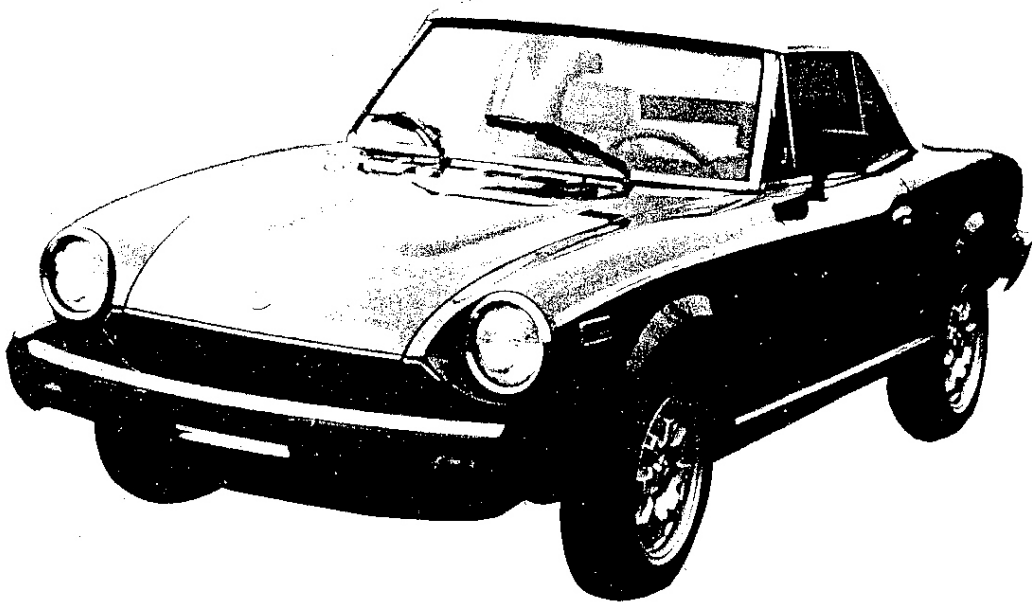


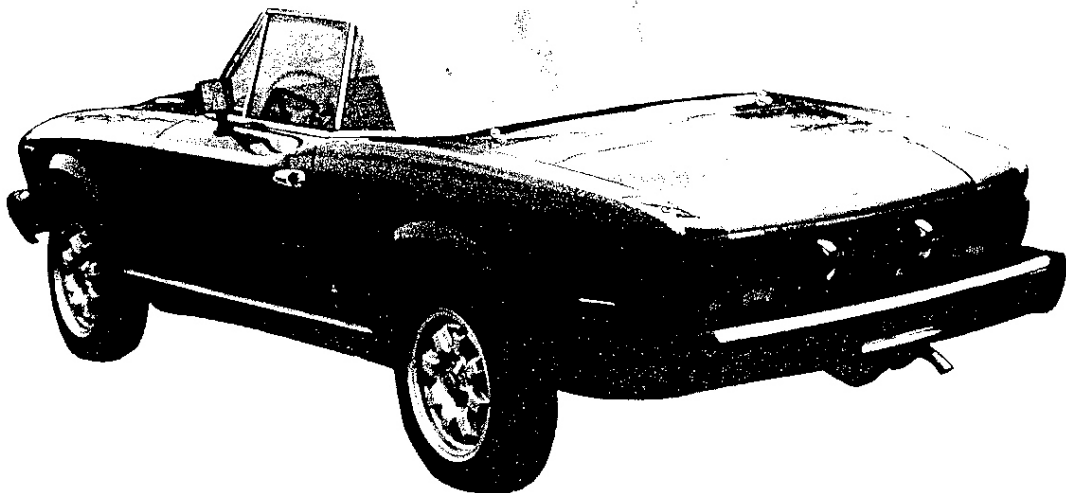
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# GENERAL INFORMATION - MAINTENANCE - 00

	Page
Engine Specifications .....	00-2
Chassis Specifications .....	00-6
Electrical Specifications .....	00-9
Performance and Dimensions .....	00-10
Capacities .....	00-11
Identification Data .....	00-13
Tune-Up Specifications .....	00-15



**SPIDER**



## ENGINE (1975 to 1978)

Type .....	1975/1976	1977/1978
	132A1.040.5	132A1.040.6
(with catalytic converter) .....	132A1.031.5	132A1.031.6
Cycle .....	Four-stroke, gasoline	
No. of cylinders .....	Four	
Bore .....	3.31 in. (84 mm)	
Stroke .....	3.12 in. (79.2 mm)	
Displacement .....	107.13 cu. in. (1756 cc)	
Compression ratio .....	8 to 1	
Horsepower rating, S.A.E. net. ....	86 HP	
at .....	6200 rpm	
Horsepower rating, S.A.E. net (catalytic converter version) .....	83 HP	
at .....	5800 rpm	
Torque rating, S.A.E. net .....	90 ft. lbs.	
at .....	2800 rpm	
Torque rating, S.A.E. net (catalytic converter version) .....	86 ft. lbs.	
at .....	2800 rpm	
Arrangement .....	Front in line	
Valve arrangement .....	Overhead valves. Twin overhead camshafts driven by toothed timing belt with tensioner.	
Valve Timing:		
Intake		
Opens .....	5° B.T.D.C.	
Closes .....	53° A.B.D.C.	
Exhaust		
Opens .....	53° B.B.D.C.	
Closes .....	5° A.T.D.C.	
Valve clearance:		
— for checking valve timing .....	0.031 in. (0.80 mm)	
— operation clearance, engine cold:		
Intake .....	0.018 in. (0.45 mm)	
Exhaust .....	0.020 in. (0.50 mm)	

# General Information

00

Page 00-3

00

## ENGINE (1979)

Type	
49 State version .....	132C2.040
California version .....	132C2.031
Cycle .....	Four-stroke, gasoline
No. of cylinders .....	Four
Bore .....	3.31 in. (84 mm)
Stroke .....	3.54 in. (90 mm)
Displacement .....	121.74 cu. in. (1995 cc)
Compression ratio .....	8.1 to 1
Horsepower rating, S.A.E. net at rpm	
49 State version .....	86 HP at 5100 rpm
California version .....	80 HP at 5000 rpm
Torque rating, S.A.E. net at rpm	
49 State version .....	104.3 ft. lbs. at 3000 rpm
California version .....	100.0 ft. lbs. at 3000 rpm
Arrangement .....	Front in line
Valve arrangement .....	Overhead valves. Twin overhead camshafts driven by toothed timing belt with tensioner.
Valve timing:	
Intake	
Opens .....	5° B.T.D.C.
Closes .....	53° A.B.D.C.
Exhaust	
Opens .....	53° B.B.D.C.
Closes .....	5° A.T.D.C.
Valve clearance:	
For checking valve timing .....	0.031 in. (0.80 mm)
Operating clearance, engine cold	
Intake .....	0.018 in. (0.45 mm)
Exhaust .....	0.020 in. (0.50 mm)

## ENGINE (1980)

Type	
Carburetor version .....	132C3.040
Fuel injected version .....	132C3.031
Cycle .....	Four-stroke, gasoline
No. of cylinders .....	Four
Bore .....	3.31 in. (84 mm)
Stroke .....	3.54 in. (90 mm)
Displacement .....	121.74 cu. in. (1995 cc)
Compression ratio .....	8.1 to 1
Horsepower rating, S.A.E. net at rpm	
Carburetor version .....	80 HP at 5000 rpm
Fuel injected version .....	102 HP at 5500 rpm
Torque rating, S.A.E. net at rpm	
Carburetor version .....	100 ft. lbs. at 3000 rpm
Fuel injected versions .....	110 ft. lbs. at 3000 rpm
Arrangement .....	Front in line
Valve arrangement .....	Overhead valves. Twin overhead cam- shafts driven by toothed timing belt with tensioner.
Valve timing:	
Intake	
Opens .....	5° B.T.D.C.
Closes .....	53° A.B.D.C.
Exhaust	
Opens .....	53° B.B.D.C.
Closes .....	5° A.T.D.C.
Valve clearance:	
For checking valve timing .....	0.031 in. (0.80 mm)
Operating clearance, engine cold	
Intake .....	0.018 in. (0.45 mm)
Exhaust .....	0.020 in. (0.50 mm)

# General Information

00

Page 00-5

## ENGINE (1981 and 1982)

Type	
Fuel injected version and turbocharged version . . . . .	132C3.031
Cycle . . . . .	Four-stroke, gasoline
No. of cylinders . . . . .	Four
Bore . . . . .	3.31 in. (84 mm)
Stroke . . . . .	3.54 in. (90 mm)
Displacement . . . . .	121.74 cu. in. (1995 cc)
Compression ratio . . . . .	8.1 to 1
Horsepower rating, S.A.E. net at rpm	
Turbocharged version . . . . .	120 HP at 6000 rpm
Fuel injected version . . . . .	102 HP at 5500 rpm
Torque rating, S.A.E. net at rpm	
Turbocharged version . . . . .	130 ft. lbs. at 3600 rpm
Fuel injected version . . . . .	110 ft. lbs. at 3000 rpm
Arrangement . . . . .	Front in line
Valve arrangement . . . . .	Overhead valves. Twin overhead cam- shafts driven by toothed timing belt with tensioner.
Valve timing:	
Intake	
Opens . . . . .	5° B.T.D.C.
Closes . . . . .	53° A.B.D.C.
Exhaust	
Opens . . . . .	53° B.B.D.C.
Closes . . . . .	5° A.T.D.C.
Valve clearance:	
For checking valve timing . . . . .	0.031 in. (0.80 mm)
Operating clearance, engine cold	
Intake . . . . .	0.018 in. (0.45 mm)
Exhaust . . . . .	0.020 in. (0.50 mm)

## FUEL SYSTEM

### Carburetor Version

Vertical, dual-barrel downdraft WEBER carburetor with differential opening of the secondary throttle, automatic butterfly valve choke and idle stop solenoid.

Enrichment system consists of mechanical and vacuum assisted accelerator pumps and a power valve.

Carburetor fed by mechanical pump. Fuel filter installed in fuel line between fuel pump and carburetor.

Carburetor equipped with thermostatic air cleaner containing paper cartridge element.

### Fuel Injection Version

Electronically controlled fuel injection with engine and exhaust sensors supplying information to the electronic control unit to optimize the fuel/air mixture in all engine operating conditions.

Four injectors, one per cylinder and a cold start valve, all supplied at constant fuel pressure.

Fuel flow controlled by variation in opening time of injectors.

An air flow sensor to measure air flow variation.

Air cleaner with paper cartridge installed before air flow sensor.

## LUBRICATION SYSTEM

Forced circulation by gear pump.

Pressure limiter valve on delivery circuit. Normal lubrication pressure at rated engine rpm and oil temperature 50 to 71 psi (3.5 to 5 kg/cm<sup>2</sup>).

Full-flow cartridge oil filter.

## COOLING SYSTEM

Radiator and translucent expansion tank. Water circulated by centrifugal pump.

Thermostat with controlled by-pass on cylinder head water outlet duct.

Four-blade fan driven by electric motor controlled by thermostatic switch on radiator: cut-in temperature about 194°F (90°C).

## EMISSION CONTROL SYSTEMS

Engine fuel system provided with fuel recirculation (closed circuit) and evaporative emission control system.

Crankcase emission control (CEC) system (closed circuit) by recirculation of blow-by gases and oil vapors.

Exhaust emission control system separate from CEC system. System reduces air pollution from exhaust by gas recirculation, post-combustion processes and catalytic converter.

## CHASSIS

### CLUTCH

Single-plate, dry, with disc spring mechanically controlled.

### TRANSMISSION

Manual transmission: five forward speeds (all synchronized) and reverse.

Automatic transmission: three forward speeds and reverse, fully automatic.

Gear Ratios	Manual			Automatic
	1975-1978	1979-1980	1981-1982	
First	3.667	3.612	3.667	2.4 to 1
Second	2.1	2.045	2.1	1.48 to 1
Third	1.361	1.357	1.361	1 to 1
Fourth	1	1	1	—
Fifth	0.881	0.830	0.881	—
Reverse	3.526	3.244	3.244	1.92 to 1

### PROPELLER SHAFT

Dual, center pillow with ball bearing mounted on rubber cushion. Universal joints at rear section. Flexible joint at transmission end.

### REAR AXLE

Semi-floating.

Hypoid final drive.

Gear ratio: 4.30 to 1 (10/43) — 1975 to 1978

3.58 to 1 (12/43) — Automatic Trans.

3.90 to 1 (10/39) — Manual Trans. 1979 and up

### STEERING

Worm screw and roller type.

Ratio: 1/16.4

Turning circle diameter: 34 ft. 2 in. (10.4 m)

Steering column of the break-away mount type with two universal joints. Independent and symmetric track rods to each wheel. Sealed-for-life joints. Hydraulic, double-acting damper on relay support.

## BRAKES

Hydraulically operated by pedal through vacuum servo and tandem master cylinder.

Disk type, with floating caliper and one cylinder to each wheel.

Independent front and rear circuits.

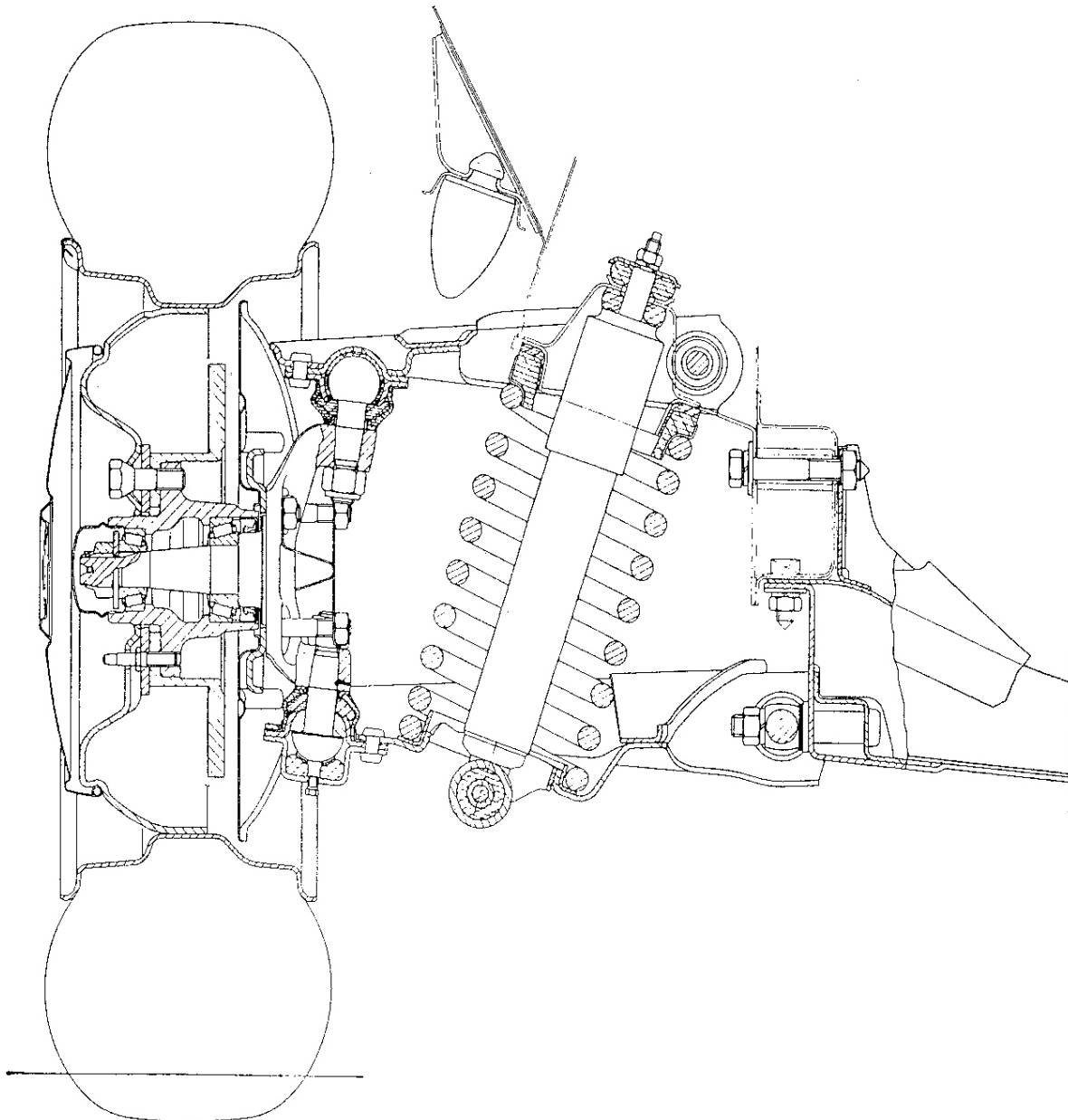
Proportioning valve in rear circuit for car load and deceleration rate variation compensations.

Device for automatic wear take-up.

Parking hand brake acting on rear brakes.

## FRONT SUSPENSION

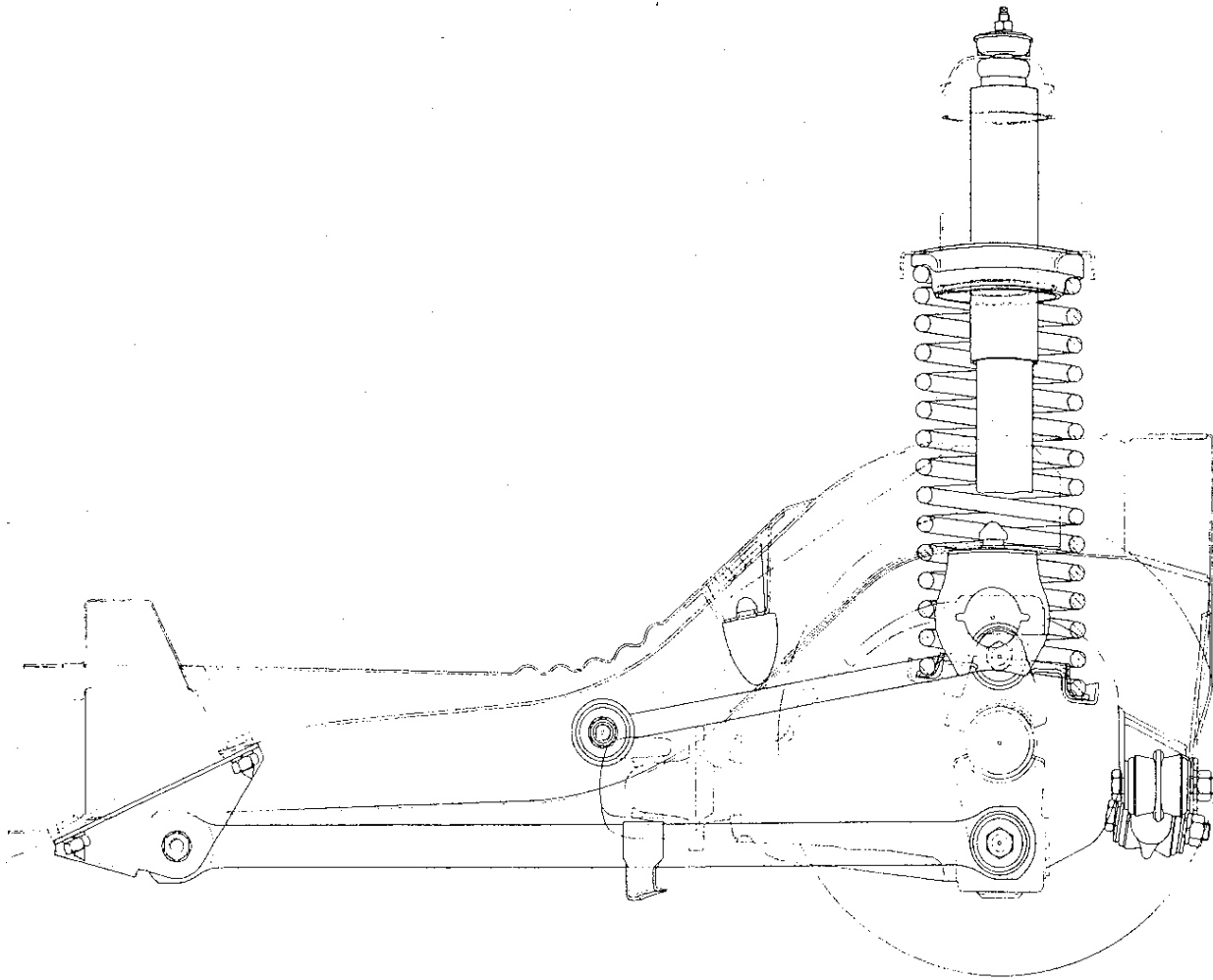
Independent wheels, by swinging arms, with coil springs and hydraulic, double-acting telescopic shock absorbers. Stabilizer bar. Sealed-for-life articulations.





## REAR SUSPENSION

By rigid axle anchored to body through 5 reaction rods – 4 longitudinal and 1 transversal. Coil springs, hydraulic double-acting telescopic shock absorbers. Asymmetric wheel motions stabilized by elastic mounts of reaction rods.



## WHEELS AND TIRES

Disk wheels, ventilated, with rim size . . . . . 5 J x 13"  
 Radial-ply tires, size . . . . . 165 SR-13"

or

Alloy wheels, ventilated, with rim size . . . . . 5.5 J x 14"  
 Radial-ply tires, size . . . . . R 185/60-14"

## ELECTRICAL SYSTEM

### 1975 to 1977

Voltage . . . . . 12 Volts

**Alternator**  
 Continuous current rating . . . 44 Amps  
 Incorporated current rectifiers.  
 Automatic voltage regulator.  
 Cut-in speed at starting of engine (with users off).

**Battery**  
 With grounded negative; capacity at 20-hr discharge rate . . . 60 Amp. hr.  
 Cold (-18°C) high-discharge test current . . . . . 255 Amp.

**Starter**  
 Power rating . . . . . 1.3 kW  
 Direct engagement by solenoid and free-wheeling pinion.

**Heater Fan Motor**  
 Power rating . . . . . 20 W

**Engine Radiator Fan Motor**  
 Power rating . . . . . 110 W

**Windshield Wiper Motor**  
 Power rating . . . . . 28 W

**Ignition System (1975 & 1976)**  
 Firing order . . . . . 1-3-4-2  
 Basic ignition timing at 850 rpm . . . . . 0° (TDC)  
 Automatic advance . . . . . 36°  
 Dwell angle, for distributor contacts gap check (at 850 ± 50 rpm) . . . . . 55°  
 Breaker additional points gap .31 - .49 mm (.012 - .019 in.)  
 Spark Plugs: CHAMPION N 7 Y or AC DELCO 41-42 XLS or MARELLI CW 78 LP  
 Thread size . . . . . 14 x 1.25 mm  
 Gap . . . . . .5-.7 mm (.020-.027 in.)

### 1978 to 1980

Voltage . . . . . 12 Volts

**Alternator**  
 Continuous current rating . . . 55 Amps  
 Incorporated current rectifiers.  
 Automatic voltage regulator.  
 Cut-in speed at starting of engine (with users off).

**Battery**  
 With grounded negative; capacity at 20-hr discharge rate . . . 60 Amp. hr.  
 Cold (-18°C) high-discharge test current . . . . . 255 Amp.

**Starter**  
 Power rating . . . . . 1.3 kW  
 Direct engagement by solenoid and free-wheeling pinion.

**Heater Fan Motor**  
 Power rating . . . . . 20 W

**Engine Radiator Fan Motor**  
 Power rating . . . . . 110 W

**Windshield Wiper Motor**  
 Power rating . . . . . 28 W

**Ignition System (1977 & 1978)**  
 Firing order . . . . . 1-3-4-2  
 Basic ignition timing at 850 rpm . . . . . 0° (TDC)  
 Automatic advance . . . . . 36°  
 Dwell angle, for distributor contacts gap check (at 850 ± 50 rpm) . . . . . 55°  
 Breaker additional points gap .31 - .49 mm (.012 - .019 in.)  
 Spark Plugs: Standard Type: CHAMPION N9 Y AC DELCO 42-XLS MARELLI CW 7LP BOSCH W175 T30 Resistor Type: CHAMPION RN9 Y AC DELCO R42-XLS MARELLI CW 7LPR BOSCH W175 TR30  
 Thread size . . . . . 14 x 1.25 mm  
 Gap: Standard type — .6 to .7 mm (.023-.027 in.) Resistor type — .7 to .8 mm (.027-.031 in.)

### 1981 and ON

Voltage . . . . . 12 Volts

**Alternator**  
 Continuous current rating . . . 65 Amps  
 Incorporated current rectifiers.  
 Automatic voltage regulator.  
 Cut-in speed at starting of engine (with users off).

**Battery**  
 With grounded negative; capacity at 20-hr discharge rate . . . 60 Amp.hr.  
 Cold (-18°C) high-discharge test current . . . . . 255 Amp.

**Starter**  
 Power rating . . . . . 1.3 kW  
 Direct engagement by solenoid and free-wheeling pinion.

**Heater Fan Motor**  
 Power rating . . . . . 20 W

**Engine Radiator Fan Motor**  
 Power rating . . . . . 110 W

**Windshield Wiper Motor**  
 Power rating . . . . . 28 W

**Ignition System (1979 and on)**  
 Firing order . . . . . 1-3-4-2  
 Electronic, with inductive discharge ignition distributor.  
 Basic ignition timing at 800 to 850 rpm (manual transmission), at 700 to 750 rpm (automatic transmission) . . . . . 10° ± 1.5 BTDC  
 Automatic advance . . . . . 28°  
 Spark Plugs: Standard Type: CHAMPION N9 Y AC DELCO 42-XLS MARELLI CW 7LP FIAT 1L4J BOSCH W 7D Resistor Type: CHAMPION RN9 Y or RN1 OY AC DELCO R42-XLS or R43 - XLS MARELLI CW 7LPR or CW 67 LPR FIAT 1L4JR BOSCH WR7D or WR7D2  
 Thread size . . . . . 14 x 1.25 mm  
 Gap: Standard type — .6 to .7 mm (.023-.027 in.) Resistor type — .7 to .8 mm (.027-.031 in.)

PERFORMANCE

(1975 to 1978)

(1979 and On)

Speeds

Maximum speeds after break-in, fully laden:

	m.p.h.
1st gear	28
2nd gear	50
3rd gear	75
4th gear	102
5th gear, over	105

Gradeability

Maximum grades climbable, fully laden:

1st gear	50%
2nd gear	25%
3rd gear	15%
4th gear	10%
5th gear	8%

WEIGHTS

Curb weight . . . . . 2,250 lbs.  
 Vehicle load capacity (total 430 lbs.):  
     2 adults (300 lbs.) + 130 lbs. of luggage  
 Gross weight (fully laden) . . . . . 2,680 lbs.  
 Designated seating capacity . . . . . 2 persons  
 Occupant distribution . . . . . 2 in front

Speeds

Maximum speeds after break-in, fully laden:

	Manual Trans.	Auto. Trans.
1st gear	28	47
2nd gear	50	76
3rd gear	76	103
4th gear	104	
5th gear, over	105	

Gradeability

Maximum grades climbable, fully laden:

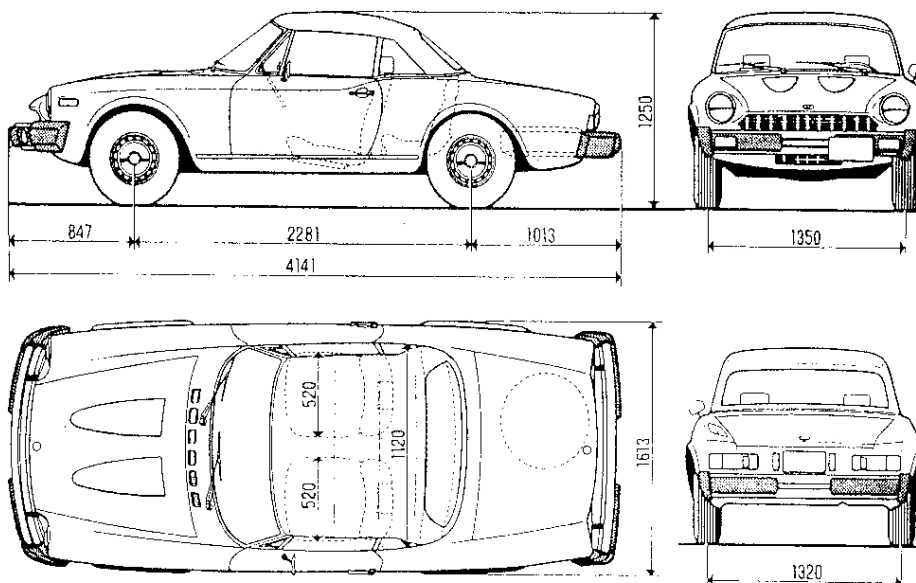
	%	%
1st gear	48	48
2nd gear	29	30
3rd gear	17	20
4th gear	12	
5th gear	9	

WEIGHTS

Curb weight: Manual . . . . . 2,360 lbs.  
                   Automatic . . . . . 2,400 lbs.  
 Vehicle load capacity (total 430 lbs.):  
     2 adults (300 lbs.) + 130 lbs. of luggage  
 Gross weight: Manual . . . . . 2,790 lbs.  
                   Automatic . . . . . 2,830 lbs.  
 Designated seating capacity . . . . . 2 persons  
 Occupant distribution . . . . . 2 in front

MAIN DIMENSIONS (ALL)

mm	520	847	1,013	1,120	1,250	1,320	1,350	1,613	2,281	4,141
in.	20.5	33.4	39.9	44	49.2	52	53.2	63.5	89.7	163



Overall height is measured with unladen car. Trunk volume: 180 cu. cm. (6.4 cu. ft.).

# General Information

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Page 00-11

## CAPACITIES

UNIT	QUANTITY			REFILL
	lt	kg	U.S. Units	
Fuel tank	43	—	11.4 gals.	Leaded (no catalytic converter) or unleaded gasoline with octane rating of at least 91 (Research Method)
Radiator, cylinder jackets and heating system	8		8.5 qts.	Use 50-50 antifreeze and water mixture
Engine sump and filter (*)	4.125	3.75	4.25 qts.	See table below
Transmission				
Manual	1.65	1.50	1.75 qts.	SAE 80W/90 oil (not EP) containing special anti-wear additives.
Automatic	2.8	2.5	3.0 qts.	DEXRON automatic transmission fluid (**)
Rear axle	1.30	1.20	1.40 qts.	SAE 80W/90 EP oil
Steering box	0.215	0.195	0.40 pts.	SAE 80W/90 EP oil ATF type A (suffix A)
Hydraulic brake circuits	0.38	0.38	0.40 pts.	DOT 3 motor vehicle brake fluid to F.M.V.S. No. 116
Windshield washer bottle	Temperature		Solvent in bottle	
	above 32°F (0°C)		3%	Pure water plus high quality windshield washer solvent
	down to 14°F (-10°C)		50%	
	below 14°F (-10°C)		100%	
Engine oil usage, temperature		Unigrade oil	Multigrade oil	
Below 5°F (-15°C)		VS10W (SAE 10W)	—	
5°F (-15°C) to 32°F (0°C)		VS20W (SAE 20W)	VS15W-40 (SAE 15W-40)	
32°F (0°C) to 95°F (35°C)		VS30 (SAE 30)	VS15W-40 (SAE 15W-40)	
Above 95°F (35°C)		VS40 (SAE 40)	VS15W-40 (SAE 15W-40)	

(\*) Total capacity including sump, filter and lines is 5½ qts. Amount indicated in table is the requirement for periodic oil changes.

(\*\*) Fluid refill quantity for new or overhauled transmission is 6 qts.

## LUBRICATION SPECIFICATIONS

FIAT TYPE	INTERNATIONAL DESIGNATION	APPLICATION
VS	Low ash content detergent oil API service SE, CC to MIL-L-46152 and the European sequence.	Engine
ZC 90	SAE 80W/90 oil (not EP) with anti-wear additives.	Manual transmission
GI/A	ATF - DEXRON type	Automatic transmission
W 90/M	SAE 80W/90 EP oil to MIL-L-2105B	Rear axle Manual steering box
Jota 1	Lithium-base grease N.L.G.I. No. 1	Seat rails
MR 3	Lithium-base grease N.L.G.I. No. 3	Starter, ball joints, front wheel bearings

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## TUNE-UP

This section contains information needed to perform a tune-up of the engine. Perform the tasks in this section according to the MAINTENANCE chart.

Example: If doing tune-up at 7,500 miles, check spark plugs. If doing tune-up at 15,000 miles, change spark plugs.

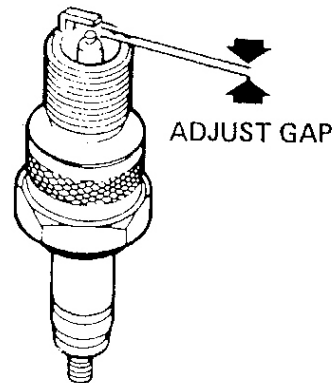
### SPARK PLUGS

Remove plugs. Inspect plugs for condition. Clean or replace plugs.

Adjust plug gap.

Gap	Normal	Resistor
	0.023 to 0.027 in. (0.6 to 0.7 mm)	0.027 to 0.031 in. (0.7 to 0.8 mm)

**NOTE:** If checking tappet clearance, leave plugs out until clearance is adjusted.



### TAPPET CLEARANCE (Engine Cold)

#### Fuel Injected and Turbocharged Engines

Loosen clamps (1) on molded air intake line (2) and remove line (on turbocharged engines, remove air plenum).

Disconnect line (3) to auxiliary air regulator (4). Remove two bolts holding auxiliary air regulator to cylinder head.

Disconnect coolant line (5) at throttle plate heater (6).

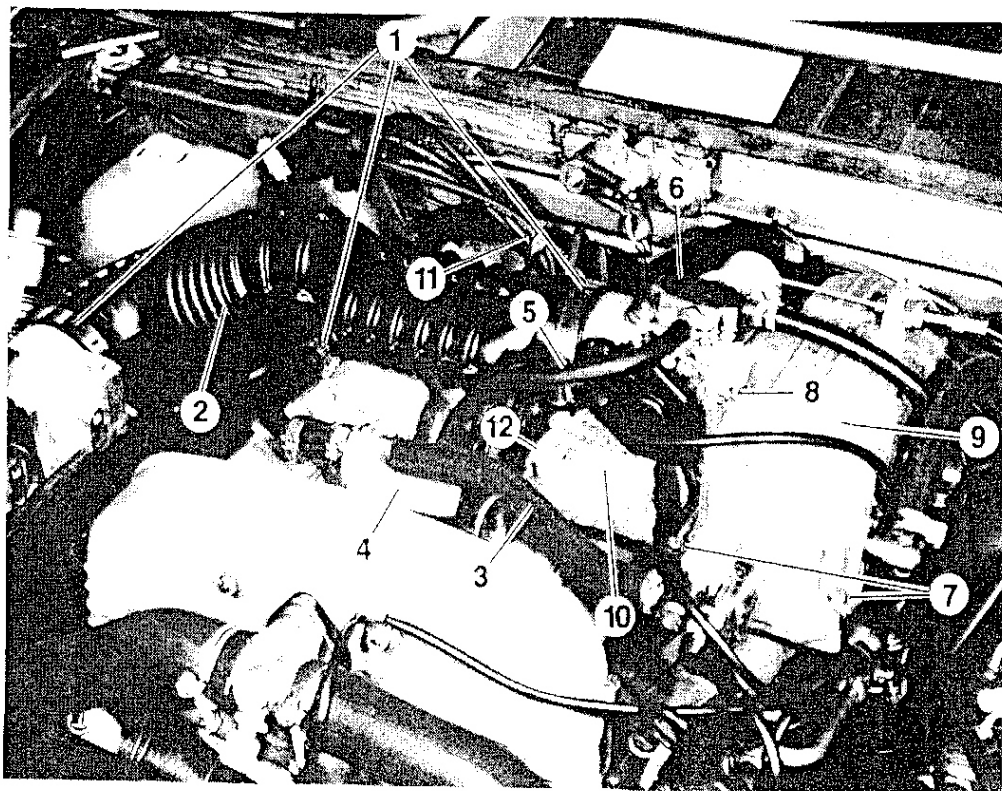
Remove six bolts (7) and two nuts (8) on intake manifold half (9). Carefully lift and move manifold back so that it is positioned clear of cam cover (10).

**NOTE:** If intake manifold gasket is damaged it must be replaced.

Remove spark plug wires (11) from support.

Remove four bolts (12) holding cam covers. Remove covers and gaskets.

1. Clamp
2. Air intake line
3. Auxiliary air regulator line
4. Auxiliary air regulator
5. Coolant line
6. Throttle plate heater
7. Bolt
8. Nut
9. Intake manifold
10. Cam cover
11. Spark plug wires
12. Bolt



**Carbureted Engines**

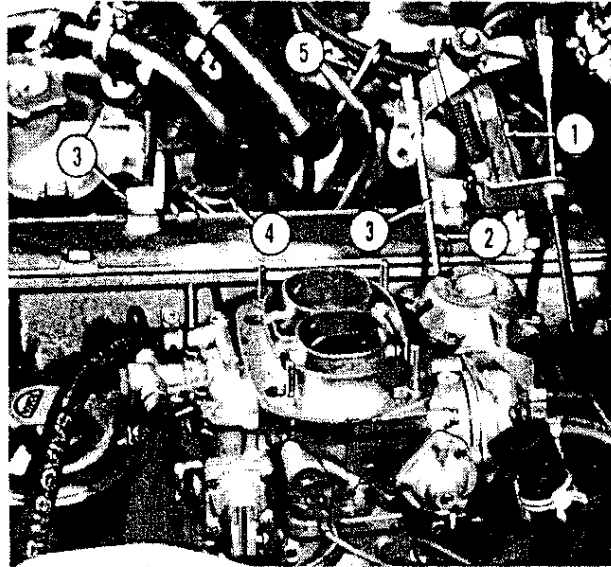
Remove air cleaner. Disconnect accelerator rod (2) from carburetor.

On engines with air pump, remove hose from air pump check valve (4).

Remove spark plug wires from support (5).

Remove four bolts (3) holding camshaft covers. Remove covers and gaskets.

1. Support 2. Accelerator rod 3. Bolts 4. Check valve 5. Support

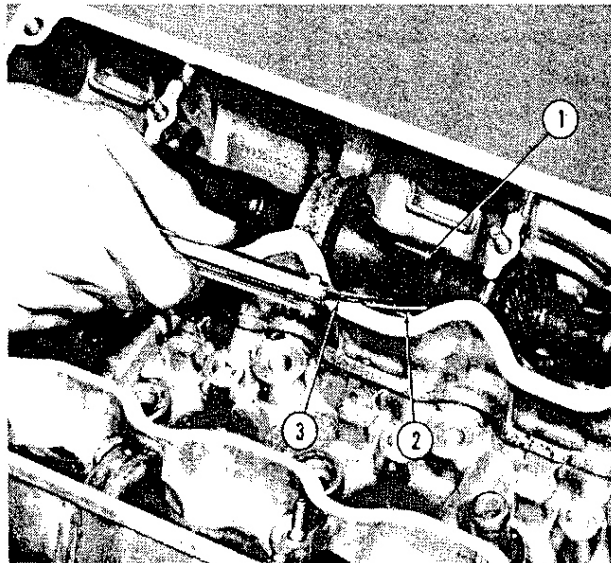
**All Engines**

Position camshaft so that lobe for valve being checked is pointing up and at right angle to valve.

Clearance: Intake — 0.017 to 0.019 in.  
(0.43 to 0.48 mm)

Exhaust — 0.019 to 0.021 in.  
(0.48 to 0.53 mm)

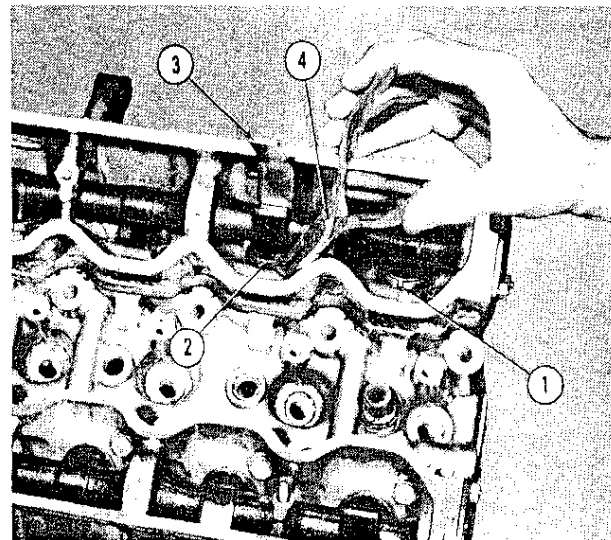
1. Camshaft lobe 2. Tappet 3. Feeler gauge



Adjust clearance as necessary by replacing tappet plates (2).

After adjusting, install cam covers, and all removed parts.

1. Notch on tappet 2. Tappet plate 3. Clamping tool 4. Tool



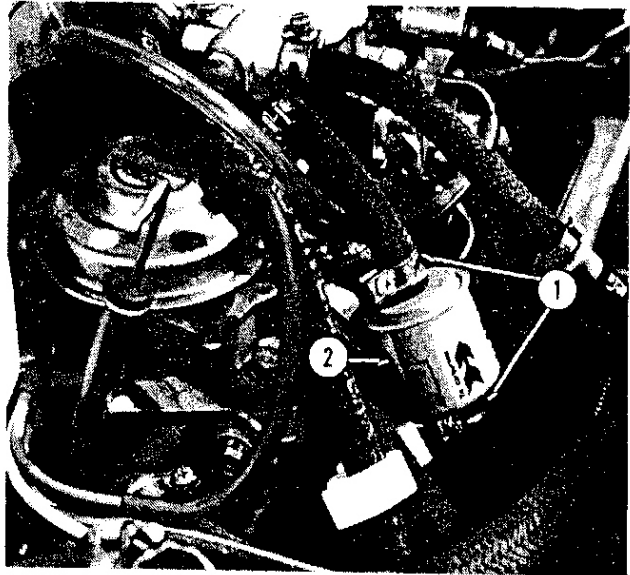


## FUEL FILTER

### Carburetor

Replace fuel filter (2) by loosening two fuel line clamps (1), then pulling fuel lines from filter. Install in reverse order. Do not use plastic type filters.

1. Clamps 2. Fuel filter



### Fuel Injection

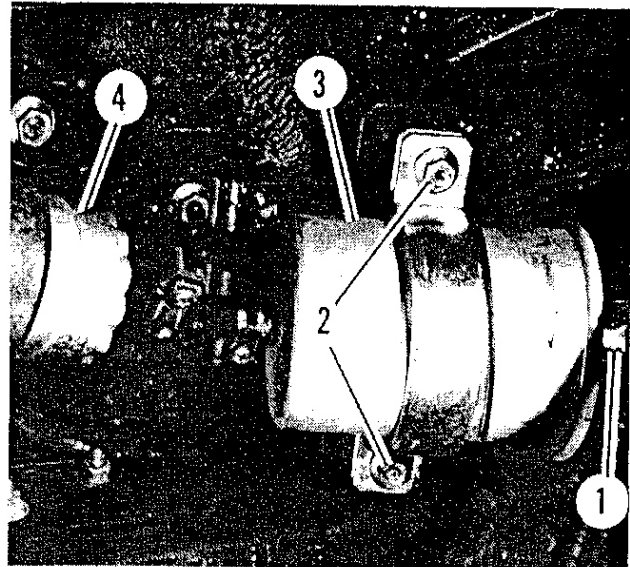
**CAUTION:** Before disconnecting fuel lines, system must first be depressurized (refer to Fuel Injection section).

Fuel filter (3) is located underneath vehicle on left side, just forward of rear axle.

Loosen line clamps (1) and disconnect lines. Remove two nuts (2) and clamp to remove filter.

**CAUTION:** Replace filter with same type as was removed. Fuel injection system pressure is higher than carburetor system and requires special filter.

1. Clamp 2. Nut 3. Fuel filter 4. Fuel pump

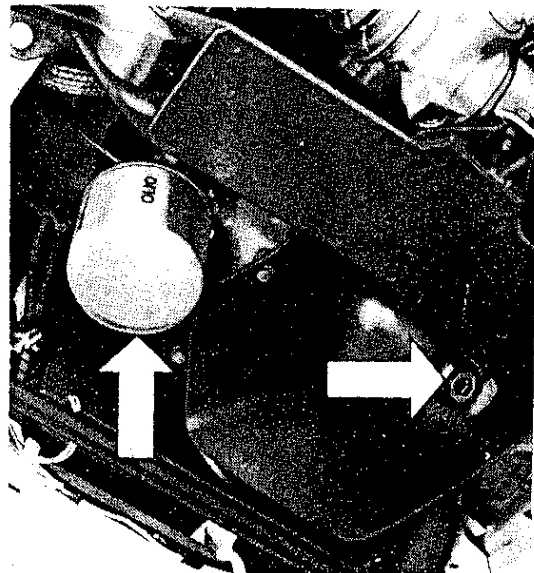


## ENGINE OIL

With engine warm, drain oil. Remove oil filter.

Coat seal on new filter with oil.

Thread filter on by hand until seal touches plate. Turn filter down  $\frac{3}{4}$  turn more. Fill oil sump to full mark. Run engine and check for oil pressure. Check around filter for leaks. Stop engine and add oil if necessary to bring level ot full mark.



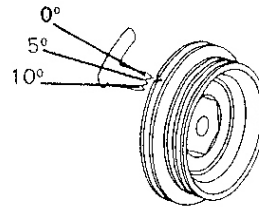
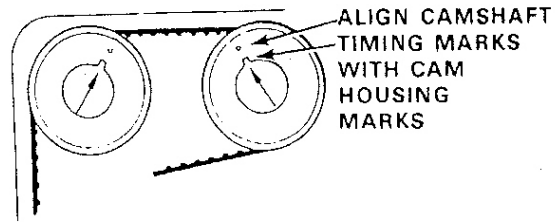
**IGNITION TIMING**

**CAUTION:** On Engines with electronic ignition, DO NOT disconnect high tension coil wire while engine is running or being cranked for starting or other testing.

Remove rubber plugs from timing belt rear cover.

Turn engine to align camshaft timing marks with pointers on cam housing.

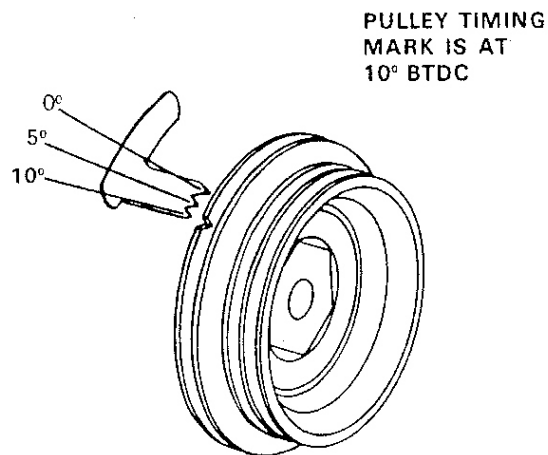
Check that crank pulley notch aligns with zero degree timing pointer. If not, adjust cam timing. Engine is now set to fire on No. 4 cylinder.

**CHECK CAM TIMING**

Connect timing light. Start engine and run at normal idle.

Check initial timing. (Refer to timing specifications in this section.)

To adjust, loosen distributor and hold down nut and rotate distributor. Fully tighten distributor hold down nut. Adjust carburetor settings.

**CHECK IGNITION TIMING****IDLE AND CO ADJUSTMENT**

**NOTE:** Refer to fuel injection section for adjustments to this system.

**Carburetor**

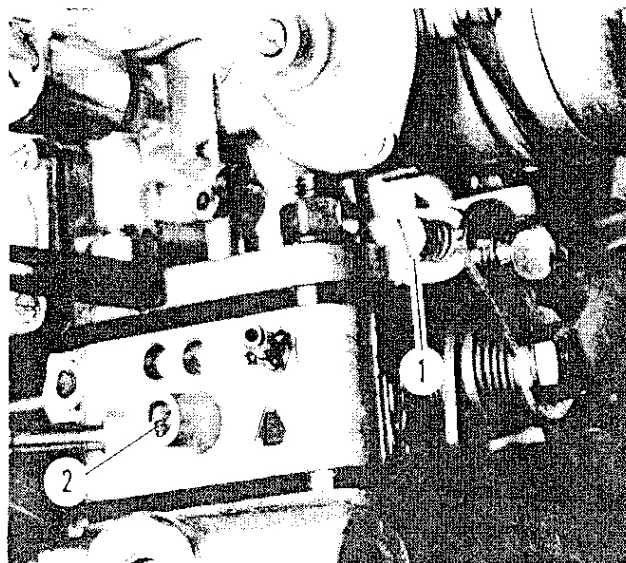
On cars with air induction, remove air cleaner cover and block inlet to reed valves. Reinstall cover.

On cars with air pump, pinch off air injection hose between check valve and tee fitting.

On all cars, connect tachometer. Apply handbrake. Start engine and allow it to warm up. Insert CO tester probe in tailpipe.

On cars with automatic transmission, place lever in DRIVE.

Check normal idle and CO. On cars with automatic transmission, normal idle speed should be 800 to 900 rpm. On cars with manual transmission, normal idle speed should be 700 to 800 rpm. CO level should be as stated on underhood tag.



## AIR CLEANER (Carburetor)

### Installation

Install air cleaner (3) on carburetor with four nuts and plate. Connect hoses to bottom of air cleaner.

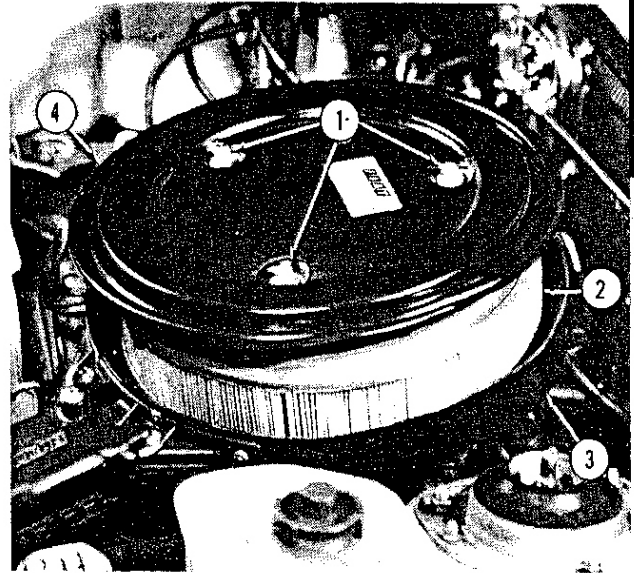
Place element (2) in air cleaner. Place cover (4) on air cleaner. Secure cover with three nuts (1) and washers.

Install heated air hose on snorkel.

On cars with air induction, install reed valve hoses on air cleaner.

On cars with air pump, install air injection hose on air cleaner.

1. Nut 2. Filter element 3. Air cleaner 4. Cover



## REED VALVE FILTER (Carbureted Engines With Air Induction)

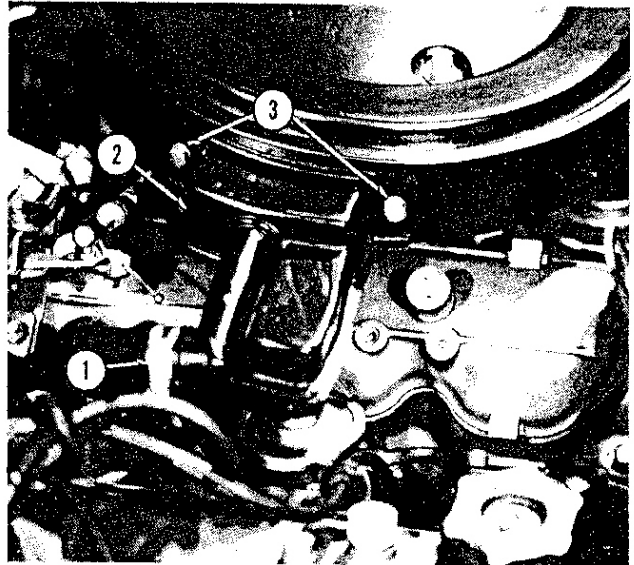
### Removal and Installation

Loosen clamp (1) and remove hose from air induction filter housing (2).

Remove two bolts (3) and washers and remove air induction filter housing from air filter. Remove filter.

Install in reverse order.

1. Clamp 2. Air induction filter housing 3. Bolts



## AIR CLEANER (Fuel Injection)

### Removal and Installation

**NOTE:** The air filter element should be changed every 30,000 miles. If vehicle is frequently driven in heavy traffic or sandy or dusty areas, it is recommended to replace filter every 15,000 miles.

Using a screwdriver, release the four catches (1).

Lift the cover (2) off and remove the filter (3).

Install new filter and replace cover.

Secure catches by pressing on curved section.

1. Catches 2. Cover 3. Filter 4. Housing 5. Air Flow Sensor

