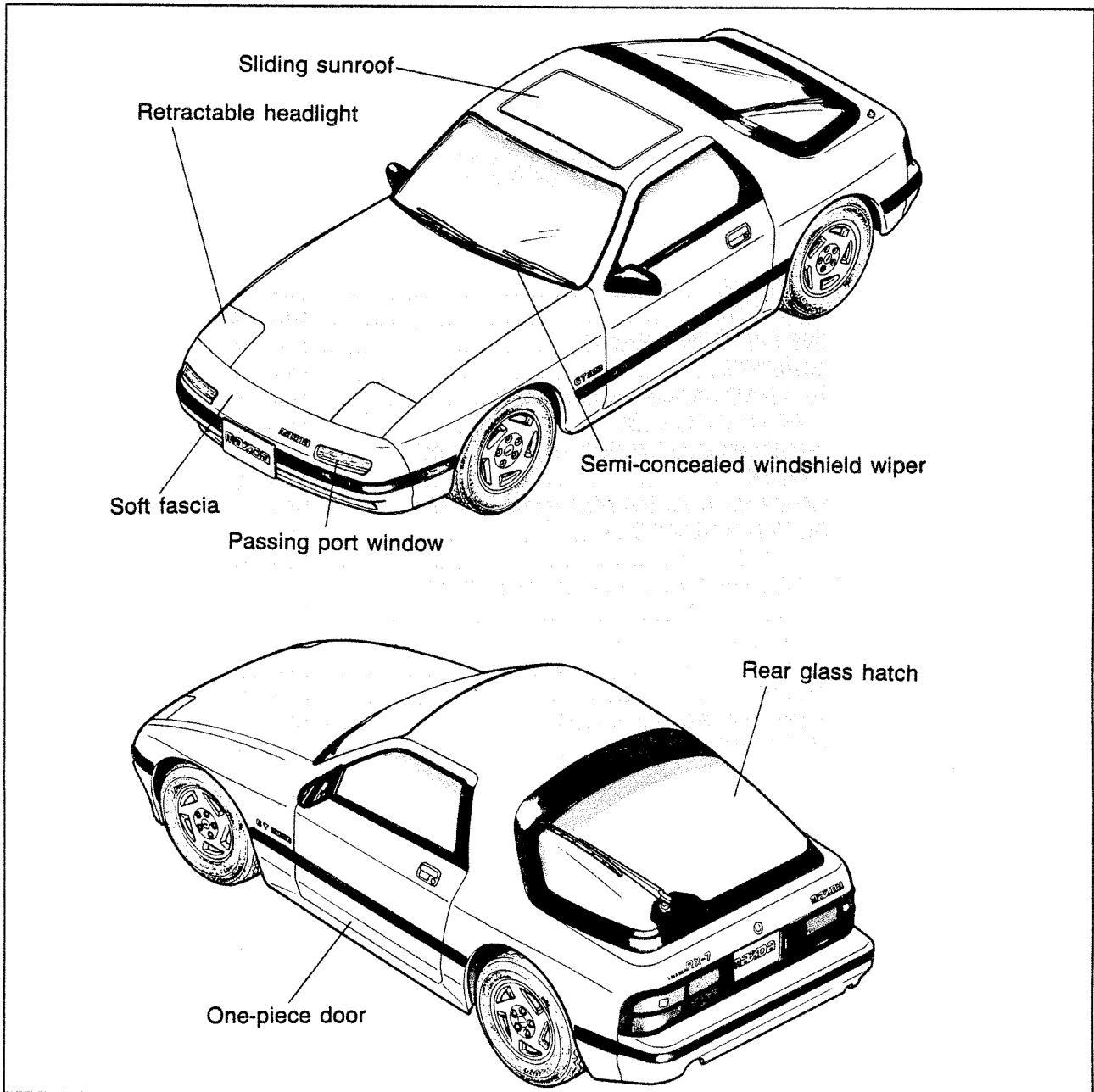


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OUTLINE



57G14X-502

Low aerodynamic drag and low wind noise are the result of minimized gaps between body components. The use of flush surface construction and minimized gaps also contribute to sleek overall appearance.

Various parts made of aluminum and plastic are used for vehicle weight reduction.

FEATURES

1. Instrument panel

A reinforced panel is used to prevent vibration noise.

The joints of the components are protected by felt or urethane to reduce rubbing noises. Spring fasteners to fix the components are widely used.

2. Bumpers

The front bumper has a soft fascia.

3. Retractable headlights

The headlights can be flashed in the retracted position ("flash-to-pass" system).

4. Windshield wiper and washer tank

Semi-concealed windshield wipers are used. The washer tank is installed under the front wheel apron and the washer fluid filler tube is mounted in the engine room.

5. Rear glass hatch and wiper

A one-piece, double arc-shaped rear glass is installed with a steel sash.

The rear glass hatch is locked at two points, assuring security.

The wiper is parked in a vertical position.

6. Sliding sunroof

The sunroof tilts up and slides rearward in the tilted-up condition.

The sunroof has a spoiler effect due to this construction.

7. Door

A one-piece door is used to provide rigidity and prevent wind noise during high-speed operation.

8. Window regulator

Cable-type for manual and ball-type for power regulators.

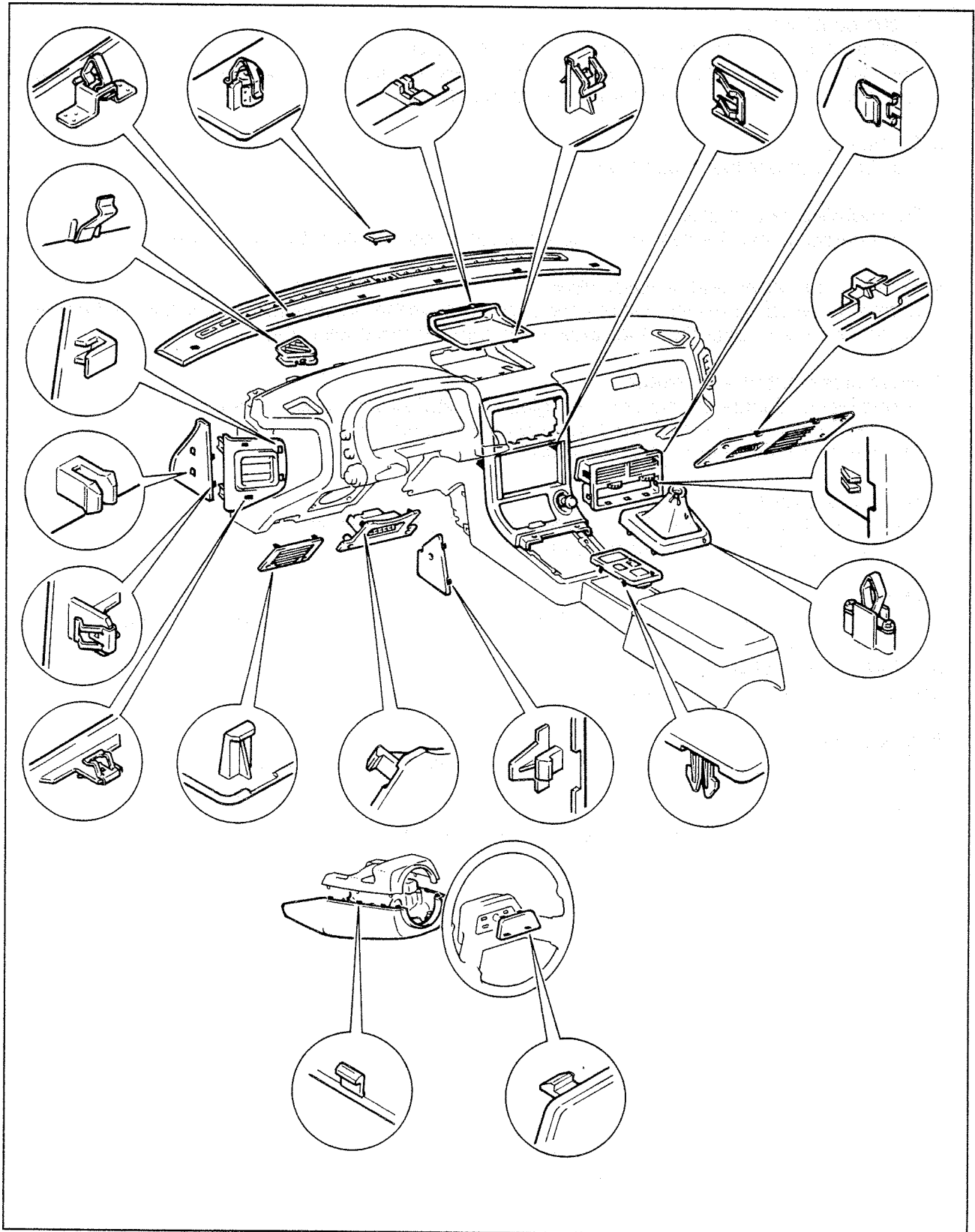
9. Noise insulation

Extensive use of noise insulation is used in the passenger compartment.

10. Molding

A rain gutter is incorporated in the front pillar garnish.

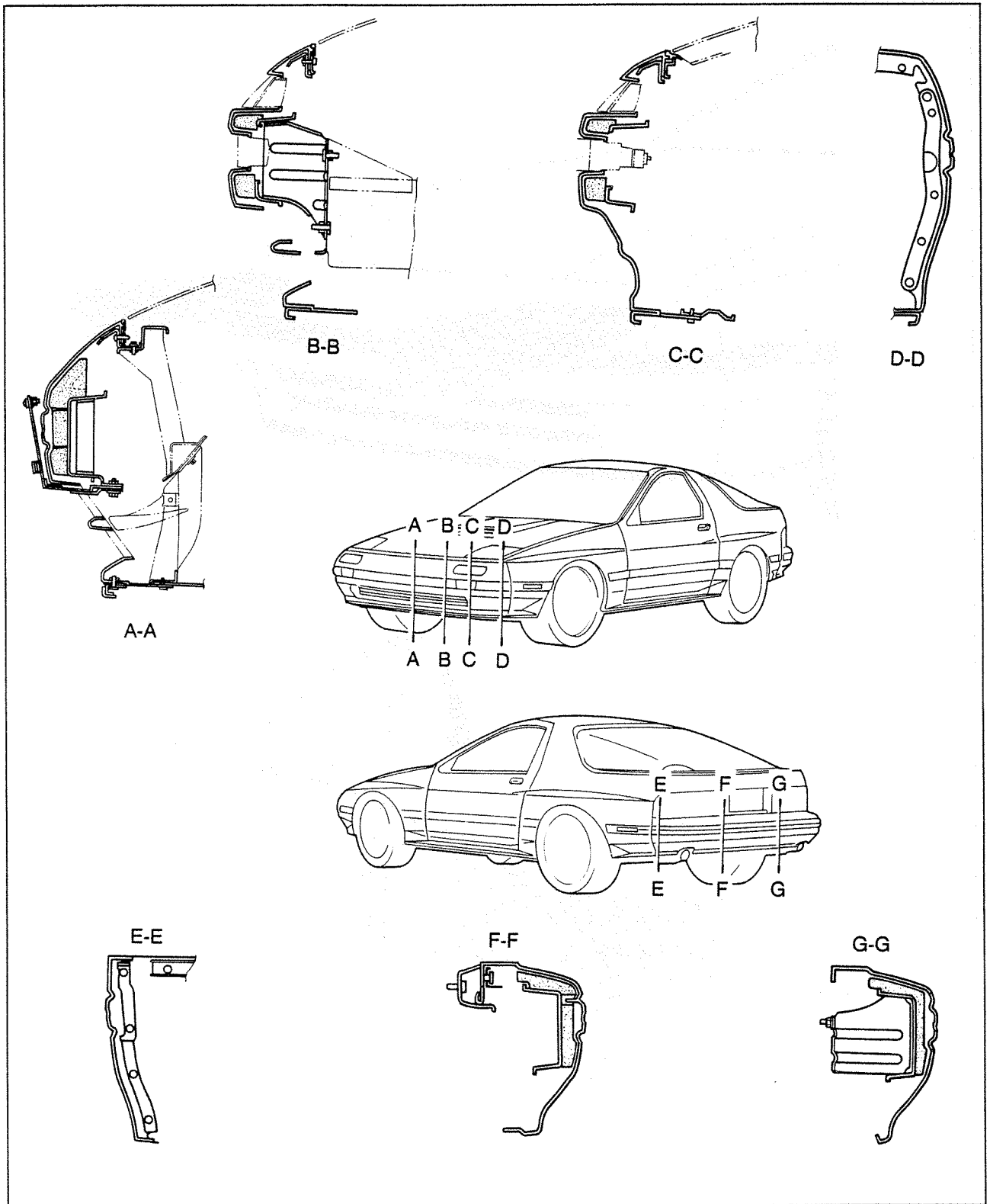
INSTRUMENT PANEL



57G14X-504

Spring fasteners and clips are used throughout the panel.

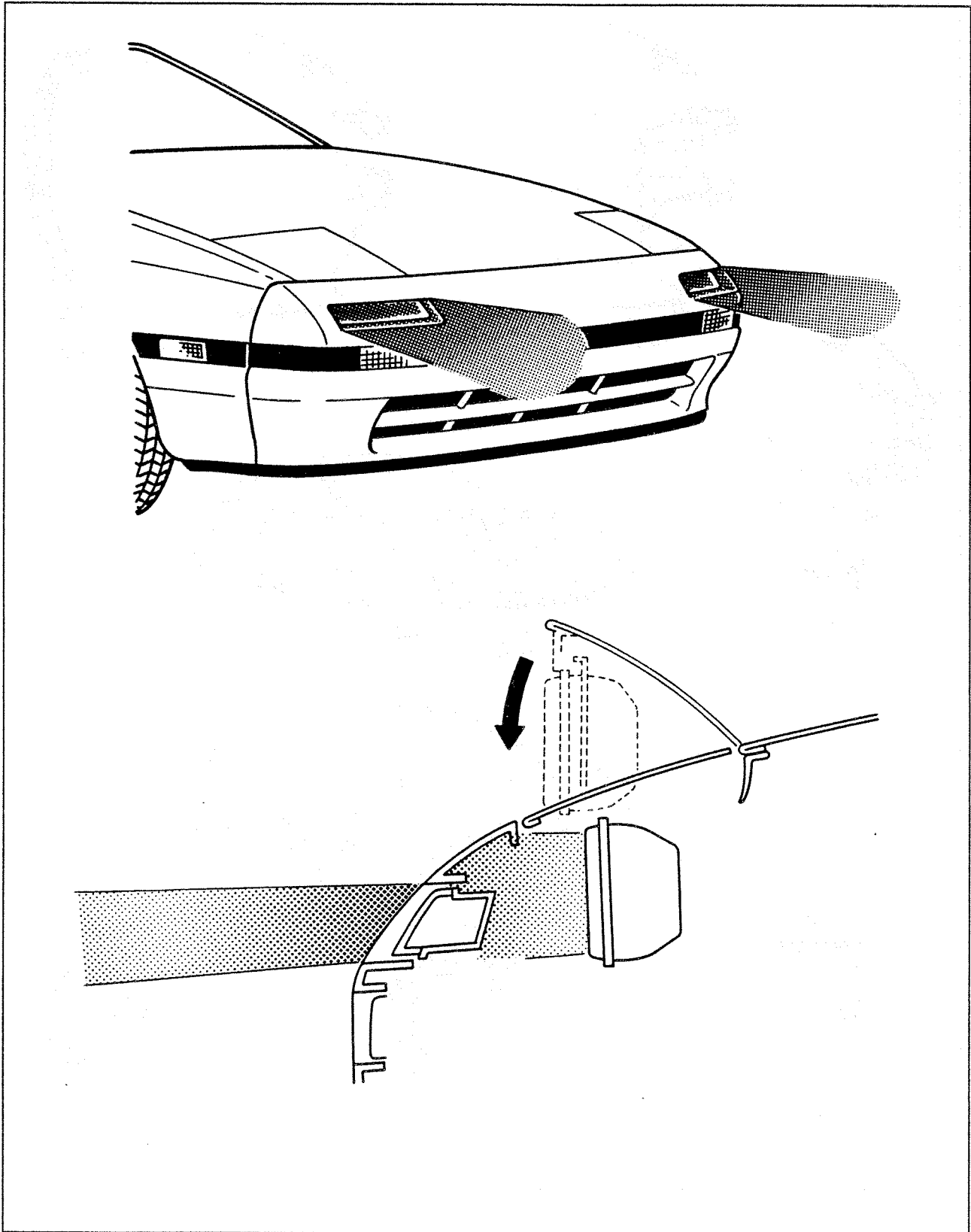
BUMPERS



57G14X-505

A soft urethane front fascia is installed flush with the fenders and hood. The soft front fascia is used for weight reduction, better appearance and protection of the body. Polyethylene foam is used in the bumper as a spacer.

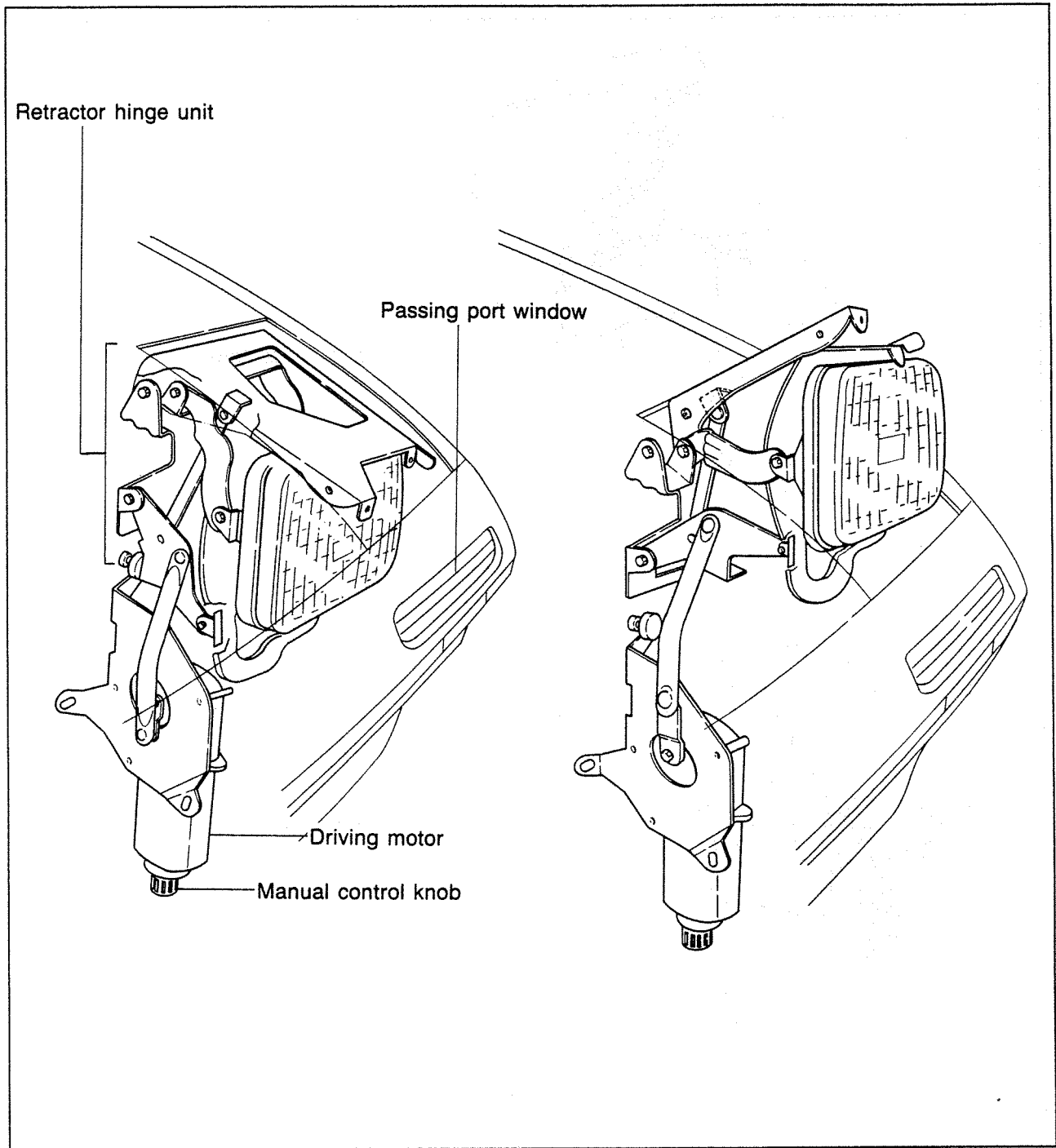
RETRACTABLE HEADLIGHTS



57G14X-506

The headlights can be flashed (for a passing signal) in the retracted position.

RETRACTOR MECHANISM



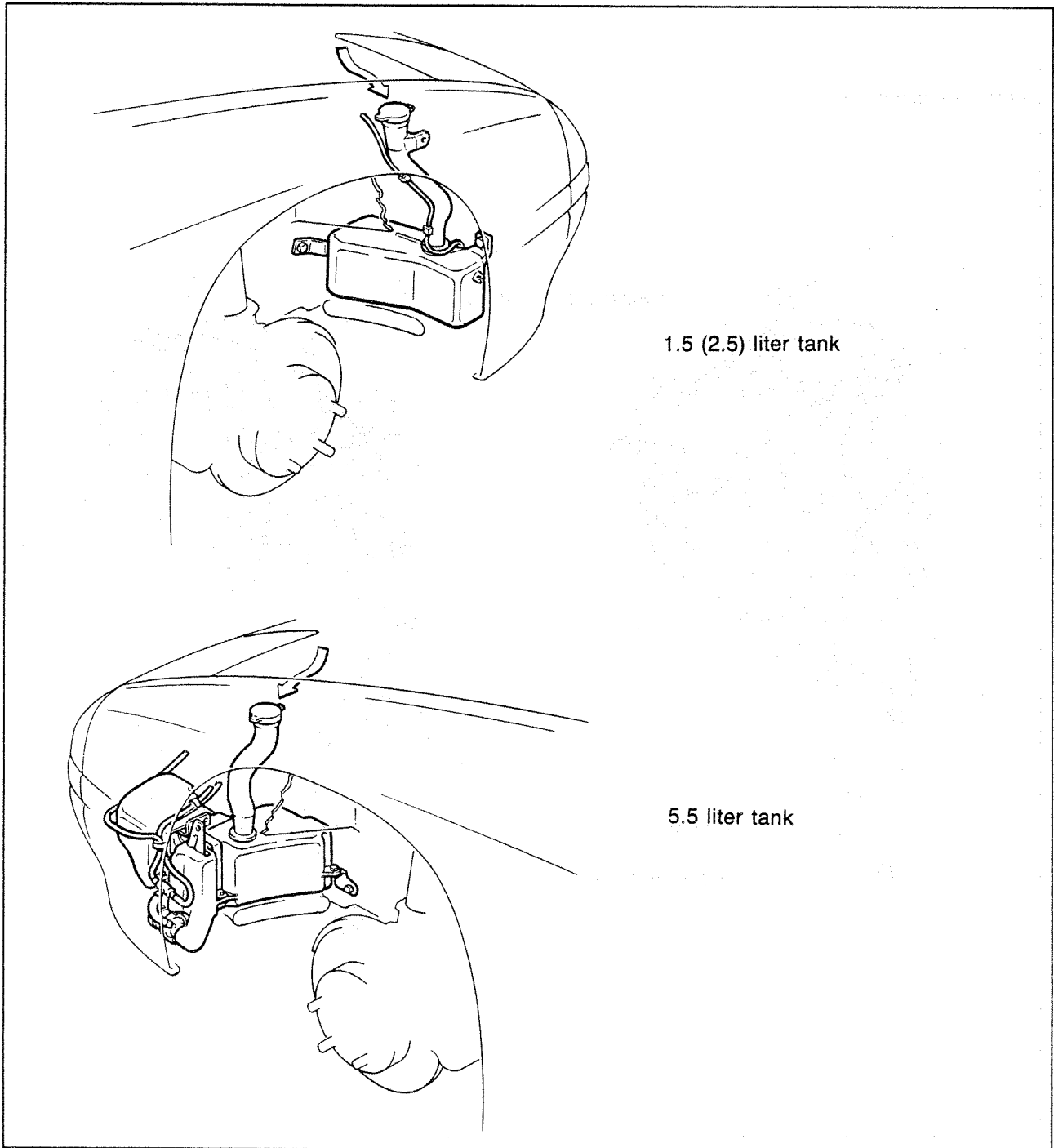
57G14X-507

The headlight retractor motor is located under the retractor hinge unit. The motor pushes up and pulls down on the retractor hinge unit through a link. Due to this arrangement, the headlight is pulled down to the retracted position without changing the headlight aim.

Through this mechanism and the passing ports on the soft front fascia, the headlights may be flashed while in the retracted position.

A manual control knob for the retractor is located beneath each headlight and is reached from under the front fascia.

WINDSHIELD WIPER AND WASHER TANK



57G14X-508

The windshield wiper arms are semi-concealed between the bonnet and the windshield for the better front vision, aerodynamic effect and appearance.

There tournament-type wiper blade frames are fixed to the wiper arms by screws.

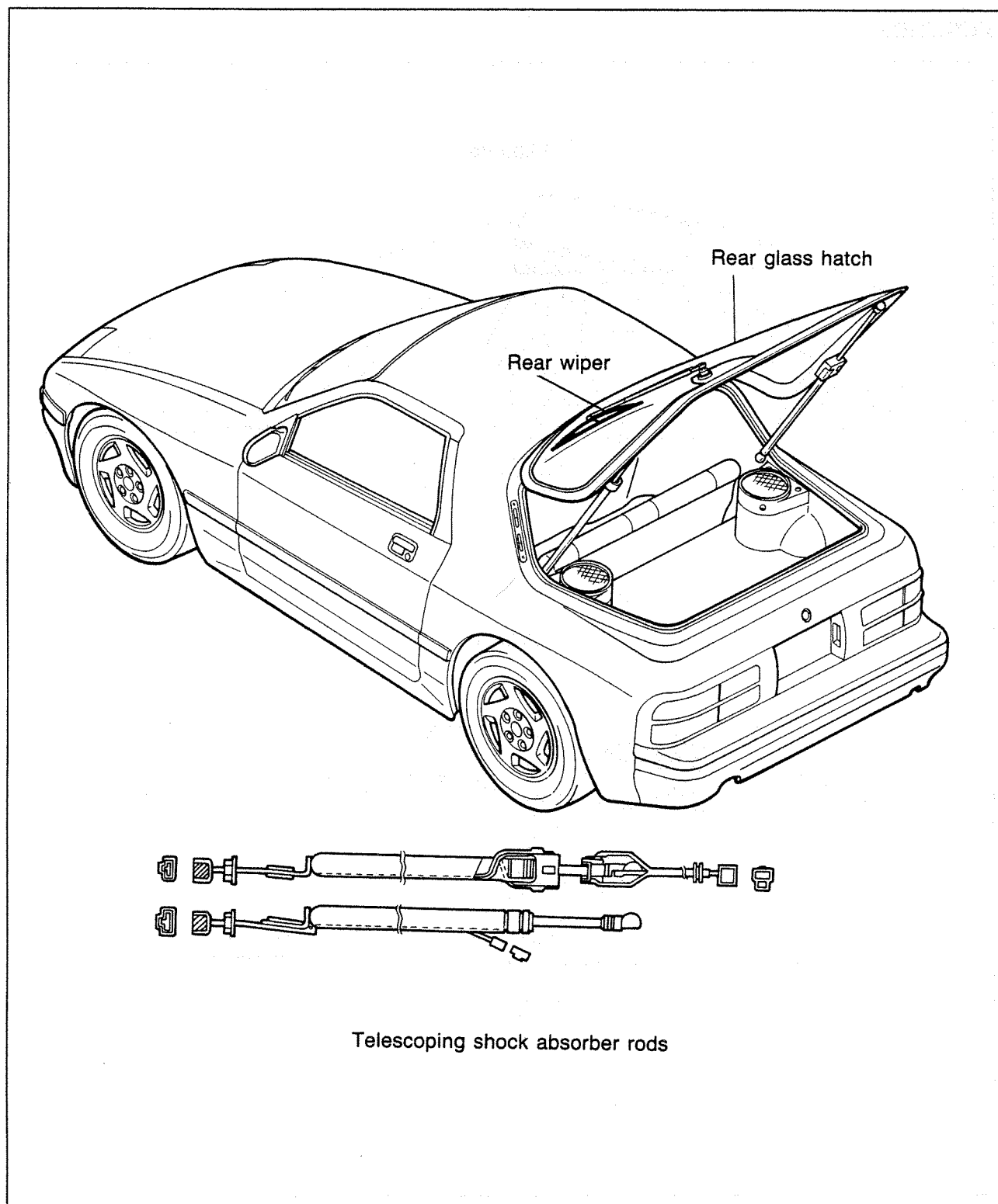
There are three sizes of windshield washer tanks available and their locations differ according to the size.

1.5 or 2.5 liter type.....Under right side wheel apron

5.5 liter type.....Under left side wheel apron

A fluid level sensor and a warning lamp are used on all models to monitor the level of the washer fluid.

REAR GLASS HATCH AND WIPER

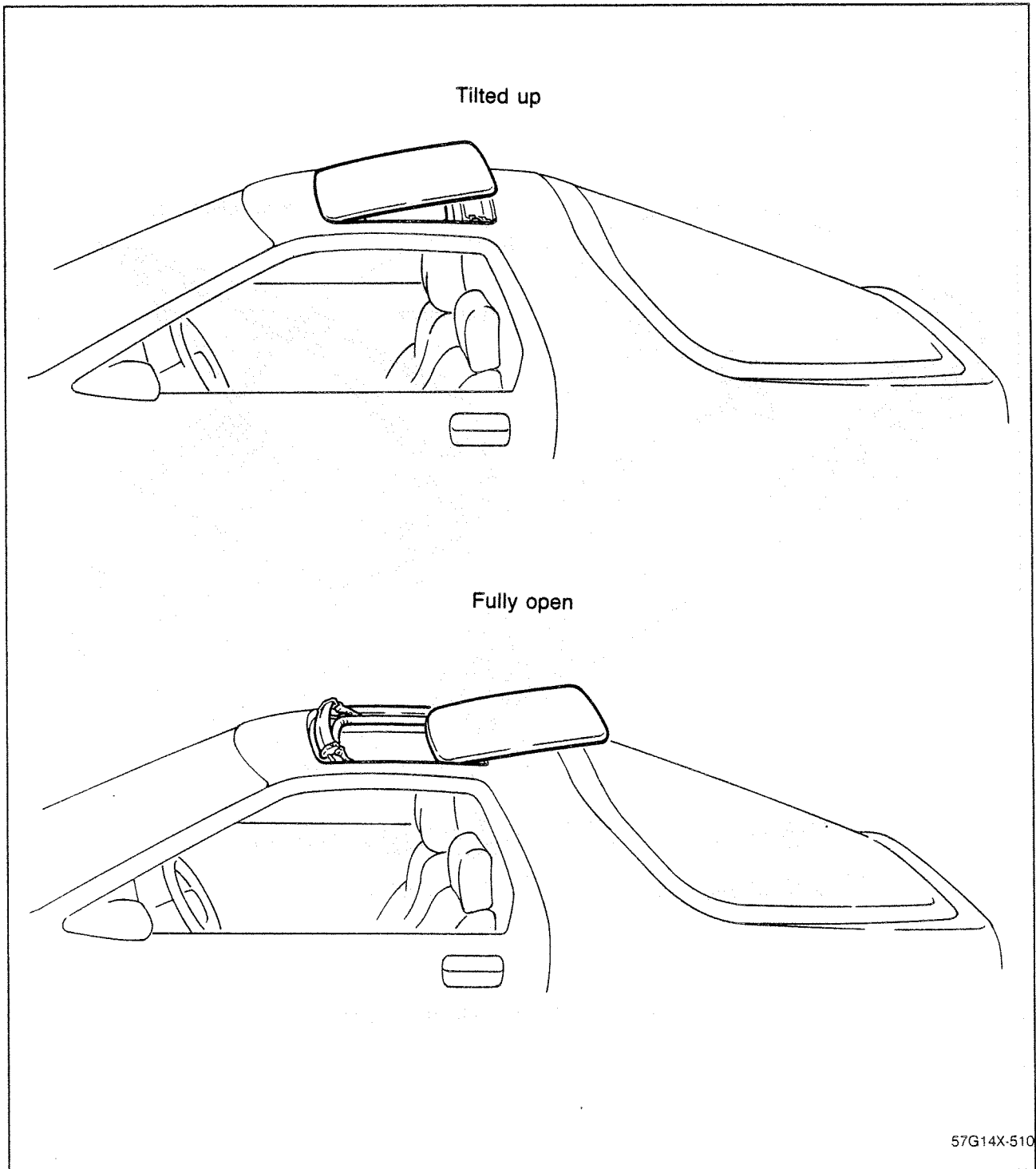


The rear glass hatch reaches its fully-open position by the action of the telescoping shock absorber rods. ^{57G14X-509}

The rear glass hatch wiper is parked vertically to prevent damage from ice and snow build-up. The rear wiper blade length is increased to 550 mm (21.7 in) from 425.5 mm (16.8 in) of the previous model.

SLIDING SUNROOF

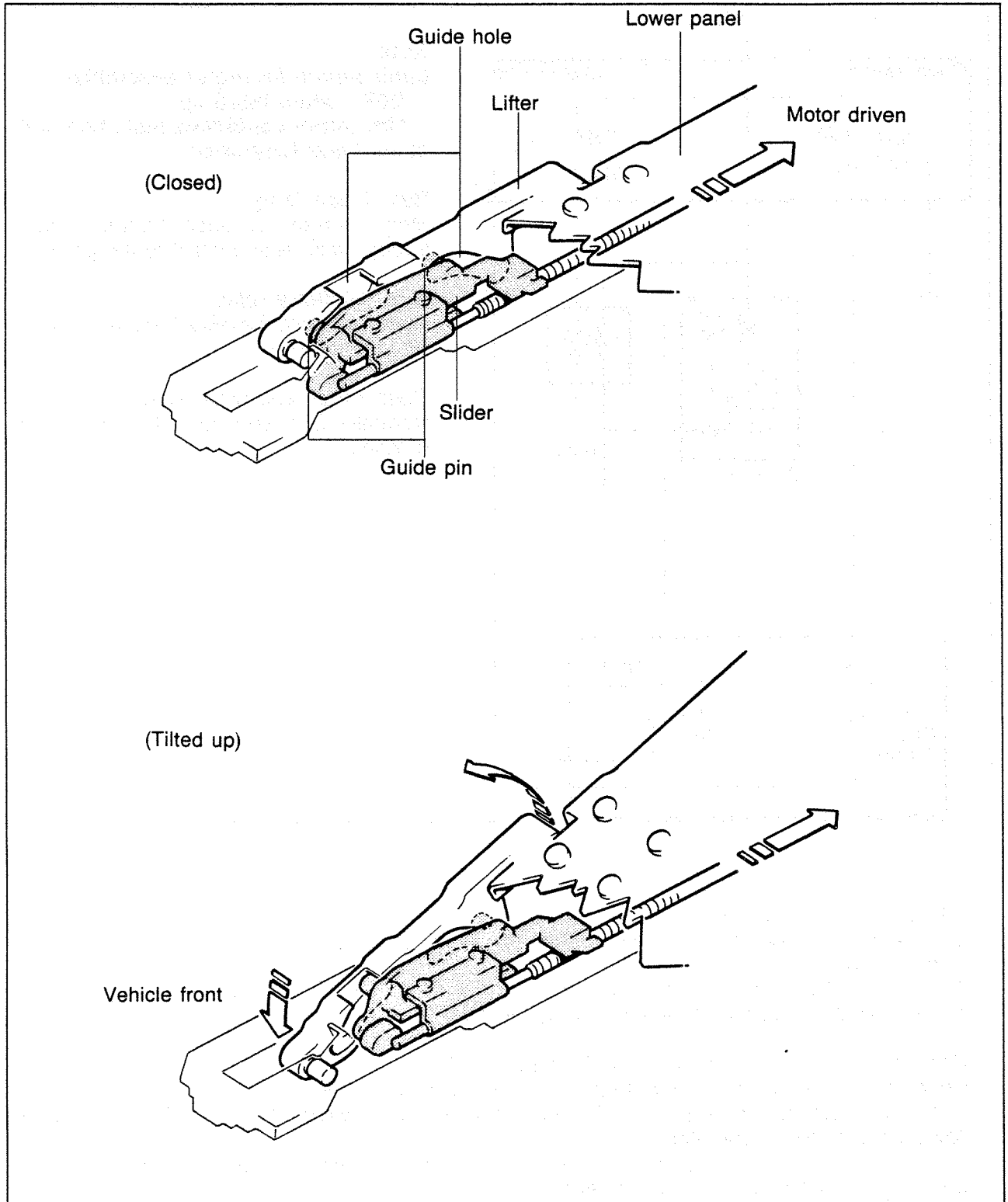
FUNCTION



57G14X-510

The rear of the sunroof tilts up 60 mm (2.36 in) when the sunroof open button is pressed and held. The sunroof first stops in tilted-up position. The sunroof can then also be slid fully open when the button is released and pressed again. To close the sunroof, the close button is pressed and held. The sunroof will close completely without stopping at the tilted-up position.

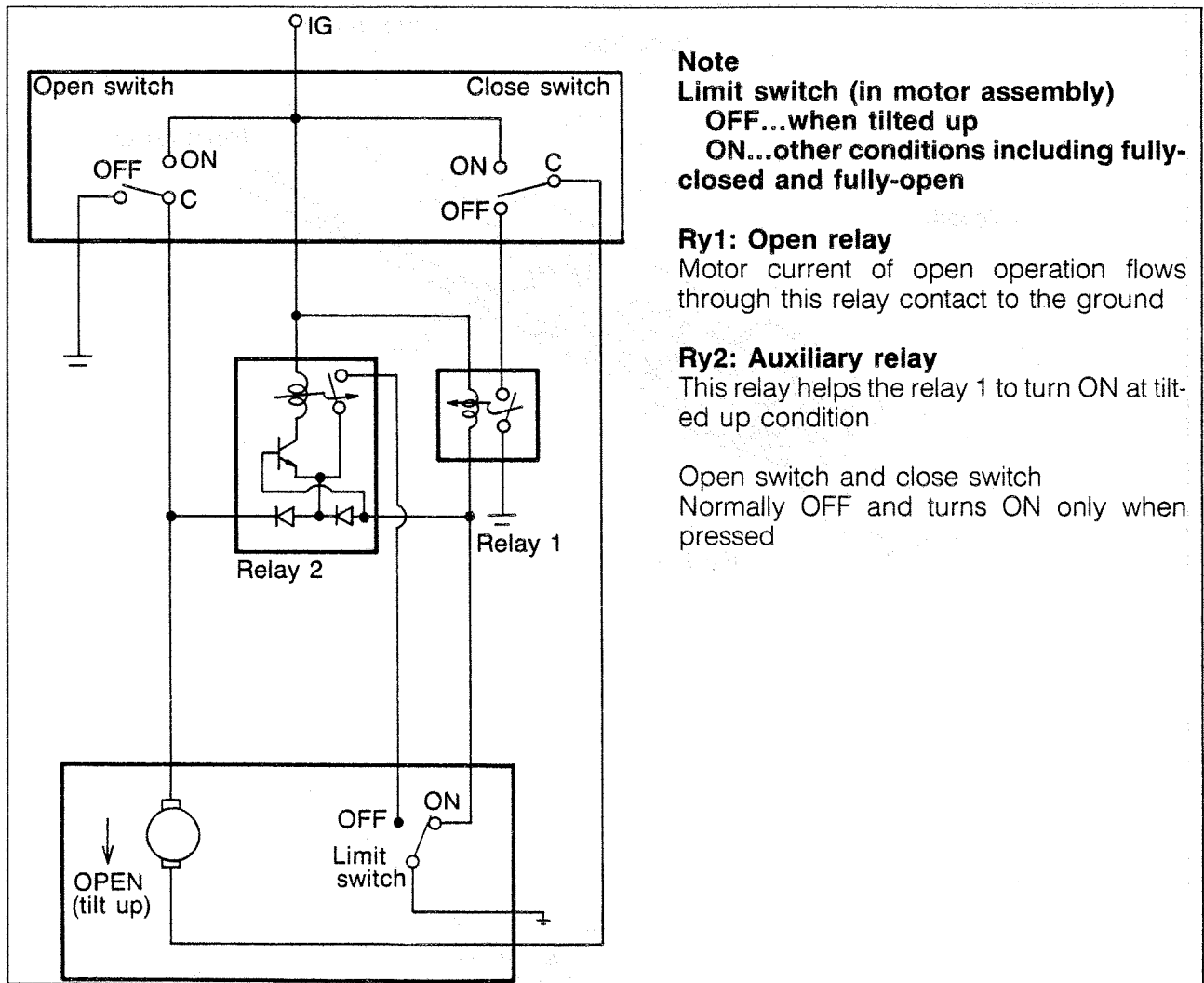
TILT-UP MECHANISM OF SPOILER SUNROOF



57G14X-511

The lower panel, which carries the outer panel, is fixed to the lifter. The slider is pulled rearward by the first operation of the open switch. The slider guide pins slide in the guide holes and tilt up the lifter. By the second operation of the open switch, the slider is pulled rearward again. This time, as the guide pins are at the rear end of the guide holes, the lifter is pulled rearward together with the slider, and the sunroof opens.

CONTROL CIRCUIT OF SPOILER SUNROOF



Note

Limit switch (in motor assembly)
OFF...when tilted up
ON...other conditions including fully-closed and fully-open

Ry1: Open relay

Motor current of open operation flows through this relay contact to the ground

Ry2: Auxiliary relay

This relay helps the relay 1 to turn ON at tilted up condition

Open switch and close switch
 Normally OFF and turns ON only when pressed

1. Tilt-up operation (Operation — ON)

Conditions: Limit switch — ON, Relay 1 — ON, Relay 2 — OFF

Current flow:

Open switch ON → C → Motor Close switch C → OFF → Ry 1 → Ground.

Tilt-up operation stops when the limit switch turns OFF.

2. Open operation (Open switch — OFF, and then ON)

Conditions: Limit switch — OFF, Relay 1 — ON, Relay 2 — ON

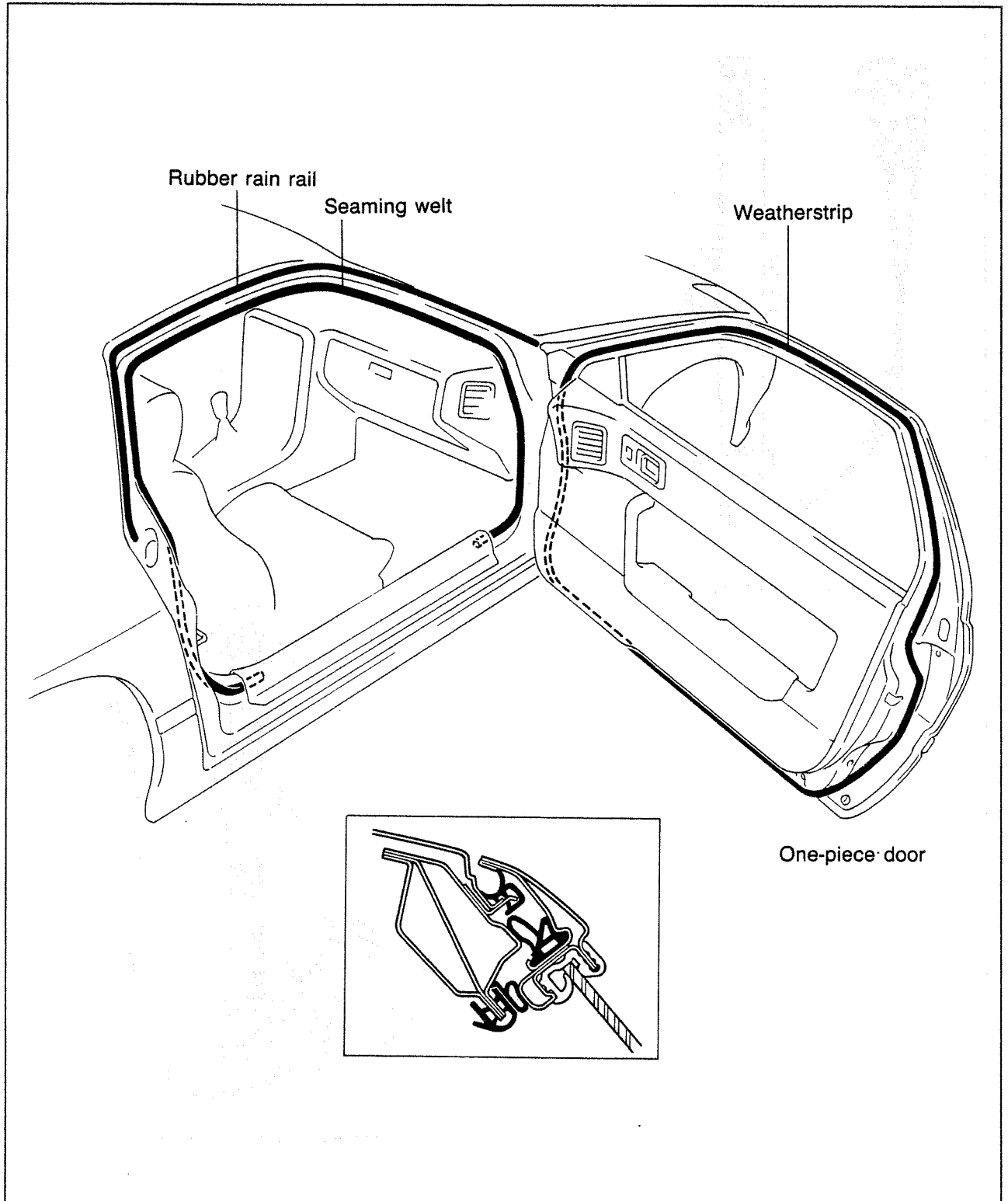
As the Ry 2 turns ON through the C-OFF contact of the open switch, Ry 1 turns ON again. Current flows same as tilt-up operation.

The limit switch turns ON again when the motor position passes the tilt-up area and the conditions become the same as the tilt-up operation.

3. Close operation (Close switch — ON)

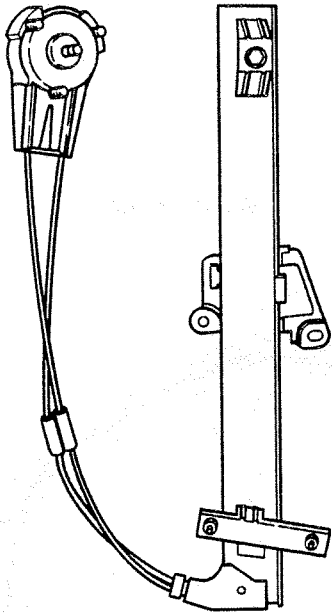
Current flow: Close switch ON → Motor → Open switch C → OFF → Ground.

DOOR

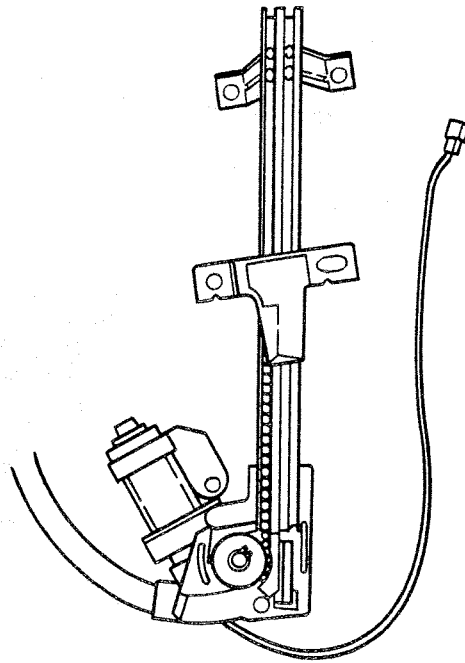


The doors are fit flush to the body surface and are very rigid due to one-piece construction. 57G14X-513
A rubber rain rail is fitted to the upper half of the door opening of the body and works as a noise insulator. This contributes to the reduction of the wind noise as well.
The weatherstrip and seaming welt are of hollow construction which provides a larger contact area to the body and the door.
The door lock knob is built into the inner door handle unit.

WINDOW REGULATOR



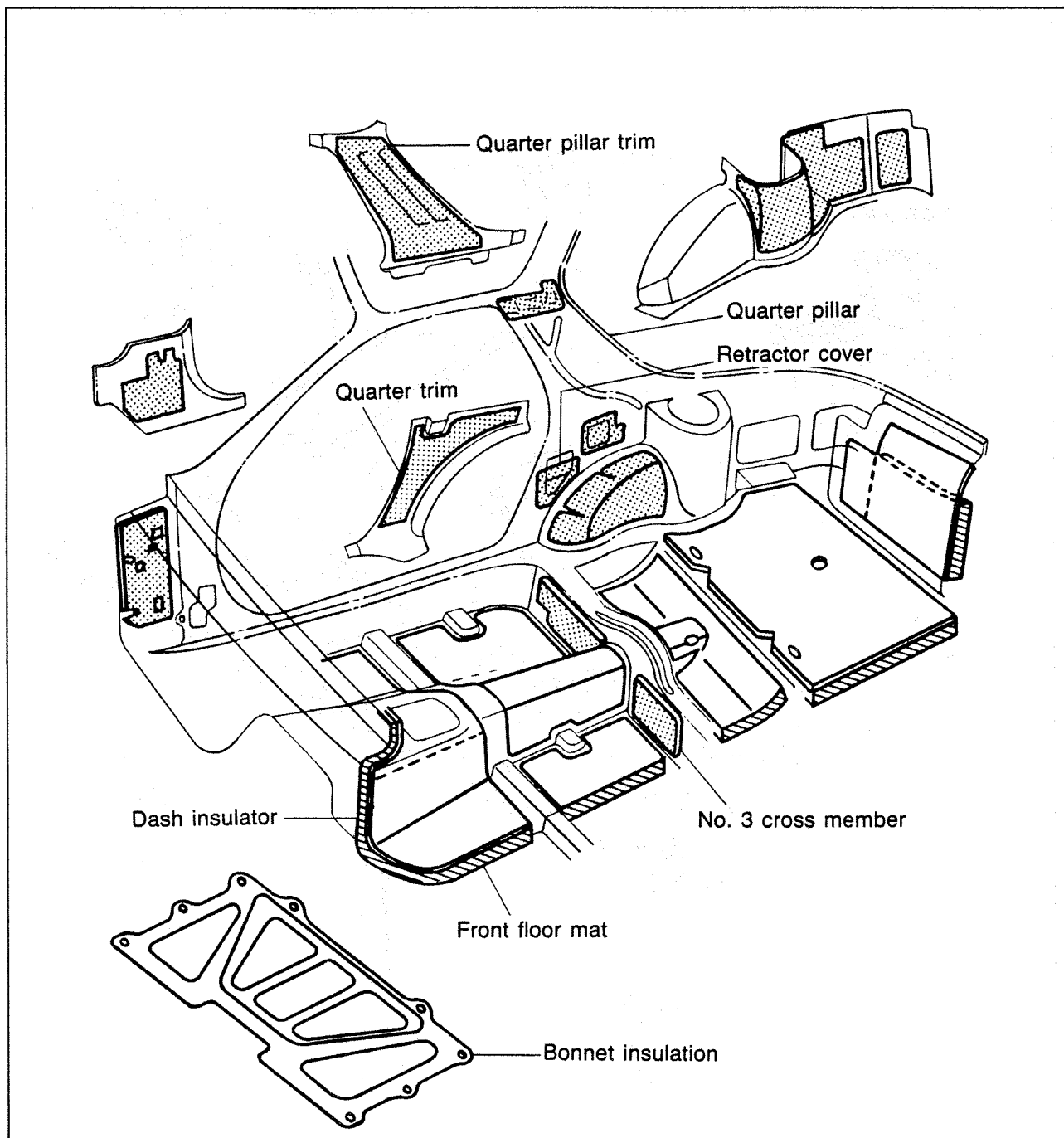
Manual (cable-type regulator)



Power (ball-type regulator)

57G14X-514
A cable-type regulator is used for manual windows and a ball-type regulator is used for power windows. The maximum torque of the power window motor is about ten percent less than previous models for passengers' safety. The ball-type regulator is not serviceable, except for the motor assembly.

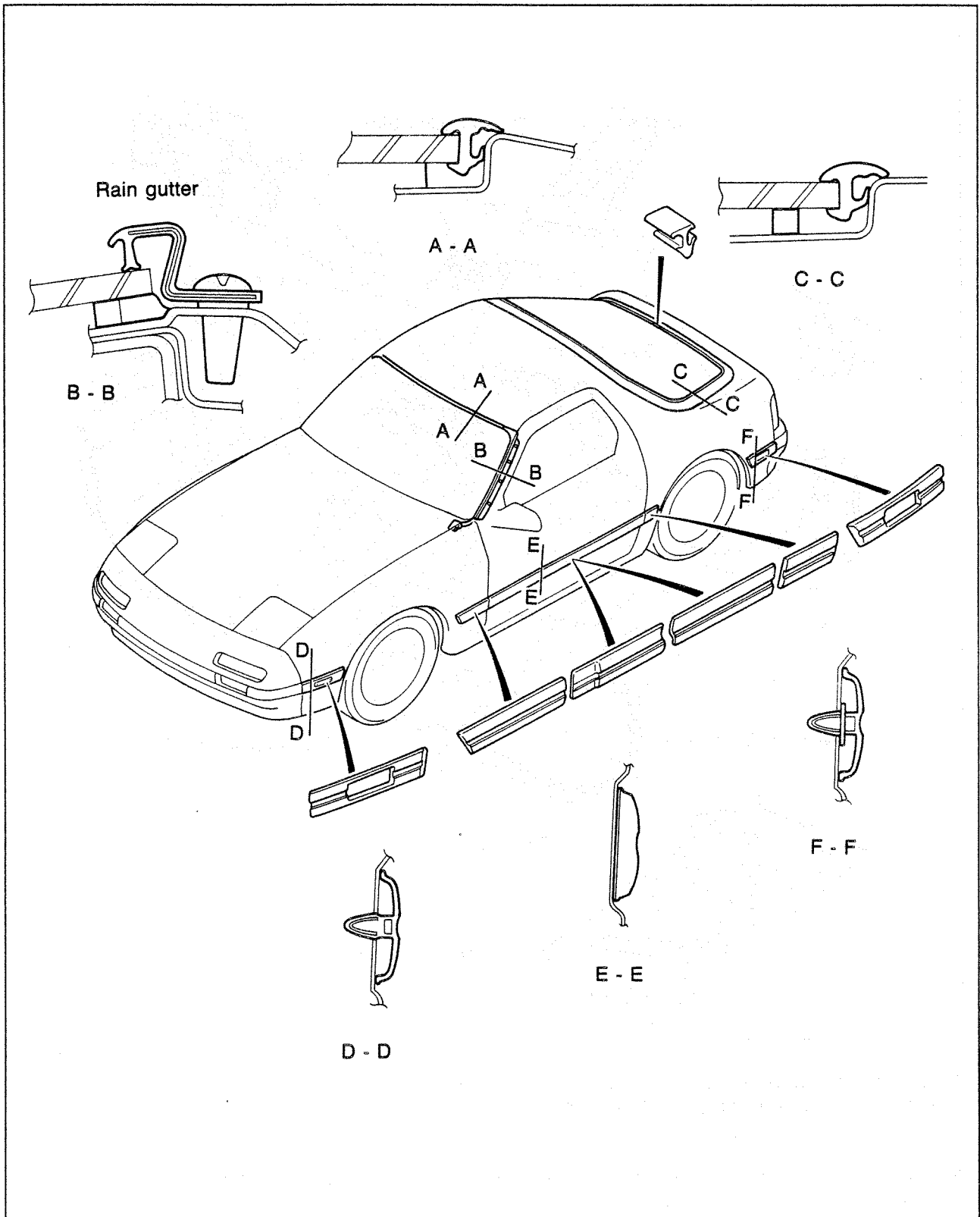
NOISE INSULATION



57G14X-515

1. The upper and lower dash insulators are one piece to eliminate seaming gaps which allow noise to filter into the passenger compartment.
2. The front half of the floor is insulated by a urethane foam panel which fits the contours of the floor precisely.
3. The back of the quarter pillar trim and quarter trim is insulated by urethane foam.
4. The following parts are also insulated:
 - 1) No. 3 cross member
 - 2) Retractor cover
 - 3) Quarter pillar
5. Bonnet insulation is used on all models.

MOLDING



Flush moldings are used for the rear glass hatch and the upper part of the windshield. A rain gutter is incorporated in the front pillar molding.