

WORKSHOP MANUAL

TROOPER (UX)

FOREWORD

This manual includes special notes, important points, service data, precautions, etc. that are needed for the maintenance, adjustments, service, removal and installation of vehicle components.

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

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Arrangement of the material is shown in the table of contents on the right-hand side of this page. A black spot on the first page of each section can be seen on the edge of the book below each section title. These point to a more detailed table of contents preceding each section.

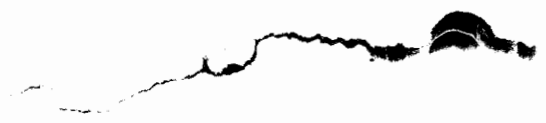
This manual applies to 1995 models.

PUBLICATION NO. UX00-WSM-L0001-00

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GENERAL INFORMATION

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SECTION 0A

GENERAL INFORMATION

CONTENTS

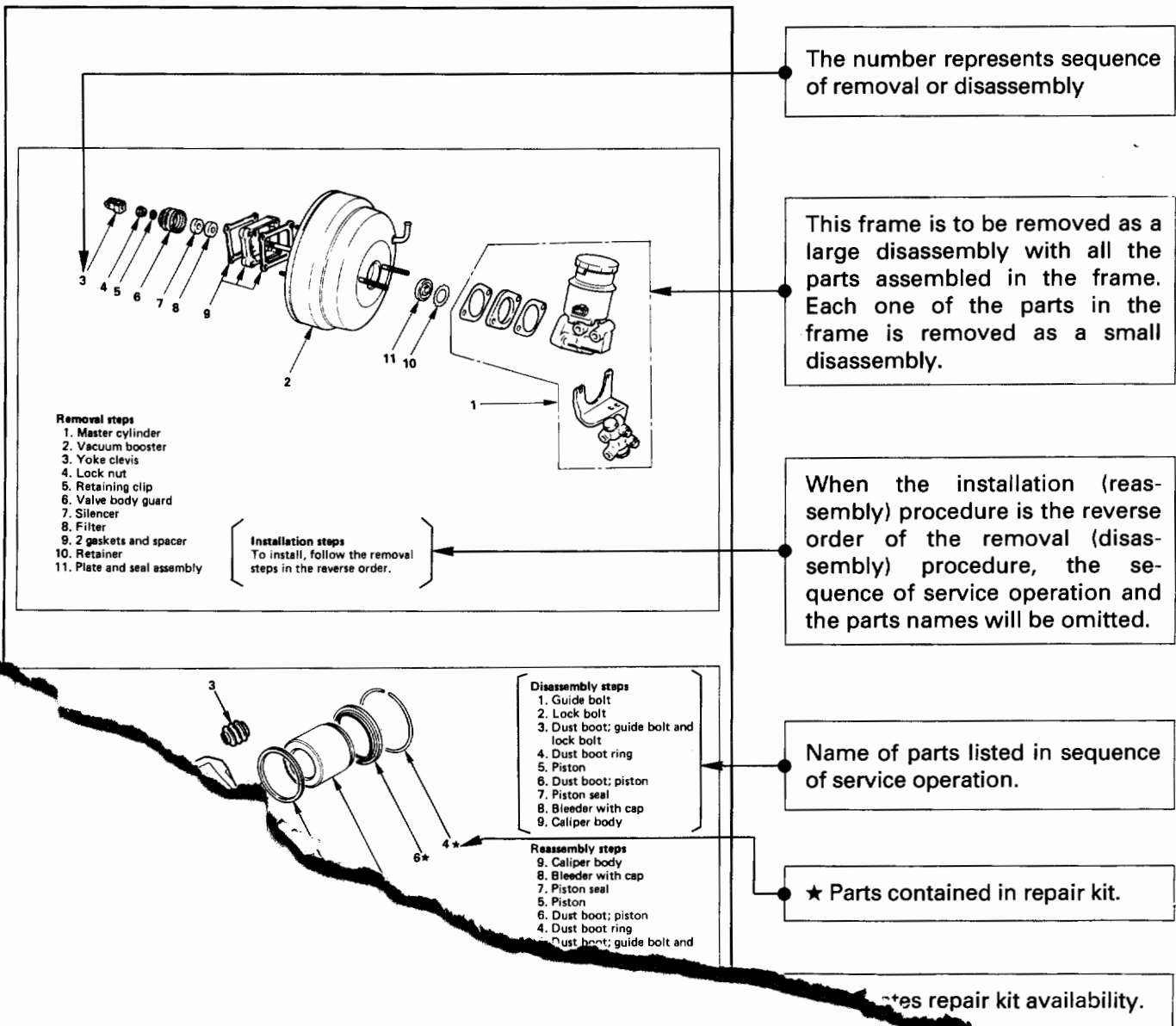
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GENERAL REPAIR INSTRUCTIONS

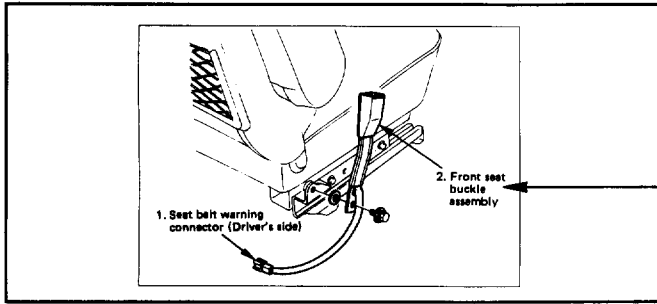
- If a floor jack is used, the following precautions are recommended.
Park vehicle on level ground, "block" front or rear wheels, set jack against the recommended lifting points (see "Lifting instructions" in this section), raise vehicle and support with chassis stands and then perform service operations.
- Before performing service operations, disconnect ground cable from the battery to reduce the chance of cable damage and burning due to short circuiting.
- Use a cover on body, seats and floor to protect them against damage and contamination.
- Brake fluid and anti-freeze solution must be handled with reasonable care, as they can cause paint damage.
- The use of proper tools and recommended essential and available tools, where specified, is important for efficient and reliable performance of service repairs.
- Use genuine Isuzu parts.
- Used cotter pins, plastic clips, gaskets, O-rings, oil seals, lock washers and self-locking nuts should be discarded and new ones should be installed, as normal function of the parts cannot be maintained if these parts are reused.
- To facilitate proper and smooth reassembly operation, keep disassembled parts neatly in groups. Keeping fixing bolts and nuts separate is very important, as they vary in hardness and design depending on position of installation.
- Clean the parts before inspection or reassembly. Also clean oil ports, etc. using compressed air, and make certain they are free from restrictions.
- Lubricate rotating and sliding faces of the parts with oil or grease before installation.
- When necessary, use a sealer on gaskets to prevent leakage.
- Carefully observe all specifications for bolt and nut torques.
- When removing or replacing parts that require refrigerant to be discharged from the air conditioning system, be sure to use the Vehicle Refrigerant Recovery and Recycling Equipment (VRRRE) to recover and recycle Refrigerant-134a.
- When a service operation is completed, make a final check to be sure the service has been done properly and the problem has been corrected.

HOW TO USE THE MANUAL

1. Find the applicable section by referring to the table of contents.
2. Each section is basically arranged in the following order headings:
 General description
 Diagnosis
 On-vehicle service
 Unit repair
 Main data and specifications
 Special tools
3. The service operations are in two groups: one is the "On-vehicle service" where operations can be directly performed on the vehicle, and the other is the "Unit repair" where the operations are done on the work bench after removing the unit from the vehicle.
4. In the beginning of each section (with the description of service operations between them, as a rule), the General Description and the Diagnosis give information for the related malfunctions and diagnosis. And, in the following portion, the service data or the special tools necessary for the service operations of the section are gathered together under "Main Data and Specifications" and the "Special Tools", for at-a-glance reference.
5. Each service operation section begins with a disassembled view of unit or equipment, which is useful to find relative components, service procedure, availability and contents of repair kits, etc.



For illustrations where there are few items to be performed:



The sequence of removal (disassembly) and the parts names will be given.

6. After the illustration, the details of each operation are shown in the order the operations are carried out in the illustration. Refer to the explanations when checking important information such as the notes in each operation, and places where special tools are to be used and their usage, and the specified service data.

mation such as the notes in each operation, and places where special tools are to be used and their usage, and the specified service data.

REASSEMBLY

13. Gear box

12. O-ring (Fig. 3B1-22)

- Apply a thin coat of power steering fluid.
- Be sure to discard used part, and always use new part for installation.

7. O-ring

6. Top cover assembly

Torque	N·m (lb·ft)	47 (35)
--------	-------------	---------

5. Lock nut

Adjust the backlash between the worm gear and the ball nut (Fig. 3B1-25).

- 1) With the worm gear rotating, set it to the straight ahead position.
- 2) Set the worm shaft preload to below 10kg·cm with the sector shaft adjusting screw.
- 3) Measure the worm shaft preload with the worm gear turned 45° both to the right and to the left.
The worm gear preload in these positions should be 2-4kg·cm lower than in the straight ahead position.
- 4) Lock the sector shaft adjusting screw with the lock nut.

Lock nut torque	N·m (lb·ft)	41 (30)
-----------------	-------------	---------

4. Oil seal (Fig. 3B1-26)

Installer: J-26508

Fig. 3B1-25

Fig. 3B1-26

The symbol mark attached to the title indicates the action to be taken in the operations of each title.
Example for this case;
1st step - Reassemble gear box

The numbers given to the installation (assembly) procedure are the same as those given in the removal (disassembly) procedure in the illustration. Therefore, start with the larger number during reassembly.

The titles of operations done in the illustration are given in bold letters. They are described in the order of the procedure of the operations.

Important note.

Service data and specifications are listed in table.

The action symbol indicates the step of service to be followed. Refer to the following paragraph for the meaning of each symbol.

Special tools are identified by tool name and/or tool number. The drawing illustrates the tool used.

0A-4 GENERAL INFORMATION

7. In this manual, the following action symbols are used to indicate the type of service operations to be performed.



... Remove or disconnect



... Adjust



... Install or connect



... Clean



... Disassemble



... Pay close attention — Important



... Reassemble



... Tighten to specified torque



... Align the marks



... Use special tool(s)



... Correct direction



... Lubricate with oil



... Inspect



... Lubricate with grease



... Take measurement



... Use liquid gasket

8. The service standard is indicated in terms of "Standard" and "Limit".
The "Standard" means the assembly standard and standard range within which the parts are

considered serviceable.

"Limit" indicates the limit value (Correction or replacement is necessary when measurement is beyond this limit.)

IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER (VIN)

This is the legal identification of the vehicle. It is located on the left bottom of the windshield. It can be easily seen through the windshield from outside the vehicle (Fig. 0A-1).

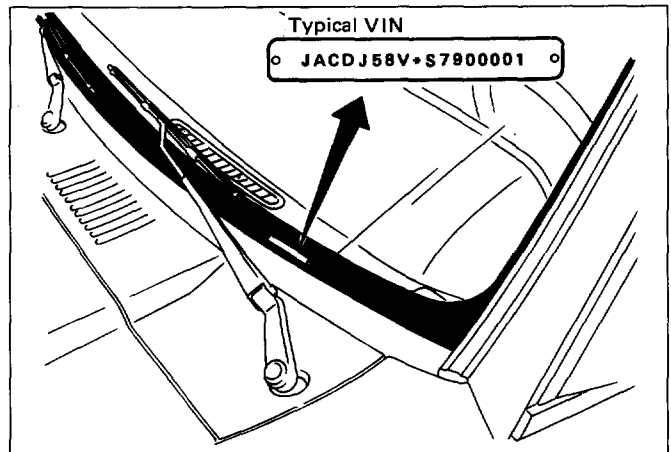
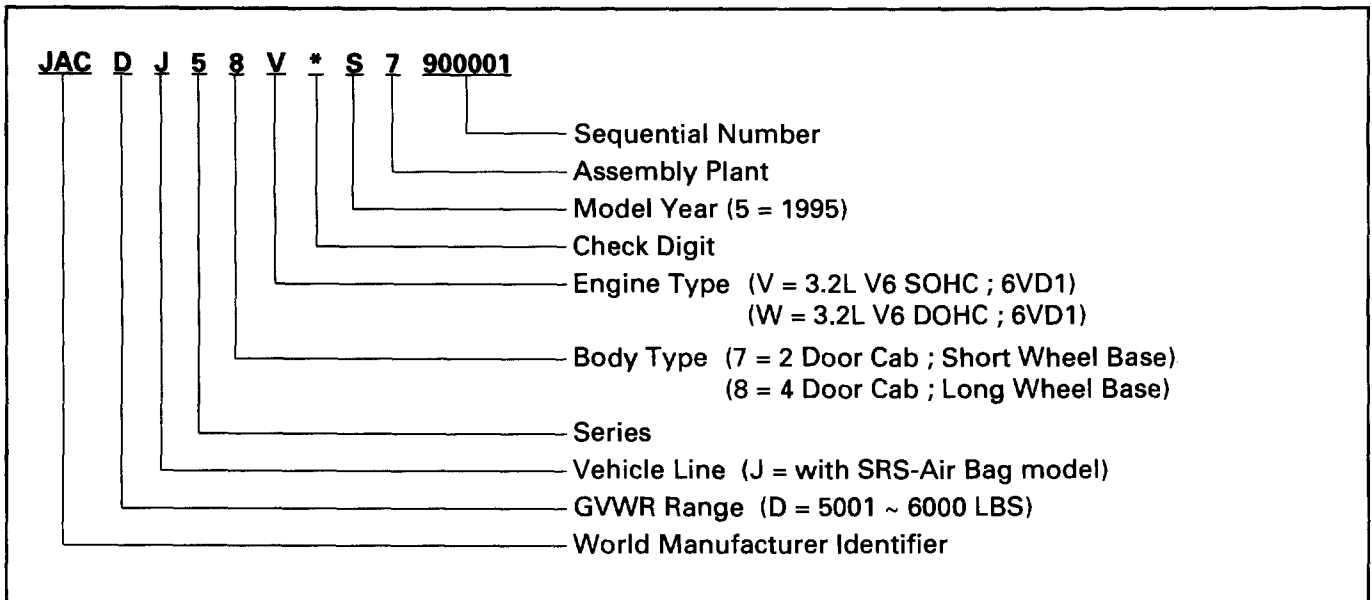


Fig. 0A-1



ENGINE SERIAL NUMBER

The gasoline engine serial number is stamped on the left rear lower area of the cylinder block above the starter (Fig. 0A-2).

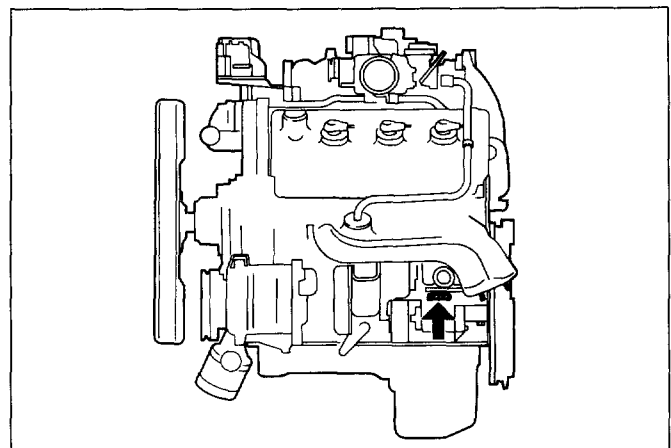


Fig. 0A-2

0A-6 GENERAL INFORMATION

TRANSMISSION SERIAL NUMBER

Manual: Stamped on the left side of the transmission intermediate plate (Fig. 0A-3).

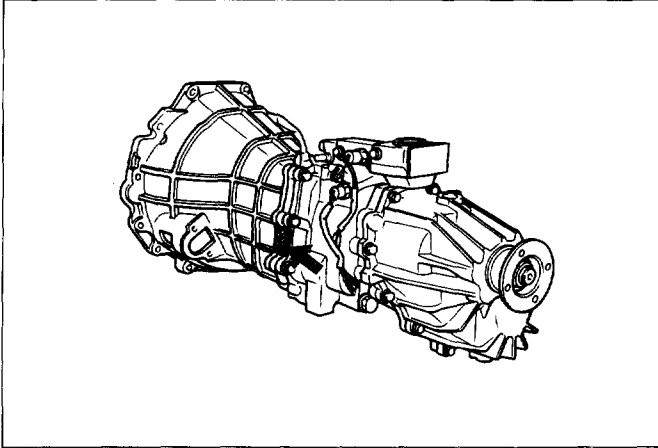


Fig. 0A-3

Automatic: Stamped on the identification plate, located on the left side of the transmission above the mode switch (Fig. 0A-4).

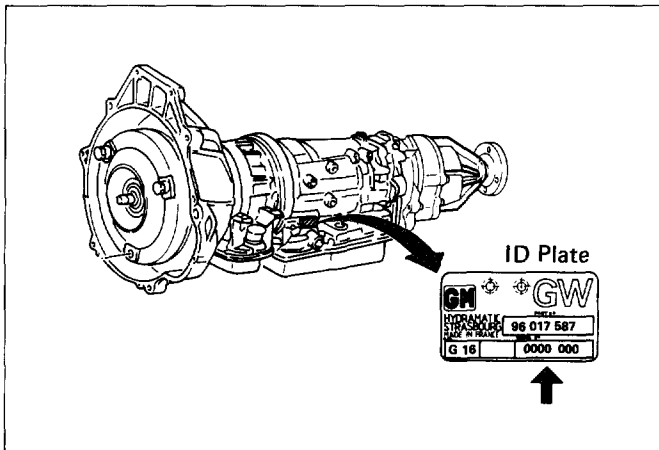


Fig. 0A-4

LIFTING INSTRUCTIONS

CAUTION:

- If a lifting device other than the original jack is used, it is most important that the device be applied only to the correct lifting points. Raising the vehicle from any other point may result in serious damage.
- When jacking or lifting a vehicle at the frame side rail or other prescribed lift points, be certain that lift pads do not contact the catalytic converter, brake pipes or cables, or fuel lines. Such contact may result in damage or unsatisfactory vehicle performance.

LIFTING POINTS AND SUPPORTABLE POINT LOCATIONS

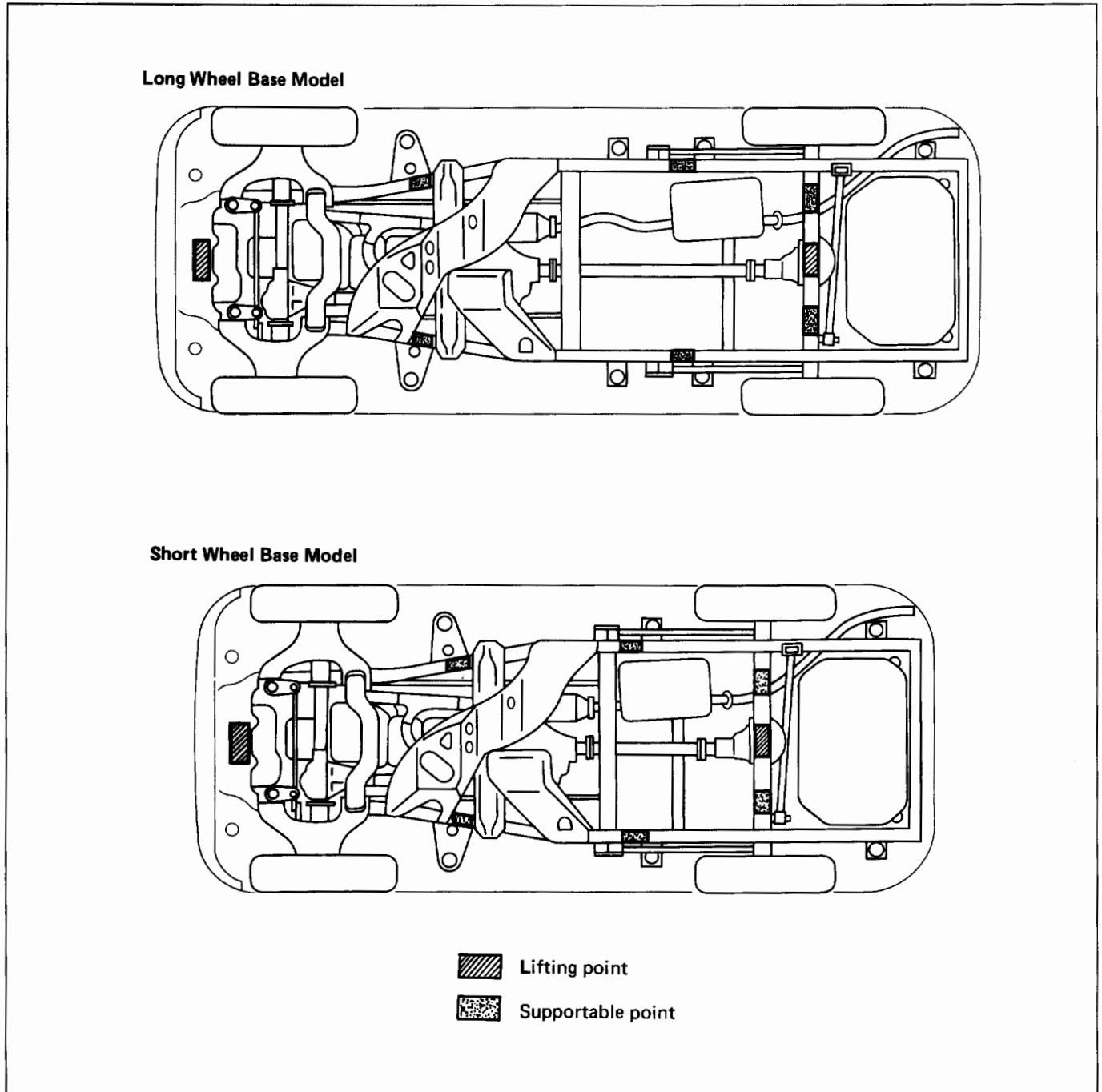


Fig. 0A-5

0A-8 GENERAL INFORMATION

LIFTING POINT; FRONT

- When using floor jack, lift on the center of the skid plate (Fig. 0A-6).

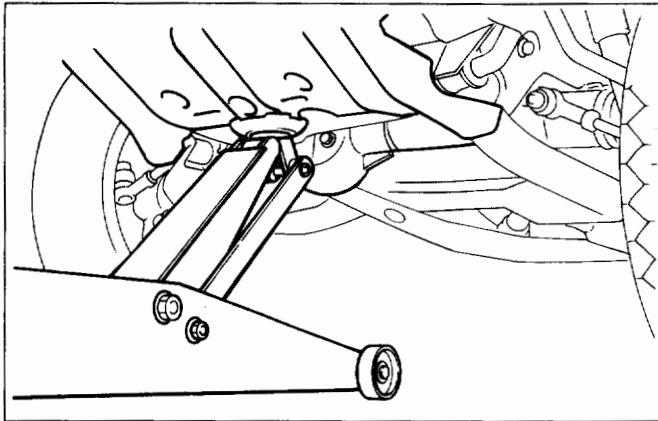


Fig. 0A-6

SUPPORTABLE POINT; FRONT

- Position the chassis stands at the bottom of the frame sidemember, behind front wheel (Fig. 0A-7).

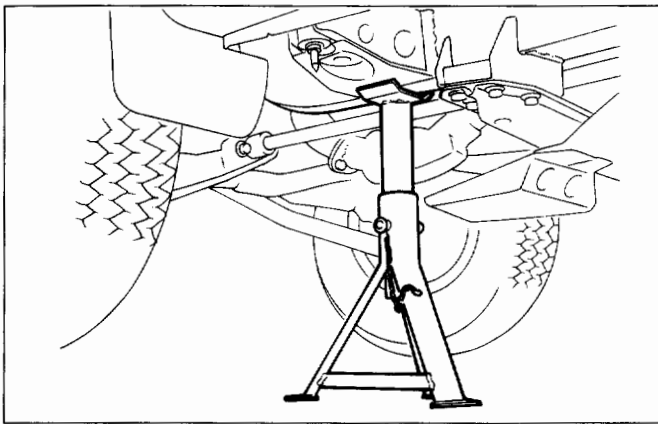


Fig. 0A-7

LIFTING POINT; REAR

- Position the floor jack at the center of the rear axle case when lifting the vehicle (Fig. 0A-8).

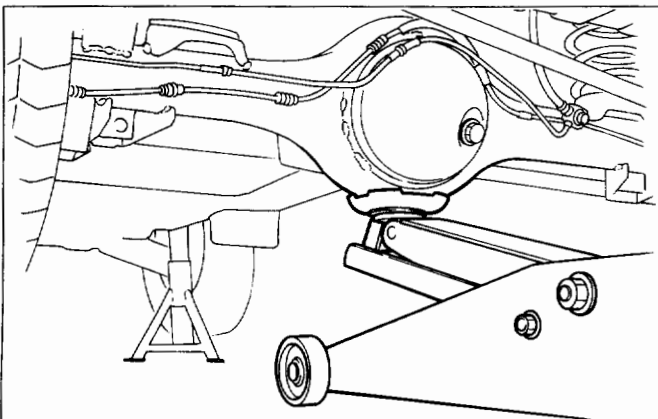


Fig. 0A-8

SUPPORTABLE POINT; REAR

- Position the chassis stands at the bottom of the frame sidemember, just behind the trailing link bracket (Fig. 0A-9).

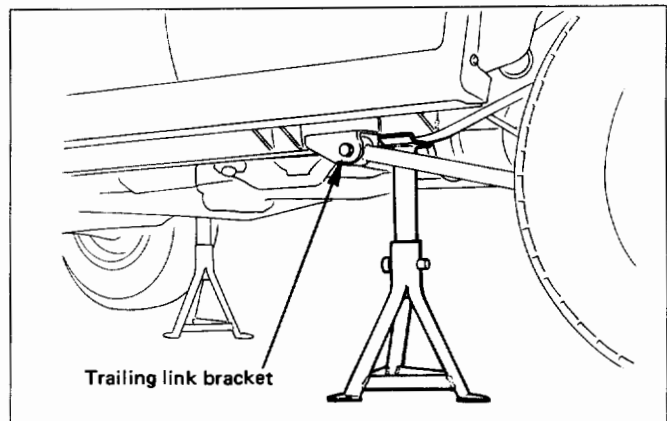


Fig. 0A-9

SUPPORTABLE POINT; REAR

- Position the chassis stands at the bottom of the rear axle case (Fig. 0A-10).

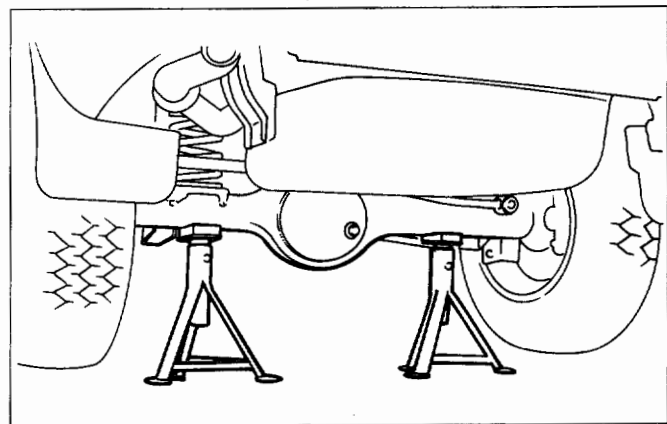




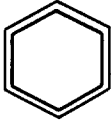





Fig. 0A-10

STANDARD BOLTS TORQUE SPECIFICATIONS

The torque values given in the following table should be applied where a particular torque is not specified.

N·m (lb·ft)

Strength Class	4.8	8.8		9.8
		Refined	Non-Refined	
Bolt Identification				
Bolt Diameter × Pitch (mm)	 No mark			
M 6×1.0	4 — 8 (3 — 6)	5 — 10 (4 — 7)		—
M 8×1.25	8 — 18 (6 — 13)	12 — 23 (9 — 17)		17 — 30 (12 — 22)
M10×1.25	21 — 34 (15 — 25)	28 — 46 (20 — 34)		37 — 63 (27 — 46)
* M10×1.5	20 — 33 (14 — 25)	28 — 45 (20 — 33)		36 — 60 (27 — 44)
M12×1.25	49 — 74 (36 — 54)	61 — 91 (45 — 67)		76 — 114 (56 — 84)
* M12×1.75	45 — 69 (33 — 51)	57 — 84 (42 — 62)		72 — 107 (53 — 79)
M14×1.5	77 — 115 (56 — 85)	93 — 139 (69 — 103)		114 — 171 (84 — 126)
* M14×2.0	72 — 107 (53 — 79)	88 — 131 (65 — 97)		107 — 160 (79 — 118)
M16×1.5	104 — 157 (77 — 116)	135 — 204 (100 — 150)		160 — 240 (118 — 177)
* M16×2.0	100 — 149 (74 — 110)	130 — 194 (95 — 143)		153 — 230 (113 — 169)
M18×1.5	151 — 226 (111 — 166)	195 — 293 (144 — 216)		230 — 345 (169 — 255)
M20×1.5	206 — 310 (152 — 229)	270 — 405 (199 — 299)		317 — 476 (234 — 351)
M22×1.5	251 — 414 (185 — 305)	363 — 544 (268 — 401)		425 — 637 (313 — 469)
M24×2.0	359 — 539 (265 — 398)	431 — 711 (318 — 524)		554 — 831 (409 — 613)

The asterisk * indicates that the bolts are used for female-threaded parts that are made of soft materials such as casting, etc.

ABBREVIATIONS CHARTS

LIST OF AUTOMOTIVE ABBREVIATIONS WHICH MAY BE USED IN THIS MANUAL

A – Ampere(s)	EEPROM – Electronically Erasable Programmable Read Only Memory
ABS – Antilock Brake System	EGR – Exhaust Gas Recirculation
AC – Alternating Current	EI – Electronic Ignition
A/C – Air Conditioning	ETR – Electronically Tuned Receiver
ACCEL – Accelerator	EVAP – Evaporation Emission
ACC – Accessory	Exh – Exhaust
ACL – Air Cleaner	°F – Degrees Fahrenheit
Adj – Adjust	Fed – Federal (All States Except Calif.)
A/F – Air Fuel Ratio	FF – Front Drive Front Engine
AIR – Secondary Air Injection System	FL – Fusible Link
Alt – Altitude	FLW – Fusible Link Wire
AMP – Ampere(s)	FP – Fuel Pump
ANT – Antenna	FRT – Front
ASM – Assembly	ft – Foot
A/T – Automatic Transmission/Transaxle	FWD – Front Wheel Drive
ATDC – After Top Dead Center	4WD – Four Wheel Drive
ATF – Automatic Transmission Fluid	4 x 4 – Four Wheel Drive
Auth – Authority	4 A/T – Four Speed Automatic Transmission/ Transaxle
Auto – Automatic	
BARO – Barometric Pressure	Gal – Gallon
Bat – Battery	GEN – Generator
B+ – Battery Positive Voltage	GND – Ground
Bbl – Barrel	Gov – Governor
BHP – Brake Horsepower	g – Gram
BPT – Backpressure Transducer	Harn – Harness
BTDC – Before Top Dead Center	HC – Hydrocarbons
°C – Degrees Celsius	HD – Heavy Duty
CAC – Charge Air Cooler	Hg – Hydrargyrum (Mercury)
Calif – California	HiAlt – High Altitude
cc – Cubic Centimeter	HO2S – Heated Oxygen Sensor
CID – Cubic Inch Displacement	HVAC – Heater-Vent-Air Conditioning
CKP – Crankshaft Position	IAC – Idle Air Control
CL – Closed Loop	IAT – Intake Air Temperature
CLCC – Closed Loop Carburetor Control	IC – Integrated Circuit – Ignition Control
CMP – Camshaft Position	ID – Identification – Inside Diameter
CO – Carbon Monoxide	IGN – Ignition
Coax – Coaxial	INJ – Injection
Conn – Connector	IP – Instrument Panel
Conv – Converter	IPC – Instrument Panel Cluster
Crank – Crankshaft	Int – Intake
Cu.In. – Cubic Inch	ISC – Idle Speed Control
CV – Constant Velocity	J/B – Junction Block
Cyl – Cylinder(s)	kg – Kilograms
DI – Distributor Ignition	km – Kilometers
Diff – Differential	km/h – Kilometer per Hour
Dist – Distributor	kPa – Kilopascals
DLC – Data Link Connector	kV – Kilovolts (thousands of volts)
DOHC – Double Overhead Camshaft	kW – Kilowatts
DTC – Diagnostic Trouble Code	KS – Knock Sensor
DTM – Diagnostic Test Mode	L – Liter
DTT – Diagnostic Test Terminal	lb-ft – Foot Pounds
DVM – Digital Voltmeter (10 meg.)	lb-in – Inch Pounds
DVOM – Digital Volt Ohmmeter	
EBCM – Electronic Brake Control Module	
ECM – Engine Control Module	
ECT – Engine Coolant Temperature	

LF – Left Front	SAE – Society of Automotive Engineers
LH – Left Hand	Sec – Secondary
LR – Left Rear	SFI – Sequential Multiport Fuel Injection
LS – Left Side	SI – System International
LWB – Long Wheel Base	SIR – Supplemental Inflatable Restraint System
L-4 – In-line Four Cylinder Engine	SOHC – Single Overhead Camshaft
MAF – Mass Air Flow	Sol – Solenoid
MAN – Manual	SPEC – Specification
MAP – Manifold Absolute Pressure	Speedo – Speedometer
Max – Maximum	SRS – Supplemental Restraint System
MC – Mixture Control	ST – Start
MFI – Multiport Fuel Injection	– Scan Tool
MIL – Malfunction Indicator Lamp	Sw – Switch
Min – Minimum	SWB – Short Wheel Base
mm – Millimeter	SYN – Synchronize
MPG – Miles per Gallon	Tach – Tachometer
MPH – Miles per Hour	TB – Throttle Body
M/T – Manual Transmission/Transaxle	TBI – Throttle Body Fuel Injection
MV – Millivolt	TCC – Torque Converter Clutch
NA – Natural Aspirated	TCM – Transmission Control Module
NC – Normally Closed	TDC – Top Dead Center
N·m – Newton Meters	Term – Terminal
NO – Normally Open	TEMP – Temperature
NO _x – Nitrogen, Oxides of	TP – Throttle Position
OBD – On-Board Diagnostic	TRANS – Transmission/Transaxle
OD – Outside Diameter	TURBO – Turbocharger
O/D – Over Drive	TVRS – Television & Radio Suppression
OHC – Overhead Camshaft	TVV – Thermal Vacuum Valve
OL – Open Loop	TWC – Three Way Catalytic Converter
O ₂ – Oxygen	3 A/T – Three Speed Automatic Transmission/ Transaxle
O ₂ S – Oxygen Sensor	2WD – Two Wheel Drive
PAIR – Pulsed Secondary Air Injection System	4 x 2 – Two Wheel Drive
P/B – Power Brakes	U-joint – Universal Joint
PCM – Powertrain Control Module	V – Volt(s)
PCV – Positive Crankcase Ventilation	VAC – Vacuum
PRESS – Pressure	VIN – Vehicle Identification Number
PROM – Programmable Read Only Memory	VRRRE – Vehicle Refrigerant Recovery and Recycling Equipment
PNP – Park/Neutral Position	V-ref – ECM Reference Voltage
P/S – Power Steering	VSS – Vehicle Speed Sensor
PSI – Pounds per Square Inch	VSV – Vacuum Switch Valve
PSP – Power Steering Pressure	V-6 – Six Cylinder “V” Engine
Pt. – Pint	V-8 – Eight Cylinder “V” Engine
Pri – Primary	W – Watt(s)
PWM – Pulse Width Modulate	w/ – With
Qt – Quart	w/b – Wheel Base
REF – Reference	w/o – Without
RF – Right Front	WOT – Wide Open Throttle
RFI – Radio Frequency Interference	
RH – Right Hand	
RPM – Revolutions per Minute	
RPM Sensor – Engine Speed Sensor	
RPO – Regular Production Option	
RR – Right Rear	
RS – Right Side	
RTV – Room Temperature Vulcanizing	
RWAL – Rear Wheel Antilock Brake	
RWD – Rear Wheel Drive	

SERVICE PARTS IDENTIFICATION PLATE

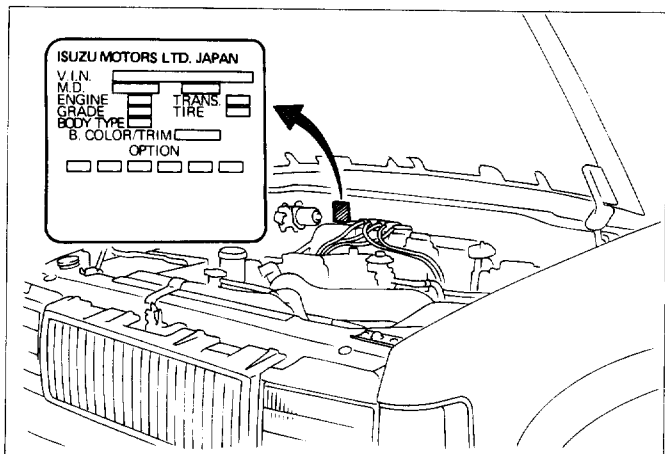


Fig. 0A-11

The Vehicle Information Plate (Service Parts ID plate) is provided on all vehicle models. It is located on the center dash wall inside the engine compartment. The plate lists the VIN (Vehicle Identification Number), paint information and all production options and special equipment on the vehicle when it was shipped from the factory (Fig. 0A-11).

SECTION 0B

MAINTENANCE AND LUBRICATION

CONTENTS

Maintenance Schedule List	0B- 1	Lubricant Viscosity Chart	0B- 9
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MAINTENANCE SCHEDULE LIST

NORMAL VEHICLE USE

The maintenance instructions in this Maintenance Schedule are based on the assumption that the vehicle will be used as designed:

- to carry passengers and cargo within the limitations specified on the tire placard located on the inside of the glove compartment door;
- to be driven on reasonable road surfaces within legal operating limits;
- to be driven on a daily basis, as a general rule, for at least several miles/kilometers;
- to be driven on unleaded fuel

Unusual or severe operating conditions will require more frequent car maintenance, as specified in the following sections.

SEVERE DRIVING CONDITIONS

If the vehicle is usually operated under any of the severe driving conditions listed below, it is recommended that the applicable maintenance services be performed at the specified interval shown in the chart below.

Severe driving conditions

- Repeated short trips in cold weather
- Driving in dusty areas
- Frequent idling and/or frequent low-speed operation
- Towing a trailer

ITEMS	INTERVAL
CHANGE ENGINE OIL AND OIL FILTER	Every 4,800 km (3,000 miles) or 3 months
CHANGE AUTOMATIC TRANSMISSION FLUID	Every 32,000 km (20,000 miles)

MILEAGE ONLY ITEMS

MILEAGE ONLY ITEMS		IN THOUSANDS OF MILES (USE ODOMETER READING)															DESCRIPTION	
		(x 1000 miles)																
		7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105	112.5	120	
1	CHANGE FRONT AND REAR AXLE OIL																	
2	CHANGE MANUAL TRANSMISSION AND TRANSFER CASE OIL																	
3	REPLACE AIR CLEANER FILTER																	
4	REPLACE SPARK PLUGS																	
5	CHANGE ENGINE COOLANT																	
6	* REPLACE TIMING BELT																	
7	ROTATE TIRES																	
8	CHANGE POWER STEERING FLUID																	
9	REPACK FRONT WHEEL BEARINGS																	
10	REPACK FRONT FREE-WHEELING HUBS																	
11	CLEAN RADIATOR CORE AND AIR CONDITIONING CONDENSER																	
12	INSPECT SPARK PLUG WIRE																	

* : Replacement of the timing belt is recommended at every 60,000 miles (96,000 km).
 Failure to replace the timing belt may result in damage to the engine.

SHADED AREA INDICATES SERVICE TO BE PERFORMED.

MILEAGE/MONTHS

MILEAGE/MONTHS whichever comes first		MONTHS OR EVERY	IN THOUSANDS OF MILES (USE ODOMETER READING)														DESCRIPTION		
			7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105		112.5	120
1	CHECK BATTERY FLUID LEVEL	12																	
2	CHECK ENGINE COOLANT LEVEL	12																	
3	CHECK BRAKE AND CLUTCH FLUID LEVEL	12																	
4	CHECK FLUID LEAKS	12																	
5	* CHANGE ENGINE OIL	12																	
6	* REPLACE ENGINE OIL FILTER	12																	
7	CHECK COOLING AND HEATER HOSES	12																	
8	CHECK EXHAUST SYSTEM	12																	
9	CHECK FUEL LINE AND FUEL TANK/CAP	12																	
10	CHECK ENGINE DRIVE BELTS	24																	
11	CHECK TIRES AND WHEELS	12																	
12	CHECK STEERING OPERATION	12																	
13	CHECK BRAKE LINES AND HOSE	12																	
14	CHECK DISC BRAKES	12																	
15	CHECK BRAKE PEDAL PLAY	12																	
16	CHECK PARKING BRAKE	12																	
17	LUBE ACCELERATOR LINKAGE	6																	
18	CHECK SUSPENSION AND STEERING	12																	
19	LUBE BODY AND CHASSIS	6																	
20	LUBE FRONT AND REAR PROPELLER SHAFT	6																	
21	CHECK PROPELLER SHAFT FLANGE TORQUE	12																	
22	* CHECK AUTOMATIC TRANSMISSION FLUID	12																	
23	CHECK AUTO CRUISE CONTROL LINKAGE AND HOSES	12																	
24	CHECK CLUTCH LINES AND HOSE	12																	
25	LUBE CLUTCH PEDAL SPRING, BUSHING AND CLEVIS PIN	6																	
26	CHECK CLUTCH PEDAL FREE PLAY	12																	
27	CHECK STARTER SAFETY SWITCH	12																	
28	CHECK ACCELERATOR LINKAGE	12																	

* : Under severe driving conditions, additional maintenance is required. Refer to "Severe driving conditions".

SHADED AREA INDICATES SERVICE TO BE PERFORMED.

EXPLANATION OF COMPLETE VEHICLE MAINTENANCE SCHEDULE

Brief explanations of the services listed in the preceding Maintenance Scheduled are presented below.

Replace all questionable parts and note any necessary repairs as you perform these maintenance procedures.

FRONT AND REAR AXLE LUBRICANT REPLACEMENT

Check the lubricant level after every 7,500 miles (12,000 km) of operation and add lubricant to level of filler hole if necessary.

Replace the front and rear axle lubricant at 15,000 miles (24,000 km) and 30,000 miles (48,000 km) and after every 30,000 miles (48,000 km) or operation thereafter.

MANUAL TRANSMISSION LUBRICANT REPLACEMENT

Check the lubricant level after every 7,500 miles (12,000 km) of operation and add lubricant to level of filler hole if necessary.

Replace the transmission lubricant at 15,000 miles (24,000 km) and 30,000 miles (48,000 km) and after every 30,000 miles (48,000 km) of operation thereafter.

TRANSFER CASE LUBRICANT REPLACEMENT

Check the lubricant level after every 7,500 miles (12,000 km) of operation and add lubricant to level of filler hole if necessary.

Replace the transfer case lubricant at 15,000 miles (24,000 km) and 30,000 miles (48,000 km) and after every 30,000 miles (48,000 km) of operation thereafter.

AIR CLEANER ELEMENT REPLACEMENT

Replace the air cleaner under normal operating conditions every 30,000 miles (48,000 km).

Operation of the vehicle in dusty areas will necessitate more frequent replacement.

SPARK PLUG REPLACEMENT

Replace the plugs at 30,000 mile (48,000 km) intervals with the type specified at the end of this section.

COOLING SYSTEM SERVICE

Drain, flush and refill system with new engine coolant. Refer to "Recommended Fluids and Lubricants" in this section, or ENGINE COOLING (SEC. 6B).

TIMING BELT REPLACEMENT

Replacement of the timing belt is recommended at every 60,000 miles (96,000 km).

Failure to replace the timing belt may result in serious damage to the engine.

TIRE ROTATION

Rotate tires every 7,500 miles (12,000 km).

POWER STEERING FLUID REPLACEMENT

Drain the power steering fluid and then refill the system to the proper level with power steering fluid after every 30,000 miles (48,000 km) of operation. See the appropriate section of this manual for further details.

FRONT WHEEL HUBS LUBRICANT REPLACEMENT

Clean and repack the front wheel bearings at 30,000 mile (48,000 km) intervals.

Clean and lubricate the free wheeling hubs at the same time the front wheel bearings are serviced.

Refer to FRONT DRIVING AXLE (SEC. 4C).

RADIATOR CORE AND AIR CONDITIONING CONDENSER CLEANING

Clean the front of the radiator core and air conditioning condenser, at 60,000 mile (96,000 km) intervals.

SPARK PLUG WIRE INSPECTION

Check the spark plug wires at 60,000 mile (96,000 km) intervals.