

Index

Hood

- adjusting 55.3
- cable 55.5
- fender, adjusting cap 55.4
- gas-filled strut 55.4
- lock assembly 55.2
- lock pins, rubber-
buffer, adjusting 55.3
- removing/installing 55.3

Hood (Coupe)

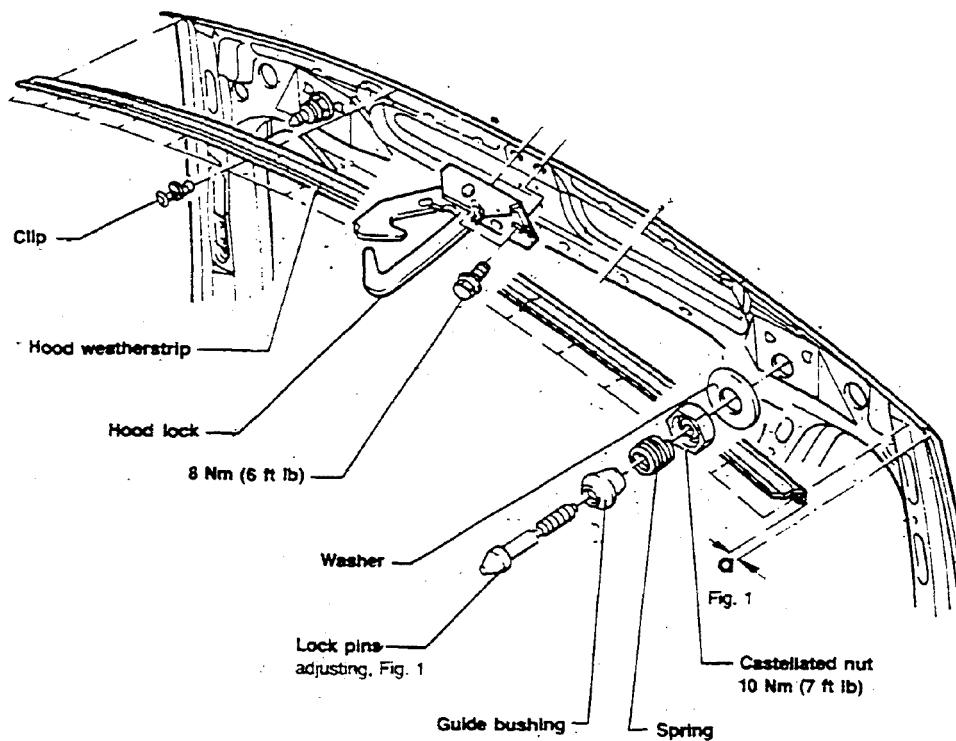
- adjusting 55.10
- cable 55.12
- fender, adjusting gap 55.11
- gas-filled strut 55.11
- lock assembly 55.9
- lock pins, rubber
buffer, adjusting 55.10
- removing/installing 55.10

Rear lid

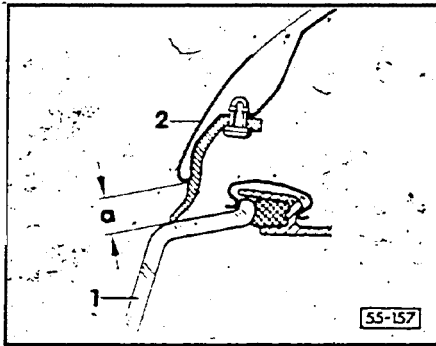
- adjusting gap 55.7
- gas-filled strut 55.7
- hinge, strut 55.6
- lock assembly 55.8

Rear hatch (Coupe)

- adjusting gap 55.14
- assembly 55.13
- gas-filled strut 55.15
- lock assembly 55.16
- removing/installing 55.14

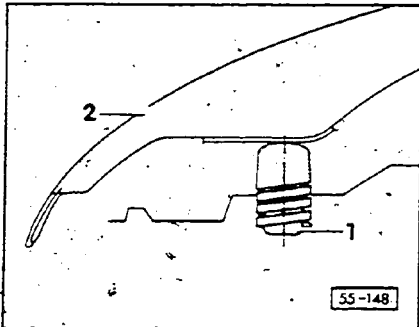


35-1461



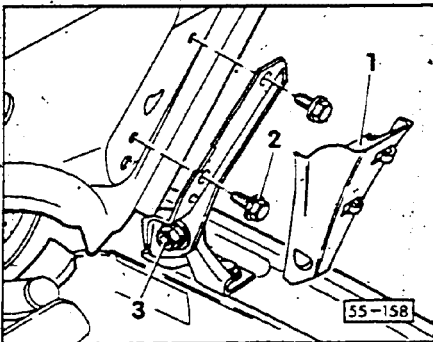
► Fig. 1 Hood lock pins, adjusting

- adjust dimension $a = 9 + 2\text{mm}$
($3/8 + 5/64$ in.)
- fully screw in rubber buffer
- 1 = headlamp
- 2 = hood



► Fig. 2 Hood rubber buffer, adjusting

- adjust lock pins
- adjust rubber buffer 1 so hood 2 is flush with fender



Hood, removing/installing

Removing

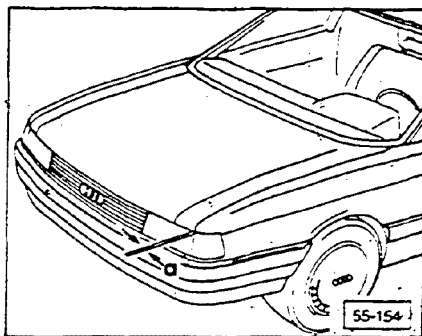
- remove hose to windshield washer jet
- remove hinge cover 1
- remove bolts 2

Installing

- install in reverse order of removal

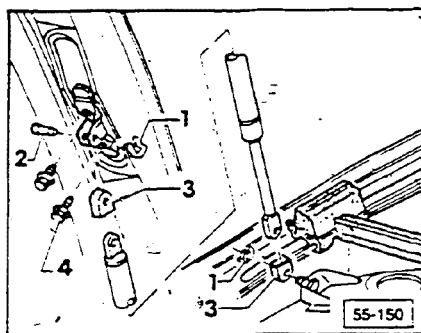
Hood, adjusting

- screw in bolts 2
 - hand tighten only
- carefully push hood in toward windshield until flush with fenders
- tighten bolts 2
 - 21 Nm (15.5 ft lb)
- loosen bolts 3
- adjust hood height to match fenders
- tighten bolts 3
 - 15 Nm (11 ft lb)



Adjusting hood to fender gap

- loosen fender bolts
- move fender to set gap a
 $a = 4.5 \pm 1.0 \text{ mm } (11/64 \pm 3/64 \text{ in.})$



Hood gas-filled strut, replacing

- raise and support hood
- remove clip 1
- remove pin 2, protective cap 3, combination bolt 4
 - torque 8 Nm (6 ft lb)
- release gas from strut before discarding

Gas-filled struts, discarding

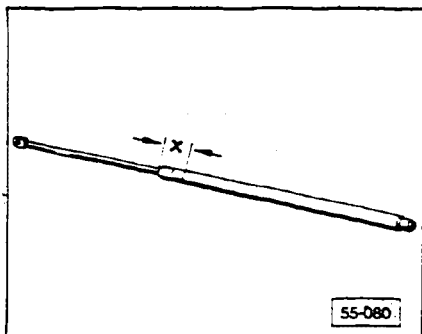
Note

After replacing gas-filled strut, gas should be released from unserviceable unit before discarding.

- put on protective goggles

WARNING

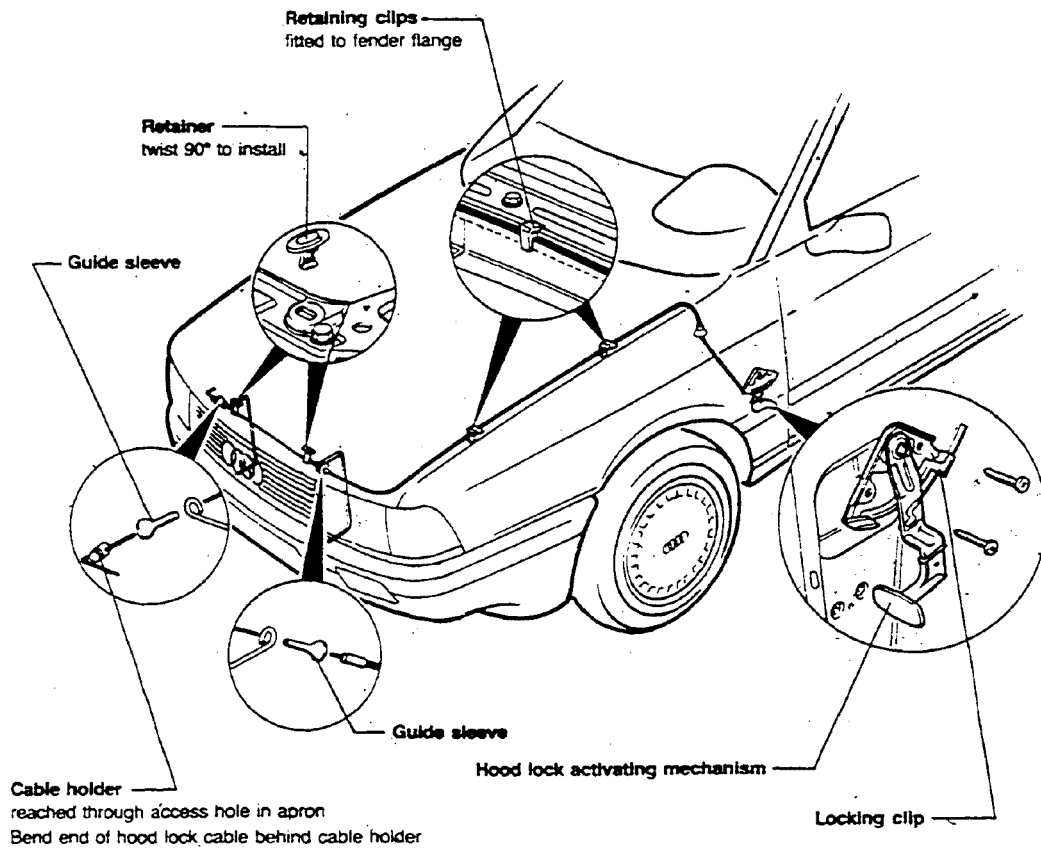
Never squeeze strut in vise in area other than shown. To do so can cause strut caps on either end to pop off and release spring, which is under high pressure.



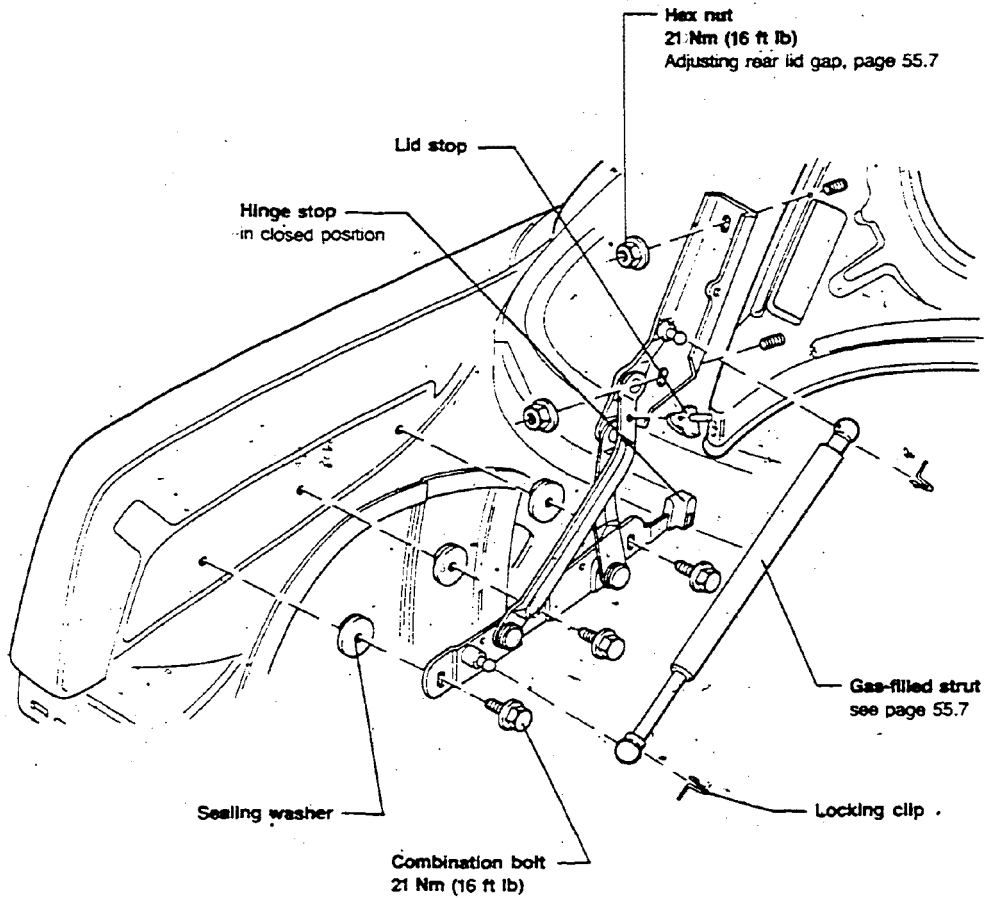
- clamp first 50 mm (2.0 in.) of strut cylinder in vise as shown (X)
- using hack saw, cut cylinder open immediately to right of vise (arrow)

Note

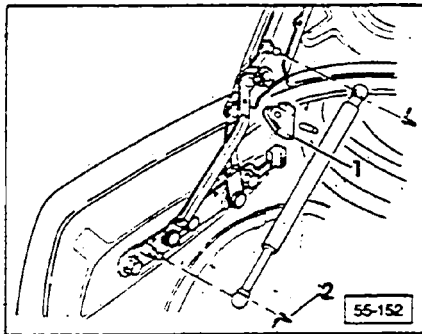
Cover area being cut open with rag to trap oil when it squirts out.



55-145



55-151



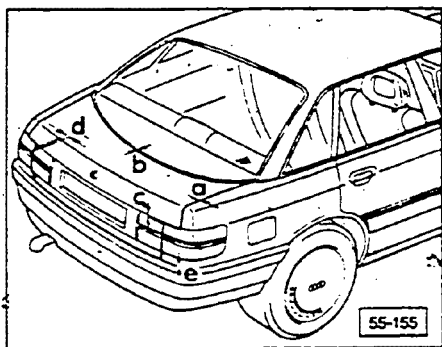
Rear lid gas-filled strut, replacing

- drive out pin from stop 1 on both hinges
- remove stop

Note

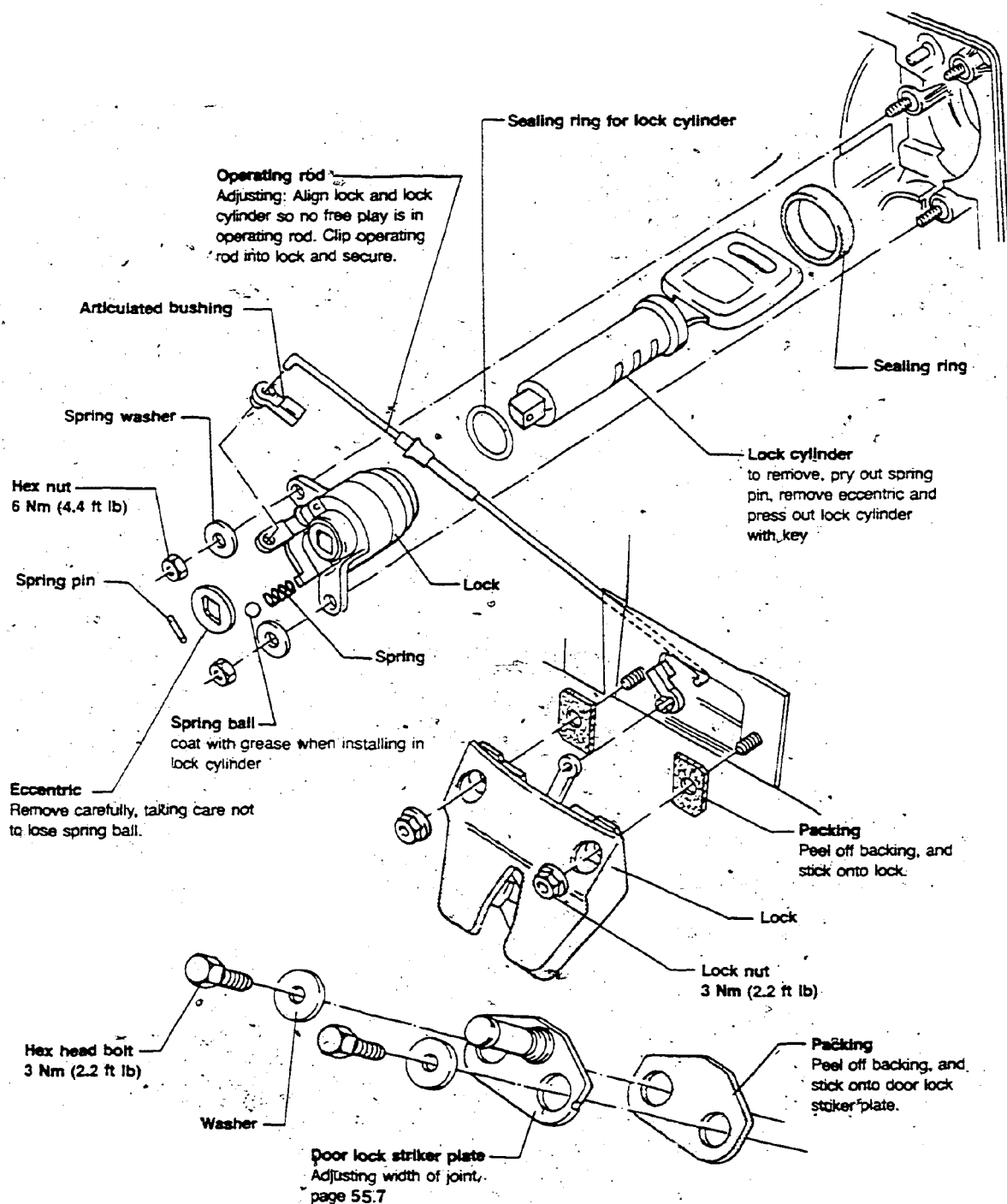
If stop is not removed, gas-filled strut can be pressed off ball head, but **cannot** be pressed back in again.

- support rear lid
- remove locking clip 2
- press gas-filled strut off ball head
- release gas from strut before discarding, see page 55.4



Rear lid, adjusting gap

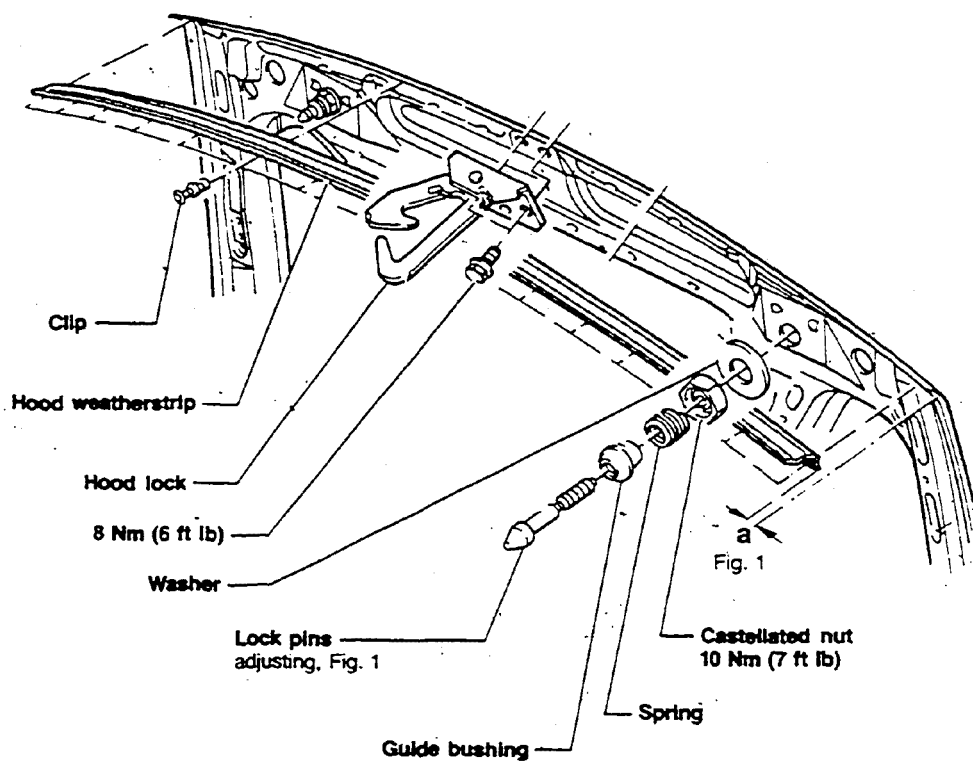
Measurement	Adjustment
a = $4.4 \pm 1.0\text{mm}$ ($11/64 \pm 3/64$ in)	Adjust at hinge
b = $6.5 \pm 1.0\text{mm}$ ($1/4 \pm 3/64$ in)	Must be adjusted when quarter panel replaced
c = $9.9 \pm 1.0\text{mm}$ ($13/32 \pm 3/64$ in)	Adjusted by moving tail lite assemblies
d = $8.0 \pm 0.5\text{mm}$ ($5/16 \pm 1/64$ in)	
e = $9.75 \pm 1.0\text{mm}$ ($13/32 \pm 3/64$ in)	Adjusted at rear lid striker plate



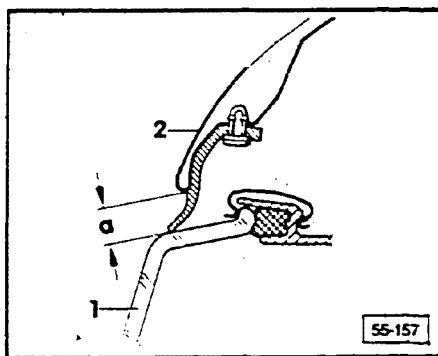
55-153

THIS FRAME INTENTIONALLY LEFT

BLANK

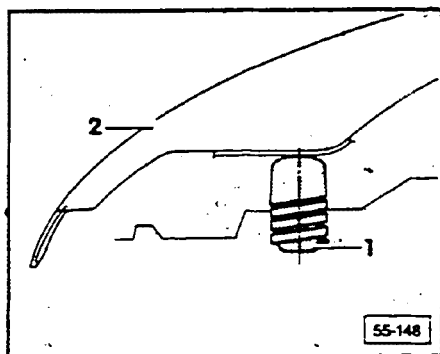


55-146



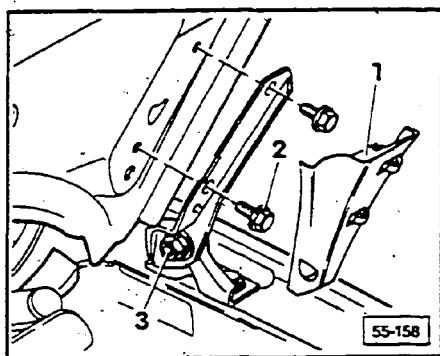
► Fig. 1 Hood lock pins, adjusting

- adjust dimension $a = 9 + 2\text{mm}$
($3/8 + 5/64$ in.)
- fully screw in rubber buffer
- 1 = headlamp
- 2 = hood



► Fig. 2 Hood rubber buffer, adjusting

- adjust lock pins
- adjust rubber buffer 1 so hood 2 is flush with fender



Hood, removing

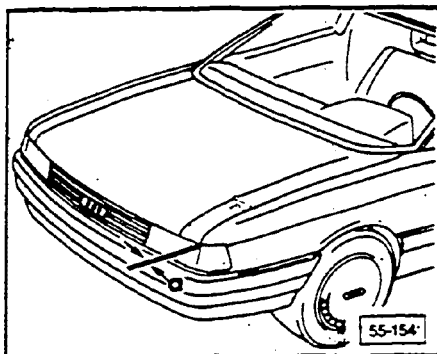
- remove hose to windshield washer jet
- remove hinge cover 1
- remove bolts 2

Hood, installing

Reinstall all components in reverse order of removal.

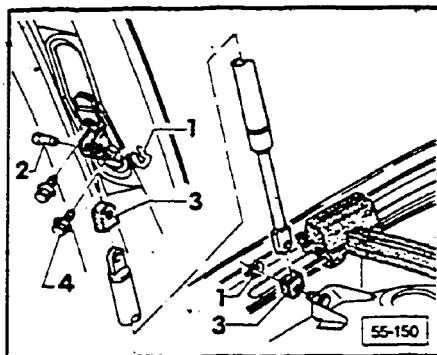
Hood, adjusting

- screw in bolts 2
 - hand tighten only
- carefully push hood in toward windshield until flush with fenders
- tighten bolts 2
 - 21 Nm (15.5 ft lb)
- loosen bolts 3
- adjust hood height to match fenders
- tighten bolts 3
 - 15 Nm (11 ft lb)



▶ Adjusting hood to fender gap

- loosen fender bolts
- move fender to set gap a
 - $a = 4.5 + 1.0 \text{ mm}$ ($11/64 + 3/64 \text{ in.}$)



▶ Hood gas-filled strut, replacing

- raise and support hood
- remove clip 1
- remove pin 2, protective cap 3, combination bolt 4
 - torque 8 Nm (6 ft lb)
- release gas from strut before discarding

Gas-filled struts, discarding

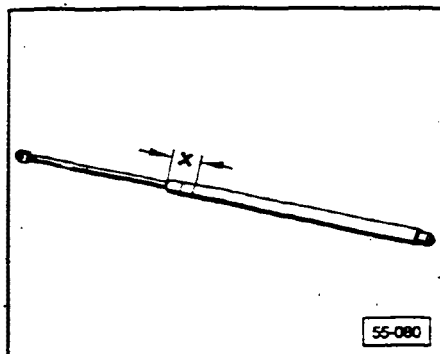
Note

After replacing gas-filled strut, gas should be released from unserviceable unit before discarding.

- put on protective goggles

WARNING

Never squeeze strut in vise in area other than shown. To do so can cause strut caps on either end to pop off and release spring, which is under high pressure.

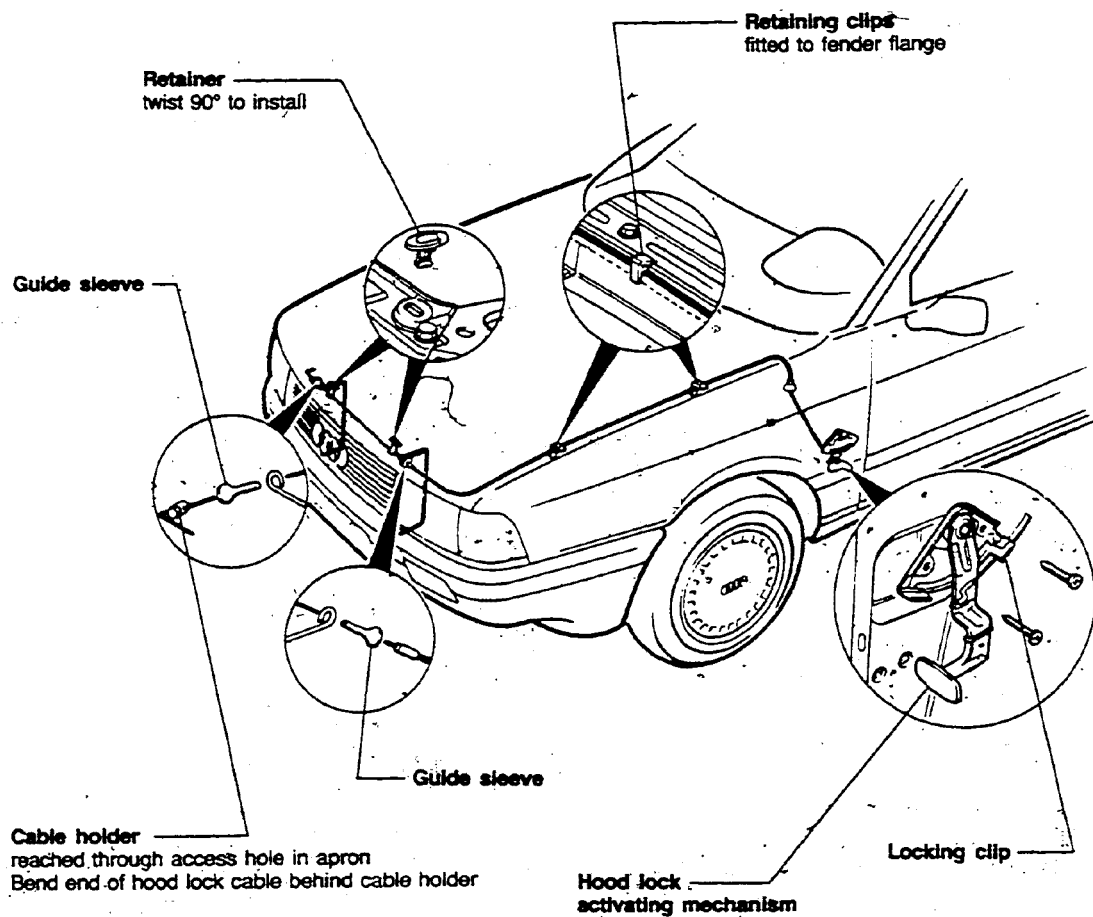


- clamp first 50 mm (2.0 in.) of strut cylinder in vise as shown (X)

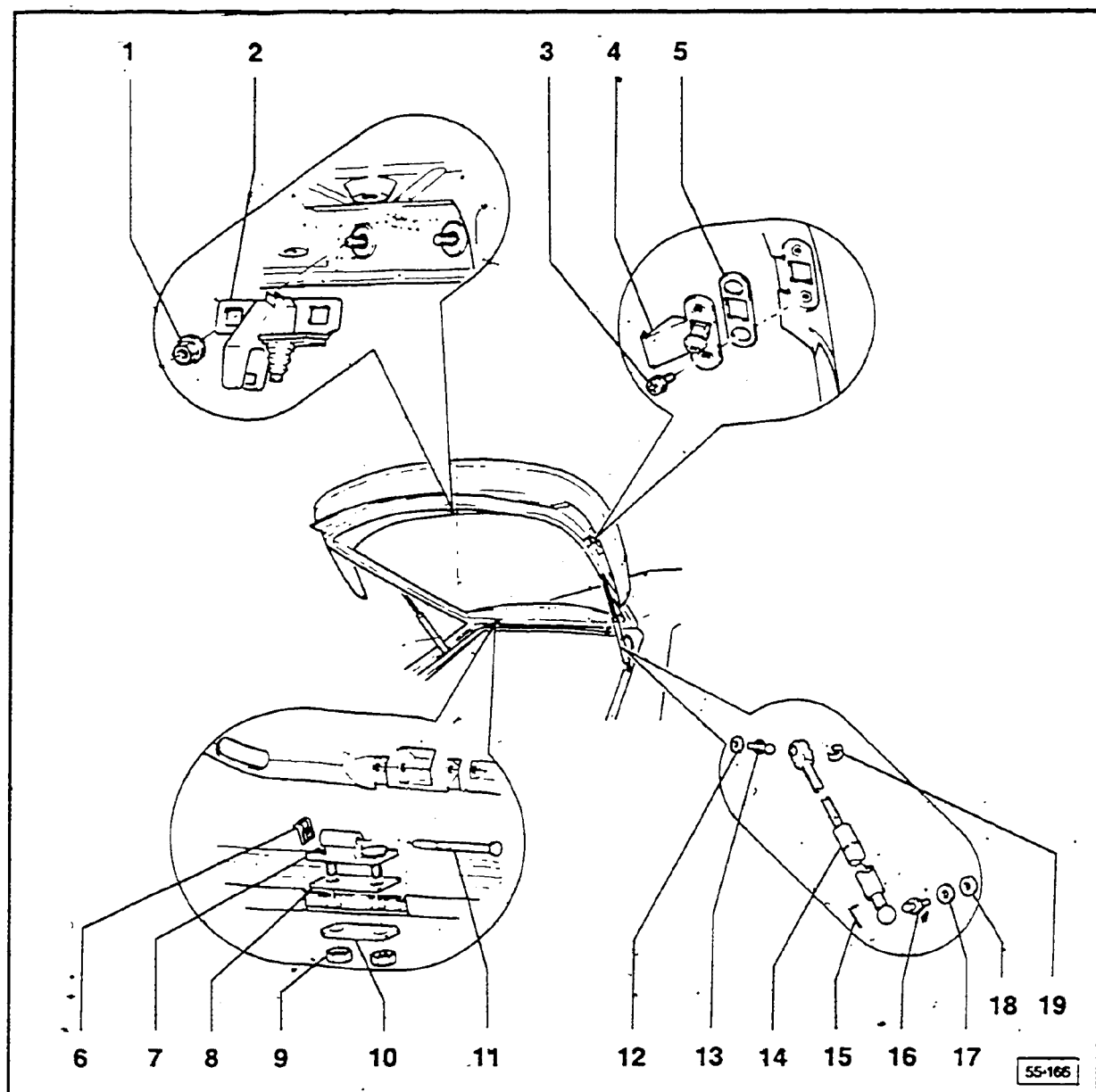
Note

Cover area being cut open with rag to trap oil when it squirts out.

- using hack saw, cut cylinder open immediately to right of vise



55-145



- 1 — Hex head nut
8 Nm (6 ft lb)
- 2 — Striker plate
has contact switch for
luggage compartment light
- 3 — Flat head screw/washer
4 Nm (3 ft lb)
- 4 — Adjustment shim
- 5 — Seal
- 6 — Lock washer
- 7 — Hinge

- 8 — Gasket
- 9 — Hex head nut
21 Nm (15.5 ft lb)
- 10 — Base
- 11 — Hinge pin
- 12 — Washer
- 13 — Pin
10 Nm (7 ft lb)
- 14 — Gas-filled spring

- 15 — Clip
10 Nm (7 ft lb)
- 16 — Stud
on body side
- 17 — Washer
on body side
- 18 — O-ring
on body side
- 19 — Clip
on body side

Rear hatch, removing

- remove trim for rear roof frame, see Repair Group 70
- remove hatch trim, see Repair Group 70
- disconnect rear wiper
- remove wire harness from hatch
- pull out cable terminal for rear wiper from housing

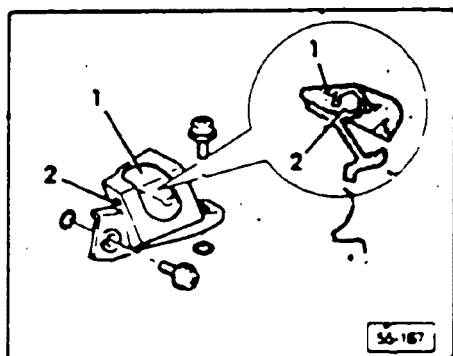
Note

To assist in reinstalling washer hose, secure to hatch with wire.

- undip washer jet and remove hose from hatch

Rear hatch, installing

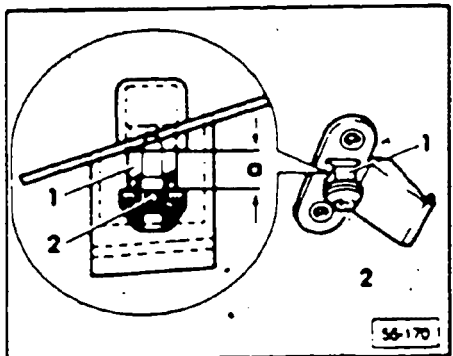
Reinstall all components in reverse order of removal.



Rear hatch, adjusting

Body side

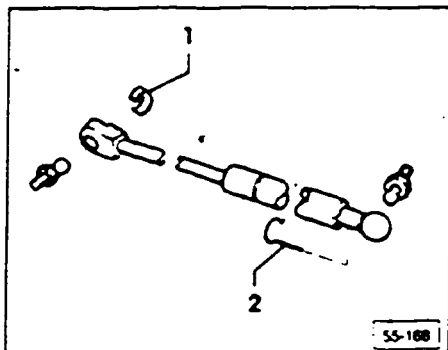
- push 1 up to stop
- tighten allen screw 2
 - 0.4 Nm (3.5 in lb)
- close hatch to set components in position
- tighten allen screw
 - 6 Nm (4.4 ft lb)



Rear hatch, adjusting

Hatch side

- adjust striker 1 to:
 - a = 12.0 ± 1.0 mm (15/32 3/64 in)
- tighten 2 to 0.4 Nm (3.5 in lb)
- close hatch, to set components in position
- open hatch and tighten 2 to 6.0 Nm (4.4 ft lb)



Hatch gas-filled strut, replacing

- raise and support hatch
- remove clips 1, 2
- remove strut
- release gas from strut before discarding

Gas-filled struts, discarding

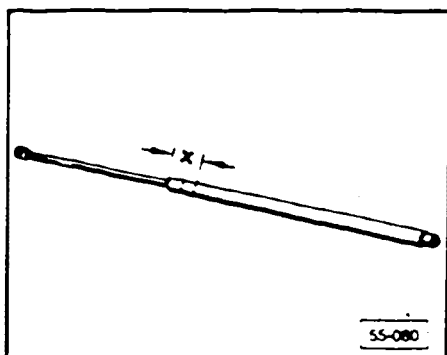
Note

After replacing gas-filled strut, gas should be released from unserviceable unit before discarding.

- put on protective goggles

WARNING

Never squeeze strut in vise in area other than shown. To do so can cause strut caps on either end to pop off and release spring, which is under high pressure.



- clamp first 50 mm (2.0 in.) of strut cylinder in vise as shown (X)

Note

Cover area being cut open with rag to trap oil when it squirts out.

- using hack saw, cut cylinder open immediately to right of vise

Striker plate

contains contact switch for luggage compartment light

Adjusting: center striker plate and tighten to 0.8 Nm

(7.0 in lb)

close lid to center and align striker plate

open lightly and tighten striker plate

hex nuts

Operating rod

do not install with tension

max. free play 2.0mm (5/64 in)

Sleeve

Bushing

Hex nut

8 Nm (6 ft lb)

Gasket

Bushing

move to fasten
operating rod

Hex nut

4 Nms (3.0 ft lb)

Lock cylinder

Lock

Hex nut

8 Nm (6 ft lb)

55-100