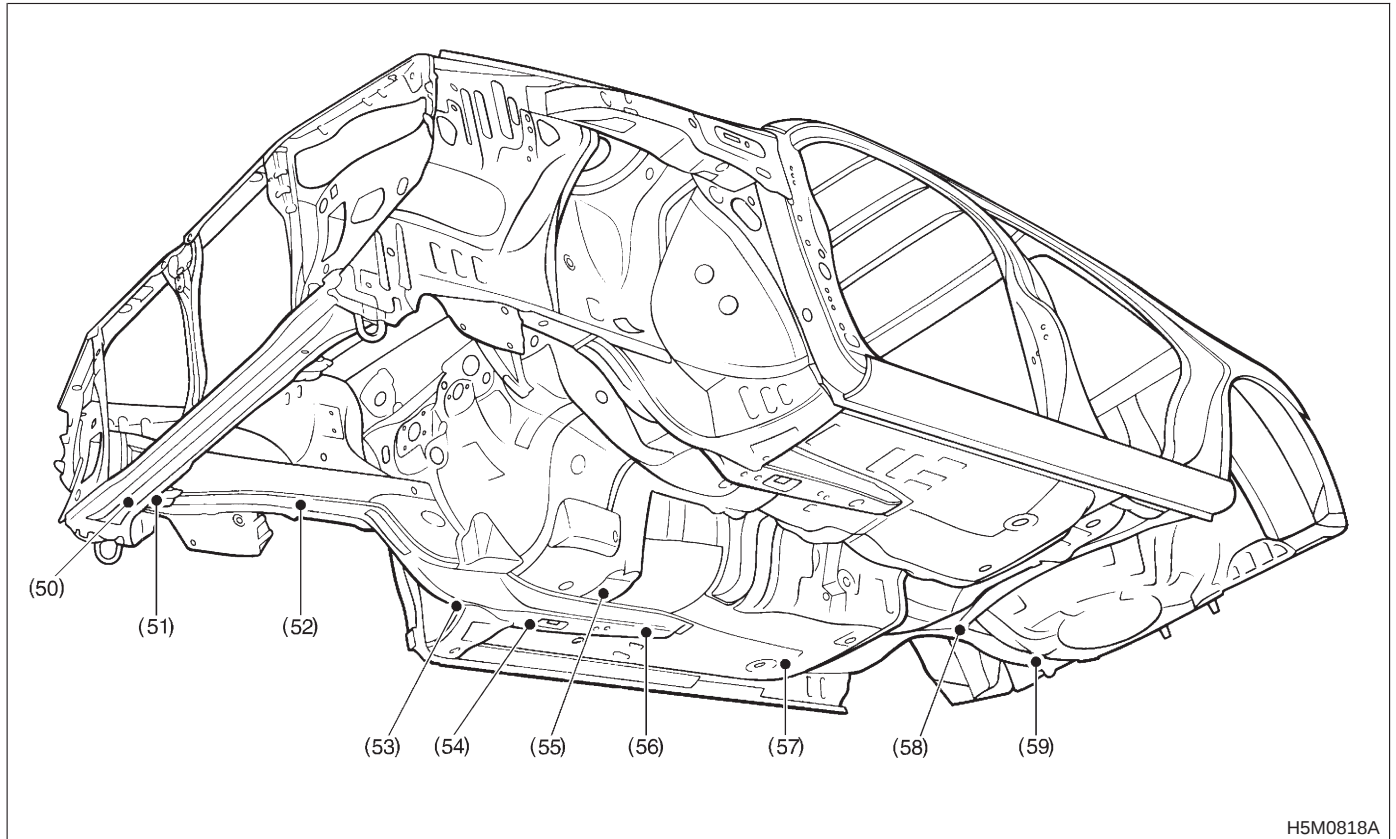
2. WAGON



H5M0817A

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

C: UNDER BODY

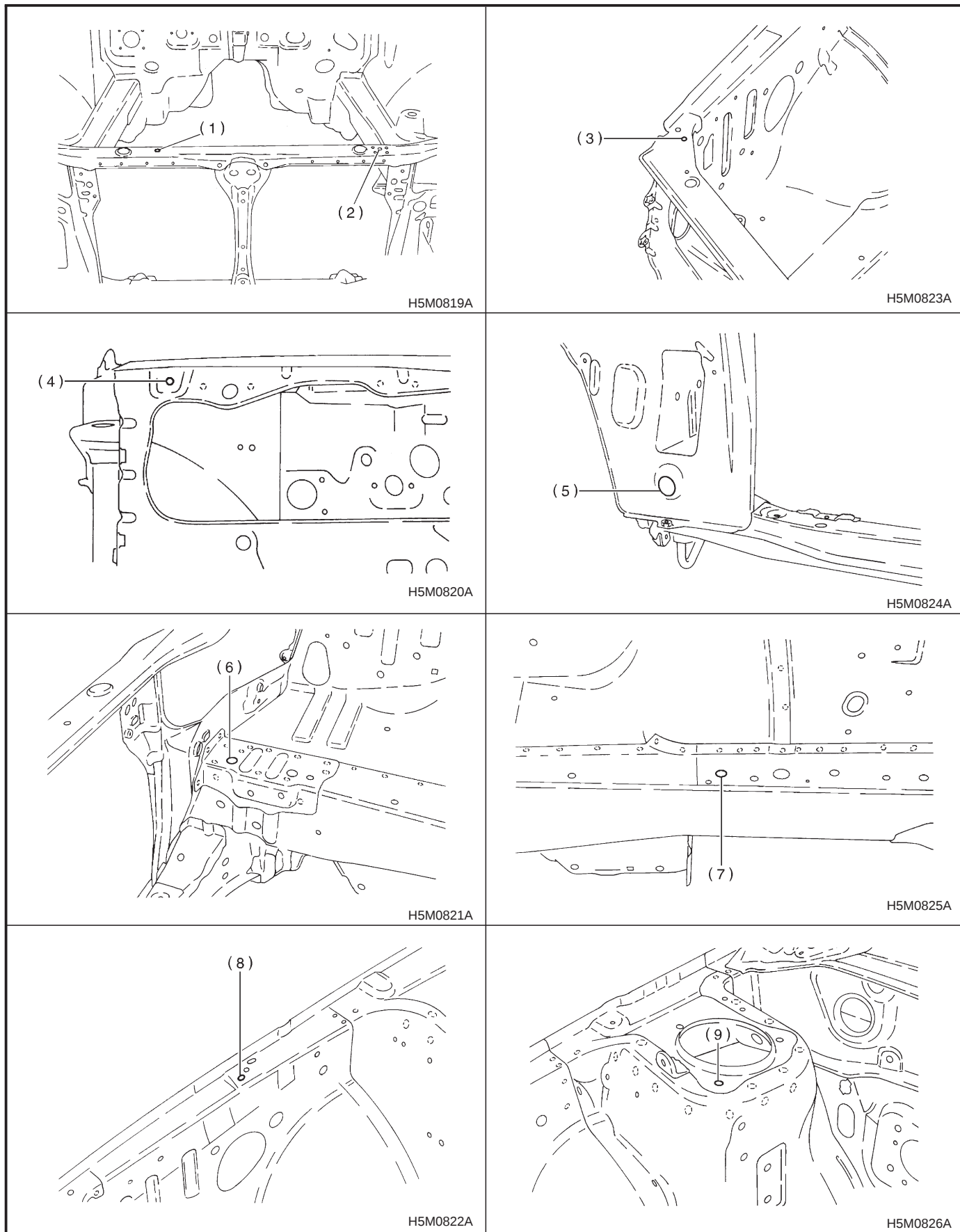


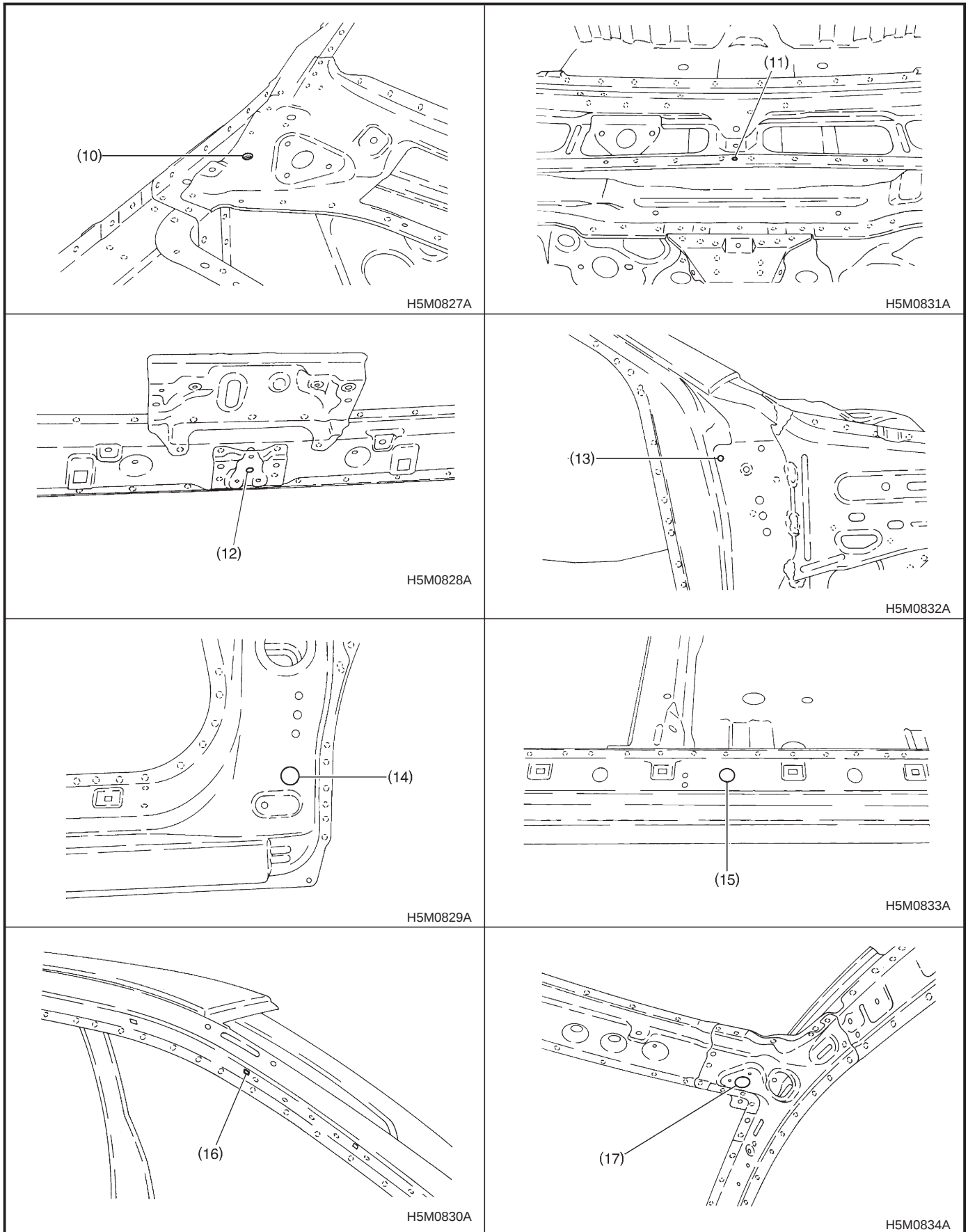
- (50) Radiator panel (LWR) frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)
- (51) Front side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
- (52) Front crossmember attaching hole 12.4 mm (0.488 in) dia. (Symmetrical)

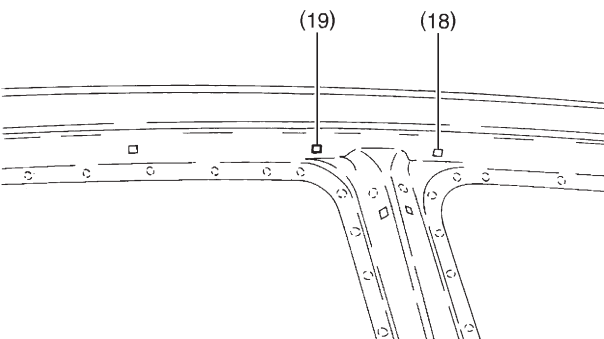
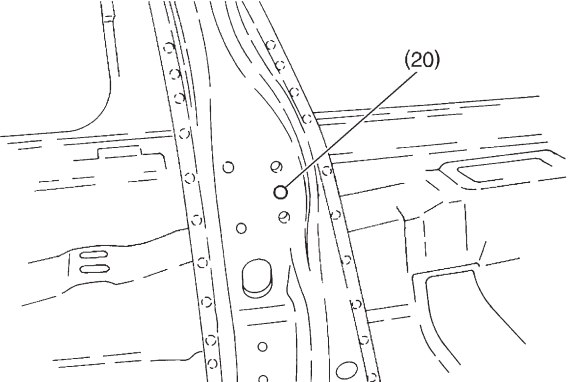
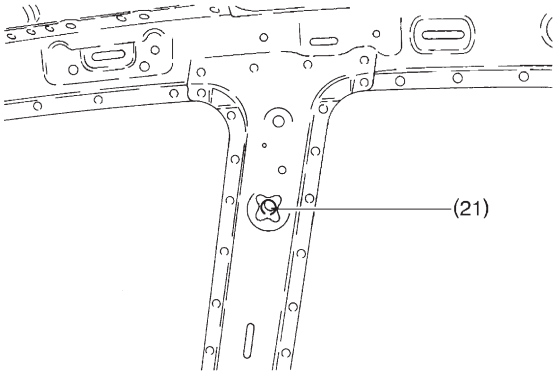
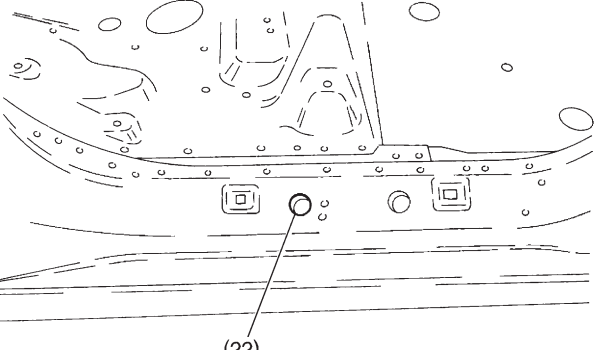
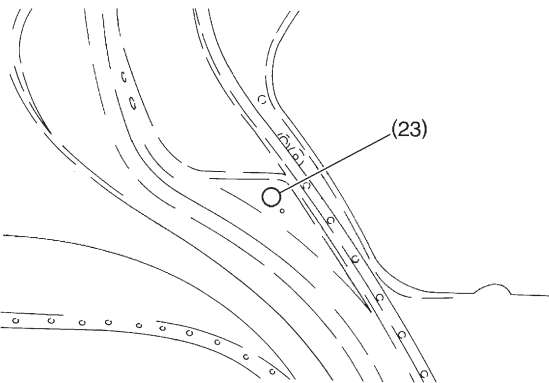
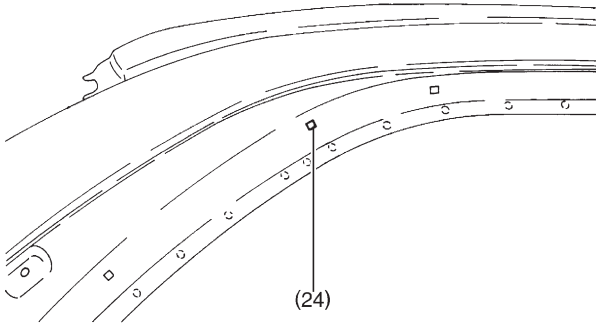
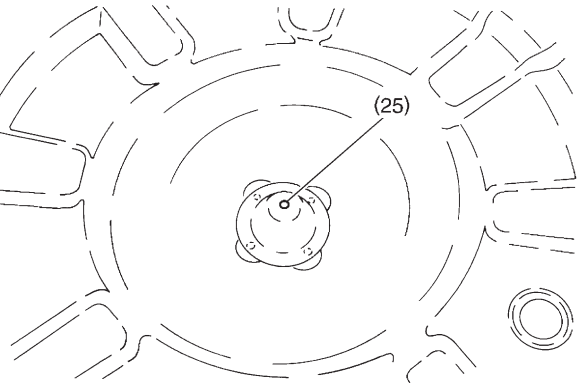
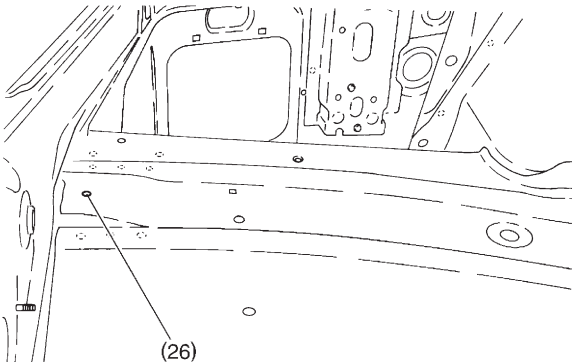
- (53) Front suspension attaching bolt hole M14
- (54) Side frame gauge hole 20 mm (0.79 in) dia. (Symmetrical)
- (55) Transmission mount attaching bolt hole M10 (Symmetrical)
- (56) Side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)

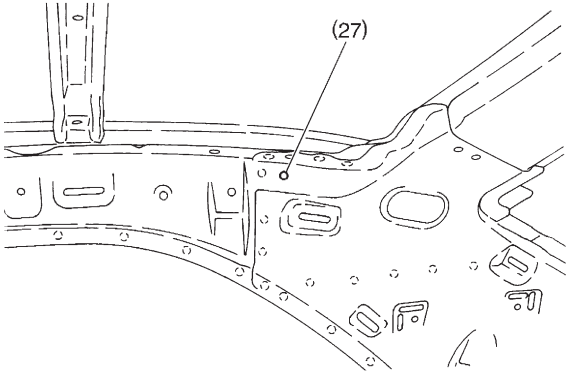
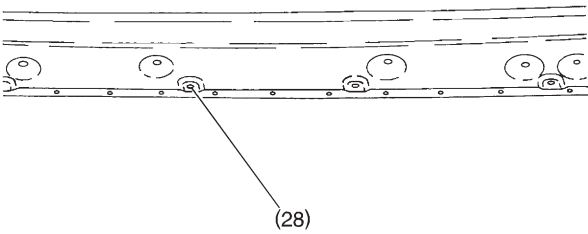
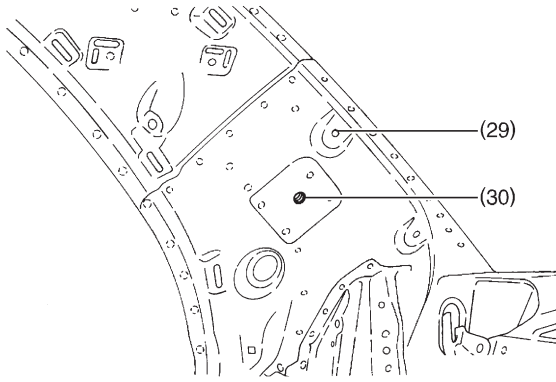
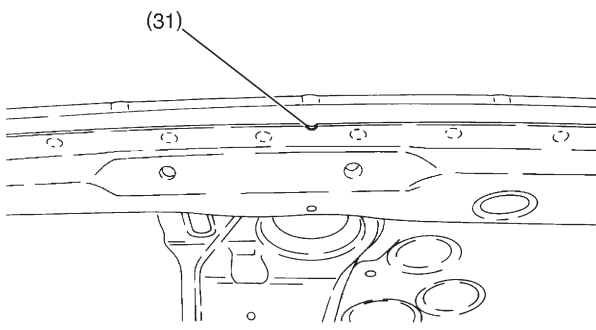
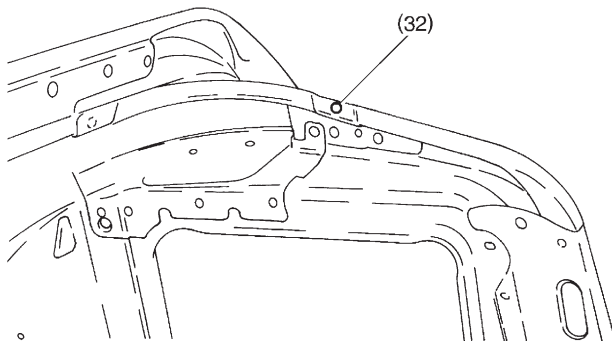
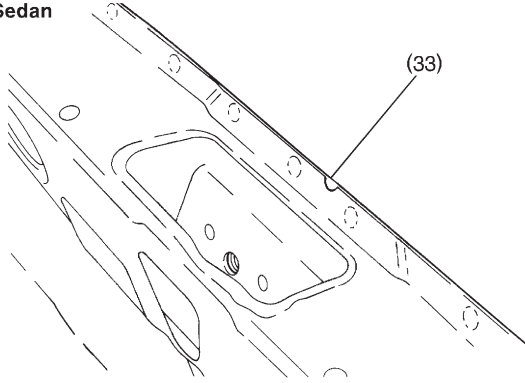
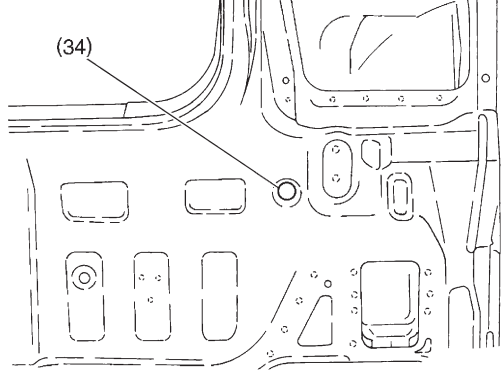
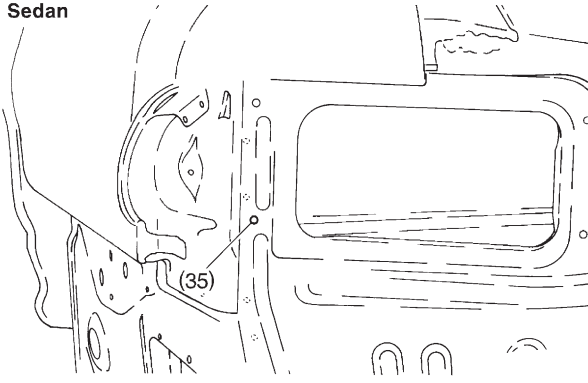
- (57) Rear differential attaching bolt hole M12 (Symmetrical)
- (58) Rear suspension attaching bolt hole M12 (Symmetrical)
- (59) Rear side frame gauge hole 15 mm (0.59 in) dia. (Symmetrical)

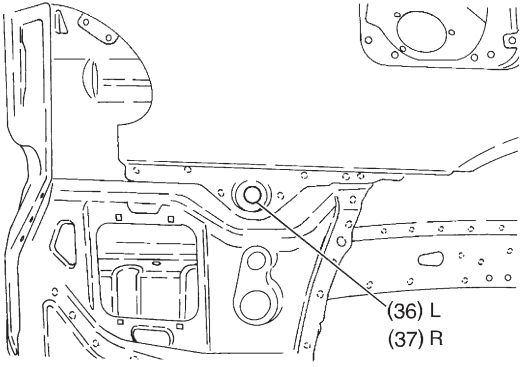
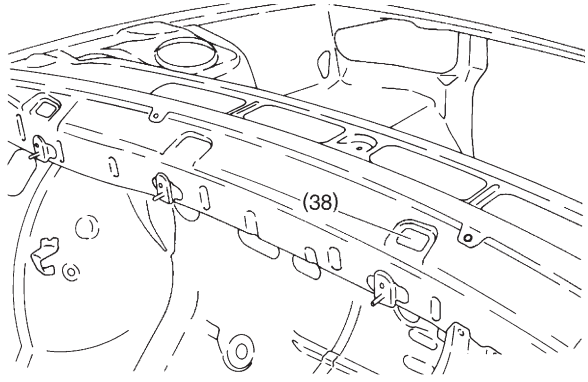
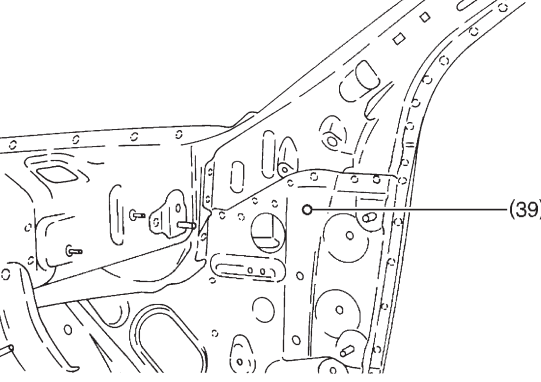
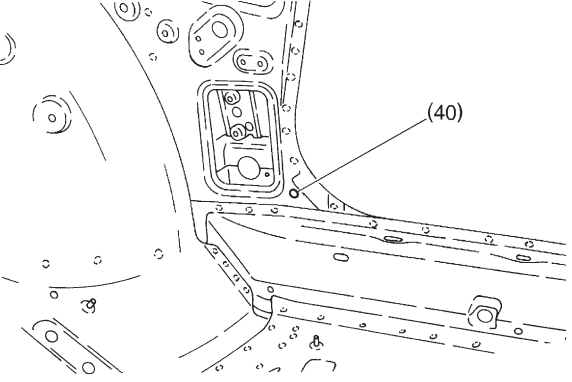
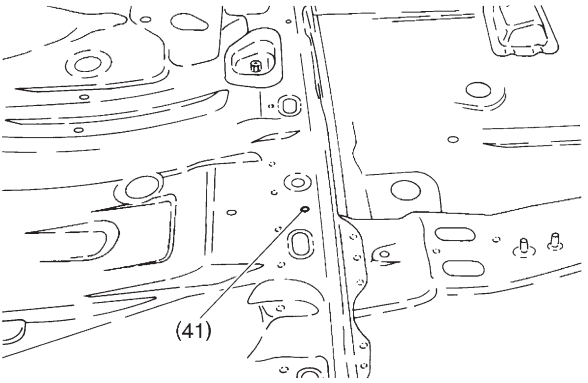
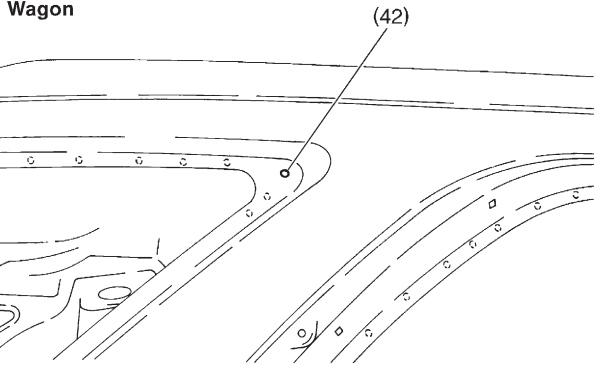
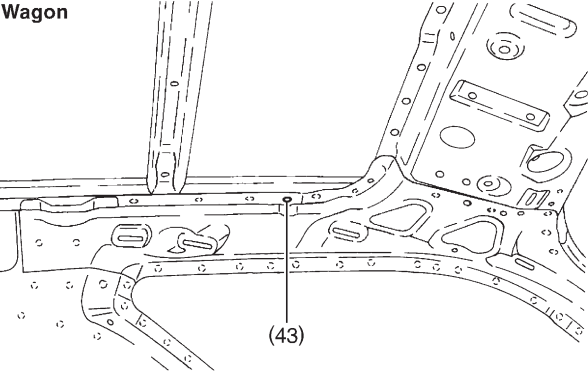
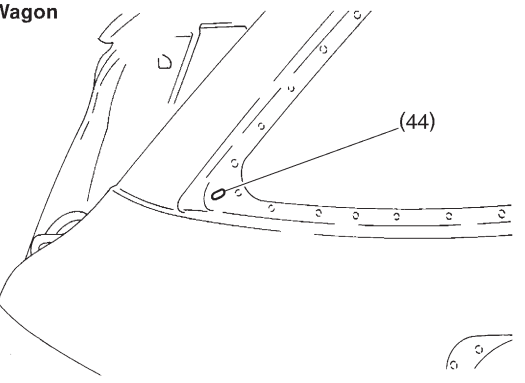
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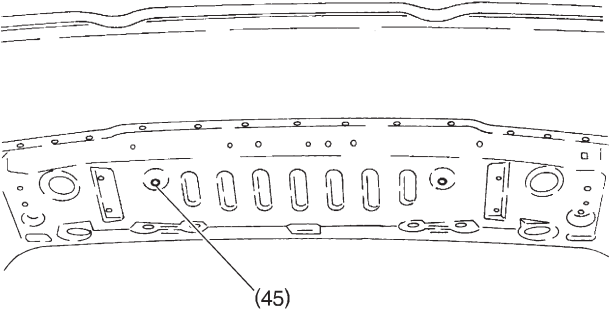
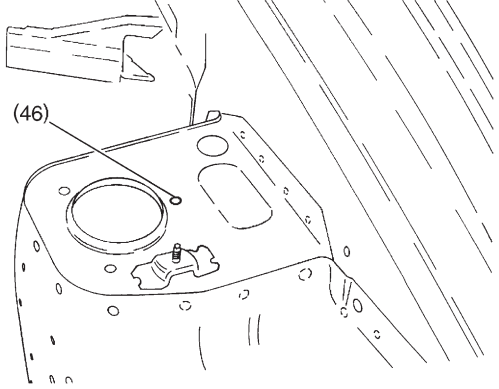
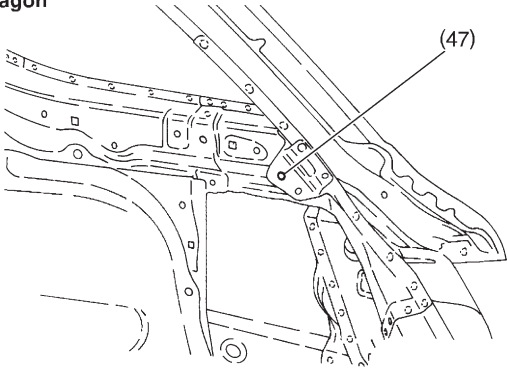
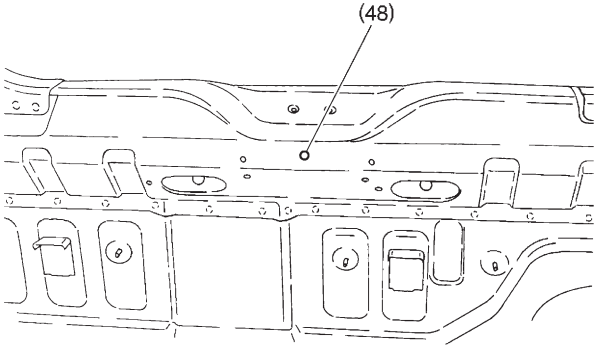
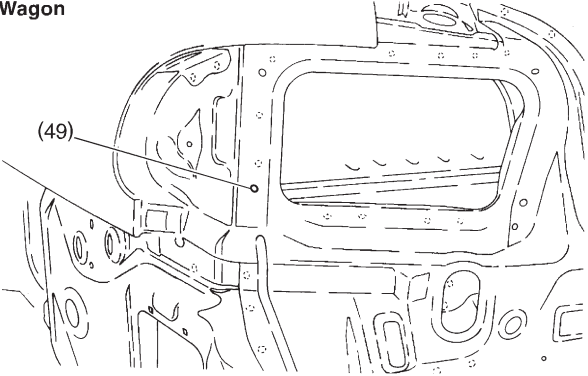
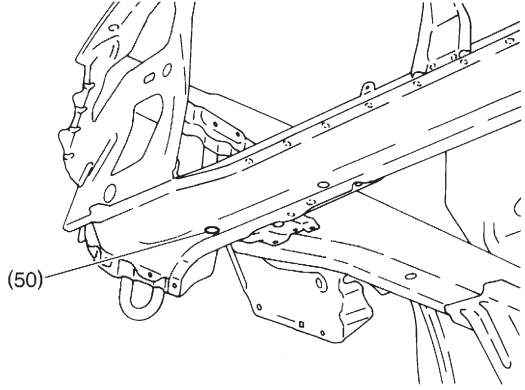
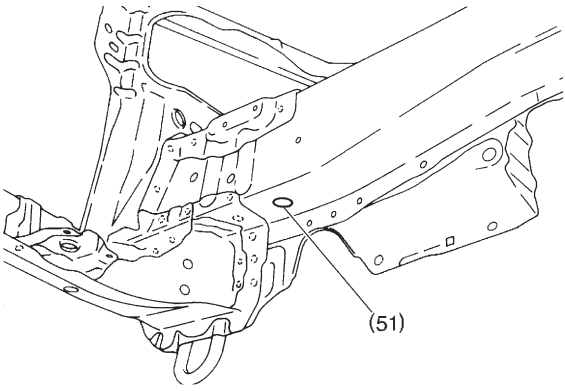
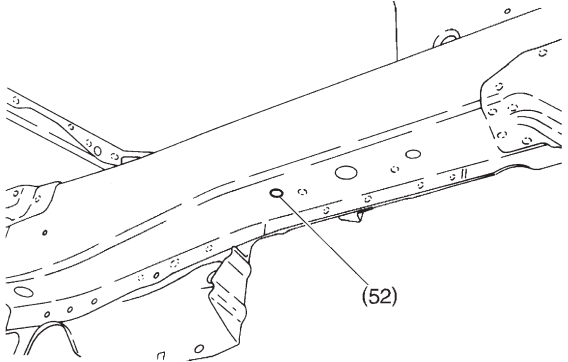


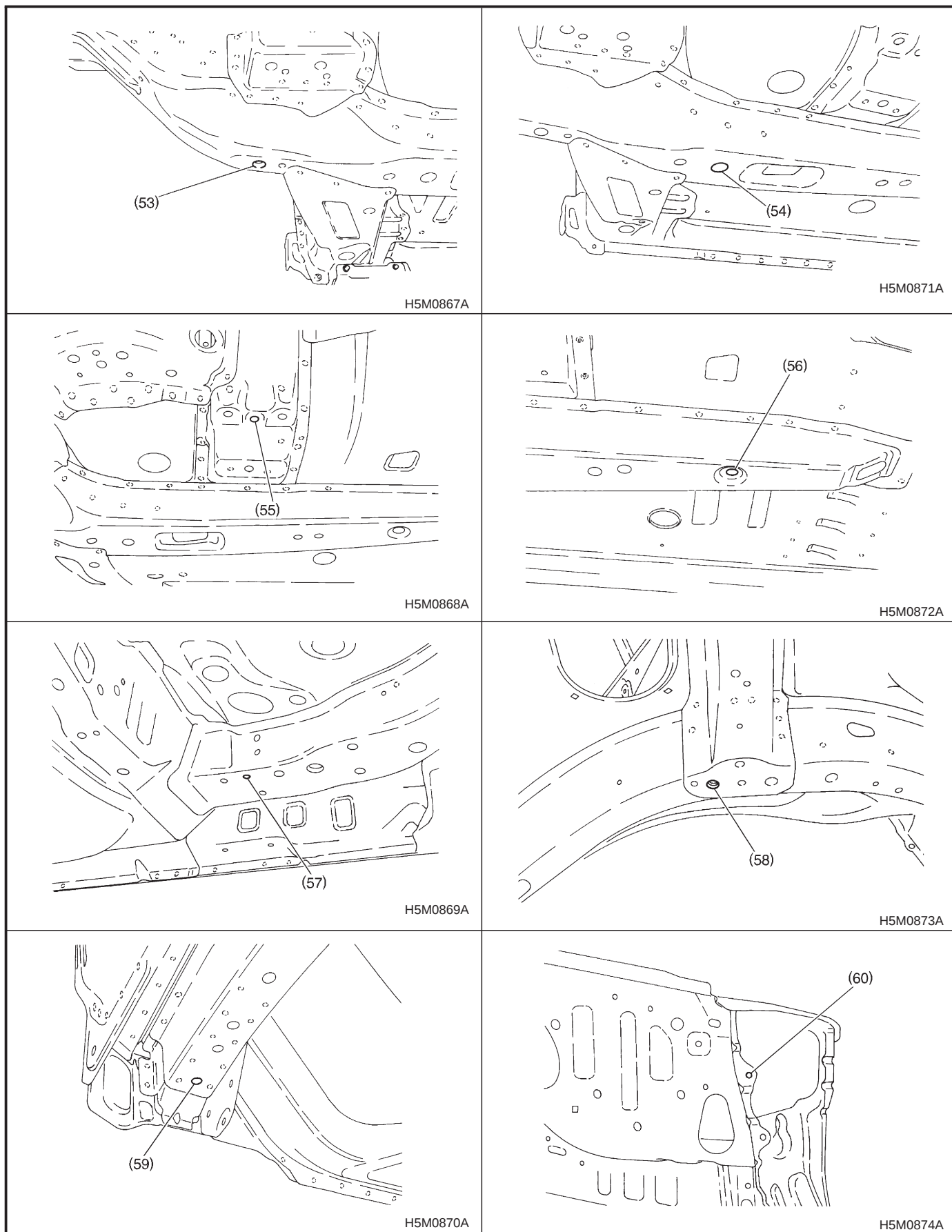


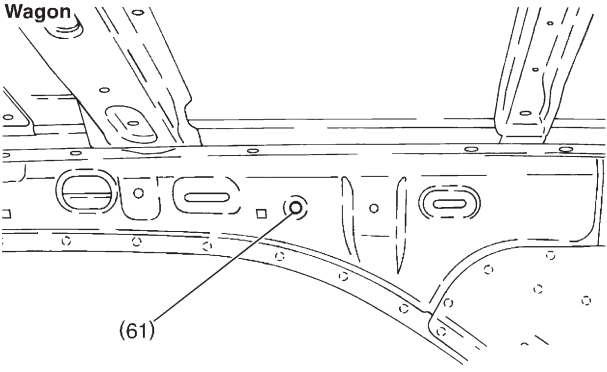
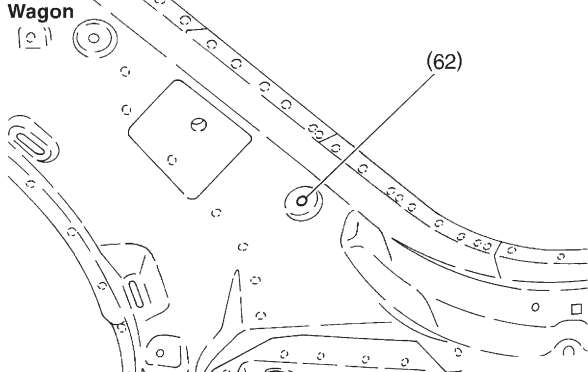
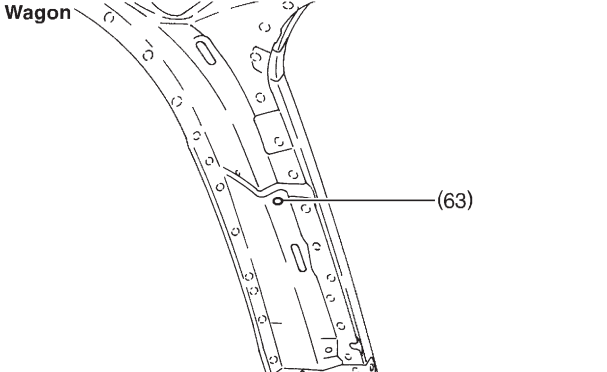
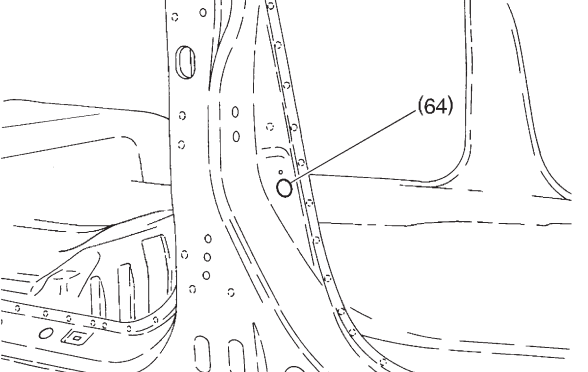
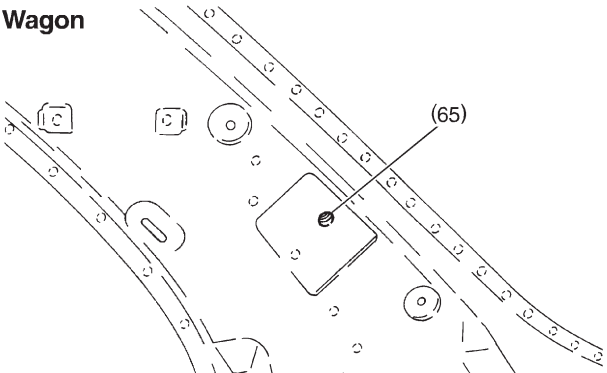
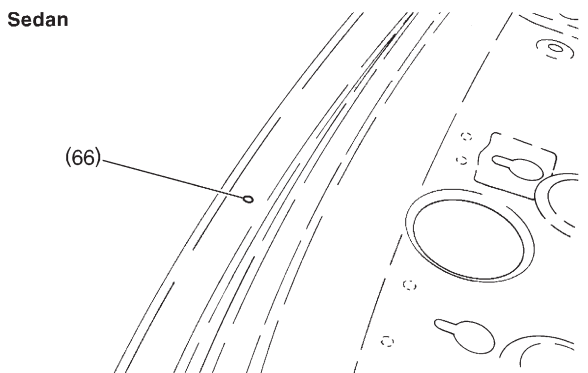
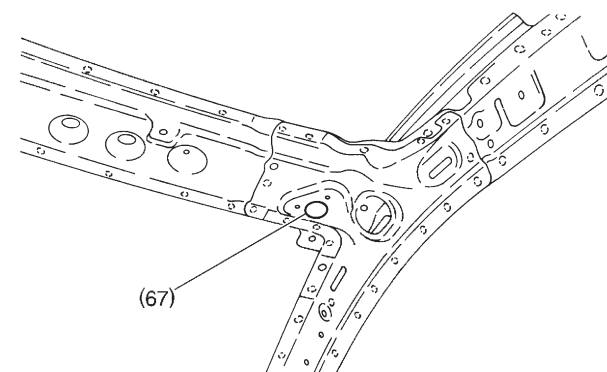
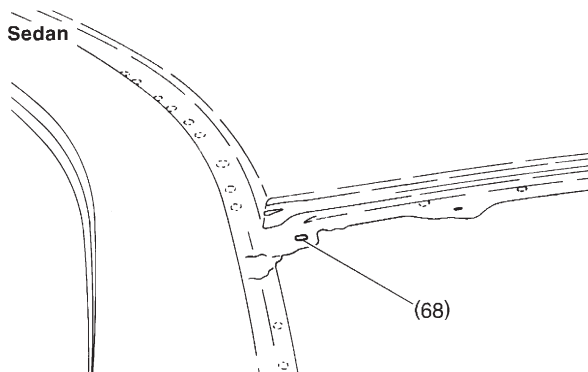
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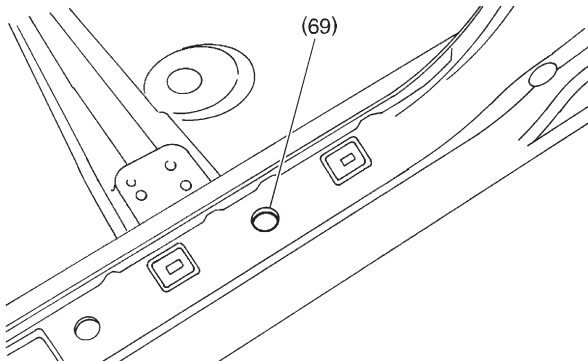
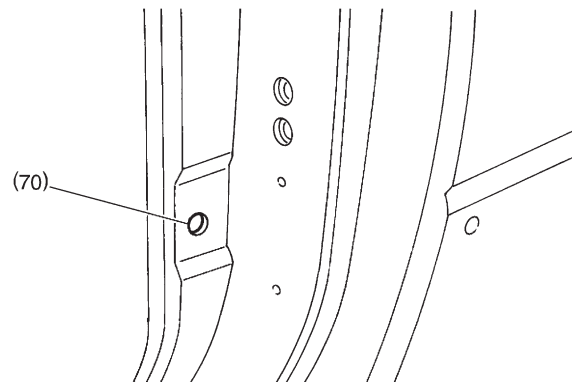
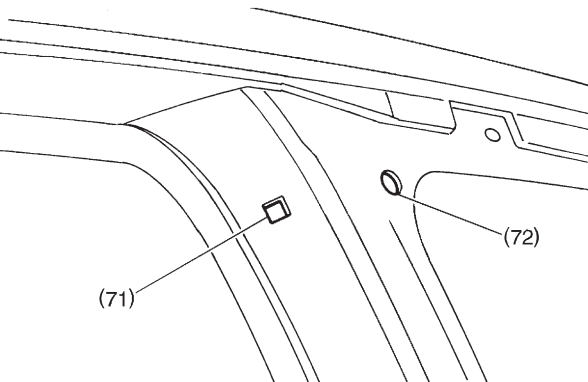
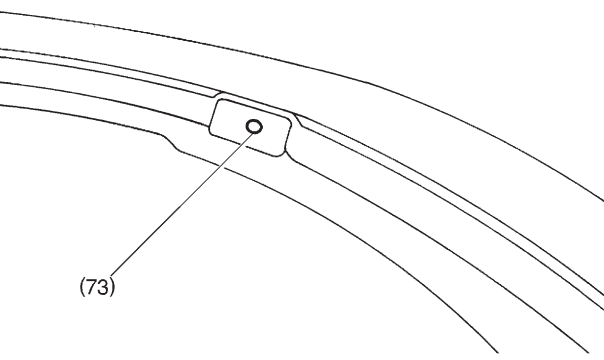
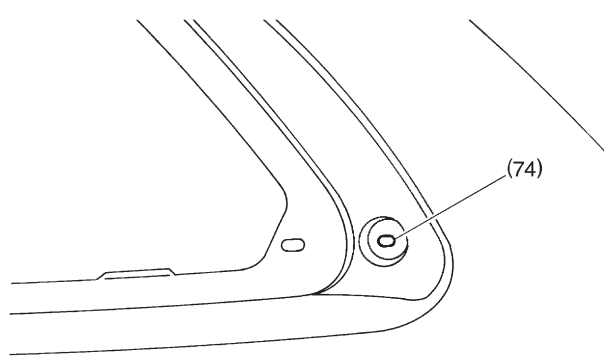
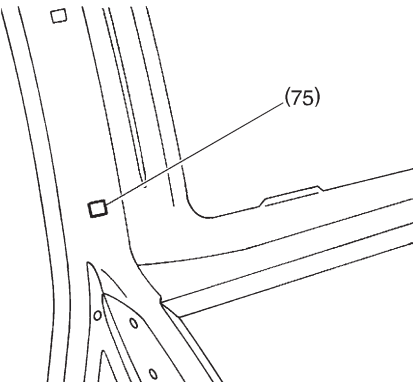
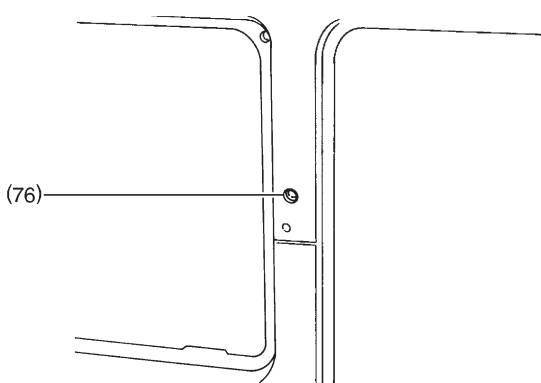
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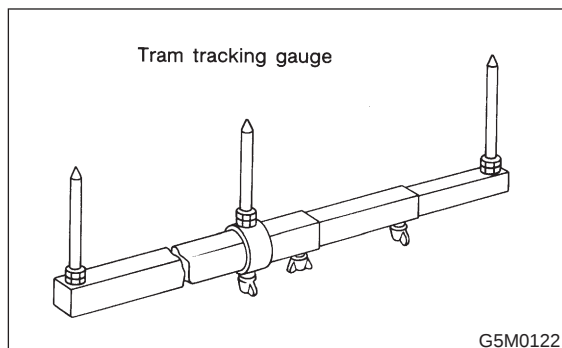


Wagon  (61) H5M0875A	Wagon  (62) H5M0879A
Wagon  (63) H5M0876A	 (64) H5M0880A
Wagon  (65) H5M0670B	Sedan  (66) H5M0881A
 (67) H5M0878A	Sedan  (68) H5M0882A

 H5M0883A	 H5M0887A
 H5M0884A	 H5M0888A
 H5M0885A	 H5M0889A
 H5M0886A	

3. Datum Dimensions

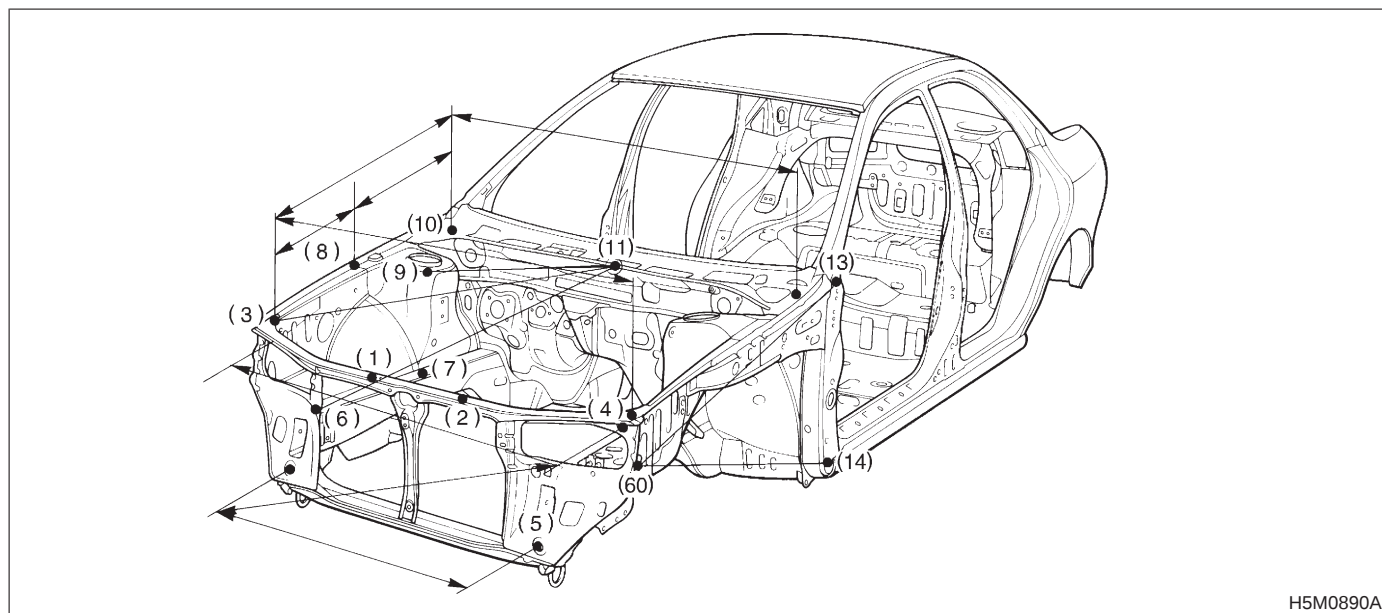
Use a tram tracking gauge to measure all dimensions. If a measuring tape is used, be extremely careful because it tends to deflect or twist, which results in a false reading.



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.

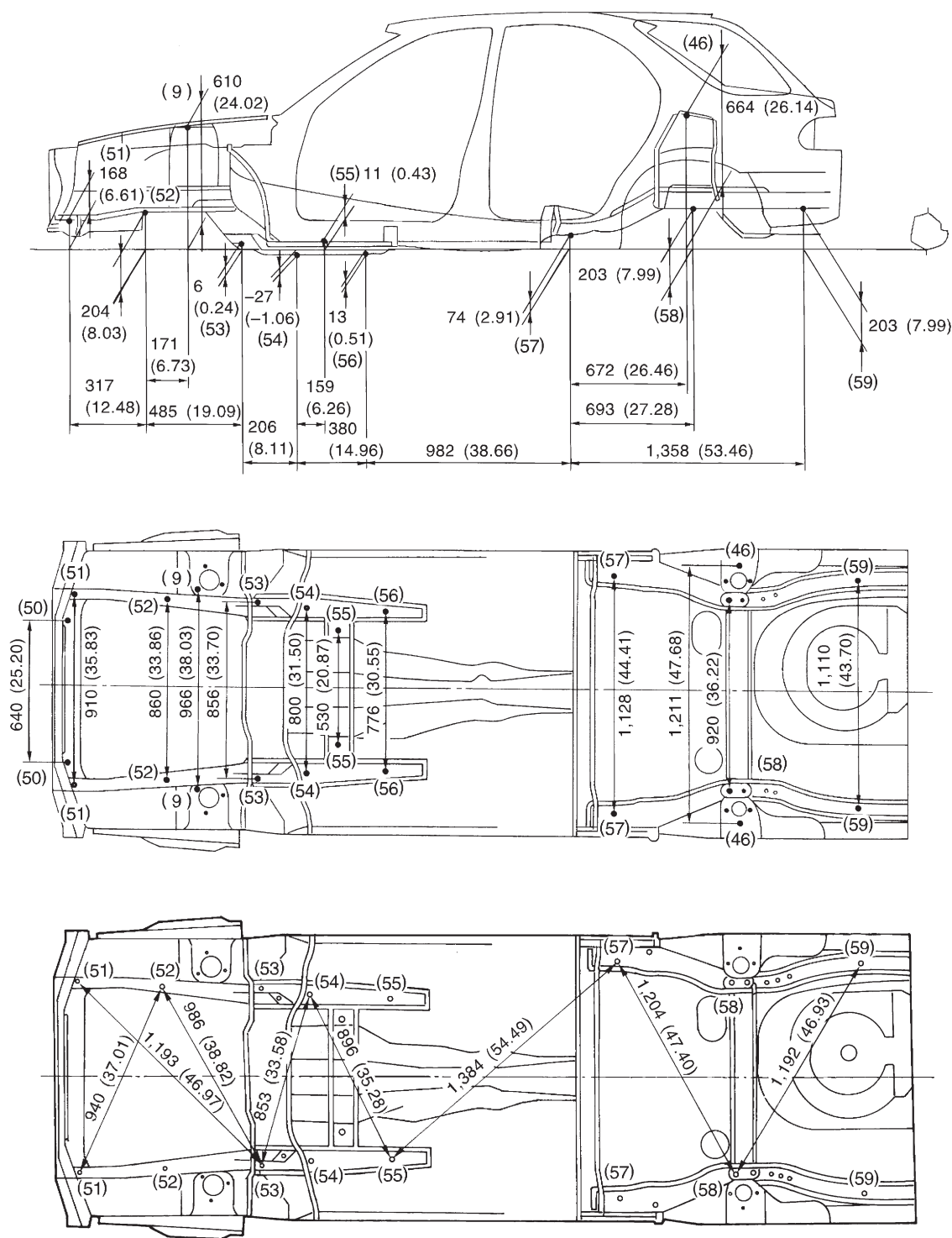
A: FRONT STRUCTURE



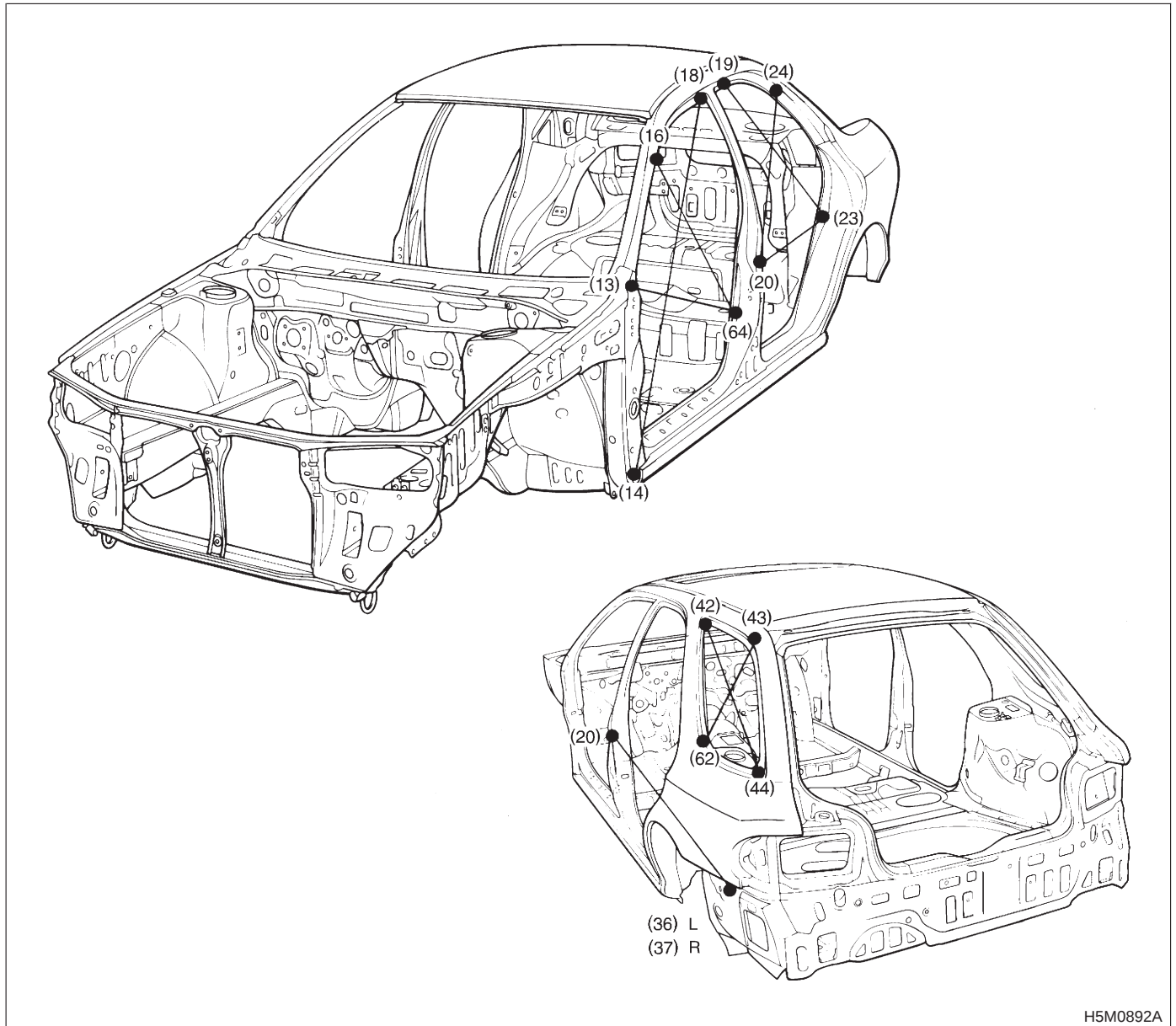
Unit: mm (in)			
Point to point	Dimension	Point to point	Dimension
(11) to (9) R	525 (20.67)	(10) R to (10) L	1,382 (54.41)
(11) to (9) L	525 (20.67)	(3) R to (3) L	1,336 (52.60)
(11) to (6) R	988 (38.90)	(5) R to (5) L	942 (37.09)
(11) to (6) L	988 (38.90)	(5) R to (4) R	1,174 (46.22)
(11) to (3) R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

B: CENTER STRUCTURE

Unit: mm (in)

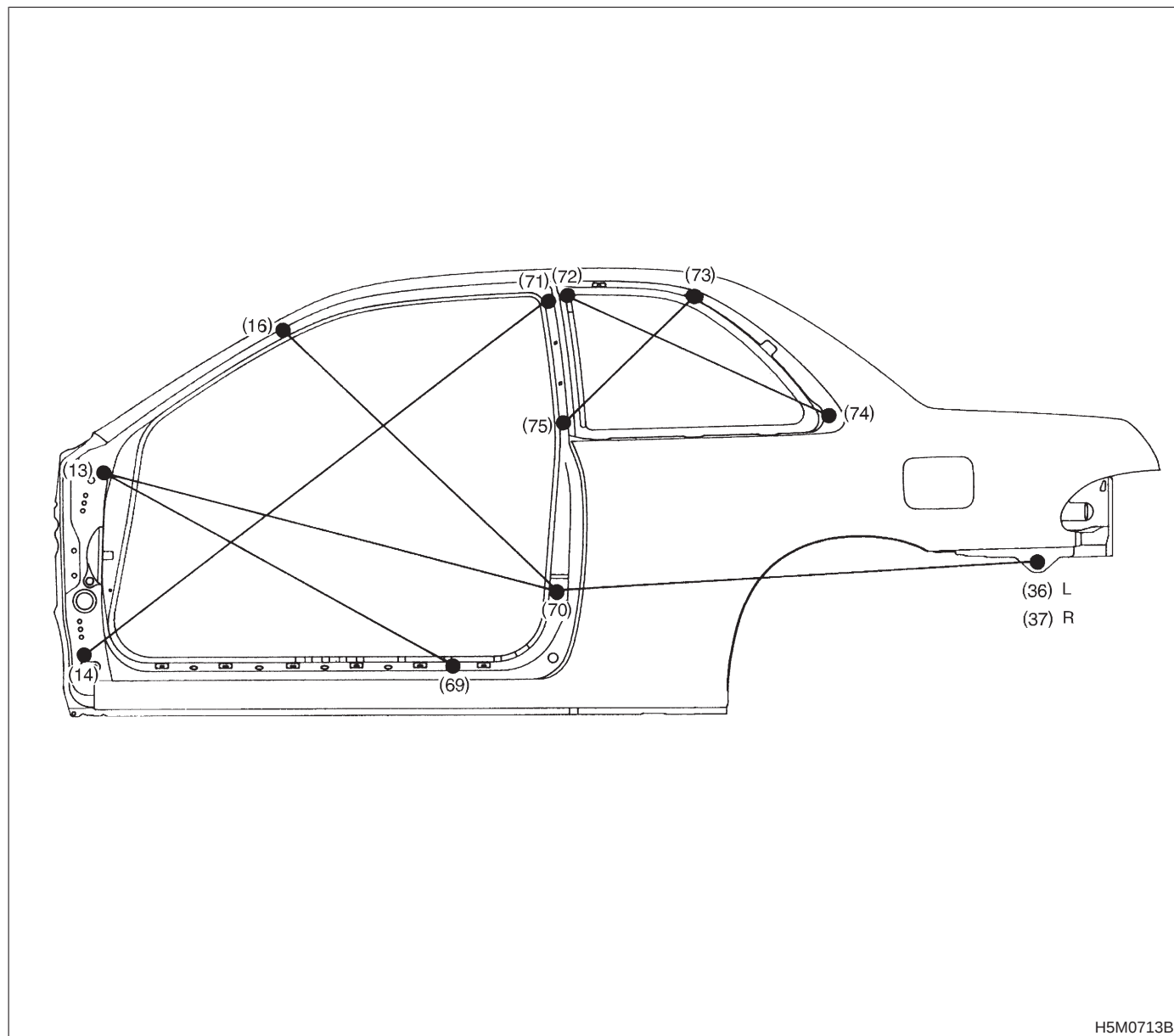


H5M0891A

C: DOORS AND REAR QUARTER**1. SEDAN AND WAGON**

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

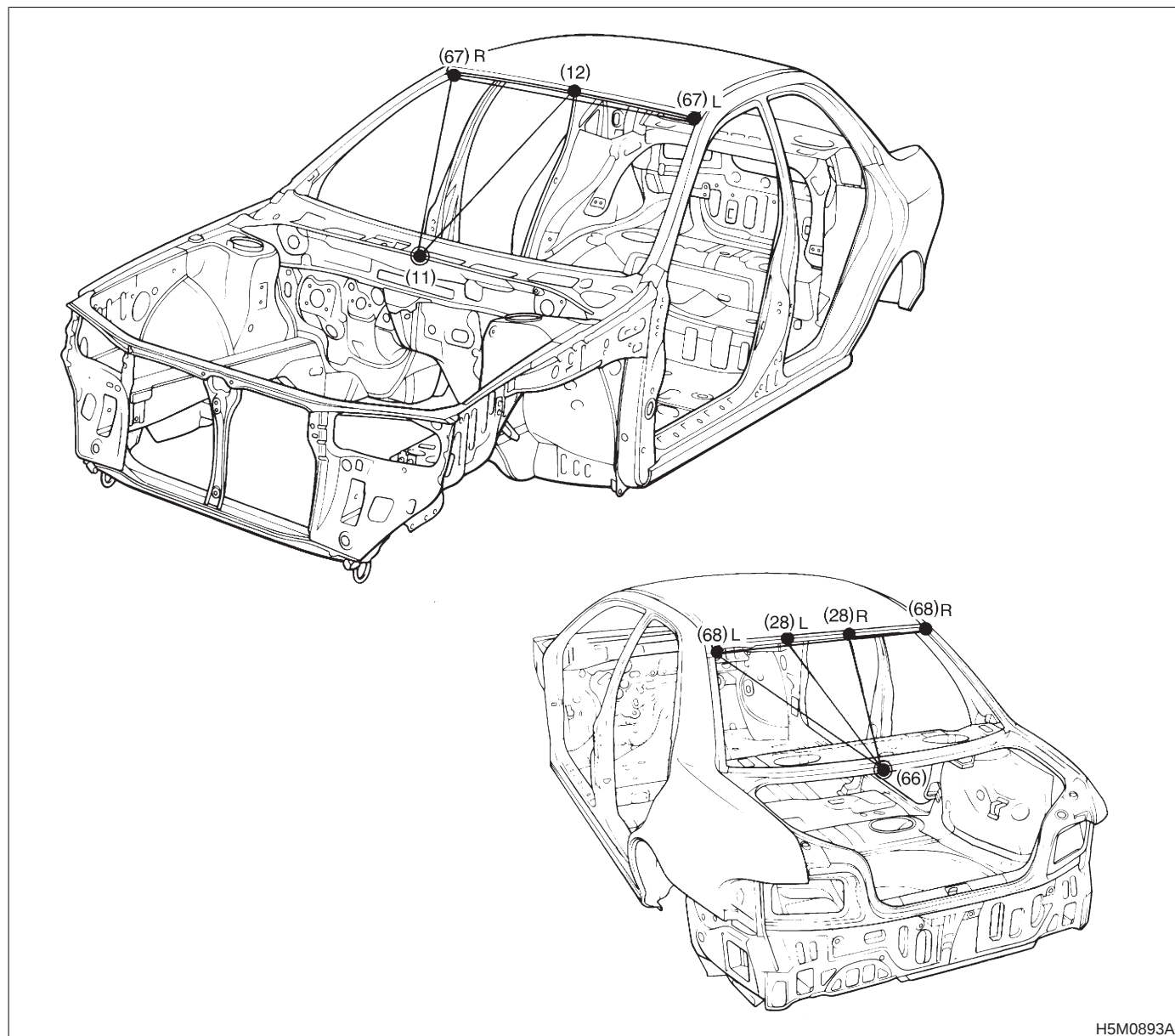
2. COUPE



H5M0713B

Unit: mm (in)			
Point to point	Dimension	Point to point	Dimension
(14) to (71)	1,576 (62.05)	(72) to (74)	778 (30.63)
(13) to (70)	1,251 (49.25)	(73) to (75)	512 (20.16)
(16) to (70)	997 (39.25)	(70) to (36) L	1,295 (50.98)
(13) to (69)	1,063 (41.85)	(70) to (37) R	1,243 (48.94)

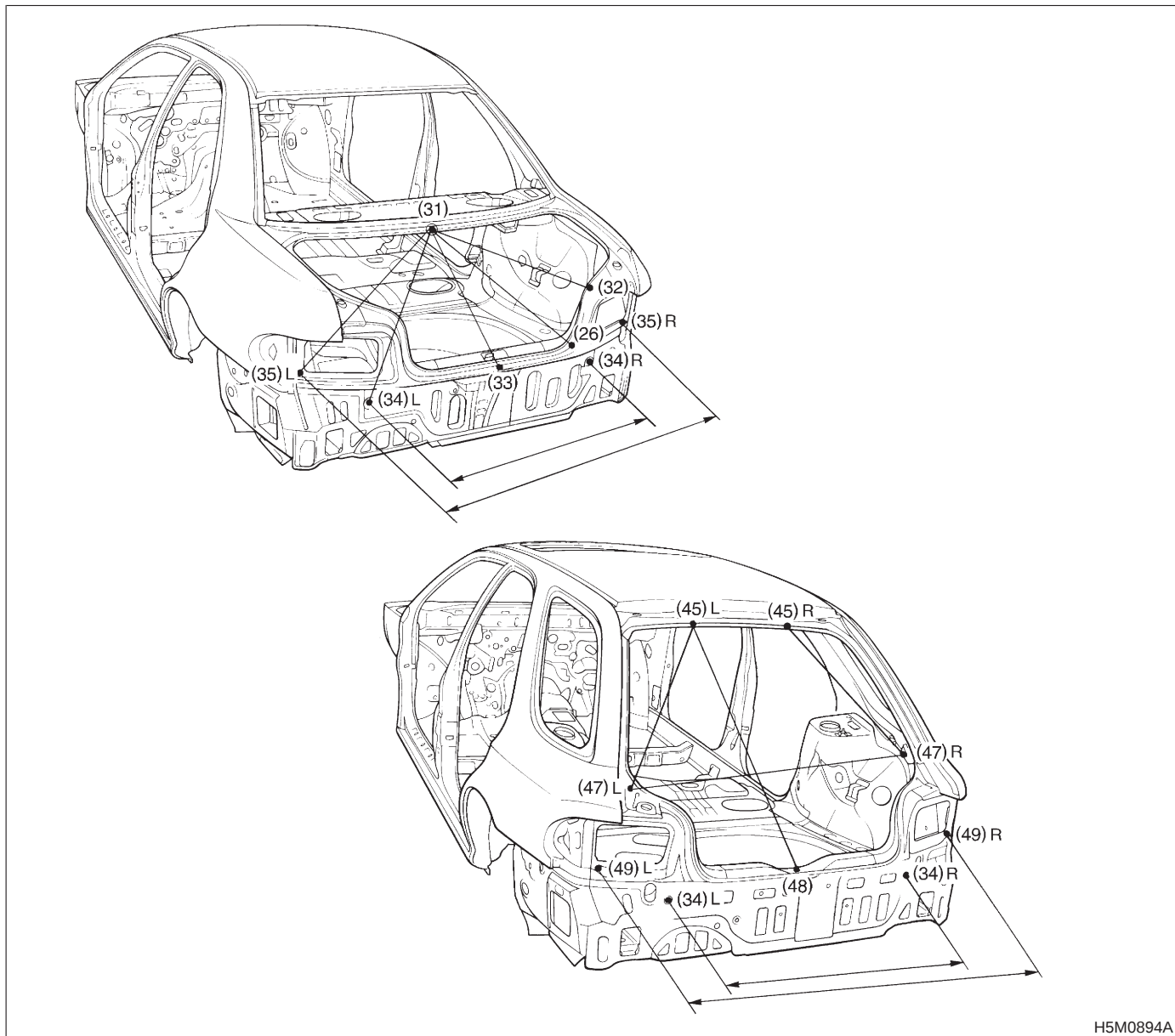
D: FRONT WINDSHIELD AND REAR WINDOW



H5M0893A

Unit: mm (in)			
Point to point	Dimension	Point to point	Dimension
(11) to (12)	989 (38.94)	(66) to (28) L	714 (28.11)
(67) R to (67) L	1,012 (39.84)	(66) to (68) R	856 (33.70)
(11) to (67) R	1,116 (43.94)	(66) to (68) L	856 (33.70)
(11) to (67) L	1,116 (43.94)	(68) R to (68) L	1,012 (39.84)
(66) to (28) R	714 (28.11)		

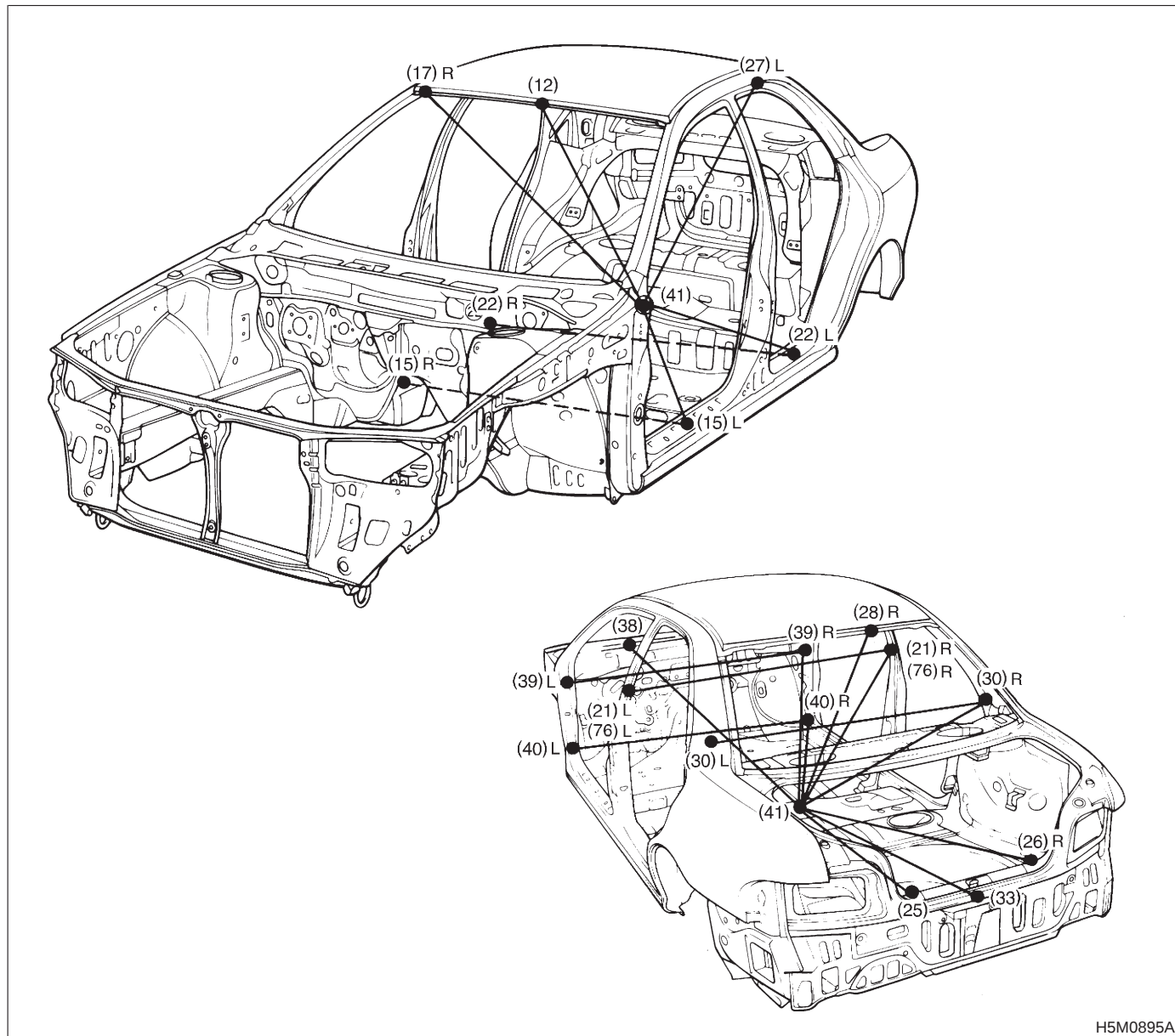
E: TRUNK LID AND REAR GATE



H5M0894A

Unit: mm (in)			
Point to point	Dimension	Point to point	Dimension
(31) to (32) R	575 (22.64)	(35) R to (35) L	1,364 (53.70)
(31) to (32) L	575 (22.64)	(45) R to (48)	988 (38.90)
(31) to (26) R	812 (31.97)	(45) L to (48)	988 (38.90)
(31) to (26) L	812 (31.97)	(45) R to (47) R	926 (36.46)
(31) to (33)	522 (20.55)	(45) L to (47) L	926 (36.46)
(31) to (35) R	794 (31.26)	(47) R to (47) L	1,043 (41.06)
(31) to (35) L	794 (31.26)	(49) R to (49) L	1,355 (52.56)
(34) R to (34)L	890 (35.04)	(34) R to (34) L	890 (35.04)

F: COMPARTMENT

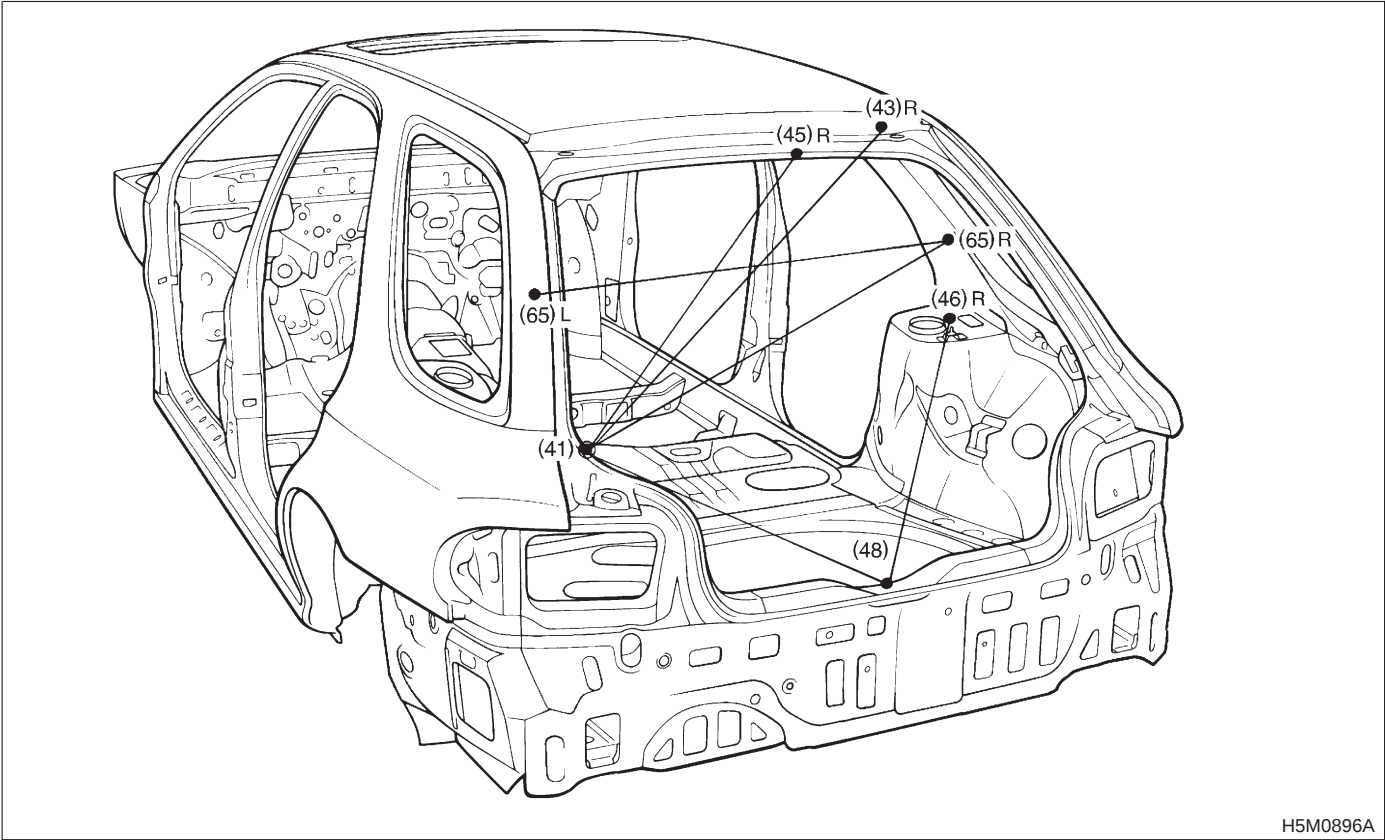


H5M0895A

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

*: Sedan only ☆ : Coupe only

G: LUGGAGE ROOM

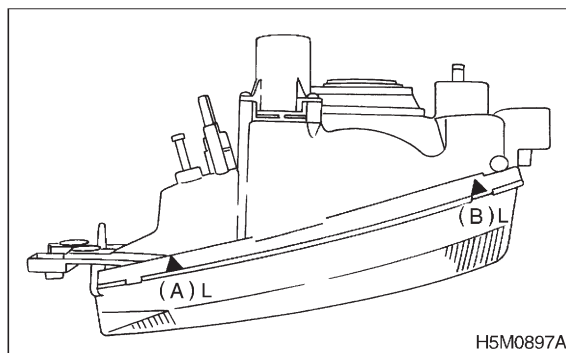
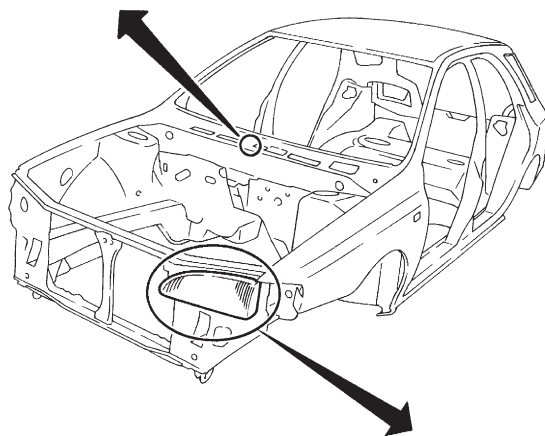
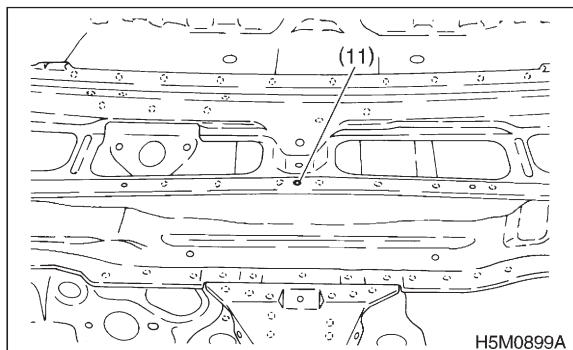


H5M0896A

Unit: mm (in)				
Point to point	Dimension		Point to point	Dimension
(41) to (65) R	1,122 (44.17)		(41) to (43) R	1,237 (48.70)
(41) to (65) L	1,122 (44.17)		(41) to (43) L	1,237 (48.70)
(41) to (45) R	1,225 (48.23)		(48) to (46) R	971 (38.23)
(41) to (45) L	1,225 (48.23)		(48) to (46) L	971 (38.23)
(41) to (48)	1,446 (56.93)		(65) R to (65) L	1,235 (48.62)

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

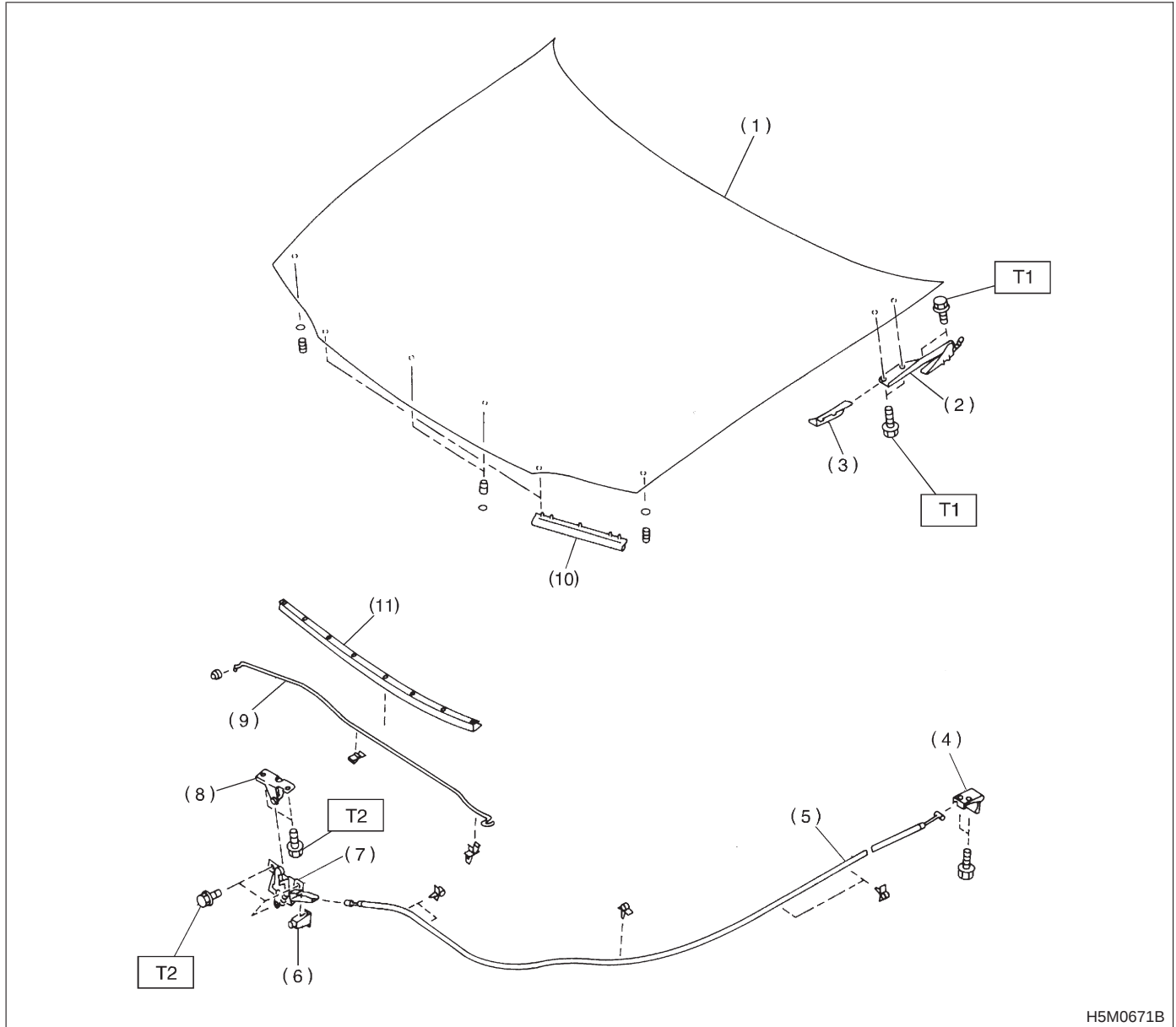
If headlight aiming is misaligned due to damaged body panel, repair headlight mating surface using body and headlight datum points as a guide.



H5M0898A

Unit: mm (in)			
Point to point	Dimension	Point to point	Dimension
(11) to (A) L	993 (39.09)	(11) to (B) L	1,048 (41.26)
(11) to (A) R	993 (39.09)	(11) to (B) R	1,048 (41.26)

1. Front Hood and Hood Lock



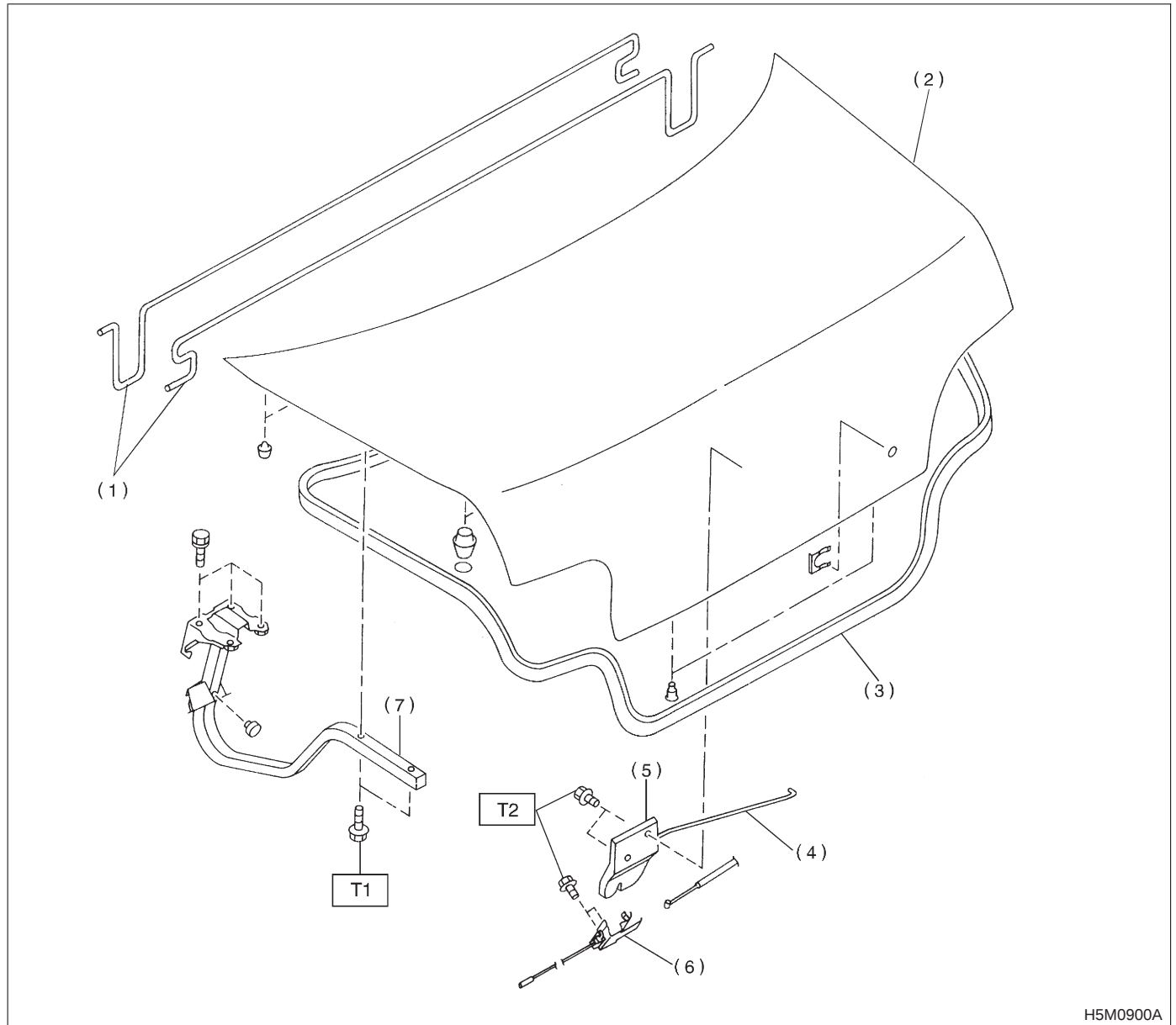
- | | |
|-------------------------------|----------------------------|
| (1) Front hood | (7) Hood lock ASSY |
| (2) Hinge (RH, LH) | (8) Striker |
| (3) Hood hinge cover (RH, LH) | (9) Front hood stay |
| (4) Lever ASSY | (10) Seal (Front hood) SD |
| (5) Cable | (11) Seal (Front hood) CTR |
| (6) Stopper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

Tightening torque: N·m (kg·m, ft·lb)

T1: 14±9 (1.4±0.9, 10.1±6.5)

T2: 32±1 (3.3±0.1, 23.9±0.7)

2. Trunk Lid



H5M0900A

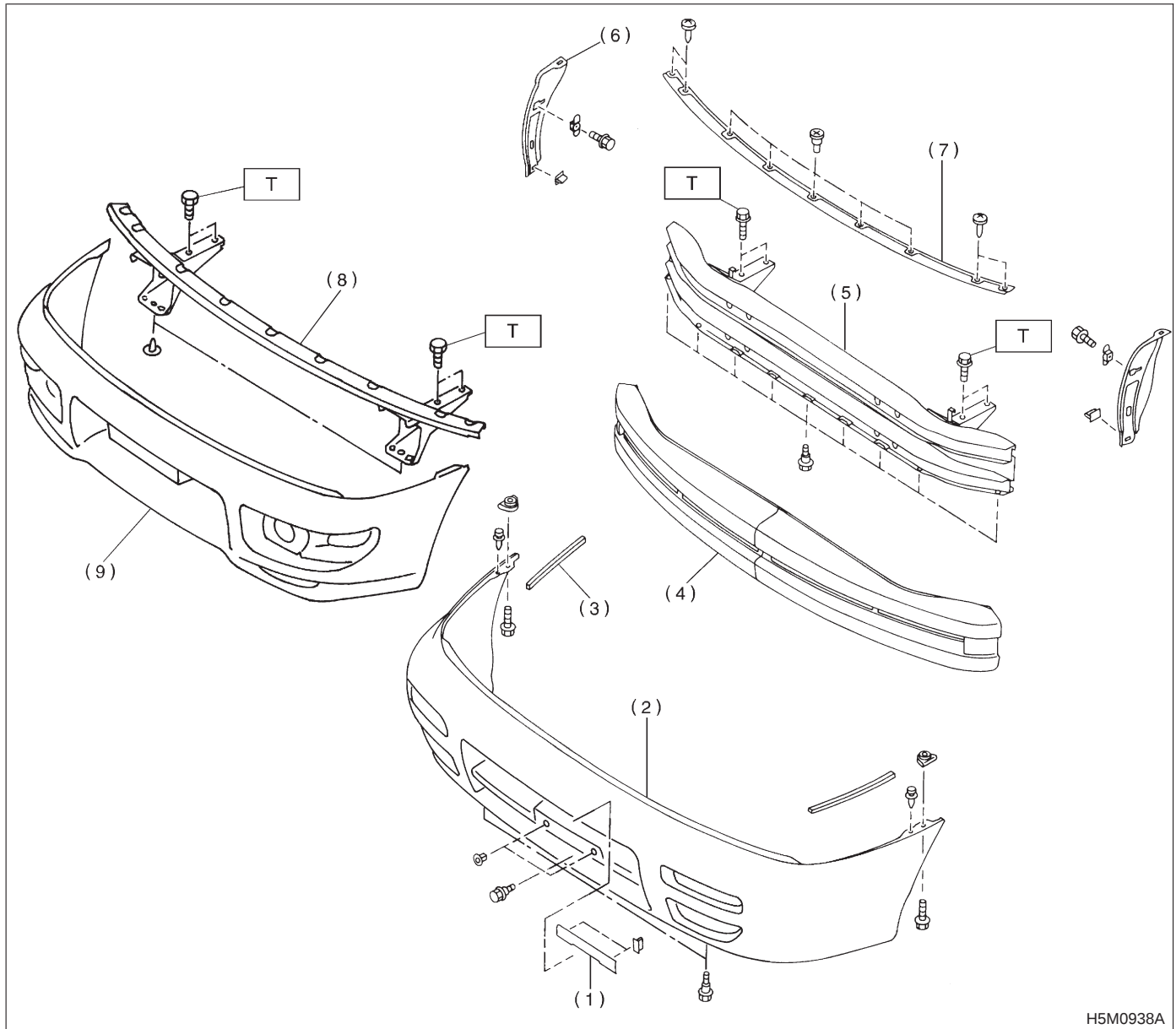
- | | |
|------------------|-------------------------|
| (1) Torsion bar | (5) Trunk lid lock ASSY |
| (2) Trunk lid | (6) Striker |
| (3) Weatherstrip | (7) Hinge ASSY |
| (4) Rod | |

Tightening torque: N·m (kg·m, ft·lb)

T1: 14±4 (1.4±0.4, 10.1±2.9)

T2: 18±5 (1.8±0.5, 13.0±3.6)

3. Front Bumper



H5M0938A

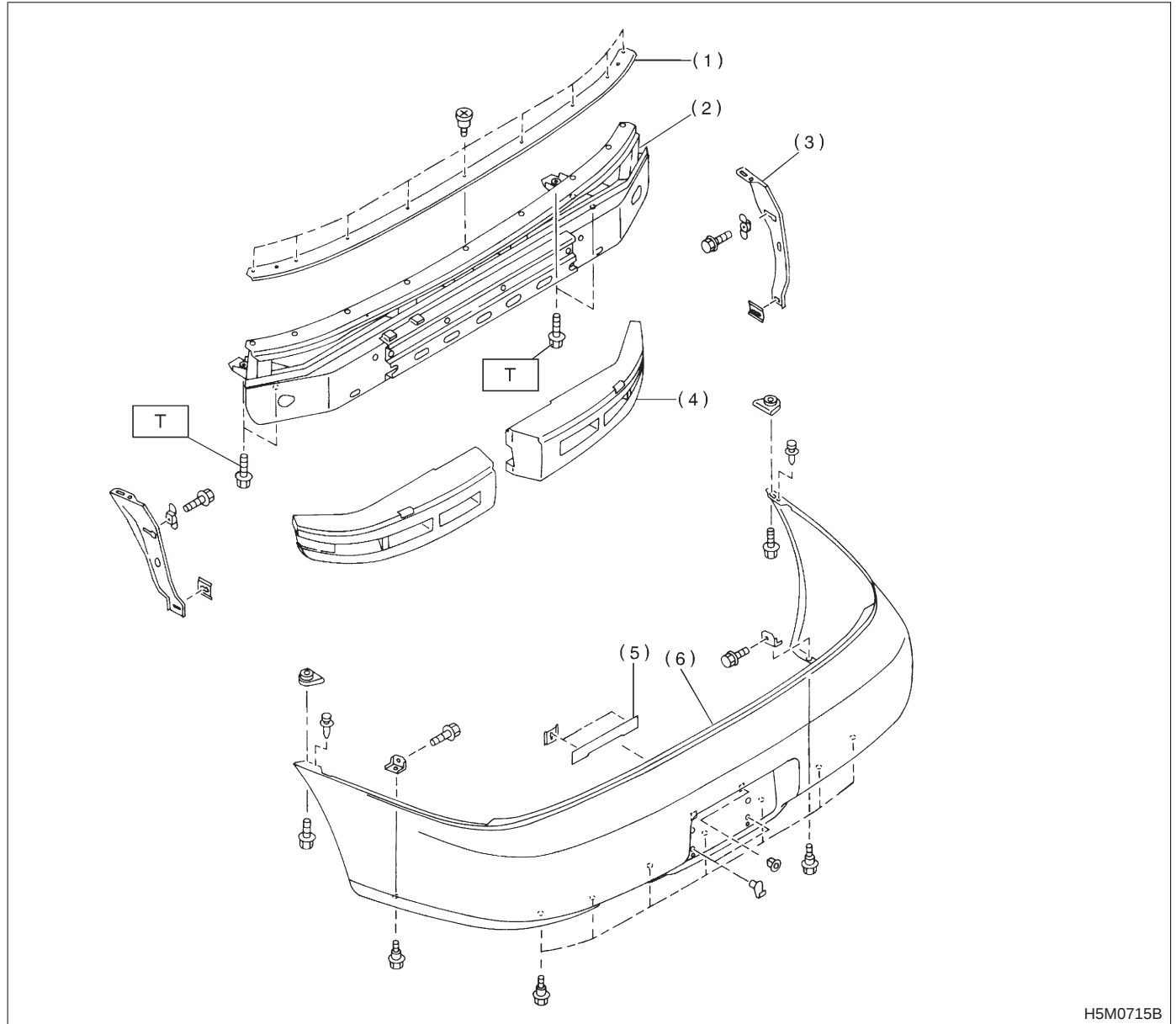
- (1) Plate
- (2) Bumper face (Except USA 2500 cc)
- (3) Spacer
- (4) E/A form bumper

- (5) Front beam (Except USA 2500 cc)
- (6) Bracket (Side)
- (7) Holder upper
- (8) Front beam (USA 2500 cc)

- (9) Bumper face (USA 2500 cc)

Tightening torque: N·m (kg·m, ft·lb)
T: 93±25 (9.5±2.5, 69±18)

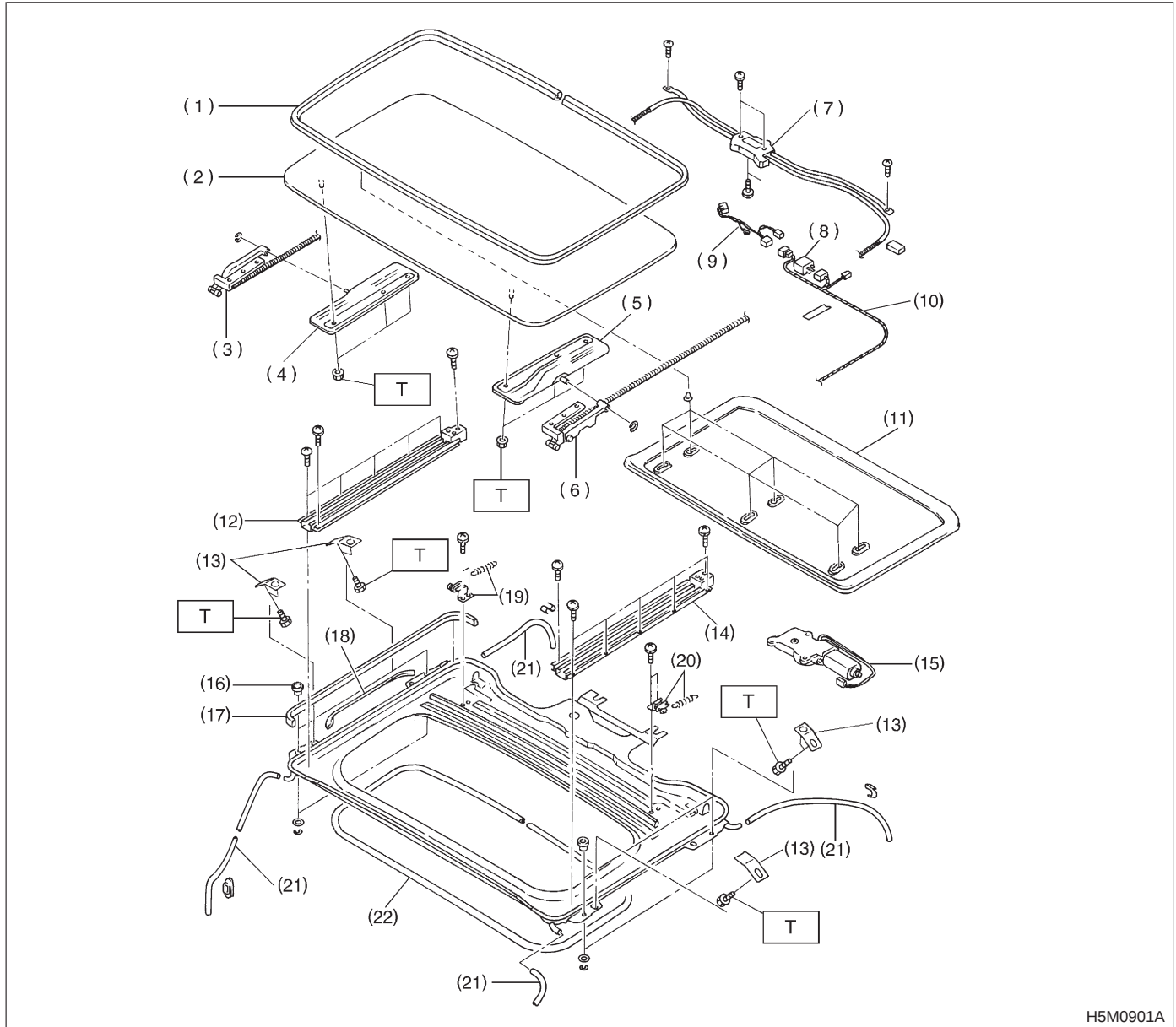
4. Rear Bumper



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

Tightening torque: N·m (kg·m, ft·lb)
T: 93±25 (9.5±2.5, 69±18)

5. Sunroof

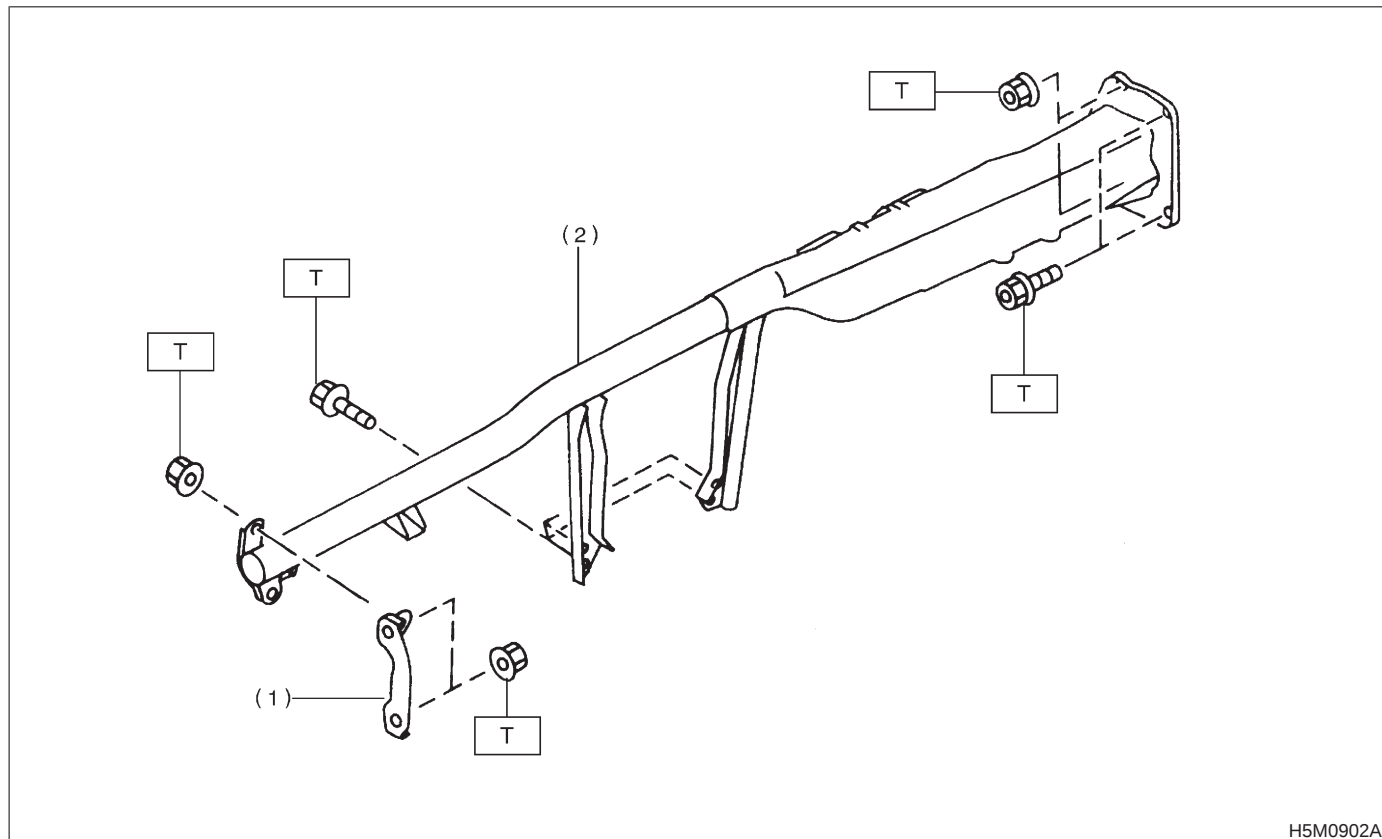


H5M0901A

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

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

6. Steering Support Beam

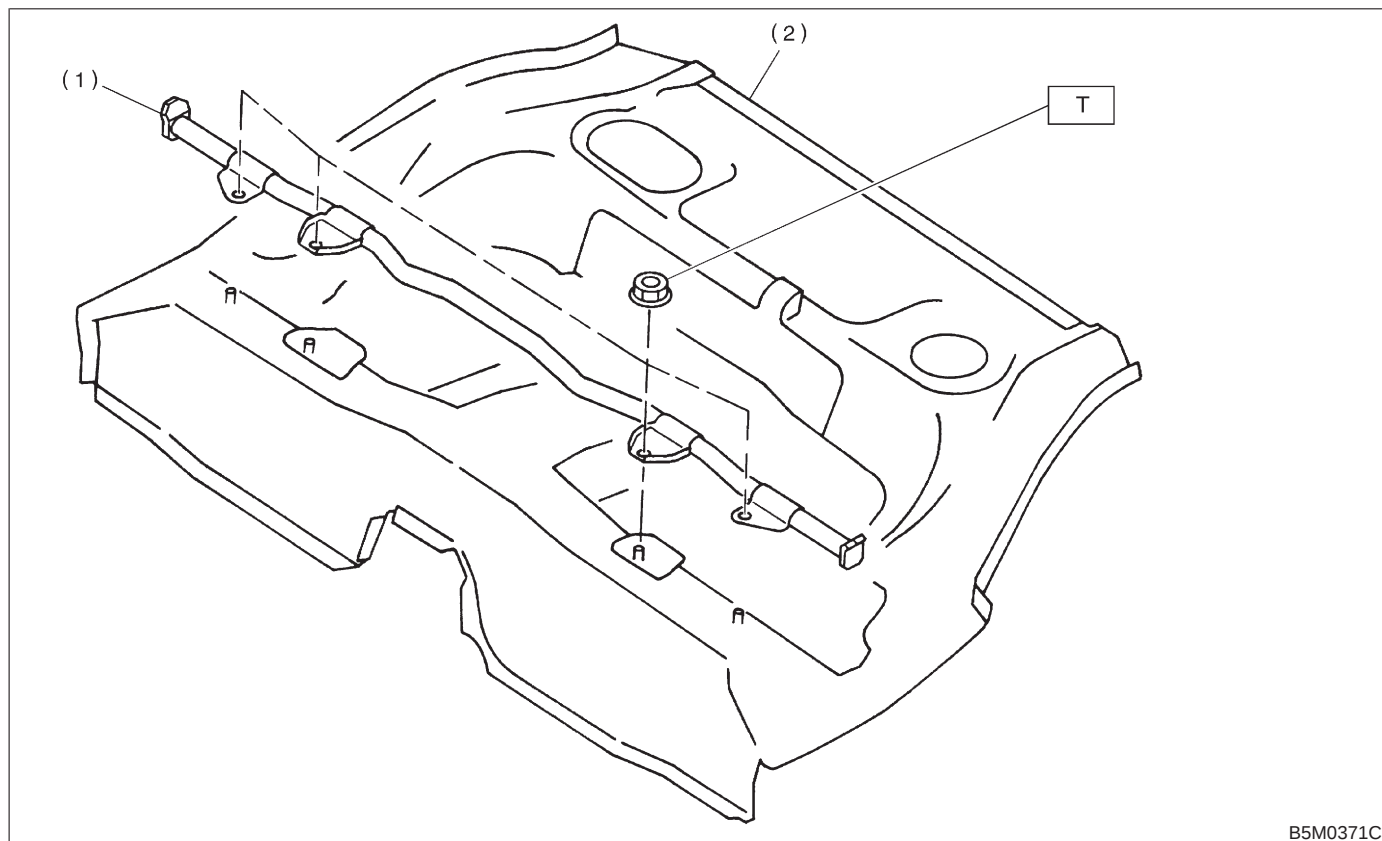


H5M0902A

- (1) Bracket
- (2) Steering beam

Tightening torque: N·m (kg·m, ft·lb)
T: 18±5 (1.8±0.5, 13.0±3.6)

7. Guard Pipe



B5M0371C

- (1) Guard pipe
- (2) Rear floor panel

Tightening torque: N·m (kg·m, ft·lb)
T: 32±10 (3.3±1.0, 23.9±7)

1. Hood

A: REMOVAL AND INSTALLATION

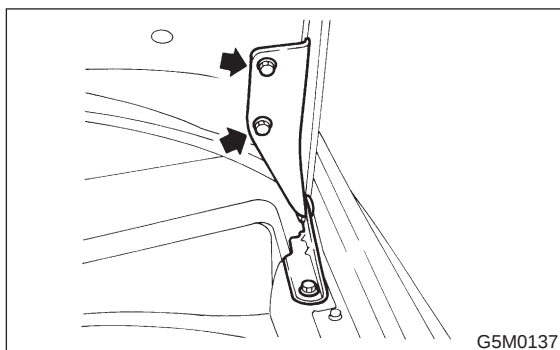
NOTE:

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.

1. HOOD

- 1) Open front hood, and remove washer hose.
- 2) Remove attaching bolts.



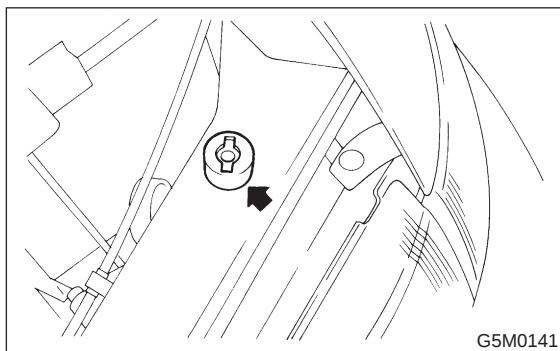
- 3) Detach front hood from hinges.
- 4) Installation is in the reverse order of removal.

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:

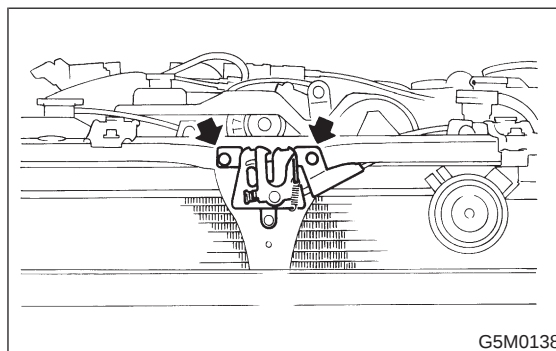
Align the center of striker with lock during installation. Make sure safety lever is properly caught by striker under the hood's own weight.



2. HOOD LOCK

- 1) Open front hood and remove front grille.

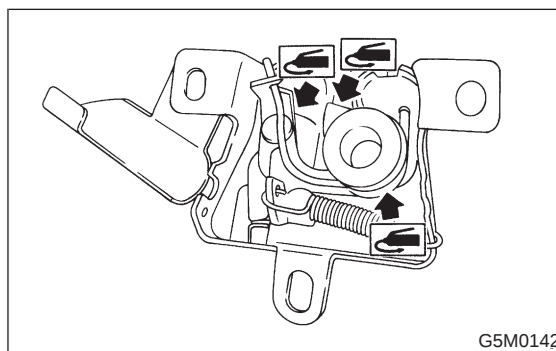
- 2) Remove bolts which secure lock assembly to radiator panel, and remove lock assembly.



- 3) Disconnect release cable from lock assembly
- 4) Installation is in the reverse order of removal.

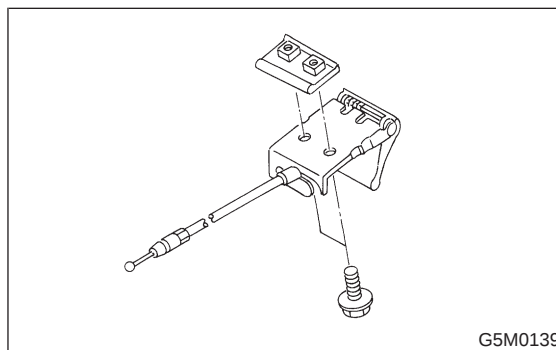
NOTE:

- Route hood lock release cable and hold with clips.
- After installing release cable, ensure it operates smoothly.
- Apply grease to sliding surfaces of parts.



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.

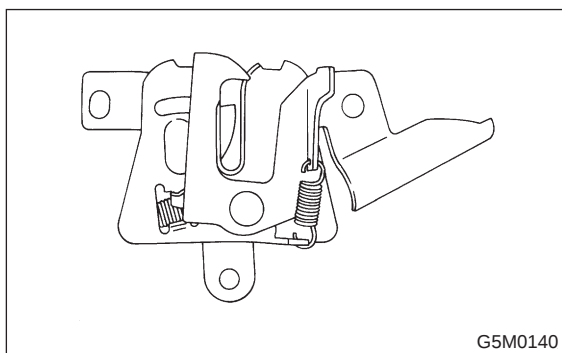


- 5) Installation is in the reverse order of removal.

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.

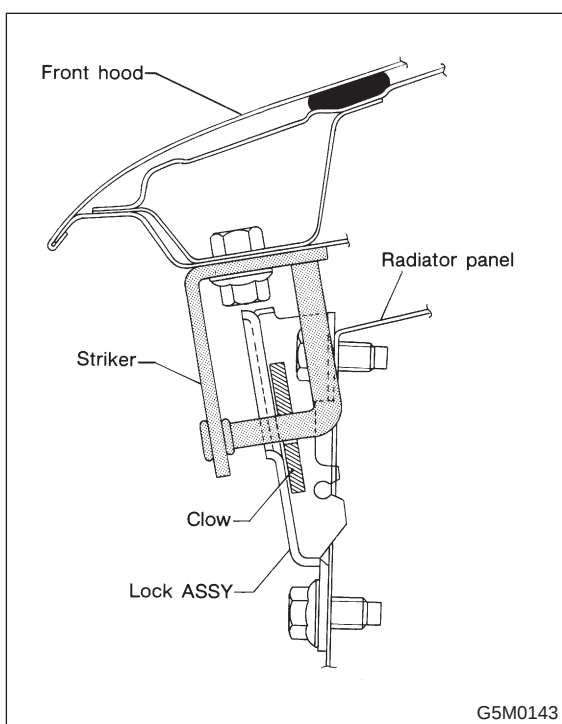


C: ADJUSTMENT

- 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

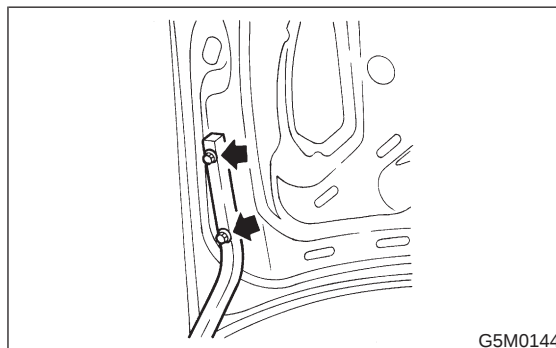
Make up-and-down adjustment of striker only when hood does not properly contact buffer or hood is not flush with fender, or when release cable does not properly operate. Adjustment can be made by adjusting the stroke length of striker after lock assembly mounting screws are removed.

2. Trunk Lid

A: REMOVAL AND INSTALLATION

1. TRUNK LID

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



- 3) Installation is in the reverse order of removal.

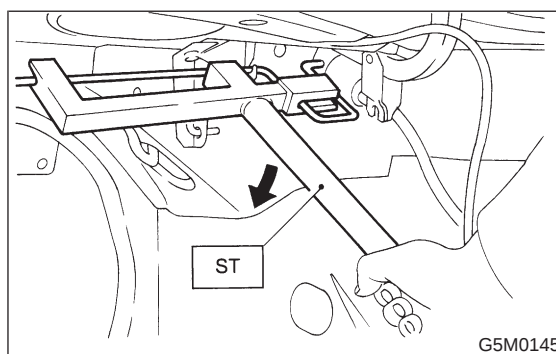
2. TORSION BAR

- 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.

- 3) Installation is in the reverse order of removal.

NOTE:

Apply a coat of grease to the rotary section of hinges and contact surfaces of torsion bars.

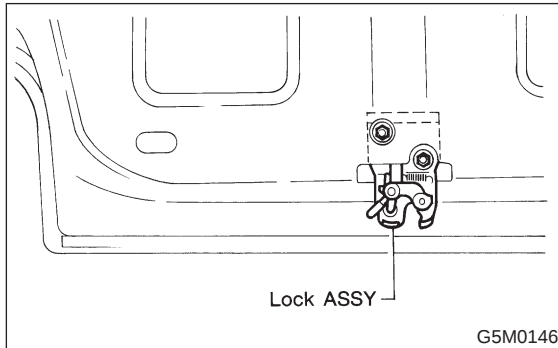
3. TRUNK LID LOCK ASSEMBLY AND KEY CYLINDER

- 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.

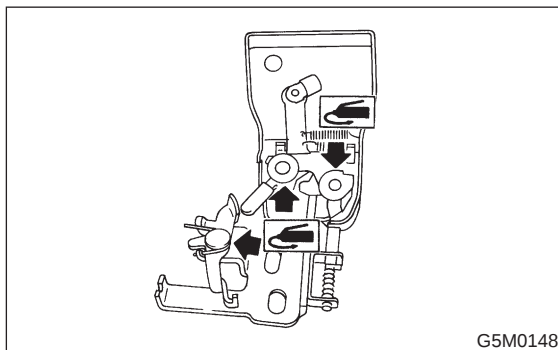


- 3) Remove clip and detach key cylinder from trunk lid.

- 4) Installation is in the reverse order of removal.

NOTE:

Apply grease to sliding surfaces of lock assembly and striker.



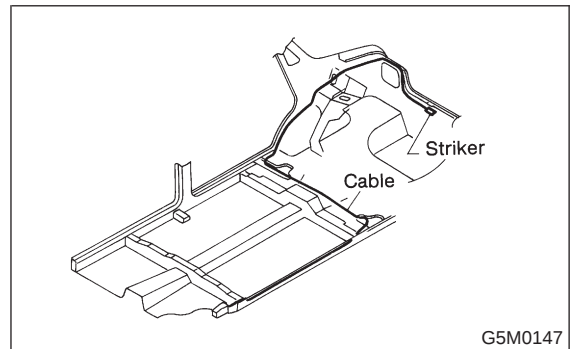
4. TRUNK LID OPENER

- 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.



- 8) 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.

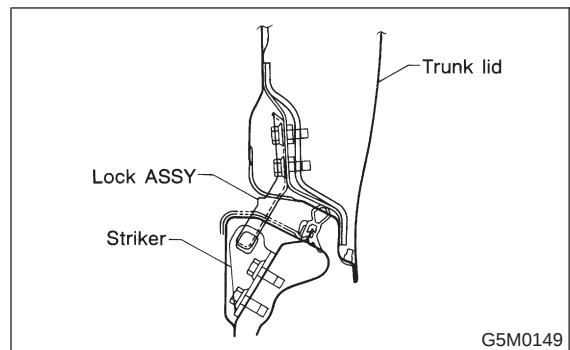
NOTE:

After installing opener cable, ensure it moves smoothly.

B: 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.

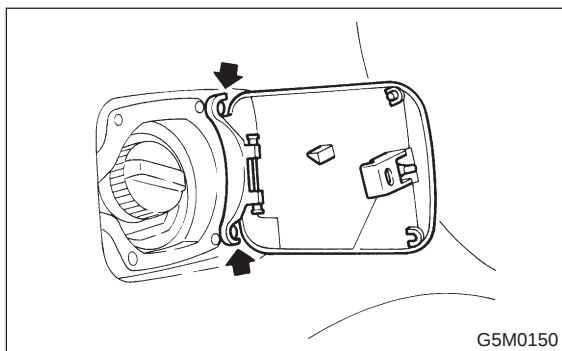


3. Fuel Flap

A: REMOVAL AND INSTALLATION

1. FUEL FLAP

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



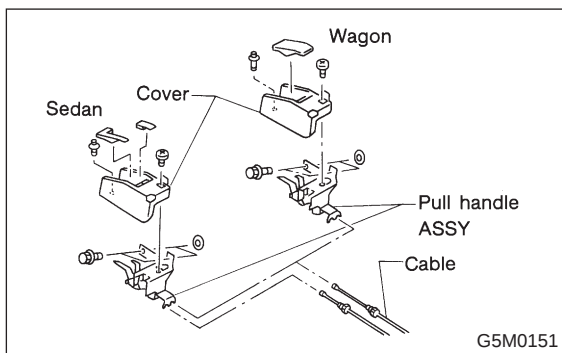
- 2) Installation is in the reverse order of removal.

CAUTION:

Make sure the clearance between fuel flap and car body is equal at all points.

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.
- 6) Installation is in the reverse order of removal.

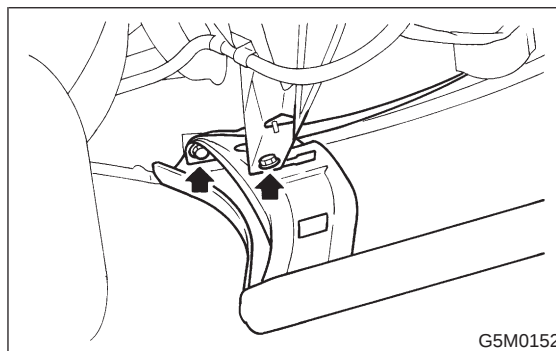
CAUTION:

- 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.

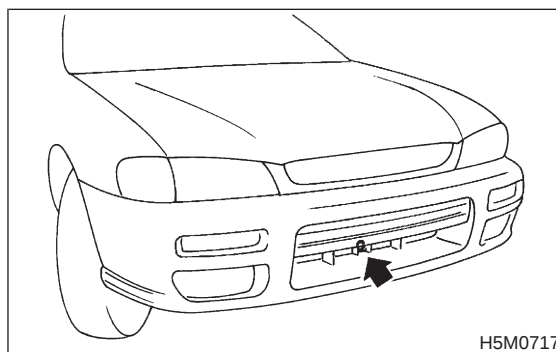
4. Front Bumper

A: REMOVAL AND INSTALLATION

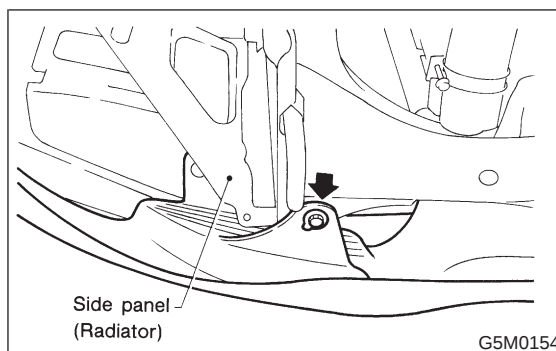
- 1) Disconnect the ground cable from the battery.
- 2) Remove the canister.
- 3) Remove the front grille.
- 4) Remove the parking light and headlight LH.
- 5) Remove the mud guard.
- 6) Remove bolts from side of bumper.



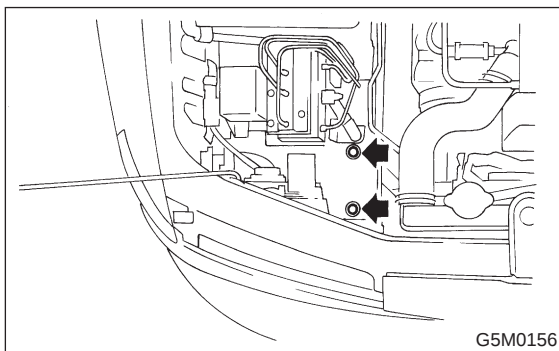
- 7) Remove bolt from lower center of bumper.



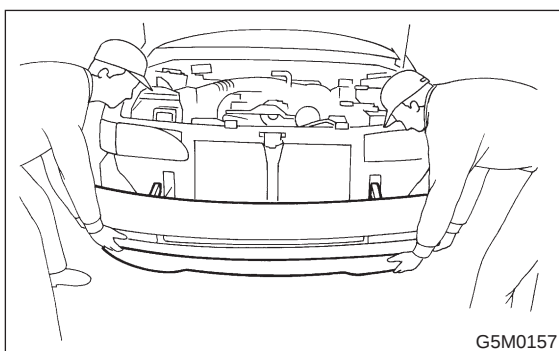
- 8) Remove bolts from lower side of bumper.



- 9) Remove bolts (engine compartment side) from bumper stays.



- 10) Remove turn signal light connector.
11) Remove bumper assembly.



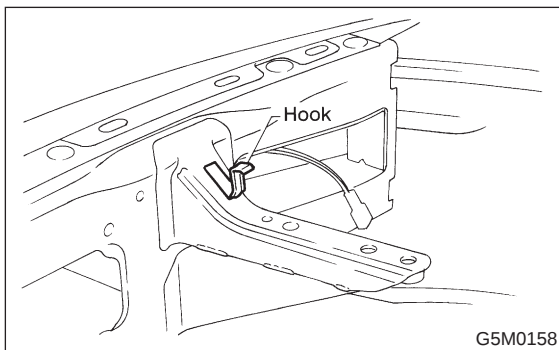
- 12) Installation is in the reverse order of removal.

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.
- When installing canister, insert air vent hose of canister into the hole on body.

NOTE:

To facilitate installation of front bumper, attach hook (located at stay) to body panel.

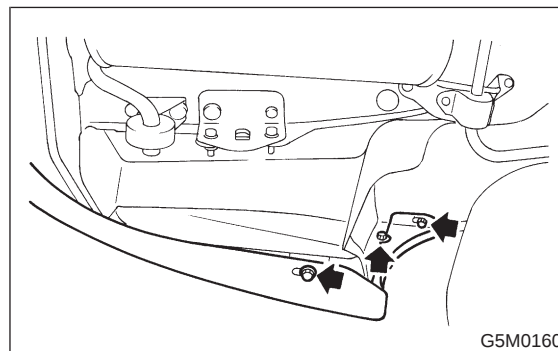


5. Rear Bumper

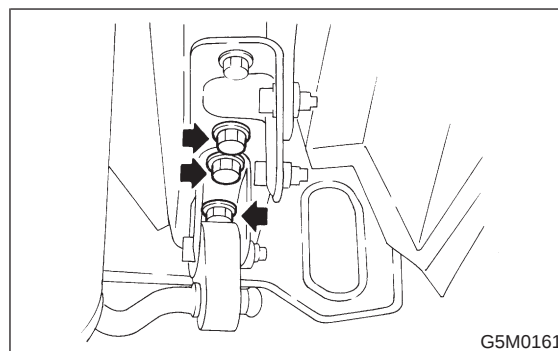
A: REMOVAL AND INSTALLATION

1. SEDAN

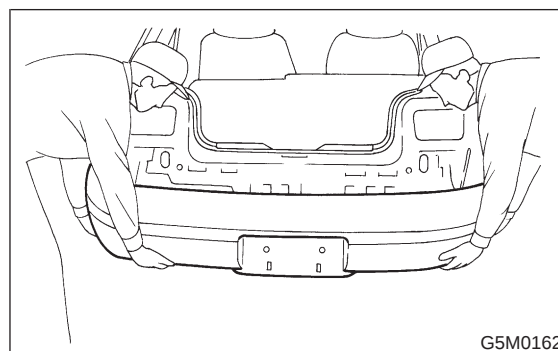
- 1) Open trunk lid. Remove trunk trim panel clips and detach trim.
- 2) Disconnect license plate light connector.
- 3) Remove bolts from side of bumper.



- 4) Remove bolts from bumper stay.



- 5) Remove rear bumper.



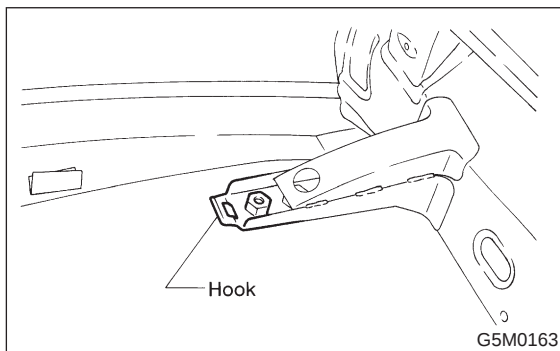
6) Installation is in the reverse order of removal.

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.

NOTE:

To facilitate installation of rear bumper, attach hook (located at stay) to body panel.



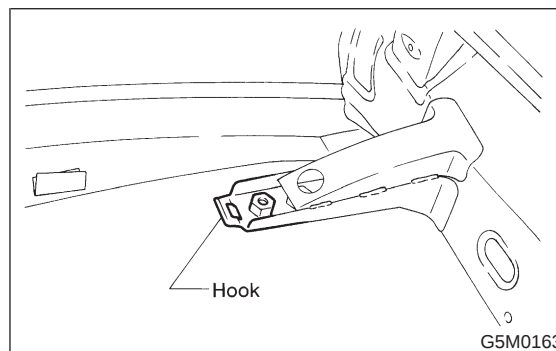
6) Installation is in the reverse order of removal.

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.

NOTE:

To facilitate installation of rear bumper, attach hook (located at stay) to body panel.

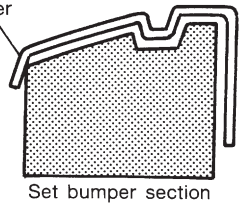


2. WAGON

- 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.

6. Coating Method for PP Bumper

A: 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.	

7. 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.

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

Almost restorable.

Process No.	Process name	Job contents	
1	Cleaning	Clean the area to be repaired using water.	
2	Sanding	Grind the repairing area with #500 sandpaper in a "feathering" motion.	
3	Finish	Resin section	Coated section
		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.	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.
		Polish the waxed area with a clean cloth after 5 to 10 minutes.	

B: DEEP DAMAGE CAUSED BY SCRATCHING FENCES, ETC.

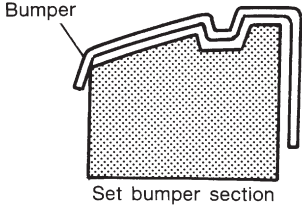
A dent cannot be repaired but a whitened or swelled part can be removed.

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

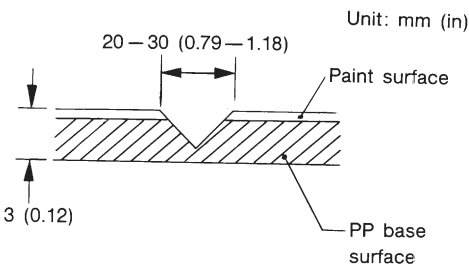
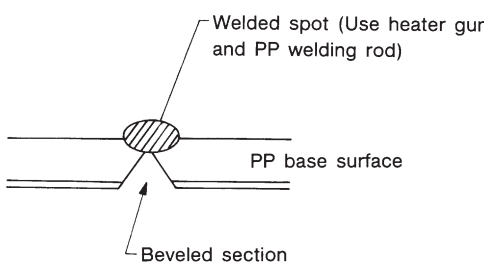
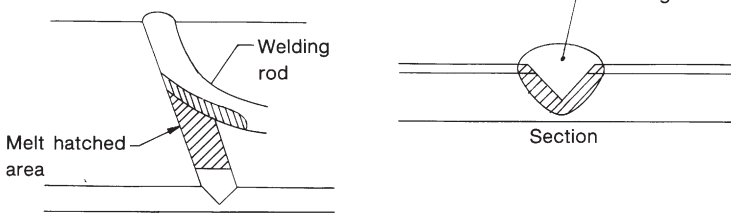
C: DEEP DAMAGE SUCH AS A BREAK OR HOLE THAT REQUIRES FILLING

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	Job contents	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.	
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).	

G5M0164

Process No.	Process name	Job contents
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.
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.

Process No.	Process name	Job contents	
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 damp-ended 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.	
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)

Process No.	Process name	Job contents	
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.	

8. Side Protector

A: REMOVAL AND INSTALLATION

NOTE:

Do not re-use protector.

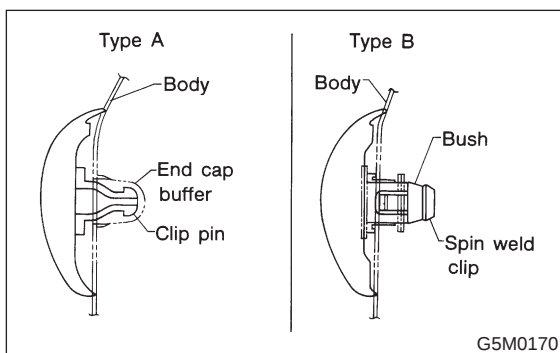
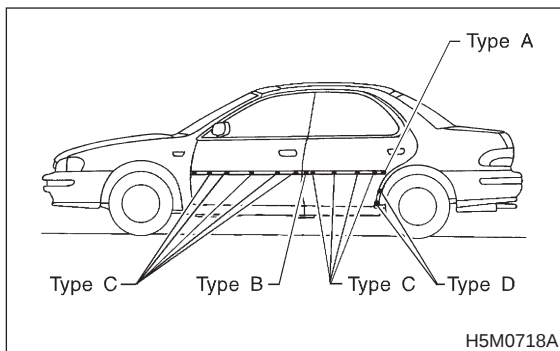
1) Type A and B:

Protector is attached to body with clips.

While holding end of protector by hand, force protector out.

NOTE:

- 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.
- Install clips in standard holes first.



2) Type C:

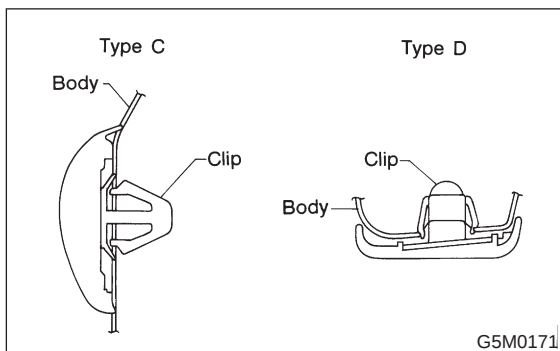
Protector is attached to body with clips.

Remove door inner trim, and detach protector by pushing clip pawl from inside.

3) Type D:

Protector is attached to body with clips.

While holding end of protector by hand, force protector out.

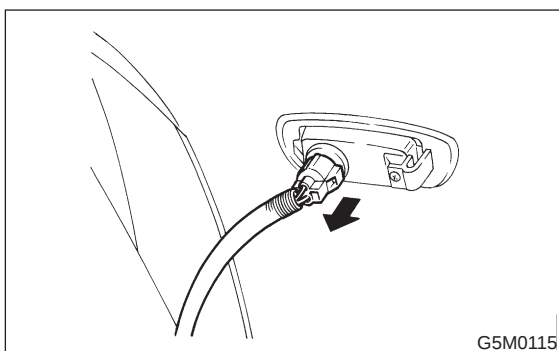
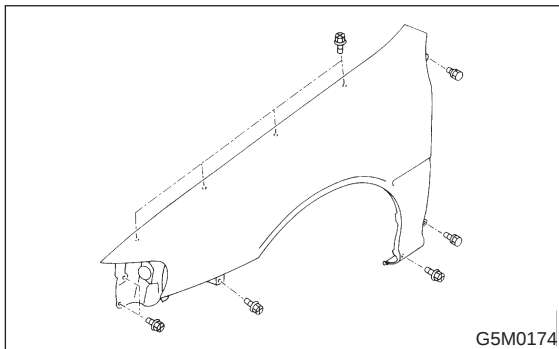


4) Installation is in the reverse order of removal.

9. Front Fender

A: REMOVAL AND INSTALLATION

- 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.

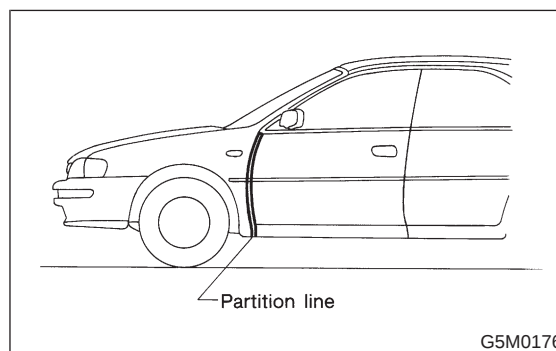
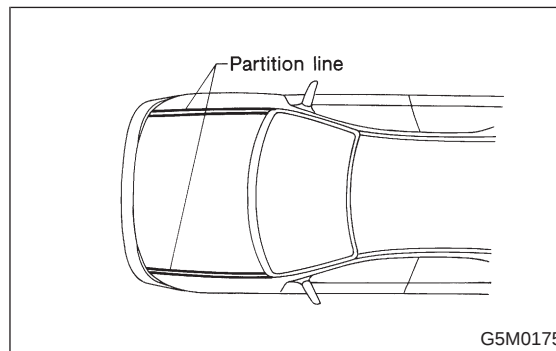
CAUTION:

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

- 8) Installation is in the reverse order of removal.

NOTE:

Check for alignment of front fender with hood and front door with front fender at all points. Adjust, if necessary.

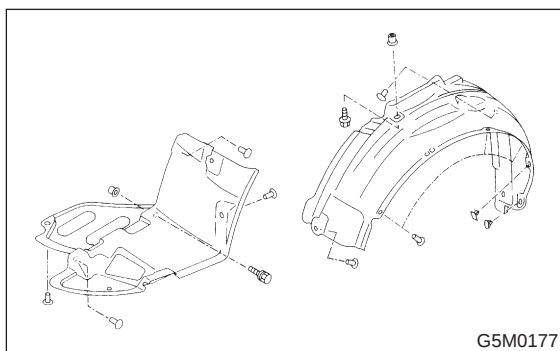


10. Mud Guard and Rear Arch Protector

A: REMOVAL AND INSTALLATION

1. MUD GUARD

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



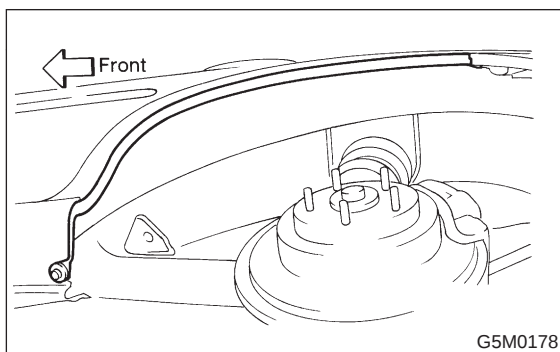
- 3) Installation is in the reverse order of removal.

CAUTION:

Only use new nuts and clips.

2. REAR ARCH PROTECTOR

- 1) Remove clip and screws.



- 2) Remove arch protectors.
- 3) Installation is in the reverse order of removal.

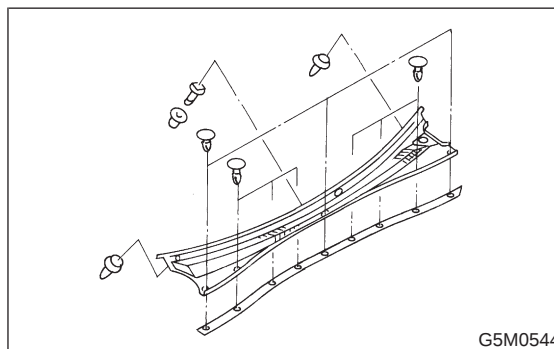
CAUTION:

Only use new nuts and clips.

11. Cowl Panel

A: REMOVAL AND INSTALLATION

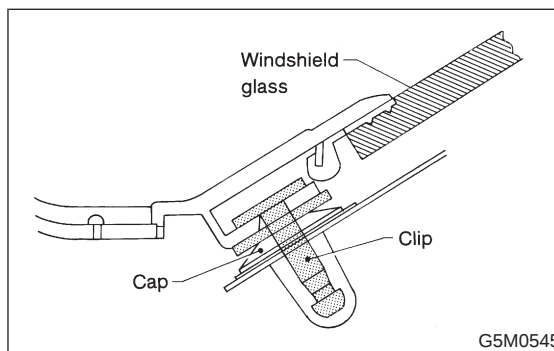
- 1) Remove wiper arms.
- 2) Open front hood.
- 3) Pry clip off front hood seal using a screwdriver.
- 4) Lift cowl panel and remove clips from windshield.



- 5) Installation is in the reverse order of removal.

NOTE:

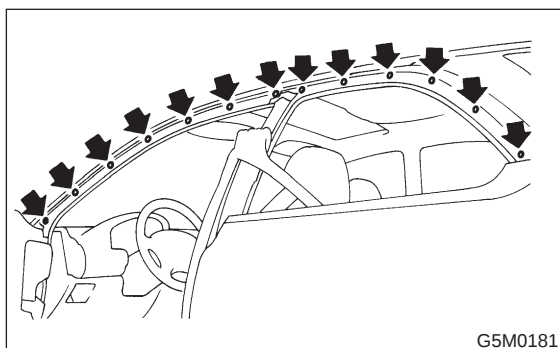
Install middle clip and other clips in that order.



12. Molding and Retainer

A: REMOVAL AND INSTALLATION

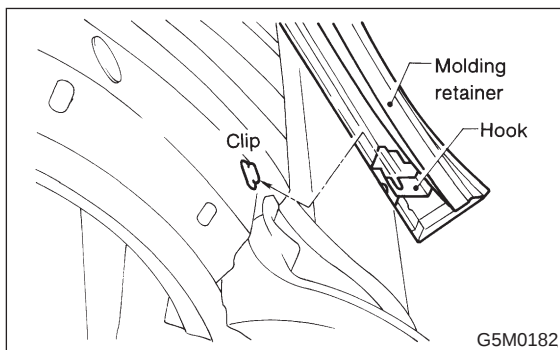
- 1) Remove weatherstrip.
- 2) Remove tapping screws.



- 3) Installation is in the reverse order of removal.

NOTE:

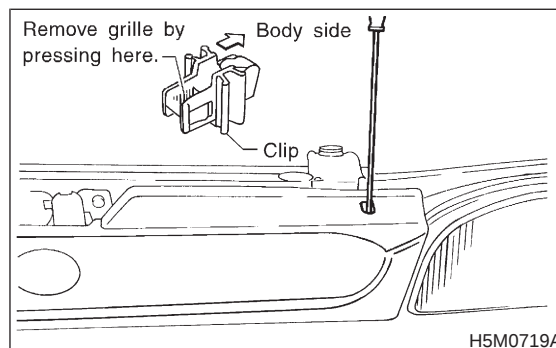
Insert clips onto hooks, then fasten with screws.



13. Front Grille

A: REMOVAL AND INSTALLATION

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



- 2) Installation is in the reverse order of removal.

NOTE:

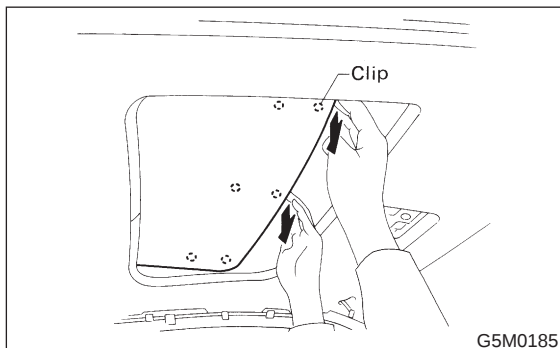
Attach all clips to grille. Align them with clip hole in body and push them into place.

14. Sunroof

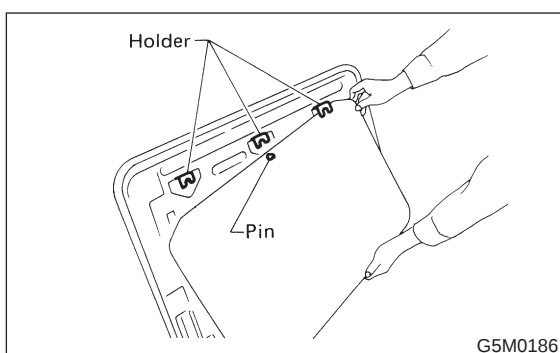
A: REMOVAL

1. SUNROOF PANEL

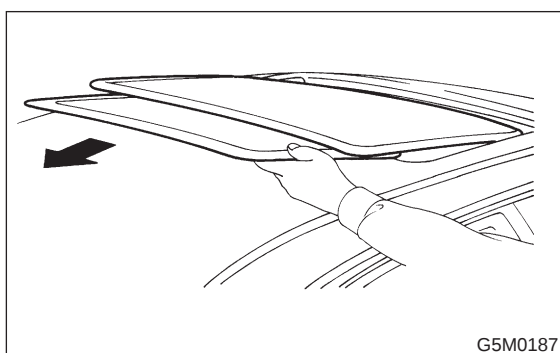
- 1) Open sunroof approx. 1/3.
- 2) Remove clips attached to front side of sunroof trim by pulling trim from inside of compartment.



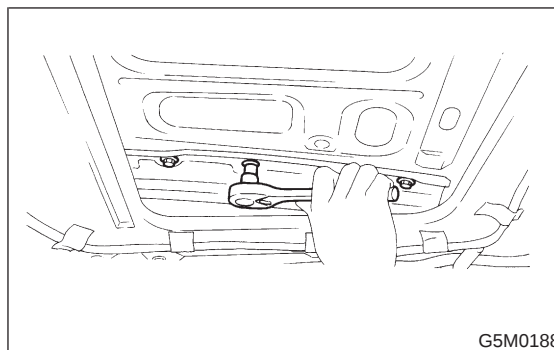
- 3) Move trim forward, and detach trim end from holder.



- 4) Detach trim.



- 5) Close sunroof and remove nuts.



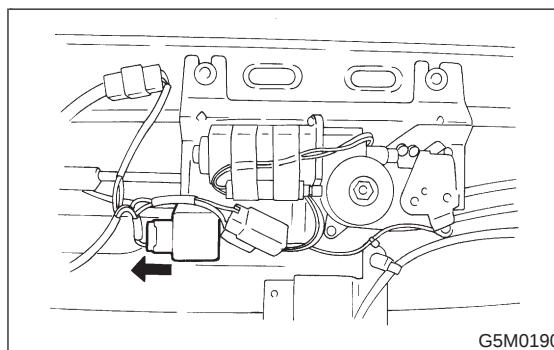
- 6) Remove sunroof panel.
- 7) Installation is in the reverse order of removal.

NOTE:

Sunroof trim reference pin must be fitted in holder notch.

2. SUNROOF MOTOR AND RELAY

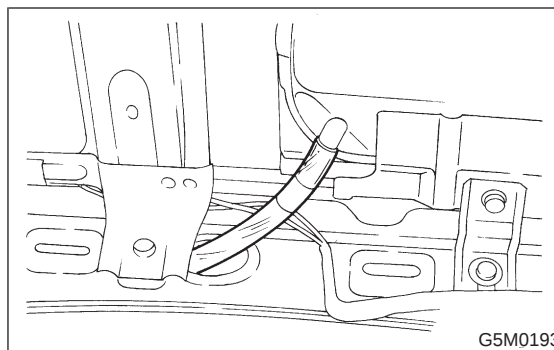
- 1) Remove roof trim, rear quarter trim, pillar trim, etc.
<Ref. to 5-3 [W500].>
- 2) Remove screw.
- 3) Disconnect connector.



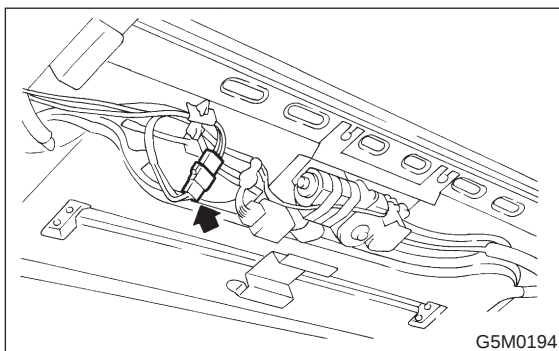
- 4) Remove relay by pulling it out.

3. SUNROOF FRAME

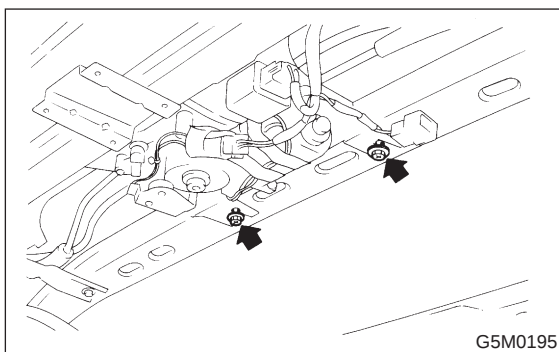
- 1) Remove roof trim, rear quarter trim, pillar trim, etc.
<Ref. to 5-3 [W500].>
- 2) Remove sunroof panel.
- 3) Disconnect front and rear drain tubes.



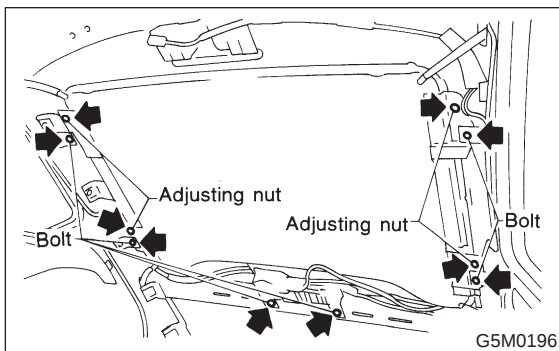
- 4) Disconnect connector between body harness and sunroof harness.



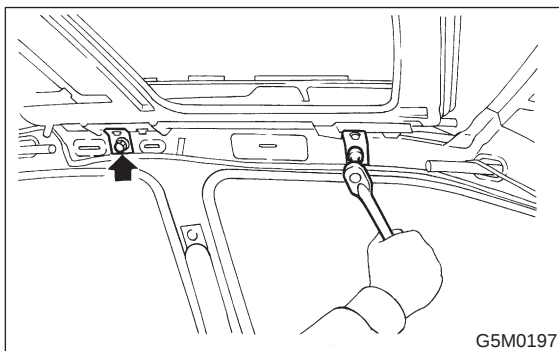
- 5) Loosen two mounting bolts near motor. (Do not remove bolts.)



- 6) Remove six bolts, and four adjusting nuts.

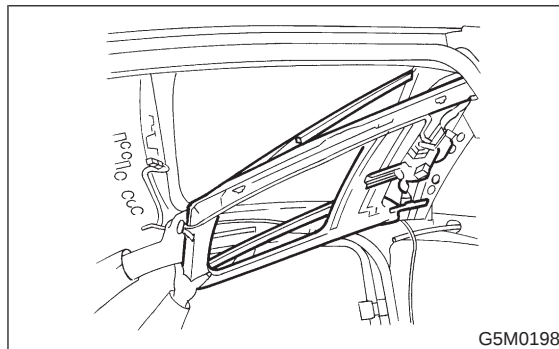


- 7) Remove sunroof frame.
- 8) Loosen set bracket mounting bolt.

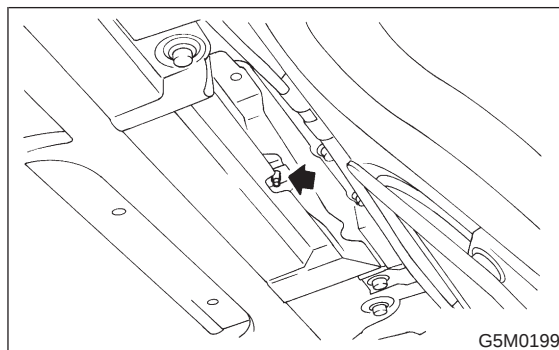


B: INSTALLATION

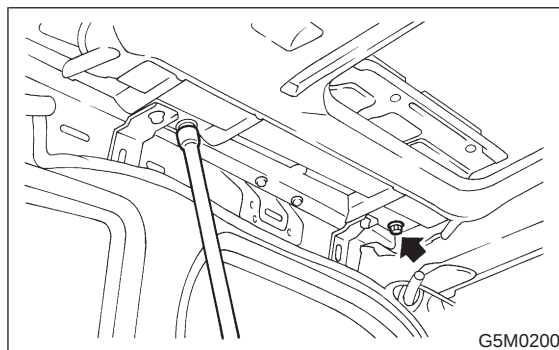
- 1) Insert frame rear end slit to two bolts fitted temporarily to roof brace.



- 2) Align frame to reference pin installed on roof.



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

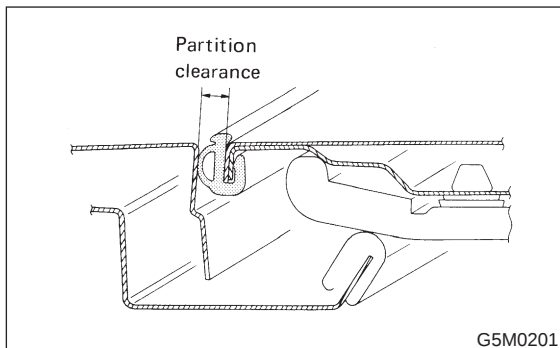


- 4) Install sunroof panel.

- 5) Adjust height by turning adjusting nut.
Also adjust front, rear, right, and left side partitions.

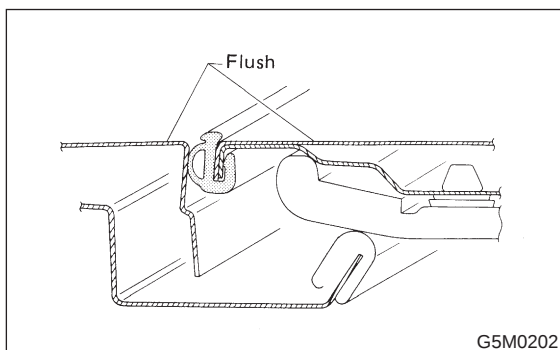
Partition clearance:

$5.9 \pm 0.5 \text{ mm}$ ($0.232 \pm 0.020 \text{ in}$)

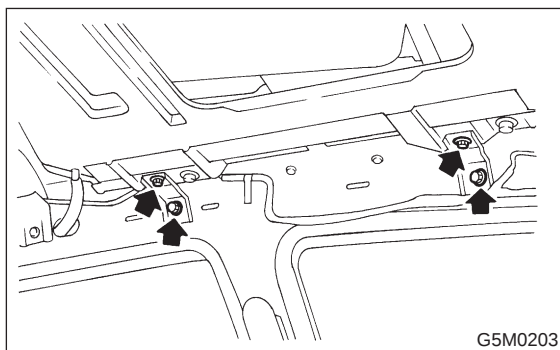


Difference in height between roof panel and sunroof panel:

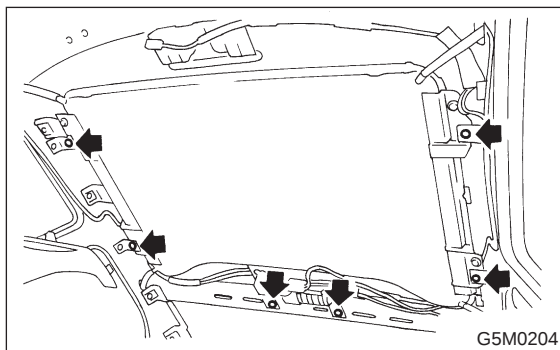
$0 \pm 1.0 \text{ mm}$ ($0 \pm 0.039 \text{ in}$)



- 6) Tighten set bracket mounting bolts.



- 7) Tighten bolts.



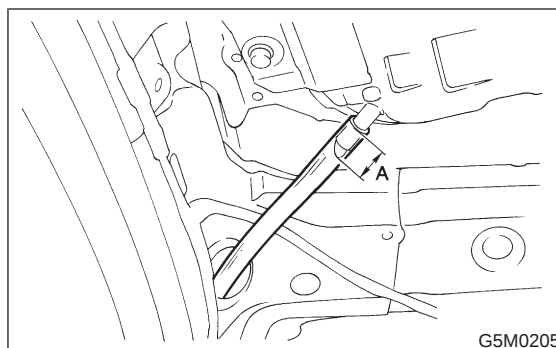
- 8) Install drain tubes.

CAUTION:

Insert drain tube securely into drain pipe.

Length: A

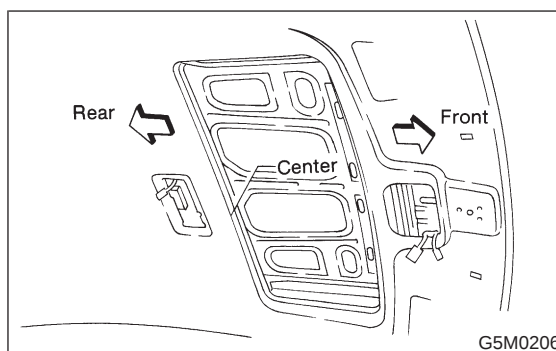
Approx. 20 mm (0.79 in)



- 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;

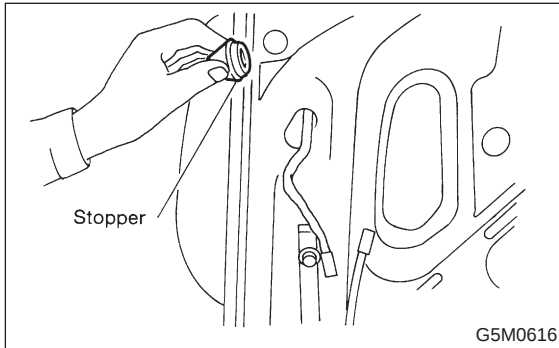
- (1) Garnish must be free from waves.
- (2) When sunroof is fully closed, must be no clearance between garnish and sunroof trim.
- (3) Sunroof must be free from slack and noise when it is fully opened and closed.

15. Rear Spoiler

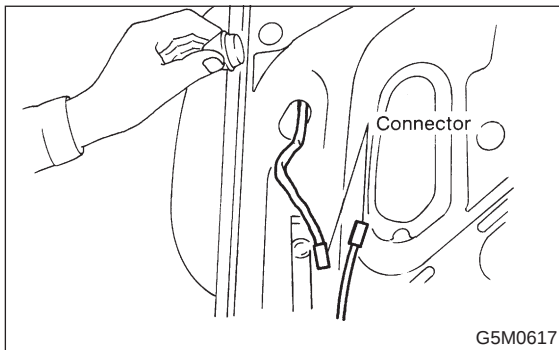
A: REMOVAL AND INSTALLATION

1. COUPE

- 1) Remove stoppers from both sides of trunk lid.



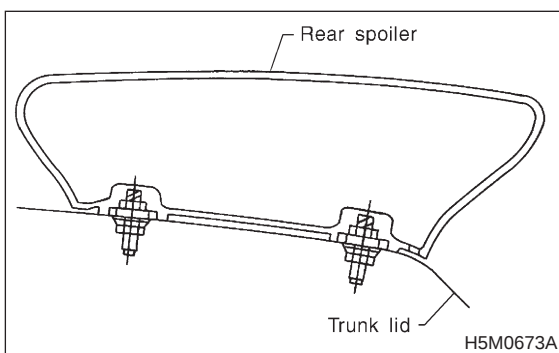
- 2) Disconnect high-mount stop light connector.



- 3) Remove nuts from rear spoiler.

CAUTION:

Be careful not to drop nuts into box section of trunk lid.



- 4) Lift rear spoiler and unfasten clips.
- 5) Remove spoiler from trunk lid.

CAUTION:

Be careful not to damage trunk lid.

- 6) Installation is in the reverse order of removal.

Tightening torque:

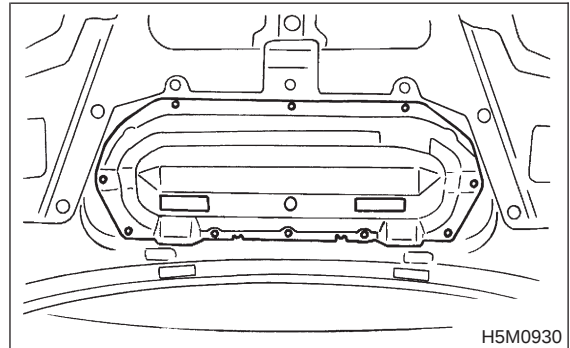
$7.4 \pm 2.0 \text{ N}\cdot\text{m}$ ($0.75 \pm 0.2 \text{ kg}\cdot\text{m}$, $5.4 \pm 1.4 \text{ ft}\cdot\text{lb}$)

16. Hood Duct

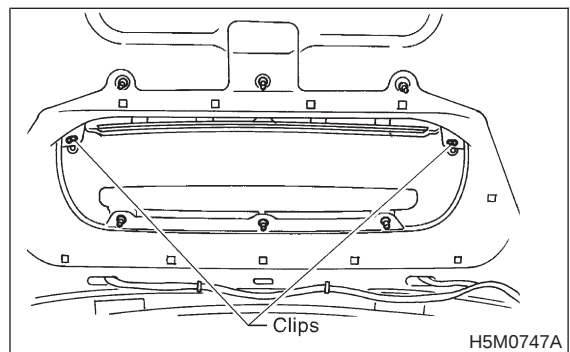
A: REMOVAL AND INSTALLATION

1. CENTER DUCT

- 1) Open the hood.
- 2) Remove clip and screws, then remove brace cover.



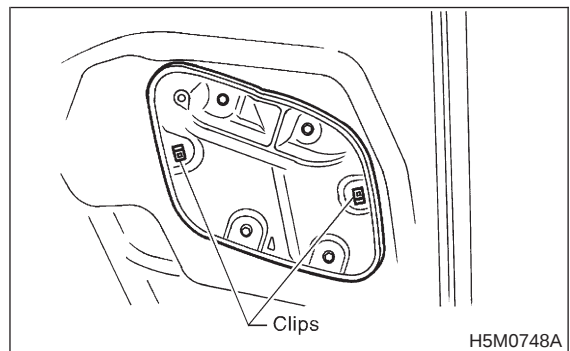
- 3) Remove six nuts.
- 4) Disconnect the two clips from hood, then remove hood duct grille.



- 5) Installation is in the reverse order of removal.

2. SIDE DUCT

- 1) Open the hood.
- 2) Remove four nuts.
- 3) Disconnect the two clips from brace cover, then remove brace cover.



- 4) Remove duct grille.
- 5) Installation is in the reverse order of removal.

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.

MEMO: