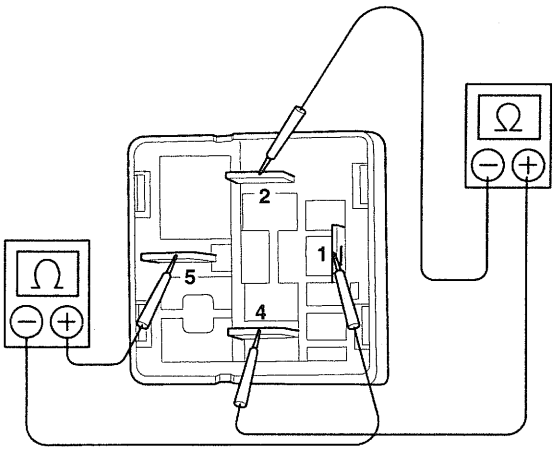
INSPECT GLOW PLUG RELAY

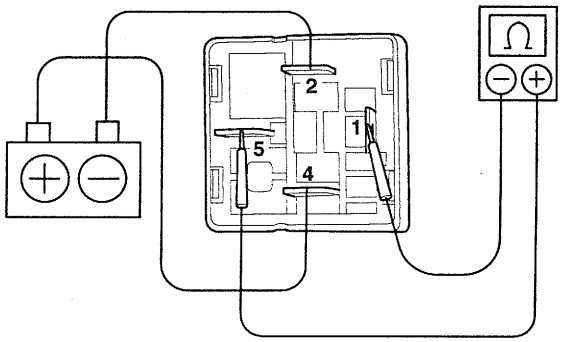
1. Remove the glow plug relay.

2. Inspect the relay continuity.
   - Using an ohmmeter, check that there is continuity between terminals 2 and 4.
     If there is no continuity, replace the relay.
   - Check that there is no continuity between terminals 1 and 5.
     If there is continuity, replace the relay.



EBKD013B

3. Inspect the relay operation.
   - Apply battery positive voltage across terminals 2 and 4.
   - Using an ohmmeter, check that there is continuity between terminals 1 and 5.
     If there is no continuity, replace the relay.

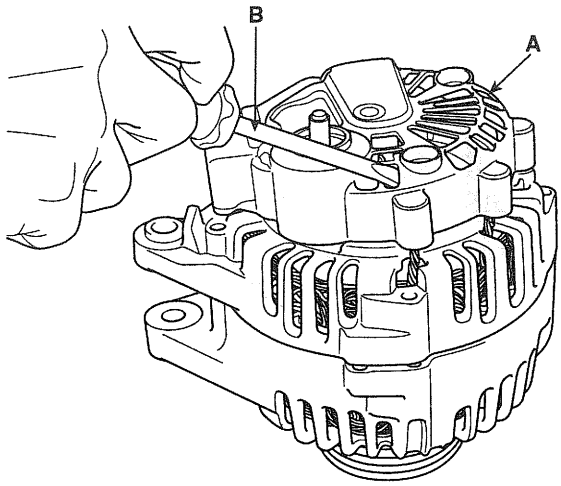


EBKD013C

4. Install the glow plug relay.

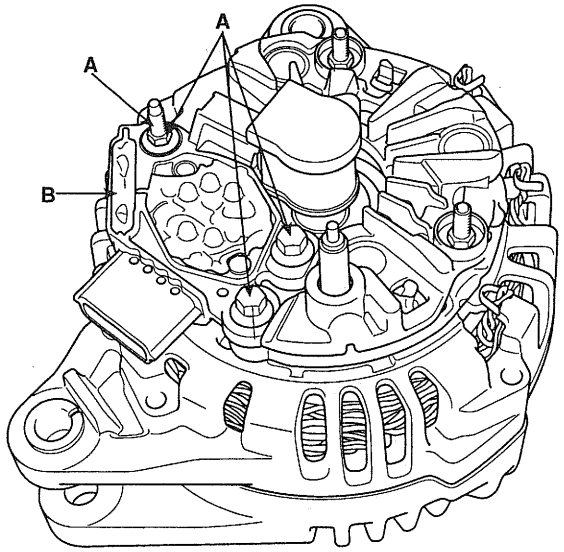
GASOLINE (2.7)

1. Remove the alternator cover(A) using a screw driver(B).



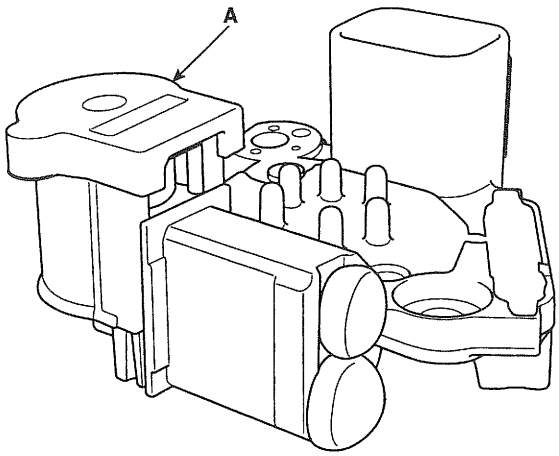
EBKD301A

2. Loosen the mounting bolts(A) and disconnect the brush holder assembly(B).



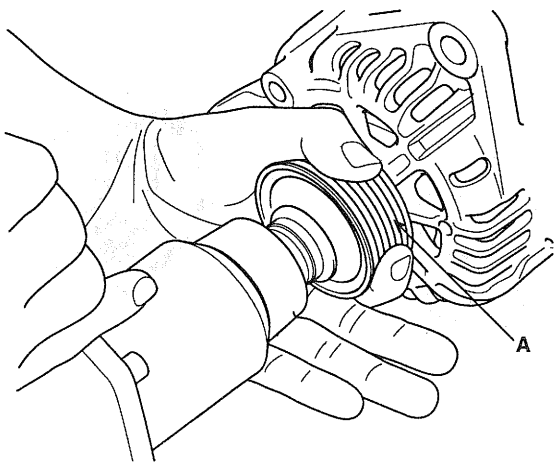
EBKD301B

3. Remove the slip ring guide(A).



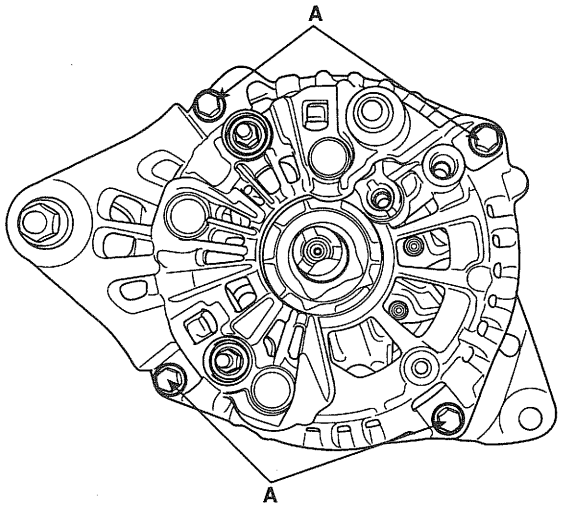
EBKD301C

4. Remvoe the nut, pully(A) and spacer.



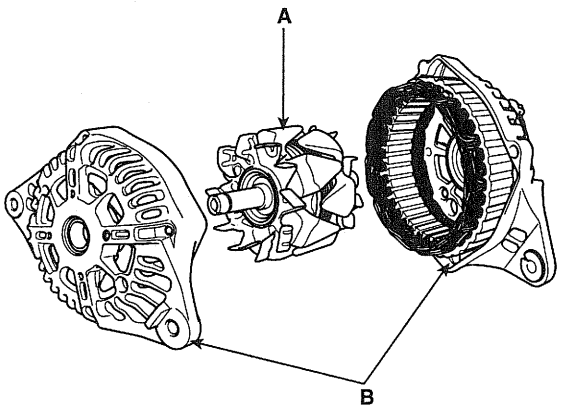
EBKD301D

5. Loosen the 4 through bolts(A).



EBKD301E

6. Disconnect the rotor(A) and cover(B).

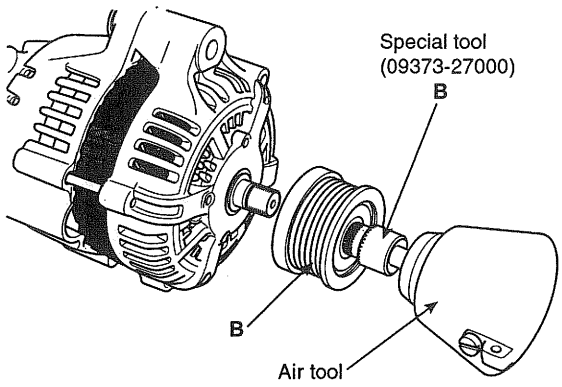


EBKD301G

7. Reassembly is the reverse of disassembly.

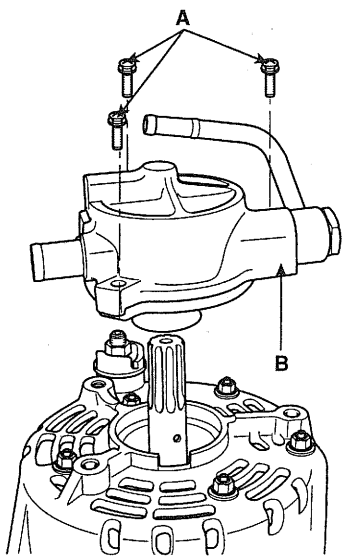
DIESEL

1. Remove the pulley cover.
2. Remove the pulley(A) using the special tool(B).



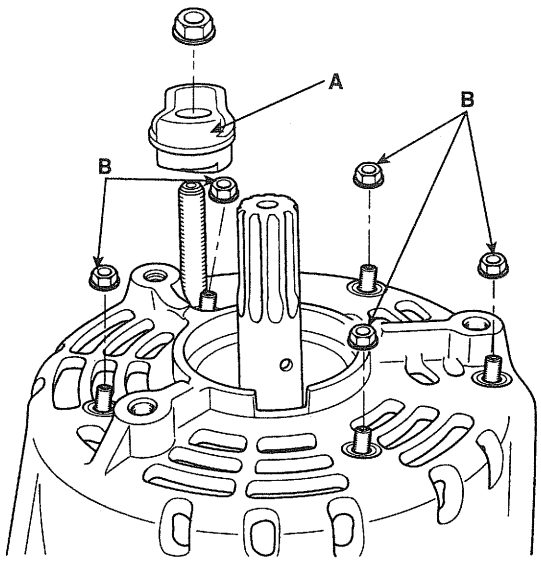
EBKD302A

3. After loosening the three bolts(A). Remove the vacuum pump(B).



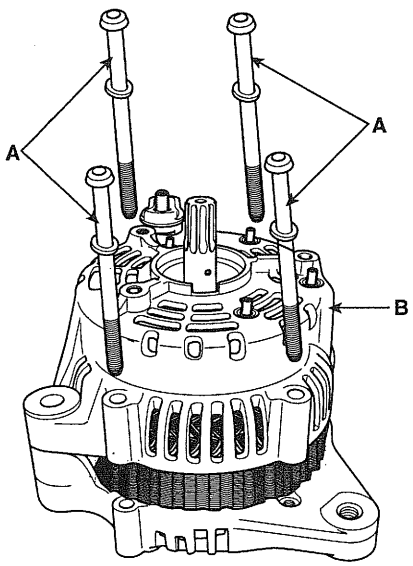
EBKD302B

4. Remove the B terminal insulator(A) and loosen the five rear cover mounting nuts(B).



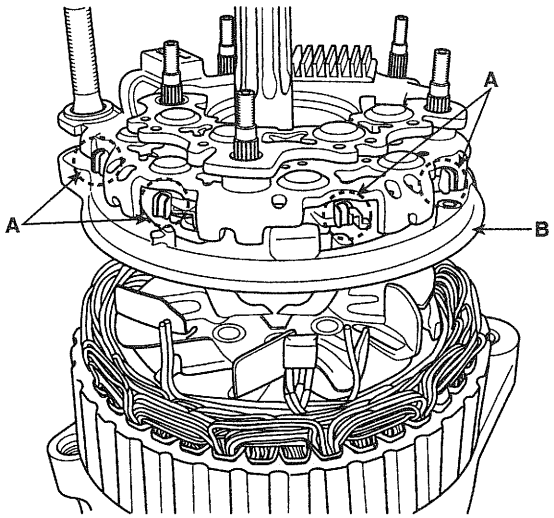
EBKD302C

5. After loosening the four through bolts(A), remove the rear cover(B).



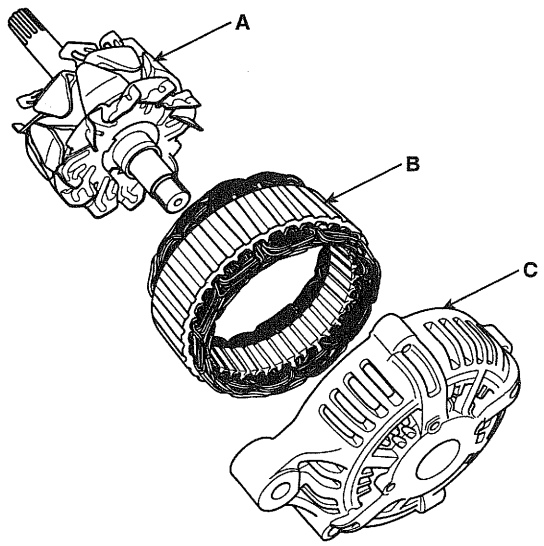
EBKD302D

6. After removing the weld between the stator lead and diode lead(A), remove the regulator assembly(B).



EBKD302E

7. Separate the rotor(A), stator(B), and front cover(C).



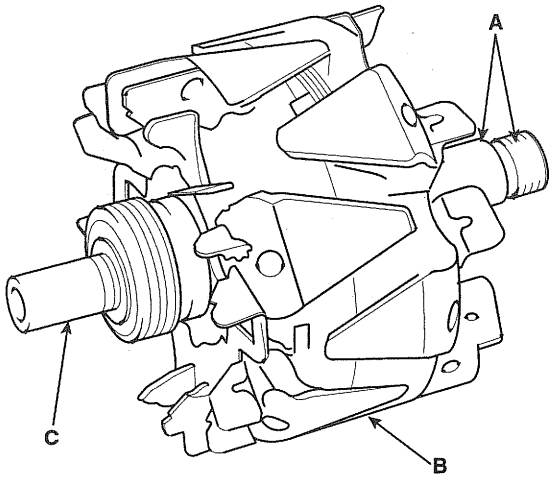
EBKD302G

8. Installation is the reverse of removal.

INSPECTION E00B85EA

INSPECT ROTOR

1. Check that there is continuity between the slip rings(A).

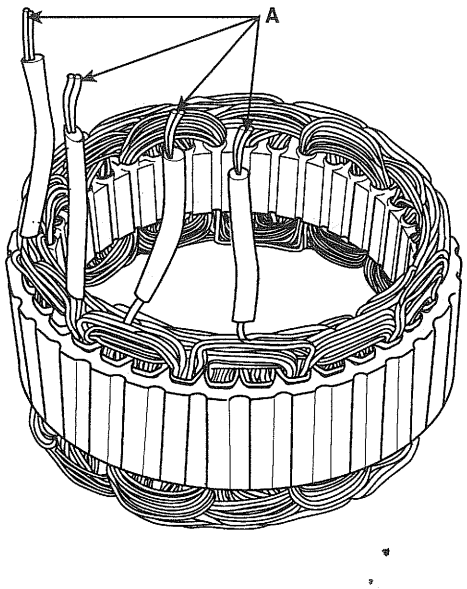


EBKD008A

2. Check that there is no continuity between the slip rings and the rotor(B) or rotor shaft(C).
3. If the rotor fails either continuity check, replace the alternator.

INSPECT STATOR

1. Check that there is continuity between each pair of leads(A).



EBKD008B

2. Check that there is no continuity between each lead and the coil core.
3. If the coil fails either continuity check, replace the generator.

ALTERNATOR BELT INSPECTION AND ADJUSTMENT

NOTE

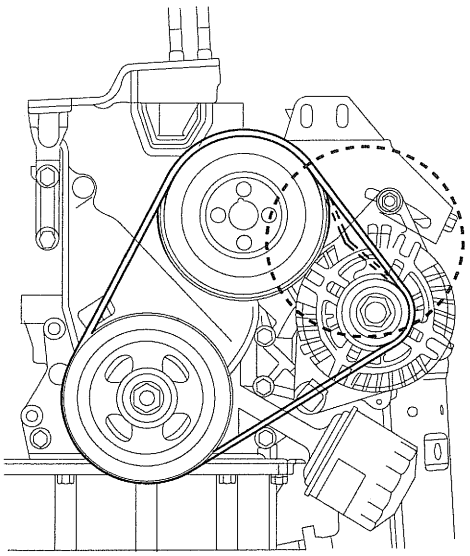
When using a new belt, first adjust the deflection or tension to the values for the new belt, then readjust the deflection or tension to the values for the used belt after running engine for five minutes.

Deflection method :
Apply a force of 98N (10 kgf, 22 lbf), and measure the deflection between the alternator and crankshaft pulley.

Deflection
Used Belt : 5.0 ~ 6.0 mm (0.20 ~ 0.23 in)
New Belt : 4.0 ~ 5.0 mm (0.16 ~ 0.20 in)

NOTE

If the belt is worn or damaged, replace it.



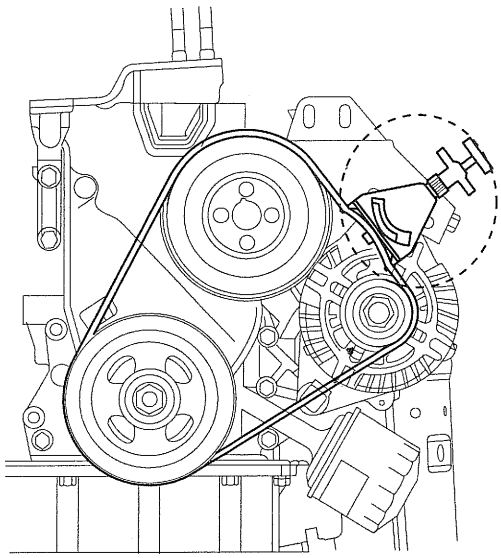
EBKD008C

Belt tension gauge method :
Attach the belt tension gauge to the belt and measure the tension. Follow the gauge manufacturer's instructions.

Tension
Used Belt : 340~490 N (35~50 kgf, 77~110 lbf)
New Belt : 540~640 N (55~65 kgf, 121~143 lbf)

NOTE

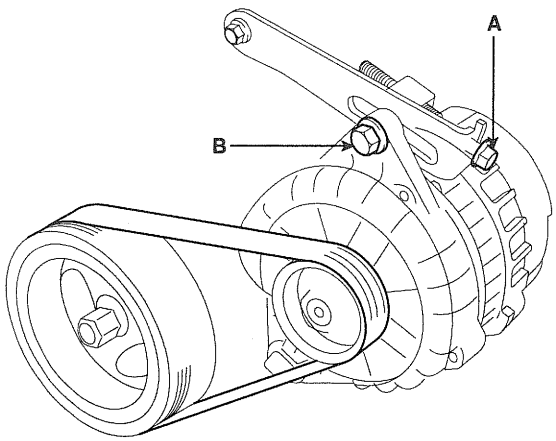
If the belt is worn or damaged, replace it.



EBKD008D

If adjustment is necessary :

1. Loosen the adjusting bolt(A) and the lock bolt(B).
2. Move the alternator to obtain the proper belt tension, then retighten the nuts.



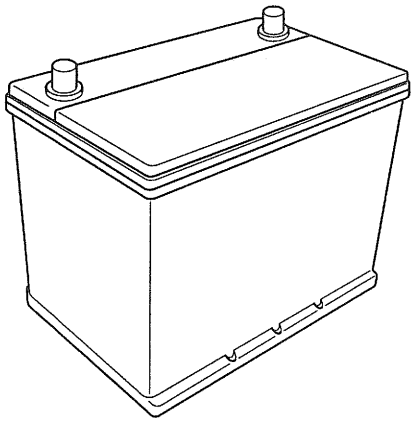
EBKD008E

3. Recheck the deflection or tension of the belt.

BATTERY

DESCRIPTION ECBDB3EF

1. The maintenance-free battery is, as the name implies, totally maintenance free and has no removable battery cell caps.
2. Water never needs to be added to the maintenance-free battery.
3. The battery is completely sealed, except for small vent holes in the cover.

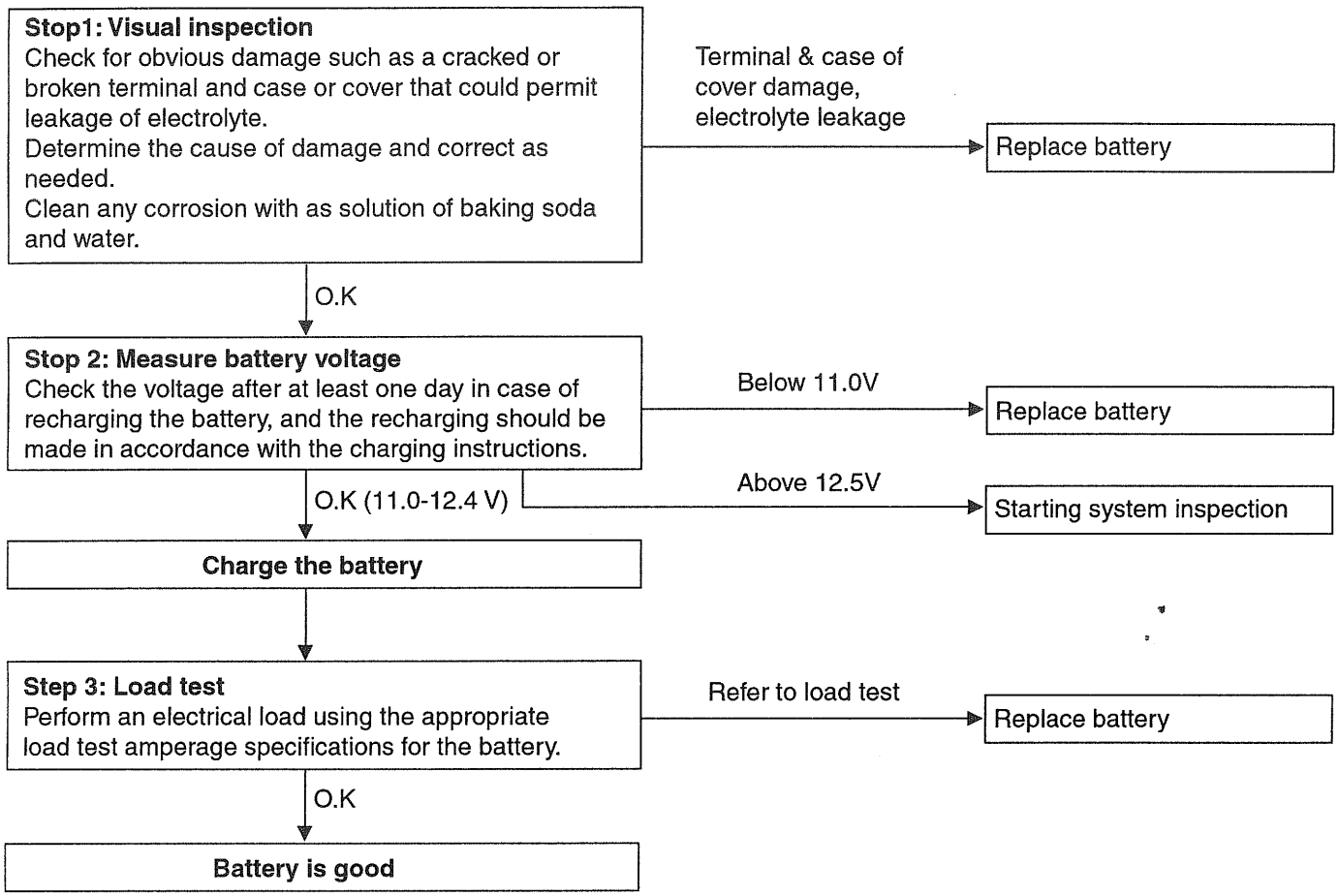


EBJD008A

INSPECTION EF4DE1EC

BATTERY DIAGNOSTIC TEST (1)

1. CHECKING FLOW



EBBD008C

2. CHECKING SHEET

Inspection Items & contents	Judgment criteria	Responsibility		Remarks
		User	Manufac-turer	
1. Acid Leakage * Type of acid leakage - Leakage on the fusion part for joining the case and cover. - Leakage on the terminal part - Leakage on the other parts * Clean the wet part or wash it, then dry it before checking with naked eyes. * Determine a part where leakage might have occurred ; check it by tipping the battery, if the leakage takes place again. * Conduct a visual inspection for breakage, deformation, or cracks.	1. Damage in the case or cover due to outside impact.	○		
	2. Acid leakage on the molding part of the case or cover. (weld line or gate hole)		○	
	3. Damage on the terminal or cracks in the cover.	○		
	4. Acid leakage due to the tipped battery or slant storage.	○		
	5. Acid leakage due to poor welding of the cover. (with no damage)		○	
2. Outside damage and breakage * Check with naked eyes.	1. Outside damage due to causes without damage due to mistreatment.		○	
	2. Outside damage due to mistreatment.	○		
	3. Damage due to a spark between terminals.		○	
	4. Damage and breakage due to heat.	○		
3. Measure the voltage for the battery ; but wait at least one day before measuring in case of recharging, and recharging should be made in accordance with the charging instructions.	1. 12.0V	○		Refer to load test
	2. 11.0V< battery voltage<12.0V due to over-discharge.	○		Refer to load test
	3. Below 11.0V due to charge condition failure.	○		Refer to load test
	4. Below 11.0V due to discharged for a long period.	○		Refer to load test
	5. Below 11.0V due to internal short circuit.		○	Refer to load test
4. Load test ; For 15 seconds with a half of the CCA electric current value, but the voltage on the dischaarging stage should be above 9.6V (27±5°C) - Conduct the test with a battery tester. (Refer to the tester manual)	1. Load test result: below 9.5V		○	
	2. Load test result: above 9.6V	○		Mfg. Defect usable

3. LOAD TEST

1. Perform the following steps to complete the load test procedure for maintenance free batteries.
2. Connect the load tester clamps to the terminals and proceed with the test as follow :
   a. If the battery has been on charge, remove the surface charge by connect a 300 ampere load for 15 seconds.
   b. Connect the voltmeter and apply the specified load.
   c. Read the voltage after the load has been applied for 15 seconds.
   d. Disconnect the load.
   e. Compare the voltage reading with the minimum and replace the battery if battery test voltage is below that shown in the voltage table.

Voltage	Temperature
9.6	20°C (70°F) and above
9.5	16 °C (60 °F)
9.4	10 °C (50 °F)
9.3	4 °C (40 °F)
9.1	-1 °C (30 °F)
8.9	-7 °C (20 °F)
8.7	-12 °C (10 °F)
8.5	-18 °C (0 °F)

NOTE

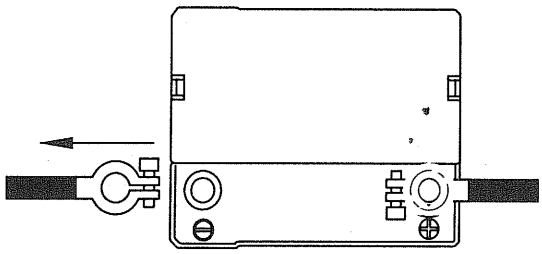
- *If the voltage is less than shown in the table, the battery is good.*
- *If the voltage is greater than shown in the table, replace the battery.*

BATTERY DIAGNOSTIC TEST (2)

1. Make sure the ignition switch and all accessories are in the OFF position.
2. Disconnect the battery cables (negative first).
3. Remove the battery from the vehicle.

CAUTION

Care should be taken in the event the battery case is cracked or leaking, to protect your skin from the electrolyte. Heavy rubber gloves (not the household type) should be worn when removing the battery.



EBJD008B

4. Inspect the battery carrier for damage caused by the loss of electrolyte. If acid damage is present, it will be necessary to clean the area with a solution of clean warm water and baking soda. Scrub the area with a stiff brush and wipe off with a cloth moistened with baking soda and water.
5. Clean the top of the battery with the same solution as described in Step(3).
6. Inspect the battery case and cover for cracks. If cracks are present, the battery must be replaced.
7. Clean the battery posts with a suitable battery post tool.
8. Clean the inside surface of the terminal clamps with a suitable battery cleaning tool. Replace damaged or frayed cables and broken terminal clamps.
9. Install the battery in the vehicle.

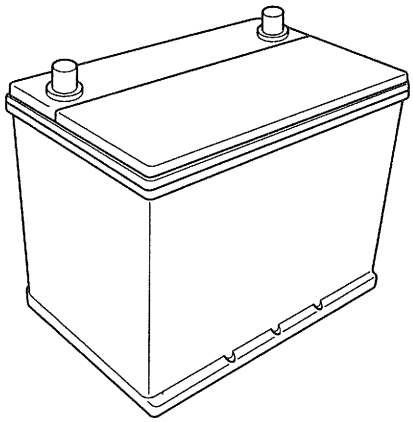
10. Connect the cable terminals to the battery post, making sure the tops of the terminals are flush with the tops of the posts.

11. Tighten the terminal nuts securely.

12. Coat all connections with light mineral grease after tightening.

⚠ ***CAUTION***

When batteries are being charged, an explosive gas forms beneath the cover of each cell. Do not smoke near batteries being charged or which have recently been charged. Do not break live circuits at the terminals of batteries being charged. A spark will occur when the circuit is broken. Keep open flames away from the battery.

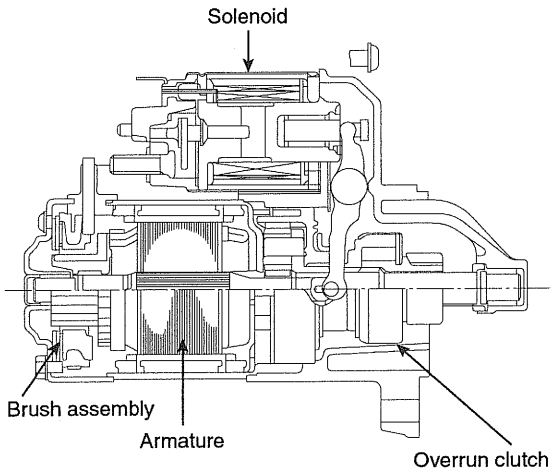


EBJD008A

STARTING SYSTEM

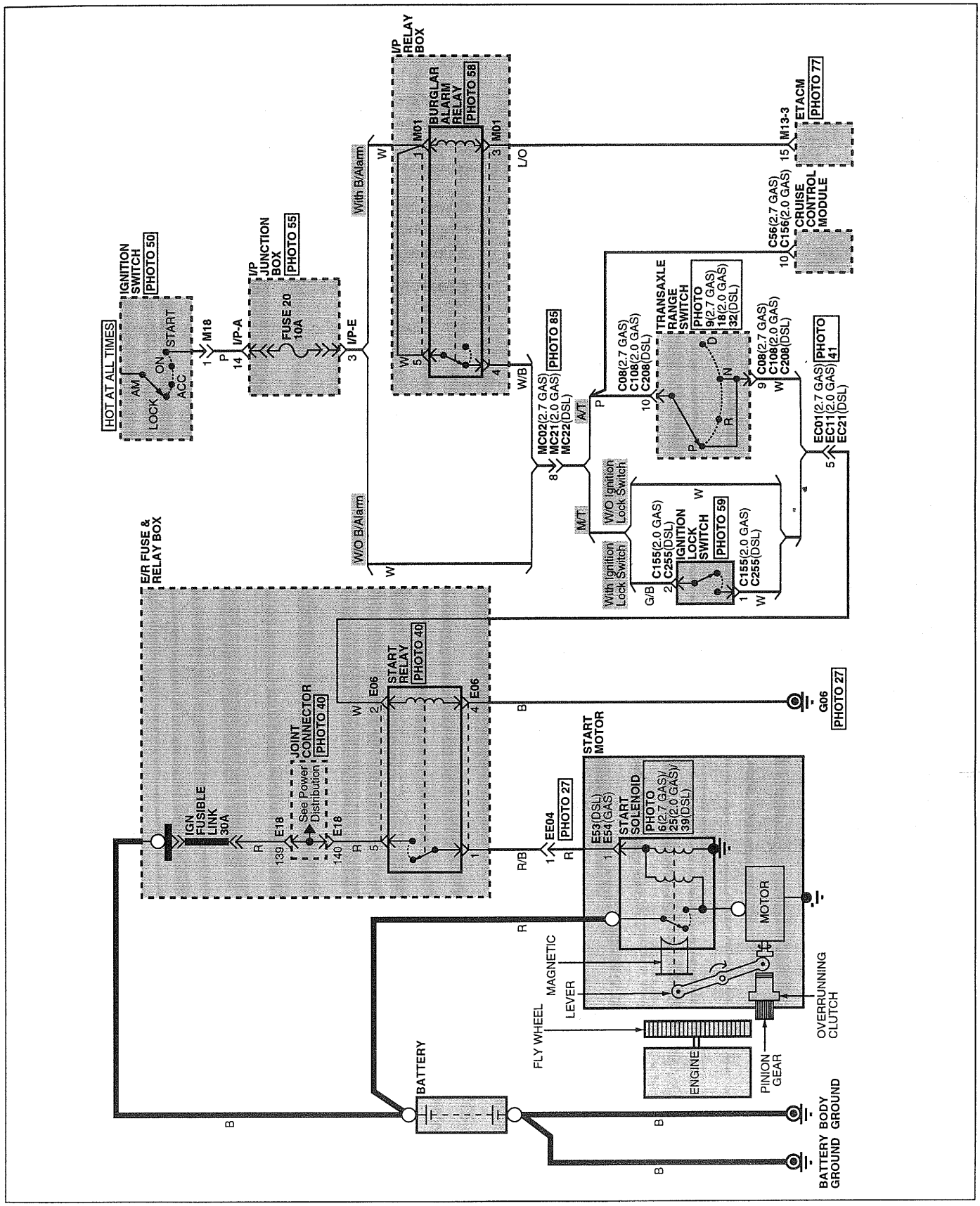
DESCRIPTION EFE0D698

The starting system includes the battery, starter motor, solenoid switch, ignition switch, inhibitor switch(A/T), ignition lock switch, connection wires and the battery cable.
When the ignition key is turned to the start position, current flows and energizes the starter motor's solenoid coil.
The solenoid plunger and clutch shift lever are activated, and the clutch pinion engages the ring gear.
The contacts close and the starter motor cranks. In order to prevent damage caused by excessive rotation of the starter armature when the engine starts, the clutch pinion gear overruns.



EBKD010A

CIRCUIT DIAGRAM FOR STARTING SYSTEM EBFE133F



EBQE150A

INSPECTION E44C2FBC

START TEST

NOTE

The air temperature must be between 59 and 100°F (15 and 38°C) before testing.

Recommended procedure :

- Use a starter system tester.
- Connect and operate the equipment in accordance with the manufacturer's instructions.
- Test and troubleshoot as described.

Alternate Procedure :

- Use the following equipment :
  - Ammeter, 0~400A
  - Voltmeter, 0~20V (accurate within 0.1 volt)
  - Tachometer, 0~1,200 rpm
- Hook up a voltmeter and ammeter as shown.

NOTE

After this test, or any subsequent repair, reset the ECM/PCM to clear any codes.

Check the Starter Engagement :

1. Remove the ECM(B+) fuse from the fuse/relay box.
2. Turn the ignition switch to START (III) with the shift lever in N or P position (A/T) or with the clutch pedal depressed (M/T). The starter should crank the engine.
   - If the starter does not crank the engine, go to step 3.
   - If it cranks the engine erratically or too slowly, go to "Check for Wear and Damage" on the next page.
3. Check the battery, battery positive cable, ground, starter cut relay, and the wire connections for looseness and corrosion. Test again.
   If the starter still does not crank the engine, go to step 4.
4. Unplug the connector from the starter.
5. Connect a jumper wire from the battery positive (+) terminal to the solenoid terminal.
   The starter should crank the engine.
   - If the starter still does not crank the engine, remove it, and diagnose its internal problem.
   - If the starter cranks the engine, go to step 6.
6. Check the ignition switch (see page EE-23).
7. Check the starter relay (see page EE-69).
8. Check the A/T gear position switch (A/T) or the clutch interlock switch (M/T).
9. Check for an open in the wire between the ignition switch and starter.

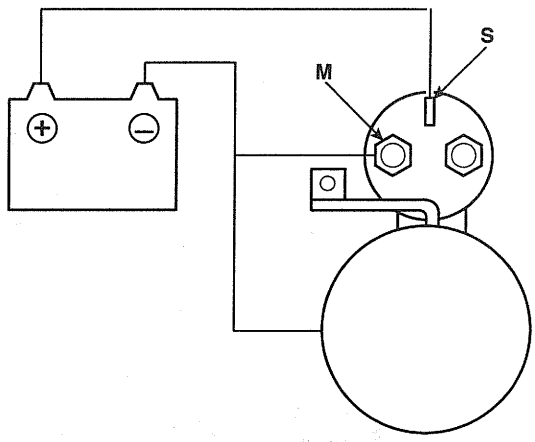
CHECK FOR WEAR AND DAMAGE

The starter should crank the engine smoothly and steadily. If the starter engages, but cranks the engine erratically, remove it, and inspect the starter drive gear and torque converter ring gear for damage.

Check the drive gear overrunning clutch for binding or slipping when the armature is rotated with the drive gear held. If damaged, replace the gears.

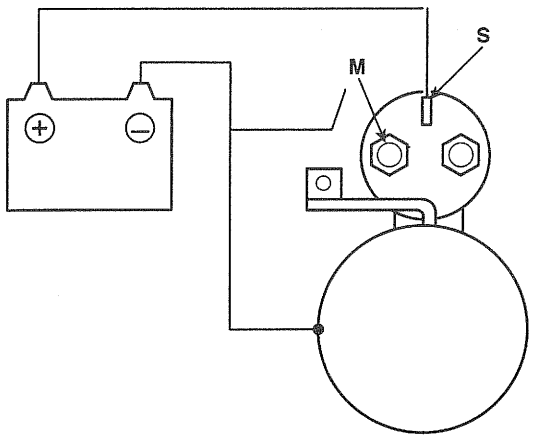
STARTER SOLENOID TEST

1. Disconnect the wires from the Sterminal and the M terminal.
2. Connect the battery as shown. If the starter pinion pops out, it is working properly. To avoid damaging the starter, do not leave the battery connected for more than 10 seconds.



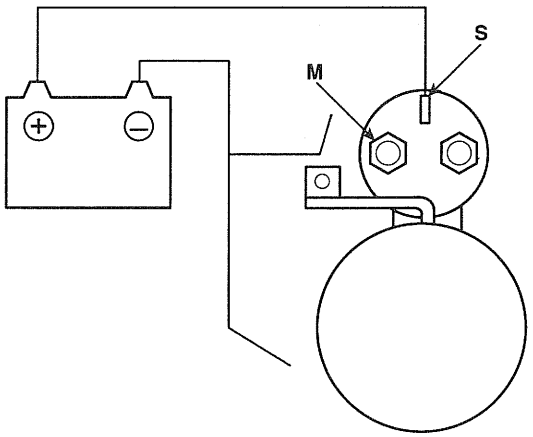
KBSE203D

3. Disconnect the battery from the M terminal.
If the pinion does not retract, the hold-in coil is working properly. To avoid damaging the starter, do not leave the battery connected for more than 10 seconds.



KBSE203E

4. Disconnect the battery also from the body. If the pinion retracts immediately, it is working properly.
To avoid damaging the starter, do not leave the battery connected for more than 10 seconds.



KBSE203F

FREE RUNNING TEST

1. Place the starter motor in a vise equipped with soft jaws and connecta fully-charged 12-volt battery to starter motor as follows :
2. Connect a test ammeter (100-ampere scale) and carbon pile rheostatas shown is the illustration.
3. Connect a voltmeter (15-volt scale) across starter motor.
4. Rotate carbon pile to the off position.
5. Connect the battery cable from battery's negative post to the starter motor body.
6. Adjust until battery voltage shown on the voltmeter reads 11 volts.
7. Confirm that the maximum amperage is within the specifications and that the starter motor turns smoothly and freely :

2.7

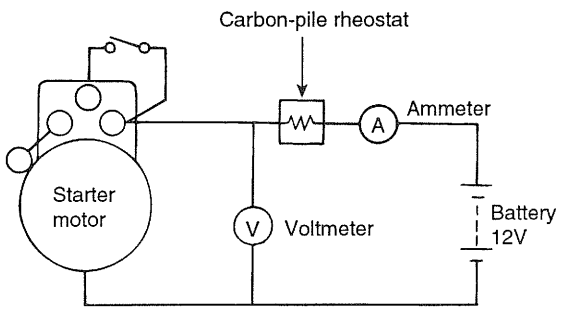
Current : Max. 90 Amps **Speed** : Min. 2,800 rpm

2.0

Current: Max. 90 Amps **Speed**: Min. 3,000 rpm

DIESEL

Current : Max. 120 Amps **Speed** : Min. 4,000 rpm



EBA9023F

CLEANING E8C3711A

1. Do not immerse parts in cleaning solvent. Immersing the yoke assembly and/or armature will damage the insulation. Wipe these parts with a cloth only.

2. Do not immerse the drive unit in cleaning solvent. The overrun clutch is pre-lubricated at the factory and solvent will wash lubrication from the clutch.

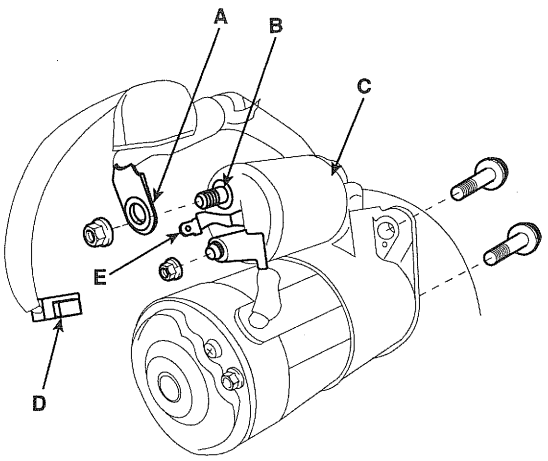
3. The drive unit may be cleaned with a brush moistened with cleaning solvent and wiped dry with a cloth.

STARTER

REPLACEMENT E1BE77DD

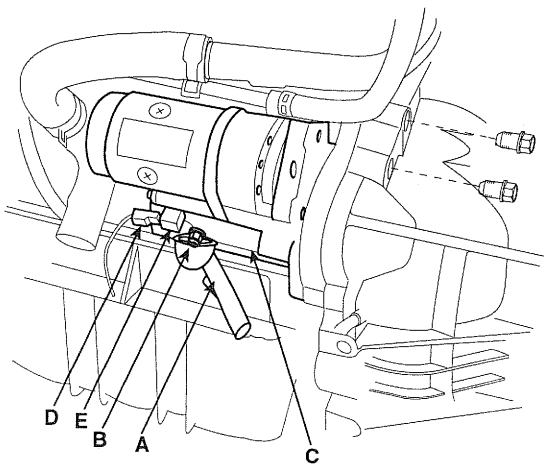
1. Disconnect the battery negative cable.
2. Disconnect the starter cable(A) from the B terminal(B) on the solenoid(C), then disconnect the connector(D) from the S terminal(E).
3. Remove the 2 bolts holding the starter, then remove the starter.
4. Installation is the reverse of removal.
5. Connect the battery positive cable and negative cable to the battery.

Gasoline



EBKD303A

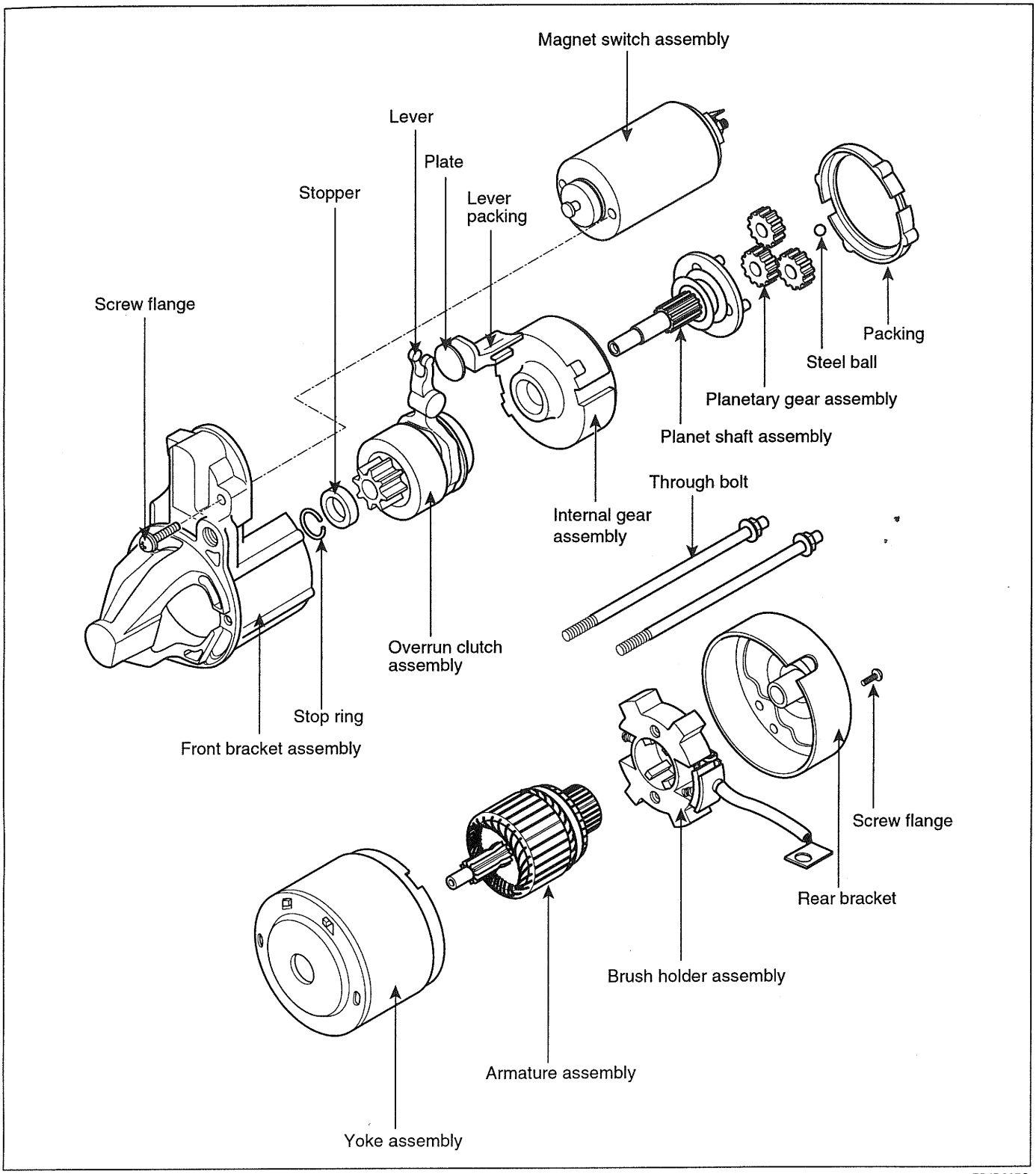
Diesel



EBKD303B

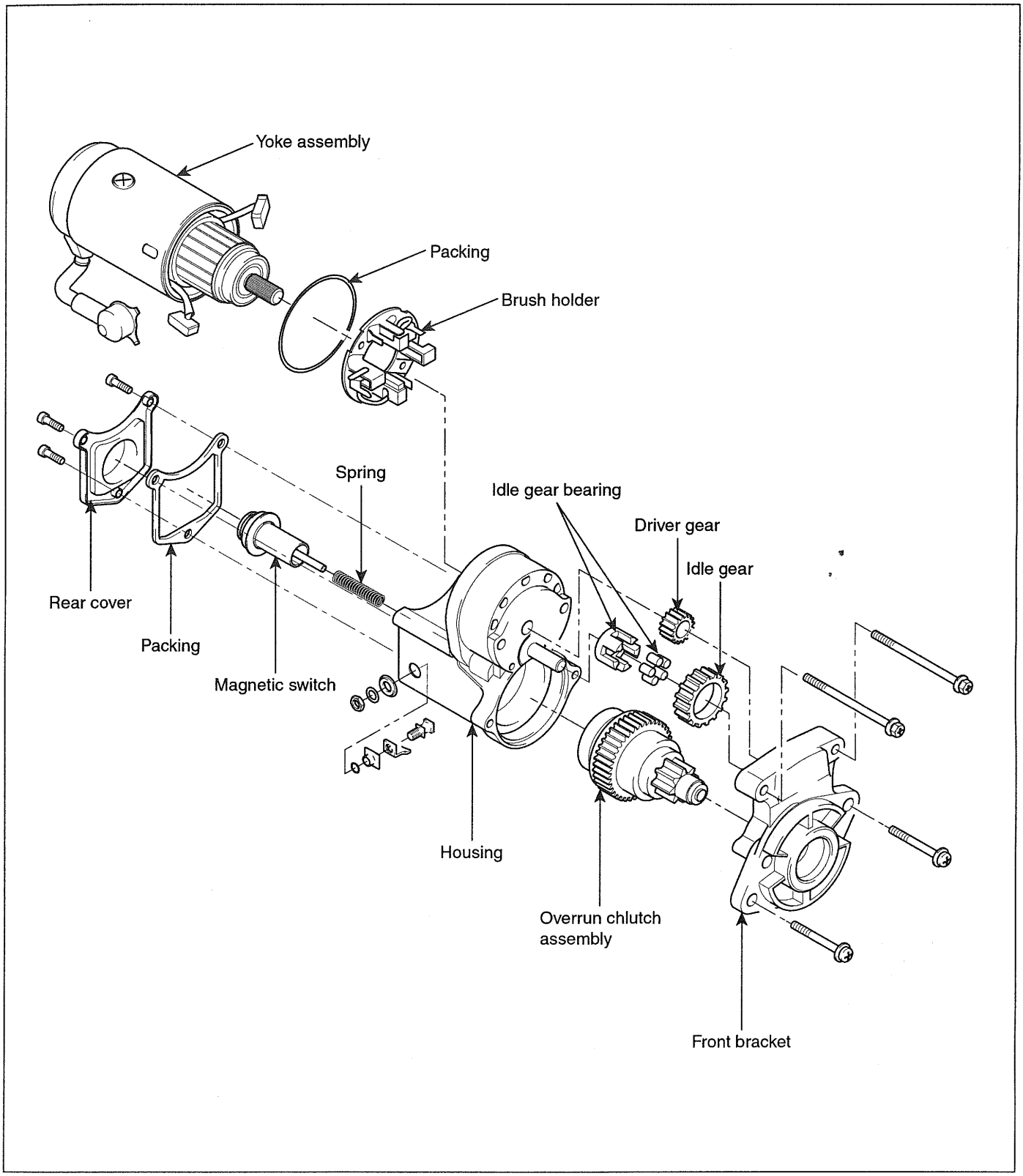
COMPONENTS EBAF73D6

GASOLINE



EBJD007G

DIESEL

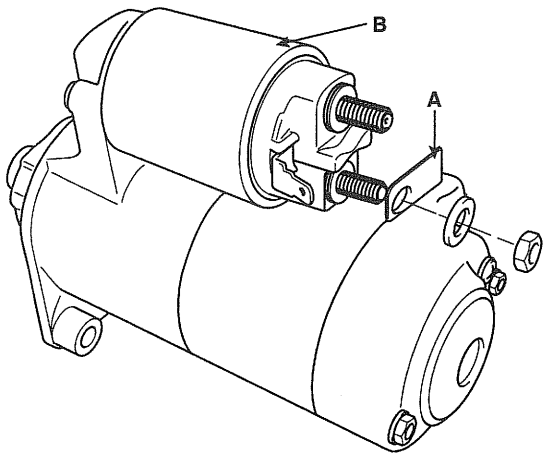


EBKD300D

DISASSEMBLY E8534E61

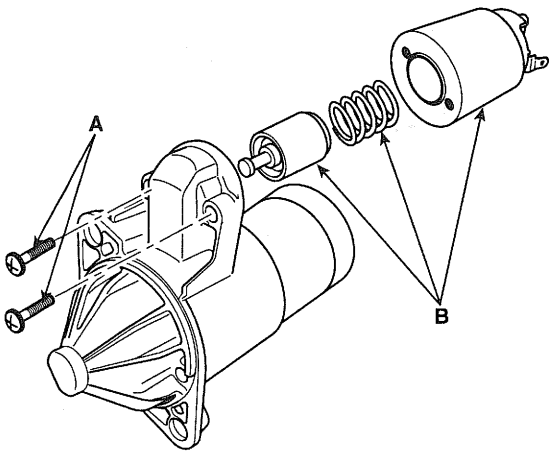
GASOLINE

1. Disconnect the M-terminal(A) on the magnet switch assembly(B).



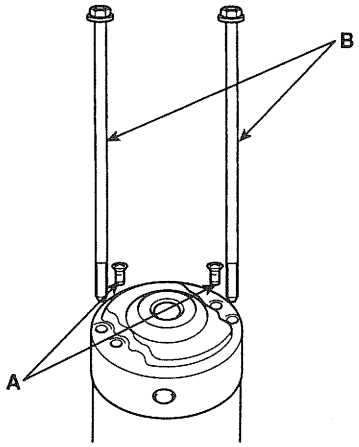
EBKD011C

2. After loosening the 2 screws(A), detach the magnet switch assembly(B).



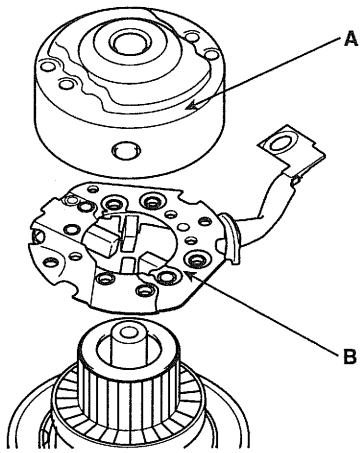
EBKD011D

3. Loosen the brush holder mounting screws(A) and through bolts(B).



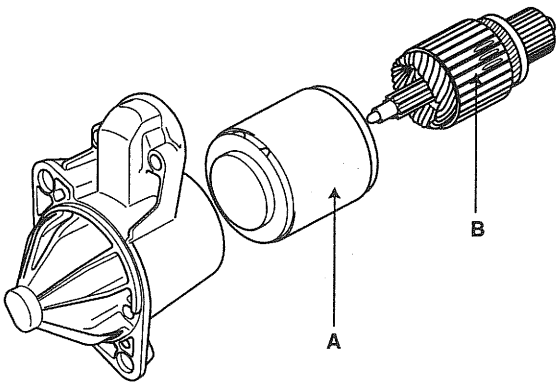
EBKD011E

4. Remove the rear bracket(A) and brush holder assembly(B).



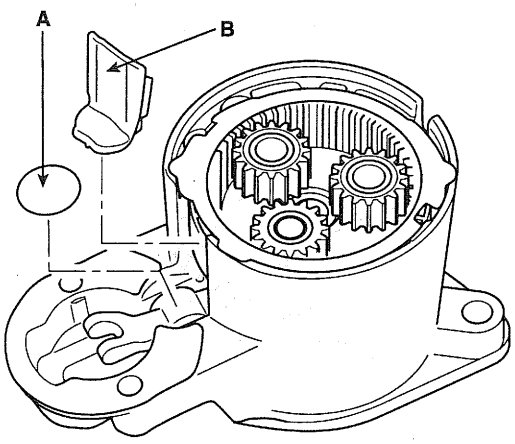
EBKD011F

5. Remove the yoke(A) and armature(B).



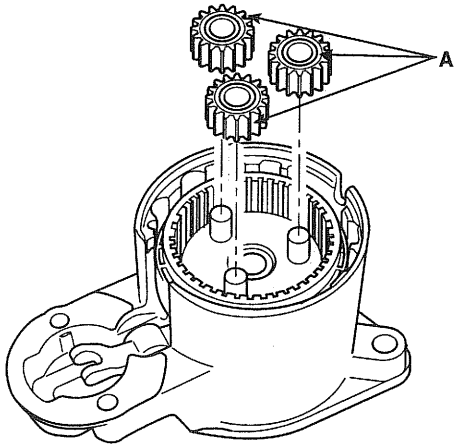
EBKD011G

6. Remove the, lever plate(A) and planet shaft packing(B).



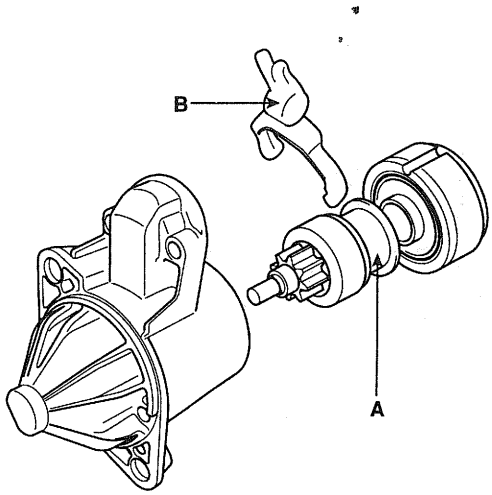
EBKD011H

7. Disconnect the planet gear(A).



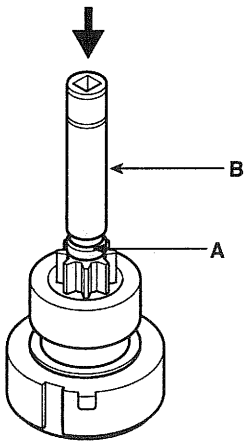
EBKD011I

8. Disconnect the planet shaft assembly(A) and lever(B).



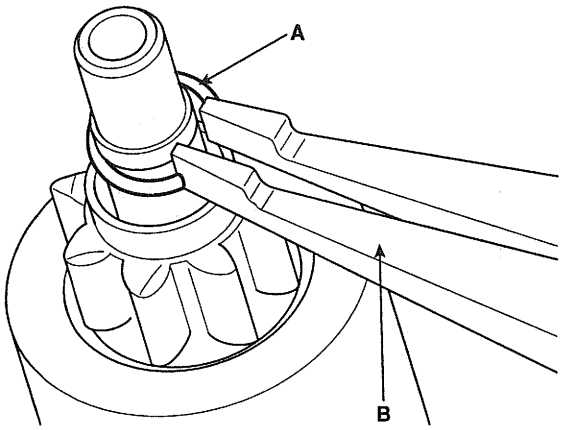
EBKD011J

9. Press the stop ring(A) using a socket(B).



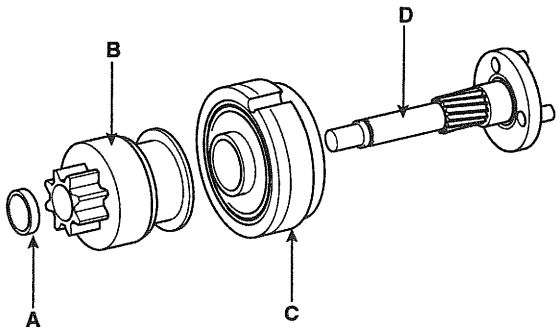
EBKD011K

10. After removing the stopper(A) using stopper pliers(B).



EBKD011L

11. Disconnect the stop ring(A), overrunning clutch(B), internal gear(C) andplanet shaft(D).

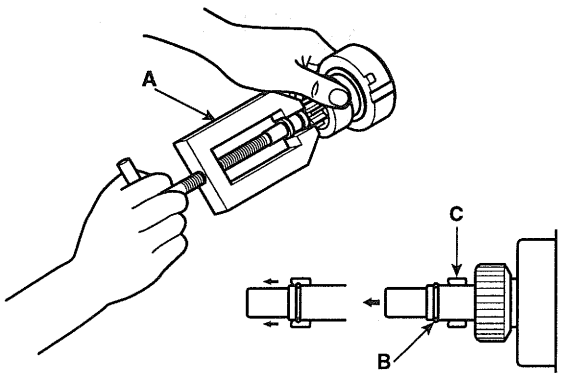


EBKD011M

12. Reassembly is the reverse of disassembly.

NOTE

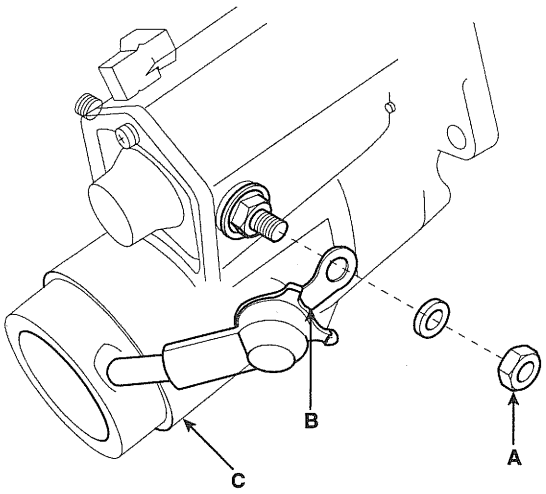
Using a suitable pulling tool(A), pull the overrunning clutch stopring(B) over the stopper(C).



EBKD011O

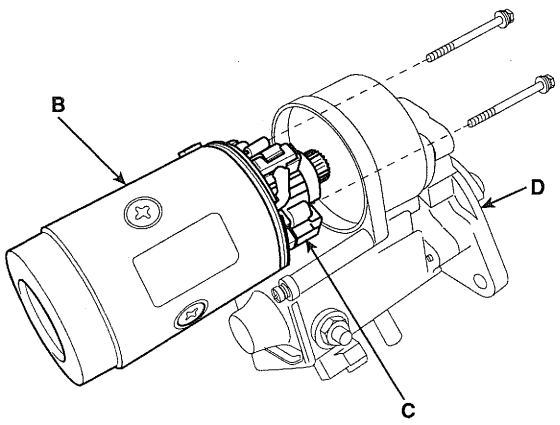
DIESEL

1. Remove the nut(A) and disconnect the lead wire(B) from the magnetic switch terminal(C).



EBKD300E

2. Remove the 2 bolts(A) and pull out the yoke assembly(B) with the armature(C) from the front bracket(D).

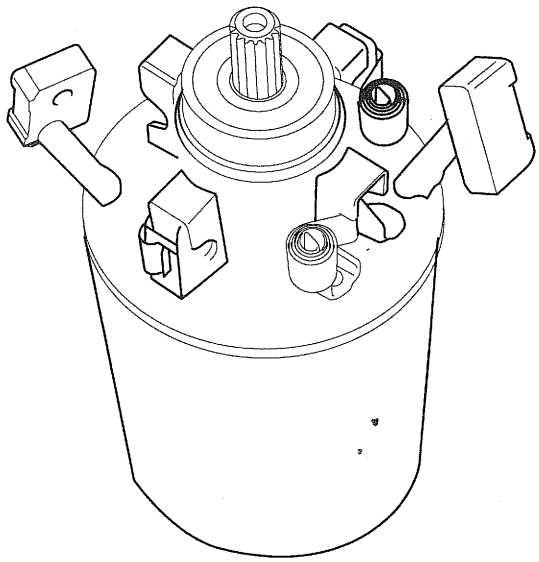


EBKD300F

3. Using a screwdriver, hold the spring tank back and disconnect the brush(A) from the brush holder(B). Disconnect the 2 brushed and remove the brush holder.

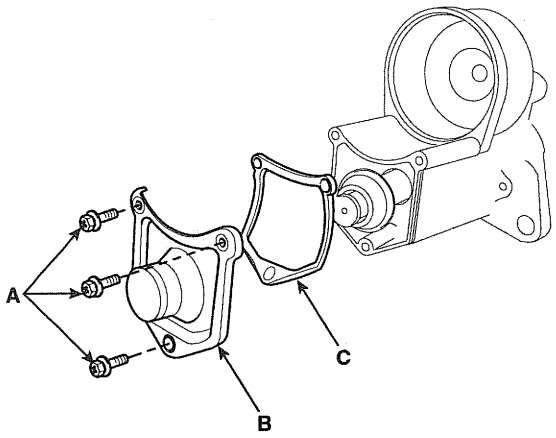
NOTE

Check that the positive(+) lead wires are not grounded.



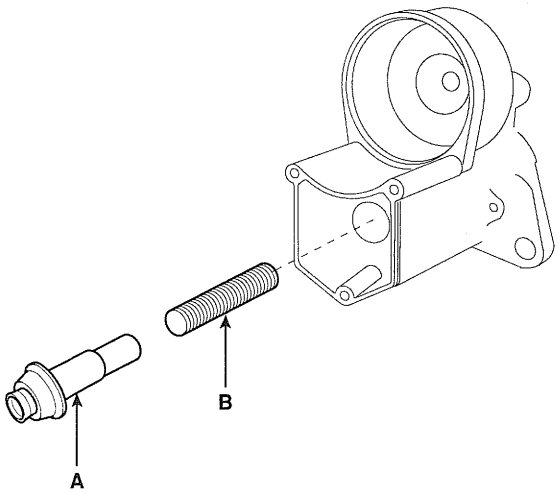
EBKD300G

4. Remove the 3 screws(A) and disconnect the housing rear cover(B) and packing(C).



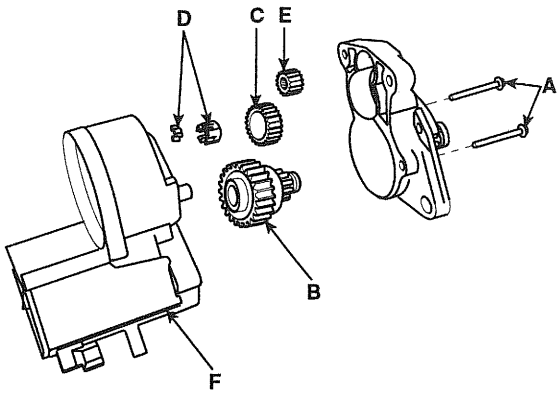
EBKD300I

5. Remove the magnetic switch(A) and spring coil(B).



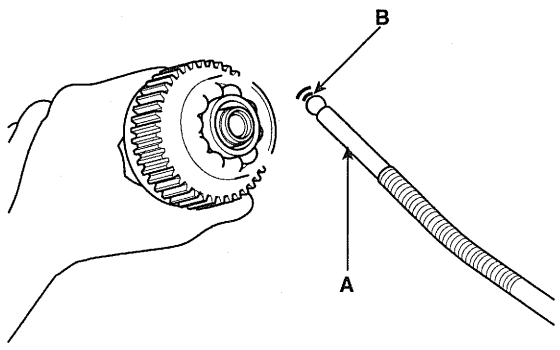
EBKD300J

6. Remove the 2 screws(A) and disconnect the clutch sub assembly(B), idle gear(C), idle gear bearing(D) and drive gear(E) from the housing(F).



EBKD300K

7. Using a magnetic finger(A), remove the steel ball(B) from the clutch shaft hole.

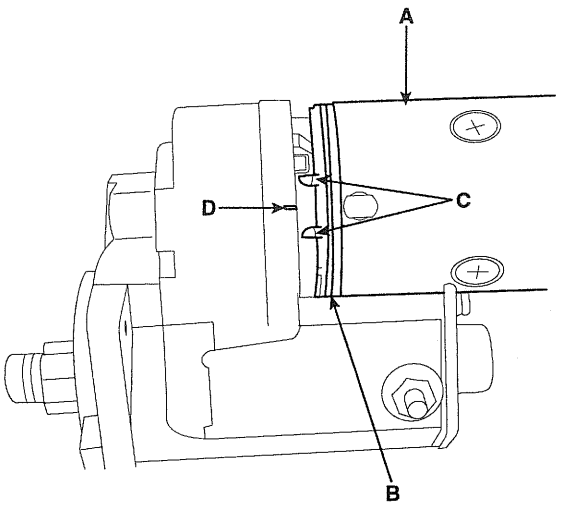


EBKD300H

8. Reassembly is the reverse of disassembly.

NOTE

When installing the yoke assembly(A), use a new O-ring(B) and align the mark(C) on the housing to the mark(D) range of the brush holder.

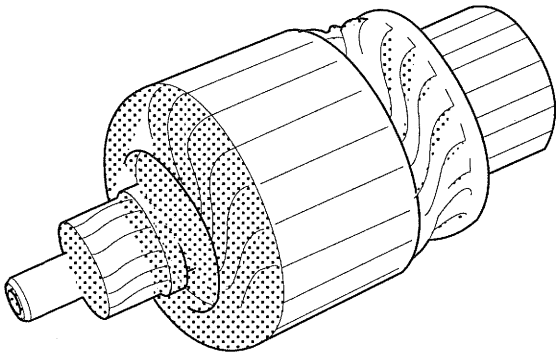


EBKD300L

INSPECTION E712D053

ARMATURE INSPECTION AND TEST

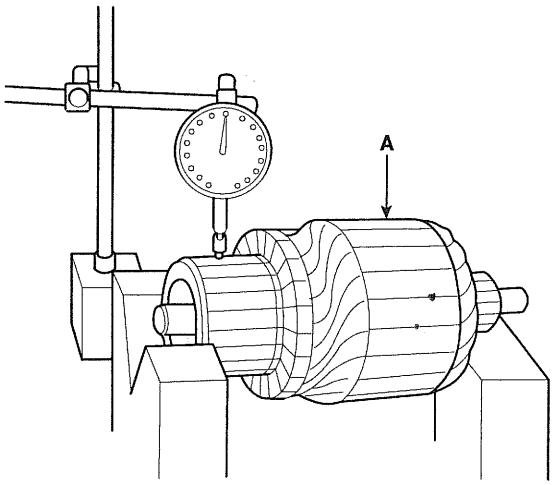
1. Remove the starter (see page EE-57).
2. Disassemble the starter as shown at the beginning of this procedure.
3. Inspect the armature for wear or damage from contact with the permanent magnet. If there is wear or damage, replace the armature.



EBKD012A

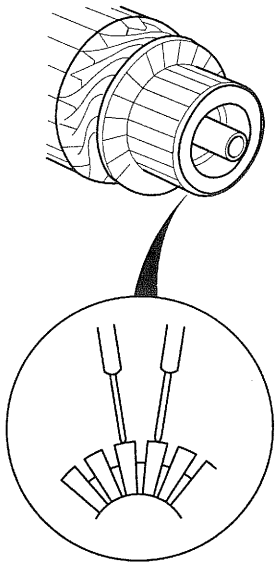
4. Measure the commutator (A) runout.
   - If the commutator runout is within the service limit, check the commutator for carbon dust or brass chips between the segments.
   - If the commutator runout is not within the service limit, replace the armature.

Commutator Runout
Standard (New) : 0.02mm (0.001 in.) max.
Service limit : 0.05mm (0.002 in.)



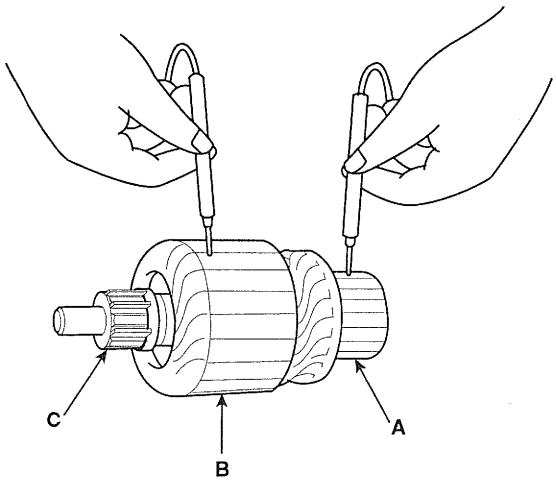
EBKD012D

5. Check for continuity between the segments of the commutator. If an open circuit exists between any segments, replace the armature.



EBKD012F

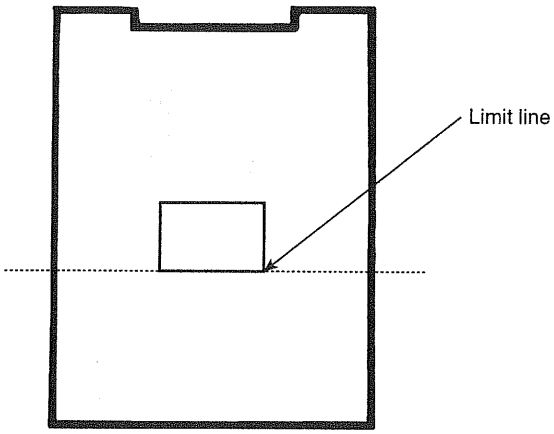
6. Check with an ohmmeter that no continuity exists between the commutator (A) and armature coil core (B), and between the commutator and armature shaft (C). If continuity exists, replace the armature.



EBKD012G

INSPECT STARTER BRUSH

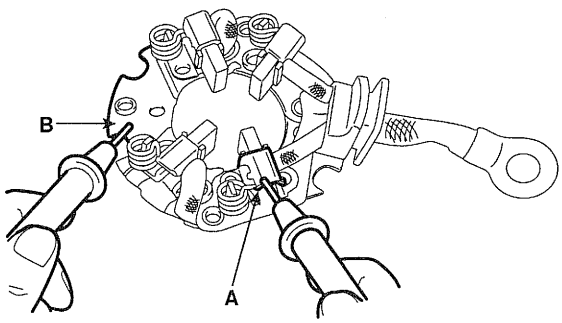
Brushes that are worn out, or oil-soaked, should be replaced.



EBBD027A

STARTER BRUSH HOLDER TEST

Check that there is no continuity between the (+) brush holder (A) and (-) brush holder (B). If there is no continuity, replace the brush holder assembly.

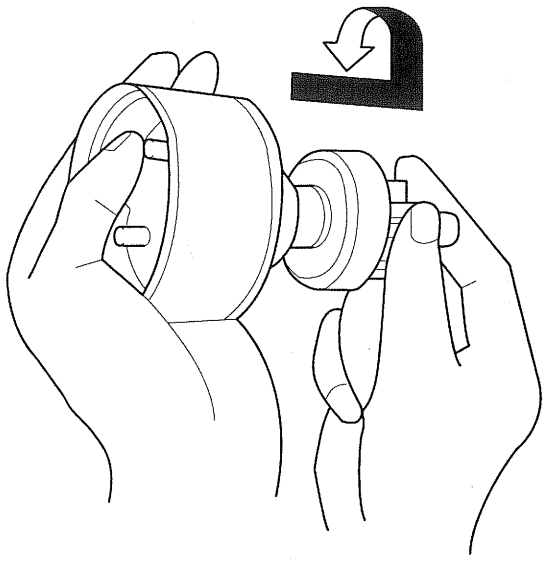


EBBD330A

INSPECT OVERRUNNING CLUTCH

1. Slide the overrunning clutch along the shaft. Replace it if does not slide smoothly.

2. Rotate the overrunning clutch (A) both ways. Does it lock in one direction and rotate smoothly in reverse? If it does not lock in either direction or it locks in both directions, replace it.



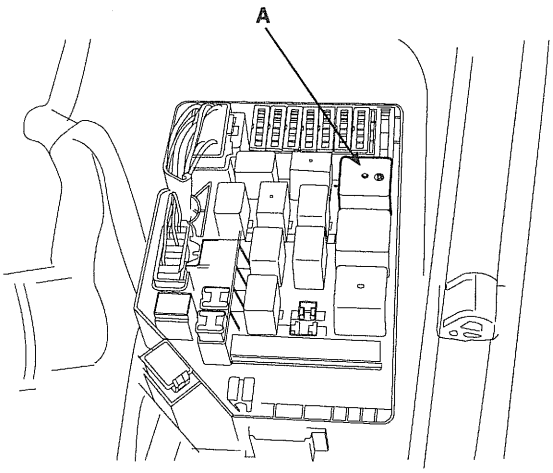
EBKD012J

3. If the starter driver gear (B) is worn or damaged, replace the overrunning clutch assembly: the gear is not available separately.
   Check the condition of the flywheel or torque converter ring gear if the starter drive gear teeth are damaged.

STARTER RELAY

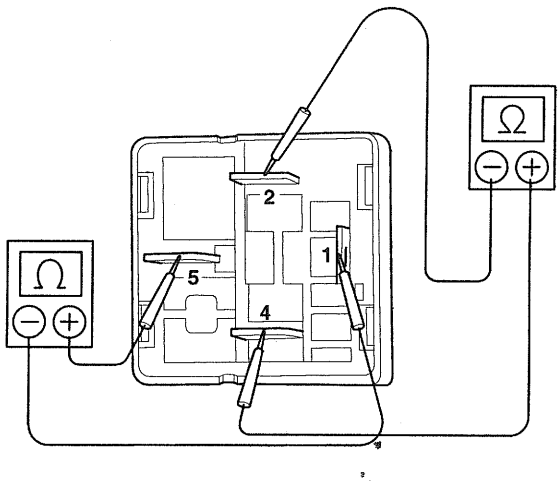
INSPECTION E03A96B5

1. Remove the fuse box cover.
2. Remove the starter relay(A).



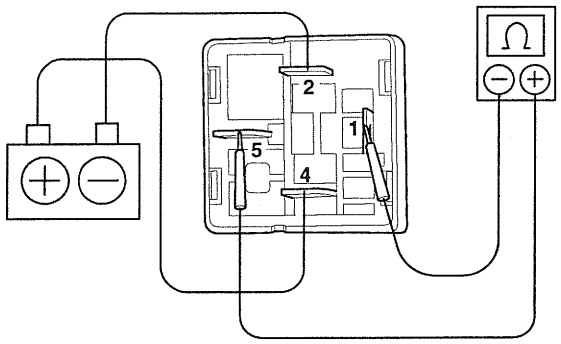
EBKD013A

3. Inspect the relay continuity.
   - Using an ohmmeter, check that there is continuity between terminals 2 and 4.
     If there is no continuity, replace the relay.
   - Check that there is no continuity between terminals 1 and 5.
     If there is continuity, replace the relay.



EBKD013B

4. Inspect the relay operation.
   - Apply battery positive voltage across terminals 2 and 4.
   - Using an ohmmeter, check that there is continuity between terminals 1 and 5.
     If there is no continuity, replace the relay.

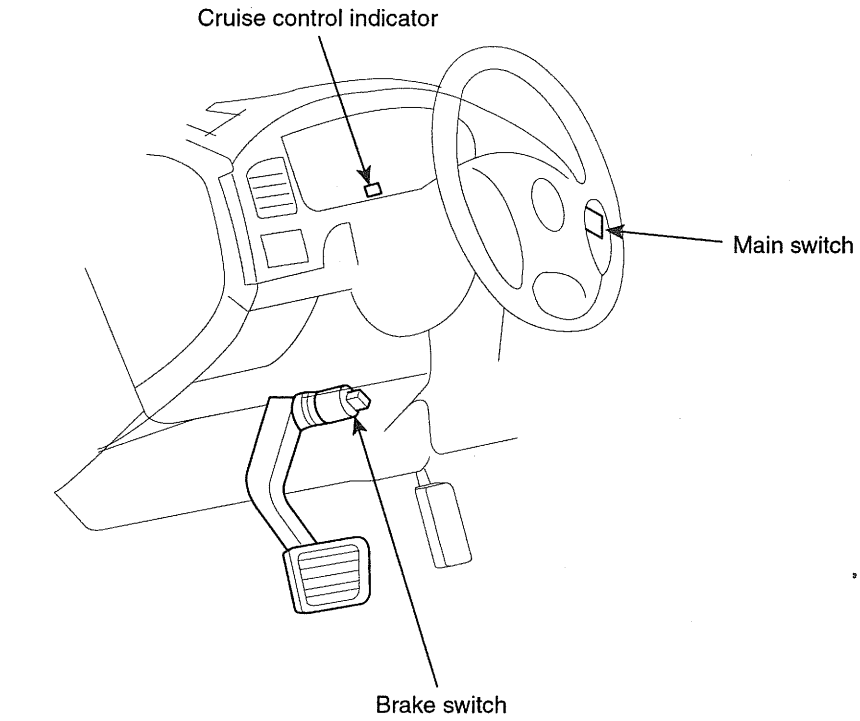


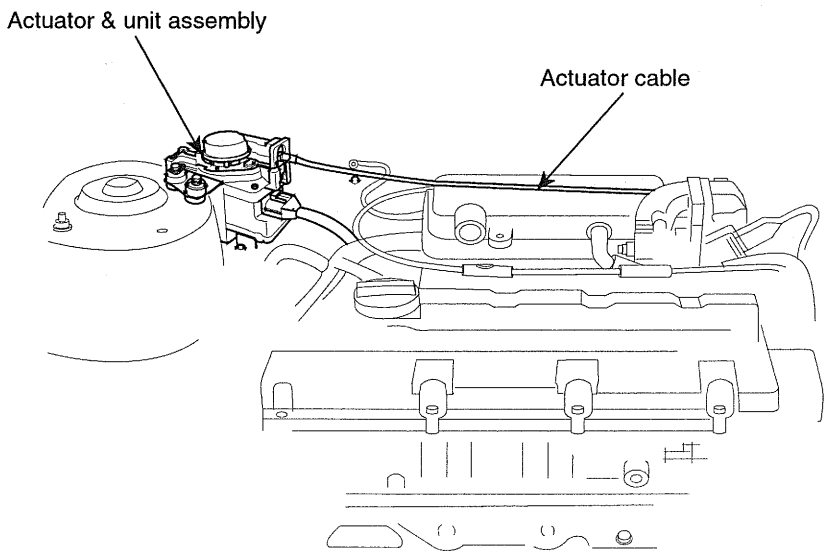
EBKD013C

5. Install the starter relay.
6. Install the fuse box cover.

CRUISE CONTROL SYSTEM

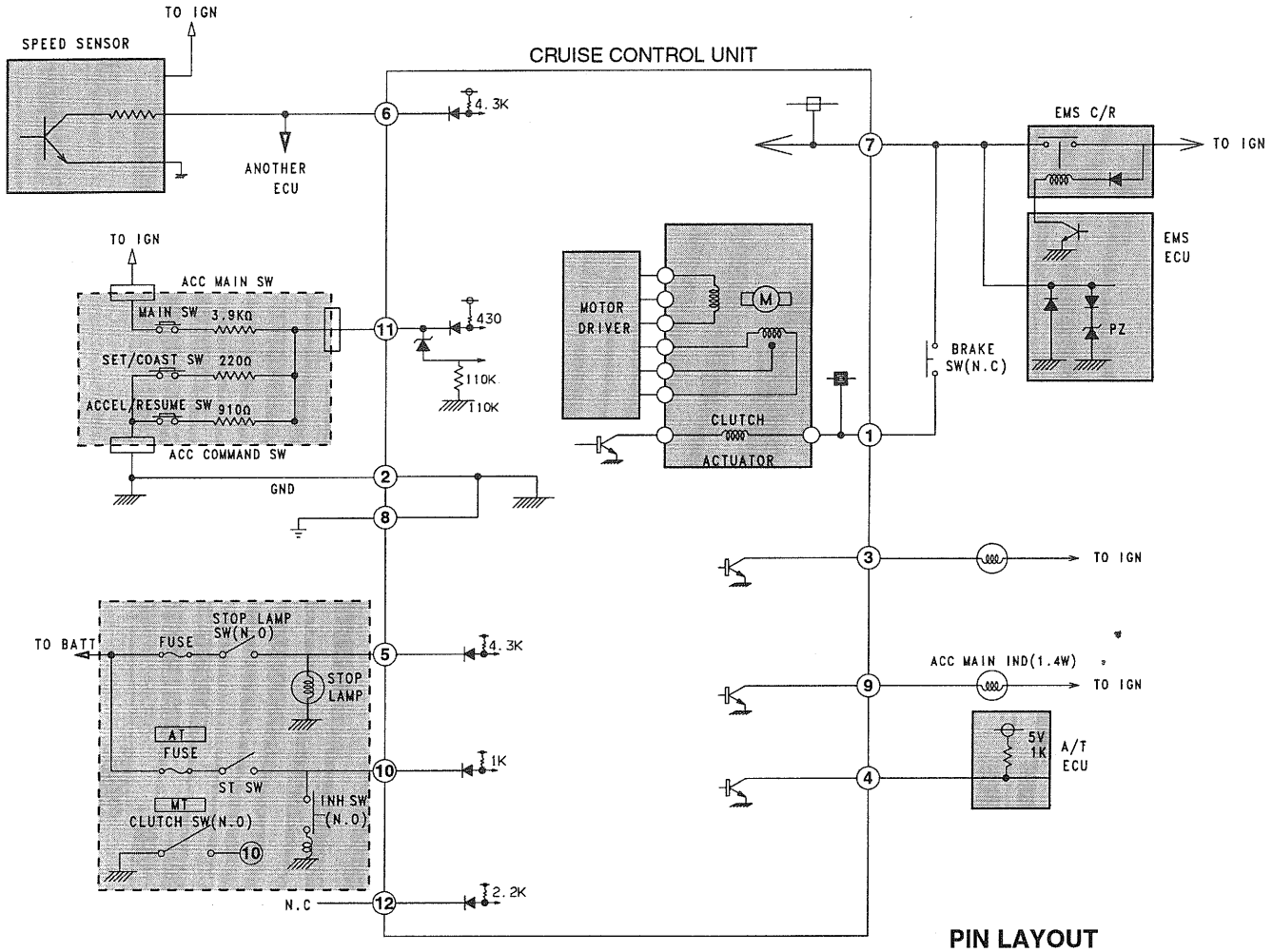
COMPONENTS LOCATION EF26FAE8



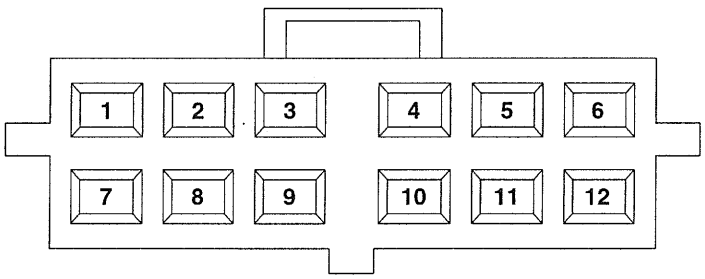


EBKD020A

CIRCUIT DIAGRAM FOR CRUISE CONTROL SYSTEM ECC73F72



CONNECTOR NO.



PIN LAYOUT

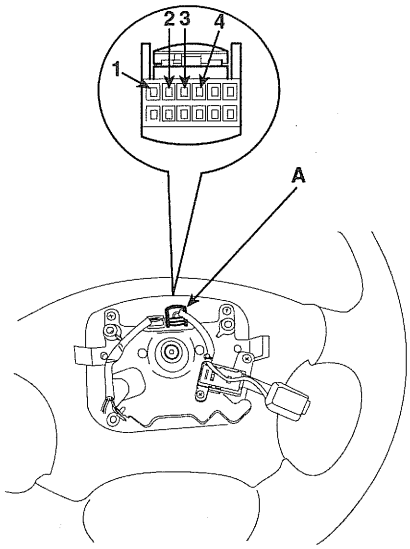
No	Name	Note
1	BRK	AUTUATOR CLUTCH
2	GND	GND
3	NC	NO CONNECTION
4	AT	OD CONTROL
5	STOP	STOP LAMP SW
6	SPD	SPEED SENSOR
7	IGN1	POWER SOURCE
8	GND	GND
9	MAIN	MAIN INDICATOR
10	CLU	INH./CLUTCH SW
11	COM	MAIN/COMMAND SW
12	NC	NO CONNECTION

EBKD020B

INSPECTION E03C058C

CRUISE REMOCON SWITCH TEST

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
2. Remove the driver's airbag (See page RT group-air bag module).
3. Disconnect the remocon switch connector(A).

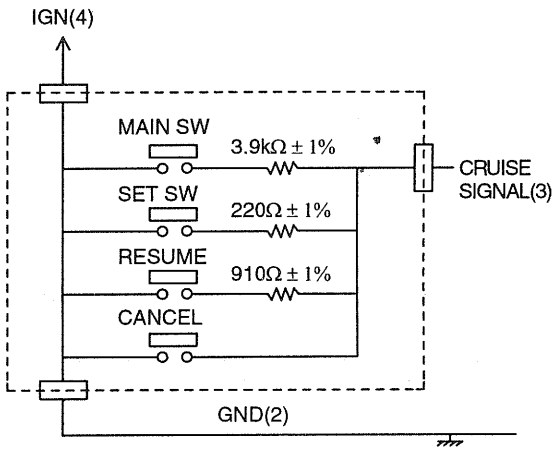


EBKD021A

4. Check the continuity between the terminals of the connector in each switch position according to the table.
   - If there is continuity, and it matches the table, the switch is O.K.
   - If there is no continuity, replace the remocon switch.

Position \ Terminal	1	2	3	4
MAIN (ON)			○—○	
SET (ON)		○—○		
RESUME (ON)		○—○		
CANCEL (ON)		○—○		

EBKD021D

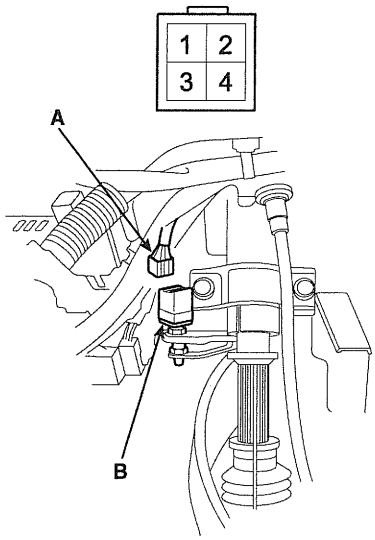


CIRCUIT DIAGRAM

EBKD021B

BRAKE SWITCH TEST

1. Disconnect the connector(A) from the brake switch.
2. Remove the brake switch(B).



EBKD021C

3. Check for continuity between the terminals according to the table.

Position \ Terminal	1	2	3	4
Depressed		○	○	
Released	○			○

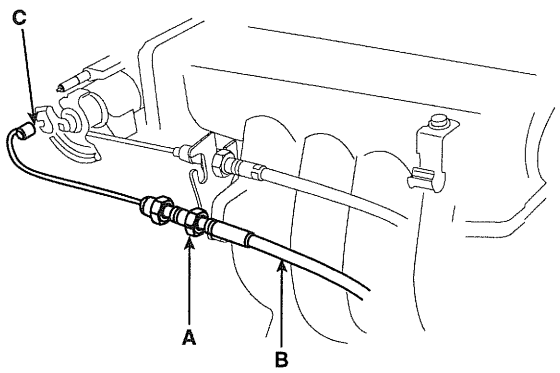
EBKD021E

4. If necessary, replace the switch or adjust the pedal height.

REPLACEMENT E1C22A98

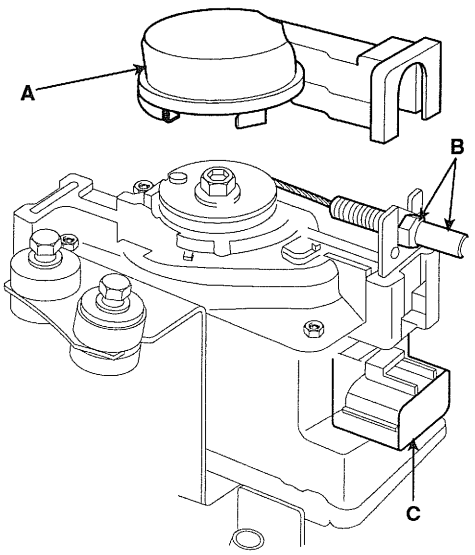
CRUISE CONTROL UNIT AND CABLE

1. Loosen the locknuts(A) and disconnect the actuator cable (B) from the throttle linkage(C).



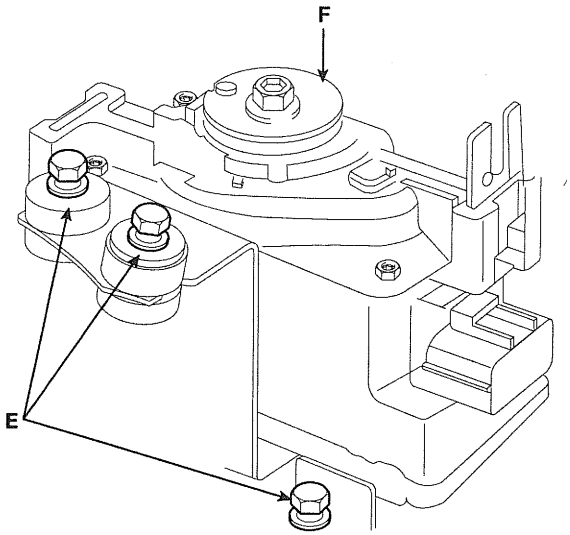
EBKD022A

2. Disconnect the cover, actuator cable and connector.



EBKD022C

3. Loosen the three mounting bolts(E), and remove the actuator(F) with the bracket.

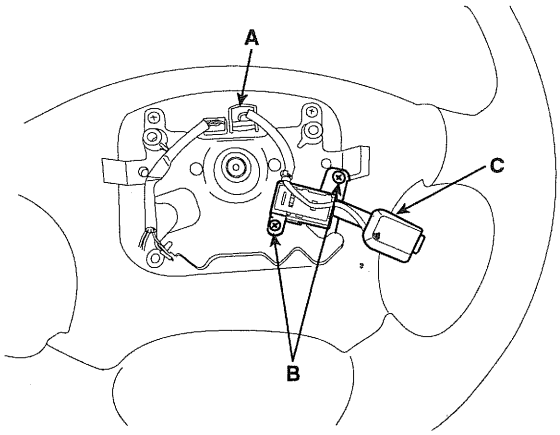


EBKD022B

4. Installation is the reverse of removal.

CRUISE REMOCON SWITCH REPLACEMENT

1. Disconnect the battery negative cable, them disconnect the positive cable, and wait at least three minutes.
2. Remove the driver's airbg (See page RT group-air bag module).
3. Disconnect the remocon switch connector(A).
4. Loosen the two mounting screws(B), and remove the cruise remocon switch(C).

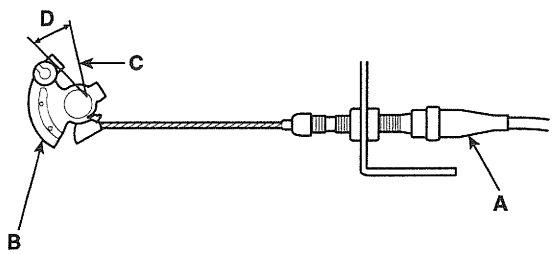


EBKD022D

5. Installation is the reverse of removal.
6. Connect the battery positive cable and negative cable to the battery.

ACTUATOR CABLE ADJUSTMENT E3E12C8D

1. Check that the actuator cable (A) moves smoothly with no binding or sticking.

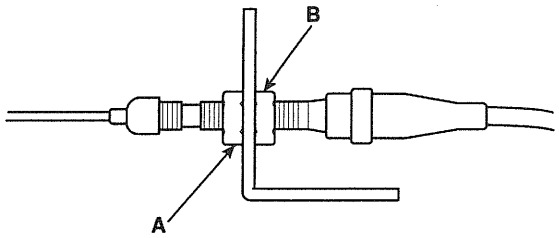


EBKD023A

2. Start the engine. Hold the engine at 3,000 rpm with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle.

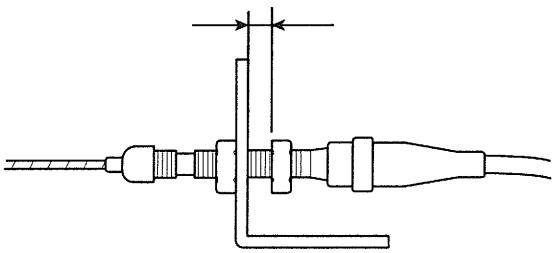
3. Measure the amount of movement of the output linkage (B) until the engine speed starts to increase.
   At first, the output linkage should be located at the fully closed position (C). The free play (D) should be 3.75±0.5 mm (0.15±0.02 in.)

4. If the free play is not within specs, move the cable to the point where the engine speed starts to increase, and tighten the locknut (A) and adjusting nut (B).



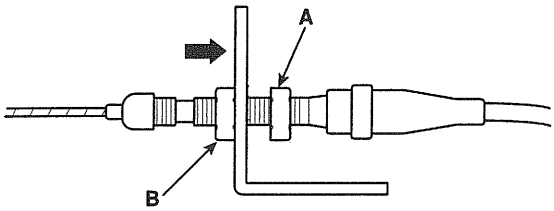
EBKD023B

5. Turn the adjusting nut (A) until it is 3.75±0.5 mm (0.15±0.02 in.) away from the bracket (B).



EBKD023C

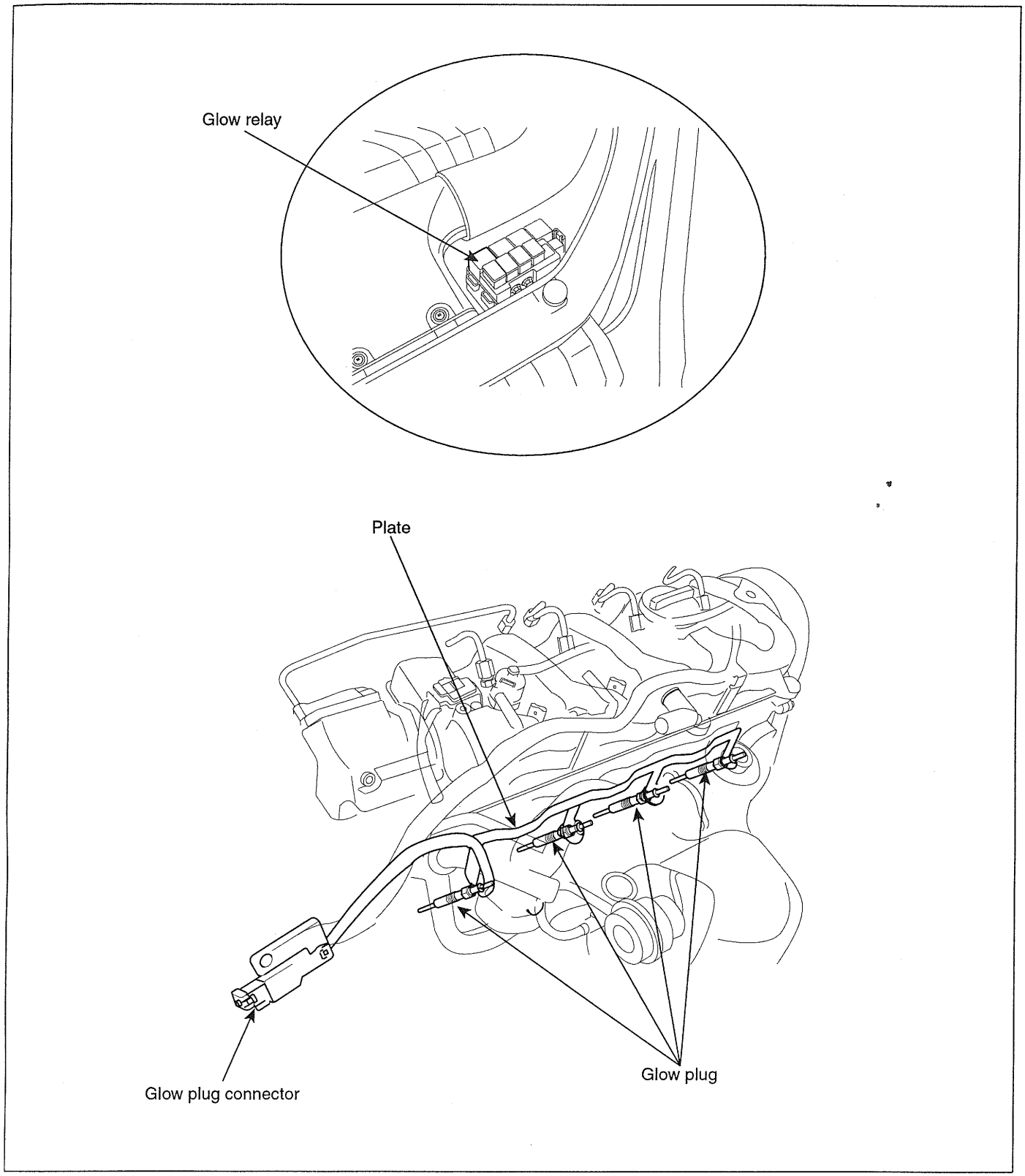
6. Pull the cable so that the adjusting nut (A) touches the bracket, and tighten the locknut (B).



EBKD023D

PREHEATING SYSTEM

COMPONENT LOCATION E64278AC



EBKE300M

INSPECT PREHEATING SYSTEM E812E6A0

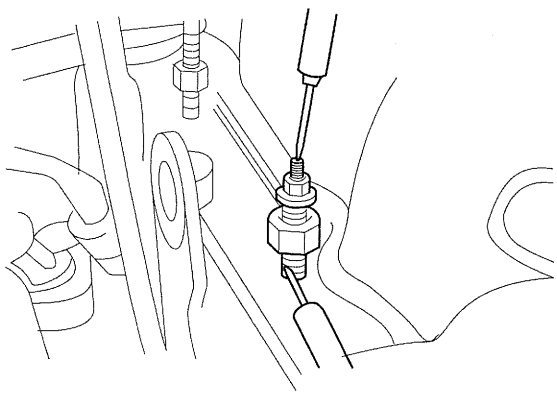
Conditions before inspection :
Battery voltage : 12V

1. Connect voltmeter between glow plug plate and plug body (ground).
2. Check indicated value on voltmeter with ignition switch ON.
3. Check that preheat indication lamp lights for about 6 seconds and indicates battery voltage (about 9V or over) for about 36 seconds immediately afterignition-switch is turned on. [At cooling water temperature 20°C (68°F)]

NOTE

Continuity time varies depending upon cooling water temperature.

4. After checking 3, set ignition switch at START position.
5. The system is normal if battery voltage (about 9V or over) is generatedforabout 6 seconds during engine cranking and after start operation. [at coolingwater temperature 20°C (68°F)]
6. When the voltage or continuity time is not normal, check the terminal voltage in glow control unit, and single parts.



EBKD300O

INSPECT GLOW PLUS

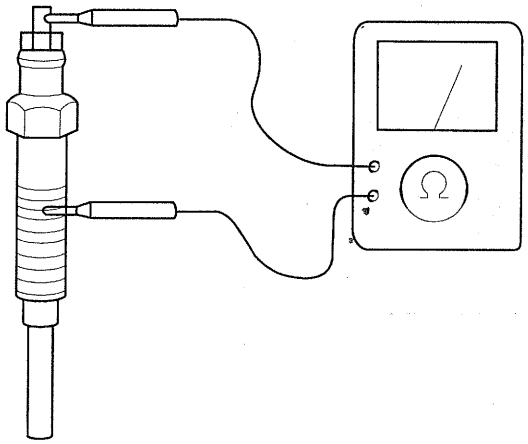
1. Check the continuity between the terminal and body as illustrated. Replaceif discontinuity or with large resistance.

Standard value : 0.25Ω

CAUTION

Remove oil from plug before measuring as glow plug resistance is verysmall.

2. Check for rust on glow plug plate.
3. Check glow plug for damage.



EBKD300P