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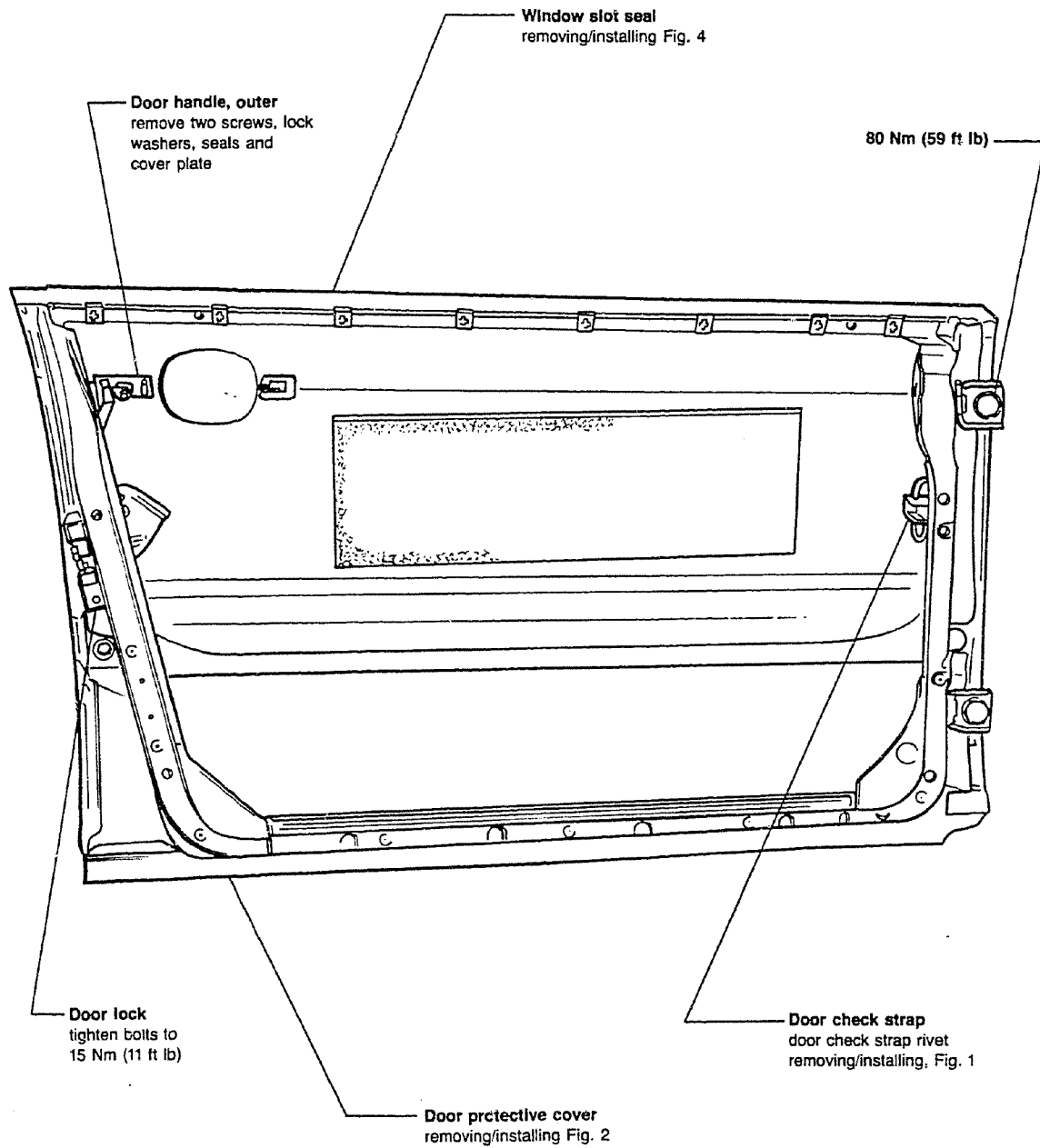
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Body – Front Doors



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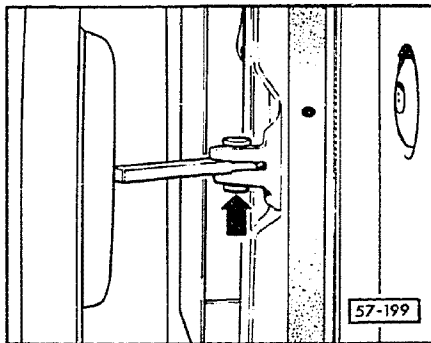


Fig. 1 Door check strap rivet, removing

- drill off lower part of rivet (arrow)
- drill out rivet with drift

Door check strap rivet, installing

- drive rivet in from top
- peen lower part of rivet

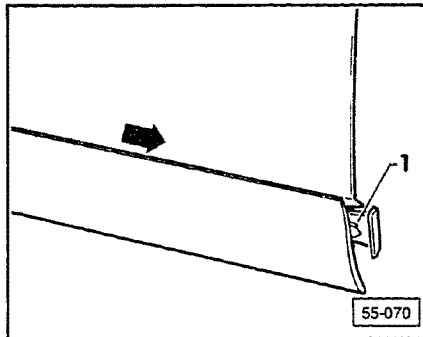


Fig. 2 Protective cover, removing

- remove end cap 1
- slide cover off plastic retainers in direction of arrow

Protective cover, installing

- lubricate cover with silicone
- slide over retainers

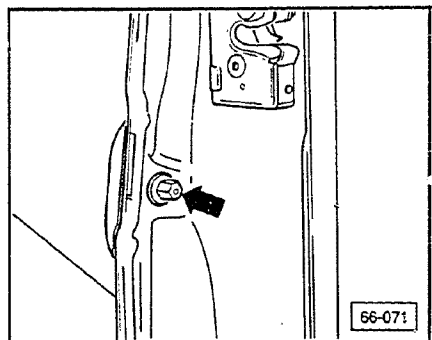
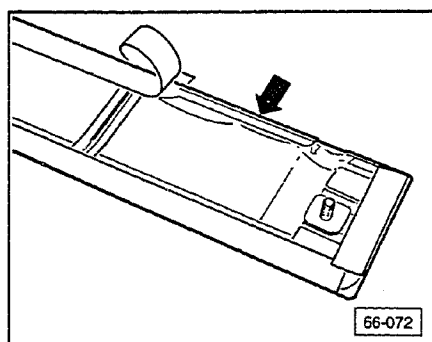


Fig. 3 Trim molding, removing

- remove cap nuts (arrow) from inside of door panel at front and rear
- pull molding off door



Trim molding, installing

- clean adhesive contact area on door
- pull off foil from new molding (arrow)
- position molding and press firmly onto door
- install cap nuts and tighten

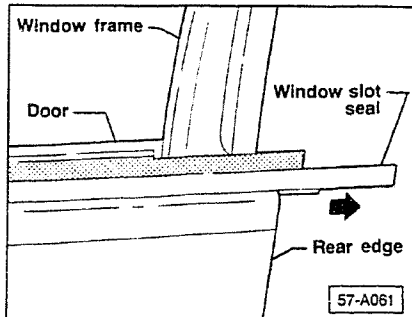
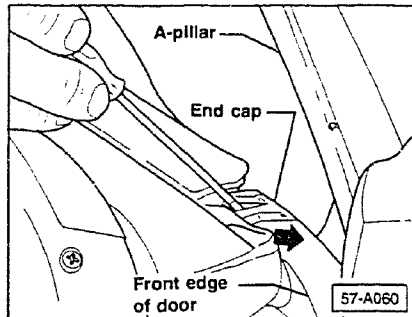
CAUTION

Window slot seals fit very tight to door flange. Use a flat stick to facilitate pushing seal molding off far enough to grab and pull other end.

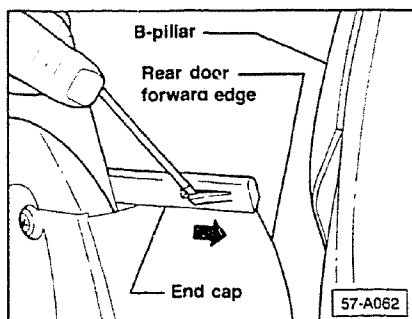
Fig. 4 Window slot seal, removing

Front doors

- pry out tab of window slot end cap (as shown) at A-pillar and slide off (**arrow**)
- use small flat blade screwdriver

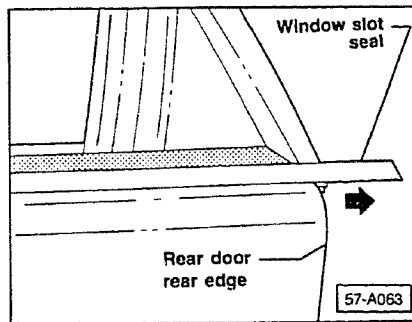


- carefully push window slot seal from door flange in direction of **arrow**



Rear doors

- pry out tab of window slot end cap at B-pillar
- partially remove end cap, then with front door open, shut rear door and slide end cap off completely (**arrow**)



- carefully push window slot seal from door flange (**arrow**)

Window slot seal, installing

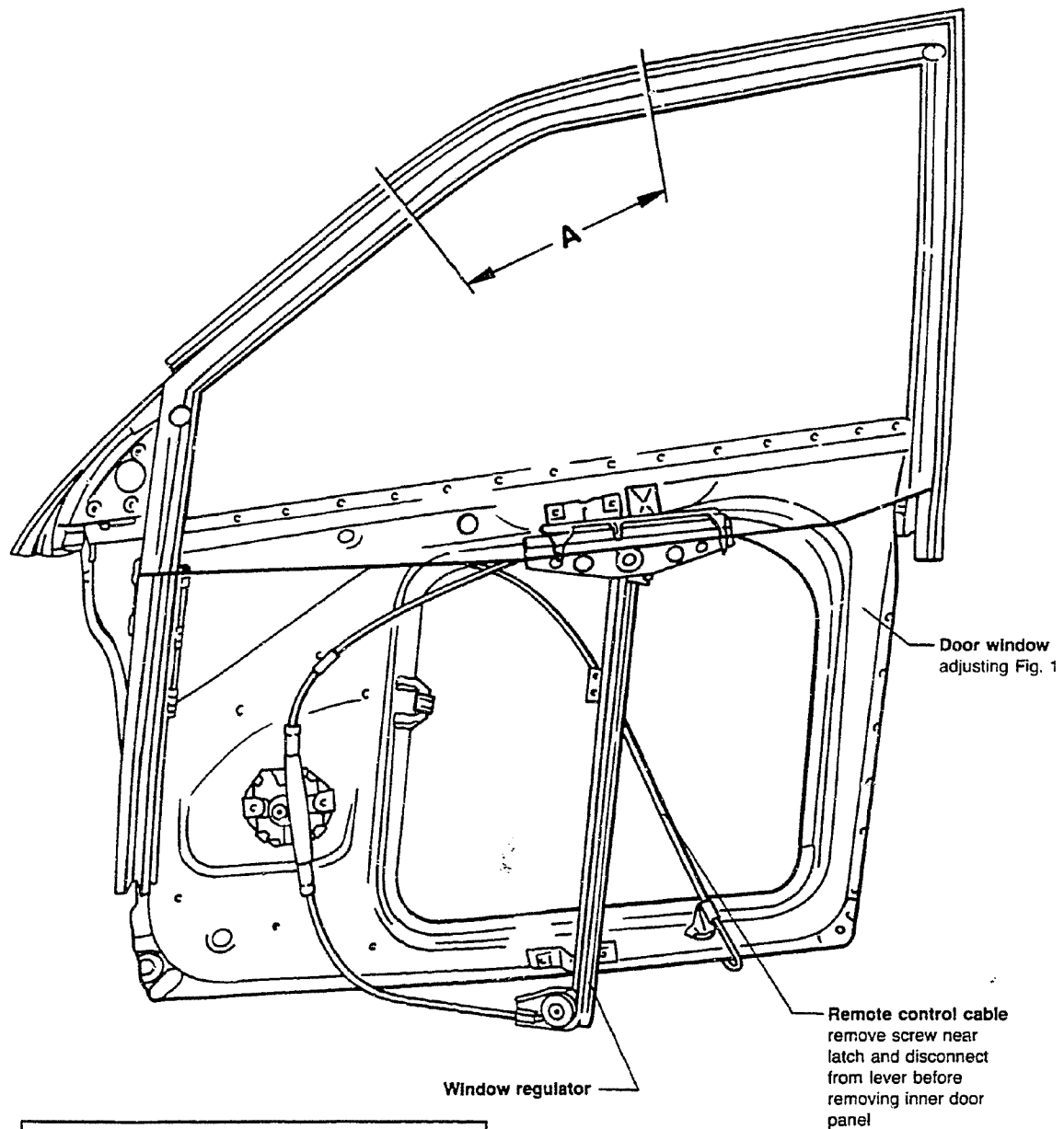
Install in reverse order of removal, noting the following:

- ensure tab of end caps fits securely into seals

Body – Front Doors

Note

Door to body sealing is most critical at point A.



CAUTION

When removing inner door panel, disconnect remote control cable, power door lock activator, and be careful not to catch power window wires in window, when running glass up and down. Plug on power window motor does not disconnect at motor.

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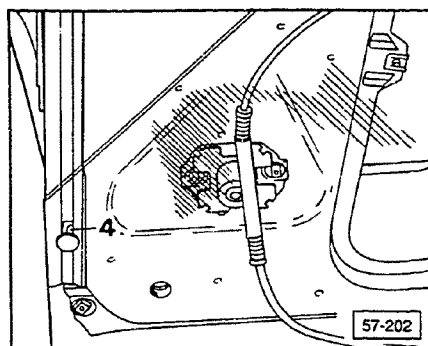


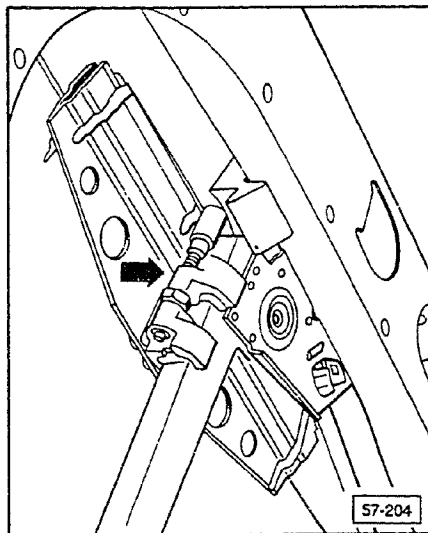
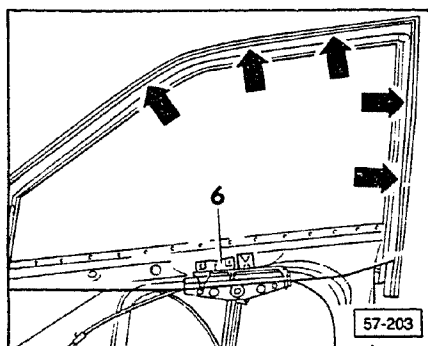
Fig. 1 Door window, adjusting

- remove door trim panel and inner door panel from outer door shell
- lower window down to lowest position
- align lower part of regulator so that guide bolt 4 is located in center of guide
- align by loosening bolts of window regulator and moving right or left until bolt 4 is centered

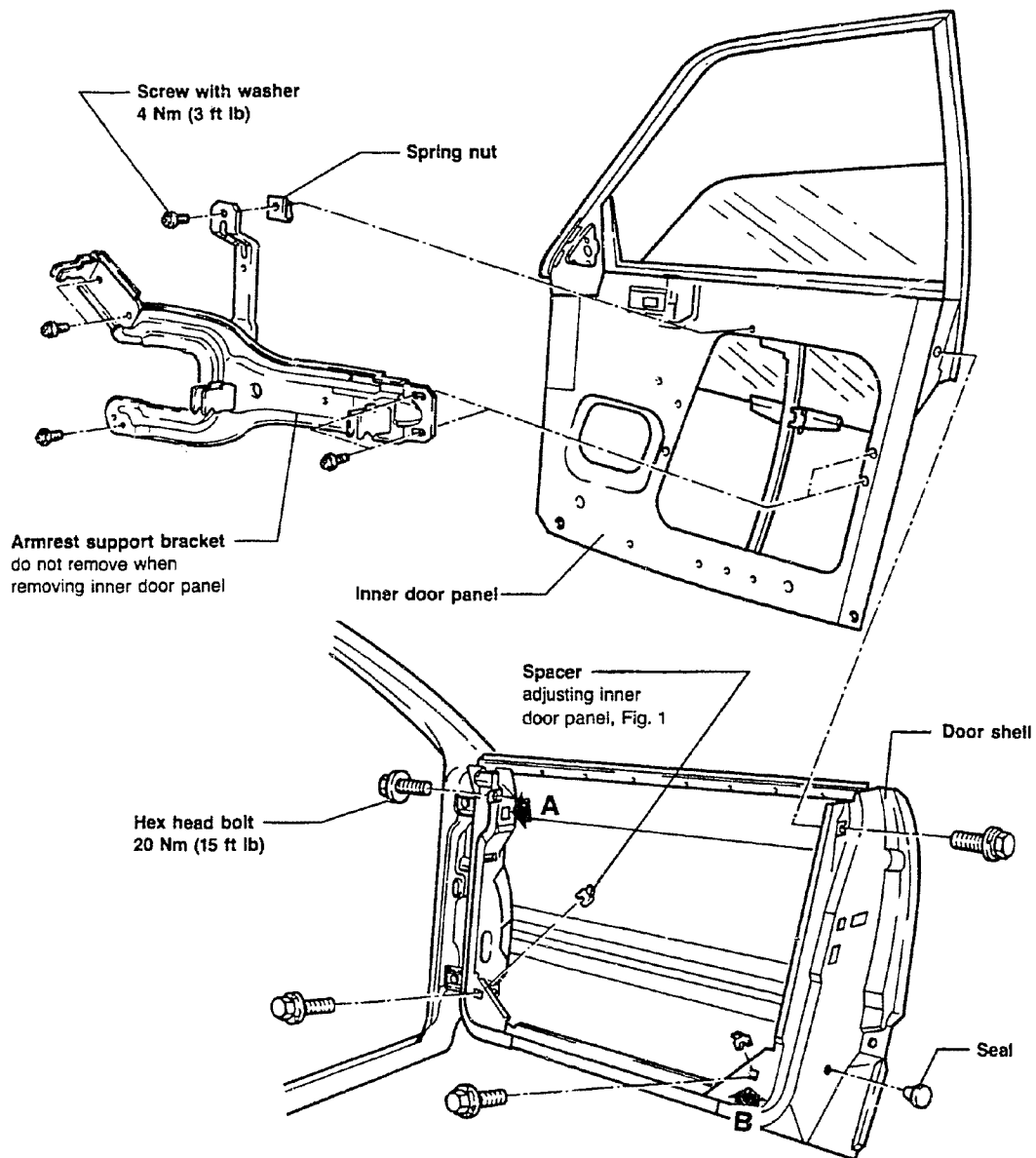
Note

Center position of bolt can be seen by sighting down channel from top.

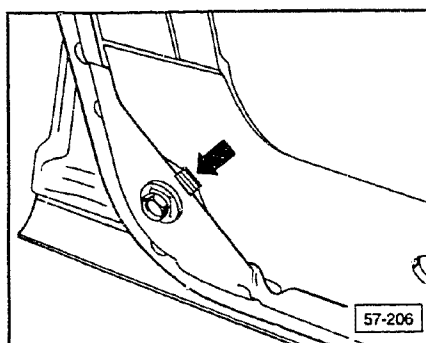
- raise window to upper position
- align upper part of regulator 6 so that glass contacts seal evenly at arrows



- if glass does not contact seal as shown or pinches seal, correct adjustment with stop screw (**arrow**)
- adjust inner door panel after reinstalling to outer door panel (see page 57.8)



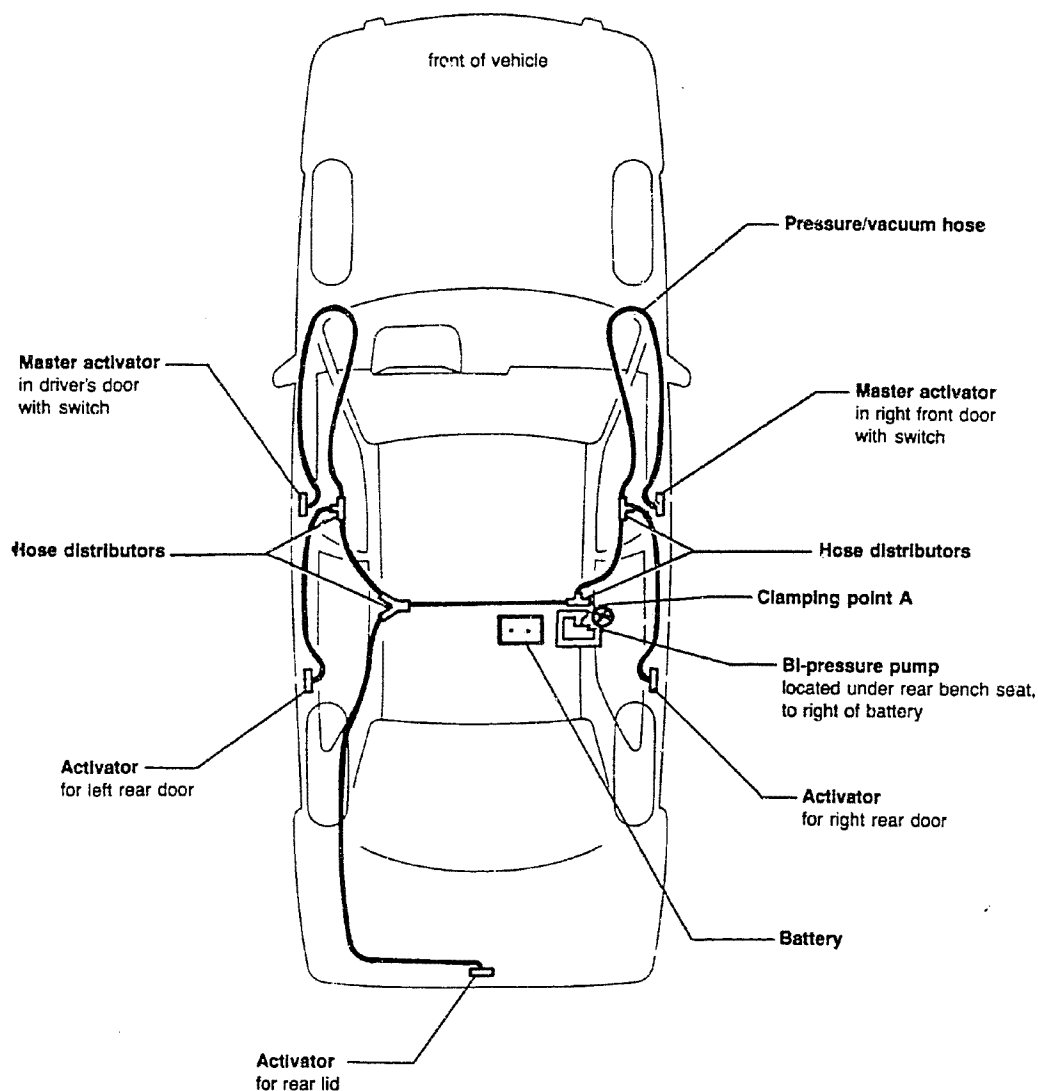
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► Fig. 1 Inner door panel, adjusting

- loosen all four bolts (arrows A, B) on inner door panel (page 57.7)
 - elongated holes (arrow A) adjust height
 - oversized holes (arrow B) adjust height and side movement
 - changing spacers (page 57.7) adjusts lateral movement of inner door panel at top of window frame. Spacers available in **one** or **three** mm (1/32 or 1/8 in.) sizes
 - 20 Nm (15 ft lb)

Body – Front Doors



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Central door locking system, troubleshooting — electrical

Note

Refer to appropriate wiring diagram.

Test conditions

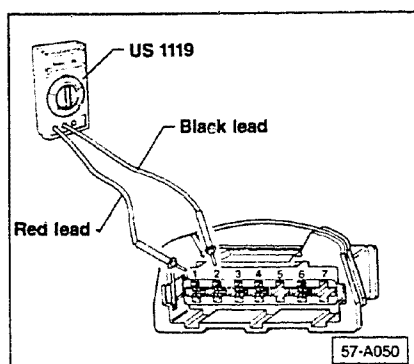
- fuse 19 OK
- battery OK
- remove rear bench seat
 - bi-pressure pump located on right side of battery
- pull insulating material away from pump
- pull off plug connector from pump

Tools required

Use multimeter **US 1119** for all testing.

Note

As you look at end of plug connector, the cavities are numbered **one** through **seven** starting from the left. Cavities **five** and **seven** are **blank**. Bi-pressure pumps are supplied by different vendors. Disregard pin positions in pumps.



Check current supply to bi-pressure pump

- connect red lead of **US 1119** to cavity 1 of plug connector
- connect black lead of **US 1119** to cavity 2 of plug connector

US 1119 registers approximately 12.0 Volts

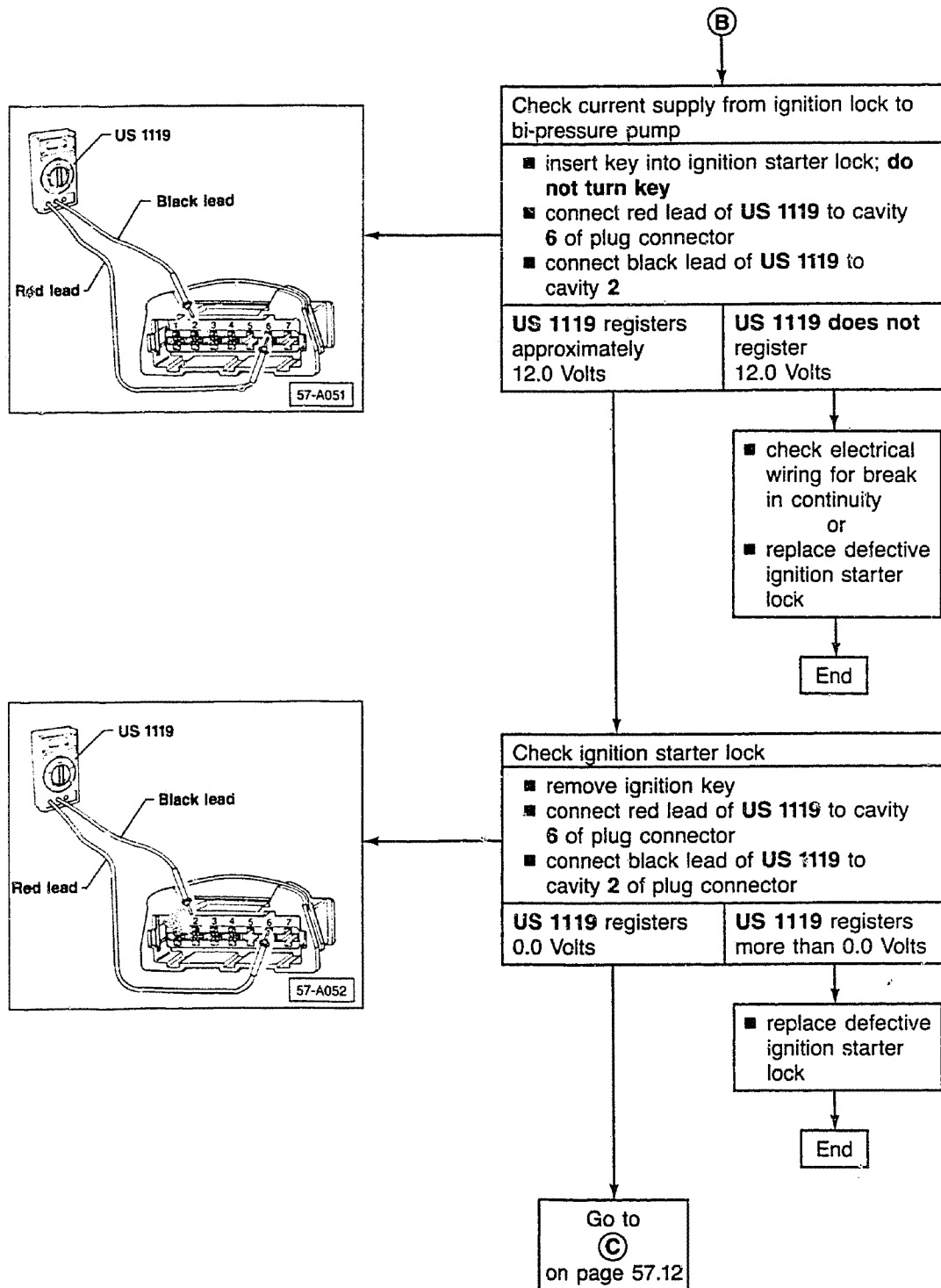
US 1119 does not register 12.0 Volts

- check electrical wiring for break in continuity

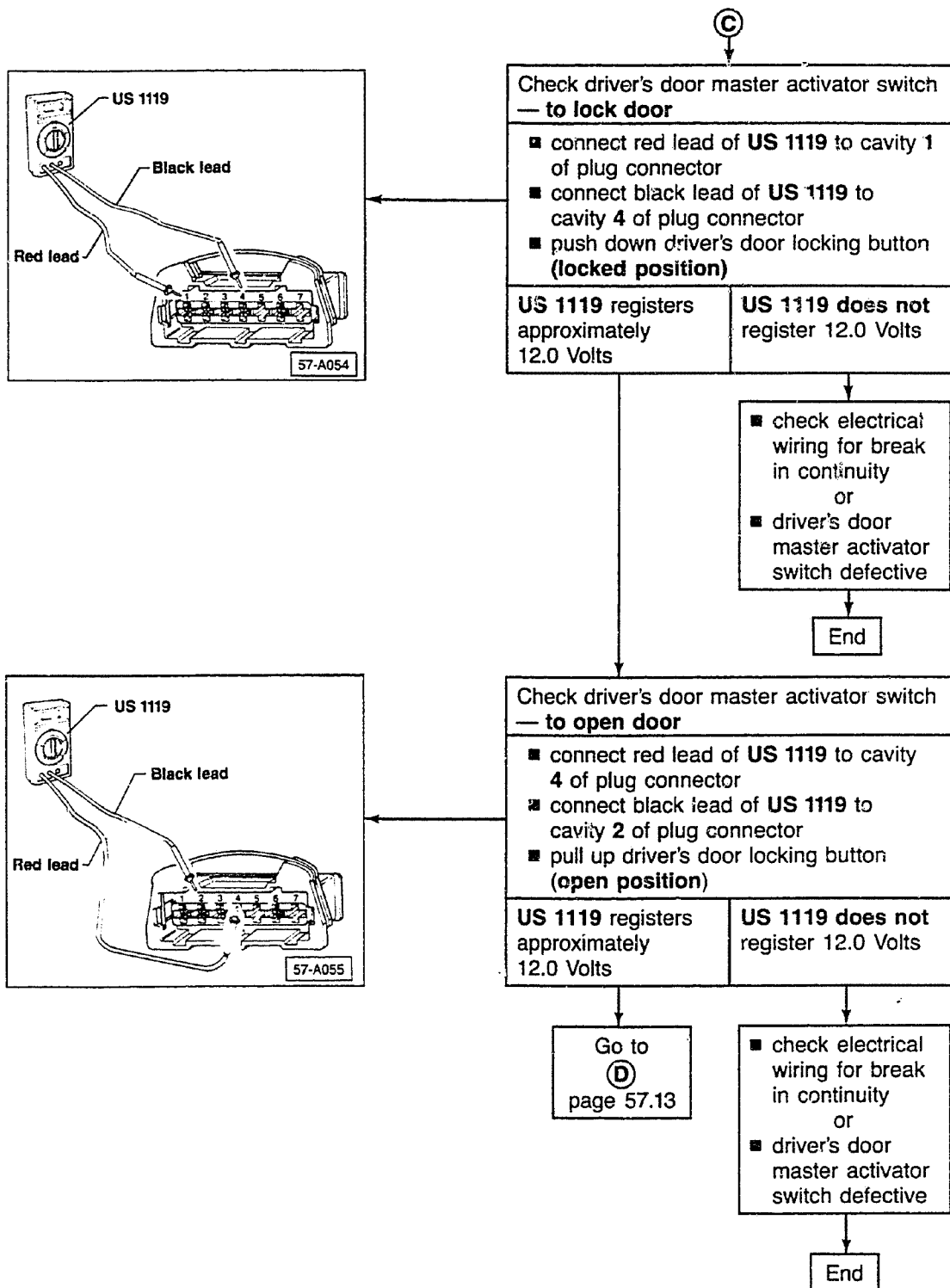
End

Go to
(B)
page 57.11

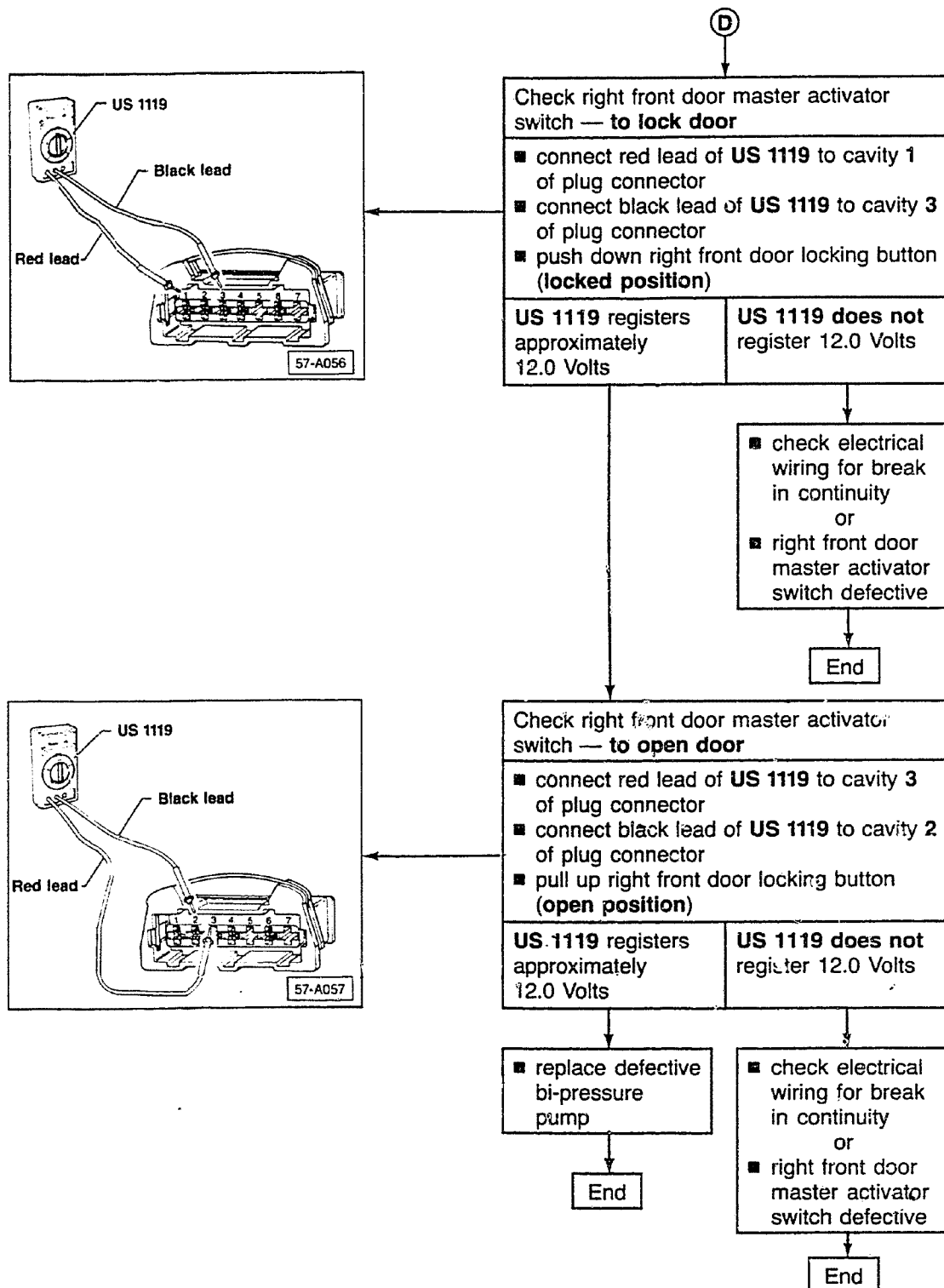
Body – Front Doors



Body – Front Doors



Body – Front Doors



Central door locking, troubleshooting — bi-pressure system

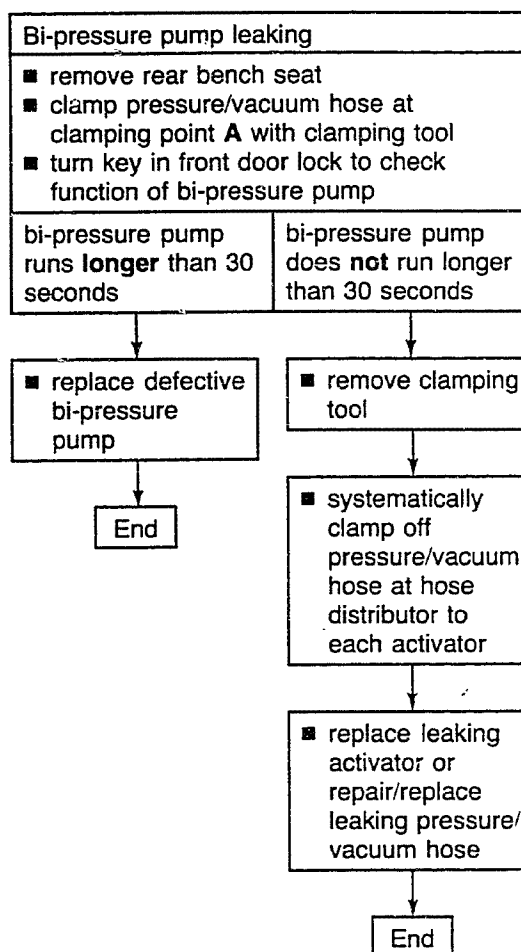
Test condition

- electrical system OK

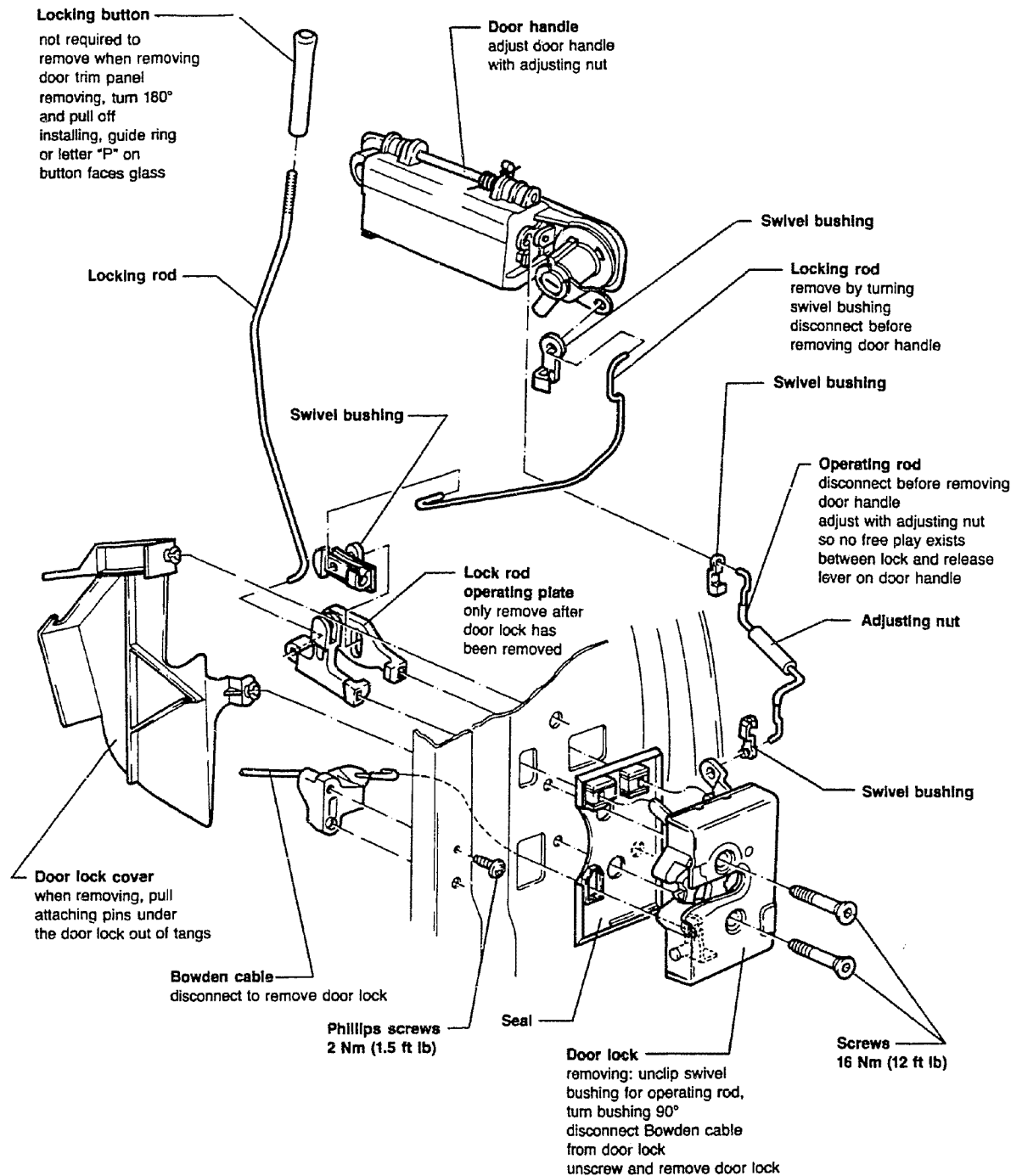
Note

If central locking system has not been activated for an extended period, key must be turned in lock several times to activate system.

When properly functioning, all locks must close within three to seven seconds.

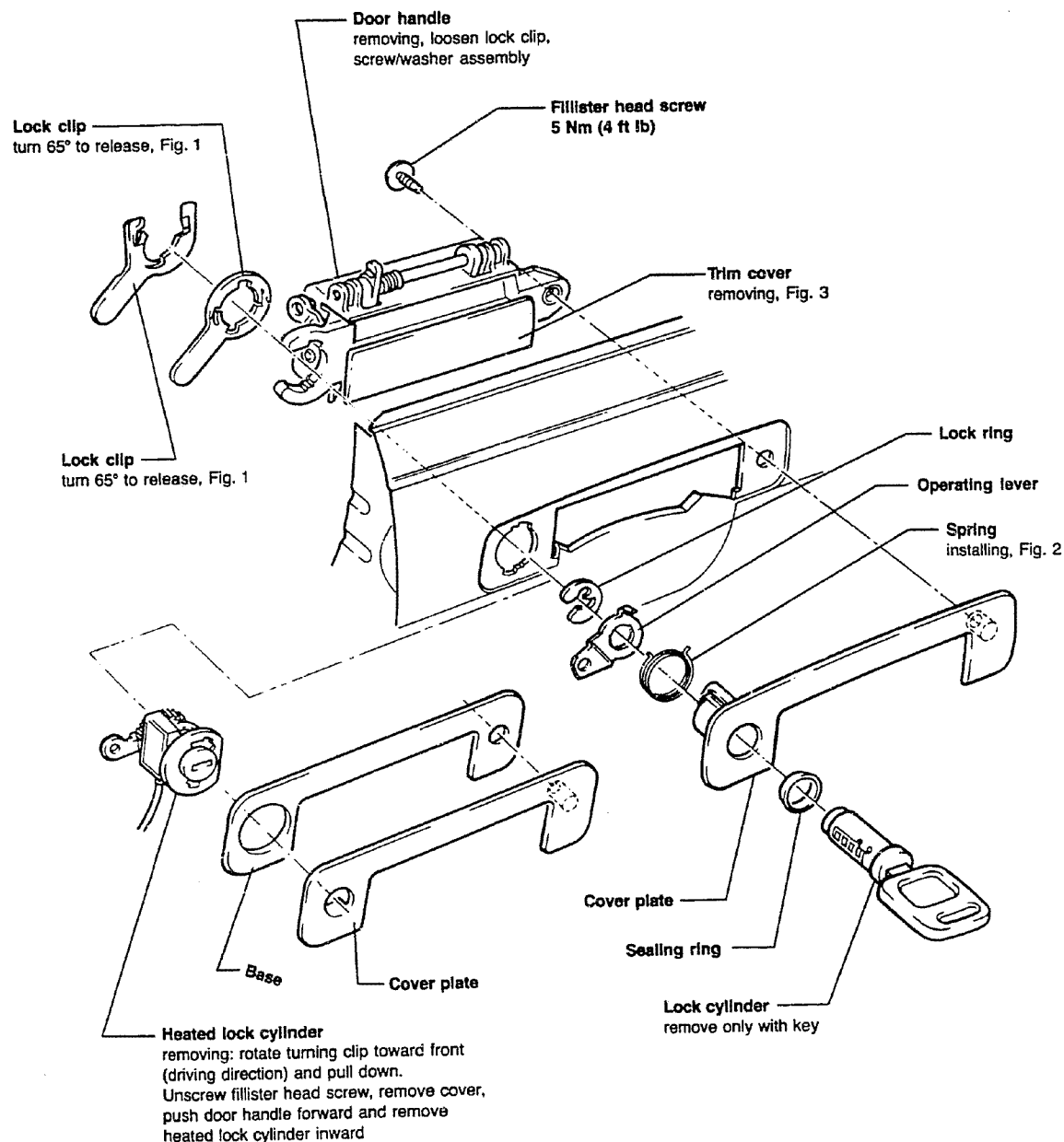


Body – Front Doors

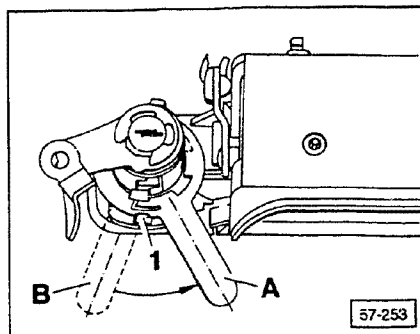


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Body – Front Doors



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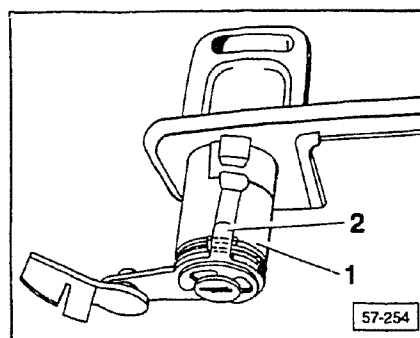


► Fig. 1 Lock clip, installing

A — lock clip tightened into locked position

B — lock clip released

■ indentation 1 in lock clip must line up

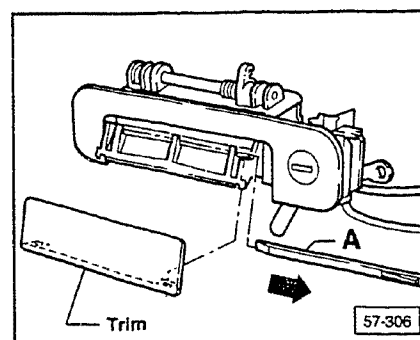


► Fig. 2 Position spring, installing

Note

When tensioned, the ends of the spring 1 must be positioned to left and right of operating lever 2.

Pre-tensioning always pushes the operating lever and lock cylinder into center position.



► Fig. 3 Trim cover, removing

Note

Door handle trim **must** be removed before removing door handle to prevent damage to paint on handle trim.

■ pull up door handle

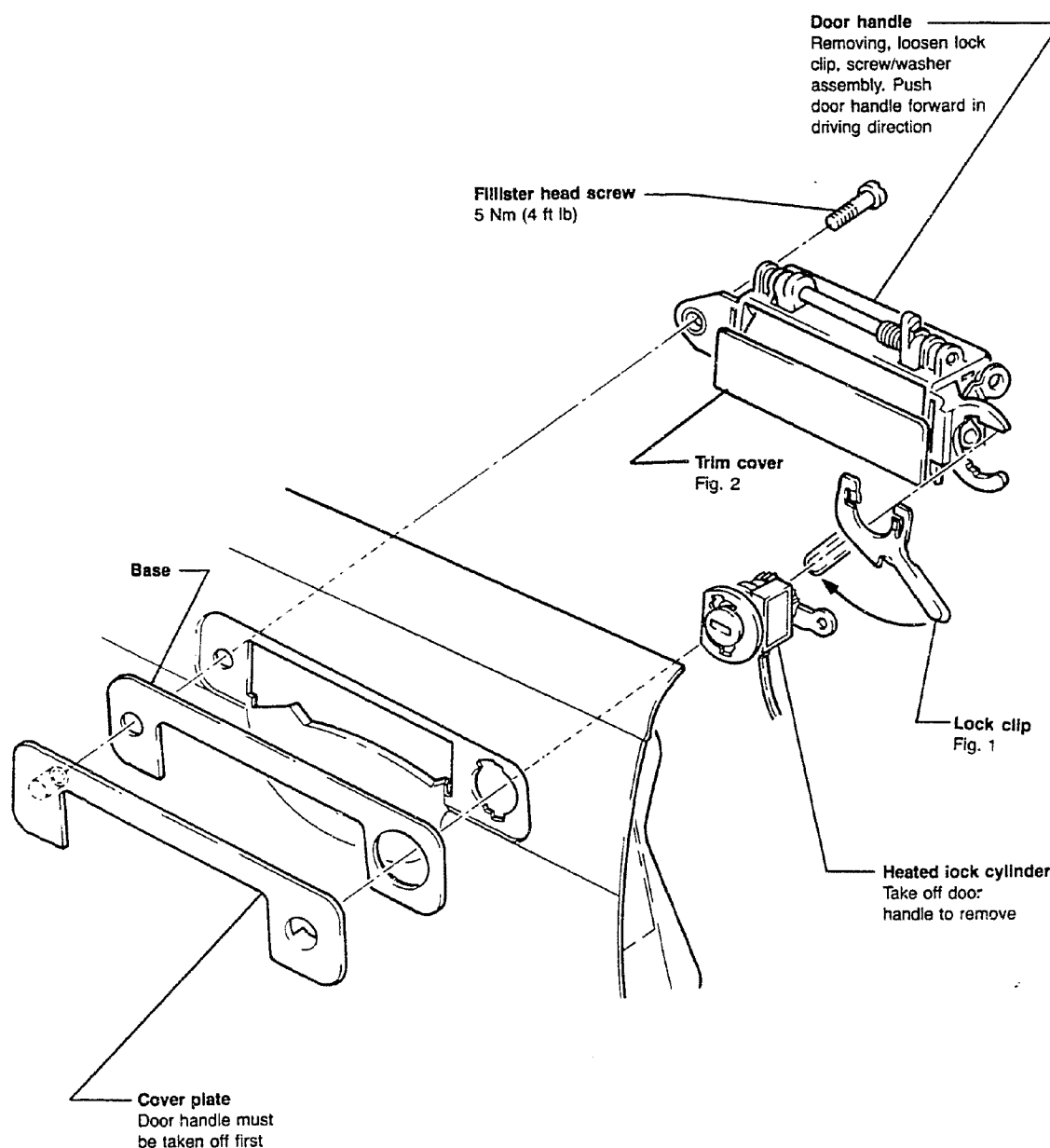
■ pull out locking pin A in direction of arrow

■ remove trim cover

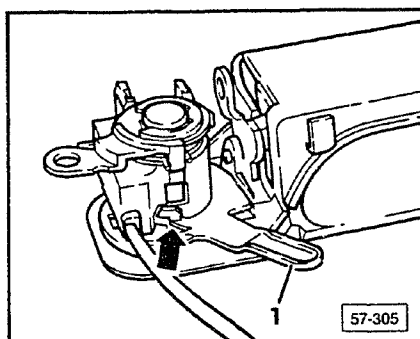
Key code, location

Key code is only located on ignition lock cylinder.

Body – Front Doors

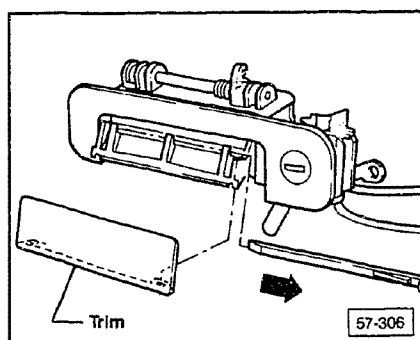


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► Fig. 1 Lock clip, installing

- turn clasp 1 until tab (arrow) fits into notch



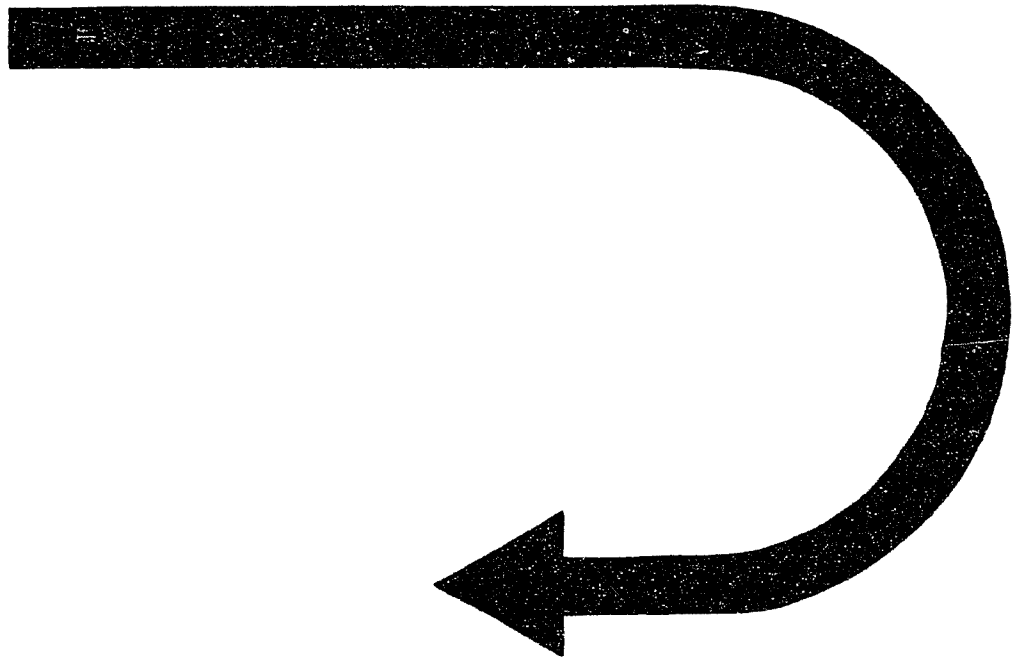
► Fig. 2 Trim cover, removing

Note

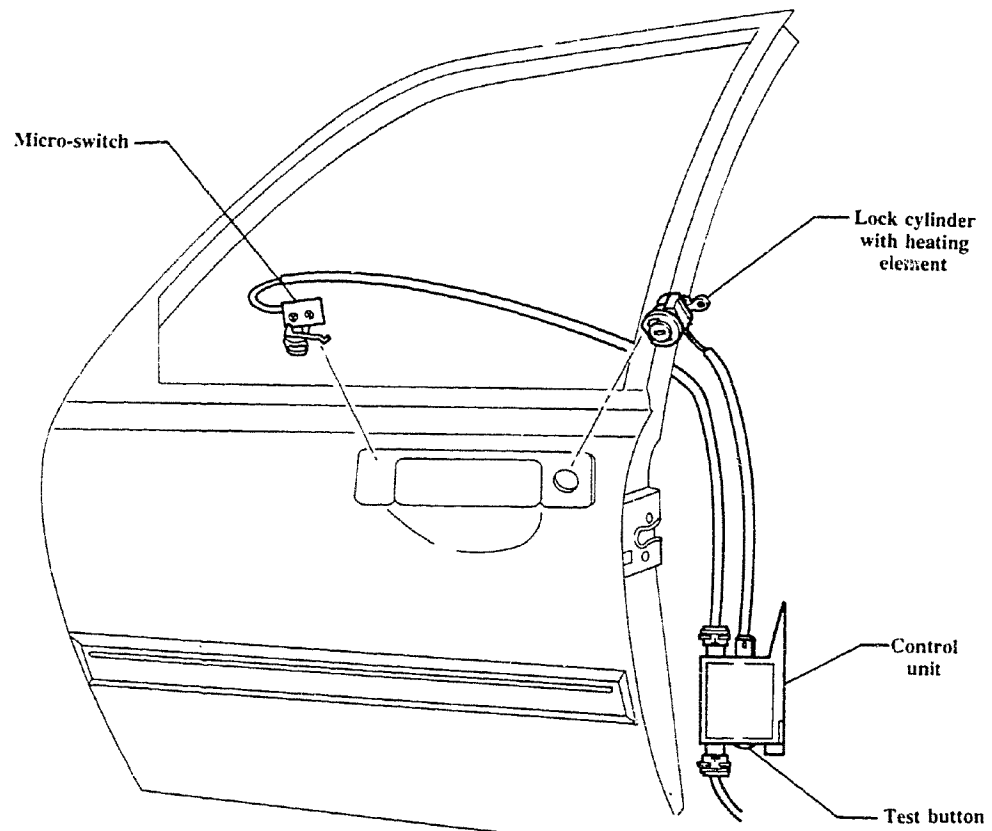
Door handle trim **must** be removed before removing door handle to prevent damage to paint on handle trim.

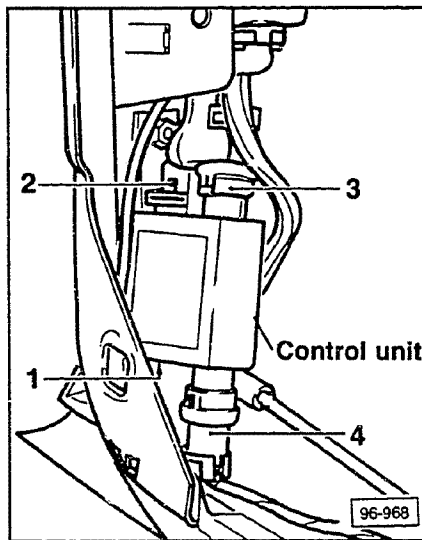
- pull up door handle
- pull out locking pin A in direction of arrow
- remove trim cover

CONTINUED IN THE
BEGINNING OF NEXT ROW



Body – Front Doors





Heated lock cylinders, troubleshooting

Electrical

Note

Refer to appropriate wiring diagram.

1. test button
2. connector for microswitch
3. connector for heating element
4. connector voltage supply line

Test conditions

- battery OK
- fuse 19 OK

Tools required

- multimeter US 1119

Checking voltage at cavities 30 (+), 31 (–)

- pull off plug connector 4 to control unit
- set US 1119 to voltage scale
- connect tester US 1119 to cavities 30 (+), 31 (–) of plug connector 4
- measure voltage
 - 12.0V

NOT OK

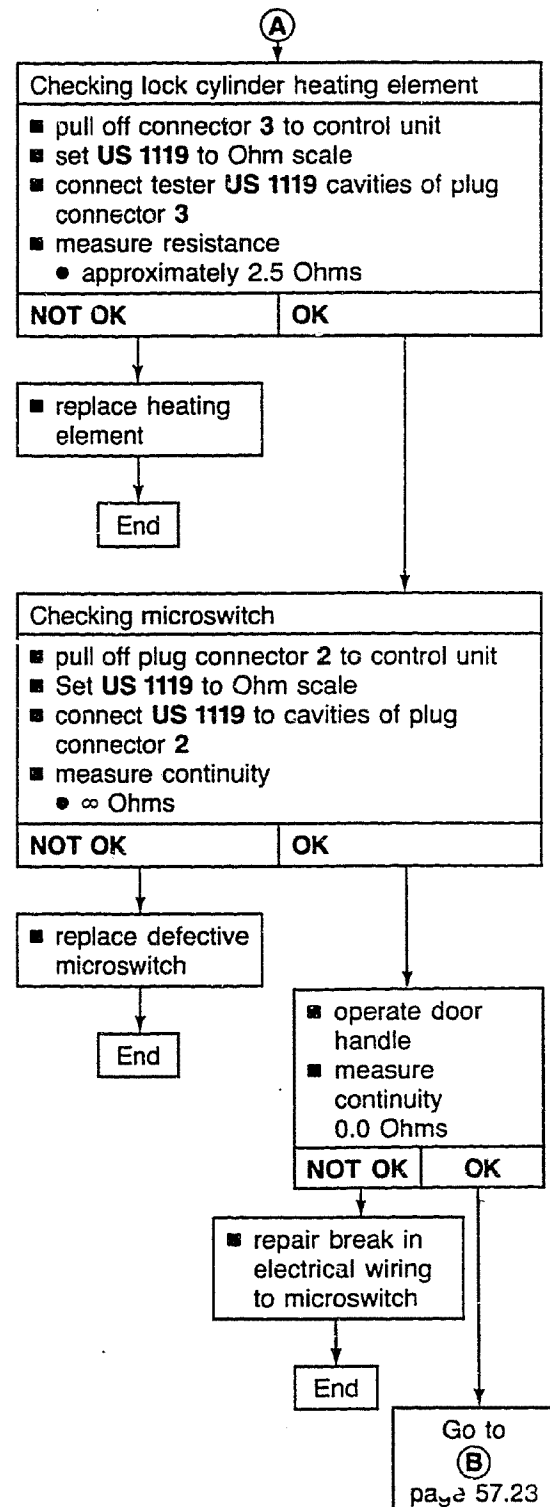
OK

- repair break in electrical wiring

End

Go to
A
 page 57.22

Body – Front Doors



Body – Front Doors

