
LUBRICATION AND MAINTENANCE

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GENERAL INFORMATION

N00PA--

Maintenance and lubrication service recommendations have been compiled to provide maximum protection for the vehicle owner's investment against all reasonable types of driving conditions. Since these conditions vary with the individual vehicle owner's driving habits, the area in which the vehicle is operated and the type of driving to which the vehicle is subjected, it is necessary to prescribe lubrication and maintenance service on a time frequency as well as mileage interval basis.

Oils, lubricants and greases are classified and graded according to standards recommended by the Society of Automotive Engineers (SAE), the American Petroleum Institute (API) and the National Lubricating Grease Institute (NLGI).

MAINTENANCE SCHEDULES

Information for service maintenance is provided under "SCHEDULED MAINTENANCE TABLE".

Three schedules are provided; one for "Required Maintenance", one for "General Maintenance" and one for "Severe Usage Service".

SEVERE SERVICE

Vehicles operating under severe service conditions will require more frequent service.

Component service information is included in appropriate units for vehicles operating under one or more of the following conditions:

1. Trailer towing or police, taxi, or commercial type operation
2. Operation of Vehicle
 - (1) Short-trip operation at freezing temperature (engine not thoroughly warmed up)
 - (2) More than 50% operation in heavy city traffic during hot weather above 32°C (90°F)
 - (3) Extensive idling
 - (4) Driving in sandy areas
 - (5) Driving in salty areas
 - (6) Driving in dusty conditions

ENGINE OIL

The SAE grade number indicates the viscosity of engine oils, for example, SAE 30, which is a single grade oil. Engine oils are also identified by a dual number, for example, SAE 10W-30, which indicates a multigrade oil.

The API classification system defines oil performance in terms of engine usage. Only engine oil designed "For Service SF" or "For Service SF/CC", when available, should be used. These oils contain sufficient chemical additives to provide maximum engine protection. Both the SAE grade and the API designation can be found on the container.

Caution

Test results submitted to EPA have shown that laboratory animals develop skin cancer after prolonged contact with used engine oil. Accordingly, the potential exists for humans to develop a number of skin disorders, including cancer, from such exposure to used engine oil. Care should be taken, therefore, when changing engine oil, to minimize the amount and length of exposure time to used engine oil on your skin. Protective clothing and gloves, that cannot be penetrated by oil, should be worn. The skin should be thoroughly washed with soap and water, or use waterless hand cleaner, to remove any used engine oil. Do not use gasoline, thinners, or solvents.

GEAR LUBRICANTS

The SAE grade number also indicates the viscosity of Multi-Purpose Gear Lubricants.

The API classification system defines gear lubricants in terms of usage. Typically gear lubricants conforming to API GL-4 or GL-5 with a viscosity of SAE 75W-85W are recommended for manual trans-axle.

LUBRICANTS – GREASES

Semi-solid lubricants, bear the NLGI designation and are further classified as grades 0, 1, 2, 3 etc. Whenever "Chassis Lubricant" is specified, Multi-Purpose Grease, NLGI grade 2, should be used. MOPAR Multi-Mileage Lubricant, Part Number 2525035 or equivalent, meets these requirement and is recommended.

FUEL USAGE STATEMENT

Use gasolines having a minimum anti-knock index (Octane Value) of $87 (R + M)/2$. This designation is comparable to a Research Octane Number of 91. Unleaded gasolines only must be used in vehicles equipped with catalyst emission control systems. All vehicles, so equipped, have labels located on the instrument panel and on the back of fuel filler lid that state, "UNLEADED GASOLINE ONLY". These vehicles also have fuel filler tubes especially designed to accept the smaller diameter unleaded gasoline dispensing nozzles only.

MATERIALS ADDED TO FUEL

Indiscriminate use of fuel system cleaning agents should be avoided. Many of these materials intended for gum and varnish removal may contain highly active solvents or similar ingredients that can be harmful to gasket and diaphragm materials used in fuel system component parts.

SCHEDULED MAINTENANCE TABLE

N000A-

SCHEDULED MAINTENANCE SERVICES FOR EMISSION CONTROL AND PROPER VEHICLE PERFORMANCE

Inspection and services should be performed any time a malfunction is observed or suspected. Retain receipts for all vehicle emission services to protect your emission warranty.

Emission Control System Maintenance	Service Intervals	Kilometers in Thousands	24	48	72	80	96
		Mileage in Thousands	15	30	45	50	60
Check and Adjust Valve Clearance (Intake and Exhaust Valves of 4G1 Engine, and Jet Valves only. Except Engine with both Auto-Lash Adjuster and Non-Jet Valve)	at		X	X	X		X
Check Fuel System (Tank, Line, Connections and Fuel Filler Cap) for Leaks Every 5 Years	or					X	
Replace Fuel Hoses and Vapor Hoses Every 5 Years	or					X	
Replace Air cleaner Element	at			X			X
Replace Spark Plugs	at			X			X

GENERAL MAINTENANCE SERVICE FOR PROPER VEHICLE PERFORMANCE

General Maintenance		Service Intervals	Kilometers in Thousands	24	48	72	80	96
			Mileage in Thousands	15	30	45	50	60
Timing Belt		Replace	at					X
Drive Belt (for Water Pump and Alternator)		Replace	at		X			X
Engine Oil	<N/A>	Change Every Year	or	Every 12,000 km (7,500 miles)				
	<T/C>	Change Every 6 Months	or	Every 8,000 km (5,000 miles)				
Engine Oil Filter	<N/A>	Change Every Year	or	X	X	X		X
	<T/C>	Change Every Year	or	Every 16,000 km (10,000 miles)				
Manual Transaxle Oil		Inspect Oil Level	at		X			X
Automatic Transaxle Oil		Inspect Oil Level Every Year	or	X	X	X		X
		Change Oil			X			X
Engine Coolant		Replace Every 2 Years	or		X			X
Disc Brake Pads		Inspect for Wear Every Year	or	X	X	X		X
Drum Brake Linings and Rear Wheel Cylinders		Inspect for Wear and Leaks Every 2 Years	or		X			X
Brake Hoses		Check for Deterioration or Leaks Every Year	or	X	X	X		X
Ball Joint and Steering Linkage Seals		Inspect for Grease Leaks and Damage Every 2 Years	or		X			X
Drive Shaft Boots		Inspect for Grease Leaks and Damage Every Year	or	X	X	X		X
Rear Wheel Bearings		Lubricate Grease Every 2 Years	or		X			X
Exhaust System (Connection Portion of Muffler, Pipings and Converter Heat Shields)		Check and Service as Required Every 2 Years	or		X			X

SCHEDULED MAINTENANCE UNDER SEVERE USAGE CONDITIONS

The maintenance items should be performed according to the following table:

Maintenance Item	Service to be Performed	Mileage Intervals Kilometers in Thousands (Miles in Thousands)									Severe Usage Conditions						
		12 (7.5)	24 (15)	36 (22.5)	48 (30)	60 (37.5)	72 (45)	80 (50)	84 (52.5)	96 (60)	A	B	C	D	E	F	G
Air Cleaner Element	Replace	More Frequently									X				X		
Spark Plugs	Replace		X		X		X			X		X		X			
Engine Oil	Change Every 3 Months or	Every 4,800 Km (3,000 Miles)									X	X	X	X			X
Engine Oil Filter	Replace Every 6 Months or	Every 9,600 Km (6,000 Miles)									X	X	X	X			X
Disc Brake Pads	Inspect for Wear	More Frequently									X					X	
Rear Drum Brake Linings and Rear Wheel Cylinders	Inspect for Wear and Leaks	More Frequently									X					X	

Severe usage conditions

- A — Driving in dusty conditions
- B — Trailer towing or police, taxi, or commercial type operation
- C — Extensive idling
- D — Short-trip operation at freezing temperatures (engine not thoroughly warmed up)

- E — Driving in sandy areas
- F — Driving in salty areas
- G — More than 50% operation in heavy city traffic during hot weather above 32°C (90°F)

RECOMMENDED LUBRICANTS AND LUBRICANT CAPACITIES TABLE

N00RA-

RECOMMENDED LUBRICANTS

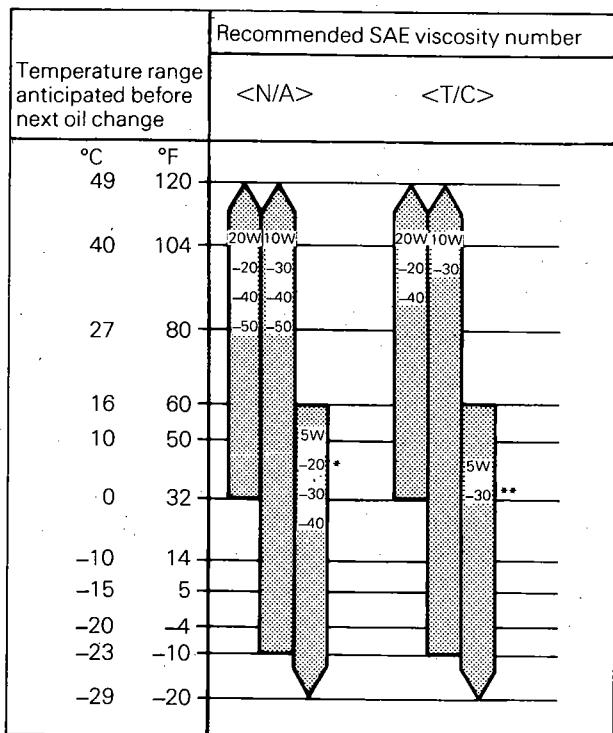
Parts	Specifications	Remarks
Engine oil	API classification SF or SF/CC	For further details, refer to SAE viscosity number
Manual transaxle	API classification GL-4 or higher	MOPAR Hypoid Gear Oil or equivalent
Automatic transaxle	Automatic transmission fluid DEXRON type	MOPAR Automatic Transmission Fluid or equivalent
Power steering	Automatic transmission fluid DEXRON type	MOPAR Automatic Transmission Fluid or equivalent
Brakes	Conforming to DOT 3	MOPAR Brake Fluid or equivalent
Rear wheel bearings	Multipurpose grease NLGI Grade 2	MOPAR Front Wheel Bearing Grease, MOPAR Multi-Mileage Lubricant or equivalent
Hood lock catch, deck lid lock, door lock strikers, seat adjusters, liftgate lock, parking brake cable mechanism	Multipurpose grease NLGI Grade 2	MOPAR Lubricant or equivalent
Engine coolant	—	HIGH QUALITY ETHYLENE GLYCOL ANTIFREEZE COOLANT
Door hinges, liftgate hinges, deck lid hinges	Engine oil	—

LUBRICANT CAPACITIES TABLE

Description	Metric measure	U.S. measure
Engine oil		
Crankcase (include oil filter)		
<4G15>	3.4 liters	3.6 qts.
<4G61>	4.4 liters	4.6 qts.
Oil filter	0.4 liter	½ qt.
Cooling system (including heater and coolant reserve system)	5.0 liters	5.3 qts.
Manual transaxle		
<KM200>	1.7 liters	3.6 pints
<KM201, KM206>	1.8 liters	3.8 pints
<KM210>	2.1 liters	4.4 pints
Automatic transaxle	6.1 liters	13.0 pints
Power steering	0.9 liter	1.9 pints
Fuel tank	50 liters	13.2 gals.

SELECTION OF LUBRICANTS

ENGINE OIL



* SAE 5W-20 Not recommended for sustained high speed vehicle operation.

** SAE 5W-30 may be used for operation in very cold weather areas where the lowest atmospheric temperature is below -23°C (-10°F).

SELECTION OF ENGINE COOLANT

ENGINE COOLANT

Relation between Engine Coolant Concentration and Specific Gravity

Engine coolant temperature °C (°F) and specific gravity					Freezing temperature °C (°F)	Safe operating temperature °C (°F)	Engine coolant concentration (Specific volume)
10 (50)	20 (68)	30 (86)	40 (104)	50 (122)			
1.054	1.050	1.046	1.042	1.036	-16 (3.2)	-11 (12.2)	30 %
1.063	1.058	1.054	1.049	1.044	-20 (-4)	-15 (5)	35 %
1.071	1.067	1.062	1.057	1.052	-25 (-13)	-20 (-4)	40 %
1.079	1.074	1.069	1.064	1.058	-30 (-22)	-25 (-13)	45 %
1.087	1.082	1.076	1.070	1.064	-36 (-32.8)	-31 (-23.8)	50 %
1.095	1.090	1.084	1.077	1.070	-42 (-44)	-37 (-35)	55 %
1.103	1.098	1.092	1.084	1.076	-50 (-58)	-45 (-49)	60 %

Example

The safe operating temperature is -15°C (5°F) when the measured specific gravity is 1.058 at the engine coolant temperature of 20°C (68°F).

Caution

1. If the concentration of the engine coolant is below 30%, the anti-corrosion property will be adversely affected. In addition, if the concentration is above 60%, both the anti-freeze and engine cooling properties will decrease, affecting the engine adversely. For these reasons, be sure to maintain the concentration level within the specified range.
2. Do not use a mixture of different brands of anti-freeze.

MAINTENANCE SERVICE

N00SACM

VALVE CLEARANCE (Check and adjust as required)

<4G15>

Incorrect valve clearances will not only result in unsteady engine operation, but will also cause excessive noise and reduced engine output.

Check the valve clearances and adjust as required while the engine is hot.

Valve-to-rocker arm clearances:

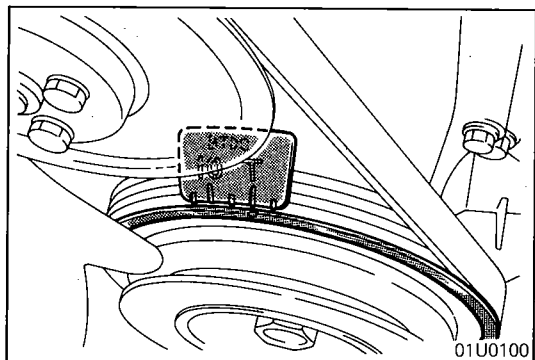
Intake valves

0.15 mm (.006 in.)

Exhaust valves

0.25 mm (.010 in.)

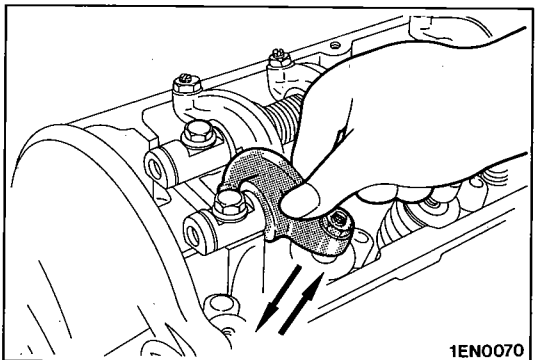
1. Warm up the engine until the engine coolant is heated to 85 to 95°C (185 to 205°F).
2. Remove all spark plugs from the cylinder head for easy operation.
3. Remove the rocker cover.



4. Turn the crankshaft clockwise until the notch on pulley is lined up with the "T" mark on timing belt lower cover.

NOTE

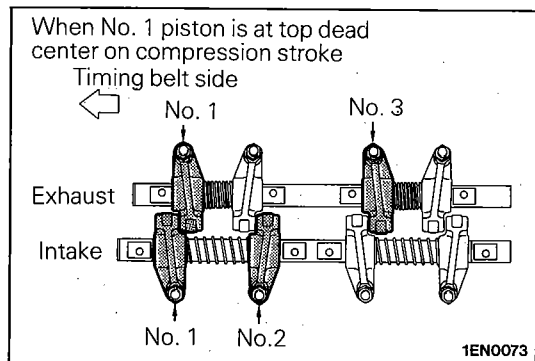
The above operation brings both No. 1 and No. 4 cylinder pistons at the top dead center.



5. Move the rocker arms on No. 1 and No. 4 cylinders up and down by hand to determine the cylinder with piston at the top dead center on compression stroke.

NOTE

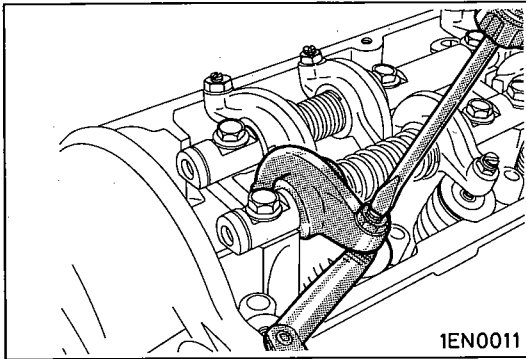
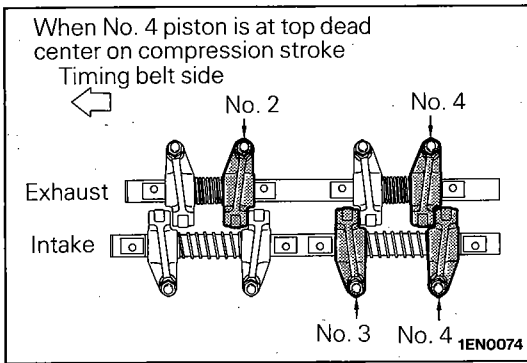
If intake and exhaust valve rocker arms are both movable, the piston in that cylinder is at top dead center on compression stroke.



6. Measure the valve clearance at points shown in the illustration.

NOTE

Measure the valve clearance when the No.1 or No.4 cylinder pistons are at top dead center (TDC) on compression stroke. Then, give the crankshaft one clockwise turn to bring the other cylinder piston to top dead center on compression stroke.

**Standard value:**

Valve	Hot	Cold (ref.)
Exhaust valve	0.25 mm (.0098 in.)	0.17 mm (.0067 in.)
Intake valve	0.15 mm (.0059 in.)	0.07 mm (.0028 in.)

7. If the intake valve and/or exhaust valve clearance is not as specified, loosen the rocker arm lock nut and adjust the clearance using a feeler gauge while turning the adjusting screw.
8. While holding the adjusting screw with a screwdriver to prevent it from turning, tighten the lock nut to specified torque.
9. Turn the crankshaft through 360° to line up the notch on the crankshaft pulley with the "T" mark on timing belt lower cover.
10. Repeat steps (7) and (8) on other valves for clearance adjustment.
11. Install the rocker cover.
12. Install the spark plugs.

FUEL SYSTEM (Check for leaks)

N00SAGB

TANK, LINES, CONNECTIONS AND FUEL FILLER CAP

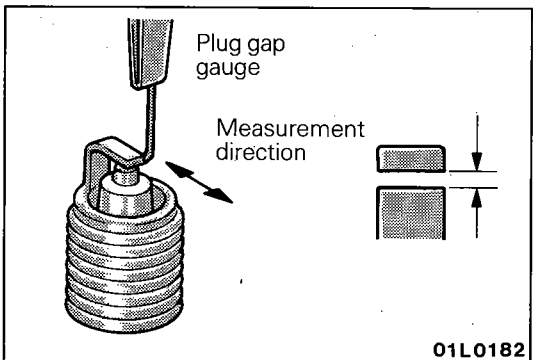
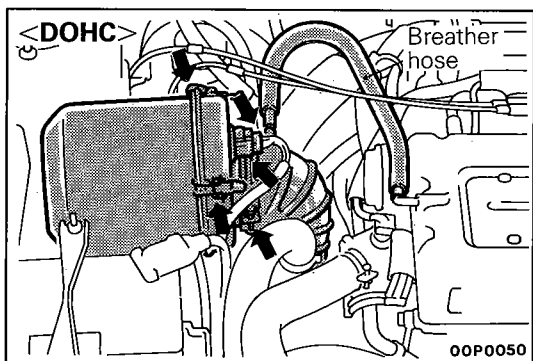
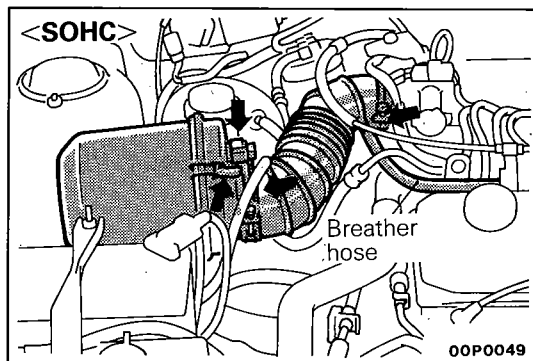
1. Check for damage or leakage in the fuel lines and connections and looseness of the fuel filler cap.
2. Inspect the surface of fuel hoses for heat and mechanical damage. Hard and brittle rubber, cracking, checking, tears, cuts, abrasions and excessive swelling indicate deterioration of the rubber.
3. If the fabric casing of the rubber hose is exposed by cracks and abrasions in the fuel system, the hoses should be changed.

FUEL HOSES, WATER HOSES AND VAPOR HOSES (Replace)

N00SAIE

Replace the hoses with new ones. After replacing them, inspect the hose routing to assure that hoses do not come in contact with any heat source or moving component which might cause heat damage or mechanical wear. And inspect all hose connections, such as clamps and couplings, to make sure they are secure and that no leaks exist.

For removal and installation procedures, refer to GROUP 14 – Fuel Line and Vapor Line.



AIR CLEANER ELEMENT (Replace)

N00SAKB

The air cleaner element will become dirty and loaded with dust during use, and the filtering effect will be substantially reduced. Replace it with a new one.

1. Loosen the clamp coupling the air intake hose and the throttle body, and separate the hose.
2. Disconnect the breather hose from the rocker cover.
3. Unclasp the air cleaner cover clip.
4. Remove the air cleaner cover together with the hose.

Caution

The air cleaner cover should be removed carefully, because it includes the air-flow sensor.

5. Remove the air cleaner element.
6. Set a new air cleaner element and install the air cleaner cover.

SPARK PLUGS (Replace)

N00SAOG

1. Spark plugs must spark properly to assure proper engine performance and reduce exhaust emission level. Therefore, they should be replaced periodically with new ones.
2. The new plugs should be checked for the proper gap.

Spark plug gap:

<SOHC>	1.0 – 1.1 mm (.039 – .043 in.)
<DOHC>	0.7 – 0.8 mm (.028 – .031 in.)

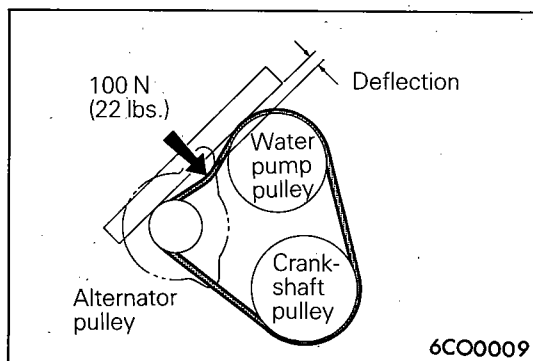
3. Install the spark plug and tighten to 20 – 30 Nm (15 – 21 ft.lbs.).

TIMING BELT (Replace)

N00SBAB

Replace the belt with a new one periodically to assure proper engine performance.

For disassembly and assembly procedures, refer to GROUP 9 – Timing Belt.



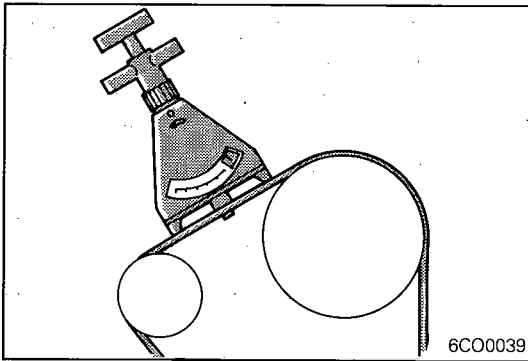
ALTERNATOR/WATER PUMP DRIVE BELT (Replace)

N00SBBJ

1. Place straight edge as shown in the illustration.
2. Measure the deflection with a force of 100 N (22 lbs.) applied to belt mid-point between water pump pulley and alternator pulley. If the standard value is not obtained, make adjustment.

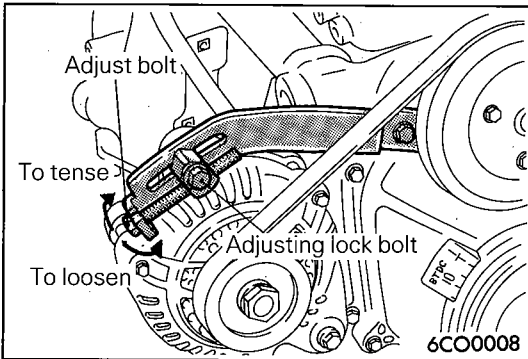
Standard value:

<SOHC>	7.0 – 9.0 mm (.276 – .354 in.)
<DOHC>	9.0 – 11.5 mm (.354 – .453 in.)



3. Use a tension gauge to check the belt tension. If the standard value is not obtained, make adjustment. When tension gauge is used, the tension may be measured between any two pulleys.

Standard value: 250 – 500 N (55 – 110 lbs.)



DRIVE BELT REPLACEMENT

1. Remove the air conditioner compressor belt and the power steering oil pump belt, if so equipped.
2. Loosen the bolt and nut for holding the alternator.
3. Loosen the belt tension adjuster lock bolt.
4. Release tension by rotating the adjust bolt counterclockwise.
5. Remove the belt.
6. Install the new belt and adjust belt deflection by tightening the adjust bolt.

Standard value:

<SOHC>

5.5 – 7.0 mm (.217 – .276 in.)

<DOHC>

7.5 – 9.0 mm (.280 – .337 in.)

7. Tighten the lock bolt.
8. Tighten the nut on the alternator support bolt.

ENGINE OIL (Change)

N00SAAB

Always use lubricants which conform to the requirements of the API classification "For Service SF" or "For Service SF/CC" when available, and have the proper SAE grade number for the expected temperature range.

Never use nondetergent or straight mineral oil.

1. After warming up the engine, remove the oil filler cap.
2. Remove the drain plug to allow the engine oil to drain.
3. Replace the drain plug gasket with a new one and tighten the drain plug.
4. Pour new engine oil through the oil filler.

Engine oil total quantity:

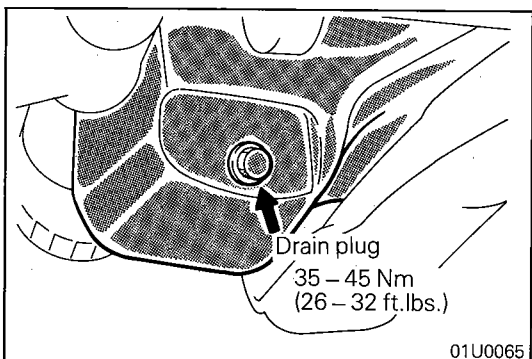
<4G15>

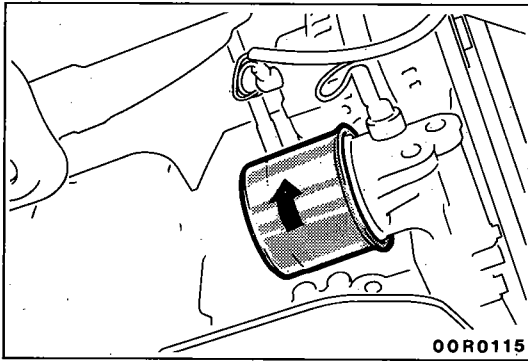
3.4 liters (3.6 qts.)

<4G61>

4.4 liters (4.6 qts.)

[including oil filter 0.4 liter (½ qt.)]





ENGINE OIL FILTER (Change)

N00SABH

The quality of replacement filters varies considerably. Only high quality filters should be used to assure most efficient service. Genuine oil filters require that the filter be capable of withstanding a pressure of 256 psi are high quality filters and are recommended as follows:

Oil Filter Part Number:

MITSUBISHI Genuine Parts MD031805 or equivalent

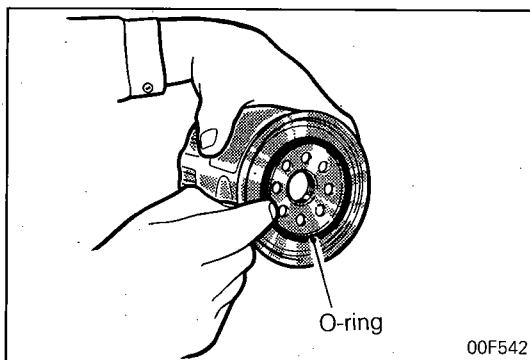
NOTE

Factory installed Mitsubishi Engine Oil Filter Part No. MD084693 or MD031805.

ENGINE OIL FILTER SELECTION

This vehicle is equipped with a full-flow, throw-away oil filter. The same type of replacement filter is recommended as a replacement filter for this vehicle. It is possible, particularly in cold weather, that this vehicle may develop high oil pressure for a short duration. You should be sure that any replacement filter used on this vehicle is a high-quality filter and is capable of withstanding a pressure of 256 psi (manufacturer's specifications) to avoid filter and engine damage. The following is a high-quality filter and is strongly recommended for use on this vehicle: Mitsubishi Engine Oil Filter Part No. MD084693 or MD031805.

Any replacement oil filter should be installed in accordance with the oil filter manufacturer's specifications and installation instructions.



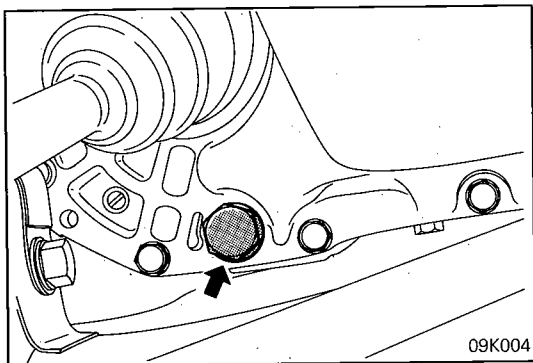
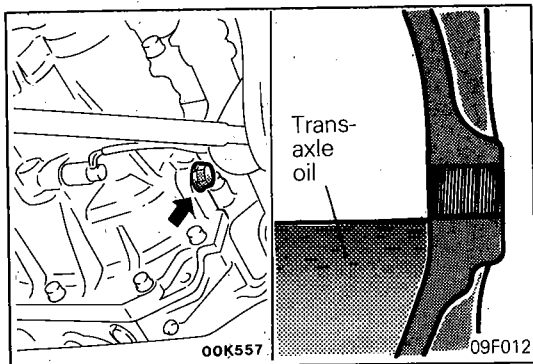
REPLACEMENT OF ENGINE OIL FILTER

1. Remove the engine oil filler cap.
2. Remove the engine oil drain plug, and drain out the engine oil.
3. Remove the engine oil filter by using the oil filter wrench.
4. Clean the oil filter mounting surface of the oil filter bracket.
5. Coat engine oil to the O-ring of new oil filter.
6. Turn the oil filter by hand and install to the block.

NOTE

The oil filter tightening torque is 11 – 13 Nm (8 – 9 ft.lbs.).

7. Supply engine oil.
8. Start and run engine and check for engine oil leaks.
9. After stopping engine, check oil level and refill as necessary.



MANUAL TRANSAXLE (Inspect oil level)

N00SBCE

Inspect each component for evidence of leakage, and check the oil level by removing the filler plug. If the oil is contaminated, it is necessary to replace it with new oil.

1. With the vehicle parked at a level place, remove the filler plug and make sure that there is oil 5 – 9 mm (.19 – .35 in.) downward from the threaded lower surface.
2. Check to be sure that the transaxle oil is not noticeably dirty, and that it has a suitable viscosity.

TRANSAXLE OIL (Change)

1. With the vehicle parked at a level place, remove the magnet plug to drain transaxle oil.
2. Replace packing with a new one and install the magnet plug.
3. Supply new transaxle oil through the filler plug, filling to a level 5 – 9 mm (.19 – .35 in.) lower than the lower surface of the plug hole.

Transaxle oil total capacity: 1.8 liters (3.8 pints)

AUTOMATIC TRANSAXLE (Inspect fluid level)

N00SBDF

1. Drive until the fluid temperature reaches the usual temperature [70 – 80°C (160 – 180°F)].
2. Place vehicle on level floor.
3. Move selector lever sequentially to every position to fill torque converter and hydraulic circuit with fluid, then place lever in "N" Neutral position. This operation is necessary to be sure that fluid level check is accurate.
4. Before removing dipstick, wipe all dirt from area around dipstick. Then take out the dipstick and check the condition of the fluid.

The transaxle should be overhauled under the following conditions.

- If there is a "burning" odor.
- If the fluid color has become noticeably blacker.
- If there is a noticeably great amount of metal particles in the fluid.

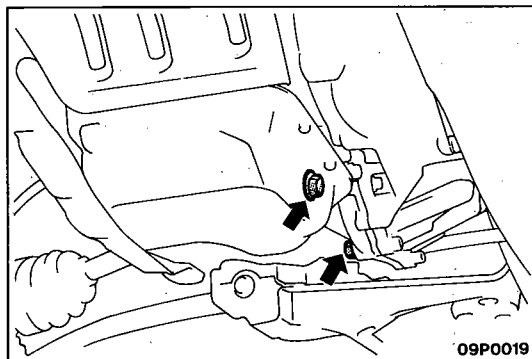
5. Check to see if fluid level is in "HOT" range on dipstick. If fluid level is low, add automatic transaxle fluid until level reaches "HOT" range.

Low fluid level can cause a variety of conditions because it allows pump to take in air along with fluid. Air trapped in hydraulic circuit forms bubbles which make fluid spongy. Therefore, pressures will be erratic.

Improper filling can also raise fluid level too high. When transaxle has too much fluid, gears churn up foam and cause same conditions which occur with low fluid level, resulting in accelerated deterioration of automatic transaxle fluid.

In either case, air bubbles can cause overheating, fluid oxidation, which can interfere with normal valve, clutch, and servo operation. Foaming can also result in fluid escaping from transaxle vent where it may be mistaken for a leak.

6. Be sure to examine fluid on dipstick closely.

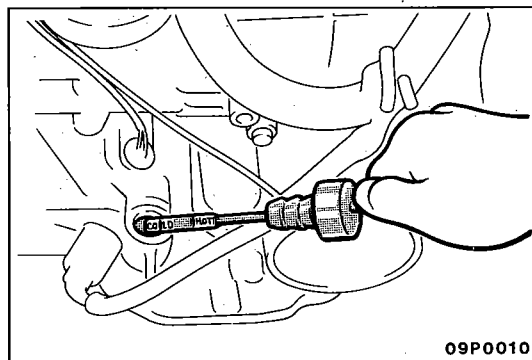


AUTOMATIC TRANSAXLE (Change fluid)

Drain the fluid and check whether there is any evidence of contamination.

Replenish with new fluid after the cause of any contamination has been corrected.

1. Remove drain plug to let fluid drain.
2. Remove the oil pan.
3. Check the oil filter for clogging and damage and replace if necessary.
4. Clean both gasket surfaces of transaxle case and oil pan.
5. Install oil pan with new gasket and tighten oil pan bolts to 10 – 12 Nm (7.2 – 8.7 ft.lbs.).
6. Tighten drain plug with gasket to 30 – 35 Nm (22 – 25 ft.lbs.).
7. Supply 4 liters (8.5 pints) of DEXRON type ATF into case through dipstick hole. [Total quantity of ATF required is 6.1 liters (12.9 pints). Actually however, approx. 4.5 liters (9.5 pints) of fluid can be replaced because rest of fluid remains in torque converter.]



8. Start engine and allow to idle for at least two minutes. Then, with parking brake on, move selector lever momentarily to each position, ending in "N" Neutral position.
9. Add sufficient ATF to bring fluid level to lower mark. Recheck fluid level after transaxle is at normal operating temperature. Fluid level should be between upper and lower marks of "HOT" range. Insert dipstick fully to prevent dirt from entering transaxle.

COOLING SYSTEM (Change)

N00SBED

Check the cooling system parts, such as radiator, heater, and oil cooler hoses, thermostat and connections for leakage and damage.

ANTIFREEZE

The engine cooling system is provided with a mixture of 50% ethylene glycol antifreeze and 50% water at the time of manufacture.

Since the cylinder head and water pump body are made of aluminum alloy casting, be sure to use a 30 to 60% ethylene glycol antifreeze coolant to provide corrosion protection and freezing prevention.

Caution

If the concentration of the antifreeze is below 30%, the anticorrosion property will be adversely affected. In addition, if the concentration is above 60%, both the antifreezing and engine cooling properties will decrease, adversely affecting the engine. For these reasons, be sure to maintain the concentration level within the specified range.

MEASUREMENT OF ANTIFREEZE CONCENTRATION

Run the engine until coolant is fully mixed. Drain some coolant (antifreeze), and measure temperature and specific gravity of the coolant. Determine concentration and safe working temperature. If the coolant is short of antifreeze, add antifreeze up to a concentration of 50%.

CHANGING COOLANT

1. Set the temperature control lever to the hot position.
2. Remove the radiator cap, radiator drain plug and engine drain plug to drain the coolant.

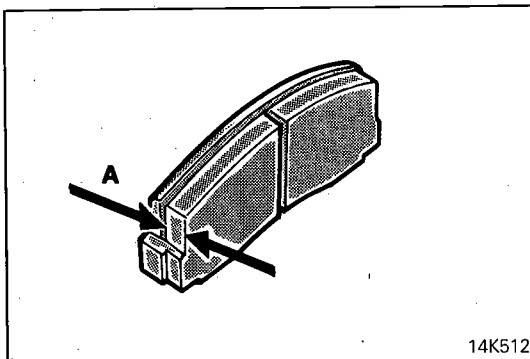
Caution

When removing the radiator cap, use care to avoid contact with hot coolant or steam. Place a shop towel over the cap and turn the cap counterclockwise a little to let pressure escape through the vinyl tube. After relieving the steam pressure, remove the cap by slowly turning it counterclockwise.

3. Remove the reserve tank and drain the coolant.
4. After draining coolant completely, reinstall the drain plugs and flush the engine and radiator using a radiator cleaning fluid.
5. After the flushing is completed, completely drain the cleaning fluid and install the radiator and engine drain plugs.
6. By referring to the section on coolant (P.0-6), select an appropriate concentration for safe operating temperature within the range of 30 to 60%. Refill the system with a high quality ethylene glycol antifreeze at the selected concentration. A convenient mixture is a 50% water and 50% antifreeze solution [Freezing point: -36°C (-32.8°F)]. Reinstall the radiator cap.
7. After running the engine a while, check the coolant level and add coolant until the specified coolant level is maintained.
8. Add coolant to the reserve tank between the "FULL" and "LOW" mark if necessary.

Caution

Do not overfill the reserve tank.



14K512

DISC BRAKE PADS (Inspect for wear)

N00SBFC

Check for fluid contamination and wear. Replace complete set of pads if defective.

Thickness of lining (A):

Limit 2.0 mm (.08 in.)

Caution

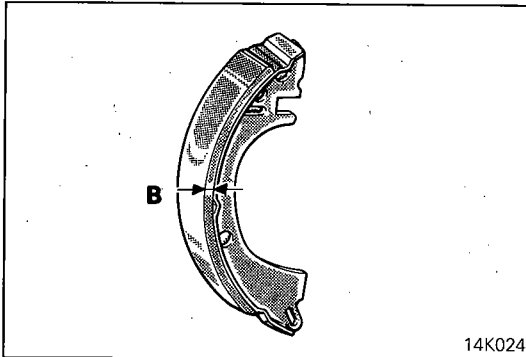
The pads for the right and left wheels should be replaced at the same time. Never "split" or intermix brake pad sets. All four pads must be replaced as a complete set.

REAR DRUM BRAKE LININGS AND REAR WHEEL CYLINDERS (Inspect for wear and leaks)

N00SBGC

1. Remove the brake drum and check the thickness of brake shoe lining for wear. Check the automatic brake adjusting system by hand to see if it operates smoothly. Also see if the gears are in proper mesh with each other. To assure smooth functioning, apply a very thin coat of multipurpose grease to the friction surface of adjuster and link shaft.

**Grease: MOPAR Multi-Purpose Grease
Part Number 2932524 or equivalent**



14K024

2. Inspect the wheel cylinder boots for evidence of a brake fluid leak. Visually check the boots for cuts, tears or heat cracks. (A slight amount of fluid on the boot may not be a leak, but may be preservative fluid used at assembly.)

- (1) Check the brake shoes for wear

Thickness of lining (B):

Limit 1.0 mm (.04 in.)

BRAKE HOSES (Check for deterioration or leaks)

N00SBHA

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

The hoses should be checked for:

1. Correct length, severe surface cracking, pulling, scuffing or worn spots. (If the fabric casing of the hoses is exposed by cracks or abrasion in the rubber hose cover, the hoses should be replaced. Eventual deterioration of the hose may occur with possible bursting failure.)
2. Faulty installation, casing twisting or interference with wheel, tire or chassis.

BALL JOINT AND STEERING LINKAGE SEALS (Inspect for grease leaks and damage)

N00SBJAa

1. These components, which are permanently lubricated at the factory, do not require periodic lubrication. Damaged seals and boots should be replaced to prevent leakage or contamination of the grease.
2. Inspect the dust cover and boots for proper sealing, leakage and damage. Replace them if defective.

DRIVE SHAFT BOOTS (Inspect for grease leaks and damage)

N00SBJAb

1. These components, which are permanently lubricated at the factory; do not require periodic lubrication. Damaged seals and boots should be replaced to prevent leakage or contamination of the grease.
2. Inspect the dust cover and boots for proper sealing, leakage and damage. Replace them if defective.

REAR WHEEL BEARINGS (Lubricate grease) N00SBKH

Inspect for evidence of grease leakage around the hub cap and the back of the hub. If there is leakage of grease, remove the hub and inspect its oil seal for damage. Clean the grease off the hub and bearing and repack with multipurpose grease.

Grease: MOPAR Multi-Mileage Lubricant
Part Number 2525035 or equivalent

NOTE

Refer to GROUP 17 – Hub for the removal procedures of the hub.

EXHAUST SYSTEM (CONNECTION PORTION OF MUFFLER, PIPINGS AND CONVERTER HEAT SHIELDS) (Check and service as required) N00SBLA

1. Check for holes and gas leaks due to damage, corrosion, etc.
2. Check the joints and connections for looseness and gas leaks.
3. Check the hanger rubber and brackets for damage.