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Swopping the gears on a Tip auto box

You will need

- Socket set including 12mm long socket
- Soldering iron
- Insulation tape
- Screw driver
- Super Glue

If you want to swop the - and + on the Tip controller on your auto box then follow these guidelines.

Remove the rubber surround around the shifter. This can come off just by prising it off with a screwdriver. Next, remove the cigarette lighter and ashtray.

You next need to remove the gear stick. The button ontop is fixed by two hooks. Push these hooks and remove the shift button. Locate the spring and remove it. There is a rubber cap under this spring, unscrew and pull it out. Next you can see a nut (12mm) under the pushable rod. Remove this nut using the long socket. You can then pull the gear stick off.

Remove the centre console panel which is fixed at 4 points. These clips come up with a little force.

Once that's removed, you can see the 4 screws which the shifter box on. Reove these and take the box off disconnecting the small light at the same time. You now take this piece appart and get at the small [+][-]@peis. Push these out and swop them over, superglueing them back into place.

Locate the microswitch holder (see pice a remove this. Free up some of the cables. You need to swop over the 2 non-red wires (see diag) so cut the did solder them to the other one. Wrap in electrical tape any ou're finished.

Now put the whole thing back gether following the steps above in the reverse order





Wires swopped over, soldered and wrapped in insulating tape



All back together. Note: - and + buttons swopped too

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Changing Brake Pads

This is an easy job and should be approached with confidence.

You will need

- Jack
- Socket Set
- 'Breaker Bar' (probably)
- Flat Screwdriver
- Copper Grease
- New Brake Pads (obviously)
 A block of wood
- A block of woodA monkey wrench
- The first thing you need to do is to remove your wheel. Use the block of wood to the under another wheel so the car doesnt roll and make sure your handbrake is on and the car is in gear. Jack the car up and remove the wheel as you would normally. You can now see the caliper and brake disc.

The first thing you need to do is remove the lower of the two bolts locate the inside edge of the caliper. It will probably be easier to get at this by turning the wheels so is caliper points outwards (if they're the front wheels). It might be an idea to jack the whole of the next of the car up if you're going to do this. They are usually pretty tightly screwed in, so use the baker bar on your socket to loosen it. Remember, you're looking at it 'the wrong way around' so may sure you're un-tightening and not tightening it up even more!

Once the bolt is unscrewed, gently ease it out and put it spewhere clean so dirt doesnt stick to the shaft. Next, move the middle part of the caliper upward sking care not to twist the brake hose, until it the pads are exposed. You can not remove the old sking swith a little help from the flat screwdriver.

You now need to remove the anti-squeel shims in the back of the old pads (again with the screwdriver) and put them onto the new pads. Apply a little copper grease with them. Apply a little grease to the lugs at the top and bottom of the pads, and put the new pads into the caliper.

If you try and put the middle part back what is pace you'll see that it wont fit. You need to push the piston back into it's housing to fit. To do his, unscrew the white plastic cap off the top of the brake reservour tank located at the top left whe engine bay (nearest the streering wheel). You can now ease the piston back into the housing the monkey wrench. Once back far enough, the middle section will slide over the pads really.

You can now re-fit the lower oft, making sure you re-fit the rubber 'belows' too. Tighten up and refit the wheel. You should refit do both sides of the car at the same time when changing pads so do the other side now. Once you're done, start the engine (make sure it's outta gear!) and pump the brakes a bit. Check the evel in the brake fluid resevour and if it's within Max and Min then screw on the cap and take you car for a test drive.

Note: Brake pads need time to 'bed in' so drive carefully on your test drive. Also, check that the brake fluid resevour isnt leaking or that there are any leaks from the brake hoses or calipers. Drive it carefully for a coupla days to make sure. If you notice that the resevour is dropping or there is a leak, take it to a trained brake specialist - dont mess with your brakes if you dont know what you're doing.

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Changing front and rear sparkplugs on a GR

You will need

- 6 plugs
- Screwdriver
- Spark Plug Remover Tool
- Socket set
- Inlet Manifold Gasket might be required

Sparkplugs can be purchased from Mitsi or Camskill. They cost about £11 each for the ong life platinum tipped rears (life about 45Kmiles?) although its cheaper if you buy 'normal' ones for the front (life 20K miles?), you can fit platinum all round if you want.

Front three plugs

Remove the plastic cover held by the Philips headed bolts. Unbolt the 3 on smounted on the spark plug connections (Good idea ! - fitting the coil on the sparkplug - no HT leads!). Note the HT leads which connect to the back three plugs. Replace the spark plugs utilising a spark plug remover tool (10mm I think from Halfords if you car didn't come with one - take a yow plug along for measurements.)

Back three Plugs

The back three plugs are obstructed by the inlet manifold which has to be removed. The jobs easier than you would imagine and can be done in about 1 hous All you need is a socket set, Philips screw driver, and a spark plug remover. A Inlet Manifold gas may be required should you rip the existing one as you lift the manifold. Mine didn't, but best to copplete the job when the car is not going to be vital for a few days. Probably best to do the job with engine slightly warm to avoid striping any threads.

Remove large black Air pipe from the throttic by loosing the jubilee clip. Loosen the other end's jubilee clip and twist out of the way. (Note the small rubber pipe connected into the Manifold)

Remove 5 bolts from the manifold 'ribs ta go down in the centre of the engine - they're all stamped with '7' and on 2 levels (2 on upper well and 3 on lower)

Remove 2 Nuts located on either side of the manifold (on the same 'line' as the above bolts)

Remove the 4 support bolts on the back of the manifold (just in front of the bulk head) - One is on the throttle body.

Remove the 2 small bolts that hold plugs/wires/cables on either side of the manifold.

The manifold will now just lift off. You can remove as many connections as you wish (throttle cable?). I got away with just pulling out the rubber vacuum pipe that goes to the Brake servo and propping the manifold up with a piece of wood. (watch you don't damage the now visible manifold gasket or the throttle body). You can now pull out the spark plug HT leads and replace the plugs.

I didn't replace my plugs until the car had done 52K miles. I think the plugs should be replaced every 45K miles which is probably why I noticed a slight performance improvement.



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Changing front ARB Bushes

There's nothing difficult about this job, it's just a bit tricky.

- You will need
- Jack
- Axle Stands
- Socket Set (17mm + extender bar)
- Spanner Set (12mm)
- Breaker Bar (probably)
- New ARB Bushes (obviously)
- A block of wood

The first thing you need to do is to remove your wheels. Use the block of wood to prop under another wheel so the car doesnt roll and make sure your handbrake is on and the car is in gear. Jack the car up and rest it on the axle stands. Remove the front wheels as you would normally.

You now need to remove the drop links so it might be a good idea to replace them with new ones. **Click here** to find out how.

Once the droplinks are out, you then need to drop



the suspention sub frame slightly. To do this, you reed to remove three 17mm bolts on each side of the car. There is one near the hub, and two bac at the suspention pivot point. You might have to use the breaker bar on these and you'll need the extender bar on the front one. Once these have been removed, the suspention sub-frame can may about. Dont worry, the tops of your suspention struts will stop it dropping on the ground, and removing these lower bolts allows you enough access to the bush mounting points.



It now gets tricky. You need to remove a 12mm bolt which secures a cup over the bush. To do this, you need to lever down the suspention arm while putting the spanner around the back. You'll only be able to move the bolt 1/8th turn at a time, but percivere and it will work.

After puttin 5 pounds in the swear box, remove the cup and the bush. Give everything a clean and put the new rubber in place. Re-fit the cup (slotting the front edge into the hole in the suspention arm, and lining up the bolt hole at the rear). Get the swear box stocked up again as you put the bolt back in, working the spanner while leavering the

suspention arm down a bit to allow access.

It may be the case that the new bush is slightly larger than the old one, in which case the cup will sit up a bit and the bolt may not catch the thread. In this case, it would be a good idea to pass through a rod from above (ie, down the back of the engine bay) and press down on the cup while working the bolt in. A mate, neighbour or wife might come in handy here!

Once the bushes are in place you can re-fit the 6 suspention sub-frame bolts and tighten up. Re-fit the droplinks and the job's done. Take the swear box to the





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Changing front drop links

This is an easy job. You will need

- Jack
- Axle Stands
- Axie Stands
 Socket Set
- Spanner Set
- Spanner Set
 Brooker Par (r
- Breaker Bar (probably)
- Hacksaw (probably)
- New Droplinks (obviously)
- A block of wood

The first thing you need to do is to remove your wheels. Use the block of wood to prop under another wheel so the car doesnt roll and make sure your handbrake is on and the car is in gear. Jack the car up and rest it on the axle stands. Remove the front wheels as you would normally.

You will now be able to see the droplink just behind the



front hub. It is held on with 2 nuts which you need to remove. The threads do get badly corroded so you may have to resort to sawing the nuts off but you may not have to if you're lucky. You might also have to use the breaker bar to initially move them. Dont worry and a sawing them off though, because the washer saves damage to the mounts and your new aroplinks come with nuts (or at least they should do!).



Undo ye nuts using the spanner (14mm I think) at back between the ball joint and the counting to stop the droplink revolving. There's a stot for it to fit into (check the new one to see what I am talking about here).

Once the nuts are off, the droplink will come off, and you can put in the new one and tighten it up. Use the spanner once more to stop it revolving as you tighten it up fully. The job's done and you just saved yourself 2 or more hours of Mitsi garage labour! :)

While you're doing this job, you might also want to change your Anti Roll Bar Bushes. Click here to find out how to do this job.

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Changing your side repeaters to clear ones

- You will need
- Clear Repeaters
- Screwdriver
- Masking Tape
- Cloth

This is an easy job, but one which could mess up real bad. Follow these tips and you'll be done in 2 mins.

Wrap the screwdriver in the cloth and use it to prise under the bottom of the repeater. The cloth will stop you marking the paintwork, but be carefull when doing this. Lever up the repeater and pull out, making sure you dont let the metal clips ping off and down into the bottom of the wing.

Tape the wires to the side of the car to stop them pinging down inside the wing when you remove the repeater. Take off the socket and then the bulb, swop over to the new one and press back into the hole.







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De-frosting the main light lens

- You will need
- Screwdriver
- SpannersCloth
- Rod

The FTO has a common problem of the lights misting over as moisture gets into the light cluster. It's easy to fix.

Unlike the de-frosting of the side light pod, the removal of the main light pod is a complicated affair and requires the removal of the bumper and other parts. It is a lot easier to fix the problem with the light in the car.

I had to de-frost the passenger side light and for access to this I needed to remove the air filter (or air box if yours doesn't have an induction kit fitted). See **Fitting an Air Induction kit** for details of how to do this.

When you've removed this you can get access easily to the back of the light cluster. Remove one or both of the bulbs and use these holes to feed a long thin cloth into the pod. Use the rod to move the cloth to mop up the moisture. Make sure not to let the cloth go all the way into the light, keep or end outside at all times or you'll have problems getting out again.

Once done, refit the bulbs and the air filter/air bo



Fog on the inside the light Metal rod stuckers into light



Cloth sticking out - make sure you don't lose the end inside the light



Cloth stuck into light thru the main beam bulb hole.

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Welcome back Kieran You are logge Modify personal details De-frosting the side light/indicator pod You will need Single screw Screwdriver Cloth Rod • Drill The FTO has a common problem of the lights misting over as moisture gets into the light cluster. It's easy to fix. **Removing the Light Cluster** Undo the screw marked in the picture. There are 2 screws here, one that looks like a screw, and one that looks more Front includer/side like a bolt. The bolt one is to adjust the angle of the light pod light unit and shouldn't be touched. Remove the screw and jiggle the light pob out, pushing it from behind by putting your hand up under the bumper through a hole just under the pod. It will come out with a little work. Detach the wires. **De-frosting** Remove the bulbs from the pod and use these holes to feed a long, thin cloth into the pod using the rod. Mop up the moisture with it. Make sure you don't let the cloth go all the way into the pod or you'll have problems getting it out so keep one one outside at all times. Stopping it coming back At the rear of the pod there is a small air hole with the attached. If you remove this tube you'll see a stop pink piece of gauze. This can become clogged and may have caused the fogging in the first place. Remove this and re-fit the light, this will probably work fine. However, this may not solve the problem and as in my case, I needed to make an additional air We Use the drill to make a hole at some place on the rear she pod in a place which would not allow dirt to enter easy

Refit the pod which may require some jiggling about again to get it back in.

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		Welcome back Kieran You are logge Modify personal details Soff
F	button C	
Wire colours:		
OBX Switch	FTO ignition loom	Function
Yellow	Red	Permanent live
Red	Black/white	Live only with ignition on
White	Black/red	Live feed when starter engaged
Black	Attach to bodywork*	Earth S

* If you remove the lower panel under the drivers side of the dash you will expose a tom bolt near the centre console, this is a convenient earth point.

Do not use either of the blue wires on the FTO ignition loom as they provide a like with the ignition turned on, but it disappears when the starter is engaged.

Tip.

If and alarm immobaliser has been fitted to the FTO the three wires required are normally used for it's installation, if you peel back the tape to expose where the installer has connected the alarm wires you can solder yours there too. Ensure all bare wires are covered after installation and if possible the wiring loom is placed back into it's covering and hooked up on the steering column. The wiring "box" can be taped to the cap wiring loom so that it does not get damaged.



To fit the switch in the dash.

- Remove the centre console (after removing the stereo if necessary).
- Disconnect all wires to the cigarette light and ashtray light.
- With a pair of thin pliers loosen the within nut on the back of the cigarette lighter.
- Once undone the lighter can be worked along with the surrounding fascia.
- This will expose a similar fasciowith a larger hole that the OBX switch pushes straight into.
- Tape or cable tie the cigaretty ighter's cables up so they do not get in the way and refit the
 other wires and the centre insole.

If you want to illuminate the out on:

- Obtain a Rover 200400 cigarette lighter assembly from a 1991-1994 car (or early coupe).
- Carefully remote the metal centre so you are left with the green illuminated surround.
- Trim the fitting,"jugs" on the OBX switch and two "lugs" in the green part so the switch pushes firmly into it.
- To fit this assembly into the hole as above you will need to file it out bit by bit with a round backed file (keep trying to fit it so you don't make the hole too big, the assembly fits in with a bit of jiggling).
- The bulb from the original cigarette lighter will fit in the hole to illuminate the button surround when you put your lights on.
- If you want it to illuminate when you turn on the ignition then snip the live wire to the bulb and using a crimp on blade connector plug it into the live supply that was used in the original lighter.

Remember to use insulation tape on any bare metal parts that carry a voltage, this includes the blade connector.

Do NOT press the button when the engine is running as it tries to engage the starter and you could damage the starter or the flywheel.

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Men and a second

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<u>details</u> Fitting a Performance Air Intake Tube (on a GPX)

You will need

- Socket Set
- Flat Screwdriver
- Metal Support
- A small length of 8mm tubing
- Rubber Reducer
- Bolt-On Cone Air Filter
- Induction Pipe
- Pliers
- Junior Hack Saw
- 2x 3" diameter circular clamps
- 2x 1/2" diameter circular clamps

Fitting an Induction pipe instead of the rubber standard one will not only righten up your engine bay but will also reduce turbulance within the airflow to the throttle body.

Please note you need to have a small, or standard size battery for a pipe to fit or else you'll have to re-locate the battery elsewhere. You will have to bend the batter champ on the engine side to go under the new pipe too.



A = Bolt-On Cone Air Filter

B = Induction Pipe (shown here still with plastic coating on it - you should remove this before use!)

C = Crank case breather tube (not cut to size here yet)

- D = Rubber Reducer
- E = 3" diameter circular clamp.

To fit, you will first need to remove the standard pipe. Remove the air box - see **Fitting an Air Induction kit** for details of how to do this.

Remove the standard induction pipe by undoing the circular clamp at the throttle bodt end and the pipe will slide off. You will need to gently pull the crank case breather pipe off it's socket at the right hand

side of the crank case in the middle as you're removing the pipe.

You can now fit the new induction pipe. Place the Rubber Reducer over the throttle body opening and secure it with a 3" diameter circular clamp. Take the pipe and fit the cone filter to the end furthest away from the small breather pipe, securing it with it's own circular clamp. You will need to fashion a support for the pipe and filter which you attach at this end, and bolt (when you've done everything else) to the chassis using one of the now spare threaded holes revealed when you removed the air box.

You now need to attach the pipe to the rubber reducer with the other 3" diameter circular clamp. Makes sure everything is air tight. Take the length of small tubing and attach it to the crank case breather socket and cut it to length so it fits neatly to the provided hole in the induction pipe. Use the two the diameter circular clamps to secure this. Now secure the filter support and the battery clamps are you're finished.

Now take the car for a drive and enjoy the noise ;)

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Fitting an Aftermarket Auto Gear Shifter

This is a bit of a tricky job, but one that can be done with a little patience.

You will need:

- Tomcat Gearknob with fitting kit
- 2 pieces of rubber hose
- Small screwdriver
- Scissors
- Superglue

Remove the standard gearknob as detailed on the Fitting a new gearstick page.

Cut off the two wires at the bottom of the Tomcat, you dont need these for an FTO. Then place it over the bare shaft and measure the space between the bottom of the Tomcat and the base of the shifter. Take the black plastic bottom part supplied with the gearknob and cut it to this length. Test fit again to make sure it's the right length.

Remove everything and take the white slider inner out the Tomcat. G a piece of rubber tubing with an inside diamter the same size as they

the square-ish hole at the bottom of the white slider.

bottom of the bare gear shaft. Cut it to approx 1cm in length. Feedings down inside the white slider to the bottom, making sure it lines with



Dont forget - you need to be the bottom black rubbery bit over first! Next, place the white slice with the rubber hose insert down over the bare shaft to approx shaft possition low down on the shaft. Take the other piece of hose piece of old fuel hose will do) with an inside diamter to fit around the threaded section of the bare shaft and cut it to approx 2.5cm long. Place this over the shaft. Take the plastic stopper supplied in the shaft. You are now ready to wat the Tomcat onto the shaft.

Feed indown over the arrangement of plastic parts until it's just resting on the stopper. Feed in the two grub screws at the back. These should biointo the rubber hose through the square hole in the white slider. read with the set the set of the set the set the set the set the set the set of the set

works well. It may need a little overnent up or down to work well. This is the tricky part.

When your satisfied, feed middle of the three front screws until it's firm against the shat Test it once again. If it remains suitable then fit in the other 2 scr with the front and tighten up the grub screws at the back. Dont over-tighten the front screws though or you may stop the inner shaft moving up and down smoothly!

Once you've balanced all the screw's tightness properly the Tomcat should operate correctly. Check once again that all the shifter positions can be selected and that you can get the key out of the ignition! If there's a problem you'll have to loosen off the screws and grubs and shuffle the Tomcat a little and tighten them up again and see if that's any better. It may take a few attempts.



If you're happy then place the front cover over the 3 front screws and add a tiny dab of superglue to the edge of the black rubbery part at the bottom to secure it to the bottom of the Tomcat. The job is done.

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Fitting an Aftermarket Auto Gearshift Lever

To replace the auto gearshift you will need the following tools.

- 2 x dinner knives (raid the kitchen drawer)
- 12 mm deep socket and ratchet
- supplied allen key

Slot the shift into neutral and insert the knives either side of the push button on top of the lever. This releases the catches retaining the button. Remove it, but keep the spring. Next unscrew the white plastic insert and set to one side. This reveals the retaining nut on the deepest recesses of the gear lever.

Using the 12mm socket and ratchet, unscrew the nut and remove the old gear lever.

Using the supplied allen key, remove the top of the new gear knob and set aside.

Remove the decorative sleeve if fitted. Position the new gear shift on the lever and refit and tighten the 12mm nut. Screw the white plastic insert back onto the lever until it is 2mm below the surface of the gear shift. Screw in the small grub screw on the side of the gear shift to ensure the insert doesn't unwind. Refit the sleeve if supplied.

Refit the spring and replace the top on the gear shift the car and ensure you can move the gear shift from park to reverse correctly; ie using the brake pedal.

All in takes about 10-15minutes.

I chose the aluminum and carbon fibre look for mine. I think it made a big difference.

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Fitting an Aluminum Gear Surround

To replace the gear surround you will need the following tools.

- electric drill
- 2 mm drill bit
- supplied allen key
- · Flat blade screwdriver
- Pliers or small adjustable spanner
- Masking or double sided tape

If the car is a tip, put it in neutral before starting.

Remove the rubber insert around the gear shift. Position the new surround in the correct place and use tape to secure.

Using the screwdriver, carefully prise up the bottom left corner of the lower center console dashboard section. It is very easy to scratch the dash at this point, so be very careful.

Continue lifting the lower console until you can ease the top of it out from under the upper console section. Disconnect the cigar lighter and stereo and remove the lower console section from the car.

Using 2mm drill bit and electric drill, slip the protection washer over the drill bit and drill each hole in the central console. Using spring clips and nuts supplied, see the gear surround to the lower console section and on the tape.

Refit the top of the centre console under the p section and reconnect the stereo and cigar lighter. Love the centre console carefully back into position and shinto place.

This job can be fiddly and can be discrous for the centre console if you're not careful. The could is far superior to the black rubber thingy and excelle Calue.

Click here to go ack to the Index Page







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	7.0 +25mm to +45mm		m		
	7.5	+30mm to +39m	m (j)		
	8.0	+35mm	Q		
Tyre Sizes	Wheel	. (7	Tyre		
	15,00*		195/60 15		
	1520		205/55 15		
	16x6.5**		205/50 16		
	17x7		215/40 17		
	1/X/.5	<u> </u>	215/45 17		
	18x8 🔍		235/35 18		
	*Star dan	Wheel GR			
	**Standard	Wheel GPX			
Fuse Boxes		Inside Box	Engine Bay	Fus	sible Link
	1-10A Horr 2-10A Heat 3-15A Ciga 4-10A Auto 5-10A Activ 6-20A Sunr 7-30A Defo 8-10A Mete 9-15A Wipe 10-30A Heat 11-15A Doo 12-10A Tra 13-10A Bac	a er Relay rette Lighter matic Transmissio re Side Mirror roof gger er Panel er ater or Lock ction Control ckup Lamp	1-10A Tail Lamp 2-10A High Beam 3-10A Air Conditioner on 4-10A Room Lamp 5-15A Radio 6-15A Stop Lamp 7-10A Hazard Lamp 8-15A Fog Lamp 9-30A Condeser Fan	10-30A P 11-50A A 12-40A Ig 13-30A R 14-40A La 15-20A M 16-80A A 17-60A J/	ower Window BS nition Key adiator Fan amp PI Iternator B

	15 Spare Fuse						
Part Numbers Air Filter		MZ311782	2 (old p	art no MB906051)			
	Oil Filter	MB135737				R	
	Timing Belt	MD313673				Q	
	Locking Wheel Nuts	SP029173					
	Wiper Blades	624642 (Halfords)					
Spark Plugs	1800cc Engine 200		c Non-I	MIVEC Engine	2000cc	: MIVEC Er	
	Plug Types: NGK: BK5E-11 Nippon Denso: K16P-U11	Front F NGK B Nippo K	Plug Tyj : SKR6E- on Den (20PR-1	pes: I 11 so: U11 I	Front F NGK B Rear R	Ylug Tyre KRZAC-N	
	Spark Clearance: 1.0 ~ 1.1mm	Rear P NGK P Nippo Spark (1.0 ~	lug Typ : PFR6G- on Den PK20PR Clearar 1.1mm	bes: 11 so: R-U11 nce:	NGP Spark (0.7 ~	FR7M Clearance: 0.8mm	
Bulb Wattages	Headlamp High Beam:		60W	Hadlamp Low Bear	m:	51W	
	Side Lights:		5W 🥡	Font Fog Lamp:		55W	
	Side Lights:		58	Front Fog Lamp:	ımp: 55'		
	Front Indicators:		21W	Side Indicators:		5W	
	Rear Indicators:		21W	Brake / Tail Lights:		21W/5W	
	Reverse Lights:		21W	Licence Plate Light:		5W	4
	High Mount Brake Light:		5W Interior Courtesy Lights: 8W		8W	4	
	Boot Interior	it:	5W				_
Capacities	es Fuel Tank. 60ltr		Engine Oil (Add 0.3ltr for Oil 1 Filter on both engines): 2 E		18 En 20 En	00cc gine: 3.8ltr 00cc gine: 4.1ltr	-
	Manual Transmission Oil	2.2ltr :	.2ltr Automatic Transmission C		7.8ltr		
	Power Steering Oil:	0.9ltr	Cooling System (incl. Condenser Tank):		6.5	öltr	
	Washer Fluid:	2.8ltr					
Engine Code Numbers		E = Exh	Vehicles that are subj aust gas control rules	ect to	1978		
	Chassis Series	Chassis Series		D = FTO			
	Model		E2 = E3 =	E2 = 1800cc 4G93 4 cyl E3 = 2000cc 6A12 V6			
Service			A =	Passenger car			

Vehicle Shape	H = 2 door Coupe	
Gearbox	R = 4 speed Automatic Y = 5 speed Automatic N = 5 speed Manual	J.
Туре	U = GS H = GR F = GP G = GPX	
Engine Type	H = Electronic fuel injector method M = DOHC Electronic fuel injector method H = DOHC Electronic fuel injector method - Variable valve timing (MIVEC)	

Air Conditioning Download this 3 page PDF descibing the workings of the various F air con systems.

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Replacing the springs

Lowering springs for the FTO are available for Camskill, Swift, and Leda. The FTO suits a bigger drop at the front than the back although if you have a 'solid' style rear spoiler (as I do) lowering most at the front means you won't see diddley squat in the rear view mirror. (Which is why I went for whit's as they are 40mm drop all round). The job is technically easy, although is hard work as some the nuts are fixed tight. It will take around 3-4 hours to swap all 4 springs. As with most things, you've done it once it becomes very easy. Its much simpler changing from standard to lovering springs than vice versa because its not easy to re-compress a standard spring.

You will need

- A good socket set (a extended wrench is a necessity (£10) due to some other bolts tightness)
- Assorted spanners
- Pair of spring compressors (£20)

The job will cost around £100 for a garage to do, which may influence you decision should you have to buy the tools.

Front set.

The front is harder than the back but should be done first in case you run out of time (its more acceptable to drive the car with just the fronts changed)

From under the bonnet loosen off the 3 strut nuts. The black rubber plug from out of the centre and loosen the large centre nut.

Jack the car up and remove the wheel.

Remove the 2 horizontal large nuts hold with bottom of the strut to the top of the wheel. (Leave the bolts in for now)

Unclip the flexible brake pipe from strut (easy to do by knocking out the clip)

Note the anti role bar and tie connection to the strut. Remove the small nut from the lower tie rod connection - you will need a connect for the other side (this is the only fiddley bit)

From under the bonner move the top 3 struts nuts completely and gently lower the strut down.

Knock out the 2 horizontal bolts that hold the lower strut and carefully lift the strut assembly from the car.

Note the way the off-centre spring 'cups' are positioned. Compress the spring with the spring compressors. Loosen and remove the top centre nut (CARE must be taken to ensure the spring is sufficiently compressed Dotherwise the top cup will come flying off)

Remove the old spring and replace with the new. A lowered spring will have to be compressed a little to allow the top assembly to be attached as before. Replace the top spring cup and fixing nut - Note the flat face on the spring cup hole and matching one on the damper bolt

Place the whole strut back under the wing and bolt back up. A wood lever or spanner will have to be used to lever back the anti role bar to allow the tie rod bolt to be re-fitted.

Back set.

This is much easier than the front and can be done without removing the whole strut.

From under the boot, pull back the carpet covering (from middle of the car is best) to reveal the top of the strut. Loosen off the 2 top strut nuts. With an adjustable spanner grip the centre bolt flats and with a second spanner loosen the centre nut.

Jack the car up and remove the wheel.

Remove the large bottom damper nut and bolt (from the chassis arm).

From under the wing compress the spring using the spring compressors.(easier than the front)

From the boot now remove the 2 top strut nuts and gently lower the assembly down.

Still from under the wing now remove the centre nut using 2 spanners.

Remove the top spring cup assembly (note the way it fits)

Remove the spring compressors and lift out the spring (you may have the pushee damper in by hand)

Replace with new spring and reassemble the top of the strut (you probably wont need spring compressors for this . Also note that the spring is a different diameter weither end).

Re bolt the strut to the top of the wing.

With a lever compress the damper up from the floor and hold with a piece of wood (between the ground and the damper). Using a lever force the chassis are own to line up the bottom damper hole with the chassis arm - so the bolt can be pushed home.

To Finish

Drive around for about a week to allow the new magnets to settle before getting a garage to 4 wheel align (laser alignment) the car. (Cost about £50) If you don't do this you will get strange handling characteristics and your tyres will suffer from even ware.

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Handbrake Light Sticking On?

You will need • Screwdriver

If you're handbrake light is sticking on, it is most likely to be the switch under the handbrake lever which is sticking. It may, however, be that your brake fluid is low so check that first (located under the boyce at the top left beside the driver - a white capped container with 'max' and 'min' written on the side.

It is usually just a case of un-sticking the switch, and here's how:

Remove the cup holder by pulling upwards - it just pops out. Underneath you will see two rews which you need to take out. Lift the box lid between the seats and undo the two screws at the ottom of the box. See the diagram below:





Once removed the centre consol can come up, and y exposing the handbrake cable, the lever bracket, and the plunger switch. See below:



As you can see from this photo there gathers alot of crap under here. Clean the plunger and oil it slightly if required. Check the contact of the green wire, and bend the bracket slightly forward to get a better movement of the lever. Test it a few times to make sure the light goes out. If it does, you're sorted, if it doesnt it may be something more serious to do with your brakes and you should ask a mechanic.

Refit the trim.

If it still sticks on...

If the light is still stuck on after you've tested the switch, it's probably other more serious reasons. The first thing you should do is check the level of fuild in your brake fluid resevour at the top left of the engine bay (nearest the streering wheel). This should be between the Max and Min. If it's too high, remove some, if it is too low, add some.

Note: If, when you removed the big plastic cup, there was a vacuum inside and the fluid kinda 'dropped' then this could be one of two reasons. Firstly, the cap was obviously on too tight and as the fluid dropped the sensor registers it and the light goes out. However, it may also be a sign than your brake pads are about finished as the brake caliper pistons are so far out there's a vacuum in the reseviour. Check your pads now (most likely it's going to be the front pads which are worn). If you need help changing the pads, see changing brake pads.

If you've done all of these things and the light is still on, then disconnect the small multiplug located next to the brake fluid resevour. This is the plug from the fuid level sensor and it should put the light out when you disconnect it. If it does, then this is most likely a sensor failure and should be taken to a garage to get fixed (and get your wallet out!). If the light STILL remains on, then it's a wiring/loom problem and you should take it to an auto electrician.

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How To remove the rear spolier

You will need • 10mm Socket Wrench

Blu Tac (yes, really!)

It's easy to remove the rear spoiler. It's held on with 3 bolts, accessible from the underside of the bootlid, and 5 plastic clips which simply pop out.



Put some Blu Tac on the inside of the socket or there's a good risk that when you remove the nut it'll drop down inside the bootlid and you'll have to **remove the boot** to be able to get it out which is a hassle!. The Blu Tac will make the nut stick to it and not drop.

Remove all 3 nuts then close the boot. Put your arms under the spoiler at each side and gentl apply upward lift. plastic clips will bo out and the 3 stor ads under the wes and middle will rip off. That's

it. To put it back on, just do the opposite of the bove.



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The bolt in the oddle, holding the



Bolt at each side of the boot





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How To replace the ste	reo (and wire in a new one)
You will need	
Flat Screwdriver	
 Star Screwdriver 	
Wire stripper	
 Wire Connector Block 	le la
Electrical Tape	
 Din Connector Tripket Tray (if you're changing from 	a double din to a single din stores you might want to
 Ininket tray (if you're changing from fill the space with the 'trinket tray'. 	a double diff to a single diff stered you might want to
in the space with the univertialy - w	
Remove the rubber surround around the shifter.	This can come off just by prising it of the a
screwdriver. Next, remove the cigarette lighter an	nd ashtray.
Remove the centre console panel which is fixed	at 4 points. These clips come up with a little force.
You can now see 4 screws holding the plates wh	nich support the stereo in Roove the screws and
slide out the old stereo. Uplug it and remove.	
You now need to wire up a connection between a	the loom and your we din connector. This din
connector will then connect to your new stereo.	Only continue if you e very sure you wish to
continue.	
Cut off the original connector to expose the wires	s from the born. You now need to connect these to the
approproate ones on the din connector. Check the	he detail which came with the connector to determine
which are which. This wiring digram below show	s the conjections from the FTO loom.
Black	
	W.
	Earth
Groon Milita	Liekt Dimmon
Green/wille	Light Dimmer

Green/White	Light Dimmer
Pink/Silver	Arial Motor
Red/Black	Constant
Blue	Ignition
Blue/Grey	Bear Left Speaker
Yellow/Grey Red/Yellow	
Red/Grey	Rear Right Speaker
Red/White	Front Right Speaker
Red/Black	{Empt off Speaker
Blue/Black	

Important: There is no direct earth wire in the FTO stereo loom. You need to connect a new wire to earth. If you dont do this you risk blowing fuses and random lights/arial/no-constant problems!

Once you've wired up the loom to the new connector you can attach the new stereo and check that it works. If everything is fine then attach the side supports to from the old stereo to the new one and slide it back into the dash. Add the trinket tray (optional) and replace all the dash to finish.

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How to stop your Tiptronic beeping when you select reverse.

You will need

- Soldering Iron or wire clippers.
- 10mm spanner or socket.

Fed up of your car sounding like a van when you select reverse? Well this is an easier fix than you think.

You need to get a circuit board out from your car - dont worry, this isnt scarey stuff. You need go underneath the steering wheel on the right of the footwell. Here you will find a mass of wires and electronics, and the fuse box for the interior of the car. Attached behind this fuse box is the circuit board you need.

To get at it you need to unclip top and bottom and remove the entire box as one valuability using it towards the engine. The box itself is simply a black plastic box about the size of a box of S yan matches. It disconnects itself from the fuse box as you push it away from you. You may want to remove the bolt just below the fuse box to make it easier to get your fingers around the black bo

Once it's removed, you can dis-entangle yourself from under the stee wheel. Open the box carefully and the circuit board will fall out. This board contains the 'beeper' and some circuits to control it. Look over the board for a diode labeled "D3". See pic below:



You need to disconnect of the board where the diode is at one side and pull one leg of the diode away from the board careful! This is the most tricky bit!

Once this is completed, re-fit the board into the black box, and then re-connect this to the back of the fuse box. Remember to re-fit the bolt below the fuse box if you removed it earlier. The job is now done.

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Idling Problems?

- You will need
- Socket set
- Scredriver
- WD40
- Possible replacement stepper motor

This is most probably the idle speed controller or ISC (a stepper motor). Its situated just with the air intake on the throttle body (follow the large black pipe from the air filter to the engine - I we the jubilee clips at both ends and pull the pipe off the throttle body - note the small rubber pipe connection to the inlet manifold - and twist the whole pipe vertical.

The ISC motor can now be seen - older ones have a light brown plastic casing of the back. It's held on by two small bolts and has a six pin plug connection from the ECU. Once removed you'll see the funny looking plunger that moves in/out of the throttle body. Try cleaning the outside of the plunger with WD40. Check for damaged or broken wires on the plug. Clean the inside of the throttle body ousing. Refit and see if things have improved. (If not you can try cleaning the inside of the motor - boomine was spotless).

If its an intermittent fault it's liable to be a dodgy wire or sticky methods. If it (like mine) gives consistently certain idling characteristics, it will need replacing

My symptoms were: easy starting when cold. As the car ways the idle speed hunt's and when the cars hot, the engine continually stalls at idle.



- A: Throttle Body
- B: Ait Pipe (moved up out of the way)
- C: Connector to ECU from Stepper Motor (disconnected)
- D: Stepper Motor (removed)
- E: This is where the Motor connects to the block

Testing it

There is a loose wire with a brown 'dongle' on the end of it situated on the bulkhead behind the throttle body (mine was near the windscreen wiper motor) You could try connecting this to earth with the ignition on and seeing if the stepper motor runs to its end stop position, **but I've no idea if this will work** (earthing

the wire tells the ECU to move the stepper motor to its reset or hot running position)

As a temporary measure you can refit the ISC, get the car hot and then unplug it. Adjust the idle speed with the screw on the top of the throttle body (normally under a rubber grommet) to get a satisfactory hot idle speed. Your car may be hard to start when cold but will be OK hot.

Replacing it?

Best to swap it with a friends working one before you spend good money. Getting a second hand one is hard as usually all the FTO breakers have none left or are asking silly money. New from Mitsi they are about £300. (Part No. MD628054 - 1995GR) Kempy's in New Zealand are selling reconditioned up of about £75 + postage. My new one was a completely different design from the original - so perhaps it won't fail again?



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Make your own tappet tool for a GPX and adjust your own tappets

This write up is by Andy Richards who made his own tool and successfully adjusted the tappets on his GPX.

- You will need
- Home-made tappet adjusting tool!
- Socket set

Any one who has done a similar job on a more basic car should not be put off doing it on the FTO as it is a pleasure to work on.

My car was pretty quiet already but now is turbine smooth with none of the annoying ticking that it had before. I only found 3 gaps that were bigger than spec and these were all at the 'air filter' end of the cams. Strangely all of the remaining gaps were tighter than spec.

The tool was made from a hex ended 6 inch extension bar, the hex so as I could use a spanner rather than a rachet (less hands required) welded to the side of a 10mm socket. The socket was positioned so it pointed inwards slightly towards the centre line of the extension which helps to clear the cam lobes, then grind away as much of the socket as you dare until it fits. Removing the front rocker cover what doing this allows you to try it for fit as you go.

The job could quite feasably be done with a being spanner as the only reason a special tool is required is because of the poor access. Remove the free rocker cover to see what I mean.

It will only take an hour a most. Undo the 6 screws on the plastic cover used to hold down the s, undo 3 on the cam belt cover (2 right at the top and the between cylinder banks which may also have a clip on the HT leads), and then 8 or so on the cover itself. Public cam belt cover gently to one side as you ease the reserver cover off (I beleive there is a fourth bolt further down are side of the engine). The electrical connections can only go back on one way so it's easy to get them beck the right sockets once you're done. Just take your time make notes if you are not sure label things and put them in bags if you like.

I may be underestimating my mechanical ability but probably not, and I think that if the professionals think this is difficult then something has got to be wrong.

Tappet Clearances

The clearances for a MIVEC 6A12 engine are intake: 0.1mm exhaust: 0.13mm.

As you are probably aware the non-MIVEC 6A12 engine has hydraulic tappets that are self adjusting.

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Painting your brake calipers

You will need

- Brake caliper paint
- Jack
- Wheel BracePaint brush
- Copper Grease

If you want to stop your brake calipers corroding and to tart them up a bit then you will want to paint them.

First of all you need to take the wheels off. Make sure the jack is level and on a firm surface before jacking up the car. You might also want to rest the car on axle stands when you are painting. Remove the wheel.

Clean the caliper, removing all the dirt, oil and rust from it and then dry it. You might also want to take the oportunity to clean the inside of the wheel and to check the inside of the tyre for wear.

Make sure the caliper is dry before painting. You might also want to mask all the rubber seals, the brake pipe, the brake disk and the brake pads but, if you're confident with the brush then you dont really need to do this.

Paint the caliper. I used Halford's brake caliper paint the interval of the needed 2 coats to make the colour flat. You can be done it it after 15 to 20mins drying time.

Once it's done, put some copper grease on the inside of the wheel and on the wheel nuts before putting the wheel back on the hub (you only need a very small account). This isnt a requirement, but it is recommended.

Lower the car, tighten up the nuts to 110 on the torque wrench) and set on the next when Dont underestimate how long this will take you to pain 14 calipers, with breaks it took me 6hrs!











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Replacing the Air Con pulley

This is mounted low and so liable to get wet and damaged. Mine started making a hissing noise. If you take the belt off and spin the pulley it should make little or no noise just like the larger pulley above it. If it rumbles it will probably need replacing. You will need a replacement AC pulley bearing and clutch kit, which you can get for about £120. I bought a second hand pump from a scrap yard £140. The pulley fitted fine but the pump did appear to be different. To remove it you will have to access to a circlip tool. These look like regular pliers but have 2 pins connected at 90 degrees to pliers tips to allow the spring clip to be opened.

Replacement should take 30mins if you have the circlip tool (3 hours+swearing without?.)

Release the tension in the belt as detailed in the **Replacing the lower pulley tension** write up. You can release the centre nut of the air con pump with a screw driver angled vertice in one of the U shaped cut-outs on the pump clutch plate and a 14mm socket on the centre number screwdriver gives enough purchase to stop the clutch rotating allowing you to loosen the pump

Remove the clutch plate (watch out for the two thin washers.) You could some pulley now to see if its noise was caused by an obstruction with the clutch plate. The now you spring clip can be prized out with a screwdriver but DO NOT REMOVE unless you have constructed to get these clips back in. Sharp nosed pliers will probably not be encoded. I tried unsuccessfully for over an hour with regular pliers but if you removed the inner plast wings you might stand a chance.

The pulley can now be gently levered/pulled off. Some pump in the clutch driving coil fixed but mine appeared to be held by the pulley. Replace the pulley and make sure is knocked home otherwise the circlip won't fit. The clutch plate can only grack on where it came off as there is a notch on the spline.

Written by I Johnston

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Power loss? Replace the Lambda sensor

You will need

- New Lambda Sensor
- 10mm spanner
- Circuit Tester
- Ramp/Pit/Some other way of getting under the car.

If you've been finding that your car seems to not pick up quite as fast as usual it may be that lambda sensor is dead.

The first thing to do is to **Reset the ECU** to check it's not simply an engine management thing'. If it's not this then it may be the lambda.

But how do you check? Take your car to a garage and get them to check your rearings. Idle emisions shouldnt be the same as revving emisions and if they are in any way, hen your engine's not sensing what's going on properly.

To remove the sensor you need to get underneath the car. Follow the cast system to the CAT. Stuck into the CAT is a temp guage but dont confuse this with the lamber Look forward towards the engine from the CAT and you should see another plug in the system. This is the lambda. Unscrew it from the exhaust and then follow the cable up to a rubber gromet this pulls out and allows more cable to drop out of the car. Pull it gently till you come to a multice group. Disconnect this and remove the sensor.

You can find out if the sensor is passing a current with a current with a garage to check it. If it's broken then you have to replace the transmission of the problem it. If it's working fine.... then you have some other problem!

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Replacing the lower pulley tensioner

You will need

- Socket Set
- Part Number MD366344
- Jack
- WD40

If your engine has been making squeeky noises recently it could be that the bearings have gone in your lower pulley tensioner. It's a fairly common problem on FTOs as this pulley is at the very bottom of the engine and gets all the much and spray off the road all the time.

Replacing it is a fairly simple job. Firstly jack up the driver's side front to allow you access under the front of the car.

You need to undo bolts "A" and "B" shown on the diagram to the right. They may be stiff to begin with so spray around bolt "A", behind and between the pulley and the mounting bracket. The pulley has to slide down across this bracket so it may require alot of lubrication.

Undo bolt A, allowing the pulley to move down the screet thread. This will un-tension the belt. Once the belt is to se, undo bolt "B" and remove the pulley.

The 2nd picture shows the pulley removed.

Fit the new pulley to the bolt and tighten as much as you can. Place the belt over the new pulley checking it's sitting correctly on the other pulleys, and been to tighten bolt "A", moving the new pulley upwards any ightening the belt at the same time. Contine tightening till as belt is so tight that you can only just twist it 90 degrees. Sont over tight as this will wear out the belt, but dont in per-tighten cause this will cause the belt to slip and squeal.

Here is some additional information written by I Johnston

This appears to be a common FTO problem probably because of the pulleys low and weather collecting mounting position. Symptoms of failure are a whining, whirring noise coming from the drivers side front. The pulley is mounted adjacent to the air con pump and is visible by viewing from underneath. It is mounted by a single bolt with another bolt perpendicular used to raise or lower the assembly (tension or release the PS/air con belt). The pulleys only role is to tension the belt.

If you suspect its gone check for play in the bearing (with the engine stopped!). A 1mm or so sideways movement will probably mean its excessively worn. An additional check is to start the engine and switch on the air con. Watch the air con pulley's centre clutch engage and disengage automatically and listen for a change to the whine. (if the noise disappears



Old pulley



Pulley removed



The new and the old



All done





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Engine Performance

Gearshift and drive line

Gearshift and drive line

performance

Brake (Check/Replace)



as off

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Squeaky fanbelt? (especially when cold and damp)

You will needSocket set

The fanbelt can be tightened by adjusting a 'largish' bolt situated a couple of inches 'behind' the dipstick housing.

You can easily see it from under the bonnet as the bolt head sticks up. You should be just be able to twist the fan belt 90 degrees, any more and its too loose and less and its too tight.



Using a socket set turn the bolt

clockwise and you'll notice the adjacent fanbelt pulley begin to rise. Choose belt tension and adjust as necessary.

Written by lain Johnston

Click here to go back to the Index Page

