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SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

The NSX includes a driver's side Airbag, located in the steering wheel hub, as part of a Supplemental Restraint System (SRS). Information necessary to safely service the SRS is included in this Service Manual. Items marked * in this section include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special caution and tools and should therefore be done by an authorized Acura dealer.

⚠ WARNING

- To avoid rendering the SRS inoperative, which can lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized Acura dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the Airbag.
- All SRS electrical wiring harnesses are covered with yellow outer insulation and related components are located in the steering column, center console, dash and dashboard lower panel. Do not use electrical test equipment on these circuits.

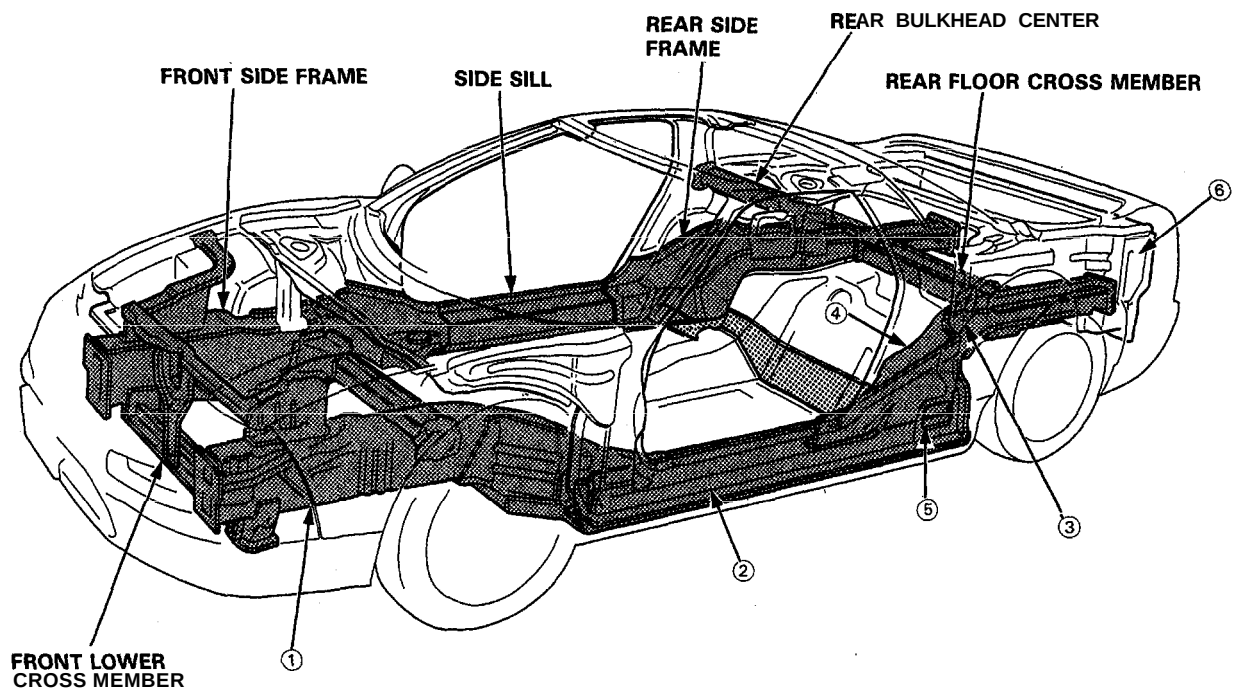


Construction

- Features

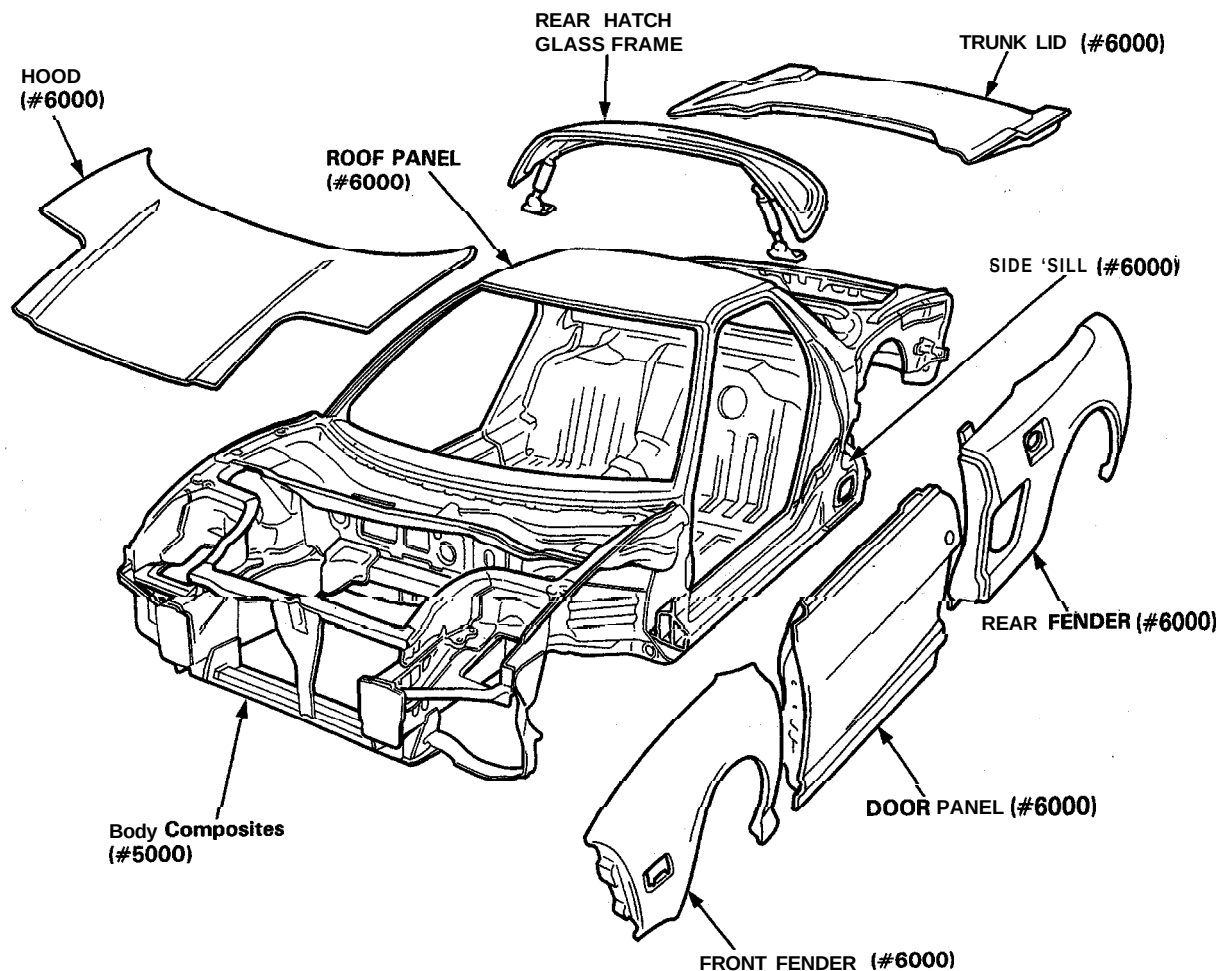
- Mid-engine car with ground-hugging, full-forward canopy design.
- The lower body is AH-PO for greater resistance to corrosion and collision damage.
- Outer panels, (except the roof) are constructed of individual panels to allow more convenient and economical repairs.
- In considerations of rigidity, surface smoothness and simultaneous body painting, the rear spoiler is made of SMC.

1. Straight-line front side-frame for excellent absorption of front impact energy.
2. Extruded-molded side sills with high strength and rigidity.
3. Lower part of center pillar is designed as flare-type and united solidly to main frame, thus greatly improving rigidity.
4. All main-frame parts are joined smoothly, providing high impact strength and improving body rigidity.
5. Large cross-section rear frame to protect fuel tank in the event of rear impact.
6. Rear fenders are detachable to make minor collision repairs easier.





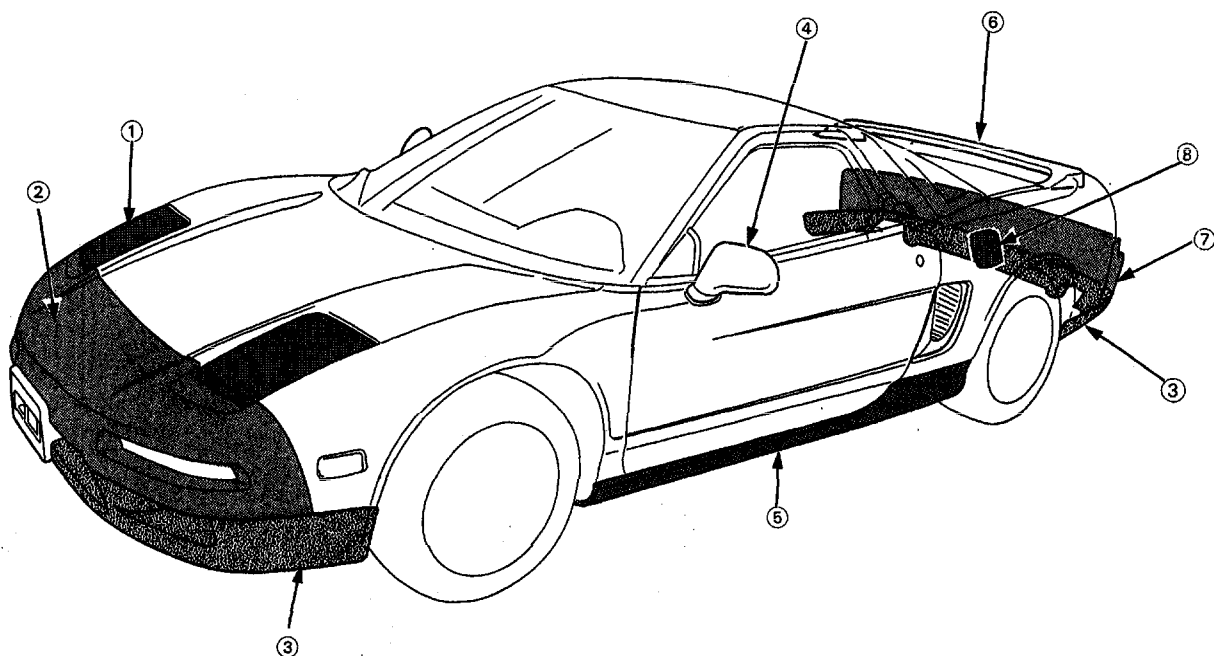
Composition



Types of aluminum alloys for pressings:

Alloy	Part	Material properties
Non-heat-treated alloys #5000, Aluminum-Magnesium (Al—Mg)	Body composites (HA51 82P—0)	Good corrosion resistance, Weldability and mallability.
Heat-treated #6000, Aluminum-Magnesium-Silicone	Exterior surface skin (HAZ6083P—T4) Roof panel (HAZ6083P—T4) Side sills (HACF60—T5)	Excellent mallability and corrosion resistance (HAZ6083—T4) is particularly resis- tant to corrosion.

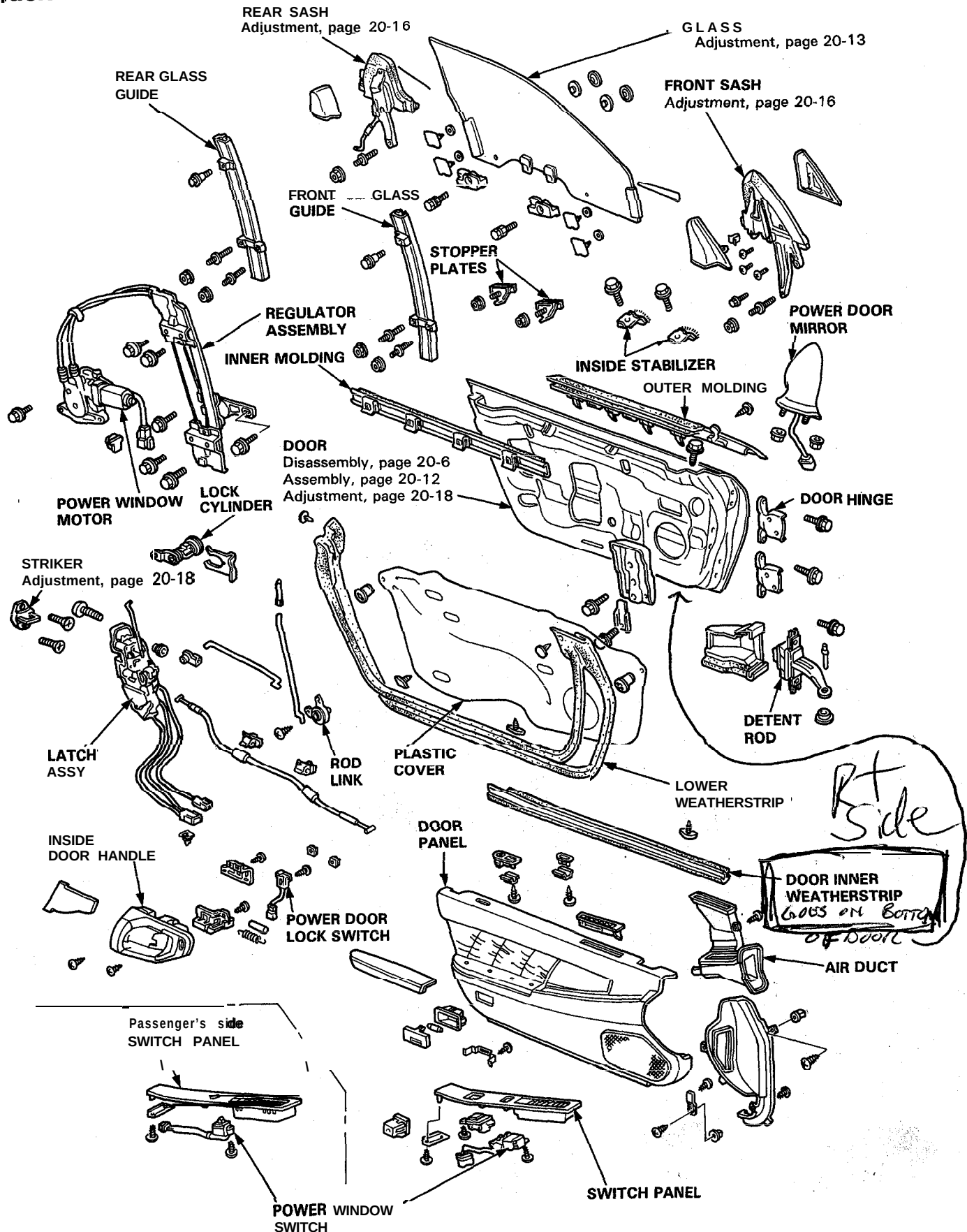
Types and Materials of Exterior Resin Parts



NO.	Part Name	Material	Replacement
①	Headlight lid	HAS-214F 6Nylon PPO alloy	See Section 23
②	Front bumper	BFO-1 Polyester	Page 20-47
③	Front and rear skirts	HRB denatured polypropylene	Pages 20-48, 50
④	Door mirror	ABS acrylic dash styrene	Page 20-19
⑤	Side sill panel	HAS-214B 6nylon PPO alloy	Page 20-59
⑥	Trunk lid spoiler	SMC non- saturated polyester	Page 20-55
⑦	Rear bumper	BFO-1 Polyester	Page 20-49
⑧	Fuel filler lid	HAS-2148 6nylon PPO alloy	Page 20-57

Doors Index

To Donny or Keith from Mark Rasch



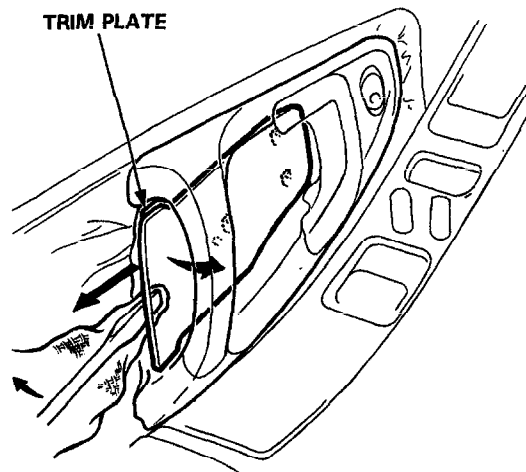
Doors

Disassembly

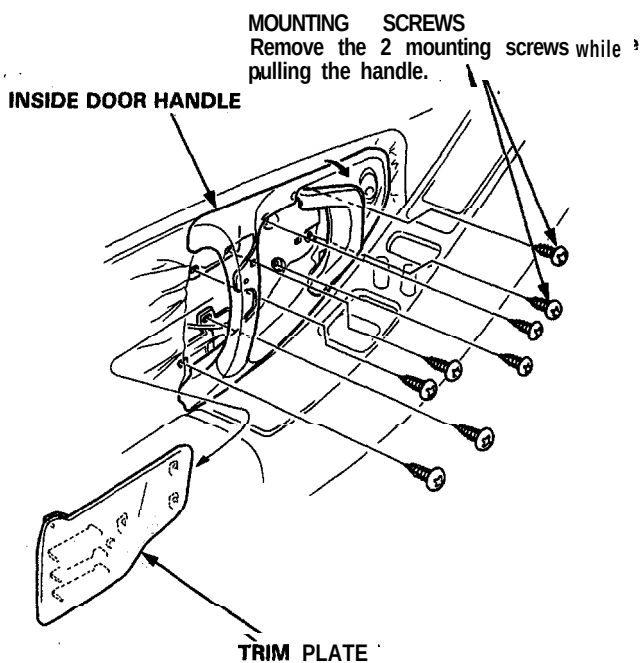
NOTE: Lower the window fully.

1. Carefully pry out the trim plate with a fiat tip screwdriver as shown.

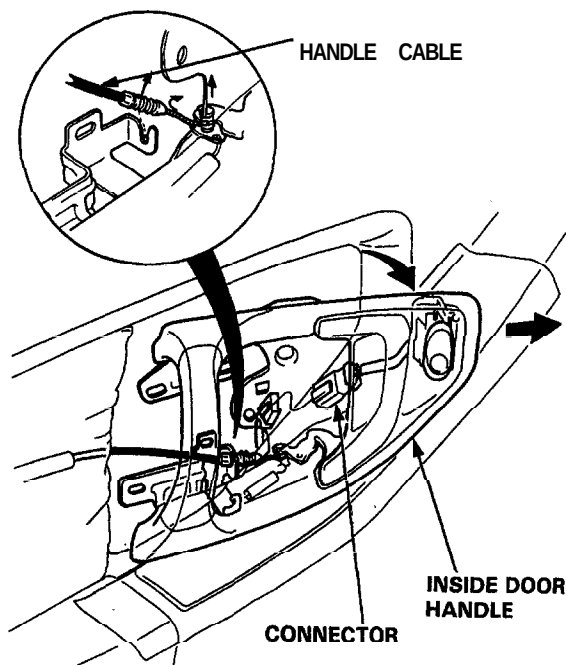
NOTE: To prevent damage to the trim plate, wrap the end of the screwdriver with a shop towel.



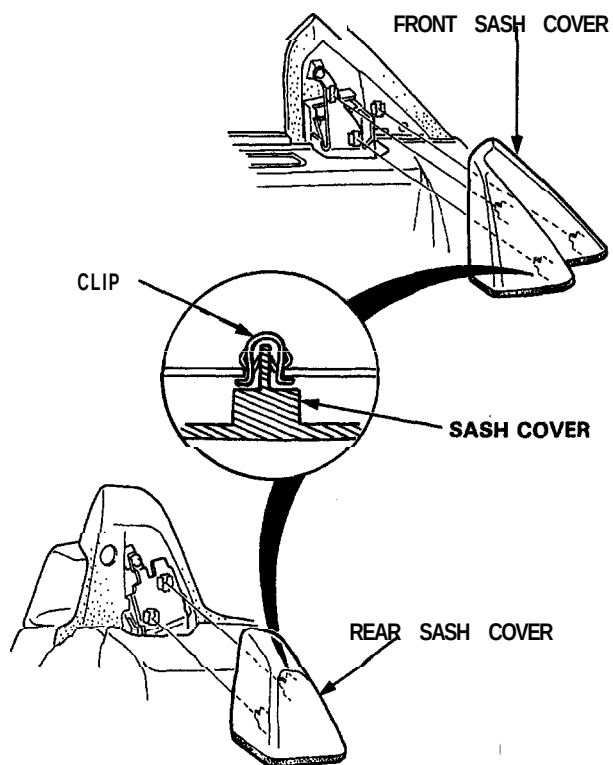
2. Remove the trim plate by pulling it backward and remove the inside door handle screws.



3. Disconnect the connector and the handle cable, then remove the inside door handle by pulling it forward.



4. Carefully remove the front and rear sash covers.

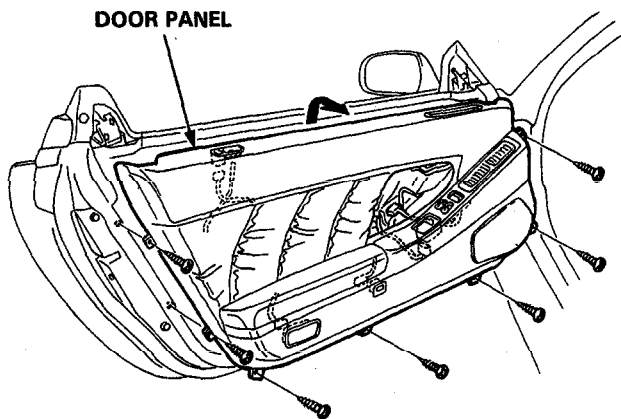




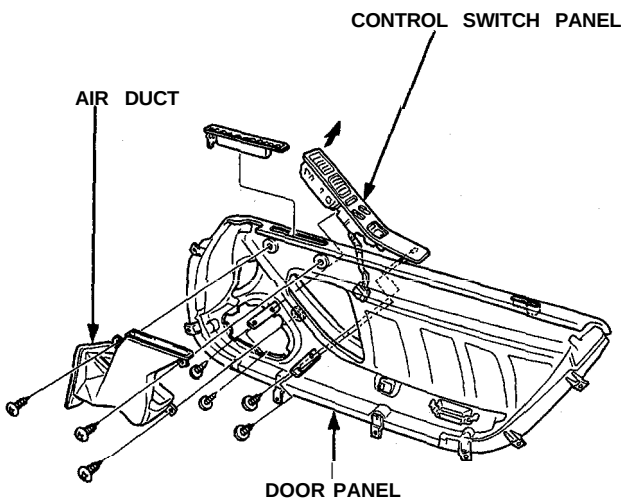
5. Remove the 7 door panel screws. Lift the door panel straight up off the sill.

Disconnect the connectors:

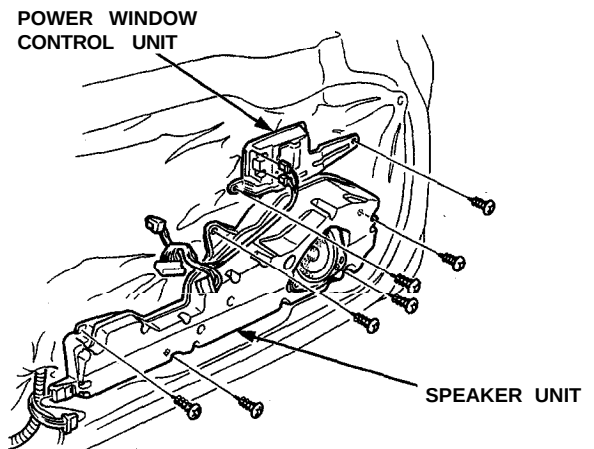
- Trunk lid opener
- Power window/door mirror
- Courtesy light
- Security alarm



6. Remove the control switch panel and air duct, from the door panel as required.



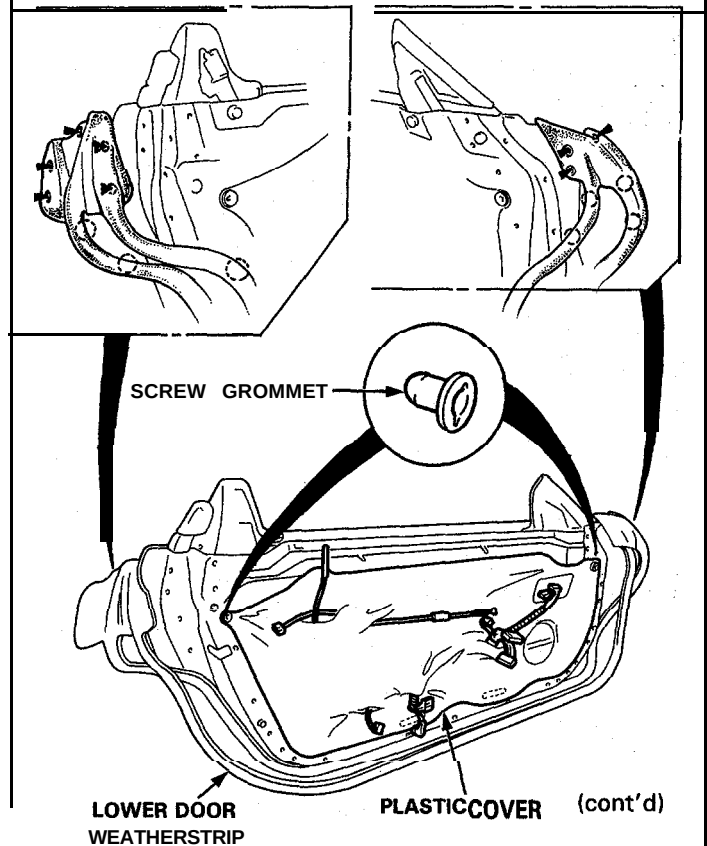
7. Remove the mounting screws and disconnect the connectors, then remove the power window control unit and speaker.



8. Remove the lower door weatherstrip retaining clips, then pull off the lower door weatherstrip. Remove the screw grommets and carefully remove the plastic cover.

►: Clip location

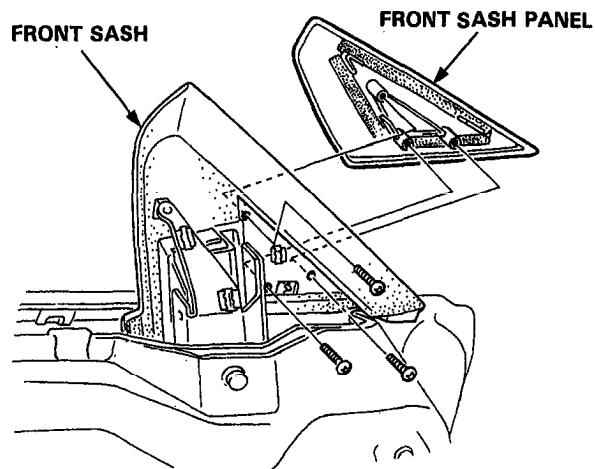
○: Clip location



Doors

Disassembly (cont'd)

9. Remove the 3 mounting screws, then remove the front sash panel.

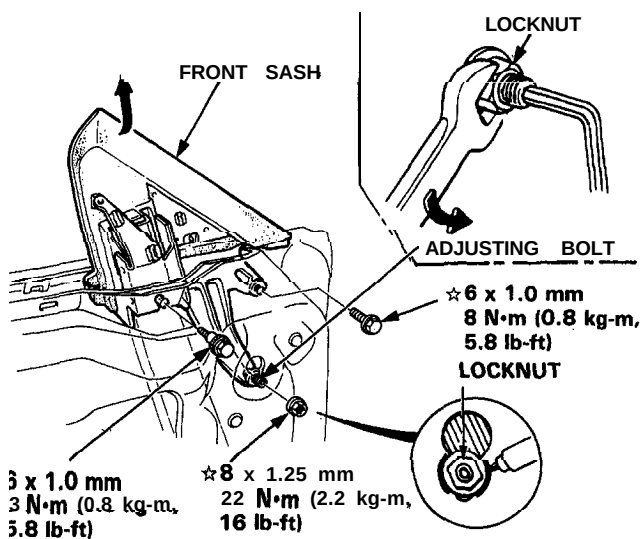


10. Remove the outer molding mounting screw and detach the crips, then remove the outer molding (page 20-1 1).

11. Remove the 2 mounting bolts and locknut, then remove the front sash.

NOTE:

- Hold the adjusting bolt with a hex wrench when removing the locknut.
- Scribe a line around the locknut to show the original adjustment.

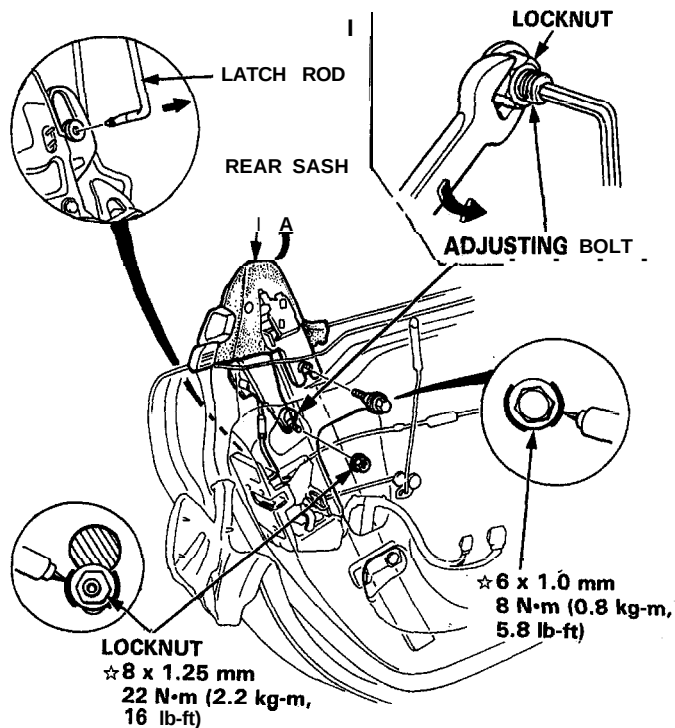


☆ : CORROSION RESISTANT BOLT/NUT

12. Remove the mounting bolt and locknut. Remove the rear sash, then disconnect the latch rod.

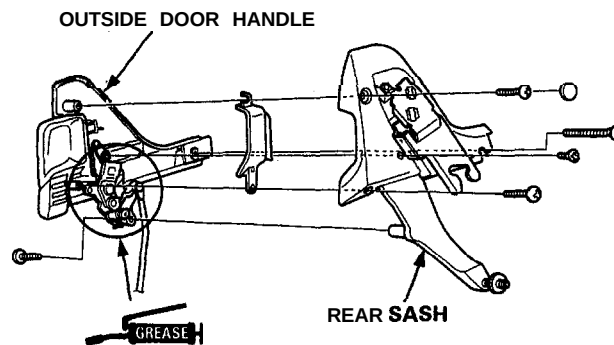
NOTE:

- Hold the adjusting bolt with a hex wrench when removing the locknut.
- Scribe a line around the locknut to show the original adjustment.



☆ : CORROSION RESISTANT BOLT/NUT

13. To replace the outside door handle, remove the 5 screws from the rear sash.

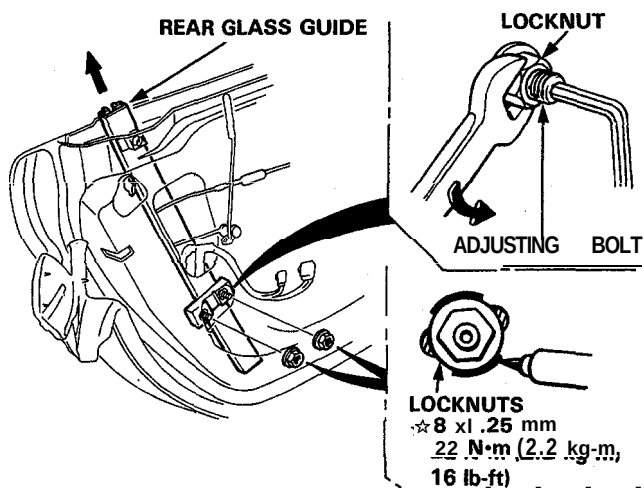




14. Remove the 2 locknuts, then remove the rear glass guide.

NOTE:

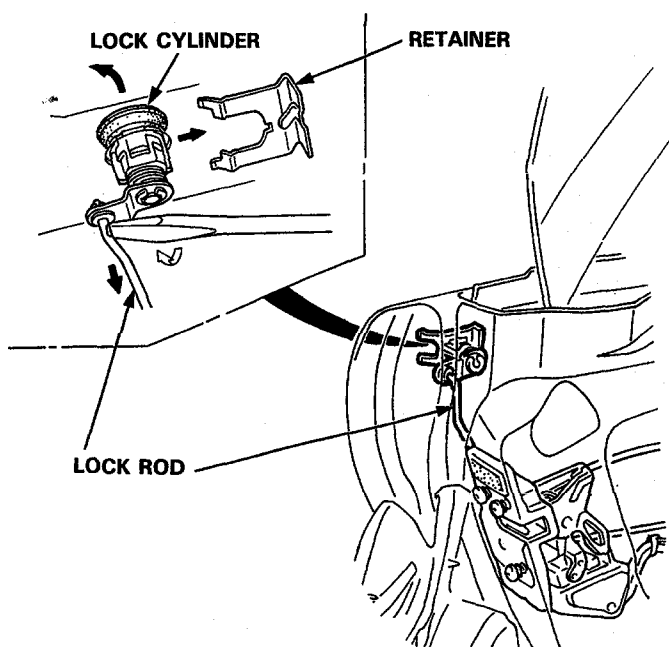
- Hold the adjusting bolt with a hex wrench when removing the locknuts.
- Scribe a line around the locknuts to show the original adjustment.



☆ : CORROSION RESISTANT BOLT/NUT

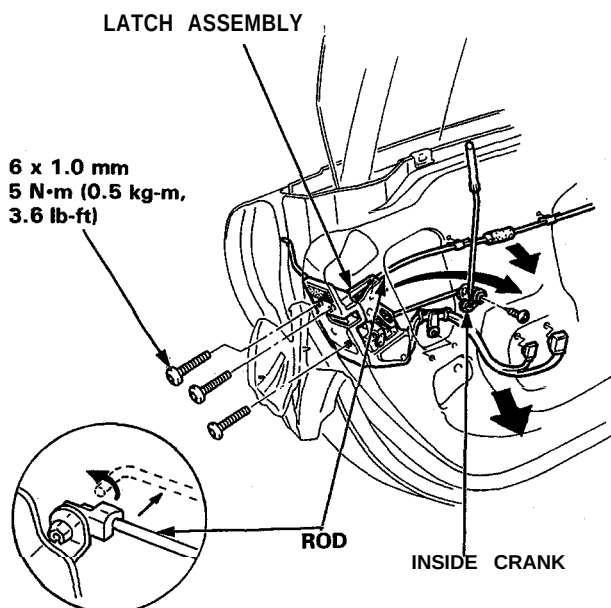
15. Before removing the latch assembly and lock cylinder, raise the window fully by connecting a 12 V battery to the regulator motor (See Section 23).

16. Remove the retainer by sliding it forward. Pry the lock rod out its joint using a flat tip screwdriver, then carefully remove the lock cylinder.



17. Disconnect the rod and remove the inside crank. Remove the cable and harness clips. Remove the mounting screws, then remove the latch assembly through the hole in the door.

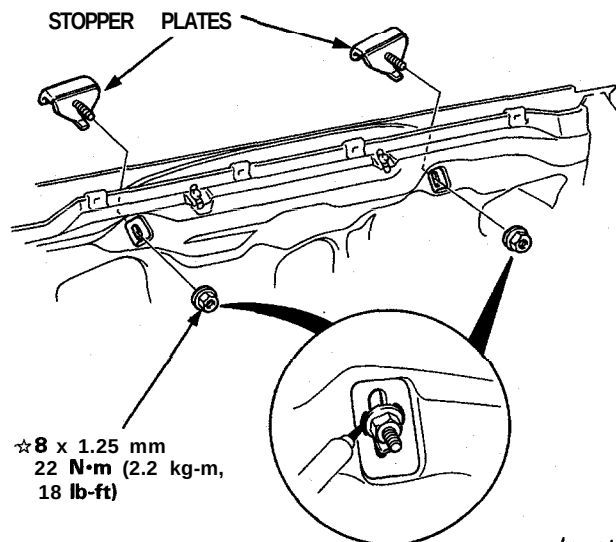
NOTE: Take care not to bend the lock rod.



18. Lower the window and remove the mounting nuts, then remove the stopper plates.

NOTE:

- Lower the window by connecting a 12 V battery to the regulator motor (See Section 23).
- Scribe a line around the mounting nuts to show the original adjustment.



☆ : CORROSION RESISTANT BOLT/NUT

(cont'd)

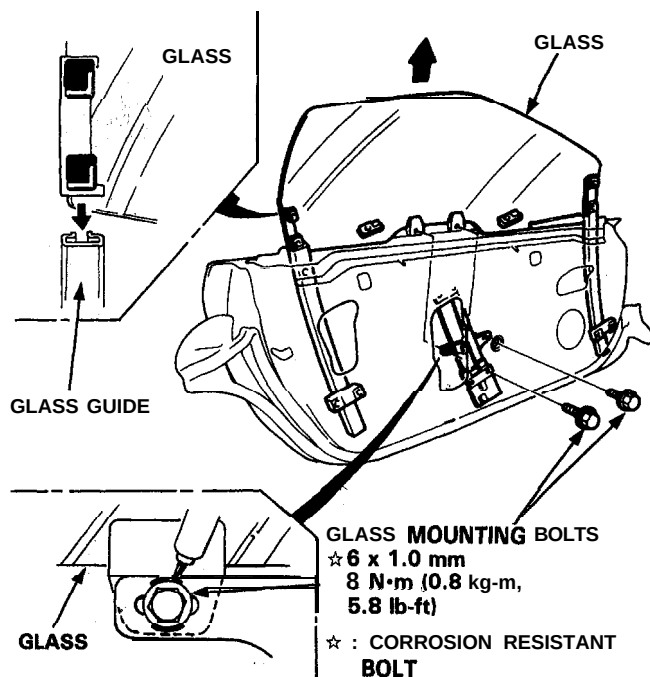
Doors

- Disassembly (cont'd)

19. Carefully lower the window until you can see its mounting bolts, then remove the bolts. Pull the glass out through the window slot.

NOTE:

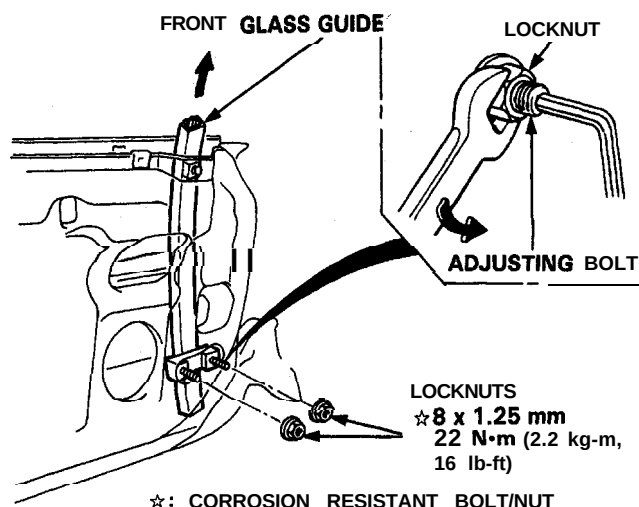
- Lower the window by connecting a 12 V battery to the regulator motor (See Section 23).
- Scribe a line around the mounting bolts to show the original adjustment.



20. Remove the 2 locknuts, then remove the front glass guide.

NOTE:

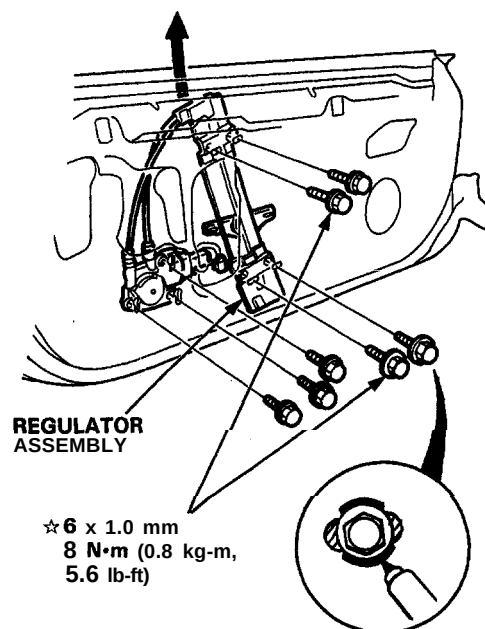
- Hold the adjusting bolt with a hex wrench when removing the locknuts.
- Scribe a line around the locknuts to show the original adjustment.



21. Remove the 4 regulator mounting bolts and loosen the 3 motor bolts, then take out the regulator assembly through the window slot.

NOTE:

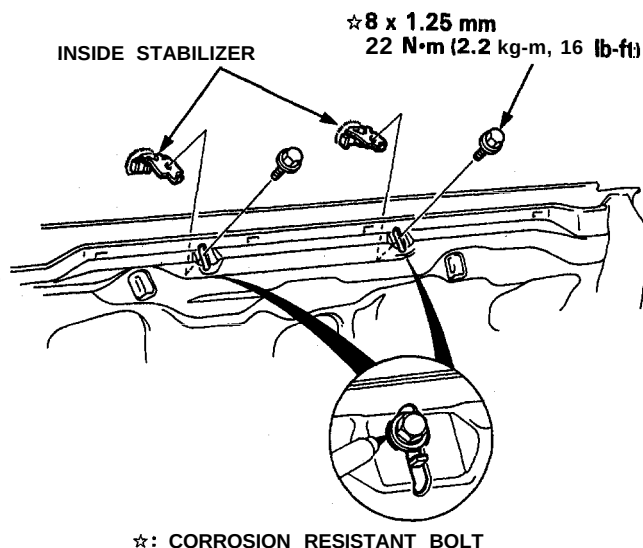
- Scribe a line around the mounting bolts to show the original adjustment.
- Take care not to bend the cable.



☆ : CORROSION RESISTANT BOLT

22. Remove the mounting bolts, then remove the inside stabilizers from the door panel.

NOTE: Scribe a line around the mounting bolts to show the original adjustment.



☆ : CORROSION RESISTANT BOLT

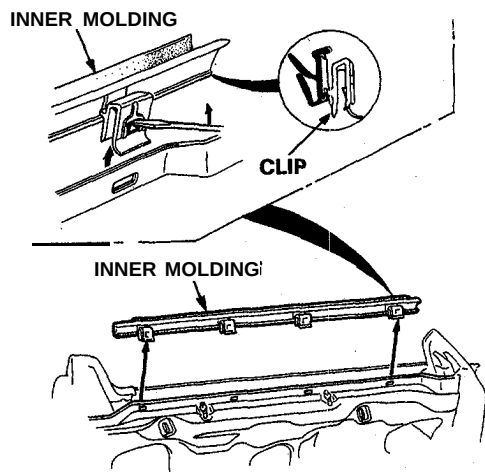


- Door Molding Removal

NOTE: Lower the window fully.

1. Remove: (See pages 20-6, 7)
 - Trim plate
 - Sash covers
 - Inside door handle
 - Door panel
2. Pry the clips out using a flat tip screwdriver, then pull up the moldings.
3. Set the clips on to the molding, then install the molding in the reverse order removal.

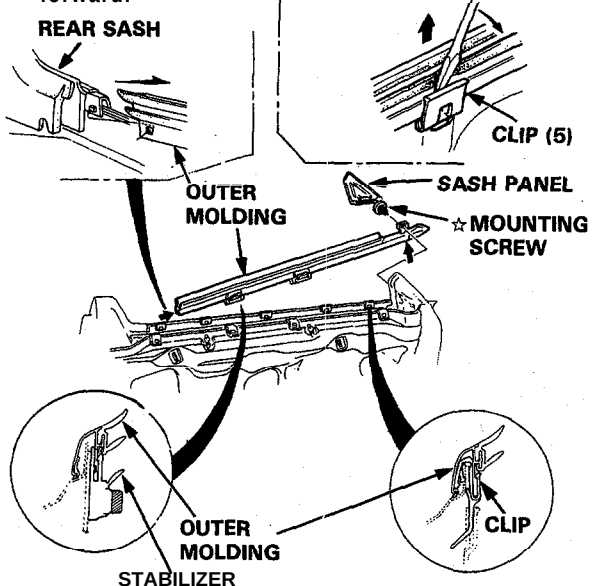
inner molding:



Outer molding:

NOTE:

- Remove the front sash panel (page 20-8) and molding mounting screw.
- Starting at the front and sliding the molding forward.



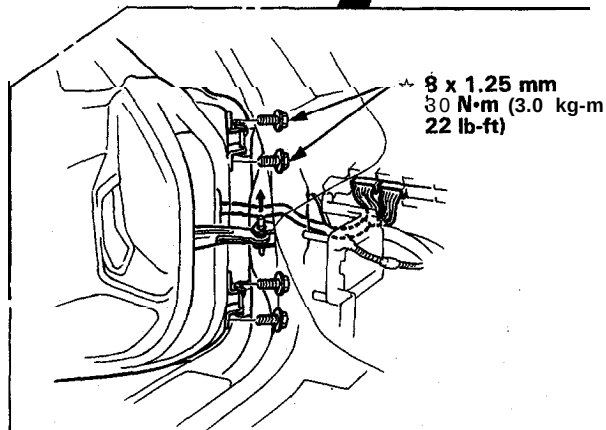
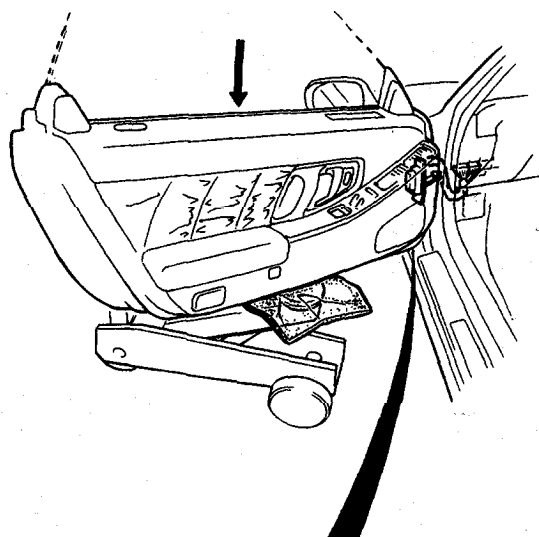
☆: CORROSION RESISTANT SCREW

- Removal

1. Lower the window fully.
2. Remove the seat (page 20-38).
3. Disconnect the door harness connectors.
4. Remove the door assembly by removing the hinge bolts, detent rod pin and pulling out the wire harness.

CAUTION: Place a shop towel and rubber pad on the jack to prevent damage to the door.

NOTE: Let an assistant hold the door.



5. Install the door assembly in the reverse order of removal.

NOTE: Adjust the door position (page 20-I 8).

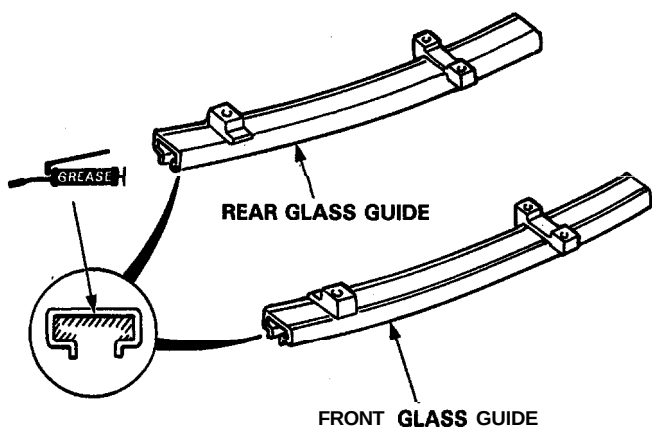
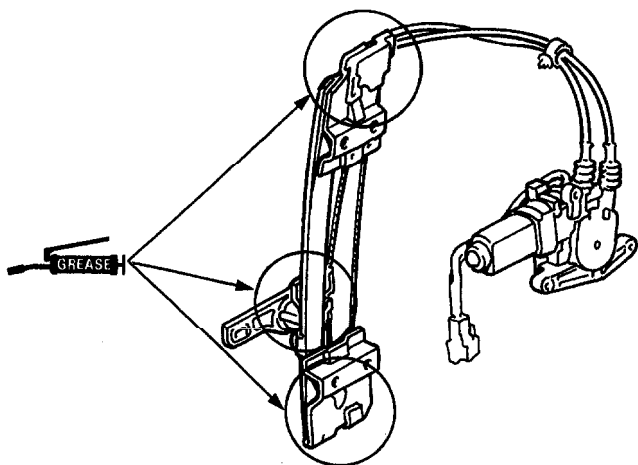
☆ : CORROSION RESISTANT BOLT

Doors

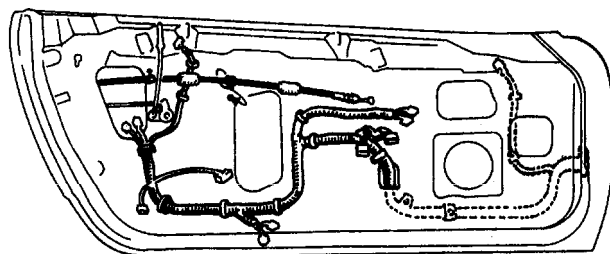
- Assembly

Assemble the door in the reverse order of disassembly, and also:

1. Grease all the sliding surfaces of the window regulator and the glass guides where shown.

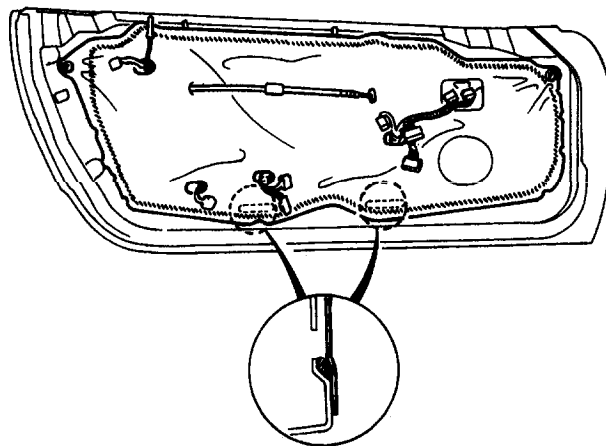


2. Roll the glass up and down to see if it moves freely without binding. Also make sure that there is no clearance between the glass and door upper weatherstrip when the glass is closed. Adjust the position of the door glass as necessary (pages 20-13 to 17).
3. Attach the wire harness correctly on the door.



NOTE: Make sure the wires are not pinched.

4. When reinstalling the plastic cover, apply adhesive along the edge where necessary to maintain a continuous seal and prevent air/water leaks.

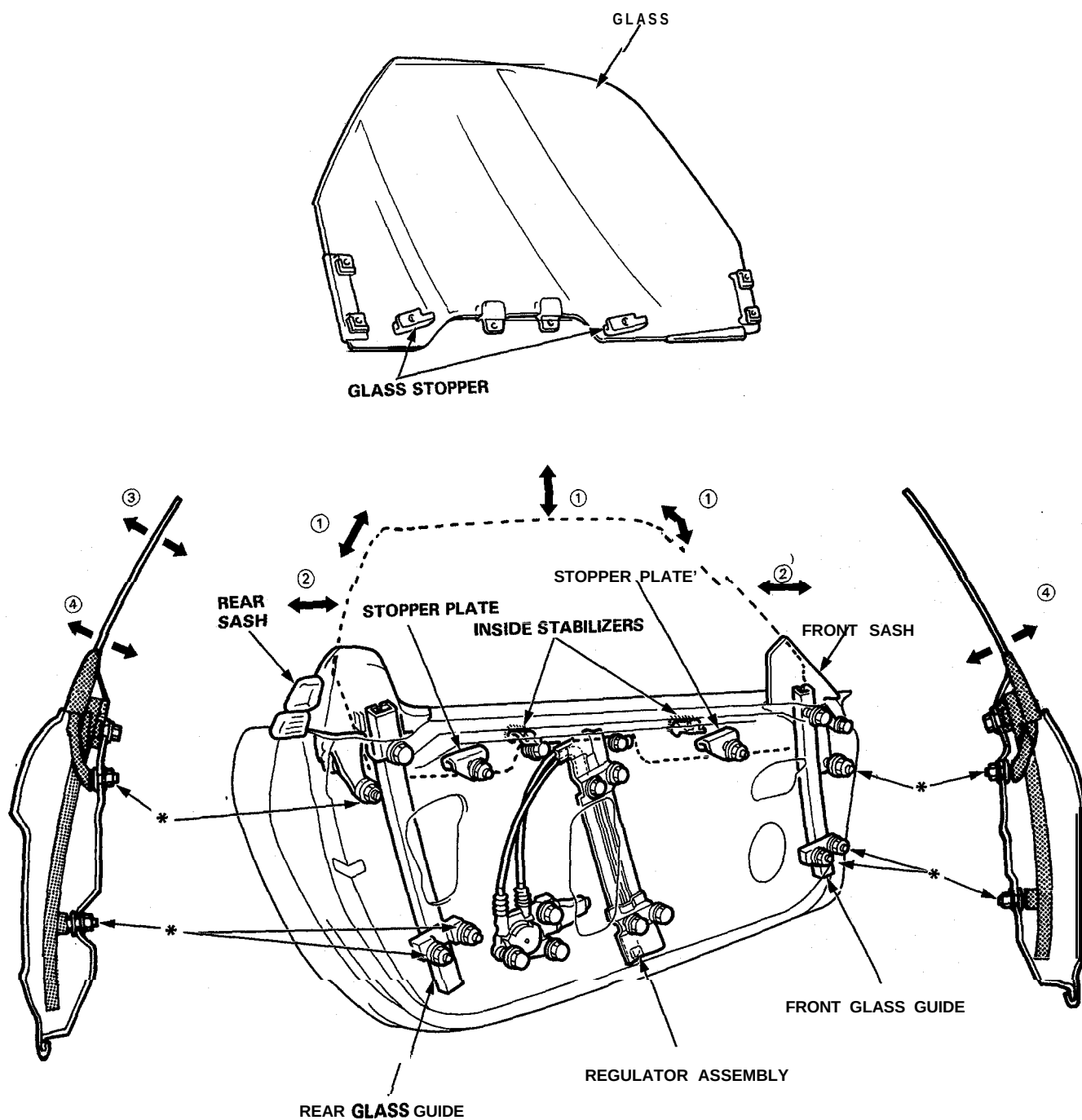


NOTE: Do not fill up with adhesive.



Glass Adjustment

* : Adjusting bolt locations.



(cont'd)

Doors

- Glass Adjustment (cont'd)

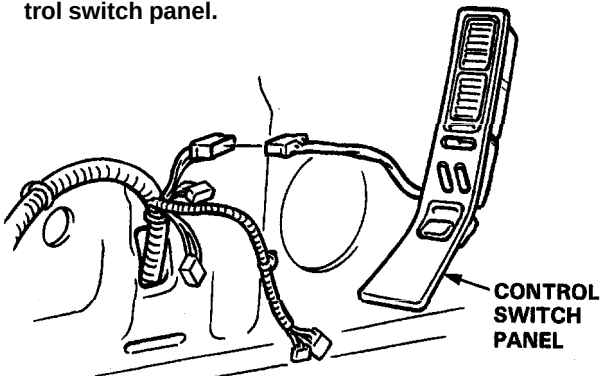
NOTE: Make sure the door position is adjusted properly before adjusting the glass (page 20-18).

1. Remove the door trim (page 20-37).
2. Remove the weatherstrip (page 20-20).

NOTE: Check the weatherstrip for damage or deterioration and replace if necessary.

3. Remove all retainers by removing the attaching screws (page 20-20).
4. Remove the door panel and peel off the plastic cover (pages 20-6, 7).
5. Remove the control switch panel from the door panel (page 20-7).
6. Connect the connector of the control switch panel to the door harness.

NOTE: Take care not to scratch or score the control switch panel.

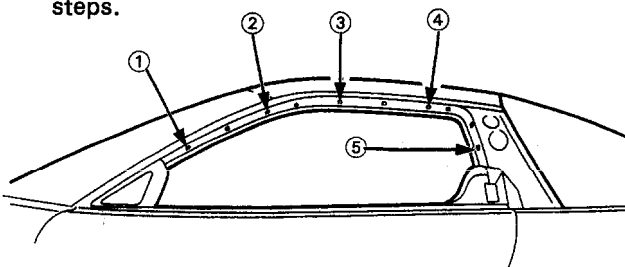


7. Carefully close the door while holding the window glass to prevent it from contacting the body panel.
8. Close the door glass fully.

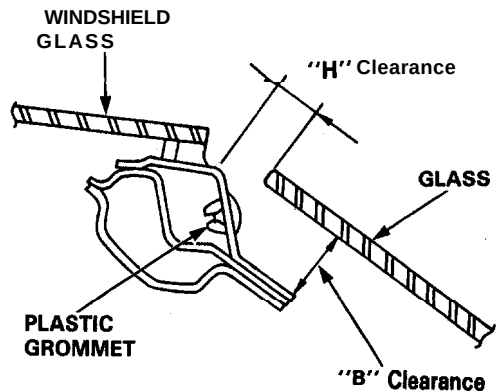
NOTE: Check the door fit to the body opening.

9. Measure and record the clearance "H" and "B" between the glass and body at the locations shown.

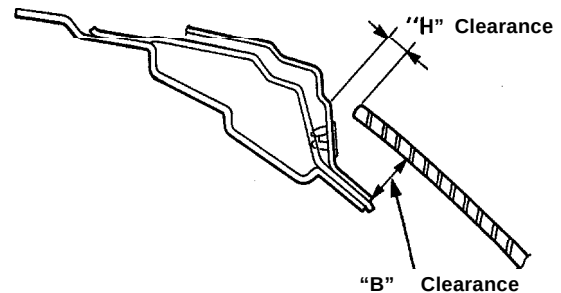
10. Adjust the clearance as described in the following steps.



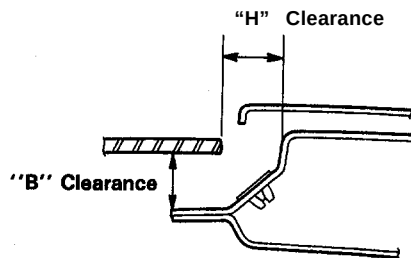
Section: ① - ②



Section: ③ - ④



Section: ⑤



(Standard Clearance)

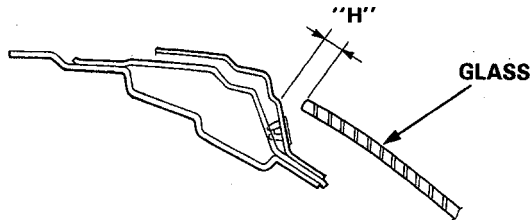
● Permissible tolerance: ± 2 mm (0.08 in.)

Unit: mm (in.)

Measuring Point		①	②	③	④	⑤
Clearance	H	12.1 (0.48)	11.8 (0.46)	10.4 (0.41)	10.2 (0.4)	23.7 (0.93)
	B	24.9 (1.0)	22.0 (0.9)	20.9 (0.8)	21.2 (0.83)	35.4 (1.4)

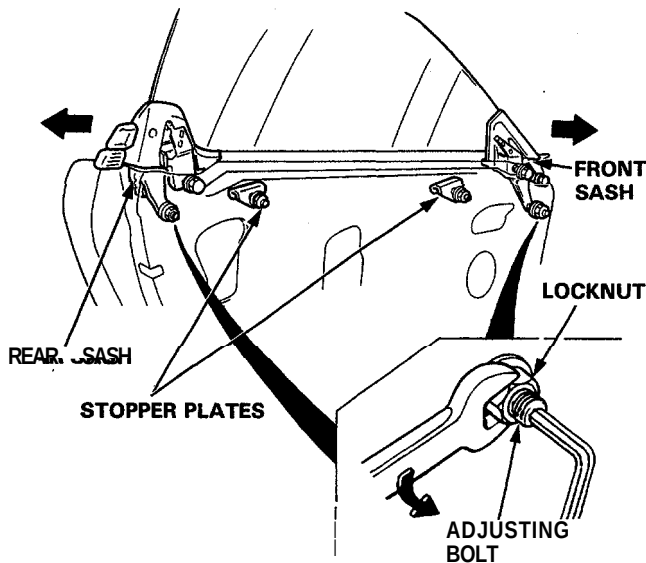


11. Adjustment of Clearance "H".

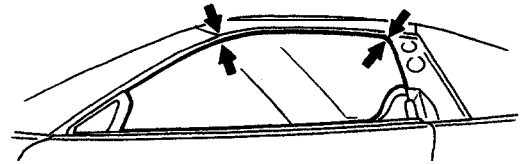
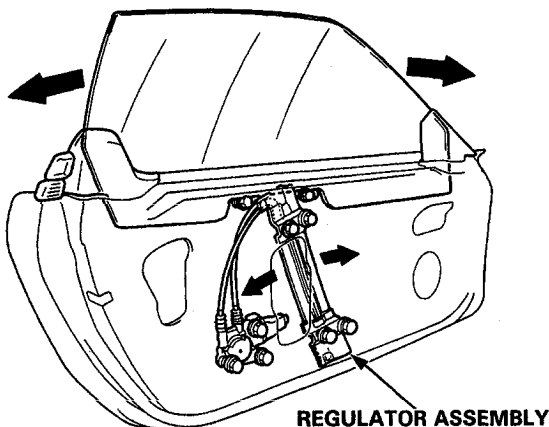


- 1 Loosen the bolts and nuts securing the front sash and rear sash, then move the front sash all the way forward and move the rear sash all the way backward.

NOTE: Hold the adjusting bolts with a hex wrench when loosening the locknuts.

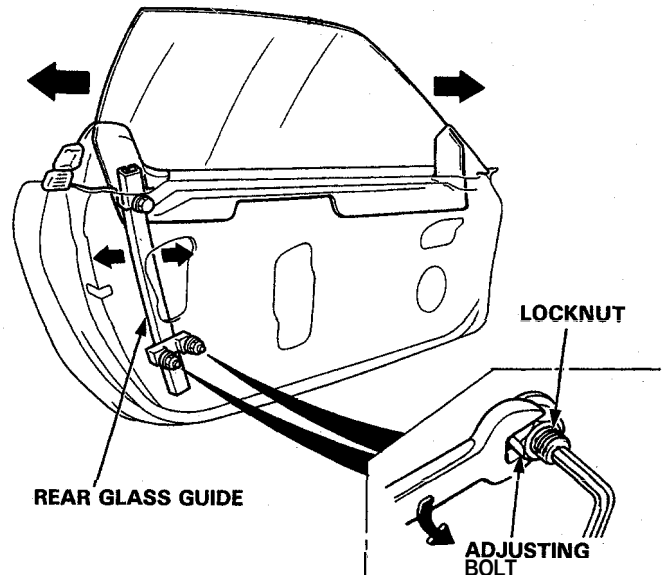


- 2 Loosen the 4 bolts securing the regulator assembly and move the regulator fore or aft to align the door glass with the body at the front and center pillars.



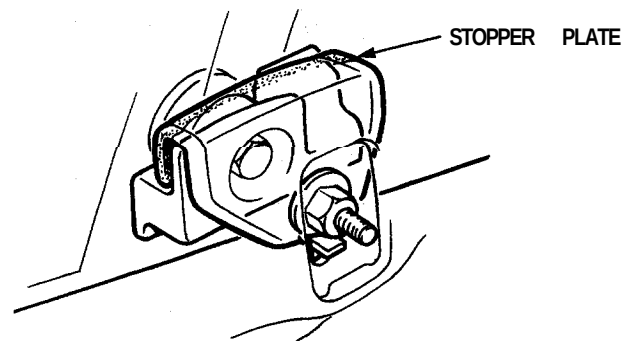
- 3 Loosen the nuts securing the rear glass guide and adjust the glass fore and aft by moving the glass guide.

NOTE: Hold the adjusting bolts with a hex wrench when loosening the lower glass guide locknuts.



- 4 Loosen the nut securing the stopper plates and adjust so that the clearance "H" at the locations is within the specified value.

NOTE: Check that the stopper plates contacts the glass evenly.



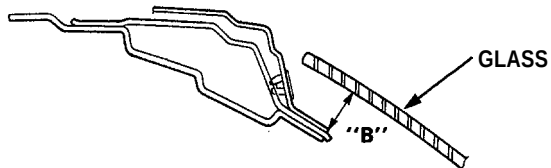
- 5 Repeat the steps - 2 thru - 4 until the clearance "H" is within the specified limits, then retighten the regulator, glass guide, and stopper plates securely.

(cont'd)

Doors

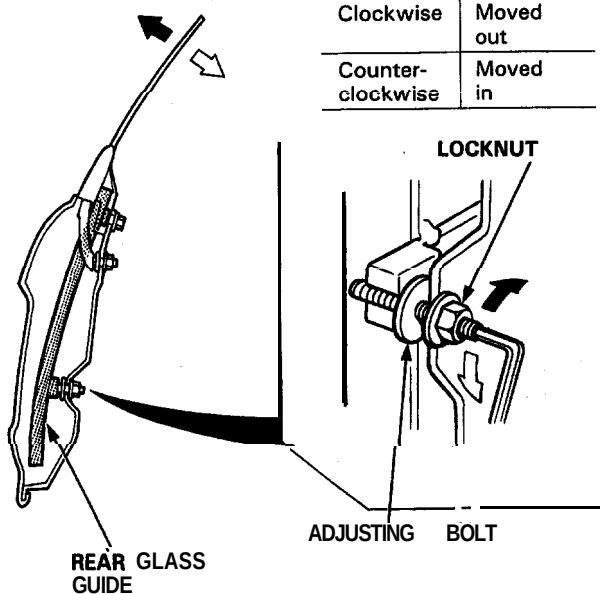
▪ Glass Adjustment (cont'd)

12. Adjust the clearance "B" as follows.



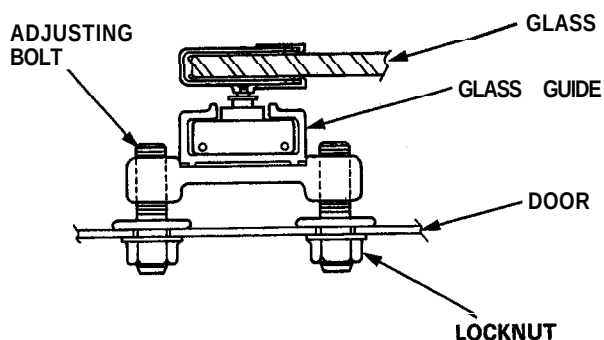
-1 Loosen the bottom glass guide locknuts and turn the adjusting bolts until the clearance "B" is within the specified value.

Adjusting Bolt	Top Edge of Glass
Clockwise	Moved out
Counter-clockwise	Moved in

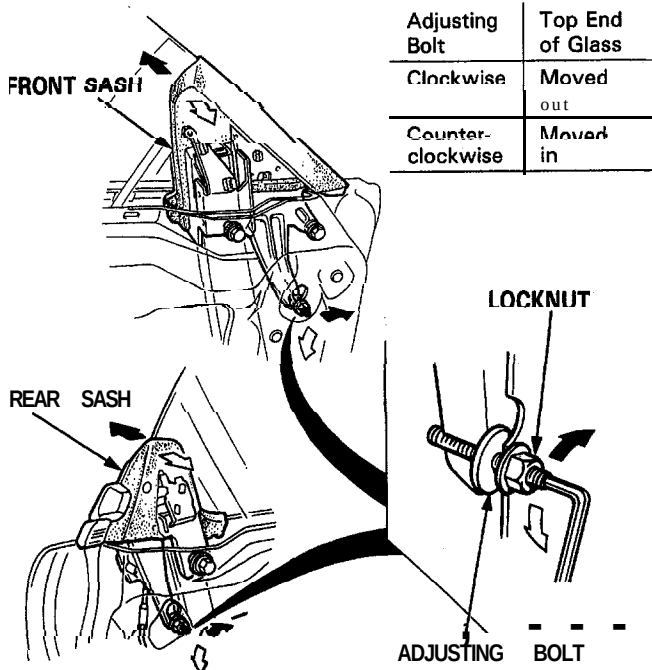


NOTE: Turn the front and rear adjusting bolts the same amount so as to keep the glass guide bracket parallel with the seating surface of the door panel.

After tightening the adjusting bolts, make sure that the ends of the bolts still project out of the locknuts.

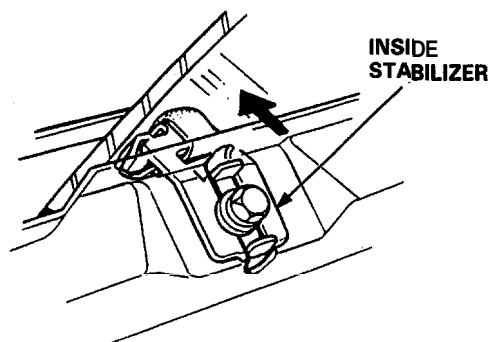


-2 Align the front sash and rear sash with the glass with the adjusting bolts at the bottom of the sashes.



Adjusting Bolt	Top End of Glass
Clockwise	Moved out
Counter-clockwise	Moved in

-3 Adjust and set the front and rear stabilizers in the positions which will ensure correct clearance "B", then retighten the stabilizer bolts securely.



-4 Move the glass up and down to seat it, then measure the clearance "B" at the designated locations.

-5 Align the front sash and rear sash with the glass, then tighten the attaching nut securely.

-6 Again measure the clearance "H" to make sure it is still within the specified limit at the designated locations.

NOTE: Repeat the above steps until the correct clearances are obtained.

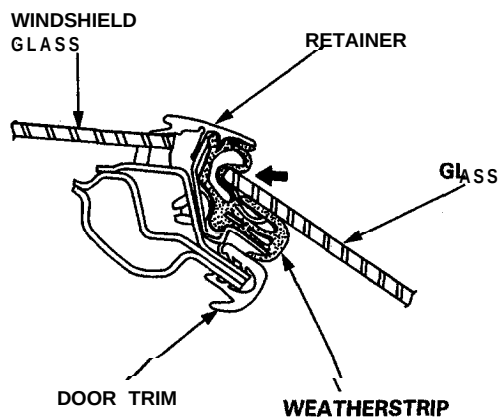


13. After the clearances have been adjusted properly, reinstall the weatherstrip.

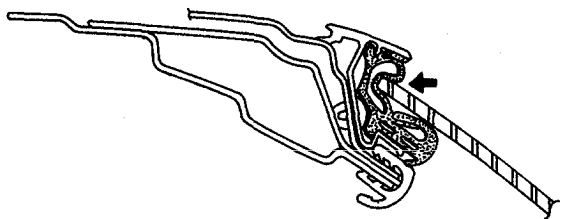
14. Reinstall the door trim.

15. With the door and glass closed fully, check that the weatherstrip is not pinched by the door glass.

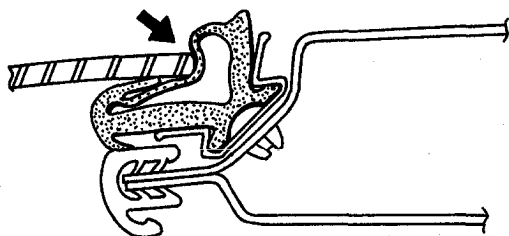
Section: ① - ②



Section: ③ - ④

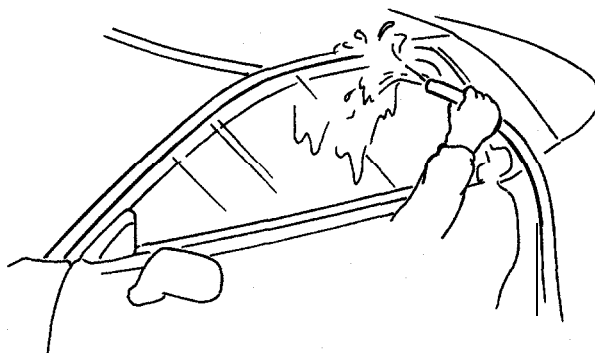


Section: ⑤



16. With the door and glass closed fully, check for water leaks.

NOTE: Do not use high pressure water.



17. install the control switch panel in the door panel.

18. Install the door harness.

19. Attach the plastic cover, and install the door panel.

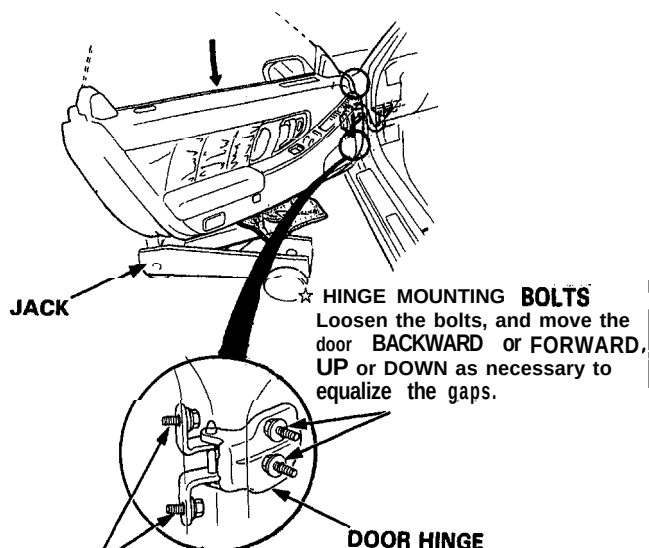
20. Check for air leaks.

Doors

Position Adjustment

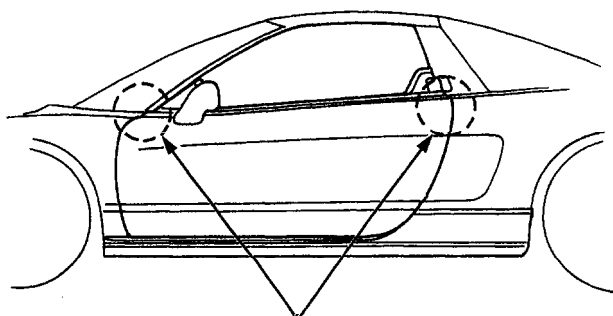
After installing the door, check for a flush fit with the body, then check for equal gap between the front and rear, and top and bottom door edges and the body. The door and body edges should also be parallel. Adjust at the hinges as shown.

CAUTION: Place a shop towel on the jack to prevent damage to the door when the hinge bolts are loosened for adjustment.



☆ **DOOR MOUNTING BOLTS**
Loosen the bolts slightly to move the door **IN** or **OUT** until flush with the body. If necessary, you can install a shim behind one hinge to make the door edges **PARALLEL** with the body.

☆ : CORROSION RESISTANT BOLT



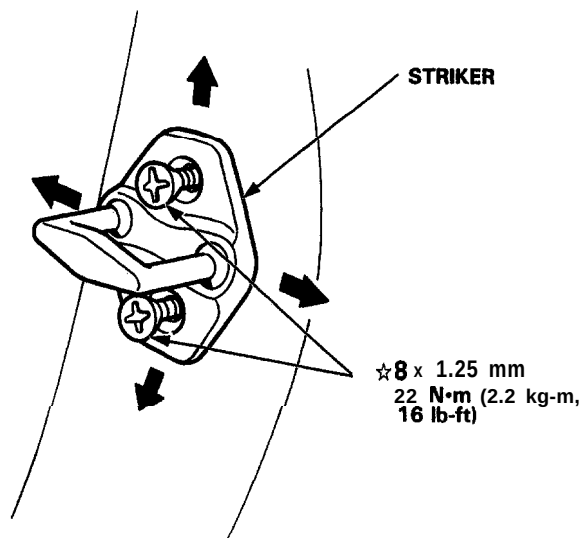
The door and body edges should be parallel.

NOTE: Check for water and air leaks.

Door Striker Adjustment

Make sure the door latches securely without slamming. If it needs adjustment:

1. Draw a line around the striker plate for reference.
2. Loosen the striker screws and move the striker **IN** or **OUT** to make the latch fit tighter or looser. Move the striker **UP** or **DOWN** to align it with the latch opening. Then lightly tighten the screws and recheck.



NOTE:

- Hold the outside handle out and push the door against the body to be sure the striker allows a flush fit.
- Do not tap the striker with a metal hammer to adjust the position.

3. If the door latches properly, tighten the screws and recheck.

NOTE: Replace the striker if it is cracked.

☆ : CORROSION RESISTANT SCREW

Door Mirror

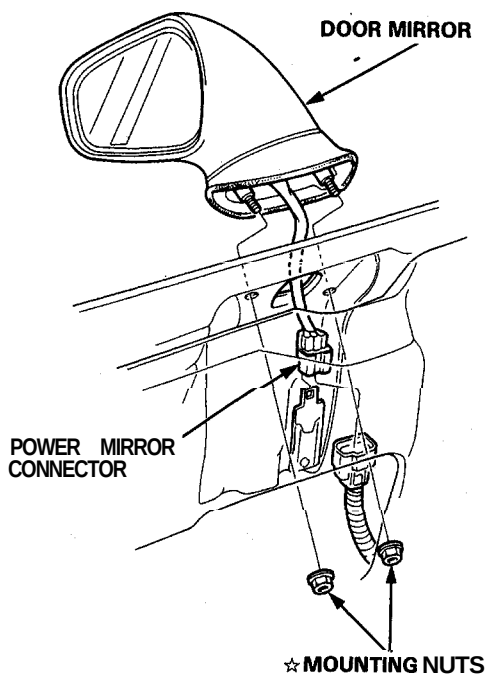


- Removal

NOTE: Raise the window fully.

1. Remove the door panel and carefully remove the plastic cover (pages 20-6, 7).
2. Disconnect the power mirror connector.
3. Remove the 2 mounting nuts from the hole in the door while holding the mirror.

NOTE: Do not drop the mounting nuts inside the door.



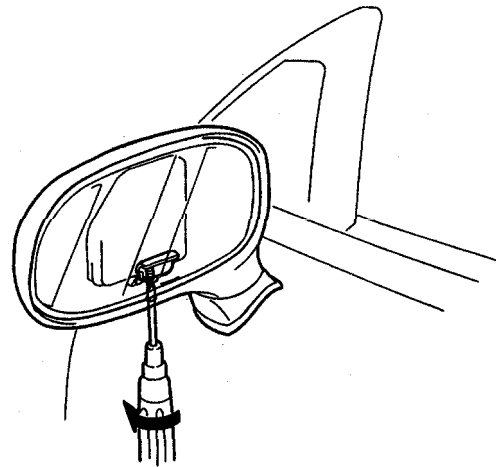
4. Install the door mirror in the reverse order of removal.
5. With the door closed fully, check for water and air leaks.

NOTE: Do not use high pressure water.

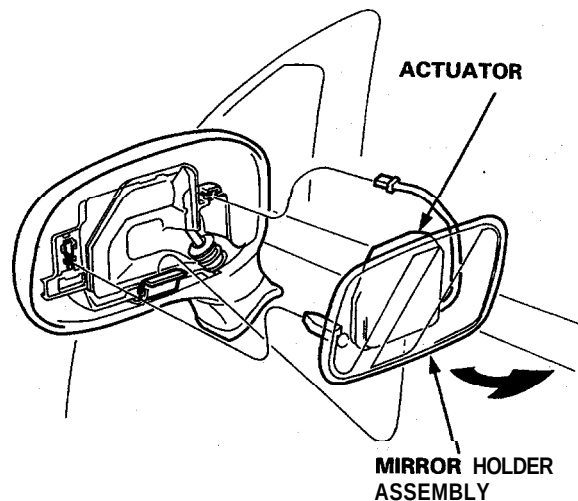
☆: CORROSION RESISTANT NUT

- Mirror Glass Replacement

1. Insert a screwdriver in the mirror through the service hole, and loosen the actuator retaining screw.



2. Pull the actuator and glass out from the mirror housing.



3. Install the actuator and glass in the reverse order of removal.

Side Window Molding/Weatherstrip Replacement

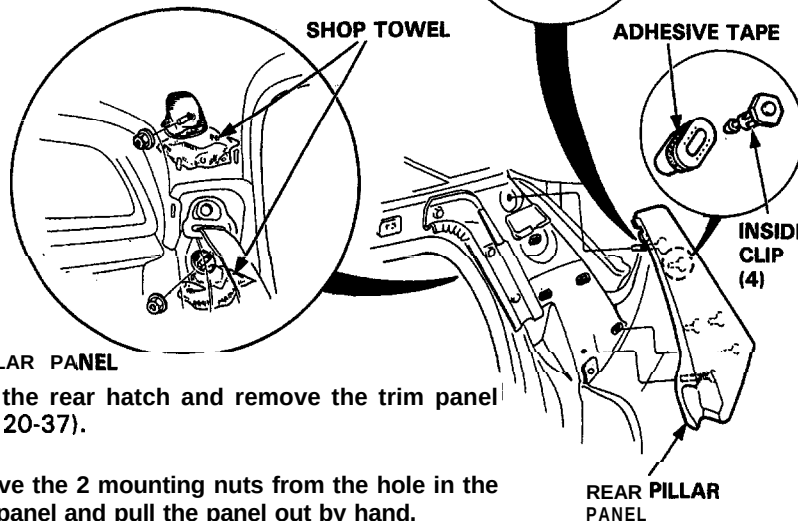
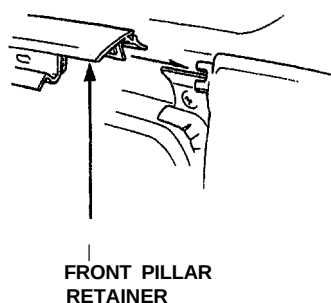
Disassemble in numbered sequence.

CAUTION:

- Wear gloves to remove and install the retainer.
- Take care not to bend the retainer.

NOTE:

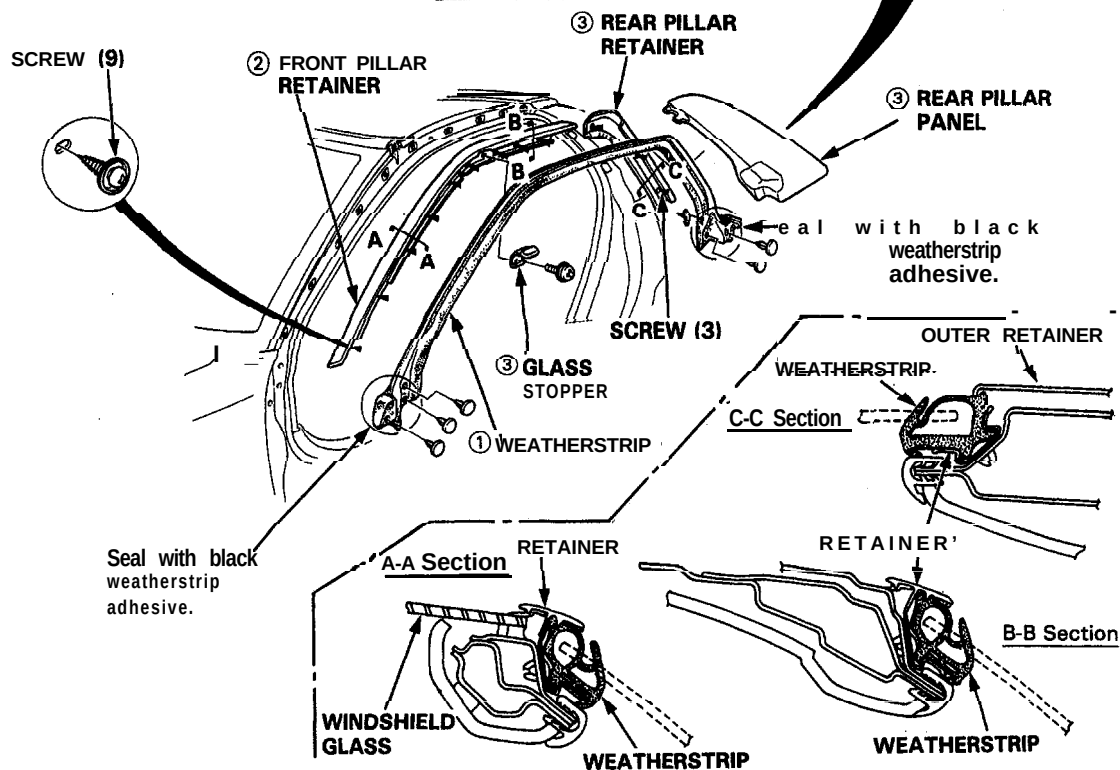
- Check the weatherstrip for damage or deterioration and replace if necessary.
- After installing the weatherstrip, check for water and air leaks.
- If necessary: Adjust the position of the door glass (page 20-13).
- If necessary: Replace any damaged clips.



REAR PILLAR PANEL

1. Open the rear hatch and remove the trim panel (page 20-37).
2. Remove the 2 mounting nuts from the hole in the body panel and pull the panel out by hand.

NOTE: Do not drop the nuts inside the body panel.

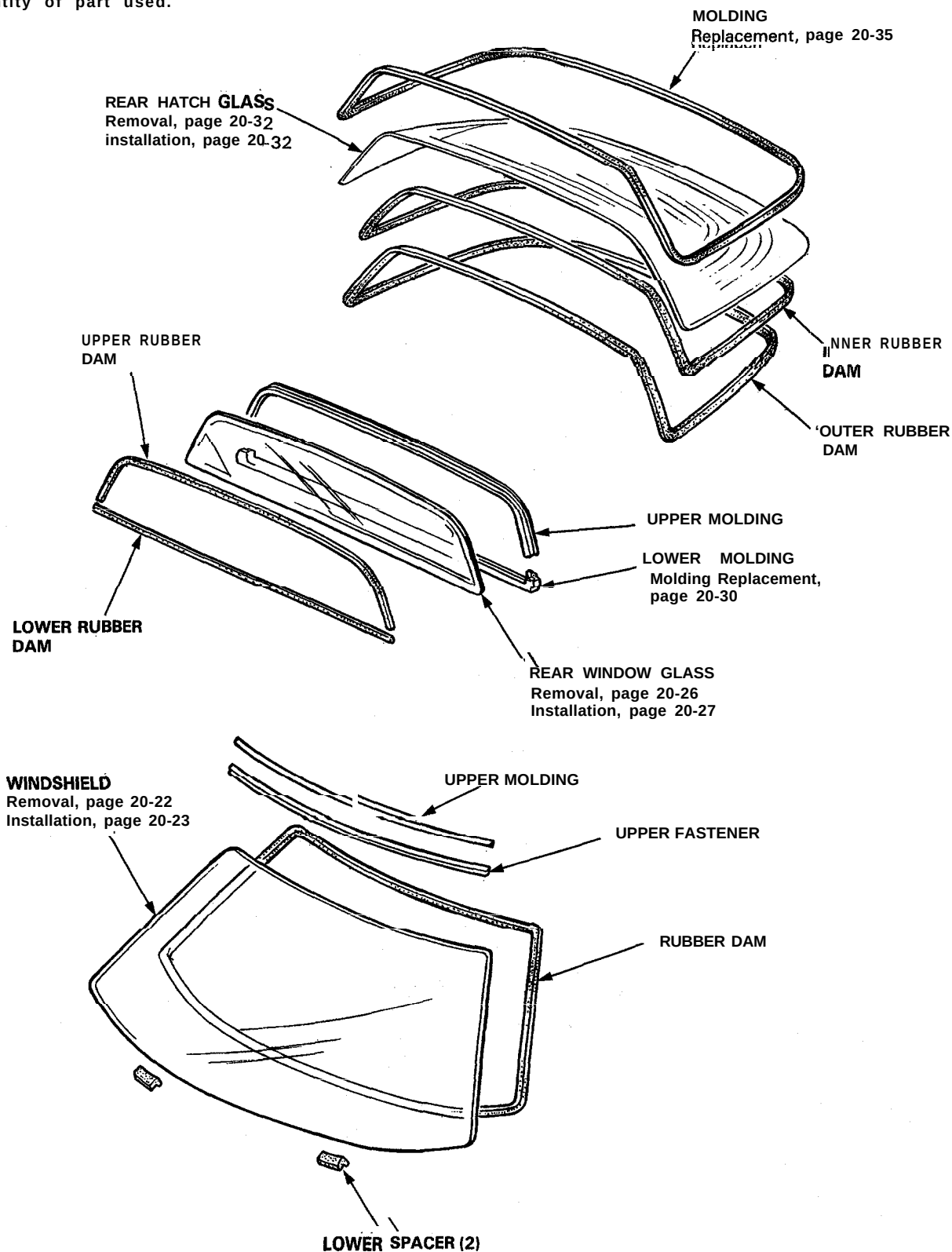




Windshield, Rear Window Glass, Rear Hatch Glass

Index

(): Quantity of part used.



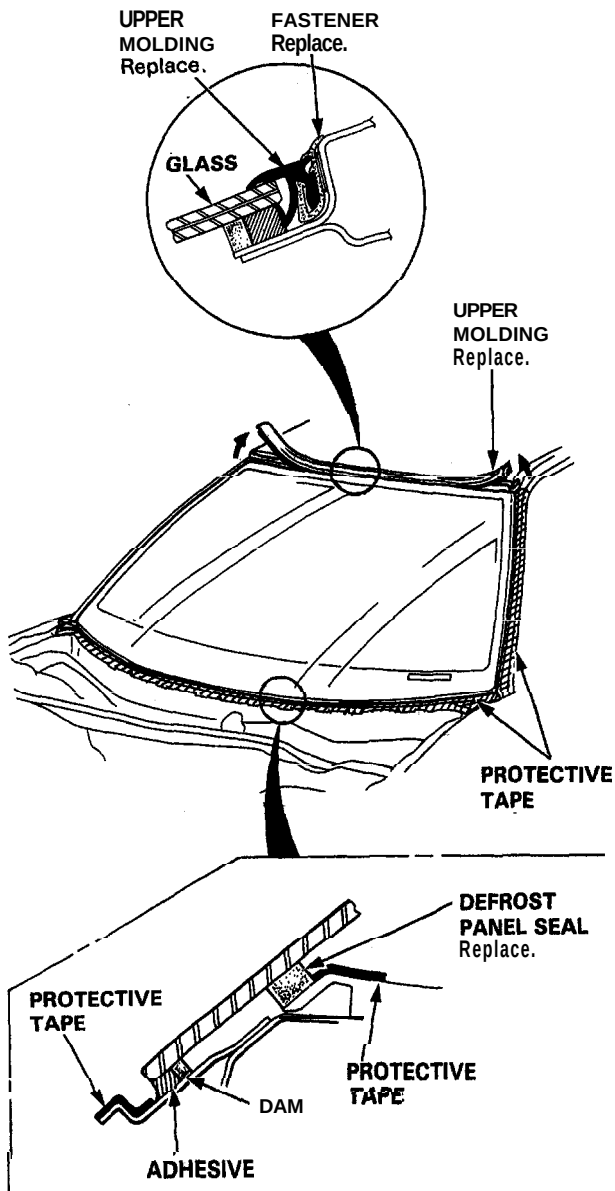
Windshield

Removal

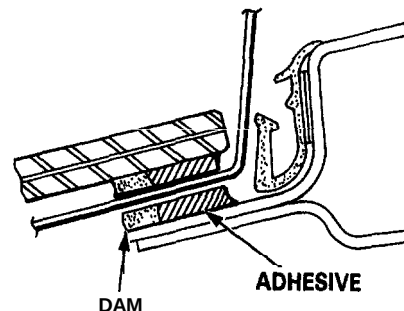
CAUTION:

- Wear gloves to remove and install the glass.
- Use covers to avoid damaging the interior.

1. To remove the windshield, first remove the:
 - Seats (page 20-38).
 - Rearview mirror (page 20-41).
 - Sun visor.
 - Front pillar retainer (page 20-20).
 - Front wiper and air scoop (See Section 23).
 - Front pillar trim and headliner (page 20-37).
2. Peel off the upper molding.
3. Apply protective tape along the edge of the dashboard and body next to the glass as shown.



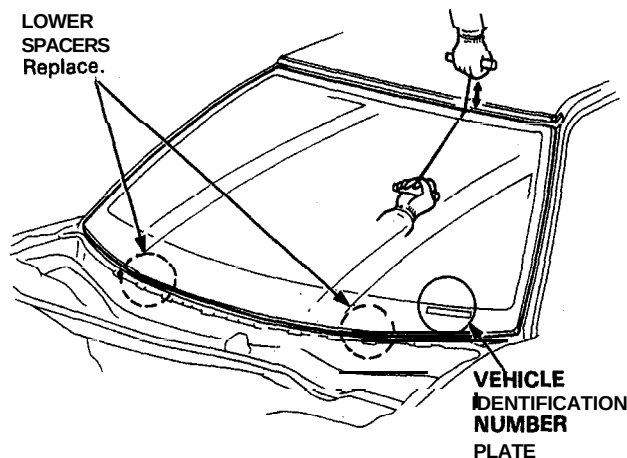
4. Using an awl, make a hole through the windshield adhesive from inside the car. Push piano wire through the hole and wrap each end around a piece of wood.



5. With a helper on the outside, pull the wire back and forth in a sawing motion and carefully cut through the adhesive around the entire windshield.

CAUTION:

- Hold the piano wire as close to the glass as possible to prevent damage to the body and dashboard.
- Take care not to damage the vehicle identification number plate.



6. Cut the lower spacers and upper fastener away from the body with a knife; they are cemented in place.

NOTE: Replace the rubber spacers with new ones whenever the windshield has been removed.



Installation

1. Scrape the old adhesive smooth with a knife, to a thickness of about 2 mm (0.08 in.) on the bonding surface around the entire windshield flange.

NOTE:

- Do not scrape down to the painted surface of the body; damaged paint will interfere with proper bonding.
- Remove all traces of the rubber spacer material from the body.
- Mask off surrounding surfaces before painting.

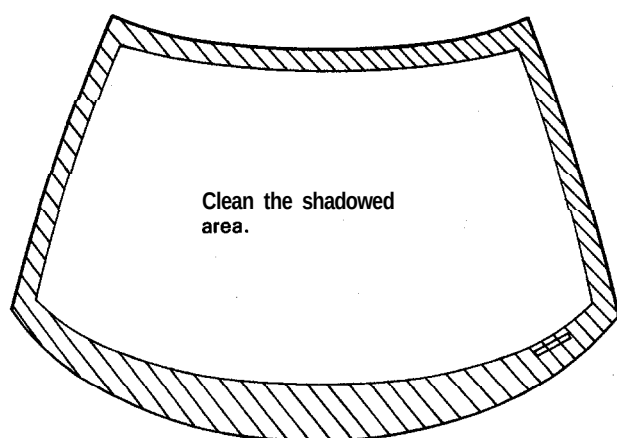
2. Clean the body bonding surface with a sponge dampened in alcohol.

NOTE: After cleaning, keep oil, grease or water from getting on the surface.

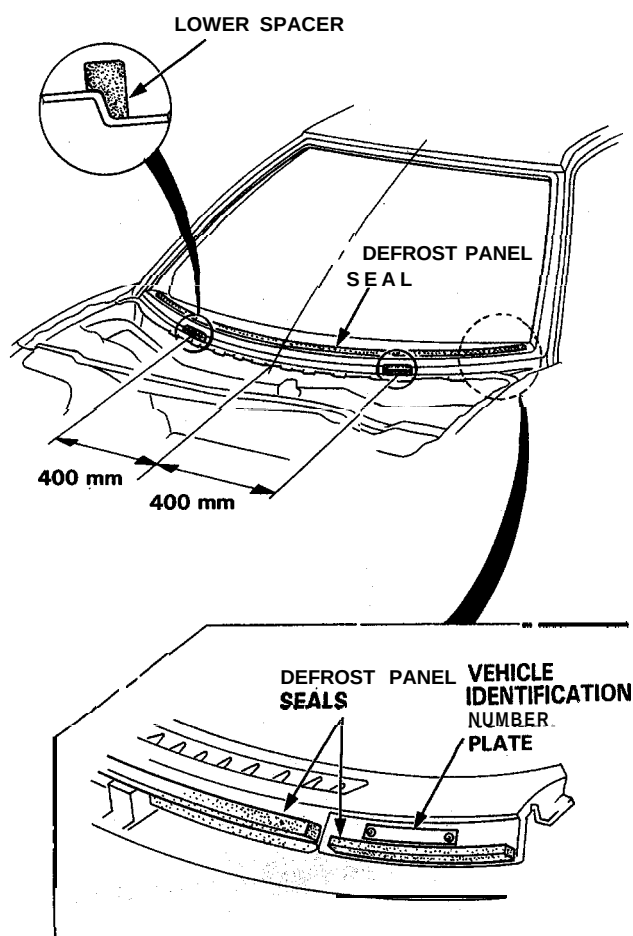
3. If the old glass is to be reinstalled, use a putty knife to scrape off all traces of old adhesive, then clean the glass surface with alcohol where new adhesive is to be applied.

NOTE: Make sure the bonding surface is kept free of water, oil and grease.

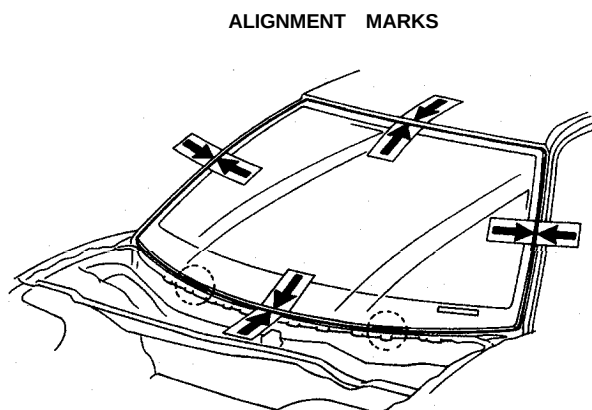
CAUTION: Avoid setting the glass on its edges; small chips may later develop into cracks.



4. Glue the lower spacers and defrost panel seals in place as shown.



5. Set the windshield upright on the spacers, then center it in the opening. Mark the location by marking lines across the glass and body with a grease pencil at the four points shown.



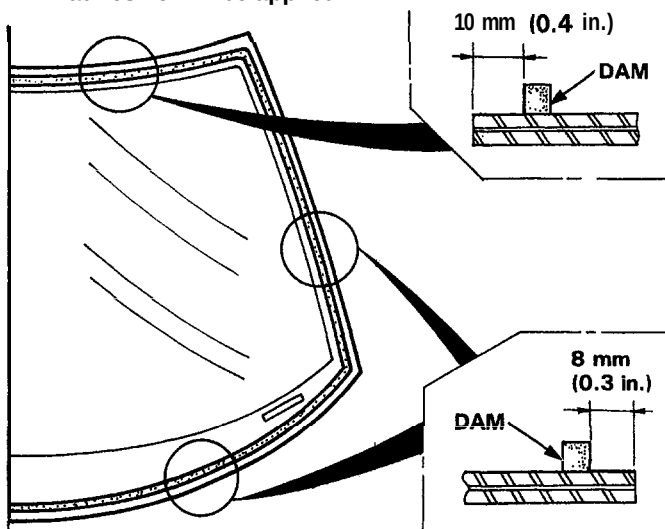
(cont'd)

Windshield

Installation (cont'd)

3. Glue the rubber dam to the inside face of the windshield as shown to contain the adhesive during installation.

NOTE: Be careful not to touch the glass where adhesive will be applied.

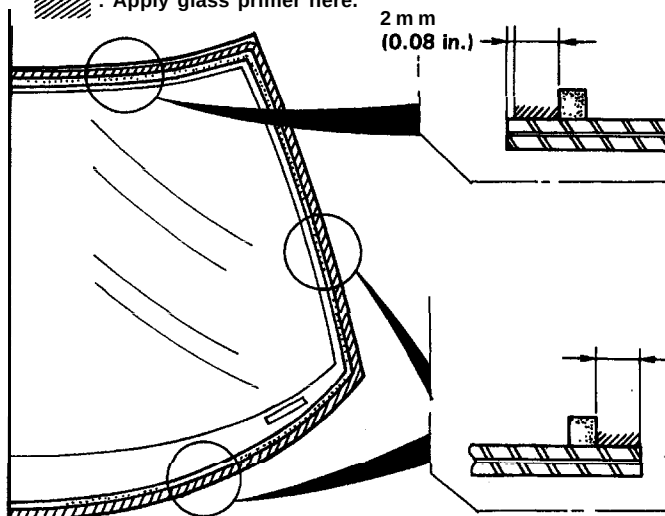


7. With a sponge, apply a light coat of glass primer around the edge of the glass as shown, then lightly wipe it off with gauze or cheesecloth.

NOTE:

- Do not apply body primer to the glass, and do not get body and glass primer sponges mixed up.
- Never touch the primed surfaces with your hands. If you do, the adhesive may not bond to the glass properly, causing a leak after the windshield is installed.
- Keep water, dust, and abrasive materials away from the primed surface.

 : Apply glass primer here.



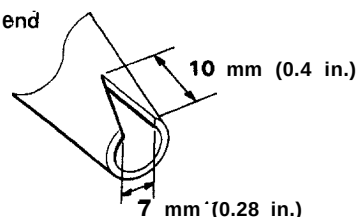
8. Thoroughly mix all the adhesive and hardener together on a glass or metal plate with a putty knife.

NOTE:

- Clean the plate with a sponge and alcohol before mixing.
- Follow the instructions that come with the adhesive.

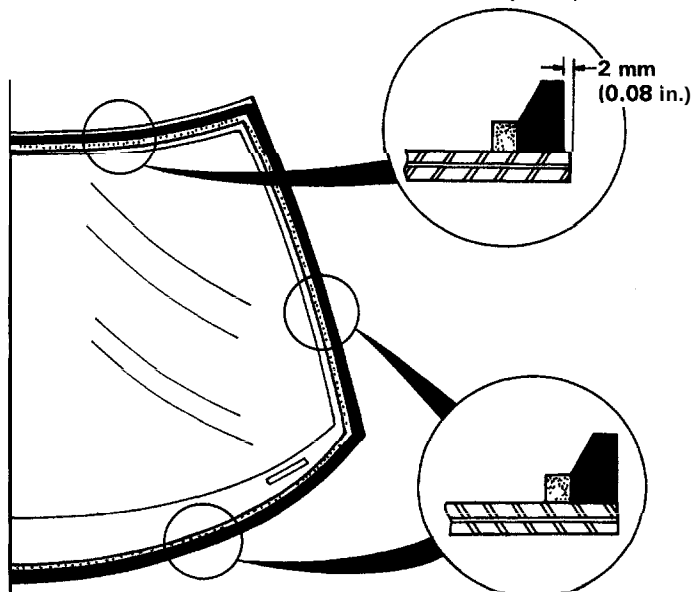
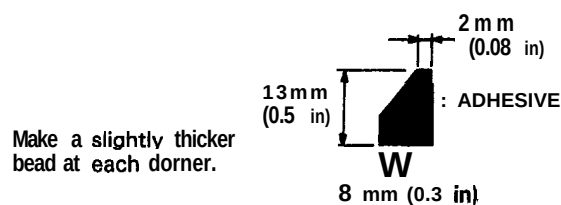
9. Before filling a cartridge, cut off the end of the nozzle at the angle shown.

Cut off nozzle end as shown.



10. Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun and run a bead of adhesive around the edge of the glass as shown.

NOTE: Apply the adhesive within 30 minutes after applying the glass primer.

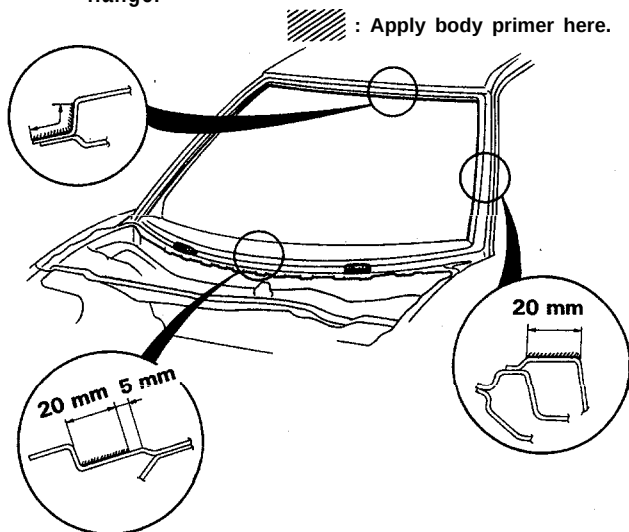




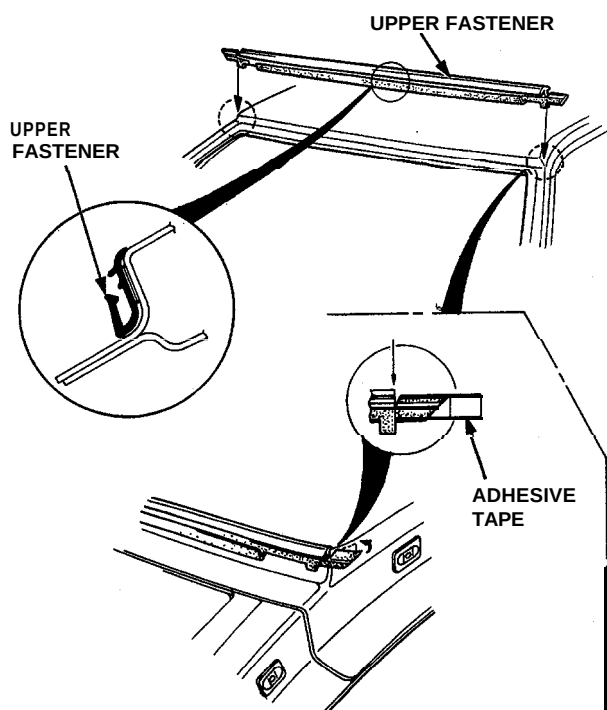
11. With a sponge, apply a light coat of body primer to the original adhesive remaining around the window opening flange. The glass should be installed 10 minutes after you apply the primer.

NOTE:

- Do not apply glass primer to the body, and be careful not to mix up glass and body primer sponges.
- Never touch the primed surfaces with your hands.
- Mask off the dashboard before painting the flange.



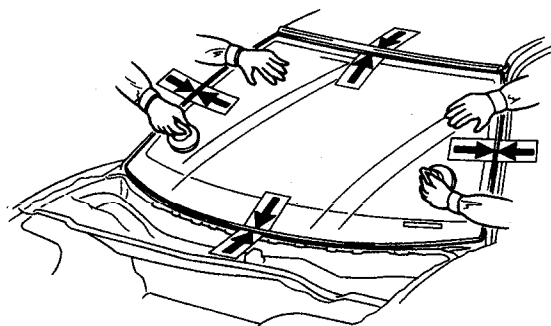
12. Glue the upper fastener to the body as shown.



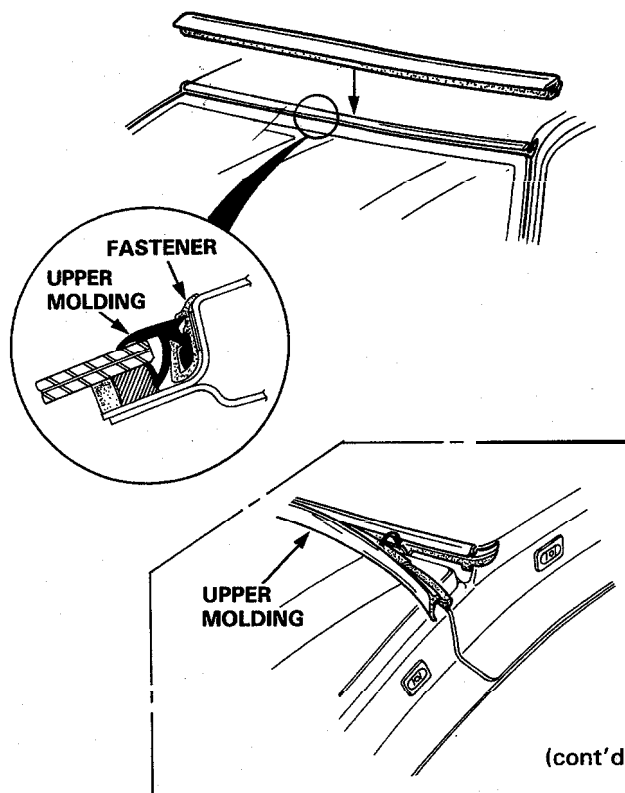
13. Use suction cups to hold the glass over the opening, align it with the marks made in step 5 and set it down on the adhesive. Lightly push on the glass until its edge is fully seated on the adhesive all the way around.

NOTE: Do not close or open the doors until the adhesive is dry.

ALIGNMENT MARKS



14. Install the upper molding.



(cont'd)

Windshield

— Installation (cont'd) —

15. Let the adhesive dry for at least 1 hour, then spray water over the glass and check for leaks. Mark leaking areas and let the glass dry, then seal with urethane windshield adhesive.

NOTE:

- Let the car stand for at least 4 hours after glass installation. If the car has to be used within the first 4 hours, it must be driven slowly.
 - Keep the glass dry within the first 1 hour after installation.
 - Check that the ends of the molding are set under the air scoop.
16. Reassemble all removed parts.

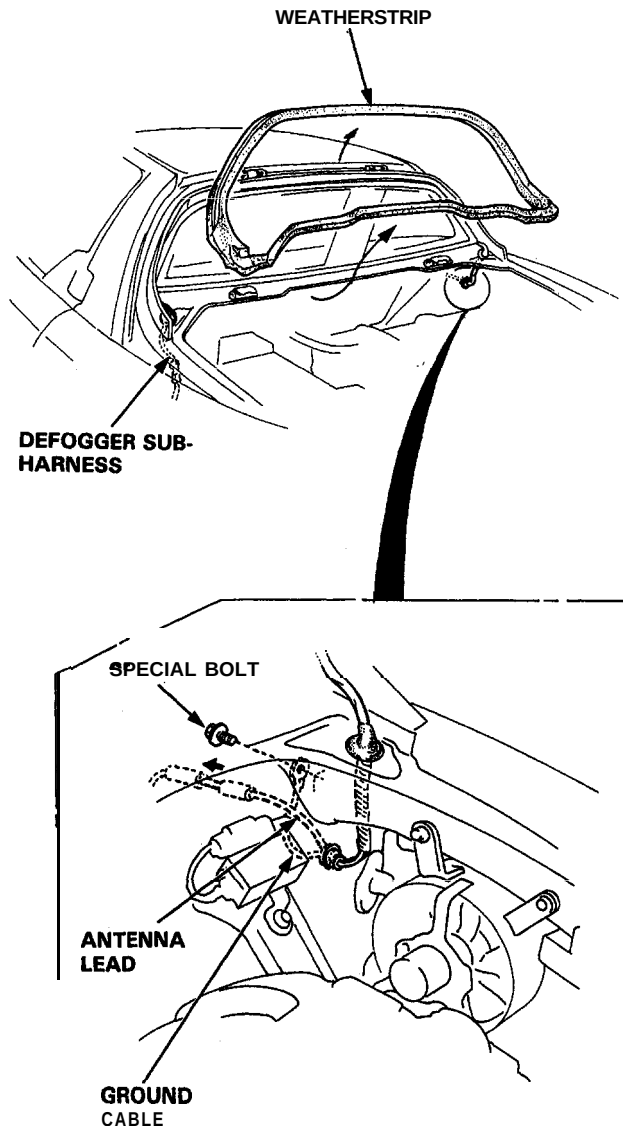
Rear Window

— Removal —

CAUTION:

- Wear gloves to remove and install the glass.

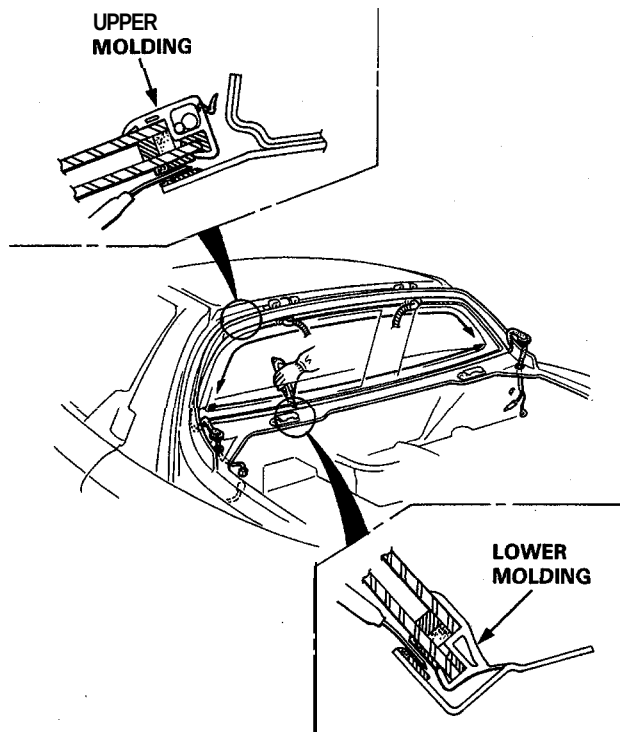
1. To remove the rear glass, first remove:
 - Seats (page 20-38).
 - Rear pillar trim panel (page 20-37).
 - Rear upper trim panel (page 20-37).
 - Rear hatch glass assembly (page 20-53).
2. Remove the weatherstrip.
3. Disconnect the rear defogger sub-harness and ground cable/antenna lead, then remove the grommets.





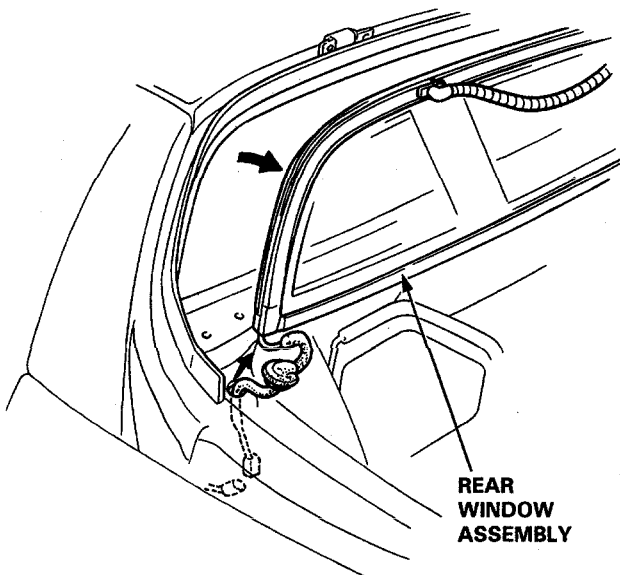
4. Use a knife to cut through the glass adhesive from inside the car, all the way around.

CAUTION: Take care not to scratch or score the rear window molding and body.



5. Remove the rear window from the body. If necessary, replace the sub-harness and ground cable/antenna lead.

NOTE: Be careful not to damage the wire harness.



Installation

1. Scrape the old adhesive smooth with a knife, to a thickness of about 2 mm (0.08 in.) on the bonding surface around the entire glass flange.

NOTE:

- Do not scrape down to the painted surface of the body; damaged paint will interfere with proper bonding.
- Remove all traces of the rubber spacer material from the body.
- Mask off surrounding surfaces before applying primer.

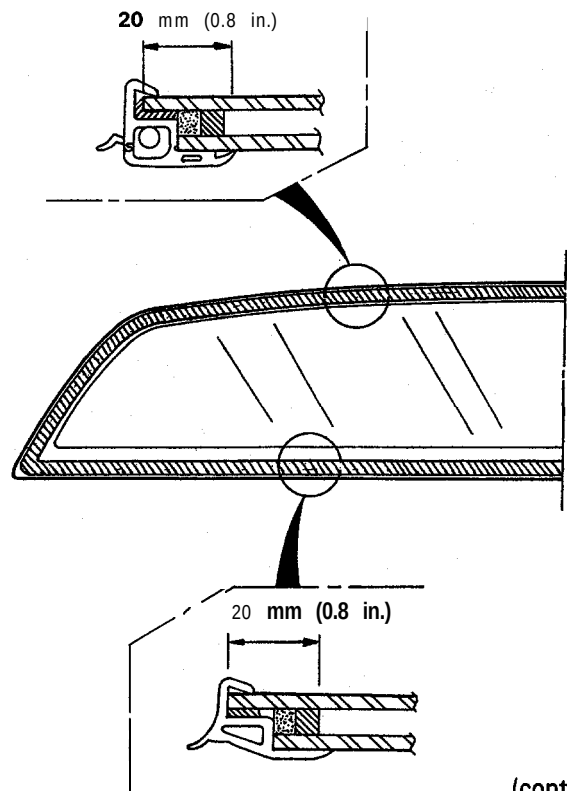
2. Clean the body bonding surface with a sponge dampened in alcohol.

NOTE: After cleaning, keep oil, grease or water from getting on the surface.

3. If the old glass is to be reinstalled, use a putty knife to scrape off all traces of old adhesive, then clean the glass surface with alcohol where new adhesive is to be applied.

NOTE: Make sure the bonding surface is kept free of water, oil and grease.

CAUTION: Avoid setting the glass on its edges; small chips may later develop into cracks.

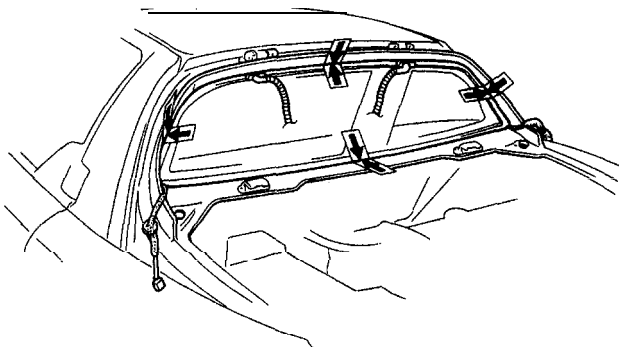


Rear Window

- Installation (cont'd)

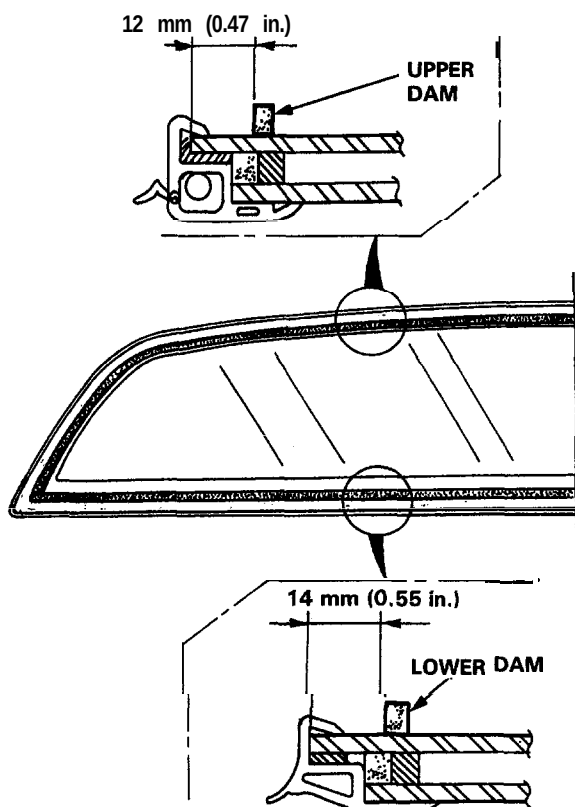
- Set the glass upright on the body, then center it in the opening. Mark the location by marking lines across the glass and body with a grease pencil at the four points shown.

ALIGNMENT MARKS



- Glue the rubber dams to the inside face of the glass as shown to contain the adhesive during installation.

NOTE: Be careful not to touch the glass where adhesive will be applied.



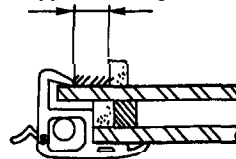
- With a sponge, apply a light coat of glass primer around the edge of the glass as shown, then lightly wipe it off with gauze or cheesecloth.

NOTE:

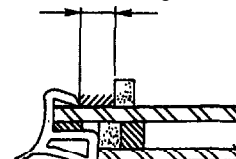
- Do not apply body primer to the glass, and do not get body and glass primer sponges mixed up.
- Never touch the primed surfaces with your hands. If you do, the adhesive may not bond to the glass properly, causing a leak after the glass is installed.
- Keep water, dust, and abrasive materials away from the primed surface.

 : Apply glass primer here

Upper Molding Section



Lower Molding Section

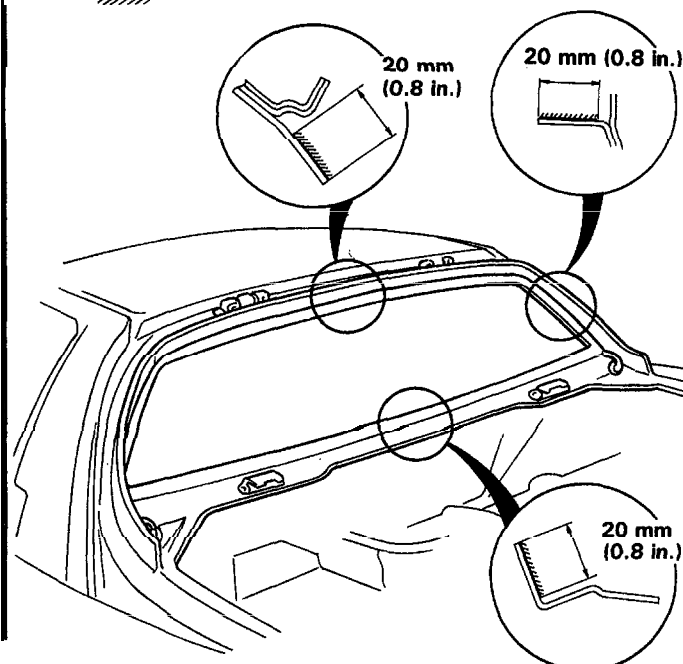


- With a sponge, apply a light coat of body primer to the original adhesive remaining around the window opening flange.

NOTE:

- Do not apply glass primer to the body, and be careful not to mix up glass and body primer sponges.
- Never touch the primed surfaces with your hands.

 : Apply body primer here





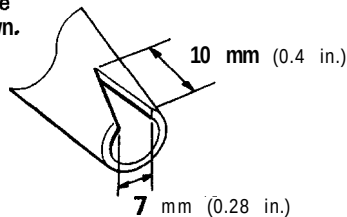
8. Thoroughly mix the adhesive and hardener together on a glass or metal plate with a putty knife.

NOTE: Clean the plate with a sponge and alcohol before mixing.

9. Follow the instructions that came with the adhesive.

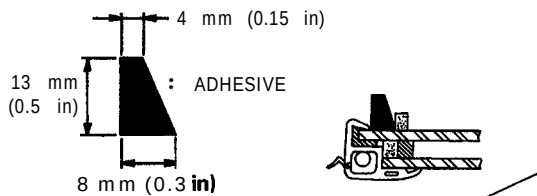
10. Before filling a cartridge, cut off the end of the nozzle at the angle shown.

Cut off nozzle end as shown.

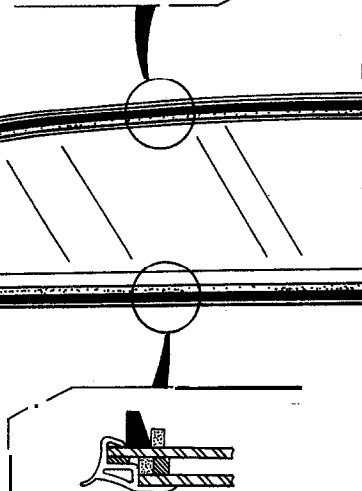


11. Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun and run a bead of adhesive around the edge of the glass as shown.

NOTE: Apply the adhesive within 30 minutes after applying the glass primer.

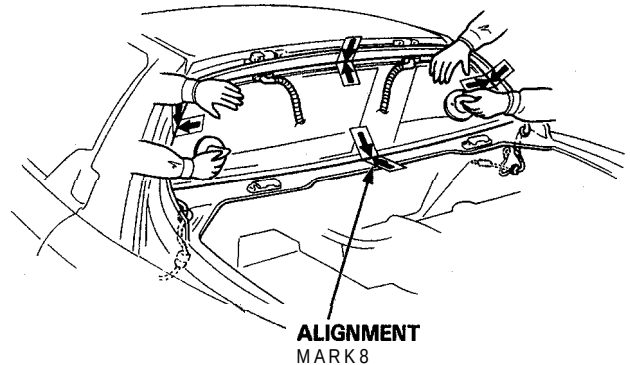


Make a slightly thicker bead at each corner



12. Use suction cups to hold the glass over the opening, align it with the marks made in step 4 and set it down on the adhesive. Lightly push on the glass until its edges are fully seated on the adhesive all the way around.

NOTE: Do not close or open the doors until the adhesive is dry.



13. After the adhesive is dry, spray water over the glass and check for leaks. Mark leaking areas and, let the glass dry, then seal with sealant.

NOTE: Let the car stand for at least 4 hours after glass installation. If the car has to be used within the first 4 hours, it must be driven slowly.

14. Connect the rear defogger sub-harness and ground cable/antenna lead, then install the grommets.
15. Reinstall all remaining removed parts.

Rear Window Molding

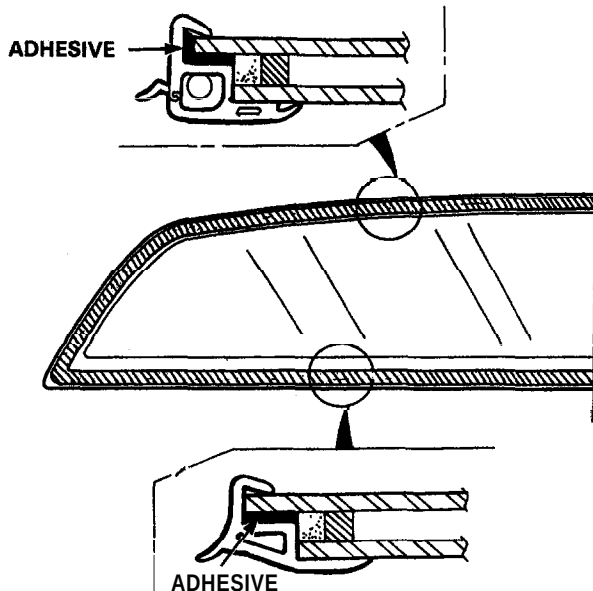
Replacement

1. Remove the rear window and wire harness. (page 20-26).

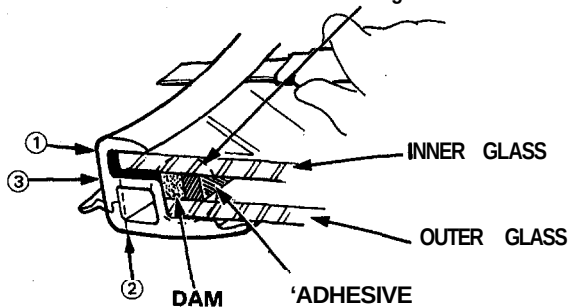
2. Place the glass on its surface as shown.

CAUTION: Avoid setting the glass on its edges; small chips may later develop into cracks.

3. With a helper holding the glass, carefully cut off the upper and lower moldings.

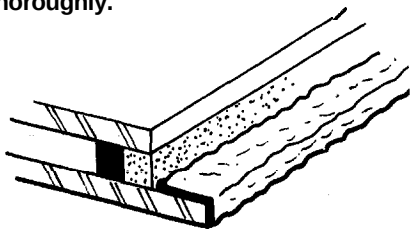


NOTE: Be careful not to cut the adhesive and dam between the inner and outer glass.



4. Scrape all traces of old adhesive from the chamfered edges of the glass.

NOTE: Be sure to scrape all traces of old adhesive thoroughly.

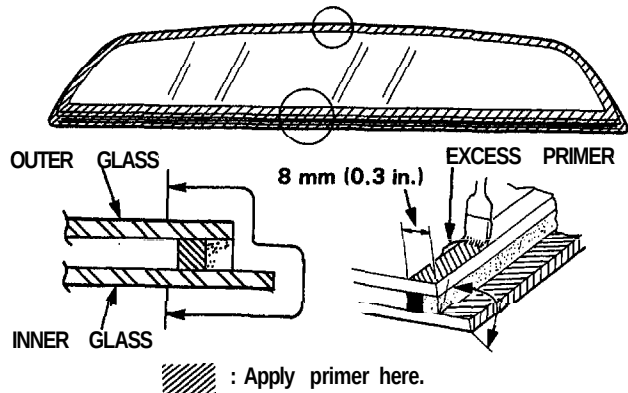


5. Clean the glass surface with alcohol where the new moldings are to be installed.

NOTE: Make sure the surface is kept free of water, oil and grease.

6. With a brush, apply a light coat of glass primer around the edge of the glass.

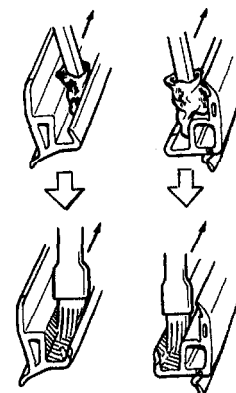
NOTE: Scrape off excess glass primer with a putty knife after installing the new moldings.



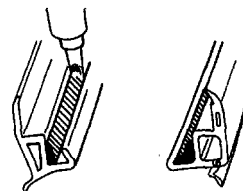
7. Degrease the inner surfaces of the new moldings thoroughly, then apply a light coat of glass primer to the surfaces.

NOTE:

- Apply glass primer around the entire groove of the new molding.
- Do not apply glass primer to the outer surface.



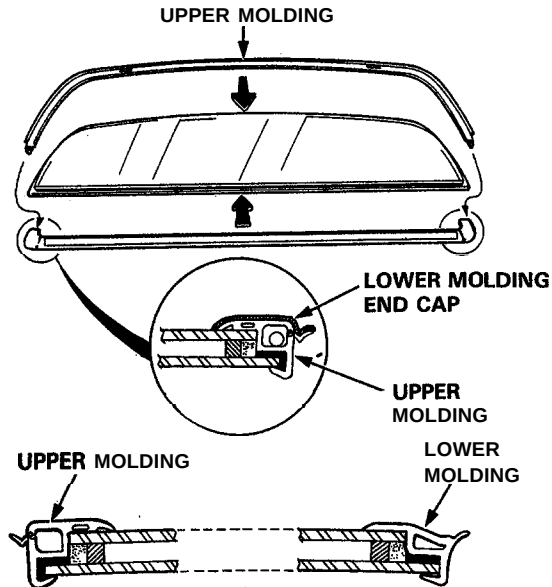
8. Run a bead of adhesive in the molding grooves.





9. Press the moldings into position around the entire edge of the glass.

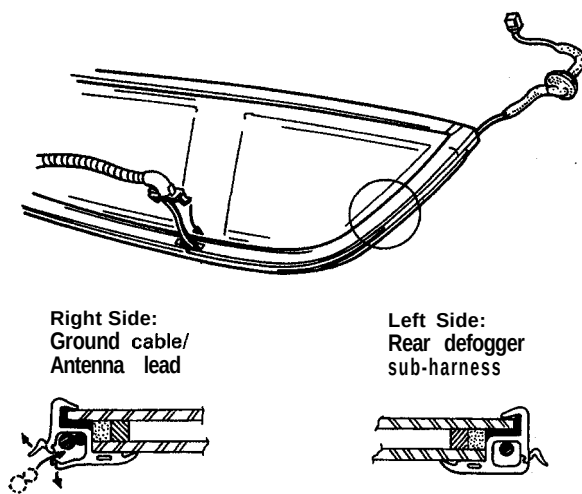
NOTE: Check that the moldings are not wrinkled or lifted away at the corners.



10. Scrape or wipe the excess adhesive off with a putty knife or gauge.

NOTE: Use a soft shop towel dampened with alcohol to remove adhesive from a painted surface, upper seal, lower fastener or glass.

11. After the adhesive is dry, install the rear defogger sub-harness and ground cable/antenna lead in the upper molding.



Rear Hatch Glass

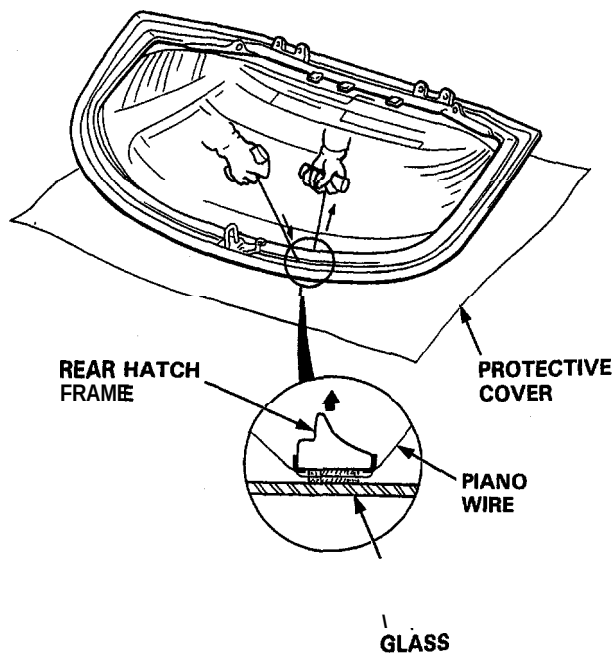
Removal

CAUTION:

- Use covers to avoid damaging the body.
- Wear gloves to remove and install the glass.
- Do not damage the defroster grid lines.
- Take care not scratch or score the window molding.

1. Remove the rear hatch from the body (page 20-53).
2. Using an awl, make a hole through the glass adhesive from the inside, at the top of the glass. Push piano wire through the hole and wrap each end around a piece of wood.
3. Apply the protective tape along the edge of the rear hatch frame as shown.
4. With a helper holding the glass, pull the wire back and forth in a sawing motion and carefully cut through the adhesive along the top and the sides of the glass.

CAUTION: Hold the piano wire as close to the glass as possible to prevent damage to the frame.



Installation

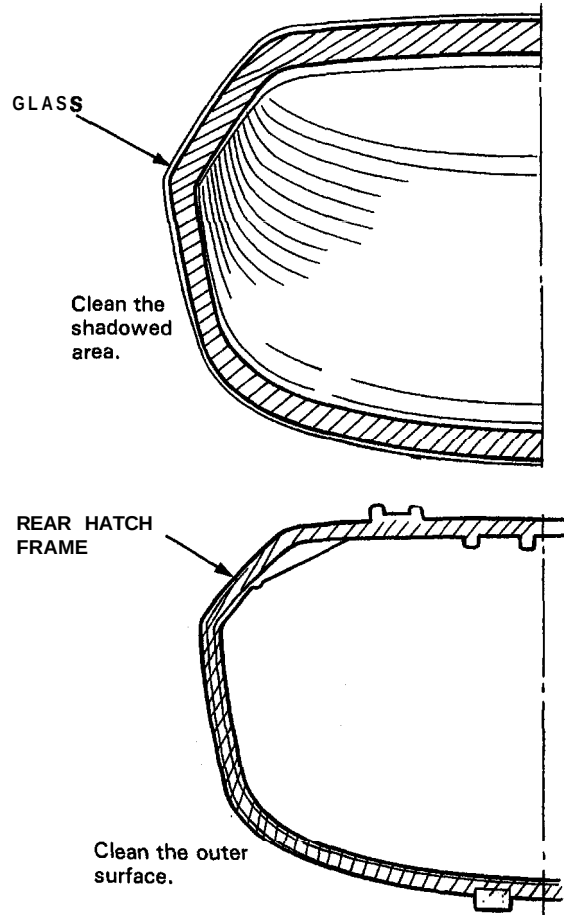
NOTE:

- Do not scrape down to the painted surface of the hatch frame; damaged paint will interfere with proper bonding.
- Mask off surrounding surfaces before painting.

1. Use a putty knife to scrape off all traces of old adhesive and dams, then clean the rear hatch frame and glass (new) surface with alcohol where new adhesive is to be applied.

NOTE: Make sure the bonding surface is kept free of water, oil and grease.

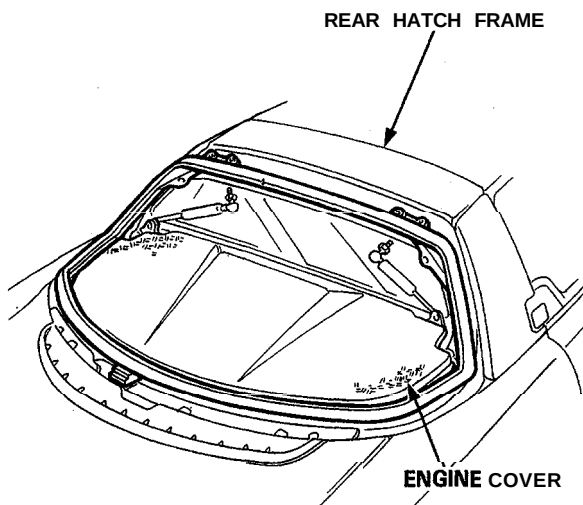
CAUTION: Avoid setting the glass on its edges; small chips may later develop into cracks.





2. Install the rear hatch frame and adjust it fit to the rear window weather strip and engine cover seal.

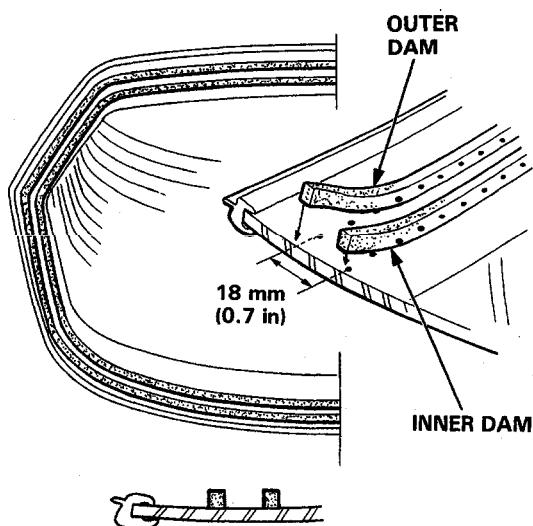
NOTE: Do not install the support struts.



3. Glue the outer and inner rubber dams to the inside face of the glass as shown to contain the adhesive during installation.

NOTE:

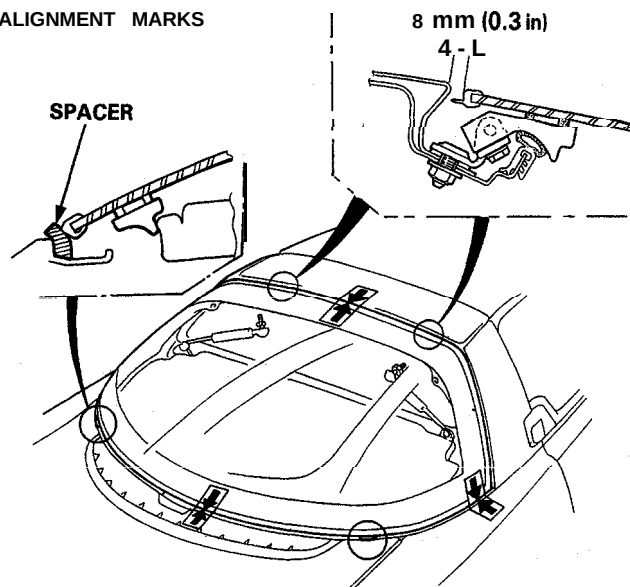
- Glue the rubber dams aligning the center of the glueing surface with the printed dots.
- Be careful not to touch the glass where adhesive will be applied.
- Mask off surrounding surfaces before applying primer.



4. Place the glass gently on the rear hatch frame, then center it in the opening. Mark the location by marking lines across the glass and body with a grease pencil at the four points shown.

NOTE: Put several spacers between glass and rear hatch air scoop to prevent glass from sliding down.

ALIGNMENT MARKS

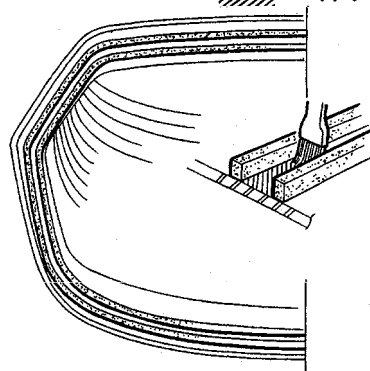


5. With a brush, apply a light coat of glass primer of the glass as shown, then lightly wipe it off with gauze or cheesecloth.

NOTE:

- Do not apply body primer to the glass, and do not get body and glass primer brush mixed up.
- Never touch the primed surfaces with your hands. If you do, the adhesive may not bond to the glass properly, causing a leak after the glass is installed.
- Keep water, dust, and abrasive materials away from the primed surface.

 : Apply glass primer here.



(cont'd)

Rear Hatch Glass

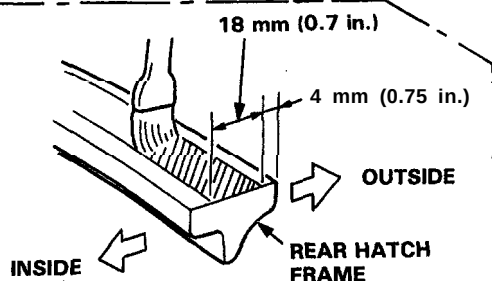
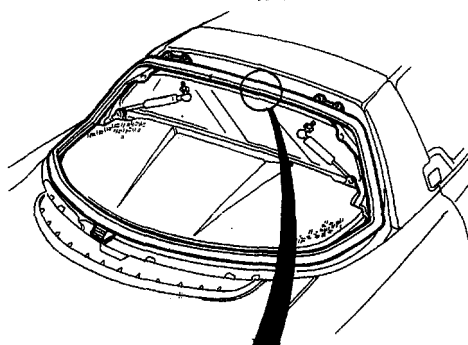
Installation (cont'd)

- With a brush, apply a light coat of body primer to the original adhesive remaining around the rear hatch frame.

NOTE:

- Make sure the surface is kept free of water, oil and grease.
- Do not apply glass primer to the body, and be careful not to mix up glass and body primer brush.
- Never touch the primed surfaces with your hands.

 : Apply body primer here.



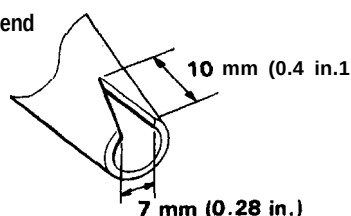
- Thoroughly mix the adhesive and hardener together on a glass or metal plate.

NOTE:

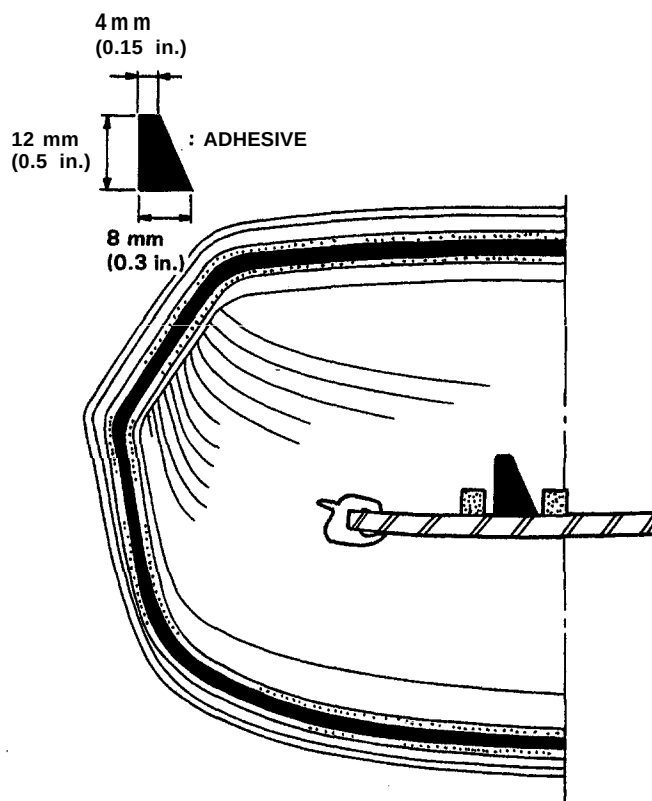
- Clean the plate with a sponge and alcohol before mixing.
- Follow the instructions that came with the adhesive.

- Before filling a cartridge, cut off the end of the nozzle at the angle shown.

Cut off nozzle end as shown.

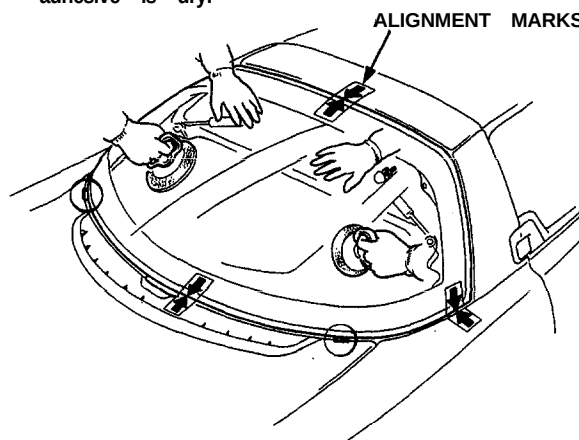


- Pack adhesive into the cartridge without air pockets to ensure continuous delivery. Put the cartridge in a caulking gun and run a bead of adhesive around the edge of the glass as shown.



- Use suction cups to hold the glass over the opening, align it with the marks made in step 4 and set it down on the adhesive. Lightly push on the glass until its edges are fully seated on the adhesive all the way around.

NOTE: Do not open or close the doors until the adhesive is dry.



Rear Hatch Glass Molding



11. Scrape or wipe the excess adhesive off with a putty knife or gauze.

NOTE: Use a soft shop towel dampened with alcohol to remove adhesive from a painted surface or glass.

12. After the adhesive is dry, spray water over the glass and check for leaks. Mark leaking areas and let the glass dry, then seal with sealant.

NOTE: Let the car stand for at least 4 hours after glass installation. If the car has to be used within the first 4 hours, it must be driven slowly.

13. Remove the spacers.

14. Install the support struts.

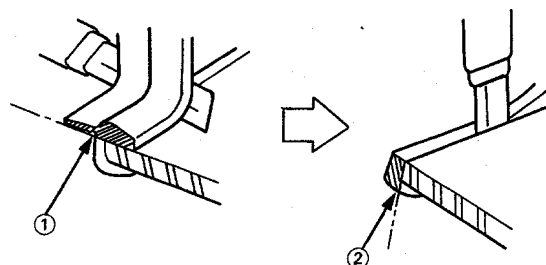
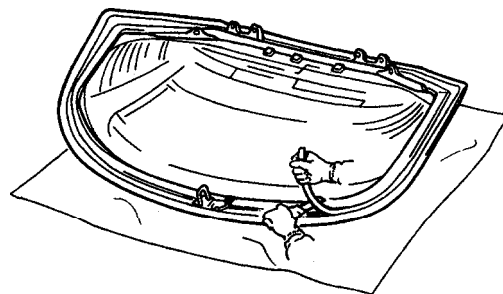
Replacement

1. Remove the rear hatch (page 20-53).

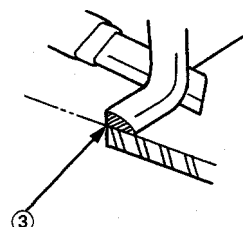
2. Place the glass on its surface as shown.

CAUTION: Avoid setting the glass on its edges; small chips may later develop into cracks.

3. With a helper holding the glass, carefully cut off the molding.



4. Turn the glass over, then cut the outer side rubber portion ③ of the molding.



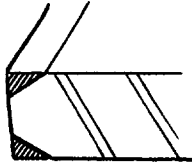
(cont'd)

Rear Hatch Glass Molding

Replacement (cont'd)

5. Scrape all traces of old molding from the chamfered edges of the glass.

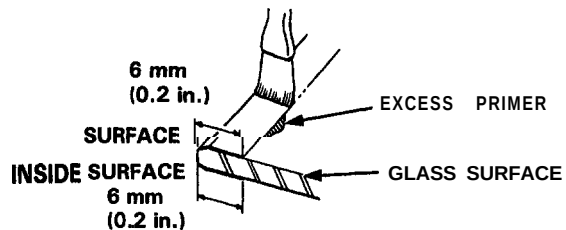
NOTE: Be sure to scrape all traces of old molding thoroughly.



6. Clean the glass surface with alcohol where new molding is to be installed.

NOTE: Make sure the surface is kept free of water, oil and grease.

7. With a brush, apply a light coat of glass primer around the edge of the glass.

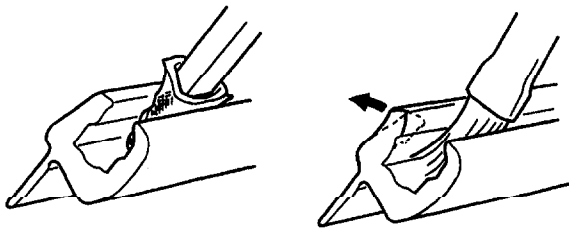


NOTE: Scrape off excess glass primer with a putty knife after installing the new molding.

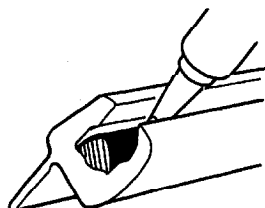
8. Degrease the inner surfaces of the new molding thoroughly, then apply a light coat of glass primer to the surfaces.

NOTE:

- Apply glass primer around the entire groove of the new molding.
- Do not apply glass primer to the outer surface.

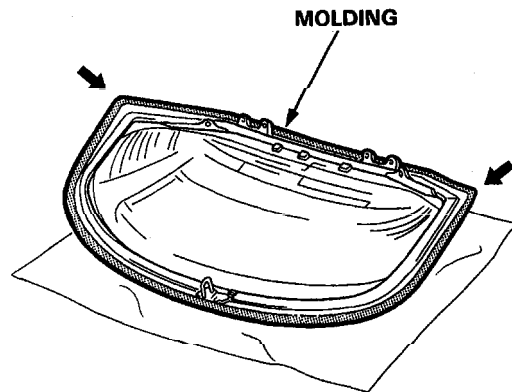


9. Run a bead of adhesive in the groove of the molding.



10. Press the molding into position around the entire edge of the glass.

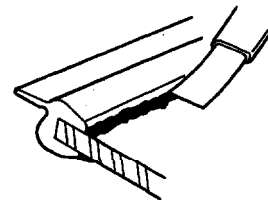
NOTE: Check that the molding is not wrinkled or lifted away at the corners.



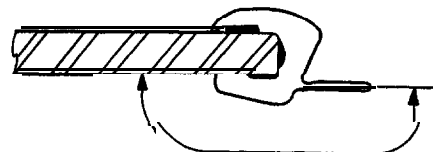
11. Scrape or wipe the excess adhesive off with a putty knife or gauge.

NOTE: Use a soft shop towel dampened with alcohol to remove adhesive from a painted surface, upper seal, lower fastener or glass.

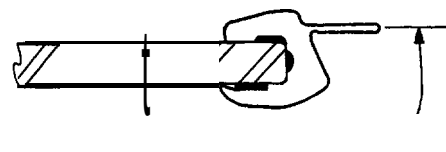
(Glass Surface)



Inside:



Outside:



Surface to be wiped clean.



Headliner/Interior Trim

• Replacement

To remove the headliner, first remove:

- Sun visors.
- Rear pillar trim panels.
- Front pillar trim panels.
- Seats (page 20-38).
- Dome light (See Section 23).

NOTE:

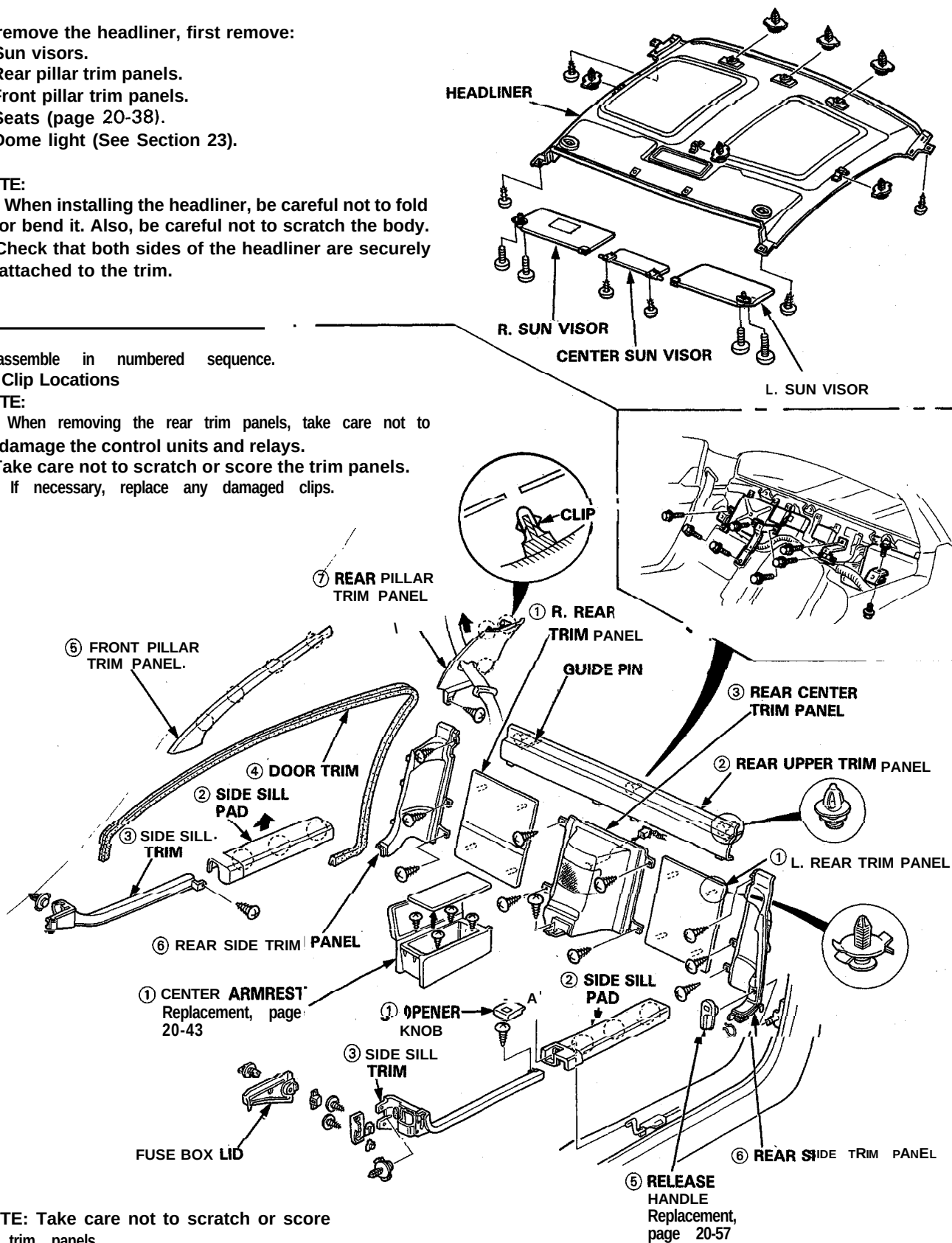
- When installing the headliner, be careful not to fold or bend it. Also, be careful not to scratch the body.
- Check that both sides of the headliner are securely attached to the trim.

Disassemble in numbered sequence.

○: Clip Locations

NOTE:

- When removing the rear trim panels, take care not to damage the control units and relays.
- Take care not to scratch or score the trim panels.
- If necessary, replace any damaged clips.



NOTE: Take care not to scratch or score the trim panels.

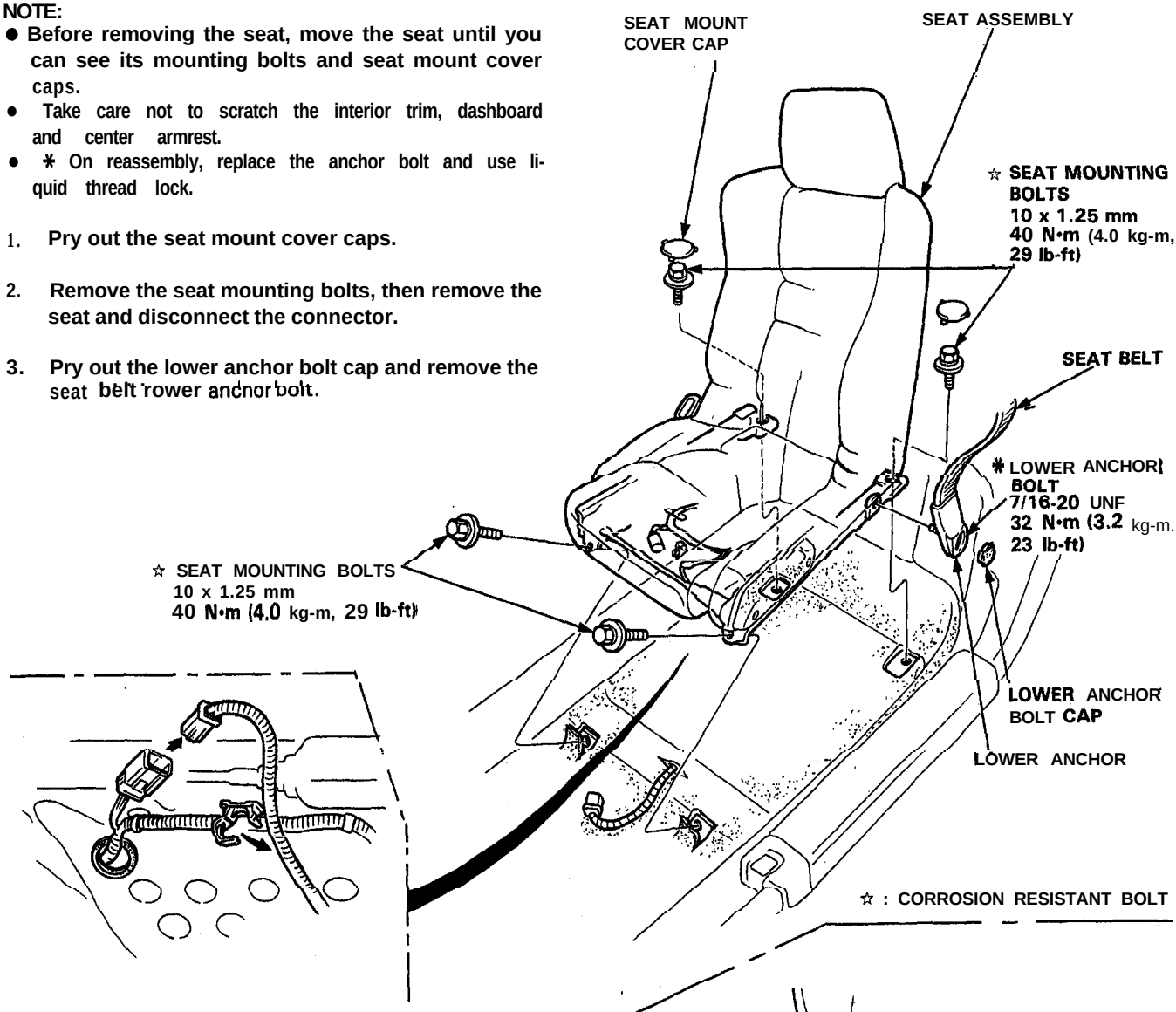
Seats

Replacement

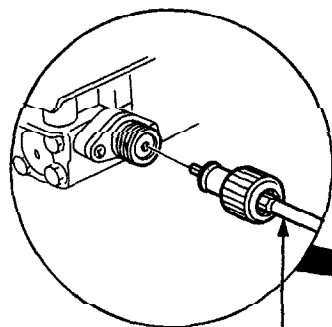
NOTE:

- Before removing the seat, move the seat until you can see its mounting bolts and seat mount cover caps.
- Take care not to scratch the interior trim, dashboard and center armrest.
- * On reassembly, replace the anchor bolt and use liquid thread lock.

1. Pry out the seat mount cover caps.
2. Remove the seat mounting bolts, then remove the seat and disconnect the connector.
3. Pry out the lower anchor bolt cap and remove the seat belt lower anchor bolt.



NOTE: Grease the moving surface of the slide gears.



POWER SLIDE CABLE

NOTE: Take care not to bend the cable.

INNER SLIDE BOX GEAR

OUTER SLIDE BOX GEAR

POWER SEAT SWITCH

Disconnect the connectors.



Seat Belts

• Replacement

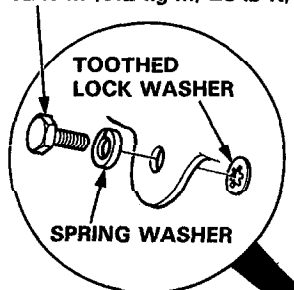
CAUTION: Check the seat belts for damage and replace them if necessary. Be careful not to damage them during removal and installation.

NOTE: Remove the anchor bolts with a 17 mm socket or box-end wrench.

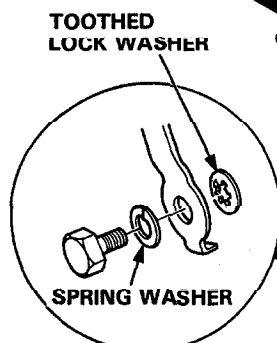
1. To remove the seat belts, first remove the seats (page 20-38).
NOTE: Take care not to scratch the interior trim, dashboard and center armrest.

2. Remove the cap and remove the lower anchor bolt.
3. Remove the center anchor bolt, and disconnect the connector.
4. Remove the rear pillar trim panel and side panel (page 20-37).
5. Remove the upper anchor bolt and retractor bolts.

RETRACTOR BOLT
7/1 6-20 UNF
32 N·m (3.2 kg-m, 23 lb-ft)



6 x 1.0 mm
10 N·m (1.0 kg-m, 7 lb-ft)



* **CENTER ANCHOR BOLT**
7/1 6-20 UNF
32 N·m (3.2 kg-m, 23 lb-ft)

6. Check that the retractor locking mechanism functions as described on page 20-40.

7. Install the front seat belts in the reverse order of removal.

NOTE:

- Make sure you assemble the washers and collars on the upper and lower anchor bolts as shown.
- Before attaching the rear pillar trim panel, make sure there are no twists or kinks in the belts.
- *On reassembly, replace the anchor bolts and use liquid thread lock.

* **UPPER ANCHOR BOLT**
7/1 6-20 UNF
32 N·m (3.2 kg-m, 23 lb-ft)

TOOTHED LOCK WASHER

PLAIN WASHER

BEARING

REAR PILLAR TRIM PANEL
(Replacement, page 20-37)

CAP

PROTECTOR BAG

TOOTHED LOCK WASHER

SPRING WASHER

* **LOWER ANCHOR BOLT**
7/16-20 UNF
32 N·m (3.2 kg-m, 23 lb-ft)

Seat Belts

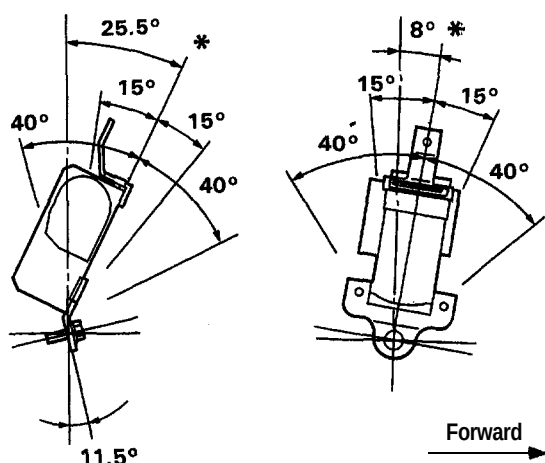
Inspection

Retractor Inspection

1. With the retractor installed, check that the belt can be pulled out freely.
2. Make sure that the belt does not lock when the retractor is tilted over slowly to 15° from the mounted position. The belt should lock when the retractor is tilted over 40° .

CAUTION: Do not attempt to disassemble the retractor.

* : Mounted Position



3. Replace the belt with a new one if there is any abnormality.

On the Car Belt Inspection

1. Check that the belt is not twisted or caught on anything.
2. After installing an anchor, check for free movement on its retaining bolt. If necessary, remove the bolt and check that the washers and other parts are not damaged or installed improperly.
3. Check the belts for fouling, damage or discoloration. Clean with a shop towel if fouled.

CAUTION: Use only soap and water to clean.

4. Check that the belt does not lock when pulled out slowly. The belt is designed to lock only during a sudden stop or impact.
5. Make sure that the belt will retract automatically when released.
6. Replace the belt with a new one if there is any abnormality.

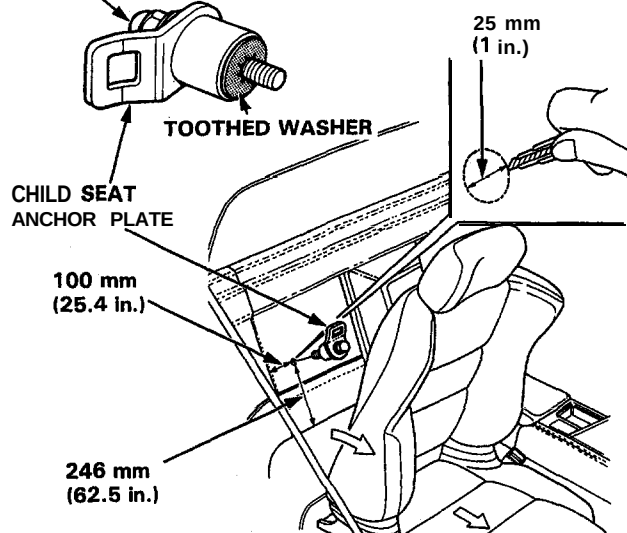
- Child Seat Anchor Plate

Attachment point for a child restraint system which uses a top tether. The tether bracket and bolt are available at your Acura dealer. The tether attachment point is located on the panel behind the passenger's seat-back.

1. Adjust the passenger seat fully forward to make room behind the seat-back.
2. Using the dimensions shown, measure and mark the location of the attachment point on the interior panel.
3. Use a razor blade or sharp knife to carefully cut a 1 inch diameter circle at the point you marked. Cut through one layer at a time. You will need to remove two layers to reach the tether attachment.
4. Install the tether bracket and bolt and tighten to: 16 lb-ft (22 N·m)

Make sure to route the tether through the space between the headrest and seat.

8 x 1.25 mm
22 N·m (2.2 kg-m, 16 lb-ft)



NOTE:

- Do not remove the toothed washer from the child seat anchor plate. Use the child seat anchor plate with the toothed washer attached to it.
- When installing a child seat, follow the instructions of the manufacturer of the child seat.
- Additional anchor plates are available.

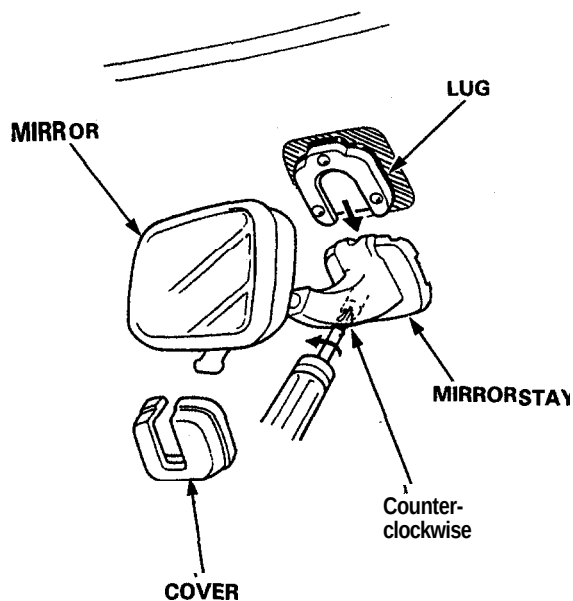
⚠ WARNING Do not use the anchor plate for any other purpose, because it is designed exclusively for installation of a child seat.



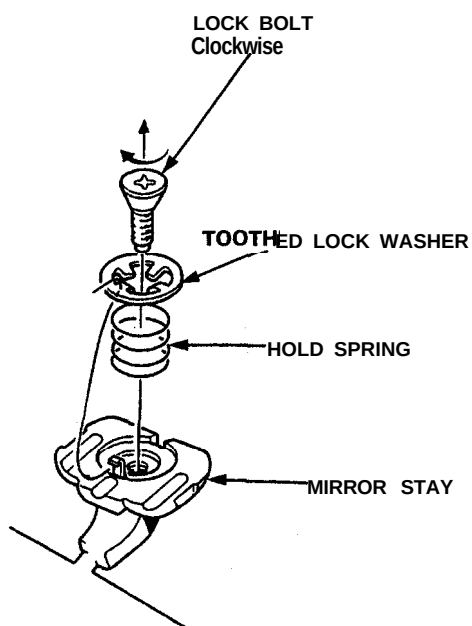
Rearview Mirror

▪ Replacement

1. Carefully remove the cover with a flat tip screwdriver.
2. Loosen the lock bolt, then slide the mirror stay from the lug.



3. Remove the lock bolt, then remove the toothed lock washer and hold spring from the mirror stay.



.. Installation is the reverse order of removal.

Carpet

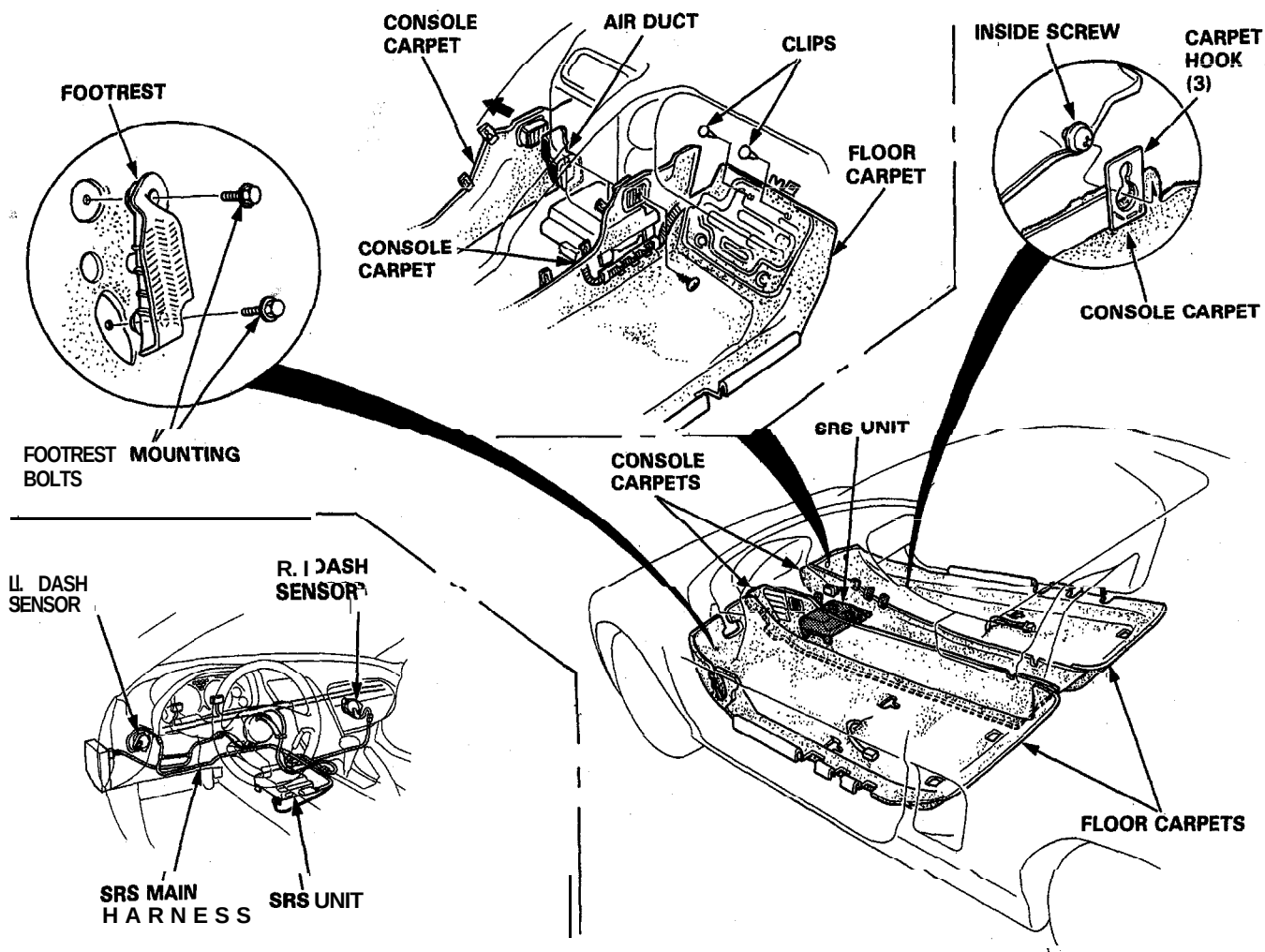
Replacement

SRS wire harness is routed near the carpet.

⚠ WARNING All SRS wire harnesses and connectors are colored Yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage SRS wire harnesses when replacing the carpet.

1. To remove the carpet, first remove the:
 - Seats (page 20-38)
 - Footrest
 - Fuse box lid (page 20-37)
 - Side sill trim (page 20-37)
 - Side sill pad (page 20-37)
 - Rear side panel (page 20-37)
 - Center armrest (page 20-37)
 - Center console panel (page 20-43)
2. Pull up the retainers and carpet clips at the front edge (passenger's side), then remove the floor carpet.
3. Remove the console carpet attaching screw from the heater unit (passenger's side).
4. Remove the carpet hooks from the dashboard inside screws, then remove the console carpet.



5. Install the carpet in the reverse order of removal.

NOTE:

- Take care not to damage, wrinkle or twist the carpet.
- Make sure the console carpet air vent are inserted into the heater unit and air duct.



Dashboard/Center Armrest

Component Removal/Installation

SRS wire harnesses are routed near the dashboard.

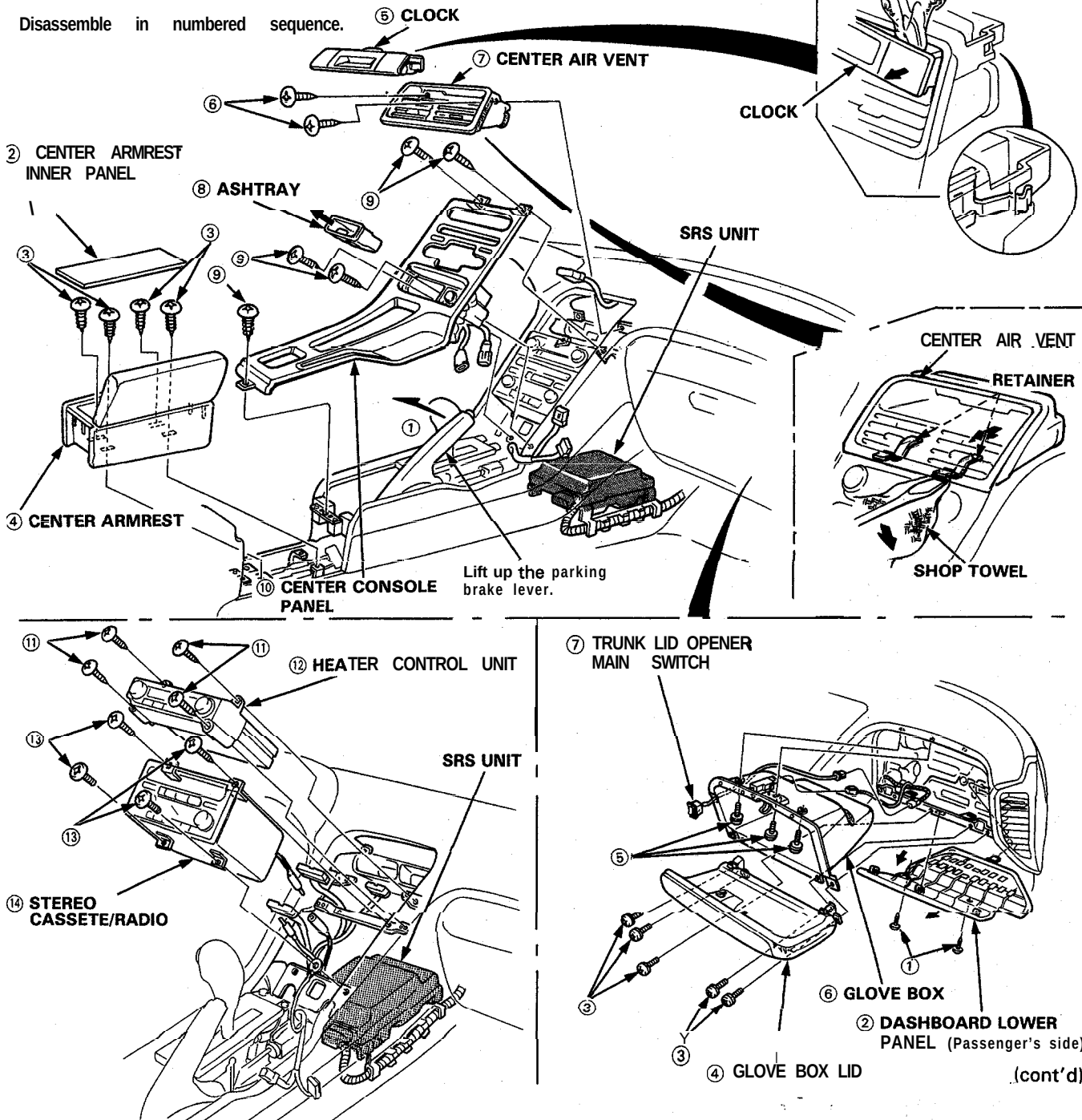
⚠ WARNING All SRS wire harnesses and connectors are colored Yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the dashboard.

NOTE:

- Take care not to scratch or score the dashboard.
- Do not drop the screws inside the dashboard.

Disassemble in numbered sequence.



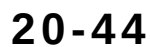
- Component Removal/Installation (cont'd)

⚠ WARNING All SRS wire harnesses and connectors are colored Yellow. Do not use electrical test equipment on these circuits.

Driver's Side:

NOTE: Take care not to scratch or score the dashboard and steering column.

A line drawing of the front interior of a vehicle, showing the dashboard, steering wheel, and front seats. Four components are labeled with arrows pointing to their locations: 'L. DASH SENSOR' points to a sensor on the left side of the dashboard; 'R. DASH SENSOR' points to a sensor on the right side of the dashboard; 'CABLE REEL and MAIN HARNESS' points to a bundle of wires and a reel located under the center console; and 'SRS UNIT' points to a rectangular unit located under the right front seat.



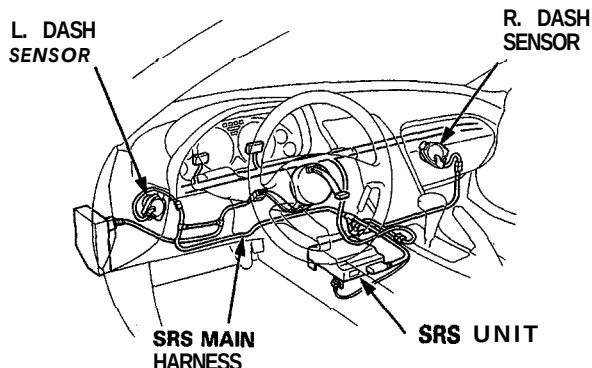


- Replacement

SRS wire harnesses are routed near the dashboard and steering column.

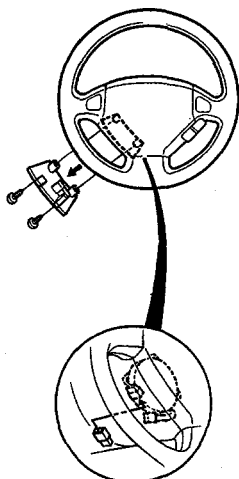
⚠ WARNING All SRS wire harnesses and connectors are colored Yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the dashboard and steering column.



1. To remove the dashboard, first remove the:
 - Seats (page 20-38).
 - Dashboard lower. panel (driver's side)
 - Knee bolster and pad (page 20-44).
 - Dashboard stay (page 20-44).
 - Center armrest (page 20-43).
 - Clock, center air vent and console panel (page 20-43).
 - Heater control unit and stereo cassette/radio (page 20-43).
 - Dashboard lower panel (passenger's side).
 - Glove box lid and glove box (page 20-43).

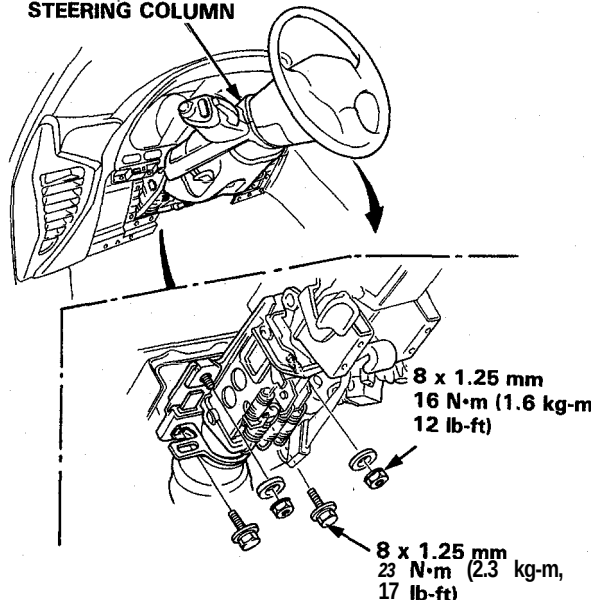
⚠ WARNING To avoid accidental deployment and possible injury always install the protective short connector on the inflator connector when the harness is disconnected.



2. Lower the steering column (See Section 17).

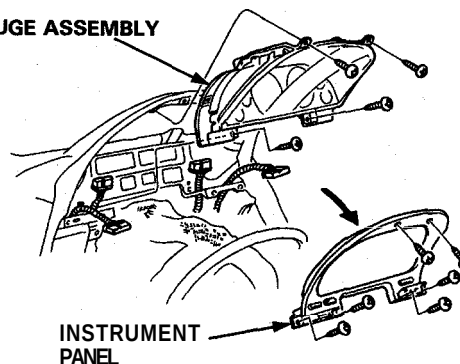
NOTE: To prevent damage to the steering column, wrap with a shop towel.

STEERING COLUMN

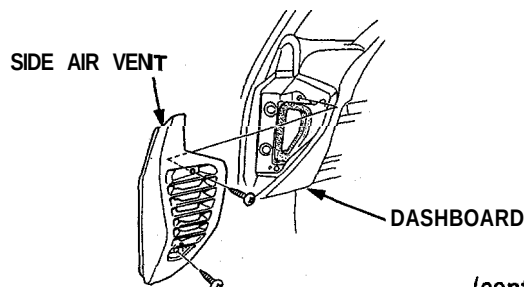


3. Remove the instrument panel.
4. Remove the gauge assembly.

GAUGE ASSEMBLY



5. Remove the attaching screws, then remove the side air vents from each side of the dashboard.



(cont'd)

Dashboard

Replacement (cont'd)

6. Remove the dashboard end plate and fold the console carpet down (page 20-42).
7. Remove the 6 mounting bolts and center screw, then lift and remove the dashboard.

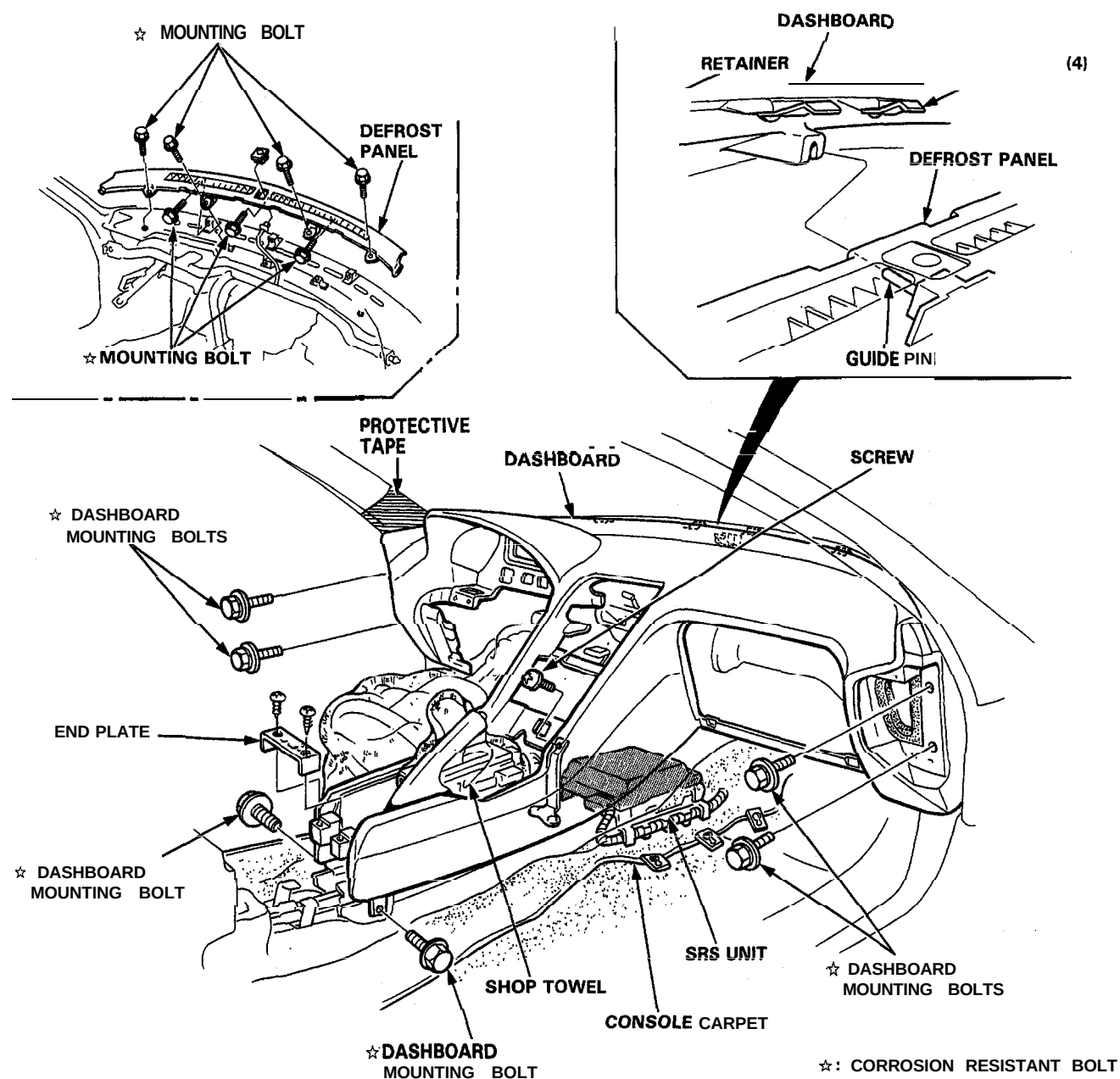
NOTE:

- Use protective tape on the bottom of the front pillar trim.
- To prevent damage to the change lever (M/T) or selector lever and indicator panel (A/T), wrap with a shop towel.

Reassembly NOTE:

- Make sure the dashboard fits onto the guide pin and defrost panel correctly.
- Before tightening the dashboard bolts, make sure the dashboard wires are not pinched.

If necessary, remove the defrost panel.





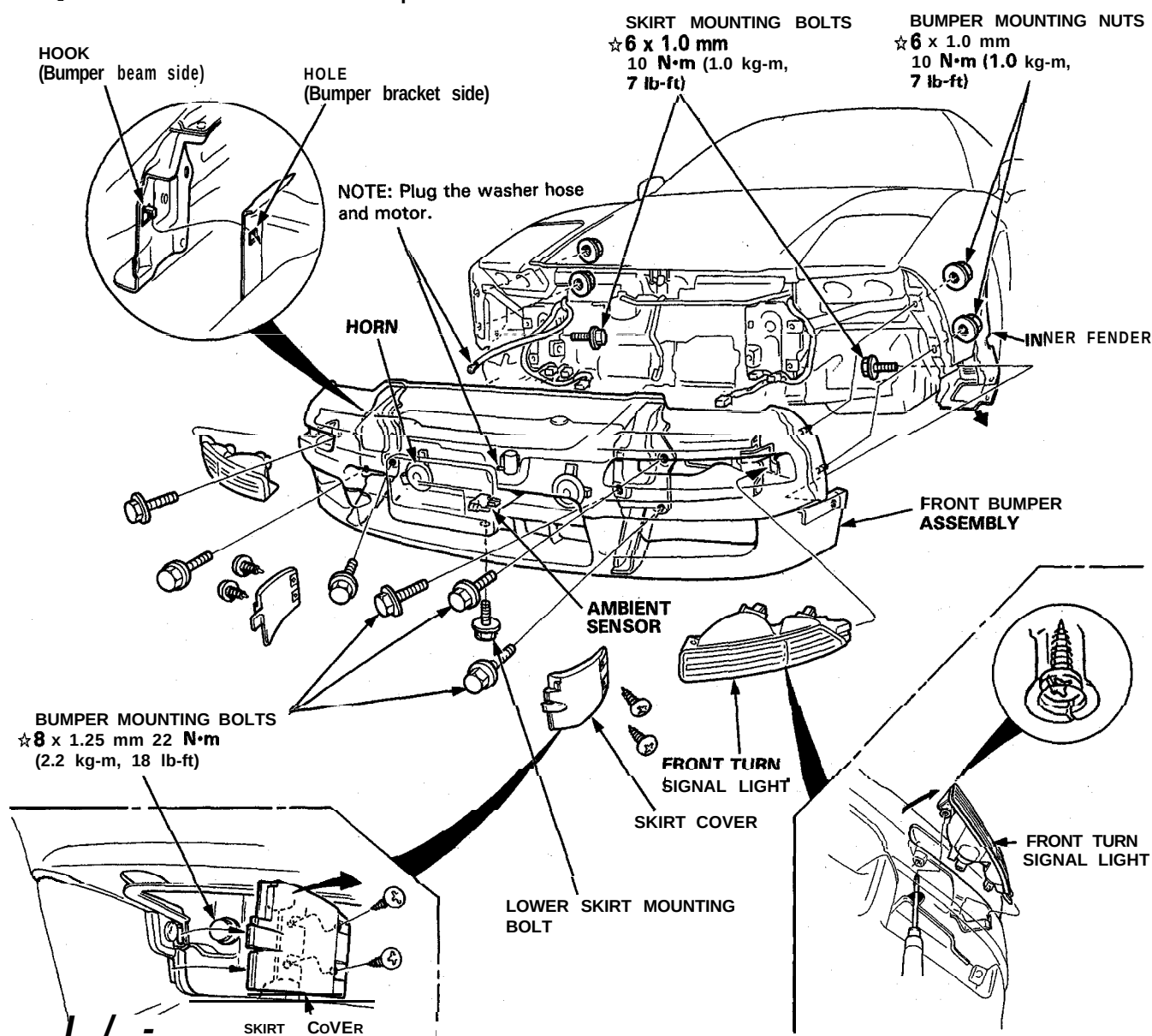
Front Bumper

• Replacement

1. Loosen the mounting screw, then pull the right and left front turn signal lights out and disconnect the connectors.
2. Remove the skirt covers, then remove the 3 bumper mounting bolts on each side, and lower skirt mounting bolt.
3. Lower the inner fender, then remove the 2 bumper mounting nuts and the skirt mounting bolts from inside the front fender on each side.
4. Lift and remove the bumper assembly.

NOTE:

- Disconnect the washer hose, horn connectors, and ambient sensor connector.
- An assistant is helpful when removing the front bumper.
- Take care not to scratch the bumper.

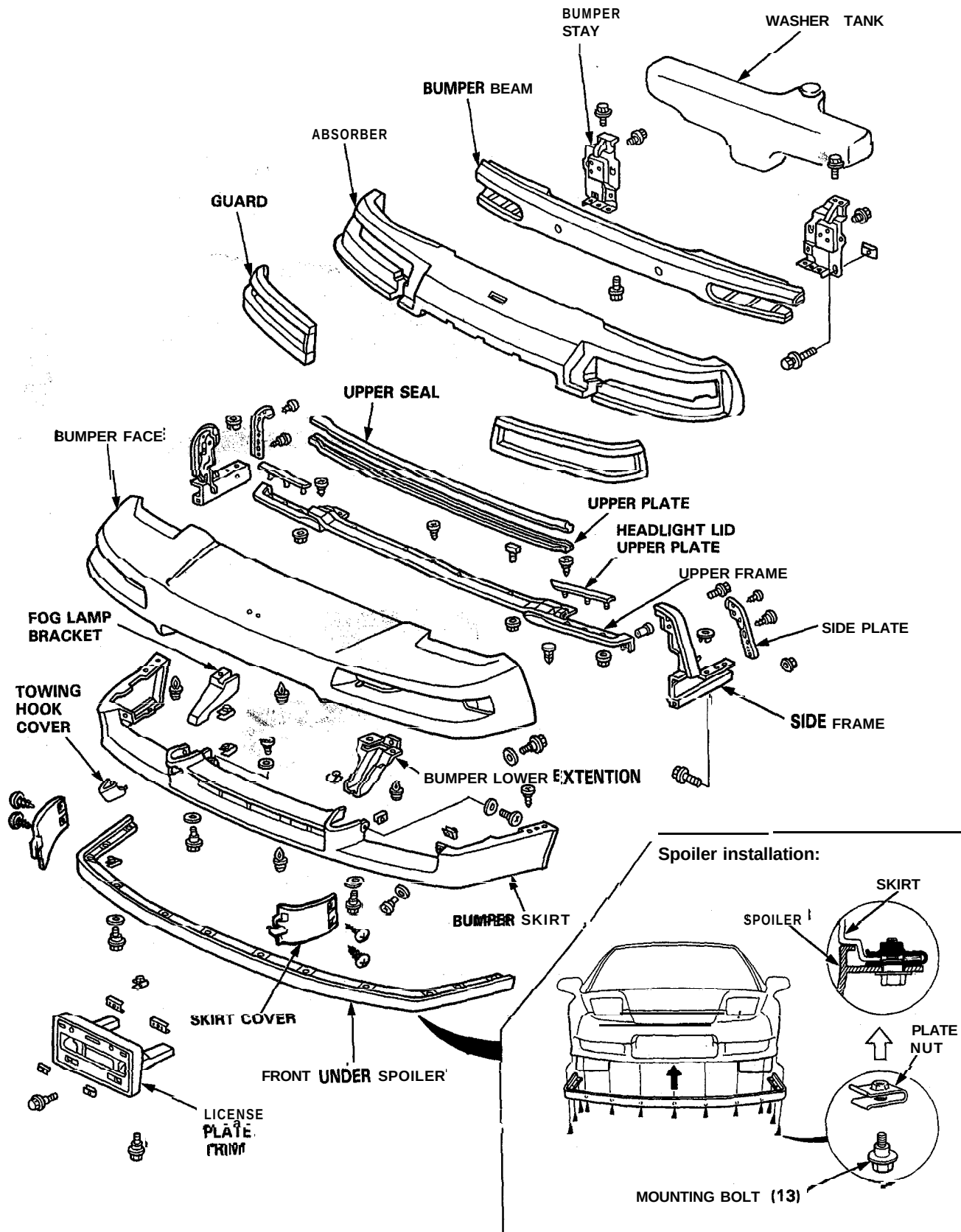


5. To install, insert the bumper beam hooks into the bumper bracket holes, and install parts in the reverse order of removal.

☆: CORROSION RESISTANT BOLT/NUT

Front Bumper

Disassembly



Rear Bumper

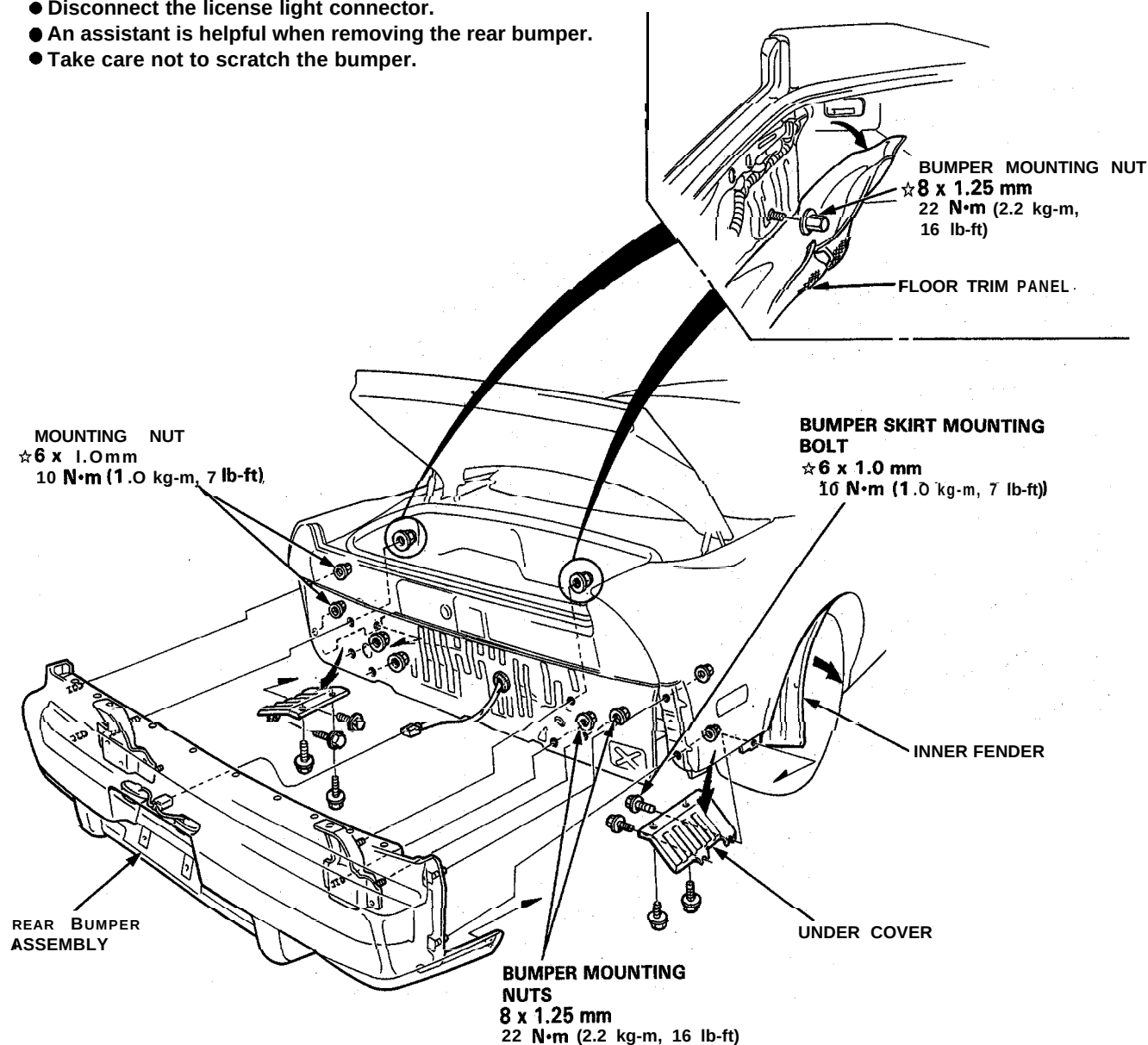


Replacement

1. Fold the trunk floor trim panel forward and remove the 2 bumper mounting nuts.
2. Remove the 2 bumper mounting nuts on each side from under the trunk floor.
3. Lower the inner fender.
4. Remove the under covers and skirt mounting bolts from inside the rear fender on each side.
5. Remove the 2 bumper mounting nuts on each side.
6. Remove the bumper assembly by sliding it to the rear.

NOTE:

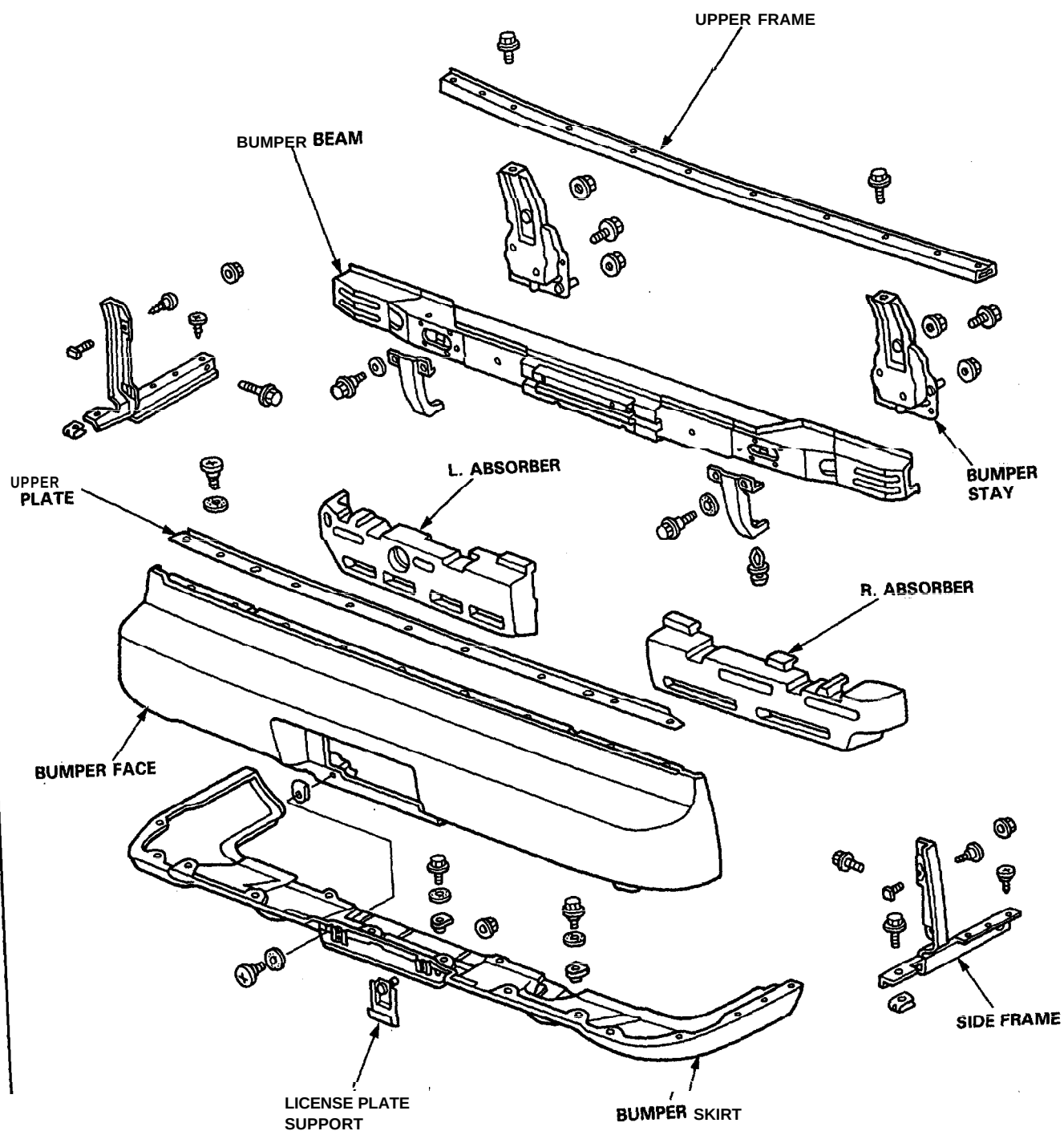
- Disconnect the license light connector.
- An assistant is helpful when removing the rear bumper.
- Take care not to scratch the bumper.



7. Installation is the reverse order of removal.

☆ : CORROSION RESISTANT BOLT/NUT

Rear Bumper -Disassembly





Hood

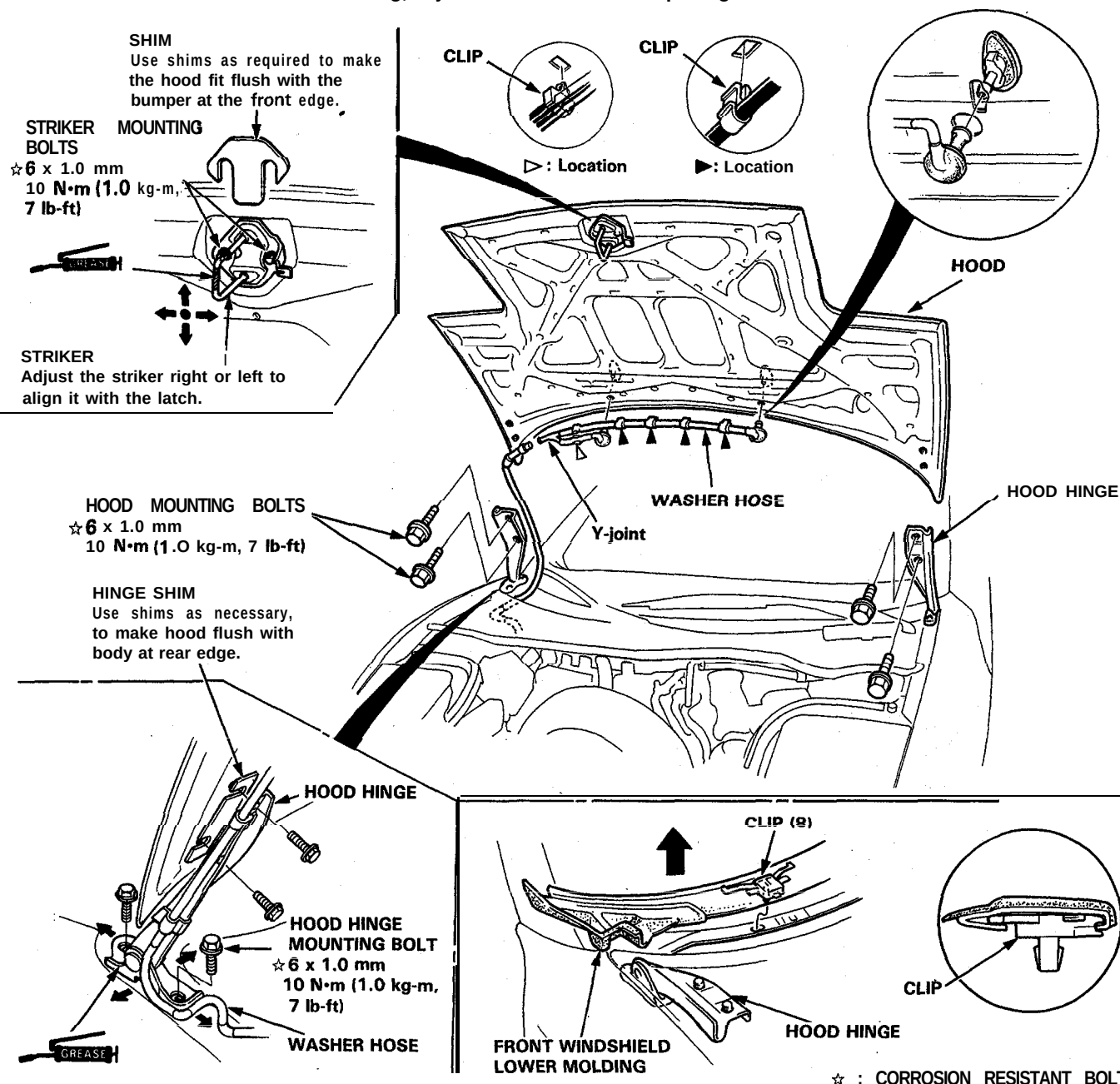
- Replacement/Adjustment

1. Disconnect the windshield washer hose at the Y-joint, then pull it out of the hood.
2. Remove the hood by removing the 2 hood mounting bolts on each side.
3. To remove the hood hinges, remove the front windshield lower molding.

ALIGNMENT

- The hinges can be adjusted right and left as well as fore and aft by using the elongated holes.
- The hinges should be shimmed to adjust the height of the hood at the rear edge.
- Adjust the hood latch to obtain the proper height at the forward edge (page 20-52).

4. Install the new hood. After installing, adjust the hood fit to the opening.



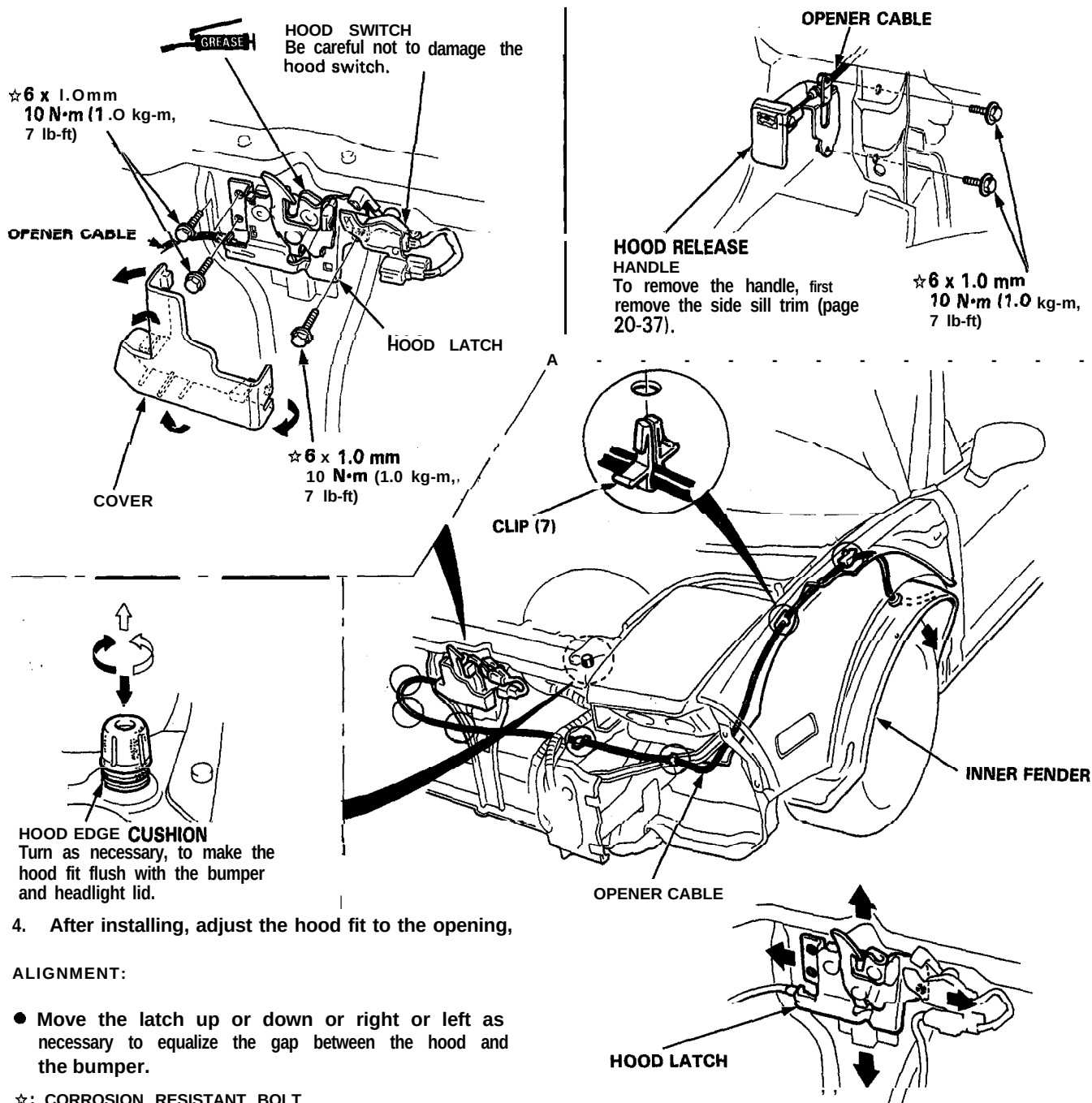
Hood

-Opener and Latch Replacement

1. Remove the bolts, then remove the hood release handle and disconnect the opener cable.
2. Remove the 3 mounting bolts and cover, then remove the hood latch and disconnect the opener cable.
3. Remove the left side inner fender, then pull out the opener cable.

NOTE:

- Before pulling out the opener cable, tie a string to the cable so you can pull it back in later.
- Take care not to bend the cable.





Rear Hatch/Engine Cover

Replacement/Adjustment

CAUTION: Use fender covers to avoid damaging painted surfaces.

1. Remove the engine cover.
2. Remove the harness cover and disconnect the rear defogger and antenna lead connectors.
3. Remove the rear hatch by removing the support struts mounting bolts and rear hatch mounting bolts.

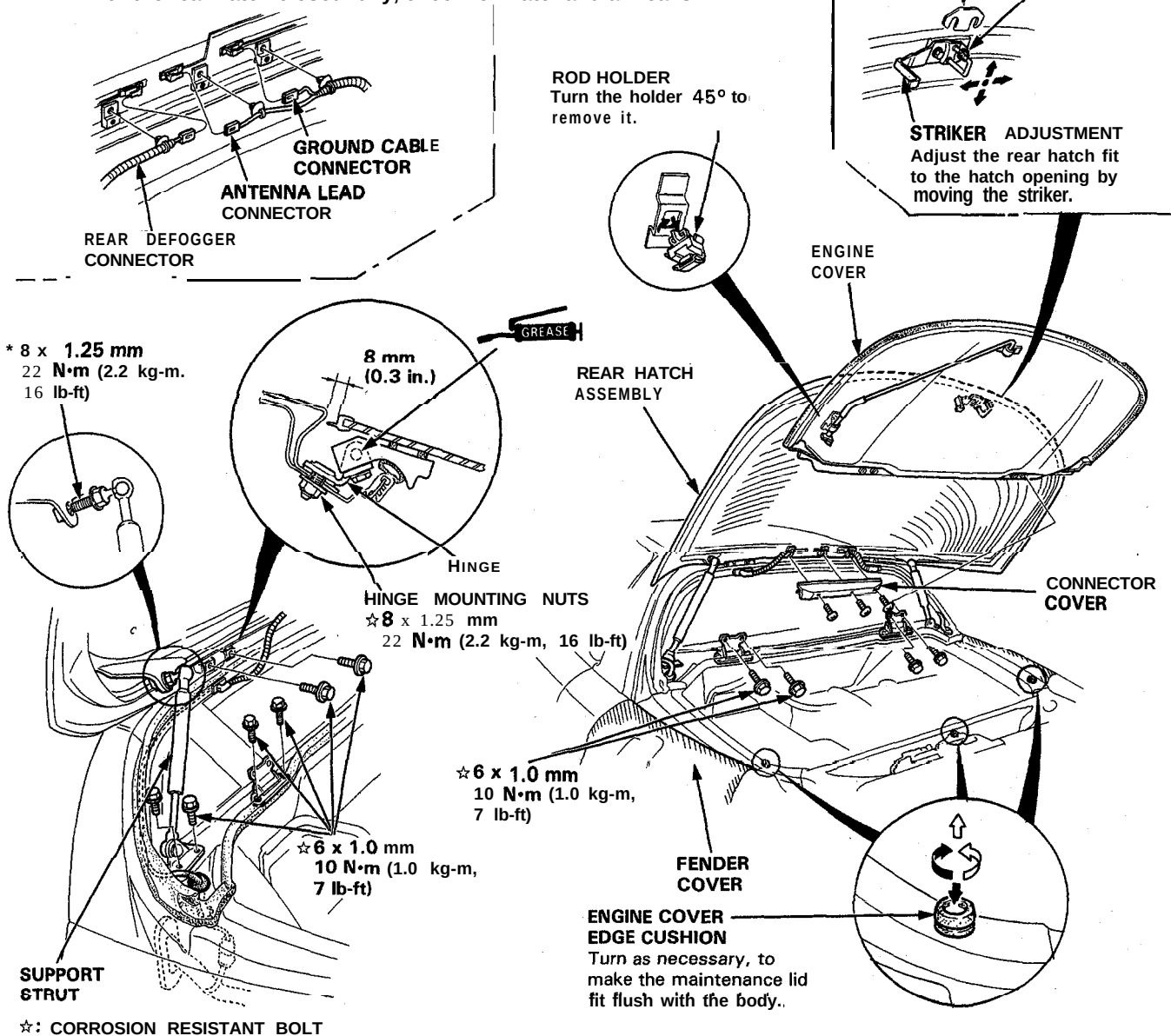
NOTE:

- Have an assistant hold the rear hatch when removing the struts.
- Take care not to damage the roof panel and hatch glass.

4. Installation is the reverse order of removal.

NOTE:

- Before tightening the mounting bolts, adjust the rear hatch and striker.
- With the rear hatch closed fully, check for water and air leaks.

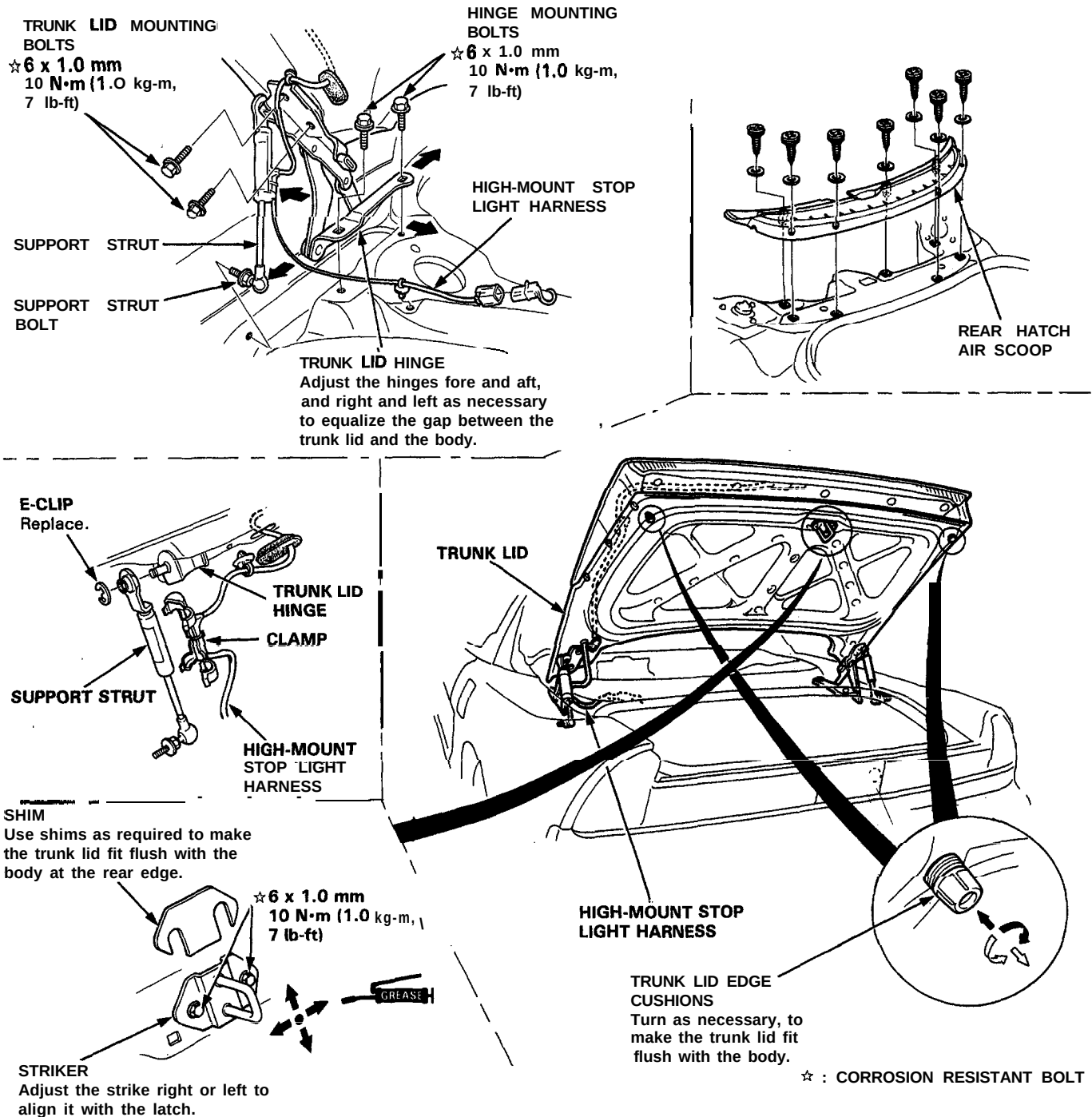


Trunk Lid

- Replacement/Adjustment

1. Remove the 7 attaching screws, then remove the rear hatch air scoop.
2. Disconnect the high-mount stop light harness connector and remove the harness clamp from the support strut.
3. Remove the trunk lid by removing the 4 mounting bolts.
4. Assemble in the reverse order.

NOTE: Before tightening the bolts, check the adjustments shown below.



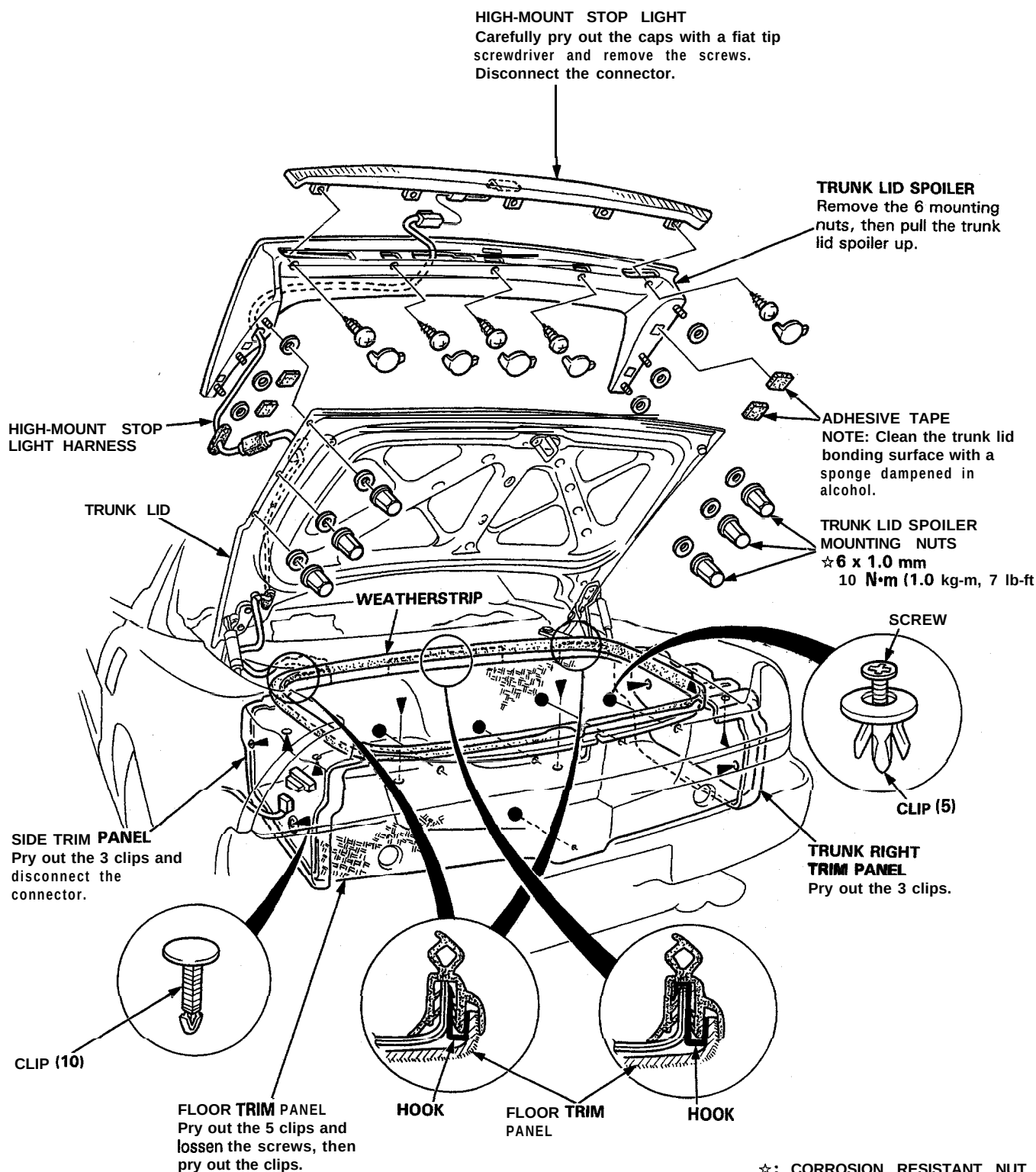


Trunk Lid Spoiler/Trunk Trim Panel

- Replacement

NOTE:

- Take care not to scratch or score the trunk lid.
- If necessary, replace any damaged clips.



Opener Cables

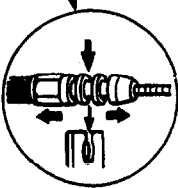
Replacement

1. Remove the opener and latch, then disconnect the opener cables.
2. Remove the fuel lid latch.
3. Remove the opener cables by removing the clips as shown.

NOTE:

- Before pulling out the opener cables, tie a string to the cable so you can pull it back in later.
- Take care not to bend the cable.
- After installing, check that the cables are routed and connected properly.
- If necessary, adjust the cable by changing the position of the cable housing.

Standard cable housing position.



REAR GLASS HATCH OPENER
Replacement, page 20-57

REAR HATCH LATCH
Replacement, page 20-57

FUEL OPENER
Replacement, page 20-57

LOCK CYLINDER
Replacement, page 20-58

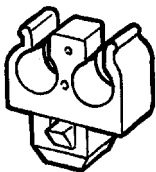
FUEL LID LATCH
Lower the rear inner fender and remove the latch by turning it 90°.

TRUNK LID LATCH
Replacement, page 20-58

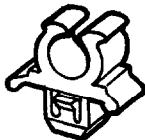
TRUNK LID OPENER ACTUATOR
Replacement, page 20-58

➡ : Clip locations

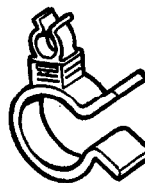
A



B



C



D



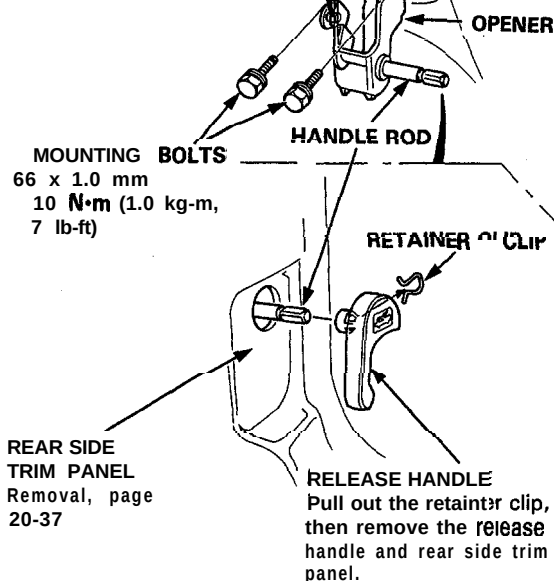
Opener/Latch



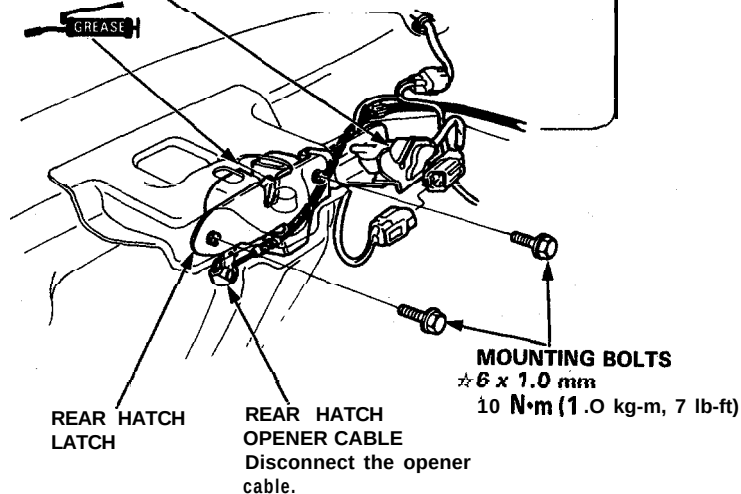
Replacement

Rear Hatch Opener/Latch:

REAR HATCH OPENER CABLE
Disconnect the opener cable.
Replacement, page 20-56

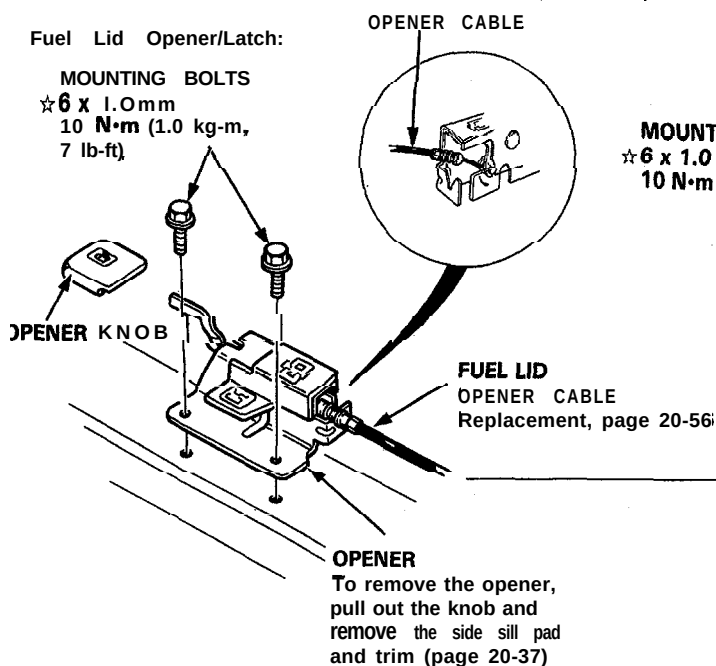


LATCH SWITCH
Be careful not to damage the latch switch. Disconnect the latch switch connector.

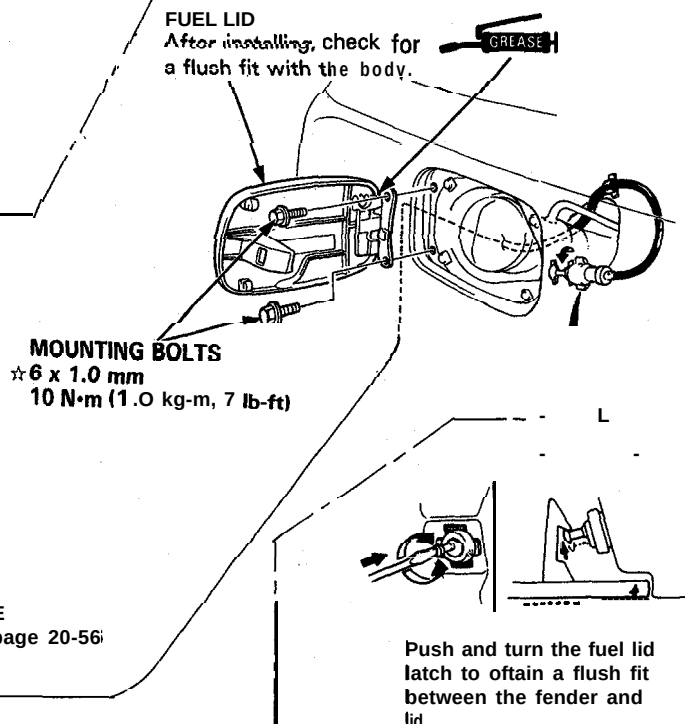


Fuel Lid Opener/Latch:

MOUNTING BOLTS
☆ 6 x 1.0 mm
10 N·m (1.0 kg-m, 7 lb-ft)



FUEL LID
After installing, check for a flush fit with the body.



NOTE:

- Take care not to bend the cable.
- After installing, check that the opener cables are routed and connected properly.

☆ : CORROSION RESISTANT BOLT (cont'd)

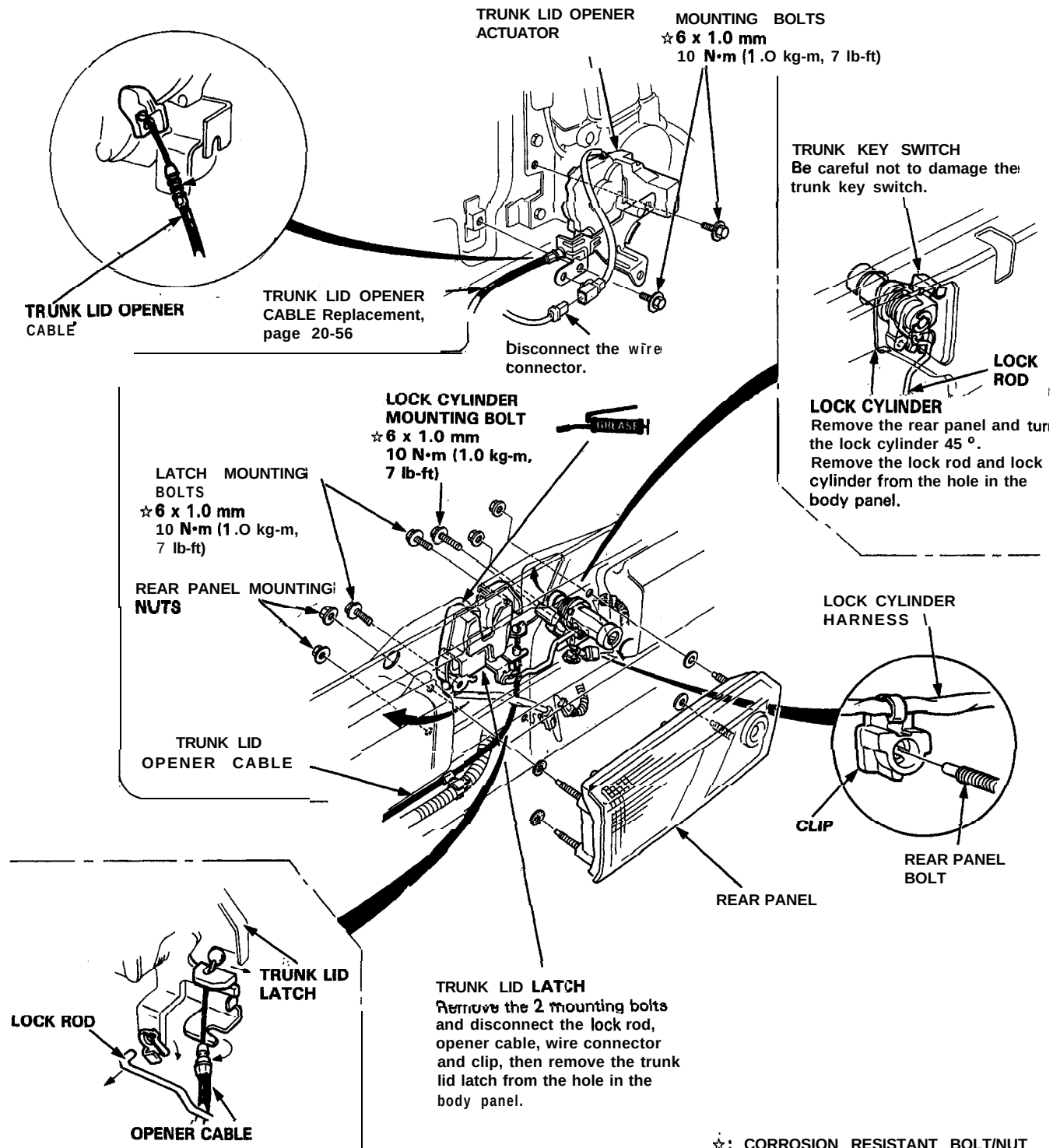
Opener/Latch

— Replacement (cont'd)

Trunk lid opener/Latch:

NOTE:

- Take care not to bend the cable.
- After installing, check that the opener cables are routed and connected properly.





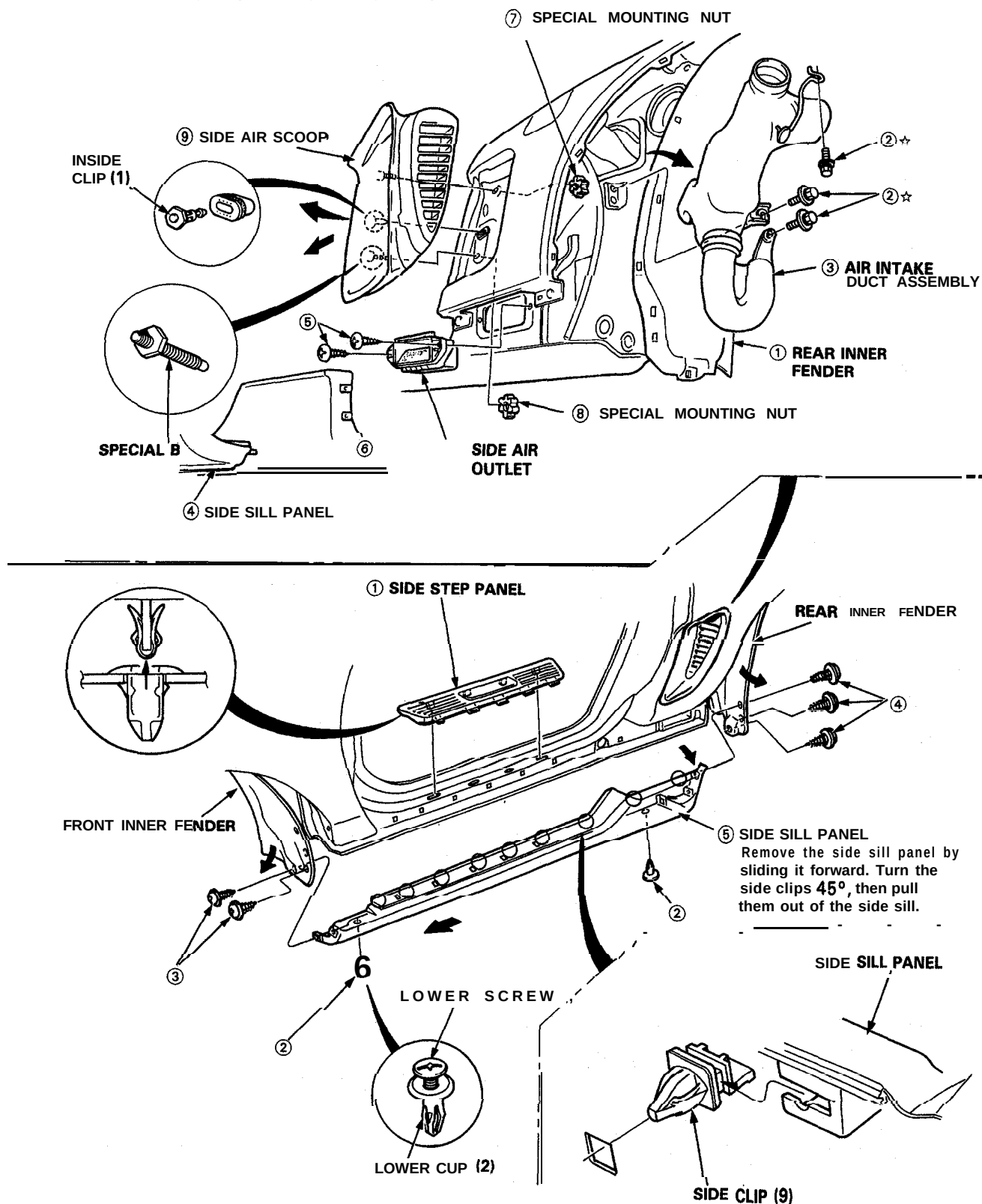
Side Air Scoop/Side Sill Panel/Side Step Panel

- Replacement

☆: **CORROSION** RESISTANT
BOLT

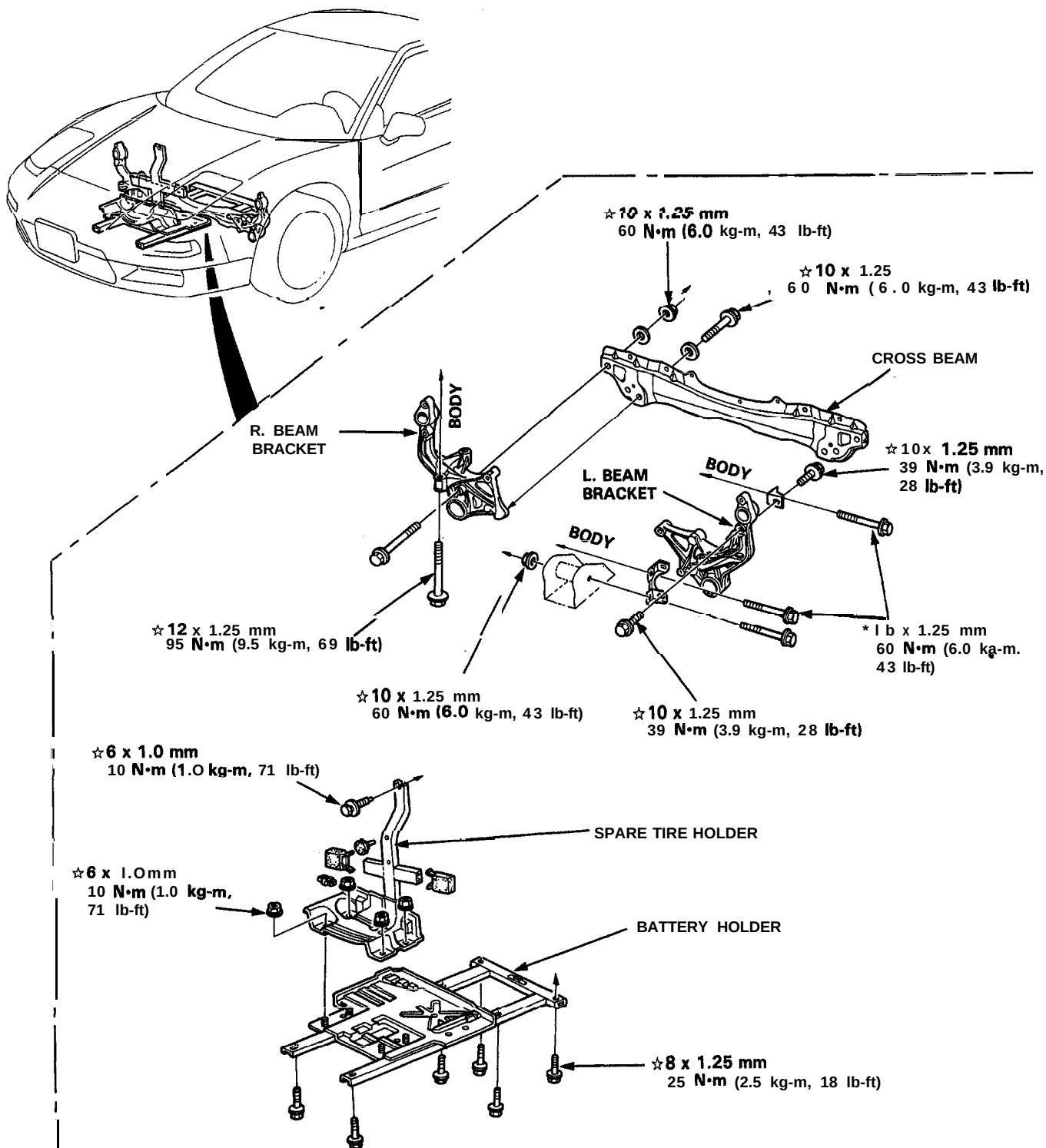
Disassemble in numbered sequence.

NOTE: If necessary, replace any damaged clips.



Front Sub-Frame/Battery, Spare Tire Holder

Sub-frame torque value specifications:

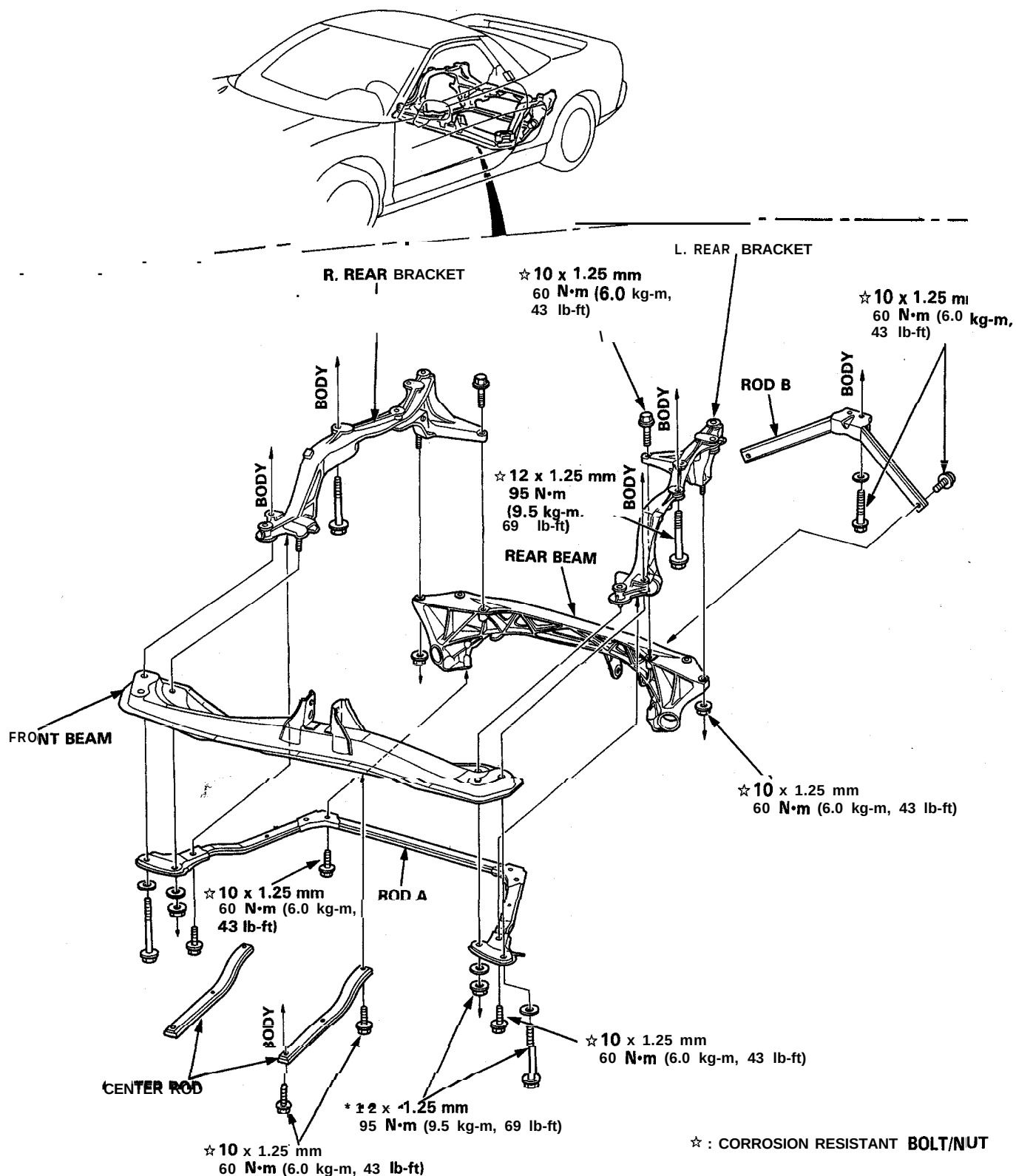


☆ : CORROSION RESISTANT BOLT/NUT

Rear Sub-Frame



Sub-frame Torque Value Specifications:



Frame Repair Chart

