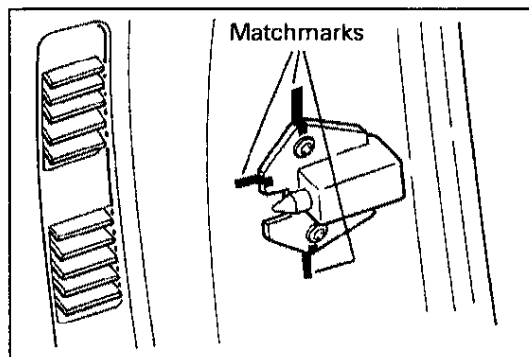


INSPECTION

DOOR LOCATING PIN

Check for wear of the brass pin and looseness of the pin in the carrier body. Excessive wear and/or presence of brass particles indicates poor pin alignment to the receiver.

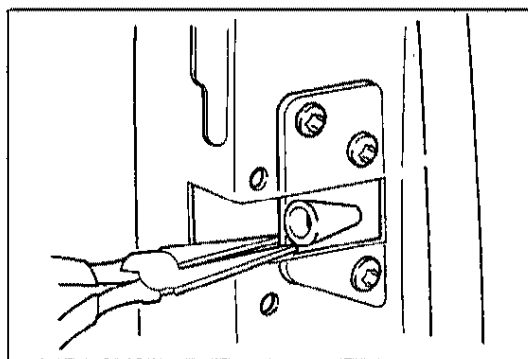
Standard value: Even wear about the locating pin head



SERVICE POINTS OF REMOVAL

2. REMOVAL OF DOOR LOCATING PIN

Matchmark the locating pin to the vehicle body.



3. REMOVAL OF DOOR LOCATING PIN RECEIVER

Use needle-nose pliers to hold the receiver.

SERVICE POINTS OF INSTALLATION

3. INSTALLATION OF DOOR LOCATING PIN RECEIVER

Use needle-nose pliers to hold the receiver.

2. INSTALLATION OF DOOR LOCATING PIN

If the locating pin location is known to be correct, align the matchmarks. If is not correct, refer to **SERVICE ADJUSTMENT PROCEDURES - DOOR LOCATING PIN**.

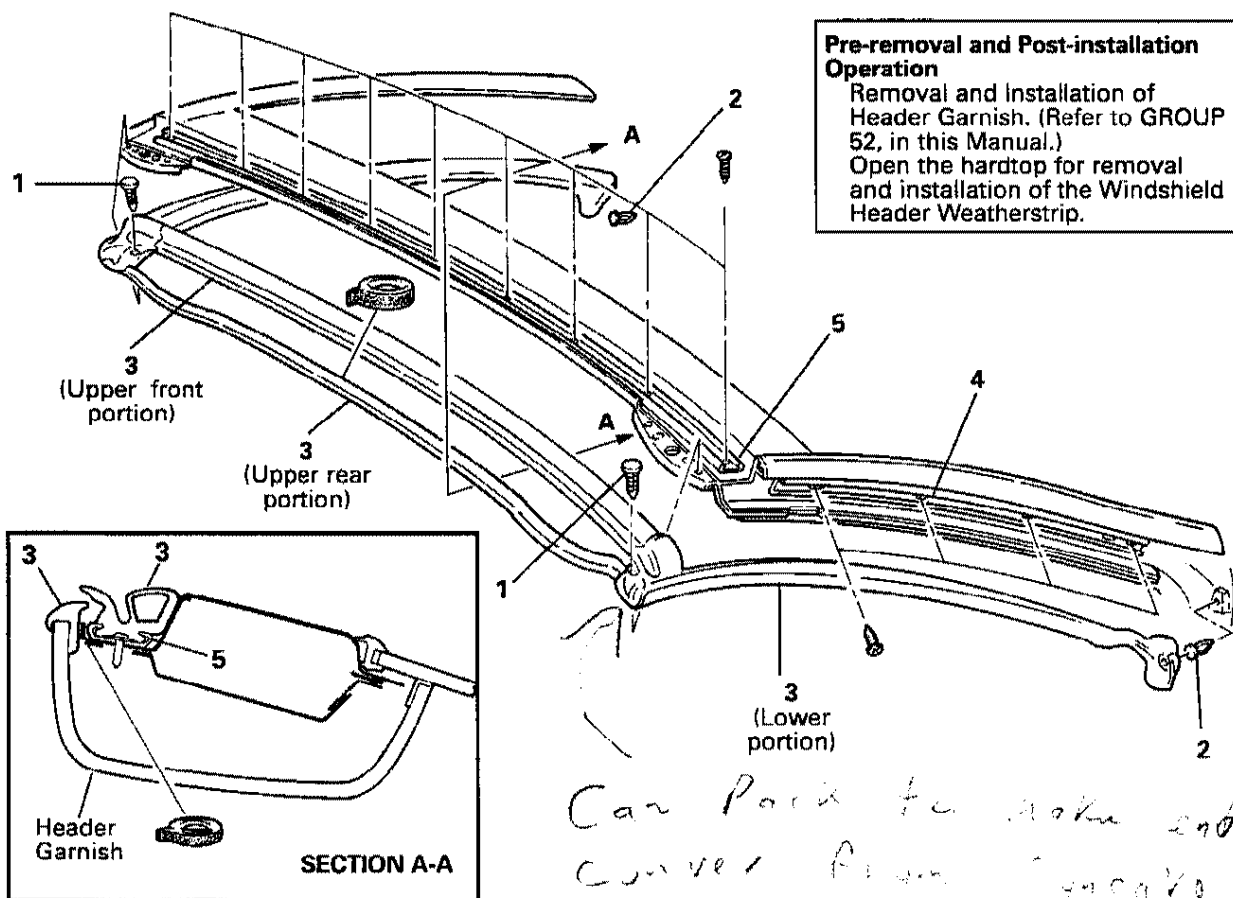
WEATHERSTRIP

REMOVAL AND INSTALLATION

CAUTION:

Adjustment or replacement of this component requires that the hardtop ECU be run through Auto-configuration (Refer to Diagnostics and Testing, in this section).

<Windshield header weatherstrip>

**Windshield header weatherstrip removal steps**

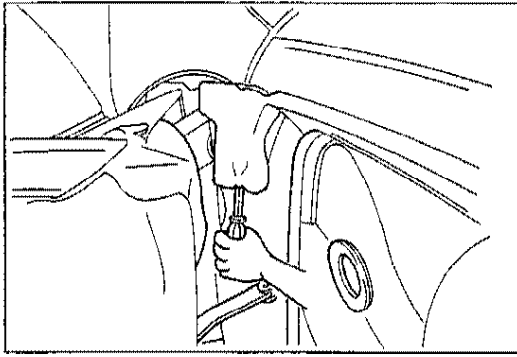
- 1. Retainer
- 2. Retainer
- 3. Windshield header weatherstrip (upper front, upper rear, and lower portions)

Windshield header weatherstrip holder removal steps

- 3. Windshield header weatherstrip (upper front portion only)
- 5. Weatherstrip holder

A-pillar weatherstrip holder removal steps

- 2. Retainer
- 3. Windshield header weatherstrip (lower portion only)
- 4. Weatherstrip holder



SERVICE POINTS OF REMOVAL

2. REMOVAL OF WEATHERSTRIP RETAINER

Use a small pry tool between the body and weatherstrip to remove the concealed retainer.

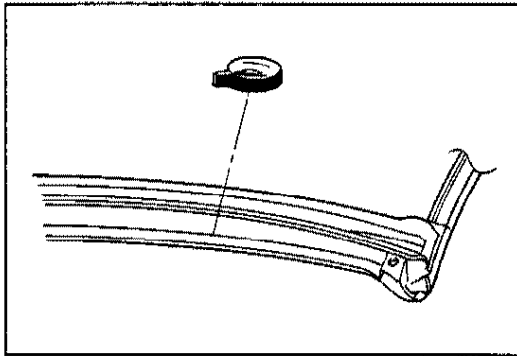
3. REMOVAL OF WINDSHIELD HEADER WEATHERSTRIP

(1) Upper rear portion:

If reusing the weatherstrip, carefully separate the weatherstrip and adhesive tape from the backside of the windshield header.

(2) Upper front portion:

Disengage the weatherstrip from the holder.



SERVICE POINT OF INSTALLATION

3. INSTALLATION OF WINDSHIELD HEADER WEATHERSTRIP

(1) • If reusing the header weatherstrip:

1. Remove the adhesive tape and residue from the weatherstrip and the header.
2. Apply new 1/4" wide x 1041.4 mm (41 in.) adhesive tape to the weatherstrip as shown in the illustration.

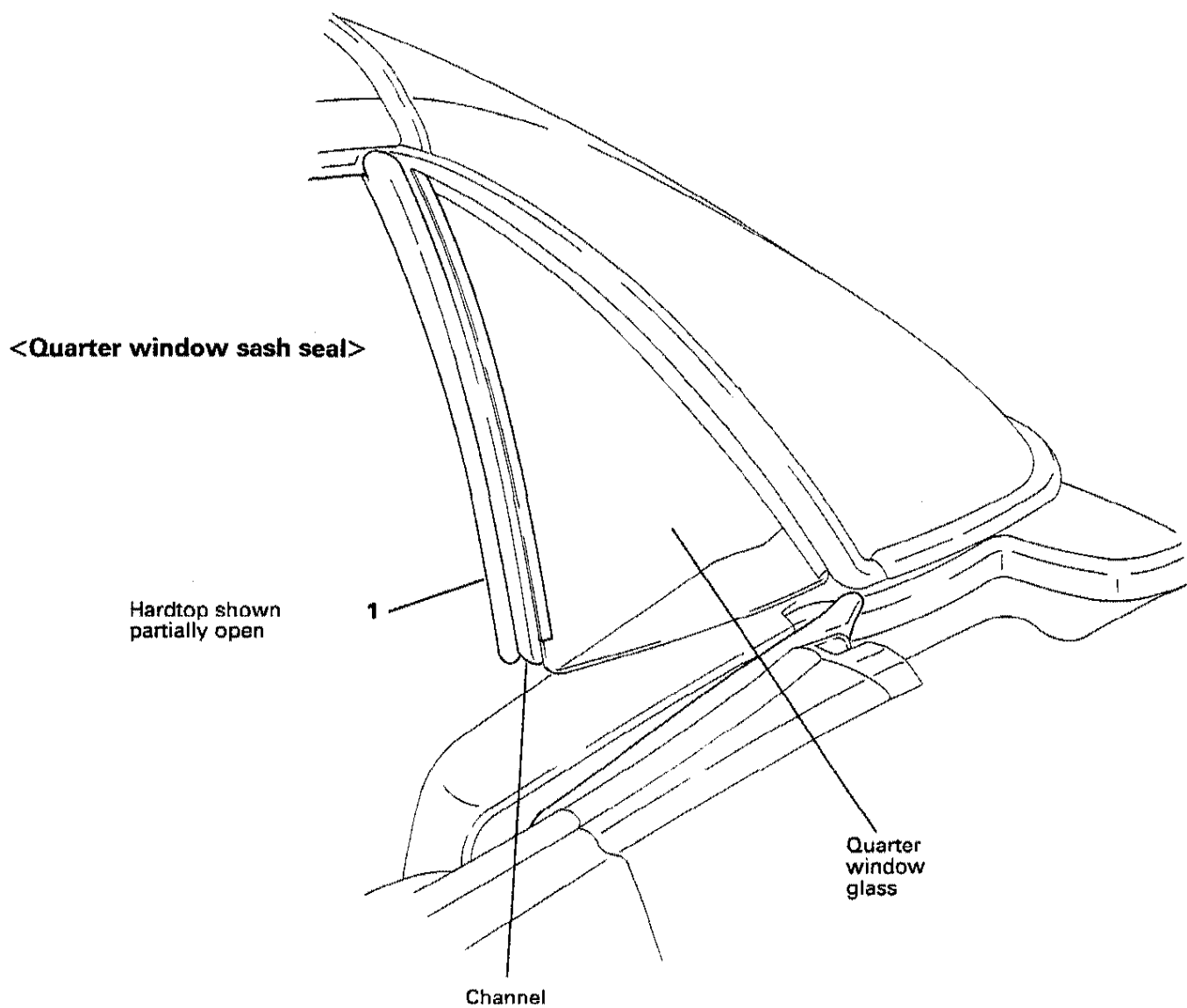
Do not remove the adhesive tape's paper backing at this time.

• If installing a new weatherstrip:

Remove the tape residue from the windshield header.

(2) Attach the upper corners of the weatherstrip with the retainer.

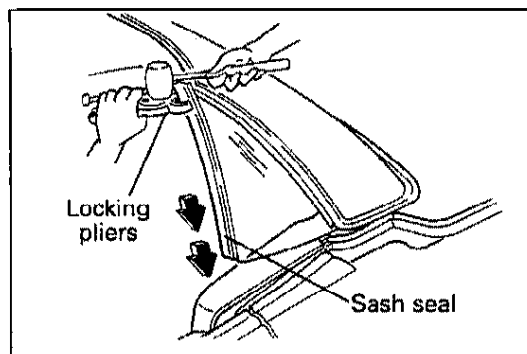
(3) Using a plastic trim tool, and starting in the center and working toward the ends, engage the weatherstrip into the holder.

WEATHERSTRIP**REMOVAL AND INSTALLATION****Removal step**

- ◆◆ ◆◆ 1. Quarter window sash seal

SERVICE POINT OF REMOVAL**1. REMOVAL OF QUARTER WINDOW GLASS SASH SEAL****NOTE**

The sash seal may slide out of the channel without bending the molded-in metal stiffener; the seal can be reused if necessary. If the seal cannot be slid out without damaging the stiffener, the seal must be peeled out of the channel; the seal must be replaced with a new one.



- (1) Manually open the hardtop to a suitable work position.
- (2) Using pliers, or equivalent, grasp the top or bottom of the seal, and tap on the pliers with a hammer as shown in the illustration (slide method), or peel the seal away from the channel. If using the slide method, spray penetrating lubricant in the channel.

SERVICE POINT OF INSTALLATION**1. INSTALLATION OF QUARTER WINDOW GLASS SASH SEAL**

- (1) Spray a penetrating lubricant on the seal and the channel.
- (2) Using only hand pressure, install the seal to the channel from the bottom up. Slide the seal up until the pocket at the top of the seal is engaged into the tang at the top of the channel, and the bottom of the seal is flush with the bottom edge of the channel.

NOTE

Do not grip the seal with pliers, or hold the seal with the fingers as to bend or deform it. Permanent damage to the seal's metal stiffener will result.

- (3) If slight deformation of the seal has occurred during installation, correct it. Otherwise, good seal contact cannot be achieved. If the seal or the stiffener was damaged during installation, and cannot be corrected, it must be removed and replaced with a new one.
- (4) Clean the lubricant from the seal, and anywhere else the over spray may have contacted.

Use use
Glass Glass
Cleaner Cleaner
as lube as lube
to reinstall to reinstall

Cleaner
as lube
to reinstall

Do not
use silicone
under any
circumstances

Do NOT
use silicone
under any
circumstances

WEATHERSTRIP

REMOVAL AND INSTALLATION

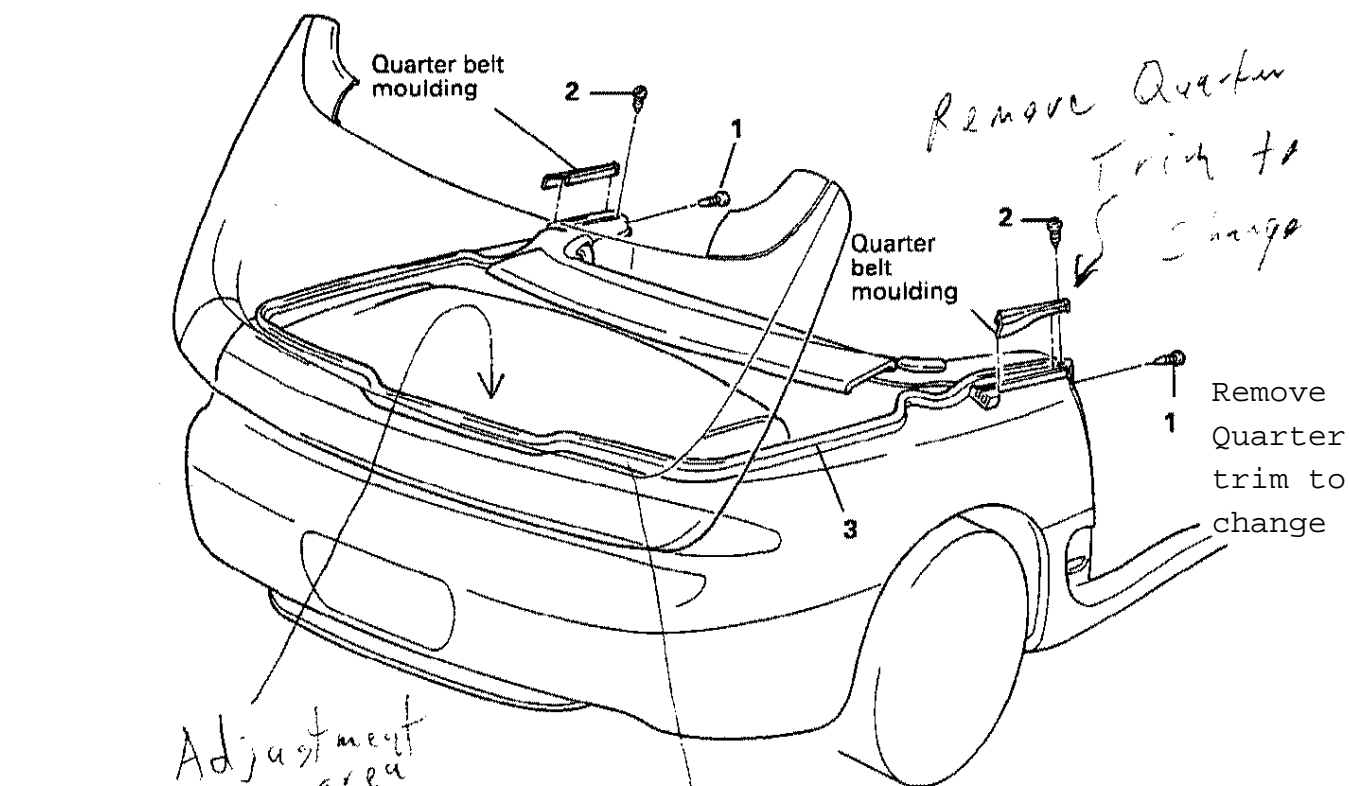
CAUTION:

Adjustment or replacement of this component requires that the hardtop ECU be run through Auto-configuration (Refer to Diagnostics and Testing, in this section).

Pre-removal and Post-installation Operation

Removal and Installation of LH and RH Quarter Belt Mouldings (Refer to GROUP 51, in this Manual.)

Removal and Installation of LH and RH Quarter Trim Panels (Refer to GROUP 52, in this Manual.)



<Hard tonneau weatherstrip>

Adjustment Area
(Big Hinge)

Removal steps

1. Retainer
2. Screw
- ↔ ↔ 3. Weatherstrip

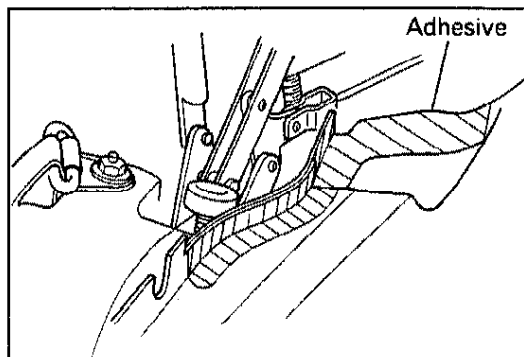
If seal pops up tonneau must be adjusted down for seal crush

If seal pops up the tonneau must be adjusted down for seal crush

3. REMOVAL OF HARD TONNEAU WEATHERSTRIP

- (1) Open the hardtop, and leave the hard tonneau open.
- (2) Using a suitable release agent (3M p/n 08971, or equivalent), remove the weatherstrip from the body.

Butyl is also used to make a weatherproof joint where the end of the weatherstrip returns back to the weatherstrip at the quarter window area. Note the location and application of the butyl.



SERVICE POINT OF INSTALLATION

3. INSTALLATION OF HARD TONNEAU WEATHERSTRIP

- (1) Apply a continuous bead of adhesive (3M p/n 08008, or equivalent) to the area body as shown in the illustration.
- (2) Apply butyl to the free end of the weatherstrip, then join it to the weatherstrip.
- (3) Install the ends of the weatherstrip to the body first, then work left to right ending in the center at the rear.

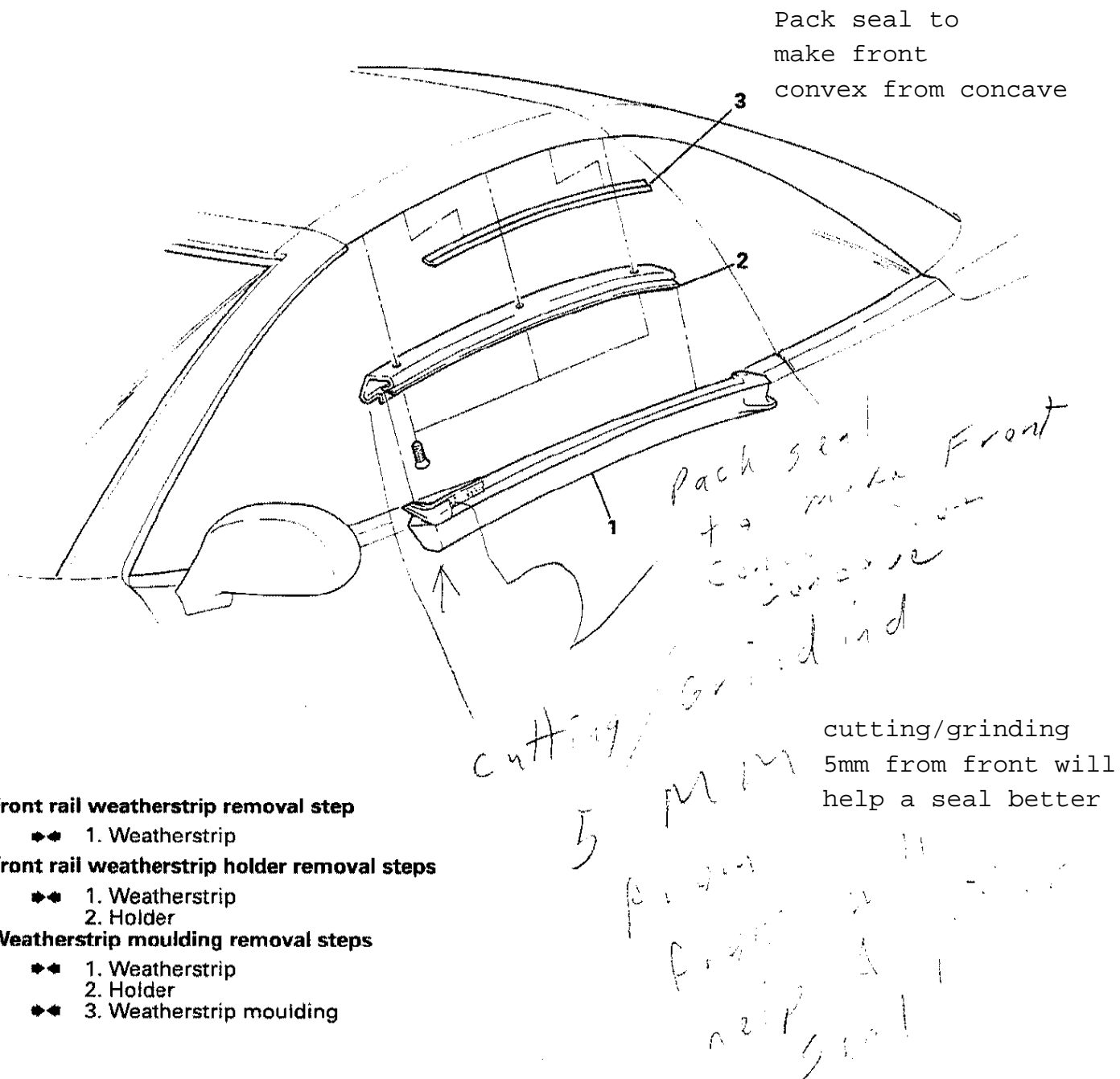
For Flipper door

Far(for) flipper door

WEATHERSTRIP, WEATHERSTRIP MOULDING REMOVAL AND INSTALLATION

<Front rail weatherstrip>

<Weatherstrip moulding>



Front rail weatherstrip removal step

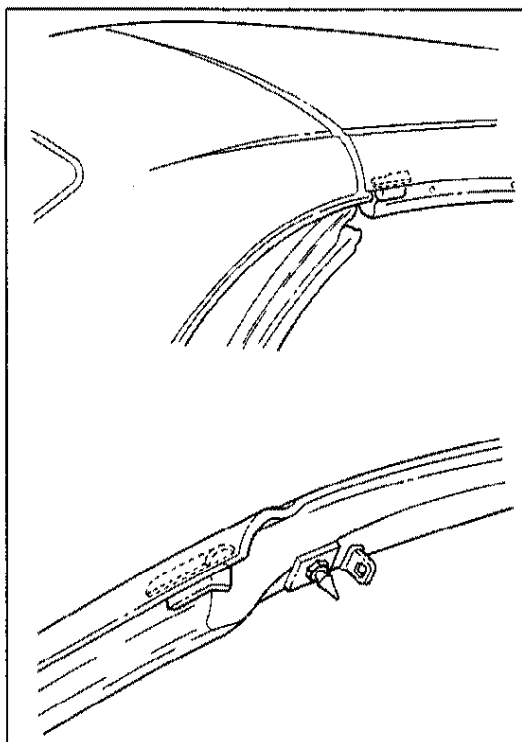
- ◆◆ 1. Weatherstrip

Front rail weatherstrip holder removal steps

- ◆◆ 1. Weatherstrip
- ◆◆ 2. Holder

Weatherstrip moulding removal steps

- ◆◆ 1. Weatherstrip
- ◆◆ 2. Holder
- ◆◆ 3. Weatherstrip moulding



SERVICE POINT OF INSTALLATION

1. INSTALLATION OF FRONT RAIL WEATHERSTRIP

- (1) Open the hardtop to a suitable position to install the front rail weatherstrip.

NOTE

Be sure the mating piece of foam tape on the front roof section is in good condition and securely attached. If it is damaged or not attached, wind noise or water leaks may be detected.

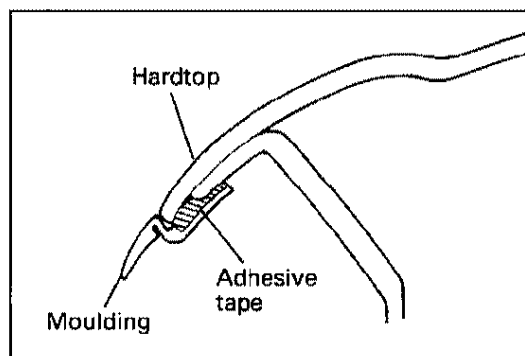
- (2) Using plastic trim tool, install the weatherstrip into the holder.
- (3) Close the hardtop.
- (4) Adjust the weatherstrip relationship to the header weatherstrip and hardtop weatherstrip by sliding it in the holder.

Standard value: Equal compression to the header weatherstrip and hardtop weatherstrip.

- (5) Open the hardtop halfway, close it, and recheck weatherstrip contact in Step 4.

3. INSTALLATION OF WEATHERSTRIP MOULDING

- (1) Be sure the mounting surfaces of the hardtop are clean and oil-free.
- (2) Wipe the mounting surfaces with a clean, lint-free cloth dampened with isopropyl alcohol.
- (3) Using a heat source, such as heat gun set on a low setting, heat the mounting surface and the weatherstrip moulding. The weatherstrip moulding adhesive tape requires heat to set it.
- (4) Remove the protective backing from the adhesive tape.
- (5) When installed the moulding should be centered along its length, having an equal gap at each end to the hardtop edges. Starting at the front of the hardtop attach the first three inches of the moulding or so along the mounting surface. Be sure the moulding follows the hardtop edge as shown in the illustration. Do not stretch the moulding. Continue to attach the moulding in three inch increments making sure the moulding and the hardtop do not cool.
- (6) Press the moulding firmly to the hardtop to seat the adhesive tape into the ridges in the hardtop mounting surfaces.



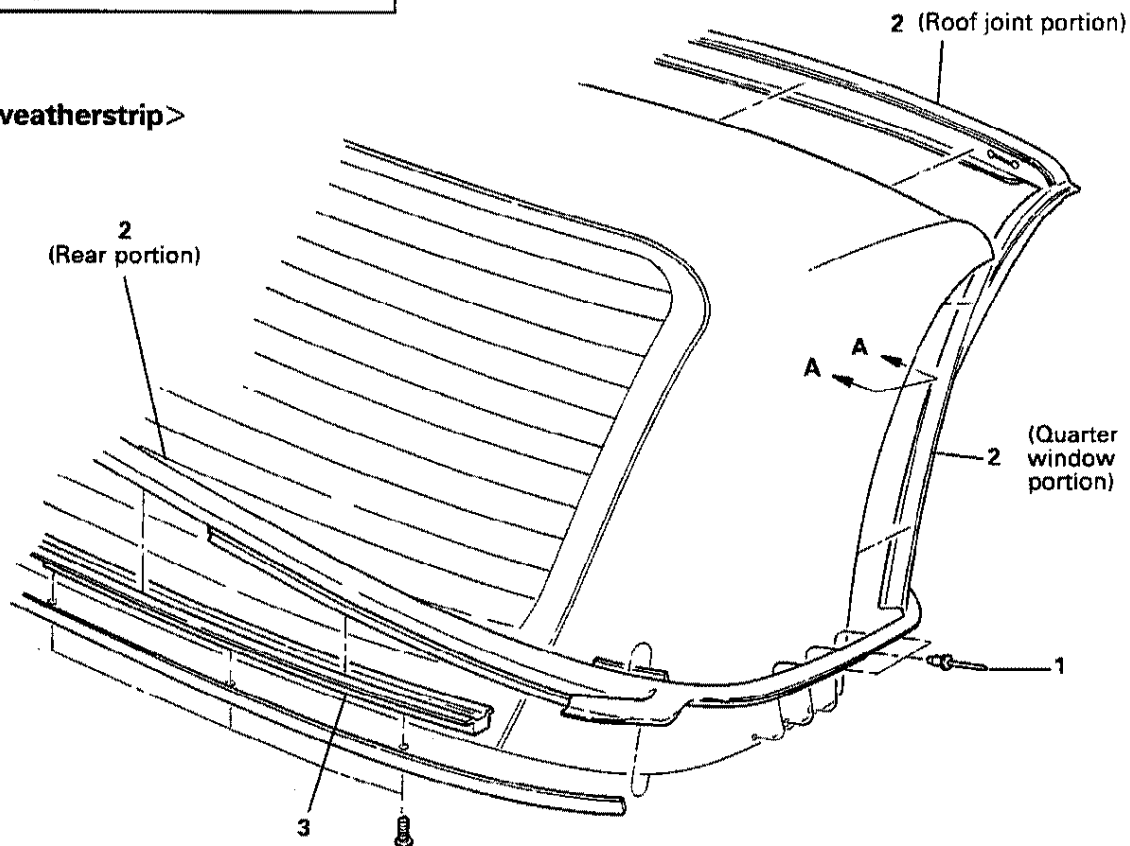
WEATHERSTRIP

REMOVAL AND INSTALLATION

CAUTION:

Adjustment or replacement of this component requires that the hardtop ECU be run through Auto-configuration (Refer to Diagnostics and Testing, in this section).

<Hardtop weatherstrip>


Pre-removal and Post-installation Operation

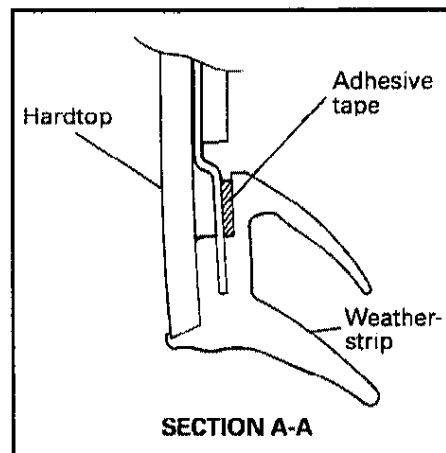
Removal and Installation of LH and RH Quarter Windows (Refer to Quarter Window, in this section.)

Hardtop weatherstrip removal steps

- ◆◆◆◆ 1. Rivet
- ◆◆ 2. Weatherstrip

Hardtop weatherstrip holder removal steps

- 2. Weatherstrip (Rear portion only)
- 3. Holder



SERVICE POINT OF REMOVAL

1. REMOVAL OF HARDTOP WEATHERSTRIP RIVET

Using a 1/8" diameter drill bit drill out the four rivets from each side.

SERVICE POINT OF INSTALLATION

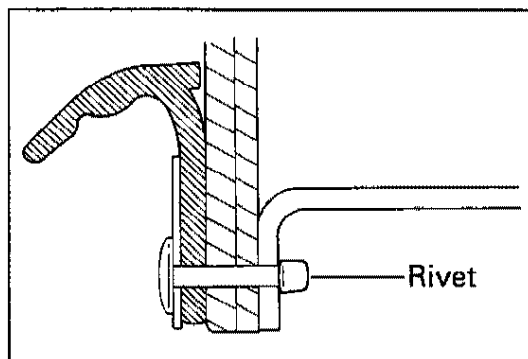
2. INSTALLATION HARDTOP WEATHERSTRIP

- (1) Remove all old tape or glue from weatherstrip attaching surfaces of the hardtop.
- (2) Starting at the outboard-most corners of the hardtop rear roof section, and working toward the center, engage the front portion of the weatherstrip to the roof.

NOTE

Be sure the weatherstrip is equally exposed on both corners.

- (3) Starting at the sides, and working toward the center, engage the rear portion of the weatherstrip to the holder.
- (4) Remove the paper backing from along the quarter window portion on one side only.
- (5) Attach the weatherstrip to the hardtop. Using hand-pressure, be sure to work out any bubbles in the adhesive tape.
- (6) Repeat for the other side.



1. INSTALLATION OF HARDTOP WEATHERSTRIP RIVET

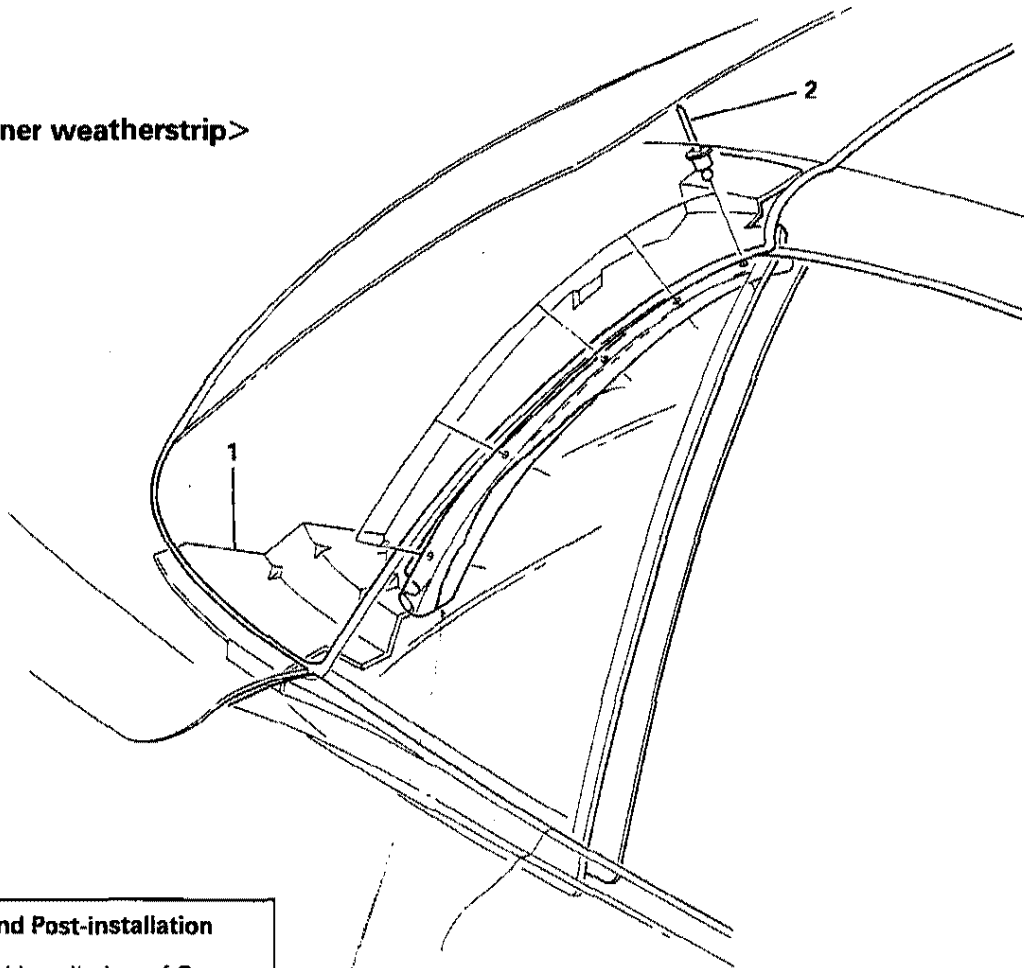
Align the bottom quarter window section to the hardtop, and install the four rivets.

Rivet: All aluminum 1/8" x .625 in. Dome head

WEATHERSTRIP

REMOVAL AND INSTALLATION

<Rear rail inner weatherstrip>

**Pre-removal and Post-installation Operation**

Removal and Installation of Quarter Window (Refer to Quarter Window, in this section.)

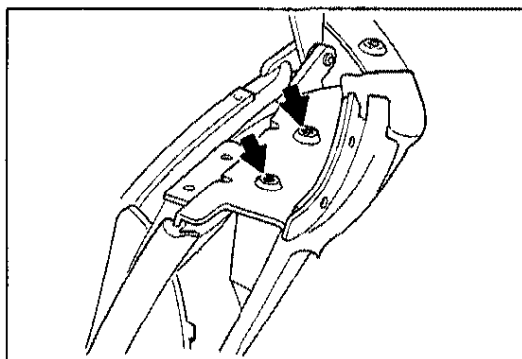
Rear rail inner weatherstrip removal step

- ◆◆◆◆ 1. Quarter window guide plate
- ◆◆◆◆ 2. Rivet

corrects quarter ???? *correct? rail*

cut so it would not bind in the plastic blocks

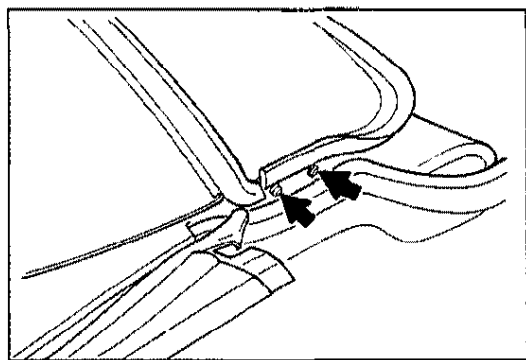
Cut so it would not find in the plastic blocks



SERVICE POINTS OF REMOVAL

1. REMOVAL OF QUARTER WINDOW GUIDE PLATE

- (1) Remove the two rivets attaching the hardtop weatherstrip and the quarter window guide plate to the hardtop using a 1/8" diameter drill bit.
- (2) Remove the two bolts attaching the quarter window guide plate to the hardtop.
- (3) Separate the quarter window guide plate from the hardtop.



2. REMOVAL OF REAR RAIL INNER WEATHERSTRIP

Using a 1/8" diameter drill bit drill out the rivets.

SERVICE POINTS OF INSTALLATION

2. INSTALLATION OF REAR RAIL INNER WEATHERSTRIP

Rivet: All aluminum 1/8" x .250 in. Dome head

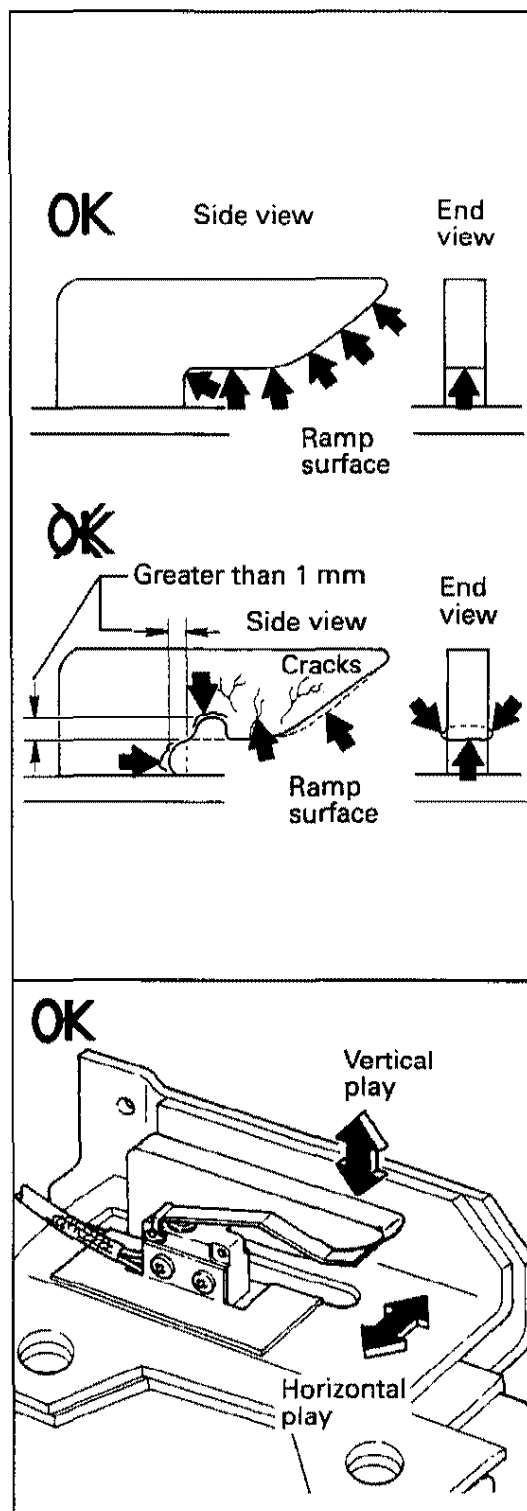
1. INSTALLATION OF QUARTER WINDOW GUIDE PLATE

- (1) Install the guide plate to the hardtop.
- (2) Align the guide plate to the hardtop with the rivet holes and install the rivets.

Rivet: All aluminum 1/8" x .625 in. Dome head

- (3) Install the bolts to attach the guide plate to the hardtop.

Standard value: 9 - 12 Nm (80 - 106 in.lb.)



ON-CAR LATCH INSPECTION

1. Open the retractable hardtop.
2. Remove the left and right header latch garnishes.
3. Inspect the ramp surface of both latches for wear or indentation.

Standard value: Ramp surface flat with no sign of wear penetrating over 1 mm (.039 in.), or cracks to the plastic covering, as shown in the illustration.

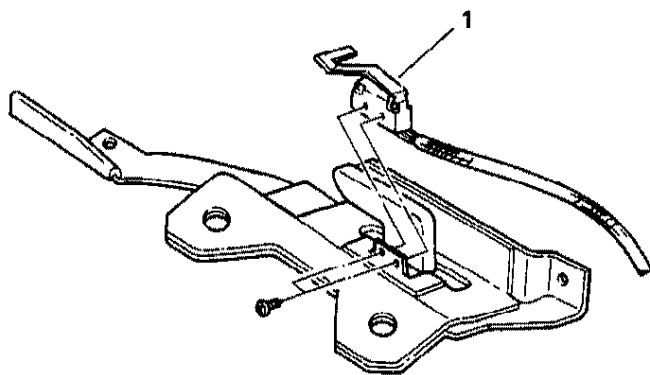
NOTE

The header latch ramp portion is designed to have some free-play vertically and horizontally within the latch body, and may vary. Excessive play can be compensated for by shimming down the latch body from the windshield header (refer to **SERVICE ADJUSTMENT PROCEDURES**, in this section).

4. Reinstall both header latch garnishes.

WINDSHIELD HEADER POWER LATCH SYSTEM

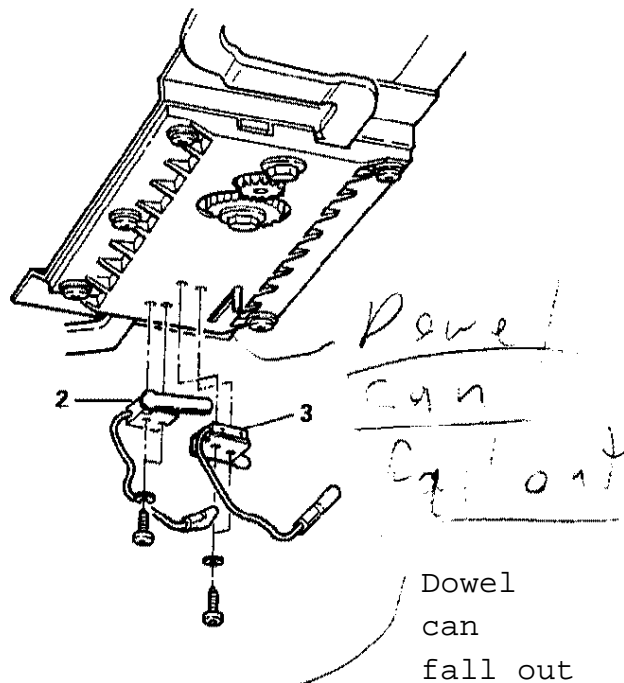
DISASSEMBLY AND REASSEMBLY



Disassembly steps

1. Position switch
2. Latch switch
3. Unlatch switch

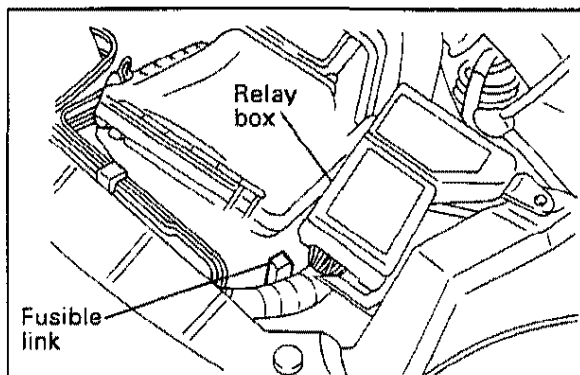
will cause
motor run on
Will cause



FUSIBLE LINK *Motor Run on* (RETRACTABLE HARDTOP SYSTEM)

<Vehicles so equipped>

REMOVAL AND INSTALLATION



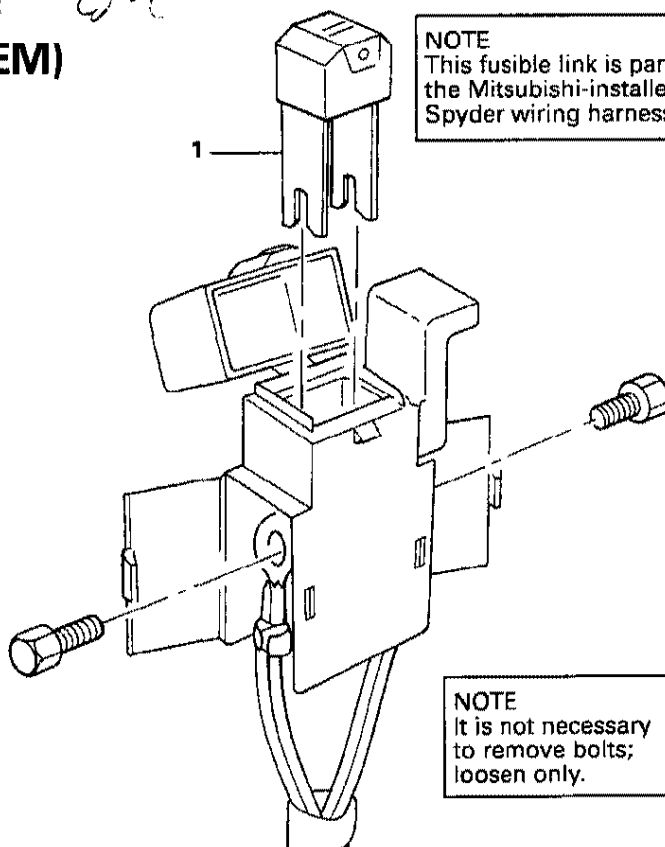
NOTE

It may be necessary to remove the tape securing the fusible link to the relay box in order to access the fusible link. If the tape is removed be sure to replace it with tape or a wire tie.

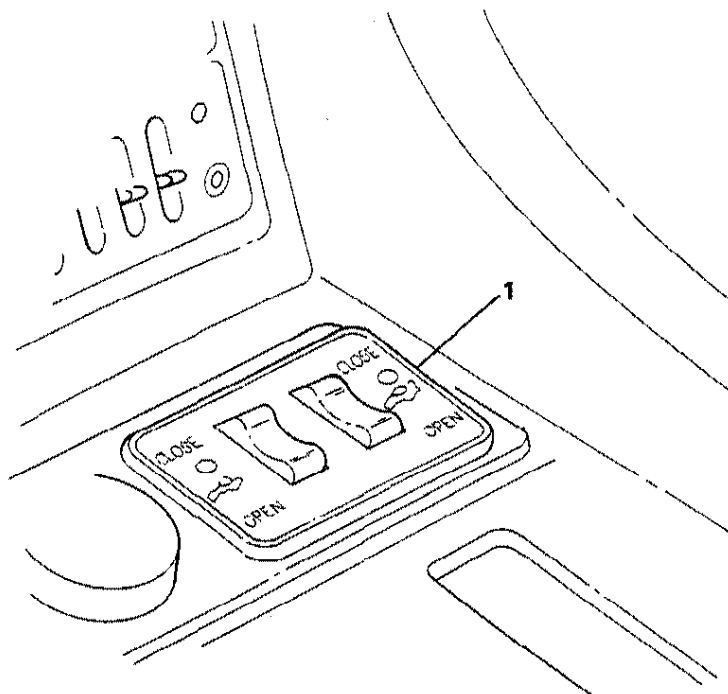
Under cover

Removal step

1. Fusible link (80 A)



HARDTOP AND HARD TONNEAU CONTROL SWITCH REMOVAL AND INSTALLATION



Removal step

1. Switch

INSPECTION

INSPECTION OF HARDTOP AND HARD TONNEAU CONTROL SWITCH

NOTE

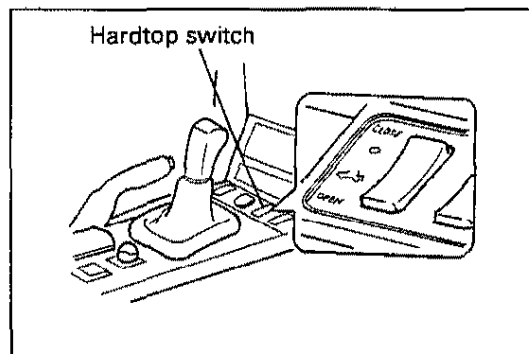
- (1) When either the hardtop or hard tonneau "CLOSE"/"OPEN" switch is pressed, and the hardtop or hard tonneau LED blinks, and the chime sounds twice the normal rate, this may indicate there is a system malfunction.
- (2) The hardtop ECU will not operate properly, or at all, if battery voltage is less than 10 volts or higher than 16 volts.

1. ON-CAR INSPECTION

- Set the parking brake.
- Make sure the gear selector lever is in "P" (PARK) (A/T), or neutral (M/T).
- Start the engine.

- (1) Press the hardtop switch on the "OPEN" side.

With hardtop initially fully open:



- No response from hardtop system should be noticed when the switch is pressed.

With hardtop initially fully closed:

- The LED to the left of the switch should blink, and the chime sound at a rate of 1 cycle per second. The quarter windows and door windows should open, and the header latches should unlatch.
- If the switch LED appears to be working, but the hardtop system does not respond to the switch inputs, refer to **Diagnostics and Testing** in this section.
- If the switch LED does not appear to be working, and the hardtop system does react to the switch inputs, perform the switch inspection in Step 2.

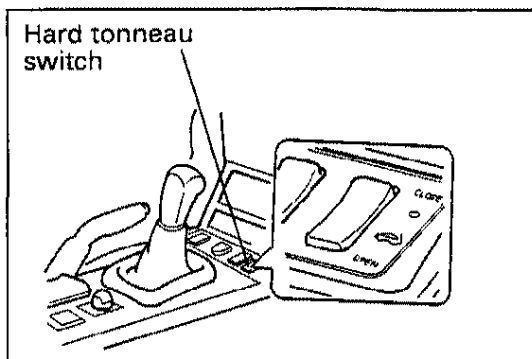
(2) Press the hardtop switch on the "CLOSED" side.

With hardtop initially fully closed:

- No response should be noticed when the switch is pressed.

With hardtop initially fully open:

- The LED to the left of the switch should blink, and the chime sound at a rate of 1 cycle per second. And, the tonneau latches release.
- If the switch LED appears to be working, but the hardtop system does not respond to the switch inputs, see **Diagnostics and Testing** in this section.
- If the switch LED does not appear to be working, and the hardtop system does react to the switch inputs, perform the switch inspection in Step 2.



(3) Press the hard tonneau switch on the "CLOSE" side.

With hard tonneau initially fully closed:

- No response should be noticed when the switch is pressed.

With hard tonneau initially fully open:

- The LED to the right of the switch should blink, and the chime sound at a rate of 1 cycle per second. And, the tonneau begin to close.
- If the switch LED appears to be working, but hardtop system does not respond to the switch inputs, refer to **Diagnostics and Testing** in this section.
- If the switch LED does not appear to be working, and the hardtop system does react to the switch inputs, perform the switch inspection in Step 2.

(4) Press the hard tonneau switch on the "OPEN" side.

With hard tonneau initially fully opened:

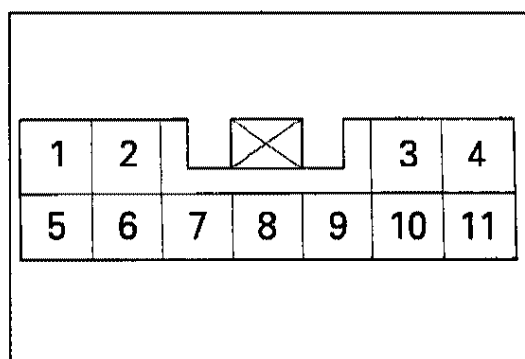
- No response from hardtop system should be noticed when the switch is pressed.

NOTE

Depending on the position of the hard tonneau, the tonneau latches may release again, and the tonneau may continue to open.

With hard tonneau initially fully closed:

- The LED to the right of the switch should blink, and the chime sound at a rate of 1 cycle per second. And, the hard tonneau latches should release.
- If the switch LED appears to be working, but the hardtop system does not respond to the switch inputs, refer to **Diagnostics and Testing** in this section.
- If the switch LED does not appear to be working, and the hardtop system does react to the switch inputs, perform the switch inspection in Step 2.

**2. OFF-CAR INSPECTION**

Operate the switch to check the continuity between the terminals.

Terminal		OPEN	CLOSE
Switch position			
Hardtop Switch	3	○	
	4	○	○
	11		○
Hard tonneau switch	4	○	○
	9	○	○
	10	○	
Switch Illumination (incandescent bulbs)	1	○	
	5	○	

NOTE

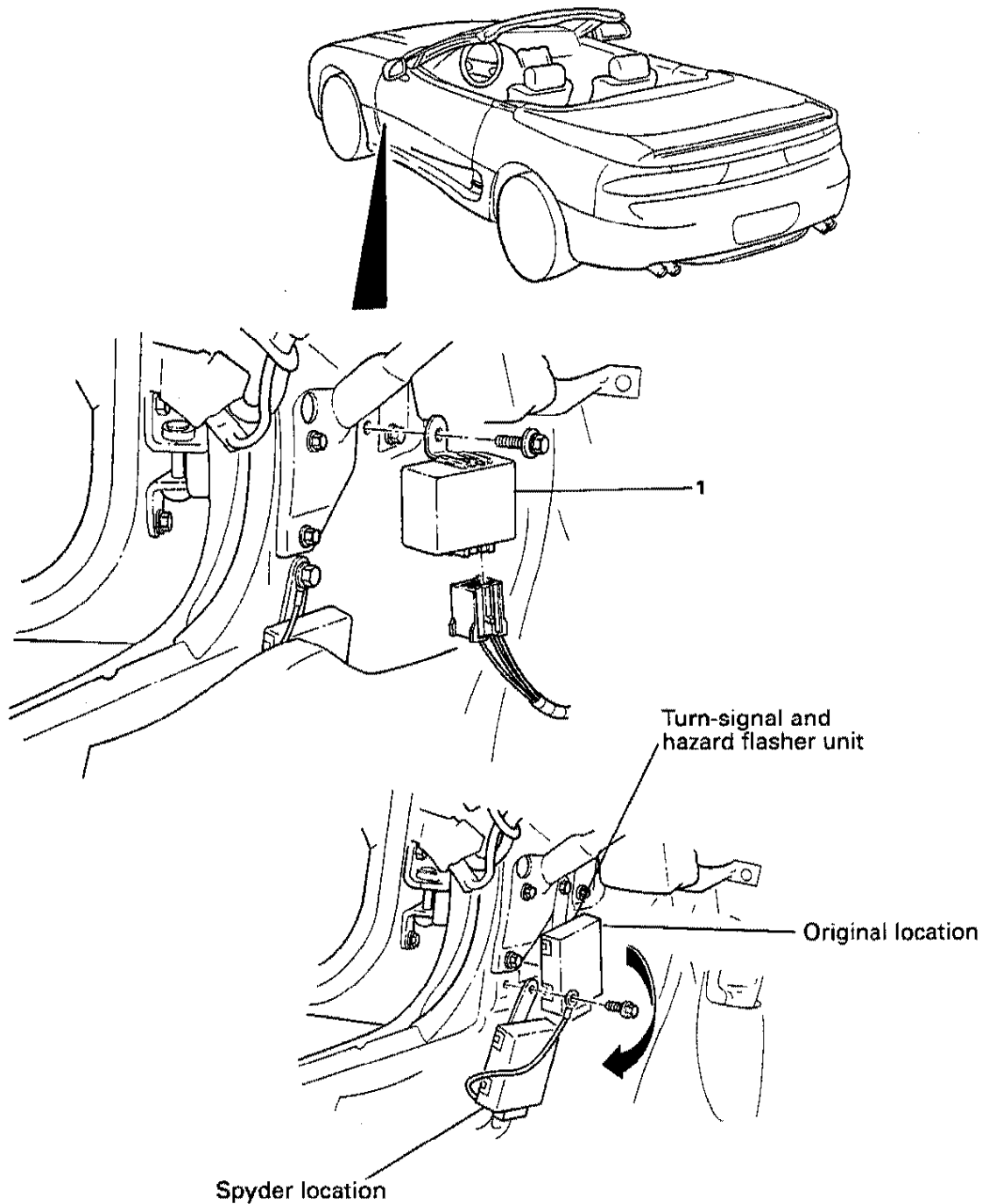
○—○ indicates that there is continuity between the terminals.

INSPECTION OF SWITCH LEDs

The switch LEDs must be tested using the **Pinpoint Tests** in **Diagnostics and Testing** in this section.

CHIME MODULE AND TURN-SIGNAL AND HAZARD FLASHER UNIT (SPYDER-UNIQUE RELOCATION)

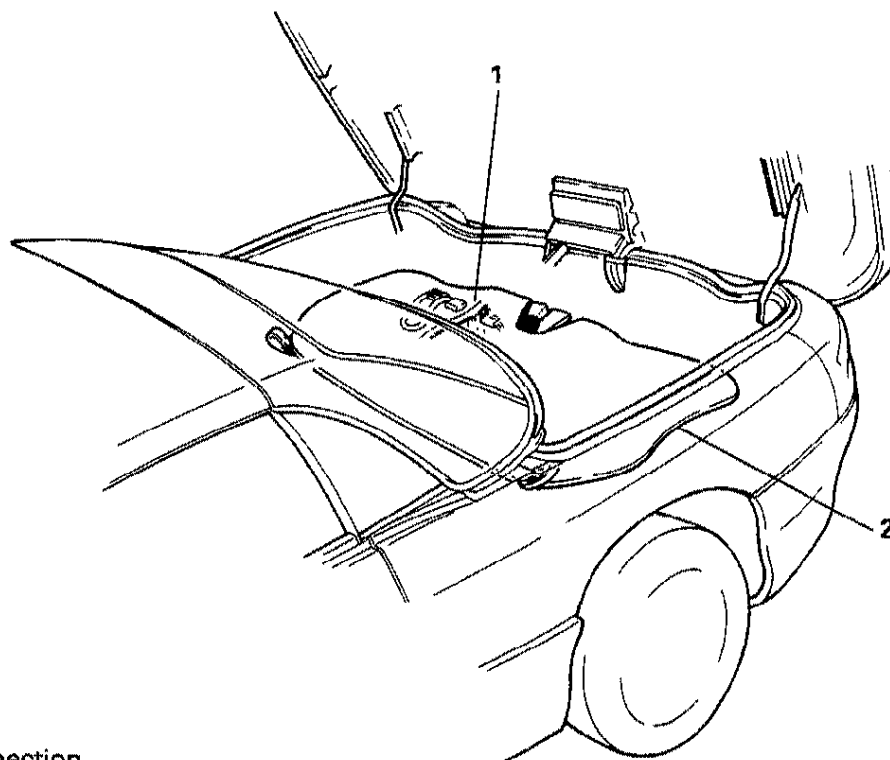
REMOVAL AND INSTALLATION



Removal step

1. Chime module

OBJECT-IN-TRUNK SENSOR REMOVAL AND INSTALLATION



Removal steps

1. Connection
2. Object-in-trunk sensor

INSPECTION

INSPECTION OF OBJECT-IN-TRUNK SENSOR

NOTE

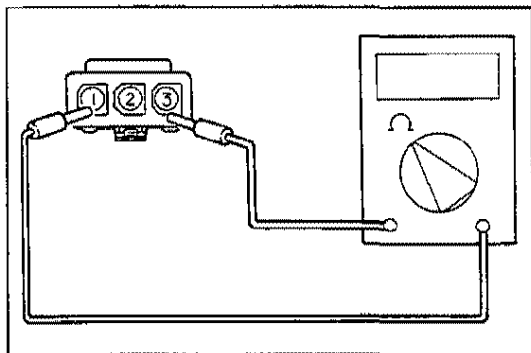
- (1) Check under the object-in-trunk sensor for items that could be causing the backing board to bow (this will activate the sensor). Look for items in and around the tool trays that may be higher than the tray; items on top of the original equipment spare tire; or the spare tire itself that it is properly placed in the tire well. If these are noted, remove or rearrange them.
- (2) Check the sensor's harness connector pins that they are not bent or damaged, then reconnect it.
 - Try operating the hardtop system again. If the hardtop system still fails to operate, refer to the VISUAL INSPECTION below.

1. VISUAL INSPECTION

Inspect for physical damage to the carpet covering, sensor substrate, and the backing board.

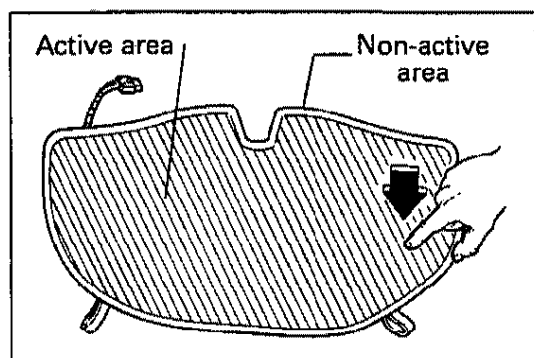
Standard value: No visible evidence of damage

- Replace the sensor if it is damaged.
- If there is no apparent physical damage, go to Step 2.



2. ELECTRICAL TEST

- (1) Place the object-in-trunk sensor face up on a clean, flat work surface.



- (2) Check the object-in-trunk sensor for continuity while pressing and not pressing on the ACTIVE AREA with your finger (not your hand) as shown in the illustration.

Standard value:

Measured terminal	Continuity	
	No pressure (open)	Pressure (closed)
Between terminals 1 and 2	[0 - 3 Ω : 20°C (68° F)]	[0 - 3 Ω : 20°C (68° F)]
Between terminals 1 and 3	No continuity	[10 - 50 Ω : 20°C (68° F)]
Between terminals 2 and 3	No continuity	[10 - 50 Ω : 20°C (68° F)]

- (3) If the continuity is outside the standard value, replace the object-in-trunk sensor.

Jumper
purple
to

to

Yellow

to

fool

Jumper
purple
to
yellow
to fool ECU

ECU

HARDTOP ELECTRONIC CONTROL UNIT (ECU) REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

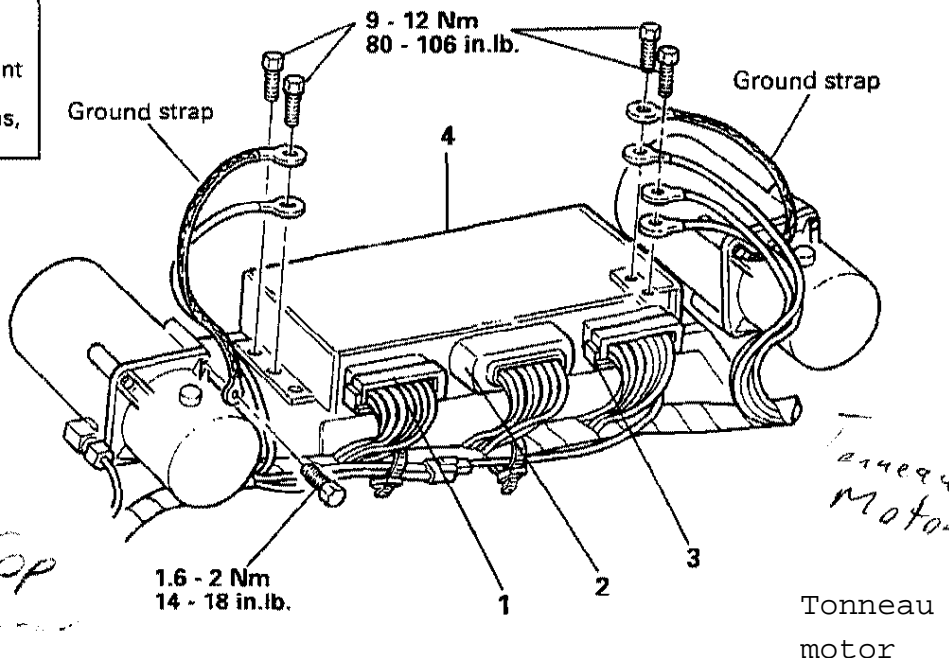
Removal and Installation of Front Trunk Trim and Hydraulic Line Cover (Refer to GROUP 52-Trims, in this Manual.)

CAUTION:

Replacement of this component requires the new ECU be run through Auto-configuration (Refer to Diagnostics and Testing, in this section).

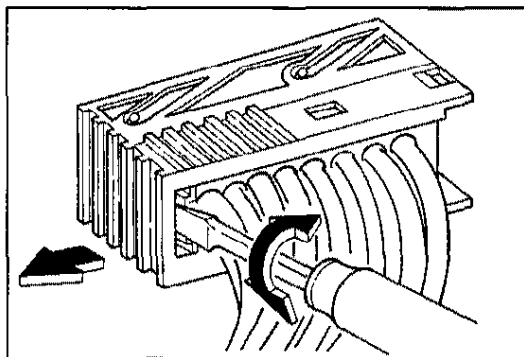
NOTE:

The ECU must be grounded properly. Otherwise, electrical noise may be caused on the analog inputs.



Removal steps of ECU (Electronic control unit)

- ➡ ➡ ➡ 1. Electrical connector
- ➡ ➡ ➡ 2. Electrical connector
- ➡ ➡ ➡ 3. Electrical connector
- ➡ ➡ ➡ 4. ECU



SERVICE POINTS OF REMOVAL

1. 2. 3. REMOVAL OF ECU ELECTRICAL CONNECTOR

- (1) Insert the screwdriver into the slot, as shown in the illustration. Twist the screwdriver to disengage the slide on the connector.
- (2) Move the slide to the left, and disengage the connector from the ECU.

SERVICE POINT OF INSTALLATION

3. 2. 1. INSTALLATION OF ECU ELECTRICAL CONNECTOR

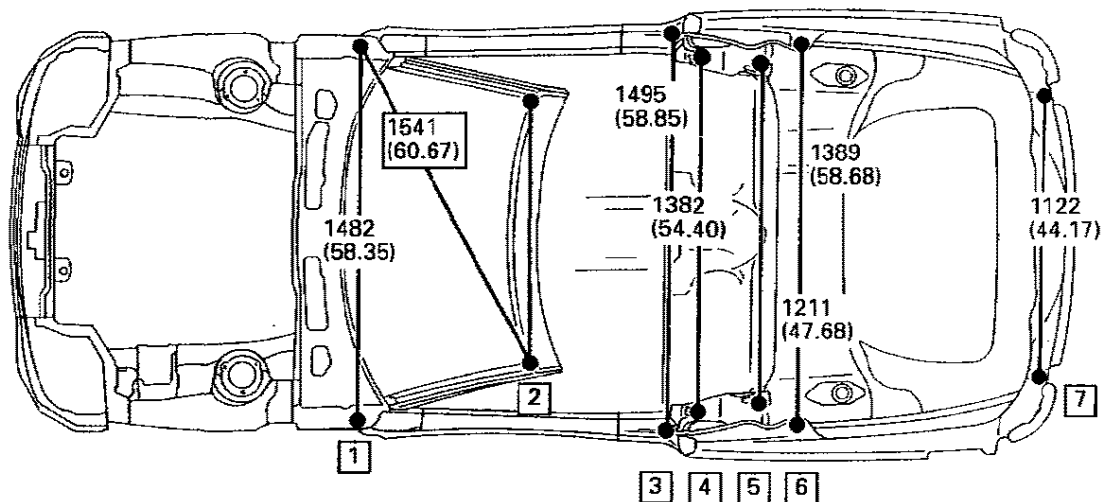
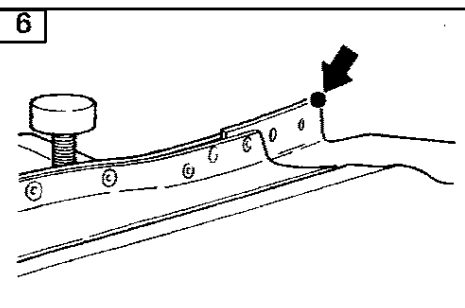
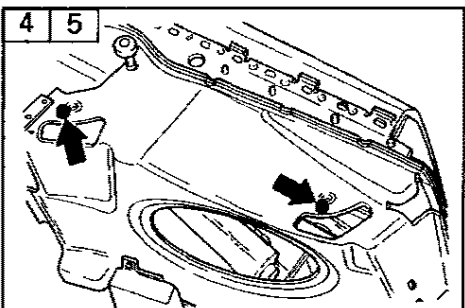
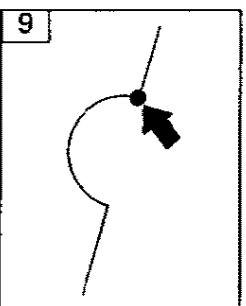
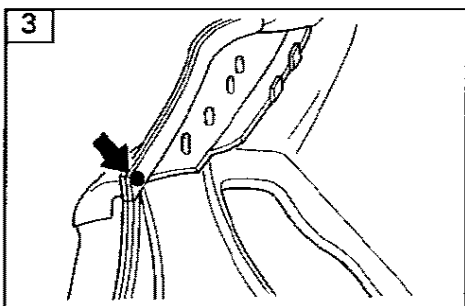
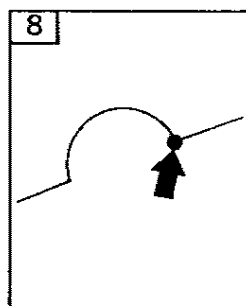
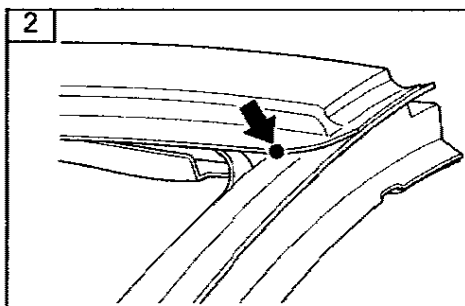
Engage the electrical connector to the ECU, and move the slide to the right until it stops.

**BODY DIMENSIONS AND MEASUREMENTS
METHODS**

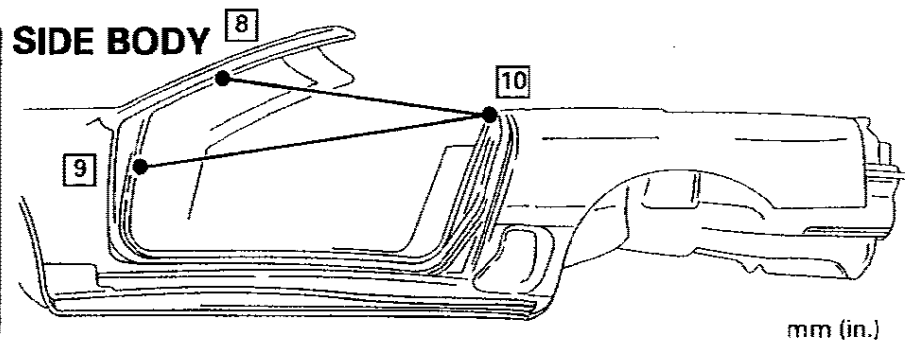
REFER TO THE MITSUBISHI 3000GT BODY REPAIR
MANUAL FOR INFORMATION ON:

- HOW BODY DIMENSIONS ARE INDICATED
- INDICATION OF REFERENCE DIMENSIONS
- MEASUREMENT POINTS

UPPER BODY



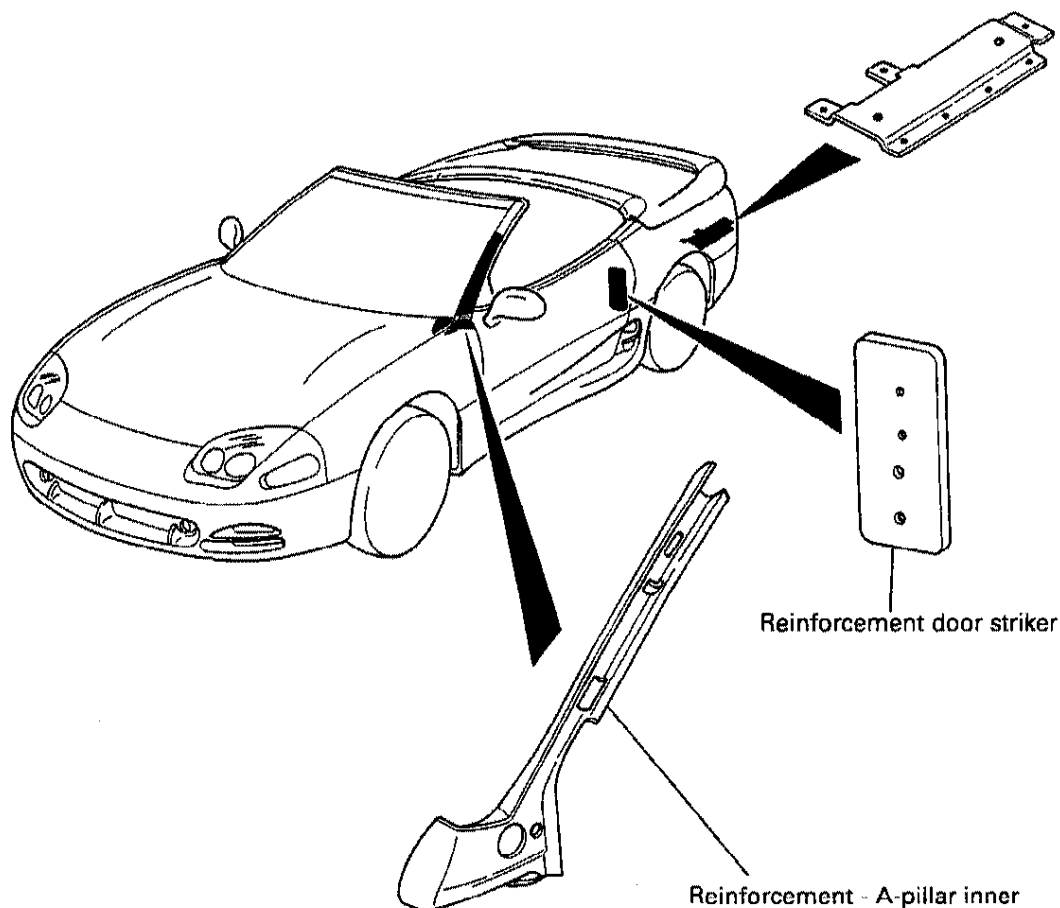
SIDE BODY



No.	Measurement points	Diameters	No.	Measurement points	Diameters	No.	Measurement points	Diameters
1	Center of front fender mounting hole	6.6 mm (.26 in.)	5	Rear seat belt retractor D-ring attaching point	11.1 mm (.44 in.)	9	Notch on front pillar (lower)	--
2	Front pillar and roof connection	--	6	Rear pillar and quarter panel connection	--	10	Lock pillar reference point	--
3	Outside of quarter panel	--	7	Center of rear light mounting hole	□ 8.5mm (□ .33 in.)			
4	Front seat belt retractor D-Ring attaching point	11.1 mm (.44 in.)	8	Notch on front pillar (upper)	--			

BODY STRUCTURE

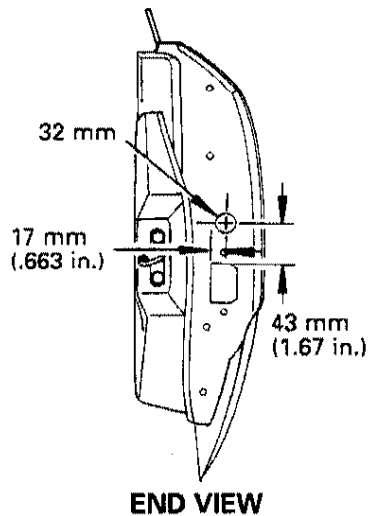
MITSUBISHI INSTALLED PARTS

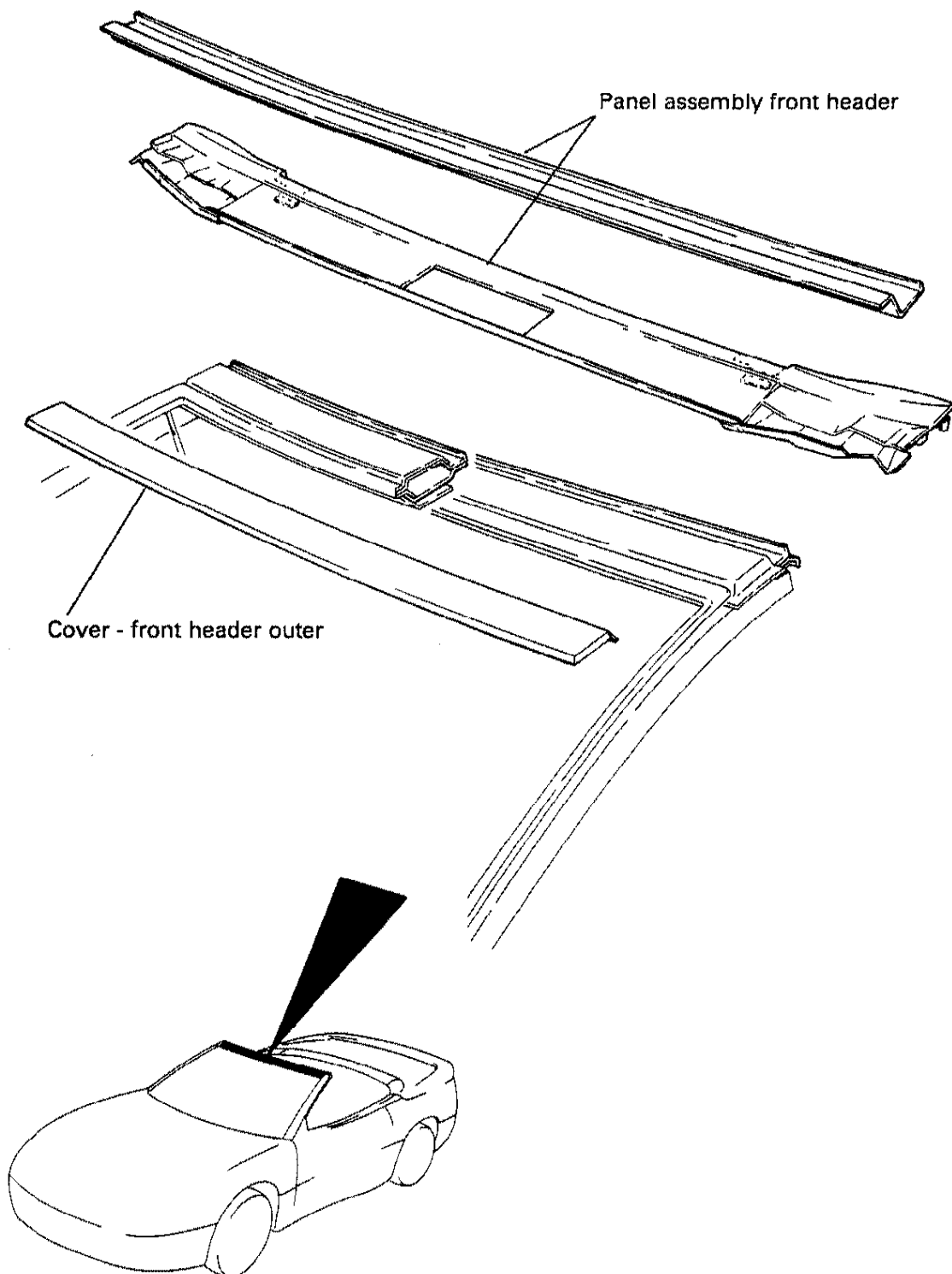
**NOTE**

Drivers and passenger doors are Spyder-unique due to strengthening components.

The new Spyder-unique door must be drilled to accept the Spyder-unique wire harness grommet. Use the procedure below.

1. Layout and mark the hole location as shown here.
2. Use a 32 mm hole saw to make the hole.
3. Clean up all drill shavings inside and outside the door.
4. Apply primer and let dry. Apply paint and let dry.
5. Install the door.



BODY STRUCTURE**ASC INCORPORATED INSTALLED PARTS**

BODY STRUCTURE**ASC INCORPORATED INSTALLED PARTS**

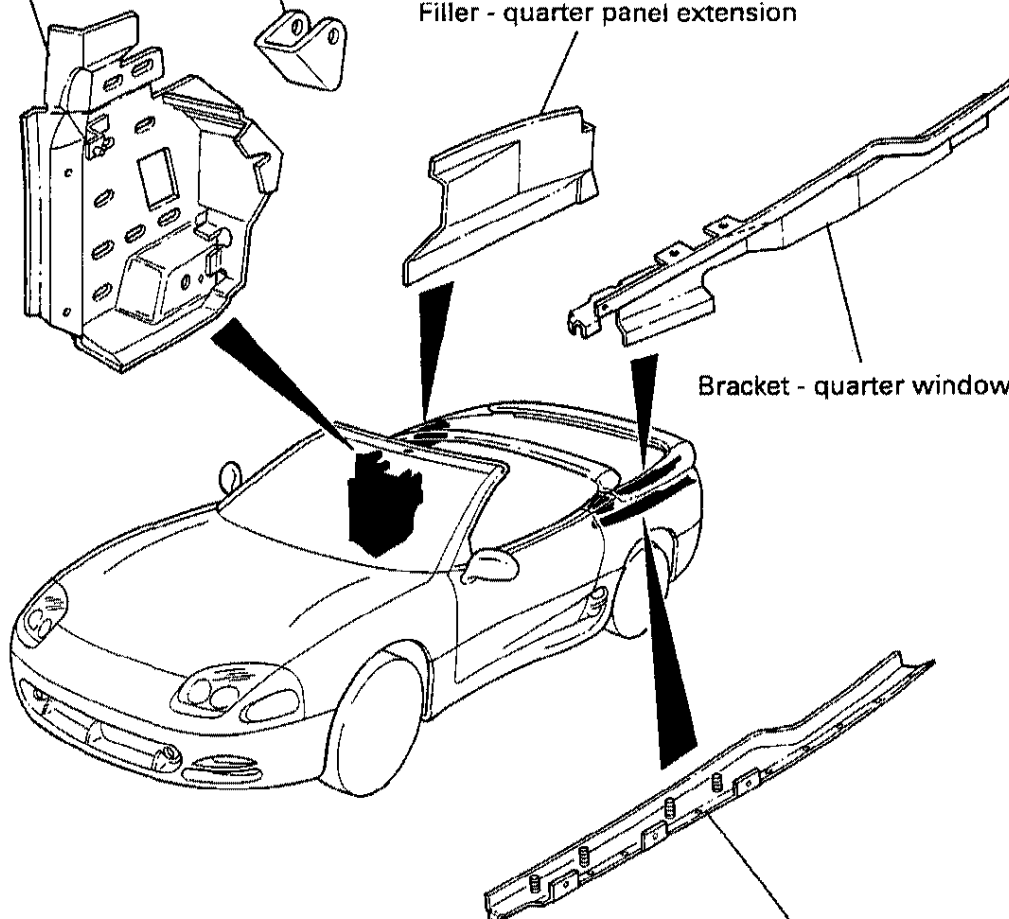
Bracket assembly - topstack cylinder mounting

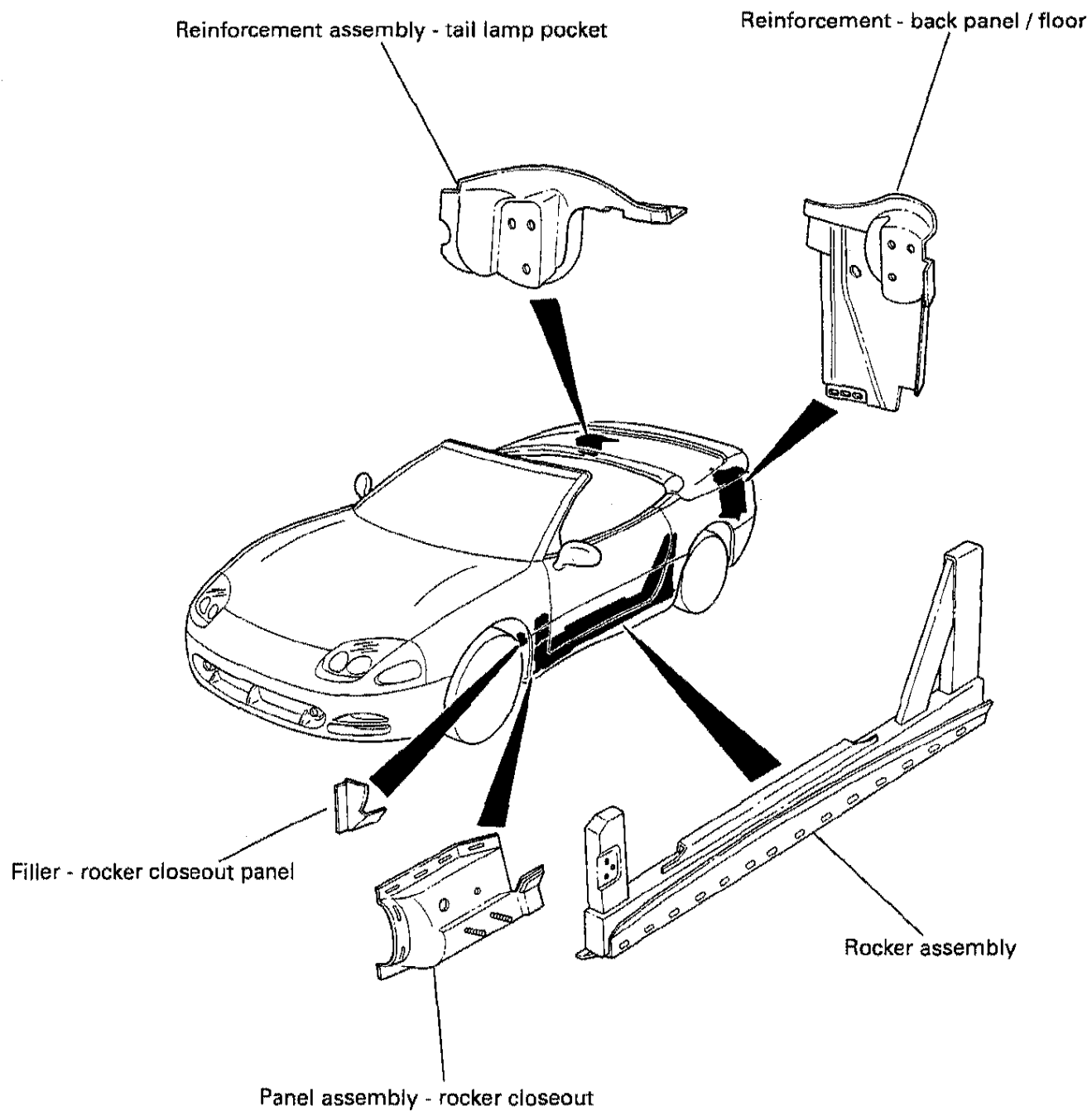
Support - cylinder mounting

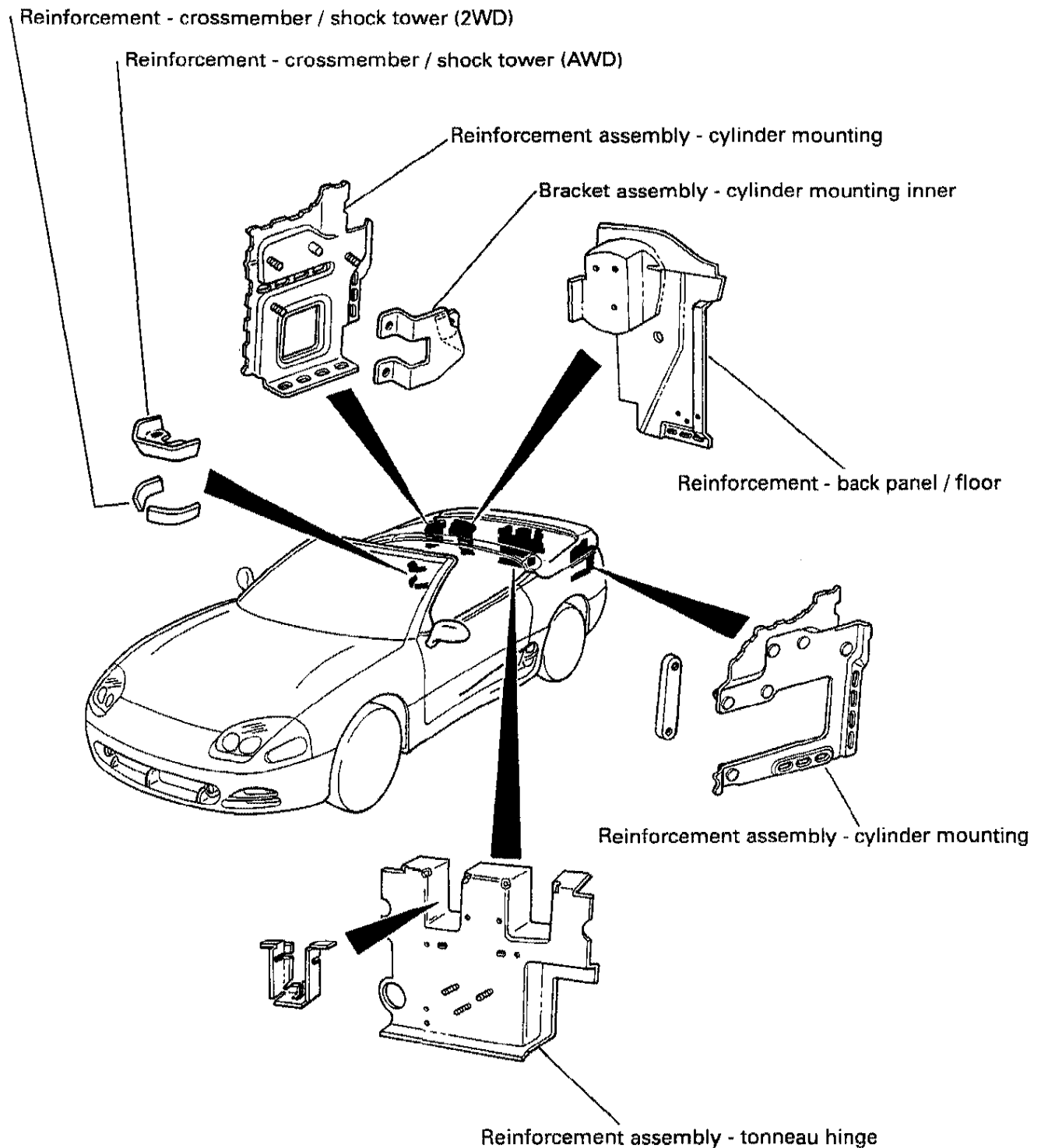
Filler - quarter panel extension

Bracket - quarter window inner

Bracket assembly - quarter window outer

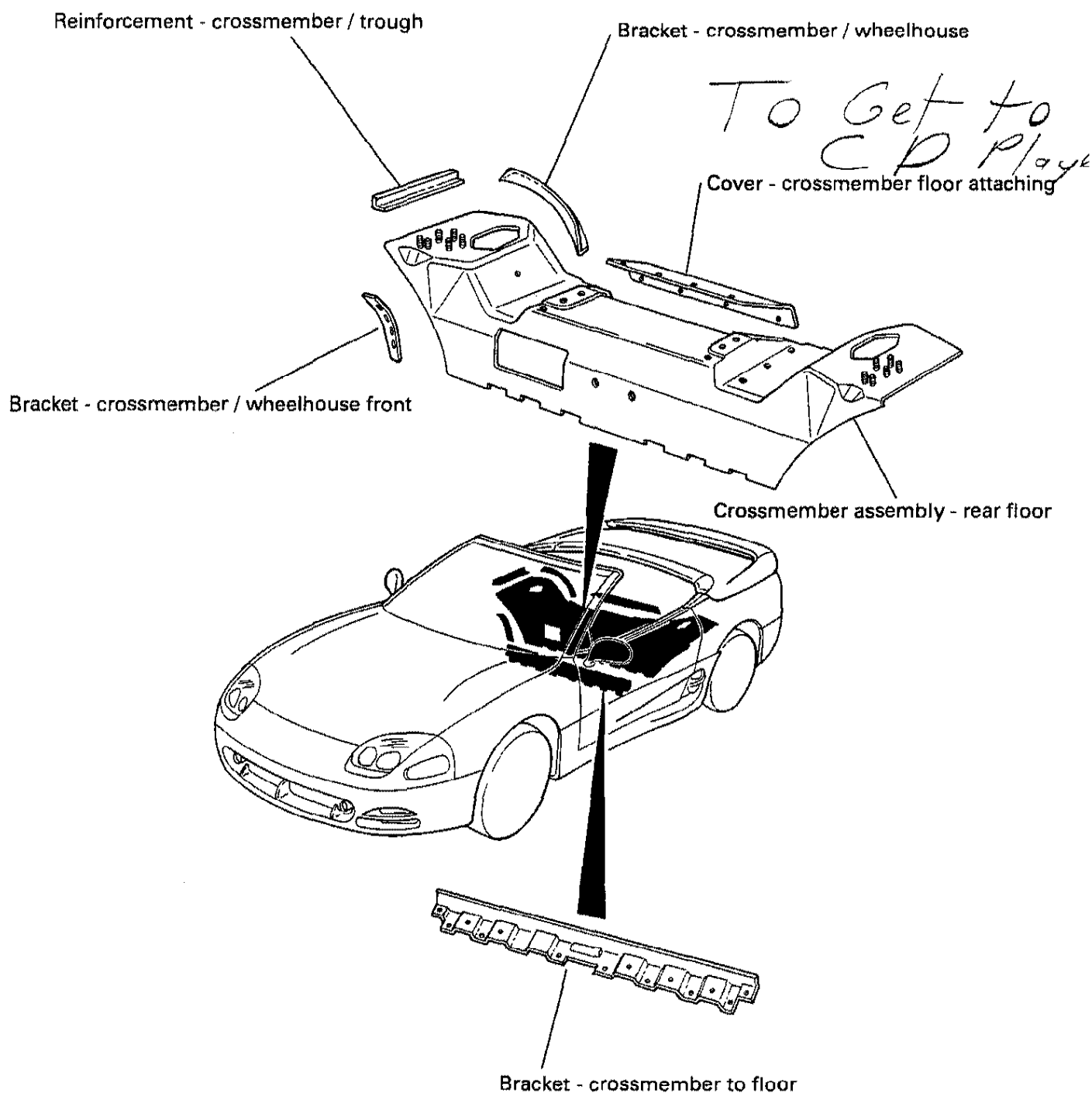


BODY STRUCTURE**ASC INCORPORATED INSTALLED PARTS**

BODY STRUCTURE**ASC INCORPORATED INSTALLED PARTS**

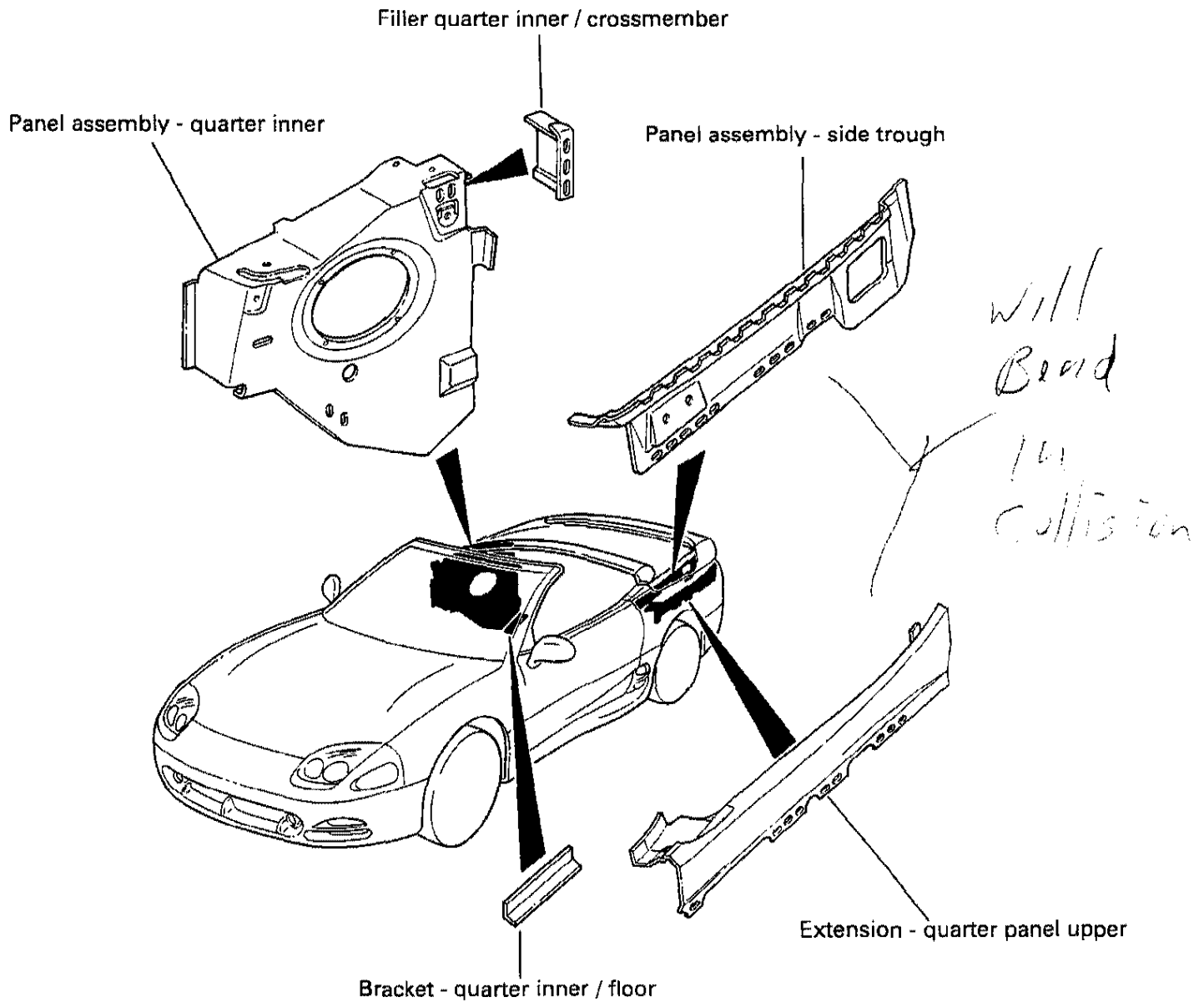
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



NOTES

INTERIOR

CONTENTS

CARGO/HARDTOP STOWAGE AREA TRIM ..	15	QUARTER TRIM PANEL	13
CENTER CLOSEOUT PANEL	24	REAR SEAT, STRIKER AND REAR	
DIAGNOSTIC AND TESTING	2	SHELF PANEL	22
Circuit Diagram (Self-dimming Mirror).....	5	SEAT BELT	27
Inspection and Verification	2	SELF-DIMMING LIGHTED REARVIEW	
Pinpoint Tests	4	MIRROR	11
Symptom Chart	3	Black-out Applique	11
Troubleshooting Hints	3	Mirror Garnish	11
FRONT SEATS	18	Mounting Button	11
Recline-angle Stop	18	SERVICE ADJUSTMENT PROCEDURES	7
FRONT PILLAR TRIM	10	Center Closeout Panel	8
FRONT SEAT BELT GUIDE	20	Quarter Trim Panels	9
HEADER GARNISH	10	Rear Seat Strikers	9
HEADLINING	21	Rear Shelf Panel	8

WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to the service personnel (from inadvertent firing of the air bag) or to the driver (from rendering the SRS inoperative).
- (2) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- (3) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B - Supplemental Restraint System (SRS) and GROUP 00 - Maintenance Service, before beginning any service or maintenance of any component of the SRS or any SRS-related component.

NOTE

The SRS includes the following components: impact sensors, SRS diagnosis unit, SRS warning light, air bag module, clock spring and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

INSPECTION AND VERIFICATION

1. Verify the customer's original concern by operating the system to duplicate the concern.
2. Inspect to determine if any of the following mechanical or electrical concerns apply:

MECHANICAL	ELECTRICAL
<ul style="list-style-type: none">• Damaged mirror.• Damaged bracket.	<ul style="list-style-type: none">• Blown fuse.• Circuitry open or shorted.• Damaged control switch.• Damaged mirror.• Damaged backup lamp switch.

3. If the inspection reveals obvious concern(s) that can be readily identified, service as required.
4. If the concern(s) remain after inspection, determine the symptom and go to the Symptom Chart.

SYMPTOM CHART**NOTE: REFER TO TROUBLE SHOOTING HINT FOLLOWING THE SYMPTOM CHART**

CONDITION	POSSIBLE CAUSE	ACTION
<ul style="list-style-type: none">• Rear view mirror Auto-Dim inoperative.	<ul style="list-style-type: none">• Circuitry open/shorted.• Damaged mirror.• Damaged backup lamp switch.	<ul style="list-style-type: none">• Go to Pinpoint Test A.

TROUBLESHOOTING HINTS**Pinpoint Test A**

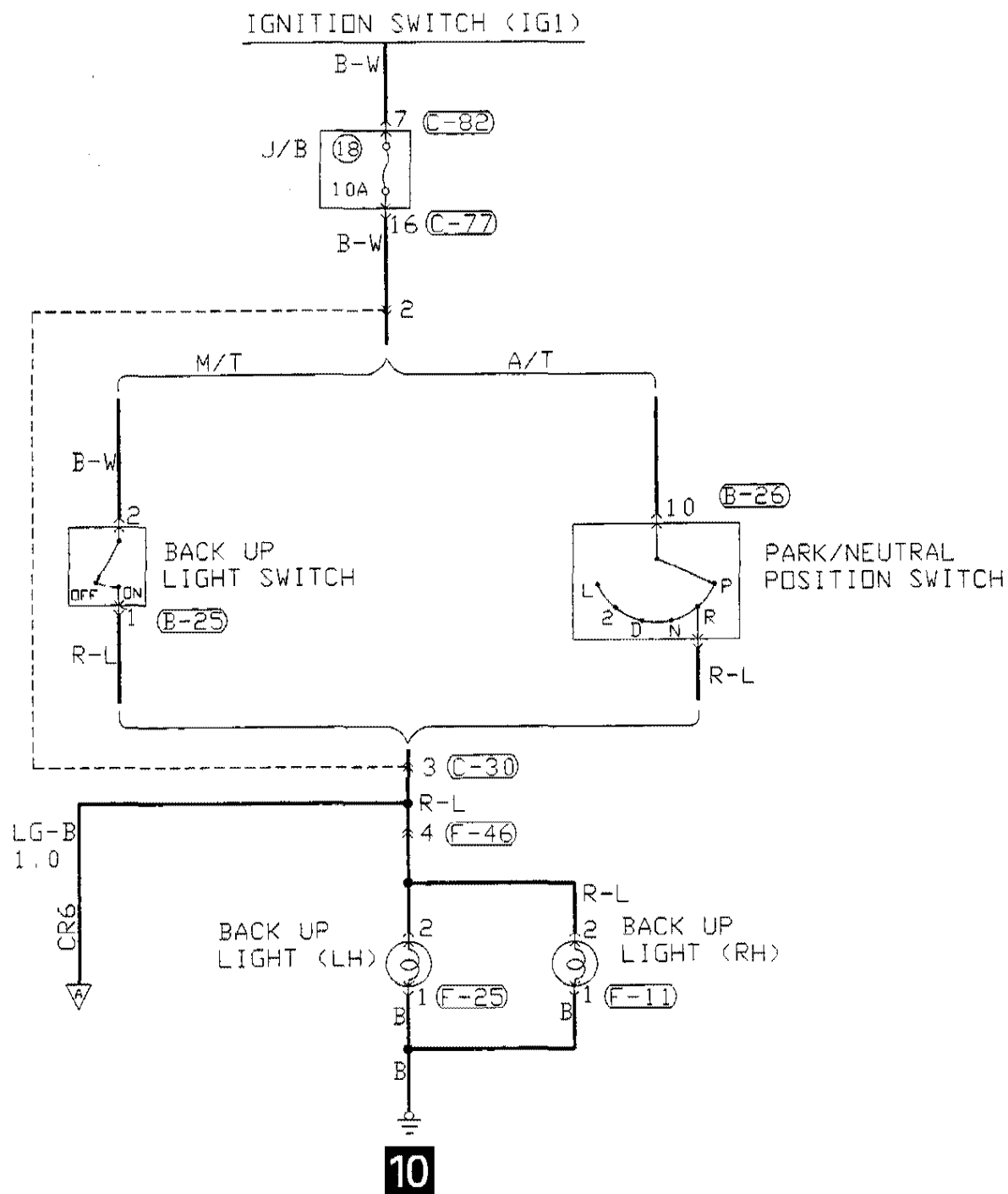
Indicates that the self-dimming mirror will not dim properly. This may occur if circuits CR 5, CR 4, and/or CR 6 are open/shorted, mirror damaged, voltage on circuit CR 6 indicates that the vehicle is in Reverse which prohibits the mirror from dimming.

PINPOINT TESTS

TEST A
REARVIEW MIRROR AUTO-DIM INOPERATIVE

TEST STEP		RESULT	ACTION TO TAKE
A-1	CHECK CIRCUIT CR 5 FOR SYSTEM VOLTAGE		
<ul style="list-style-type: none"> • Access and disconnect rearview mirror connector E-127. • Using Digital Volt/Ohm Meter (DVOM) set to DC volt, connect negative lead to a known good ground. • Connect the positive lead to pin 1 at rearview mirror connector E-127. • Turn ignition to ON position. • Read voltmeter. 		Yes	Go to A-2.
<ul style="list-style-type: none"> • Is system voltage present? 		No	Repair circuit CR 5. Restore vehicle. Retest system.
A-2	CHECK CIRCUIT CR 4 FOR OPEN		
<ul style="list-style-type: none"> • Connector E-127 at rearview mirror disconnected. • Using DVOM set to ohm scale, connect negative lead to known good ground. • Connect positive lead to pin 2 at rearview mirror connector E-127. • Read ohmmeter. 		Yes	Go to A-3.
<ul style="list-style-type: none"> • Is there 3 ohms or less? 		No	Repair circuit CR 4. Restore vehicle. Retest system.
A-3	CHECK CIRCUIT CR 6 FOR VOLTAGE		
<ul style="list-style-type: none"> • Connector E-127 at rearview mirror disconnected. • Using DVOM set to DC volt, connect negative lead to known good ground. • Connect the positive lead to pin 3 at rearview mirror connector E-127. • Turn ignition to ON position. • Make sure transaxle is in park (automatic) neutral (manual). • Read voltmeter. 		Yes	Go to A-4.
<ul style="list-style-type: none"> • Is voltage present? 		No	Replace rearview mirror. Restore vehicle. Retest system.
A-4	CHECK CIRCUIT CR 6 AT BACK UP LAMP SWITCH		
<ul style="list-style-type: none"> • Connector E-127 at rearview mirror disconnected. • Access and disconnect connector B-25 (manual transaxle) B-26 (automatic transaxle). • Using DVOM set on DC volt, connect negative lead to known good ground. • Connect the positive lead to pin 1 (manual transaxle) pin 11 (automatic transaxle) at backup lamp switch. • Turn ignition to ON position. • Read voltmeter. 		Yes	Repair circuit CR 6. Restore vehicle. Retest system.
<ul style="list-style-type: none"> • Is voltage present? 		No	Refer to Volume 1 of Service Manual (for backup lamp switch adjustment or repair).

SELF-DIMMING LIGHTED REARVIEW MIRROR CIRCUIT DIAGRAM



B-25

B-26

C-30

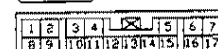
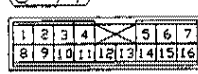
C-77

C-82

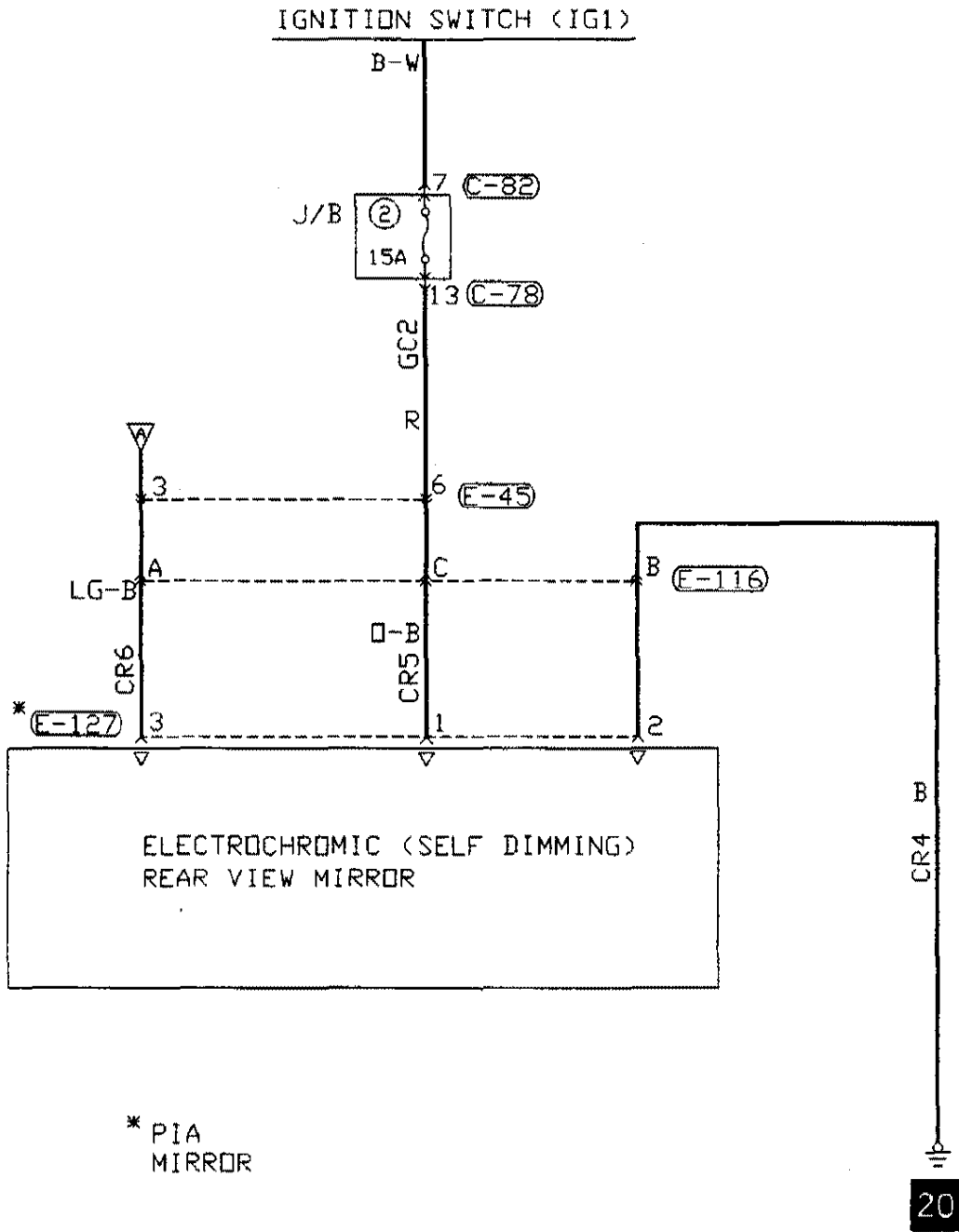
F-11

F-25

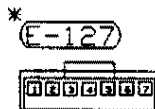
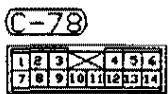
F-46



SELF-DIMMING LIGHTED REARVIEW MIRROR CIRCUIT DIAGRAM



* PIA
MIRROR



SERVICE ADJUSTMENT PROCEDURES

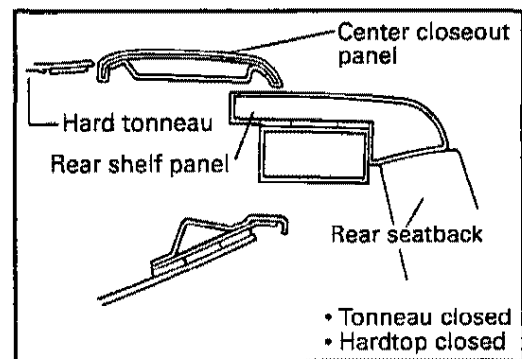
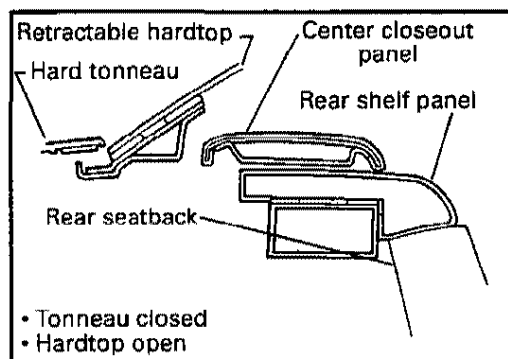
- REAR SHELF PANEL
- CENTER CLOSEOUT PANEL
- QUARTER TRIM PANELS (POSITION)
- FLIPPER DOORS (POSITION)

Description

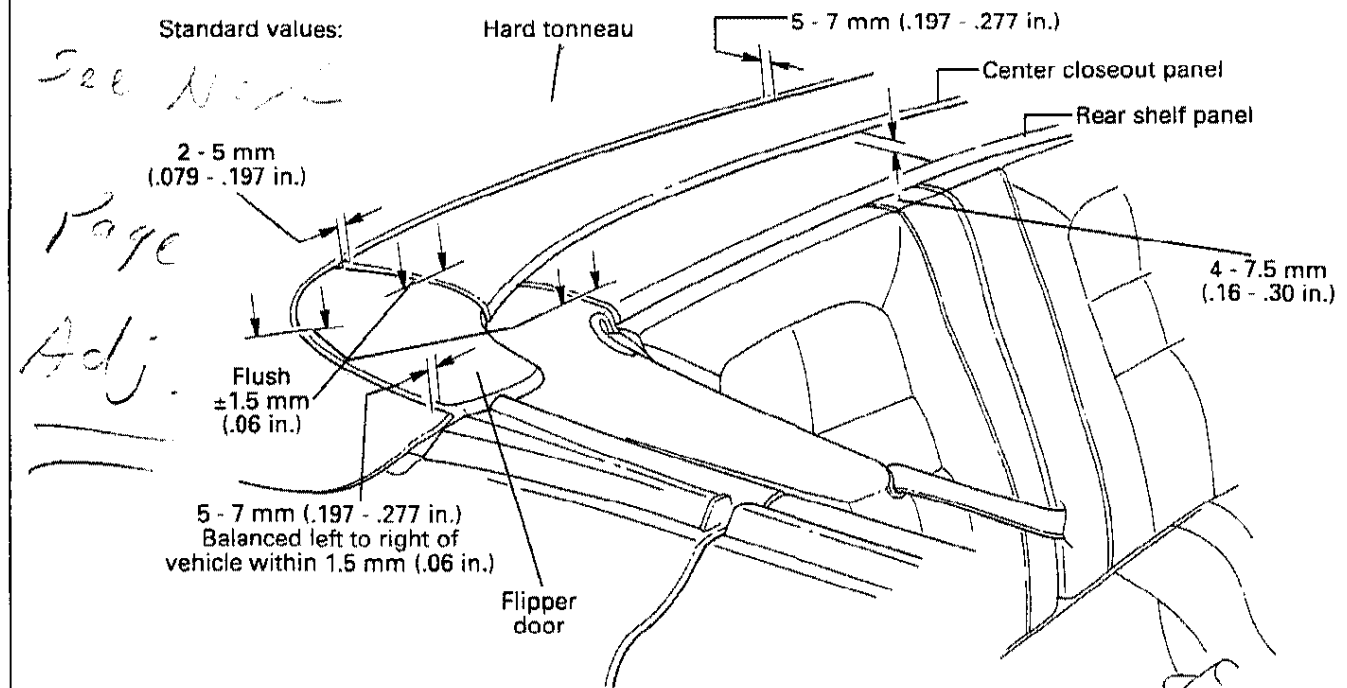
The positions of the quarter trim panels in the vehicle are the foundation for all height, position or gap adjustments of the rear shelf panel, flipper doors, and center closeout panel. The only piece of trim that is not stationary is the center closeout panel. The center closeout rides on two cams and is mechanically actuated by linkage connected to the hardtop mechanism. As the hardtop opens the closeout panel moves backward to fill the gap at the front of the hard tonneau where the hardtop was. When the hardtop closes, the closeout panel moves forward.

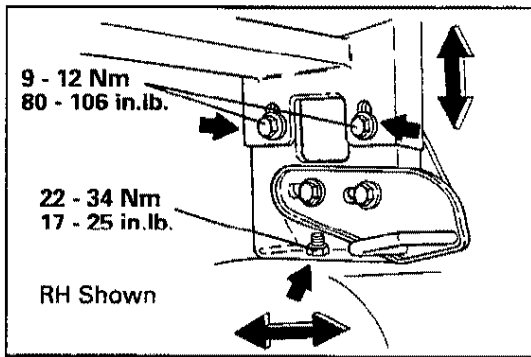
All the subject parts, including the hard tonneau and flipper doors, must all be in alignment with each other in order to achieve the proper design positions. When one or more of these components are adjusted or replaced, the alignment of the other subject parts must be checked and readjusted if necessary. When adjusting or replacing the trim parts, the hardtop should be open (stowed) and the hard tonneau closed.

The hard tonneau MUST be adjusted correctly before attempting any adjustment of the trim parts. The hard tonneau flipper doors must be checked and readjusted, if necessary, after adjusting the other trim components. For adjustment of the flipper doors, refer to GROUP 42 - ADJUSTMENT OF HARD TONNEAU FLIPPER DOORS, in this Manual.



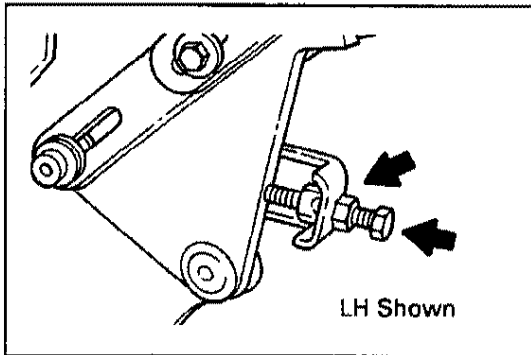
Standard values:





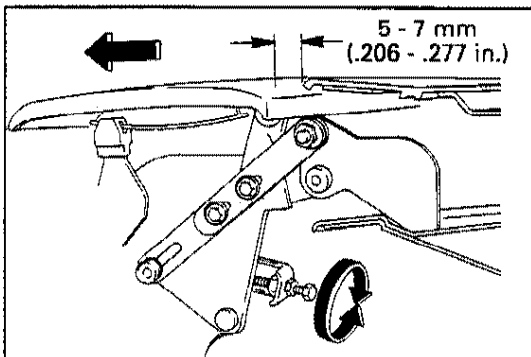
REAR SHELF PANEL

1. Install the LH and RH quarter trim panels, except the top rear screws.
2. Loosen the attaching nuts and bolts for the rear shelf panel in order to align the rear shelf panel to the screw hole at the top of the quarter trim panel. The quarter trim panels determine the position of the rear shelf panel. Refer to QUARTER TRIM PANEL, in this section.
3. Tighten attaching nuts and bolts.



CENTER CLOSEOUT PANEL

1. Close the hardtop and open the tonneau.
2. Loosen the jam-nut of the center closeout's LH and RH stops and back-off the stop several turns.
3. Open the hardtop and close the tonneau.



4. Move the center closeout panel rearward toward the hard tonneau until it stops.

NOTE

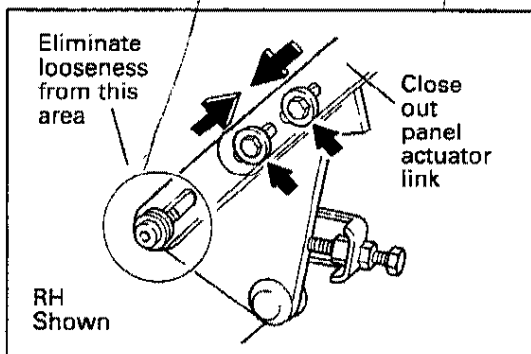
The center closeout panel will move forward as the hardtop is being closed.

5. Close the hardtop then open it.
6. Using the LH and RH stops, adjust the center closeout to the hard tonneau as shown in the illustration.
7. Close the tonneau and check the gap.
8. Repeat Steps 3-7 to meet the Standard value, then tighten the jam-nuts.

Standard value: 9 - 14 Nm (80 - 124 in.lb.)

Loctite - if it falls out the link pole vaults and skews top

LOCKTITE
if it falls out link pole vaults and skews top

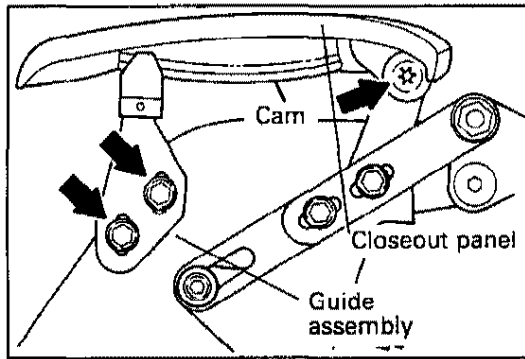


9. With the hardtop open, at one side, loosen the two bolts holding closeout panel actuator link to the closeout panel control link as shown in the illustration. Then draw the two components together to take up any looseness, and tighten the bolts. Repeat for the other side.

NOTE

Taking out the looseness is necessary for proper consistent operation. Otherwise, the center closeout panel will not move consistently back and forth and side-to-side. This may cause an unacceptable rattle.

Standard value: 9 - 14 Nm (80 - 124 in.lb.)



- Adjust the height of the center closeout panel at the arrows, as necessary, as shown in the illustrations on the previous page and the first two at the left.

NOTE

Because of the nature of the cams and mechanisms, the adjustment height of the center closeout panel in the forward position will be the same as the rearward position.

Guide assembly bolts

Standard value: 9 - 12 Nm (80 - 106 in.lb.)

Rear mounting bolts

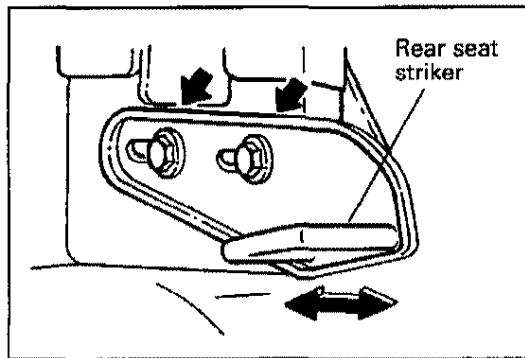
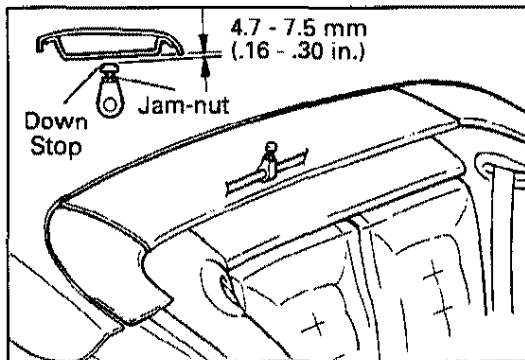
Standard value: 9 - 14 Nm (80 - 124 in.lb.)

Jam-nut

Standard value: 22 - 34 Nm (17 - 25 in.lb.)

Caution

Be sure the rear shelf support member does not interfere with the downstop as the hardtop opens and closes.



REAR SEAT STRIKERS

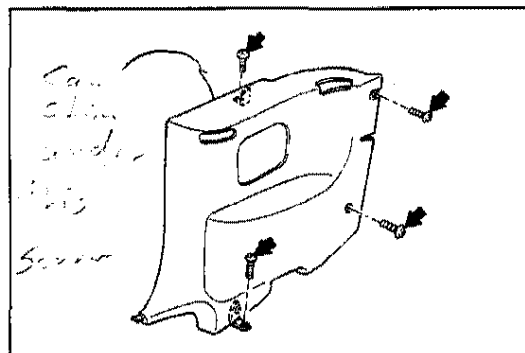
NOTE

The rear shelf panel **MUST** be properly adjusted before attempting to adjust rear seat strikers.

- With both rear seat backs installed, fold them forward.
- Loosen the bolts holding the striker at one side enough to adjust the striker.
- Raise the seat back while aligning it to the striker. Adjust the striker to align the seat back catch and lock the rear seat back in position. Then tighten the bolts.

Standard value: 9 - 12 Nm (80 - 106 in.lb.)

Can shim under this screw

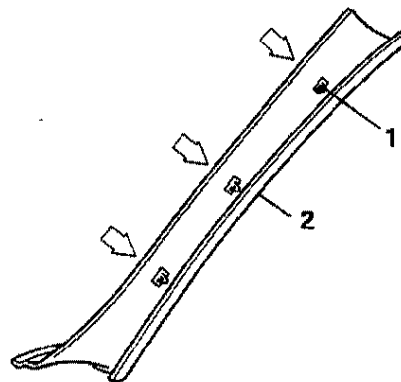
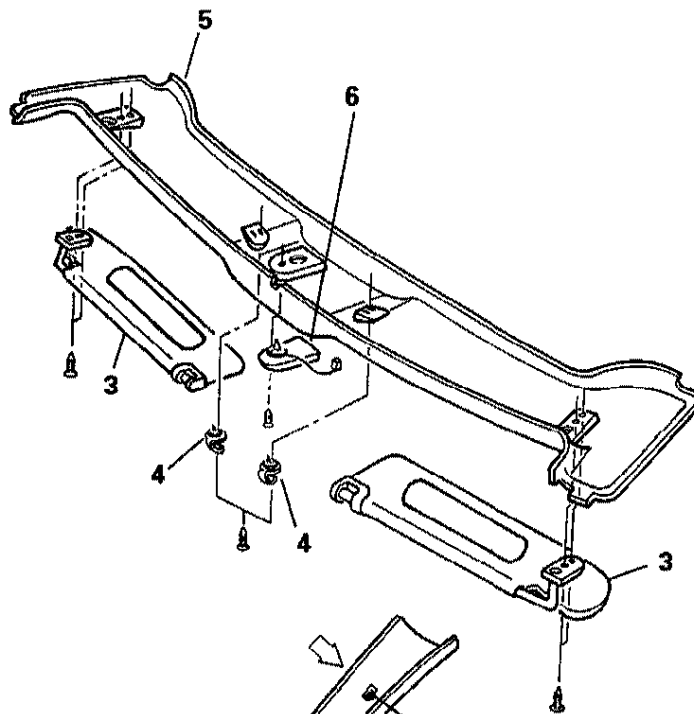
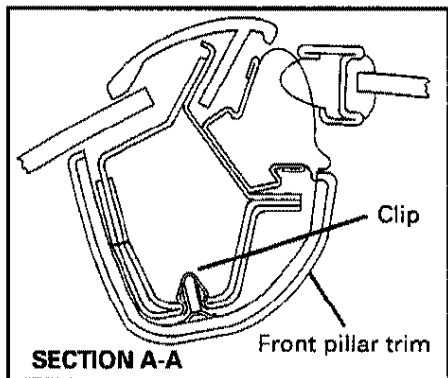
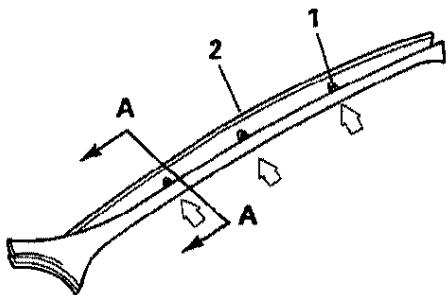


QUARTER TRIM PANELS

The quarter trim panels are not necessarily designed to be adjusted. When adjustment is necessary, the attaching holes and the corresponding hole locations in the brackets or body structure may need to be redrilled.

REMOVAL AND INSTALLATION

<Interior>

**Front pillar trim removal steps**

1. Clip
2. Front pillar trim

Header garnish removal steps

2. Front pillar trims
3. Sunvisor assemblies
4. Sunvisor holders
5. Header garnish
6. HomeLink™ Universal Transmitter

Will have
to trim
to car
(custom fit)

*Will have
to trim
to car
(Custom fit)*

NOTE

(1) : Location of metallic clip

<1995 Models>

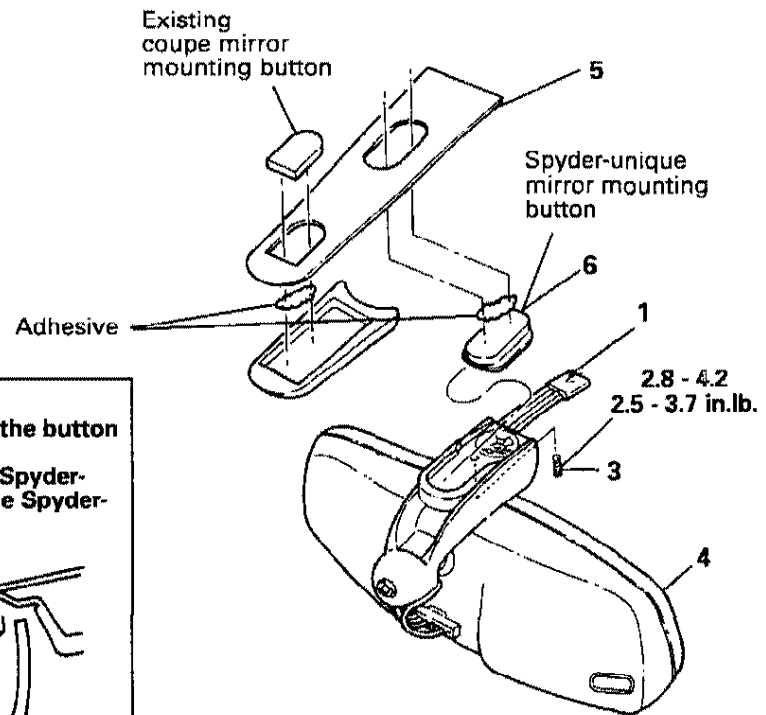
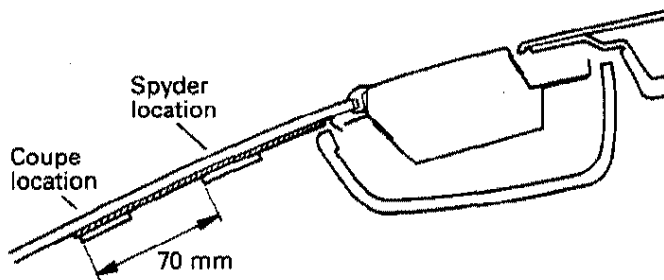
<Self-dimming Lighted Rearview Mirror>

Pre-removal and Post-installation Operation

Removal and Installation of Header Garnish (Refer to P. 52-8, in this section.)

CAUTION:

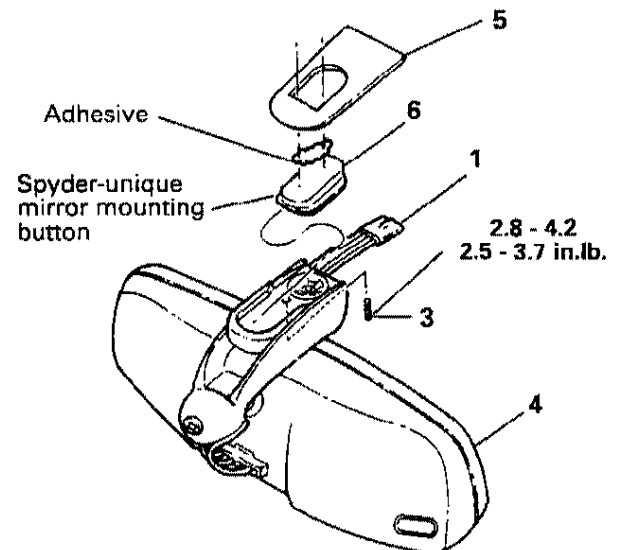
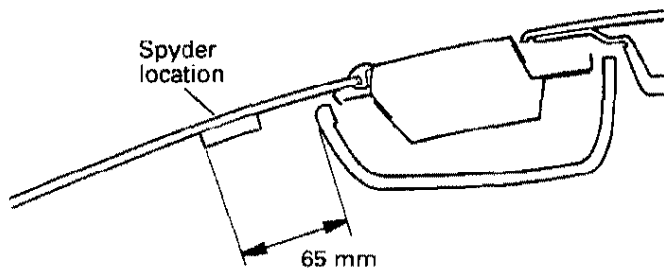
1. DO NOT use the coupe's mirror button location or the button itself.
2. Be sure the mirror mounting button used is in the Spyder-unique location and is designed to be used with the Spyder-unique lighted rearview mirror.



<From 1996 Models>

CAUTION:

1. DO NOT use the coupe's mirror button location or the button itself.
2. Be sure the mirror mounting button used is in the Spyder-unique location and is designed to be used with the Spyder-unique lighted rearview mirror.

**Self-dimming lighted rearview mirror removal steps**

1. Mirror electrical connector
2. Lower mirror garnish (1995 models only)
3. Mirror set screw
4. Mirror
5. Black-out applique
6. Mirror mounting button

SERVICE POINT OF REMOVAL**2. REMOVAL OF LOWER MIRROR GARNISH**

Grip the garnish with pliers and twist off the garnish to separate the adhesive bond.

SERVICE POINTS OF INSTALLATION**6. 5. INSTALLATION OF BLACK-OUT APPLIQUE/INSTALLATION OF MIRROR MOUNTING BUTTON****NOTE**

- (1) The header garnish must be removed prior to installation.
- (2) For best results the windshield should be at least room temperature.

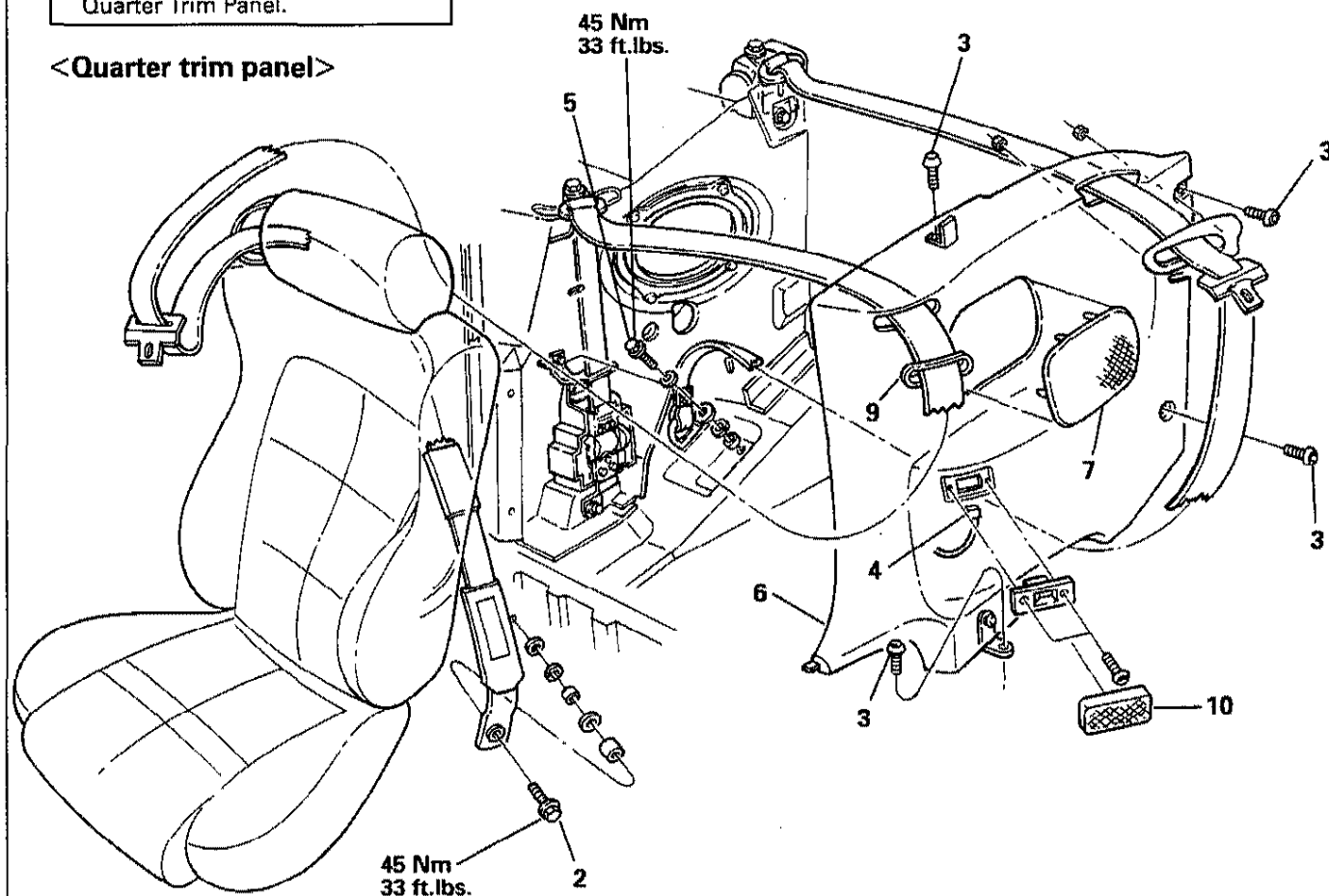
1. Using a clean, lint-free cloth dampened with isopropyl alcohol, clean the area of the windshield where the mounting button and black-out applique will go.
2. Peel back the lower half of the protective backing from the black-out applique (rounded end).
3. Apply the exposed portion around the existing Coupe button while peeling away the remaining backing. Use gentle but firm pressure to smooth out any air bubbles. Air bubbles can be removed easily by pricking them with a needle and smoothing them out.
4. Apply the mirror button in the opening in the applique. Use an adhesive specifically made for bonding mirror buttons to windshields. Follow the manufacturer's directions.

2. INSTALLATION OF LOWER MIRROR GARNISH

Use an adhesive suitable for bonding plastic to metal such as an acrylic-based two-part epoxy.

Pre-removal and Post-installation Operation

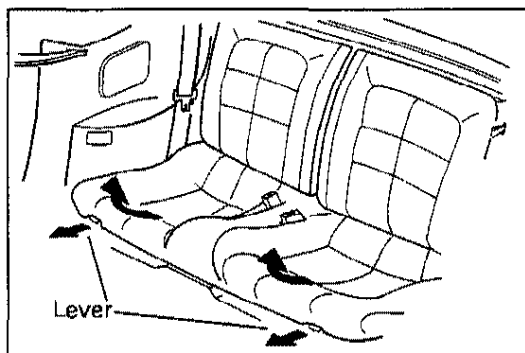
Removal and Installation of Scuff Plate
 Open tonneau and leave open for removal and installation of Quarter Trim Panel.

<Quarter trim panel>**Quarter trim panel removal steps**

- ◆◆ ◆◆ 1. Rear seat cushion
- 2. Front seat belt anchor plate mounting bolt
- 3. Screw
- 4. Courtesy light harness connector
- 5. Rear seat belt anchor plate mounting bolt
- 6. Quarter trim panel

Disassembly steps

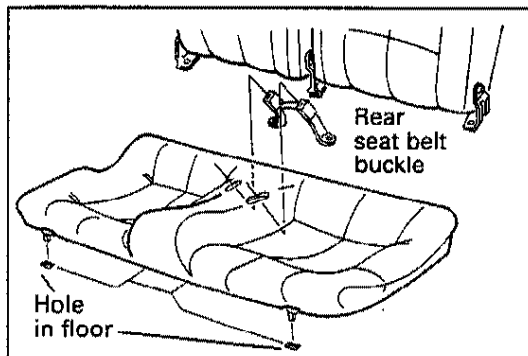
- ◆◆ 7. Speaker cover
- 8. Bezel
- 9. Bezel
- 10. Courtesy light

**SERVICE POINT OF REMOVAL****1. REMOVAL OF REAR SEAT**

With the lever pulled forward, raise the seat cushion to remove it.

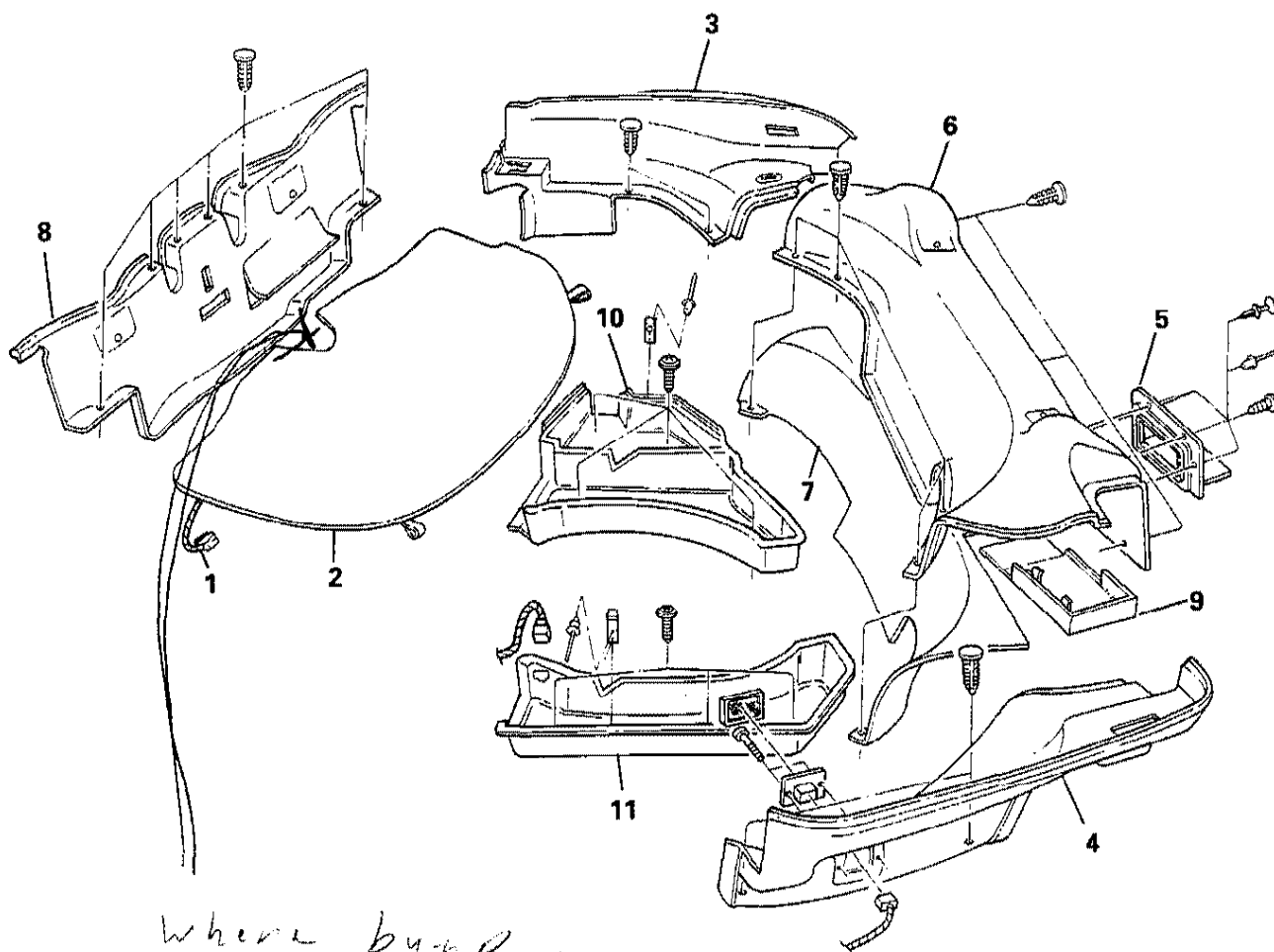
SERVICE POINTS OF INSTALLATION**7. INSTALLATION OF SPEAKER COVER**

Note: The Spyder-unique quarter trim panel uses the opposite-handed coupe speaker cover. (The LH coupe speaker cover attaches to the RH quarter trim panel.)

**1. INSTALLATION OF REAR SEAT**

- (1) Fit the seat cushion attachment wire under the seat-backs securely.
- (2) Pass the rear seat belt buckles through the seat cushion.
- (3) Securely attach the seat cushion lock plate to the floor.

<Cargo/hardtop stowage area>



Where bump was
 (Refer to bulletin

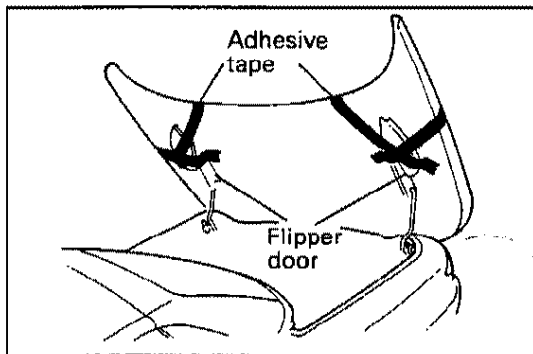
Where bump was
 (refer to bulletin
 changed out/modified
 in retrofit)

Changed out/

modified
 in retrofit

Removal steps

1. Object-in-trunk sensor harness connector
2. Object-in-trunk sensor
- ◆◆ ◆◆ 3. L.H. trunk trim panel
- ◆◆ ◆◆ 4. R.H. trunk trim panel
- ◆◆ ◆◆ 5. CD access door
6. Trunk center front panel
7. Hydraulic line cover
- ◆◆ ◆◆ 8. Trunk trim rear panel
- ◆◆ ◆◆ 9. CD changer tray
- ◆◆ ◆◆ 10. Luggage compartment floor box (L.H.)
- ◆◆ ◆◆ 11. Luggage compartment floor box (R.H.)



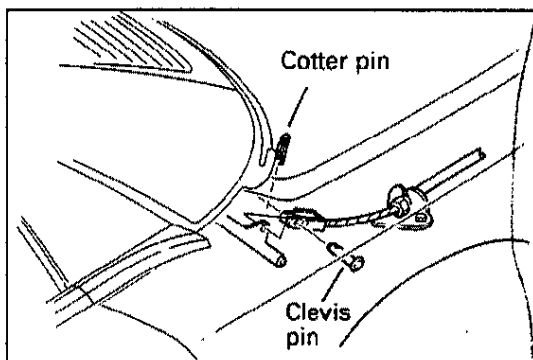
SERVICE POINTS OF REMOVAL

3. REMOVAL OF LEFT HAND TRUNK TRIM PANEL

- (1) Detach the trim panel from the vehicle.
- (2) Open the hardtop halfway.
- (3) Secure both flipper doors to the tonneau in their retracted position with 2 in. wide, cloth reinforced, adhesive tape (such as a good quality duct tape or stranded packaging tape). This will relieve tension on the flipper door drive cable allowing easy removal and reinstallation of the cable clevis attached to the hardtop mechanism.

Caution

Stay clear of the flipper doors to prevent personal injury.



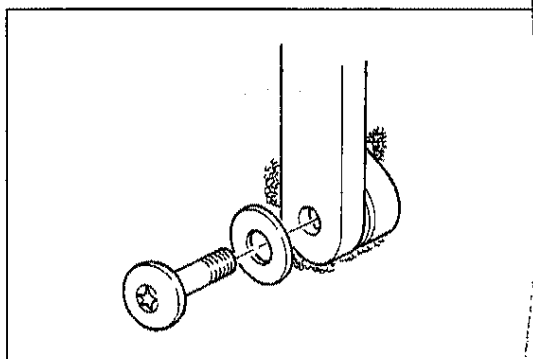
- (4) Remove the cotter pin and clevis pin securing the flipper door cable clevis to the hardtop mechanism.
- (5) Pull the cable through the trim panel to remove it.

5. REMOVAL OF CD ACCESS DOOR

Use a 1/8 in. drill to remove the rivet.

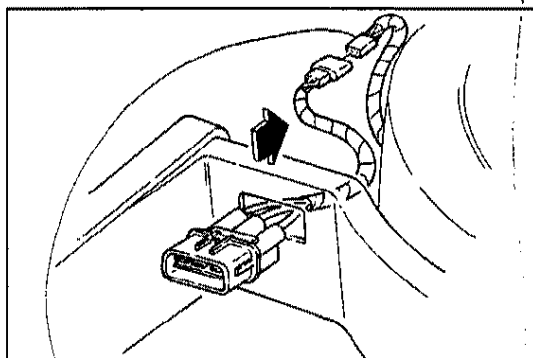
Caution

Be sure drill chips are completely removed by vacuuming.



8. REMOVAL OF TRUNK TRIM REAR PANEL

Remove the bolt attaching the hardtop down stop link to the bracket and remove the trim panel.



10. 11. REMOVAL OF LUGGAGE COMPARTMENT FLOOR BOX

- (1) Disconnect the object-in-trunk sensor harness connector.
- (2) Using a small tool, release the tangs in the object-in-trunk sensor harness connector mounted on the floor box connector bracket. Then, remove the floor box.
- (3) If removing the brackets attached to the floor box, use a 1/8 in. drill bit.

Yellow to purple to fool ECM

Yellow to purple to fool ECM
to connect mat to bind

Use screw
drivers
to bind flippers

Use screw drivers

SERVICE POINTS OF INSTALLATION**11. 10. INSTALLATION OF LUGGAGE COMPARTMENT FLOOR BOX**

- (1) If installing the brackets that attach to the floor box, use rivets.

Standard value: 1/8 in. x .187 large flanged head rivets

- (2) Install the floor box.
- (3) Reinstall the object-in-trunk sensor harness connector in the floor box.
- (4) Reconnect the harness connector.

8. INSTALLATION OF TRUNK TRIM REAR PANEL

Attach the trim, then install the hardtop down stop link to the bracket with the bolt.

Standard value: 6 - 9 Nm (54 - 80 in.lb.)

5. INSTALLATION OF CD ACCESS DOOR

Rivet: 1/8 in. x .250 dome head, black

3. INSTALLATION OF LEFT HAND TRUNK TRIM PANEL

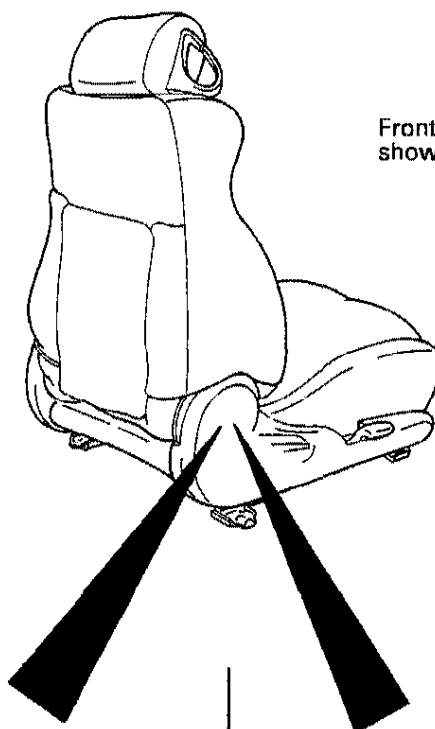
- (1) Route the flipper door drive cable back through the trunk trim.
- (2) Reattach the cable clevis to the hardtop mechanism using the clevis pin and cotter pin.
- (3) Hold the flipper door securely and remove the adhesive tape.
- (4) Attach the trim panel to the vehicle.
- (5) Open or close the hardtop.

FRONT SEATS

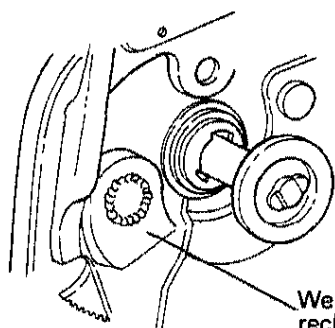
Pre-removal and Post-installation Operation

Removal and Installation of Front Seat (Refer to GROUP 52A, in Volume 1.)

Front seat (passenger side shown - driver side similar)



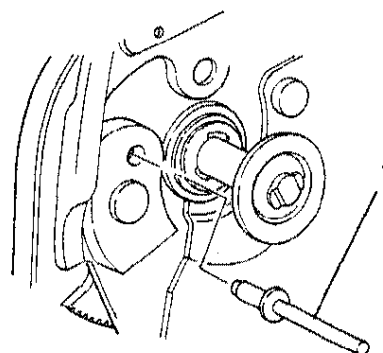
<Vehicles with welded-on recline-angle stop>



Welded-on recline-angle stop

<Vehicles with riveted-on recline-angle stop>

<Repair for vehicles with welded-on recline-angle stop>

**CAUTION:**

1. The LH and RH front seats have been modified with a recline-angle stop welded to the seat reclining adjuster assembly.
2. The recline-angle stop is not serviceable.
3. DO NOT attempt to repair the recline-angle stop. Replace the seat with a modified Spyder-unique seat, or repair the recline-angle stop by following the procedure in SERVICE POINTS OF REMOVAL and INSTALLATION OF RECLINE-ANGLE STOP, in this section.

Removal steps

- ◆◆ ◆◆ 1. Rivet
- ◆◆ ◆◆ 2. Recline-angle stop

SERVICE POINT OF REMOVAL

1. REMOVAL OF RIVET

Use a 3/16 in. drill to remove the rivet.

Caution

Be sure drill chips are completely removed by vacuuming the area so that they do not get caught in the seat reclining adjuster.

SERVICE POINTS OF INSTALLATION

2. INSTALLATION OF RECLINE-ANGLE STOP

Seats requiring no drilling for installation of seat recline-angle stop:

Install the seat recline-angle stop to the stop pin on the seat.

Seats requiring drilling for installation of seat recline-angle stop:

- (1) Grind or file the stop pin on the seat, if necessary, to install the seat recline-angle stop.
- (2) Install the seat recline-angle stop to the stop pin on the seat.
- (3) Recline the seat back to apply pressure on the recline-angle stop so that it seats against the seat reclining adjuster assembly.
- (4) Using a 3/16 in. drill, use the recline-angle stop as a drill guide and drill the hole for the rivet.

Caution

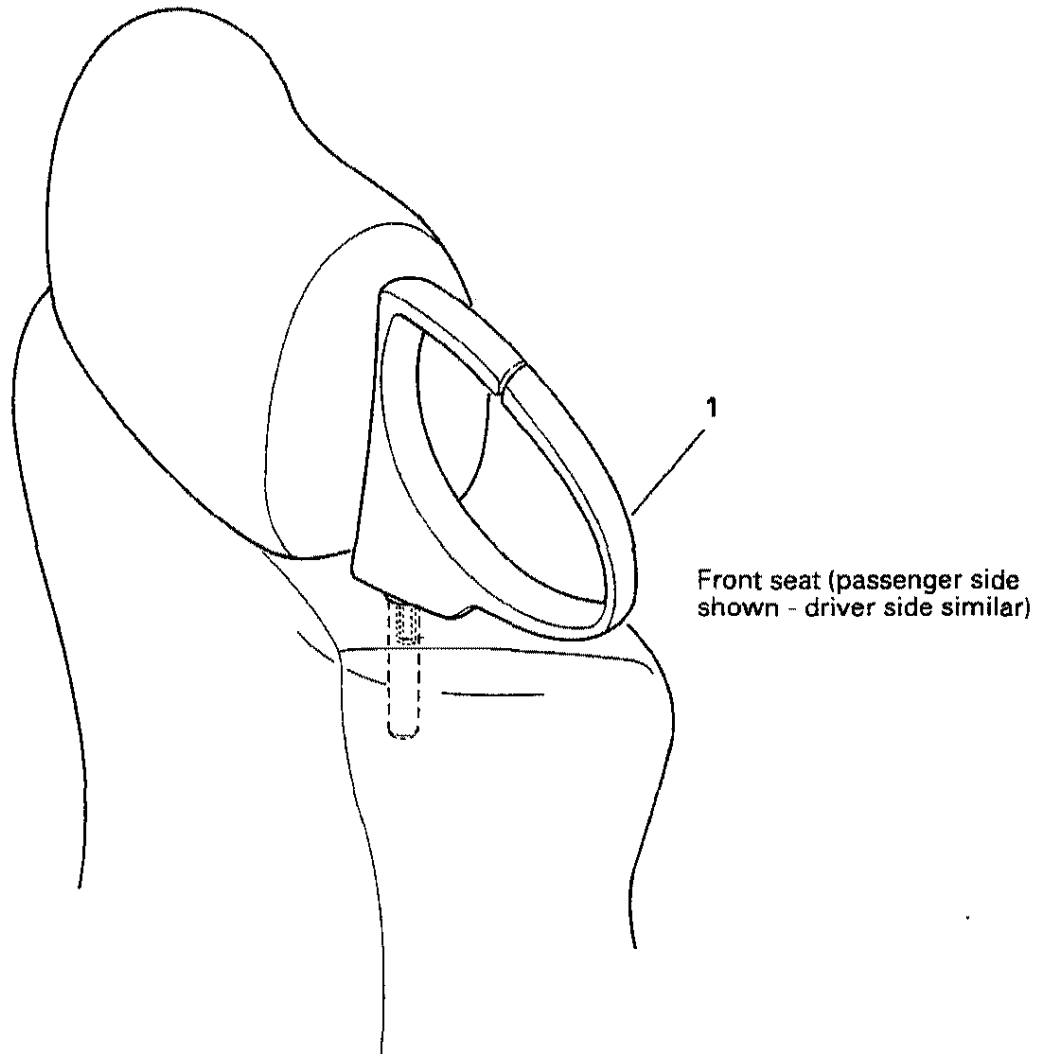
Be sure drill chips are completely removed by vacuuming the area so that they do not get caught in the seat reclining adjuster.

1. INSTALLATION OF RIVET

Rivet: 3/16" x .375 Protruding head

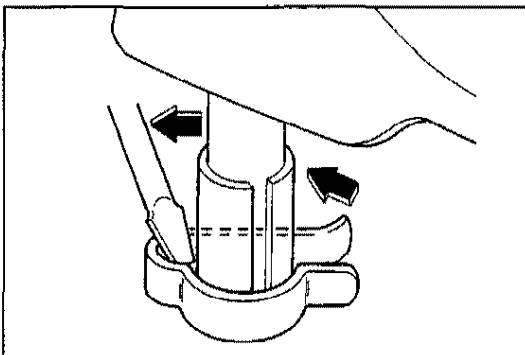
FRONT SEAT SEAT BELT GUIDE

DISASSEMBLY AND REASSEMBLY



Seat belt guide removal step

- ↔ 1. Seat belt guide



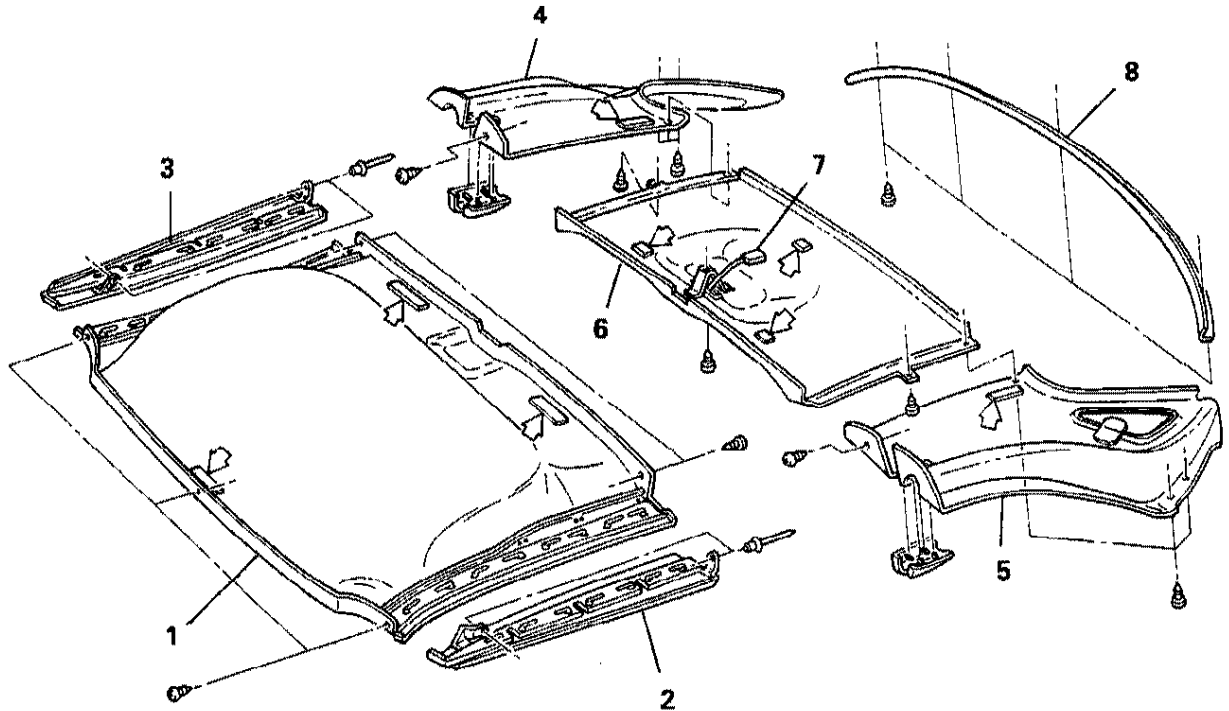
SERVICE POINT OF REMOVAL

1. REMOVAL OF SEAT BELT GUIDE

Using a screwdriver, release the retaining pin while pulling the seat belt guide out of the holder.

HEADLINING**REMOVAL AND INSTALLATION****NOTE**

Open the hardtop halfway for removal and installation of headlining.

**Pre-removal Operation of LH and RH Front Rail Headlining Extensions**

Removal of Front Rail Weatherstrip
Removal of Front Rail Weatherstrip Holder (Refer to GROUP 42 - Weatherstrip, in this Manual.)

Post-installation Operation of LH and RH Front Rail Headlining Extensions

Installation of Front Rail Weatherstrip (Refer to GROUP 42 - Weatherstrip, in this Manual.)
Adjustment of Front Rail Weatherstrip (Refer to SERVICE ADJUSTMENT PROCEDURES, GROUP 42, in this Manual.)

Headlining removal steps

1. Front headlining
- ◆◆ ◆◆ 2. LH front rail headlining extension
- ◆◆ ◆◆ 3. RH front rail headlining extension
4. RH rear headlining
5. LH rear headlining
6. Center headlining
7. Temperature sensor harness connector
8. Backlite lower garnish

NOTE

(1) ◀ : Location of dual lock fastener

SERVICE POINT OF REMOVAL**2. 3. REMOVAL OF RIVET**

Using a 1/8 in. diameter drill bit, drill out the two rivets.

SERVICE POINTS OF INSTALLATION**3. 2. INSTALLATION OF RIVET**

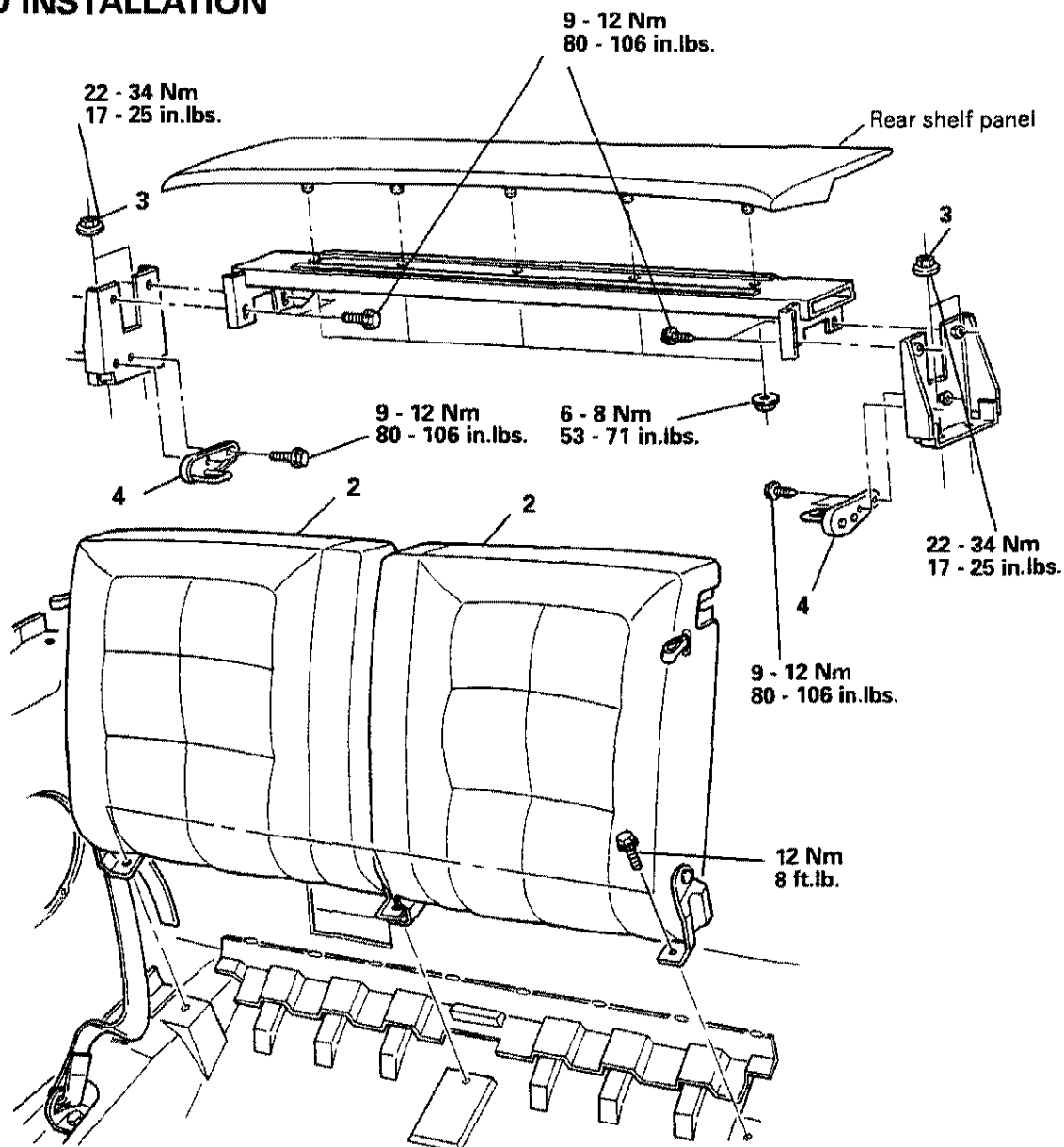
(1) Using an aerosol can of spray adhesive with a snorkel tube, spray a sufficient amount of adhesive inside the hardtop at the screw holes. This will prevent the rivet ends inside the hardtop from rattling.

(2) Install front rail headlining extension with rivets.

Rivet: 4.8 x 3.2 mm Aluminum

NOTES

REMOVAL AND INSTALLATION



Removal and Installation of Center Closeout Panel (Refer to P.52-24, in this section).
Removal of LH and RH Quarter Trim Panels (Refer to P.52-13, in this section).

NOTE
Matchmark components before
removal or disassembly.

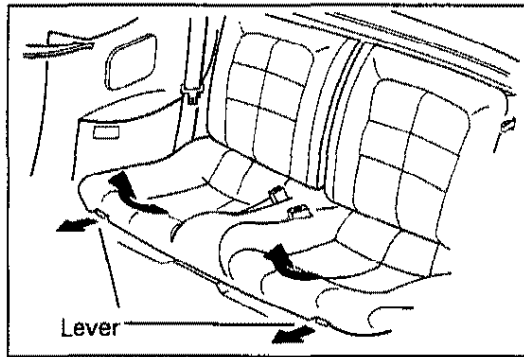
Rear Seat Striker Adjustment (Refer to SERVICE ADJUSTMENT PROCEDURES, in this section).
Rear Shelf Panel Adjustment (Refer to SERVICE ADJUSTMENT PROCEDURES, in this section).
Installation of LH and RH Quarter Trim Panels (Refer to P52-13, in this section.)

◆ ◆ ◆ ◆ ◆

1. Rear seat cushion
2. Rear seat back

3. Nuts

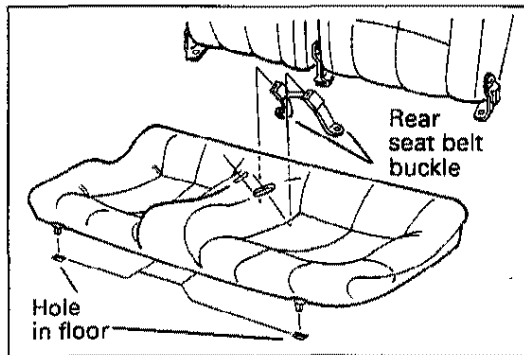
4. Striker



SERVICE POINT OF REMOVAL

1. REMOVAL OF REAR SEAT

With the lever pulled forward, raise the lower seat cushion to remove it.



SERVICE POINT OF INSTALLATION

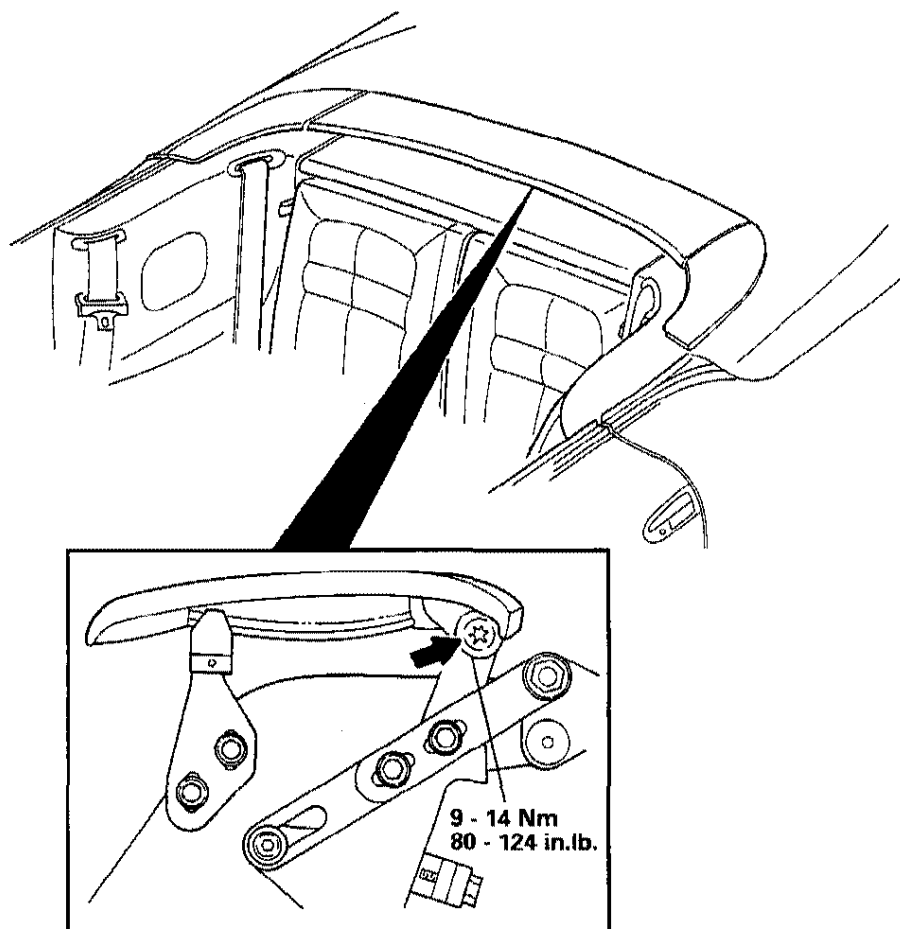
1. INSTALLATION OF REAR SEAT

- (1) Fit the seat cushion attachment wire under the seat-backs securely.
- (2) Pass the rear seat belt buckles through the seat cushion.
- (3) Securely attach the seat cushion lock plate to the floor.

CENTER CLOSEOUT PANEL REMOVAL AND INSTALLATION

Post-installation Operation

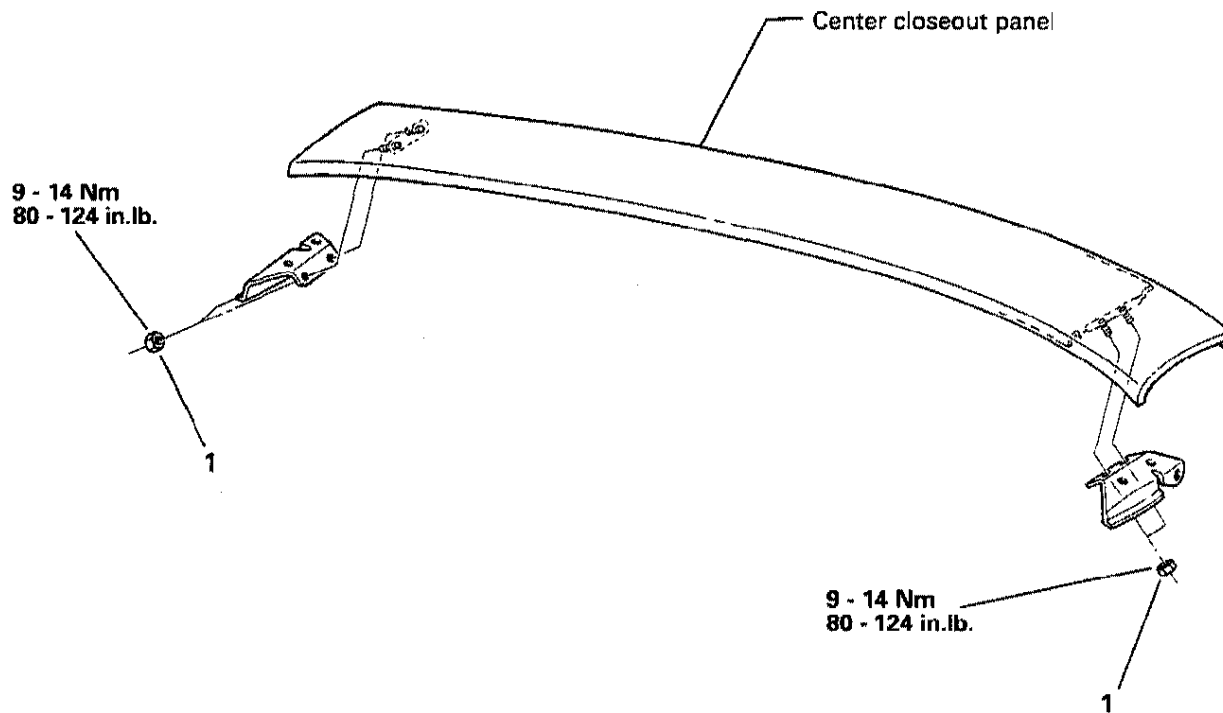
Center Closeout Panel
Adjustment (Refer to SERVICE
ADJUSTMENT PROCEDURES, in
this section.)

**Removal step**

1. Bolt

DISASSEMBLY AND REASSEMBLY

<Center closeout panel>

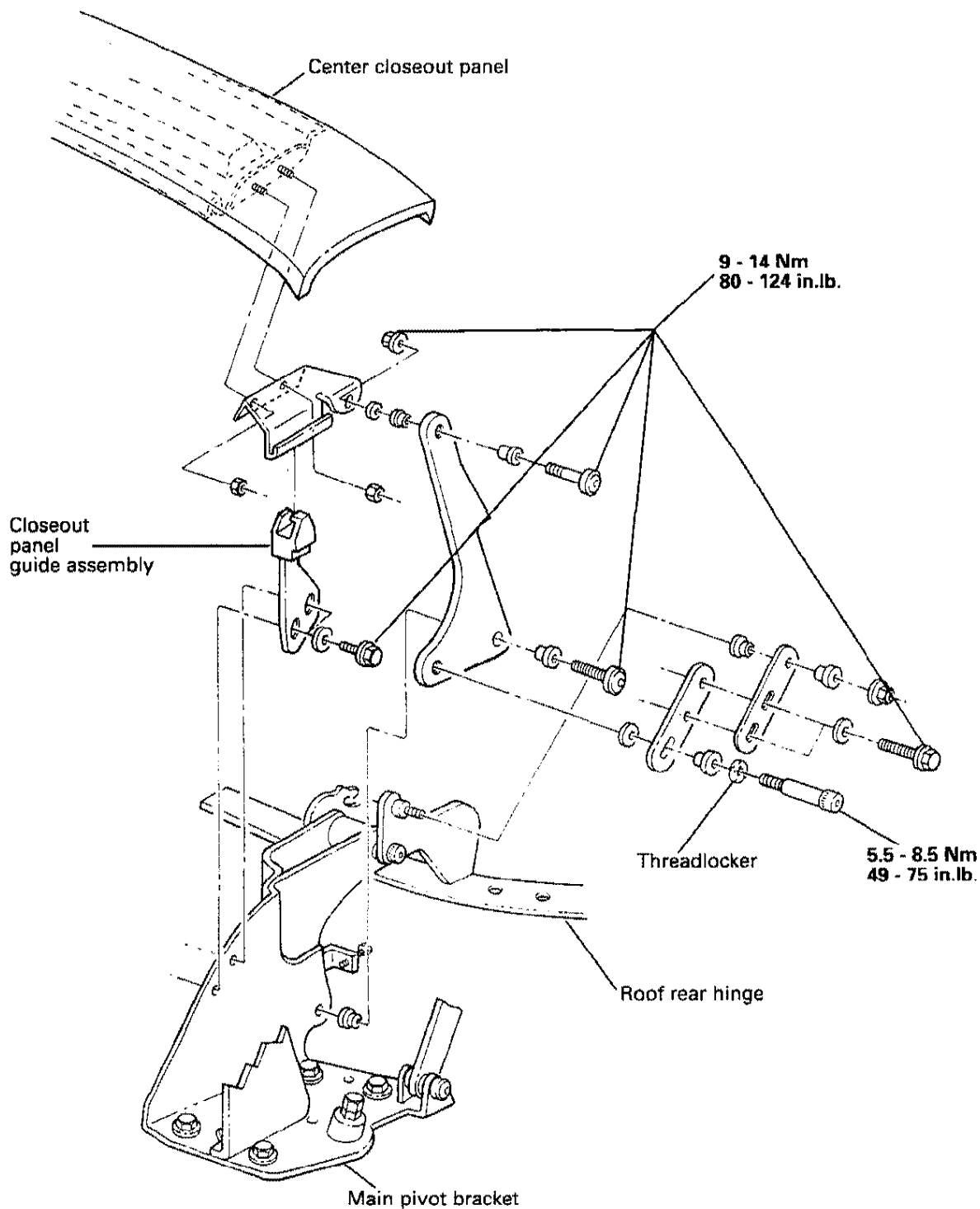


Disassembly step

1. Nut

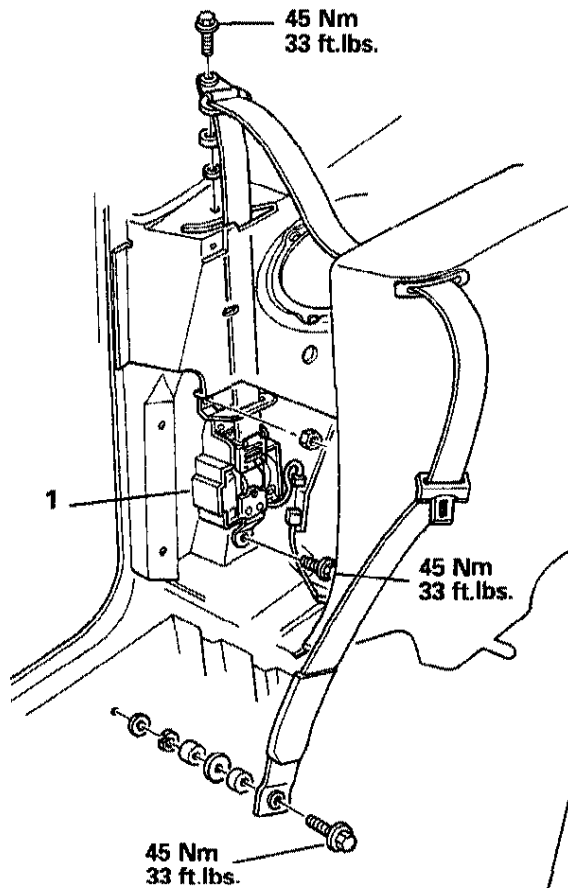
DISASSEMBLY AND ASSEMBLY

<Mechanism>



SEAT BELT**REMOVAL AND INSTALLATION**

<Front Seat Belt>

**Pre-removal and Post-installation Operation**

Removal and Installation of Quarter Trim Panel (Refer to P.52-13, in this section).

Outer seat belt removal step

1. Outer seat belt

CAUTION:
Do not interchange seat belts side-to-side or front-to-back.

<Rear Seat Belt>

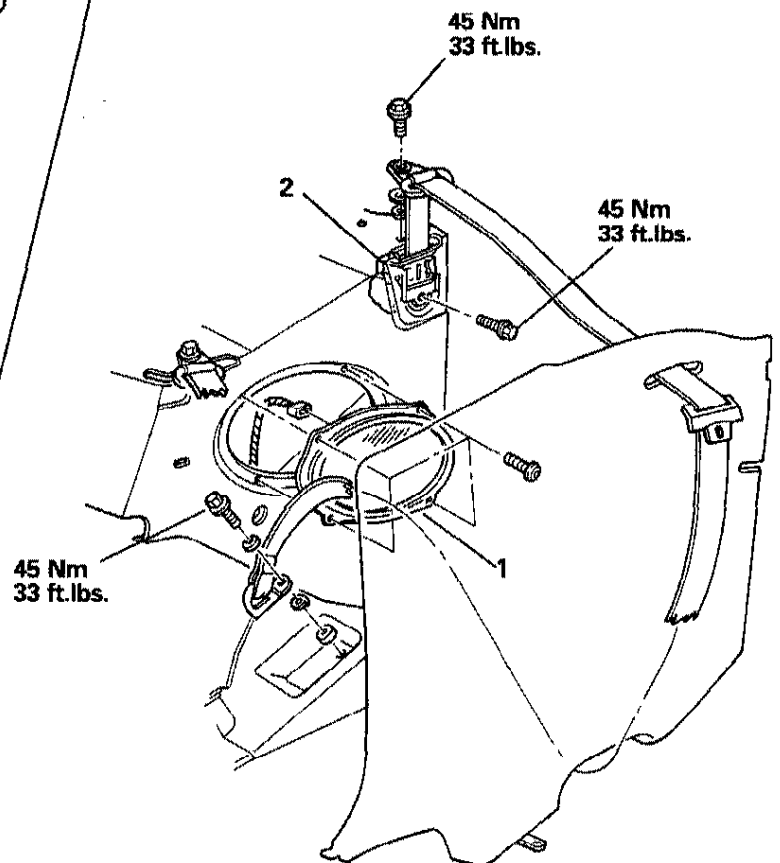
Pre-removal and Post-installation Operation

Removal and Installation of Quarter Trim Panel (Refer to P.52-13, in this section).

Outer seat belt removal steps

1. Speaker
2. Outer seat belt

CAUTION:
Do not interchange seat belts side-to-side or front-to-back.

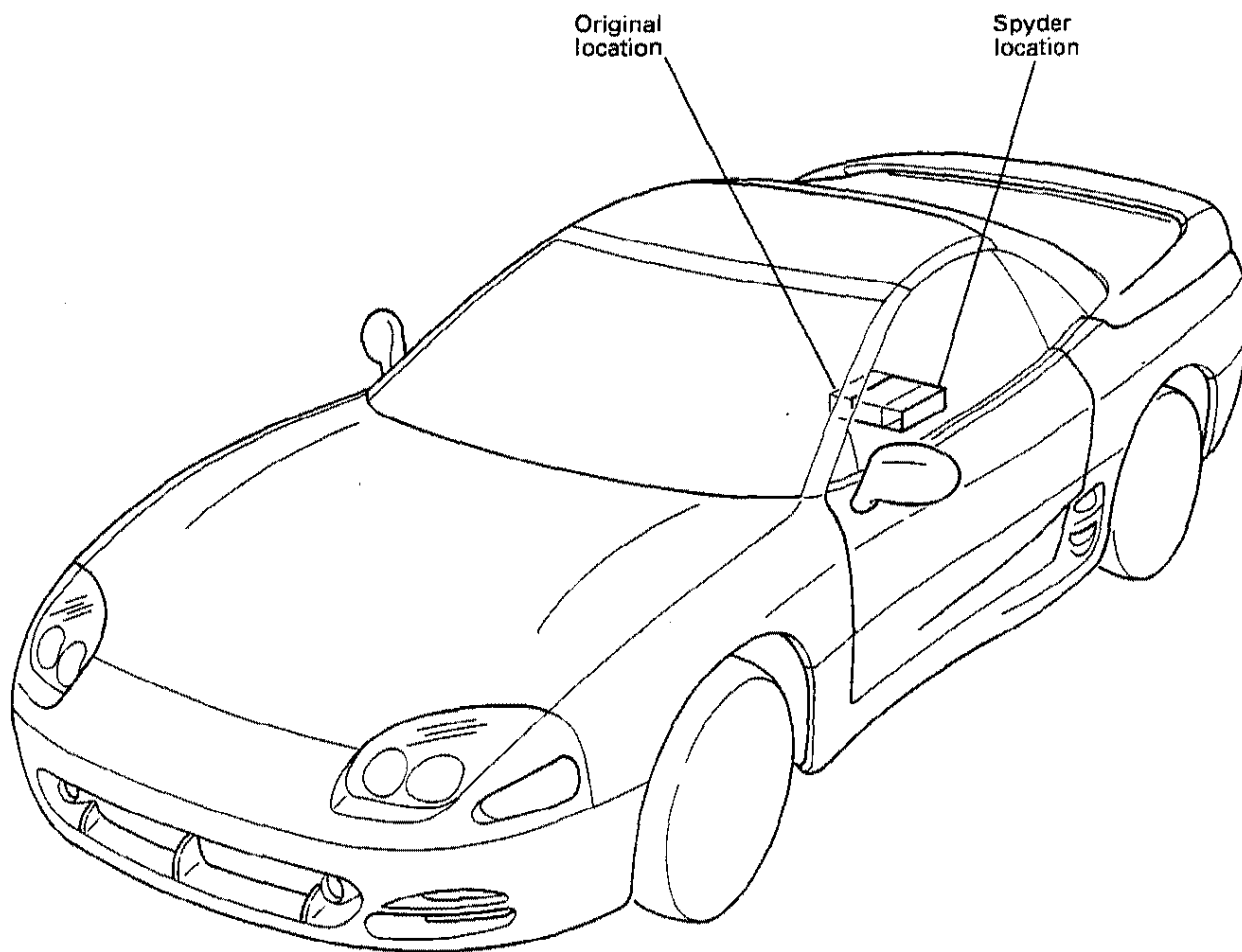


NOTES

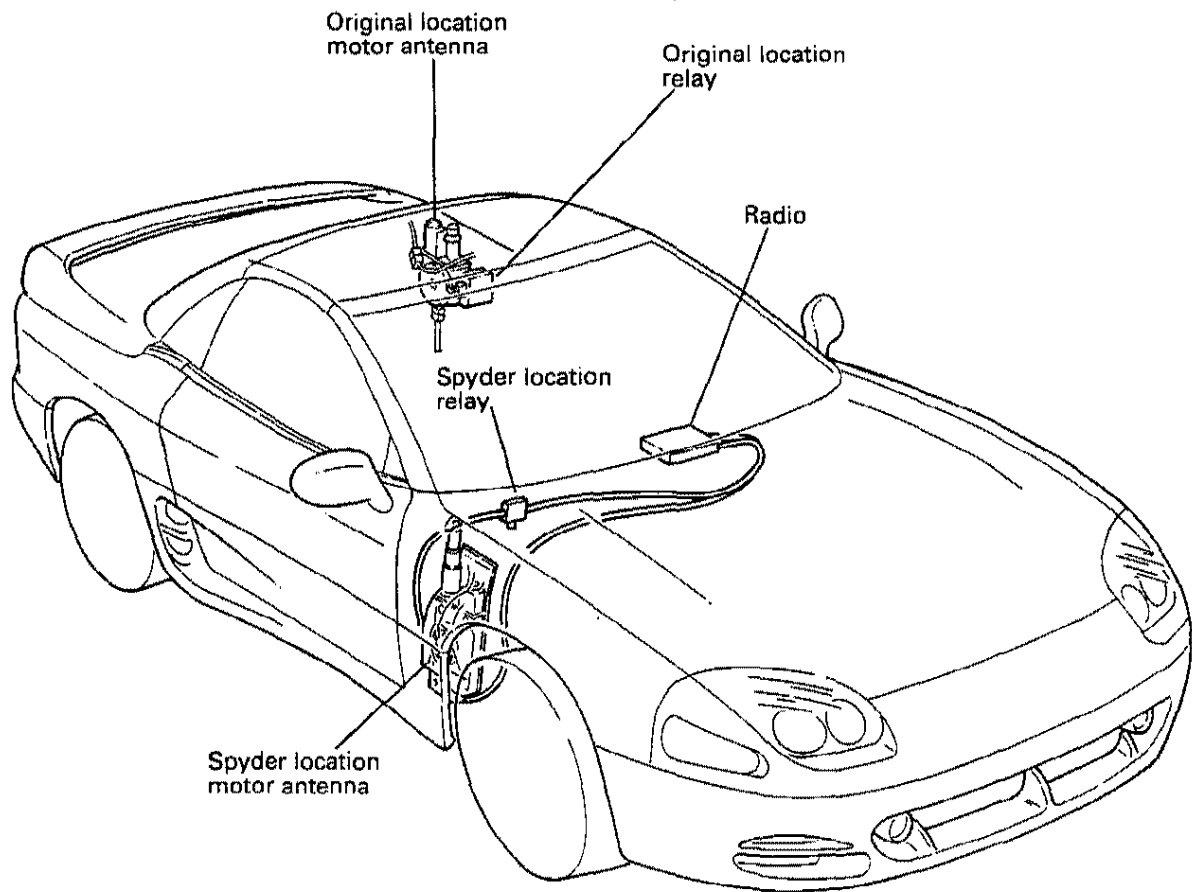
CHASSIS ELECTRICAL

CONTENTS

CARGO/HARDTOP STOWAGE AREA LIGHT	22	GENERAL INFORMATION	2
CD CHANGER	15	Cargo/Hardtop Stowage Area Lamp	4
DIAGNOSTICS AND TESTING	5	System	4
Circuit Diagrams	11	CD Changer	2
Cargo/hardtop Stowage Area Lamp	13	Motor Antenna	3
HomeLink® Universal Transmitter	11	HIGH MOUNTED STOP LIGHT	25
Lighted Rearview Mirror (Map Lights) ..	12	HOMELINK® UNIVERSAL TRANSMITTER	19
Inspection and Verification	5	LIGHTED REAR VIEW MIRROR (MAP LIGHTS)	14
Pinpoint Tests	7	MOTOR ANTENNA AND RELAY	17
Test A: Both Map Lights Inoperative with Switches	7	QUARTER TRIM PANEL COURTESY LIGHT ..	20
Test B: Map Light (One) Inoperative	8	REAR COMBINATION LIGHTS	23
Test C: Luggage Compartment Lamp Inoperative	9	REAR SPEAKER	16
Test D: Universal Transmitter (HomeLink®) Inoperative	10	THEFT ALARM SYSTEM, LIGHT AUTOMATIC SHUT-OFF AND KEYLESS ENTRY RECEIVER ASSEMBLY (SPYDER-UNIQUE RELOCATION)	21
Symptom Chart	6		
Troubleshooting Hints	6		

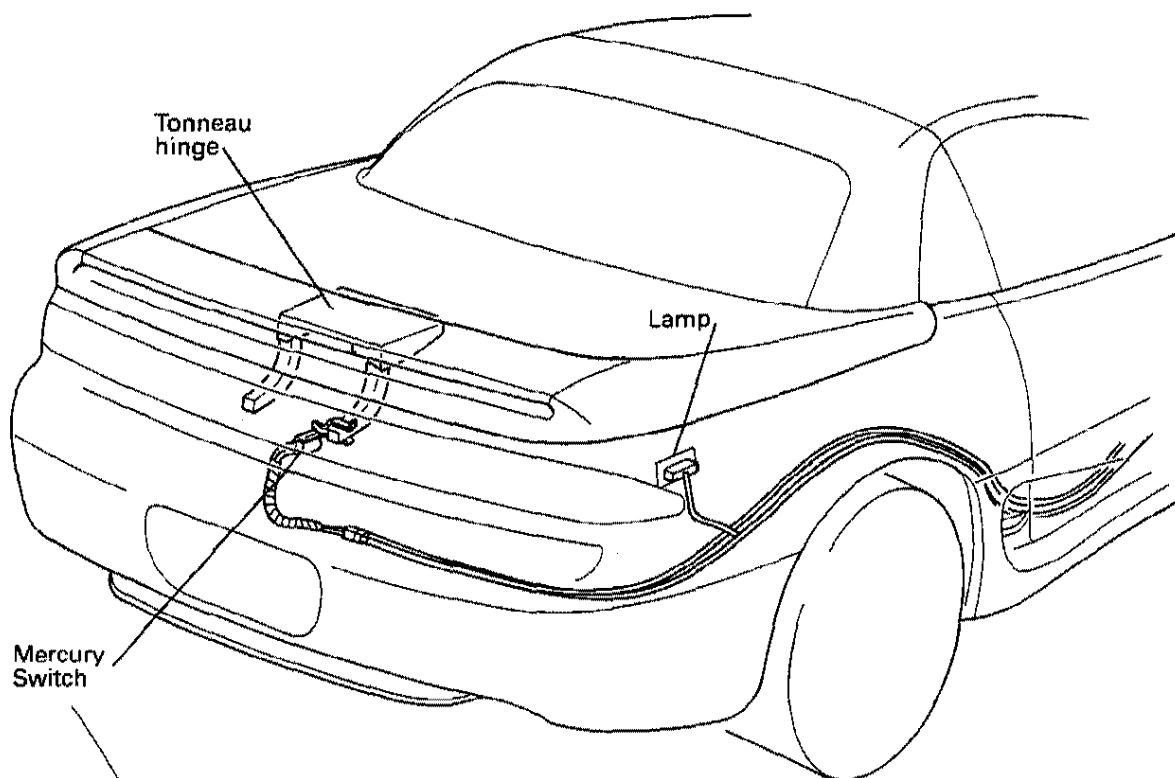
CD CHANGER

NOTE
For diagnostics and testing refer to
Volume 2 of the Service Manual.

MOTOR ANTENNA

NOTE
For diagnostics and testing refer to
Volume 2 of the Service Manual.

CARGO/HARDTOP STOWAGE AREA LAMP SYSTEM



NOTE
For Configuration Diagram refer to
GROUP 42, in this Manual.

INSPECTION AND VERIFICATION

1. Verify the customer's original concern by operating the system to duplicate the concern.
2. Inspect to determine if any of the following mechanical or electrical concerns apply:

MECHANICAL	ELECTRICAL
<ul style="list-style-type: none">• Damaged switches.• Damaged mirror.	<ul style="list-style-type: none">• Blown fuse.• Circuitry open or shorted.• Damaged switches.• Damaged bulbs.• Damaged lights.• Damaged transmitter.• Damaged mirror.• Damaged battery.

3. If the inspection reveals obvious concern(s) that can be readily identified, service as required.
4. If the concern(s) remain after inspection, determine the symptom and go to the Symptom Chart.

SYMPTOM CHART

NOTE: AFTER DETERMINING THE SYMPTOM AND PINPOINT TEST REFER TO TROUBLESHOOTING HINTS FOLLOWING THE SYMPTOM CHART

CONDITION	POSSIBLE CAUSE	ACTION
• Map lights (both) inoperative from switches.	• Circuitry open/shorted. • Damaged mirror.	• Go to Pinpoint Test A.
• Map lights (both) inoperative when doors are open.	• Circuitry open/shorted. • Damaged door switch.	• Refer to Volume 2 of Service Manual.
• Map light (one) inoperative.	• Damaged bulb. • Damaged mirror.	• Go to Pinpoint Test B.
• Luggage compartment light inoperative.	• Circuitry open/shorted. • Damaged light. • Damaged switch.	• Go to Pinpoint Test C.
• Universal transmitter HomeLink® inoperative.	• Circuitry open/shorted. • Programmed wrong. • Damaged transmitter. • Low transmitter battery.	• Go to Pinpoint Test D.

TROUBLESHOOTING HINTS

Pinpoint Test A:

Indicates that both map lights are inoperative from map light switches. This may occur if system voltage is not supplied to circuit CR 1, ground not supplied by circuit CR 4, or damaged mirror.

Map lights (both) inoperative when doors are opened: Indicates that the map lights work from the map light switches, but not from the door switch, which indicates a problem in door switch or circuits.

Pinpoint Test B:

Indicates that one map light is operating which indicates that voltage and ground circuits must be good. This may occur if one bulb is burned out, or damaged mirror.

Pinpoint Test C:

Indicates that the luggage compartment light does not come on when the hard tonneau is in the open position. This may occur if circuit CT 1, CT 2, are open/shorted, circuit CT 3 open, the switch damaged, bulb burnt out, lamp damaged or switch not positioned properly.

Pinpoint Test D:

This test is to verify voltage to circuit CR 1 and circuit CR 4 for good ground. If both are present then the probable cause is damaged transmitter, programming procedure, or low battery in hand-held transmitter.

PINPOINT TESTS

TEST A
BOTH MAP LIGHTS INOPERATIVE WITH SWITCHES

TEST STEP		RESULT	ACTION TO TAKE
A-1	CHECK CIRCUIT CR 1 FOR SYSTEM VOLTAGE		
NOTE: Remove and inspect map light bulbs before continuing. • Access and disconnect rearview mirror connector E-127. • Using Digital Volt/Ohm Meter (DVOM) set to DC volt, connect negative lead to a known good ground. • Connect the positive lead to pin 7 at rearview mirror connector E-127. • Read voltmeter. • Is system voltage present?		Yes No	Go to A-2 . Repair circuit CR 1. Restore vehicle. Retest system.
A-2	CHECK CIRCUIT CR 4 FOR OPEN		
• Connector E-127 at rearview mirror disconnected. • Using DVOM set to ohm scale, connect negative lead to known good ground. • Connect positive lead to pin 2 at rearview mirror connector E-127. • Read ohmmeter. • Is there 3 ohms or less?		Yes No	Replace rearview mirror. Restore vehicle. Retest system. Repair circuit CR 4. Restore vehicle. Retest system.

PINPOINT TESTS

TEST B
MAP LIGHT (ONE) INOPERATIVE

TEST STEP		RESULT	ACTION TO TAKE
B-1	CHECK MAP LIGHT BULB		
<ul style="list-style-type: none">• Access and remove suspect map light bulb.• Inspect map light bulb.		Yes	Replace rearview mirror. Restore vehicle. Retest system.
• Is map light bulb good?		No	Replace bulb. Restore vehicle. Retest system.

PINPOINT TESTS

TEST C
LUGGAGE COMPARTMENT LAMP INOPERATIVE

TEST STEP		RESULT	ACTION TO TAKE
C-1	CHECK CIRCUIT CT 2 AT LUGGAGE COMPARTMENT LAMP		
NOTE: Remove and inspect light bulb before continuing. <ul style="list-style-type: none"> • Open hard tonneau. • Access cargo lamp connector F-08. • Using Digital Volt/Ohm Meter (DVOM) set to DC volt, connect negative lead to a known good ground. • Back probe and connect the positive lead to pin 1 at luggage compartment lamp connector F-08. • Read voltmeter. • Is system voltage present?		Yes	Go to C-2.
		No	Go to C-3.
C-2	CHECK CIRCUIT CT 3 AT LUGGAGE COMPARTMENT LAMP		
<ul style="list-style-type: none"> • Hard tonneau open. • Disconnect luggage compartment lamp connector F-08. • Using DVOM set to DC volt, connect negative lead to pin 2 at luggage compartment lamp connector F-08. • Connect positive lead to pin 1 at luggage compartment lamp connector F-08. • Read voltmeter. • Is system voltage present?		Yes	Replace luggage compartment lamp. Restore vehicle. Retest system.
		No	Repair circuit CT 3. Restore vehicle. Retest system.
C-3	CHECK CIRCUIT CT 2 AT LUGGAGE COMPARTMENT LAMP SWITCH		
<ul style="list-style-type: none"> • Hard tonneau open. • Access luggage compartment lamp switch connector F-116. • Using DVOM set to DC volt, connect negative lead to a known good ground. • Back probe and connect the positive lead to pin A at luggage compartment lamp switch connector F-116. • Read voltmeter. • Is system voltage present?		Yes	Repair circuit CT 2. Restore vehicle. Retest system.
		No	Go to C-4.
C-4	CHECK CIRCUIT CT 1 AT LUGGAGE COMPARTMENT LAMP SWITCH		
<ul style="list-style-type: none"> • Access luggage compartment lamp switch. • Using DVOM set to DC volt, connect negative lead to a known good ground. • Connect positive lead to pin B at luggage compartment lamp switch connector F-116. • Read voltmeter. • Is system voltage present?		Yes	Replace luggage compartment lamp switch. Restore vehicle. Retest system.
		No	Refer to Volume 2 of Service Manual (for repair of dome light circuit).

PINPOINT TESTS

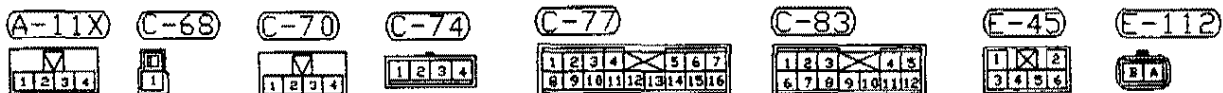
TEST D
UNIVERSAL TRANSMITTER (HOMELINK®) INOPERATIVE

TEST STEP		RESULT	ACTION TO TAKE
D-1	CHECK CIRCUIT CR 1 FOR SYSTEM VOLTAGE		
NOTE: This test should only be done after CAREFULLY following HomeLink® Universal Transmitter Training Techniques found in Section 00 of this Manual. <ul style="list-style-type: none"> • Access and disconnect connector E-112 to the HomeLink® Universal Transmitter. • Using Digital Volt/Ohm Meter (DVOM) set to DC volt, connect negative lead to a known good ground. • Connect the positive lead to pin A at HomeLink® Universal Transmitter, connector E-112. • Read voltmeter. • Is system voltage present?		Yes	Go to D-2.
		No	Refer to Volume 2 of Service Manual, Lighting System (for dome light circuit repair).
D-2	CHECK CIRCUIT CR 4 FOR OPEN		
<ul style="list-style-type: none"> • Connector to HomeLink® Universal Transmitter disconnected. • Using DVOM set to ohm scale, connect negative lead to known good ground. • Connect positive lead to pin B at HomeLink® Universal Transmitter, connector E-112. • Read ohmmeter. • Is there 3 ohms or less?		Yes	Circuits check okay. Restore vehicle. Refer to HomeLink® Universal Transmitter Training Techniques found in Section 00 of this Manual.
		No	Repair circuit CR 4. Restore vehicle. Retest system.

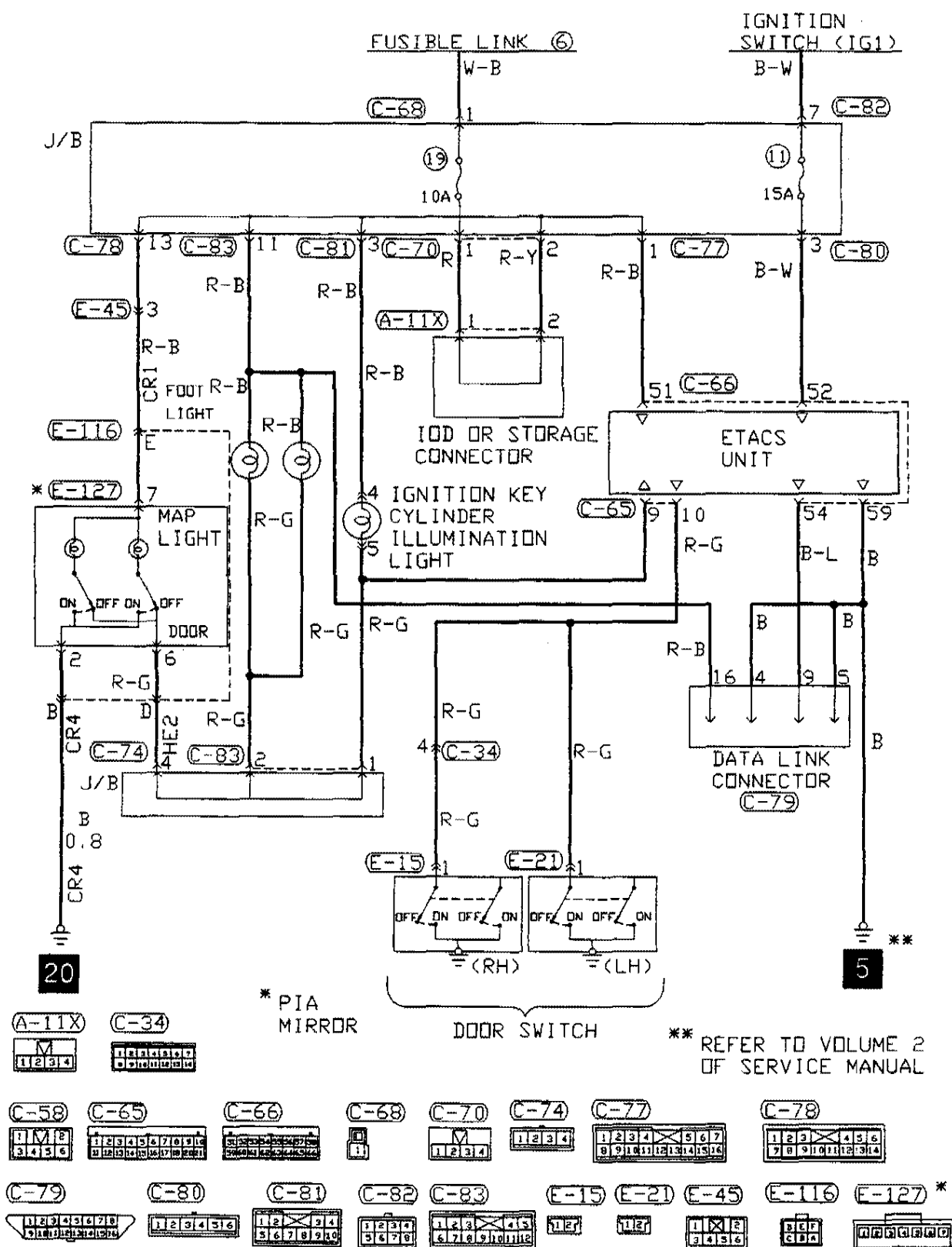
Wiring diagram for the 20A circuit, showing connections from the FUSIBLE LINK (6) through various components like C-68, C-83, C-74, C-70, A-11X, E-45, E-112, and CR4 to components like J/B, FOOT * LIGHTS, HOMELINK UNIVERSAL TRANSMITTER, and * ETACS. The diagram includes a ground connection at the bottom left.

20

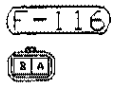
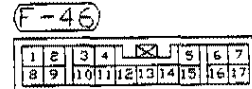
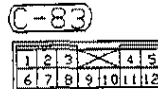
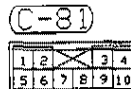
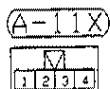
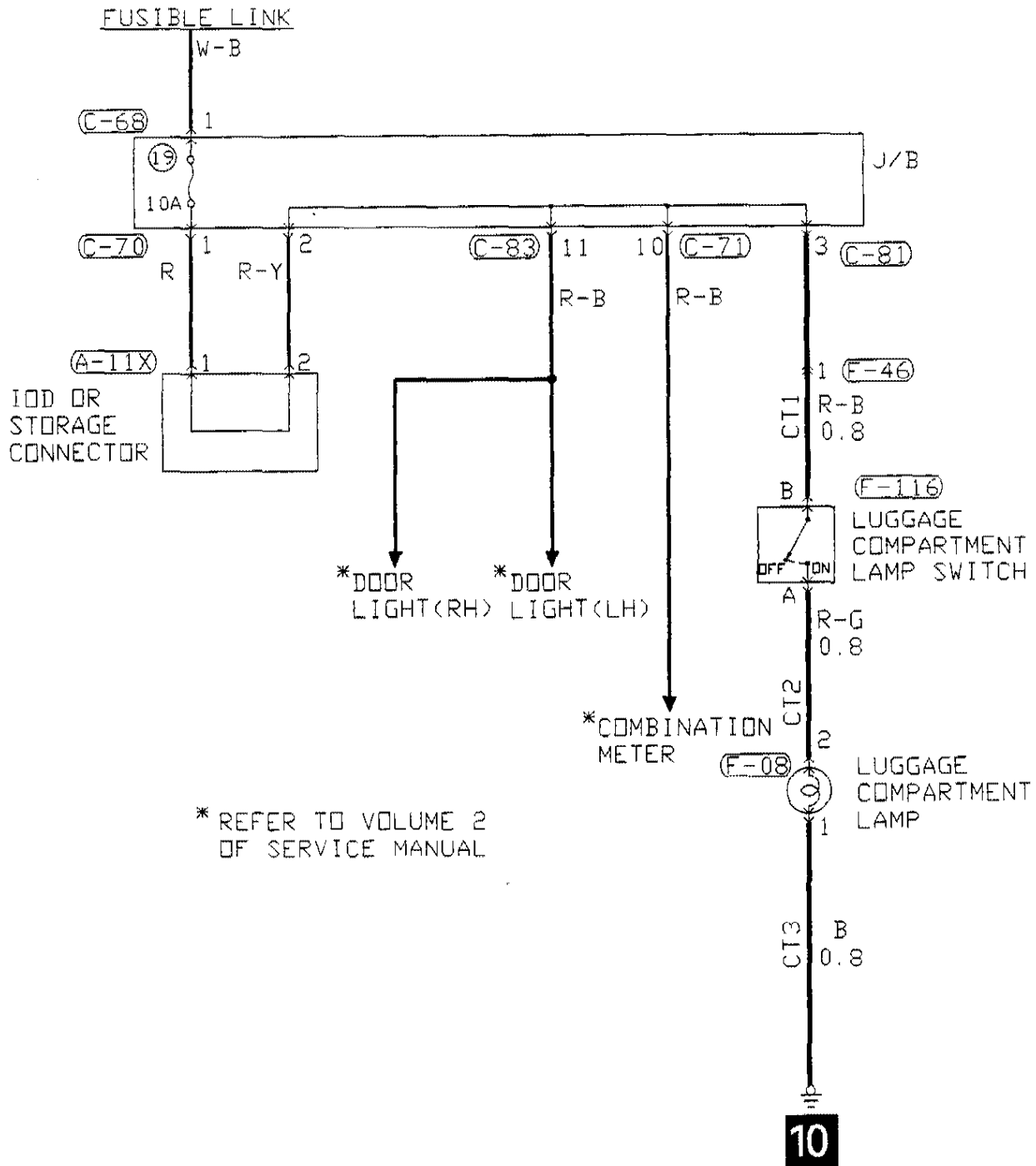
* REFER TO VOLUME 2 OF SERVICE MANUAL



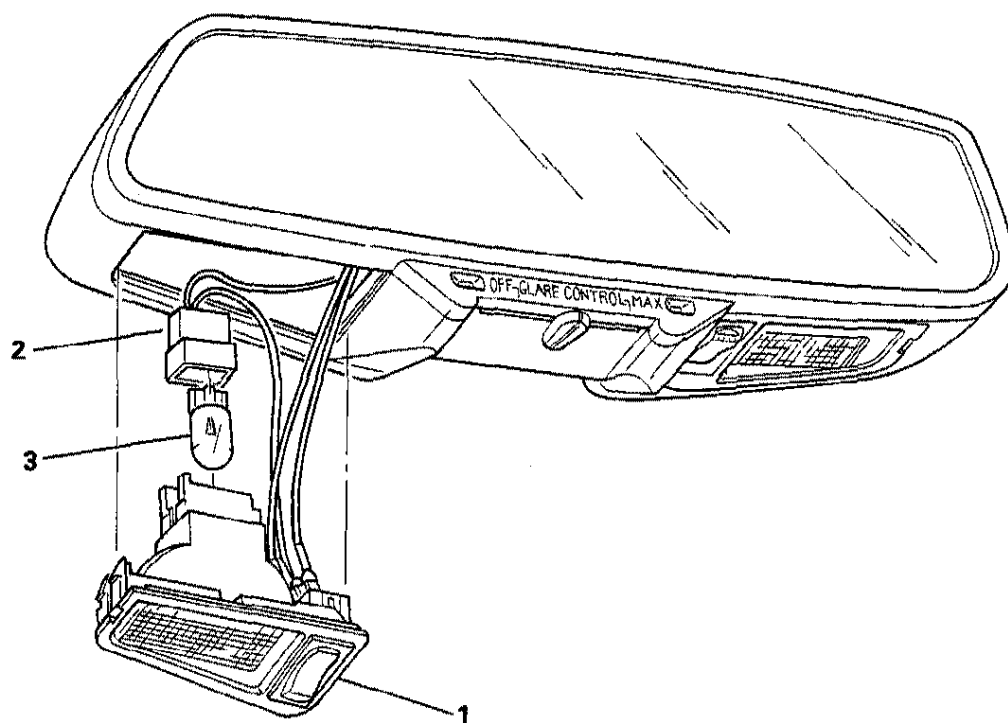
LIGHTED REARVIEW MIRROR (MAP LIGHTS) CIRCUIT DIAGRAM



CARGO/HARDTOP STOWAGE AREA LAMP CIRCUIT DIAGRAM



LIGHTED REARVIEW MIRROR (MAP LIGHTS) REMOVAL AND INSTALLATION



Removal steps

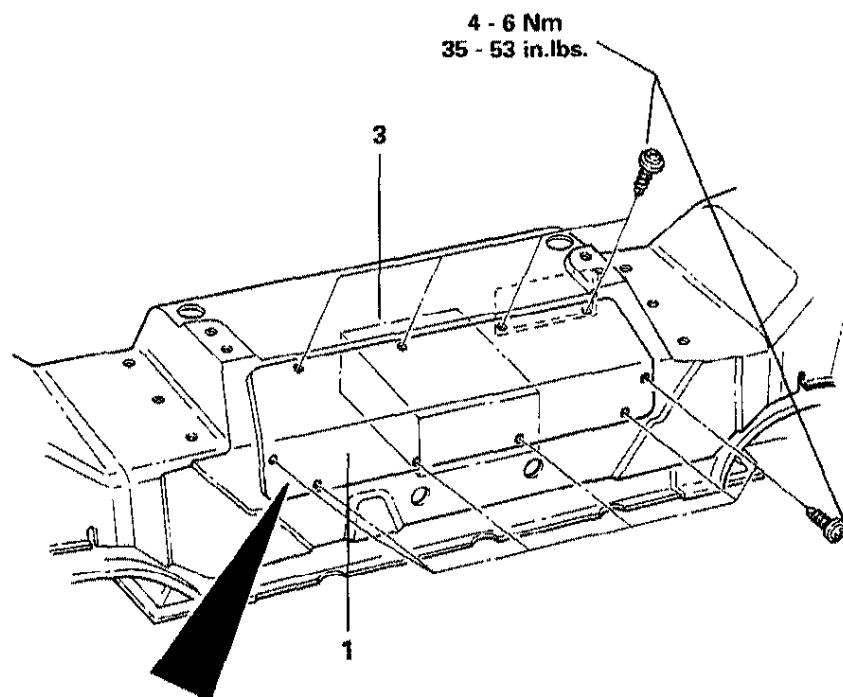
1. Bulb holder/switch assembly
2. Bulb socket
3. Bulb

CD CHANGER

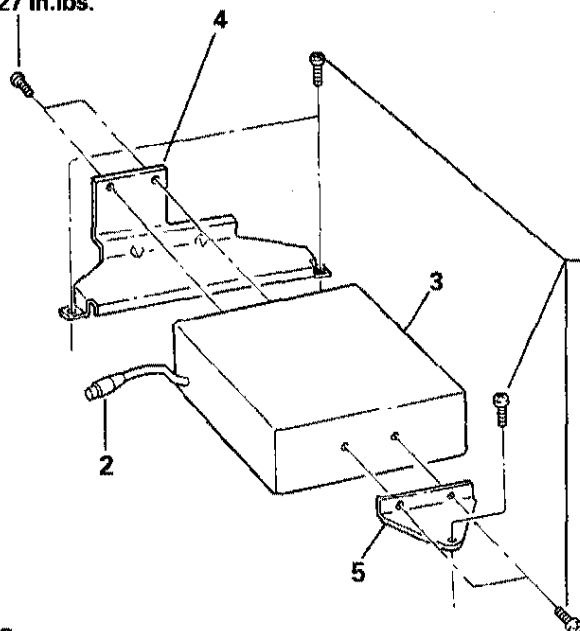
REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

Removal and Installation of Trunk Center Front Panel and Hydraulic Line Cover (Refer to GROUP 52, in this Manual.)
 Removal and Installation of Hardtop ECU (Refer to GROUP 42, in this Manual.)
 Removal and Installation of LH Luggage Compartment Floor Box (Refer to GROUP 52, in this Manual.)



2 - 3 Nm
18 - 27 in.lbs.



NOTE

Refer to Volume 2 of the Service Manual for more information.

2 - 3 Nm
18 - 27 in.lbs.

Removal steps

1. Cover
2. CD changer electrical connector
3. CD changer
4. CD changer bracket (front)
5. CD changer bracket (rear)

NOTE

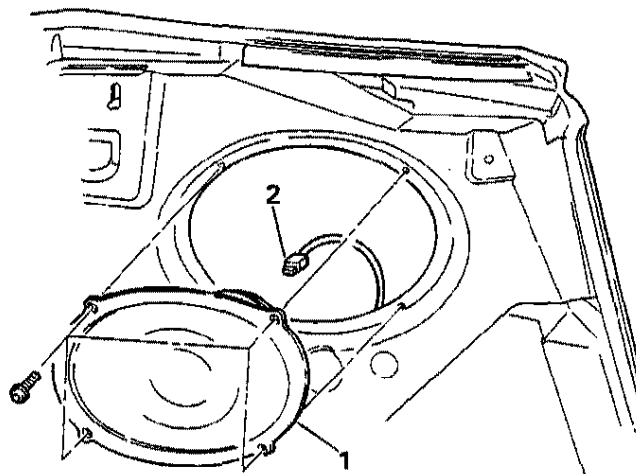
Front and rear CD changer brackets are Spyder-unique. Use only Spyder-unique service parts.

REAR SPEAKER**REMOVAL AND INSTALLATION****Pre-removal and Post-installation
Operation**

Removal and Installation of
Quarter Trim Panel (Refer to
GROUP 52, in this Manual.)

NOTE

Refer to Volume 2 of the Service
Manual for more information.

**Removal steps**

1. Speaker
2. Electrical connector

MOTOR ANTENNA AND RELAY

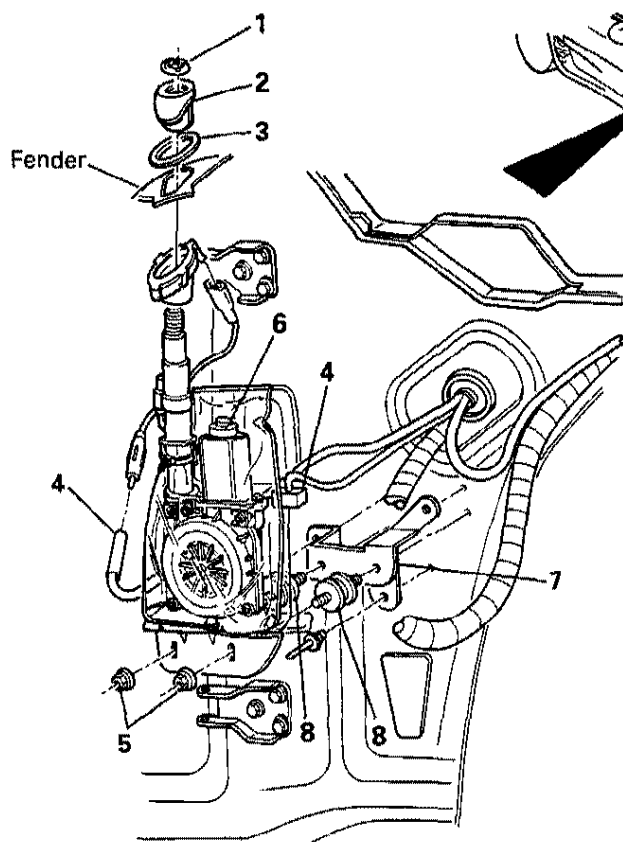
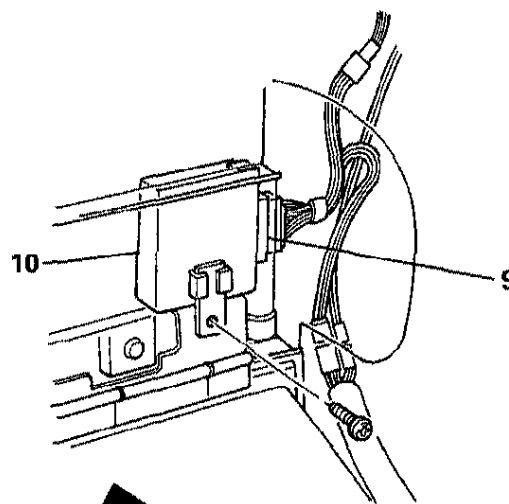
REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation of Motor Antenna

Removal and Installation of Right
Front Fender Front Splash Shield
(Refer to GROUP 42 - Fender, in
this Manual.)

Pre-removal and Post-installation Operation of Motor Antenna Relay

Removal and Installation of Glove
Box and Cross Pipe Cover (Refer
to GROUP 52A, in Volume1.)



NOTE

Refer to Volume 2 of the Service
Manual for more information.

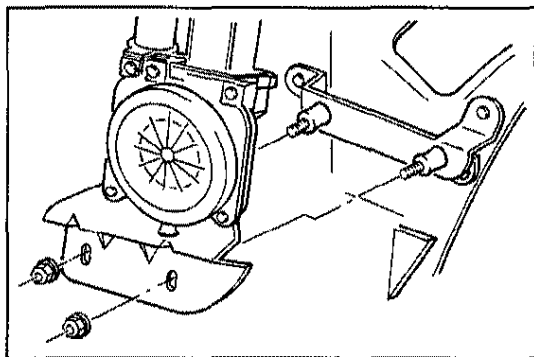
Removal steps of motor antenna

1. Ring nut
2. Outer garnish
3. Gasket
4. Antenna feeder cable and motor antenna connections

5. Nuts
6. Motor antenna
7. Antenna bracket
8. Isolator

Removal steps of motor antenna relay

9. Relay harness electrical connector
10. Relay



SERVICE POINT OF INSTALLATION

6. INSTALLATION OF MOTOR ANTENNA

- (1) Install the motor antenna.

NOTE

Do not tighten the nuts holding the motor antenna to the bracket.

- (2) Connect harness connectors and antenna feeder cable.
- (3) Install the outer garnish and gasket, and the ring nut.
- (4) Tighten the motor attaching nuts.

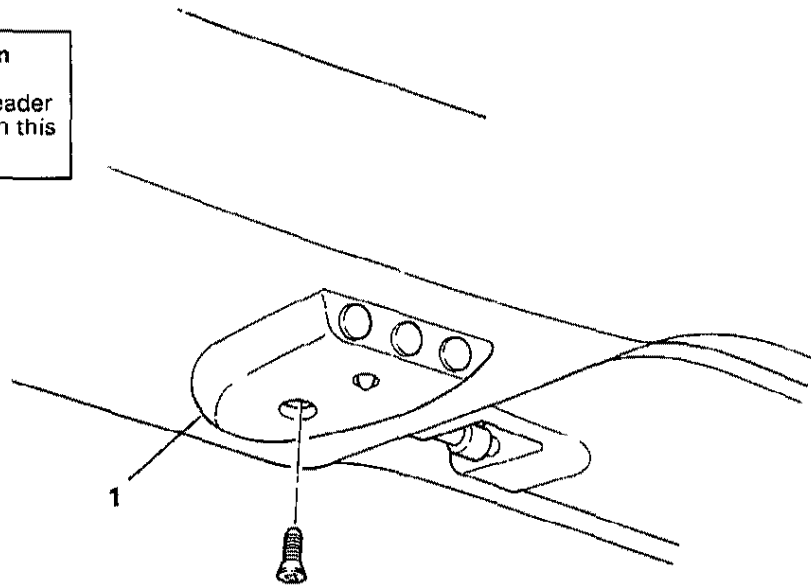
Standard value: 5.6 - 8 Nm (50 - 71 in.lb.)

- (5) Check operation of antenna by operating the radio.

HomeLink® UNIVERSAL TRANSMITTER

REMOVAL AND INSTALLATION

**Pre-removal and Post-installation
Operation**
Removal and Installation of Header
Garnish (Refer to GROUP 52, in this
Manual.)



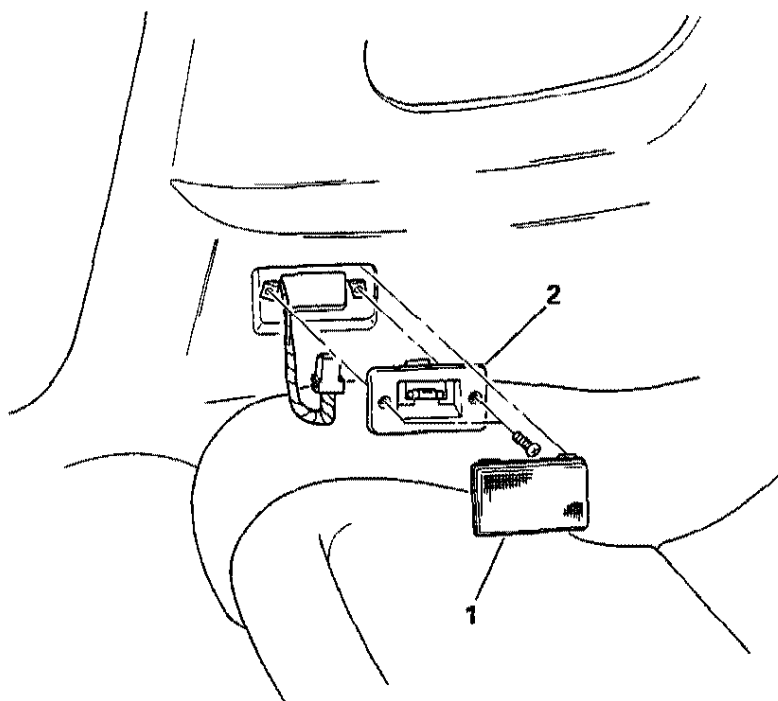
Removal step

1. HomeLink® Universal Transmitter

INSPECTION

INSPECTION OF HomeLink® UNIVERSAL TRANSMITTER

1. This unit cannot be inspected nor is any component inside serviceable. Refer to Diagnostics and Testing in this section; replace the unit if troubleshooting proves unsuccessful.

QUARTER TRIM PANEL COURTESY LIGHT**REMOVAL AND INSTALLATION****Removal steps**

- ◄►
1. Lens
 2. Bulb holder

SERVICE POINT OF REMOVAL**1. REMOVAL OF LENS**

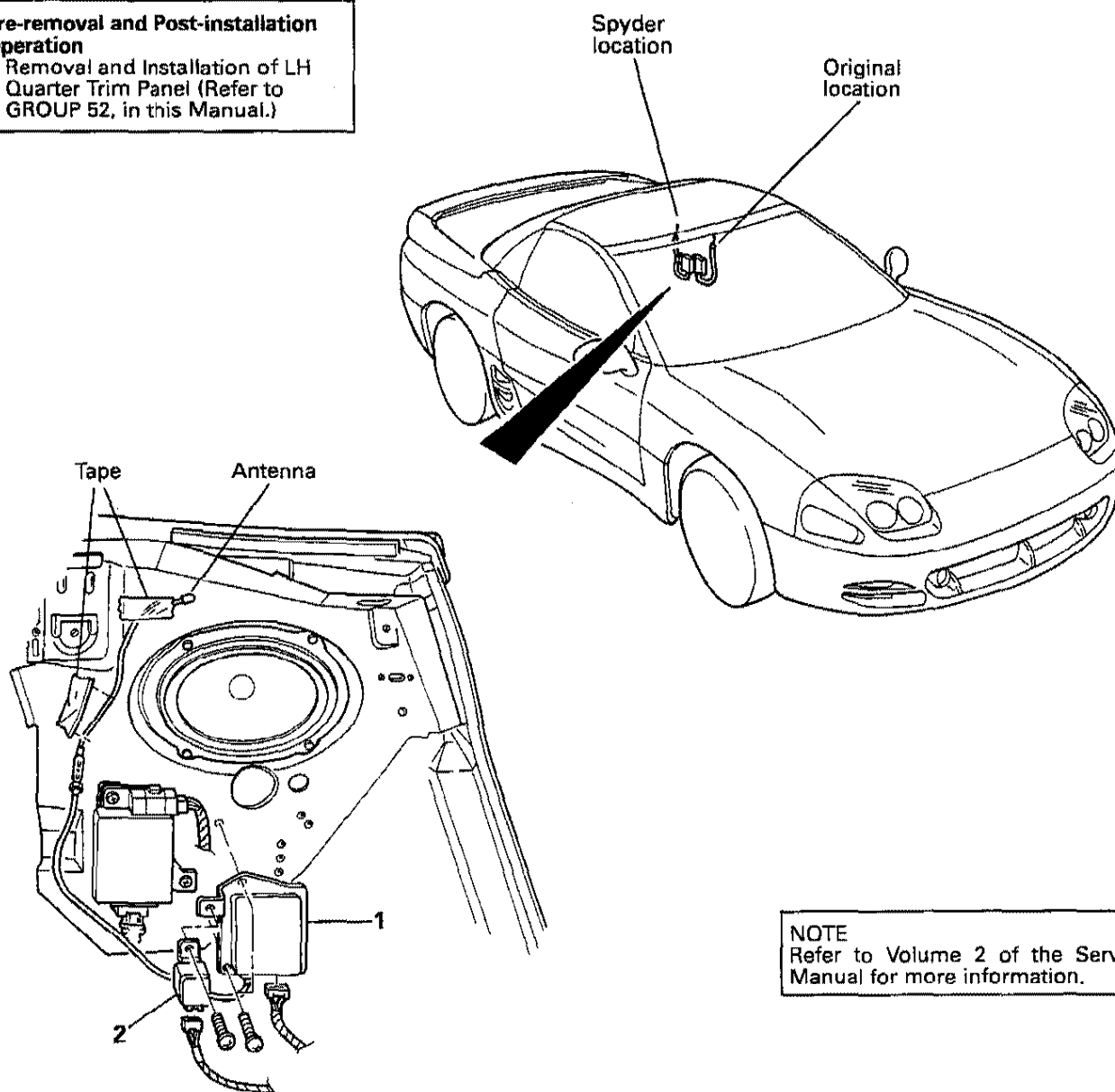
Use the tape-wrapped tip of a screwdriver to remove the lens.

THEFT ALARM SYSTEM - LIGHT AUTOMATIC SHUT-OFF AND KEYLESS ENTRY RECEIVER ASSEMBLY (SPYDER-UNIQUE RELOCATION)

REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

Removal and Installation of LH
Quarter Trim Panel (Refer to
GROUP 52, in this Manual.)

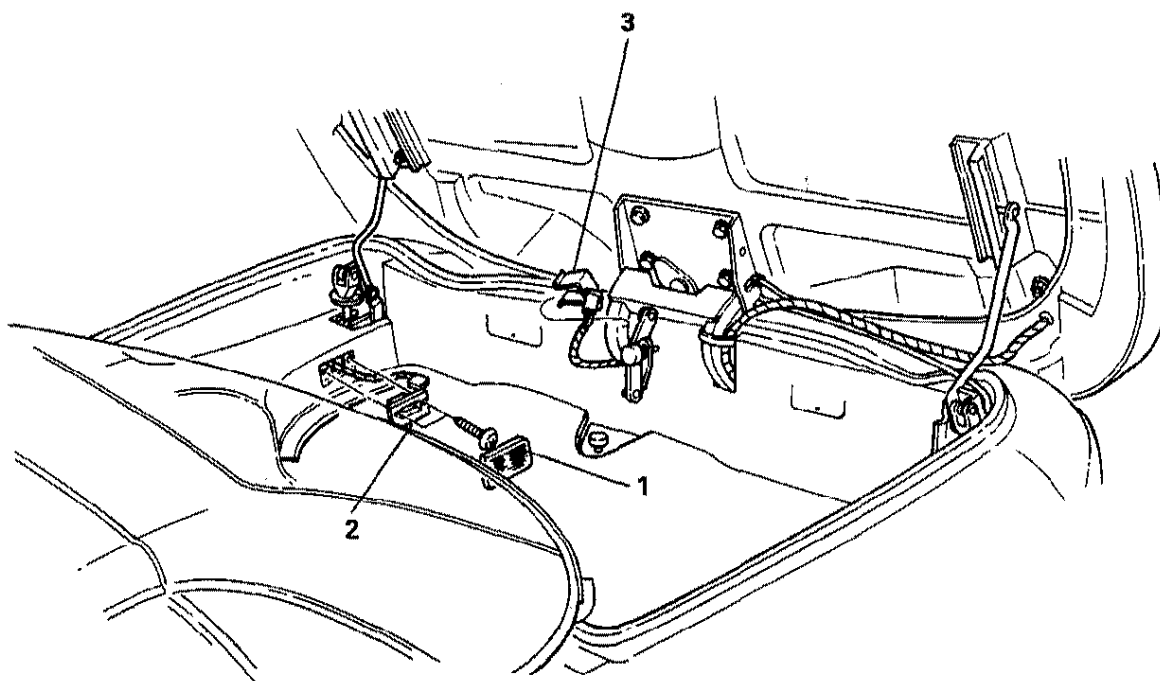


NOTE
Refer to Volume 2 of the Service
Manual for more information.

Removal steps

- ◆◆◆ 1. Keyless entry receiver assembly
- 2. Light automatic shut-off unit

CARGO/HARDTOP STOWAGE AREA LIGHT REMOVAL AND INSTALLATION



Removal steps

- ◄◄ 1. Lens
- 2. Bulb holder
- 3. Mercury switch

SERVICE POINT OF REMOVAL

1. REMOVAL OF LENS

Use the tape-wrapped tip of a screwdriver to remove the lens.

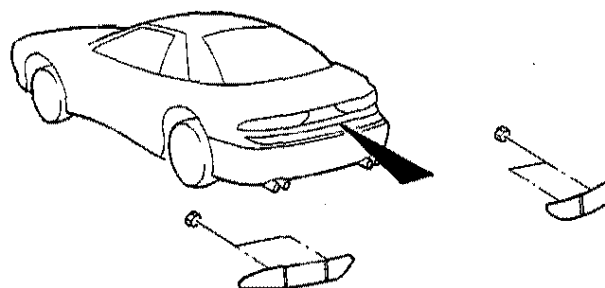
SERVICE POINT OF INSTALLATION

3. INSTALLATION OF MERCURY SWITCH

- (1) Be sure the wires of the switch are facing down.
- (2) Check the operation of the cargo area light system by opening and closing the hard tonneau.

REAR COMBINATION LIGHTS

REMOVAL, INSTALLATION AND MODIFICATION



Pre-removal and Post-installation Operation

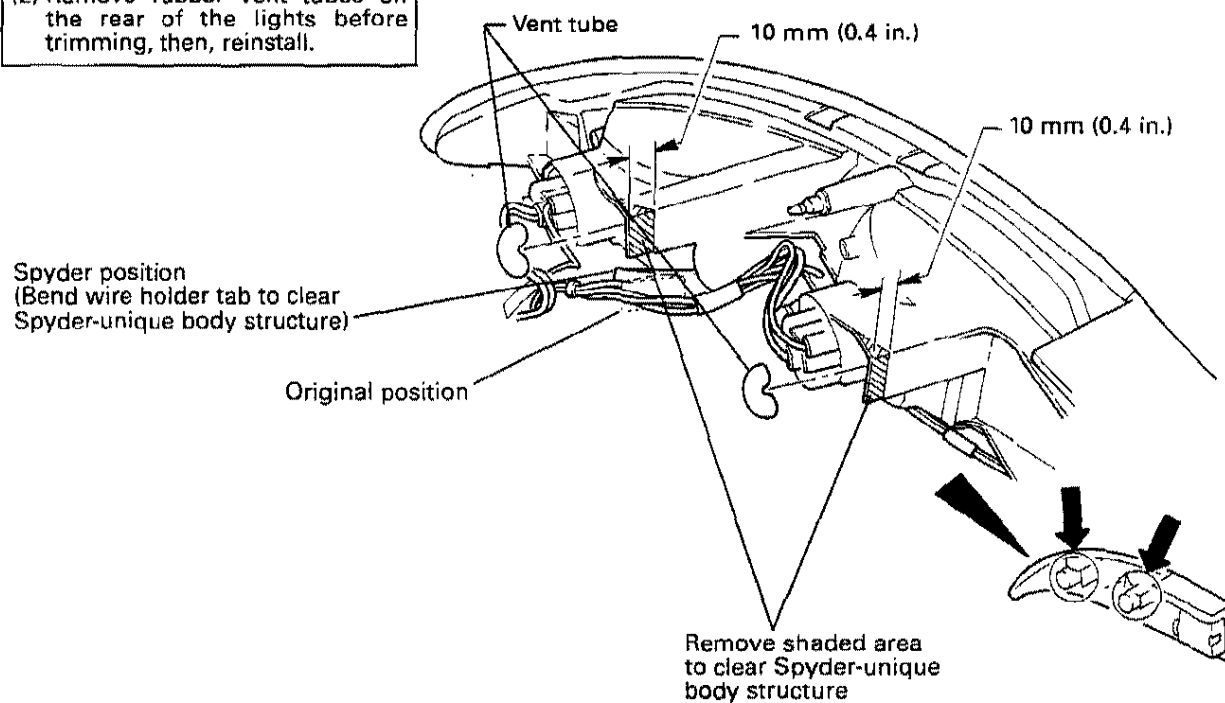
Removal and Installation of Rear Trunk Trim (Refer to GROUP 52, in this Manual.)

Rear combination light removal

- ◆◆ ◆◆ 1. Rear combination light

NOTE

- (1) Left and right 3000GT rear combination lights **MUST** be modified to accommodate the Spyder-unique body structure.
- (2) Remove rubber vent tubes on the rear of the lights before trimming, then, reinstall.



RIGHT REAR COMBINATION LIGHT SHOWN FROM REAR
(LEFT SIDE OPPOSITE)

SERVICE POINT OF REMOVAL**1. REMOVAL OF REAR COMBINATION LIGHT**

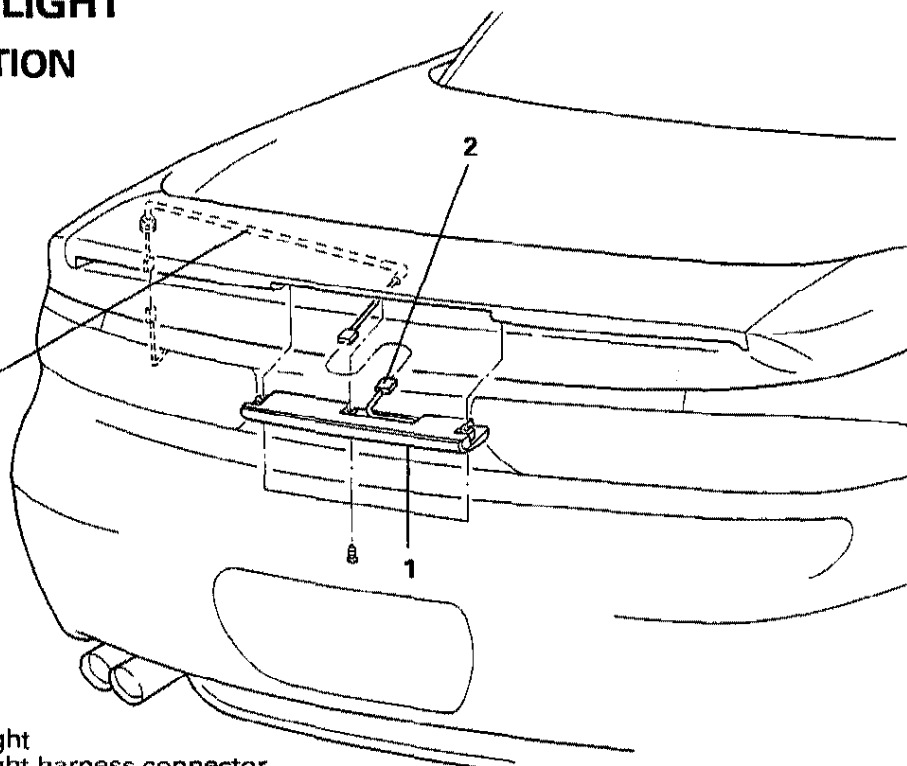
- (1) Open the hard tonneau.
- (2) Remove the nuts securing the combination light.
- (3) Close the hard tonneau.
- (4) Using the tape-wrapped tip of a screwdriver, remove the light.

SERVICE POINT OF INSTALLATION**1. INSTALLATION OF REAR COMBINATION LIGHT**

- (1) Install the combination light.
- (2) Open the hard tonneau.
- (3) Install the nuts to secure the light.

HIGH MOUNTED STOP LIGHT REMOVAL AND INSTALLATION

Molded-in
guide tube



Removal steps

1. High mounted stop light
2. High mounted stop light harness connector

NOTES

HEATER, AIR CONDITIONING AND VENTILATION

CONTENTS

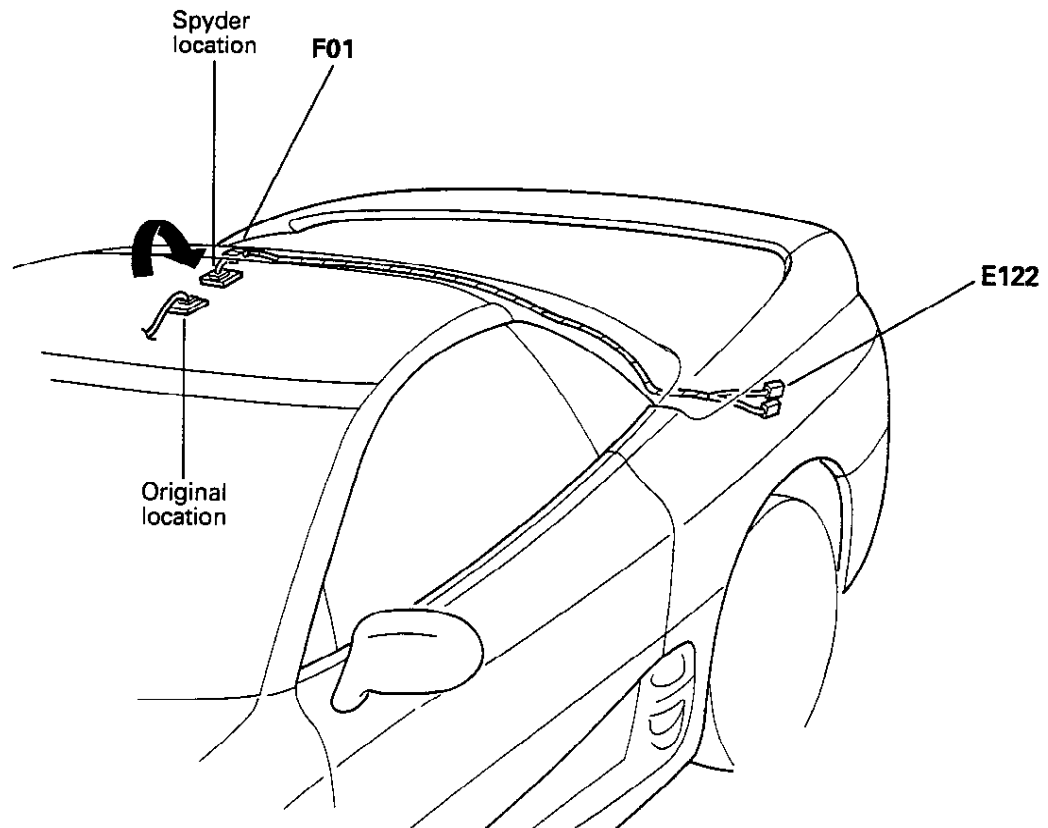
INTERIOR TEMPERATURE SENSOR (SPYDER-UNIQUE RELOCATION)	2
Removal and installation	2

NOTE

When the hardtop is open, the in-car temperature sensor for the air conditioning is now reading the temperature inside the hardtop stowage area. Therefore, when using the A/C set the "MODE" to the desired selection and select the fan speed using "FAN". Set the temperature control ("TEMP") to a comfortable setting as required. The A/C system is not designed to cool the vehicle with the hardtop open.

INTERIOR TEMPERATURE SENSOR (SPYDER-UNIQUE RELOCATION)

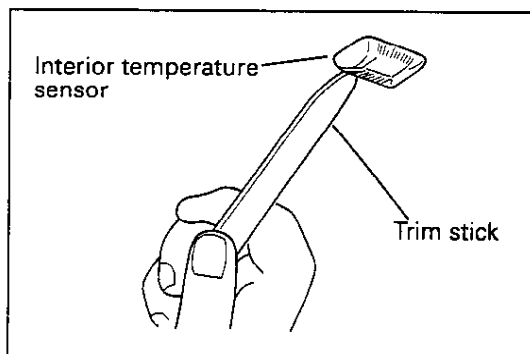
REMOVAL AND INSTALLATION



NOTE
Refer to GROUP 42, in this Manual
for Configuration Diagram.
See Volume 1 for more information.

Removal step

- ↔ 1. Interior temperature sensor



SERVICE POINT OF REMOVAL

1. REMOVAL OF INTERIOR TEMPERATURE SENSOR

Using a trim stick, remove the interior temperature sensor from the headlining.

NOTE: THE LISTINGS IN THIS INDEX ARE FOR VOLUME 3, SERVICE MANUAL SUPPLEMENT, FOR SPYDER RELATED COMPONENTS AND/OR CHANGES. IF ADDITIONAL BASE CAR INFORMATION IS NEEDED, REFER TO VOLUME 1 AND 2 OF THE SERVICE MANUAL.

A

ABS CONTROL UNIT	
Spyder-unique Relocation	35-2
AERO PARTS	
Tonneau Spoiler	51-2

B

BODY DIMENSIONS AND MEASUREMENT METHODS	42-264
BODY STRUCTURE	
ASC Incorporated Installed Parts	42-267
Mitsubishi Installed Parts	42-266

C

CARGO/HARDTOP STOWAGE AREA LIGHT	54-22
CARGO/HARDTOP STOWAGE AREA TRIM	52-15
CD CHANGER	54-15
CENTER CLOSEOUT PANEL	52-24
CHIME MODULE AND TURN-SIGNAL AND HAZARD	
FLASHER UNIT	42-260

D

DIAGNOSTICS AND TESTING (BODY)	42-15
AUTO-CONFIGURATION	42-17
CIRCUIT DIAGRAMS	
Chime Module	42-144
Data Link Connector (DLC)	42-148
Driver Door Power Window System	42-138
Hard Tonneau Latch System	42-137
Hardtop and Hard Tonneau Control Switch	42-142
Hardtop and Hard Tonneau Hydraulic Pumps	42-147
Header Latch System	42-136
LEDs	42-145
Object-in-trunk Sensor	42-143
Passenger Door Power Window System	42-140
Potentiometers	42-146
Power Quarter Window	42-135
Retractable Hardtop Power Distribution and Control	42-134
CONFIGURATION DIAGRAMS	
Interior	42-24
Luggage Compartment	42-26
Overall	42-23
DIAGNOSTIC TROUBLE CODE (DTC) IDENTIFICATION	
LIST	42-47
ECU CONNECTOR LOCATION AND TERMINAL	
DISENGAGEMENT	42-19-21
GROUNDING LOCATIONS	42-18
INSPECTION AND VERIFICATION	42-32
NOTES AND TERMS	42-16,17
PINPOINT TESTS	
No DTCs Present	42-49
With DTCs Present	42-75
RECOMMENDED WIRE REPAIR	42-22
RETRACTABLE HARDTOP OPERATION	42-29
SYMPTOM CHART	
No DTCs Present	42-33
With DTCs Present	42-35

TROUBLE SHOOTING HINTS

No DTCs Present	42-41
With DTCs Present	42-43
WARNINGS AND CAUTIONS	42-15
WIRE COLOR CODES	42-28
DIAGNOSTICS AND TESTING (CHASSIS ELECTRICAL)	54-5
Circuit Diagrams	
Cargo/Hardtop Stowage Area Lamp	54-13
HomeLink® Universal Transmitter	54-11
Lighted Rearview Mirror (Map Lights)	54-12
Inspection and Verification	54-5
Pinpoint Tests	54-7
Test A: Both Map Light Inoperative With Switches	54-7
Test B: Map Light (One) Inoperative	54-8
Test C: Luggage Compartment Lamp Inoperative	54-9
Test D: Universal Transmitter (HomeLink®) Inoperative	54-10
Symptom Chart	54-6
Troubleshooting Hints	54-6
DIAGNOSTICS AND TESTING (INTERIOR)	52-2
Circuit Diagrams (Self-dimming Mirror)	52-5
Inspection and Verification	52-2
Pinpoint Tests	52-4
Symptom Chart	52-3
Troubleshooting Hints	52-3
DOOR LOCATION PIN AND RECEIVER	42-240
DOOR WINDOW RELAYS	42-239

E

ECS CONTROL UNIT	
Spyder-unique Relocation	33B-2
Spyder-unique Modification	33B-3
ELECTRONIC CONTROL UNIT (ECU), HARDTOP	42-263

F

FENDER	42-219
FRONT PILLAR TRIM	52-10
FRONT SEAT BELT GUIDE	52-20
FRONT SEATS	52-18
Recline-angle Stop	52-18
FUSIBLE LINK	42-256

G

GENERAL DATA AND SPECIFICATIONS	00-28
General Specifications	00-28
GENERAL INFORMATION ABOUT THE RETRACTABLE	
HARDTOP SYSTEM	00-7
Battery, Low or Discharged	00-9
Battery, Over-charge	00-9
Cold Weather Driving	00-8
Object-in-trunk Sensor	00-8
Power Quarter Windows and Door Windows	00-8
GENERAL INFORMATION, (BODY)	42-3
Description	
About the Automatic Header Latch System	42-3
About the Hard Tonneau	42-3
About the Hardtop and Power Quarter Windows	42-3
About the Object-in-trunk Sensor	42-4
General Precautions	42-4
Overview	42-3
GENERAL INFORMATION, (CHASSIS ELECTRICAL)	54-2

Cargo/Hardtop Stowage Area Lamp System	54-4
CD Changer	54-2
Motor Antenna	54-3
GENERAL INFORMATION ON MANUAL OPERATION OF THE RETRACTABLE HARDTOP SYSTEM	00-16

H

HARD TONNEAU	00-10
Normal Operation - Hard Tonneau	00-10
HARD TONNEAU HYDRAULIC SYSTEM PUMP/MOTOR	42-193
HARD TONNEAU HYDRAULIC SYSTEM PUMP/MOTOR AND CYLINDERS	42-190
HARD TONNEAU LATCH SYSTEM	42-188
HARD TONNEAU MECHANISM	42-186
HARD TONNEAU POSITION SENSOR (POTENTIOMETER)	42-195
HARD TONNEAU SEQUENCE OF OPERATION - CLOSING	42-8
HARD TONNEAU SEQUENCE OF OPERATION - OPENING	42-7
HARDTOP AND HARD TONNEAU CONTROL SWITCH	42-257
HARDTOP ELECTRONIC CONTROL UNIT (ECU)	42-263
HARDTOP SYSTEM	42-197
HEADER GARNISH	52-10
HEADLINING	52-21
HIGH MOUNTED STOP LIGHT	54-25
HOMELINK® UNIVERSAL TRANSMITTER	54-19
HOMELINK® UNIVERSAL TRANSMITTER (GENERAL)	00-22
List of Tested Garage Door Openers	00-25
Proper Training Technique	00-22
Training Problem Diagnosis	00-23
Transmitter Compatibility	00-23
HYDRAULIC SYSTEM, HARD TONNEAU AND HARDTOP	42-214
HYDRAULIC SYSTEM BLEEDING	
Acceptable Levels of Trapped Air Bubbles	42-215
Hard Tonneau System Bleeding	42-216
Hardtop System Bleeding	42-216
Pre-bleeding Notes	42-215
HYDRAULIC SYSTEM DIAGRAMS	42-214

I

INTERIOR TEMPERATURE SENSOR (SPYDER-UNIQUE RELOCATION)	55-2
INTRODUCTION (General)	00-2

L

LIGHTED REAR VIEW MIRROR (MAP LIGHTS)	54-14
LUBRICATION AND MAINTENANCE	
Hydraulic System Fluid, Hard Tonneau and Hardtop	00-29
Lubricants - Greases	00-29
Maintenance Schedules	00-29
Severe Service	00-29

M

MANUAL OPERATION - HARD TONNEAU	00-16
Closing the Hard Tonneau	00-17
Opening Hard Tonneau	00-16
MANUAL OPERATION - RETRACTABLE HARDTOP	00-17
Closing Retractable Hardtop	00-17
Opening Retractable Hardtop	00-19
MANUAL OPERATION - HEADER LATCHES	00-21
To Open or Close Header Latches	00-21
MOTOR ANTENNA AND RELAY	54-17

MOULDINGS	
Drip Moulding	51-5
Quarter Belt Moulding	51-5,6

O

OBJECT-IN-TRUNK SENSOR	42-261
------------------------------	--------

P

POLISHING THE RETRACTABLE HARDTOP AND HARD TONNEAU	00-22
PRECAUTIONS BEFORE SERVICE	00-27
Servicing the Electrical System	00-27
Vehicle Washing	00-27
PROTECTION, THEFT	00-6

Q

QUARTER TRIM PANEL	52-13
QUARTER TRIM PANEL COURTESY LIGHT	54-20
QUARTER WINDOW SYSTEM	42-233
Drive Cable	42-235
Position Sensor	42-237
Window	42-233
QUICK TROUBLESHOOTING GUIDE FOR THE HARDTOP AND HARD TONNEAU	00-14
QUICK TROUBLESHOOTING GUIDE FOR THE HARD TONNEAU	00-11

R

REAR BUMPER	51-7
Rear Bumper Extension	51-7
REAR COMBINATION LIGHTS	54-23
REAR LOCK COVER	51-2
REAR SEAT	52-22
REAR SEAT, STRIKER AND REAR SHELF PANEL	52-22
REAR SPEAKER	54-16
RECOMMENDED LUBRICANTS AND LUBRICANT CAPACITIES TABLE	00-30
Lubricant Capacities Table	00-30
Recommended Lubricants	00-30
RETRACTABLE HARDTOP	00-13
Air Conditioning - When Hardtop is Open	00-12
Normal Operation - Closing Retractable Hardtop	00-12
Normal Operation - Opening Retractable Hardtop	00-12
RETRACTABLE HARDTOP ASSEMBLY	42-200
RETRACTABLE HARDTOP, FRONT ROOF PANEL	42-197
RETRACTABLE HARDTOP HYDRAULIC SYSTEM PUMP/MOTOR	42-213
RETRACTABLE HARDTOP HYDRAULIC SYSTEM PUMP/MOTOR AND CYLINDERS	42-209
RETRACTABLE HARDTOP POSITION SENSOR (POTENTIOMETER)	42-207
RETRACTABLE HARDTOP SEQUENCE OF OPERATION CLOSING	42-6
RETRACTABLE HARDTOP SEQUENCE OF OPERATION - OPENING	42-5
ROOF GLASS	42-224
General	
Glass Wipe, Primers, Adhesive and Glass	
Installation Items	42-221
Replacement of Moulding (Bonding Type)	42-222
ROOFTOP CARRIER AND LUGGAGE RACK	00-13

S

SEAT BELT	52-27
SEALANT AND ADHESIVES	
Rear Roof Glass	42-11
Weatherstrips	42-11
SELF-DIMMING LIGHTED REAR VIEW MIRROR	52-11
Black-out Applique	52-11
Mirror Garnish	52-11
Mounting Button	52-11
SENSOR, INTERIOR TEMPERATURE (Auto A/C)	
Spyder-unique Relocation	55-2
SERVICE ADJUSTMENT PROCEDURES (BODY)	42-149
Door Locating Pin	42-181
Front Rail Weatherstrip and Holder	42-170
Hard Tonneau	42-171
Tonneau Flipper Doors	42-179
Tonneau Hinge	42-171
Tonneau Latches	42-171
Tonneau Manual Release System	42-178
Hard Tonneau Position Sensor (Potentiometer)	42-182
Power Quarter Window	42-162
Quarter Window	42-164
Quarter Window Cables, Synchronization of	42-163
Quarter Window Guiding System (Rudder)	42-166
Quarter Window Position Sensors	42-168
Retractable Hardtop Assembly	42-149
Retractable Hardtop Downstop	42-158
Downstop Height Adjustment	42-158
Downstop Lock Adjustment	42-159
Retractable Hardtop Position Sensor (Potentiometer) ..	42-182
Retractable Hardtop System, Adjustment of	42-151
Adjustment Points	42-157
Gap Between Front and Rear Roof Panels	42-153
Hardtop Flushness to Windshield Header	42-152
Hardtop Locator Pins	42-151
Hardtop Roof Crown	42-154
Hardtop Roof Lock-up Before Closing	42-152
Hardtop Upstops	42-151
Header Latch Garnishes	42-151
Weatherstrips, All Hardtop Related	42-151
Windshield Header Power Latch System	42-160
Latch Actuator Adjustment	42-160
Latch Height Adjustment	42-161
SERVICE ADJUSTMENT PROCEDURES (INTERIOR)	52-7
Center Closeout Panel	52-8
Quarter Trim	52-9
Rear Seat Strikers	52-9
Rear Shelf Panel	52-8
SPARE TIRE, JACK AND TOOL SET STORAGE	00-22
SPECIAL TOOLS (BODY)	42-12
SPECIFICATIONS (BODY)	42-9
General	42-9
Sealants and Adhesives	42-11
SPYDER CLEANING RECOMMENDATIONS	00-21
Exterior	00-21
About the Spyder Finish	00-21
Washing	00-22
Waxing	00-22
Interior	00-21
Hard Tonneau Pad	00-21
Headlining	00-21
SPYDER DECAL	51-8,9

T

THEFT-ALARM SYSTEM	00-13
THEFT ALARM SYSTEM, LIGHT AUTOMATIC SHUT-OFF AND KEYLESS ENTRY RECEIVER ASSEMBLY (SPYDER-UNIQUE RELOCATION)	54-21
THEFT PROTECTION	00-6

V

VEHICLE IDENTIFICATION	00-5
Vehicle Identification Code Chart Plate	00-5
Vehicle Identification Number Location	00-5

W

WEATHERSTRIPS	42-242
A-pillar Weatherstrip Holder	42-242
Front Rail	42-248
Front Rail Weatherstrip Holder	42-248
Hard Tonneau	42-246
Hardtop	42-250
Hardtop Weatherstrip Holder	42-250
Quarter Window Sash Seal	42-244
Rear Rail Inner	42-252
Weatherstrip Moulding	42-248
Windshield Header	42-242
Windshield Header Weatherstrip Holder	42-242
WINDSHIELD HEADER POWER LATCH SYSTEM	42-254

Quick Reference Chart - Hatchback-To-Convertible Connector Changes

ENGINE COMPARTMENT WIRING HARNESS

(Connector symbol A)

FOR MORE INFORMATION SEE THE APPROPRIATE CIRCUIT DIAGRAM IN VOLUME 1, 2, OR 3.

Vehicle system (Component)	Hatchback connector	Pin #	Convertible connector	Pin #	Comments
Convertible system	A-08X	not used	A-08X	-	60A Fusible link used for convertible

INSTRUMENT PANEL AND FLOOR CONSOLE WIRING HARNESS

(Connector symbol D)

FOR MORE INFORMATION SEE THE APPROPRIATE CIRCUIT DIAGRAM IN VOLUME 1, 2, OR 3.

Vehicle system (Component)	Hatchback connector	Pin #	Convertible connector	Pin #	Comments
Active aero switch	D-29	--	Not used	--	not used in convertible
Active exhaust switch	D-38	--	Not used	--	not used in convertible
Telephone cable	D-46	--	Not used	--	not used in convertible

INTERIOR WIRING HARNESS

(Connector symbol E)

FOR MORE INFORMATION SEE THE APPROPRIATE CIRCUIT DIAGRAM IN VOLUME 1, 2, OR 3.

Vehicle system (Component)	Hatchback connector	Pin #	Convertible connector	Pin #	Comments
Vanity mirror illumination (LH)	E-02	--	Not used	--	not used in convertible
Vanity mirror illumination (RH)	E-03	--	Not used	--	not used in convertible
Dome light	E-05	--	E-112	--	
Rear intermittent wiper relay	E-18	--	Not used	--	not used in convertible

REAR WIRE HARNESS

(Connector symbol F)

FOR MORE INFORMATION SEE THE APPROPRIATE CIRCUIT DIAGRAM IN VOLUME 1, 2, OR 3.

Vehicle system (Component)	Hatchback connector	Pin #	Convertible connector	Pin #	Comments
Defogger (+)	F-02	1	E-120	1	
Rear wiper motor	F-03	--	Not used	--	not used in convertible
Defogger (-)	F-05	1	E-118	1	
ABS resistor	F-09	--	Not used	--	Note: connector in MMC body harness
ESC control unit	F-12 / F-13	--	Not used	--	Note: connectors in MMC body harness
Body wiring harness (LH) to body wiring harness (RH)	F-19 / F-20	--	Not used	--	not used in convertible

Quick Reference Chart - Hatchback-To-Convertible Connector Changes

REAR WIRE HARNESS (Continued) (Connector symbol F)

FOR MORE INFORMATION SEE THE APPROPRIATE CIRCUIT DIAGRAM IN VOLUME 1, 2, OR 3.

Vehicle system (Component)	Hatchback connector	Pin #	Convertible connector	Pin #	Comments
Luggage compartment lamp switch	F-22	1	F-116	B A	
Liftgate cylinder lock switch	F-23	--	--	--	not used in convertible
Liftgate switch	F-24	--	--	--	not used in convertible
Active exhaust control unit	F-26	--	--	--	not used in convertible
Active aero control unit	F-27 / F-28	--	--	--	not used in convertible
Active exhaust actuator assembly	F-29	--	--	--	not used in convertible
Motor antenna control unit	F-31	--	A-79	--	same connector relocated to front of vehicle
Body wiring harness (LH) and liftgate wiring harness	F-34	1 5	E-122	E A	
Body wiring harness (LH) and liftgate wiring harness	F-35	--	--	--	not used in convertible
Telephone	F-36 / F-37 F-38 / F-39	--	--	--	not used in convertible