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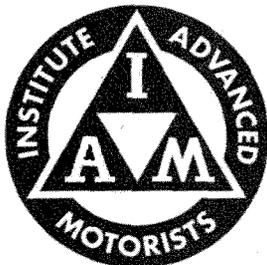
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Many people see the words 'advanced driving' and believe that it won't interest them or that it is a style of driving beyond their own abilities. Nothing could be further from the truth. Advanced driving is straightforward safe, sensible driving - the sort of driving we should all do every time we get behind the wheel.

An average of 10 people are killed every day on UK roads and 870 more are injured, some seriously. Lives are ruined daily, usually because somebody did something stupid. Something like 95% of all accidents are due to human error, mostly driver failure. Sometimes we make genuine mistakes - everyone does. Sometimes we have lapses of concentration. Sometimes we deliberately take risks.

For many people, the process of 'learning to drive' doesn't go much further than learning how to pass the driving test because of a common belief that good drivers are made by 'experience'.

Learning to drive by 'experience' teaches three driving skills:

- Quick reactions. (Whoops, that was close!)
- Good handling skills. (Horn, swerve, brake, horn).
- Reliance on vehicle technology. (Great stuff this ABS, stop in no distance even in the wet...)

Drivers whose skills are 'experience based' generally have a lot of near misses and the odd accident. The results can be seen every day in our courts and our hospital casualty departments.

Advanced drivers have learnt to control the risks by controlling the position and speed of their vehicle. They avoid accidents and near misses, even if the drivers around them make mistakes.

The key skills of advanced driving are **concentration**, effective all-round **observation**, **anticipation** and **planning**. When **good vehicle handling** is added to

these skills, all driving situations can be approached and negotiated in a safe, methodical way, leaving nothing to chance.

**Concentration** means applying your mind to safe driving, completely excluding anything that's not relevant. Driving is usually the most dangerous activity that most of us undertake in our daily routines. It deserves our full attention.

**Observation** means not just looking, but seeing and seeking out the information found in the driving environment.

**Anticipation** means asking yourself what is happening, what you can reasonably expect to happen and what could happen unexpectedly. (One of the commonest words used in compiling accident reports is 'suddenly'.)

**Planning** is the link between seeing something and taking the appropriate action. For many drivers, planning is the missing link.

If you want to become a safer and more skilful driver and you want to enjoy your driving more, contact the Institute of Advanced Motorists at [www.iam.org.uk](http://www.iam.org.uk), phone 0208 996 9600, or write to IAM House, 510 Chiswick High Road, London W4 5RG for an information pack.

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Working on your car can be dangerous. This page shows just some of the potential risks and hazards, with the aim of creating a safety-conscious attitude.

## General hazards

### Scalding

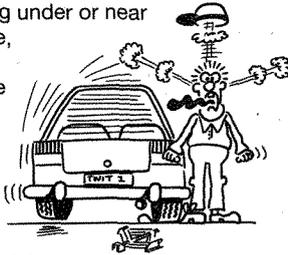
- Don't remove the radiator or expansion tank cap while the engine is hot.
- Engine oil, automatic transmission fluid or power steering fluid may also be dangerously hot if the engine has recently been running.

### Burning

- Beware of burns from the exhaust system and from any part of the engine. Brake discs and drums can also be extremely hot immediately after use.

### Crushing

- When working under or near a raised vehicle, always supplement the jack with axle stands, or use drive-on ramps. **Never venture under a car which is only supported by a jack.**



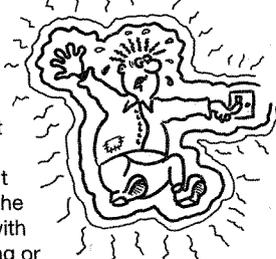
- Take care if loosening or tightening high-torque nuts when the vehicle is on stands. Initial loosening and final tightening should be done with the wheels on the ground.

### Fire

- Fuel is highly flammable; fuel vapour is explosive.
- Don't let fuel spill onto a hot engine.
- Do not smoke or allow naked lights (including pilot lights) anywhere near a vehicle being worked on. Also beware of creating sparks (electrically or by use of tools).
- Fuel vapour is heavier than air, so don't work on the fuel system with the vehicle over an inspection pit.
- Another cause of fire is an electrical overload or short-circuit. Take care when repairing or modifying the vehicle wiring.
- Keep a fire extinguisher handy, of a type suitable for use on fuel and electrical fires.

### Electric shock

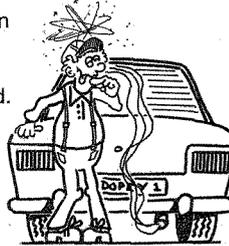
- Ignition HT voltage can be dangerous, especially to people with heart problems or a pacemaker. Don't work on or near the ignition system with the engine running or the ignition switched on.



- Mains voltage is also dangerous. Make sure that any mains-operated equipment is correctly earthed. Mains power points should be protected by a residual current device (RCD) circuit breaker.

### Fume or gas intoxication

- Exhaust fumes are poisonous; they often contain carbon monoxide, which is rapidly fatal if inhaled. Never run the engine in a confined space such as a garage with the doors shut.
- Fuel vapour is also poisonous, as are the vapours from some cleaning solvents and paint thinners.



### Poisonous or irritant substances

- Avoid skin contact with battery acid and with any fuel, fluid or lubricant, especially antifreeze, brake hydraulic fluid and Diesel fuel. Don't syphon them by mouth. If such a substance is swallowed or gets into the eyes, seek medical advice.
- Prolonged contact with used engine oil can cause skin cancer. Wear gloves or use a barrier cream if necessary. Change out of oil-soaked clothes and do not keep oily rags in your pocket.
- Air conditioning refrigerant forms a poisonous gas if exposed to a naked flame (including a cigarette). It can also cause skin burns on contact.

### Asbestos

- Asbestos dust can cause cancer if inhaled or swallowed. Asbestos may be found in gaskets and in brake and clutch linings. When dealing with such components it is safest to assume that they contain asbestos.

## Special hazards

### Hydrofluoric acid

- This extremely corrosive acid is formed when certain types of synthetic rubber, found in some O-rings, oil seals, fuel hoses etc, are exposed to temperatures above 400°C. The rubber changes into a charred or sticky substance containing the acid. *Once formed, the acid remains dangerous for years. If it gets onto the skin, it may be necessary to amputate the limb concerned.*
- When dealing with a vehicle which has suffered a fire, or with components salvaged from such a vehicle, wear protective gloves and discard them after use.

### The battery

- Batteries contain sulphuric acid, which attacks clothing, eyes and skin. Take care when topping-up or carrying the battery.
- The hydrogen gas given off by the battery is highly explosive. Never cause a spark or allow a naked light nearby. Be careful when connecting and disconnecting battery chargers or jump leads.

### Air bags

- Air bags can cause injury if they go off accidentally. Take care when removing the steering wheel and/or facia. Special storage instructions may apply.

### Diesel injection equipment

- Diesel injection pumps supply fuel at very high pressure. Take care when working on the fuel injectors and fuel pipes.



**Warning: Never expose the hands, face or any other part of the body to injector spray; the fuel can penetrate the skin with potentially fatal results.**

## Remember...

### DO

- Do use eye protection when using power tools, and when working under the vehicle.
- Do wear gloves or use barrier cream to protect your hands when necessary.
- Do get someone to check periodically that all is well when working alone on the vehicle.
- Do keep loose clothing and long hair well out of the way of moving mechanical parts.
- Do remove rings, wristwatch etc, before working on the vehicle – especially the electrical system.
- Do ensure that any lifting or jacking equipment has a safe working load rating adequate for the job.

### DON'T

- Don't attempt to lift a heavy component which may be beyond your capability – get assistance.
- Don't rush to finish a job, or take unverified short cuts.
- Don't use ill-fitting tools which may slip and cause injury.
- Don't leave tools or parts lying around where someone can trip over them. Mop up oil and fuel spills at once.
- Don't allow children or pets to play in or near a vehicle being worked on.



The original Corsa models were first introduced to the European market in Spring 1993 and are covered in manual SRM 1985. The Corsa then had a facelift from April 1997 onward models which was covered in manual SRM 3921. This manual covers versions from October 2000, which were the subject of another model facelift, together with mechanical revisions.

A variety of engines are available in the Corsa range, of 1.0, 1.2, and 1.4 litre petrol

engines and two versions of the 1.7 litre diesel engines. All engines are of the four-cylinder double overhead camshaft (DOHC) configuration, in-line type, with the exception of the 1.0 litre engine which is a three-cylinder unit. The engines all have fuel injection, and are fitted with a range of emission control systems. The 1.6 and 1.8 litre petrol engines are not covered in this manual.

The Corsa is available in 3- and 5-door Hatchback, Corsavan (3-door Van based on

Hatchback), and Combo Van body styles, with a wide range of fittings and interior trim depending on the model specification.

Fully-independent front suspension is fitted; the rear suspension is semi-independent, with a torsion beam and trailing arms.

The manual gearbox is of the five-speed all synchromesh type, and a four-speed electronically-controlled transmission is available as an option on certain models. An 'Easytronic' manual/automatic transmission is also available.

A wide range of standard and optional equipment is available within the Corsa range to suit most tastes, including central locking, electric windows, electric sunroof, anti-lock braking system, electronic alarm system and supplemental restraint systems.

For the home mechanic, the Corsa is a relatively straightforward vehicle to maintain, and most of the items requiring frequent attention are easily accessible.

## Your Vauxhall Corsa Manual

The aim of this manual is to help you get the best value from your vehicle. It can do so in several ways. It can help you decide what work must be done (even should you choose to get it done by a garage), provide information on routine maintenance and servicing, and give a logical course of action and diagnosis when random faults occur. However, it is hoped that you will use the manual by tackling the work yourself. On simpler jobs it may even be quicker than booking the car into a garage and going there twice, to leave and collect it. Perhaps most important, a lot of money can be saved by avoiding the costs a garage must charge to cover its labour and overheads.

The manual has drawings and descriptions to show the function of the various components so that their layout can be understood. Tasks are described and photographed in a clear step-by-step sequence.

References to the 'left' and 'right' of the vehicle are in the sense of a person in the driver's seat facing forward.

## Acknowledgements

Certain illustrations are the copyright of Vauxhall Motors Limited, and are used with their permission. Thanks are due to Draper Tools Limited, who provided some of the workshop tools, and to all those people at Sparkford who helped in the production of this Manual.

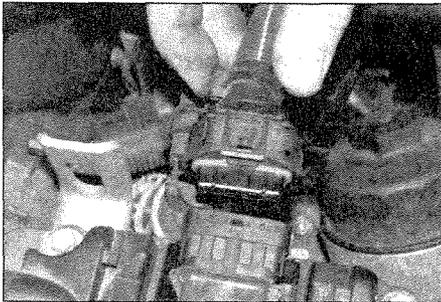
**We take great pride in the accuracy of information given in this manual, but vehicle manufacturers make alterations and design changes during the production run of a particular vehicle of which they do not inform us. No liability can be accepted by the authors or publishers for loss, damage or injury caused by errors in, or omissions from, the information given.**



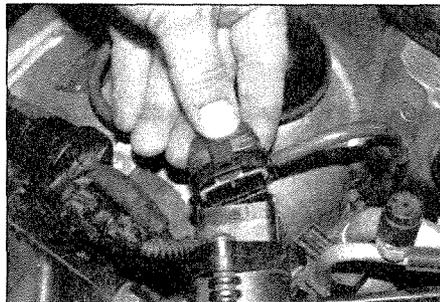
The following pages are intended to help in dealing with common roadside emergencies and breakdowns. You will find more detailed fault finding information at the back of the manual, and repair information in the main chapters.

## If your car won't start and the starter motor doesn't turn

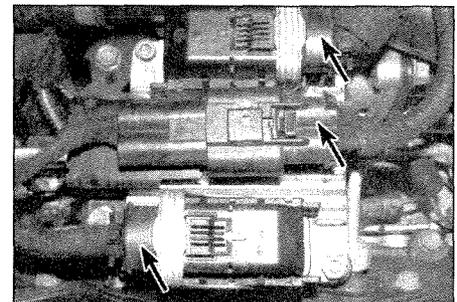
- If it's a model with automatic transmission, make sure the selector is in the P or N position.
- Open the bonnet and make sure that the battery terminals are clean and tight.
- Switch on the headlights and try to start the engine. If the headlights go very dim when you're trying to start, the battery is probably flat. Try jump starting (see next page) using another car.



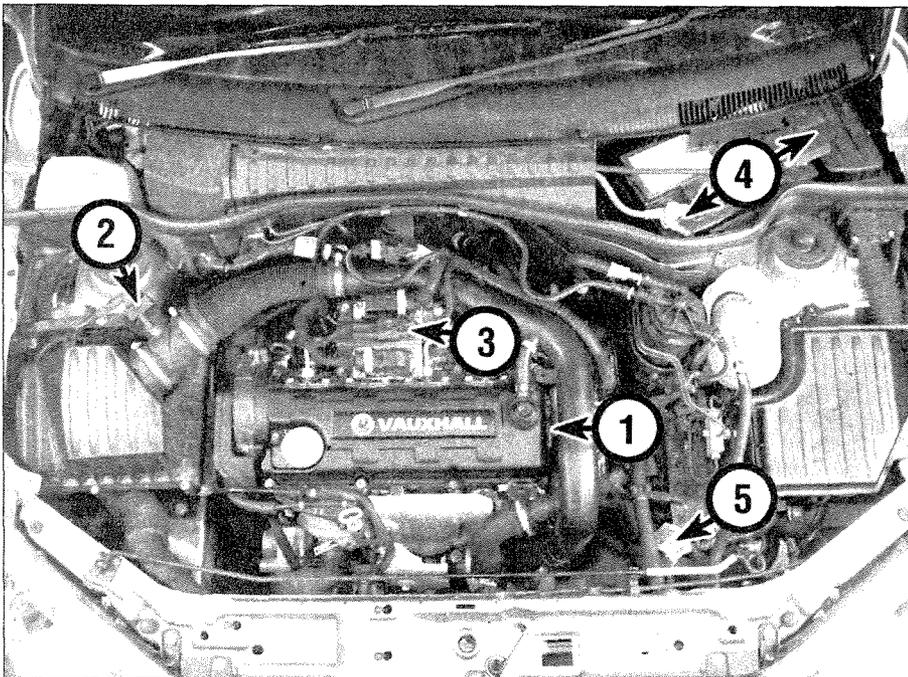
**1** On petrol engines, check that the wiring to the ignition DIS module is connected firmly.



**2** Check that the air mass meter wiring is connected securely.



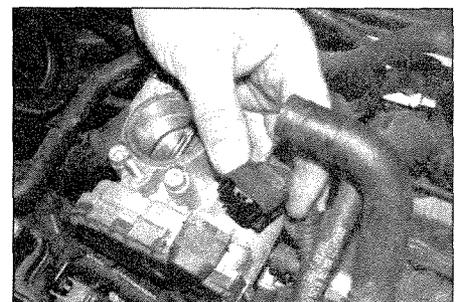
**3** On diesel engines, check that the wiring to the engine ECU is connected securely.



Check that electrical connections are secure (with the ignition switched off) and spray with water dispersant if you suspect a problem due to damp.



**4** Check the security and condition of the battery connections.



**5** Check all multi-plugs and wiring connectors for security.

## If your car won't start even though the starter motor turns as normal

- Is there fuel in the tank?
- Is there moisture on electrical components under the bonnet? Switch off the ignition, then wipe off any obvious dampness with a dry cloth. Spray a water-repellent aerosol product (WD-40 or equivalent) on ignition and fuel system electrical connectors like those shown in the photos. Pay special attention to the ignition coil, wiring connector and HT leads, as applicable.

## Jump starting

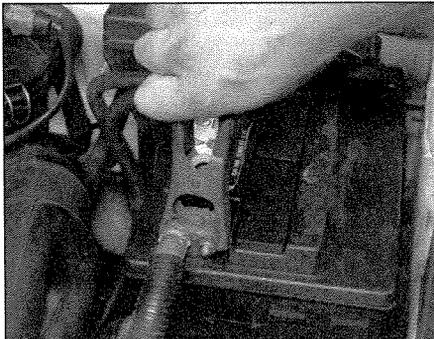
When jump-starting a car using a booster battery, observe the following precautions:

- ✓ Before connecting the booster battery, make sure that the ignition is switched off.
- ✓ Ensure that all electrical equipment (lights, heater, wipers, etc) is switched off.
- ✓ Take note of any special precautions printed on the battery case.
- ✓ Make sure that the booster battery is the same voltage as the discharged one in the vehicle.
- ✓ If the battery is being jump-started from the battery in another vehicle, the two vehicles **MUST NOT TOUCH** each other.
- ✓ Make sure that the transmission is in neutral (or PARK, in the case of automatic transmission).

**HAYNES**  
**HINT**

Jump starting will get you out of trouble, but you must correct whatever made the battery go flat in the first place. There are three possibilities:

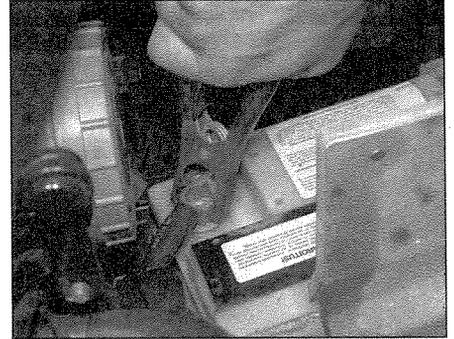
- 1** The battery has been drained by repeated attempts to start, or by leaving the lights on.
- 2** The charging system is not working properly (alternator drivebelt slack or broken, alternator wiring fault or alternator itself faulty).
- 3** The battery itself is at fault (electrolyte low, or battery worn out).



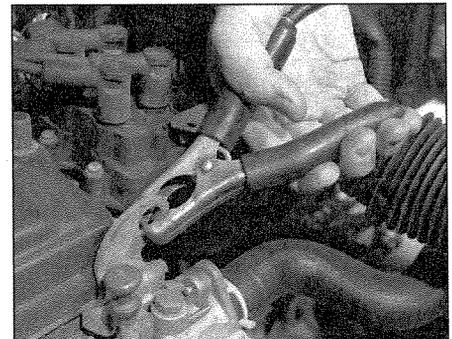
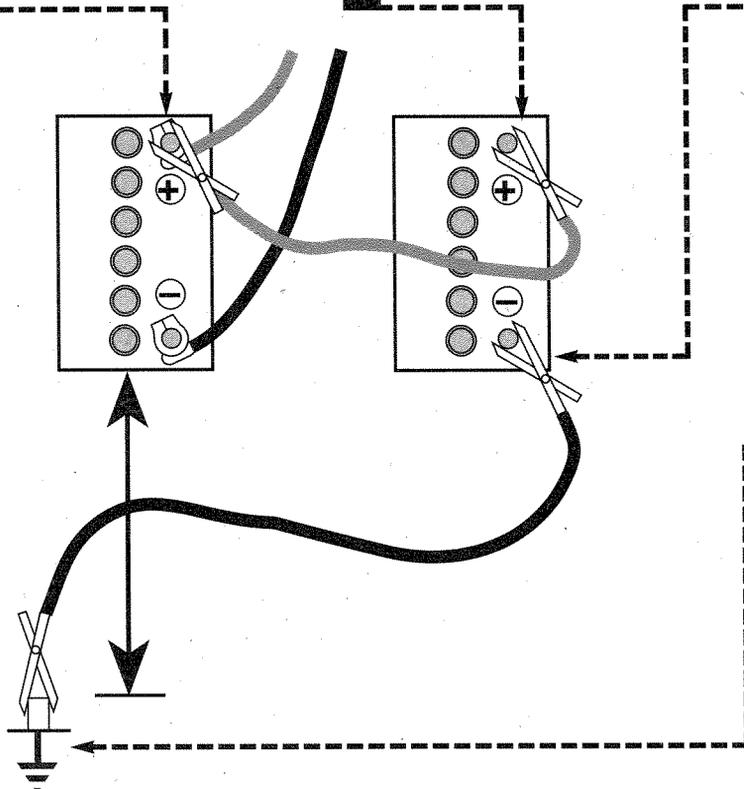
**1** Connect one end of the red jump lead to the positive (+) terminal of the flat battery



**2** Connect the other end of the red lead to the positive (+) terminal of the booster battery.



**3** Connect one end of the black jump lead to the negative (-) terminal of the booster battery



**4** Connect the other end of the black jump lead to a bolt or bracket on the engine block, well away from the battery, on the vehicle to be started.

**5** Make sure that the jump leads will not come into contact with the fan, drivebelts or other moving parts of the engine.

**6** Start the engine using the booster battery and run it at idle speed. Switch on the lights, rear window demister and heater blower motor, then disconnect the jump leads in the reverse order of connection. Turn off the lights etc.