1988 SERVICE MANUAL SECTION 1 FUJI HEAVY INDUSTRIES LTD.

FOREWORD-

QUICK REFERENCE INDEX

2 ENGINE SECTION

MECHANICAL COMPONENTS

This service manual has been prepared to provide SUBARU service personnel with the necessary information and data for the correct maintenance and repair of SUBARU XT.

The manual includes the procedures for maintenance, disassembling, reassembling, inspection and adjustment of components and trouble-shooting for guidance of both the fully qualified and the less-experienced mechanics.

Please peruse and utilize this manual fully to ensure complete repair work for satisfying our customers by keeping their vehicles in optimum condition. When replacement of parts during repair work is needed, be sure to use SUBARU genuine parts.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication approval.

We reserve the right to make changes at any time without prior notice.

FUJI HEAVY INDUSTRIES LTD.

How to use this manual

This service manual is divided into four volumes. Each volume consists of Section 1, Section 2, 3, Section 4, 5, and Section 6 respectively.

Each chapter, beginning with the Engine section, is basically made up of the following five areas.

2-10 Blatch

- 1. Mechanism and function
- 2. Specifications and service data
- 3. Component parts
- 4. Service procedure
- 5. Trouble-shooting

"ABBREVIATION LIST" is provided at the back page of quick reference index in each volume.

"ALPHABETICAL INDEX" is also provided at the last page in each volume.

Staming System

This service manual applies to SUBARU XT, and explains all equipments including factory options. Therefore, you may find some explanations for equipments not installed on the vehicle.

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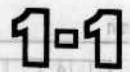
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TSIL NOITAIVARBAREFERENCE INDEX

A/C ACC	Air Conditioner	GVWR	Gross Vehicle Weight Rating
O COMPANY OF THE PARTY OF THE P	Accessory	н	High (Speed)
A/C pulley	Air Conditioner compressor pulley	HP HP	Horse Power
ALT pulley	Alternator pulley 2/01/40/16	IG-COIL	Ignition Coil
API	American Petroleum Institute	IG SWITCH	Ignition Switch
Approx	Approximately	INT	Intermittent (Wiper)
ASSY	Assembly	I/P	Idler Pulley
ASV	Air Suction Valve	LH	Left-hand
AT	Automatic Transmission	LO	Low (Speed)
ATF	Automatic Transmission Fluid	LSD	Limited Slip Differential
BILEV	Bi-level	MPFI	Multi Point Fuel Injection
BJ	Bell Joint	MT	Manual Transmission
BP	British Petroleum	PCV	Positive Crankcase Ventilation
BTDC	Before Top Dead Center	PHV	Pressure Holding Valve
Calif.	California	P/N	Parts Number
Carb.	Carburetor	P/S pulley	
CP	Complete	RAD FAN	Power Steering oil pump pulley
C/P	Crankshaft Pulley	R-DEF	Radiator Fan
CTR	Center	R-DEF BH	Rear Defogger
CVJ	Constant Velocity Joint		Right-hand
CW	Curb Weight	SAE	Society of Automotive Engineers I
DIFF	Differential	S/R	Single-range
DOJ	Double Offset Joint	TC	Torque Converter
D/R	Dual-range	TEMP GAUGE	Temperature Gauge
DSPD	Dry Single Plate Diaphragm	TP	Theft Prevention
ECS	Electric Control System	VGR	Variable Gear Ratio
EGR	Exhaust Gas Recirculation	VIN	Vehicle Identification Number
FF drive	Front wheel drive (2WD)	W/height contro	of With height control
FMVSS	Federal Motor Vehicle Safety	W/P pulley	Water Pump pulley
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Curb weight CANADA Rear 1, 436 *2 455 *2 455 *2 455 *2 455 *2 1,060 *2 1,06				Front	- 5			12 680	19.17	*3 810 11,7851	*3 810 *3 790 11,7851 (1,740)
Curb weight Total *1 1,075 *2 1,106 *2 1,160 *2 1,110			U.S.A.	Re	1				1	*3 460	*3 460 *3 510 11,010) (1,125)
CANADA Repr. 11,685 11,525 11				Total			*2 1,160 (2,560)	+2 1,190 (2,625)	_	*3 1,270 (2,798)	*3 1,270 *3 1,300 (2,795) (2,865)
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Front 1,40 870 870 870 870 870 870 870 870 870 87				Total	1	Bon Carlotte Control	1 1,146 (2,520)			+3 1,255 (2,765)	*3 1,256 *3 1,290 (2,765) (2,840)
Rear (690 690 690 7,520) (1,520) Total (3,090) (3,440) (3,440)	0	1		Front	140	870	(1,920)	885 (1,950)		925	925 945 12,0401 (12,080)
1,400 1,860 1,560 (3,090) (3,440) (3,440)	1	Gross vehicle v	weight	Rear	11,460)	(925)	(029')	745 (1,640)		695 (1,530)	(095, 1) (052,1)
				Total	1,400	1,560 (3,440)	1,560	1,630		1,620 (3,570)	1,620 1,895 (3,570) (3,740)

 ^{1:} The weight of power steering is included.
 2: The weight of power steering and power window is included.
 3: The weight of air conditioner and cruise control is included.

Fight Figh	/					1800			2700	
Political Poli		/	MODEL MODEL		FWD		4WD	FWD	4	WD
MPF MPF MPF MPF MPF MPF MPF			/	TO	GL.	19	79	хт6	Full time 4WD XT6	_
Herizonally apposed (iquid cooled 4-cylinder; frue injection Overhead cambailt syllably	ITEM			MPFI	MPFI	MPFI 4AT	MPFI 5MT S/R	MPFI 4AT	MPF1 5MT S/R	MPF!
Particle	Engine type	petitions, Use	ir 13,8 gal, limp gal) ser levier (f. 13,5 qs, limp qt)	Horizon 4-strok fuel inj	ntally opposed, e gasoline engin ection	liquid cooled, 4-c e with multi-poin	ylinder,	Horizontally o 4-stroke gasoli fuel injection	pposed, liquid co	oled, 6-cylinder, ulti-point
### Stroke mm (in) ### Stroke mm	Valve arrangeme	nt	yer level 1 (UD qt, Josep qt)		308	ð	erhead camshaft	type	(0.0°C 51.0°C	
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pycestion ratio 9.5:1 1-5-2-5-4 op residion ratio 1-5-2-4 1-5-2-4 1-5-2-5-4 on unining at returnal, N or P position 20° ± 2′/700 20′ ± 2′/700 20° ± 2′/700	Displacement	mental many a	cm² (cu in)	ablw cA		(108.68)	ï	0.3 (9.0, 8.2)	2,672 (163.05)	0.0.5 (10.0, 8/4)
1-3-2-4 16-3-2-6-4 16-3-2	Compression rati	O Dypn, Indispen	dint, con spring			1000000	9.5:1	10 10 10 10		Wante of the Paris
title billing at relating at relating at relating at dating gased BTDC/fpm*1 20° ± 2″ 100 30° ± 100 30° ± 2″ 100 750 ± 100	Firing order	or other meaning	dent, con thus acceptant car	and the same	7	3-2-4			163-2-54	
Type and manufacturer Type	Ignition timing a	peads builbi 1	BTDC/rpm "1	20° ± 2	001/	20° ± 2°/800	20° ± 2° /700		20° ± 2° /750	0,000
K plug Type and manufacturer For U.S.A.: RPR6ES-11 for BPR5ES-11, BPR7ES-11) NAGK minum corque Type and manufacturer For U.S.A.: RW20FR-U11, WZ2EPR-U11) NAGERR-U11, WZ2EPR-U11) minum corque HP/rpm For Canada RN9YC4 for RN11YC4) Champion minum corque N·m (kg·m, ft-lb)/rpm 139 (14.2, 103)/3,200 211 (21.5, 156)/4,00 ery Type SODZOR (MF) 65D23R (MF) 55D23R (MF) 56D23R (MF) ery Type SODZOR (MF) 65D23R (MF) 78 111 99 ery Type 420 306 490 356 ratio Cold cranking ampere (amp.) 78 111 99 ratio Cold cranking ampere (amp.) 366 420 306 490 356 cold cranking ampere (amp.) 12V - 66A 12V - 66A 12V - 60A 12V - 90A 12V - 90A amission type 1st 2.36B 2.78B 3.545 2.78B 3.545 Sind 4th <td>Idling speed at n</td> <td>eutral, N or P po</td> <td>eff to Stiff a</td> <td>≠ 002</td> <td>100</td> <td>800 ± 100</td> <td>700 ± 100</td> <td>7, 0.8 lens</td> <td>750 ± 100</td> <td></td>	Idling speed at n	eutral, N or P po	eff to Stiff a	≠ 002	100	800 ± 100	700 ± 100	7, 0.8 lens	750 ± 100	
139 (14.2, 103)/3,200	Spark plug	Type and ma		1 1 2		SPRGES-11 (or BF V20EPR-U11 (or RN9YC-4 (or RN)	W16EPR-U11, W 11YC-4)	ES-11)		нами
imum torque N-m (kg-m, tt-lb)/rpm 139 (14.2, 103)/3,200 211 (21.5, 156)/4,00 Type	Maximum outpu		HP/rpm			5,200	:15		145/5.200	
Type Freering ampere N-m (kg-m, ft-lb)/rpm 139 (14.2, 103)/3,200 Freering ampere SoD20R (MF) SoD20R		1	01000		100	DHIT DAGGIN		arbander bower	Tight.	
Type Type Fleserve capacity (min.) 78 111 78 111 99	Maximum torque	+ 1			139 (14.2				11 (21.5, 156)/4,0	. 00
ery Reserve capacity (min.) 78 111 78 111 99 Instor Cold cranking ampere (amp.) 306 420 306 490 356 ch type 12V-65A 12V-65A 12V-90A 12V-90A 12V-90A 12V-90A ch type *** *** *** *** *** *** *** ch type 1st *** <td></td> <td>Type</td> <td></td> <td>50D20F</td> <td>(MF)</td> <td>65D23R (MF)</td> <td>50D20R (MF)</td> <td>75D23R (MF)</td> <td>4</td> <td></td>		Type		50D20F	(MF)	65D23R (MF)	50D20R (MF)	75D23R (MF)	4	
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ch type 12V - 66A 12V - 66A 12V - 90A smission type 18t 0SPD TC 0SPD TC 0SPD smission type 18t 200 100 100 100 100 100 100 ratio 4th 4th 4th 4th 1.093 0.694 1.088 0.694 0.972 Dry Single Plate Diaphragm *1: With gear in neutral position (MT) or "P" position (AT) AT AT AT Torque Converter *2: 5-forward speeds with synchromesh and 1-reverse *3: Full automatic, 4-forwards and 1-reverse ***	goseijud pArzeur	Cold crankin		30	9	420	306	490	356	490
ch type through sentence and the page of the page	Alternator	Type			12V	-65A	mount and philon		12V - 90A	
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ratio 3rd 1.428 1.645 2.111 1.545 1.947 4th 4th 1.093 0.694 1.088 0.694 0.972 5th 0.885 - 0.871 - 0.780 Dry Single Plate Diaphragm *1: With gear in neutral position (MT) or "P" position (AT) 3.416 2.272 3.416 Torque Converter *2: 5-forward speeds with synchromesh and 1-reverse *3: Full automatic, 4-forwards and 1-reverse	Reduction pair	1st octobr	Fredriction gear rates	3.63	- 91	2.785	3.545	2.785	3.545	2.785
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Sth	Reduction don	4th	LAberat then	1.08	8	0.694	1.088	0.694	0.972	0.694
Dry Single Plate Diaphragm *1: With gear in neutral position (MT) or "P" position (AT) dr Single Plate Diaphragm *2: 5-forward speeds with synchromesh and 1-reverse *3: Full automatic, 4-forwards and 1-reverse *43: Full automatic, 4-forwards and 1-reverse *43: Full automatic, 4-forwards and 1-reverse *44: *45: Full automatic, 4-forwards and 1-reverse *45: Full automatic, 4-forwards and 1	METH	5th		98.0	5 gwi	474	0.871	143	0.780	144
Dry Single Plate Diaphragm "1: With gear in neutral position (MT) or "P" position (AT) gr Gr X16 England 100 Torque Converter "2: 5-forward speeds with synchromesh and 1-reverse to the state of the st		Reverse	/	Wbb. 3.58	3 What	2:272	3,416	2.272	3,416	2:272
*3: Full automatic, 4-forwards and 1-reverse no	PD: Dry Single F	late Diaphragm	*1: With gear in neutr	al position (MT)	or "P" position	(AT)	4Đ	OTX	CWA smir lu4	OW# unit flu∃
			*3: Full automatic, 4-	forwards and 1-r	everse		SWD	GWB	WA	- q
	1				8.8	00			3300	100 mm

Seer Final Type of gear Type							1800	10 K 10 K		2700	
### GEL GL XT6 Full time 4MD XT6	- The state of the	/	-3:	MODEL	of County of man	FWD	1800	4WD	FWD		GA GA
MPEI		Jadi Dishpunta		THE BOAT TO VIE	DF	GL	TO ITAL	GL	XT6	Full time 4WD	=
Mirch Mirc		SERVICES	/		1	1	2000			XT6	XT6
100	ITEM	600	1	/	SMT	SMT	MPFI	MPF!	MPFI	MPFI	MPFI
1000 3.900	Reduction gear	Final	Type of gear	1	- Line	SINT I	2007	Hunnin		U/o I MO	441
Seer ratio 3.000 3.900	(Front drive)	reduction	Dadining	CARREST OF		100	0.000		0.1094	0.935	0.00%
Helical Helical Helical Helical Helical 1,000 1,000 Hypoid H	Outro mano		negaction gr	ear ratio	m	700	3.900	3,	700 1000	3.900	3.700
1,000		Transfer	Type of gear		19	100	1.595	Helical	1300	Helical	
Hypoid	Reduction gear	reduction	Reduction ge	ar ratio	(%)	BE38 200 Table	2.780	1.000	t	1,000	NAME OF TAXABLE PARTY.
Steel Stee	(Hear drive)	Final	Type of gear	mm (tit)		1	0	Hypoid	1		Tio.
# (ft)	Cinsta the	reduction	Reduction ge	ar ratio		1		000.0			
## Hack and pinion ## 4.8 ## 3.5 ## 10.4 (34.1) [## 13. (37.1) [##	Version control	Type				080	OT	3.700	E	3.900	3.700
m (ft) 9.7 (31.8) [at tire] , 10.8 (35.4) [at bumper] 10.4 (34.1) [1.3 (37.1) [2.4]	Alternation					121	A - ODA	Rack and pinior		13A - 30K	
m (ft) 9.7 (31.8) [at tire] , 10.8 (35.4) [at bumper] 11.3 (37.1) [11.3 (37.1) [11.3 (37.1) [11.3 (37.1) [11.3 (37.1) [1.4 (34.1) [1.5 (37.1)	Steering system	Turns, lock t	o lock	1909	4.8	92	3.5	306	069	3.2	4000
*3 *4 *3 Dual circuit hydraulic with vacuum suspended power unit Ventilated disc brake Drum brake (Leading & trailing type) Mechanical on front brake 165SR13 185/70HR13 Steel belted radial, Tubeless suspension (CANADA: with height control)	iptm(A Wheelbare	Minimum tur	ning circle	m (ft)	9.7	31.8) [at tire],	10.8 (35.4) (at bu	mper]	10	4 (34.1) [at tire] 3 (37.1) [at bumpe	177
Suspension (CANADA: with height control) *4 *3 Dual circuit hydraulic with vacuum suspended power unit Ventilated disc brake Drum brake (Leading & trailing type) Mechanical on front brake 185/70HR13 Steel belted radial, Tubeless Suspension (CANADA: with height control)	Suspension	Front	- Charles			1,439*18.91		.5	18	2	Sansay (ma)
Dual circuit hydraulic with vacuum suspended power unit Ventilated disc brake Drum brake (Leading & trailing type) Mechanical on front brake 165SR13 185/70HR13 Steel belted radial, Tubeless suspension (CANADA: with height control)	Manufacture randm	Rear	Physical prince	WHIPPONT IN		.3	5" 1 (69) (18) (55) (1)	**		000000000000000000000000000000000000000	1000
Ventilated disc brake Drum brake (Leading & trailing type) Mechanical on front brake 165SR13 185/70HR13 Steel belted radial, Tubeless suspension (CANADA: with height control)	Crownel of processing	Service brake	system	Call Hico		120 ct 20 D	ual circuit bydrau	ic with vacuum a	and population	HARRY STA	
Suspension (CANADA: with height control) Drum brake (Leading & trailing type) Mechanical on front brake 185/70HR13 Steel belted radial, Tubeless Suspension (CANADA: with height control)	Management on dans	Front		HP/rpm	T. 6.60	we was 80	000,0	on the possition	repended power	Cont.	197
Steel belted radial, Tubeless suspension (CANADA: with height control)	2000	Rear			Orum bra	ke (I eading & tr	No. or other	Den Description	0 8 0	A STATE WINDOW	43 828
suspension (CANADA: with height control) Suspension (CANADA: with height control)	Sperk pling	Parking brake	COLDERAGO	-	100	n	10	1		Drake	Transing.
165SR13 185/70HR13 195/60R14 Steel belted radial, Tubeless suspension (CANADA: with height control)		,	- STORY -	- Marie		501 G121411	Mec	hanical on front	rake	Saffichandian	200
Steel belted radial, Tubeless suspension (CANADA: with height control) suspension (CANADA: with height control)	Tire 5 sheap at u	Size	1000	Totalan	165SR13	100	185/70HR13	MRED I L BRINZ	195/60R14 85H	205/60R1	4 87H
suspension (CANADA: with height control) suspension (CANADA: with height control)	eficiency counsil ne-	Type	0.11	evident	2 00	24400 414	Steel	belted radial, Tut	beless	00000000	46,000
Suspension (CANADA: with height control) as ungauge as a control and the contr	1: MacPherson strut 2: MacPherson strut 3: Semi-trailing arm	type, Independ type, Independ	ent, Coil spring ent, Pneumatic su		VADA: with hei	ght control)	9-3-y (1,1078)	harton	11,7861	1位95年4	(1,888)
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	Valve presidential				ONC.		800 ON	T. Flechbridg, Date (1)	NDS com	and a	
	Engine type				(1,534th) july	licate (200)	1000,11	11,0500t	(mg/ji/gasilon	Phylosox and	12,0905

SPECIFICATION

/						1800			2700	
/	/		MODEL		FWD		4WD	FWD	4	4WD
				DL	GL	19	GL	XT6	Full time 4WD XT6	Full time 4WD XT6
ITEM	K		/	MPFI	MPFI	MPF1 4AT	MPFI 5MT S/R	MPFI 4AT	MPF1 5MT S/R	MPFI 4AT
	Fuel tank		R (US gal, Imp gal)				60 (15.9, 13.2)			
E	Engine	Upper level	R (US qt, Imp qt)		4.0 (4	4.0 (4.2, 3.5)			5.0 (5.3, 4.4)	
	ig.	Lower level	R (US qt, Imp qt)	17	3.0 (5	3.0 (3.2, 2.6)			4.0 (4.2, 3.5)	
	Transmissi	Transmission gear oil	R (US qt, Imp qt)	2.6 (2.	2.6 (2.7, 2.3)	-	3.3 (3.5, 2.9)	1	3.5 (3.7, 3.1)	1
Capacity	Automatic	Automatic transmission fluid	R (US qt, Imp qt)		1	9.3 (9.8, 8.2)	ì	9.3 (9.8, 8.2)	1	9.5 (10.0, 8.4)
	AT differen	AT differential gear oil	R (US qt, Imp qt)		1	1.4 (1.5, 1.2)	ı	1.4 (1.5, 1.2)	1	1.4 (1.5, 1.2)
	4WD rear differential gear oil	differential	R (US qt, Imp qt)		ı		0.8 (0.8, 0.7)	TIE	THE	0.8 (0.8, 0.7)
	Power steering fluid	ring fluid	R (US qt, Imp qt)	1			0.7 (0.	0.7 (0.7, 0.6)	NC NT IFT GA	E
	Engine coolant	plant	R (US qt, Imp qt)		5.5 (5	5.5 (5.8, 4.8)		IVE ENU G.	7 (7.4, 6.2)	AL
		And the second						NG TORQUE OF STAN	ATION NUMBER AND EVENTION	PRECAUTION

GENERAL INFORMATION



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Resp your hands of any metal parts such as the radiator, exhaust manifold, exhlust pipe, and muffler, to prevent

aldetrical system or the fuel system. disconnect the ground of ble from the battery. seemon the collect sevens circles that

1) When removing a viring connector, do not pull the wire

hose or tube, remove the clip first Then, pull the hose or tube while holding its end fitting,

BisReplace the gasket Oring, snap ring, lock washer, etc.

14) When tightening a folt or nut, tighten it to the specified

15) When performing work requiring the real reals, the sare to An adapter is installed between the unit being restricted by tester with the rest englishes well assembly english the below.

Therefore, an adapter which doubles the speed is neces-

Use the adapter method only when the jack-up method cannot

GENERAL PRECAUTIONS VEHICLE IDENTIFICATION NUMBERS (V.I.N.) IDENTIFICATION NUMBER AND LABEL LOCATIONS THEFT PREVENTION..... RECOMMENDED FUEL, LUBRICANTS, SEALANTS AND TIGHTENING TORQUE OF STANDARD BOLTS AND NUTS...... 17 LIFTING, TOWING AND TIE-DOWN POINTS rom being scratched or damage

7) While the engine is parts, such as the cooling fan and the drive belt.

When jacking up th

9) When servicing the 10) When dikassembling

they were disassembled

unit but remove the consector unit by holding it.

2) When remaying a with new ones,

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 Never smoke while exerking. 7) 4WD models (Selective-IWD) When front wheels are jacked up or pitced on tiel rollers e chassis dynamometric for operation, he mile to "AWD" "HAO" to "OFF"

In addition, disconnect harness connector for 4WD solenoid valve inside engine compartment,

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8) Pogumatic suspension models w/height control CANADA model only

Fress models are provided with height control mechanism. De sure to return the height edition to "Normal" position (low) and support the vehicle with a lack before getting under It for servicing, etc. to check any system other than electrical under the vehicle, disconnect cables from bettery in advance.

place anything near them. Also, make sure that

and the With the center differential locked, confirm that

General Precautions

Precautions to take before starting service

- 1) Be sure to perform the jobs listed in the Periodic Maintenance Schedule.
- 2) When a vehicle is brought in for maintenance, carefully listen to the owner's explanations of the symptoms exhibited by the vehicle. List the problems in your notebook, and refer to them when trying to diagnose the trouble.
- All jewelry should be removed. Suitable work clothes should be worn.
- 4) Be sure to wear goggles MA STIDE GRAGMATS 30 3UE
- 5) Use fender, floor and seat covers to prevent the vehicle from being scratched or damaged.
- 6) Never smoke while working.
- 7) 4WD models (Selective 4WD)

When front wheels are jacked up or placed on test rollers (= chassis dynamometer) for operation, be sure to set "4WD switch" to "OFF".

In addition, disconnect harness connector for 4WD solenoid valve inside engine compartment.

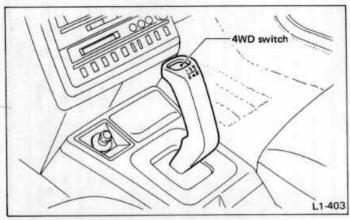


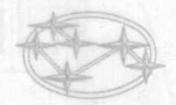
Fig. 1

8) Pneumatic suspension models w/height control CANADA model only

These models are provided with height control mechanism. Be sure to return the height control to "Normal" position (low) and support the vehicle with a jack before getting under it for servicing, etc. To check any system other than electrical under the vehicle, disconnect cables from battery in advance.

Precautions while working

- 1) When jacking up the vehicle, be sure to use safety stands.
- When jacking up the front or rear end of the car body, be sure to chock the tires remaining in contact with the ground.
- 3) Keep the parking brake applied when working on the vehicle. Set the shift lever to REVERSE when the parking brake cannot be applied, such as when the brakes are being worked on.
- 4) Keep the ignition key turned "OFF" if at all possible.
- 5) Be cautious while working when the ignition key is "ON"; if the temperature in the engine compartment increases, the cooling fan can start to operate.
- 6) While the engine is in operation, properly ventilate the workshop.
- 7) While the engine is in operation, be aware of any moving parts, such as the cooling fan and the drive belt.
- Keep your hands off any metal parts such as the radiator, exhaust manifold, exhaust pipe, and muffler, to prevent burning yourself.
- 9) When servicing the electrical system or the fuel system, disconnect the ground cable from the battery.
- 10) When disassembling, arrange the parts in the order that they were disassembled.
- 11) When removing a wiring connector, do not pull the wire unit but remove the connector unit by holding it.
- 12) When removing a hose or tube, remove the clip first. Then, pull the hose or tube while holding its end fitting.
- 13) Replace the gasket, O-ring, snap ring, lock washer, etc. with new ones.
- 14) When tightening a bolt or nut, tighten it to the specified torque.
- 15) When performing work requiring special tools, be sure to use the designated ones.
- 16) After completing the work, make certain that the hoses, tubes and wiring harnesses are securely connected.
- 17) After completing the work, be sure to wash the vehicle.



Precautions in handling a full-time 4WD vehicle

MT

Speedometer test

Generally, when testing the speedometer of a full-time 4WD vehicle, even if the engine is running at a relatively slow speed, releasing the clutch abruptly may still cause the vehicle to jump off of the test machine. Be especially careful to avoid this.

1) Testing Methods

(1) Jack-up Method

The usual speedometer tester is used and the rear wheels are tested with the front wheels raised off the ground and the center differential locked.

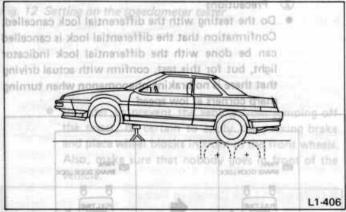


Fig. 3 Jack-up method

(2) Adapter Method

An adapter is installed between the vehicle's speedometer and cable, and testing is done using the usual speedometer tester with the center differential operating. The vehicle's speedometer will then indicate 1/2 actual wheel speed. Therefore, an adapter which doubles the speed is necessary.

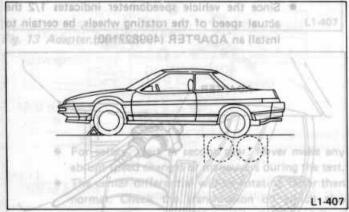


Fig. 4 Adapter method

Use the adapter method only when the jack-up method cannot be employed at the service garage.

- 2) Testing Procedures Control of the Procedures
- al tri (1) Jack-up Method sensitib educated and fact the
- not on, rock the vehicle strengiupa effor back-

- earl and 2 Precautions whith dative sloot leiter
- (Vehicle stability is better than with the front wheels.)

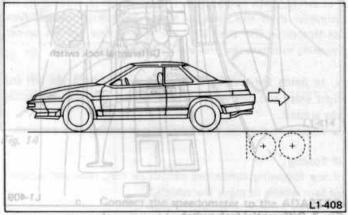
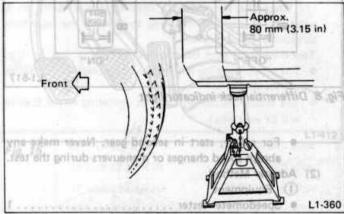


Fig. 5 Setting on the speedometer tester

Place the cable so that is done not get in the way as

 Place the garage jack and safety stands in their proper positions.

Also, in order to prevent the vehicle from slipping due to vibration, do not place any wooden blocks or similar items between the safety stands and the vehicle.



ADAPTER (499827100)

Fig. 6 Safety stand setting

- Since the front wheels will also be rotating, do not place anything near them. Also, make sure that nobody goes in front of the vehicle.
- With the center differential locked, confirm that the differential lock indicator light is lit.

If the differential lock switch is in the "ON" position, but the differential lock indicator light is not on, rock the vehicle slightly forward or backward to lock the differential.

Operate the differential lock switch before setting the speedometer tester. Never operate the differential lock switch while the vehicle is on the free rollers. (There is a chance that the vehicle may jump off the rollers.)

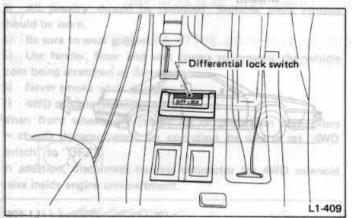


Fig. 5 Setting on the goodom

Fig. 7 Differential lock switch

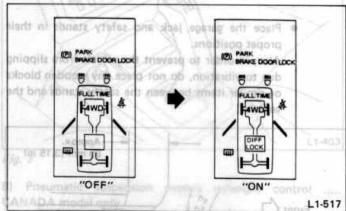


Fig. 8 Differential lock indicator light

- For safety, start in second gear. Never make any abrupt speed changes or maneuvers during the test.
 - (2) Adapter Method
 - 1 Equipment
- Speedometer tester . .

Since the speedometer detector is on the engine side of the center differential, if the front wheels are locked, the vehicle's speedometer will only indicate 1/2 the speed of the rear wheels. Thus, an adapter which doubles the speed is necessary.

Sings the front wheels will also be rotating, do not

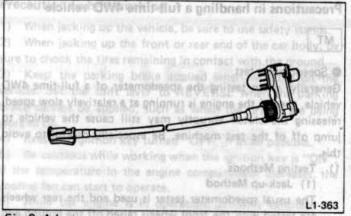


Fig. 9 Adapter

- 2 Precautions
- Do the testing with the differential lock cancelled. Confirmation that the differential lock is cancelled can be done with the differential lock indicator light, but for this test, confirm with actual driving that there is no braking phenomenon when turning sharp corners at low speed.

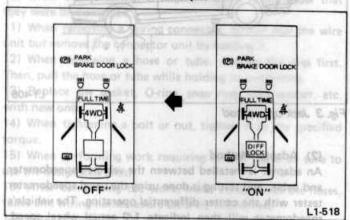


Fig. 10 Differential lock indicator light

 Since the vehicle speedometer indicates 1/2 the actual speed of the rotating wheels, be certain to install an ADAPTER (499827100).

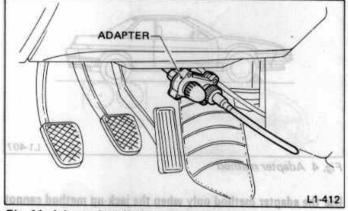


Fig. 11 Adapter installation agency universall to beyolume ad

 Do the test with the rear wheels on the speedometer tester rollers.

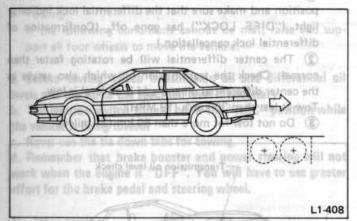


Fig. 12 Setting on the speedometer tester

2 Tombe Jobs than 30 km/h 420,24954

 In order to prevent the vehicle from jumping off the tester, be certain to apply the parking brake and place wheel blocks in front of the front wheels.
 Also, make sure that nobody goes in front of the vehicle.

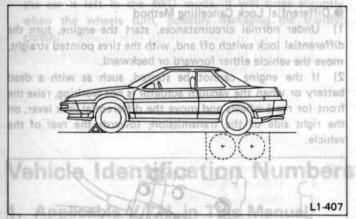


Fig. 13 Adapter method

Front

1800 to Engine

- For safety, start in second gear. Never make any abrupt speed changes or maneuvers during the test.
- The center differential will be rotating faster than normal. Check the transmission oil which also serves as the center differential oil and add if oil level is low.
- Keep maximum speed below 50 km/h (31 MPH)
 and for less than 1 minute.

- 3 Adapter Installation Procedures
- sham slower a. Disconnect the speedometer cable from the
- ADAPTER gear box.

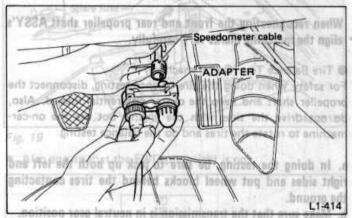


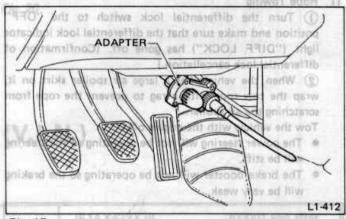
Fig. 14

c. Connect the speedometer to the ADAPTER speedometer cable.

levels and top up to the specified-level if necessary.

Place the cable so that it does not get in the way when depressing the accelerator pedal.

If the following conditions cannot be met, raise and support



JF1AX432 1X38

Fig. 15

Brake Test

When using the brake tester, do so with the differential lock cancelled. Turn the differential lock switch off and make sure that the differential lock indicator light ("DIFF LOCK") has gone off.

300001 and after

300001 and after

Chassis Dynamometer Test of all and hard the country of the c

The propeller shaft must be removed and the vehicle made into front wheel drive. To undo the propeller shaft, do not disconnect the front propeller shaft ASSY. Only disconnect the rear propeller shaft ASSY and lock the center differential.

When reconnecting the front and rear propeller shaft ASSY's, align the matching marks very carefully.

• Tire Balance Test (On-car-machine)

For safety when doing the tire balance testing, disconnect the propeller shaft and keep the center differential locked. Also, do not drive the tires with the engine, but use the on-carmachine to rotate the tires and do the balance testing.

- a. In doing the testing, be sure to jack up both the left and right sides and put wheel blocks behind the tires contacting the ground.
- b. Make sure that the transmission is in neutral gear position.

Towing

If the following conditions cannot be met, raise and support all four wheels to move the vehicle.

- a. Before towing, check transmission oil and differential oil levels and top up to the specified level if necessary.
- b. The ignition switch should be in the "ACC" position while the vehicle is being towed.

1) Rope Towing

- 1 Turn the differential lock switch to the "OFF" position and make sure that the differential lock indicator light ("DIFF LOCK") has gone off. (Confirmation of differential lock cancellation.)
- When the vehicle has a large air spoiler skirt on it, wrap the tow rope with a rag to prevent the rope from scratching the air spoiler.

Tow the vehicle with the engine off,

- The power steering will not be operating so the steering will be stiff.
- The brake booster will not be operating so the braking will be very weak.

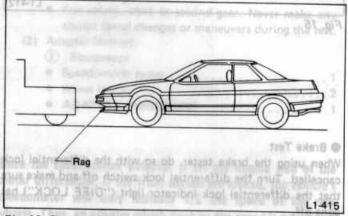


Fig. 16 Rope towing

2) Towing with Front Wheels Raised

- Turn the differential lock switch to the "OFF' position and make sure that the differential lock indicate light ("DIFF LOCK") has gone off. (Confirmation of differential lock cancellation.)
- 2 The center differential will be rotating faster than normal. Check the transmission oil which also serves as the center differential oil and add if oil level is low. Tow at less than 30 km/h (19 MPH).
- 3 Do not tow for more than 50 km (31 miles).

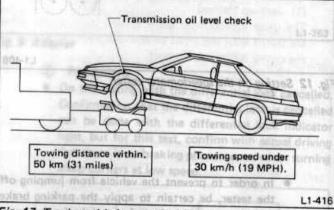


Fig. 17 Towing with front wheels raised

Also, make sure that nobody goes in front of the

Differential Lock Cancelling Method

- 1) Under normal circumstances, start the engine, turn the differential lock switch off and, with the tires pointed straight, move the vehicle either forward or backward.
- 2) If the engine cannot be started, such as with a dead battery or when the vacuum actuator is not working, raise the front (or rear) wheels and move the differential lock lever, on the right side of the transmission, towards the rear of the vehicle.

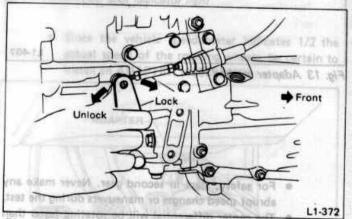


Fig. 18 Differential lock lever operation

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If the following conditions cannot be met, raise and support all four wheels to move the vehicle.

- a. Before towing, check transmission oil and differential oil levels and top up to the specified level if necessary.
- b. The ignition switch should be in the "ACC" position while the vehicle is being towed.
- c. Never use the tie down tabs for towing.
- d. Remember that brake booster and power steering will not work when the engine is "OFF". You will have to use greater effort for the brake pedal and steering wheel.
- 1) Rope towing

cranicalse at the front.

- (1) Place the selector lever "N" position and put a spare fuse inside the FWD connector.
- (2) Tow at less than 30 km/h (20 MPH).
- (3) Do not tow for more than 10 km (6 miles).
- Before checking or servicing the car with the front wheels raised or on rollers (brake tester, chassis dynamometer, etc.), always set the car in the FWD mode.

To set the car in the FWD mode, disconnect the 4WD circuit by inserting a fuse in the FWD connector inside the engine compartment. Also chock the rear wheels firmly. If the car is left in the 4WD mode, it will surge abruptly when the wheels turn, possibly damaging the transfer

ant 18 bit 3,001 to 4,000 lb GVWR without passive restraints

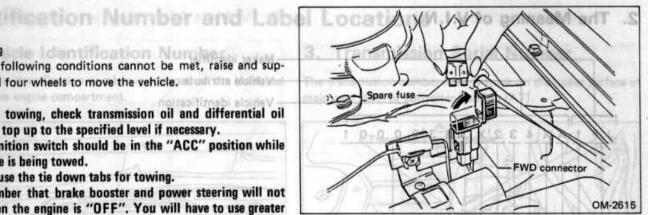
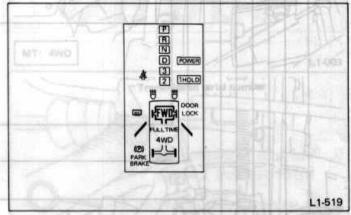


Fig. 19

Sequential number

300001 and after

2 : DL model S GL model 4 - Glado model a Also ensure that the FWD pilot light is on.

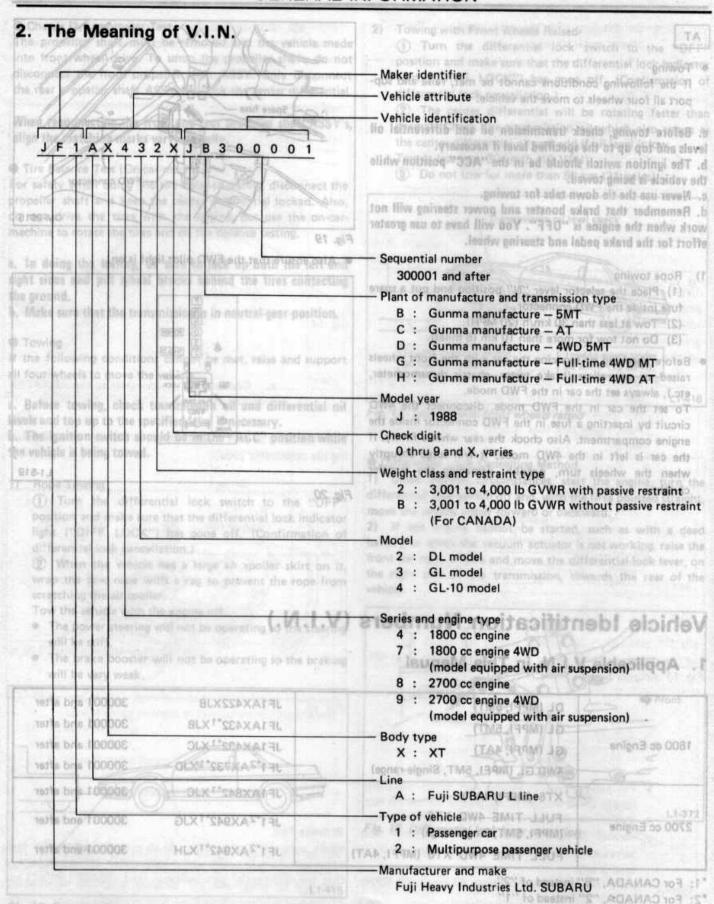


Vehicle Identification Numbers (V.I.N.)

1. Applicable V.I.N. in This Manual

	DL (MPFI, 5MT)	JF1AX422XJB	300001 and after
(uojstiai	GL (MPFI, 5MT)	JF1AX432*1XJB	300001 and after
1800 cc Engine	GL (MPFI, 4AT)	JF1AX432*1XJC	300001 and after
. 22	4WD GL (MPFI, 5MT, Single-range)	JF1*2AX732*1XJD	300001 and after
1032 1 -1	XT6 (MPFI, 4AT)	JF1AX842*1XJC	300001 and after
2700 cc Engine	FULL TIME 4WD XT6 to aqvT (MPFI, 5MT, Single-range)	JF1*2AX942*1XJG	300001 and after
	FULL TIME 4WD XT6 (MPFI, 4AT)	JF1*2AX942*1XJH	300001 and afte

^{*1:} For CANADA, "B" instead of "2"
*2: For CANADA, "2" instead of "1"



Identification Number and Label Locations not soften yets?

1. Vehicle Identification Number 3. Transmission Serial Number

The vehicle identification number is stamped on the bulkhead panel of the engine compartment.

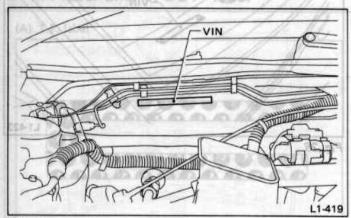


Fig. 21

2. Engine Serial Number

Color code label

The engine serial number is stamped on the right side of the crankcase at the front.

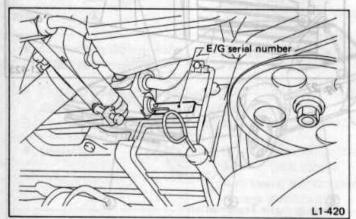


Fig. 22

The transmission number label is stuck on the upper surface of main case (MT) or converter housing (AT).

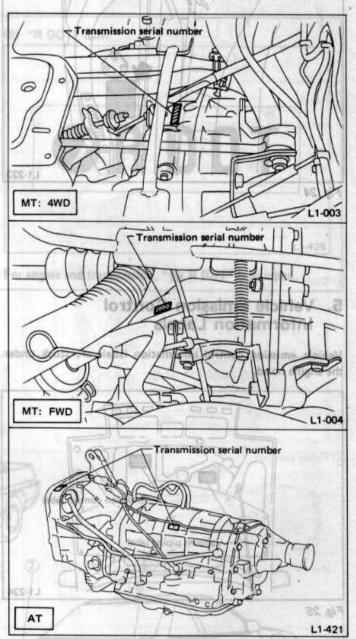


Fig. 23

Engine, transmission and vehicle identification numbers are used for factory communications such as Technical information, Service bulletins and other information.

Safety certification plate is stuck near the driver's side door striker.

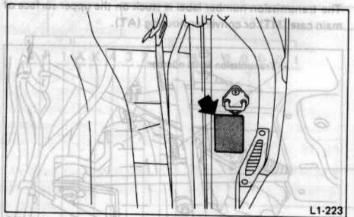


Fig. 24

4. Safety Certification Plate 6. Vehicle Identification Number Plate

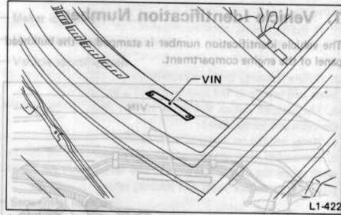


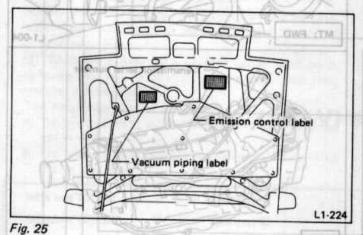
Fig. 26

AWID: TIM

5. Vehicle Emission Control Information Labels

Treasmission serial number

Vehicle emission control information labels are stuck under the engine hood.



155-1

7. Color Code Label

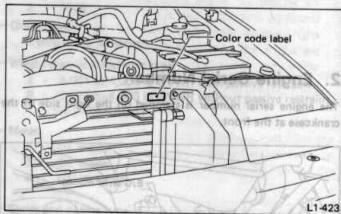


Fig. 27

1,1-120

Engine, transmission and vehicle identification numbers are used for factory communications such as Technical Information, Service bulletine and other information. A Full SUBARU E line

TA

Fig. 23

Theft Prevention et, Luississants, Sealants and Adhesives and O

The Theft Prevention (T.P.) label is stuck or V.I.N. is stamped on the main line installed parts shown below. Additionally, the "R DOT" label is stuck or " R DOT" is stamped on the main spare parts shown below.

1. T.P. label and "R DOT" label

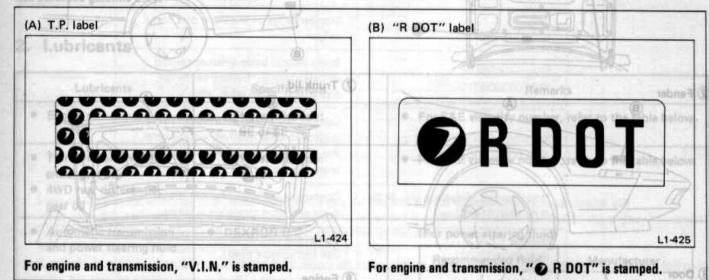
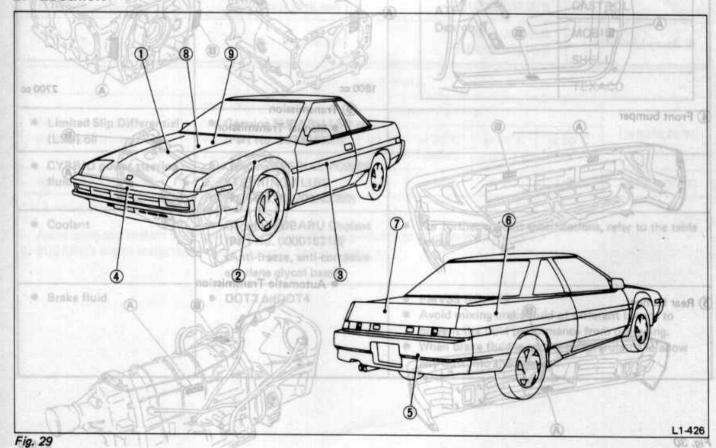
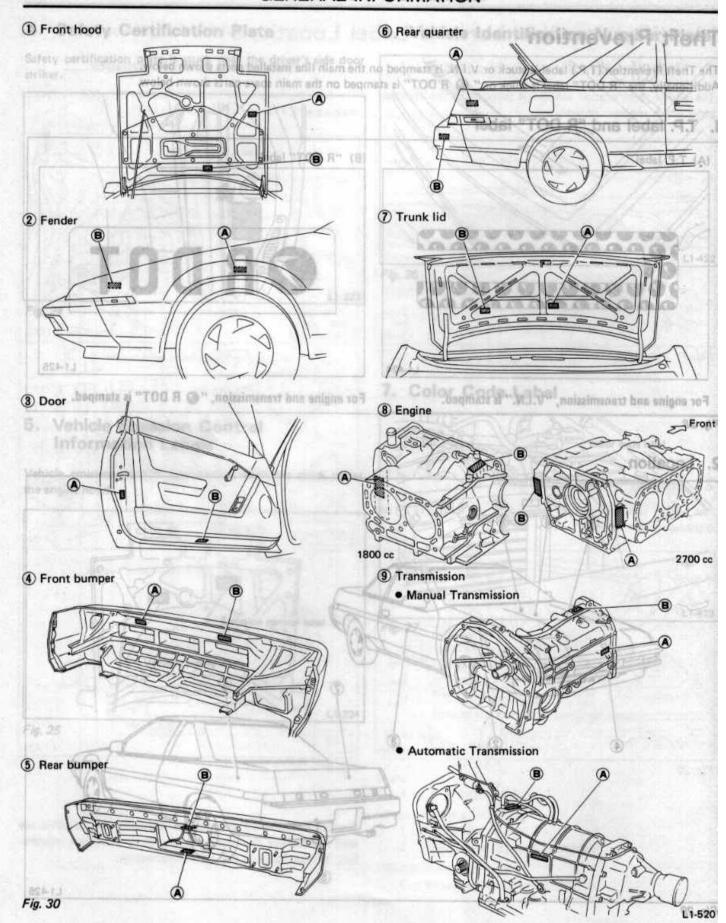


Fig. 28

2. Location





Recommended Fuel, Lubricants, Sealants and Adhesives

Splines of transmission main shaft.

Stopper plugs of the front disc brake

Brake cellper body (Piston, spindle

1. Fuel

The SUBARU engine is designed to give satisfactory engine performance and low exhaust emissions by using gasoline of 87 octane or higher. (Average of Research Octane Number and Motor Octane Number.)

FX clurch greess

(P/N 72323010)

PBC

Use unleaded gasoline only.

2. Lubricants

Lubricants	Specifications	60W (OTOBIORSOO Remarks
Engine oil segs.inil so linkages. lie-pump	API Classification: SE or SF	For SAE viscosity number, refer to the table below. MOD 3 adultable
Transmission and differential gear oil	API Classification: GL-5	For SAE viscosity number, refer to the table below.
4WD rear differential gear oil	o Dertacting surfaces of doing	(Illa enigne 1qe Dow Corolga Molykota bld: 2438
Automatic transmission	DEXRON II	(For power steering fluid)
and power steering fluid	ilosen sibolgs bna skill ^d	Recommended fluid Manufacturer
intelity alls may be usedine leur	Steering gearbox (Both mail power steering)	.q.a Vallant greese M-2 P.P. (1/2) (1/
10, 40, 10W 60, 20W-10, 20W-8	Steering shaft bearing, bust	CALTEX SUNLIGHT 2
*For differential gear oil (AT	geur sirift system, etc.	ATE OF OSCIONE DO IN (4) CASTROL
	O ₂ sensor.	Dexron II OURABUS MOBIL
12.42		(E0010E100 W(9) SHELL
	Coplant Spa	TEXACO
Limited Slip Differential (LSD) oil	Genuine SUBARU LSD oil (Part No. 003304300)	Erna vine annie
CYBRID power steering fluid 30 0 1-22 F)	Genuine SPECIAL POWER STEERING FLUID (Part No. K0209A0080)	074 1.069 1.06 2 1.067 -36°C (-33°E
Coolant Avent using any esolant or or BUS ARU's engine is eluminu		below.
Brake fluid	DOT3 or DOT4	 FMVSS NO. 116 Avoid mixing brake fluid of different brands to prevent the fluid performance from degrading. When brake fluid is added, be careful not to allow any dust into the reservoir.

GENERAL INFORMATION

Lubricants	Recommended	Application	
	FX clutch grease (P/N 000040901)	Splines of transmission main s	ng SUBARU any ine is desig
to enilose prieta ya at	Molylex No. 2 (P/N 723223010)	BJ and DOJ joints of axle share	tane of higher. (Average of R st. se unleaded gasoline only.
	PBC (P/N 003607000)	Stopper plugs of the front disc caliper.	c brake
indir (ii)	Silicone KS64 (P/N 003606010)	Brake caliper body (Piston, sp adjuster O-ring), battery term distributor, hood latch, etc.	inals, sineshdu.)
woled alder eith of refer	Silicolube G-30M (P/N 004404002)	Control cables and carburetor subject to cold weather, wate impeller, door latch, striker, b terminals, etc.	r-pump
	Dow Corning Molykote No. 7439 (P/N 725191460)	Contacting surfaces of drum shoes and shoe clearance adju	brake the tall to say GWA ester.
Manufacturer to	Niglube RX-2 (P/N 003606000)	Disc brake caliper (lever, con link and spindle head).	necting
9.8	Valiant grease M-2 (P/N 003608001)	Steering gearbox (Both manu- power steering)	ual and
CAUTEX	SUNLIGHT 2	Steering shaft bearing, bushi gear shift system, etc.	ng for
Spray lubricants	SUBARU CRC (P/N 004301003)	O ₂ sensor.	
PEXACO		no ès	(A) 2700 o
rom bumper		SequineSUBARUICSD oil (Part No. 003304300)	Limited Slip Differential (LSD) oil
		Genuine SPECIAL POWER STEERING PLUID (Part No. K0209A0080)	CYBRID power steering fluid
ions, refer to the table	For further coolant specifications.	Canuine SUBARU Coolant (Part No. 000016218) (Anti-freeze, anti-corrosive attrylane glycol base)	Coolant
from demading,	FMVSS NO. 116 (3) Avoid mixing brake fluid of digressing the fluid performance when brake fluid is added, be any dust into the reservoir.	g DOTS or DOT4	Brake fluid

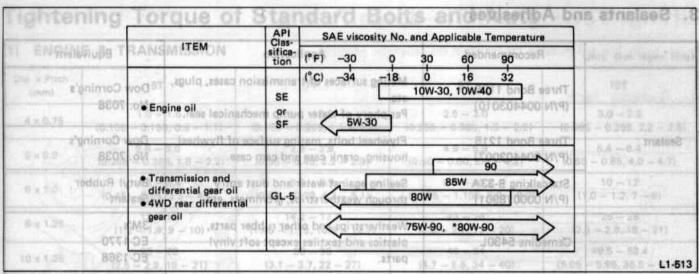


Fig. 31

a. Each oil manufacturer has its base oil and additives. Thus, do not mix two or more brands. (Except engine oil)

Soft vinyl partic anticother parts subject

- b. When replacing engine oil, it does not matter if the oil to be added is a different brand from that in the engine, however use oil having the API classification and SAE viscosity No. designated by Subaru.
- c. SAE 50W-30 is not recommended for sustained high speed driving.
- d. If vehicle is used in desert areas or areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used:

in lense whod pt bisirishniW

Emax Chemical

Corp's

Urethane E

30, 40, 10W-50, 20W-40, 20W-50

e. *For differential gear oil (AT)

FI	S - 10 10 1	Coolan	t Specificati	ions		11 (2.20	-11 20, 23 1 - 57.0
Laurent atmospheria	SUBARU	27.6 - /	S,	pecific gravi	ty = 65.3	20 100	828 = 107.8
Lowest atmospheric anticipated temperature	*water ratio (Volume) %	at 10°C (50°F)	at 20°C (68°F)	at 30°C (86°F)	at 40°C (104°F)	at 50°C (122°F)	Freezing point
Above -30°C (-22°F)	50 - 50	1.078	1.074	1.069	1.063	1.057	-36°C (-33°F)

^{*} It is recommended that distilled water be used.

- a. Avoid using any coolant or only water other than this designated type to prevent corrosion.
- b. SUBARU's engine is aluminum alloy, so special care is necessary.

Edd) TC-603		9.8 - 17.7 (1.00 - 1.80, 7.2 - 10.0)	17.7 - 31.4 (1.80 - 2.20, 12.6 - 23.1)	23.5 - 39.2 12.40 - 4.00, 17.4 - 29.01
Fig. 33 Including bolt or nut with reacher or spring weeker only	10.	22.6 - 36.3 (2.36 - 3.70, 16.6 - 26.8)	37.3 - 66,7 (3.80 - 6.80, 27.5 - 49.2)	48,1 ~ 83.4 (4.90 - 8.50, 25.4 ~ 61.5)
	12	39.2 - 64.7 (4.00 - 6.60, 28.9 - 47.7)	68.5 - 117.7 (7.00 - 12.00; 80.8 - 88.8)	88.3 - 147.1 (9.80 - 15.00, 65.1 - 109.5

mark is embosed on the holt head as follows:

3. Sealants and Adhesives

a Spray lubricants

(P/N 004301003)

	Recommended	O Application	Equivalent
Sealant Three Bond (P/N 00440 Starcalking	Three Bond 1105 (P/N 004403010)	Mating surfaces of transmission cases, plugs, etc. Periphery of water pump mechanical seal.	Dow Corning's No. 7038
	Three Bond 1215 (P/N 004403007)	Flywheel bolts, mating surface of flywheel housing, crank case and cam case.	Dow Corning's No. 7038
	Starcalking B-33A (P/N 000018901)	Sealing against water and dust entry through weatherstrips, grommets, etc.	Butyl Rubber Sealant
18-13	Cemedine 5430L	Weatherstrips and other rubber parts, plastics and textiles except soft vinyl parts.	3M's EC-1770 EC-1368
Adhesive Adhesive	Cemedine 540	Soft vinyl parts, and other parts subject to gasoline, grease or oil (e.g., trim leather, gear shift boot, door inner remote cover, etc.).	3M's EC-776 EC-847 EC-1022 (Spray Type)
	Cemedine 3000	Bonding metals, glass, plastic and rubber parts. Repairing slightly torn weather-strips, etc.	Armstrong's Eastman 910
	Essex Chemical Corp's Urethane E	Windshield to body parier.	0, 40, 10W <u>60, 20</u> W 40, 20W

			ano	t Specificati	Contan		
	Specific gravity					SUBARU	olierigaomie žeswo.l
			at 30°C (86°F)		at 10°C (80°F)	*water ratio	anticipated temperature
-36°C (-33°F)	1.057	1,083	1,089	1.074	1.078	60 - 60	Above -30°C (-22°F)

[&]quot; it is recommended that distilled water be used.

a. Avoid using any sociant or only water other than this designated type to prevent corresion.

b. SUBARU's angine is aluminum alloy, so special care is necessary.

Tightening Torque of Standard Bolts and NutsniwoT gnittil

(1) ENGINE & TRANSMISSION

Unit: N-m (kg-m, ft-lb)

Dia. x Pitch (mm)	5T	π	9T	TOI Garage Jack
4 × 0.75	1.0 - 1.5	1.5 - 2.0	2.5 - 3.0	3.0 - 3.5
	(0.105 - 0.155, 0.8 - 1.1)	(0.155 - 0.205, 1.1 - 1.5)	(0.255 - 0.305, 1.8 - 2.2)	(0.305 - 0.355, 2.2 - 2.6)
5 × 0.9	2.5 - 3.0	2.9 - 3.9	4.9 - 5.9	5.4 - 6.4
	(0.255 - 0.305, 1.8 - 2.2)	(0.30 - 0.40, 2.2 - 2.9)	(0.50 - 0.60, 3.6 - 4.3)	(0.55 - 0.65, 4.0 - 4.7)
6 x 1.0	4.4 - 5.4	5.9 - 6.9	9.4 - 10.8	10 - 12
	(0.45 - 0.55, 3.3 - 4.0)	(0.60 - 0.70, 4.3 - 5.1)	(0.955 - 1.105, 6.9 - 8.0)	(1.0 - 1.2, 7 - 9)
8 x 1.25	12 - 14	14.2 - 17.2	23 - 26	25 - 28
	(1.2 - 1.4, 9 - 10)	(1.45 - 1.75, 10.5 - 12.7)	(2.3 - 2.7, 17 - 20)	(2.5 - 2.9, 18 - 21)
10 x 1.25	25 - 28	30 - 36	46 - 54	49.5 - 58.4
	(2.5 - 2.9, 18 - 21)	(3.1 - 3.7, 22 - 27)	(4.7 - 5.5, 34 - 40)	(5.05 - 5.95, 36.5 - 43.0)
12 x 1.5	41 - 49	53 - 63	84 - 98	88 - 106
	(4.2 - 5.0, 30 - 36)	(5.4 - 6.4, 39 - 46)	(8.6 - 10.0, 62 - 72)	(9.0 - 10.8, 65 - 78)
14 x 1.6	71 - 84	88 - 106	139 - 165	147 - 175
	(7.2 - 8.6, 52 - 62)	(9.0 - 10.8, 65 - 78)	(14.2 - 16.8, 103 - 122)	(15.0 - 17.8, 108 - 129)

			45	
(2)	D	~	_	Υ
12	ъ	u	IJ	

Unit: N·m (kg-m, ft-lb)

5 / /	Dia. (mm)	4T	77	9T	
-10	4	1.7 - 2.6 (0.17 - 0.27, 1.2 - 2.0)			
	5	2.9 - 5.9 (0.30 - 0.60, 2.2 - 4.3)			
P	6	5.4 - 9.3 (0.55 - 0.95, 4.0 - 6.9)			
	8	12.7 - 22.6 (1.30 - 2.30, 9.4 - 16.6)	22.6 - 42.2 (2.30 - 4.30, 16.6 - 31.1)	31.4 - 51.0 (3.20 - 5.20, 23.1 - 37.6)	
TC-002 .	10	27.5 - 47.1 (2.80 - 4.80, 20.3 - 34.7)	51.0 - 86.3 (5.20 - 8.80, 37.6 - 63.7)	62.8 - 107.9 (6.40 - 11.00, 46.3 - 79.6)	
	ly usid2 aloo	52.0 - 85.3 (5.30 - 8.70, 38.3 - 62.9)	88.3 - 156.9 (9.00 - 16.00, 65.1 - 115.7)	117.7 - 196.1 (12.00 - 20.00, 86.8 - 144.7)	
TC-003 Fig. 33 Including bolt or nut with washer or spring washer only	4	1.2 - 2.2 (0.12 - 0.22, 0.9 - 1.6)	adus by or astrode of one	nides nu mides della	
	ety stands for s	(0.25 - 0.45, 1.8 - 3.3)	e with good into the cure to	After (20) of the vehic	
	6	4.4 - 7.4 (0.45 - 0.75, 3.3 - 5.4)			
	8	9.8 - 17.7 (1.00 - 1.80, 7.2 - 13.0)	17.7 - 31.4 (1.80 - 3.20, 13.0 - 23.1)	23.5 - 39.2 (2.40 - 4.00, 17.4 - 28.9)	
	10	22.6 - 36.3 (2.30 - 3.70, 16.6 - 26.8)	37.3 - 66.7 (3.80 - 6.80, 27.5 - 49.2)	48.1 - 83.4 (4.90 - 8.50, 35.4 - 61.5)	
	12	39.2 - 64.7 (4.00 - 6.60, 28.9 - 47.7)	68.6 - 117.7 (7.00 - 12.00, 50.6 - 86.8)	88.3 - 147.1 (9.00 - 15.00, 65.1 - 108.5)	

The mark is embossed on the bolt head as follows:

41 — 4 5T — 5

9T --- 9

7T --- 7

Making surfaces of gransmission lases, prints,

Lifting, Towing and Tie-down Points 2 to suproT prinstrigiT

Be sure to lift, tow and tie-down the vehicle at the designated positions.

1. Garage Jack

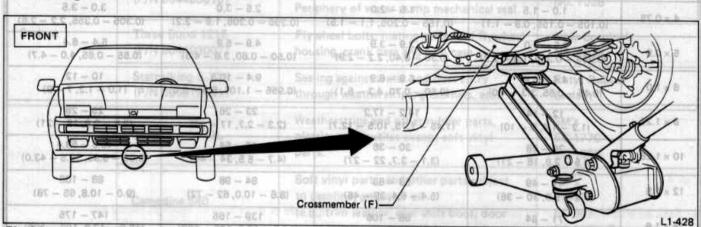
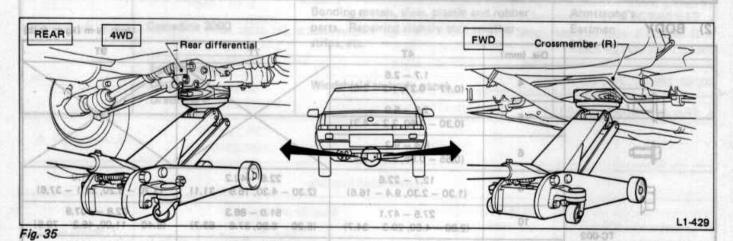


Fig. 34



52.0 - 85.3

(8.30 - 8.70, 38.3 - 62.9)

1.2 - 2.2

a. When jacking up the vehicle, place chocks to hold wheels.

(0.00 - 16.00, 65.1 - 115.7) (12.00 + 20.00, 86.8 - 144.7)

b. After jacking up the vehicle with garage jack, be sure to support the vehicle with safety stands for safety.

88.3 - 156.9

	The second secon	1865 - BV 1284V - QVV		
		4,4 - 7,4 (0,45 - 0.75, 3.3 - 5.4)	a -	
23.5 - 20.2 (2,40 - 4.00, 17,4 - 28.9)	17.7 - 31.4 (1.80 - 3.20, 13.0 - 23.1)	9.8 - 17.7 (1,00 - 1,80, 7.2 - 13.0)	0	200-3
46,1 - 63,4 (4.90 - 8.80, 38,4 - 61.5)	37.3 - 66.7 (3.80 - 6.80, 27.8 - 48.2)	22.6 - 36.3 (2.20 - 3.70, 16.6 - 26.8)	or	
88,3 - 147,1 (9,00 - 15,00, 65,1 - 108.6)	68.8 - 117.7 (7.00 - 12.00, 50.6 - 86.8)	39.2 - 64.7 (4.00 - 6.50, 28.9 - 47.7)	cr.	rigion

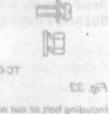


Fig. 32

The mark is embarsed on the bolt head as follows:

washer or spring wash

AT — 4 9T — 9 8T — 5 10T — 10

1) ENGINE & TRANSMISSION

2. Pantograph Jack

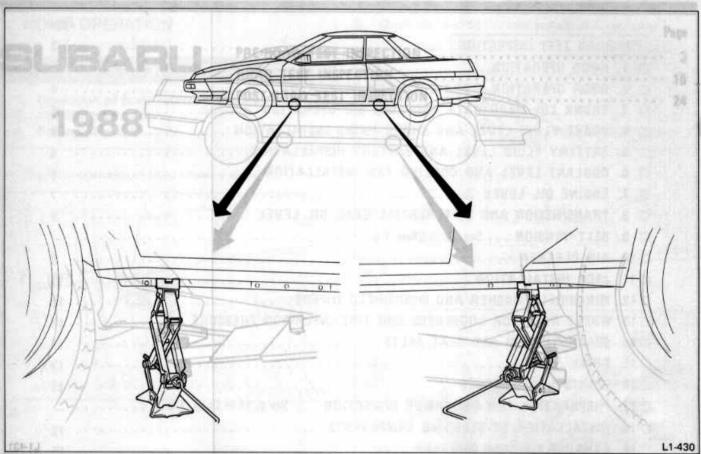
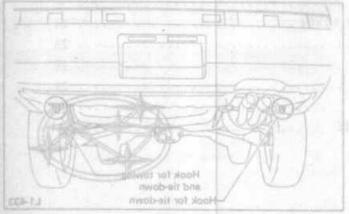


Fig. 36

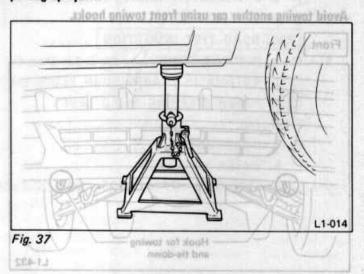
- a. Never get under the vehicle while it is supported only by the jack. Always use safety stands to support body when you have to get under the car.
- b. Block the wheels diagonally using wheel chocks.
- c. Make sure the jack is set at the correct position on the flange of side sill.
- d. Be careful not to set the jack at the air flap portion.



3. Safety Stand I is this add yes of you lufered ea. d

Be sure to lift vehicle at the same four positions as those of pantograph jack.

a. Be sure to lift vehicle at the same four positions as those of



Ela, 40

pantograph jack.

4.f Lifty, Towing and Tie-down Points And Host designation S

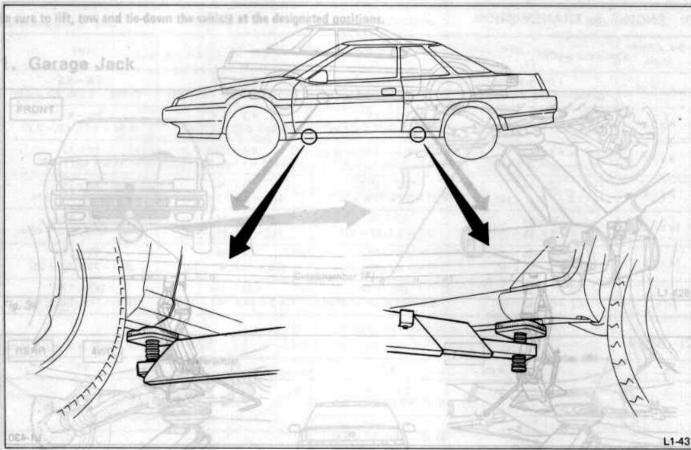


Fig. 38

- a. Be sure to lift vehicle at the same four positions as those of pantograph jack.
- b. Be careful not to set the lift at the air flap portion.

5. Towing and Tie-down Hooks

Avoid towing another car using front towing hooks.

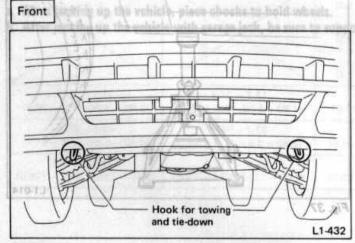
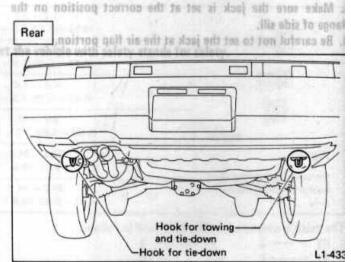


Fig. 39



Never get under the vehicle while it is supported only by

Block the wheels disgonally using wheel chocks.

ave to get under the car.

Fig. 40