

SUBARU

SVX

1992



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1. Pre-road Test Inspection

A: HOOD OPERATION

CHECK POINTS

1. Operation of hood release and lock
2. Condition of lock
3. Fitting hood

B: DOOR OPERATION AND DOOR LOCK

CHECK POINTS

1. Door "Open-close" operation
2. Operation of door release and lock
3. Loose or damage parts
4. Position of door window glass
5. Operation of power window switches
6. Auto-door locking operation

C: TRUNK LID AND FUEL LID OPERATION

CHECK POINTS

1. Trunk lid and fuel lid "open-close" operation
2. Operation of trunk lid (release and lock)
3. Fitting of trunk lid and fuel lid
4. Operation of trunk lid opener release lever

D: BRAKE FLUID LEVEL AND BRAKE PIPING INSTALLATION

CHECK POINTS

1. Fluid level in brake reserve tank
2. Wiring of fluid leveller and its operation
3. Brake booster, master cylinder and pressure control valve for proper installation; brake pipe, brake hose and connectors for proper fitting
4. Leakage in any of the above

- Check fluid leveller operation while pushing it down with a screwdriver.

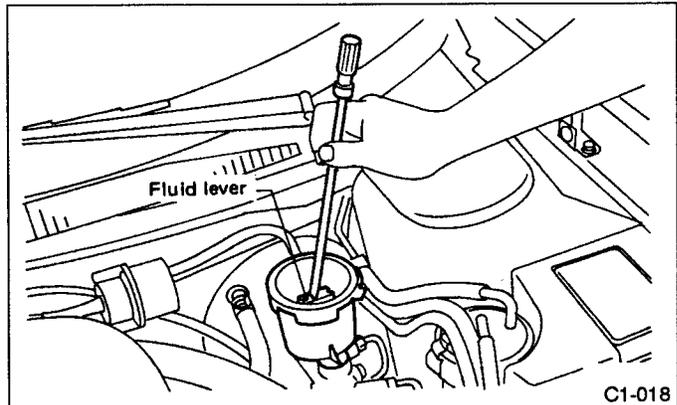


Fig. 1

Recommended brake fluid

FMVSS No. 116, fresh DOT3 or DOT4 brake fluid

- a. The fluid level must be kept at "MAX" level.
- b. Do not mix different brands of brake fluid.
- c. When adding brake fluid, be careful not to allow any dirt, water, or oil around the fluid tank to enter it.
- d. Never use engine oil, gear oil, or any mineral oil.
- e. Use extreme care not to allow any water to get into the fluid; water in the brake fluid will lower the fluid's boiling point and cause vapor-lock.
- f. Use special care not to spill any brake fluid on the vehicle's painted surfaces, because it will quickly erode them. In case of an accident, wipe it off as quickly and as cleanly as possible.
- g. If the too much brake fluid is missing, check the brake line for possible leakage.
- h. After adding brake fluid, any excess must be stored in a tightly sealed container.
- i. When checking the operation of leveller, use clean screwdriver or the like and be careful not to allow dirt or dust to get into the tank.

E: BATTERY FLUID LEVEL AND BATTERY INSTALLATION

CHECK POINTS

1. External parts
2. Electrolyte level
3. Specific gravity

1. Check for the existence of dirt or cracks on the battery case, top cover, vent plugs, and terminal posts. If necessary, clean with water and wipe with a dry cloth. Apply a thin coat of grease on the terminal posts to prevent corrosion.

Check the electrolyte level in each cell. If the level is below MIN LEVEL, bring the level to MAX LEVEL by pouring distilled water into the battery cell. Do not fill beyond MAX LEVEL.

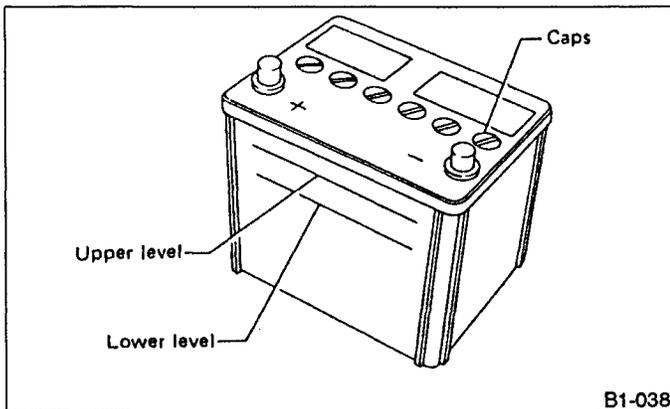


Fig. 2

- a. Electrolyte has toxicity; be careful handling the fluid.
 - b. Avoid contact with skin, eyes or clothing. Especially contact with eyes, flush with water for 15 minutes and get prompt medical attention.
 - c. Batteries produce explosive gasses. Keep sparks, flame, cigarettes away.
 - d. Ventilate when charging or using in enclosed space.
3. The specific gravity of electrolyte can be measured with a hydrometer. Holding the glass tube vertically, slowly draw the liquid into the tube. Take the reading on the float scale at the highest point of the liquid. When reading, the eye should be level with the surfaced of the liquid.

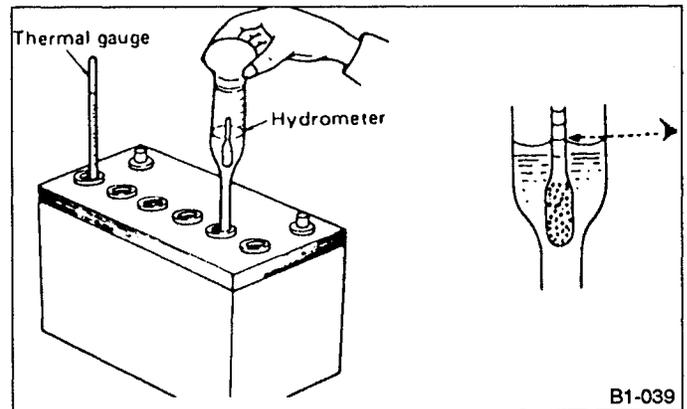


Fig. 3

Serviceable specific gravity

1.220 — 1.280 at 20°C (68°F)

If the specific gravity reading is below 1.220 at 20°C (68°F), the battery must be recharged and, if necessary, the specific gravity of the electrolyte must be adjusted. The specific gravity changes according to temperature. The standard gravity temperature is considered to be 20°C (68°F).

When measuring the specific gravity, calculate as follows:

$$S = St + 0.0007 (t - 20)$$

S = Specific gravity corrected for 20°C (68°F)

St = Measured specific gravity at t°C

t = Electrolyte temperature on centigrade scale (°C)

0.0007 = Temperature coefficient

[EXAMPLE]

A hydrometer reading of 1.273 at 30°C (86°F) is corrected to 1.280 at 20°C (68°F), indicating that the battery is fully charged. On the other hand, a reading of 1.251 at -10°C (14°F) is corrected to 1.230 at 20°C (68°F), indicating that the battery is partially charged.

F: COOLANT LEVEL AND COOLING FAN INSTALLATION

CHECK POINTS

1. Coolant level
2. Cooling fan motor and wiring
3. Water leakage and hose damage

- a. Always inspect and add at reserve tank when engine is cold.
- b. The level must be kept at "FULL" level.
- c. Use only genuine SUBARU Coolant (P/N000016218).
- d. Avoid using any coolant or only water other than this designated type to prevent corrosion.
- e. SUBARU's engine is aluminum alloy, and so special care is necessary.
- f. If reserve tank is empty, check coolant level in radiator. Add coolant up to filler neck of radiator, if necessary.
- g. The radiator is a high pressure type. Never attempt to open the radiator cap when the coolant's temperature is high; otherwise boiling water will spurt out. Be sure to wait until the engine cools down before opening the radiator cap.
- h. When retightening the hose clamps, be careful not to over-tighten them, as doing so could damage the hose.

G: ENGINE OIL LEVEL

CHECK POINTS

- Engine oil level

- 1) Park vehicle on a level surface.
 - 2) Remove oil level gauge and wipe it clean.
 - 3) Reinsert the level gauge all the way. Be sure that the level gauge is correctly inserted with the symbol on the top appearing as shown in the figure1.
 - 4) Remove level gauge again, and check to ensure that oil level is between F and L marks on gauge rod. If the engine oil level is below the "L" line, add oil to bring the level up to the "F" line (Fig.2).
- a. Before checking oil level, ensure that engine is cold.
 - b. Do not check oil level immediately after engine or vehicle has stopped; wait at least 10 minutes.

c. Just after driving or while the engine is warm, the engine oil level may be in the range between the "F" line and the "notch" mark. This is caused by thermal expansion of the engine oil.

d. To prevent overfilling the engine oil, do not add oil above the "F" line when the engine is cold.

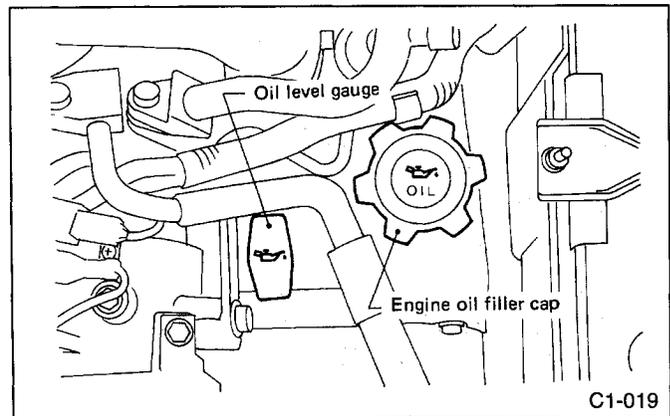


Fig. 1

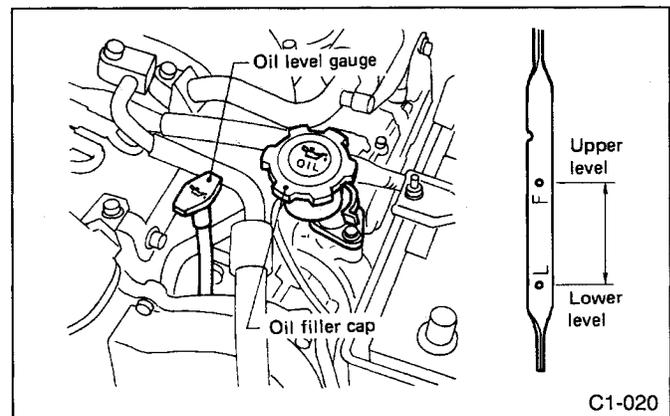


Fig. 2

Engine oil capacity:

Upper level

6.0 ℓ (6.3 US qt, 5.3 Imp qt)

Lower level

5.0 ℓ (5.3 US qt, 5.3 Imp qt)

- Recommended oil

API classification: SH or SG with the words "Energy Conserving II",
CCMC specification G4 or G5,
 or ILSAC certification mark is displayed on the container

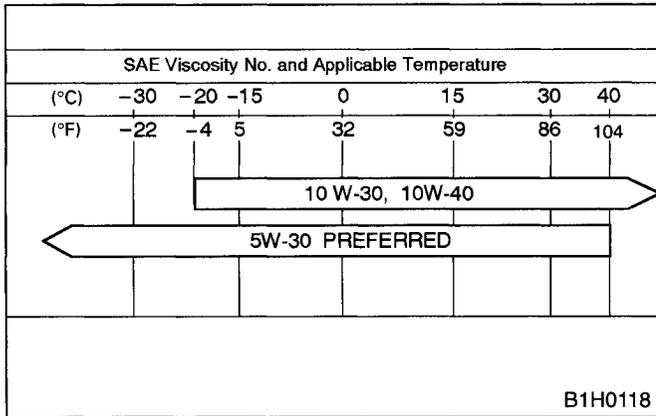
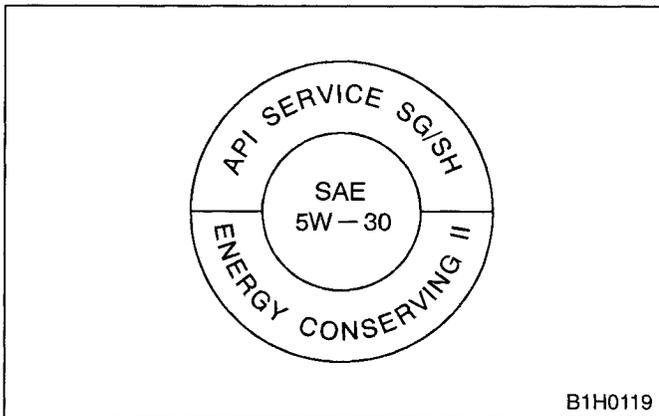


Fig. 3

a. When replenishing oil, it does not matter if the oil to be added is a different brand from that in the engine, however, use oil having the API classification and SAE viscosity No. designated by SUBARU.

b. If vehicle is used in desert areas or areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used:

API classification: SH
 SAE Viscosity No.: 30, 40, 10W-50, 20W-40,
 20W-50



B1H0119

Fig. 4



B1H0042

Fig. 5

H: DIFFERENTIAL GEAR OIL LEVEL

CHECK POINTS

1. Level of differential gear oil for automatic transmission
2. Level of rear differential gear oil for AWD model

- The level should be within the specified range marked on the gauge.

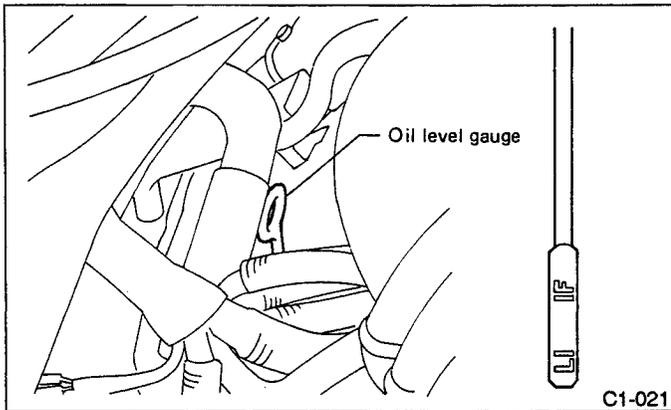


Fig. 7 Differential for automatic transmission

When inserting the level gauge into differential for automatic transmission, align the protrusion on the side of the top part of the level gauge with the notch in the gauge hole.

- Insert a finger into the filler port to determine whether the oil is level with the port opening.

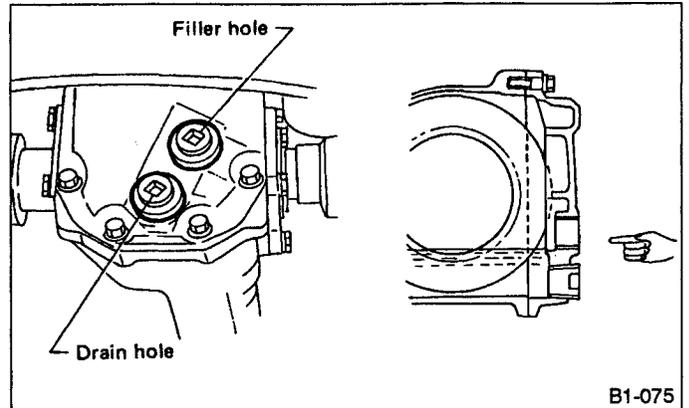


Fig. 8 AWD rear differential

- Recommended oil
 - a. For rear differential gear

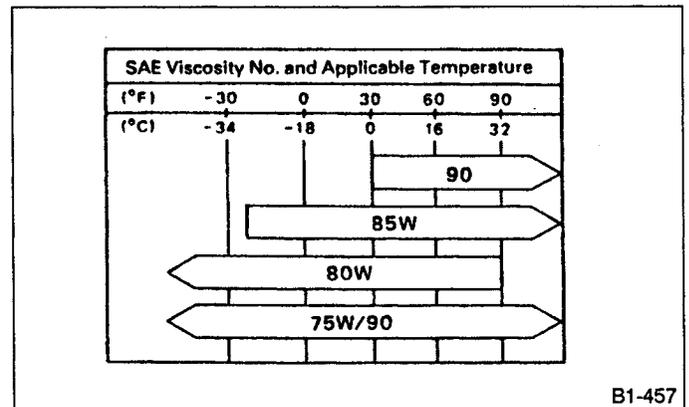


Fig. 9

- b. For differential gear (AT)

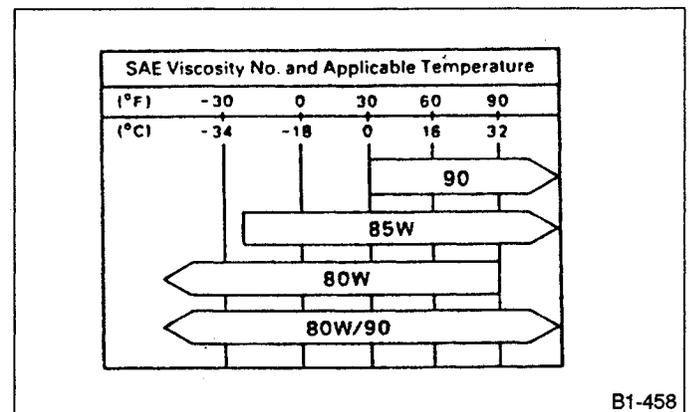


Fig. 10

- c. Oil grade is classified as API classification GL-5.
- d. Oil manufactures each have their own base oils and additives. Do not mix different brands together.

J: AIR CLEANER

CHECK POINTS

1. Contamination of air cleaner element
2. Related parts

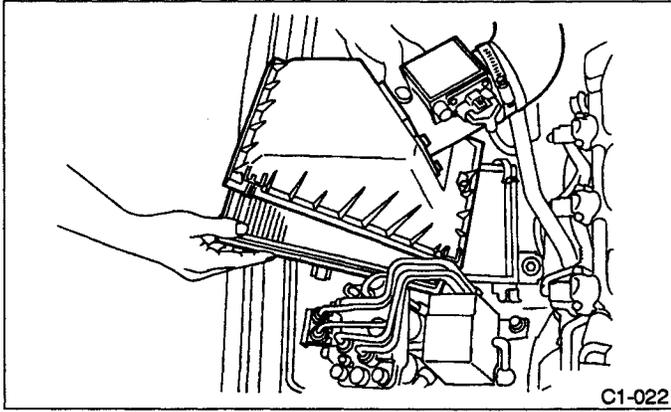


Fig. 11

- a. The air cleaner element is a viscous type, which should not be washed or cleaned.
- b. If the air cleaner element is broken or damaged, replace it with a new one.

K: JACK INSTALLATION

CHECK POINTS

- Installed condition of jack

L: WINDSHIELD WASHER AND WINDSHIELD WIPERS

CHECK POINTS

1. Installation of windshield washer tank
2. Checking of fluid level
3. Direction and quantity of windshield washer fluid sprayed
4. Operation of windshield wiper and washer

- In areas where water freezes in winter, use SUBARU windshield washer fluid (003406401) or an equivalent.

The relationship between fluid to water ratio and freezing point is as follows:

Fluid to water ratio (%)	Freezing point °C (°F)
30	- 12 (10)
50	- 20 (- 4)
100 (undiluted)	- 45 (- 49)

- a. Before raising wiper arm up, set wiper mode switch under lower cover to "WINTER".
- b. Before checking the windshield wiper, remove the blade protective cover and clean the windshield glass.

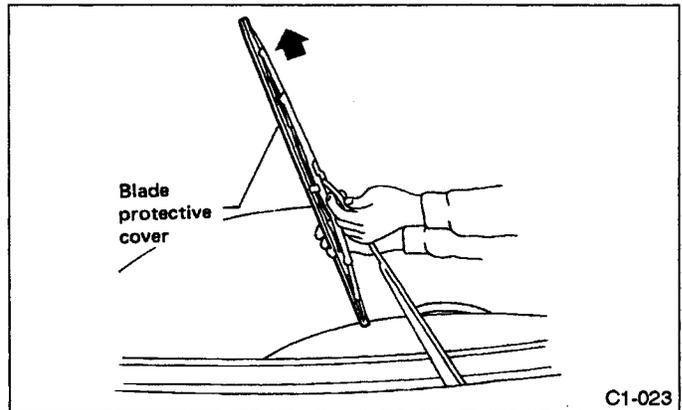


Fig. 12

- c. Do not operate the windshield wiper when the reservoir is empty.
- d. Before operating the windshield wipers, be sure to eject windshield washer fluid onto the windshield. If the windshield is dry, the wipers' operating speed and angle of operation will be different from when it is wet.
- e. If the position at which washer fluid is ejected is wrong: Using an eyelet or similar tool, adjust the direction of the nozzle, be careful not to damage the nozzle hole.
- f. Do not operate the windshield washer continuously for more than 10 seconds at a time.

M: REAR WINDOW WASHER AND WIPER

CHECK POINTS

1. Quantity of washer fluid
2. Direction and quantity of washer fluid sprayed
3. Operation of rear window washer and wiper

N: WHEEL NUTS FOR LOOSENESS AND TIRE INFLATION PRESSURE

CHECK POINTS

1. Wheel nut tightening torque
2. Tire inflation pressure and tire specification
3. Damage to tire and rim

Tightening torque:

98 — 118 N·m (10.0 — 12.0 kg-m, 72 — 87 ft-lb)

Tire pressure:

Front: 226 kPa (2.3 kg/cm², 33 psi)

Rear: 196 kPa (2.0 kg/cm², 28 psi)

T type tire: 412 kPa (4.2 kg/cm², 60 psi)

- a. When checking the wheel nuts, be sure to use a torque wrench, and tighten the nuts to the specified torque.
- b. After inspecting and adjusting the tire pressure, be sure to put the valve cap back.

O: SEAT ADJUSTER AND SEAT BELTS

CHECK POINTS

1. Front and rear seats, and their facing materials
2. Front seat operation
3. Rear seat folding operation
4. Seat belts and their fit
3. Installing procedure for child anchor

● Automatic belt type

- a. After inserting shoulder belt into emergency release buckle, open and close the door to check that shoulder anchor moves smoothly without binding.
 - b. Check that tongue unlatches when emergency release button is pushed. Also check that tongue clicks and latches when inserted into place.
 - c. The seat belt warning light on the instrument panel comes on for approximately six seconds when the ignition switch is turned "ON".
 - d. And the warning chime sounds if the driver's lap belt is not fastened or Automatic shoulder belt-emergency release buckle is released.
 - e. Make sure that the warning system works normally.
- Installing procedure for child anchor

When top strap anchor is used for rear seat:

- 1) Take out the anchor set from inside the glove box and check that its components are assembled as shown in Fig.

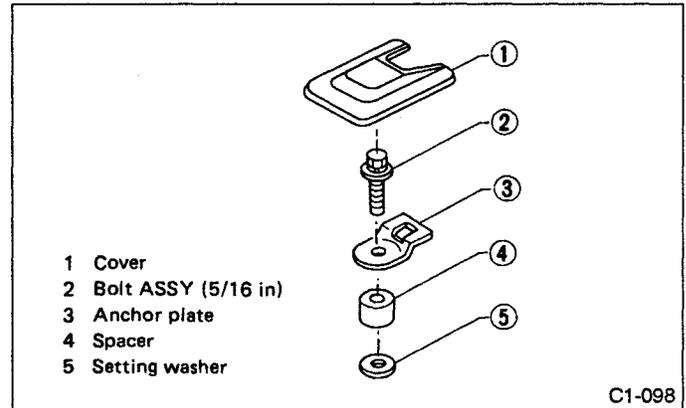


Fig. 13

- 2) The anchor installation points are covered with caps. Remove the cap at the desired anchor installation points.

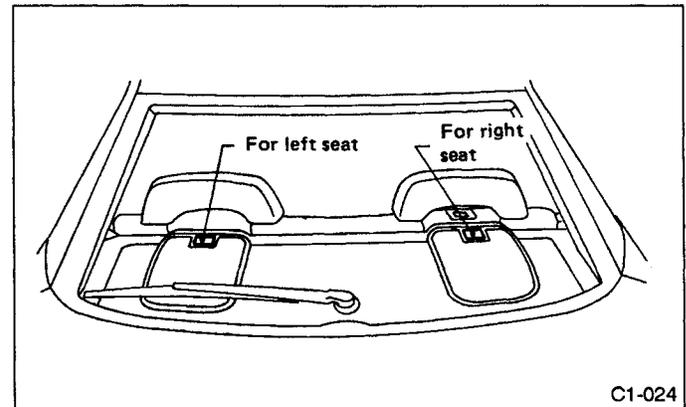


Fig. 14

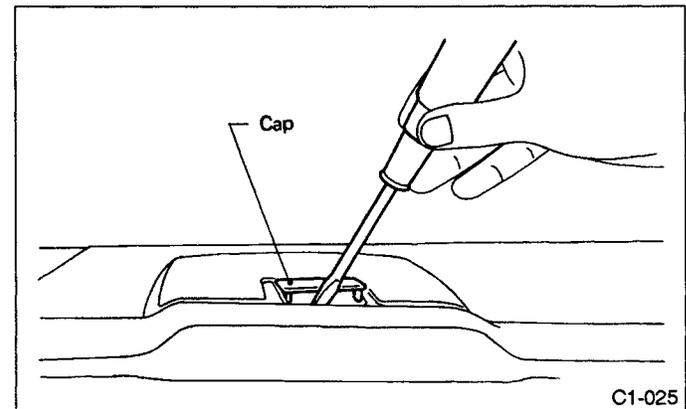


Fig. 15

- 3) Install the anchor at the installation point. Tighten the bolt so that the anchor is completely secured.
- 4) Attach the cover to the anchor plate.
- 5) Route top strap under pillow.
- 6) Attach the hook of the top strap to the anchor.

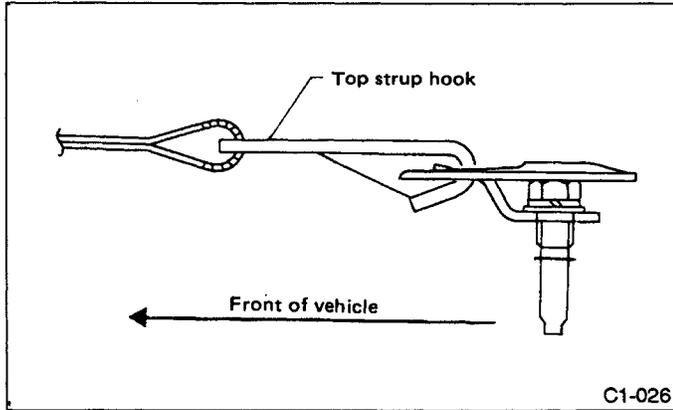


Fig. 16

- a. Be sure to install the plate anchor set in the correct direction.
- b. Before tightening the plate anchor set, position the plate in the pawl of the cover. Do not allow the cover base to be caught between the plate anchor and spacer.
- c. Always use a genuine top strap anchor.
- d. Be careful not to scratch seat cover when installing top strap hook.

P: FUSES

CHECK POINTS

1. Fuse installation
2. Spare fuse

Fuse as shown in Figure 17 is disconnected to avoid discharging the battery. Insert fuse (10A) in the main fuse box inside the engine compartment. Use fuse indicated by arrow in Figure 17.

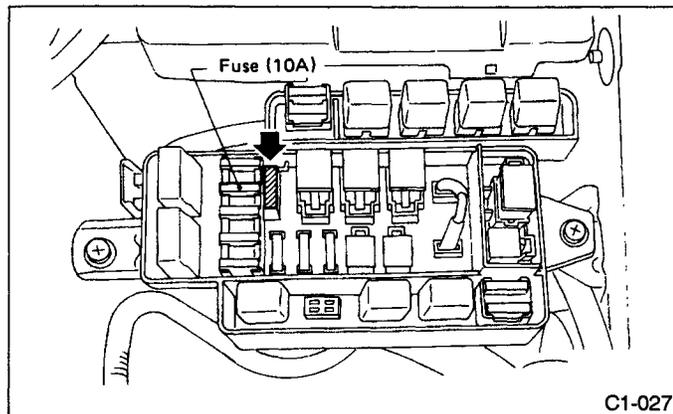


Fig. 17

Q: DIAGNOSIS CONNECTOR

CHECK POINTS

1. Check engine light flashing.
2. Jumper connector removal.

- Check the check engine light flashing.
 - a. With the jumper connector connected, set the ignition switch to ON (with engine OFF and ON). Flashing of the check engine light indicates no trouble.
 - b. If the check engine light displays a trouble code when the ignition switch is set to ON (with engine OFF), or if the check engine light illuminates with engine ON, this indicates that a trouble has occurred. Check Troubleshooting. Refer to 2-7: FUEL INJECTION SYSTEM.
 - c. If engine fails to turn over when the ignition switch is set to START, check the spark plugs. Refer to 6-1: Spark Plug [W4A0].
- Check the jumper connector removal.
 - a. Disconnect the jumper connector after checking that there is no trouble in the engine.
 - 1) Remove the A pillar lower trim of driver side front pillar.

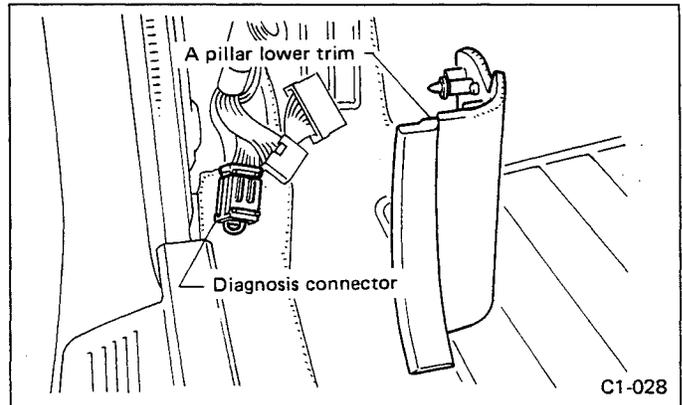


Fig. 18

- 2) Disconnect the jumper connector from diagnosis connector.

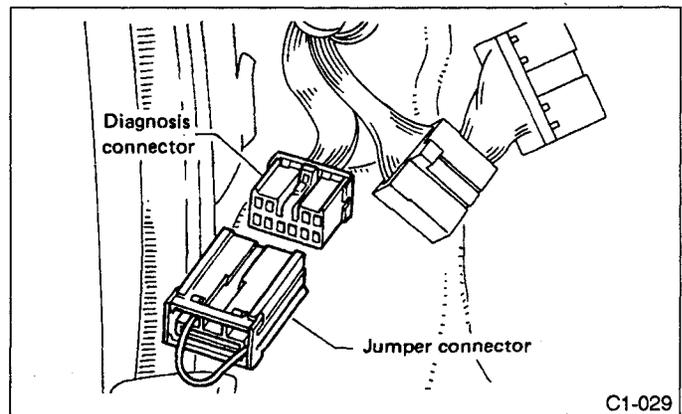


Fig. 19

3) Discard jumper connector after removal.

S: AIRBAG INDICATOR LIGHT

CHECK POINTS

- Operation of AIRBAG indicator light

When the ignition switch is turned to the "ON" position, the Supplemental Restraint System (AIRBAG) indicator light will come on for about 8 seconds, to show normal system operation, and then turn off.

T: LIGHTS AND SWITCHES

CHECK POINTS

1. Visual inspection of lights (installation, damage, dirty lenses, water inside, etc.)
2. Operation of all lights and switches
3. Horn operation
4. Operation of heater and ventilator
5. Removing the clip for room light switch

U: INSTALLATION OF STEERING COMPONENTS

CHECK POINTS

1. Installation of universal joints
2. Steering gear box for looseness, play, or backlash, and boots for damage
3. Tie-rod and tie-rod end for proper installation, or damage

1. Check the universal joint for looseness. When checking, turn ignition switch to "ACC" position.

Tightening torque:
21 — 26 N•m (2.1 — 2.7 kg-m, 15 — 20 ft-lb)

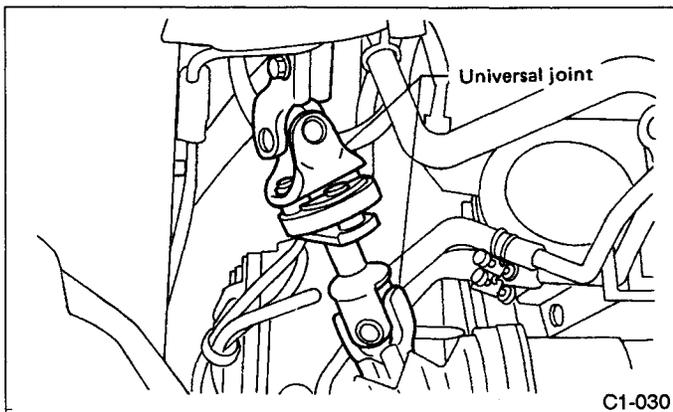


Fig. 20

2. Check the gear box mounting bolt for looseness.

Tightening torque:
47 — 71 N•m (4.8 — 7.2 kg-m, 35 — 52 ft-lb)

3. Check the tie-rod end lock nut for looseness.

Tightening torque:
78 — 88 N•m (8.0 — 9.0 kg-m, 58 — 65 ft-lb)

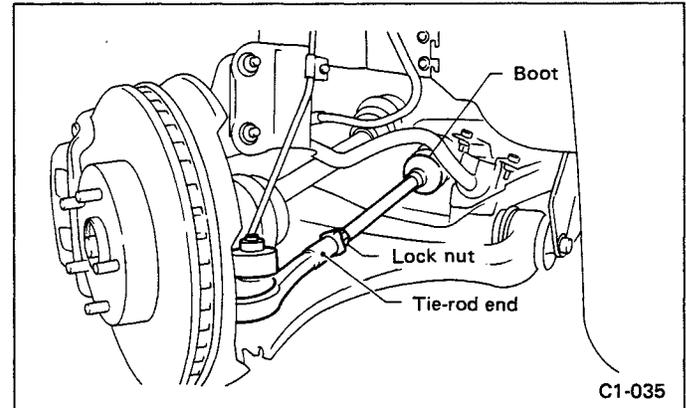


Fig. 21

4. Carefully check the root portion of the boots, and the condition of the clips.

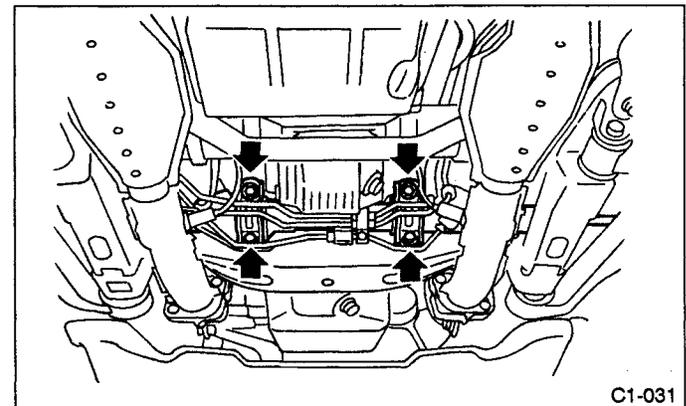


Fig. 22

V: EXHAUST PIPE AND MUFFLER

CHECK POINTS

1. Exhaust system's installation
2. Exhaust gas leakage

1. Check the exhaust system's installation for looseness, damage and possible interference with other parts. (Refer to Chapter 2-9 for tightening torque.) When the engine is running, and for a short time after it is stopped, the exhaust system remains very hot; use extreme care and don't get burnt during this evolution.

W: TIE-DOWN SERVICE HOLES**CHECK POINTS**

- Installation of plugs

1. Install plugs which are stored in console box into tie-down service holes in rear gusset frame.

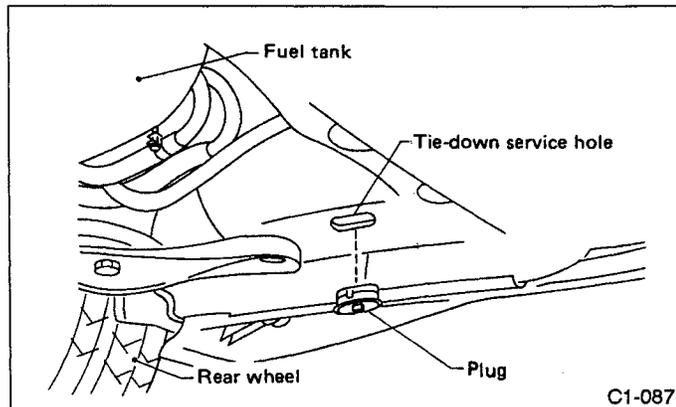


Fig. 23

X: FUEL SYSTEM FOR LEAKAGE**CHECK POINTS**

1. Installation of fuel hose and pipe. And condition of clamps
2. Fuel system for leakage

1. Check the fuel hose's layout, and also search for interference with other parts, twists, or damage, check the condition of the clamps.

Check the fuel and air breather pipes visually or by feeling with your fingers from the underside. Retighten the clamps if necessary.

a. When retightening the clamps, do not tighten them excessively.

b. When checking the fuel system, use extreme care to prevent accidental fires.

2. Without starting the engine, turn the ignition switch to the ON position, and operate the fuel pump to pressurize the fuel system. Then check the fuel system for leakage.

2. Road Test Inspection**A: OPERATION OF INDICATOR LIGHTS AND GAUGES****CHECK POINTS**

1. Operation of indicator lights
2. Operation of gauges

Check the operation according to the "Owner's manual".

a. Perform this inspection with the selector lever in the "P" position.

b. Set the parking brake.

c. Do not race the engine excessively.

B: TACHOMETER, RADIO, ETC.**CHECK POINTS**

- Operation of tachometer, radio, cigarette lighter, etc.

- Tachometer

Race the engine two or three times, and check the tachometer's operation.

Do not race the engine more than necessary.

- Radio

Check the operation according to the "Owner's manual".

- Cigarette lighter

To operate, push in the knob completely and wait for a moment. The lighter will click out of holder automatically when ready to use.

CAUTION:

a. To avoid the possibility of being burned, do not hold the cigarette lighter in by hand. This may also cause damage to the lighter heating element.

b. When replacing the knob, it is recommended that you use only a genuine part. If you use either non-genuine parts or any combination of parts different from original knob-and-socket combination, it may cause overheating due to a short circuit.

C: DRIVING TEST**CHECK POINTS**

1. Operation of foot brake and parking brake
2. Operation of selector lever (Automatic transmission models only)
3. Operation of steering and position of steering wheel
4. Operation of turn signal cancel cam
5. Operation of ventilation system and heater
6. Abnormal noises or vibration
7. Operation of cruise control

1. Check the foot and parking brakes' operation.

1) Drive on a dry, level, paved road, and apply normal braking. Look for uneven or improper operation, or pulling to one side.

Be sure to perform this test in a safe area.

2) Press the brake pedal in two or three times, and keep it fully depressed. Make sure that the brake can be kept that way for at least five seconds. Also check for air in the brake system, or brake fluid leakage.

3) Perform the adjustment of operating rod ASSY as follows:

(1) Be sure engine is off. (No vacuum is applied to brake booster).

(2) There should be play between brake booster clevis and pin at brake pedal installing portion.

[Depress brake pedal pad with a force of less than 10 N (1 kg, 2 lb) to a stroke of 1 to 3 mm (0.04 to 0.12 in).]

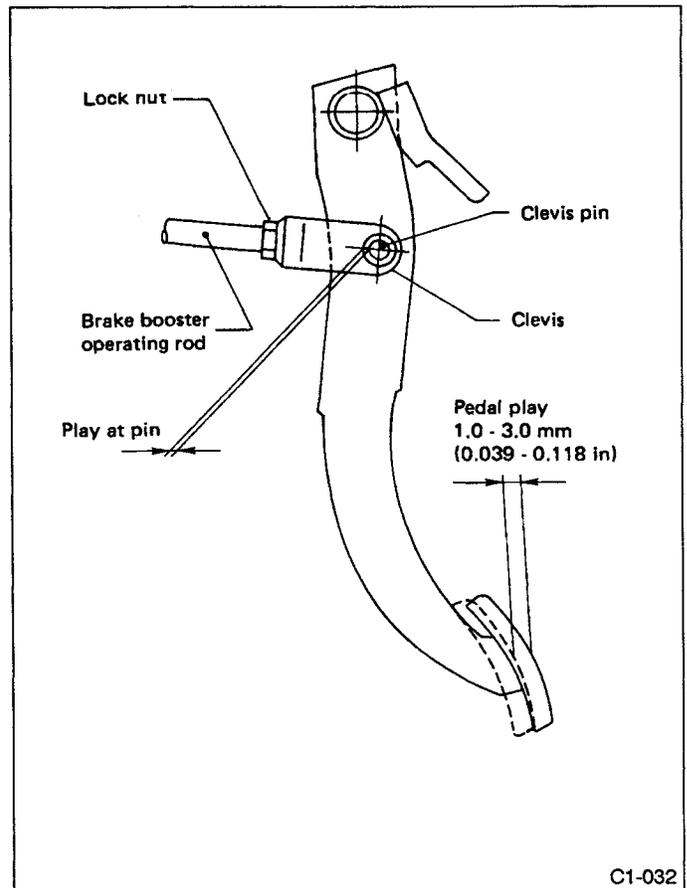


Fig. 24

(3) Depress the surface of brake pad by hand.

(4) If there is no free play between clevis pin and clevis, loosen lock nut for operating rod and adjust operating rod by turning in the direction that shortens it.

(5) After adjustment, make sure there is no brake dragging.

4) Pull the parking brake lever completely out, and check its operation. Also check the ratchet for normal functioning.

Check the parking brake as follows: With the engine running, pull the parking brake lever completely out, and place the gear shift lever in 1st gear. Run the engine slightly faster than idle, and engage the clutch. The engine should stall.

If the parking brake is functioning normally, the engine will stall; if not, the vehicle will continue to roll.

Parking brake lever stroke:

Standard:

6 — 7 notches/196 N (20 kg, 44 lb)

2. Operation of selector lever (Automatic transmission models only)

1) Check the operation of shift lock system and key interlock.

Ensure that selector lever is shifted from "P" to any other position only after brake pedal is depressed.

Also ensure that ignition key is removed from key cylinder only when selector lever is set to "P" position.

2) Place the selector lever in each position, and make sure that the pointer indicates the position of each range correctly.

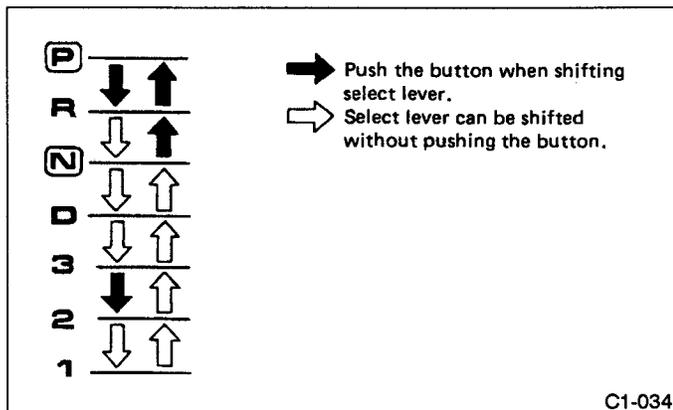


Fig. 25

3. Operation of steering and position of steering wheel

1) Check the steering wheel for free play.

Steering wheel free play:

0 — 17 mm (0 — 0.67 in)

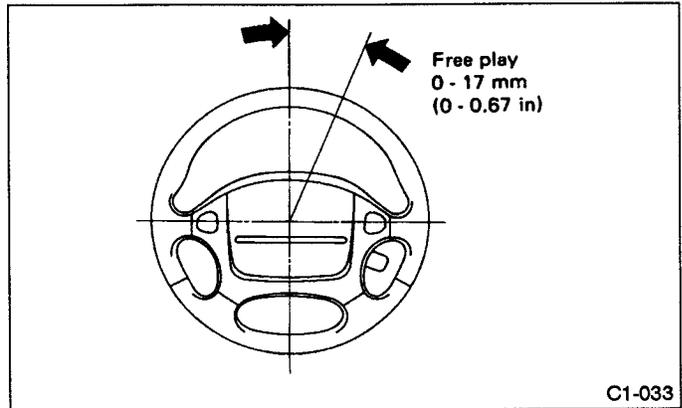


Fig. 26

2) With the car moving straight ahead, check for hard steering, shimmy, or other abnormalities.

3) Make a turn, and check for hard or heavy steering wheel operation, or poor stability.

4) Make a right or left turn with the turn signal on, and make sure that the turn signal switch returns automatically to the OFF position when the steering wheel is returned to the straight ahead position.

4. Operation of ventilation system and heater.

1) While driving, move the control lever and dial into each position, and check the ventilation system's operation. Also check for unusual vibration or noises.

2) Move the temperature control lever and fan switch, and make sure that warm air is discharged into the compartment.

5. Abnormal noises or vibration

1) When starting the engine, and while driving the vehicle, check the engine, transmission, body, suspension, and steering system for any unusual noises or vibration.

Do this when idling the engine, accelerating, decelerating, and running at low, middle and high speeds.

2) Depress the accelerator pedal, and make sure that the engine rpms increase smoothly and that the vehicle accelerates smoothly.

3) While driving, turn the steering wheel right and left to test the vehicle's stability and response.

Be sure to perform this test in a safe area.

6. Check the operation of the cruise control according to "Owner's manual".

3. Post-road Test Inspection

B: AUTOMATIC TRANSMISSION FLUID (ATF) LEVEL

CHECK POINTS

- Level of ATF

The ATF should be maintained at the proper level as follows:

- 1) Drive the car several miles to bring the transmission to the normal operating temperature. 60 to 80°C (140 to 176°F) is normal.
- 2) Park the car on a level surface.
- 3) While idling the engine, shift select lever to all positions. Then return it to "P".
- 4) Remove the level gauge and wipe it clean.
- 5) Reinsert the level gauge completely.
- 6) Remove it again and note its reading.

If the fluid level is at the lower mark or below, add enough recommended automatic transmission fluid to bring the level to the high mark. ATF is added through the fluid level gauge hole.

Do not fill above the high mark level.

C: POWER STEERING FLUID LEVEL

CHECK POINTS

- Level of power steering fluid

The power steering fluid should be maintained at a proper level.

Check level as follows:

- 1) Drive the car several miles or kilometers to bring power steering system up to the normal operating temperature of about 60°C (140°F).
- 2) Park the car on a level surface and stop the engine.
- 3) Remove the level gauge and wipe it clean.
- 4) Reinstall the level gauge firmly.
- 5) Remove it again and read the level on the "HOT" side.

If the fluid level is at the lower level or below it, add recommended power steering fluid up to the high level. When the fluid level is to be checked without warming up the power steering system [at approximately 21°C (70°F)], read the fluid level at the "COLD" position of the level gauge.

a. The available power steering fluid is the automatic transmission fluid.

Be sure to use the recommended fluid.

b. When power steering fluid is added, be careful not to allow any dust into the tank.

D: TOE

CHECK POINTS

- Toe of front and rear wheels

1) To check the toe, make sure that the spare tire, floor mats and service tool are in place. No other weight should be present.

a. Before checking wheel alignment with a sideslip tester, check the following:

- (1) Left and right tires are the same type and size.
- (2) Tires are inflated to specified pressure.

b. When driving over the sideslip tester, be sure to drive the vehicle slowly with the steering wheel fixed in the straight ahead position.

2) If the measured toe or sideslip value is not within the standard range, refer to Chapter 4-1 and adjust them.

E: UNDERSIDE

CHECK POINTS

1. Leakage of engine oil, differential gear oil, etc.
2. Leakage of coolant
3. Leakage of brake fluid
4. Loose suspension mountings or steering mounting

Raise the vehicle body and perform these checks from the underside.

1. Visually check for any signs of engine oil, differential gear oil, etc. leakage.
2. Visually check for any sign of coolant leakage.
3. Visually check for any sign of brake fluid leakage.
4. Check the suspension mounting and steering mounting for any loose or unconnected parts.

F: WATER LEAKAGE

CHECK POINTS

- Water leakage by pouring water

1) Before performing the water leakage test, remove anything that may obstruct the operation or which must be kept dry.

2) Close all of the windows completely, and then close all of the doors tightly. Close the hood and trunk lid before starting the test.

3) Connect a hose to a tap, and spray water on the vehicle. The rate of water discharge must be approx. 20 to 25 liters (5.3 to 6.6 US gal, 4.4 to 5.5 Imp gal) per minute. When spraying water on areas adjacent to the floor and wheel house, increase the pressure.

When directing water on areas other than the floor portion and wheel house, decrease the pressure. But

the force of water must be made strong occasionally by pressing the end of the hose.

Be sure to keep the hose at least 10 cm (3.9 in) from the vehicle.

4) Check the following areas:

- (1) Front window and body framework mating portion
- (2) Door mating portions
- (3) Glass mating portions
- (4) Rear quarter windows mating portions
- (5) Rear window and body framework mating portion
- (6) Trunk lid mating portion
- (7) Around roof drips

If any dampness in the compartments is discovered after the water has been applied, check all areas that may have possibly contributed to the leak carefully.

G: EXTERNAL APPEARANCE AND EQUIPMENT

CHECK POINTS

1. Paint
2. Scratches or damage to glass
3. Rust formation
4. Contamination of interior parts
5. Installation of equipment

1. Check the paint after removing the paint protective agent and washing the vehicle.

Before removing the protective agent, be sure to wash the vehicle, because the painted surface may be scratched if the surface is rubbed with sand or other hard particles which may be attached to the protective agent.

● Check the whole vehicle body for stains, flaking, damage caused by transportation, rust, dirt, cracks, or blistering.

a. **It is better to determine an inspection pattern in order to avoid missing an area, since the total area is not small.**

b. **It is desirable not to make corrections to the body paint unless absolutely needed. However, if any corrections are required to remove scratches or rust, the area to be corrected must be limited as much as possible. Re-painting and spray painting must be**

avoided whenever possible.

2. Carefully check each window glass for scratches. Slight damage may be removed by polishing with cerium oxide. (Half-fill a cup with cerium oxide, and add warm water to it. Then agitate the contents until it turns to wax. Apply this wax to a soft cloth, and polish the glass.)

3. Check each portion of the vehicle body and underside components for the formation of rust. If rust is discovered, remove it with #80 — #180 emery paper, and treat the surface with rust preventive. After this treatment is completed, flush the portion thoroughly, and prepare the surface for repair painting.

● Check each portion of the body and all of the chrome parts for deformation or distortion. Also check each lamp lens for cracks.

4. Check the following interior parts for contamination.

- 1) Instrument panel and meter glass
- 2) Glove box
- 3) Sun visor
- 4) Room mirror
- 5) Assist rail
- 6) Roof trim
- 7) Door trim
- 8) Inner trim
- 9) Front and rear seats
- 10) Luggage shelf
- 11) Floor mat
- 12) Others

If the meter glass is contaminated, wipe it gently with a clean soft cloth that has been dampened with water. Do not rub the meter glass hard; otherwise, the transparent resin plate on it may become cloudily due to the formation of scratches.

5. Check the interior and exterior equipment to make sure that they are installed securely. Also make sure that the equipment conforms to the vehicle's specifications.

Make sure that the spare tire, jack, spare key, tools, owner's manual, warranty & service booklet, etc. are all present.