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NOTE:

The screen toned Section 8A is in Wiring Diagram Manual mentioned in FOREWORD of this manual.

SECTION 0A

0A

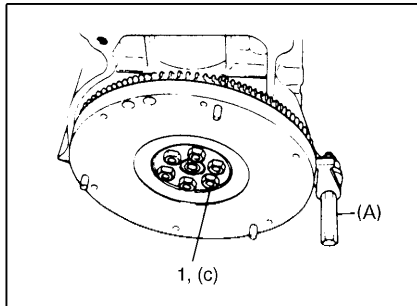
GENERAL INFORMATION

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How To Use This Manual

- 1) There is a "TABLE OF CONTENTS" on the third page of this manual, whereby you can easily find the section that offers the information you need. Also, there is a CONTENTS on the first page of each section, where the main items in that section are listed.
- 2) Each section of this manual has its own pagination. It is indicated at the top of each page along with the Section name.
- 3) The special tool usage and torque specification are given as shown in the figure.



- 6) Install oil pump. Refer to "Oil pump" in this section.
- 7) Install flywheel (for M/T vehicle) or drive plate (for A/T vehicle).
Using special tool, lock flywheel or drive plate, and tighten flywheel or drive plate bolts (1) to specified torque.

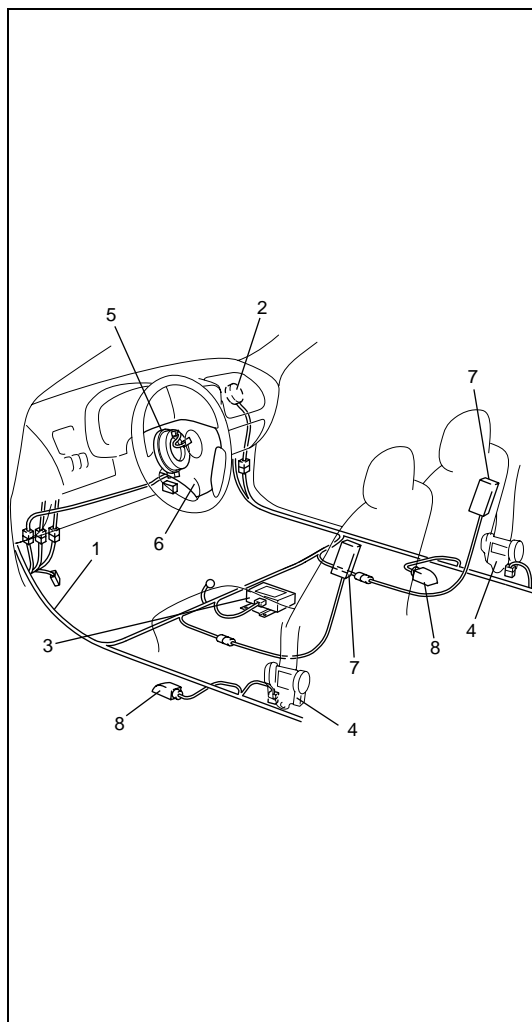
Special Tool
(A) : 09924-17810

Tightening Torque
(c) : 78 N·m (7.8 kg-m, 56.0 lb-ft)

- 4) A number of abbreviations and symbols are used in the text. For their full explanations, refer to "ABBREVIATIONS AND SYMBOLS MAY BE USED IN THIS MANUAL" in this section.
- 5) The SI, metric and foot-pound systems are used as units in this manual.
- 6) "DIAGNOSIS" are included in each section as necessary.
- 7) At the end of each section, there are descriptions of "SPECIAL TOOL", "REQUIRED SERVICE MATERIAL" and "TIGHTENING TORQUE SPECIFICATION" that should be used for the servicing work described in that section.

Precautions

Precaution for Vehicles Equipped with a Supplemental Restraint (Air Bag) System



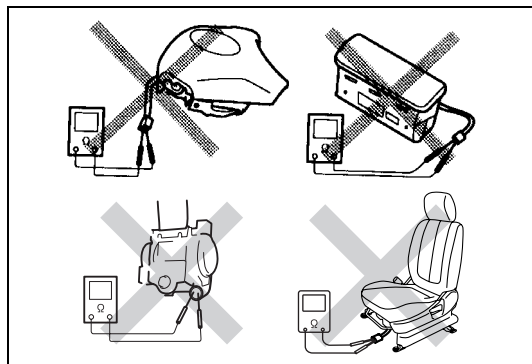
WARNING:

- The configuration of air bag system parts are as shown in the figure. When it is necessary to service (remove, reinstall and inspect) these parts, be sure to follow procedures described in Section 10B. Failure to follow proper procedures could result in possible air bag system activation, personal injury, damage to parts or air bag system being unable to activate when necessary.
- If the air bag system and another vehicle system both need repair, SUZUKI recommends that the air bag system be repaired first, to help avoid unintended air bag system activation.
- Do not modify the steering wheel, dashboard, or any other air bag system components. Modifications can adversely affect air bag system performance and lead to injury.
- If the vehicle will be exposed to temperatures over 93°C (200°F) (for example, during a paint baking process), remove the air bag system components beforehand to avoid component damage or unintended air bag system activation.

1. Air bag wire harness (in floor harness)	5. Contact coil
2. Passenger air bag (inflator) module	6. Driver air bag (inflator) module
3. SDM	7. Side air bag (inflator) module (if equipped)
4. Seat belt pretensioner	8. Side sensor (if equipped)

Diagnosis

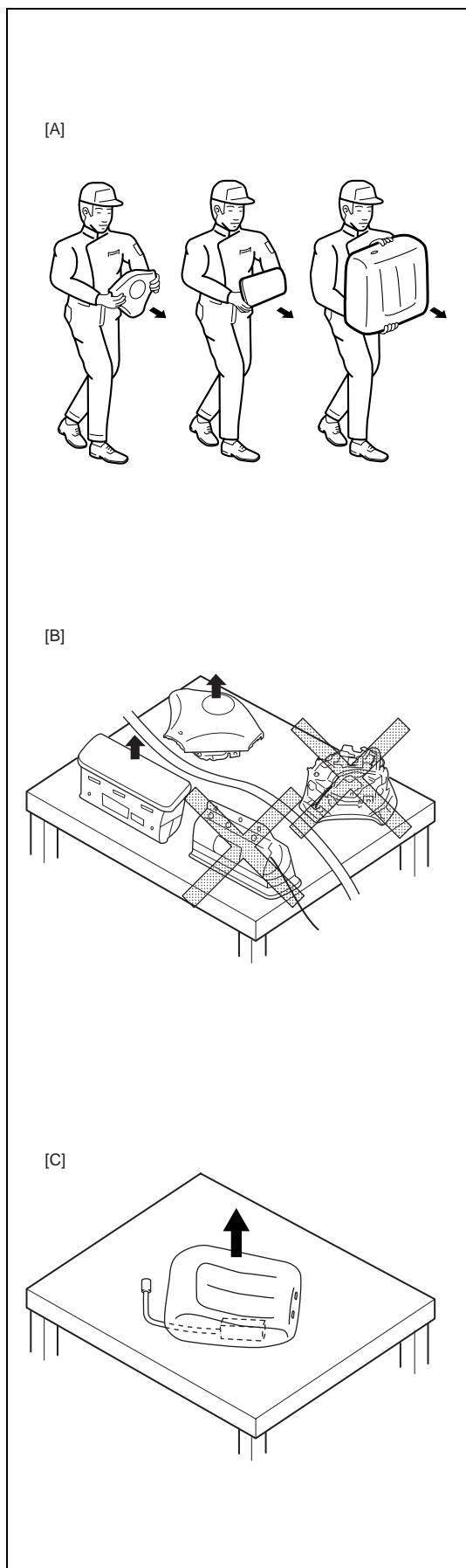
- When troubleshooting air bag system, be sure to follow "DIAGNOSIS" in Section 10B. Bypassing these procedures may result in extended diagnostic time, incorrect diagnosis, and incorrect parts replacement.
- Never use electrical test equipment other than that specified in this manual.



WARNING:

Never attempt to measure the resistance of the air bag (inflator) modules (driver, passenger and side) and seat belt pretensioners (driver and passenger). It is very dangerous as the electric current from the tester may deploy the air bag or activate the pretensioner.

Servicing and handling

**WARNING:**

Many of service procedures require disconnection of “AIR BAG” fuse and all air bag (inflator) module(s) from initiator circuit to avoid an accidental deployment.

Driver, Passenger and Side Air Bag (Inflator) Modules

- For handling and storage of a live air bag (inflator) module, select a place where the ambient temperature below 65°C (150°F), without high humidity and away from electric noise.
- When carrying a live air bag (inflator) module, make sure the bag opening is pointed away from you. In case of an accidental deployment, the bag will then deploy with minimal chance of injury. Never carry the air bag (inflator) module by the wires or connector on the underside of the module. When placing a live air bag (inflator) module on a bench or other surface, always face the bag up, away from the surface. The front seat back with the live air bag (inflator) module must be placed with its frontal seat cover facing up. It is also prohibited to place anything on top of the trim cover and stack air bag (inflator) modules. This is necessary so that a free space is provided to allow the air bag to expand in the unlikely event of accidental deployment. Otherwise, personal injury may result.
- Never dispose of live (undeployed) air bag (inflator) modules (driver, passenger and side). If disposal is necessary, be sure to deploy them according to deployment procedures described in Section 10B before disposal.
- The air bag (inflator) module immediately after deployment is very hot. Wait for at least half an hour to cool it off before proceeding the work.
- After an air bag (inflator) module has been deployed, the surface of the air bag may contain a powdery residue. This powder consists primarily of cornstarch (used to lubricate the bag as it inflates) and by-products of the chemical reaction. As with many service procedures, gloves and safety glasses should be worn.

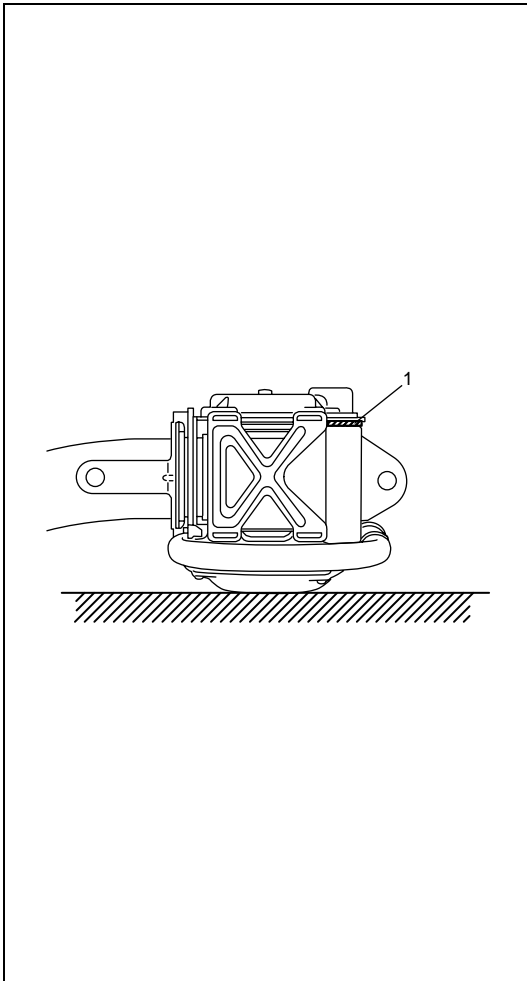
[A]: ALWAYS CARRY AIR BAG (INFLATOR) MODULE WITH TRIM COVER (AIR BAG OPENING) AWAY FROM BODY.

[B]: ALWAYS PLACE AIR BAG (INFLATOR) MODULE ON WORKBENCH WITH TRIM COVER (AIR BAG OPENING) UP, AWAY FROM LOOSE OBJECTS.

[C]: ALWAYS PLACE WITH ITS FRONTAL SEAT COVER FACING UP, AWAY FROM LOOSE OBJECTS.

WARNING:**SDM**

- For handling and storage of a SDM, select a place where the ambient temperature below 65°C (150°F), without high humidity and away from electric noise.
- During service procedures, be very careful when handling a Sensing and Diagnostic Module (SDM). Never strike or jar the SDM.
- Never power up the air bag system when the SDM is not rigidly attached to the vehicle. All SDM and mounting bracket fasteners must be carefully torqued and the arrow must be pointing toward the front of the vehicle to ensure proper operation of the air bag system.
The SDM could be activated when powered while not rigidly attached to the vehicle which could cause deployment and result in personal injury.

**WARNING:****Driver and Passenger Seat Belt Pretensioners
(If equipped)**

- For handling and storage of a live seat belt pretensioner, select a place where the ambient temperature below 65°C (150°F), without high humidity and away from electric noise.
- Never carry seat belt pretensioner by wire or connector of pretensioner. When placing a live seat belt pretensioner on the workbench or some place like that, be sure not to lay it with its exhaust hole (1) provided side facing down. It is also prohibited to put something on its face with an exhaust hole or to put a seat belt pretensioner on top of another. Otherwise, personal injury may result.
- Never dispose of live (inactivated) seat belt pretensioners (driver and passenger). If disposal is necessary, be sure to activate them according to activation procedures described in Section 10B before disposal.
- The seat belt pretensioner immediately after activation is very hot. Wait for at least half an hour to cool it off before proceeding the work.
- With many service procedures, gloves and safety glasses should be worn to prevent any possible irritation of the skin or eyes.

- Even when the accident was light enough not to cause air bags to activate, be sure to inspect system parts and other related parts according to instructions under “REPAIRS AND INSPECTIONS REQUIRED AFTER AN ACCIDENT” in Section 10B.
- When servicing parts other than air bag system, if shocks may be applied to air bag system component parts, remove those parts beforehand.
- When handling the air bag (inflator) modules (driver, passenger and side), seat belt pretensioners (driver and passenger), side sensors or SDM, be careful not to drop it or apply an impact to it. If an excessive impact was applied, never attempt disassembly or repair but replace it with a new one.
- When grease, cleaning agent, oil, water, etc. has got onto air bag (inflator) modules (driver, passenger and side) or seat belt pretensioners (driver and passenger), wipe off immediately with a dry cloth.

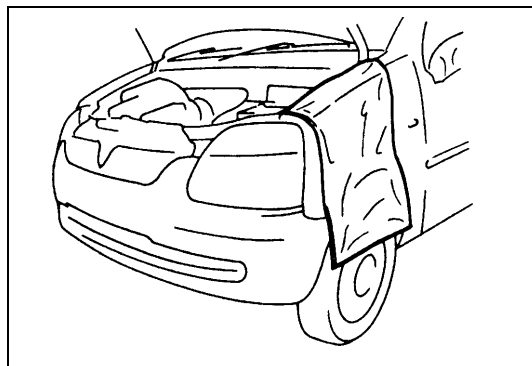
- Air bag wire harness is included in floor wire harness. Air bag wire harness branched off from floor wire harness can be identified easily as it is covered with a yellow protection tube and it has yellow connectors. Be very careful when handling it.
- When an open in air bag wire harness, damaged wire harness, connector or terminal is found, replace wire harness, connectors and terminals as an assembly.
- Do not apply power to the air bag system unless all components are connected or a diagnostic chart requests it, as this will set a diagnostic trouble code.
- Never use air bag system component parts from another vehicle.
- When using electric welding, be sure to disconnect all air bag (inflator) module connectors and pretensioner connectors from air bag wire harness respectively.
- Never expose air bag system component parts directly to hot air (drying or baking the vehicle after painting) or flames.
- WARNING/CAUTION labels are attached on each part of air bag system components. Be sure to follow the instructions.
- After vehicle is completely repaired, perform “AIR BAG DIAGNOSTIC SYSTEM CHECK” in Section 10B.

General Precautions

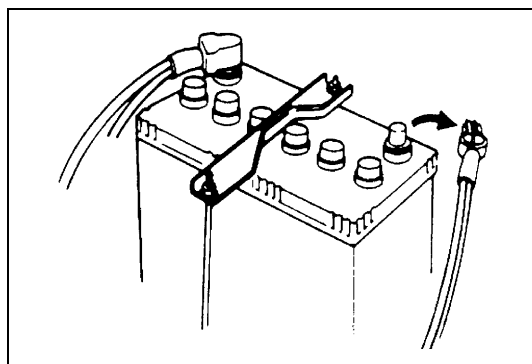
The WARNING and CAUTION below describe some general precautions that you should observe when servicing a vehicle. These general precautions apply to many of the service procedures described in this manual, and they will not necessarily be repeated with each procedure to which they apply.

WARNING:

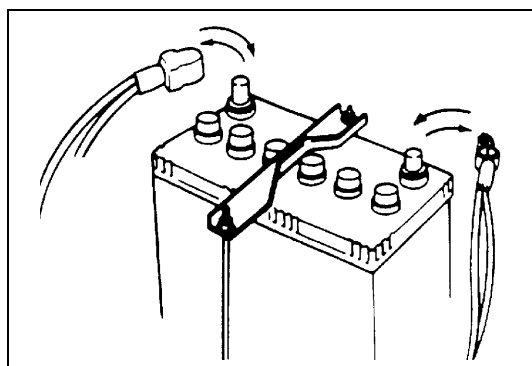
- Whenever raising a vehicle for service, be sure to follow the instructions under “VEHICLE LIFTING POINTS” in this section.
- When it is necessary to do service work with the engine running, make sure that the parking brake is set fully and the transmission is in Neutral (for manual transmission vehicles) or Park (for automatic transmission vehicles), Keep hands, hair, clothing, tools, etc. away from the fan and belts when the engine is running.
- When it is necessary to run the engine indoors, make sure that the exhaust gas is forced outdoors.
- Do not perform service work in areas where combustible materials can come in contact with a hot exhaust system. When working with toxic or flammable materials (such as gasoline and refrigerant), make sure that the area you work in is well-ventilated.
- To avoid getting burned, keep away from hot metal parts such as the radiator, exhaust manifold, tail pipe, muffler, etc.
- New and used engine oil can be hazardous. Children and pets may be harmed by swallowing new or used oil. Keep new and used oil and used engine oil filters away from children and pets. Continuous contact with used engine oil has been found to cause [skin] cancer in laboratory animals. Brief contact with used oil may irritate skin. To minimize your exposure to used engine oil, wear a long-sleeve shirt and moisture-proof gloves (such as dish washing gloves) when changing engine oil. If engine oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil, recycle or properly dispose of used oil and filters.
- Make sure the bonnet is fully closed and latched before driving. If it is not, it can fly up unexpectedly during driving, obstructing your view and resulting in an accident.



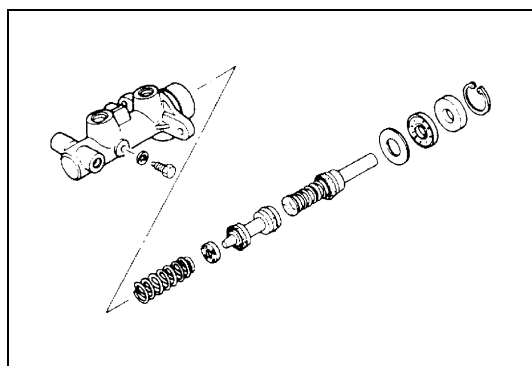
- Before starting any service work, cover fenders, seats and any other parts that are likely to get scratched or stained during servicing. Also, be aware that what you wear (e.g, buttons) may cause damage to the vehicle's finish.



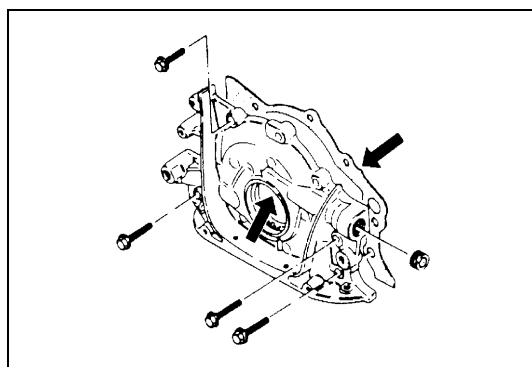
- When performing service to electrical parts that does not require use of battery power, disconnect the negative cable of the battery.



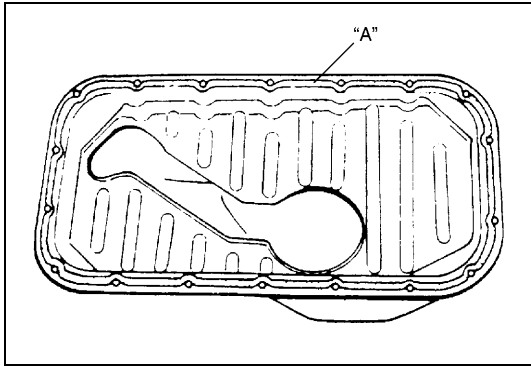
- When removing the battery, be sure to disconnect the negative cable first and then the positive cable. When reconnecting the battery, connect the positive cable first and then the negative cable, and replace the terminal cover.



- When removing parts that are to be reused, be sure to keep them arranged in an orderly manner so that they may be reinstalled in the proper order and position.

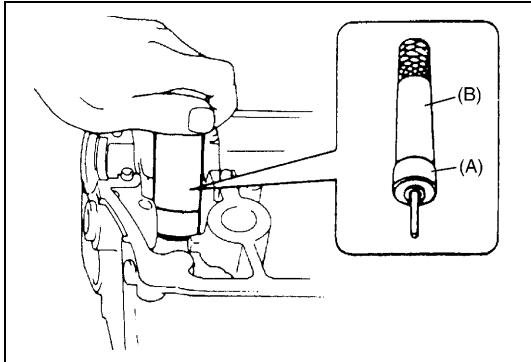


- Whenever you use oil seals, gaskets, packing, O-rings, locking washers, split pins, self-locking nuts, and certain other parts as specified, be sure to use new ones. Also, before installing new gaskets, packing, etc., be sure to remove any residual material from the mating surfaces.



- Make sure that all parts used in reassembly are perfectly clean.
When use of a certain type of lubricant, bond or sealant is specified, be sure to use the specified type.

“A” : Sealant 99000-31150

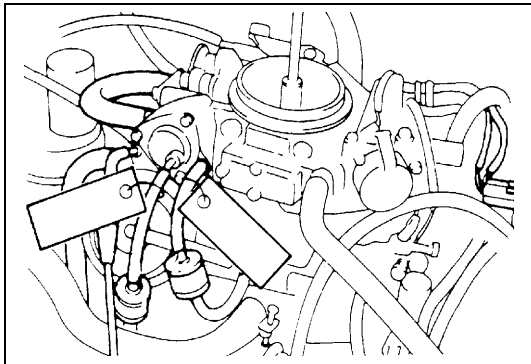


- Be sure to use special tools when instructed.

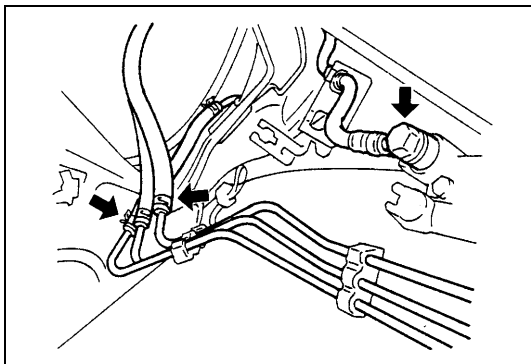
Special Tool

(A) : 09917-98221

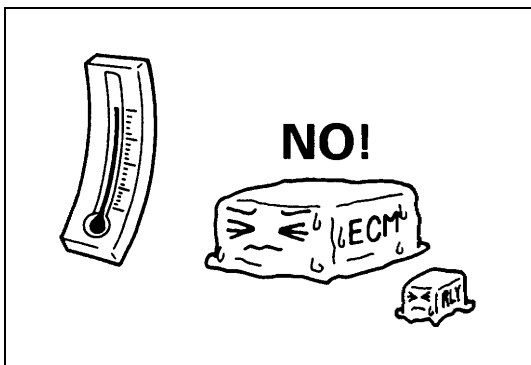
(B) : 09916-58210



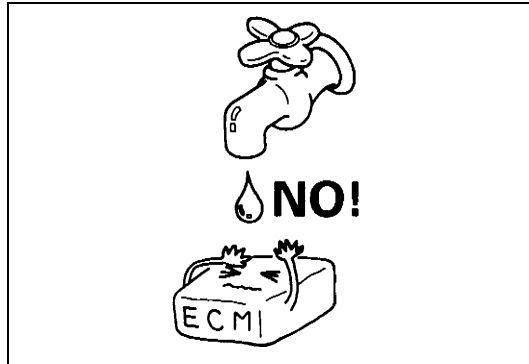
- When disconnecting vacuum hoses, attach a tag describing the correct installation positions so that the hoses can be reinstalled correctly.



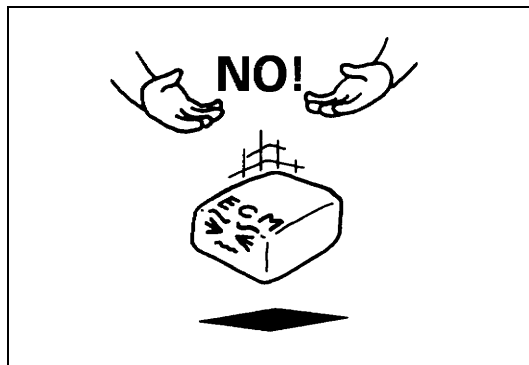
- After servicing fuel, oil, coolant, vacuum, exhaust or brake systems, check all lines related to the system for leaks.
- For vehicles equipped with fuel injection systems, never disconnect the fuel line between the fuel pump and injector without first releasing the fuel pressure, or fuel can be sprayed out under pressure.



- When performing a work that produces a heat exceeding 80°C (176°F) in the vicinity of the electrical parts, remove the heat sensitive electrical part(s) beforehand.



- Use care not to expose connectors and electrical parts to water which will be a cause of a trouble.



- Always be careful not to handle electrical parts (computer, relay, etc.) in a rough manner or drop them.

Precautions for Catalytic Converter

For vehicles equipped with a catalytic converter, use only unleaded gasoline and be careful not to let a large amount of unburned gasoline enter the converter or it can be damaged.

- Conduct a spark jump test only when necessary, make it as short as possible, and do not open the throttle.
- Conduct engine compression checks within the shortest possible time.
- Avoid situations which can result in engine misfire (e.g. starting the engine when the fuel tank is nearly empty.)

Precaution for Installing Mobile Communication Equipment

When installing mobile communication equipment such as CB (Citizens-Band)-radio or cellular-telephone, be sure to observe the following precautions.

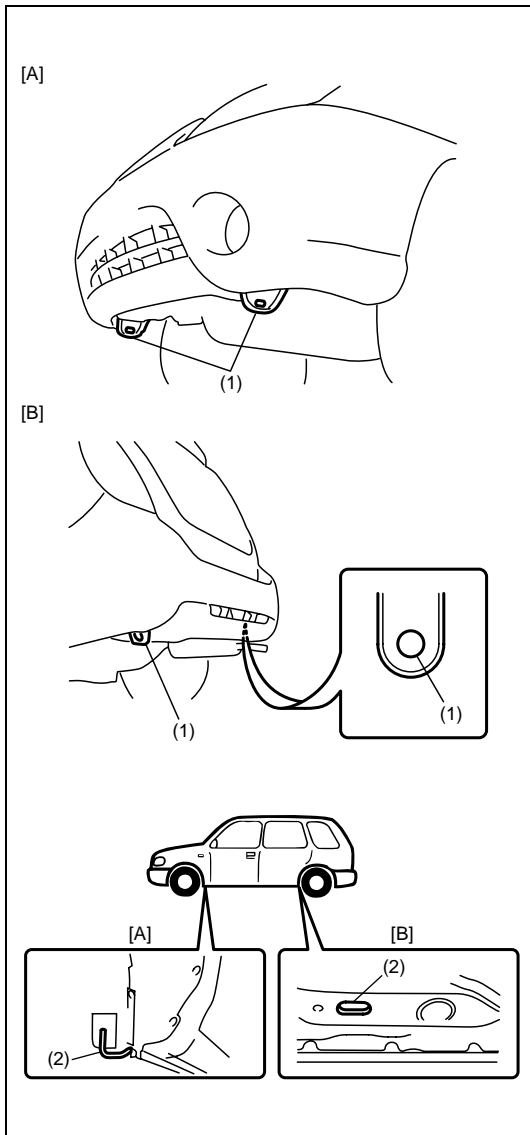
Failure to follow cautions may adversely affect electronic control system.

- Keep the antenna as far away as possible from the vehicle's electronic control unit.
- Keep the antenna feeder more than 20 cm (7.9 in) away from electronic control unit and its wire harnesses.
- Do not run the antenna feeder parallel with other wire harnesses.
- Confirm that the antenna and feeder are correctly adjusted.

Precaution for Vehicle Tie-Down Hooks

Never use hooks (1) to tie down vehicle when vehicle is transported by land, or body may be deformed. Be sure to use hooks (2) (hooks and frame holes) then. When vehicle is shipped by sea, use hooks (1) and/or (2) to tie-down vehicle.

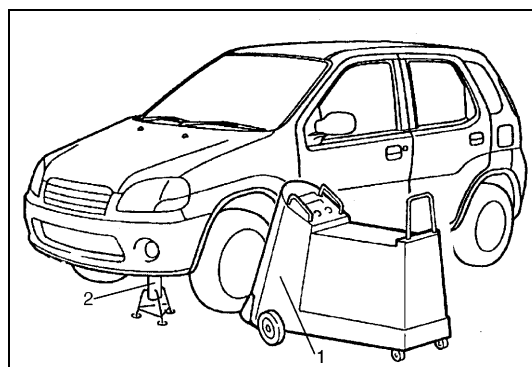
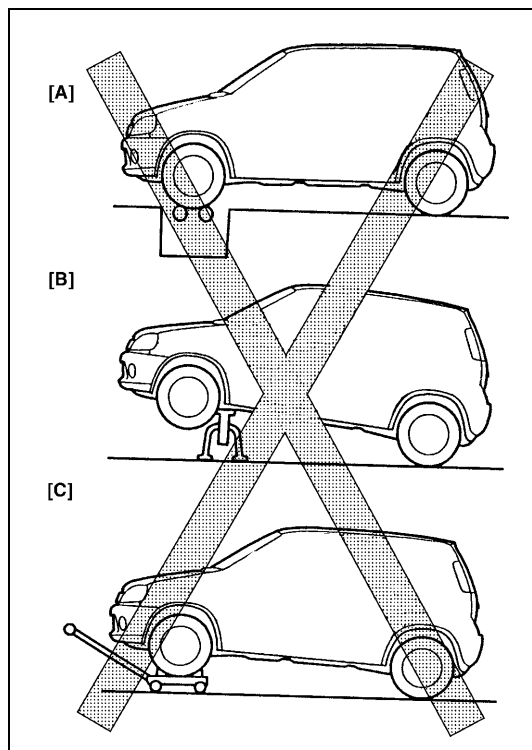
[A] : Vehicle front
[B] : Vehicle rear



Precaution in Servicing Full-Time 4WD Vehicle

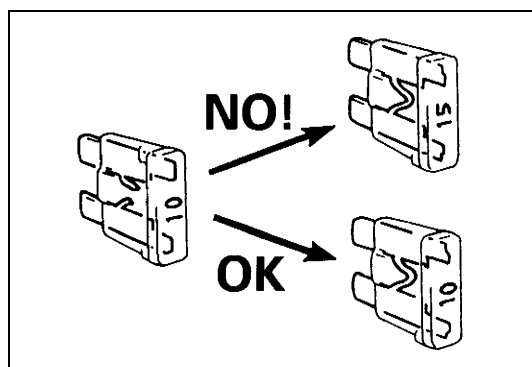
This full-time 4WD vehicle can not be converted to 2WD manually.

Observe the following caution in servicing. Otherwise, front wheels drive rear wheels or vice-versa and vehicle accidents, drivetrain damage and personal injury may result.

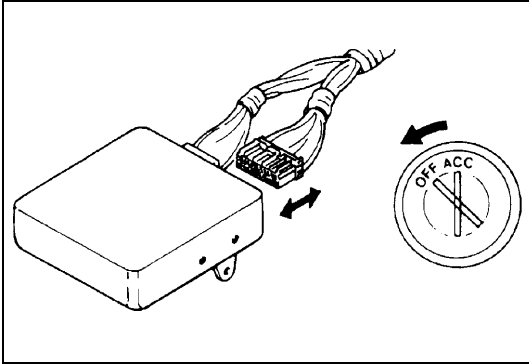


- Never perform any of the following types of service work.
 - [A] : Testing with 2-wheel chassis dynamometer, speedometer tester or brake tester.
 - [B] : Driving front wheels, which are jacked up.
 - [C] : Towing under the condition where either front or rear wheels can not rotate.
- When testing with 2-wheel chassis dynamometer, speedometer tester or brake tester, be sure to make the vehicle as front wheel drive by removing rear propeller shaft.
- When using On-vehicle type wheel balancing equipment (1), be sure to jack up all four wheels, off the ground completely and support vehicle with safety stands (2). Be careful of the other wheels, which will rotate at the same time.
- This vehicle should be towed under one of the following conditions :
 - With all wheels on a flatbed truck.
 - With front or rear wheels lifted and a dolly under the other wheels.

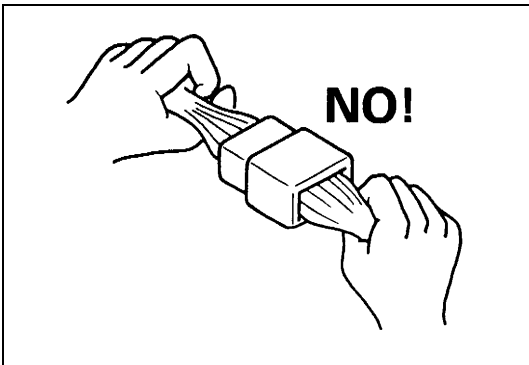
Precautions for Electrical Circuit Service



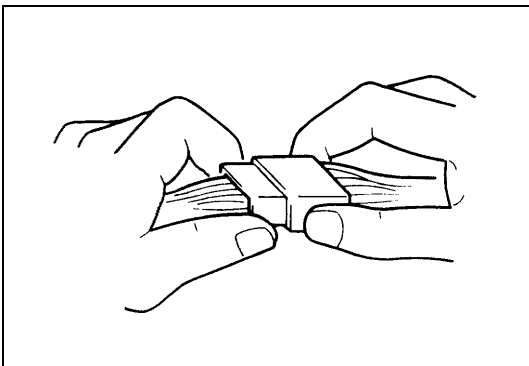
- When replacing a fuse, make sure to use a fuse of the specified capacity. Use of a fuse with a larger capacity will cause a damage to the electrical parts and a fire.



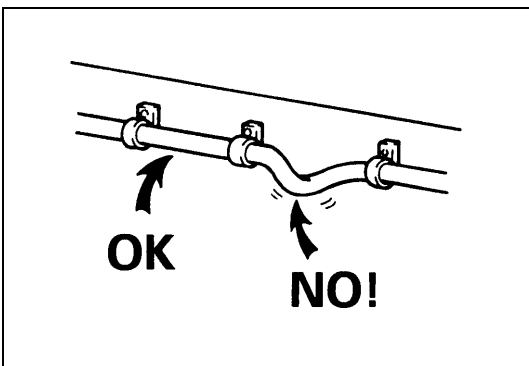
- When disconnecting and connecting coupler, make sure to turn ignition switch OFF, or electronic parts may get damaged.



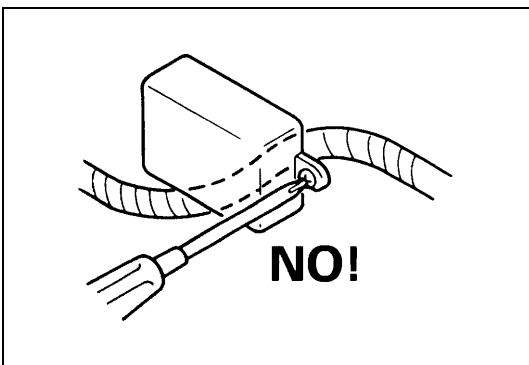
- When disconnecting connectors, never pull the wiring harness. Unlock the connector lock first and then pull them apart by holding connectors themselves.



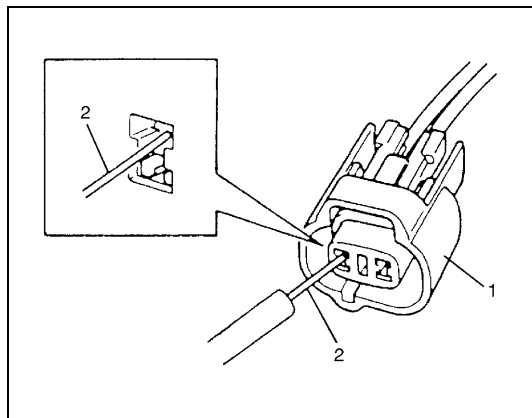
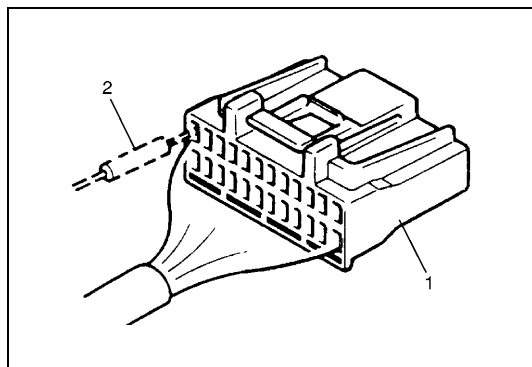
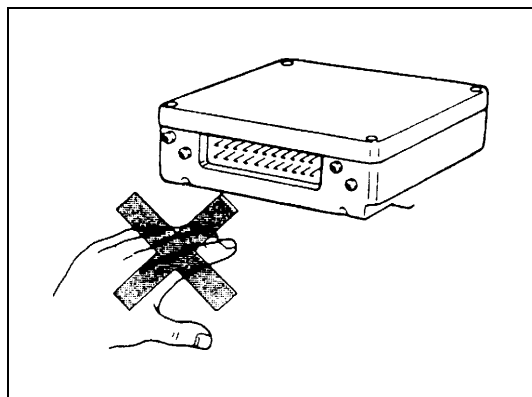
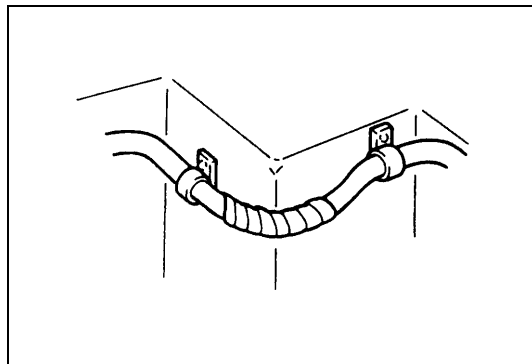
- When connecting connectors, also hold connectors and put them together until they lock securely (a click is heard).



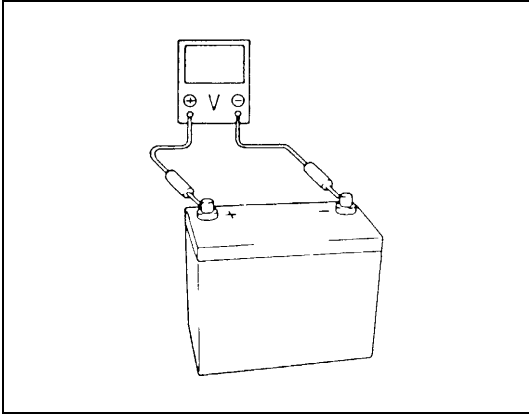
- When installing the wiring harness, fix it with clamps so that no slack is left.



- When installing vehicle parts, be careful so that the wiring harness is not interfered with or caught by any other part.



- To avoid damage to the harness, protect its part which may contact against a part forming a sharp angle by winding tape or the like around it.
- Be careful not to touch the electrical terminals of parts which use microcomputers (e.g. electronic control unit like as ECM, PCM, P/S controller, etc). The static electricity from your body can damage these parts.
- Never connect any tester (voltmeter, ohmmeter, or whatever) to electronic control unit when its coupler is disconnected. Attempt to do it may cause damage to it.
- Never connect an ohmmeter to electronic control unit with its coupler connected to it. Attempt to do it may cause damage to electronic control unit and sensors.
- Be sure to use a specified voltmeter/ohmmeter. Otherwise, accurate measurements may not be obtained or personal injury may result. If not specified, use a voltmeter with high impedance ($M \Omega/V$ minimum) or a digital type voltmeter.
- When taking measurements at electrical connectors using a tester probe, be sure to insert the probe (2) from the wire harness side (backside) of the connector (1).
- When connecting meter probe (2) from terminal side of coupler (1) because it can't be connected from harness side, use extra care not to bend male terminal of coupler or force its female terminal open for connection. In case of such coupler as shown connect probe as shown to avoid opening female terminal. Never connect probe where male terminal is supposed to fit.
- When checking connection of terminals, check its male half for bend and female half for excessive opening and both for locking (looseness), corrosion, dust, etc.



- Before measuring voltage at each terminal, check to make sure that battery voltage is 11 V or higher. Such terminal voltage check at low battery voltage will lead to erroneous diagnosis.

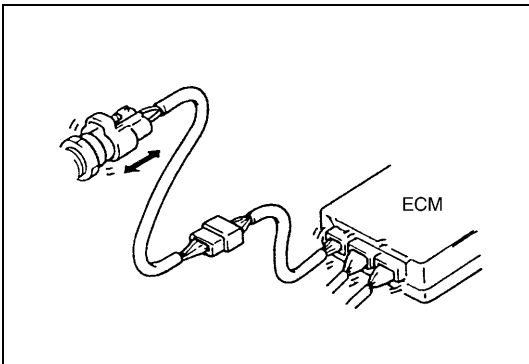
Electrical Circuit Inspection Procedure

While there are various electrical circuit inspection methods, described here is a general method to check its open and short circuit by using an ohmmeter and a voltmeter.

Open circuit check

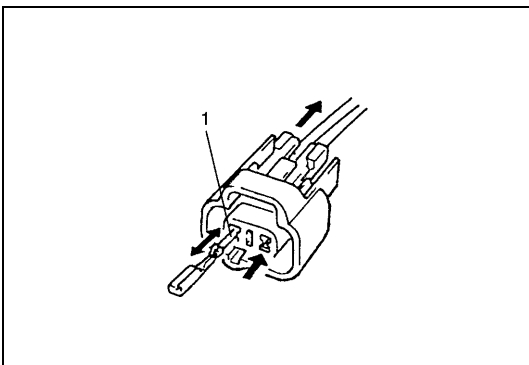
Possible causes for the open circuit are as follows. As the cause is in the connector or terminal in many cases, they need to be checked particularly carefully.

- Loose connection of connector
- Poor contact of terminal (due to dirt, corrosion or rust on it, poor contact tension, entry of foreign object etc.)
- Wire harness being open



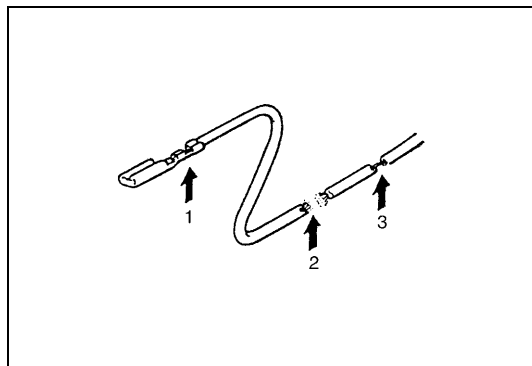
When checking system circuits including an electronic control unit such as ECM, TCM, ABS control module, etc., it is important to perform careful check, starting with items which are easier to check.

- 1) Disconnect negative (-) cable from battery
- 2) Check each connector at both ends of the circuit being checked for loose connection. Also check lock condition of connector if equipped with connector lock.



- 3) Using a test male terminal, check both terminals of the circuit being checked for contact tension of its female terminal. Check each terminal visually for poor contact (possibly caused by dirt, corrosion, rust entry of foreign object, etc.). At the same time, check to make sure that each terminal is locked in the connector fully.

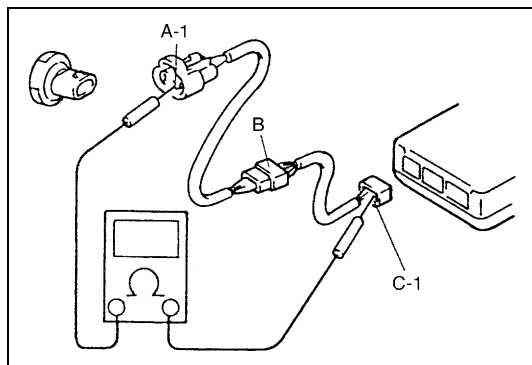
1. Check contact tension by inserting and removing just for once.



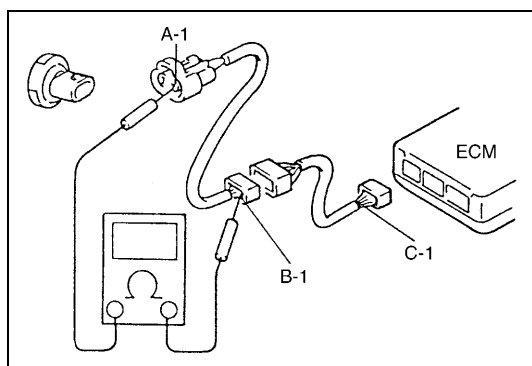
4) Using continuity check or voltage check the following procedure, check the wire harness for open circuit and poor connection with its terminals. Locate abnormality, if any.

1. Looseness of crimping
2. Open
3. Thin wire (single strand of wire)

Continuity check



1) Measure resistance between connector terminals at both ends of the circuit being checked (between A-1 and C-1 in the figure). If no continuity is indicated (infinity or over limit), that means that the circuit is open between terminals A-1 and C-1.

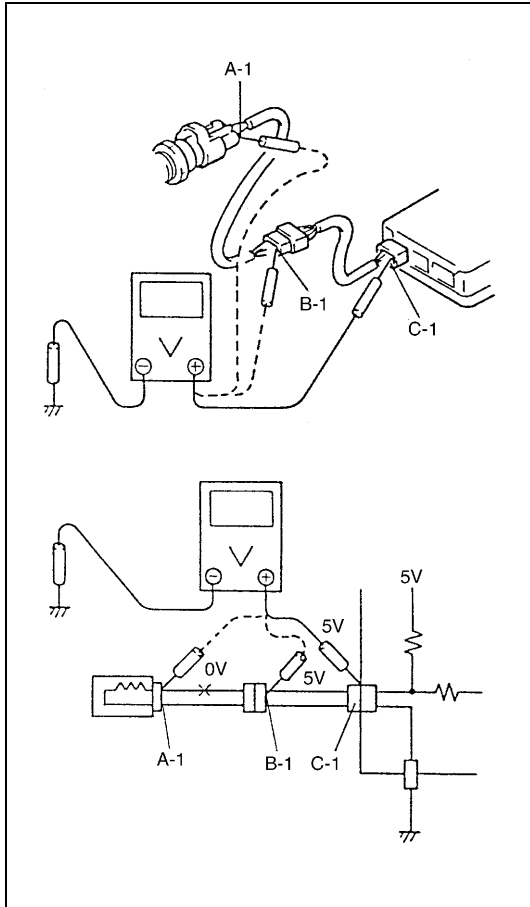


2) Disconnect the connector included in the circuit (connector-B in the figure) and measure resistance between terminals A-1 and B-1.

If no continuity is indicated, that means that the circuit is open between terminals A-1 and B-1. If continuity is indicated, there is an open circuit between terminals B-1 and C-1 or an abnormality in connector-B.

Voltage check

If voltage is supplied to the circuit being checked, voltage check can be used as circuit check.



- 1) With all connectors connected and voltage applied to the circuit being checked, measure voltage between each terminal and body ground.
 - a) If measurements were taken as shown in the figure and results were as listed below, it means that the circuit is open between terminals B-1 and A-1.

Voltage between
C-1 and body ground : Approx. 5 V
B-1 and body ground : Approx. 5 V
A-1 and body ground : 0 V
 - b) Also, if measured values were as listed below, it means that there is a resistance (abnormality) of such level that corresponds to the voltage drop in the circuit between terminals A-1 and B-1.

Voltage between
C-1 and body ground : Approx. 5 V
B-1 and body ground : Approx. 5 V
A-1 and body ground : Approx. 3 V

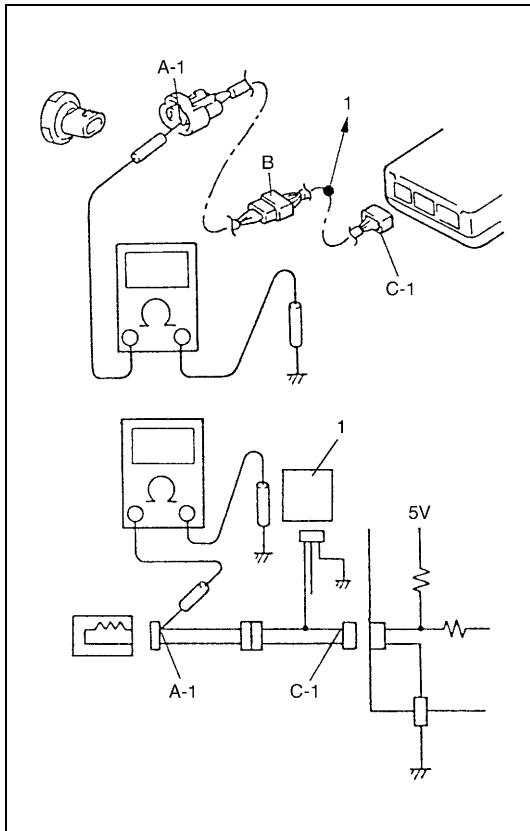
Short circuit check (wire harness to ground)

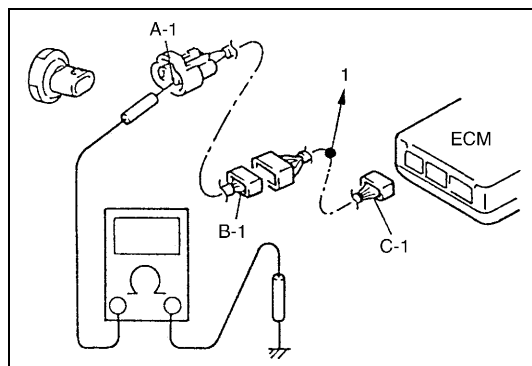
- 1) Disconnect negative (-) cable at battery.
- 2) Disconnect connectors at both ends of the circuit to be checked.

NOTE:

If the circuit to be checked is connected to other parts (1), disconnect all connectors of those parts. Otherwise, diagnosis will be misled.

- 3) Measure resistance between terminal at one end of circuit (A-1 terminal in the figure) and body ground. If continuity is indicated, it means that there is a short to ground between terminals A-1 and C-1 of the circuit.



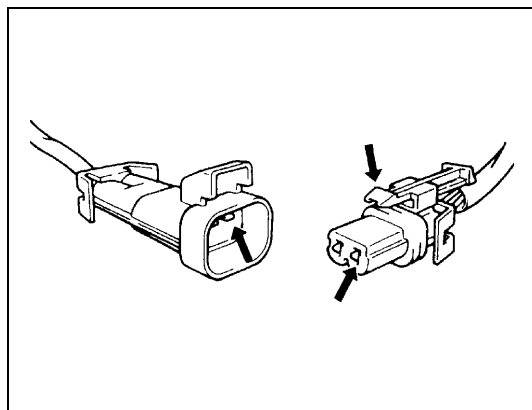


- 4) Disconnect the connector included in circuit (connector B) and measure resistance between A-1 and body ground. If continuity is indicated, it means that the circuit is shorted to the ground between terminals A-1 and B-1.

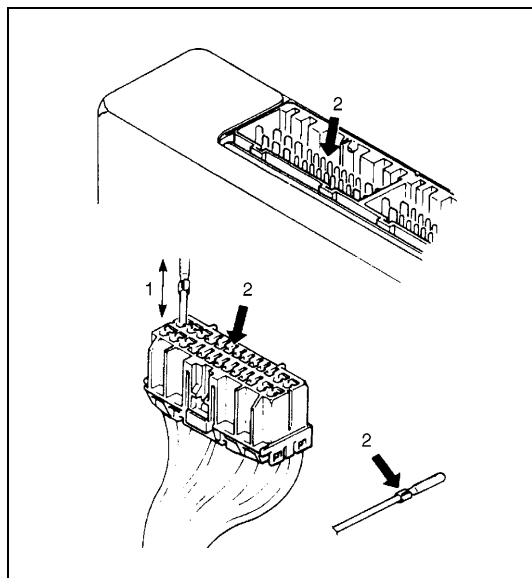
1. To other parts

Intermittent and Poor Connection

Most intermittent are caused by faulty electrical connections or wiring, although a sticking relay or solenoid can occasionally be at fault. When checking it for proper connection, perform careful check of suspect circuits for :

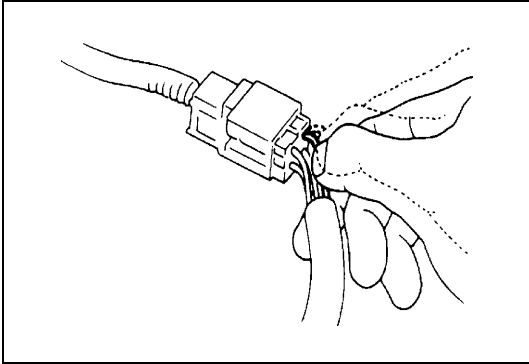


- Poor mating of connector halves, or terminals not fully seated in the connector body (backed out).
- Dirt or corrosion on the terminals. The terminals must be clean and free of any foreign material which could impede proper terminal contact. However, cleaning the terminal with a sand paper or the like is prohibited.
- Damaged connector body, exposing the terminals to moisture and dirt, as well as not maintaining proper terminal orientation with the component or mating connector.

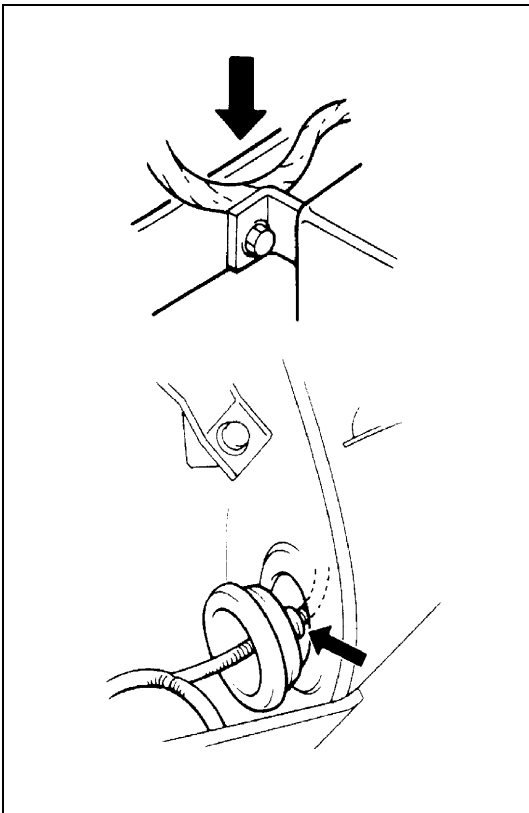


- Improperly formed or damaged terminals.
Check each connector terminal in problem circuits carefully to ensure good contact tension by using the corresponding mating terminal.
If contact tension is not enough, reform it to increase contact tension or replace.

- | |
|---|
| 1. Check contact tension by inserting and removing just once. |
| 2. Check each terminal for bend and proper alignment. |



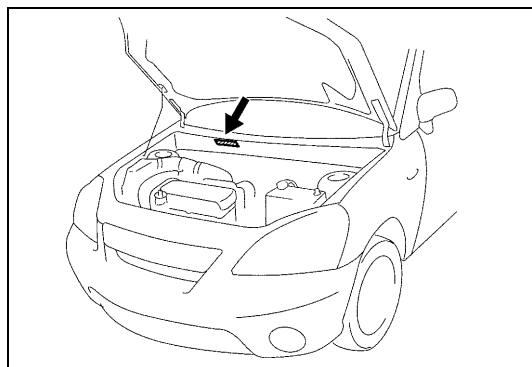
- Poor terminal-to-wire connection.
Check each wire harness in problem circuits for poor connection by shaking it by hand lightly. If any abnormal condition is found, repair or replace.



- Wire insulation which is rubbed through, causing an intermittent short as the bare area touches other wiring or parts of the vehicle.
- Wiring broken inside the insulation. This condition could cause continuity check to show a good circuit, but if only 1 or 2 strands of a multi-strand-type wire are intact, resistance could be far too high.
If any abnormality is found, repair or replace.

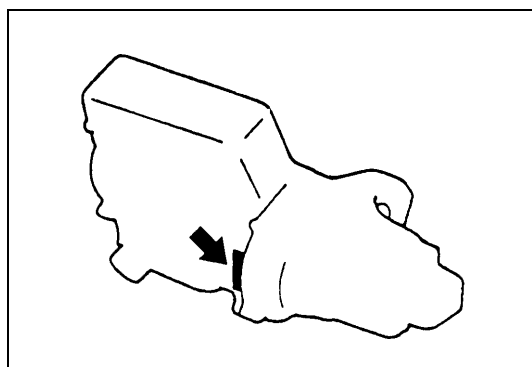
Identification Information

Vehicle Identification Number



The number is punched on front dash panel in engine room.

Engine Identification Number

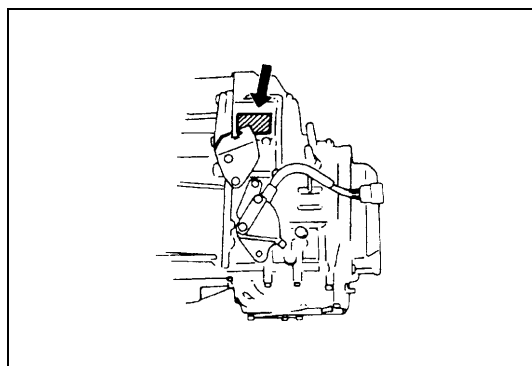


The number is punched on cylinder block.

M16 X - XXXXXX

_____ Serial number
 _____ Engine displacement
 (13:1.3 L, 16:1.6 L)
 _____ Engine type (M)

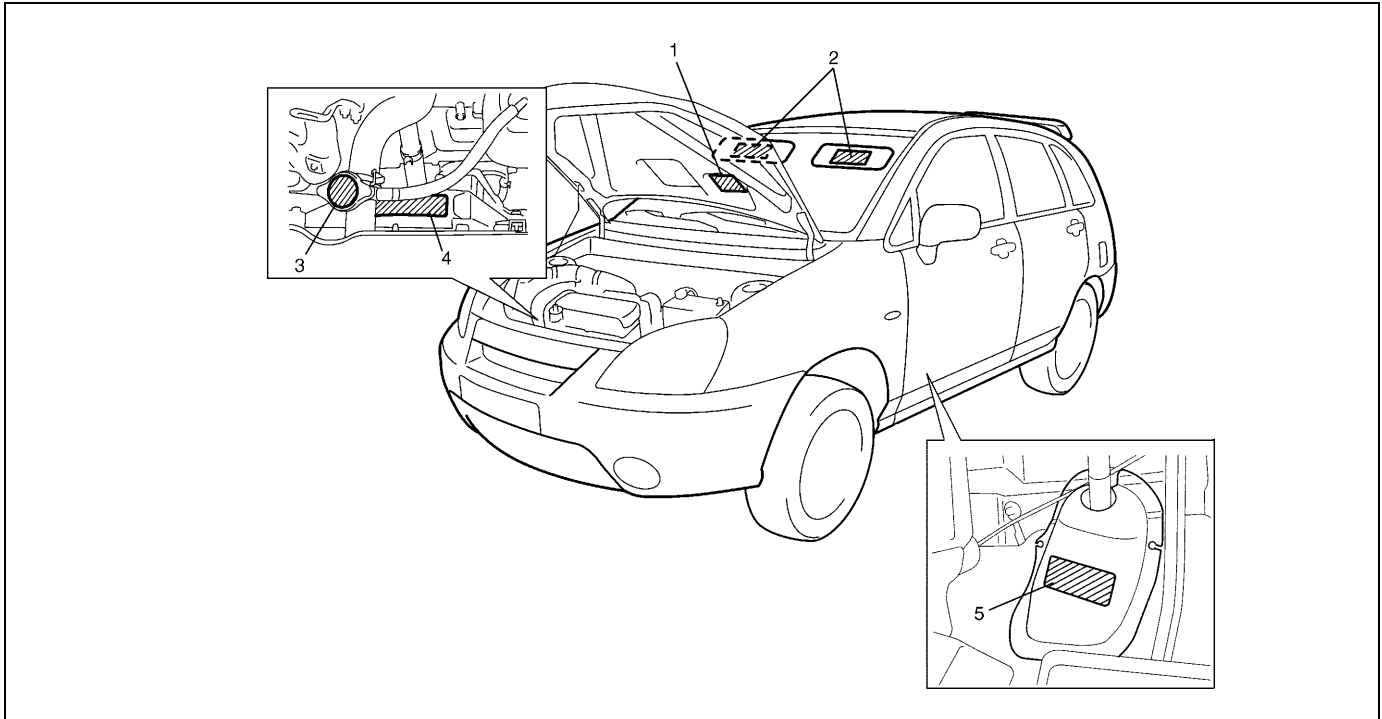
Transmission Identification Number



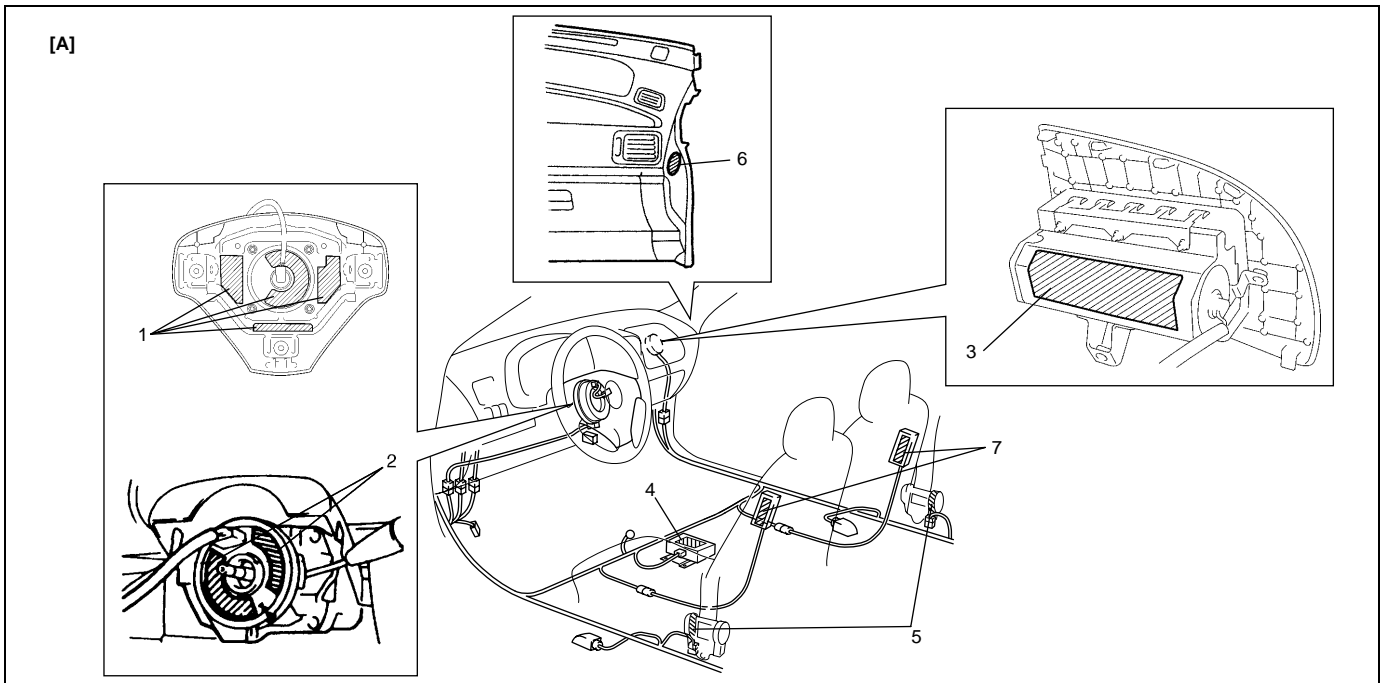
The automatic transmission identification number is located on transmission case.

Warning, Caution and Information Labels

The figure below shows main labels among others that are attached to vehicle component parts. When servicing and handling parts, refer to WARNING/CAUTION instructions printed on labels. If any WARNING/CAUTION label is found stained or damaged, clean or replace it as necessary.



1. Air bag label on back side of engine hood (for vehicle with air bag system)
2. Air bag label on sun visor (for vehicle with air bag system)
3. Radiator cap label
4. Engine cooling fan label
5. Steering shaft joint cover label (for vehicle with air bag system)



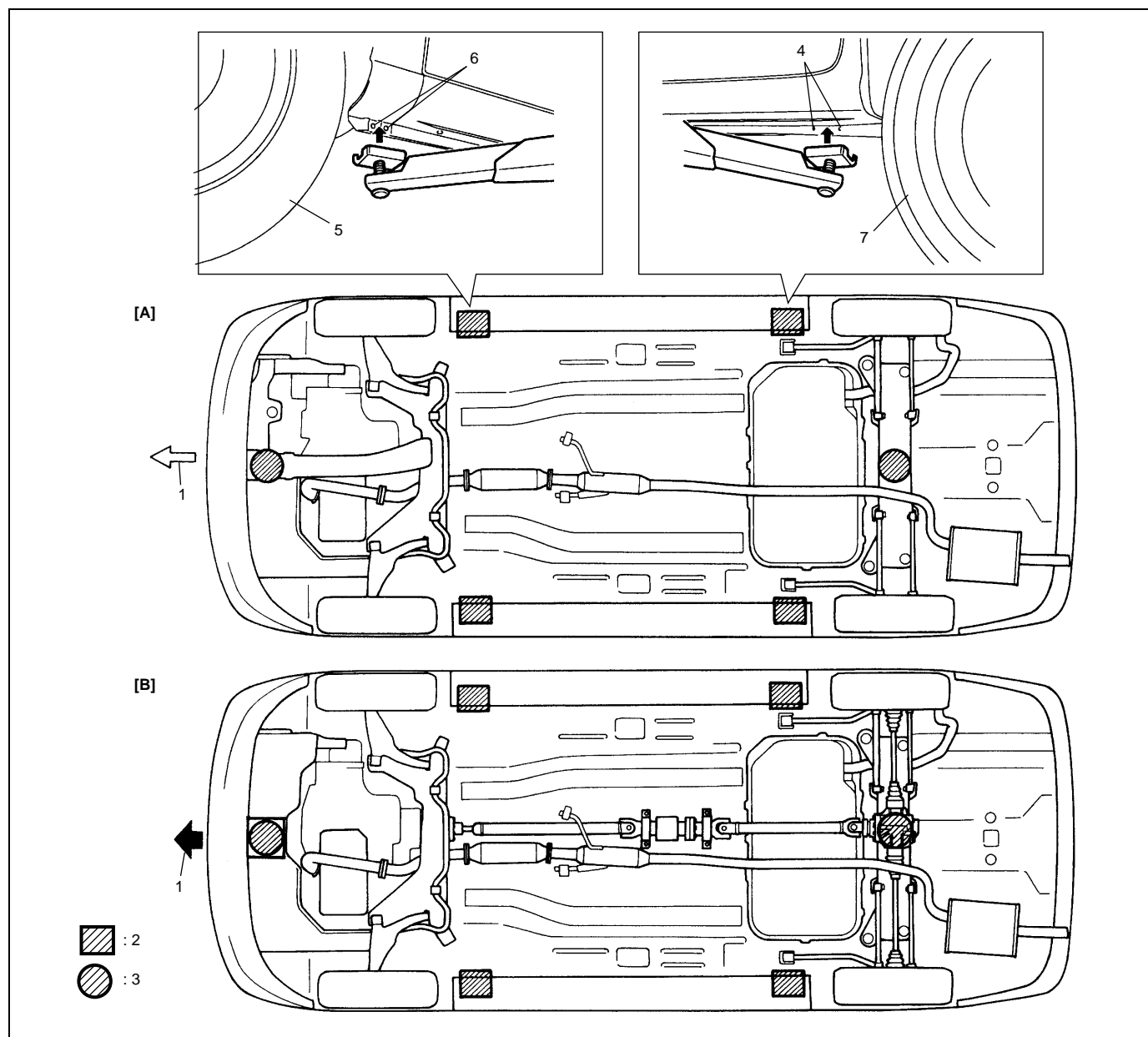
1. Air bag label on driver air bag (inflator) module	5. Pretensioner label on seat belt retractor
2. Air bag label on combination switch and contact coil assembly	6. Child seat label
3. Air bag label on passenger air bag (inflator) module	7. Air bag label on side air bag module
4. Air bag label on SDM	[A] : These labels are attached on vehicle equipped with air bag system only.

Vehicle Lifting Points

WARNING:

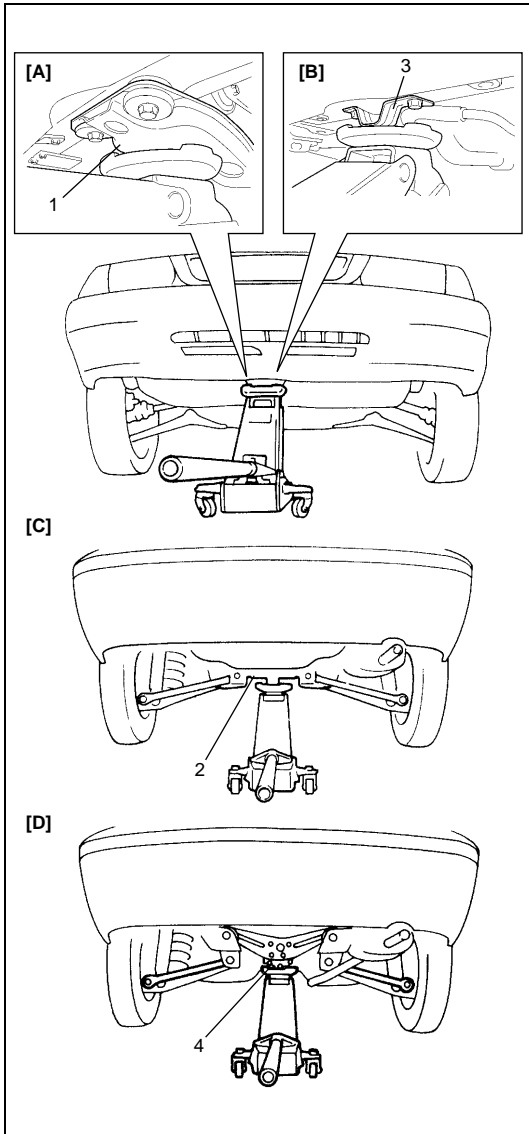
- Before applying hoist to underbody, always take vehicle balance throughout service into consideration. Vehicle balance on hoist may change depending on what part to be removed.
- Before lifting up the vehicle, check to be sure that end of hoist arm is not in contact with brake pipe, fuel pipe, bracket or any other part.
- When using frame contact hoist, apply hoist as shown (right and left at the same position). Lift up the vehicle till 4 tires are a little off the ground and make sure that the vehicle will not fall off by trying to move vehicle body in both ways. Work can be started only after this confirmation.
- Make absolutely sure to lock hoist after vehicle is hoisted up.

WHEN USING FRAME CONTACT HOIST



1. Vehicle front	6. Bolts
2. Support position for frame contact hoist and safety stand	7. Rear left tire
3. Floor jack position	[A] : 2WD vehicle
4. Embossed-mark	[B] : 4WD vehicle
5. Front left tire	

WHEN USING FLOOR JACK



WARNING:

If the vehicle to be jacked up only at the front or rear end, be sure to block the wheels on ground in order to ensure safety.

After the vehicle is jacked up, be sure to support it on stands. It is extremely dangerous to do any work on the vehicle raised on jack alone.

CAUTION:

Never apply jack against suspension parts (i.e., stabilizer, etc) or vehicle floor, or it may get deformed.

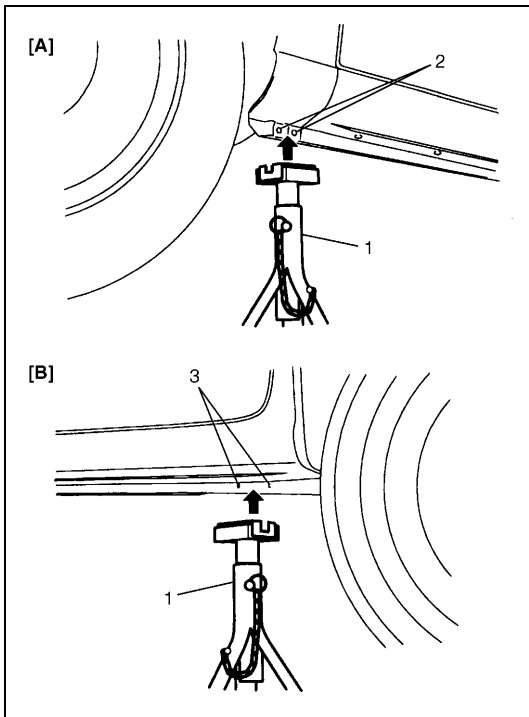
For 2WD vehicle

In raising front or rear vehicle end off the floor by jacking, be sure to put the jack against the front end of the engine mounting member (1) or rear suspension frame (2).

For 4WD vehicle

In raising front or rear vehicle end off the floor by jacking, be sure to put the jack against the jacking bracket (3) or rear differential (4).

[A] : 2WD vehicle front	[C] : 2WD vehicle rear
[B] : 4WD vehicle front	[D] : 4WD vehicle rear



To perform service with either front or rear vehicle end jacked up, be sure to place safety stands (1) under vehicle body so that vehicle body is securely supported. And then check to ensure that vehicle body does not slide on safety stands (1) and the vehicle is held stable for safety's sake.

[A] : Front
[B] : Rear
2. Bolts
3. Embossed mark


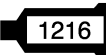

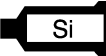










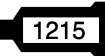



Abbreviations and Symbols May Be Used in This Manual

ABBREVIATIONS

A	ABS	Anti-lock Brake System	E	EFE Heater	Early Fuel Evaporation Heater (Positive Temperature Coefficient, PTC Heater)	
	ATDC	After Top Dead Center		EPS	Electronic Power Steering	
	API	American Petroleum Institute		EVAP EVAP Canister	Evaporative Emission Evaporative Emission Canister (Charcoal Canister)	
	ATF	Automatic Transmission Fluid, Automatic Transaxle Fluid			4WD	4 Wheel Drive
	ALR	Automatic Locking Retractor		G	GEN	Generator
	AC	Alternating Current			GND	Ground
	A/T	Automatic Transmission, Auto- matic Transaxle		H	HC	Hydrocarbons
	A/C	Air Conditioning			HO2S	Heated Oxygen Sensor
	ABDC	After Bottom Dead Center		I	IAC Valve	Idle Air Control Valve (Idle Speed Control Solenoid Valve ISC Sole- noid Valve)
A/F	Air Fuel Mixture Ratio	IAT Sensor	Intake Air Temperature Sensor (Air temperature Sensor, ATS)			
A-ELR	Automatic-Emergency Locking Retractor	ICM	Immobilizer Control Module			
B	B+	Battery Positive Voltage	IG		Ignition	
	BTDC	Before Top Dead Center	ISC Actuator	Idle Speed Control Actuator		
	BBDC	Before Bottom Dead Center	L	LH	Left Hand	
C	CKT	Circuit		LSPV	Load Sensing Proportioning Valve	
	CKP sensor	Crankshaft Position Sensor	M	MAF Sensor	Mass Air Flow Sensor (Air Flow Sensor, AFS, Air Flow Meter, AFM)	
	CMP sensor	Camshaft Position Sensor		MAP Sensor	Manifold Absolute Pressure Sen- sor (Pressure Sensor, PS)	
	CO	Carbon Monoxide		Max	Maximum	
CPP switch	Clutch Pedal Position Switch (Clutch Switch, Clutch Start Switch)	MFI		Multipoint Fuel Injection (Multipoint Fuel Injection)		
D	CPU	Central Processing Unit	MIN	Minimum		
	CRS	Child Restraint System	MIL	Malfunction Indicator Lamp ("CHECK ENGINE" Light)		
	DC	Direct Current	M/T	Manual Transmission, Manual Transaxle		
	DLC	Data Link Connector (Assembly Line Diag. Link, ALDL, Serial Data Link, SDL)	N	NOx	Nitrogen Oxides	
	DOHC	Double Over Head Camshaft		O	OBD	On-Board Diagnostic System (Self-Diagnosis Function)
	DOJ	Double Offset Joint	O/D		Overdrive	
DRL	Daytime Running Light	OHC	Over Head Camshaft			
DTC	Diagnostic Trouble Code (Diag- nostic Code)	O2S	Oxygen Sensor			
E	EBCM	Electronic Brake Control Module, ABS Control Module				
	EBD	Electronic Brake Force Distribution				
	ECM	Engine Control Module				
	ECT sensor	Engine Coolant Temperature Sen- sor (Water Temp. Sensor, WTS)				
	EGR	Exhaust Gas Recirculation				
	EGRT sensor	EGR Temperature Sensor (Recir- culated Exhaust Gas Temp. Sen- sor, REGTS)				

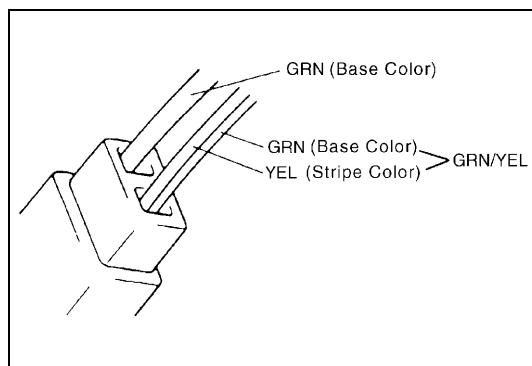
P	PNP	Park/Neutral Position
	P/S	Power Steering
	PSP Switch	Power Steering Pressure Switch (P/S Pressure Switch)
	PCM	Powertrain Control Module
	PCV	Positive Crankcase Ventilation
R	RH	Right Hand
S	SAE	Society of Automotive Engineers
	SDM	Sensing and Diagnostic Module (Air bag controller, Air bag control module)
	SFI	Sequential Multiport Fuel Injection
	SOHC	Single over Head Camshaft
T	TBI	Throttle Body Fuel Injection (Single-Point Fuel Injection, SPI)
	TCC	Torque Converter Clutch
	TCM	Transmission Control Module (A/T Controller, A/T Control Module)
	TP Sensor	Throttle Position Sensor
	TVV	Thermal Vacuum Valve (Thermal Vacuum Switching Valve, TVSV, Bimetal Vacuum Switching Valve, BVSV)
	TWC	Three Way Catalytic Converter (Three Way Catalyst)
	2WD	2 Wheel Drive
V	VIN	Vehicle Identification Number
	VSS	Vehicle Speed Sensor
W	WU-OC	Warm Up Oxidation Catalytic Converter
	WU-TWC	Warm Up Three Way Catalytic Converter

SYMBOLS

SYMBOL	DEFINITION	SYMBOL	DEFINITION
	Tightening torque		Apply SUZUKI BOND NO. 1216 99000-31160
	Apply oil (engine, transmission, transfer, differential)		Apply SILICONE SEALANT 99000-31120
	Apply fluid (brake, power steering or automatic transmission fluid)		Apply SEALING COMPOUND 366E 99000-31090
	Apply SUZUKI SUPER GREASE A 99000-25010		
	Apply SUZUKI SUPER GREASE C 99000-25030		Apply THREAD LOCK 1322 99000-32110
	Apply SUZUKI SUPER GREASE E 99000-25050		Apply THREAD LOCK 1333B 99000-32020
	Apply SUZUKI SUPER GREASE H 99000-25120		Apply THREAD LOCK 1342 99000-32050
	Apply SUZUKI SUPER GREASE I 99000-25210		
	Apply SUZUKI BOND NO. 1215 99000-31110		Do not reuse
	Apply SUZUKI BOND NO. 1207C 99000-31150		Note on reassembly

WIRE COLOR SYMBOLS

Symbol		Wire Color	Symbol		Wire Color
B	BLK	Black	O, Or	ORN	Orange
Bl	BLU	Blue	R	RED	Red
Br	BRN	Brown	W	WHT	White
G	GRN	Green	Y	YEL	Yellow
Gr	GRY	Gray	P	PNK	Pink
Lbl	LT BLU	Light blue	V	PPL	Violet
Lg	LT GRN	Light green			



There are two kinds of colored wire used in this vehicle. One is single-colored wire and the other is dual-colored (striped) wire.

The single-colored wire uses only one color symbol (i.e. "GRN").

The dual-colored wire uses two color symbols (i.e. "GRN/YEL").

The first symbol represents the base color of the wire ("GRN" in the figure) and the second symbol represents the color of the stripe ("YEL" in the figure).

Fastener Information

Metric Fasteners

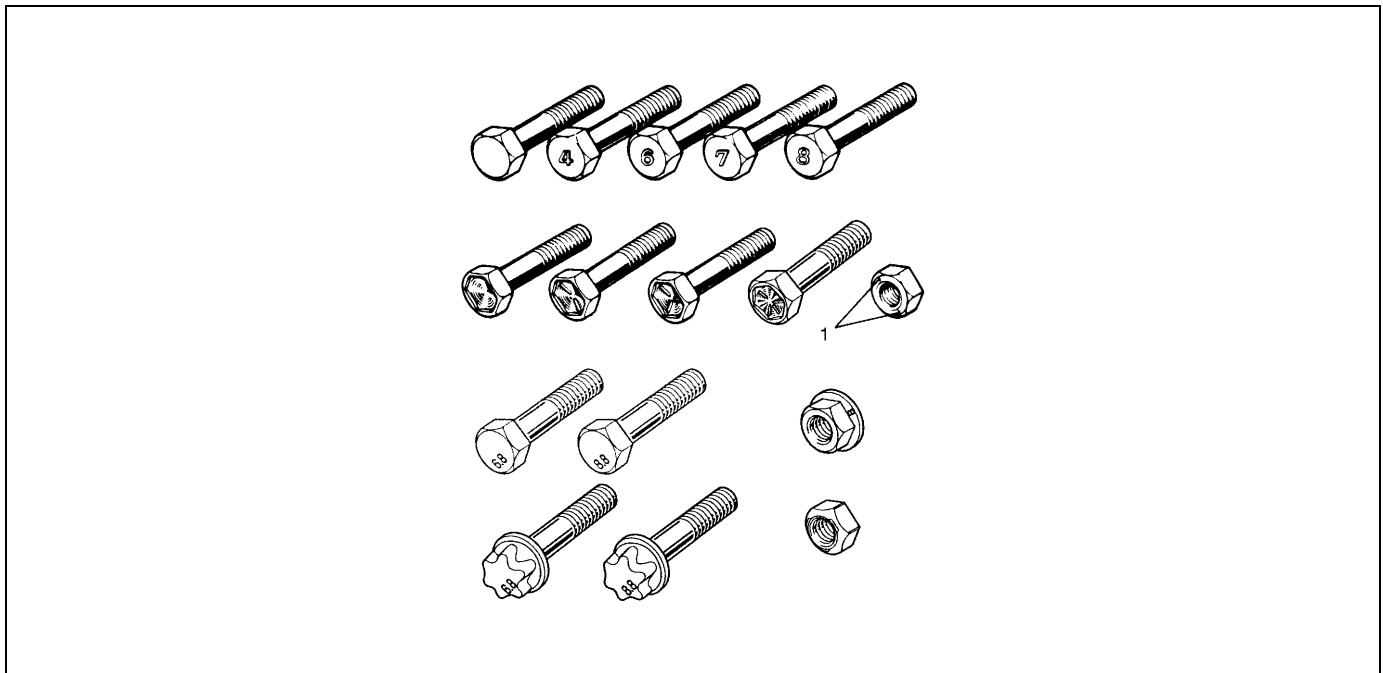
Most of the fasteners used for this vehicle are metric. When replacing any fasteners, it is most important that replacement fasteners be the correct diameter, thread pitch and strength.

Fastener Strength Identification

Most commonly used metric fastener strength property classes are 4T, 6.8, 7T, 8.8 and radial line with the class identification embossed on the head of each bolt. Some metric nuts will be marked with punch, 6 or 8 mark strength identification on the nut face. Figure shows the different strength markings.

When replacing metric fasteners, be careful to use bolts and nuts of the same strength or greater than the original fasteners (the same number marking or higher). It is likewise important to select replacement fasteners of the correct diameter and thread pitch. Correct replacement bolts and nuts are available through the parts division.

Metric bolts : Identification class numbers or marks correspond to bolt strength (increasing numbers represent increasing strength).



1. Nut strength identification

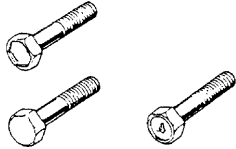

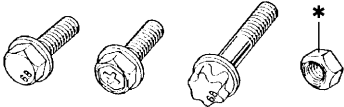

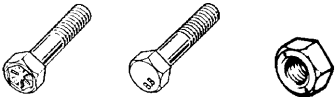

Standard Tightening Torque

Each fastener should be tightened to the torque specified in each section of this manual. If no description or specification is provided, refer to the following tightening torque chart for the applicable torque for each fastener. When a fastener of greater strength than the original one is used, however, use the torque specified for the original fastener.

NOTE:

- For the flanged bolt, flanged nut and self-lock nut of 4T and 7T strength, add 10% to the tightening torque given in the chart below.
- The chart below is applicable only where the fastened parts are made of steel light alloy.

Tightening torque chart :

		Thread Diameter (Nominal Diameter) (mm)									
		4	5	6	8	10	12	14	16	18	
Strength	A equivalent of 4T strength fastener 	N-m	1.5	3.0	5.5	13	29	45	65	105	160
	kg-m	0.15	0.30	0.55	1.3	2.9	4.5	6.5	10.5	16	
	lb-ft	1.0	2.5	4.0	9.5	21.0	32.5	47.0	76.0	116.0	
	A equivalent of 6.8 strength fastener without flange 	N-m	2.4	4.7	8.4	20	42	80	125	193	280
	kg-m	0.24	0.47	0.84	2.0	4.2	8.0	12.5	19.3	28	
	lb-ft	2.0	3.5	6.0	14.5	30.5	58.0	90.5	139.5	202.5	
	A equivalent of 6.8 strength fastener with flange 	N-m	2.4	4.9	8.8	21	44	84	133	203	298
	kg-m	0.24	0.49	0.88	2.1	4.4	8.4	13.3	20.3	29.8	
	lb-ft	2.0	3.5	6.5	15.5	32.0	61.0	96.5	147.0	215.5	
	A equivalent of 7T strength fastener 	N-m	2.3	4.5	10	23	50	85	135	210	240
	kg-m	0.23	0.45	1.0	2.3	5.0	8.5	13.5	21	24	
	lb-ft	2.0	3.5	7.5	17.0	36.5	61.5	98.0	152.0	174.0	
	A equivalent of 8.8 strength fastener without flange 	N-m	3.1	6.3	11	27	56	105	168	258	373
	kg-m	0.31	0.63	1.1	2.7	5.6	10.5	16.8	25.8	37.3	
	lb-ft	2.5	4.5	8.0	19.5	40.5	76.0	121.5	187.0	270.0	
	A equivalent of 8.8 strength fastener with flange 	N-m	3.2	6.5	12	29	59	113	175	270	395
	kg-m	0.32	0.65	1.2	2.9	5.9	11.3	17.5	27	39.5	
	lb-ft	2.5	5.0	9.0	21.0	43.0	82.0	126.5	195.5	286.0	

*: Self-lock nut

SECTION 0B

MAINTENANCE AND LUBRICATION

0B

WARNING:

For vehicles equipped with Supplemental Restraint (Air Bag) System:

- Service on and around the air bag system components or wiring must be performed only by an authorized SUZUKI dealer. Refer to “Air Bag System Components and Wiring Location View” under “General Description” in air bag system section in order to confirm whether you are performing service on or near the air bag system components or wiring. Please observe all WARNINGS and “Service Precautions” under “On-Vehicle Service” in air bag system section before performing service on or around the air bag system components or wiring. Failure to follow WARNINGS could result in unintentional activation of the system or could render the system inoperative. Either of these two conditions may result in severe injury.
- Technical service work must be started at least 90 seconds after the ignition switch is turned to the “LOCK” position and the negative cable is disconnected from the battery. Otherwise, the system may be activated by reserve energy in the Sensing and Diagnostic Module (SDM).

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system.....	0B-10		

Maintenance Schedule

Maintenance Schedule Under Normal Driving Conditions

NOTE:

- This interval should be judged by odometer reading or months, whichever comes first.
- This table includes service as scheduled up to 90,000 km (54,000 miles) mileage. Beyond 90,000 km (54,000 miles), carry out the same services at the same intervals respectively.

Interval	Km (x 1,000)		15	30	45	60	75	90	
	Miles (x 1,000)		9	18	27	36	45	54	
	Months		12	24	36	48	60	72	
ENGINE									
Drive belt			–	–	I	–	–	R	
Valve lash (clearance)			–	I	–	I	–	I	
Engine oil and oil filter			R	R	R	R	R	R	
Engine coolant			–	–	R	–	–	R	
Exhaust system			–	I	–	I	–	I	
IGNITION SYSTEM									
*Spark plugs	When unleaded fuel is used	Vehicle without HO2S	Nickel plug	–	R	–	R	–	R
			Iridium plug	–	–	–	R	–	–
		Vehicle with HO2S	Nickel plug	–	–	R	–	–	R
			Iridium plug	Replace every 105,000 km (63,000 miles) or 84 months					
	When leaded fuel is used, refer to "MAINTENANCE RECOMMENDED UNDER SEVERE DRIVING CONDITON" in this section.								
FUEL SYSTEM									
Air cleaner filter			Paved-road	I	I	R	I	I	R
			Dusty conditions	Refer to "MAINTENANCE RECOMMENDED UNDER SEVERE DRIVING CONDITIONS" in this section.					
Fuel lines and connections			–	I	–	I	–	I	
Fuel filter			Replace every 105,000 km (63,000 miles)						
Fuel tank			–	–	I	–	–	I	
EMISSION CONTROL SYSTEM									
*PCV valve		Vehicle without HO2S	–	–	I	–	–	I	
		Vehicle with HO2S	–	–	–	–	–	I	
*Fuel evaporative emission control system			–	–	–	–	–	I	

NOTE:

- "R" : Replace or change
- "I" : Inspect and correct, replace or lubricate if necessary
- For Sweden, items with * (asterisk) should be performed by odometer reading only.
- For spark plugs, replace every 50,000 km if the local law requires.
- Nickel spark plug : BKR6E-11 (NGK) or K20PR-U11 (DENSO)
- Iridium spark plug : IFR6E11 (NGK)

Interval	Km (x 1,000)	15	30	45	60	75	90
	Miles (x 1,000)	9	18	27	36	45	54
	Months	12	24	36	48	60	72
BRAKE							
Brake discs and pads (thickness, wear, damage)		I	I	I	I	I	I
Brake drums and shoes (wear, damage)		-	I	-	I	-	I
Brake hoses and pipes (leakage, damage, clamp)		-	I	-	I	-	I
Brake fluid		-	R	-	R	-	R
Brake lever and cable (damage, stroke, operation)		Inspect at first 15,000 km (9,000 miles only)					
CHASSIS AND BODY							
Clutch (fluid level, leakage)		-	I	-	I	-	I
Tires (wear, damage, rotation) /wheels (damage)		I	I	I	I	I	I
Suspension system (tightness, damage, rattle, breakage)		-	I	-	I	-	I
Steering system (tightness, damage, breakage, rattle)		-	I	-	I	-	I
Drive shaft (axle) boots/Propeller shafts (4WD)		-	-	I	-	-	I
Manual transaxle oil (leakage, level) (I : 1st 15,000 km only)		I	-	R	-	-	R
Automatic transaxle fluid	Fluid level	-	I	-	I	-	I
	Fluid change	Replace every 165,000 km (99,000 miles)					
	Fluid hose	-	I	-	I	-	I
Transfer oil (4WD A/T) (leakage, level)		I	-	I	-	I	-
Rear differential oil (4WD) (leakage, level) (R : 1st 15,000 km only)		R or I	-	I	-	I	-
All latches, hinges and locks		-	I	-	I	-	I
Power steering (if equipped)		I	I	I	I	I	I

NOTE:

- “R” : Replace or change
- “I” : Inspect and correct or replace if necessary

Maintenance Recommended under Severe Driving Conditions

If the vehicle is usually used under the conditions corresponding to any severe condition code given below, IT IS RECOMMENDED that applicable maintenance operation be performed at the particular interval as shown in the following table.

Severe condition code :

A : Repeated short trips

B : Driving on rough and/or muddy roads

C : Driving on dusty roads

D : Driving in extremely cold weather and/or salted roads

E : Repeated short trips in extremely cold weather

F : Leaded fuel use

G : -----

H : Towing a trailer (if admitted)

Severe Condition Code	Maintenance	Maintenance Operation	Maintenance Interval	
- B C D - - - -	Drive belt	I	Every 15,000 km (9,000 miles) or 12 months	
		R	Every 45,000 km (27,000 miles) or 36 months	
A - C D E F - H	Engine oil and oil filter	R	Every 5,000 km (3,000 miles) or 4 months	
- - C - - - - -	Air cleaner filter *1	I	Every 2,500 km (1,500 miles)	
		R	Every 30,000 km (18,000 miles) or 24 months	
A B C - E F - H	Spark plugs	Nickel spark plug	R	Every 10,000 km (6,000 miles) or 8 months
		Iridium spark plug	R	Every 30,000 km (18,000 miles) or 24 months
- B C D - - - - H	Wheel bearings	I	Every 15,000 km (9,000 miles) or 12 months	
- B - D E - - - H	Drive shafts and propeller shafts (4WD)	I	Every 15,000 km (9,000 miles) or 12 months	
- B - - E - - - H	Manual transaxle oil, transfer oil (4WD A/T) and differential oil (4WD)	R	Every 30,000 km (18,000 miles) or 24 months	
- B - - E - - - H	Automatic transaxle fluid	R	Every 30,000 km (18,000 miles) or 24 months	
	Automatic transaxle fluid hose	I	Every 15,000 km (9,000 miles) or 12 months	

NOTE:

- "I" : Inspect and correct or replace if necessary
- "R" : Replace or change
- *1 : Inspect more frequently if the vehicle is used under dusty conditions.

Maintenance Service

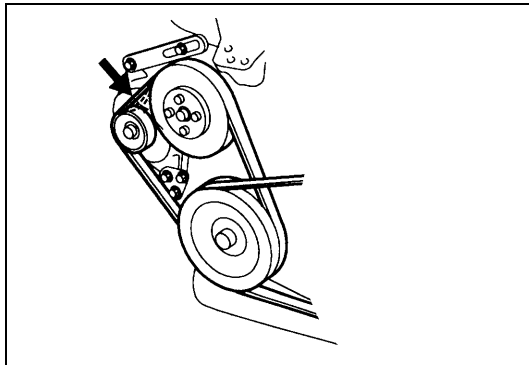
Engine

Drive belt

WARNING:

Be sure to disconnect negative cable from battery before checking, adjusting and replacing belt.

WATER PUMP AND GENERATOR DRIVE BELT INSPECTION



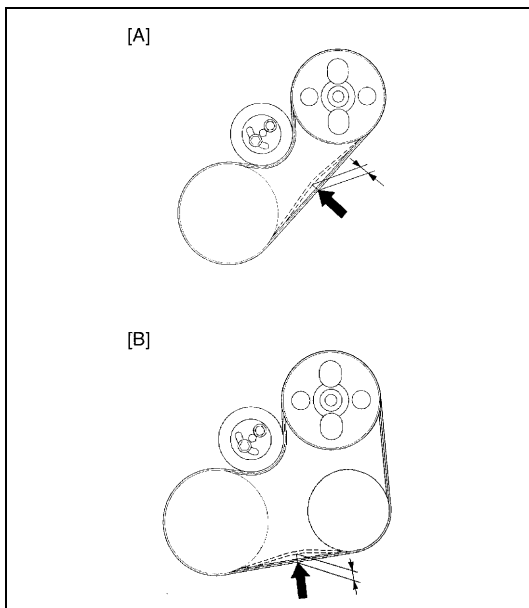
Inspect belt for cracks, cuts, deformation, wear, cleanliness and tension referring to “WATER PUMP/GENERATOR DRIVE BELT TENSION INSPECTION AND ADJUSTMENT” in Section 6B.

If any faulty condition is found, adjust or replace.

WATER PUMP AND GENERATOR DRIVE BELT REPLACEMENT

Replace belt with new one referring to “WATER PUMP/GENERATOR DRIVE BELT” in Section 6B.

A/C COMPRESSOR AND/OR POWER STEERING PUMP DRIVE BELT INSPECTION (IF EQUIPPED)



Inspect belt for cracks, cuts, deformation, wear, cleanliness and tension referring to “POWER STEERING BELT CHECK” in Section 3.

If any faulty condition is found, adjust or replace.

[A] : Vehicle with power steering

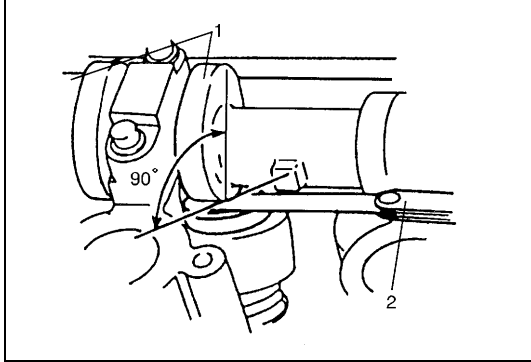
[B] : Vehicle with power steering and air conditioning

REPLACEMENT

Replace belt with new one referring to “POWER STEERING BELT” in Section 3.

Valve lash (clearance)

INSPECTION



Inspect intake and exhaust valve lash and adjust as necessary. Refer to "VALVE LASH" in Section 6A1 for valve lash inspection and adjustment procedure.

1. Camshaft
2. Thickness gauge

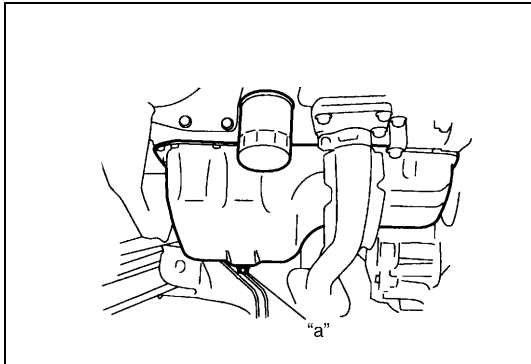
Engine oil and oil filter

REPLACEMENT

WARNING:

- New and used engine oil can be hazardous. Be sure to read "WARNING" in General Precaution in Section 0A and observe what is written there.
- Step 1) - 7) outlined below must be performed with **ENGINE NOT RUNNING**. For step 8), be sure to have adequate ventilation while engine is running.

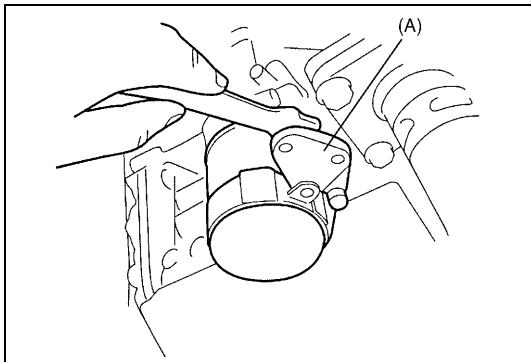
Before draining engine oil, check engine for oil leakage. If any evidence of leakage is found, make sure to correct defective part before proceeding to the following work.



- 1) Drain engine oil by removing drain plug.
- 2) After draining oil, wipe drain plug clean. Reinstall drain plug, and tighten it securely as specified below.

Tightening torque

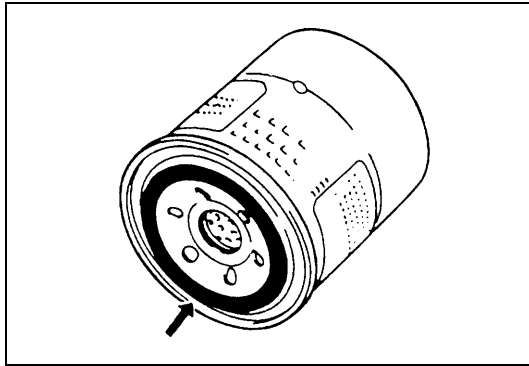
Engine oil drain plug (a) : 50 N·m (5.0 kg·m, 36.5 lb·ft)



- 3) Loosen oil filter by using oil filter wrench (special tool).

Special tool

(A) : 09915-47330



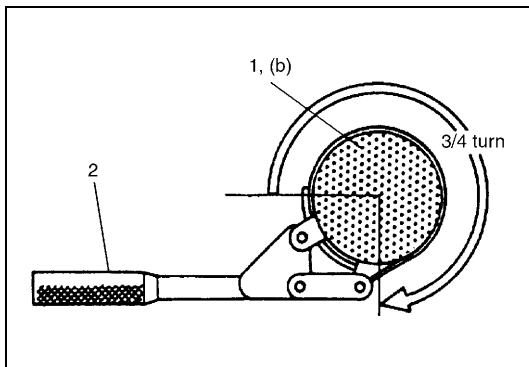
NOTE:

Before fitting new oil filter, be sure to oil its O-ring. Use engine oil for this purpose.

- 4) Screw new filter on oil filter stand by hand until the filter O-ring contacts the mounting surface.

CAUTION:

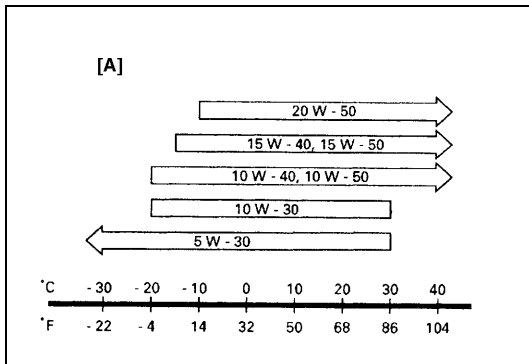
To tighten oil filter properly, it is important to accurately identify the position at which filter O-ring first contacts the mounting surface.



- 5) Tighten the filter (1) 3/4 turn from the point of contact with the mounting surface using an oil filter wrench (2).

Tightening torque

Oil filter (b) : 14 N·m (1.4 kg·m, 10.5 lb·ft) (for reference)



- 6) Replenish oil until oil level is brought to FULL level mark on dipstick. (oil pan and oil filter capacity). The filler inlet is at the top of the cylinder head cover.

It is recommended to use engine oil of SE, SF, SG, SH or SJ grade. Select the appropriate oil viscosity according to the proper engine oil viscosity chart [A].

Engine oil specification

Oil pan capacity	About 3.6 liters (7.6/6.3 US/Imp pt.)
Oil filter capacity	About 0.2 liter (0.4/0.3 US/Imp pt.)
Others	About 0.3 liter (0.6/0.5 US/Imp pt.)
Total	About 4.1 liters (8.7/7.2 US/Imp pt.)

NOTE:

Engine oil capacity is specified. However, note that the amount of oil required when actually changing oil may somewhat differ from the data in the table depending on various conditions (temperature, viscosity, etc.)

- 7) Check oil filter and drain plug for oil leakage.