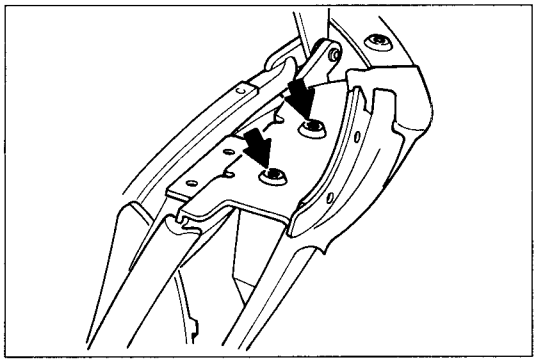
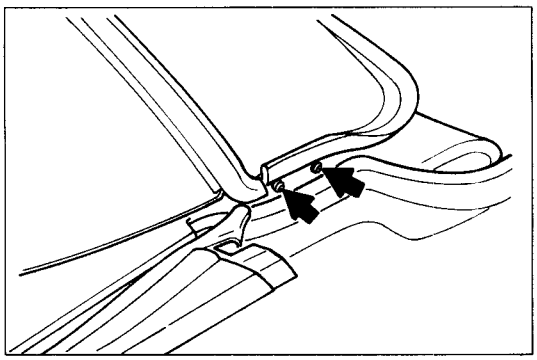


SERVICE POINTS OF REMOVAL

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.)

WINDSHIELD HEADER POWER LATCH SYSTEM

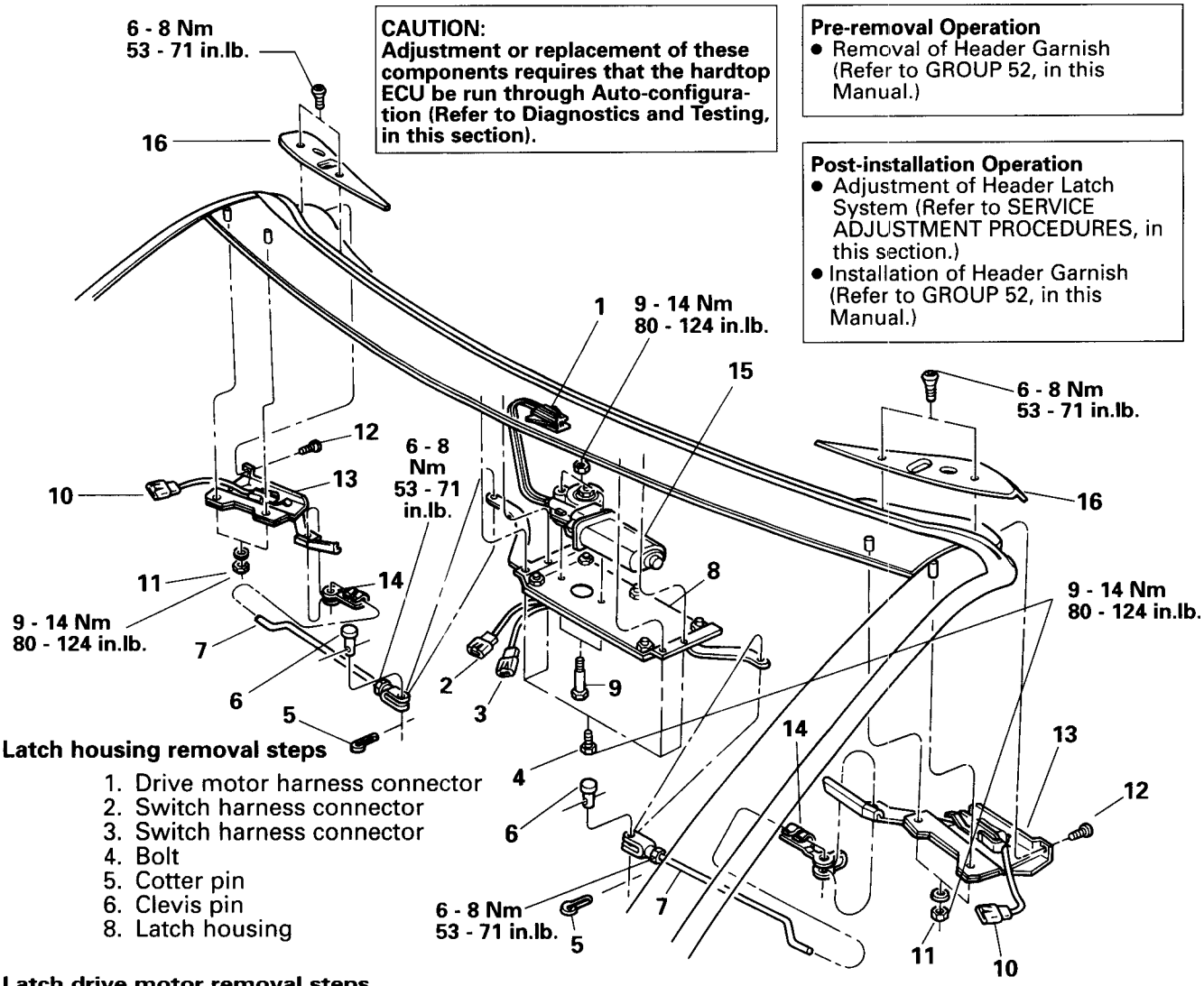
REMOVAL AND INSTALLATION

NOTE
Hardtop must be open before removal.

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

Pre-removal Operation
- Removal of Header Garnish (Refer to GROUP 52, in this Manual.)

Post-installation Operation
- Adjustment of Header Latch System (Refer to SERVICE ADJUSTMENT PROCEDURES, in this section.)
- Installation of Header Garnish (Refer to GROUP 52, in this Manual.)



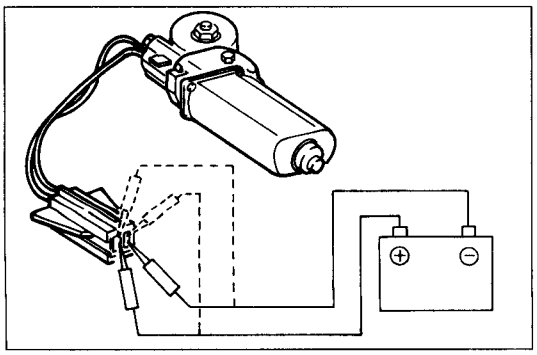
Latch housing removal steps
1. Drive motor harness connector
2. Switch harness connector
3. Switch harness connector
4. Bolt
5. Cotter pin
6. Clevis pin
8. Latch housing

Latch drive motor removal steps
1. Drive motor harness connector
2. Switch harness connector
3. Switch harness connector
4. Bolt
5. Cotter pin
6. Clevis pin
8. Latch housing
9. Bolt
15. Drive motor

Latch removal steps
10. Switch harness connector
11. Nut
12. Screw
13. Latch
14. Clip

Header latch garnish removal step
16. Header latch garnish

Actuator removal steps
7. Actuator
14. Clip



INSPECTION

DRIVE MOTOR

1. Connect the battery directly to the motor connector and check that the motor spins freely.
2. Reverse the polarity and check that the motor spins freely in the opposite direction.

Standard value: Motor spins freely without ratcheting, clicking or whining.

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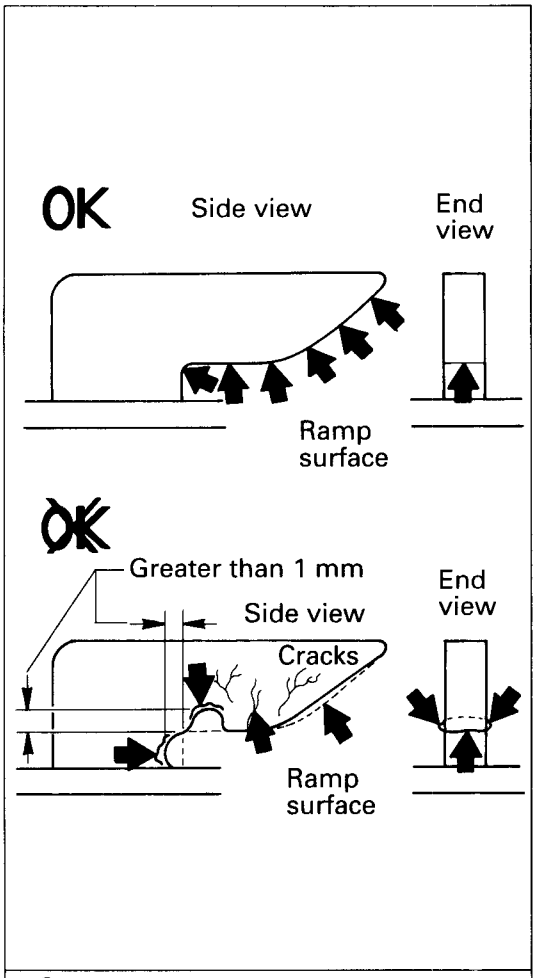
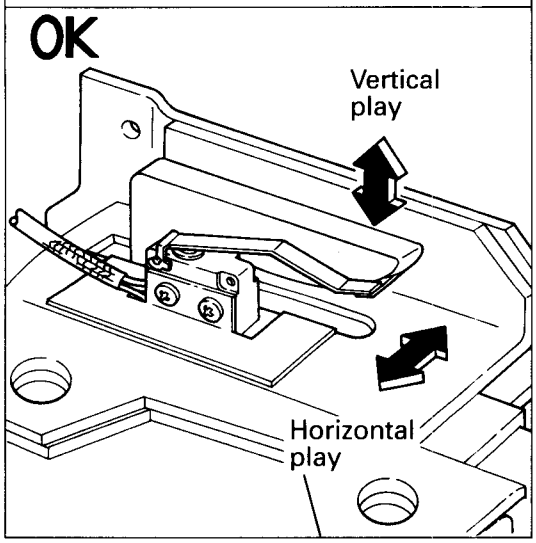




ON-CAR LATCH INSPECTION

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.

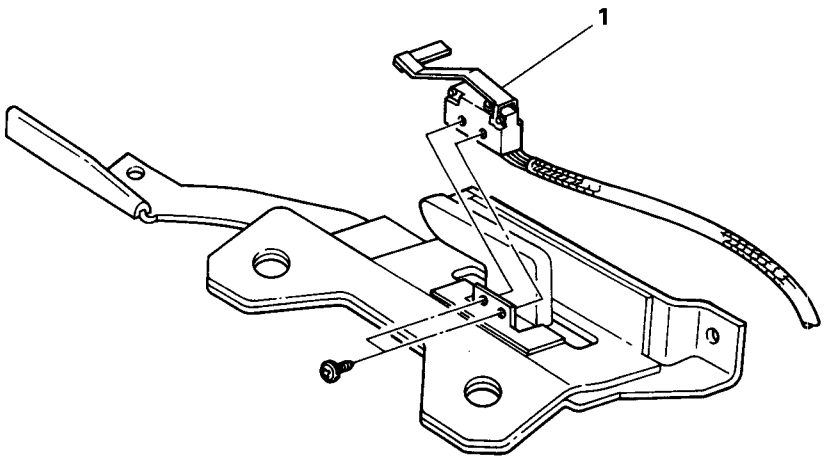
   Standard value: Ramp surface flat with no sign of wear penetrating over 1 mm (.039 in.), or cracks to the plastic covering, as shown in the illustration.

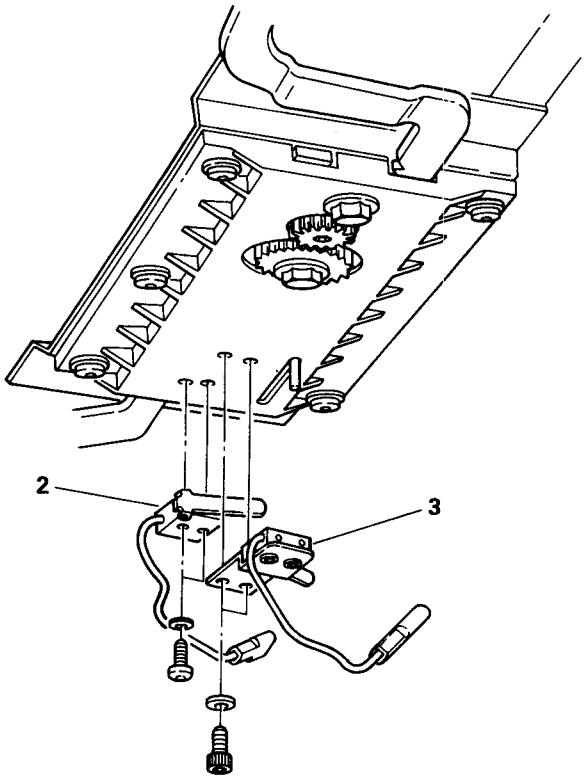
   NOTE
   The header latch ramp portion is designed to have some free-play vertically and horizontally within the latch body, and may vary. Excessive play can be compensated for by shimming down the latch body from the windshield header (refer to **SERVICE ADJUSTMENT PROCEDURES,** in this section).

4. Reinstall both header latch garnishes.

WINDSHIELD HEADER POWER LATCH SYSTEM

DISASSEMBLY AND REASSEMBLY



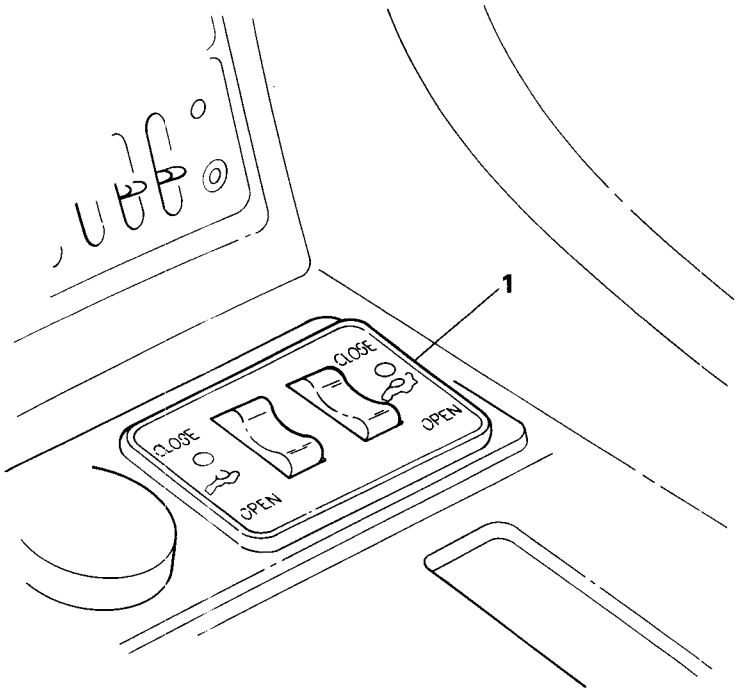


Disassembly steps

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

HARDTOP AND HARD TONNEAU CONTROL SWITCH

REMOVAL AND INSTALLATION



Removal step

1. Switch

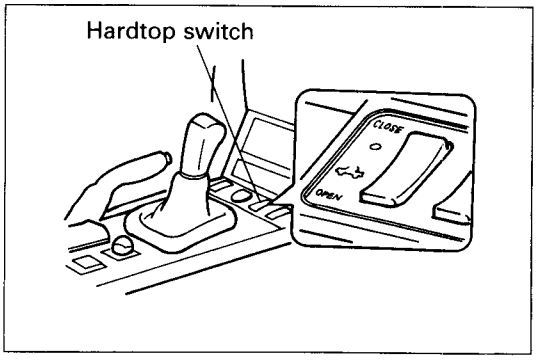
INSPECTION

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:

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- 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.

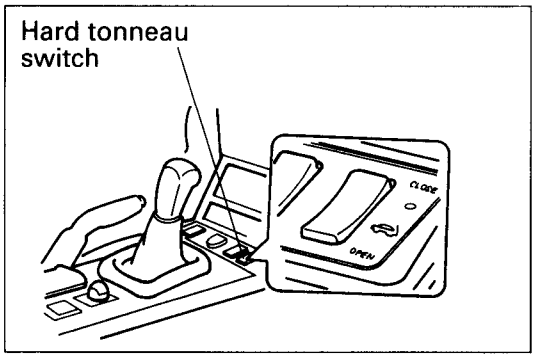
(2) Press the hardtop switch on the "CLOSED" side.

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:

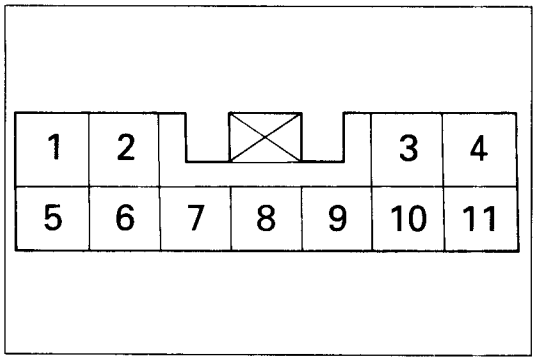
- No response from hardtop system should be noticed when the switch is pressed.

  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.

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

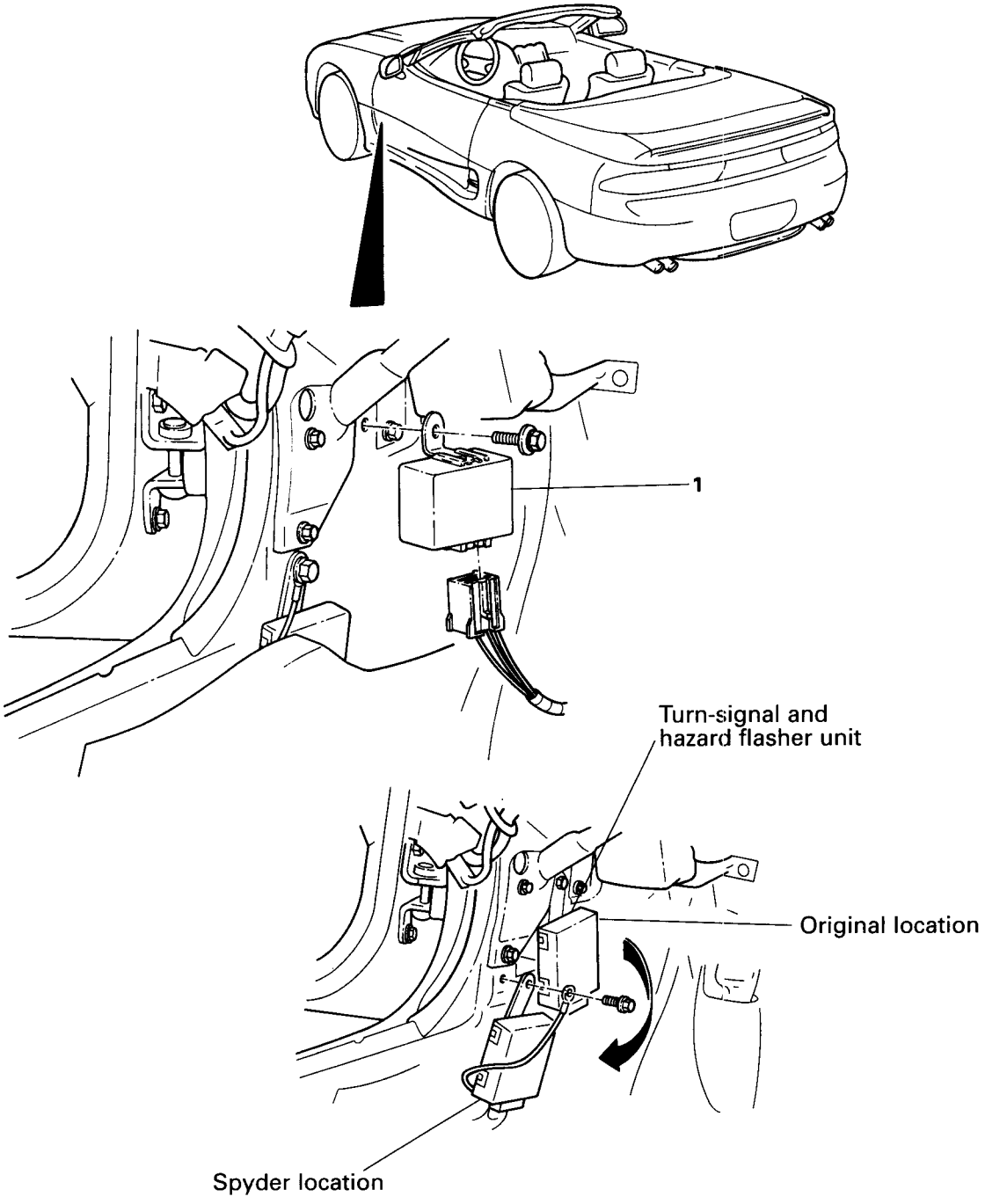
NOTE
○—○ indicates that there is continuity between the terminals.

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

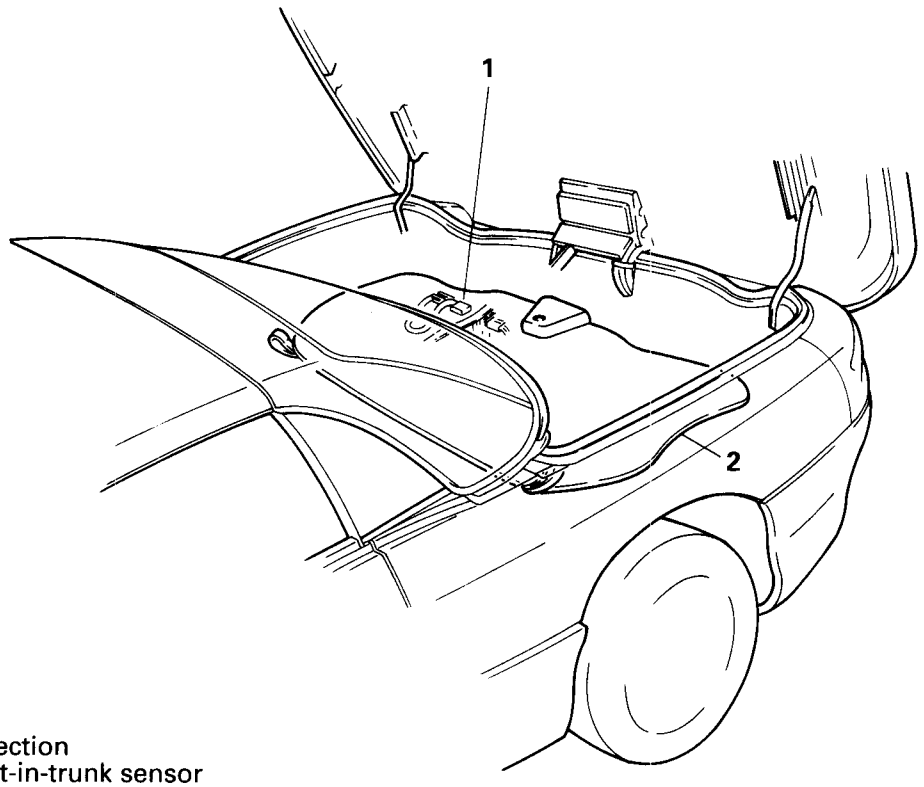


Removal step

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.

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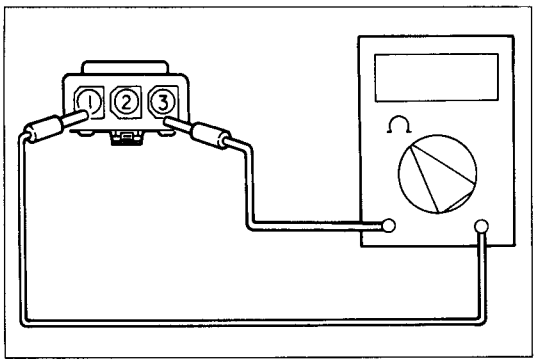
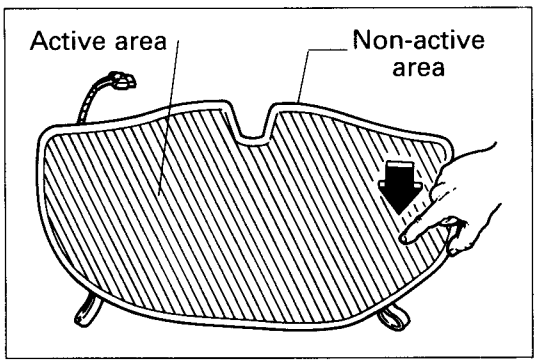


2. ELECTRICAL TEST
   (1) Place the object-in-trunk sensor face up on a clean, flat work surface.



   (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.

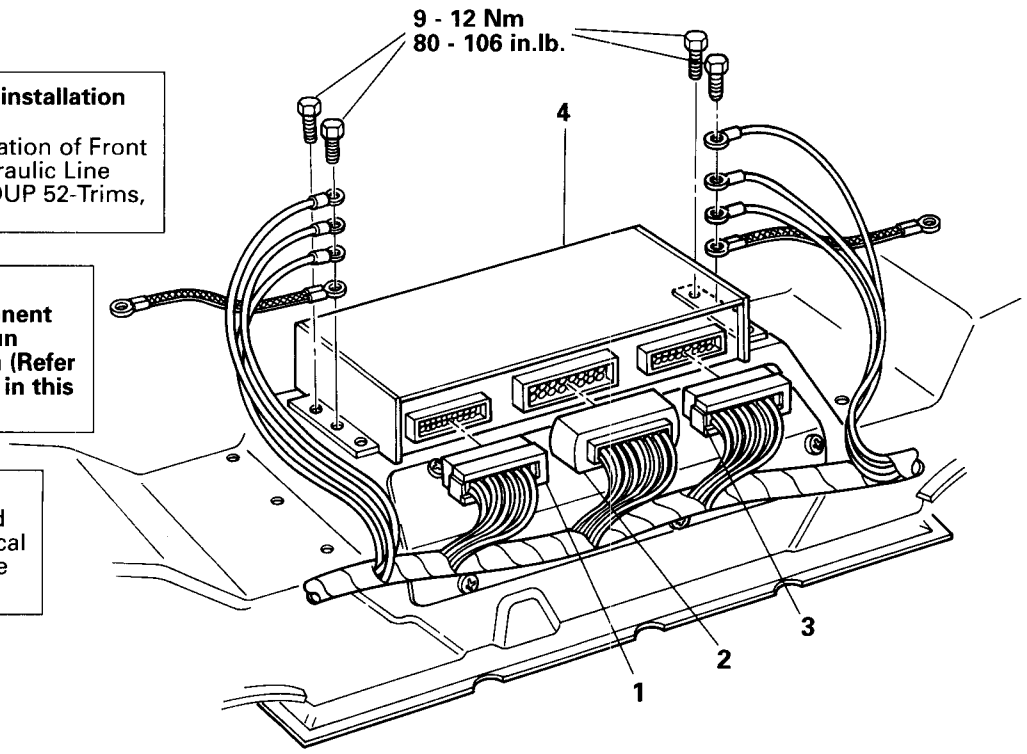
HARDTOP ELECTRONIC CONTROL UNIT (ECU)

REMOVAL AND INSTALLATION

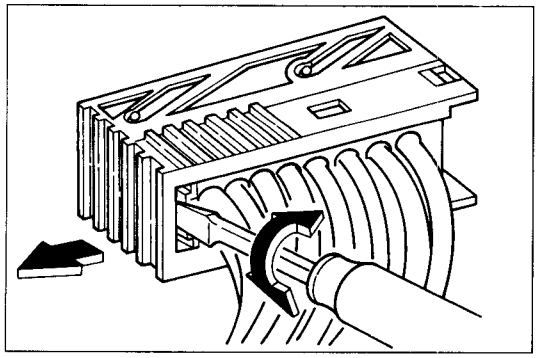
Pre-removal and Post-installation Operation
- Removal and Installation of Front Trunk Trim and Hydraulic Line Cover (Refer to GROUP 52-Trims, in this Manual.)

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

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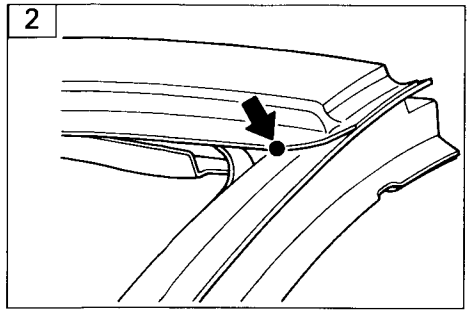
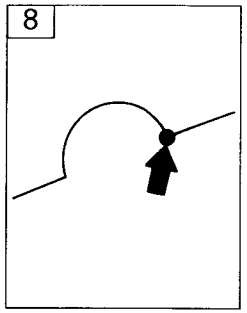
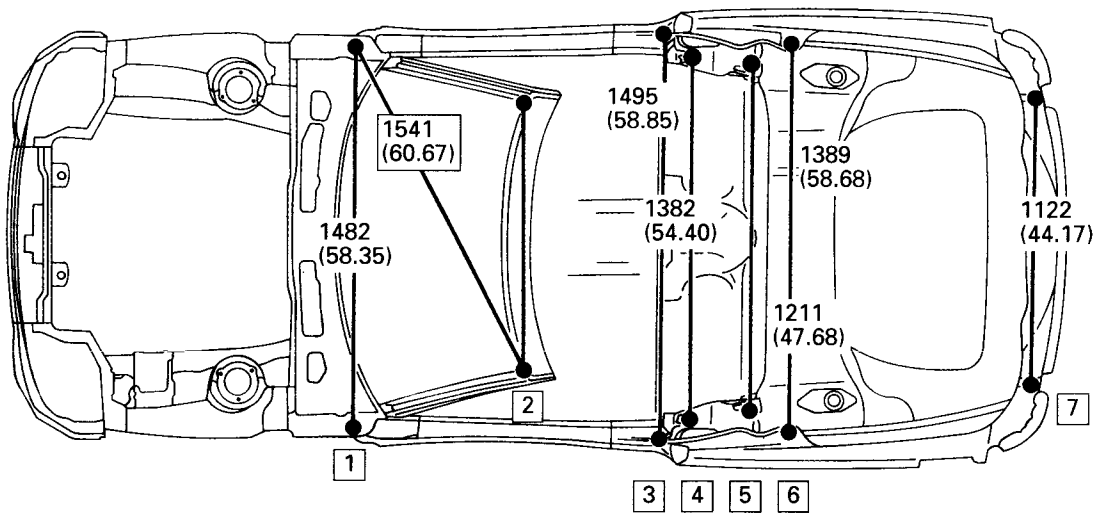
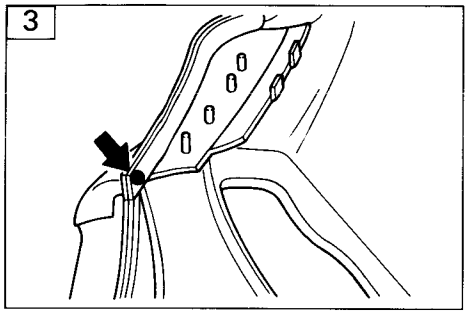
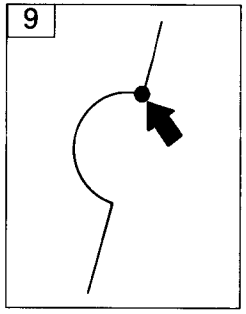


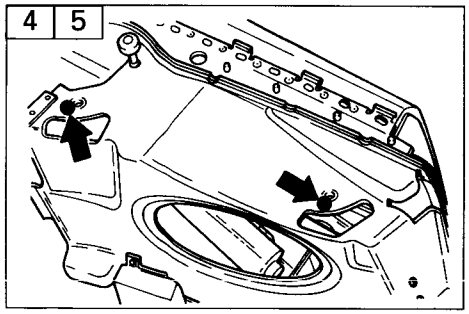


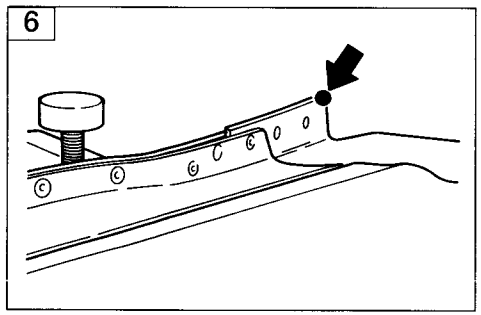
UPPER BODY



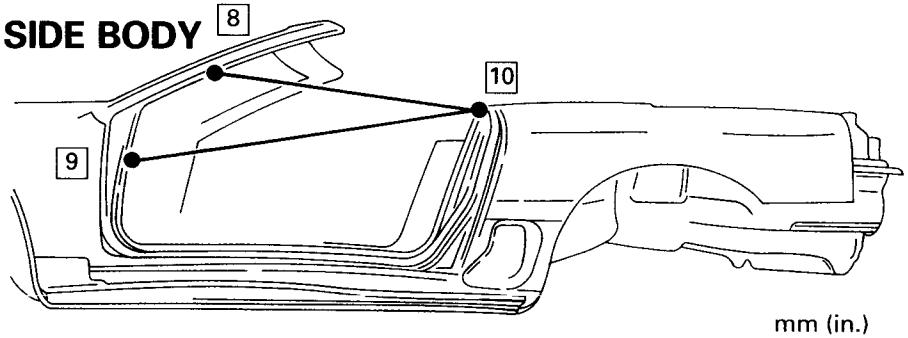








SIDE BODY

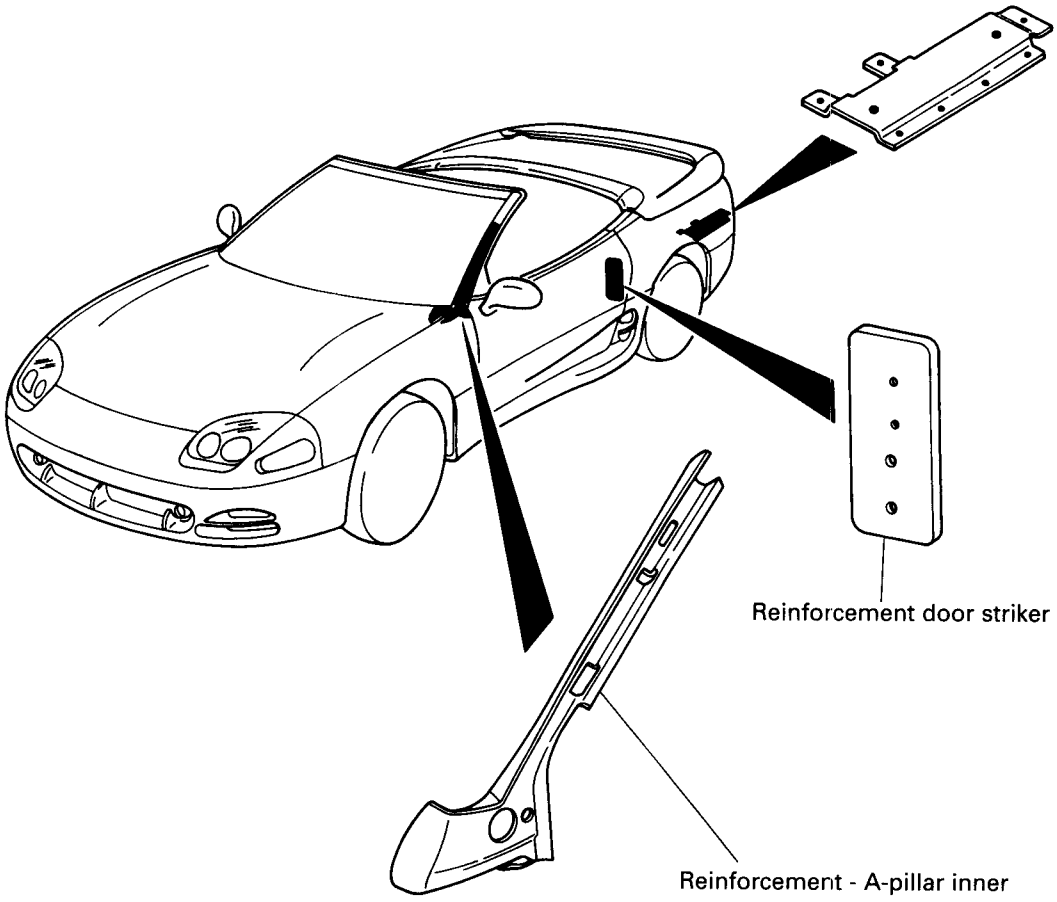


mm (in.)

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)	--			

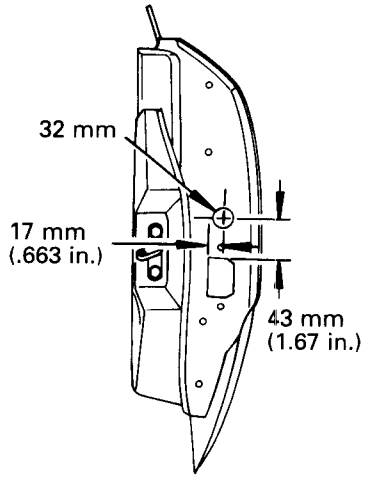
BODY STRUCTURE

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.



END VIEW

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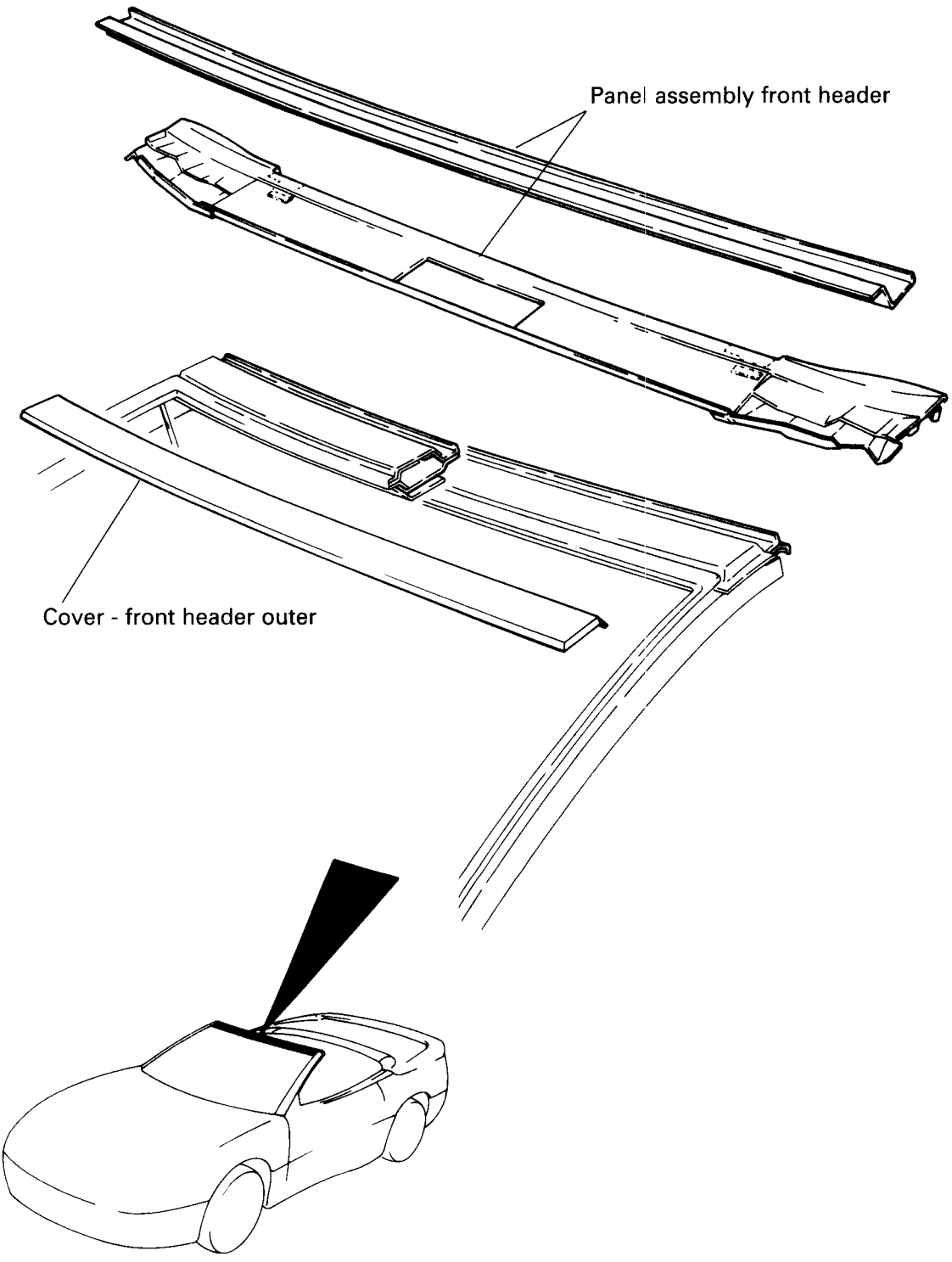
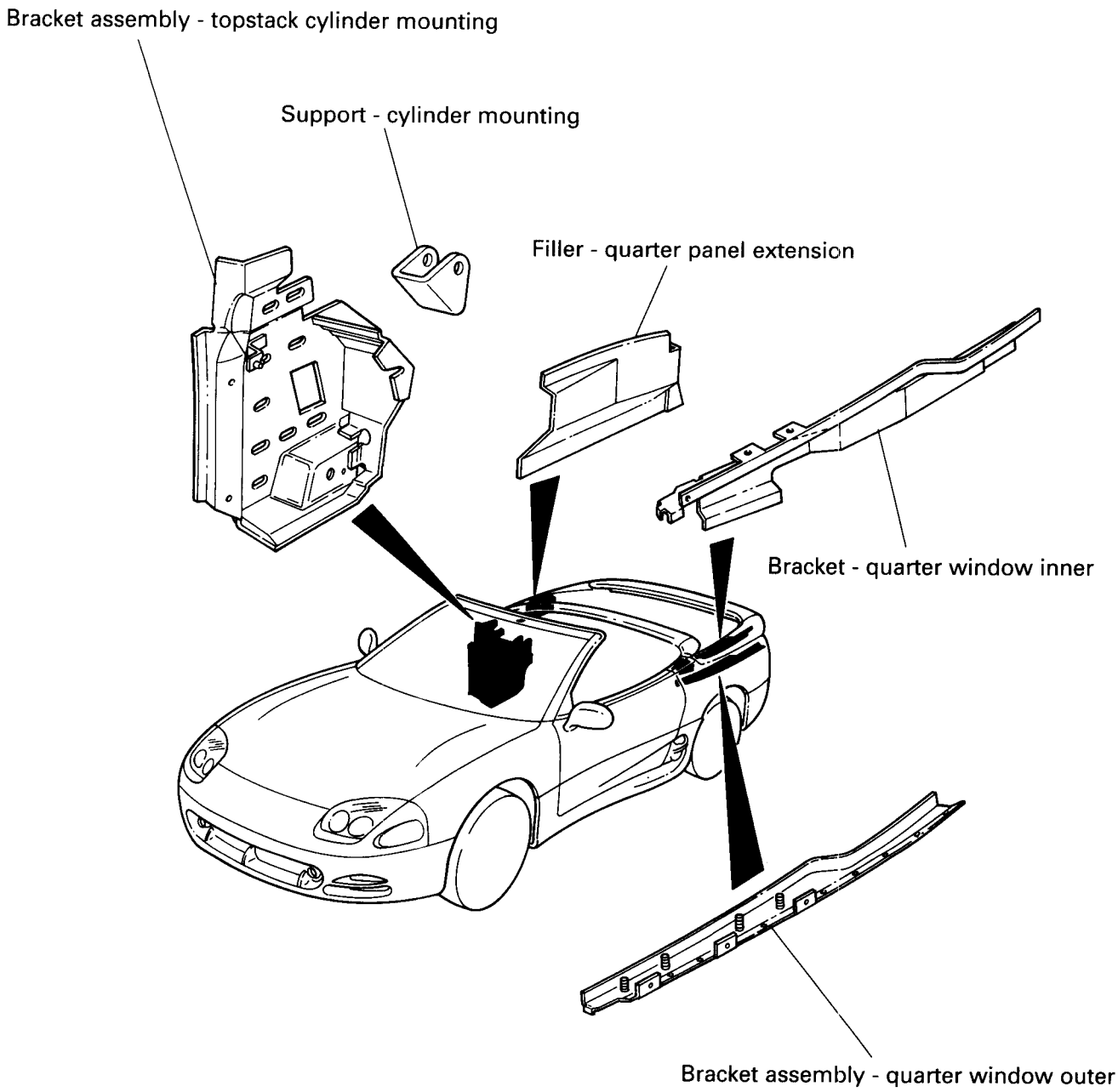
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



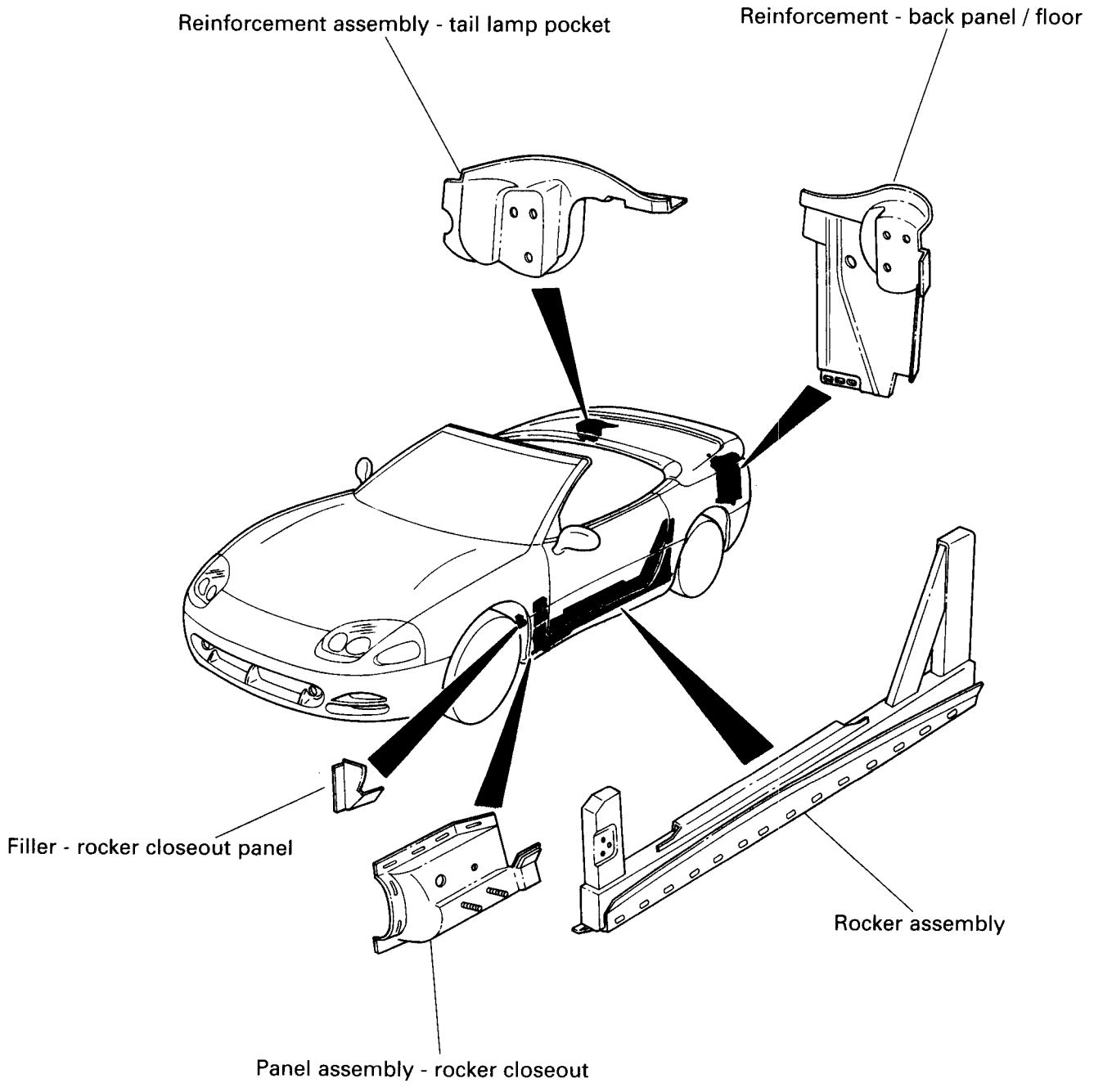
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



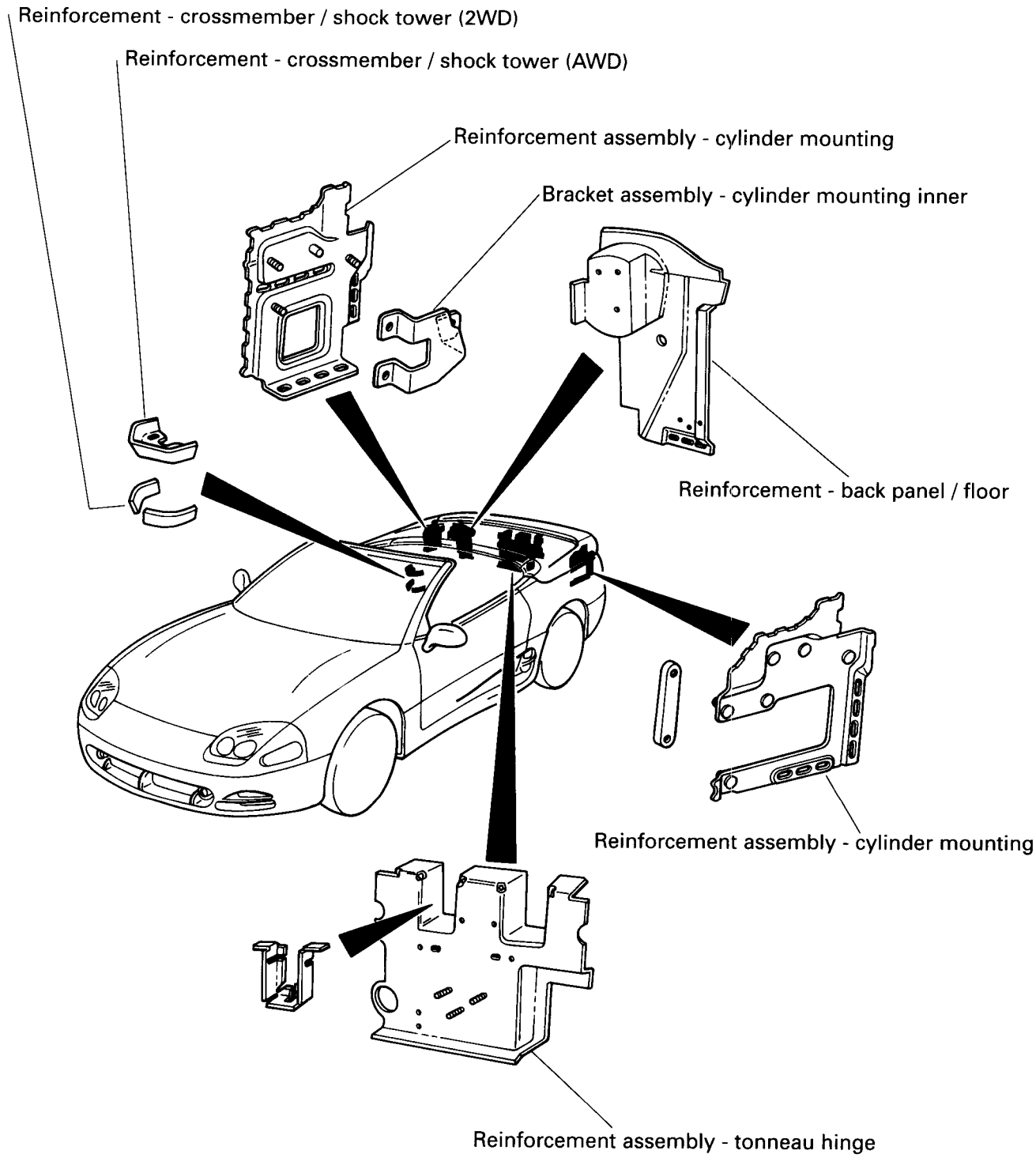
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



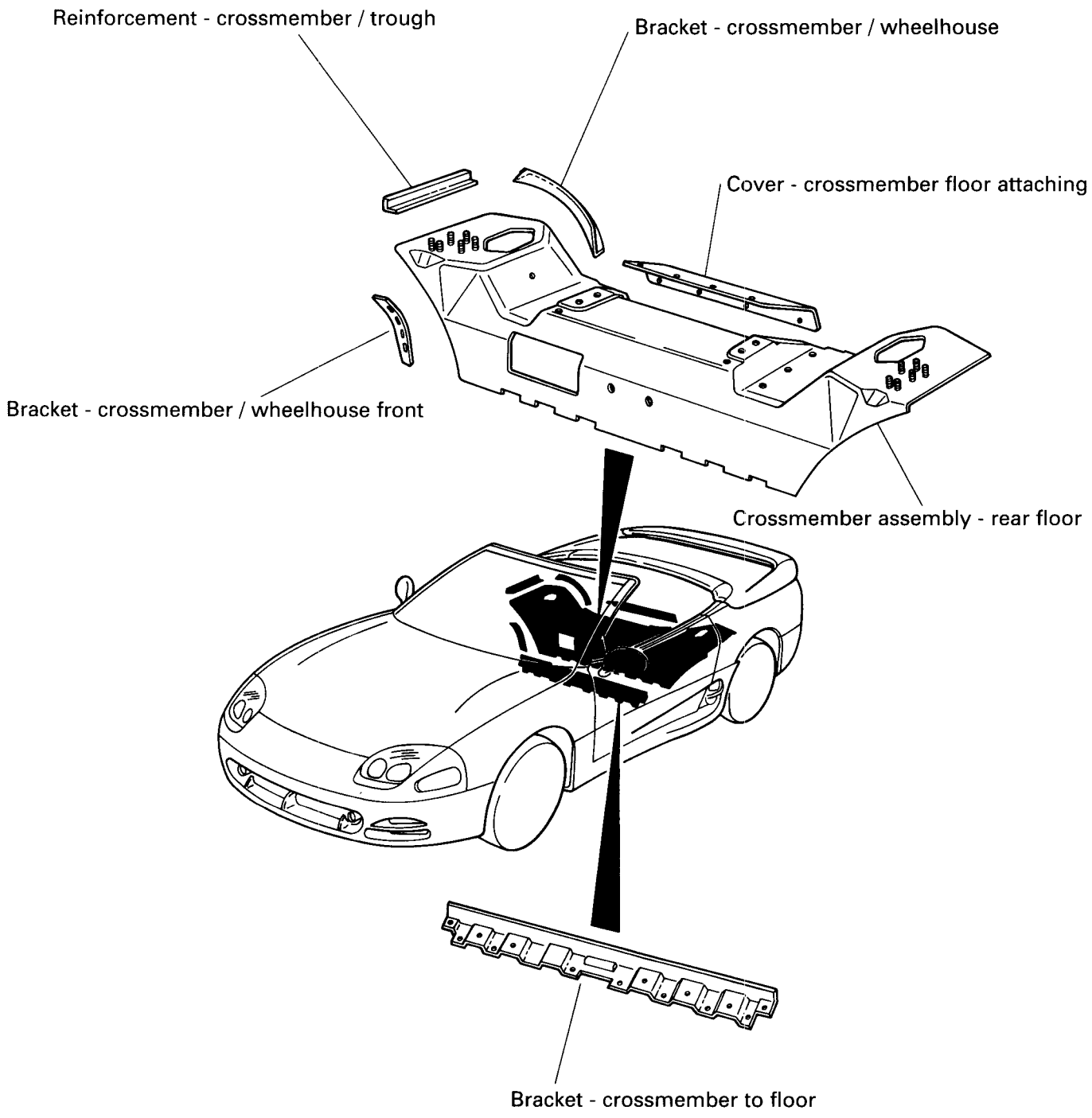
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



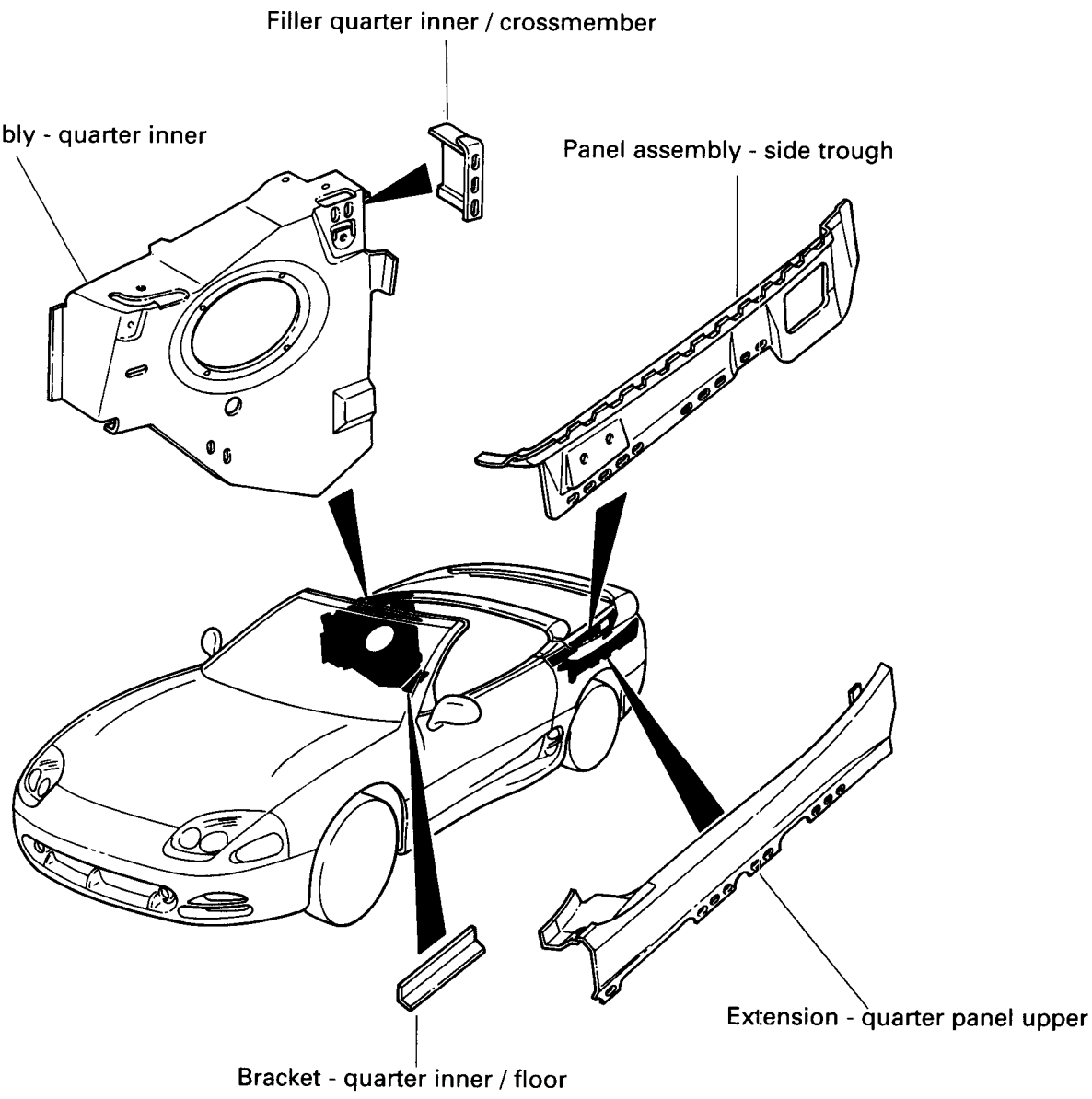
BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS



BODY STRUCTURE

ASC INCORPORATED INSTALLED PARTS

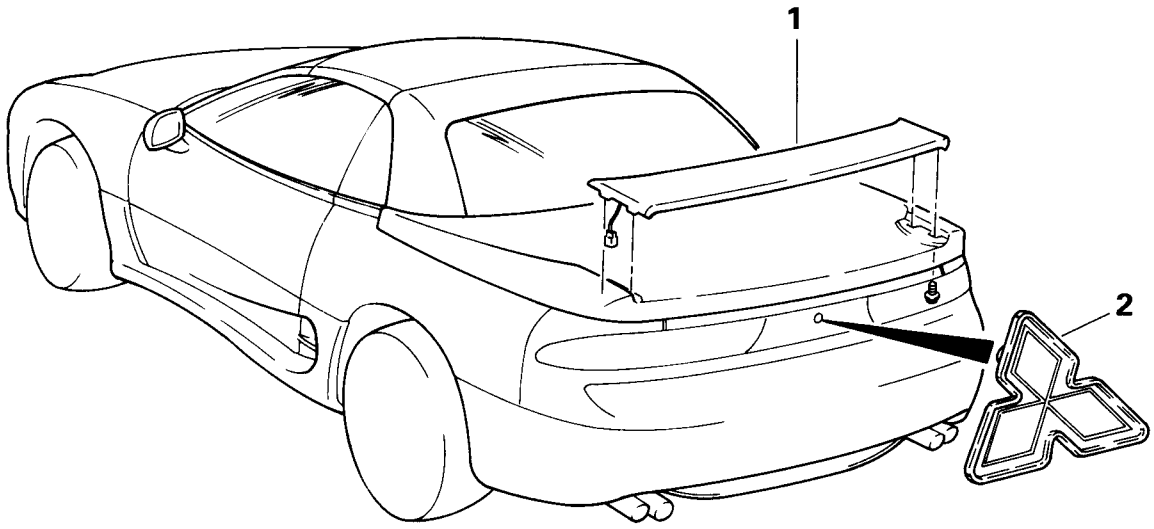


EXTERIOR

CONTENTS

AERO PARTS AND REAR LOCK COVER

REMOVAL AND INSTALLATION

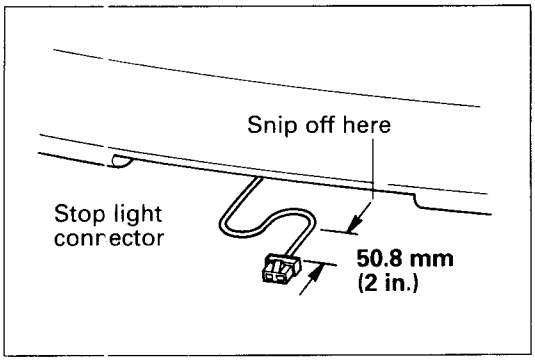


Rear spoiler removal steps

◆◆ ▶◆ 1. Rear spoiler

Rear lock cover removal steps

◆◆ ▶◆ 2. Emblem



SERVICE POINT OF REMOVAL

1. REMOVAL OF REAR SPOILER

(1) Remove high mounted stop light (refer to 54-25, in this Manual.)
(2) Snip off the stop light harness connector at the spoiler as shown in the illustration.

NOTE
Retain the connector with the cut off wires for reinstallation.

(3) Open the hard tonneau. Pull the stop light wire harness grommet out from the tonneau and pull out the remaining wire.
(4) Remove the bolts attaching the spoiler, and separate the spoiler from the vehicle.

SERVICE POINT OF INSTALLATION

1. INSTALLATION OF REAR SPOILER

(1) Using adhesive tape, attach a 1.52 m (5 ft.) length of 16 ga. bell wire, or similarly stiff wire to the gathered ends of the stop light wire harness.

NOTE
This wire will be used to fish the stop light harness wire back through the spoiler.

(2) Route the fish wire back up through the tonneau and close the tonneau.
(3) Place a protective cover on the hard tonneau large enough to lay the spoiler face down on it.

NOTE
Be sure the tonneau and the spoiler are clean to prevent scratches.

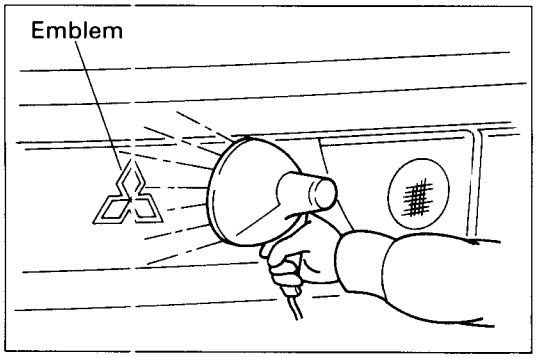
(4) Place the spoiler face down on the protective cover.
(5) Fish the wire harness back through the spoiler.
(6) Install the spoiler to the tonneau.
(7) Open the tonneau making sure the spoiler will stay in place.
(8) Install the attaching bolts.

Standard value: 6 - 8 Nm (53 - 71 in. lb.)

(9) Remove the fish wire.
(10) Reattach the stop light connector to the harness in the spoiler using the **RECOMMENDED WIRE REPAIR** procedure (refer to **GROUP 42, Diagnostics and Testing**, in this Manual.)

NOTE
The harness wires must be installed to their respective wire colors. Otherwise, the stop light will not operate.

(11) Install the stop light.
(12) Test the stop light operation by applying the service brakes.



SERVICE POINT OF REMOVAL

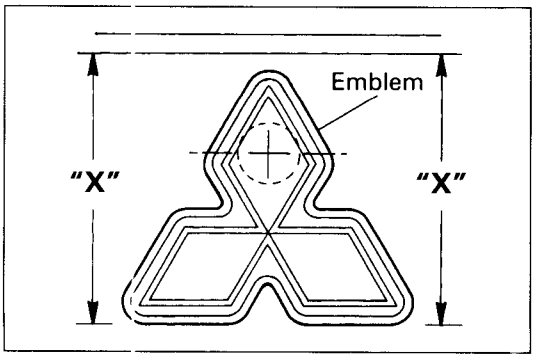
2. REMOVAL OF EMBLEM

(1) Use an infrared lamp, or equivalent, to warm the emblem. This will soften the pressure sensitive double-sided tape behind it. Use a plastic moulding tool to pry off the emblem while the tape is warm and pliable. Discard the removed emblem.

CAUTION
Do not overheat the emblem as it could damage the rear panel garnish.

(2) Use a plastic moulding tool to carefully scrape off any remaining tape.
(3) Wipe the application surface of the rear garnish panel with a clean cloth dampened with degreaser (3M ATD Part No. 8906, or equivalent).

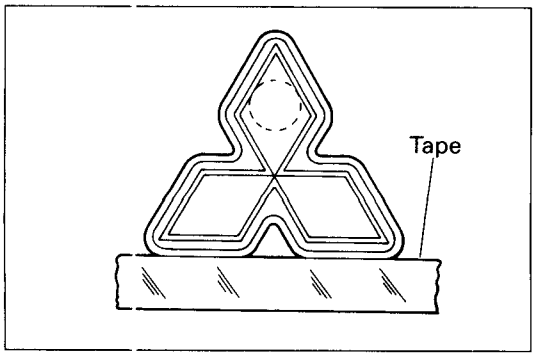
NOTE
After wiping the surface, allow the degreaser to evaporate for 3 minutes.



SERVICE POINT OF INSTALLATION

2. INSTALLATION OF EMBLEM

(1) Place a new emblem into the garnish hole.
(2) Align the emblem so that it is parallel to the top edge of the rear garnish.

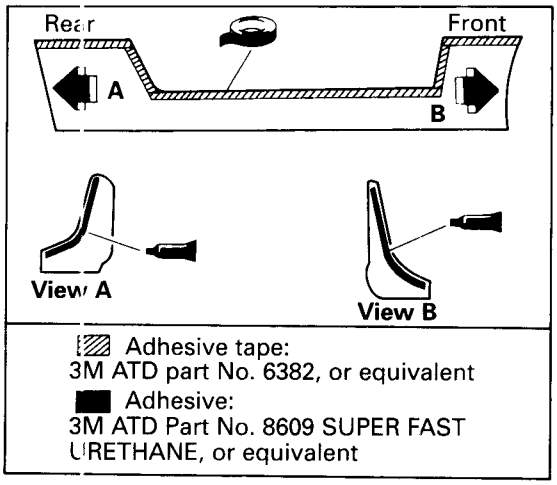


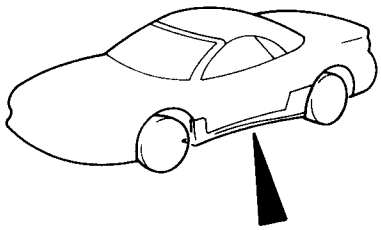
(3) Using a grease pencil or piece of adhesive tape, accurately mark the bottom of the emblem on the garnish.
(4) Remove the emblem from the garnish hole and peel off its paper backing.
(5) Reinstall the emblem and align it to the mark or tape. Press firmly.
(6) Remove the marks or tape.

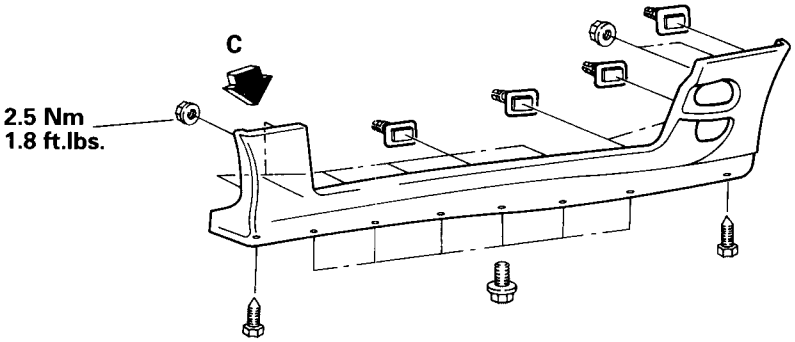
AERO PART

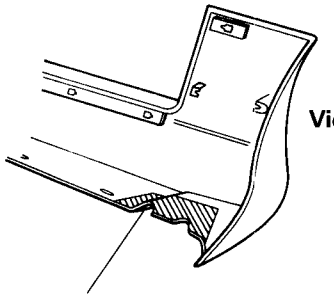
REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation
- Removal and Installation of Front Splash Shield (Refer to GROUP 42 - Fender, in this Manual.)
- Removal and Installation of Lock Pillar Louvred Vent





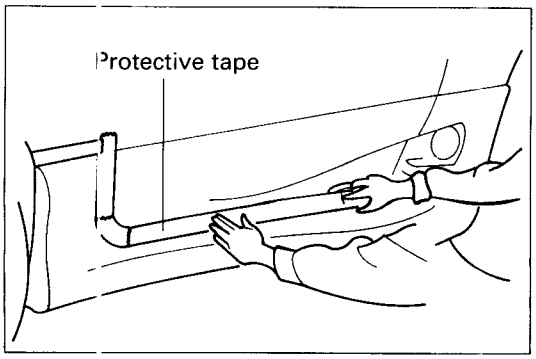




This portion has been removed to accommodate the Spyder-unique body structure

Side air dam removal

◆◆ ▶◀ 1. Side air dam

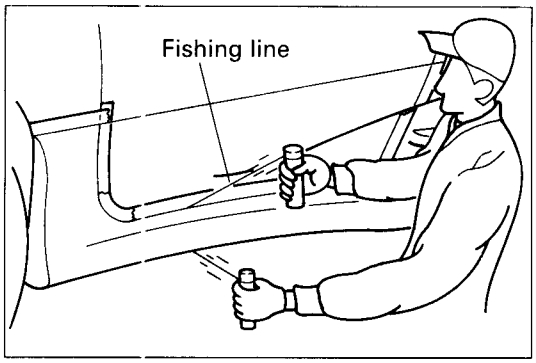


SERVICE POINT OF REMOVAL

1. REMOVAL OF SIDE AIR DAM

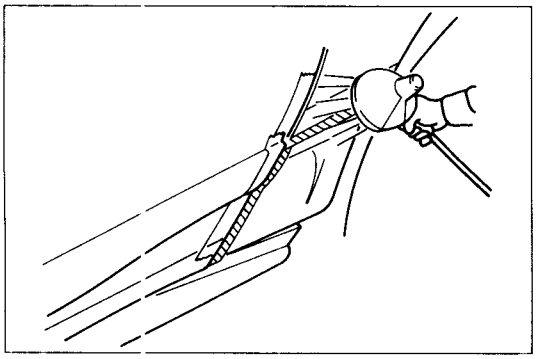
(1) Remove the side air dam mounting nuts.
(2) Affix protective tape to the periphery of the side air dam.

TSB Revision

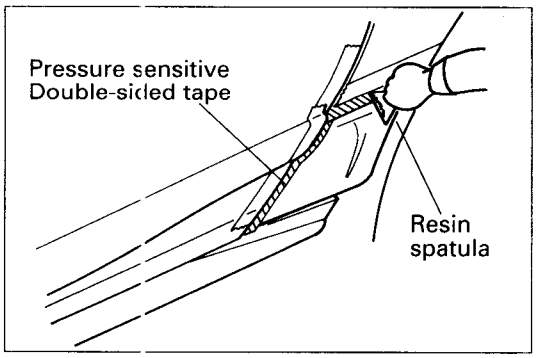


(3) Insert a fishing line [0.8 mm (.03 in.)] between the body and the side air dam, and grip each end of the fishing line. Cut through the adhesive material by pulling the fishing line in a sawing motion and remove the side air dam.
(4) When the side air dam is fastened with a clip or bolt, pull the side air dam toward you to remove the clip or bolt.

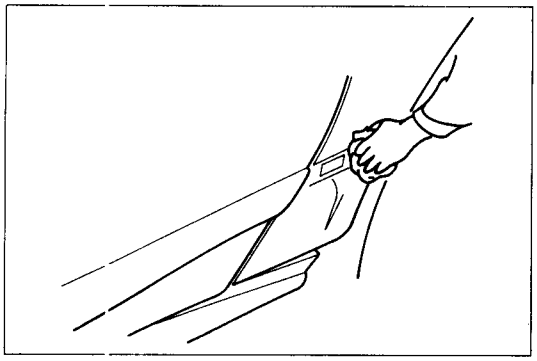
Caution
1. **To reuse the side air dam, remove it by pulling the fishing line along the body so as not to damage the side edges of the side air dam.**
2. **If it is hard to cut through the adhesive material, heat it to approximately 40°C (104°F).**



(5) Use an infrared lamp, or equivalent, to heat the pressure sensitive double-sided tape remaining on the body to 40 to 60°C (104 to 140°F) for 5 to 15 minutes.

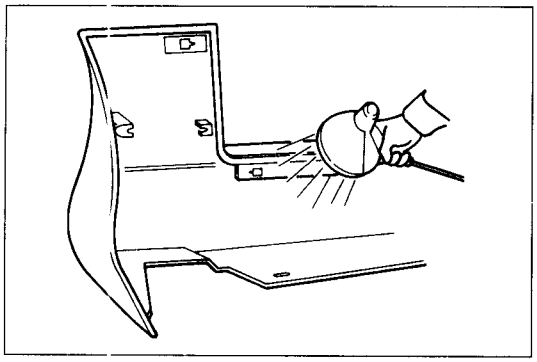


(6) Use a resin spatula to scrape off the pressure sensitive tape.



(7) Wipe the application surface of the body with a clean cloth dampened with degreaser (3M ATD Part No. 8906, or equivalent).

NOTE
After wiping the surface, allow the degreaser to evaporate for 3 minutes.

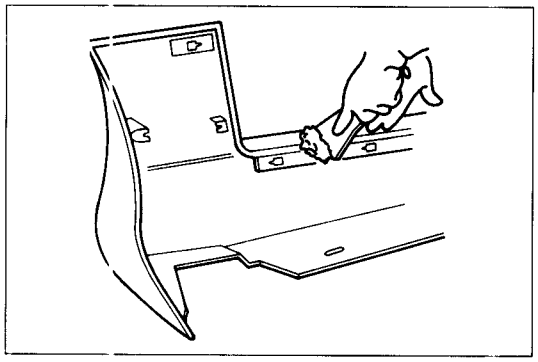


SERVICE POINT OF INSTALLATION

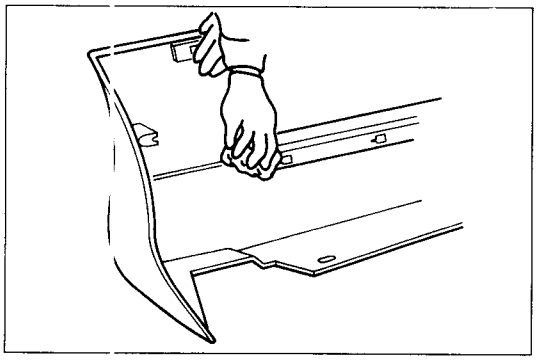
1. INSTALLATION OF SIDE AIR DAM

Adhesion of Pressure Sensitive Double-sided Tape to Side Garnish (For Reuse)

(1) Use an infrared lamp, or equivalent, to heat the pressure sensitive double-sided tape to 40 to 60°C (104 to 140°F) for 5 to 10 minutes.

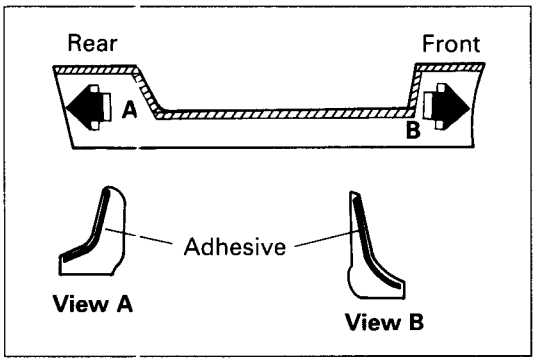


(2) Using a resin spatula or gasket scraper, scrape off the pressure sensitive double-sided tape.
(3) If the pressure sensitive double-sided tape remains on the side air dam, repeat Steps (1) and (2).



(4) Use a cloth dampened with degreaser (3M ATD Part No. 8906, or equivalent) to wipe the side air dam clean.
(5) Scrape the old adhesive slightly.

Caution
Do not scrape off all the old adhesive.



(6) Affix the pressure sensitive adhesive tape to the side air dam as shown in the illustration.

Adhesive tape: 3M ATD Part No. 6382, or equivalent

(7) Apply adhesive to the air dam as shown in the illustration.

Adhesive: 3M ATD Part No. 8609 SUPER FAST URETHANE, or equivalent

Installation of Side Garnish

(1) Remove the paper backing from the double-sided adhesive tape.
(2) With its clips and bolts aligned with the respective holes in the body, install the side air dam to the body.

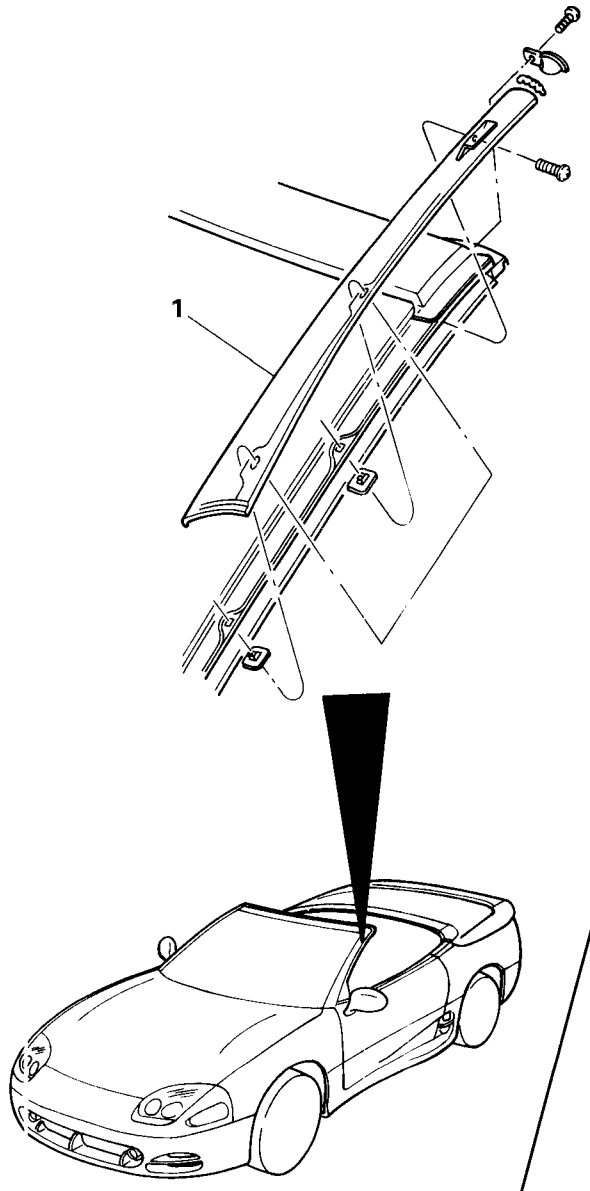
NOTE
If it is difficult to affix the adhesive tape on the side air dam to the body, heat the application surface of the body and the adhesive surface of the side air dam before installing it.

Body . . . . . .40 to 60°C (104 to 140°F)
Side air dam . . . . . .20 to 30°C (68 to 86°)

(3) Apply pressure fully to the side air dam.

MOULDINGS

REMOVAL AND INSTALLATION

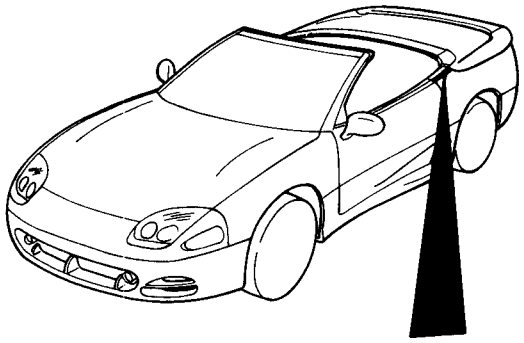


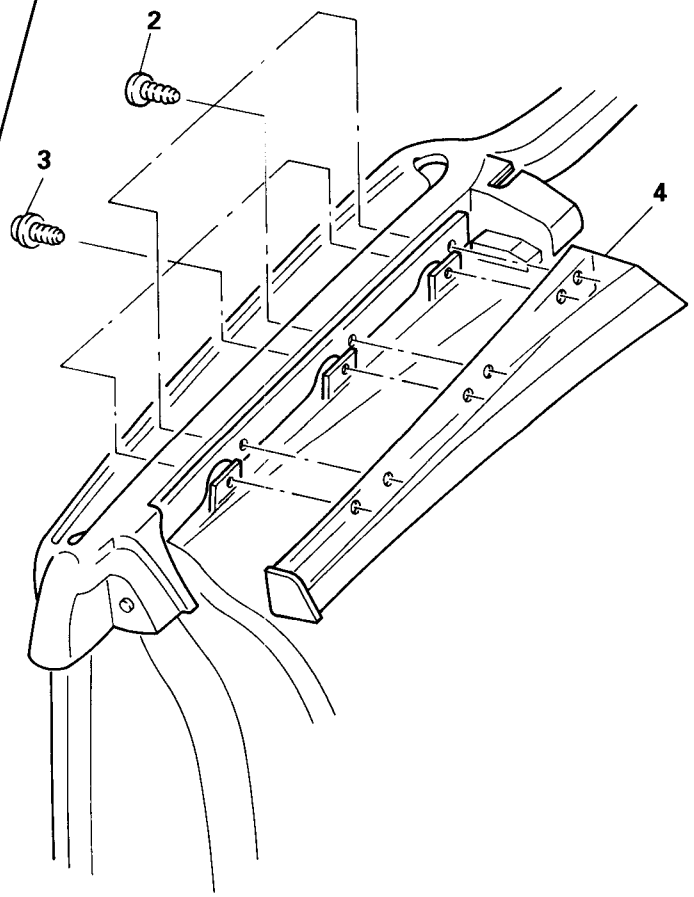
Pre-removal and Post-installation Operation
- Removal and Installation of Lower Portion of Windshield Header Weatherstrip from A-pillar Weatherstrip Holder (Refer to GROUP 42, in this Manual.)
- Removal and Installation of A-pillar Weatherstrip Holder (Refer to GROUP 42, in this Manual.)

Drip moulding removal step

1. Drip moulding

Pre-removal and Post-installation Operation
- Matchmark Quarter Window Guides to Body
- Removal and Installation of Quarter Window Guides (Refer to GROUP 42 - Quarter Window, in this Manual.)





Quarter belt moulding removal steps

2. Retainer
3. Screw
4. Quarter belt moulding

TSB Revision

SERVICE POINT OF REMOVAL

3. REMOVAL OF QUARTER BELT MOULDING SCREW

Remove the inboard portion of the weatherstrip from the vehicle, or use an angled screwdriver to remove the attaching screws.

SERVICE POINT OF INSTALLATION

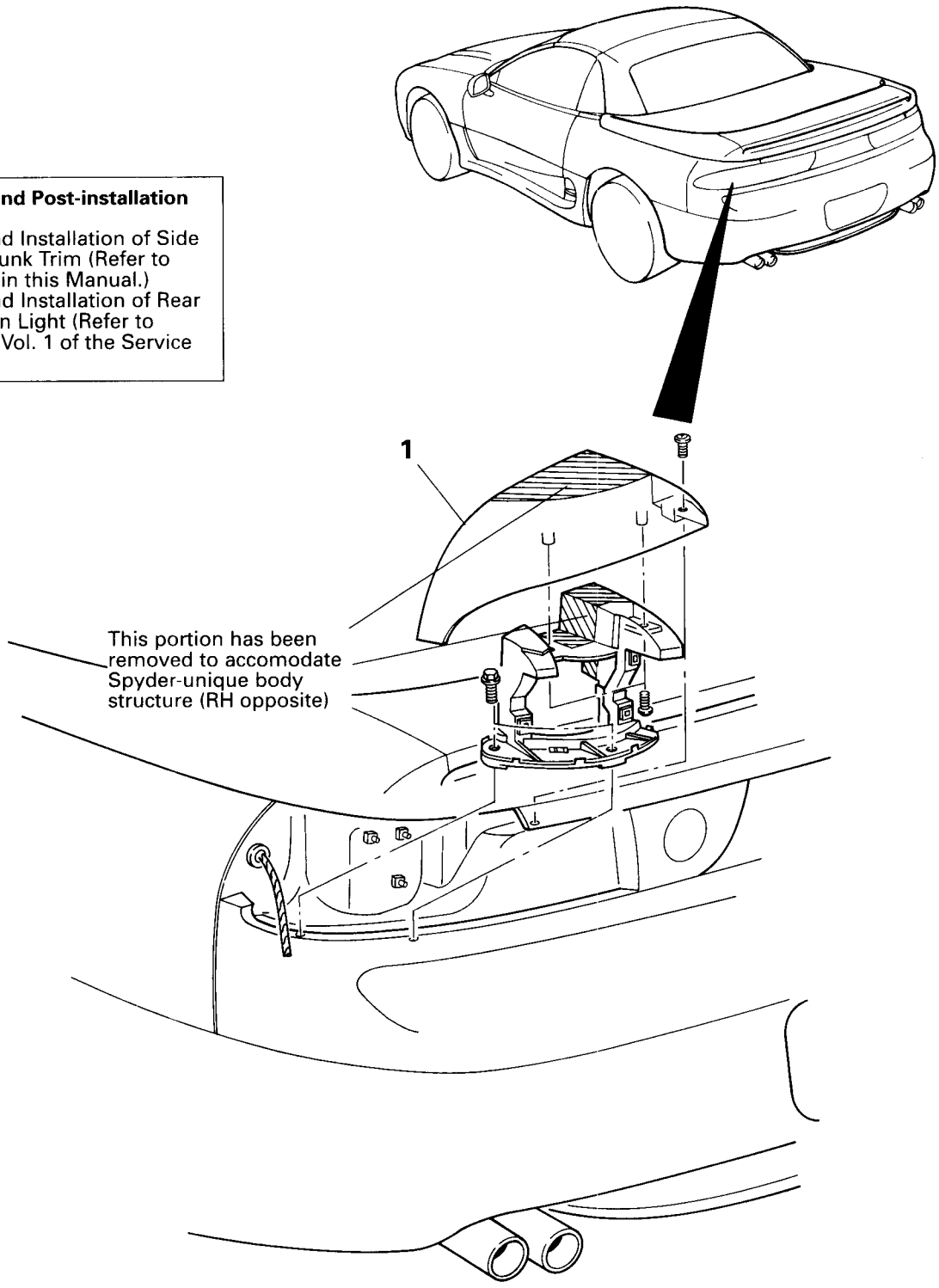
3. INSTALLATION OF QUARTER BELT MOULDING SCREW

Install the attaching screws using an angled screwdriver, or if the weatherstrip was removed, reattach it.

REAR BUMPER UPPER EXTENSION

REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation
- Removal and Installation of Side and Rear Trunk Trim (Refer to GROUP 52, in this Manual.)
- Removal and Installation of Rear Combination Light (Refer to GROUP 54, Vol. 1 of the Service Manual.)

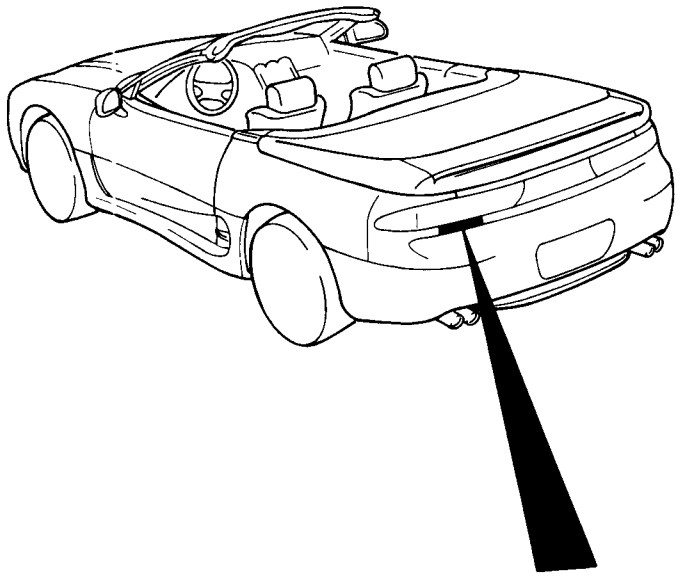


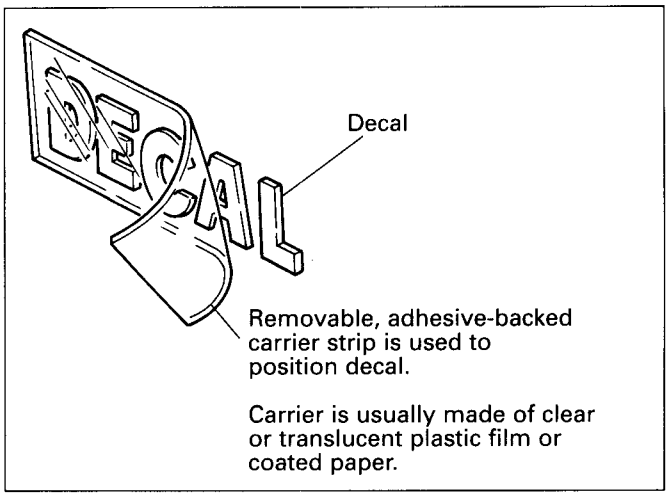
Rear bumper upper extension removal

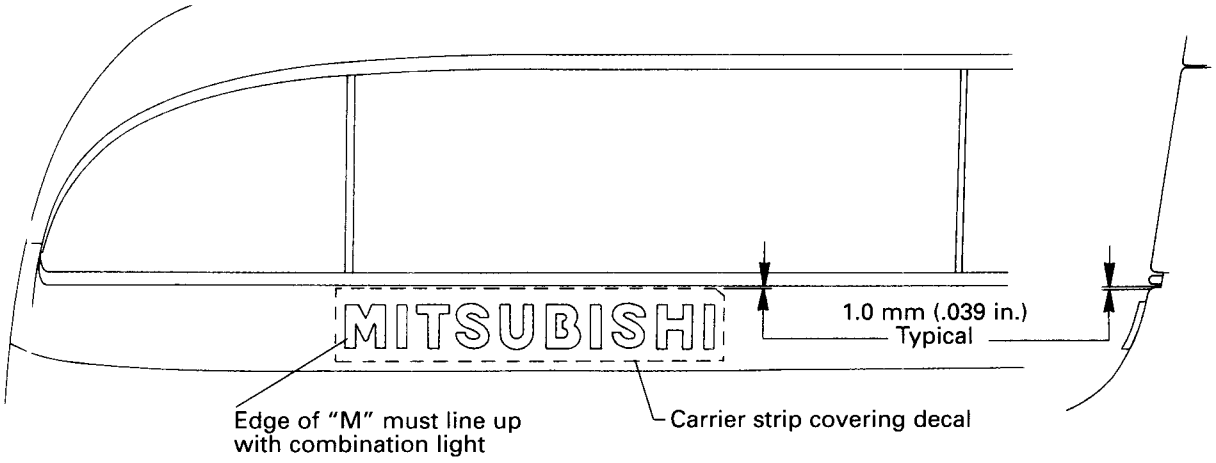
1. Rear bumper upper extension

SPYDER-UNIQUE MITSUBISHI DECAL

PLACEMENT





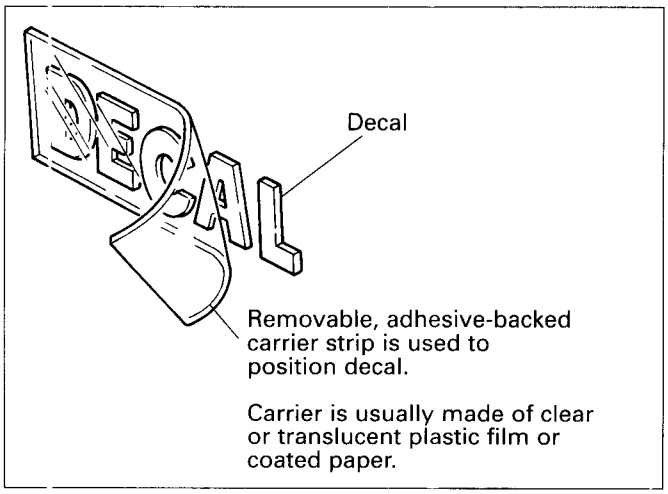


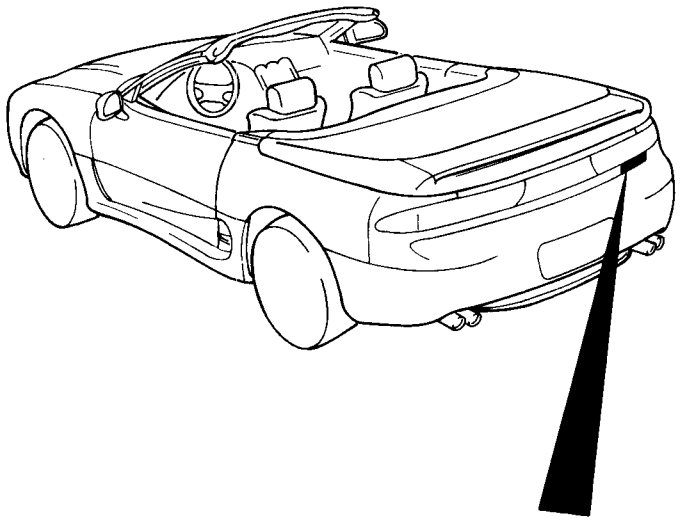
SPYDER VR4 AND SPYDER SL

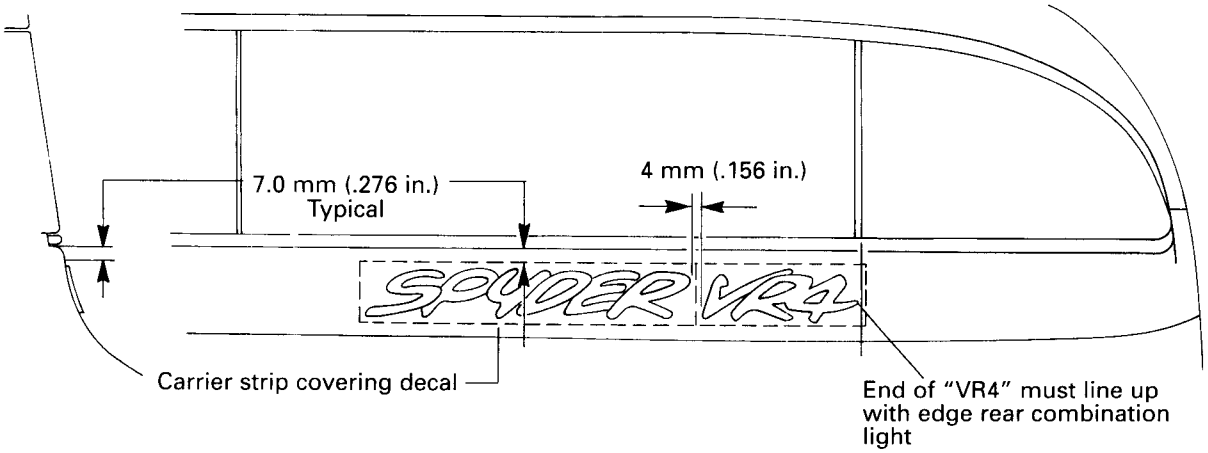
TSB Revision

SPYDER-UNIQUE DECALS

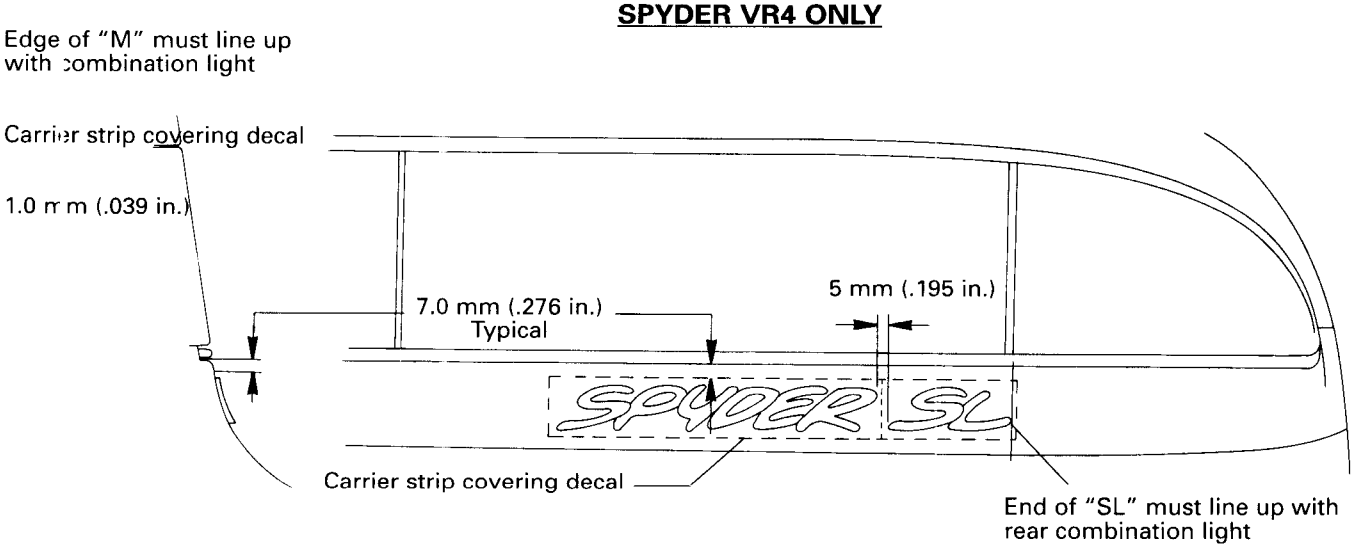
PLACEMENT







SPYDER VR4 ONLY



SPYDER SL ONLY

NOTES

INTERIOR

CONTENTS

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
• Damaged mirror. • Damaged bracket.	• 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
• Rear view mirror Auto-Dim inoperative.	• Circuitry open/shorted. • Damaged mirror. • Damaged backup lamp switch.	• Go to Pinpoint Test A.

TROUBLESHOOTING HINTS

Pinpoint Test A

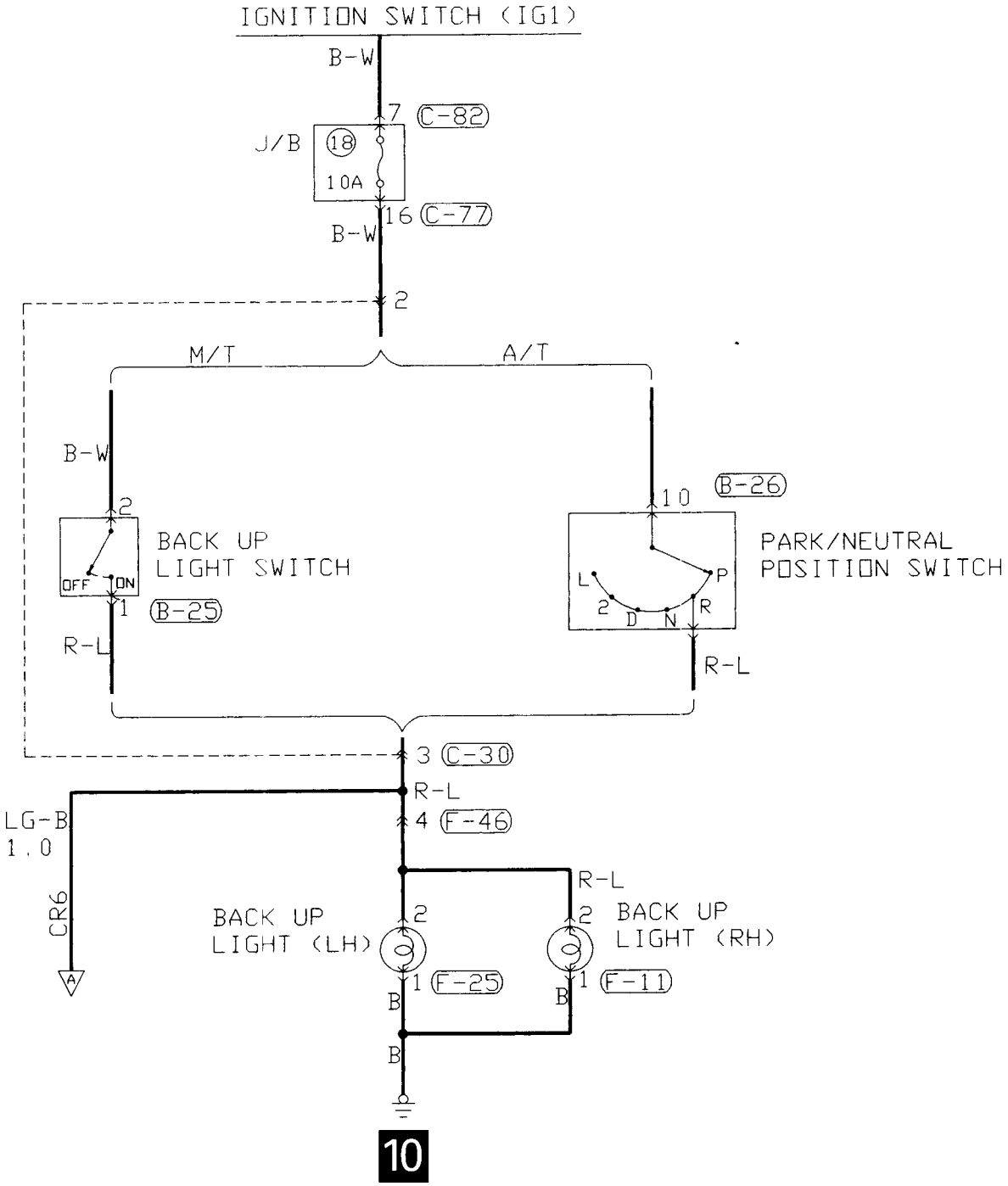
Indicates that the self-dimming mirror will not dim properly. This may occur if circuits CR 5, CR 4, and/or CR 6 are open/shorted, mirror damaged, voltage on circuit CR 6 indicates that the vehicle is in Reverse which prohibits the mirror from dimming.

PINPOINT TESTS

TEST A
REARVIEW MIRROR AUTO-DIM INOPERATIVE

TEST STEP	RESULT ▶	ACTION TO TAKE
A-1 CHECK CIRCUIT CR 5 FOR SYSTEM VOLTAGE		
• 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. • **Is system voltage present?**	Yes ▶ No ▶	Go to **A-2.** Repair circuit CR 5. 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 ▶	Go to **A-3.** Repair circuit CR 4. Restore vehicle. Retest system.
A-3 CHECK CIRCUIT CR 6 FOR VOLTAGE		
• 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. • **Is voltage present?**	Yes ▶ No ▶	Go to **A-4.** Replace rearview mirror. Restore vehicle. Retest system.
A-4 CHECK CIRCUIT CR 6 AT BACK UP LAMP SWITCH		
• 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. • **Is voltage present?**	Yes ▶ No ▶	Repair circuit CR 6. Restore vehicle. Retest system. Refer to Volume 1 of Service Manual (for backup lamp switch adjustment or repair).

SELF-DIMMING LIGHTED REARVIEW MIRROR CIRCUIT DIAGRAM



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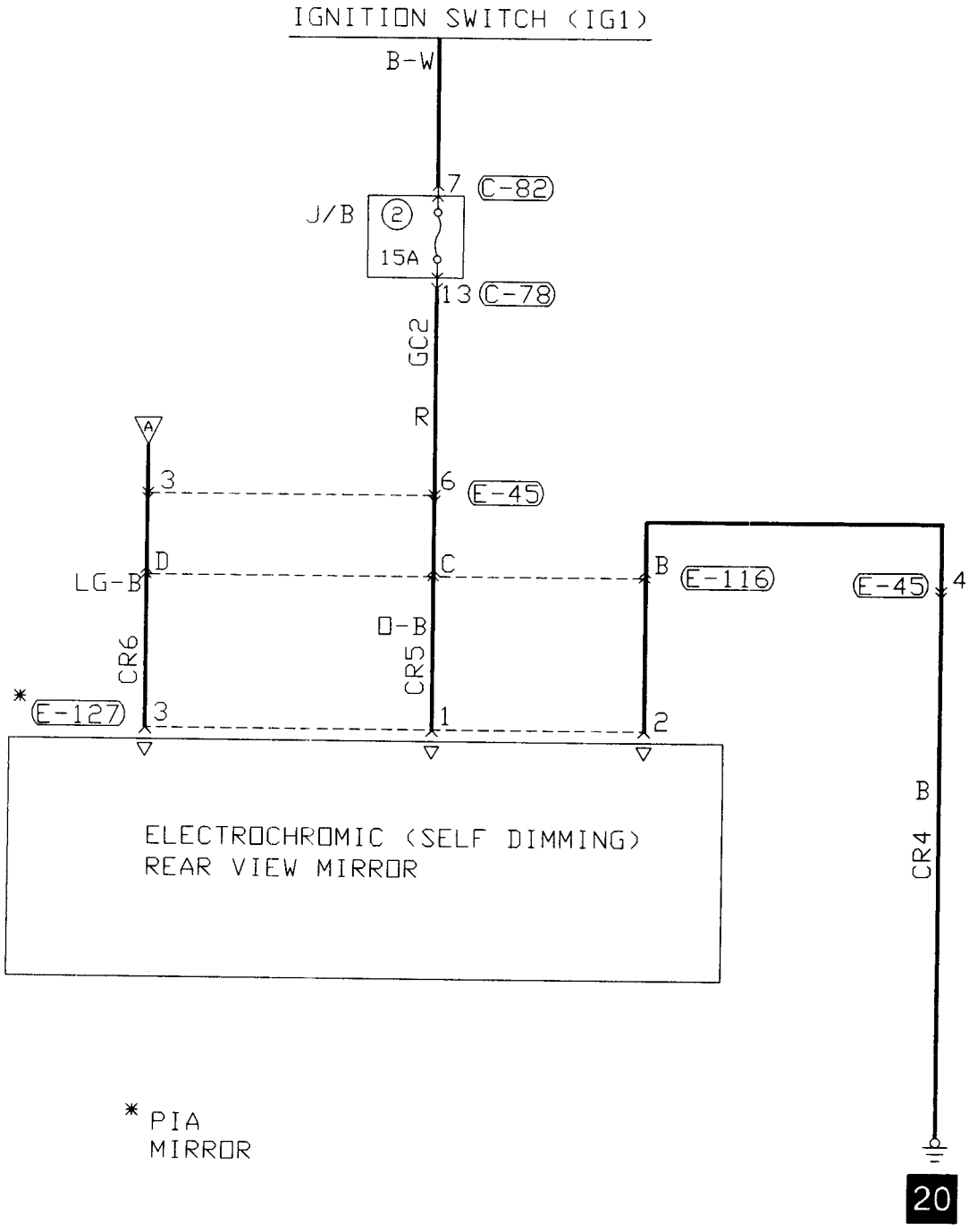
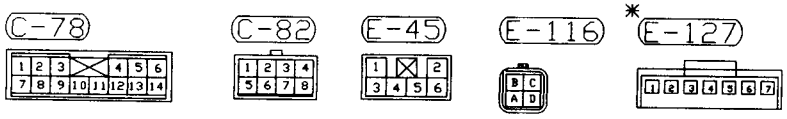
SELF-DIMMING LIGHTED REARVIEW MIRROR CIRCUIT DIAGRAM



* PIA
MIRROR



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SERVICE ADJUSTMENT PROCEDURES

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

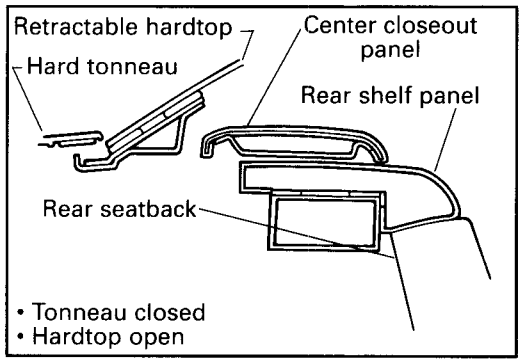
Description

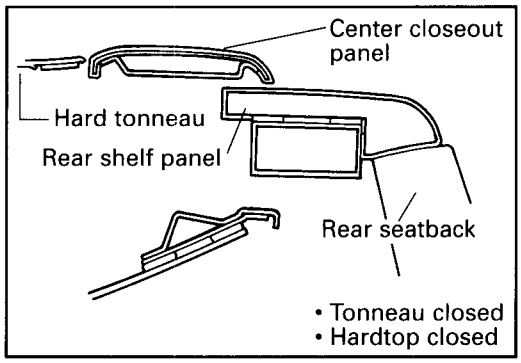
The positions of the quarter trim panels in the vehicle are the foundation for all height, position or gap adjustments of the rear shelf panel, flipper doors, and center closeout panel. The only piece of trim that is not stationary is the center closeout panel. The center closeout rides on two cams and 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.

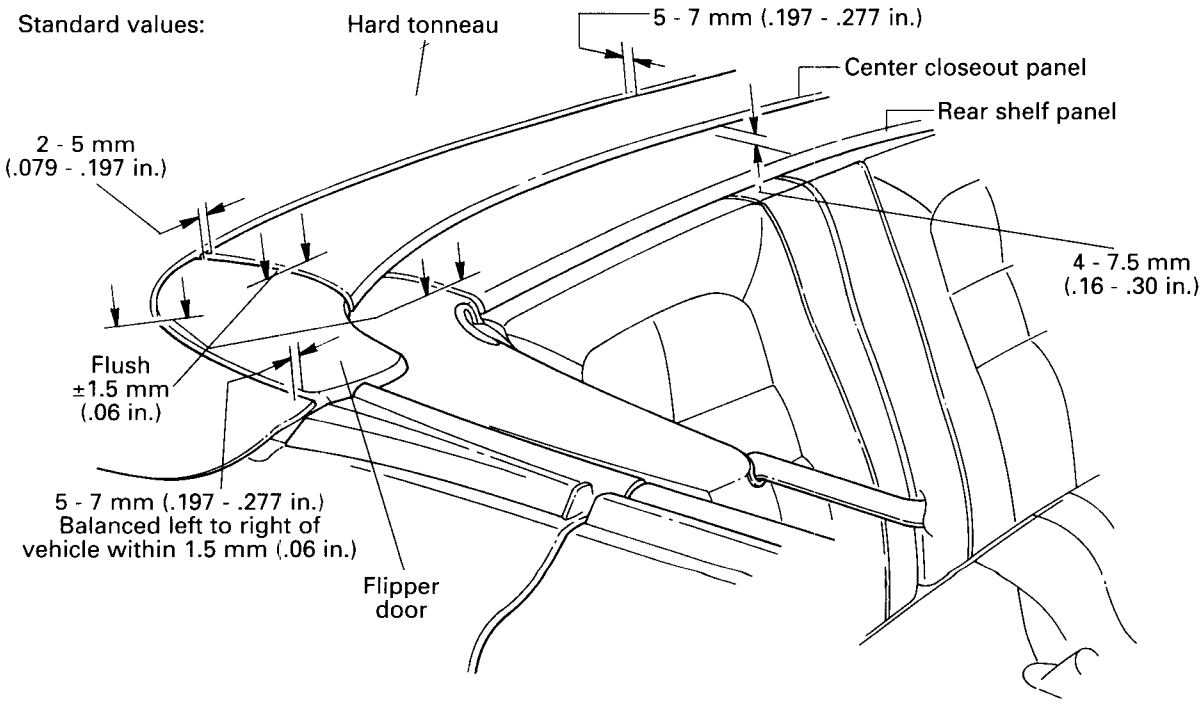
All the subject parts, including the hard tonneau and flipper doors, must all be in alignment with each other in order to achieve the proper design positions. When one or more of these components are adjusted or replaced, the alignment of the other subject parts must be checked and readjusted if necessary.

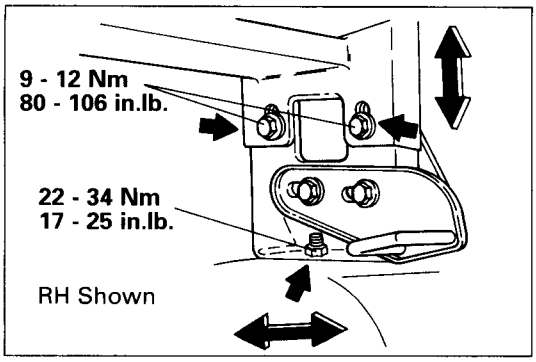
When adjusting or replacing the trim parts, the hardtop should be open (stowed) and the hard tonneau closed.

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.



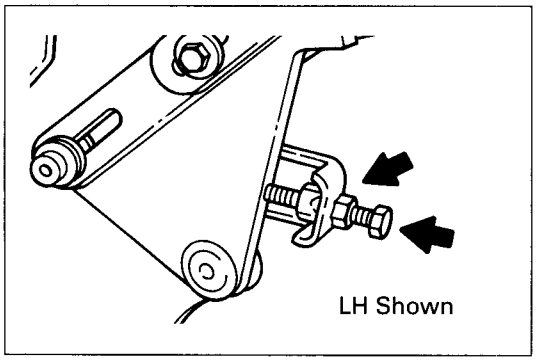






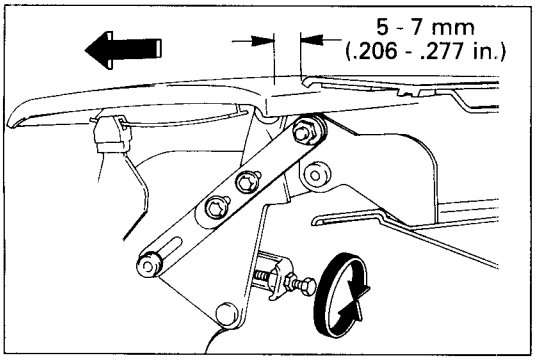
REAR SHELF PANEL

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.

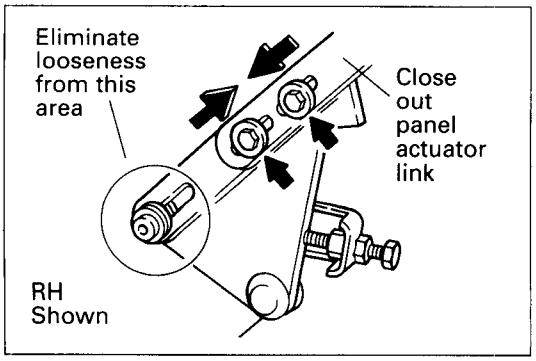


4. Move the center closeout panel rearward toward the hard tonneau until it stops.

   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.)



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.)

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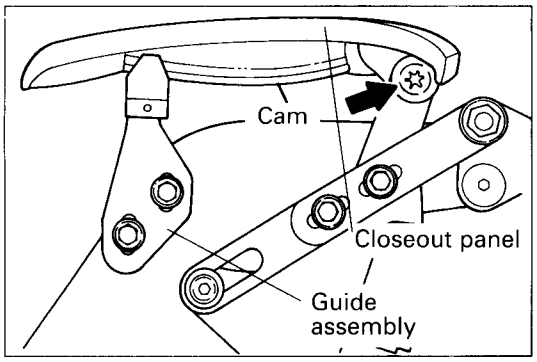
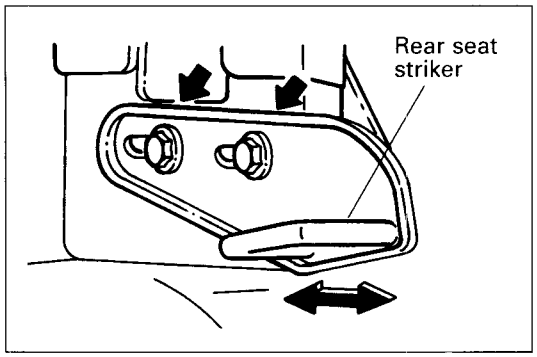


5. Adjust the height of the center closeout panel, as necessary, as shown in the illustration.

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.)

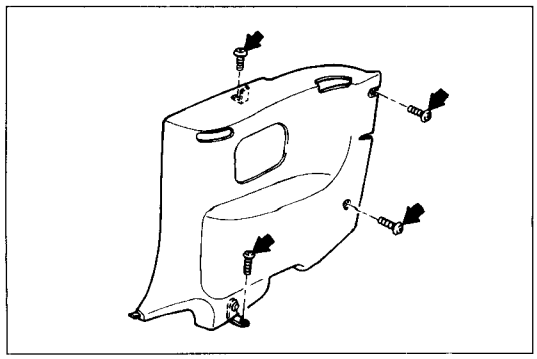


REAR SEAT STRIKERS

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

1. With both rear seat backs installed, fold them forward.
2. Loosen the bolts holding the striker at one side enough to adjust the striker.
3. 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.)

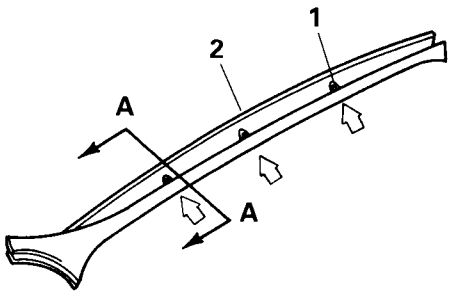


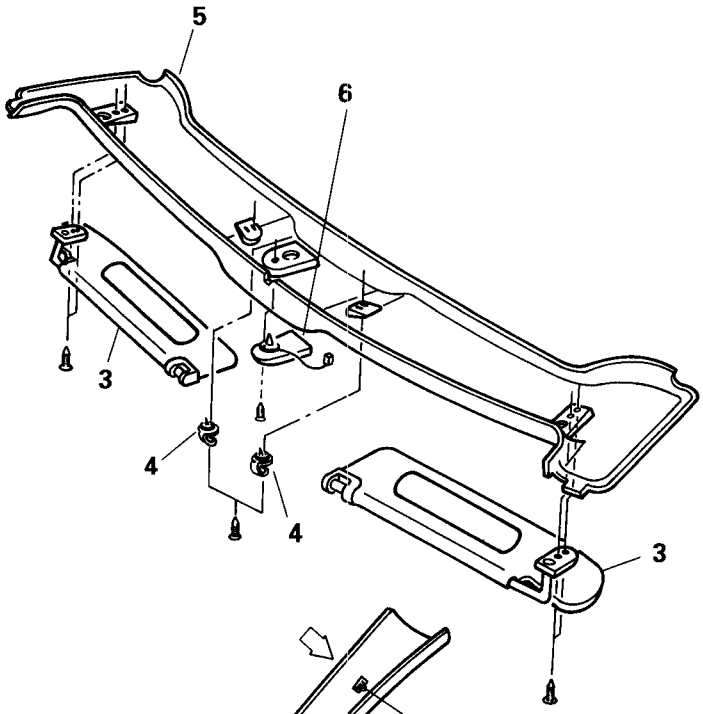
QUARTER TRIM PANELS

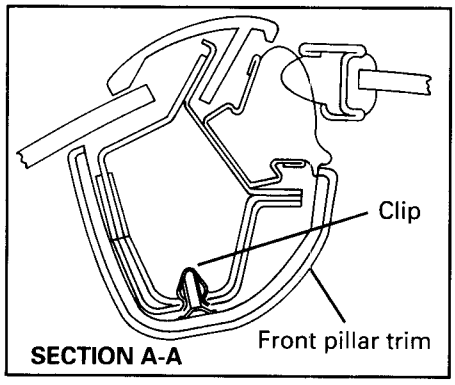
The quarter trim panels are not necessarily designed to be adjusted. When adjustment is necessary, the attaching holes and the corresponding hole locations in the brackets or body structure may need to be redrilled.

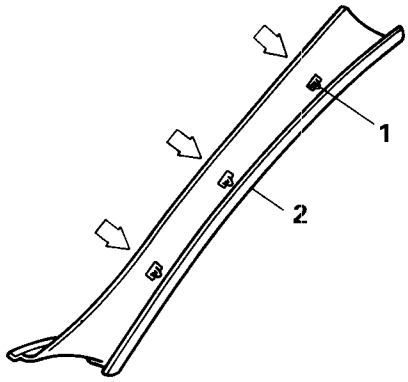
REMOVAL AND INSTALLATION

<Interior>









Front pillar trim removal steps

1. Clip
2. Front pillar trim

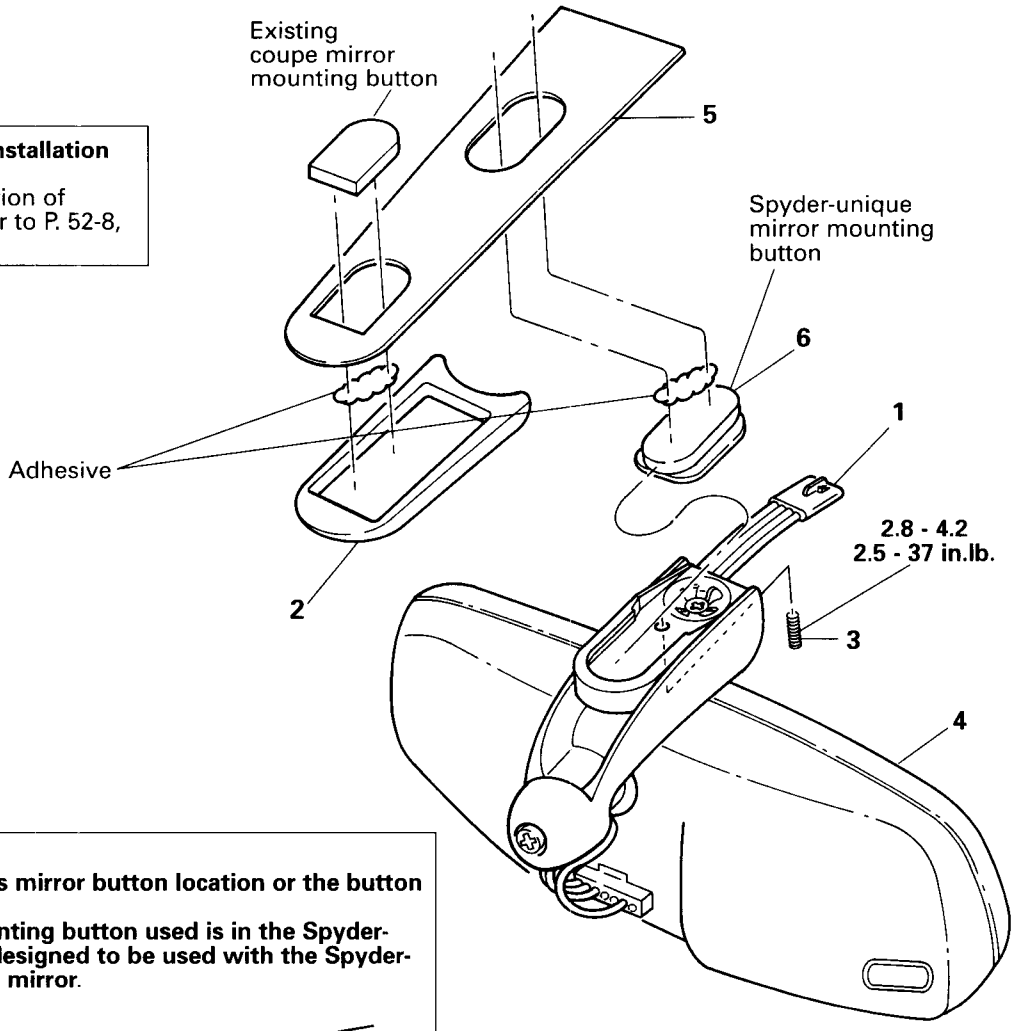
Header garnish removal steps

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

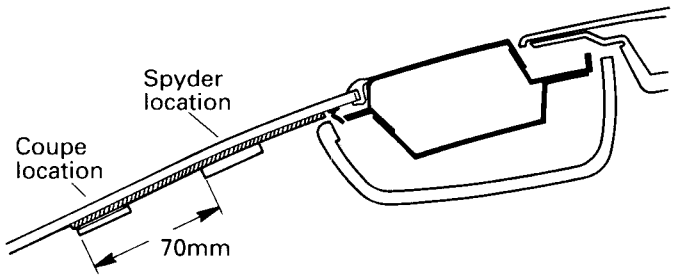
NOTE
(1) ⇦ : Location of metallic clip

<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.**



Self-dimming lighted rearview mirror removal steps

1. Mirror electrical connector
2. Lower mirror garnish
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.

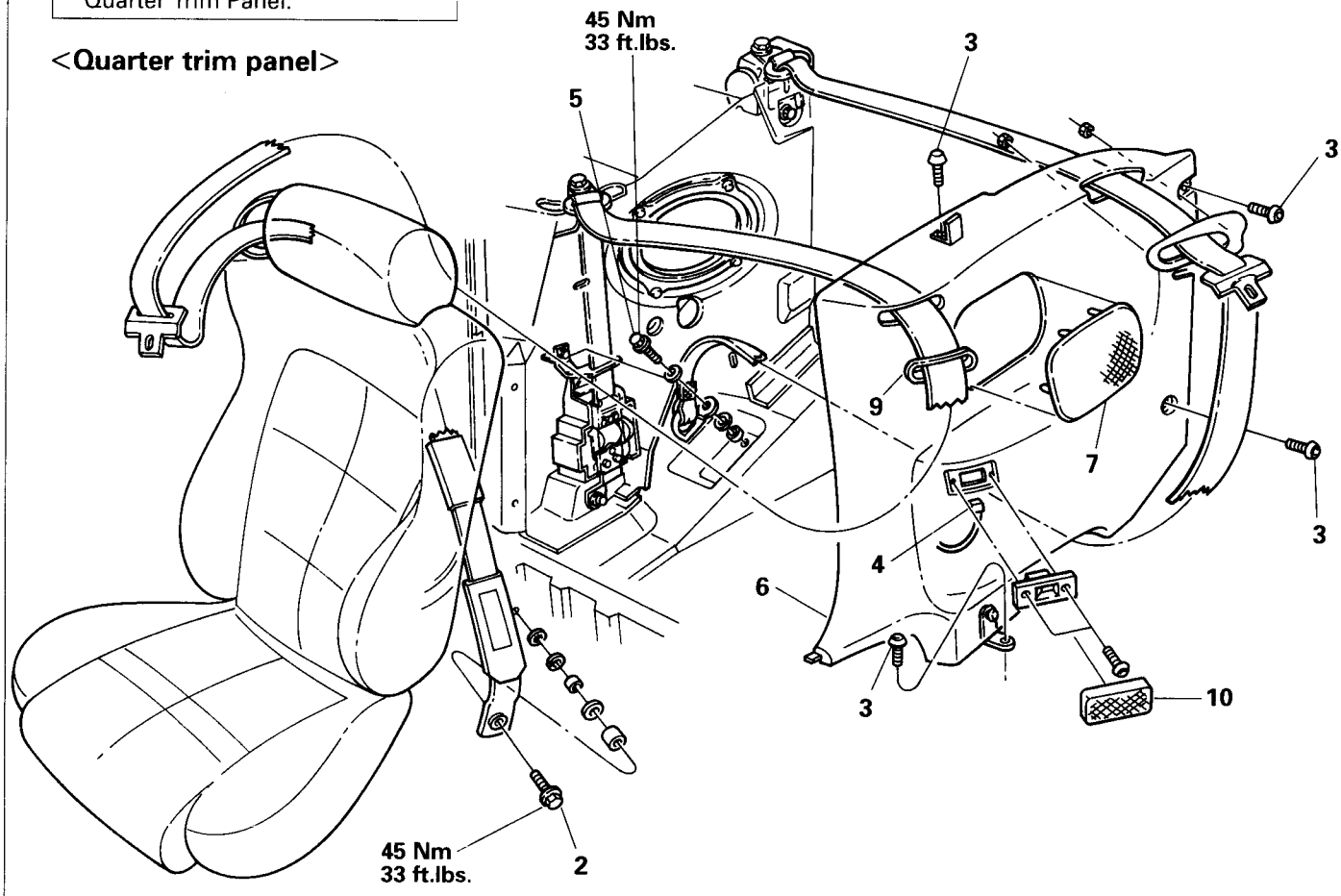
1. Using a clean, lint-free cloth dampened with isopropyl alcohol, clean the area of the windshield where the mounting button and black-out applique will go.
2. Peel back the lower half of the protective backing from the black-out applique (rounded end).
3. Apply the exposed portion around the existing 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>

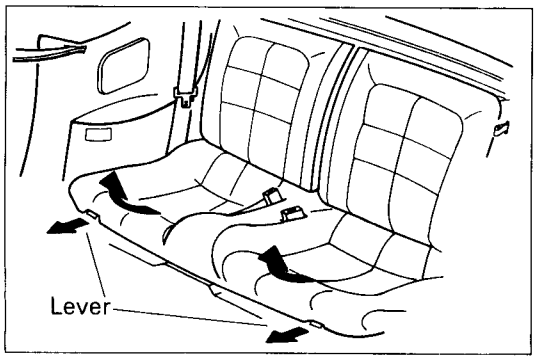


Quarter trim panel removal steps

◀▶ ▶◀ 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.

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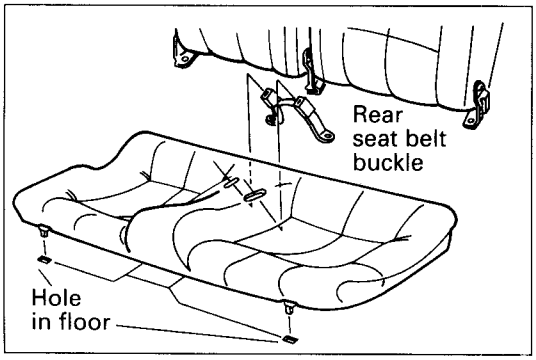
SERVICE POINTS OF INSTALLATION

7. INSTALLATION OF SPEAKER COVER

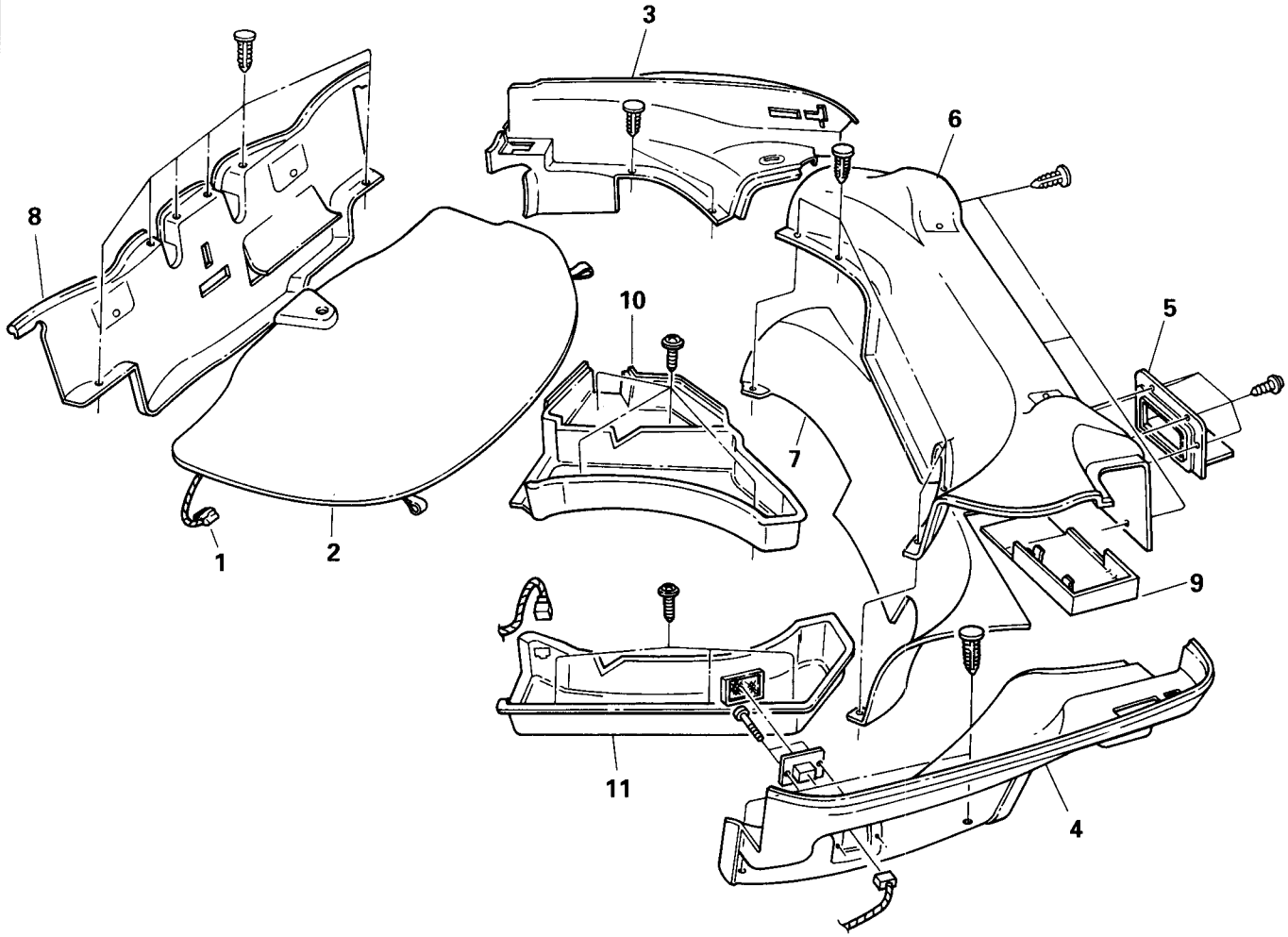
Note: The Spyder-unique quarter trim panel uses the opposite-handed coupe speaker cover. (The LH coupe speaker cover attaches to the RH quarter trim panel.)



1. INSTALLATION OF REAR SEAT

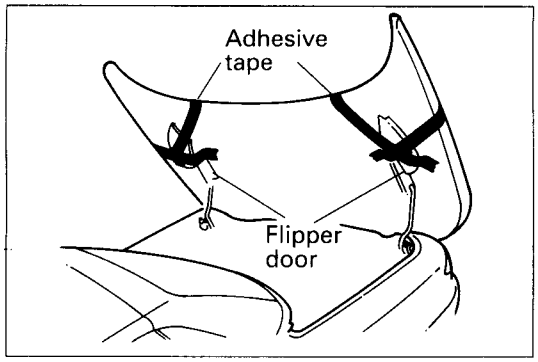
(1) Fit the seat cushion attachment wire under the seatbacks securely.
(2) Pass the rear seat belt buckles through the seat cushion.
(3) Securely attach the seat cushion lock plate to the floor.

<Cargo/hardtop stowage area>



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.)

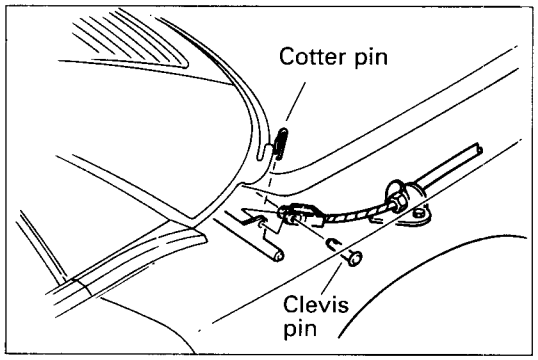


SERVICE POINTS OF REMOVAL

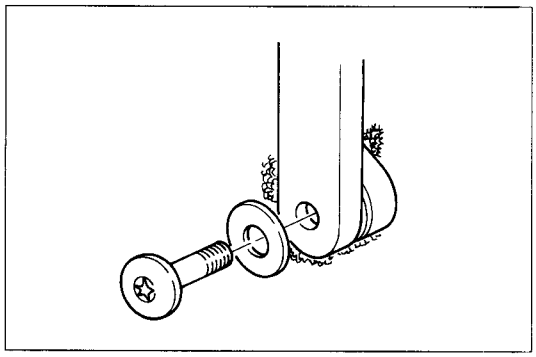
3. REMOVAL OF LEFT HAND TRUNK TRIM PANEL

(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" 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.

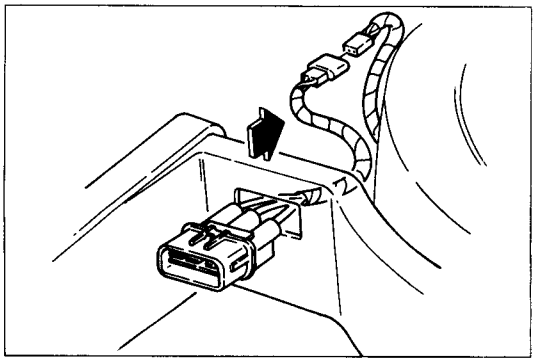


(4) Remove the cotter pin and clevis pin securing the flipper door cable clevis to the hardtop mechanism.
(5) Pull the cable through the trim panel to remove it.



7. REMOVAL OF TRUNK TRIM REAR PANEL

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



10. 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.

SERVICE POINTS OF INSTALLATION

10. INSTALLATION OF LUGGAGE COMPARTMENT FLOOR BOX

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

7. INSTALLATION OF TRUNK TRIM REAR PANEL

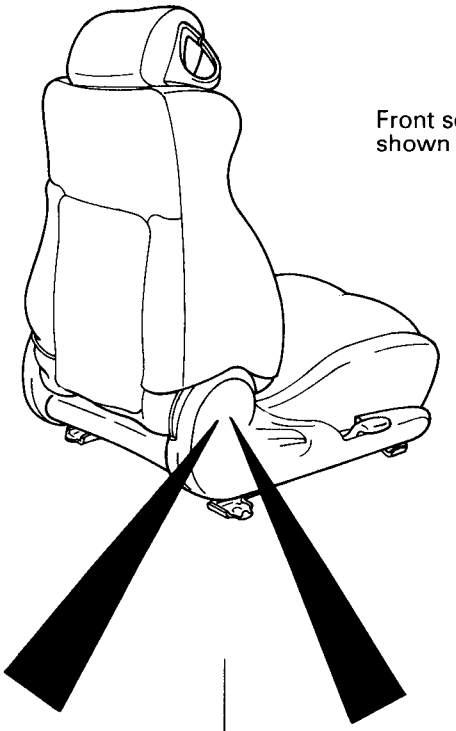
Attach the trim, then install the hardtop down stop link to the bracket with the bolt.

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

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



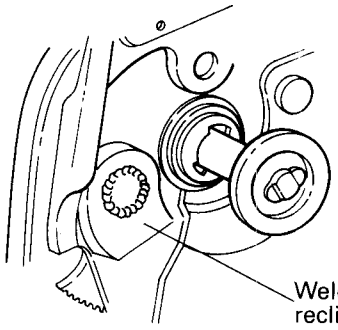
Front seat (passenger side shown - driver side similar)

Pre-removal and Post-installation Operation
- Removal and Installation of Front Seat (Refer to GROUP 52A, in Volume 1.)

<Vehicles with riveted-on recline-angle stop>

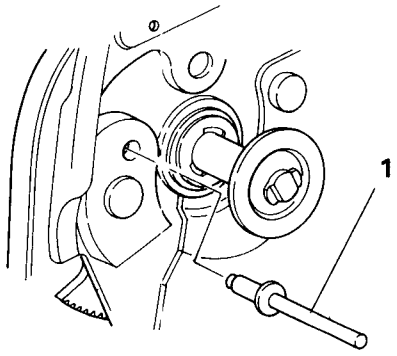
<Repair for vehicles with welded-on re-cline-angle stop>

<Vehicles with welded-on recline-angle stop>



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

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SERVICE POINT OF

1. **REMOVAL OF RIVET**

   Use a 3/16 in. drill to remove

   Caution
   Be sure drill chips are completely re... ing the area so that they do not get ca... 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.

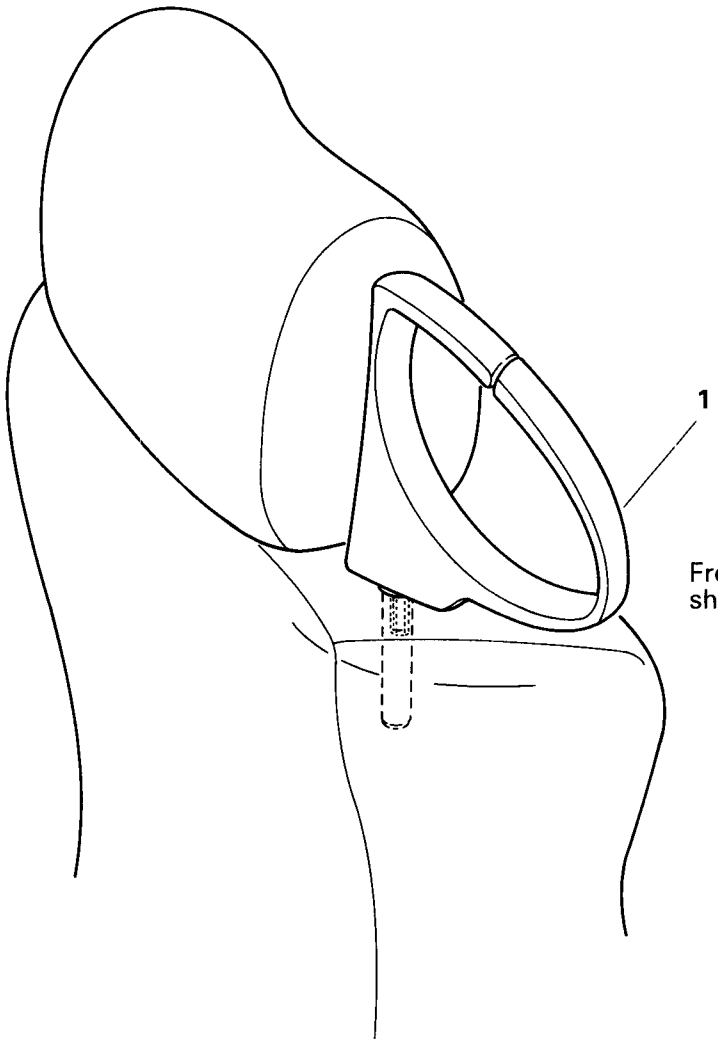
   Caution
   Be sure drill chips are completely removed by vacuuming the area so that they do not get caught in the seat reclining adjuster.

1. **INSTALLATION OF RIVET**

   Rivet: 3/16" x .375 Protruding head

SEAT BELT GUIDE

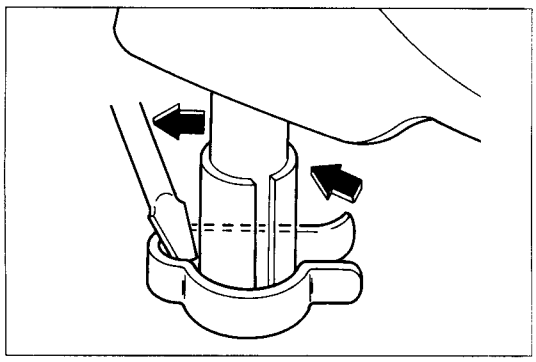
DISASSEMBLY AND REASSEMBLY



Front seat (passenger side shown - driver side similar)

Seat belt guide removal step

◆◆ 1. Seat belt guide



SERVICE POINT OF REMOVAL

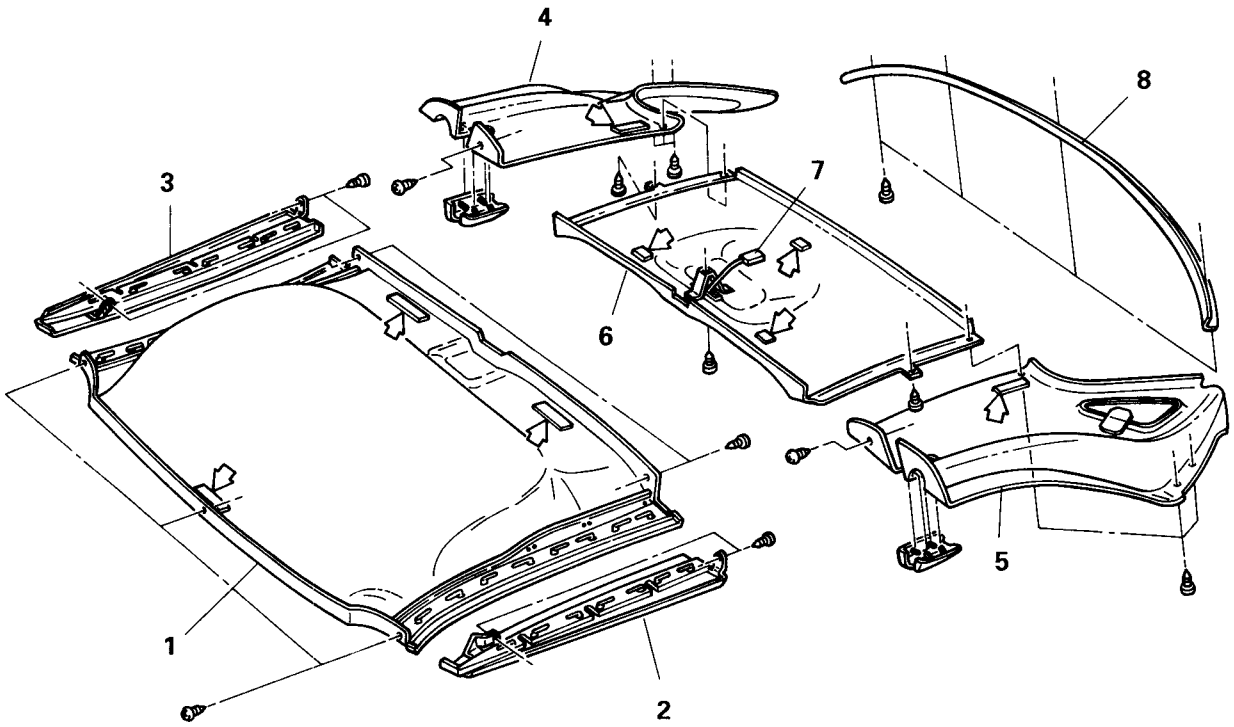
1. REMOVAL OF SEAT BELT GUIDE

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.)

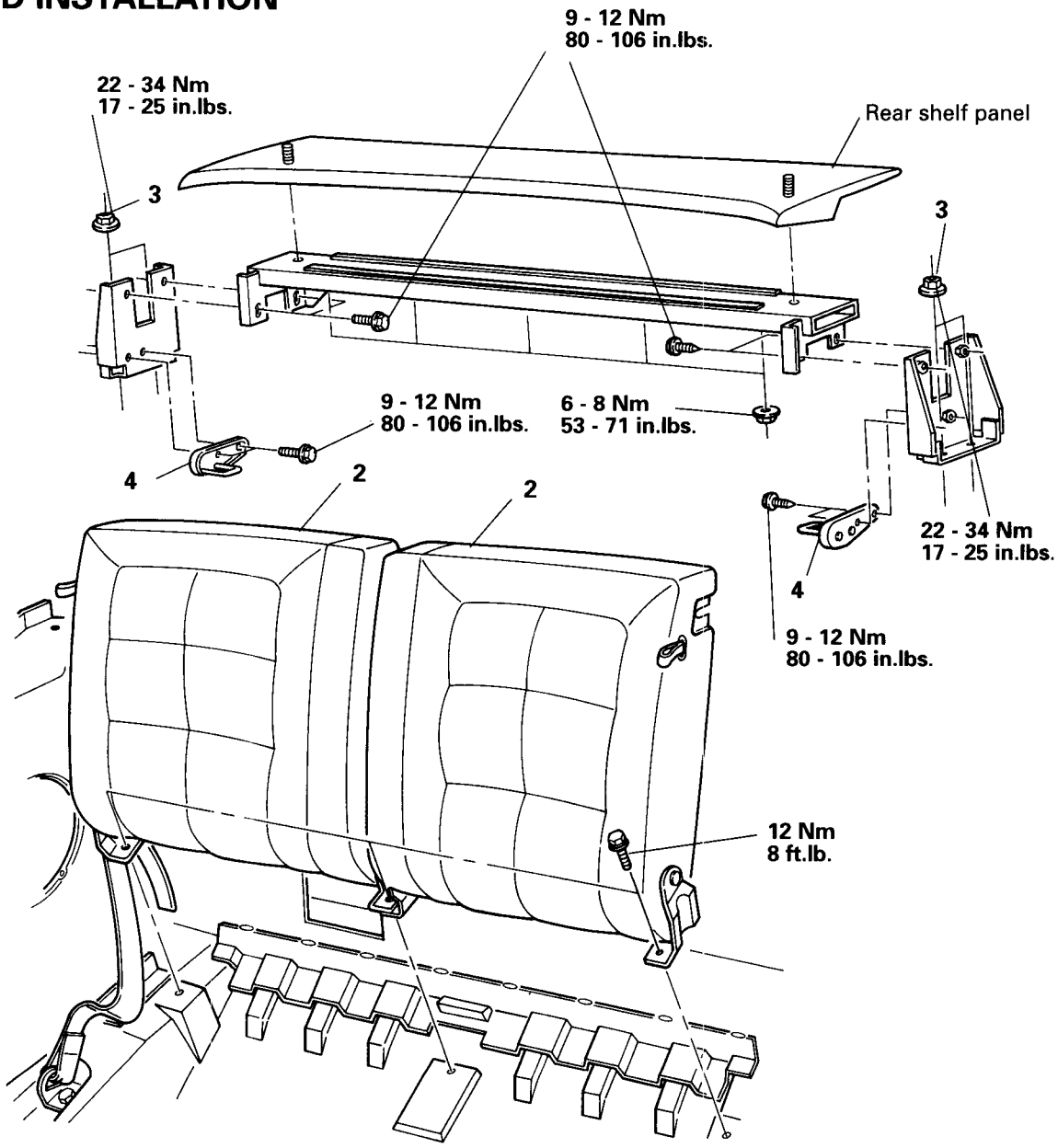
Headlining removal steps

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

REAR SEAT, STRIKER AND REAR SHELF PANEL

REMOVAL AND INSTALLATION



Pre-removal Operation of Rear Shelf Panel
- 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).

Post-installation Operation of Striker and Rear Shelf Panel
- 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 P.52-13, in this section.)

NOTE
Matchmark components before removal or disassembly.

Rear seat removal steps

◆◆ ◆◆ 1. Rear seat cushion
2. Rear seat back

Rear shelf panel removal step

3. Nuts

Striker removal step

4. Striker

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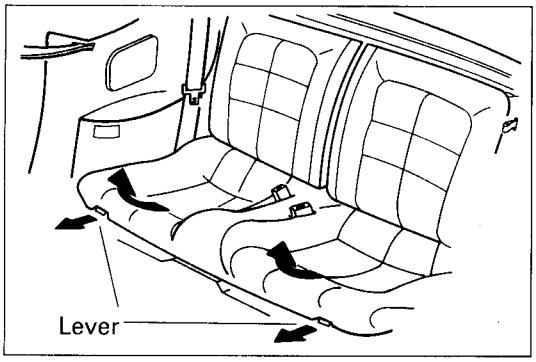
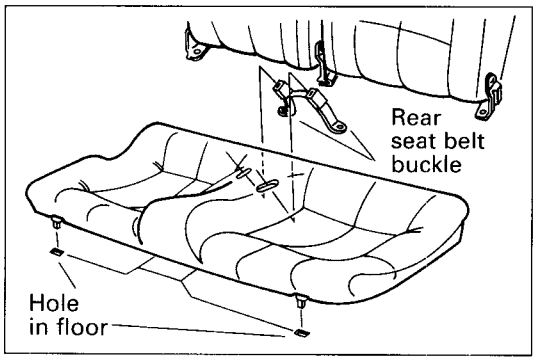


SERVICE POINT OF REMOVAL

1. REMOVAL OF REAR SEAT

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



SERVICE POINT OF INSTALLATION

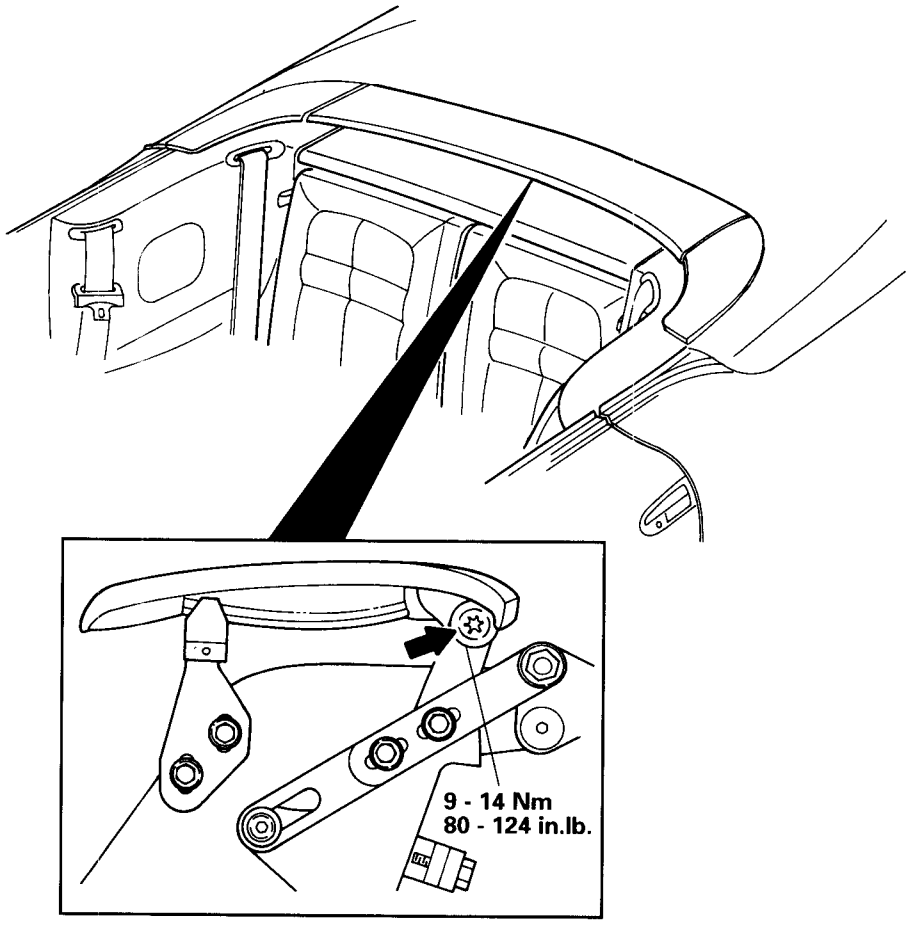
1. INSTALLATION OF REAR SEAT

(1) Fit the seat cushion attachment wire under the seatbacks 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.)

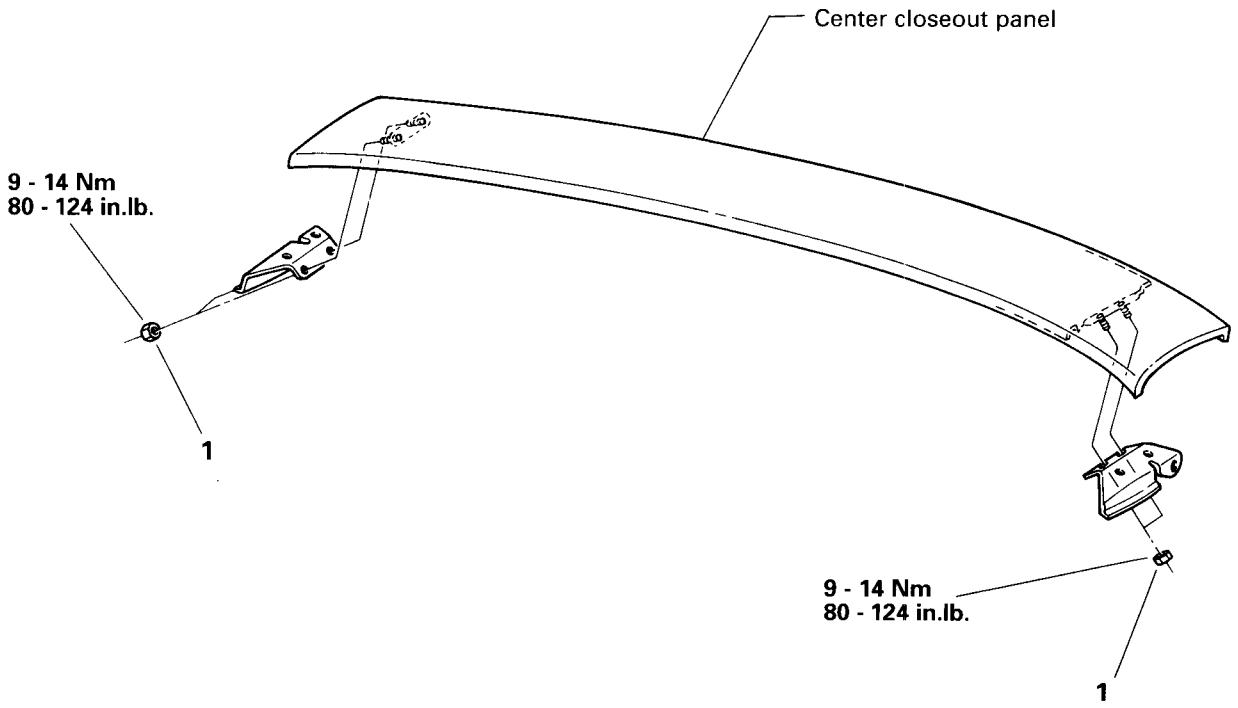


Removal step

1. Bolt

DISASSEMBLY AND REASSEMBLY

<Center closeout panel>

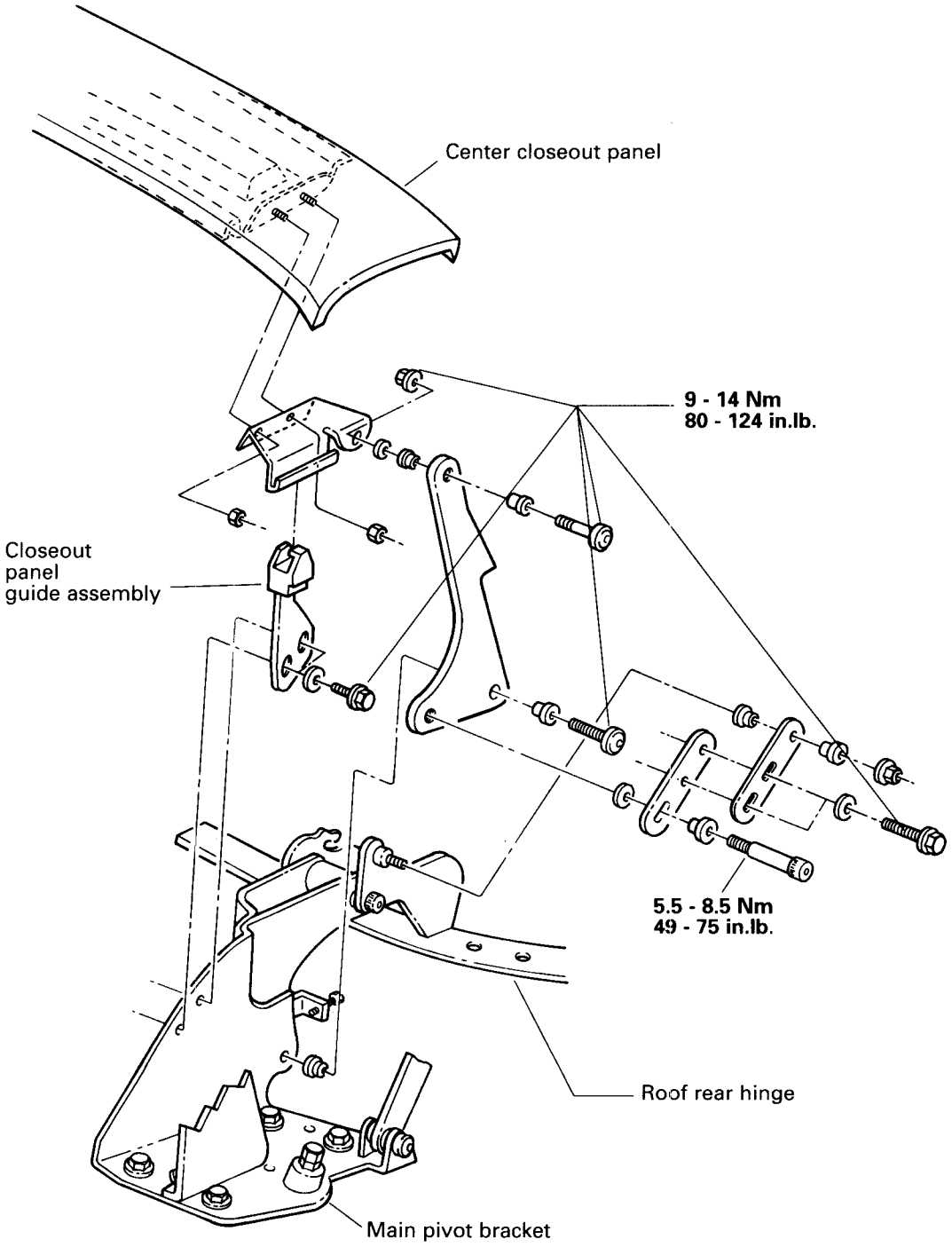


Disassembly step

1. Nut

DISASSEMBLY AND ASSEMBLY

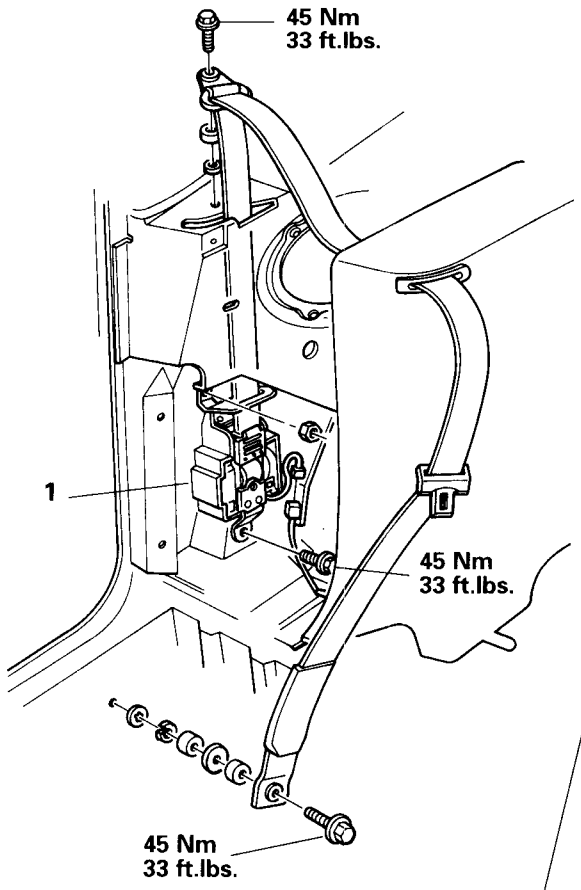
<Mechanism>



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.

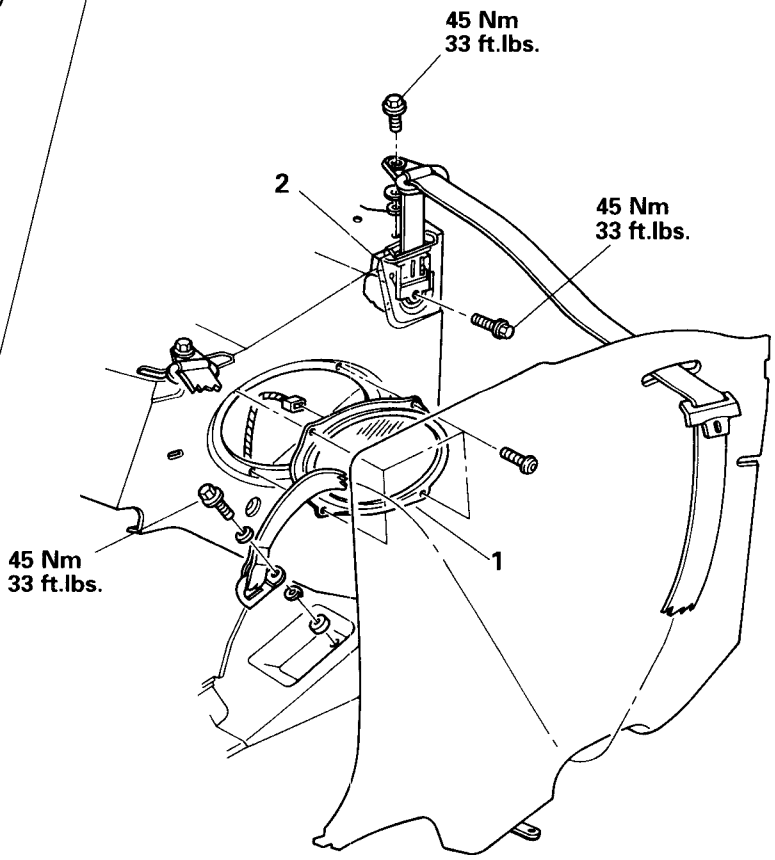
<Rear Seat Belt>

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.

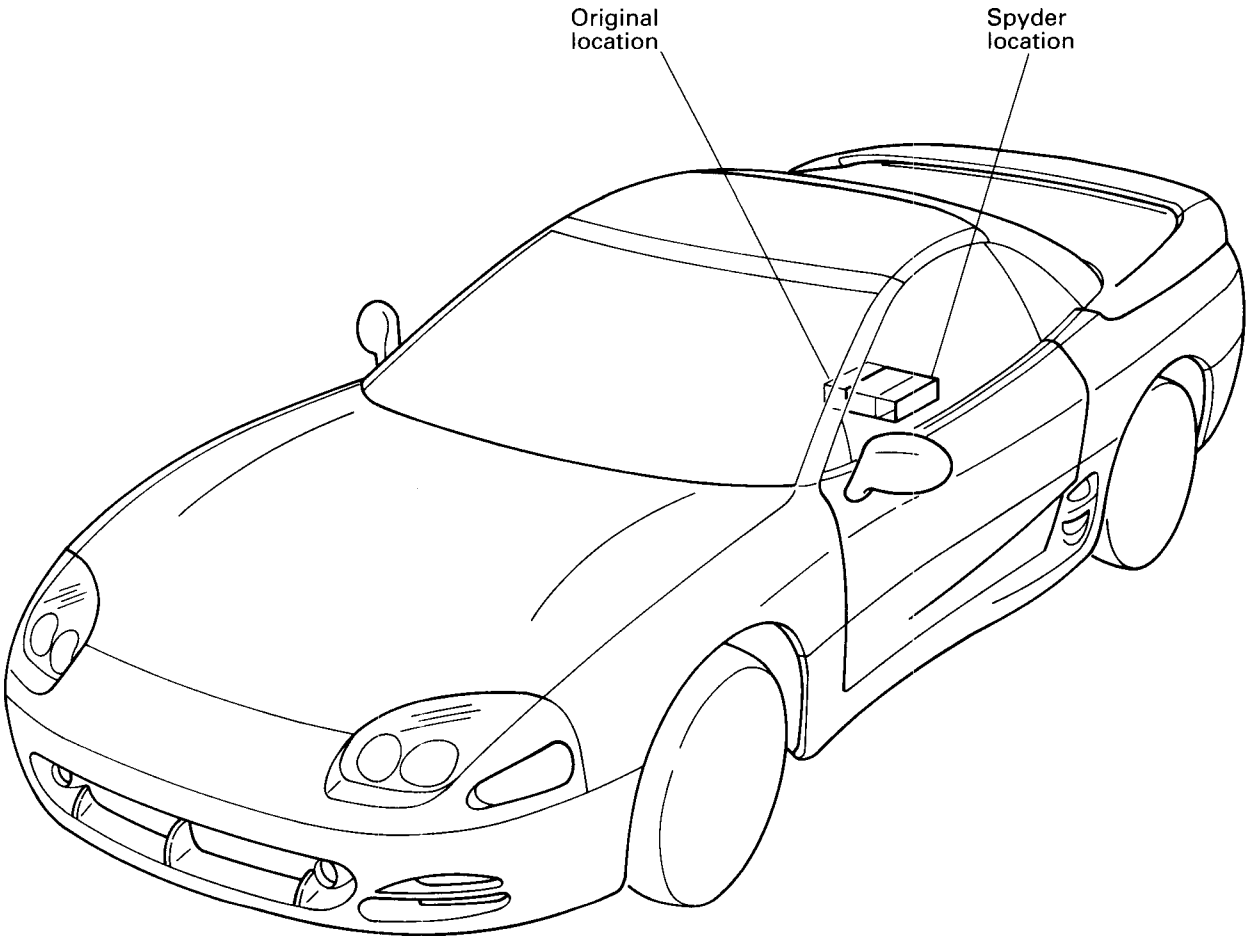


NOTES

CHASSIS ELECTRICAL

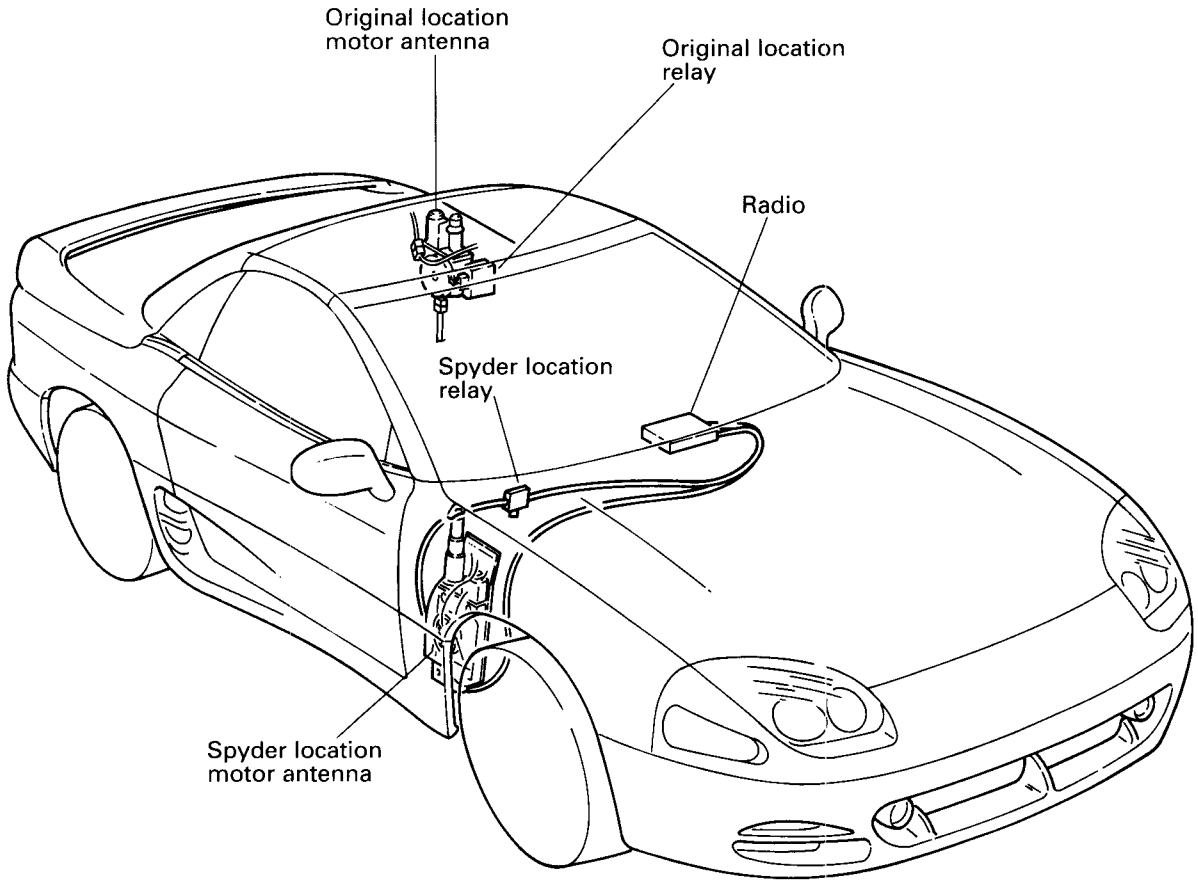
CONTENTS

CD CHANGER



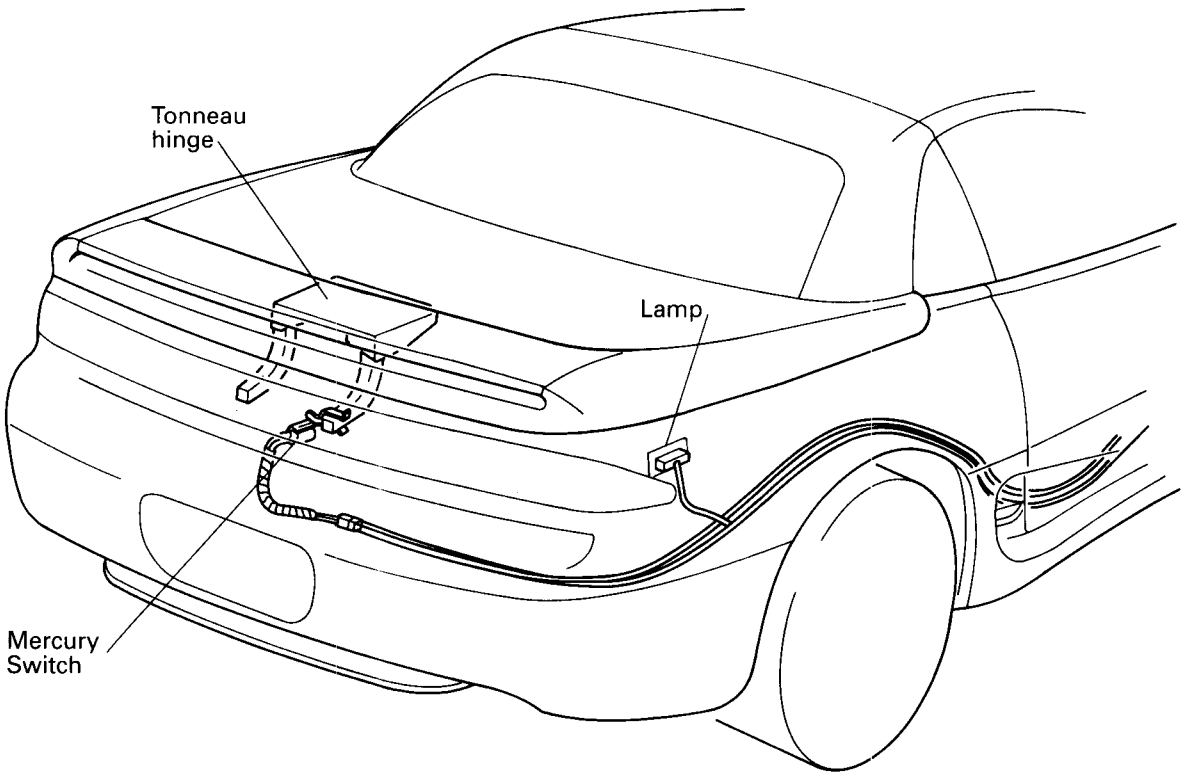
NOTE
For diagnostics and testing refer to Volume 2 of the Service Manual.

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
• Damaged switches. • Damaged mirror.	• 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 5, 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 dome light switch, which indicates a problem in dome light circuits or door switch.

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, or lamp damaged.

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		
• Access and remove suspect map light bulb. • Inspect map light bulb. • **Is map light bulb good?**		Yes ▶	Replace rearview mirror. Restore vehicle. Retest system.
		No ▶	Replace bulb. Restore vehicle. Retest system.

PINPOINT TESTS

TEST C
LUGGAGE COMPARTMENT LAMP INOPERATIVE

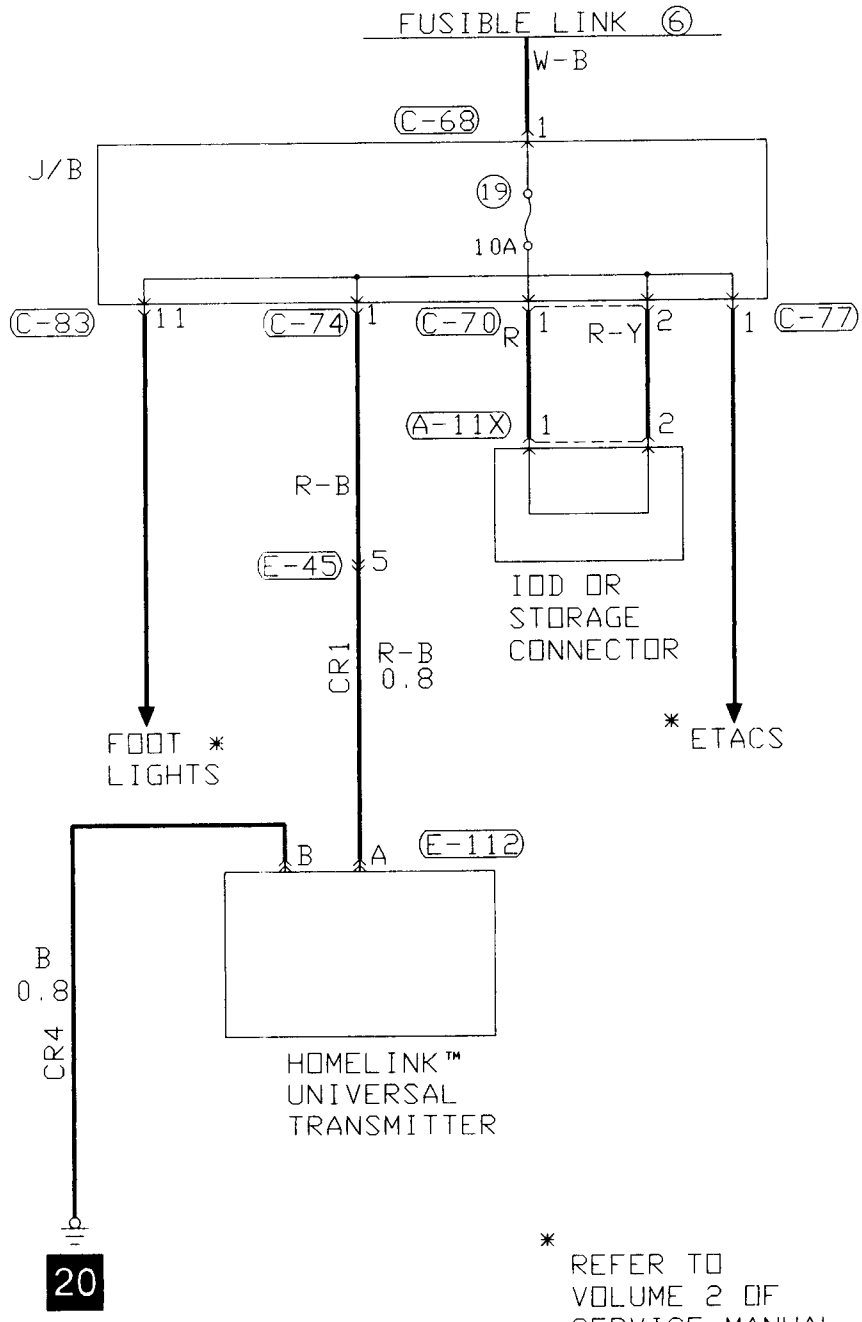
TEST STEP		RESULT ▶	ACTION TO TAKE
C-1	CHECK CIRCUIT CT 2 AT LUGGAGE COMPARTMENT LAMP		
NOTE: Remove and inspect light bulb before continuing. • Open hard tonneau. • Access cargo lamp connector F-08. • Using Digital Volt/Ohm Meter (DVOM) set to DC volt, connect negative lead to a known good ground. • Back probe and connect the positive lead to pin 1 at luggage compartment lamp connector F-08. • Read voltmeter. • **Is system voltage present?**		Yes ▶ No ▶	Go to **C-2.** Go to **C-3.**
C-2	CHECK CIRCUIT CT 3 AT LUGGAGE COMPARTMENT LAMP		
• 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 ▶ No ▶	Replace luggage compartment lamp. Restore vehicle. Retest system. Repair circuit CT 3. Restore vehicle. Retest system.
C-3	CHECK CIRCUIT CT 2 AT LUGGAGE COMPARTMENT LAMP SWITCH		
• 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 ▶ No ▶	Repair circuit CT 2. Restore vehicle. Retest system. Go to **C-4.**
C-4	CHECK CIRCUIT CT 1 AT LUGGAGE COMPARTMENT LAMP SWITCH		
• 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 ▶ No ▶	Replace luggage compartment lamp switch. Restore vehicle. Retest system. Refer to Volume 2 of Service Manual (for repair of dome light circuit).

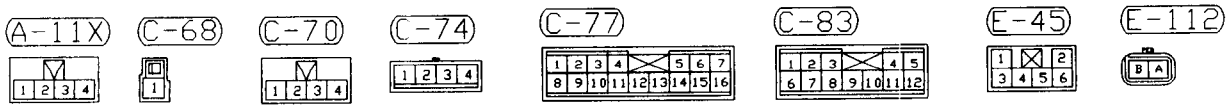
PINPOINT TESTS

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. • 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 ▶ No ▶	Go to **D-2.** Refer to Volume 2 of Service Manual, Lighting System (for dome light circuit repair).
D-2	CHECK CIRCUIT CR 4 FOR OPEN		
• 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 ▶ No ▶	Circuits check okay. Restore vehicle. Refer to HomeLink™ Universal Transmitter Training Techniques found in Section 00 of this Manual. Repair circuit CR 4. Restore vehicle. Retest system.

HomeLink™ UNIVERSAL TRANSMITTER CIRCUIT DIAGRAM





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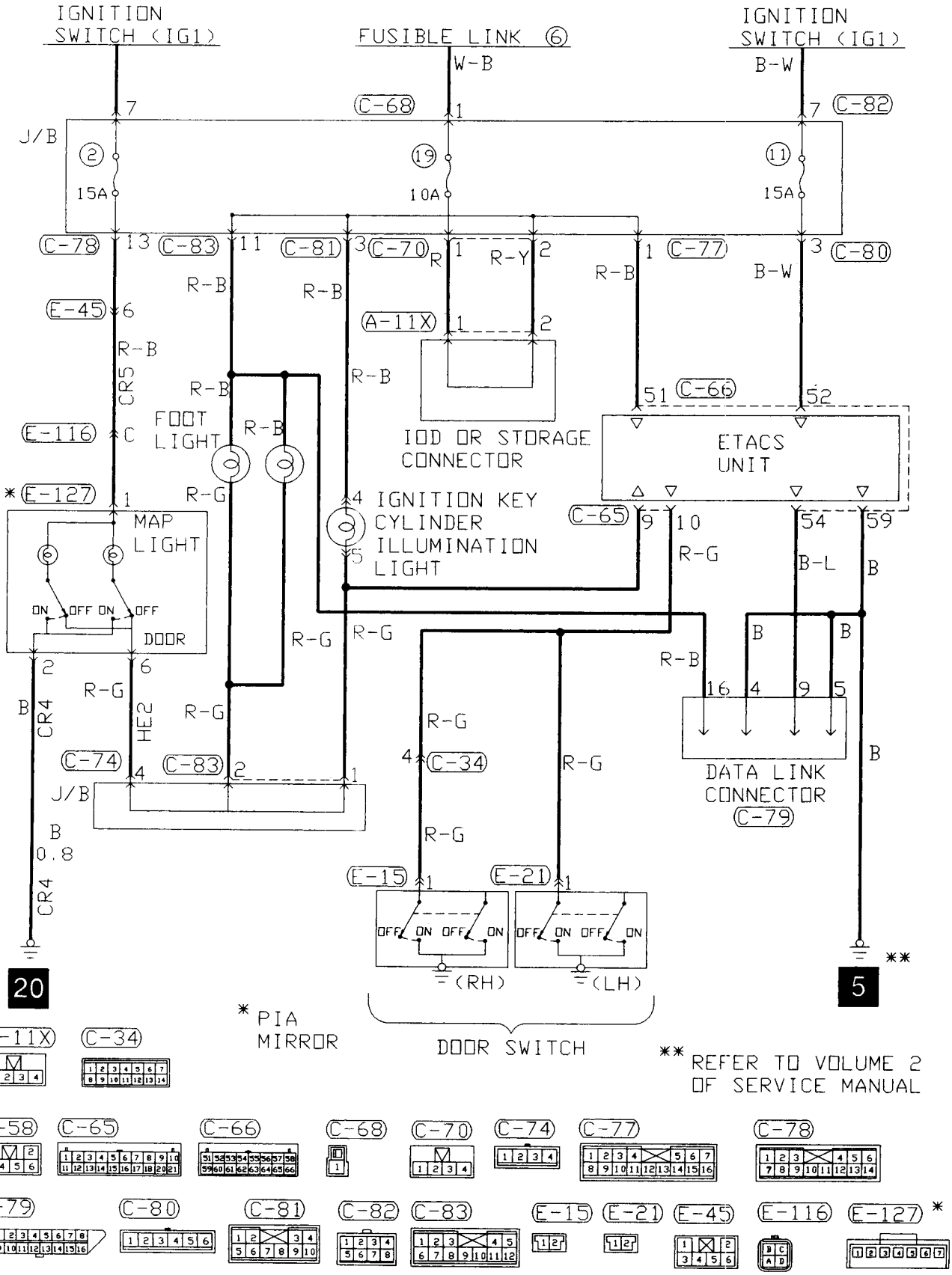
LIGHTED REARVIEW MIRROR (MAP LIGHTS) CIRCUIT DIAGRAM



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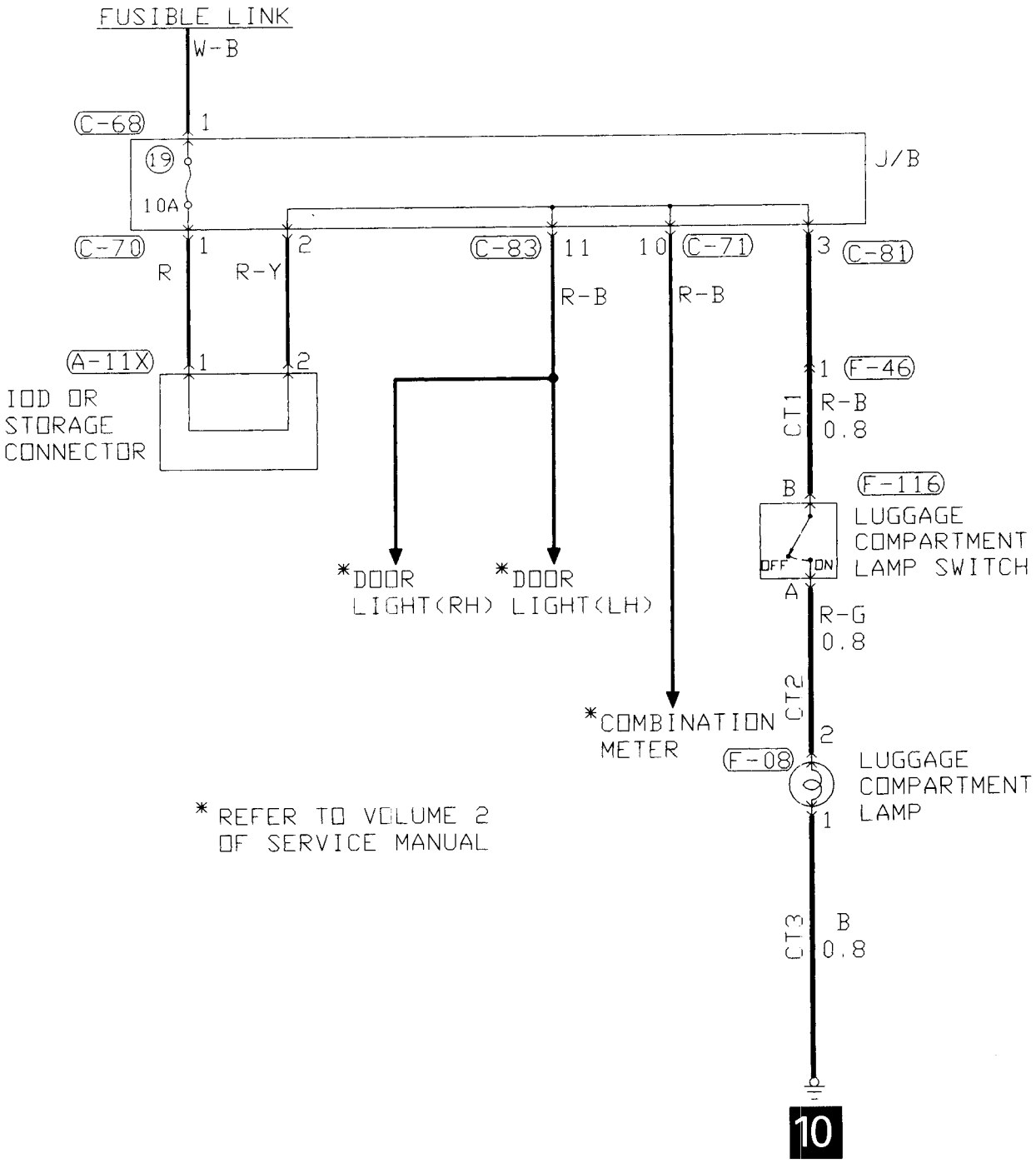
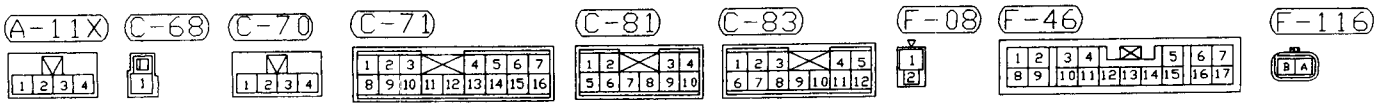
CARGO/HARDTOP STOWAGE AREA LAMP CIRCUIT DIAGRAM





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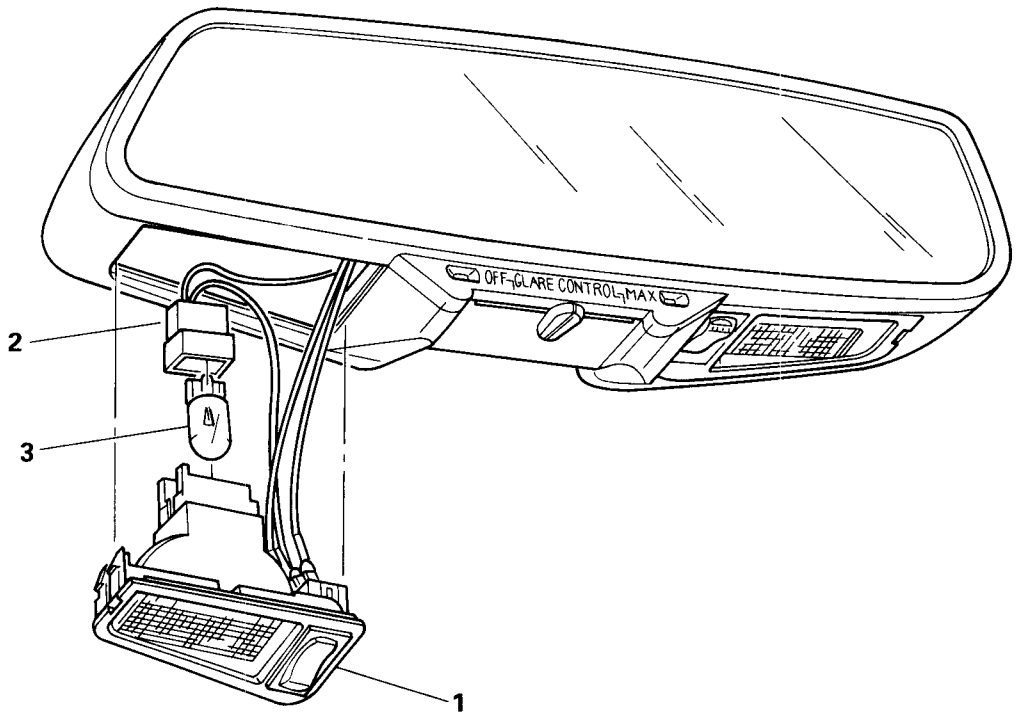
LIGHTED REARVIEW MIRROR (MAP LIGHTS)

REMOVAL AND INSTALLATION



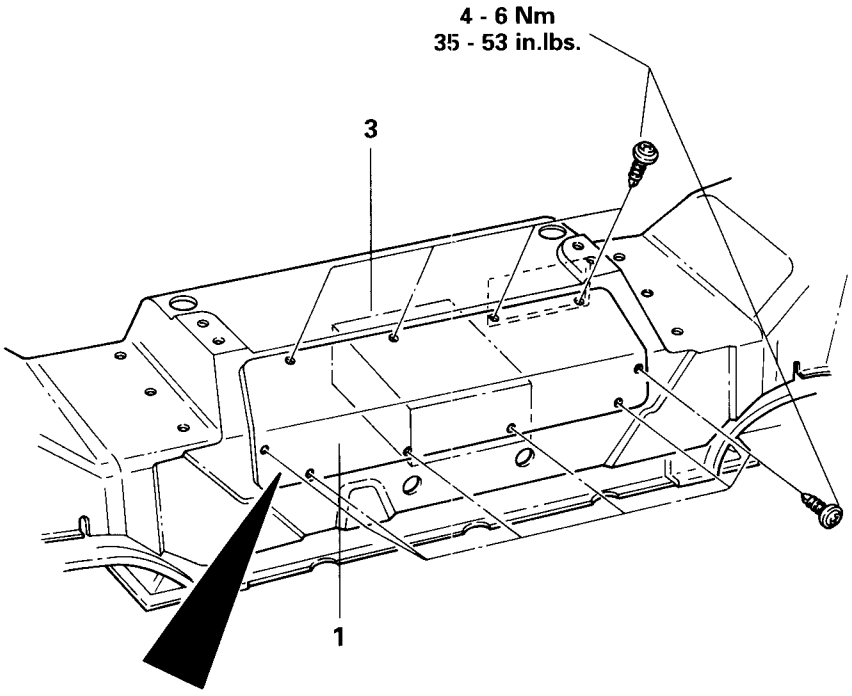
Removal steps

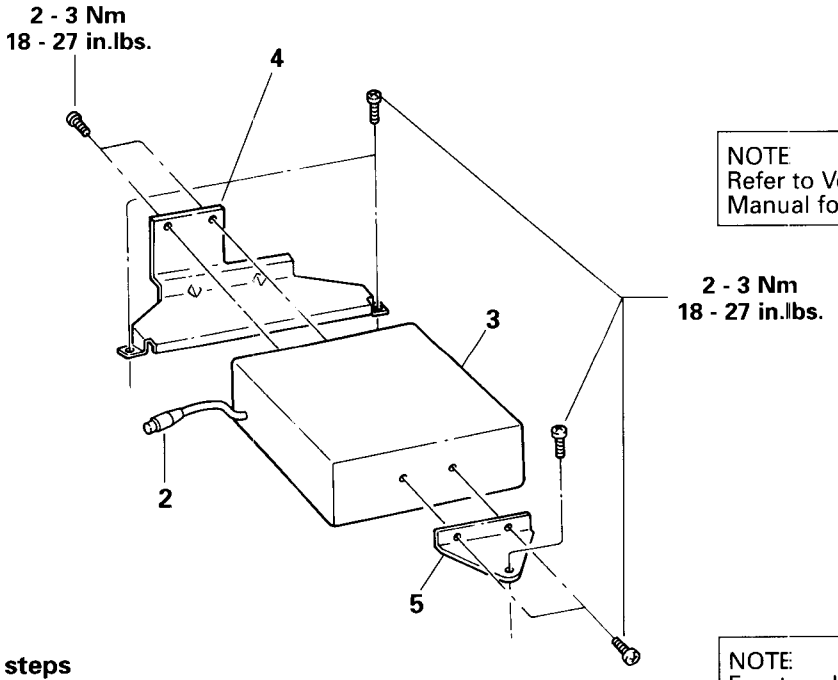
1. Bulb holder/switch assembly
2. Bulb socket
3. Bulb

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.)





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

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

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

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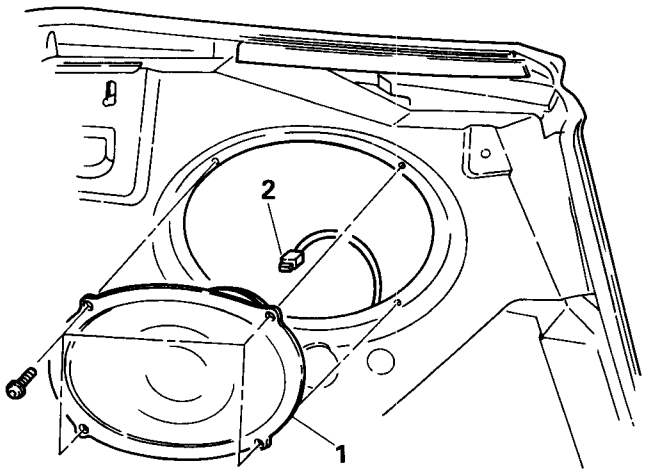
REAR SPEAKER

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

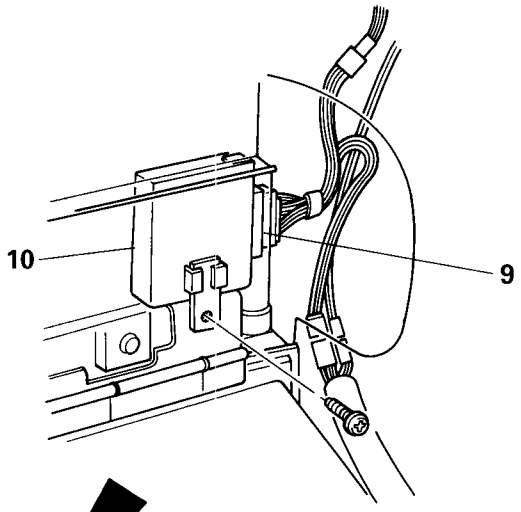
1. Speaker
2. Electrical connector

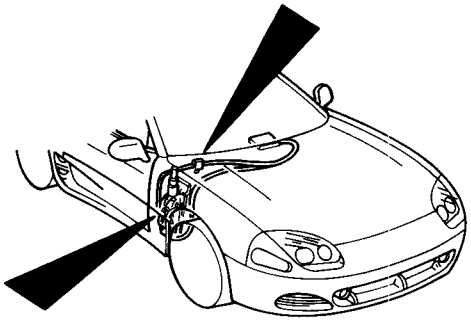
MOTOR ANTENNA AND RELAY

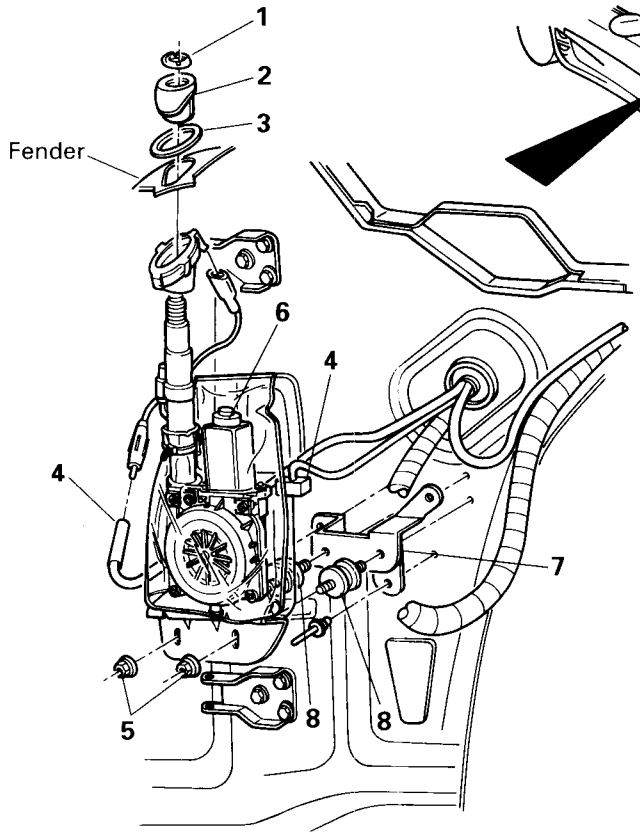
REMOVAL AND INSTALLATION

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

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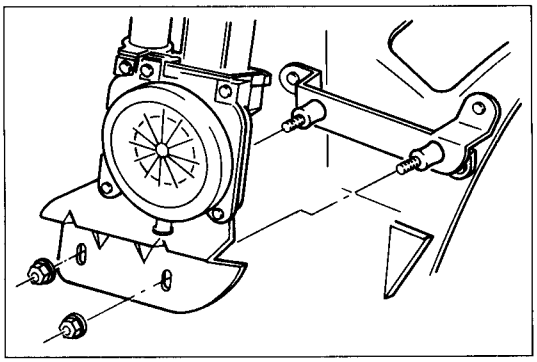


SERVICE POINT OF INSTALLATION

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.

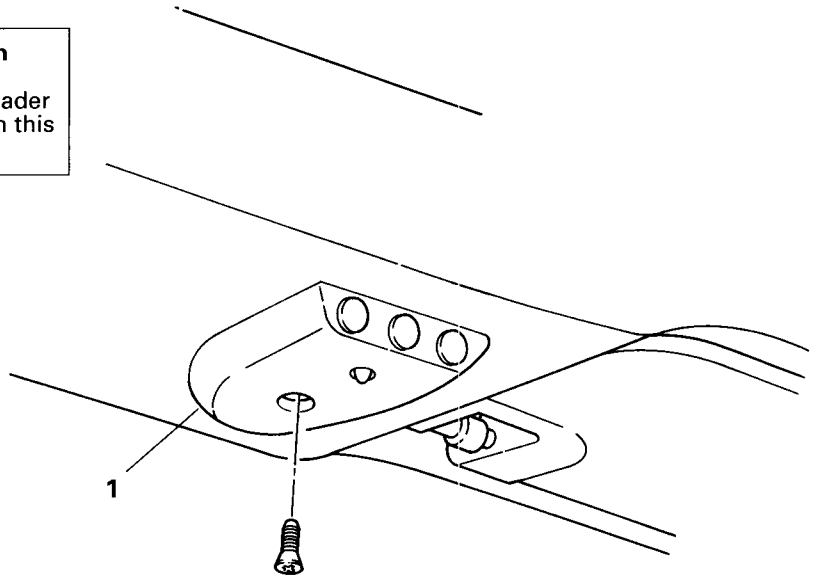
Standard value: 5.6 - 8 Nm (50 - 71 in.lb.)

(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

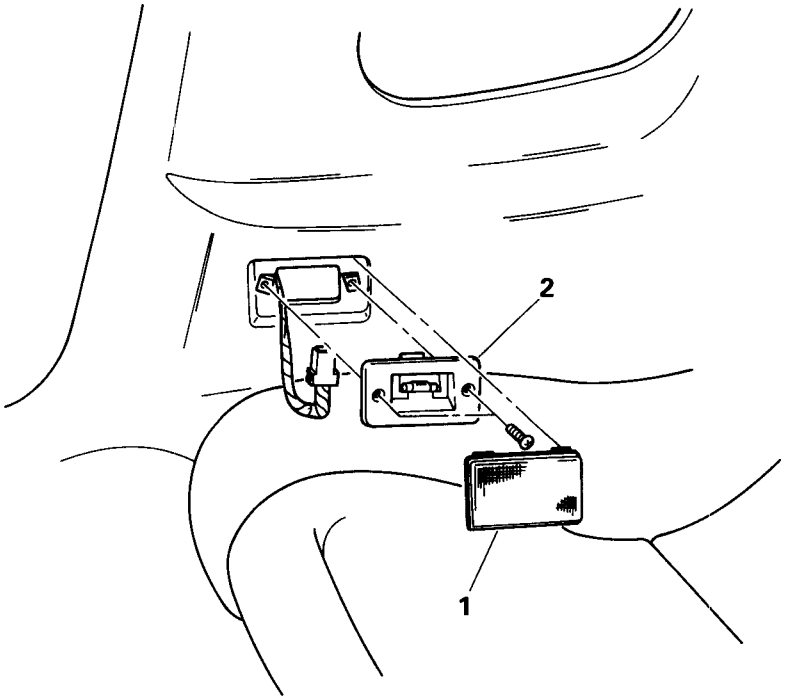
INSPECTION

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

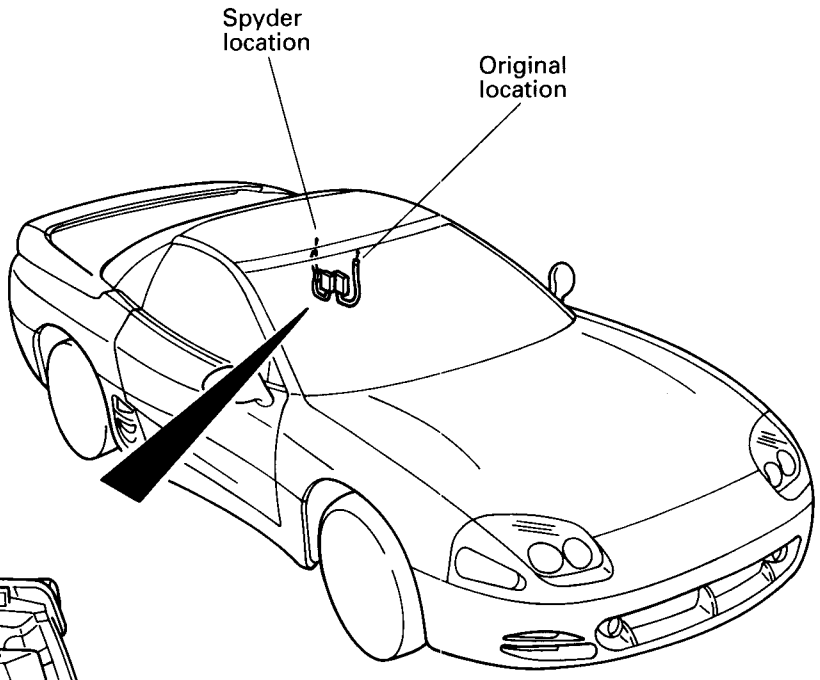
1. REMOVAL OF LENS

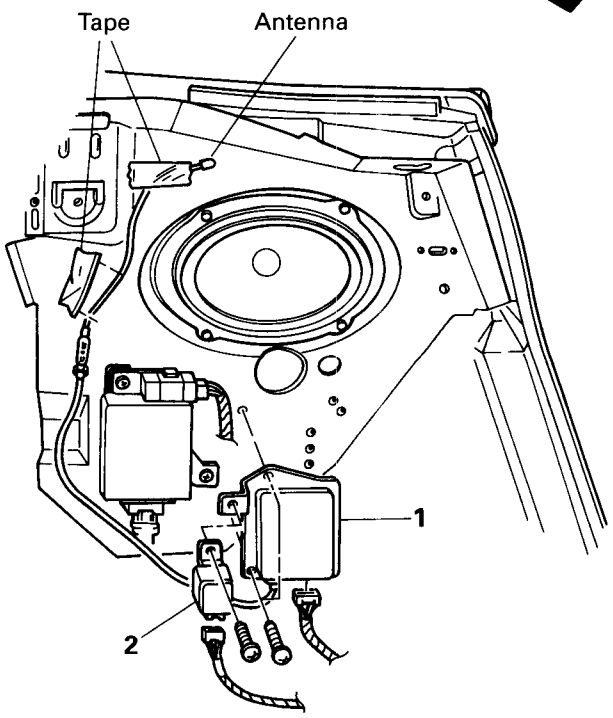
Use the tape-wrapped tip of a screwdriver to remove the lens.

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.)





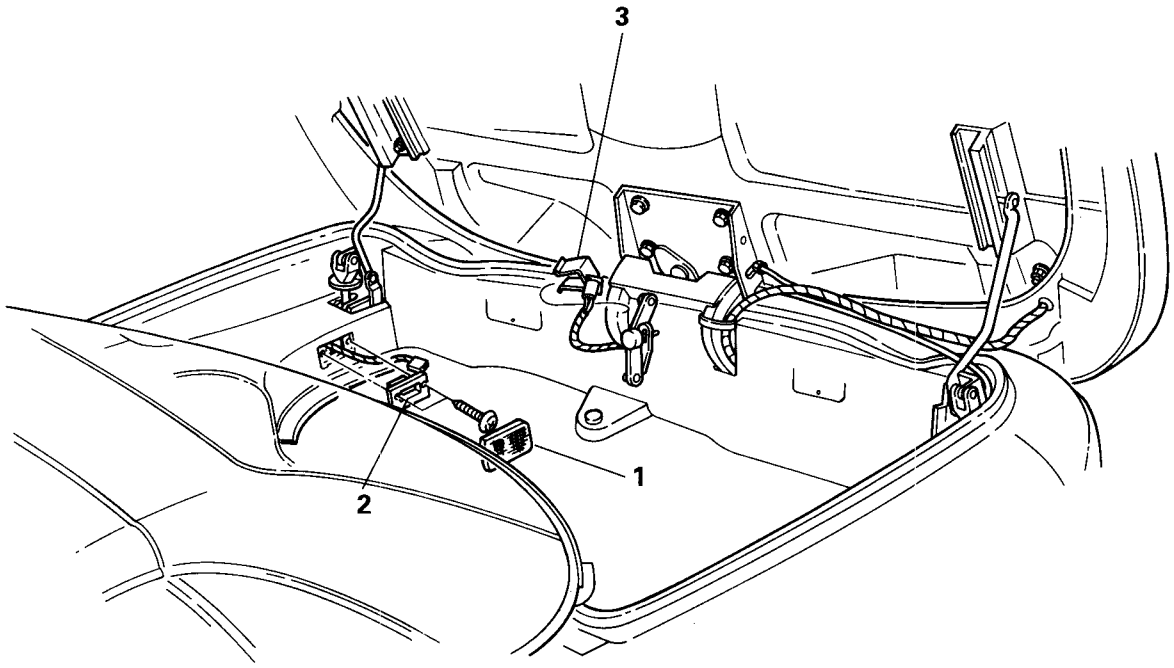
NOTE
Refer to Volume 2 of the Service Manual for more information.

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.

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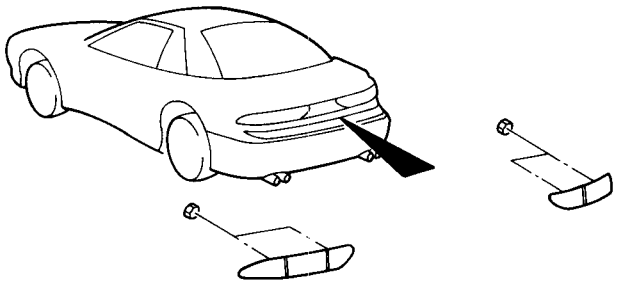
REAR COMBINATION LIGHTS

REMOVAL, INSTALLATION AND MODIFICATION

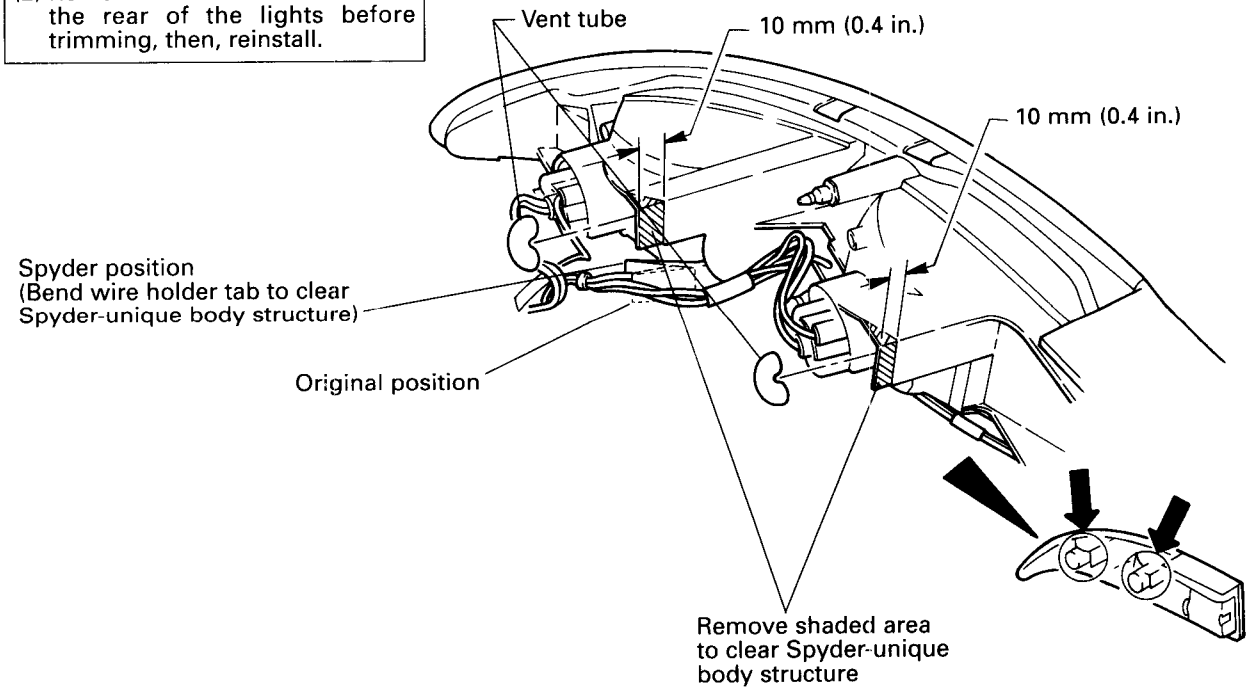


Pre-removal and Post-installation Operation
- Removal and Installation of Rear Trunk Trim (Refer to GROUP 52, in this Manual.)

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)

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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.

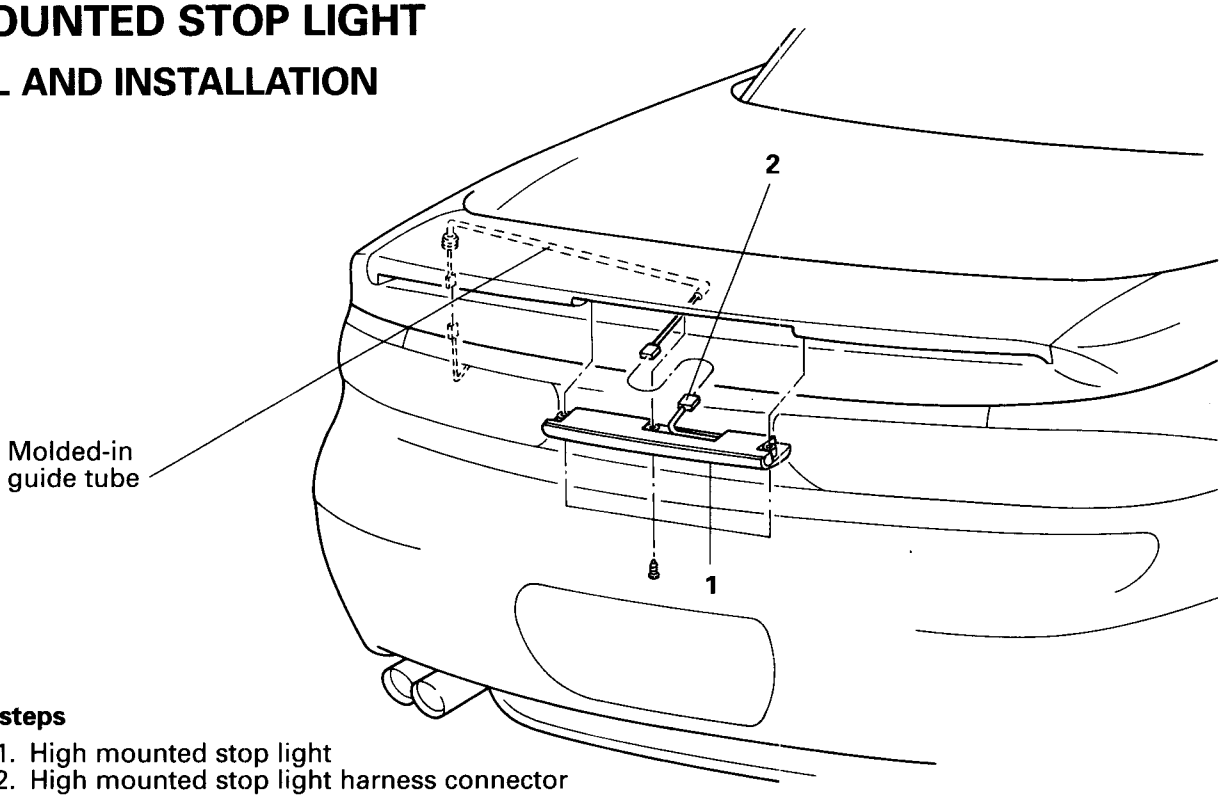
SERVICE POINT OF INSTALLATION

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



Removal steps

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

NOTES

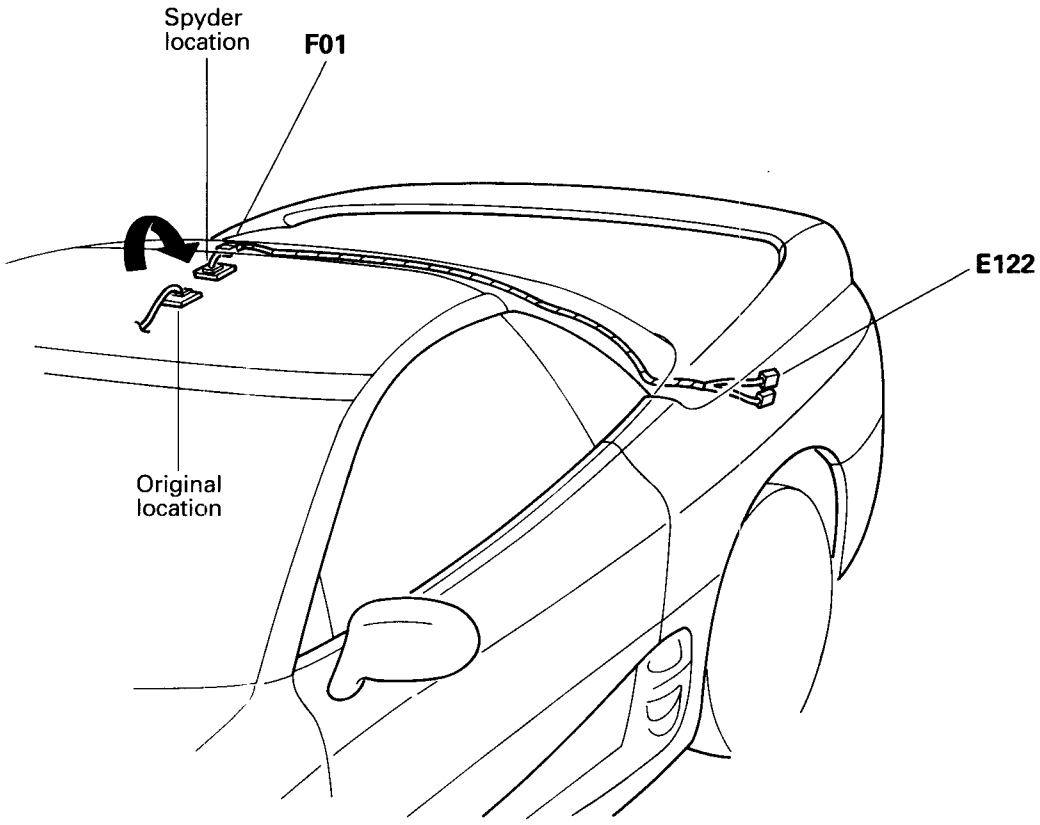
HEATER, AIR CONDITIONING AND VENTILATION

CONTENTS

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)

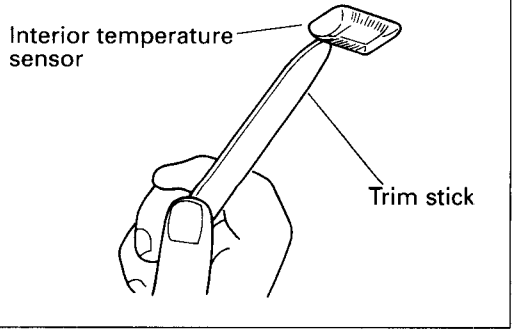
REMOVAL AND INSTALLATION



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.

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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

B

C

D

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V

W

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