

SECTION : 9P

DOORS

CAUTION : *Disconnect the negative battery cable before removing or installing any electrical unit or when a tool or equipment could easily come in contact with exposed electrical terminals. Disconnecting this cable will help prevent personal injury and damage to the vehicle. The ignition must also be in LOCK unless otherwise noted.*

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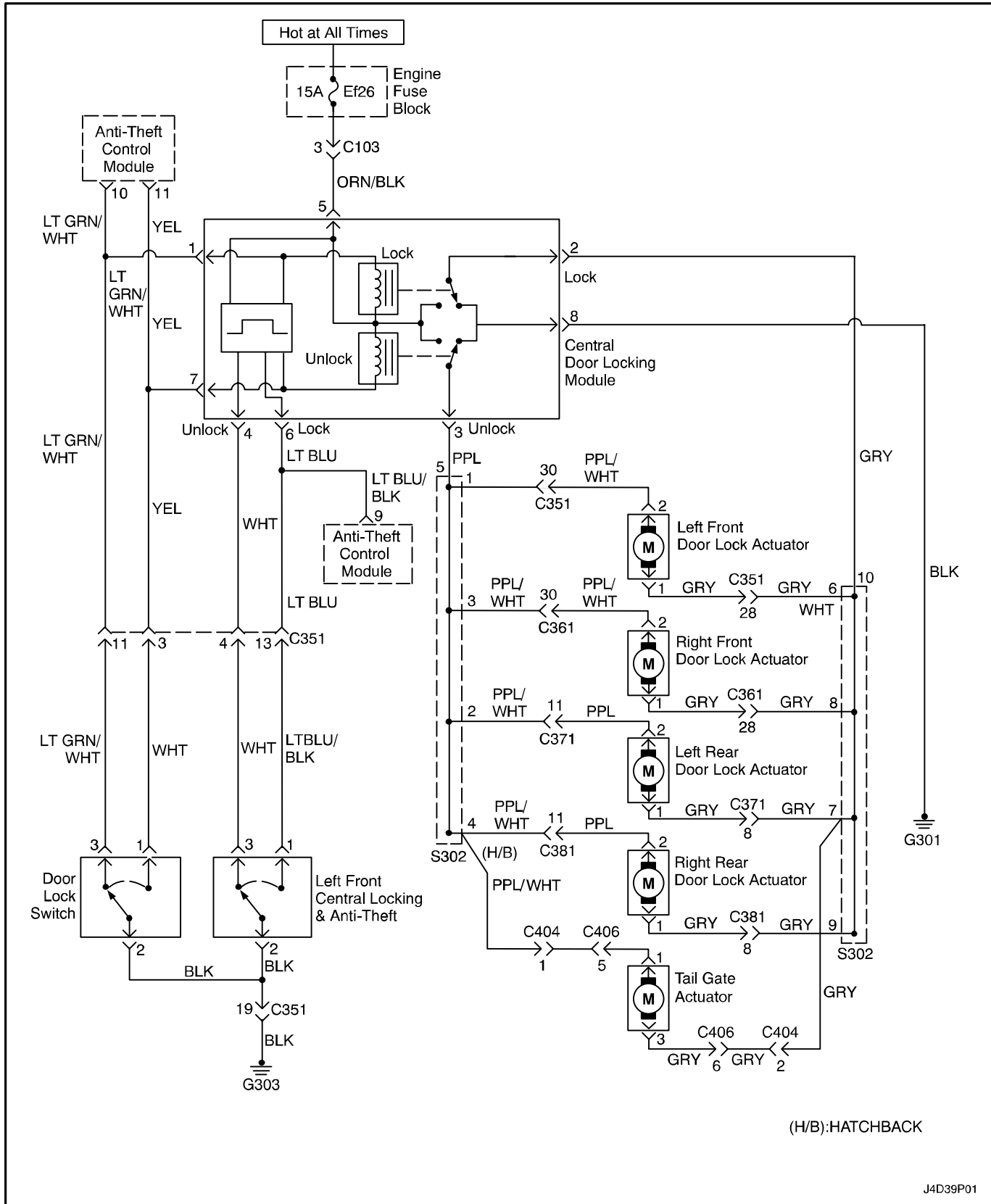
SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATION

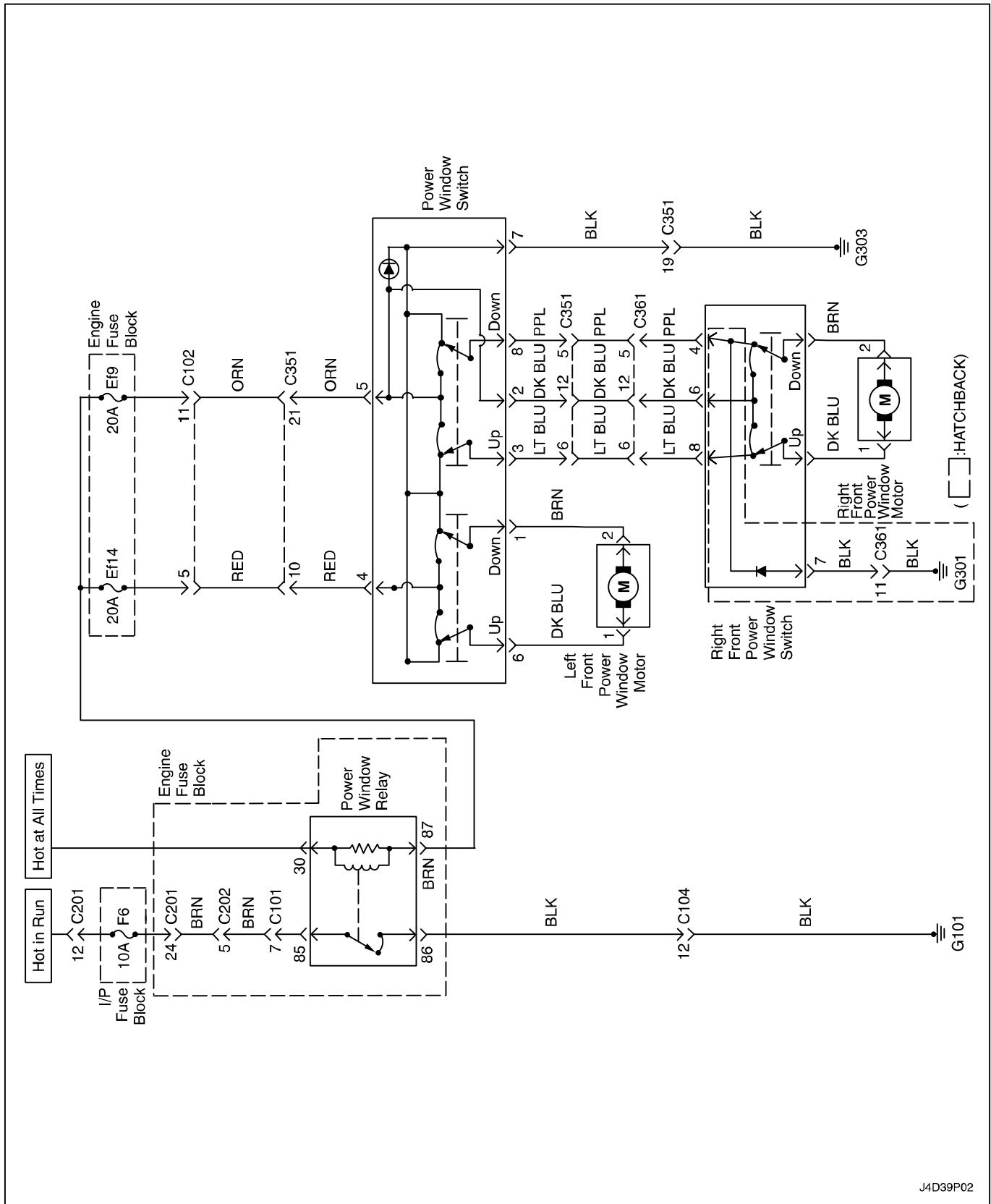
Application	N•m	Lb-Ft	Lb-In
Door Hinge-to-Body Bolts	36	27	–
Door Hinge-to-Door Bolts	20	15	–
Door Hold-Open Link-to-Body Bolt	25	18	–
Door Hold-Open Link-to-Door Bolts	9	–	80
Door Lock Striker Screws	30	22	–
Door Pull Bracket Screws	3	–	27
Front Door Lock Screws	8	–	71
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SCHEMATIC AND ROUTING DIAGRAMS

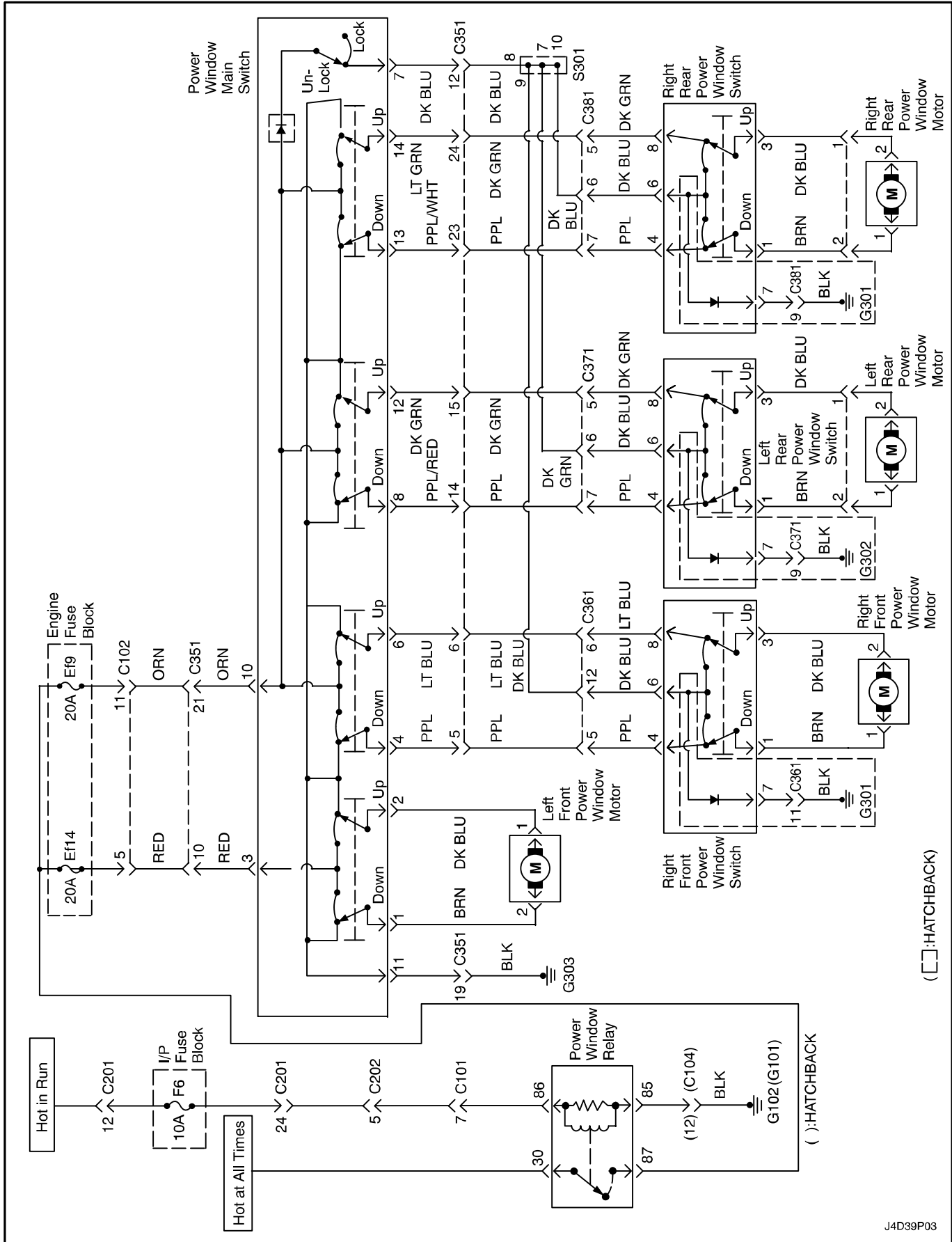
POWER DOOR LOCKS CIRCUIT



POWER WINDOWS CIRCUIT (FRONT ONLY)



POWER WINDOWS CIRCUIT (FRONT AND REAR)



DIAGNOSIS

POWER WINDOWS

System With Only Front Power Windows, One or Both Windows are Inoperative

CAUTION : When powering the window motors directly from a battery with jumper wires, make sure one of the jumper wires contains a fuse. If the jumpers are accidentally touched together, the fuse will prevent sparking and burns from sudden terminal heating.

Step	Action	Value(s)	Yes	No
1	1. Turn the ignition ON. 2. Attempt to operate both power windows. Is either window working?	–	Go to Step 18	Go to Step 2
2	Visually inspect the connection at the dual power window switch. Is the electrical connector correctly attached to the switch?	–	Go to Step 4	Go to Step 3
3	Correctly attach the electrical connector to the dual power window switch. Is the repair complete?	–	System OK	–
4	1. Disconnect the electrical connector from the dual power window switch. 2. Turn the ignition ON. 3. Check the voltage at terminal 4 and 5 of the power window main switch connector. Is the voltage equal to the specified value?	11–14 v	Go to Step 16	Go to Step 5
5	Check fuses EF14 and EF9. Is either fuse blown?	–	Go to Step 6	Go to Step 7
6	1. Check for a short circuit and repair if necessary. 2. Replace the blown fuse(s). Is the repair complete?	–	System OK	–
7	1. Turn the ignition ON. 2. Check the voltages at fuses EF9 and EF14. Are both voltages equal to the specified value?	11–14 v	Go to Step 9	Go to Step 8
8	Repair the power supply to the fuse which did not indicate battery voltage with the ignition on. Is the repair complete?	–	System OK	–
9	1. Remove the power window relay. 2. Turn the ignition ON. 3. Check the voltage at terminal 30 and terminal 85 of the power window relay socket. (Terminals of the relay socket can be identified by the markings on the bottom of the relay.) Does the voltmeter indicate the specified value at terminals 30 and 85?	11–14 v	Go to Step 11	Go to Step 10
10	Repair the open circuit between the fuses and the power window relay. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
11	With the power window relay still removed, use an ohmmeter to check the resistance between ground and terminal 86 of the power window relay socket. Does the ohmmeter indicate the specified value?	$\approx 0 \Omega$	Go to <i>Step 13</i>	Go to <i>Step 12</i>
12	Repair the open circuit between ground and terminal 86 of the power window relay socket. Is the repair complete?	–	System OK	–
13	1. Temporarily substitute a known good relay in place of the power window relay. 2. Attempt to operate the power windows. Do the power windows operate with the substituted relay?	–	Go to <i>Step 14</i>	Go to <i>Step 15</i>
14	1. Return the substituted relay to its original position. 2. Replace the original power window relay. Is the repair complete?	–	System OK	–
15	Repair the open circuit between the power window relay socket terminal 87 and the dual power window switch terminal 4 and 5. Is the repair complete?	–	System OK	–
16	With the dual power window switch disconnected, use an ohmmeter to check the resistance between ground and terminal 7 of the dual power window switch connector. Is the resistance equal to the specified value?	$\approx 0 \Omega$	Go to <i>Step 18</i>	Go to <i>Step 17</i>
17	Repair the open circuit between ground and terminal 7 of the dual power window switch connector. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
18	1. Remove the trim panel from a door which has an inoperative power window. 2. Move a vehicle battery close enough to the door so that the window motor can be powered directly from the battery with jumper wires. 3. Disconnect the the two-pin window motor connector in the door. Important : To prevent the fuse in the jumper wire from blowing, do not touch the jumper wires together. 1. Attach a jumper wire between the battery negative terminal and one of the terminals in the two-pin window motor connector. 2. Attach a fused jumper wire between the battery positive terminal and the remaining terminal in the two-pin window motor connector. Unless the motor is at the end of its travel, the window should move with the jumpers attached. 3. To move the window in the opposite direction, reverse the jumper wire connections at the window motor connector. Does the power window operate in both directions when the motor is operated directly from a battery?	–	Go to Step 20	Go to Step 19
19	Replace the window motor. Is the repair complete?	–	System OK	–
20	1. Before reconnecting the two-pin window motor connector, connect an ohmmeter between the terminals to check the resistance of the motor. 2. Record the ohmmeter reading for motor resistance. 3. Reconnect the motor connector and reinstall the door trim panel. 4. Disconnect the electrical connector from the dual power window switch. 5. At the dual power window switch connector, use an ohmmeter to check the resistance between the terminals which lead to the motor that was tested in <i>Step 15</i> Is the resistance at the switch connector approximately equal to the resistance that was previously measured at the motor connector?	–	Go to Step 22	Go to Step 21
21	Repair the open circuit between the window motor and the window switch. Is the repair complete?	–	System OK	–
22	Replace the power window switch. Is the repair complete?	–	System OK	–

System With Front and Rear Power Windows, One or Both Front Windows are Inoperative

CAUTION : When powering the window motors directly from a battery with jumper wires, make sure one of the jumper wires contains a fuse. If the jumpers are accidentally touched together, the fuse will prevent sparking and burns from sudden terminal heating.

Step	Action	Value(s)	Yes	No
1	1. Turn the ignition ON. 2. Attempt to operate each front power window. Is either window working?	–	Go to Step 18	Go to Step 2
2	Visually inspect the connection at the power window main switch. Is the electrical connector correctly attached to the main switch?	–	Go to Step 4	Go to Step 3
3	Correctly attach the electrical connector to the power window main switch. Is the repair complete?	–	System OK	–
4	1. Disconnect the electrical connector from the power window main switch. 2. Turn the ignition ON. 3. Check the voltage at terminal 3 and 10 of the power window main switch connector. Is the voltage equal to the specified value?	11–14 v	Go to Step 16	Go to Step 5
5	Check fuses EF14 and EF9. Is either fuse blown?	–	Go to Step 6	Go to Step 7
6	1. Check for a short circuit and repair, if necessary. 2. Replace the blown fuse(s). Is the repair complete?	–	System OK	–
7	1. Turn the ignition ON. 2. Check the voltages at fuses Ef9 and EF14. Are both voltages equal to the specified value?	11–14 v	Go to Step 9	Go to Step 8
8	Repair the power supply to the fuse which did not indicate battery voltage with the ignition on. Is the repair complete?	–	System OK	–
9	1. Remove the power window relay. 2. Turn the ignition ON. 3. Check the voltage at terminal 30 and terminal 86 of the power window relay socket. (Terminals of the relay socket can be identified by the markings on the bottom of the relay.) Does the voltmeter indicate the specified value?	11–14 v	Go to Step 11	Go to Step 10
10	Repair the open circuit between the fuses and the power window relay. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
11	With the power window relay still removed, use an ohmmeter to check the resistance between ground and terminal 85 of the power window relay socket. Does the ohmmeter indicate the specified value?	$\approx 0 \Omega$	Go to <i>Step 13</i>	Go to <i>Step 12</i>
12	Repair the open circuit between ground and terminal 85 of the power window relay socket. Is the repair complete?	–	System OK	–
13	1. Temporarily substitute a known good relay in place of the power window relay. 2. Attempt to operate the power windows. Do the power windows operate with the substituted relay?	–	Go to <i>Step 14</i>	Go to <i>Step 15</i>
14	1. Return the substituted relay to its original position. 2. Replace the original power window relay. Is the repair complete?	–	System OK	–
15	Repair the open circuit between the power window relay socket terminal 87 and the power window switch terminal 3 and 10. Is the repair complete?	–	System OK	–
16	With the power window main switch disconnected, use an ohmmeter to check the resistance between ground and terminal 11 of the power window switch connector. Is the resistance equal to the specified value?	$\approx 0 \Omega$	Go to <i>Step 18</i>	Go to <i>Step 17</i>
17	Repair the open circuit between ground and terminal 8 of the power window main switch connector. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
18	1. Remove the trim panel from the front door which has an inoperative power window. 2. Move a vehicle battery close enough to the door so that the window motor can be powered directly from the battery with jumper wires. 3. Disconnect the the two-pin window motor connector in the door. Important : To prevent the fuse in the jumper wire from blowing, do not touch the jumper wires together. 1. Attach a jumper wire between the battery negative terminal and one of the terminals in the two-pin window motor connector. 2. Attach a fused jumper wire between the battery positive terminal and the remaining terminal in the two-pin window motor connector. Unless the motor is at the end of its travel, the window should move with the jumpers attached. 3. To move the window in the opposite direction, reverse the jumper wire connections at the window motor connector. Does the power window operate in both directions when the motor is operated directly from a battery?	–	Go to Step 20	Go to Step 19
19	Replace the window motor. Is the repair complete?	–	System OK	–
20	1. Before reconnecting the two-pin window motor connector, connect an ohmmeter between the terminals to check the resistance of the motor. 2. Record the ohmmeter reading for motor resistance. 3. Reconnect the motor connector and reinstall the door trim panel. 4. Disconnect the electrical connector from the power window switch. 5. At the power window main switch connector, use an ohmmeter to check the resistance between the terminals which lead to the motor that was tested in <i>Step 15</i>. Is the resistance at the main switch connector approximately equal to the resistance that was previously measured at the motor connector?	–	Go to Step 22	Go to Step 21
21	Repair the open circuit between the window motor and the window switch. Is the repair complete?	–	System OK	–
22	Replace the power window switch. Is the repair complete?	–	System OK	–

System With Front and Rear Power Windows, One or Both Rear Windows are Inoperative

CAUTION : When powering the window motors directly from a battery with jumper wires, make sure one of the jumper wires contains a fuse. If the jumpers are accidentally touched together, the fuse will prevent sparking and burns from sudden terminal heating.

Step	Action	Value(s)	Yes	No
1	1. Turn the ignition ON. 2. Make sure that the window lock position has not been selected on the power window main switch. Is either rear power window working?	–	Go to Step 18	Go to Step 2
2	Visually inspect the connection at the power window main switch. Is the electrical connector correctly attached to the main switch?	–	Go to Step 4	Go to Step 3
3	Correctly attach the electrical connector to the power window main switch. Is the repair complete?	–	System OK	–
4	1. Disconnect the electrical connector from the power window main switch. 2. Turn the ignition ON. 3. Check the voltage at terminal 3 and 10 of the power window main switch connector. Is the voltage equal to the specified value?	11–14 v	Go to Step 16	Go to Step 5
5	Check fuses EF9 and EF14. Is either fuse blown?	–	Go to Step 6	Go to Step 7
6	1. Check for a short circuit and repair, if necessary. 2. Replace the blown fuse(s). Is the repair complete?	–	System OK	–
7	1. Turn the ignition ON. 2. Check the voltages at fuses Ef9 and EF14. Are both voltages equal to the specified value?	11–14 v	Go to Step 9	Go to Step 8
8	Repair the power supply to the fuse which did not indicate battery voltage with the ignition on. Is the repair complete?	–	System OK	–
9	1. Turn the ignition ON. 2. Remove the power window relay. 3. Check the voltage at terminal 30 and terminal 86 of the power window relay socket. (Terminals of the relay socket can be identified by the markings on the bottom of the relay.) Does the voltmeter indicate the specified value?	11–14 v	Go to Step 11	Go to Step 10
10	Repair the open circuit between the fuses and the power window relay. Is the repair complete?	–	System OK	–

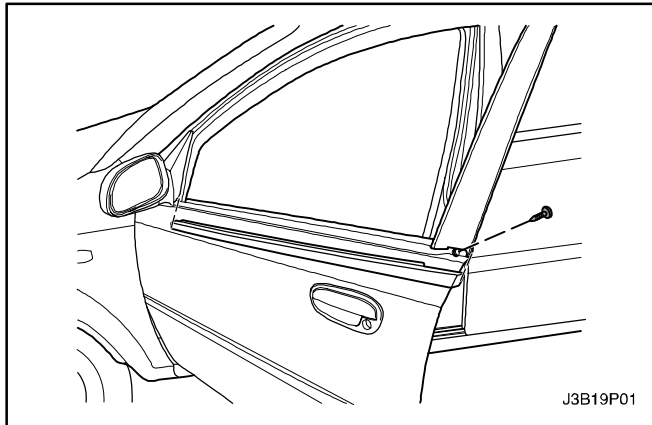
Step	Action	Value(s)	Yes	No
11	With the power window relay still removed, use an ohmmeter to check the resistance between ground and terminal 85 of the power window relay socket. Does the ohmmeter indicate the specified value?	$\approx 0 \Omega$	Go to <i>Step 13</i>	Go to <i>Step 12</i>
12	Repair the open circuit between ground and terminal 85 of the power window relay socket. Is the repair complete?	–	System OK	–
13	1. Temporarily substitute a known good relay in place of the power window relay. 2. Attempt to operate the power windows. Do the power windows operate with the substituted relay?	–	Go to <i>Step 14</i>	Go to <i>Step 15</i>
14	1. Return the substituted relay to its original position. 2. Replace the original power window relay. Is the repair complete?	–	System OK	–
15	Repair the open circuit between the power window relay socket terminal 87 and the power window main switch terminal 3 and 10. Is the repair complete?	–	System OK	–
16	With the power window main switch disconnected, use an ohmmeter to check the resistance between ground and terminal 11 of the power window main switch connector. Is the resistance equal to the specified value?	$\approx 0 \Omega$	Go to <i>Step 18</i>	Go to <i>Step 17</i>
17	Repair the open circuit between ground and terminal 11 of the power window switch connector. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
18	1. Remove the trim panel from the rear door which has an inoperative power window. 2. Move a vehicle battery close enough to the door so that the window motor can be powered directly from the battery with jumper wires. 3. Disconnect the the two-pin window motor connector in the door. Important : To prevent the fuse in the jumper wire from blowing, do not touch the jumper wires together. 1. Attach a jumper wire between the negative battery terminal and one of the terminals in the two-pin window motor connector. 2. Attach a fused jumper wire between the positive battery terminal and the remaining terminal in the two-pin power window motor connector. Unless the motor is at the end of its travel, the power window should move with the jumpers attached. 3. To move the power window in the opposite direction, reverse the jumper wire connections at the power window motor connector. Does the power window operate in both directions when the motor is operated directly from a battery?	–	Go to Step 20	Go to Step 19
19	Replace the power window motor. Is the repair complete?	–	System OK	–
20	1. Make sure the window lock on the main switch is off. 2. Turn the ignition ON. 3. At the rear power window switch connector, check the voltage at terminal 1. Is the voltage equal to the specified value?	11–14v	Go to Step 21	Go to Step 29
21	1. At the power window motor two-pin connector, use an ohmmeter to measure the resistance of the power window motor. Record the resistance. 2. Re-connect the two-pin power window motor connector. 3. Disconnect the rear power window switch connector. 4. Use an ohmmeter to measure between terminals 2 and 6 of the rear power window switch connector. Is the resistance measured at the rear power window switch connector equal to the resistance previously measured at the rear power window motor connector?	–	Go to Step 23	Go to Step 22
22	Repair the open circuit between the rear power window switch and the rear power window motor connector. Is the repair complete?	–	System OK	–

Step	Action	Value(s)	Yes	No
23	1. Remove the rear power window switch for testing. 2. Connect an ohmmeter between terminals 4 and 2 of the rear power window switch, and observe the ohmmeter. 3. Connect the ohmmeter between terminals 11 and 6 of the rear power window switch, and observe the ohmmeter. For both tests, did the ohmmeter indicate the specified value?	$\approx 0 \Omega$	Go to Step 25	Go to Step 24
24	Replace the rear power window switch. Is the repair complete?	–	System OK	–
25	1. With the rear power window switch removed for testing, connect an ohmmeter between terminals 1 and 2, and put the switch in the DOWN position. Observe the ohmmeter. 2. Connect the ohmmeter between terminals 1 and 6, and put the switch in the UP position and observe the ohmmeter. For both tests, did the ohmmeter indicate the specified value?	$\approx 0 \Omega$	Go to Step 26	Go to Step 24
26	1. Reconnect the rear power window switch connector. 2. Disconnect the electrical connector from the power window main switch. 3. Use an ohmmeter to measure the resistance at the power window main switch between terminals 8 and 12 if you are testing the left rear window, or terminals 13 and 14 if you are testing the right rear window. Is the resistance equal to the resistance previously measured at the motor connector?	–	Go to Step 28	Go to Step 27
27	Repair the open circuit between the power window main switch and the rear power window switch. Is the repair complete?	–	System OK	–
28	Replace the power window main switch. Is the repair complete?	–	System OK	–
29	1. Remove the power window main switch, but do not disconnect the electrical connector. 2. Make sure the window lock is off. 3. Turn the ignition ON. 4. Check the voltage at terminal 7 of the power window main switch. Is the voltage equal to the specified value?	11–14 v	Go to Step 27	Go to Step 28

MAINTENANCE AND REPAIR

ON-VEHICLE SERVICE

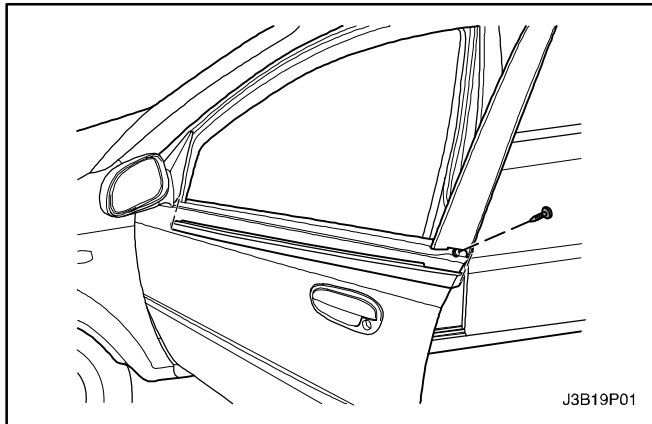


OUTSIDE CHANNEL MOLDING

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Lower the window completely.
2. Remove the outside channel molding screw.
3. Lift the outside channel molding off the door.



Installation Procedure

1. Press the outside channel molding onto the door.

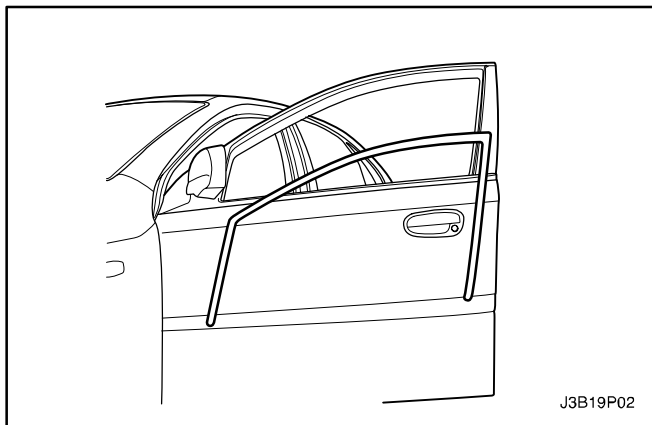
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. Install the outside channel molding screw.

Tighten

Tighten the outside channel molding screw to 1.3 N•m (12 lb-in).

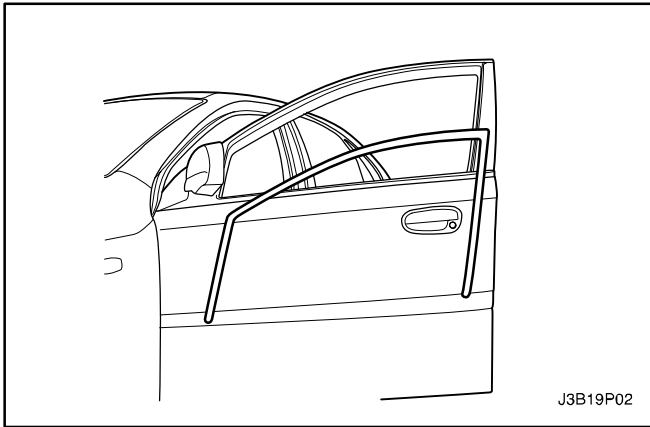
3. Raise the window.



FRONT DOOR GLASS RUN

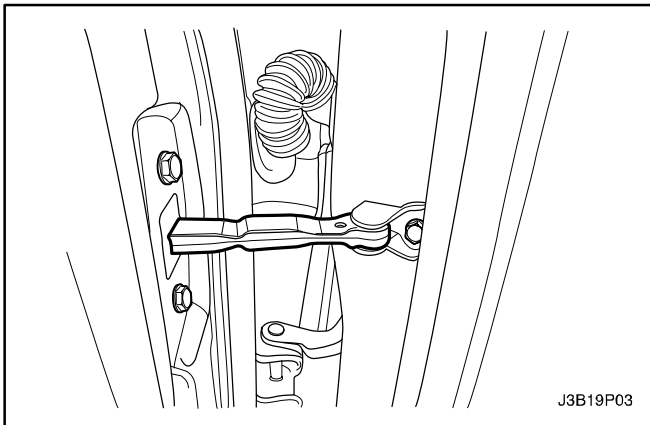
Removal Procedure

1. Remove the outside rearview mirror. Refer to *Section 9L, Glass and Mirrors*.
2. Remove the front door glass. Refer to *Section 9L, Glass and Mirrors*.
3. Remove the glass run.



Installation Procedure

1. Install the glass run.
2. Install the front door glass. Refer to *Section 9L, Glass and Mirrors*.
3. Install the outside rearview mirror. Refer to *Section 9L, Glass and Mirrors*.

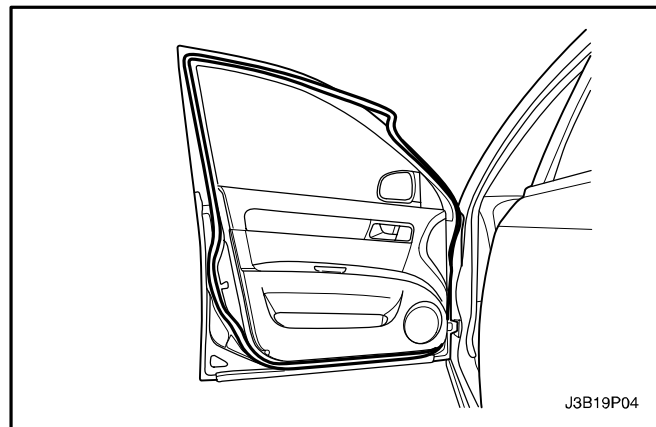


DOOR WEATHERSTRIP

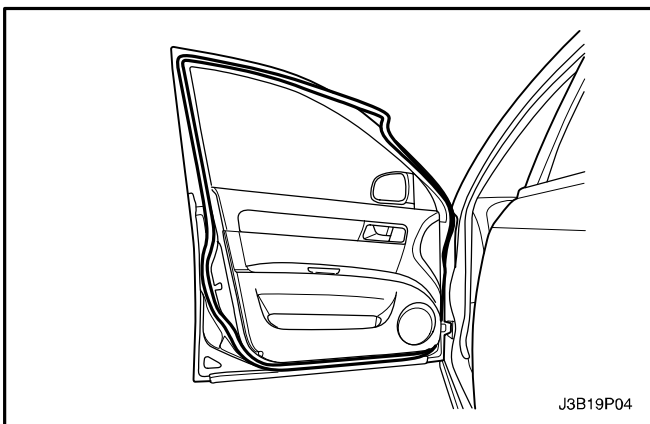
(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the door hold-open link-to-body bolt and the door hold-open link.

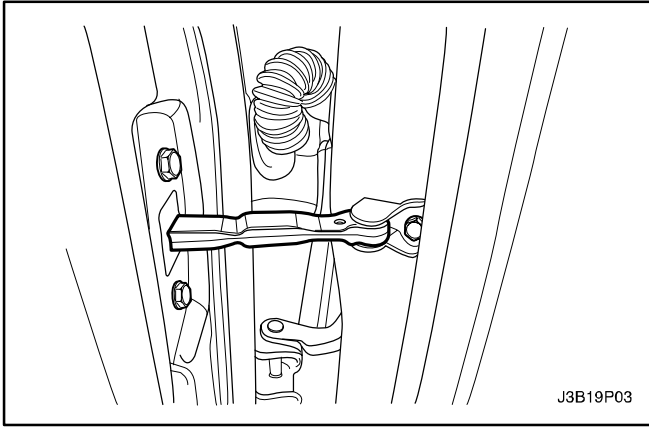


2. Remove the door weatherstrip.



Installation Procedure

1. Install the door weatherstrip.

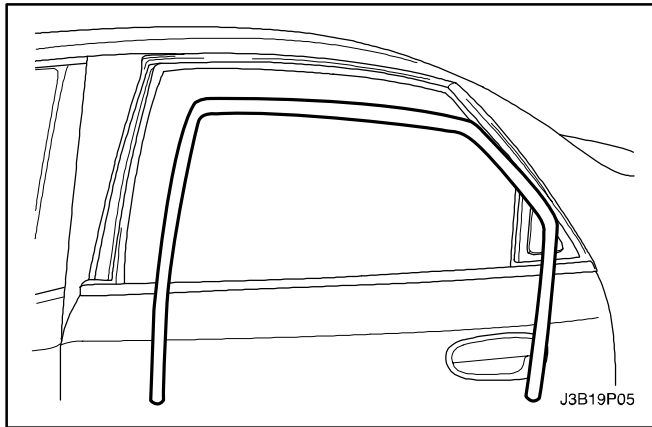


Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. Install the door hold–open link to the body with the bolt.

Tighten

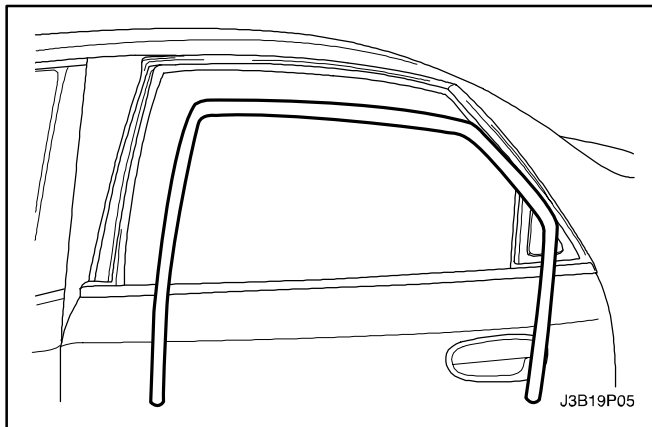
Tighten the door hold–open link–to–body bolt to 25 N•m (18 lb–ft).



REAR DOOR GLASS RUN

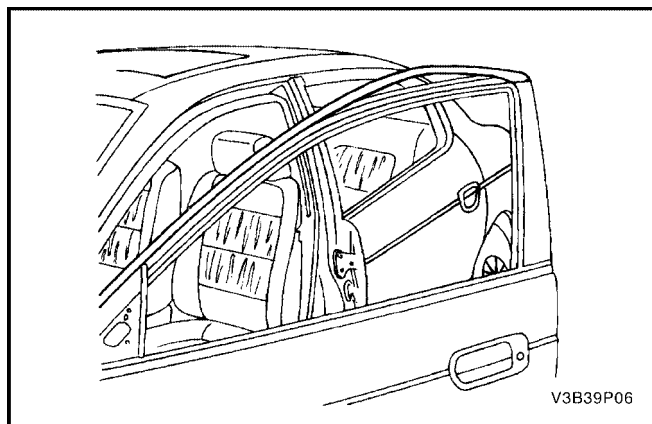
Removal Procedure

1. Remove the rear door glass. Refer to *Section 9L, Glass and Mirrors*.
2. Remove the rear door glass run.



Installation Procedure

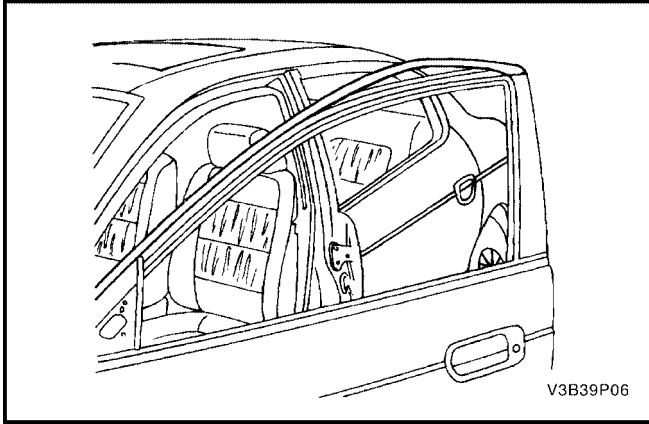
1. Install the rear door glass run.
2. Install the rear door glass. Refer to *Section 9L, Glass and Mirrors*.



FRONT DOOR SECONDARY WEATHERSTRIP

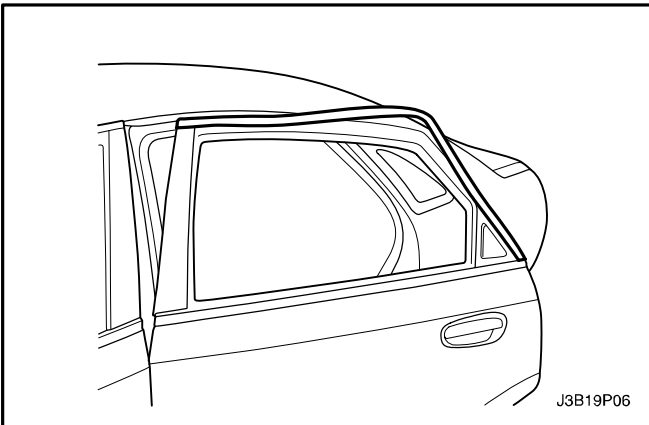
Removal Procedure

1. Remove the outside rearview mirror. Refer to *Section 9L, Glass and Mirrors*.
2. Remove the front door secondary weatherstrip.



Installation Procedure

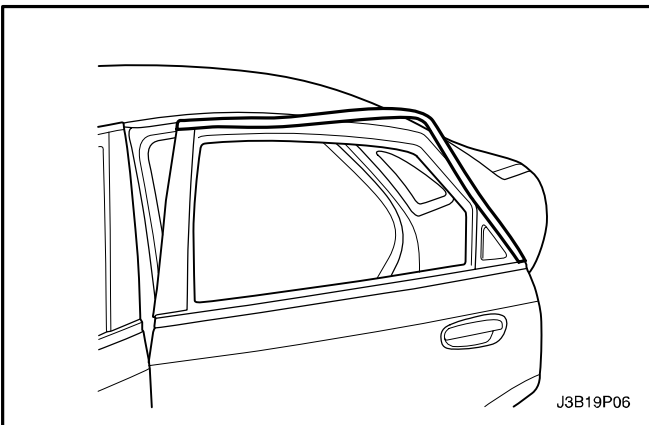
1. Install the front door secondary weatherstrip.
2. Install the outside rearview mirror. Refer to *Section 9L, Glass and Mirrors*.



REAR DOOR SECONDARY WEATHERSTRIP

Removal Procedure

1. Remove the interior garnish molding.
2. Remove the screws and the exterior garnish molding.
3. Remove the rear door secondary weatherstrip.

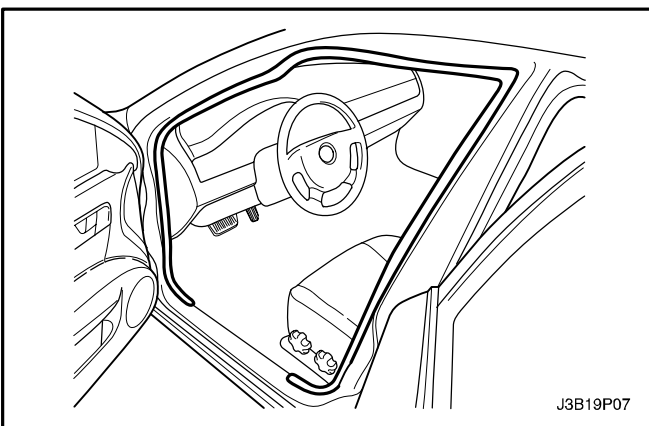


Installation Procedure

1. Install the rear door secondary weatherstrip.

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

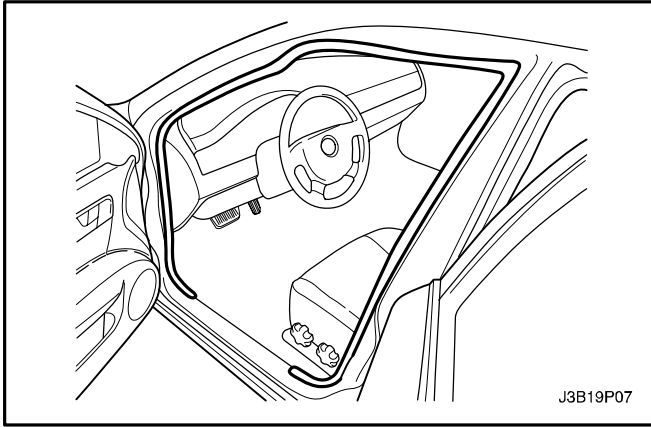
2. Install the exterior garnish molding with the screws.
3. Install the interior garnish molding.



FRONT DOOR OPENING WEATHERSTRIP

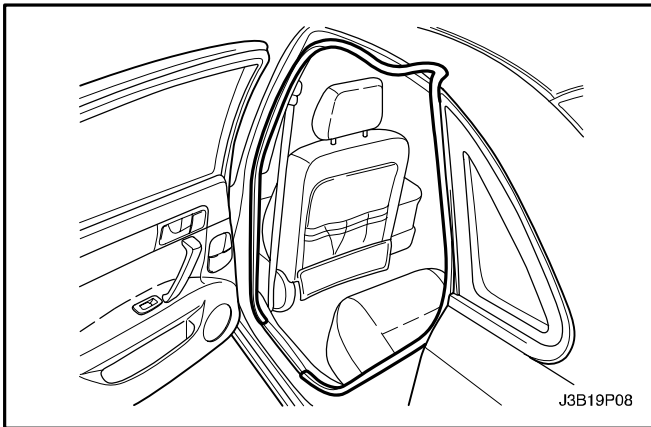
Removal Procedure

1. Remove the kick panel, the front rocker panel, and the lower B-pillar trim panel. Refer to *Section 9G, Interior Trim*.
2. Remove the front door opening weatherstrip.



Installation Procedure

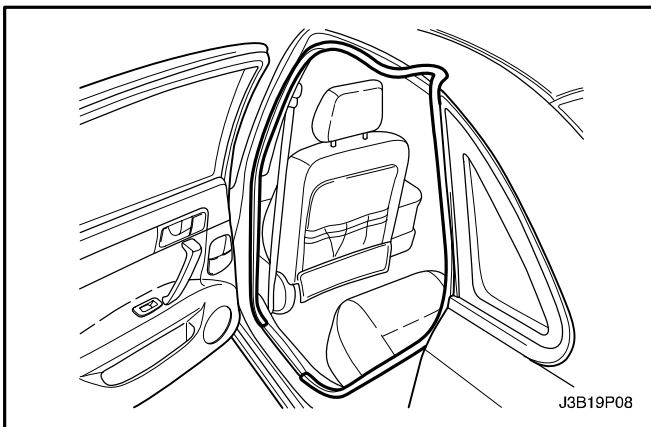
1. Install the front door opening weatherstrip.
2. Install the kick panel, the front rocker panel, and the lower B-pillar trim panel. Refer to *Section 9G, Interior Trim*.



REAR DOOR OPENING WEATHERSTRIP

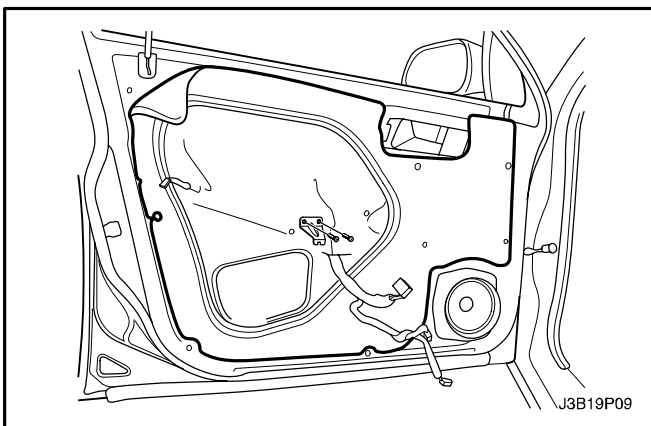
Removal Procedure

1. Remove the rear rocker panel and the lower B-pillar trim panel. Refer to *Section 9G, Interior Trim*.
2. Remove the rear door opening weatherstrip.



Installation Procedure

1. Install the rear door opening weatherstrip.
2. Install the rear rocker panel and the lower B-pillar trim panel. Refer to *Section 9G, Interior Trim*.

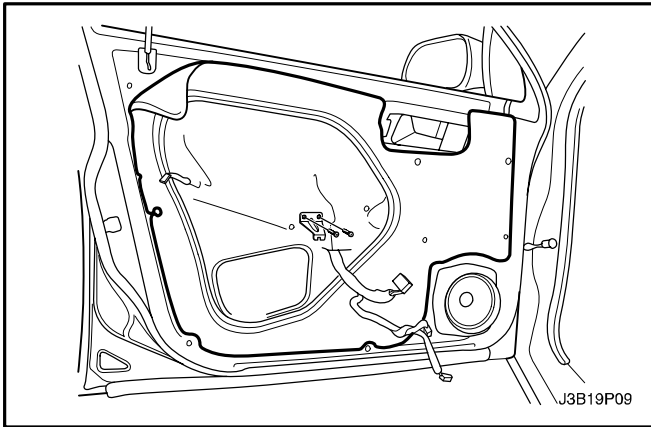


DOOR SEAL TRIM

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the door trim panel. Refer to *Section 9G, Interior Trim*.
2. Remove the door seal trim.

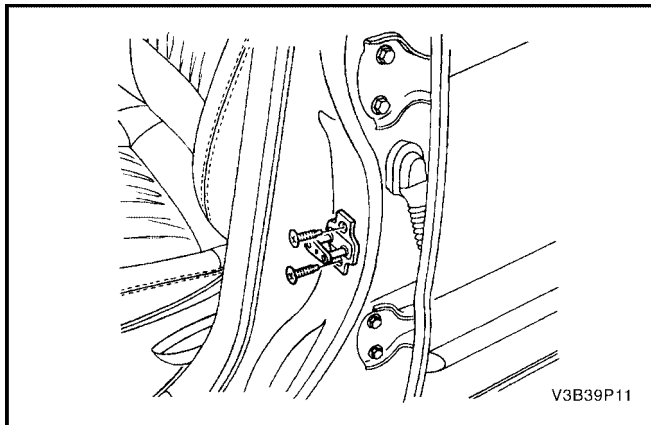


Installation Procedure

1. Install the door seal trim.

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. Install the door trim panel. Refer to *Section 9G, Interior Trim*.

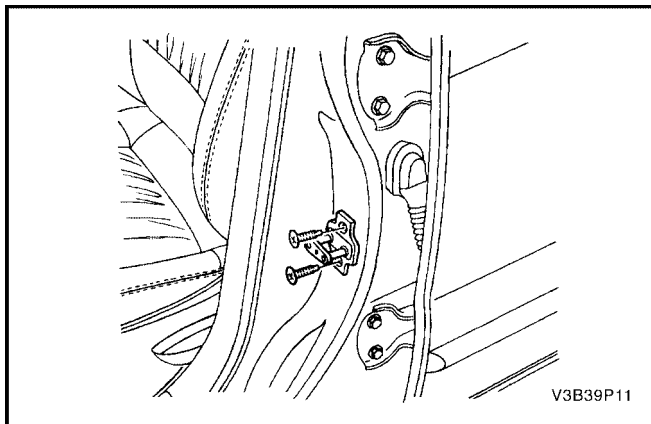


DOOR LOCK STRIKER

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the screws and the door lock striker.
(Front door shown, rear door similar.)



Installation Procedure

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

1. Install the screws and the door lock striker.

Tighten

Tighten the door lock striker screws to 24 N•m (18 lb–ft).

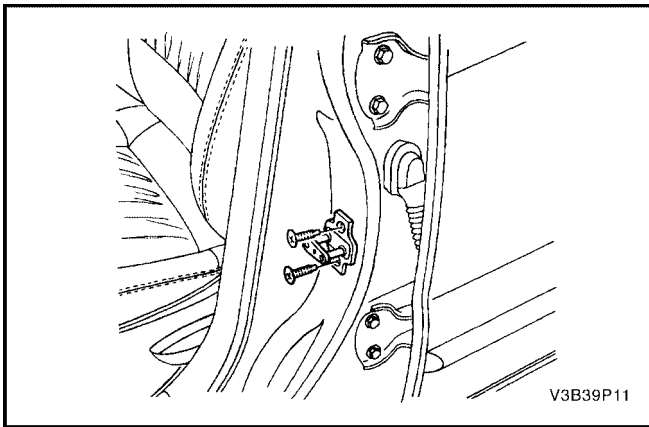
DOOR LOCK STRIKER ADJUSTMENT

(Front Door Shown, Rear Door Similar)

The door lock striker consists of a striker with two screws that are threaded into a tapped, floating cage plate located in the appropriate body pillar. This floating cage plate allows the striker to be easily adjusted in and out or up and down.

The door is secured in the closed position when the door lock fork snaps over and engages the striker.

Notice : The door lock striker is an important attaching part that can affect the performance of vital components and systems. It can cause major repair expenses. If replacement becomes necessary, the door lock striker must be replaced by one with the same part number or with an equivalent. Do not use a replacement part of lesser quality or of a substitute design. The specified torque values must be used during reassembly to ensure the proper retention of the part.



Up/Down or In/Out Adjustment

An adjustment of the striker in the up and down or in and out directions may be necessary for a number of reasons:

- Vehicle frame damage as the result of a collision.
- Installation of new door weatherstripping.
- Customer complaints of excessive windnoise.
- Difficulty in opening or closing the door.

To adjust the door striker in an up and down or in and out direction, perform the following procedure:

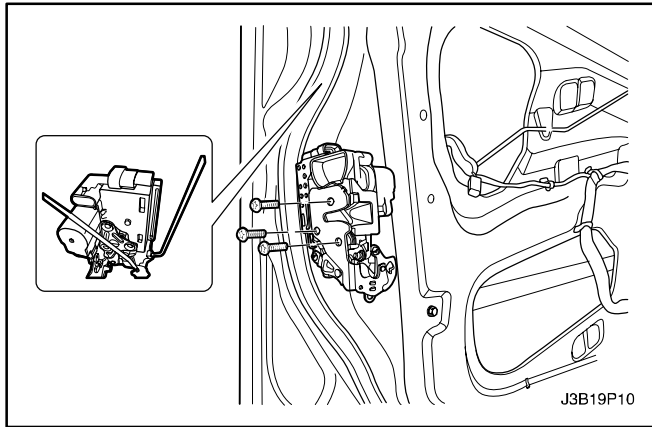
1. The door must be properly aligned.
2. Loosen the striker screws.
3. The floating cage plate can be moved slightly using the ends of the striker screws. Move the floating cage plate to the desired position.
4. If proper adjustment requires that the floating cage plate be moved more than is possible, use an electric hand drill and a 3/8-inch rotary file bit with a flat head to enlarge the body opening in the direction required.

Notice : It is important to use a flat-tipped drill bit to prevent damage to the tapped floating cage plate. The striker screws and the tapped floating cage plate are important attaching parts that could affect the performance of vital components and systems.

5. Tighten the door lock striker screws to the correct position.

Tighten

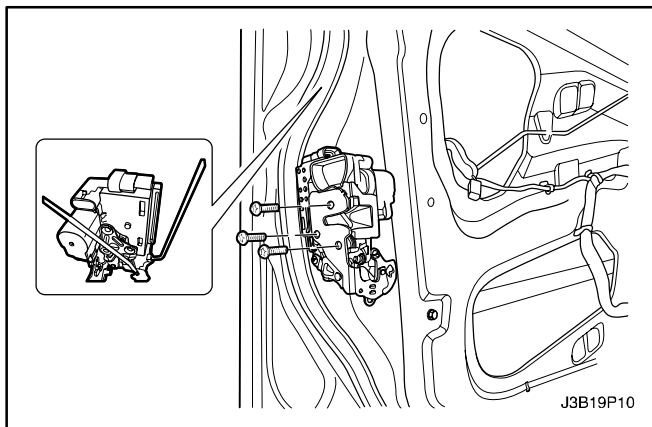
Tighten the door lock striker screws to 24 N•m (18 lb-ft).



FRONT DOOR LOCK

Removal Procedure

1. Disconnect the negative battery cable.
2. Remove the seal trim. Refer to "Door Seal Trim" in this section.
3. Remove the screws and the front door lock.
4. Disconnect the lock rods.
5. Disconnect the electrical connector.



Installation Procedure

1. Connect the electrical connector.
2. Connect the lock rods.

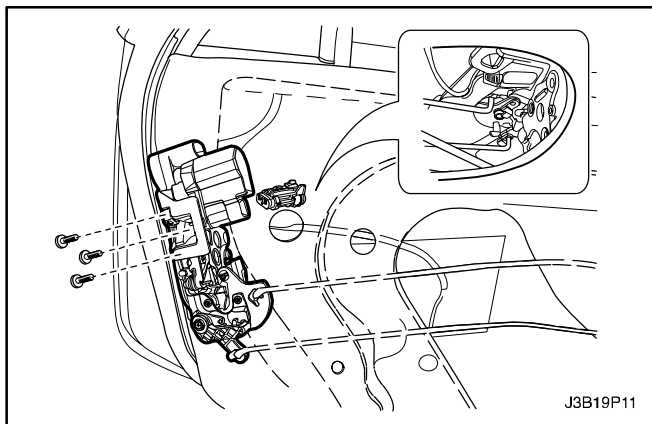
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

3. Install the front door lock with the screws.

Tighten

Tighten the front door lock screws to 8 N•m (71 lb-in).

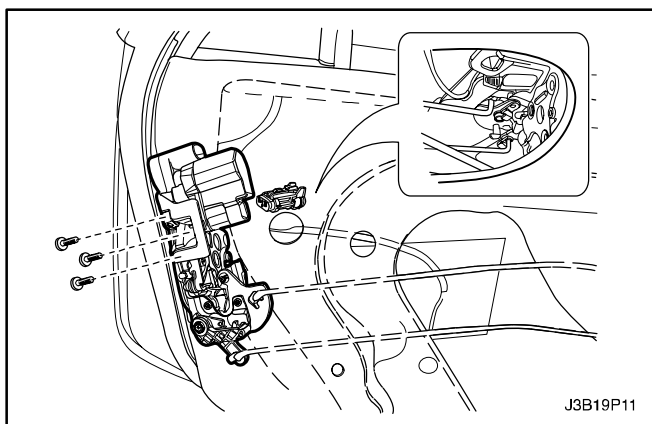
4. Install the seal trim. Refer to "Door Seal Trim" in this section.
5. Connect the negative battery cable.



CHILDPROOF REAR DOOR LOCK

Removal Procedure

1. Disconnect the negative battery cable.
2. Remove the door seal trim. Refer to "Door Seal Trim" in this section.
3. Remove the rear sash inside door.
4. Remove the door lock screws.
5. Disconnect the lock rods.
6. Remove the door lock.
7. Disconnect the electrical connector.



Installation Procedure

1. Connect the electrical connector.

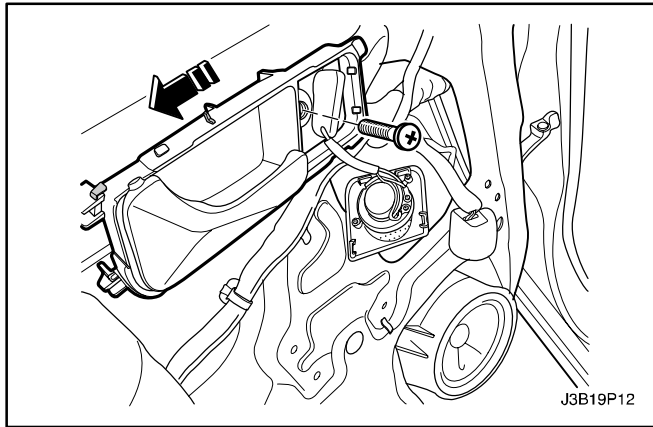
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. Install the rear door lock with the screws.

Tighten

Tighten the rear door lock screws to 8 N•m (71 lb-in).

3. Install the lock rods.
4. Installation the rear sash inside door.
5. Install the door seal trim. Refer to "Door Seal Trim" in this section.
6. Connect the negative battery cable.

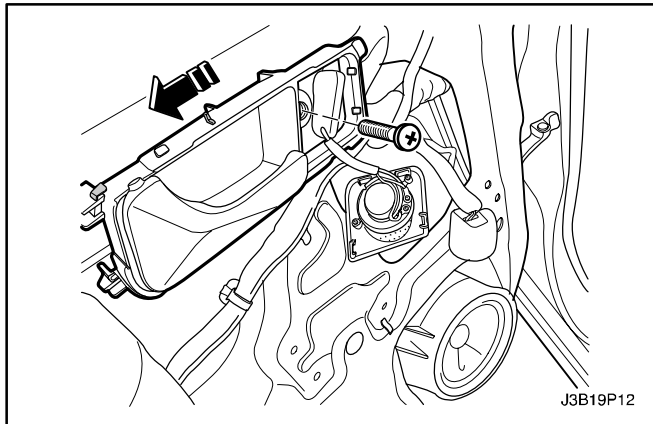


INSIDE DOOR HANDLE

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the door trim. Refer to *Section 9G, Interior Trim*.
2. Remove the tweeter speaker (if it is equipped) and the screw.
3. Slide the door handle forward and remove it from the door.
4. Disconnect the inside door handle and the lock rods.

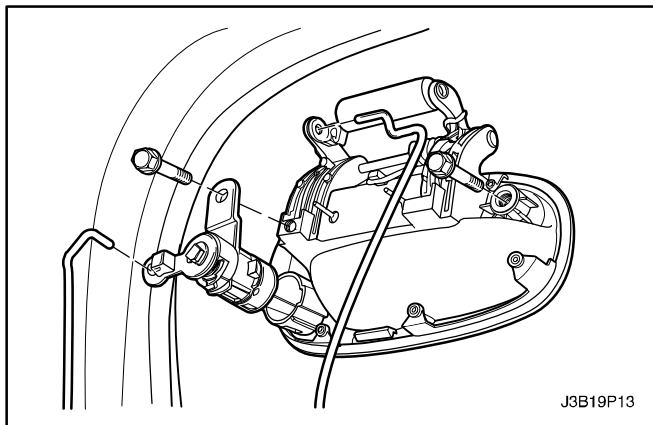


Installation Procedure

1. Connect the inside door handle and the lock rods.
2. Insert the inside door handle into the slots in the door.
3. Slide the door handle rearward.
4. Install the inside door handle screw.

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

5. Install the door seal trim. Refer to *Section 9G, Interior Trim*.

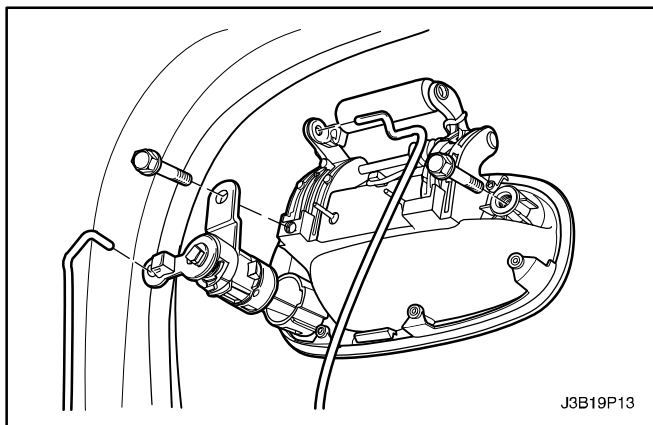


OUTSIDE DOOR HANDLE

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the door seal trim. Refer to "Door Seal Trim" in this section.
2. Disconnect the outside door handle and the lock rods.
3. Remove the bolts and the door handle.



Installation Procedure

1. Connect the outside door handle and the lock rods.

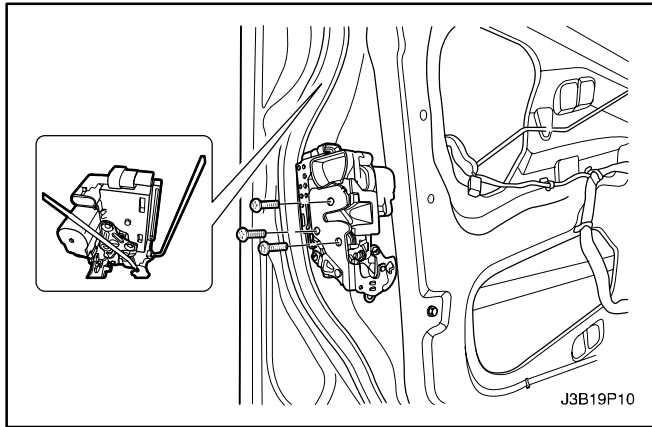
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. Install the door handle with the bolts.

Tighten

Tighten the outside door handle bolts to 4.5 N•m (40 lb-in).

3. Install the door seal trim. Refer to "Door Seal Trim" in this section.

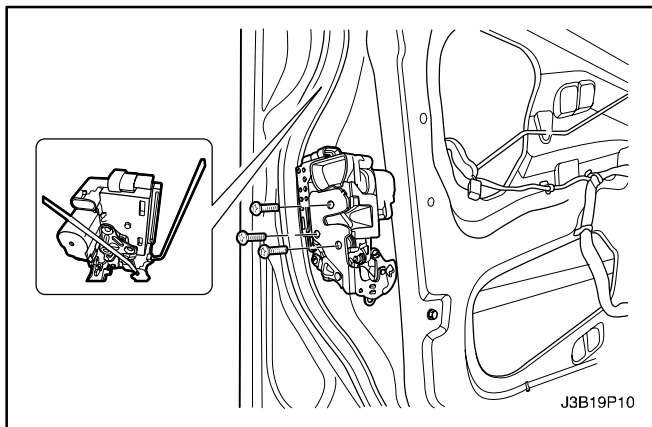


INSIDE LOCK ROD

(Front Door Shown, Rear Door Similar)

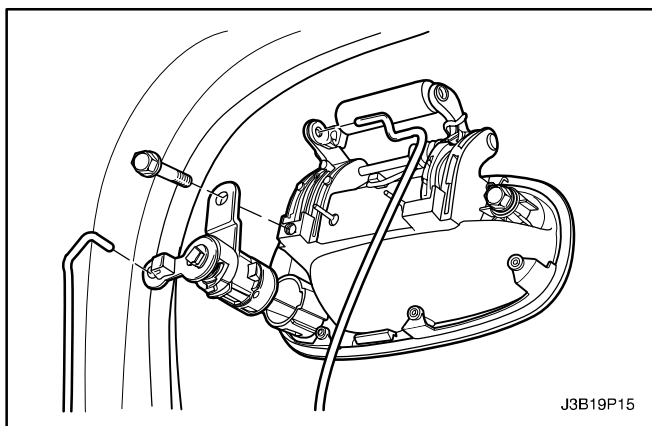
Removal Procedure

1. Remove the door seal trim. Refer to "Door Seal Trim" in this section.
2. Remove the inside door handle. Refer to "Inside Door Handle" in this section.
3. Disconnect the inside lock rods from the lock.



Installation Procedure

1. Connect the inside lock rods to the lock.
2. Install the inside door handle. Refer to "Inside Door Handle" this section.
3. Install the door seal trim. Refer to "Door Inside Trim" in this section.

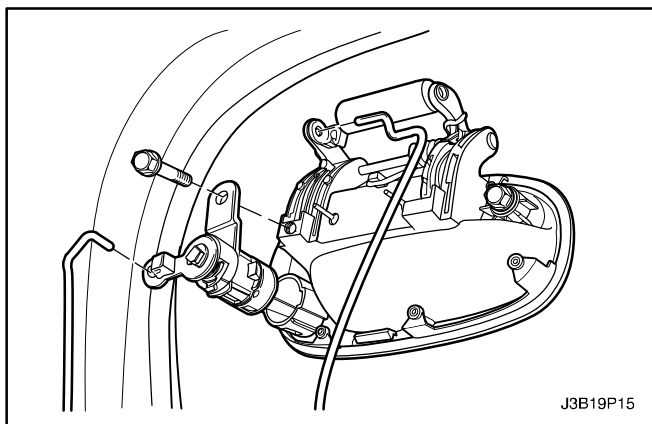


DOOR LOCK CYLINDER

(Front Door Shown)

Removal Procedure

1. Remove the door seal trim. Refer to "Door Seal Trim" in this section.
2. Disconnect the outside door handle lock rod.
3. Remove the bolt and the lock cylinder.



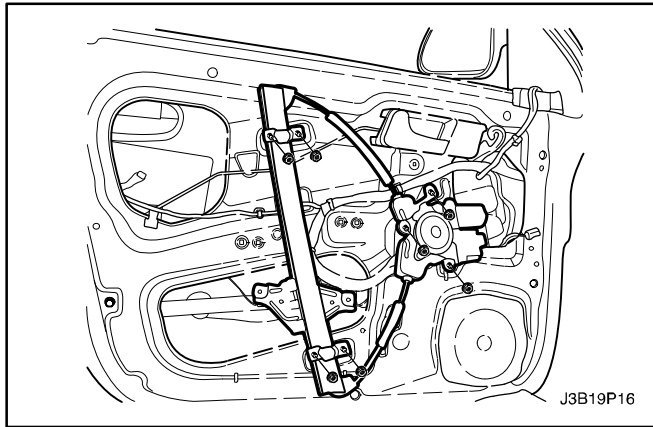
Installation Procedure

1. Install the lock cylinder with the bolt.

Tighten

Tighten the outside door handle bolt to 4.5 N•m (40 lb-in).

2. Connect the outside door handle lock rod.
3. Install the door seal trim. Refer to "Door Seal Trim" in this section.

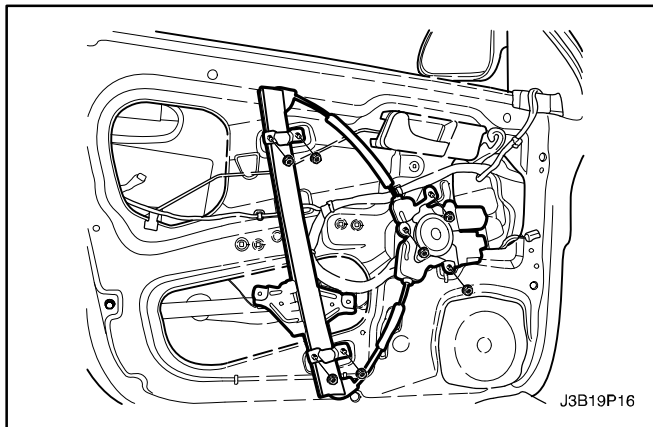


POWER WINDOW REGULATOR

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Disconnect the negative battery cable.
2. Remove the door glass. Refer to *Section 9L, Glass and Mirrors*.
3. Disconnect the electrical connector.
4. Remove the nuts and the window regulator.



Installation Procedure

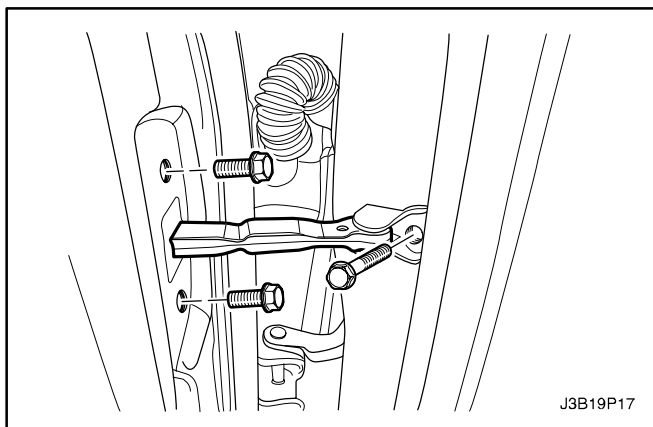
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

1. Install the window regulator with the nuts.

Tighten

Tighten the window regulator nuts to 8 N•m (71 lb-in).

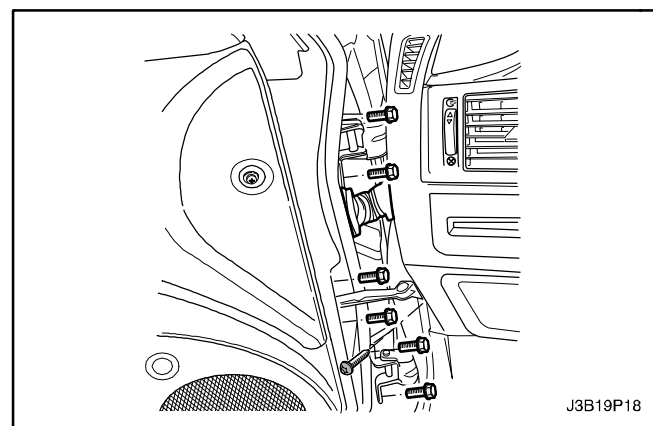
2. Connect the electrical connector.
3. Install the door glass. Refer to *Section 9L, Glass and Mirrors*.
4. Connect the negative battery cable.



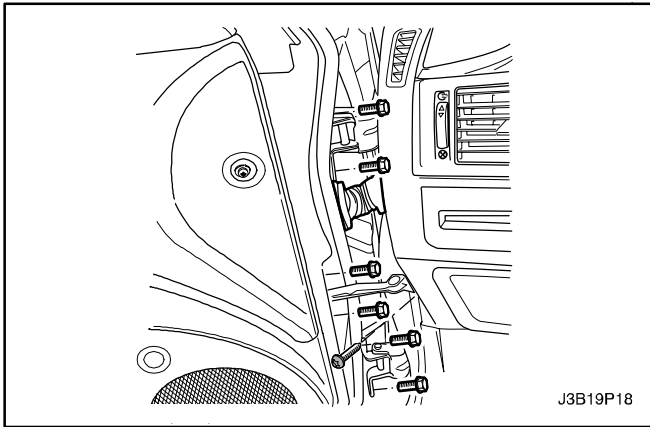
DOOR ASSEMBLY

Removal Procedure

1. Disconnect the negative battery cable.
2. Remove the bolt and the door hold-open link from the body.



3. With the aid of another technician, remove the door hinge bolts and the front door. (Front door shown, rear door similar.)
4. Disconnect the body-to-door rubber grommet and the electrical connector.



Installation Procedure

1. Connect the electrical connector and the body-to-door rubber grommet.

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

2. With the aid of another technician, lightly secure the front door with the door hinge bolts. (Front door shown, rear door similar.)
3. Adjust the door for proper fit.

Tighten

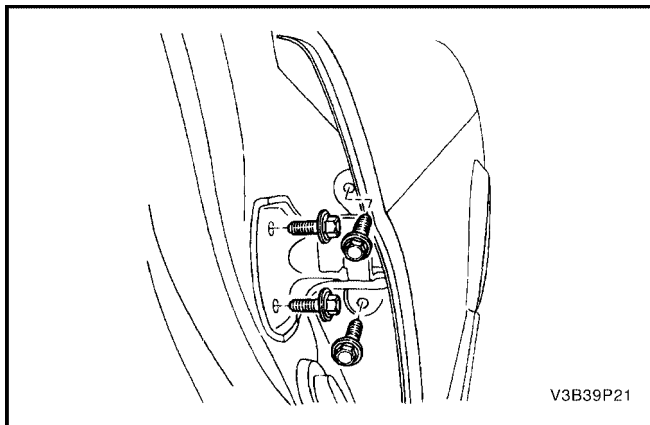
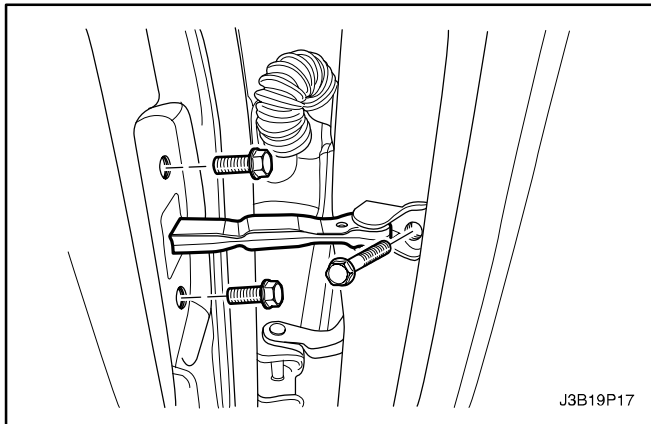
Tighten the door hinge-to-body bolts to 20 N•m (15 lb–ft).

4. Install the door hold-open link to the body with the

Tighten

Tighten the door hold-open link-to-body bolt to 25 N•m (18 lb–ft).

5. Connect the negative battery cable.
6. Perform the waterleak test. Refer to *Section 9I, Waterleaks*.
7. Check for windnoise. Refer to *Section 9J, Windnoise*.



DOOR HINGE

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. With the aid of another technician, remove the bolts and the hinge from the door and the body.

Installation Procedure

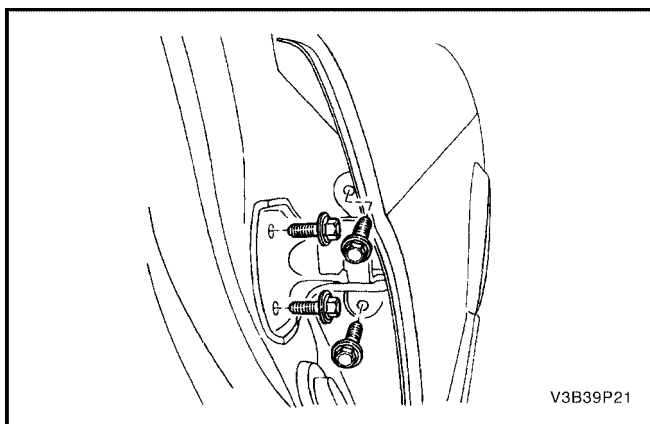
Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

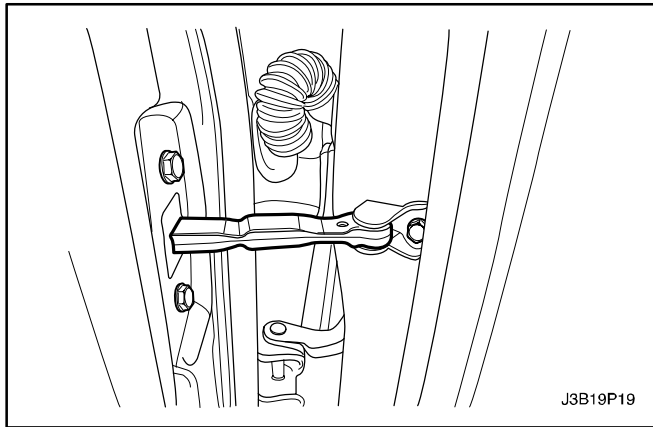
1. With the aid of another technician, install the hinge to the door and the body with the bolts.

Tighten

Tighten the door hinge-to-body bolts to 20 N•m (15 lb–ft)

Tighten the door hinge-to-door bolts to 20 N•m (15 lb–ft).



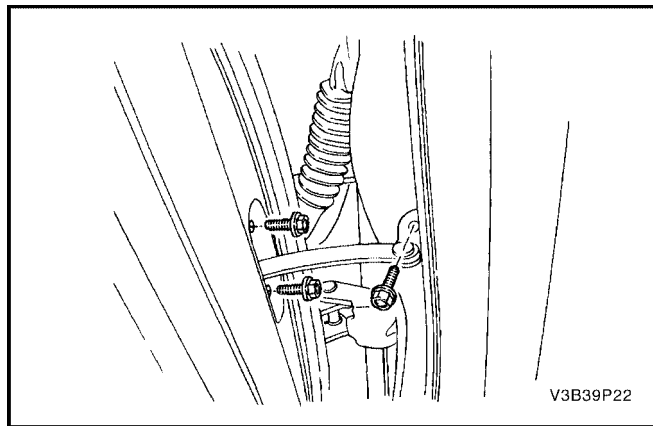


DOOR HOLD-OPEN LINK

(Front Door Shown, Rear Door Similar)

Removal Procedure

1. Remove the door seal trim. Refer to "Door Seal Trim" in this section.
2. Remove the bolts on the door and on the body.
3. Remove the door hold-open link.



Installation Procedure

Notice : Dissimilar metals in direct contact with each other may corrode rapidly. Make sure to use the correct fasteners to prevent premature corrosion.

1. Install the door hold-open link to the door and the body with the bolts.

Tighten

Tighten the door hold-open link-to-body bolt to 25 N•m (18 lb-ft).

Tighten the door hold-open link-to-door bolts to 9 N•m (80 lb-in).

2. Install the door seal trim. Refer to "Door Seal Trim" in this section.

GENERAL DESCRIPTION AND SYSTEM OPERATION

DOOR LOCK STRIKER

The front and the rear door lock strikers each consist of a striker with two screws threaded into a floating cage plate in the B-pillars and the C-pillars. The door is secured in the closed position when the door lock fork snaps over and engages the striker.

CHILDPROOF REAR DOOR LOCK

The childproof rear door locks help prevent passengers, especially children, from opening the rear doors of the vehicle from the inside.

To activate the locks, move the levers of both rear doors to the lock position. Then, close both doors. The rear passengers will be unable to open the doors from inside of the vehicle.

To deactivate the locks, unlock the door from the inside of the vehicle and open the door from the outside. Move the lever to the unlock position. The rear door will now work normally.

POWER DOOR LOCKS

The power door locks use a solenoid that is contained in each door lock assembly. The door locks are activated by the actuator on the inside door handle or by the lock cylinder on the driver's side door only. When the driver's side door is locked or unlocked by the actuator or the lock cylinder, all doors are locked or unlocked accordingly.

POWER WINDOWS

The power windows are controlled by electrical switches on the door panels and are operated by a motor at each window regulator. Each door has a switch to control its window, and the driver's side door has four switches to control all door windows on the vehicle. The windows are lowered by pressing the switch and raised by pulling up on the switch. The window will stop movement when the switch is released or when the window is completely open or closed.

The driver's side window opens automatically. By pressing and releasing the switch, the driver's side window will lower and will stop only when the switch is activated again, or when the window is completely open.

The driver's side door control also contains a window lock button that will prevent the operation of the front passenger door or the rear door windows when pressed.