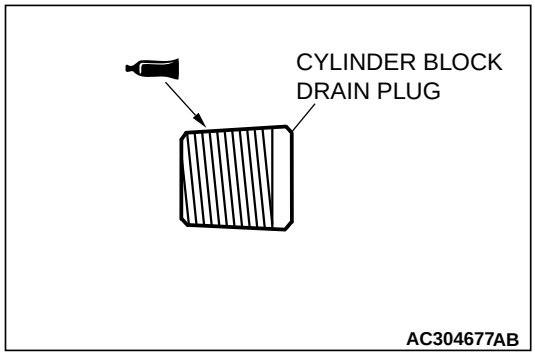


5. Apply the designated sealant to the screw area of the cylinder block drain plug, and then tighten to the standard torque.

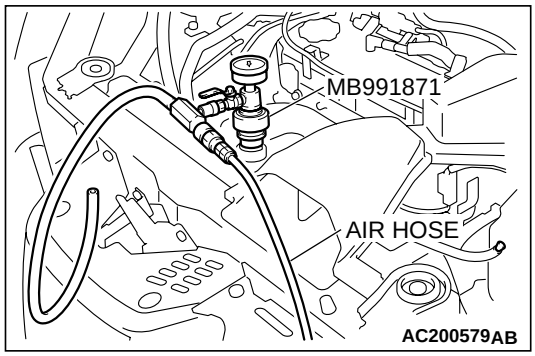
   Specified sealant: 3M™ AAD Part No.8731 or equivalent

   Tightening torque: 44 ± 5 N·m (33 ± 3 ft-lb)

6. Securely tighten the drain plug of the radiator.
7. Assemble the reservoir tank.

⚠ CAUTION

Do not use alcohol or methanol anti-freeze or any engine coolants mixed with alcohol or methanol anti-freeze. The use of an improper anti-freeze can cause corrosion of the aluminum components.



8. By referring to the section on coolant, select an appropriate concentration for safe operating temperature within the range of 30 to 60 %. Use special tool MB991871 to refill the coolant. A convenient mixture is a 50 % water and 50 % antifreeze solution [freezing point: –31°C (–32.8 °F)].

   Recommended antifreeze: Long Life Antifreeze Coolant or an equivalent

   Quantity: 7.0 dm^3 (7.4 quarts)

   NOTE: For how to use special tool MB991871, refer to its manufacturer's instructions.

9. Reinstall the radiator cap.
10. Start the engine and let it warm up until the thermostat opens.
11. After repeatedly revving the engine up to 3,000 r/min several times, then stop the engine.
12. Remove the radiator cap after the engine has become cold, and pour in coolant up to the brim. Reinstall the cap.

⚠ CAUTION

Do not overfill the reserve tank.

13. Add coolant to the reserve tank between the "FULL" and "LOW" mark if necessary.

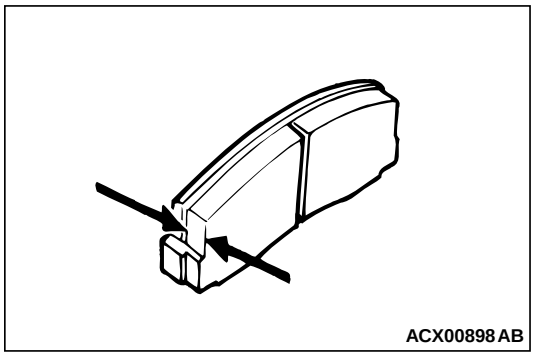
15. COOLANT HOSES (RADIATOR HOSE, HEATER HOSE) (INSPECT)

M1001009700045

Inspect the surface of radiator hoses and heater hoses for heat and mechanical damage. Hard and brittle rubber, cracking, tears, cuts, abrasions and excessive swelling indicate deterioration of the rubber.

16. DISC BRAKE PADS (INSPECT FOR WEAR)

M1001003200309


ACX00898AB

Check for fluid contamination and wear. Replace the complete set of pads if any one pad is defective.

Thickness of lining
Minimum limit: 2.0 mm (0.08 inch)

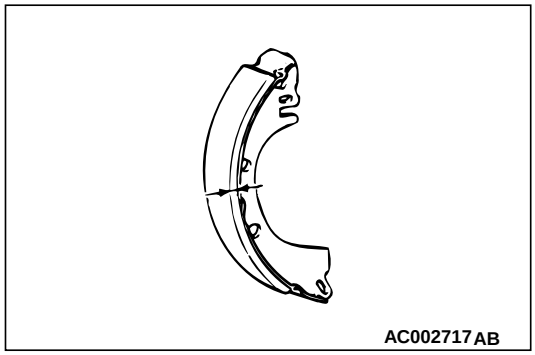
⚠ CAUTION
The pads for the right and left wheels should be replaced at the same time. Never split or intermix brake pad sets. All four pads must be replaced as a complete set.

17. REAR DRUM BRAKE LININGS AND REAR WHEEL CYLINDERS (INSPECT FOR WEAR AND LEAKS)

M1001003300287

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 operation, apply a very thin coat of multipurpose grease to the friction surface of the adjuster and link shaft.

⚠ CAUTION
The shoes for the right and left wheels should be replaced at the same time. Never split or intermix brake shoe sets. All four shoes must be replaced as a complete set.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2. Inspect the wheel cylinder boot for evidence of a brake fluid leak. Visually check the boot 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). Check the bake shoes for wear.

Thickness of lining

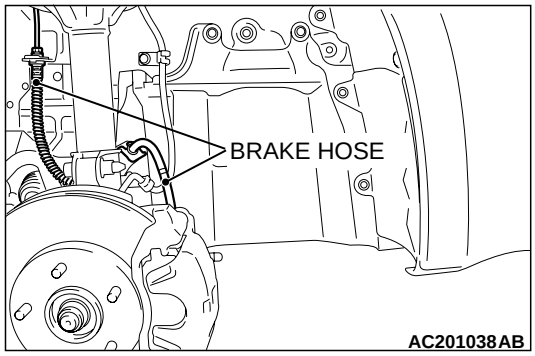
Minimum limit: 1.0 mm (0.04 inch)

18. BRAKE HOSES (CHECK FOR DETERIORATION OR LEAKS)

M1001003400325

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

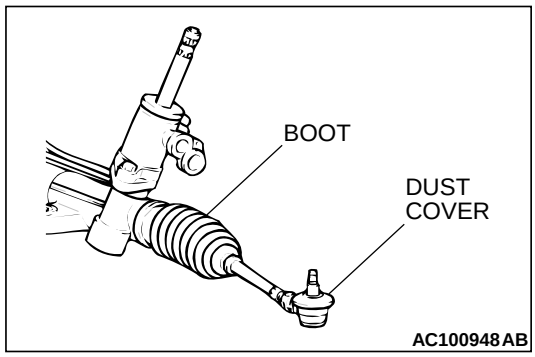
The hoses should be checked for:



1. Incorrect 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 the hose and possible bursting failure may occur).
2. Incorrect installation, twisting or interference with wheel, tire or chassis.

19. BALL JOINT AND STEERING LINKAGE SEALS (INSPECT FOR GREASE LEAKS AND DAMAGE)

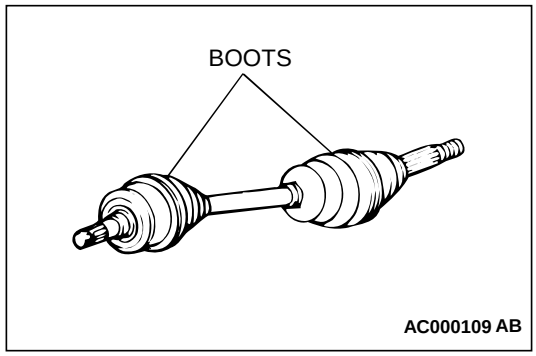
M1001003500333



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 grease contamination.
2. Inspect the dust cover and boots for proper sealing, leakage and damage, and replace them if defective.

20. DRIVE SHAFT BOOTS (INSPECT FOR GREASE LEAKS AND DAMAGE)

M1001003600329



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 grease contamination.
2. Inspect the dust cover and boots for proper sealing, leakage and damage. Replace them if defective.

21. SUSPENSION SYSTEM (INSPECT FOR LOOSENESS AND DAMAGE)

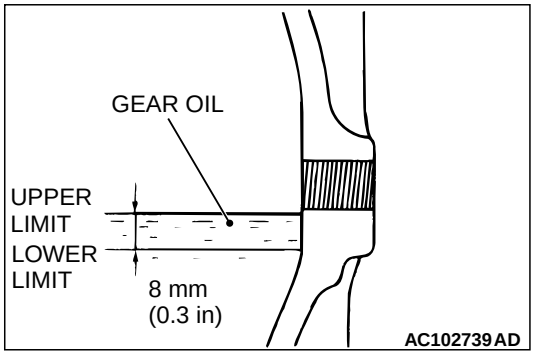
M1001009600059

Visually inspect the front/rear suspension components for deterioration and damage. Re-tighten the front/rear suspension components retaining bolts to specified torque.

22. REAR AXLE OIL (CHECK OIL LEVEL)

M1001007500067

Rear differential Oil Check

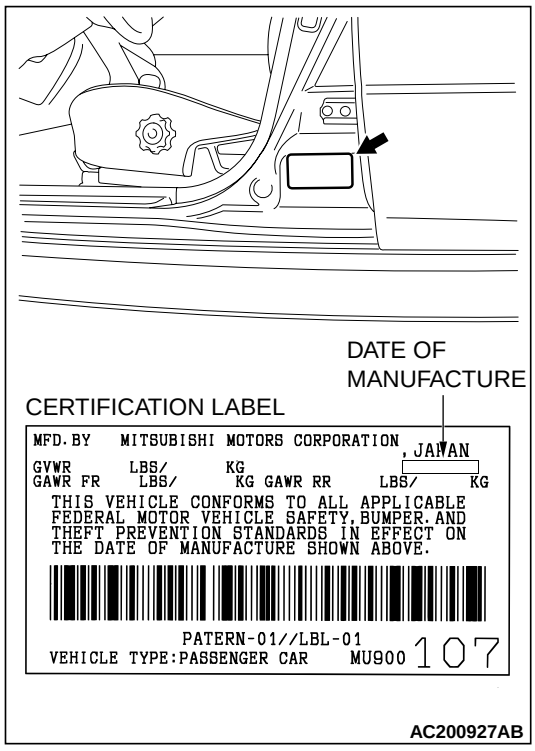


Check that gear oil level is not 8 mm (0.3 inch) below the bottom of filler plug hole.

Specified gear oil: Hypoid gear oil API classification GL-5 or higher
Above −23°C(−10°F): SAE90, 85W-90, 80W-90
From −34°C to −23°C(−30°F to −10°F): SAE80W, 80W-90
Below −34°C(−30°F): SAE75W

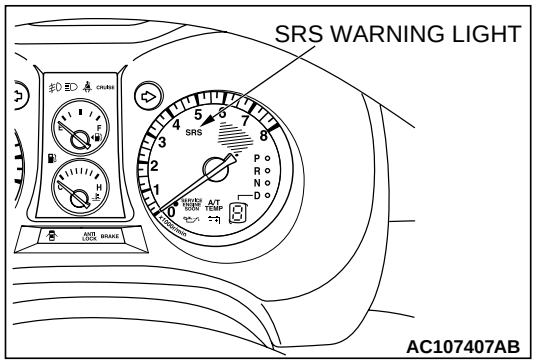
23. SRS AIR BAG (INSPECT FOR SRS SYSTEM)

M1001003700337



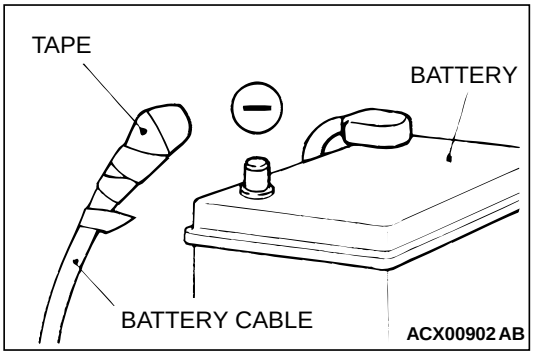
The SRS must be inspected by an authorized dealer 10 years after the car manufacture date shown on the certification label located on the left center sill.

SRS Warning Light Check



Turn the ignition key to the "ON" position. Does the "SRS" warning light illuminate for about seven seconds, and then remain off for at least five seconds after turning OFF? If yes, the SRS system is functioning properly. If no, refer to GROUP 52B, Diagnosis P.52B-28.

SRS Component Visual Check



⚠ ***DANGER***

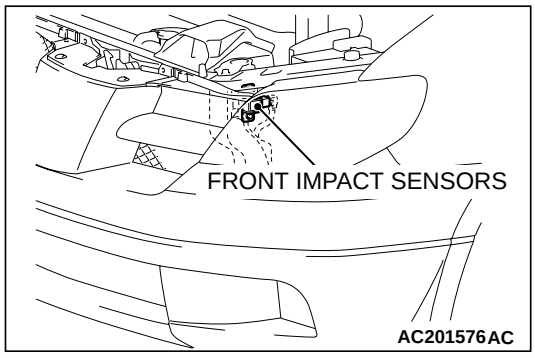
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. The SRS system is designed to retain enough voltage to deploy the air bag for a short time even after the battery has been disconnected. Serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cable is disconnected.

⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

1. Turn the ignition switch to the "LOCK" (OFF) position, disconnect the negative battery cable and tape the terminal.
2. Remove the floor console assembly (Refer to GROUP 52A, Floor Console P.52A-23).
3. Disconnect a connector from the SRS-ECU.

Front Impact Sensors



1. Check that the arrows on the sensors face toward the front of the vehicle.

⚠ ***WARNING***

The SRS may not activate if a front impact sensor is not installed properly, which could result in serious injury or death to the vehicle's driver and passenger.

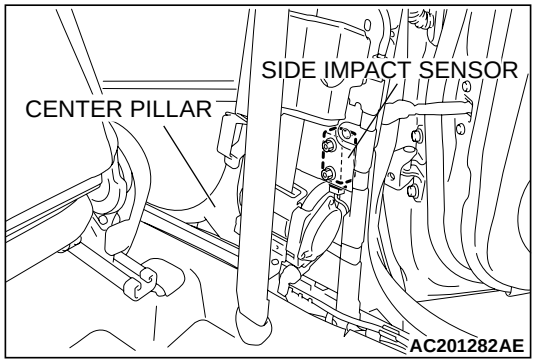
2. Check the front side member and front impact sensor for deformation or rust.
3. Check the front impact sensor wiring harness for binding; Check the connector for damage; and check the terminals for deformation.

   Replace the sensor and/or wiring harness if they fail the visual check (Refer to GROUP 52B, SRS Service Precautions P.52B-19 and GROUP 52B, Front Impact Sensor P.52B-206).

Side Impact Sensors

⚠ ***WARNING***

- ***If the side impact sensor is not installed securely and correctly, the side-air bag may not operate normally.***
- ***If a dent, crack, deformation or rust is detected, replace with a new sensor.***



1. Check the side impact sensor and bracket for dents, cracks or deformation. The side impact sensors are located inside the center pillars (LH/RH).
2. Check the connector for damage, and terminal for deformation.
3. Check that there is no bending or corrosion in the center pillars (LH/RH).

NOTE: The illustration at left shows the left side impact sensor (LH). The position of the side impact sensor (RH) is symmetrical to this.

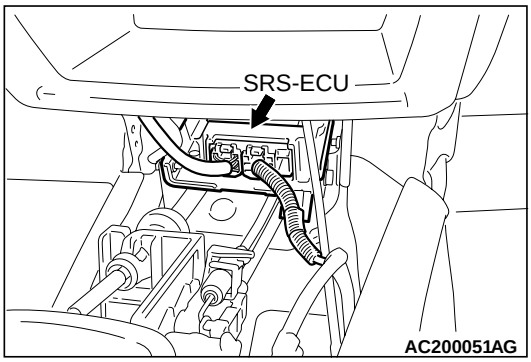
Replace The Side Impact Sensor If It Fails The Visual Check

Refer to GROUP 52B, Side Impact Sensor P.52B-220.

SRS Air Bag Control Unit (SRS-ECU)

⚠ ***WARNING***

The SRS may not activate if the SRS-ECU (with built-in safing G-sensor and analog G-sensor) is not installed properly, which could result in serious injury or death to the vehicle's driver and front passenger.



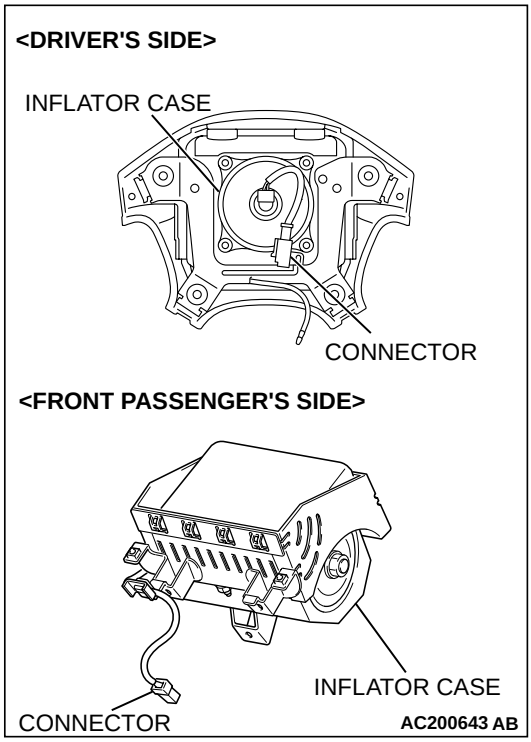
1. Check the SRS-ECU case and brackets for dents, cracks, deformation or rust.
2. Check the connector for damage, and check the terminals for deformation or rust.
   Replace the SRS-ECU if it fails the visual checks above (Refer to GROUP 52B, SRS Air Bag Control Unit P.52B-209).

Air Bag Module, Steering Wheel and Clock Spring

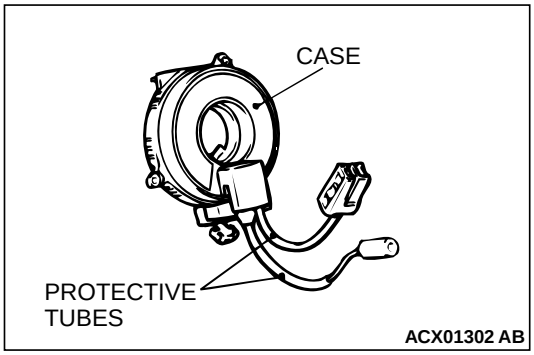
⚠ ***WARNING***

The removed air bag module should be stored in a clean, dry place with the pad cover face up.

1. Remove the air bag module, steering wheel and clock spring.
   (Refer to GROUP 52B, Air Bag Module and Clock Spring P.52B-211).
2. Check the pad cover for dents, cracks or deformation.



3. Check the connector for damage and deformed terminals, and check the harness for binding.
4. Check the air bag inflator case for dents, cracks or deformation.
5. Check the harness (built into the steering wheel) and connectors for damage, and check the terminals for deformation.



6. Check the clock spring connectors and protective tube for damage, and terminals for deformities.
7. Visually check the case for damage.

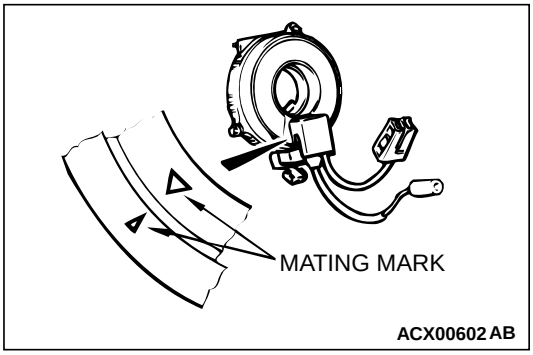
⚠ ***WARNING***

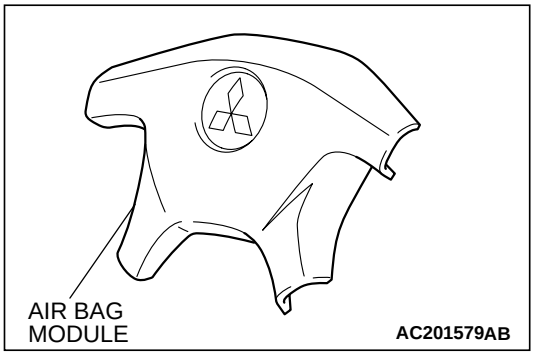
If the clock spring's mating mark is not properly aligned, the steering wheel may not completely rotate during a turn, or the flat cable within the clock spring may be severed, obstructing normal operation of the SRS and possibly leading to serious injury to the vehicle's driver and front passenger.

8. Align the mating marks of the clock spring first. After turning the front wheels to the straight-ahead position, install the clock spring to the column.

   Mating Marks Alignment;

   After turning the clock spring fully clockwise, turn it approximately 3 turns counterclockwise until the mating marks are aligned.





9. Install the steering column covers, steering wheel and air bag module (Refer to GROUP 52B, Air Bag Module and Clock Spring P.52B-211).
10. Check the steering wheel for noise, binding or difficult operation.

⚠ DANGER

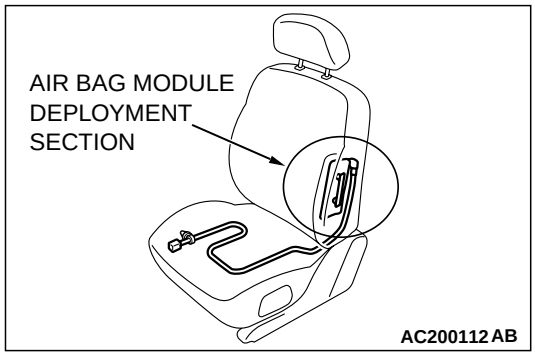
The SRS may not activate if any of the above components are not installed properly, which could result in serious injury or death to the vehicle's driver and front passenger.

11.Check the steering wheel for excessive free play.
REPLACE ANY PART IF IT FAILS VISUAL INSPECTION (Refer to GROUP 52B, Air Bag Module and Clock Spring P.52B-211).

Front Seatback Assembly with Side-airbag Module

⚠ WARNING

- ***If any improper part is found during the following inspection, replace the front seatback assembly with a new one.***
- ***Dispose of the old one according to the specified procedure (Refer to GROUP 52B, Air Bag Module Disposal Procedures P.52B-227).***
- ***Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.***



1. Check the air bag module deployment section for dents or deformation.
2. Check the connector for damage; Check the terminals for deformation; and check the harness for binding.

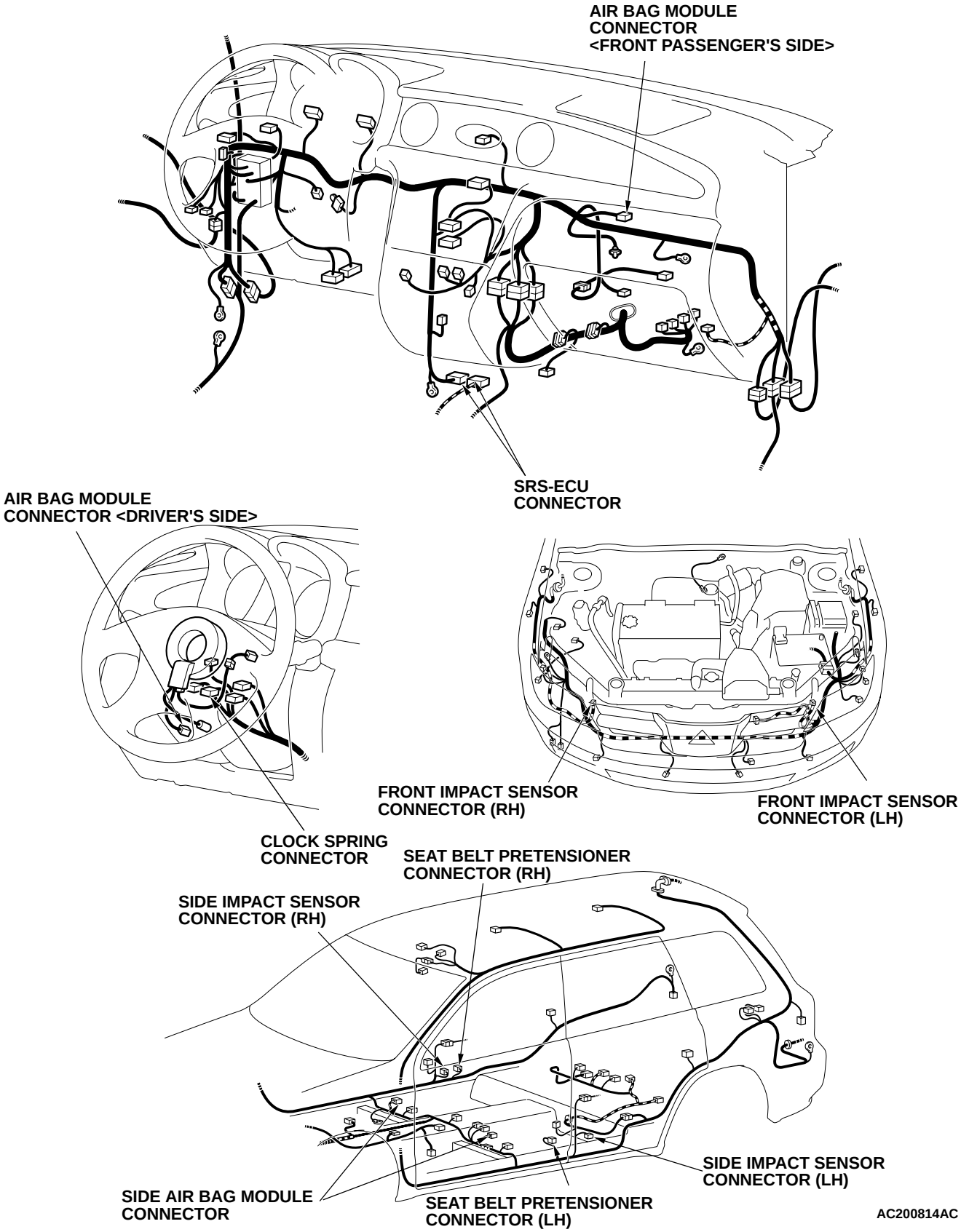
Seat belt with pre-tensioner

⚠ WARNING

- ***If the seat belt pre-tensioner is not installed securely and correctly, the seat belt pre-tensioner may not operate normally.***
- ***If a dent, crack, deformation or rust is detected, replace with a new seat belt pre-tensioner.***

1. Check the seat belt pre-tensioner for dents or deformation.
2. Check that the seat belt pre-tensioner is installed correctly to the vehicle body.

Wiring Harness



1. Check the connector for poor connection.

TSB Revision