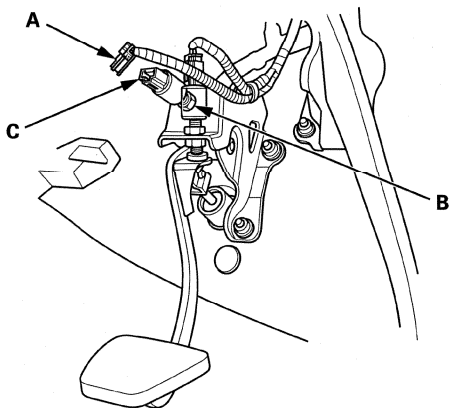




## Clutch Interlock Switch Replacement

### M/T model

1. Disconnect the 2P connector (A) from the clutch interlock switch.



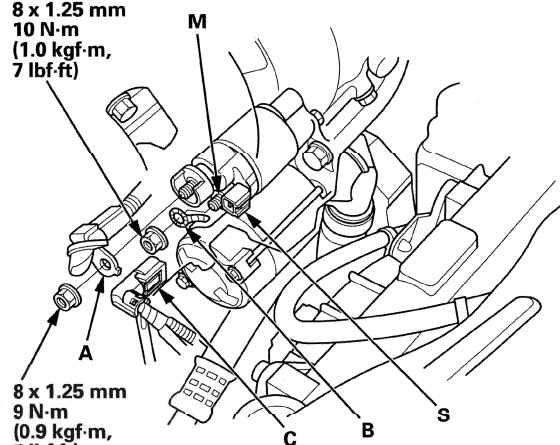
2. Loosen the locknut (B), then remove the clutch interlock switch (C).
3. Install the clutch interlock switch and adjust the pedal height (see page 12-5).

## Starter Solenoid Test

1. Do the battery terminal disconnection procedure (see page 22-69).
2. Disconnect the positive starter cable (A), the motor wire (B), and the S terminal connector (C).

8 x 1.25 mm  
10 N·m  
(1.0 kgf·m,  
7 lbf·ft)

8 x 1.25 mm  
9 N·m  
(0.9 kgf·m,  
7 lbf·ft)



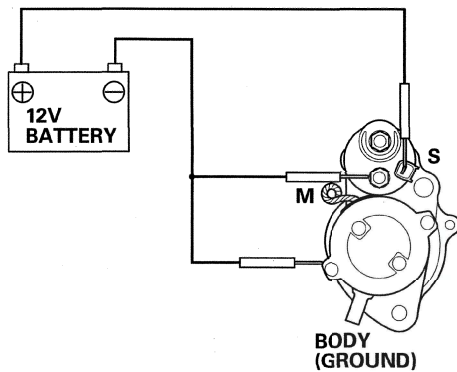
3. Check the hold-in coil for continuity between the S terminal and the armature housing (ground). There should be continuity:
  - If there is continuity, go to step 4.
  - If there is no continuity, replace the starter solenoid (see page 4-13).
4. Check the pull-in coil for continuity between the S terminal and M terminal. There should be continuity:
  - If there is continuity, the starter solenoid is OK.
  - If there is no continuity, replace the starter solenoid (see page 4-13).
5. Connect the wire and the connector in the reverse order of removal.
6. Do the battery terminal reconnection procedure (see page 22-70).

# Starting System

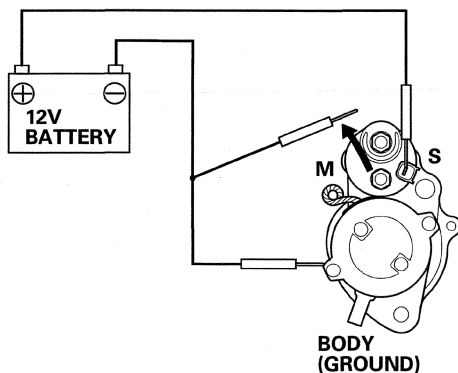
## Starter Performance Test

1. Remove the starter (see page 4-11).
2. Disconnect the motor wires from the M terminal (see step 2 on page 4-9).
3. Clamp the starter firmly in a vise.
4. Make the connections for this test using the thickest (gauge) wire possible (preferably the same gauge as used on the vehicle).

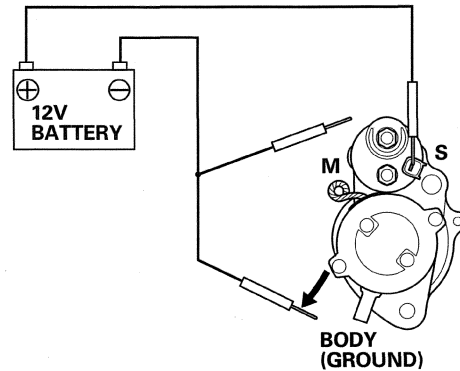
NOTE: To avoid damaging the starter, never leave the battery connected for more than 5 seconds.



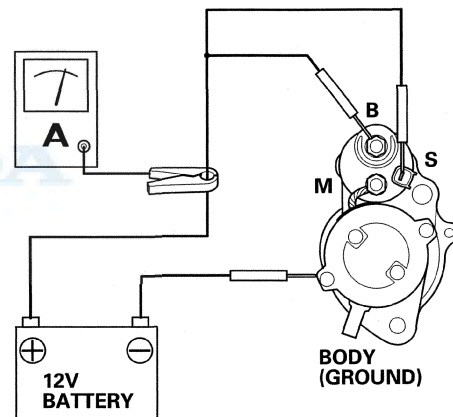
5. Connect the battery as shown. Make sure you disconnect the starter motor wire from the M terminal. If the starter pinion moves out, it is working properly.
6. Disconnect the battery from the M terminal. If the pinion does not retract, the hold-in coil of the starter solenoid is working properly.



7. Disconnect the battery from the starter body as shown. If the pinion retracts immediately, it is working properly.

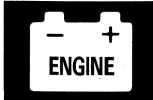


8. Reconnect the motor wire to the M terminal.
9. Connect the starter to the battery as shown, and confirm that the motor runs.



10. If the electric current meets the specification when the battery voltage is at 11.5 V, the starter is working properly.

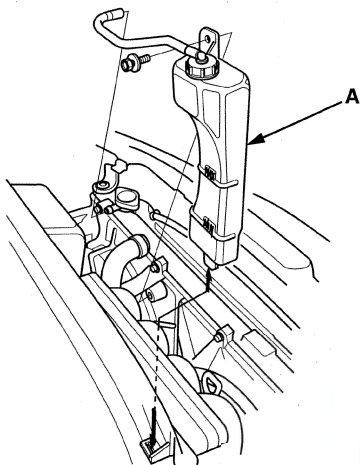
**Specification**  
**Electric Current: 90 A or less**



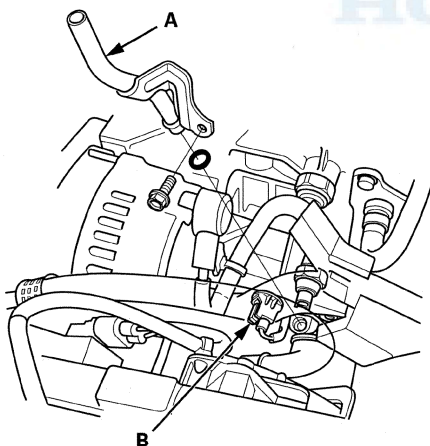
## Starter Removal and Installation

### Removal

1. Do the battery terminal disconnection procedure (see page 22-69).
2. Remove the coolant reservoir (A).

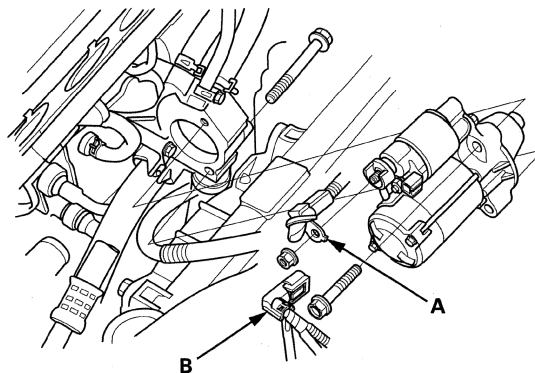


3. Remove the intake manifold (see page 9-7).
4. Remove the dipstick, then remove the dipstick tube (A).



5. Disconnect the oil pressure switch connector (B).

6. Disconnect the positive starter cable (A) and the S terminal connector (B).



7. Remove the two bolts holding the starter, then remove the starter from under the vehicle.

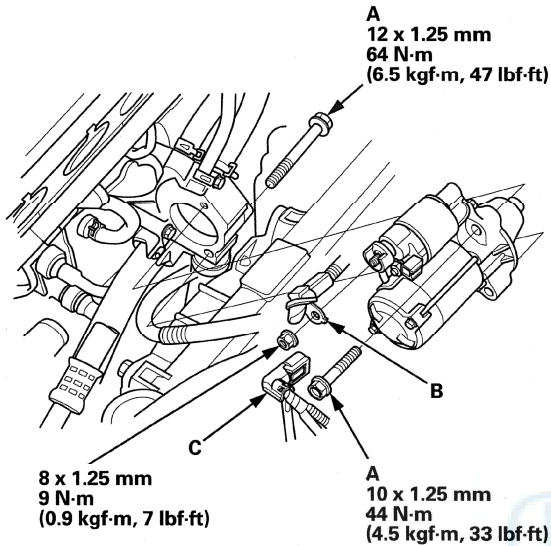
(cont'd)

# Starting System

## Starter Removal and Installation (cont'd)

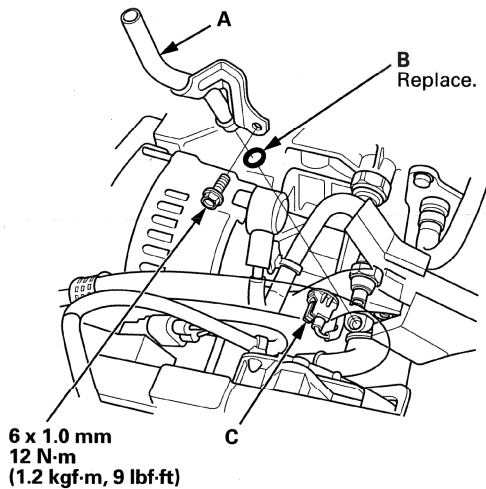
### Installation

1. Install the starter, then tighten the mounting bolts (A).



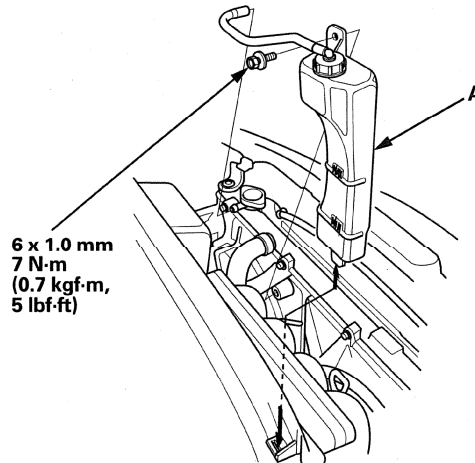
2. Connect the positive starter cable (B) and the S terminal connector (C). Make sure the crimped side of the ring terminal faces away from the starter when you connect it.

3. Install the dipstick tube (A) with a new O-ring (B).



4. Connect the oil pressure switch connector (C).

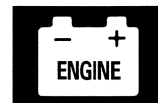
5. Install the coolant reservoir (A).



6. Install the intake manifold (see page 9-7).

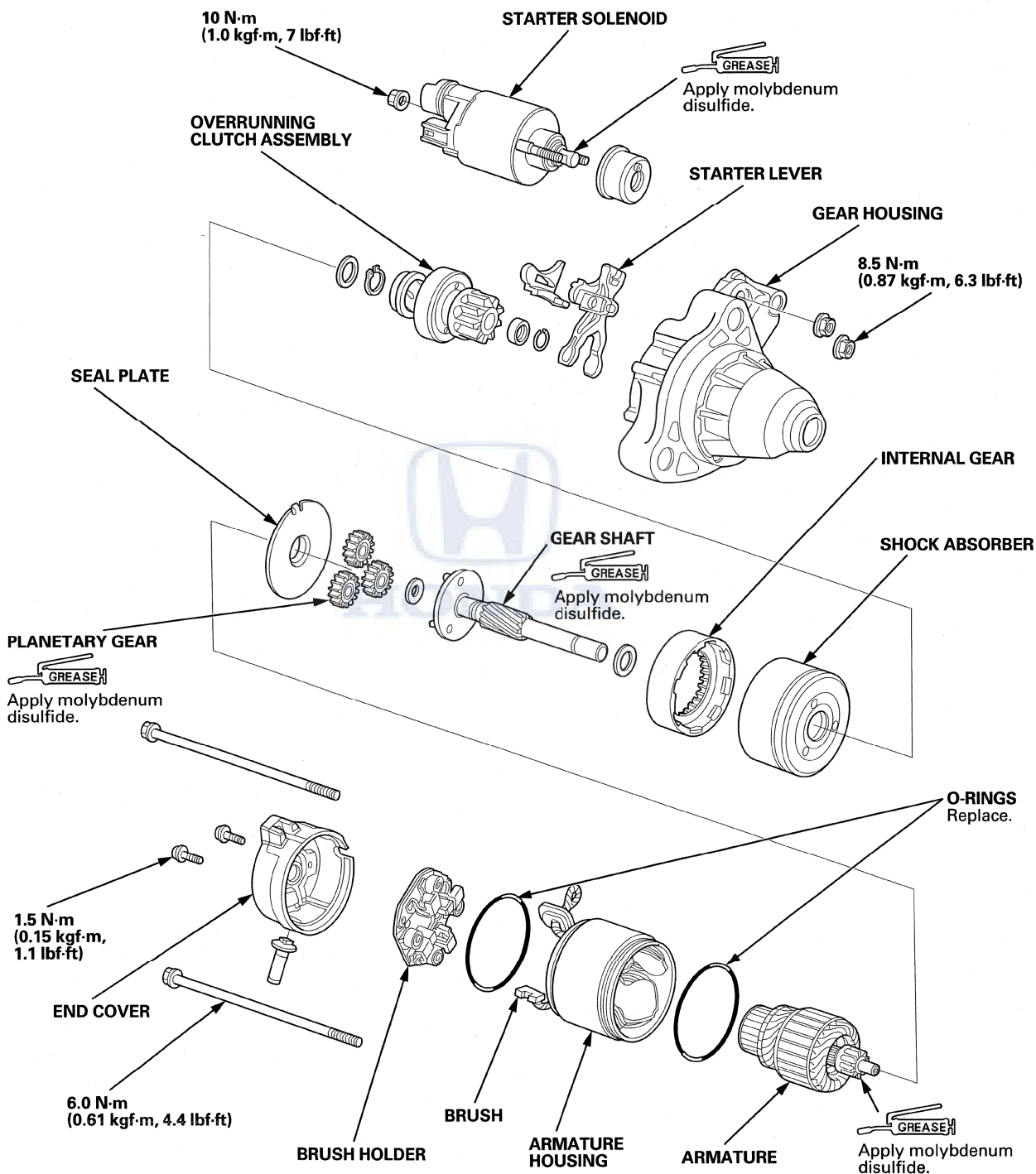
7. Do the battery terminal reconnection procedure (see page 22-70).

8. Start the engine to make sure the starter works properly.



# Starter Overhaul

## Exploded View



(cont'd)