

LUBRICATION AND MAINTENANCE

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SCHEDULED MAINTENANCE TABLE (FOR U.S.A.)

RECOMMENDED CUSTOMER MAINTENANCE

The following maintenance services must be performed to assure good emission control and performance. Keep receipts for all vehicle emission services to protect your emission warranty.

Where both mileage and time are shown, the frequency of service is determined by whichever occurs first.

R : REPLACE

I : INSPECT, AFTER INSPECTION, CLEAN, ADJUST, REPAIR OR REPLACE IF NECESSARY

NO	DESCRIPTION	MILES X 1000	7.5	15	22.5	30	37.5	45	52.5	60
		KILOMETERS X 1000	12	24	36	48	60	72	84	96
		MONTHS	5	10	20	30	40	50	60	70
EMISSION CONTROL ITEMS										
1	ENGINE OIL AND FILTER		R	R	R	R	R	R	R	R
2	VALVE CLEARANCE			I		I		I		I
3	FUEL FILTER								R	
4	FUEL LINES AND CONNECTIONS								I	
5	VACUUM, CRANKCASE VENTILATION HOSES								I	
6	FUEL HOSE, VAPOR HOSE & FUEL FILLER CAP								I	
7	AIR CLEANER FILTER					R				R
8	SPARK PLUGS					R				R
9	EVAPORATIVE EMISSION CONTROL SYSTEM (FOR CARBURETOR ONLY)								I	

NO	DESCRIPTION	MILES X 1000	7.5	15	22.5	30	37.5	45	52.5	60
		KILOMETERS X 1000	12	24	36	48	60	72	84	96
		MONTHS	5	10	20	30	40	50	60	70
GENERAL ITEMS										
1	DRIVE BELT (WATER PUMP AND ALTERNATOR)					I				I
2	ENGINE COOLANT					R				R
3	TIMING BELT									R
4	MANUAL TRANSAXLE OIL					I				I
5	AUTOMATIC TRANSAXLE OIL			I		R		I		R
6	BRAKE FLUID					R				R
7	BRAKE HOSES, LINES			I		I		I		I
8	REAR BRAKE DRUMS/LININGS/PARKING BRAKE					I				I
9	BRAKE PADS, CALIPERS, ROTORS			I		I		I		I
10	EXHAUST PIPE CONNECTIONS, MUFFLER & SUSPENSION BOLTS					I				I
11	STEERING GEAR RACK, LINKAGE & BOOTS					I				I
12	WHEEL BEARING GREASE					I				I
13	DRIVESHAFTS & BOOTS			I		I		I		I

MAINTENANCE UNDER SEVERE USAGE CONDITIONS (FOR U.S.A.)

The following items must be serviced more frequently on vehicles normally used under severe driving conditions. Refer to the chart below for the appropriate maintenance intervals.

I : INSPECT, CORRECT OR REPLACE IF NECESSARY
R : REPLACE

MAINTENANCE ITEM	MAINTENANCE OPERATION	MAINTENANCE INTERVALS	DRIVING CONDITION
ENGINE OIL AND FILTER	R	Every 3,000 miles (4,800 km) or 3 months	A, B, C, F, H
AIR CLEANER FILTER	R	More frequently	C, E
CRANKCASE EMISSION CONTROL SYSTEM (FOR CARBURETOR ONLY)	I	More frequently	C
SPARK PLUGS	R	Every 24,000 miles (40,000 km) or 18 months	B, H
BRAKE PADS, CALIPERS, ROTORS	I	More frequently	C, D, G, H
REAR BRAKE DRUMS/LININGS	I	More frequently	C, D, G, H
STEERING GEAR RACK LINKAGE & BOOTS	I	Every 7,500 miles (12,000 km) or 6 months	C, D, E, F, G
DRIVESHAFT & BOOTS	I	Every 7,500 miles (12,000 km) or 6 months	C, E, F

SEVERE DRIVING CONDITIONS

A-Repeated short distance driving

B-Extensive idling

C-Driving in dusty conditions

D-Driving in areas using salt or other corrosive materials or in very cold weather

E-Driving in sandy areas

F-More than 50% driving in heavy city traffic during hot weather above 90°F (32°C)

G-Driving in mountainous areas.

H-Towing a trailer

SCHEDULED MAINTENANCE TABLE (FOR CANADA)

RECOMMENDED CUSTOMER MAINTENANCE

The following maintenance services must be performed to assure good emission control and performance. Keep receipts for all vehicle emission services to protect your emission warranty.

Where both mileage and time are shown, the frequency of service is determined by whichever occurs first.

R : REPLACE

I : INSPECT, AFTER INSPECTION, CLEAN, ADJUST, REPAIR OR REPLACE IF NECESSARY

NO	DESCRIPTION	KILOMETERS X 1000	12	24	36	48	60	72	84	96
		MILESX1000	7.5	25	22.5	30	37.5	45	52.5	60
EMISSION CONTROL ITEMS										
1	ENGINE OIL AND FILTER	(or every 6 months)	R	R	R	R	R	R	R	R
2	VALVE CLEARANCE			I		I		I		I
3	FUEL FILTER								R	
4	FUEL LINES AND CONNECTIONS								I	
5	VACUUM, CRANKCASE VENTILATION HOSES								I	
6	FUEL HOSE, VAPOR HOSE & FUEL FILLER CAP								I	
7	AIR CLEANER FILTER					R				R
8	SPARK PLUGS					R				R
9	EVAPORATIVE EMISSION CONTROL SYSTEM (FOR CARBURETOR)								I	

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		MILESX1000	7.5	15	22.5	30	37.5	45	52.5	60
GENERAL ITEMS										
1	DRIVE BELT (FOR WATER PUMP, ALTERNATOR AND P/S)					I				I
2	ENGINE COOLANT (or every 2 years)					R				R
3	TIMING BELT									R
4	MANUAL TRANSAXLE OIL					I				I
5	AUTOMATIC TRANSAXLE FLUID			I		R		I		R
6	BRAKE HOSES, LINES			I		I		I		I
7	BRAEK FLUID (or every 2 years)					R				R
8	REAR BRAKE DRUMS/LININGS/PARKING BRAKE					I				I
9	BRAKE PADS, CALIPERS, ROTORS			I		I		I		I
10	EXHAUST PIPE CONNECTIONS, MUFFLER & SUSPENSION BOLTS					I				I
11	STEERING GEAR RACK, LINKAGE & BOOTS					I				I
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RECOMMENDED LUBRICANTS AND CAPACITIES

RECOMMENDED LUBRICANTS

Parts	Specifications	Remarks
Engine oil	API classification SG or SG/CD	For further details, refer to SAE viscosity number
Manual transaxle	API classification GL-4 or GL-5	SAE grade number: SAE 75W/85W or 75W/90
Automatic transaxle	GENUINE HYUNDAI AUTOMATIC TRANSMISSION FLUID, MOPAR ATF PLUS TYPE 7176 OR DIAMOND ATF SP	MOPAR ATF PLUS TYPE 7176 is recommended lubricant
Brake	Conforming to DOT 3 or equivalent	
Rear wheel bearing	SAE J310a Multipurpose NLGI-No.2 or equivalent	
Cooling system	High quality ethylene glycol	Concentration level 50%
Transaxle linkage, parking brake cable mechanism, hood lock and hook, door latch, seat adjuster, trunk latch, door hinges, trunk hinges	Multipurpose grease NLGI Grade #2	
Door hinges, trunk hinges	Engine oil	
Power steering	DEXRON®II type	

LUBRICANTS CAPACITIES

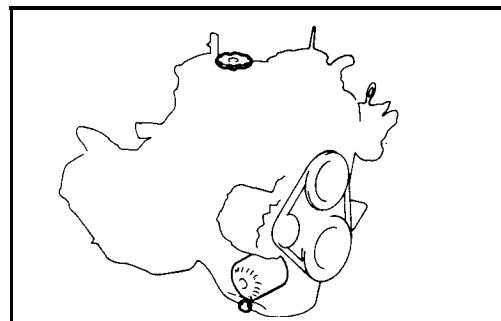
Description	Capacities	Remarks
Engine oil		
Oil pan	3.0 lit (3.17 U.S. qts., 2.64 Imp.qts.)	
Oil filter	0.4 lit (0.42 U.S. qts., 0.35 Imp.qts.)	
Total [Dry fill]	3.4 lit (3.59 U.S. qts., 2.99 Imp.qts.)	
Cooling system	5.3 lit (5.6 U.S. qts., 5.0 Imp.qts.)	
Manual transaxle	1.8 lit (1.9 U.S. qts., 1.6 Imp.qts.) (KM201)	
	1.7 lit (1.8 U.S. qts., 1.5 Imp.qts.) (KM200)	
Automatic transaxle	6.1 lit (6.4 U.S. qts., 5.4 Imp.qts.)	
Power steering	0.9 lit (0.95 qts.)	

MAINTENANCE SERVICE

ENGINE OIL

Always use lubricants which conform to the requirements of the API classification "For Service SG or For Service SG/CD" when available, and have proper SAE grade number for the expected temperature range.

Refer to page 20-11, 20-12.



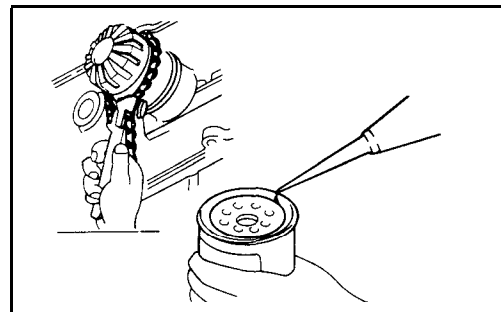
ENGINE OIL FILTER

1. Remove the oil filter with a suitable wrench.
2. For installation, apply engine oil to the oil filter gasket and tighten the oil filter fully by hand.

NOTE

Be sure gasket sealing surface on engine block is clean and free of debris.

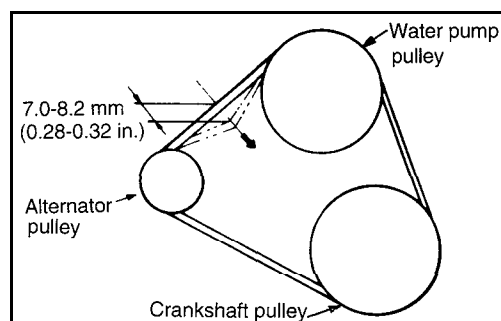
Be sure to remove old gasket from block prior to installing new filter.



DRIVE BELT

1. To check belt tension, apply moderate pressure (approximately 100 N, 22 lb) midway between the pulleys. Check the deflection and adjust if necessary.

Drive belt deflection. 7.0-8.2 mm (0.28-0.32 in.)



VALVE CLEARANCE

Intake and Exhaust Valves

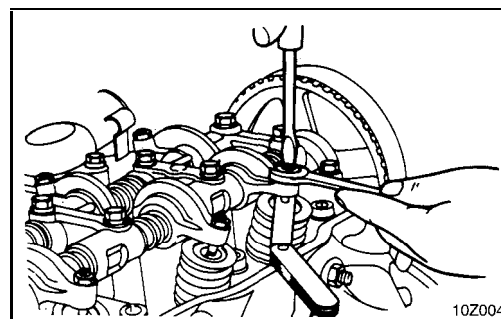
Adjustment condition

Normal operating temperature [Cooling temperature 80 to 95°C (176 to 205°F)]

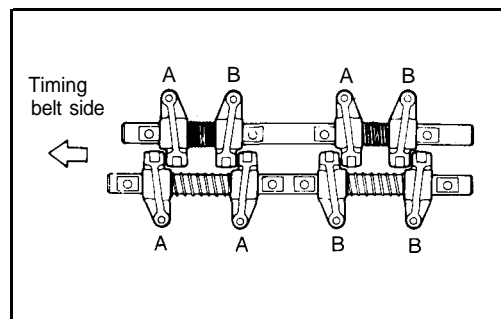
1. Place piston of No. 1 cylinder at top dead center of compression stroke to adjust valve clearances marked A, as shown, in the next page.
2. Loosen nut and adjust to specification with adjusting screw. Then retighten nut.

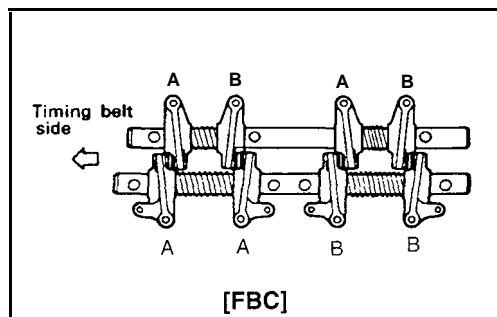
Valve clearance (on hot engine)

Intake 0.15 mm (0.006 in.)
Exhaust. 0.25 mm (0.010 in.)



3. After nut has been retightened, recheck to see if clearance is correct.
4. Place piston in No. 4 cylinder at top dead center on compression stroke to adjust valve clearance marked B, as shown.
5. Adjust by repeating steps 2 and 3.
6. Check idle speed and readjust if necessary.





Jet Valve [FBC]

Adjustment condition:

Normal operating temperature. [Coolant temperature 80 to 95°C (176 to 205°F)]

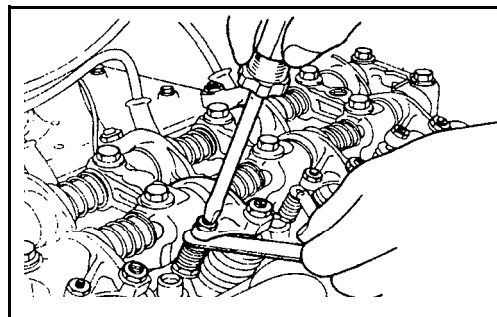
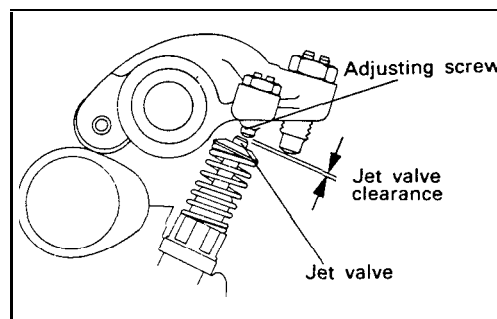
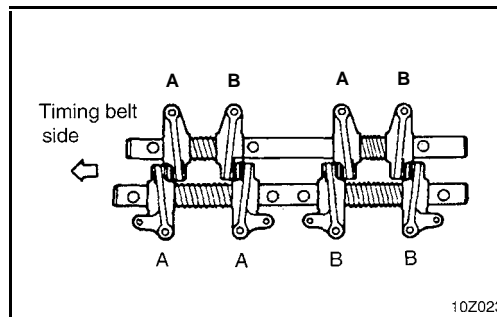
NOTE

- 1) **An incorrect jet valve clearance will affect the emission levels and could also cause engine troubles.**
- 2) **Adjust the jet valve clearance before adjusting the intake valve clearance. The cylinder head bolts should be retightened before attempting this adjustment.**
- 3) **The jet valve clearance should be adjusted with the intake valve adjusting screw fully loosened.**

1. Place piston of No. 1 cylinder at top dead center of compression stroke to adjust valve clearances marked A of intake valve side.
2. Back off the intake valve adjusting screw (two or more turns).
3. Loosen the lock nut on the jet valve adjusting screw.
4. Back off the jet valve adjusting screw and place a 0.25 mm (0.01 in.) leaf of the feeler gauge between the top end of the jet valve stem and the bottom end of the adjusting screw.

Jet valve clearance (on hot engine) . . . 0.25 mm (0.010 in.)

5. Screw in the adjusting screw (clockwise) until the bottom end of the adjusting screw touches the feeler gauge. Since the jet valve spring is weak in tensile strength, use special care not to force the jet valve in. Be careful particularly if the adjusting screw is hard to turn.
6. While holding the adjusting screw in place with a screwdriver, tighten the lock nut firmly.
7. Check with leaf of the feeler gauge to ensure a 0.25 mm (0.010 in.) clearance.
8. Adjust the intake valve clearance.
9. Place piston in No. 4 cylinder at top dead center on compression stroke to adjust valve clearances marked B of intake valve side.
10. Adjust by repeating steps 2 and 8.

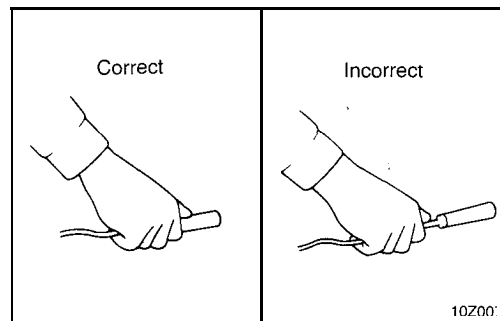


REPLACEMENT OF IGNITION CABLES

The ignition cables should be replaced periodically with new ones. After replacing, make sure that the ignition cables and terminals are properly connected and fully seated.

NOTE:

When disconnecting an ignition cable, be sure to hold cable cap. If the cable is disconnected by pulling on the cable alone an open circuit might result.



REPLACEMENT OF THE AIR FILTER [MPI]

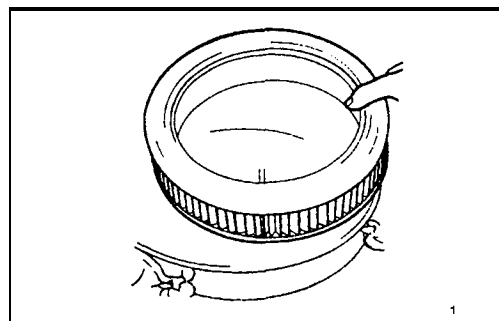
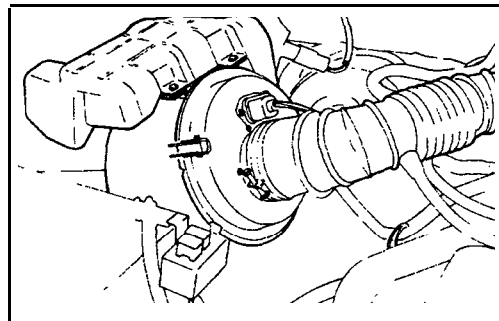
The air filter will become dirty during use, which will decrease fuel economy. Replace with a new one.

1. Remove the air intake hose and air duct.
2. Disconnect the connector for the air-flow sensor from the air filter cover.
3. Disconnect the air filter cover clip.
4. Remove the air filter cover.

NOTE

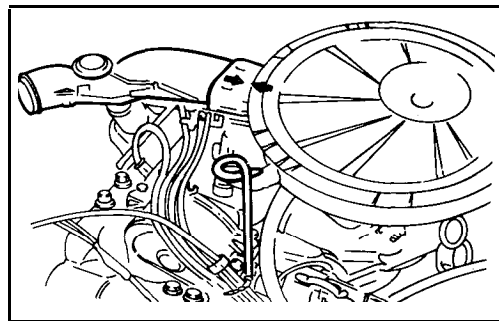
The air filter cover should be removed carefully because it includes the air-flow sensor.

5. Remove the air filter element.
6. Set in a new air filter element and clamp the air filter cover.



AIR CLEANER FILTER [FBC]

1. Remove the wing nut. Use pliers only if the wing nut is difficult to remove.
2. Unsnap the clips.
3. Remove the filter by hand, and replace it with a new filter.
4. Install the air filter, the cover and housing, taking care that the arrows are aligned.
5. Tighten the wing nut by hand and attach the clips.



FBC SYSTEM

Ignition Timing (Check and adjust as required)

Adjustment condition:

Lights, electric cooling fan and all accessories are off, and transaxle is in neutral.

1. Run the engine at fast idle until the coolant temperature is raised to 80 to 95°C (176-205°F)
 2. Run the engine at the specified curb idle speed.
 3. Read the ignition timing. (Refer to the next page).
- If not within specifications, adjust the ignition timing by loosening the distributor fitting nut and rotating the distributor.

Basic Ignition Timing Set Procedure at High-altitude

Adjustment condition:

Lights, electric cooling fan and all accessories are off, and transaxle is in neutral.

1. Run the engine at fast idle until the coolant temperature is raised to 80-95°C (176-205°F)
2. Disconnect the hoses from the distributor and temporarily seal the hoses end (Vacuum OFF).
3. Run the engine at the specified idle speed (rpm).
4. Read the ignition timing.
If not within specifications, adjust the ignition timing by rotating the distributor after loosening the distributor fitting nut.
5. Reconnect the vacuum hoses to the distributor.

Engine Idle Speed Check Procedure

Check to see if the engine is idling at the specified speed. If not, adjust the idle speed to the specified value by the adjusting procedure.

NOTE

The improper setting (throttle valve opening) will increase exhaust gas temperature at deceleration, reducing catalyst life greatly and deteriorating exhaust gas cleaning performance.

Engine Idle Speed Adjustment

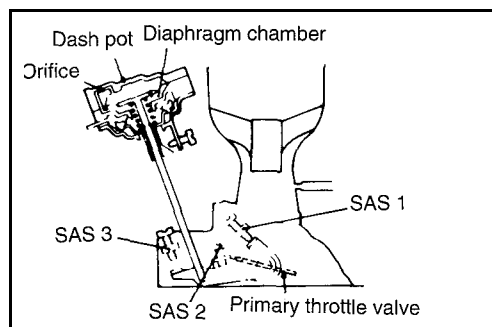
Adjustment condition:

Lights and all accessories are off, transaxle is in neutral and parking brake pulled.

1. Run the engine at fast idle till the coolant temperature reaches 80 to 95°C (176-205°F).
2. Run the engine for more than 5 seconds at an engine speed of 2,000 to 3,000 rpm.
3. Run the engine at idle for 2 minutes.
4. Using a tachometer, check the idling speed. If it does not meet specifications, readjust the speed to the normal specification using the idle speed adjusting screw SAS 1.

Engine Tune-up Specifications

Idle rpm	Idle up rpm	Ignition timing
700 ± 100	800 ± 100	BTDC 5° ± 1°



Carburetor Choke Mechanism And Linkage

Apply solvent to the choke pinion and shaft to remove dirt, oil and any other deposits.

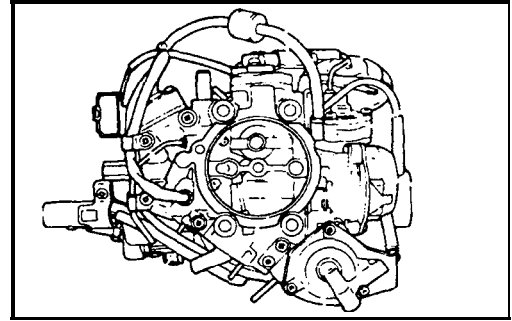
Move the choke valve back and forth to distribute the solvent.

Throttle Position System

1. Check if the plunger of throttle position sensor follows the movement of the cam mounted on the throttle shaft with good response. Also check the sensor body and plunger for damage and cracks.
2. Using a screwdriver, check the throttle sensor mounting screws for looseness.
3. Check if the throttle sensor has specified output. Refer to FUEL SYSTEM GROUP.

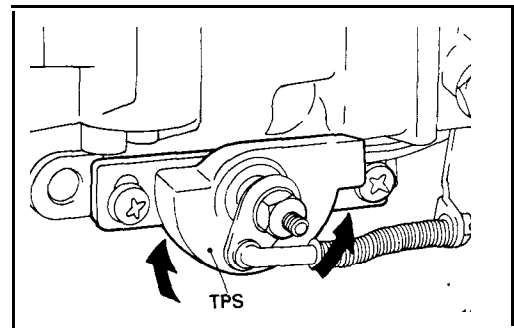
NOTE

The throttle sensor output is used for feedback control. Therefore, if the setting is disturbed in use, the driveability and exhaust gas will be adversely affected.



Throttle Position Sensor

1. With the engine stopped, remove the air cleaner from the engine and perform the following check.
 - 1) Check the linkage of throttle position sensor for operation. To do this, operate the throttle lever manually for acceleration and deceleration and check if the linkage rotates the movement of the cam (mounted on the throttle shaft) with good response.
 - 2) Check the throttle sensor body for damage and cracks.
 - 3) Using a screwdriver or the like, check the throttle sensor mounting screws for looseness.



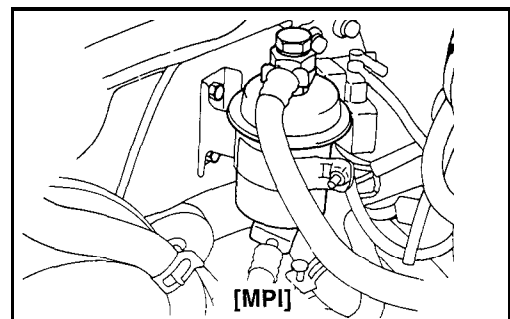
FUEL SYSTEM

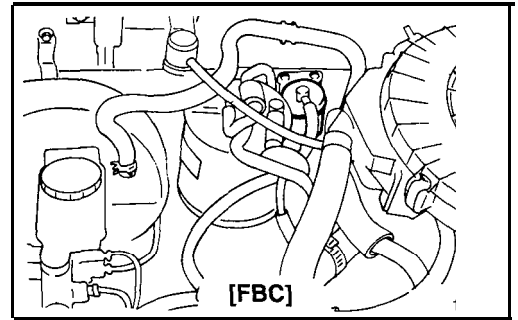
Tank, Lines And Connections

1. Check for damage or leakage in the fuel lines and connections.
2. Inspect the surface of fuel hoses for heat and mechanical damage. Hard and brittle rubber, cracking, checking, tears, cuts, abrasions and excessive swelling indicate deterioration of the rubber.
3. If the fabric casing of the rubber hose is cracked or worn, the hoses should be changed.

Fuel Filter

The fuel filter should be replaced regularly. Its performance is reduced by dirt and water collected over an extended period of use. Replace as required.





CRANKCASE EMISSION CONTROL SYSTEM (PCV valve)

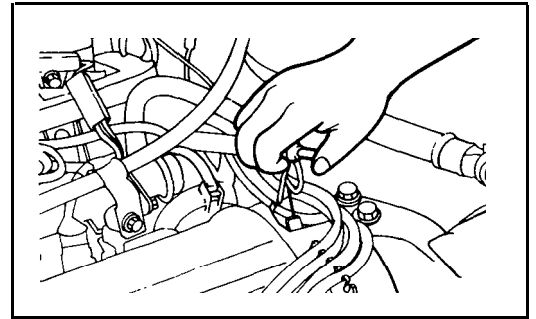
The crankcase ventilation system must be kept clean to maintain good engine performance. Periodic servicing is required to remove combustion products from the PCV valve.

1. Disconnect the ventilation hose from the positive crankcase ventilation (PCV) valve. Then, remove PCV valve from the rocker cover and reconnect it to the ventilation hose.
2. Idle the engine and put a finger to the open end of PCV valve to make sure that intake manifold vacuum is felt on the finger.

NOTE:

At this time, the plunger inside the PCV valve should move back and forth.

3. If no vacuum is felt, replace the PCV valve and clean the ventilation hose in cleaning solvent or replace if necessary.



EVAPORATIVE EMISSION CONTROL SYSTEM

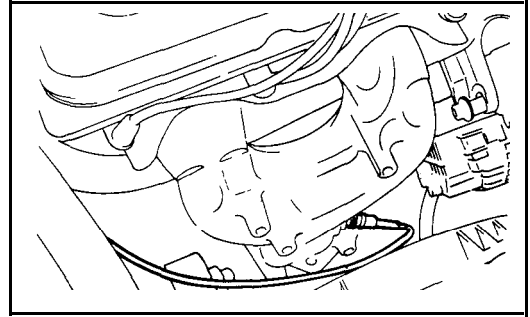
1. If the fuel-vapor vent line is clogged or damaged, a fuel-vapor mixture escapes into the atmosphere causing excessive emission. Disconnect the line at both ends, and blow it clean with compressed air. Remove the filler cap from the filler pipe and check to see that the filler cap is seating properly on the fuel filler pipe.
2. The overfill limiter (2-way valve) installed on the vapor line between the fuel check valve and fuel tank outlet should be checked for correct operation.

CANISTER (Replace)

If or when the canister filter becomes clogged, the purge air volume will decrease and consequently, the canister capacity will be reduced.

REPLACEMENT OF OXYGEN SENSOR

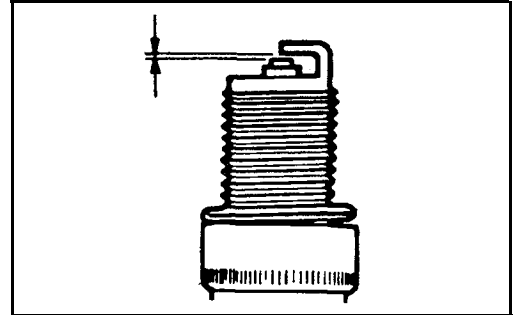
The oxygen sensor is a device which controls the fuel mixture. If the oxygen sensor is damaged, the exhaust emission as well as driveability deteriorates. Therefore, it should be replaced when recommended or when a failure occurs.



SPARK PLUGS

1. Spark plugs must fire properly to assure proper engine performance and emission-control. They should operate satisfactorily in normal vehicle service for the specified maintenance interval or they should be replaced.
2. The new plugs should be checked for the proper gap.

Plug gap	1.0-1.1 mm (0.039-0.043 in.)
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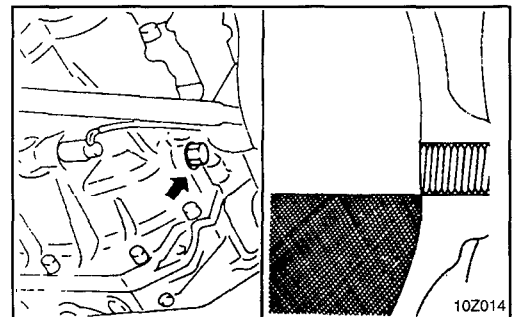
TIMING BELT

For disassembly and assembly procedures, refer to "ENGINE GROUP".

TRANSAXLE OIL LEVEL INSPECTION

Inspect each component for evidence of leakage, and check the oil level by removing the filler plug. If the oil is contaminated, it is necessary to replace it with new oil.

1. With the vehicle parked at a level place, remove the filler plug and make sure that there is oil 5-9 mm (0.2-0.4 in.) downward from the threaded lower surface.
2. Check to be sure that the transaxle oil is not noticeably dirty, and that it has a suitable viscosity.

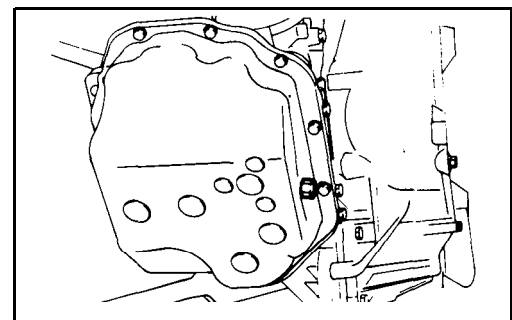


AUTOMATIC TRANSAXLE (Change fluid)

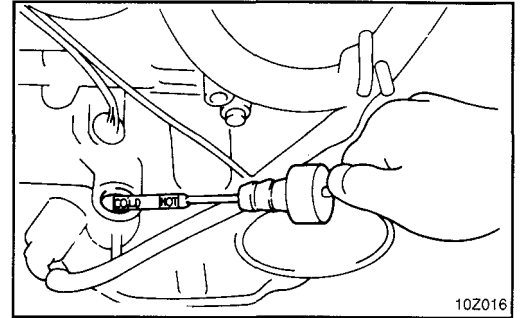
Drain the fluid and check whether there is any evidence of contamination.

Replenish with new fluid after the cause of any contamination has been corrected.

1. Remove drain plug to let fluid drain.
2. Remove the oil pan.
3. Check the oil filter for clogging and damage and replace if necessary.
4. Clean both gasket surfaces of transaxle case and oil pan.



5. Install oil pan with new gasket and tighten oil pan bolts to 10-12 Nm (100-120 kg.cm, 7.2-8.7 lb.ft).
6. Tighten drain plug with gasket to 30-35 Nm (300-350 kg.cm, 22-25 lb.ft).
7. Supply 4 liters (8.5 pints) of the recommended ATF (Refer to the page 10-4.) into case through dipstick hole. [Total quantity of ATF required is 6.1 liters (12.9 pints). Actually however, approx. 4.5 liters (9.5 pints) of fluid can be replaced because rest of fluid remains in torque converter.]
8. Start engine and allow to idle for at least two minutes. Then, with parking brake on, move selector lever momentarily to each position, ending in "N" Neutral position.
9. Add sufficient ATF to bring fluid level to lower mark. Recheck fluid level after transaxle is at normal operating temperature [70-80°C (160-180°F)]. Fluid level should be between upper and lower marks of "HOT" range. Insert dipstick fully to prevent dirt from entering transaxle.



COOLING SYSTEM

Check the cooling system for damaged hoses, loose or seeping connections, or other possible causes of coolant loss.

Antifreeze

The engine cooling system is provided with a mixture of 50% ethylene glycol anti-freeze and 50% water at the time of manufacture.

Since the cylinder head and water pump body are made of aluminum alloy casting, be sure to use 30 to 60% ethylene glycol antifreeze coolant to provide corrosion protection and freezing prevention.

NOTE

If the concentration of the antifreeze is below 30%, the anti-corrosion property will be adversely affected. In addition, if the concentration is above 60%, both the antifreezing and engine cooling properties will decrease, adversely affecting the engine. For these reasons, be sure to maintain the concentration level within the specified range.

Measurement of Antifreeze Concentration

Run the engine until coolant is fully mixed. Drain some coolant (antifreeze), measure temperature and specific gravity of the coolant. Determine concentration and safe working temperature. If the coolant is short of antifreeze, add antifreeze up to a concentration of 50%.

Coolant Change

WARNING

Hot engine coolant can injure you.

Never open the radiator cap when the engine is hot.

Allow it to cool first.

When removing the radiator cap, use care to avoid contact with hot coolant or steam. Place shop towel over the cap and turn the cap counterclockwise a little to let pressure escape through the vinyl tube. After relieving the pressure, remove the cap by slowly turning it counterclockwise.

1. Remove the radiator cap, radiator drain plug and engine drain plug to drain coolant.
2. Remove the reserve tank and drain coolant.
3. After draining coolant completely, reinstall the drain plugs and flush the engine and radiator using a radiator cleaning fluid.
4. After the flushing is completed, completely drain the cleaning fluid and install the radiator and engine drain plug.
5. By referring to the section on coolant in Cooling System Group, select an appropriate concentration for safe operating temperature within the range of 30 to 60%. Refill the system with a high quality ethylene glycol antifreeze at the selected concentration.
A convenient mixture is 50% water and 50% antifreeze solution [Freezing point: -36°C (-32.8°F)].
Reinstall the radiator cap.
6. After running the engine a while, check the coolant level and add coolant until the specified coolant level is maintained.
7. Add coolant to the reserve tank between the "FULL" and "LOW" mark if necessary.

NOTE

Do not overfill the reserve tank.

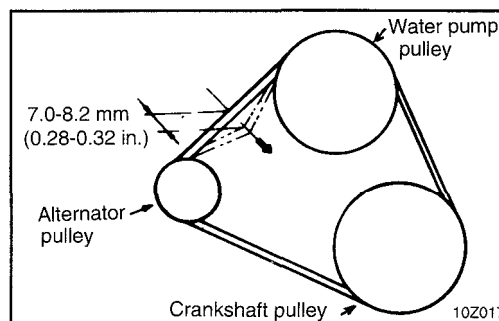
AIR CONDITIONER SYSTEM

1. To check belt tension, apply pressure (approximately 100N, 22 lb) midway between the pulleys. Check the deflection and adjust if necessary.

Belt deflection

Drive belt 7.0-8.2 mm (0.28-0.32 in.)

Air conditioner compressor belt 8.0-10.0 mm (0.32-0.40 in.)



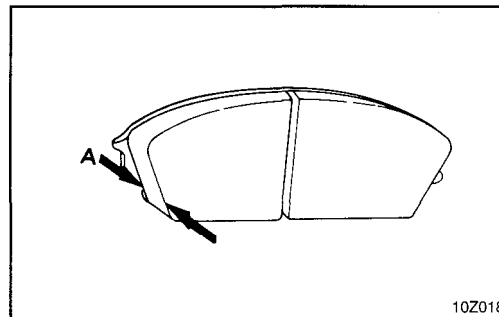
FRONT DISC BRAKE PADS

Check for fluid contamination and wear. Replace complete set of pads if defective.

WARNING

The pads for the right and left wheels should be replaced at the same time. Never "split" or intermix brake pad sets. All pads must be replaced as a complete set.

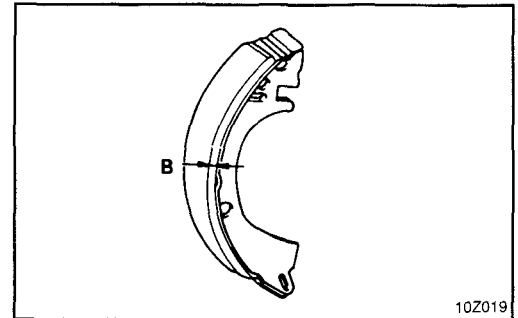
Thickness of lining "A" [Limit] 1.0 mm (0.04 in.)



REAR DRUM BRAKE LININGS AND REAR WHEEL CYLINDERS

1. Remove the brake drum and check the thickness of brake shoe lining for wear. Check the automatic brake adjusting system by hand to see if it operates smoothly. Also see if the gears are in proper mesh with each other. To assure smooth functioning, apply a very thin coat of grease to the friction surface of adjuster and link shaft.
2. Inspect the wheel cylinder boots for evidence of a brake fluid leak. Visually check the boots for cuts, tears or heat cracks. (A slight amount of fluid on the boot may not be a leak, but may be preservative fluid used at assembly.)
 - 1) Checking the Brake Shoes for wear.

Thickness of lining "B" [Limit]. 1.0 mm (0.04 in.)



10Z019

BRAKE HOSES

Inspection of brake hoses and tubing should be included in all brake service operations.

The hoses should be checked for :

1. Correct length, severe surface cracking, pulling, scuffing or worn spots. (If the fabric casing of the hoses is exposed by cracks or abrasion in the rubber hose cover, the hoses should be replaced. Eventual deterioration of hose may occur with possible bursting failure.).
2. Faulty installation, casing twisting or interference with wheel, tire or chassis.

BRAKE FLUID (Inspect fluid level and check for leaks)

1. Check to make certain that the brake fluid is between the MAX and A line markings on the fluid reservoir. Fill as required.
2. With disc brakes, the fluid level can be expected to fall as the brake pads wear. A rapid fluid loss indicates a leak in the brake system which should be inspected and repaired immediately.

CAUTION:

Take care in handling brake fluid as it is harmful to the eyes and may cause damage to painted surfaces and should be cleaned immediately.

Change Fluid

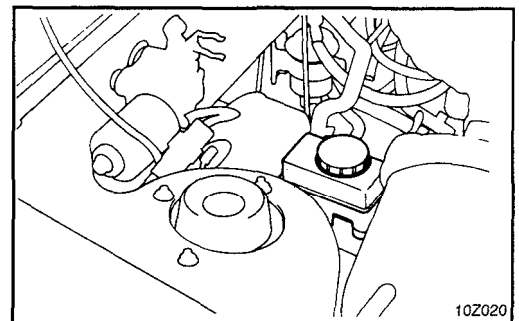
1. Check the brake system for leakage before replacing brake fluid.
Completely drain the brake fluid with the bleeder screws loosened on each brake and refill the brake system with new brake fluid.

Recommended fluid Brake Fluid conforming to DOT 3

2. The reservoir cap must be fully tightened to avoid contamination from foreign matter or moisture.

WARNING:

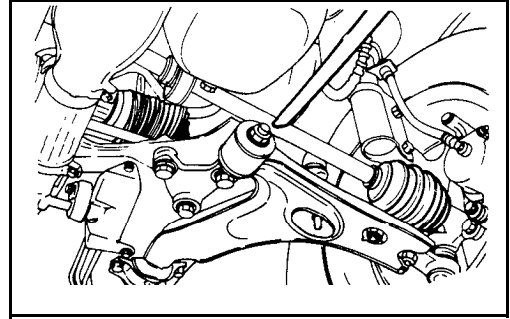
DO NOT ALLOW PETROLEUM BASE FLUID TO CONTAMINATE THE BRAKE FLUID



10Z020

BALL JOINT AND STEERING LINKAGE SEALS STEERING AND DRIVE SHAFT BOOTS

1. These components, which are permanently lubricated at the factory, do not require periodic lubrication. Damaged seals and boots should be replaced to prevent leakage or contamination of the grease.
2. Inspect the dust cover and boots for proper sealing leakage and damage. Replace them if defective.



POWER STEERING OIL PUMP BELT (Check and service as required)

1. Inspect the belt for evidence of cuts and cracks. Replace, if necessary.
2. Check belt for proper tension. If necessary, adjust the belt tension as follows.
 - 1) Push the belt with a force of 100 N (22 lb) at a point halfway between the power steering oil pump pulley and water pump pulley. The belt deflection should be 7-10 mm (0.28-0.39 in.)
 - 2) If belt deflection is not within specified limits, loosen oil pump mounting bolt, and move the oil pump to obtain proper belt deflection at 100 N (22 lb) force.

POWER STEERING FLUID LEVEL (Inspect fluid level)

1. Park the vehicle on a flat, level surface, start the engine, and then turn the steering wheel several times to raise the temperature of the fluid to approximately 50°C (122°F).
2. With the vehicle still idling, turn the wheel all the way to the left and right several times.

Check the fluid in the oil reservoir for foaming, check the fluid level, and replenish the fluid in the oil reservoir through the oil filter if necessary.

POWER STEERING HOSES (Check for deterioration or leaks)

1. Check the hose connections for fluid leaks.
2. The power steering hoses should be replaced if there are severe surface cracking, pulling, scuffing or worn spots. Deterioration of the hoses could cause premature failure.

REAR WHEEL BEARINGS (Inspect for grease leaks)

Inspect for evidence of grease leakage round the hub cap and the back of the hub. If there is leakage of grease, remove the hub and inspect its oil seal for damage. Clean the grease off the hub and bearing and repack with specified new grease.

EXHAUST SYSTEM

1. Check for holes and gas leaks due to damage, corrosion, etc.
2. Check the joints and connections for looseness and gas leaks.
3. Check the hanger rubber and brackets for damage.