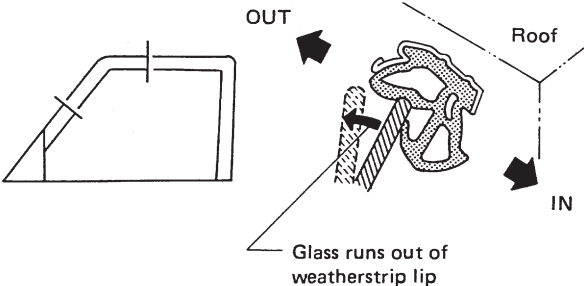
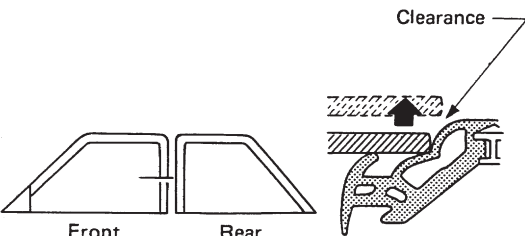
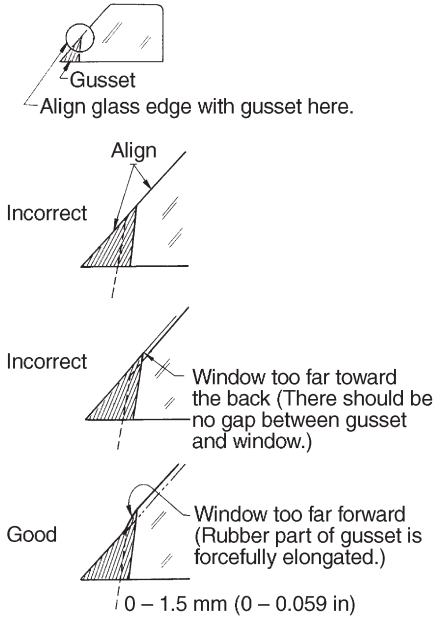
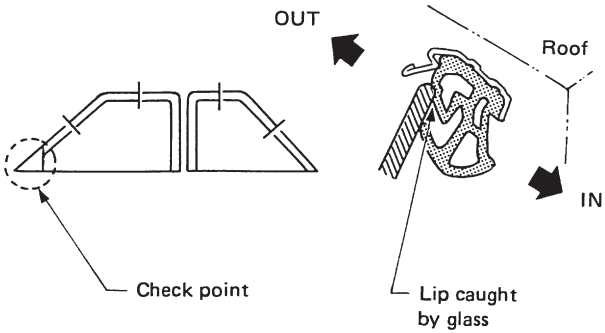
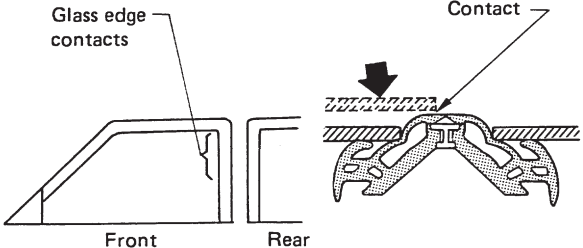
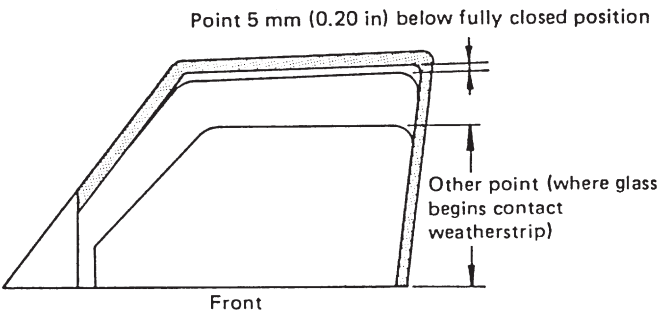
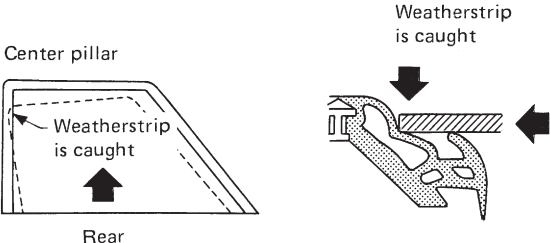
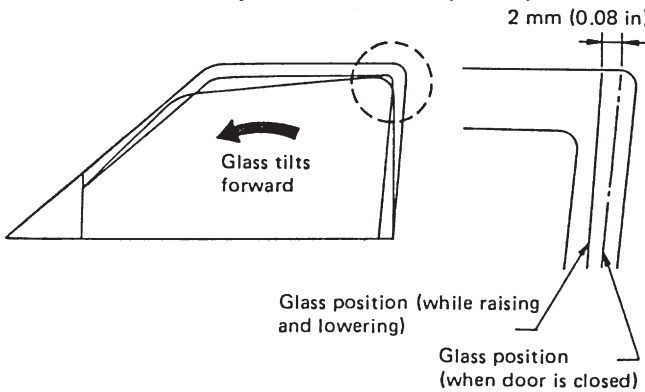


1. Door Glass

	Condition	Apparent cause/Correction
Glass in fully closed position	1) Glass runs out of weatherstrip lip when considerable hand pressure is applied to it from inside.  G5M0502 (This condition may cause wind/booming noise during high-speed operation.) 2) Clearance exists between glass and weatherstrip when light hand pressure is applied to it at center and rear pillar locations.  G5M0503 (This condition may cause wind noise and/or water leakage.) 3) Adjust door glass so that it is aligned with door rearview mirror gusset.  H5M0672A	● Insufficient upward travel of glass Increase upward travel of glass. ● Insufficient glass-to-door weatherstrip contact Check stabilizer and glass for proper contact. Increase contact using upper sash adjustment bolt. ● Insufficient glass-to-door weatherstrip contact Check stabilizer and glass for proper contact. Increase contact using upper sash adjustment bolt. ● Window is not properly adjusted in up-down/fore-aft direction. Adjust window. If necessary, move "B" channel for regulator to eliminate window "tilt". ● Gusset is not properly adjusted in fore-aft direction. Adjust gusset after loosening all bolts and nuts with tightening it.

	Condition	Apparent cause/Correction
Door in fully closed/ open position	1) Glass rides over weatherstrip lip when door is closed.  G5M0505 (This condition increases wind/booming noise, leakage and/or effort required to close door.)	Improper up-down and in-out glass alignments Adjust glass for up-down and in-out alignments (incl. rear sash, upper stopper adjustment, etc.). If necessary, correct glass tilt by moving regulator "B" channel.
	2) Edge of glass contacts retainer when door is fully closed.  G5M0506	Improper glass-to-center pillar weatherstrip or excessive glass contact to weatherstrip Excessive adjusting in contact to weatherstrip causes rear edge of glass to tilt inboard closer to center pillar. Adjust rear sash adjustment bolt to reduce glass contact to weatherstrip.
Raise or lower window glass	1) Considerable effort or time is required to operate regulator. Standard operating effort: - Entire up-down travel except for point 5 mm (0.20 in) below fully closed position: 29.4 N (3.0 kg, 6.6 lb) - Point 5 mm (0.20 in) below fully closed position: 45.0 N (4.5 kg, 10.12 lb)  G5M0507	- Sliding resistance increased due to high stabilizer-to-glass contact pressure - Reduce contact by mounting inner stabilizer to inside of the car. - High glass-to-windshield contact pressure - Reduce contact using upper sash adjustment bolt. - Unequal contact adjustment stroke between front and rear sashes - Set to equal stroke. - Tilt of rear sash adjustment bolt mounting bracket - Correct tilt of bracket so it is parallel to inner panel.

	Condition	Apparent cause/Correction
Raise or lower window glass	2) Center pillar weatherstrip is caught by rear window glass when glass is raised.  G5M0508	Improper fore-aft or in-out alignment of window glass Lower regulator "B" channel to tilt window glass back.
	3) Glass tilts forward by more than 2 mm (0.08 in).  G5M0509 (Excessive tilt of glass forward is due to excessive glass "contact" which causes reaction of center pillar weatherstrip.) Glass can be tilted forward due to increase in reaction of shoulder weatherstrip or free play between sash and roller. Taking these symptoms into account, glass should be aligned.	- Excessive glass contact pressure or improper in-out alignment - Lower regulator "B" channel to tilt glass rearward. - Reduce contact pressure using upper sash adjustment bolt.