

TO-90000 UAZ HUNTER

Repair instructions number
00507

Repair instructions name
TO-90000 UAZ Hunter

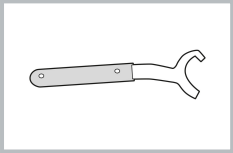
Applies to
2924000001200
...

Model
HUNTER

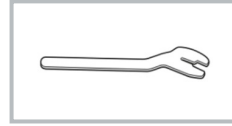
Production period
2019

Modification
Not selected

Special tools

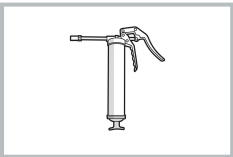


Wrench for holding the water pump shaft
005500000404900

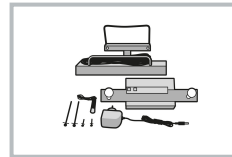


Fan viscous clutch removal key
005500000355600

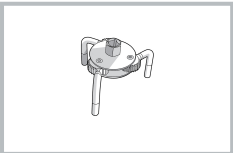
General equipment



Grease gun



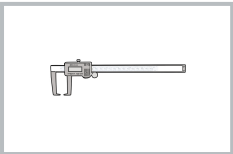
A device for measuring the total backlash of the steering



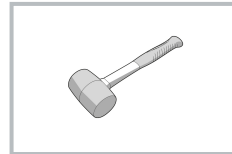
Oil filter remover



Tire pressure gauge



Caliper



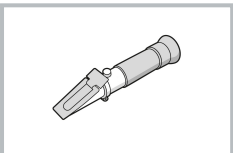
Rubber hammer



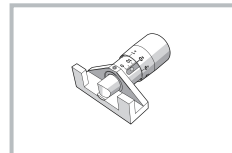
Tool for pressing in cuffs



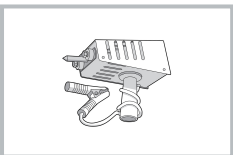
Brake pipe wrench



A device for measuring the density of a coolant (refractometer)



Universal belt tension tester



Load fork

Materials



Refer to the instructions - HUNTER - Car installation on lift (X) (00410)

1. Work outside the car:

IMAGE



Img 1



OPERATION DESCRIPTION

1. Check by inspection for chips, cracks and foci of corrosion of the body paintwork.

The presence of chips, cracks and centers of corrosion of the body paintwork is not allowed.

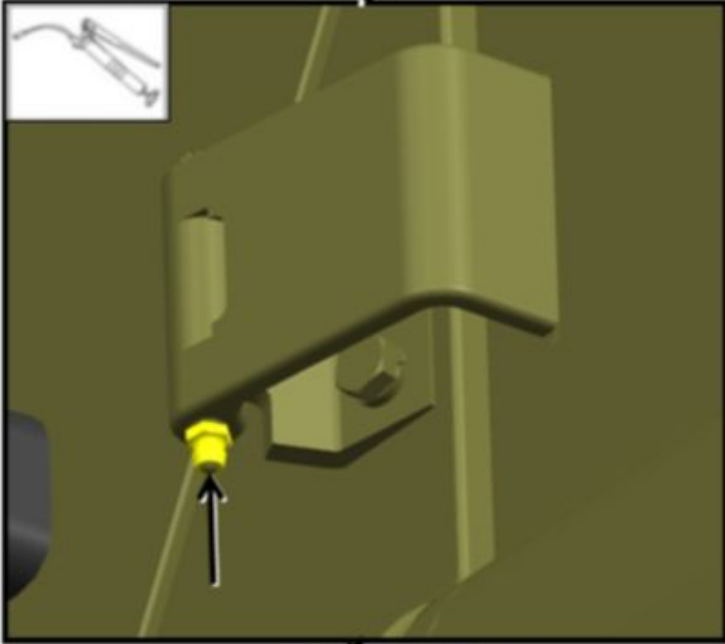
2. Check by inspection for chips, cracks on glass and rear-view mirrors, lighting devices and light alarms.

The presence of chips, cracks on glass and rear-view mirrors, lighting and light signaling devices is not allowed.

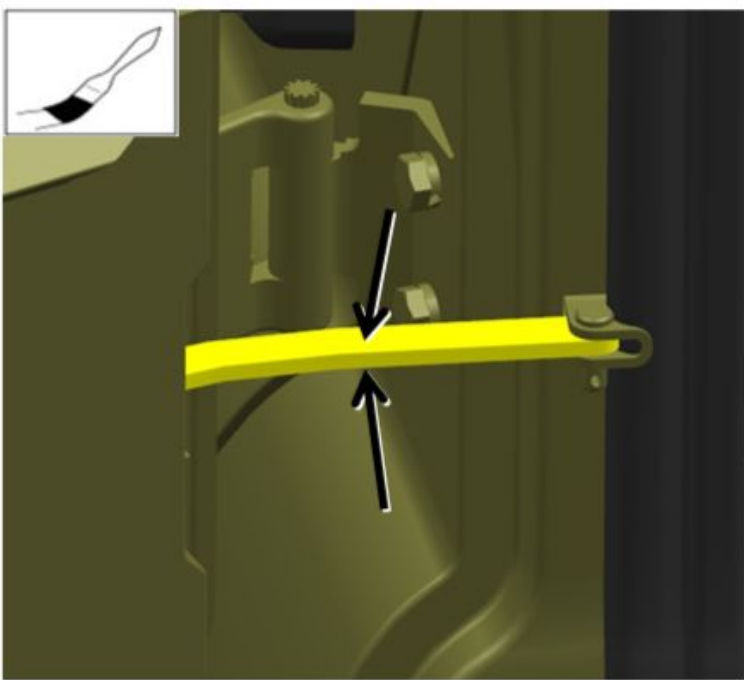
Img 2



3. Apply grease to the door hinges.

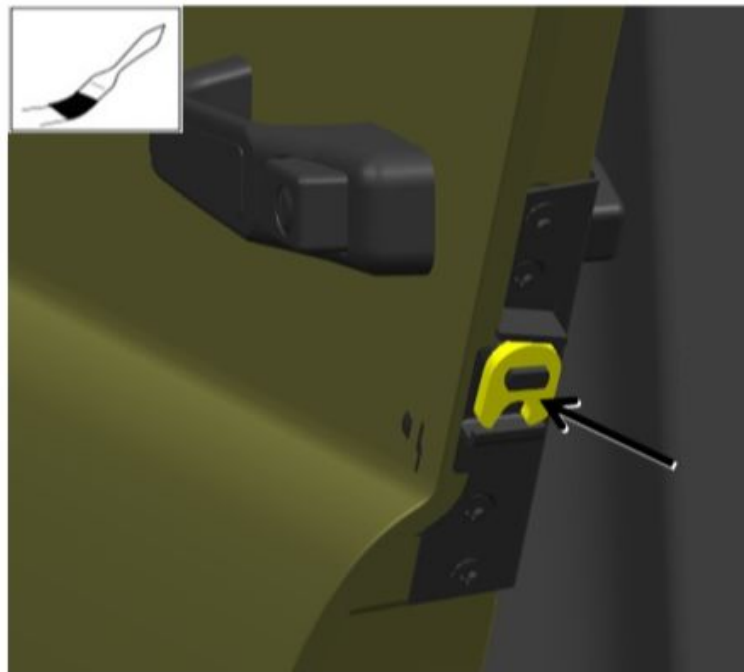


Img 3



4. Apply grease to the door stops.

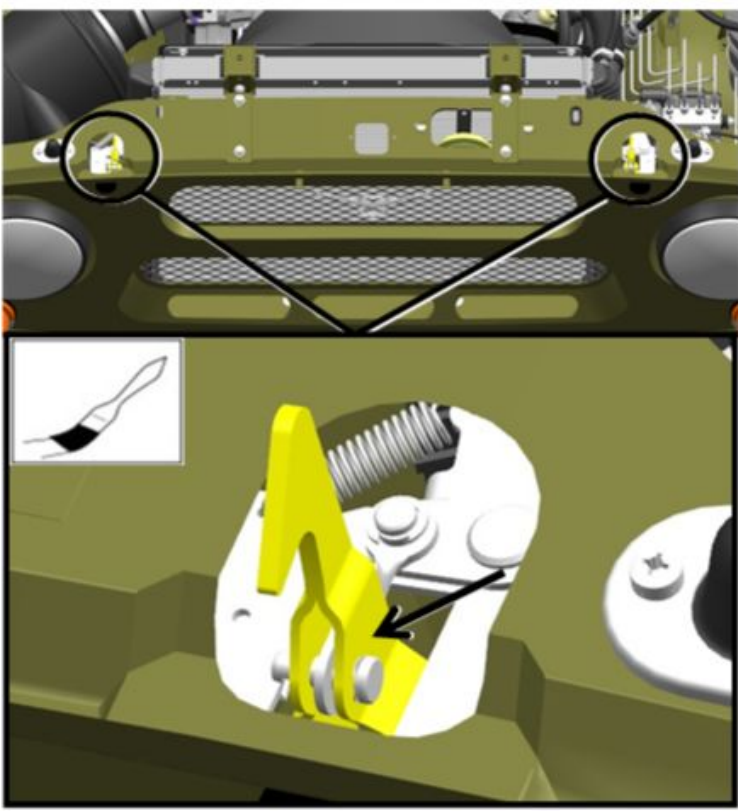
Img 4



5. Apply grease to the door locks.

Img 5

6. Apply grease to the hood lock and hook.



Img 6

2. Work inside the car:

IMAGE

OPERATION DESCRIPTION



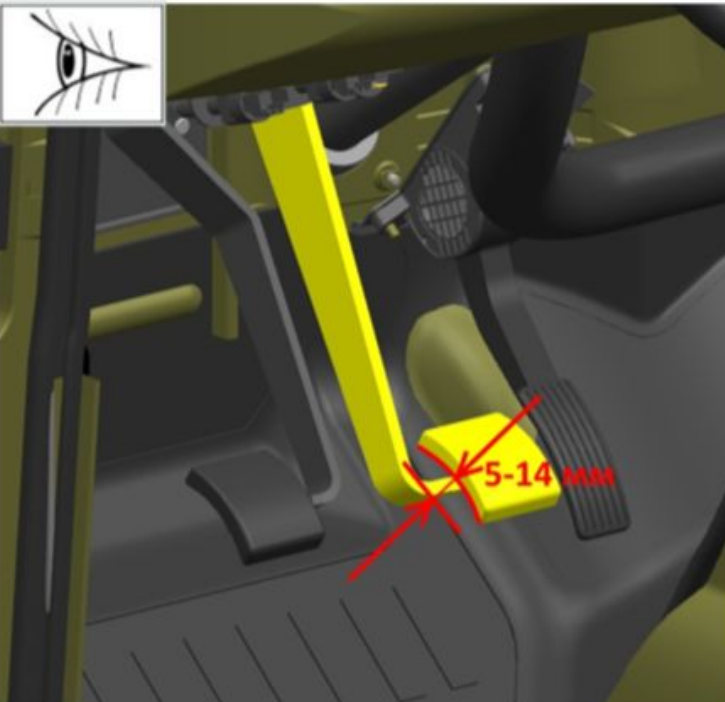
1. Install the parts of the device for measuring the total backlash of the steering on the steering wheel and on the left front wheel of the car.

2. Check the total backlash of the steering according to the operating instructions of the device.

The total backlash should not exceed 20 degrees.



Img 1



Img 2

3. Check the free play of the brake pedal.

The amount of free travel of the brake pedal should be 5-14 mm.



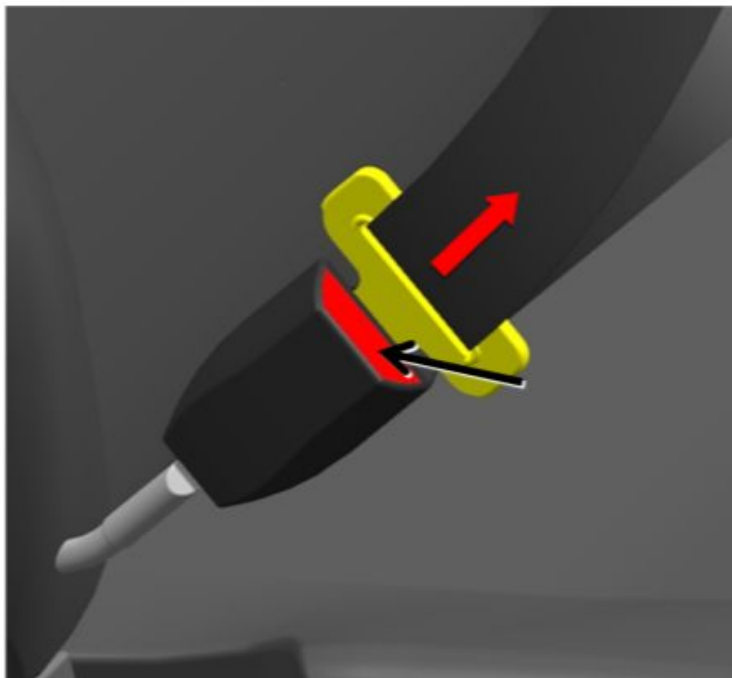
Img 3

4. Check the operation of the driver's belt retractor.

The device should wind the belt around the reel easily and without jamming.

5. Check the functionality of the inertia reel of seat belts.

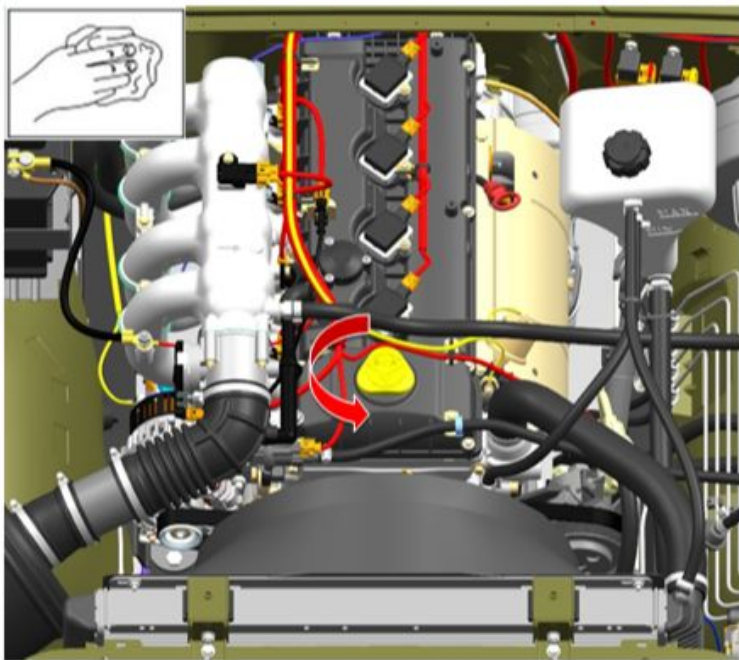
When pulling sharply at different lengths, the inertial coil should block the change in the length of the belt.



Img 4

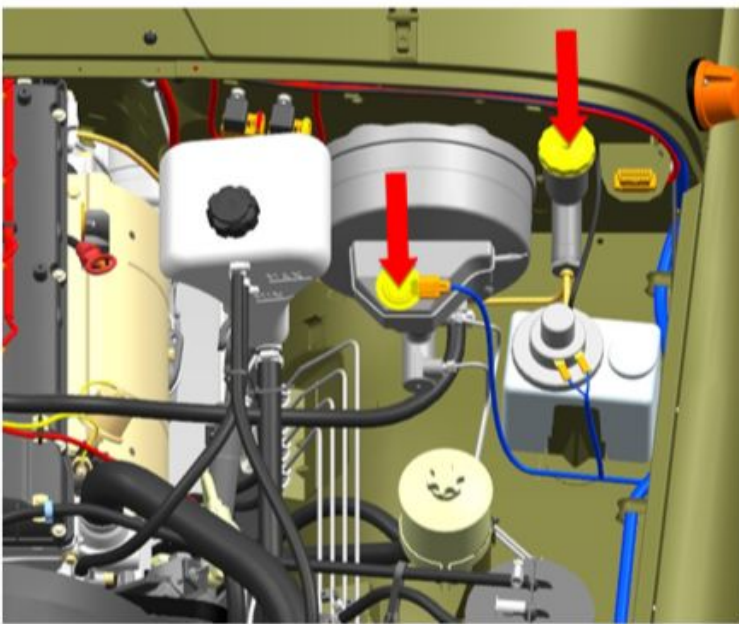
6. Check the operation of the driver's belt locking device.

The belt buckle must fit securely in the device. When unlocking, the buckle must be thrown out of the locking device.



Img 5

7. Remove the engine oil filler cap.



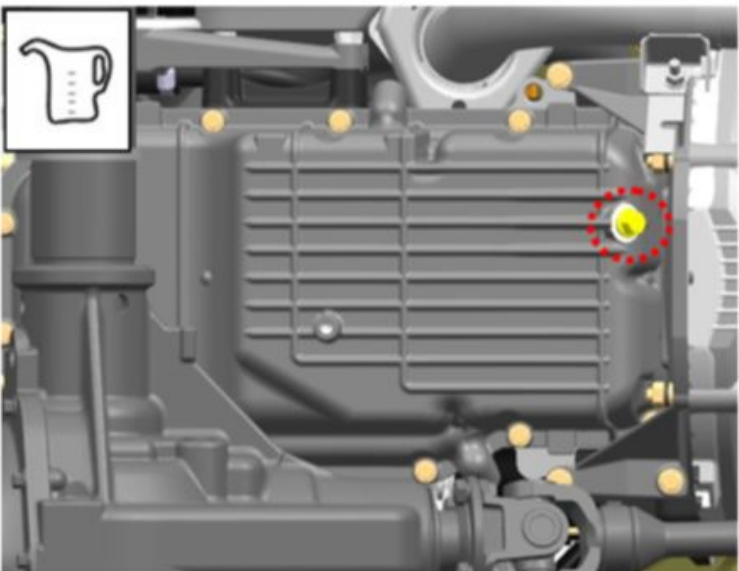
Img 6

8. Remove the covers from the master cylinder and clutch cylinder reservoirs.

9. Install the device for bleeding the brake system and clutch system on the reservoirs.

3. Work under the car bottom:

IMAGE



Img 1

OPERATION DESCRIPTION

1. Place a container under the oil sump to drain the oil.

2. Unscrew the drain plug on the engine crankcase.

tightening torque- 28 N·m

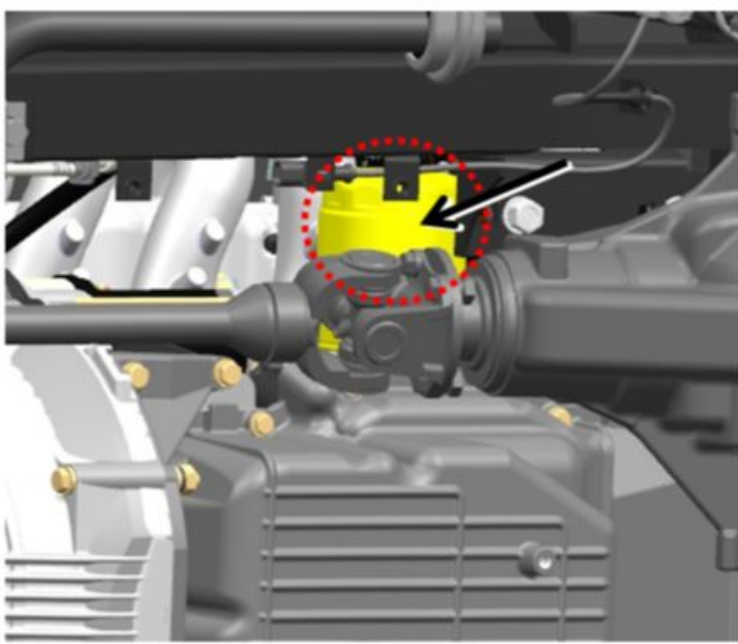
⚠ NOTIFICATION: Reuse of the drain plug O-ring is not permitted.

3. Let the oil drain.

Waiting time is 3-5 minutes.

4. Close the drain plug.

tightening torque- 28 N·m

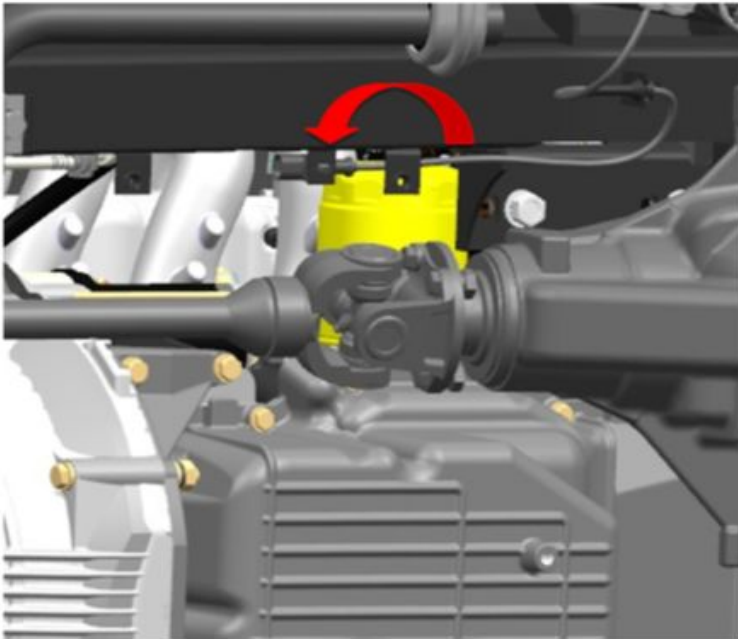


Img 2

5. Unscrew the oil filter.
tightening torque- 20 N·m

Make sure the filter O-ring is not left on the heat exchanger.

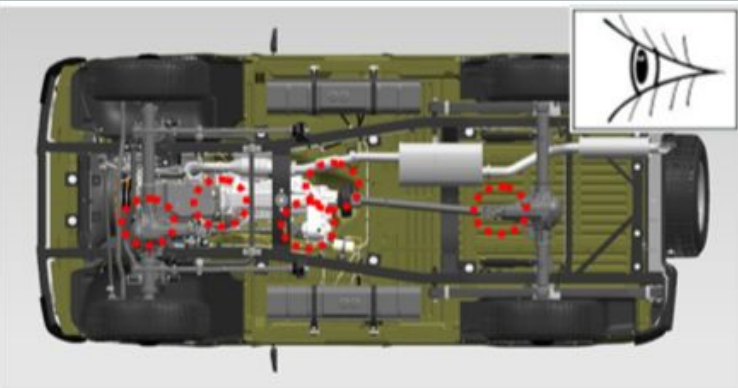
⚠ NOTIFICATION: Filter reuse is not allowed.



Img 3

6. Screw on the filter.

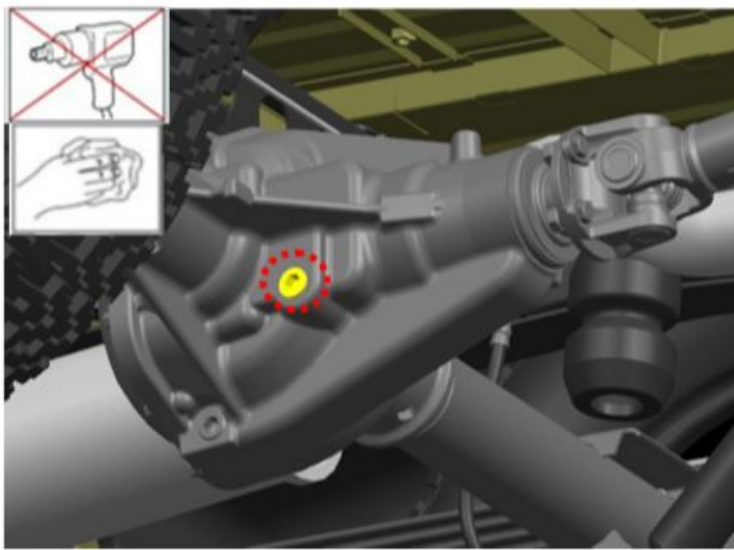
Screw in the filter until the O-ring touches the plane on the heat exchanger, and then turn the filter 3/4 turn.



Img 4

7. Visually inspect the gaskets and oil seals of the engine, gearbox, transfer case, steering mechanism, front and rear axles.

Oil leakage and ejection are not allowed.

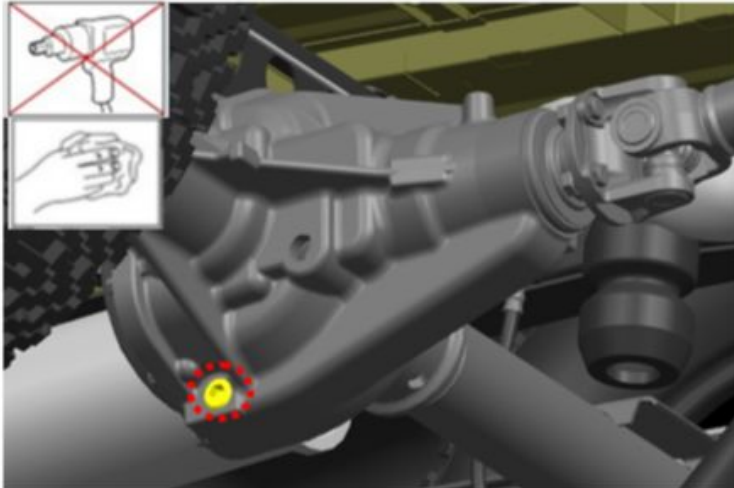


Img 5

8. Unscrew the filler plugs of the front and rear axles.

SW=12

tightening torque- 80 N·m



Img 6

9. Unscrew the drain plugs of the front and rear axles.

SW=12

tightening torque- 80 N·m

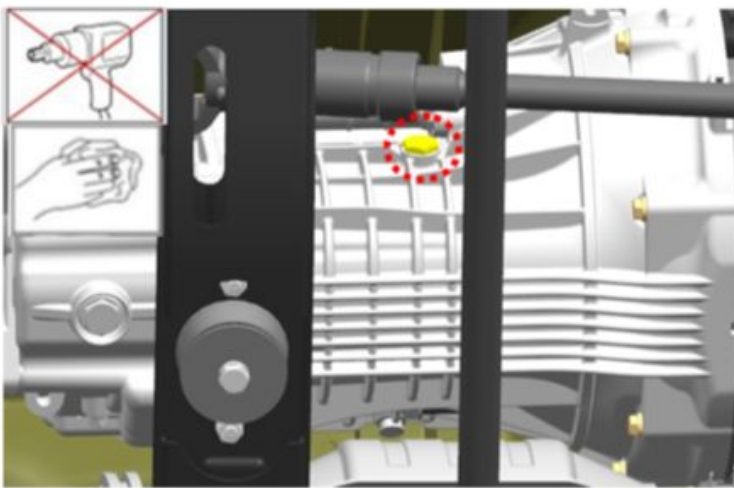
10. Let the oil drain.

Waiting time is 3-5 minutes.

11. Screw on the drain plugs.

tightening torque- 80 N·m

Apply sealant to the plug threads before installation.



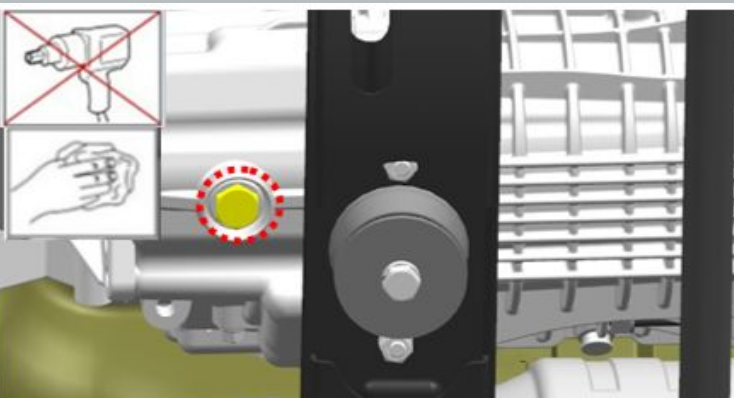
Img 7

12. Unscrew the transmission filler plug.

S=24

tightening torque- 60 N·m

⚠ NOTIFICATION: Reuse of the filler plug O-ring is not permitted.



Img 8

13. Remove the transmission drain plug.

S=24

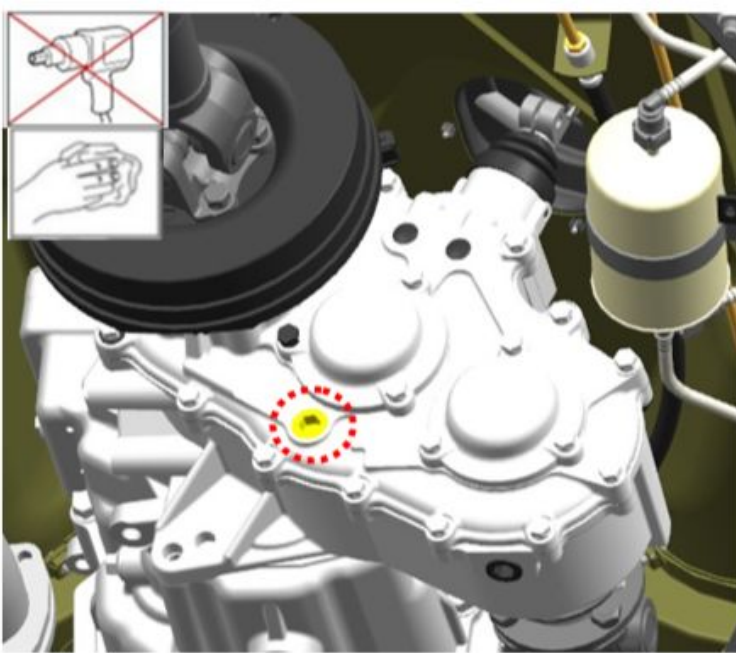
tightening torque- 60 N·m

Let the oil drain. Waiting time 3 - 5 minutes.

14. Close the drain plug.

tightening torque- 60 N·m

⚠ NOTIFICATION: Reuse of the drain plug O-ring is not permitted.

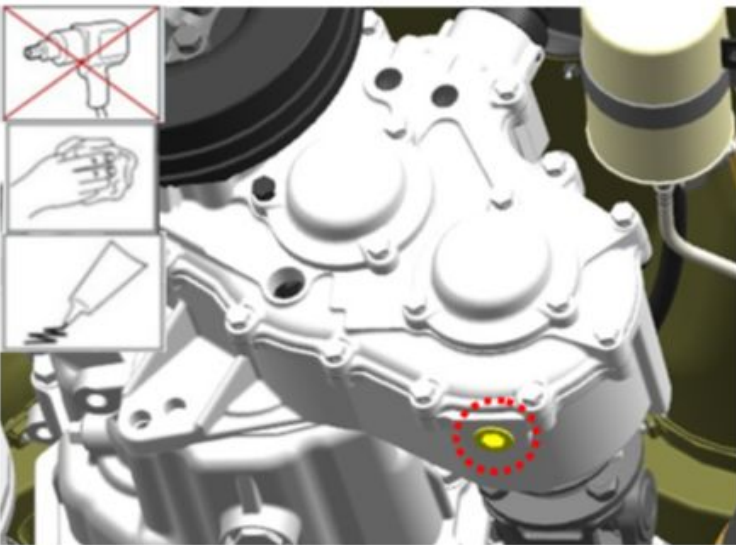


Img 9

15. Unscrew the transfer case filler plug.

SW=12

tightening torque- 60 N·m



Img 10

16. Remove the transfer case drain plug.

SW=12

tightening torque- 60 N·m

Clean the plug from wear debris.

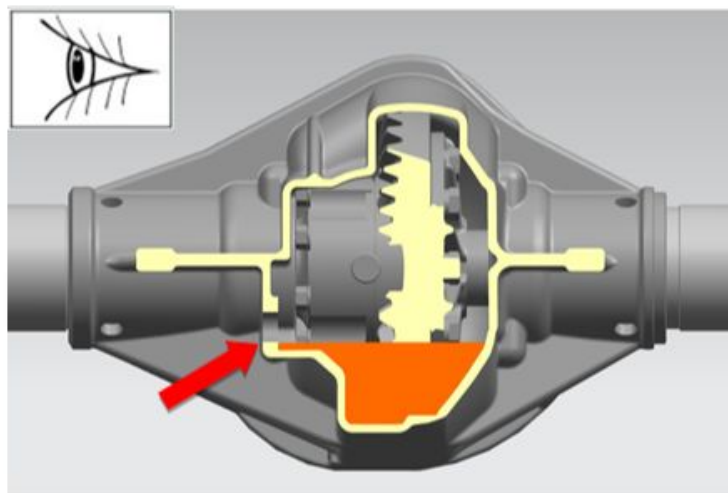
17. Let the oil drain.

Waiting time is 3-5 minutes.

18. Close the drain plug.

tightening torque- 60 N·m

Apply sealant to the plug threads before installing.



Img 11

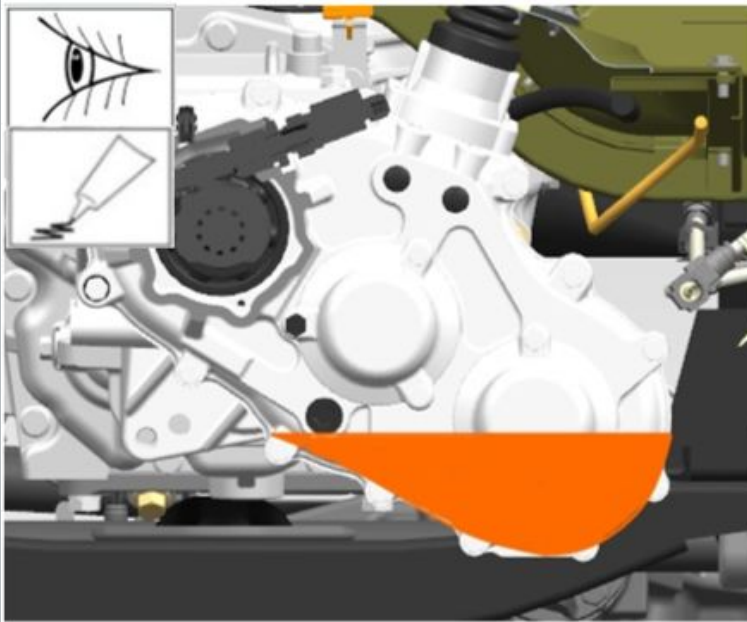
19. Bring the oil level in the front and rear axles to normal.

The oil level in the axle housing must be at the level of the lower edges of the filler holes.

20. Screw in the filler plugs of the front and rear axles.

tightening torque- 80 N·m

Apply sealant to the plug threads before installation.



Img 12

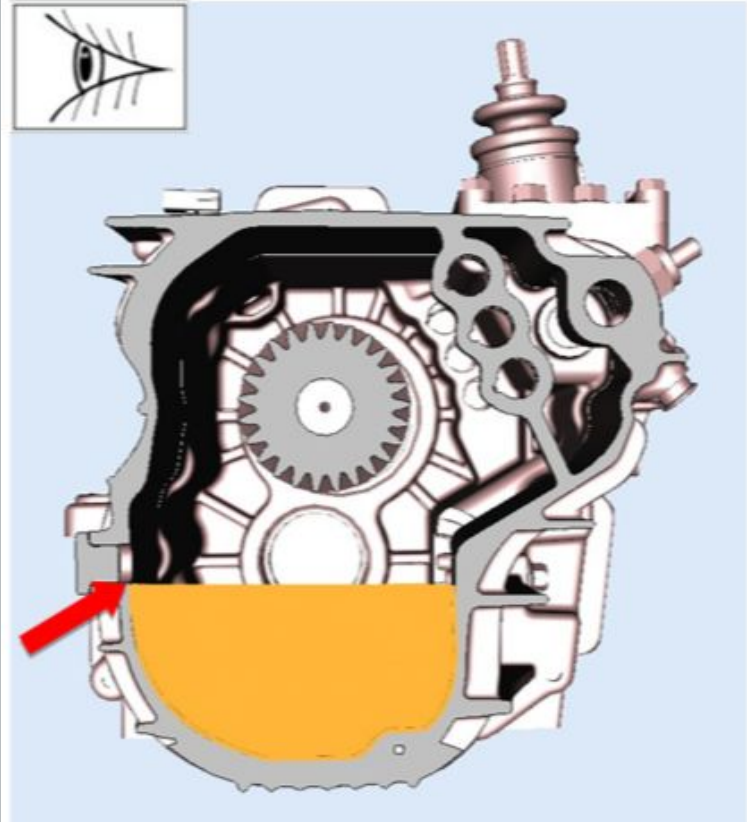
21. Bring the oil level in the transfer case to normal.

The oil level in the transfer case should be at the level of the lower edge of the filler hole.

22. Screw on the filler cap of the transfer case.

tightening torque- 60 N·m

Apply sealant to the plug threads before installation.



Img 13

23. Bring the oil level in the gearbox to normal.

The oil level in the gearbox must be at the level of the lower edge of the filler hole.

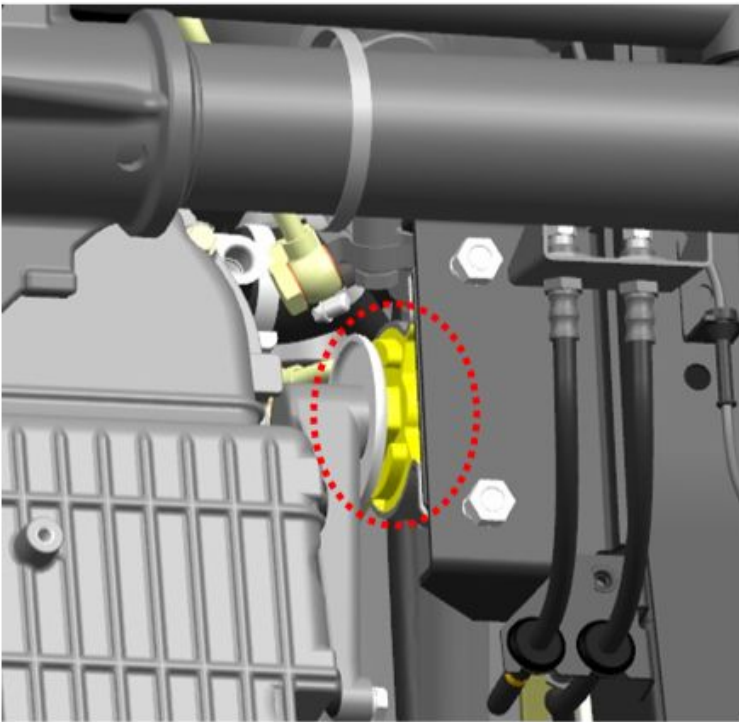
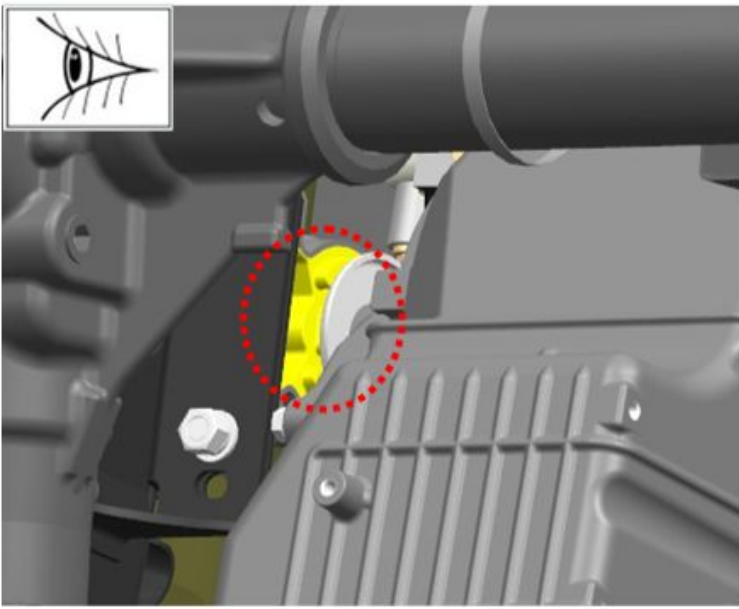
24. Screw in the transmission filler plug.

tightening torque- 60 N·m

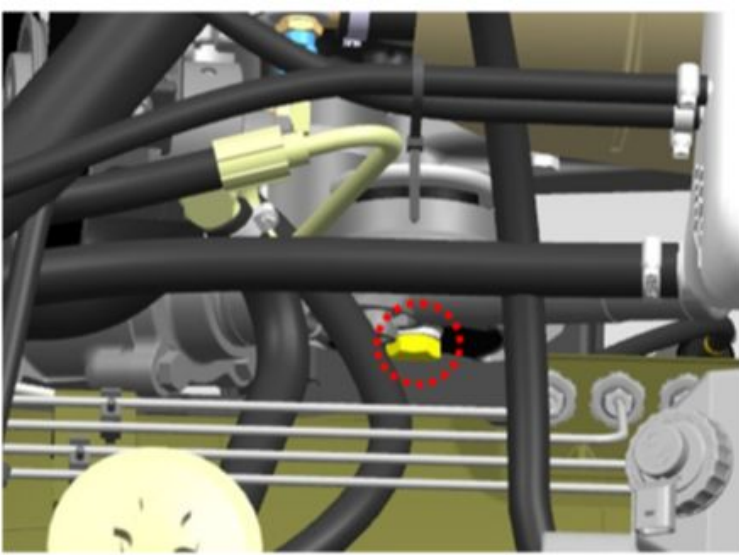
⚠ NOTIFICATION: Reuse of the filler plug O-ring is not permitted.



25. Inspect the engine mounts, brackets installed on the engine.
No delamination or rupture of engine mount cushions is allowed.



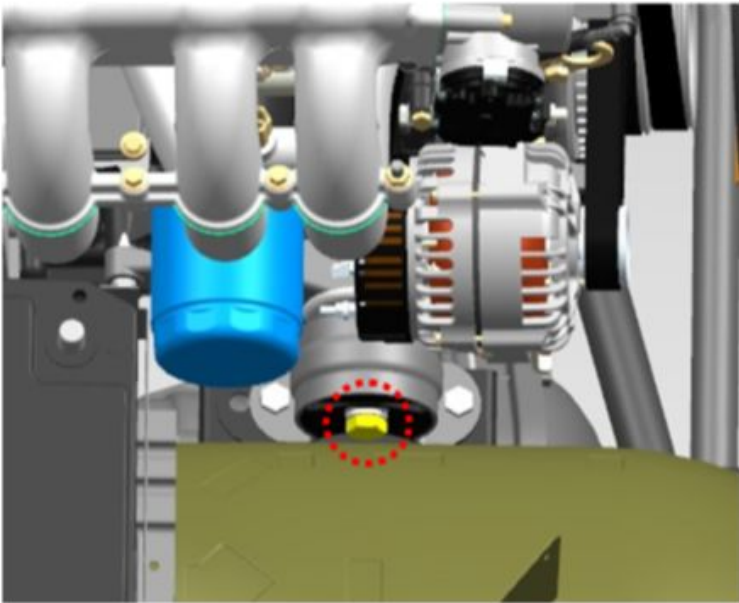
Img 14



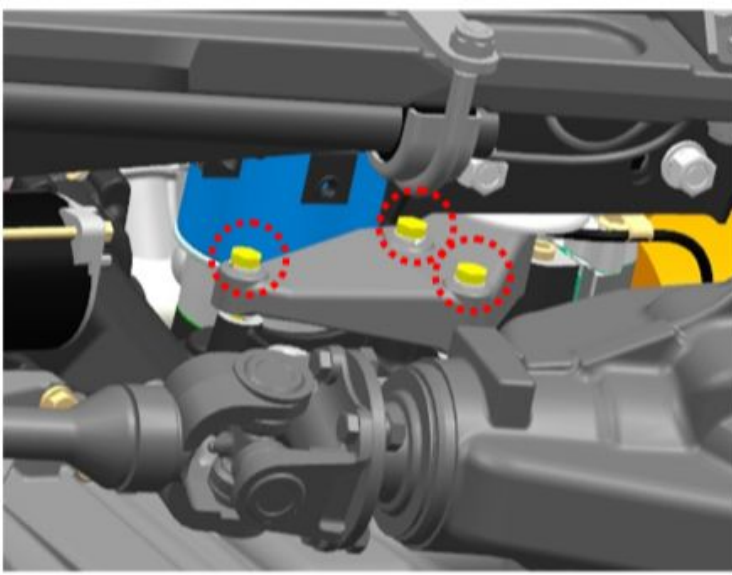
26. Tighten the bolts securing the front engine mounts to the brackets.

S=22

tightening torque- 100 N·m



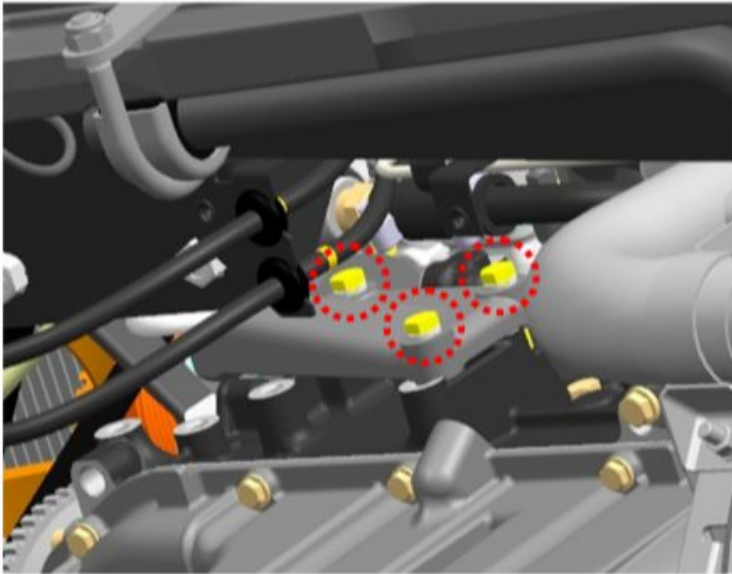
Img 15



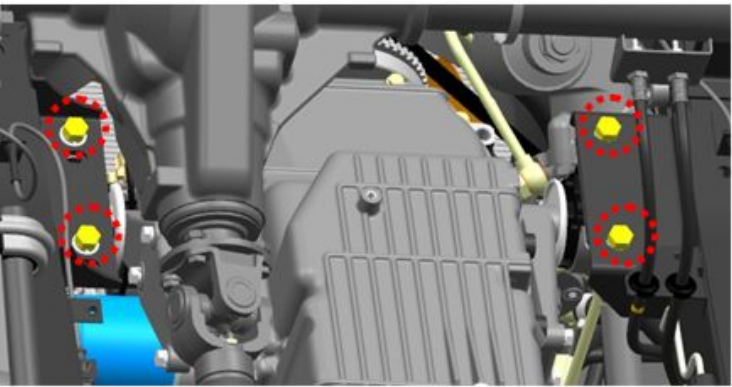
27. Tighten the bolts securing the brackets of the front engine mounts to the cylinder block.

S=14

tightening torque- 32 N·m



Img 16



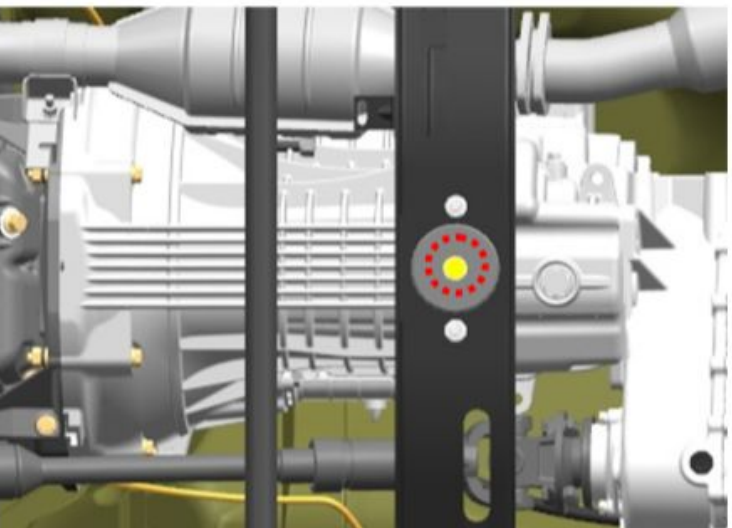
28. Tighten the nuts securing the front engine mounts to the frame brackets.

S=17

S=19

tightening torque- 56 N·m

Img 17

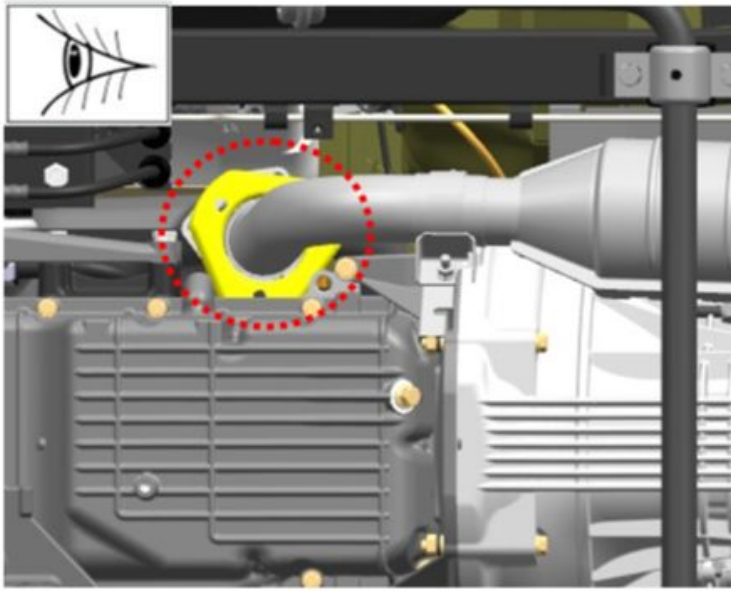


29. Tighten the bolt securing the rear engine support to the bracket.

S=19

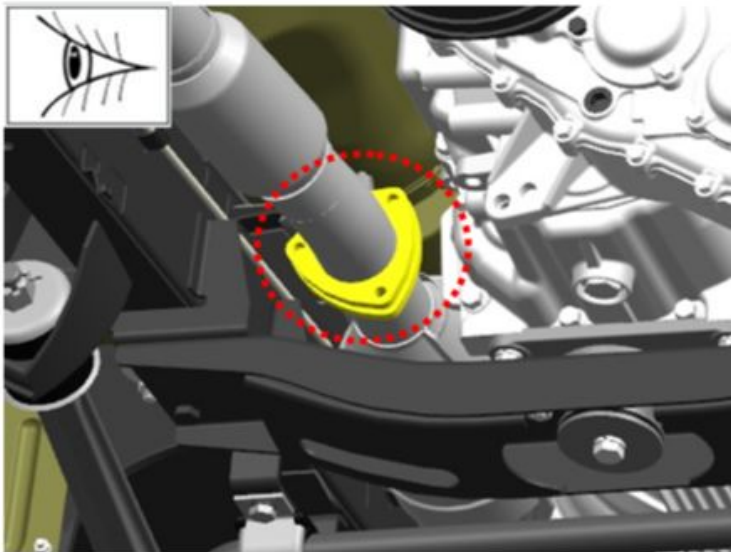
tightening torque- 80 N·m

Img 18

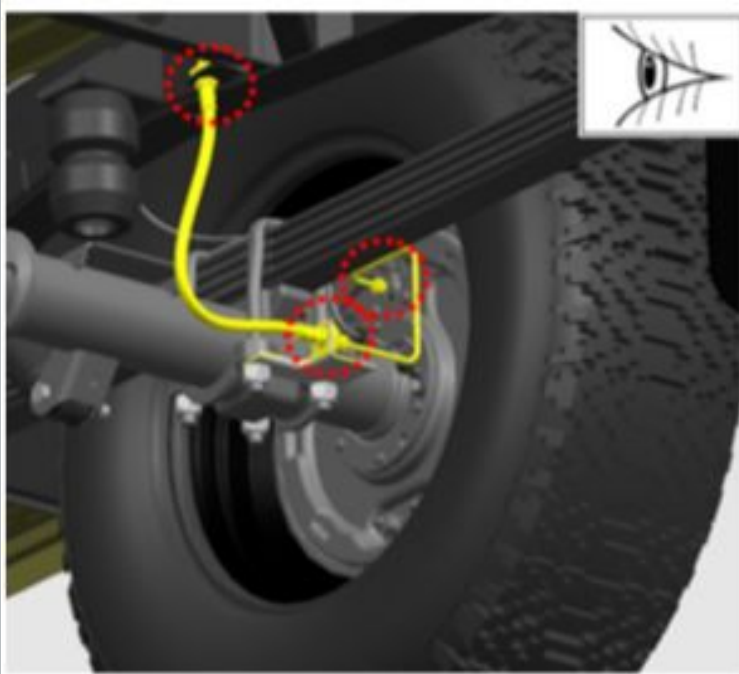


30. Visually check the connections of the exhaust system for leaks.

Leakage of connections is not allowed.

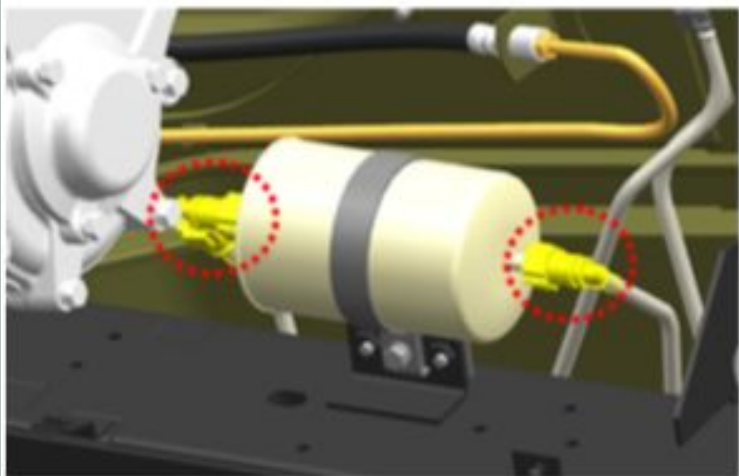
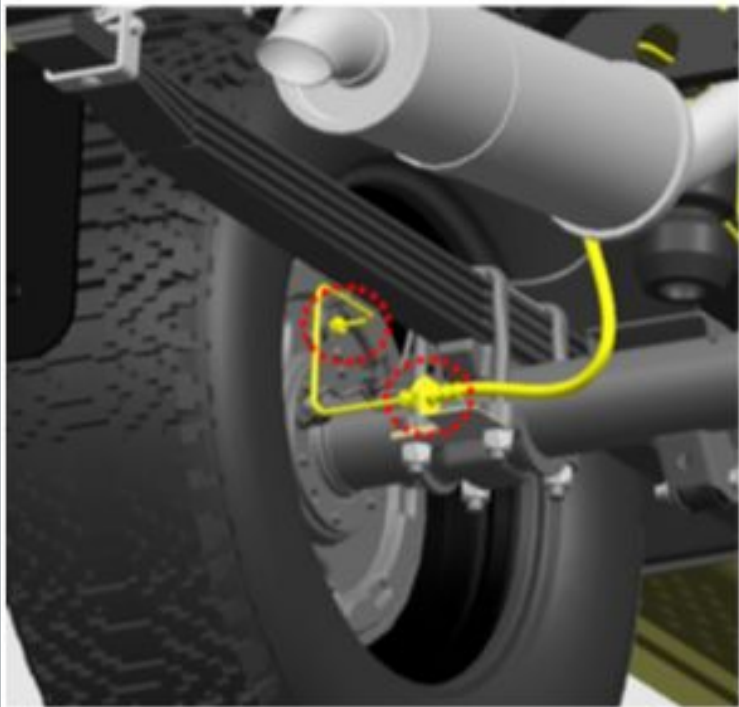


Img 19

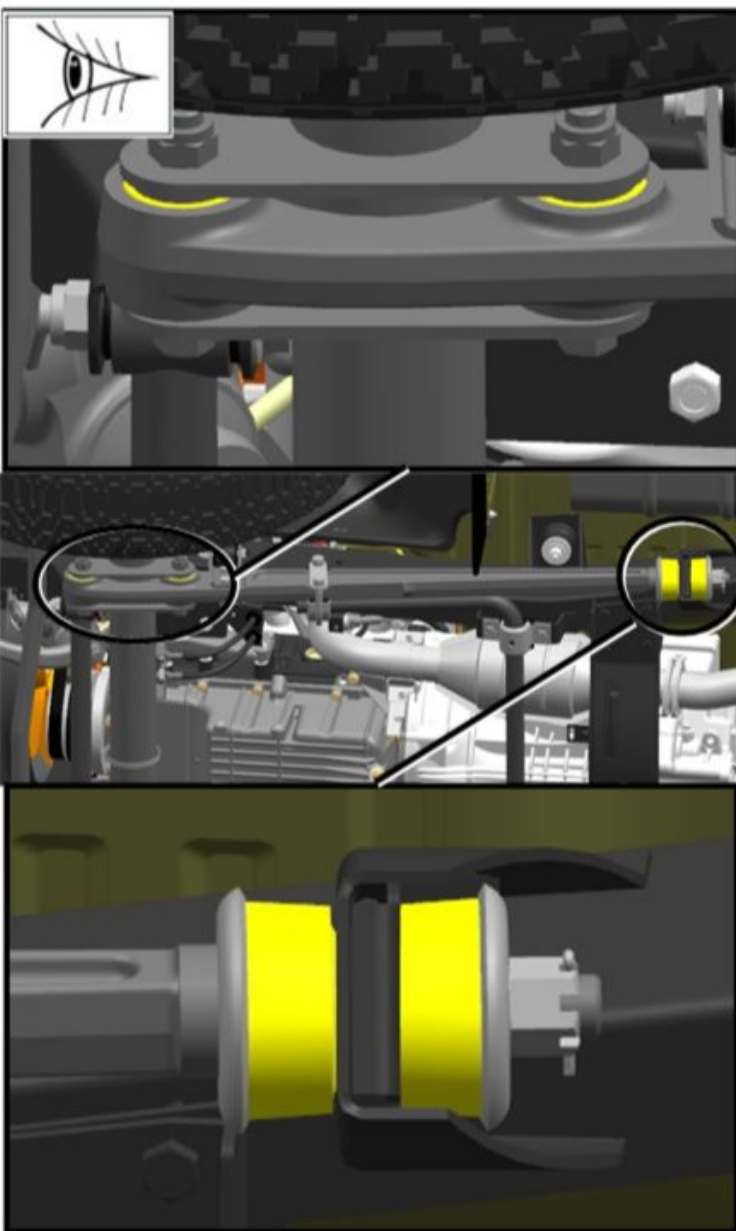


31. Visually check the connections of the pipelines of the cooling systems, heating, power supply, hydraulic drive of brakes and clutches, the vacuum take-off system from the vacuum brake booster, the condition of the pipes and hoses.

Leakage of coolant, fuel, brake fluid, leaks in the vacuum hose (vacuum booster) are not allowed. Operation of deformed pipes of the hydraulic drive of brakes, parts of the vacuum take-off system is not allowed.



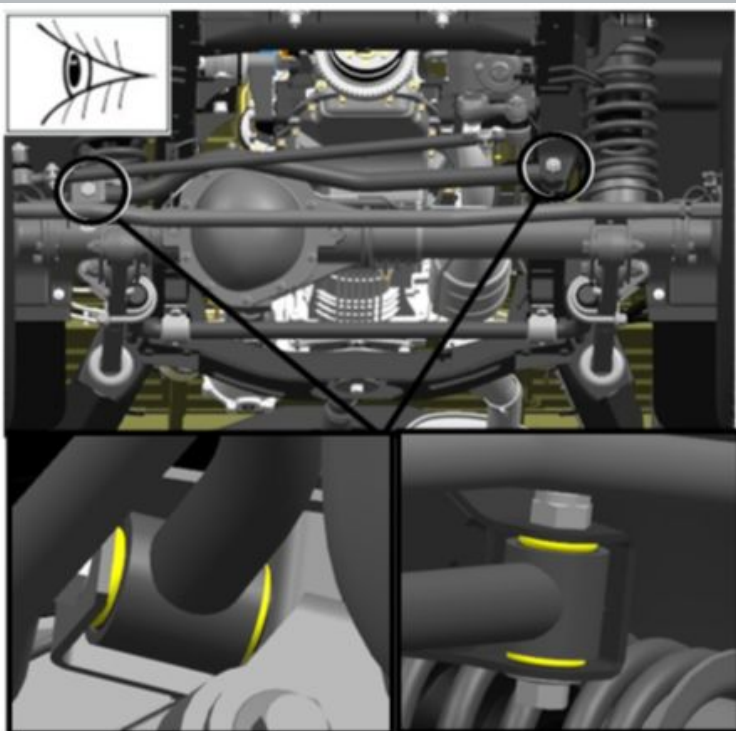
Img 20



Img 21

32. Inspect the longitudinal rod joints.

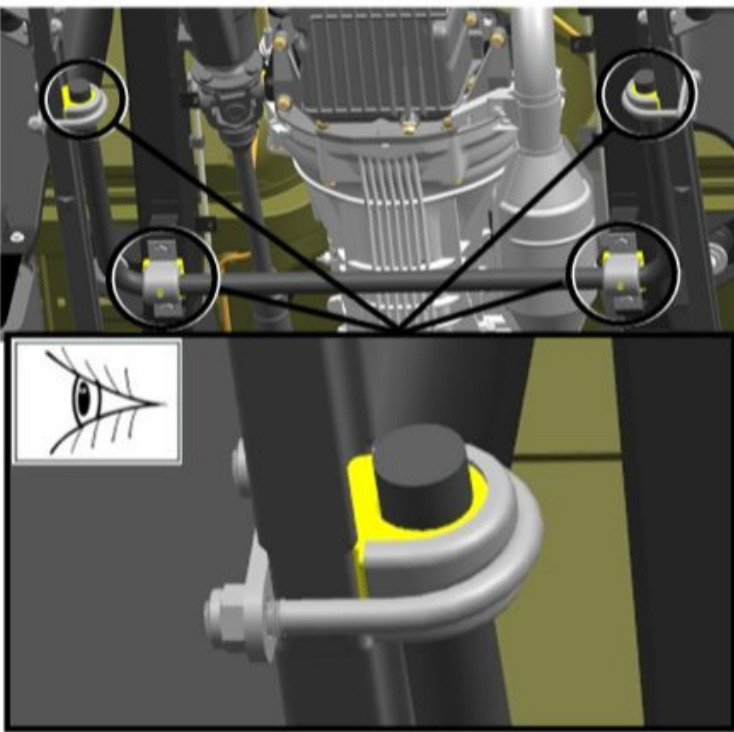
The hinges should not have cracks, breaks, undercutting and wear of rubber along the outer end of the hinge.



Img 22

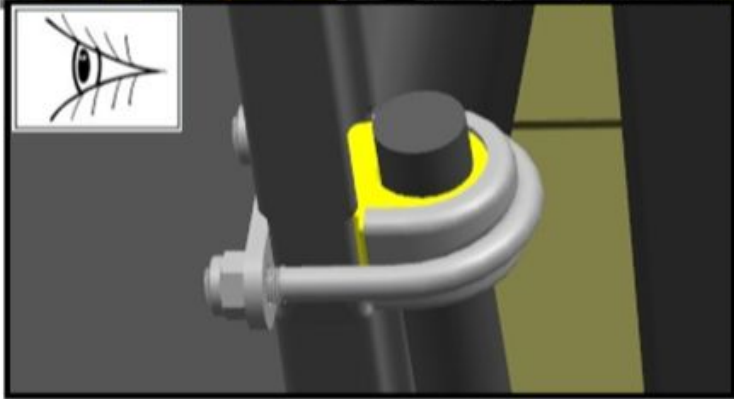
33. Inspect the transverse link joints.

The hinges should not have cracks, breaks, undercutting and wear of rubber along the outer end of the hinge.

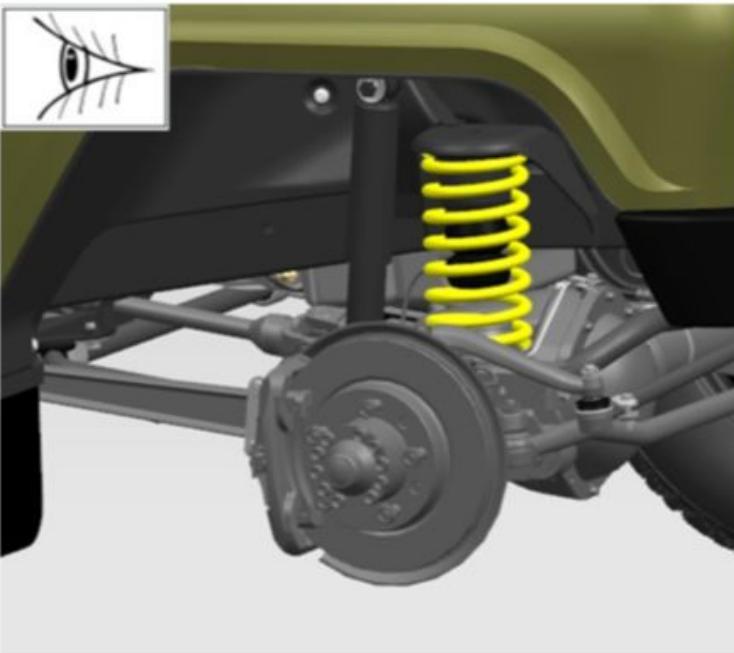


34. Inspect the front anti-roll bar joints.

The hinges should not have cracks, breaks, undercutting and wear of rubber along the outer end of the hinge.



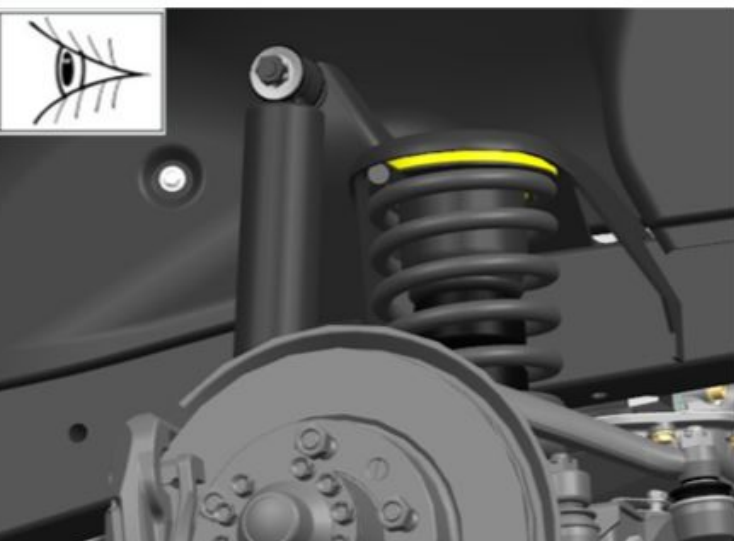
Img 23



35. Inspect the springs.

The springs should not have mechanical damage and deformation of the coils.

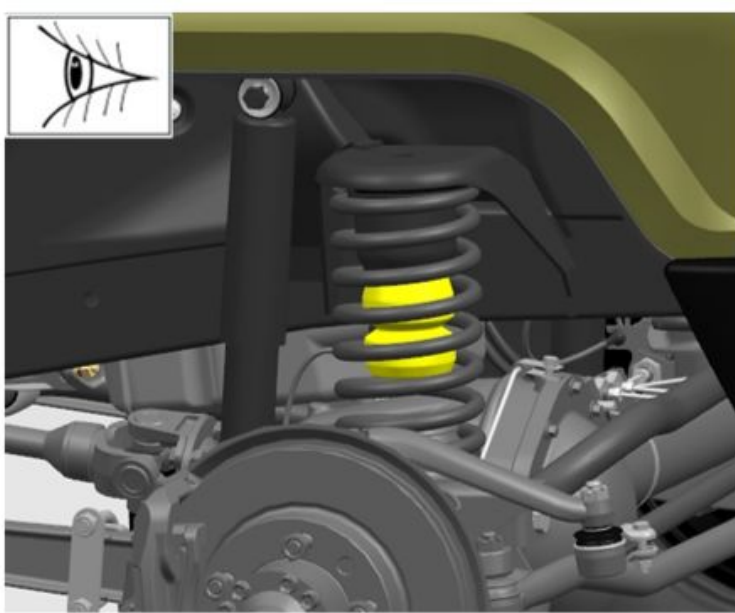
Img 24



36. Inspect the rubber spring seals.

The gaskets should not have mechanical damage and deformation.

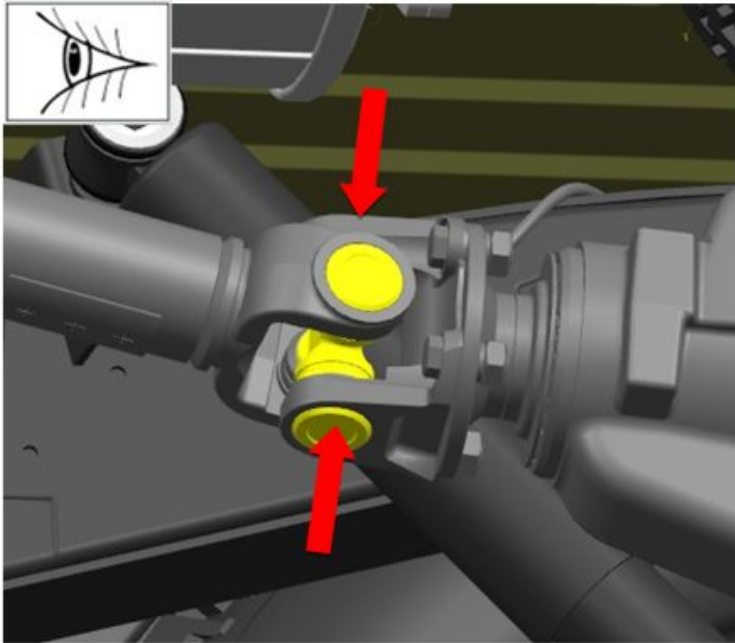
Img 25



37. Inspect the spring buffers.

Spring buffers should be free from cracks, breaks and deformations.

Img 26



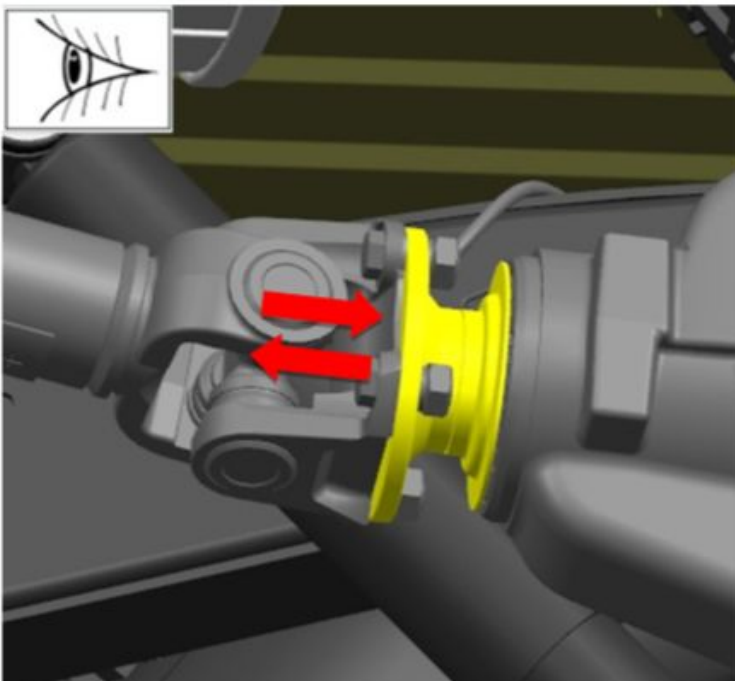
38. Check the backlash in the crosspieces of the cardan shafts by applying an alternating hand force along the axes of the crosspieces.

Backlash in the crosspieces is not allowed.

39. Rotate the crosspiece 90 degrees and recheck.

Backlash in the crosspieces is not allowed.

Img 27



40. Check the presence of axial play in the bearings by moving the drive gear for the propeller shaft flange.

Img 28



41. Check the play in the wheel hub bearings by swinging the wheels in a vertical plane.

No play in the hub bearings is allowed.

Img 29



42. Check the smoothness of the wheel rotation.

Rolling of the hub bearings and wheel wedging during rotation is not allowed.

Img 30



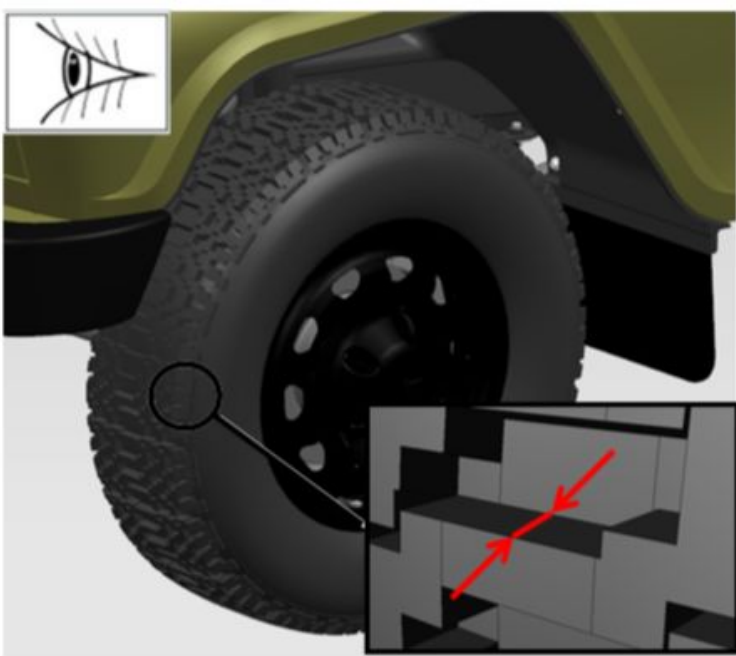
43. Inspect the tires of the wheels.

44. Inspect the wheel rims.

45. Check the value of the pressure in the tires of the wheels.

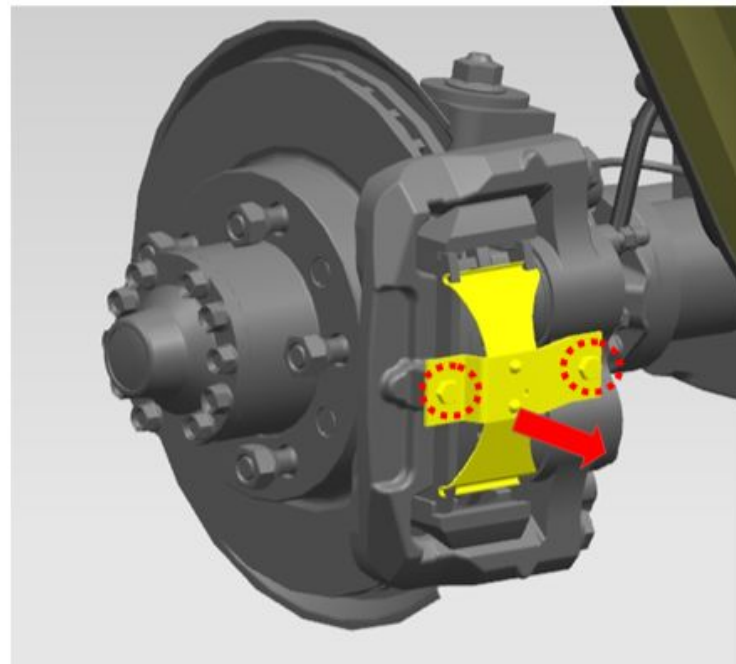
Tire pressures must comply with the values in Table 1.

Img 31



Img 32

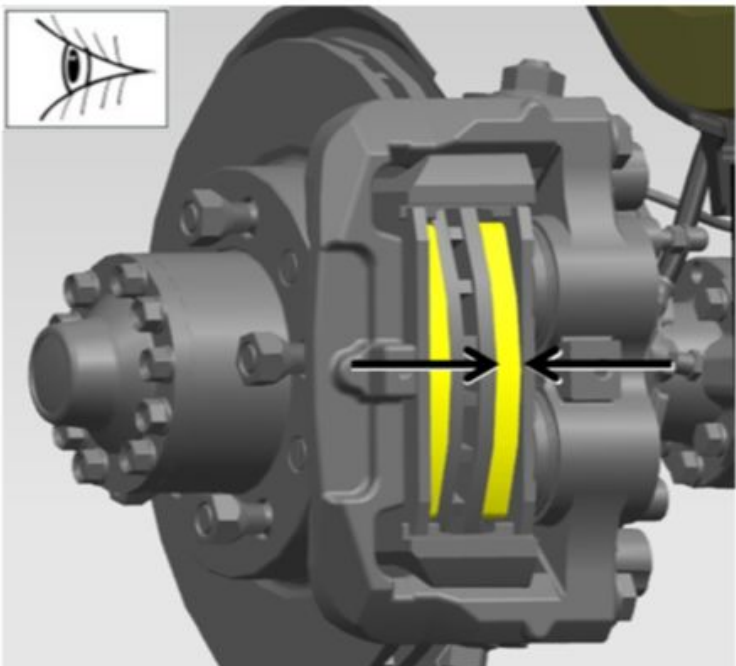
46. Measure the residual depth of the tread pattern.
The residual tread depth must be more than 1.6 mm.



Img 33

47. Remove the pads compression spring securing bolts.
S=12
tightening torque- 25 N·m

48. Remove the pad compression spring.

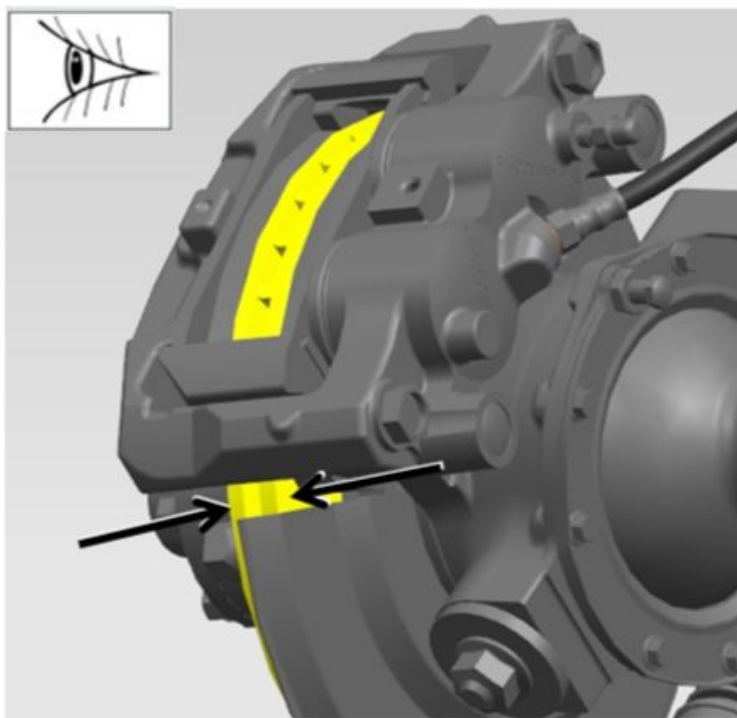


Img 34

49. Inspect the pads through the window in the caliper.

50. Measure the thickness of the friction layer of the pads.

The maximum permissible minimum thickness of the friction layer of the pads is 1.5 mm.



51. Inspect the front wheel brake discs.

52. Measure the thickness of the brake disc.

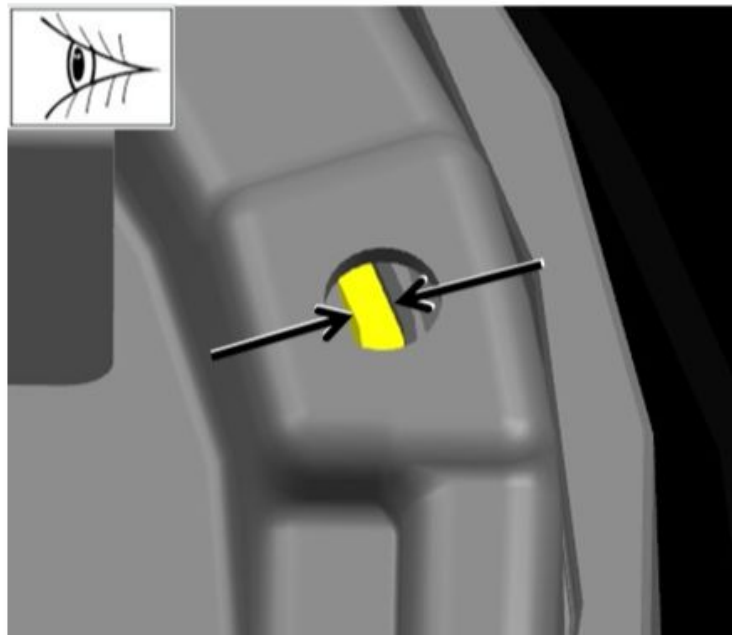
The maximum permissible minimum thickness of the brake disc is 20.4 mm. Measure the thickness of the disc, stepping back from the edge of the disc by 10-15 mm.

Img 35



53. Remove the inspection hole plugs.

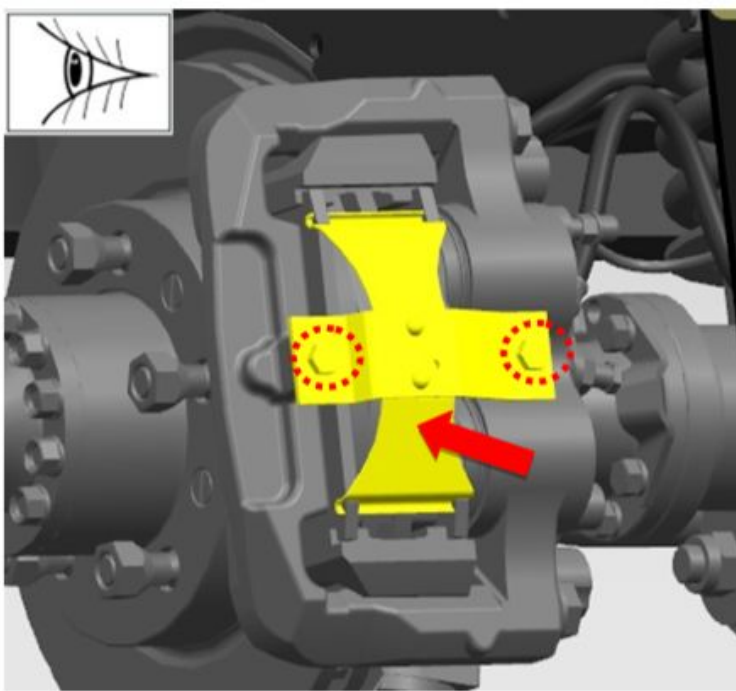
Img 36



54. Inspect the rear wheel lining.

The maximum permissible minimum thickness of the friction layer of the pads is 1.0 mm.

Img 37

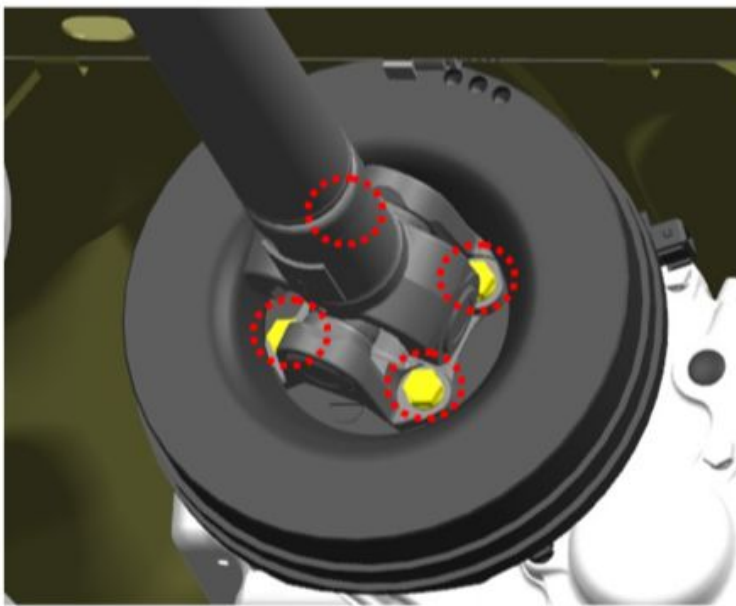


Img 38

55. Establish a spring of preloading of pads.
When installing, orient the spring as shown in the figure.

56. Tighten the spring fastening bolts.

tightening torque- 25 N·m



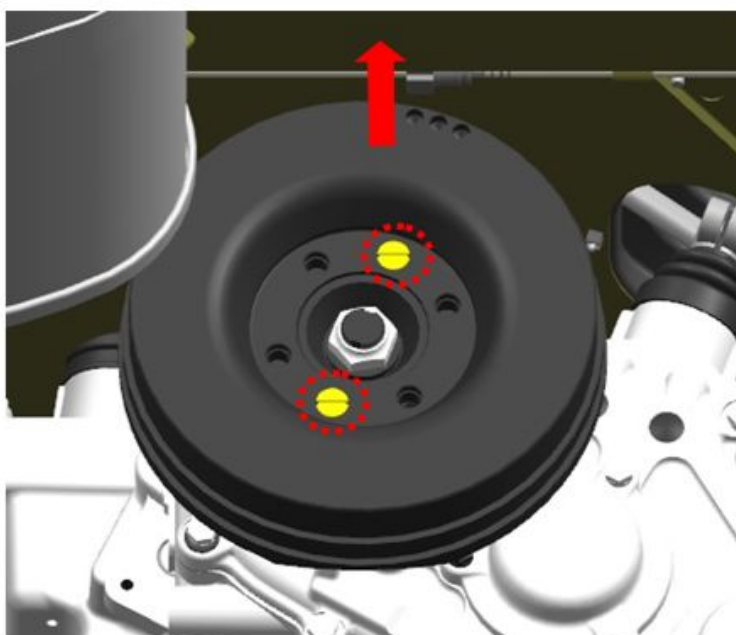
Img 39

57. Unscrew the boots for securing the rear propeller shaft.

S=14

tightening torque- 50 N·m

58. Remove the propeller shaft.

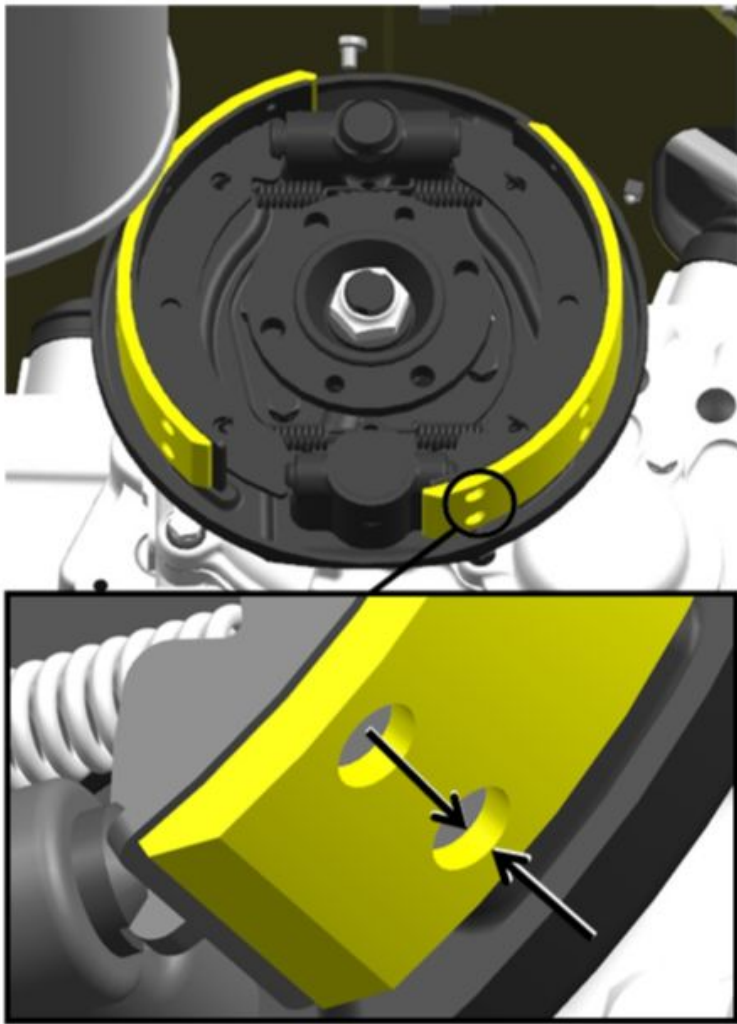


Img 40

59. Remove the parking brake drum fastening screws.

tightening torque- 7 N·m

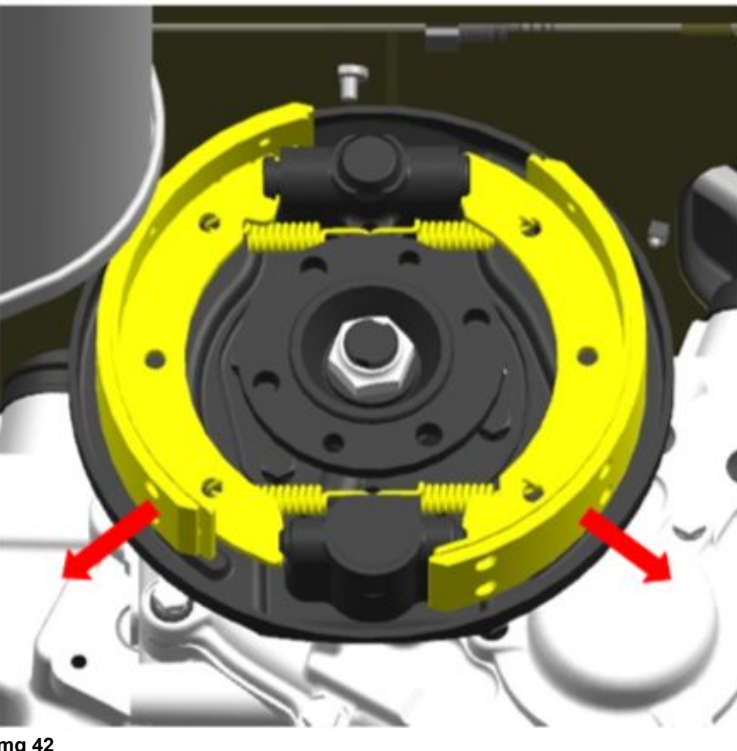
60. Remove the drum.



Img 41

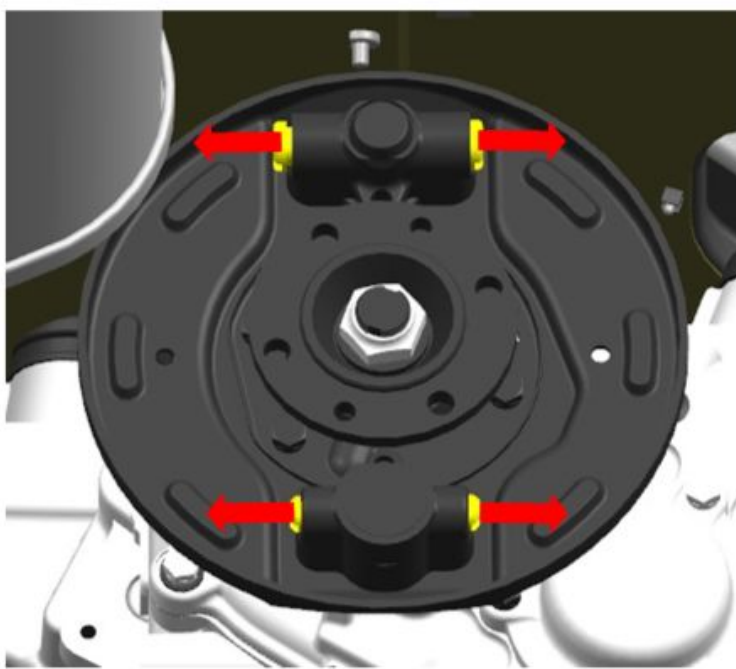
61. Inspect the parking brake linings.

When the pads are worn out (rivets sink less than 0.5 mm), the pads must be replaced.



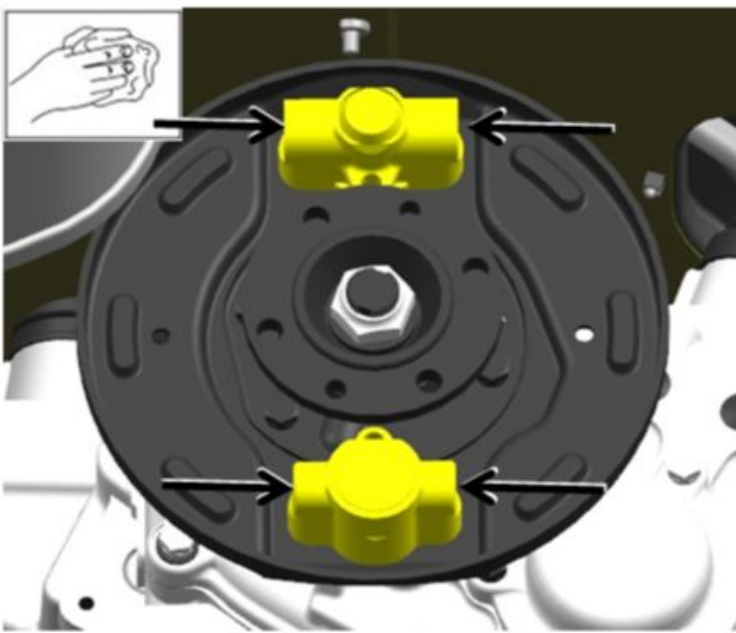
Img 42

62. Remove the brake pads.



Img 43

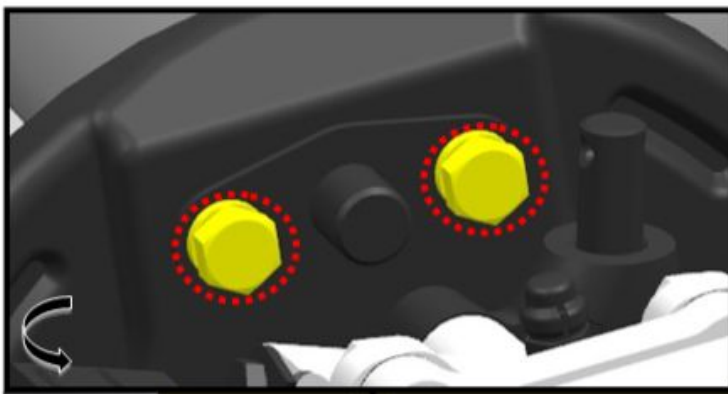
63. Remove the fingers of the expanding and adjusting mechanisms of the parking brake.



Img 44

64. Clean the expanding and adjusting mechanisms from dirt.

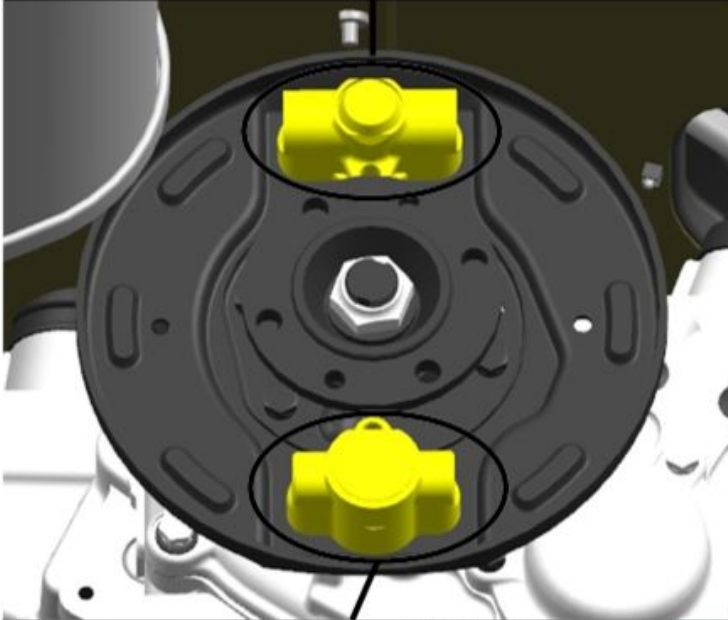
65. Put grease into the housing of the expanding and adjusting mechanisms.



66. Tighten the fasteners of the adjusting and expanding mechanisms to the shield.

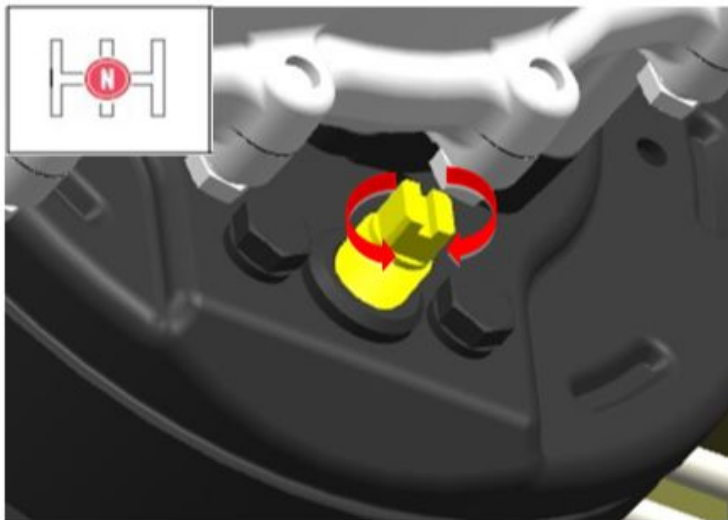
S=14

tightening torque- 35 N·m



67. Assemble the parking brake.

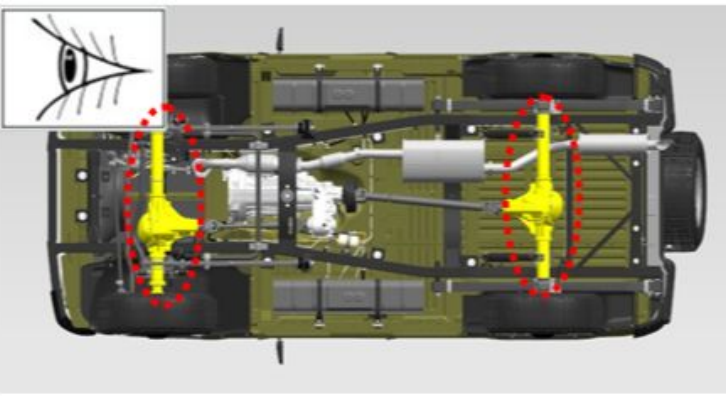
Img 45



68. Adjust the parking brake pads.

Adjust the parking brake pads with the transfer case lever in neutral. Screw in the adjusting screw while rotating the parking brake drum until the drum stops turning. Loosen the adjusting screw 1/3 - 1/2 turn (4 - 6 clicks) until the drum rotates freely.

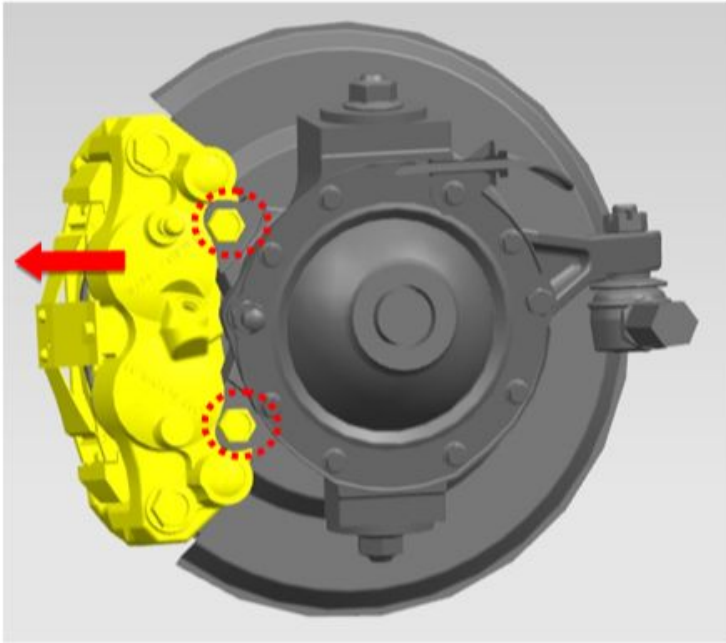
Img 46



Img 47

69. Inspect the bridges.

Bridges should be free of visible damage, cracks and leaks.



Img 48

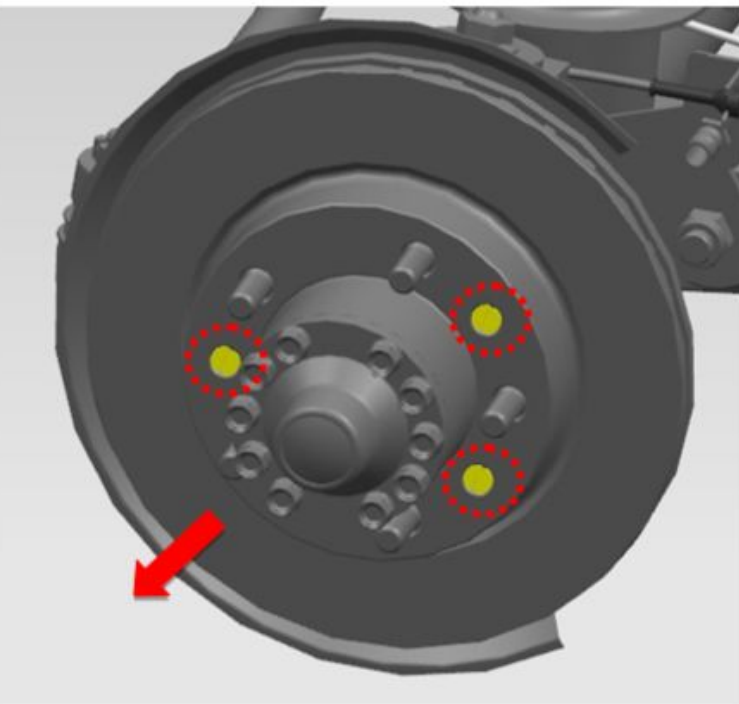
70. Remove the brake mounting bolts.

S=18

tightening torque- 150 N·m

71. Take the front brake assembly to the side.

Hose tension is not allowed.

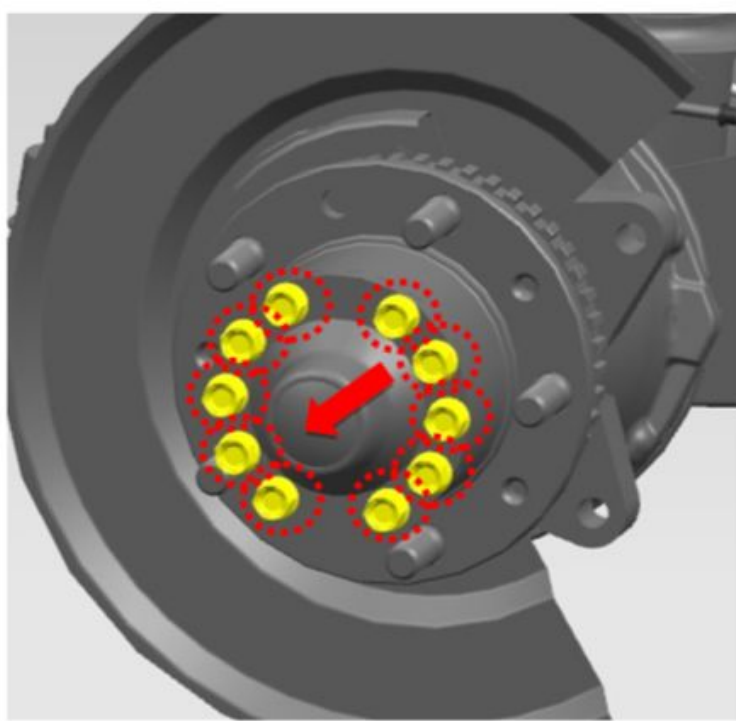


Img 49

72. Remove the screws securing the brake disc.

tightening torque- 16 N·m

73. Remove the disc.



Img 50

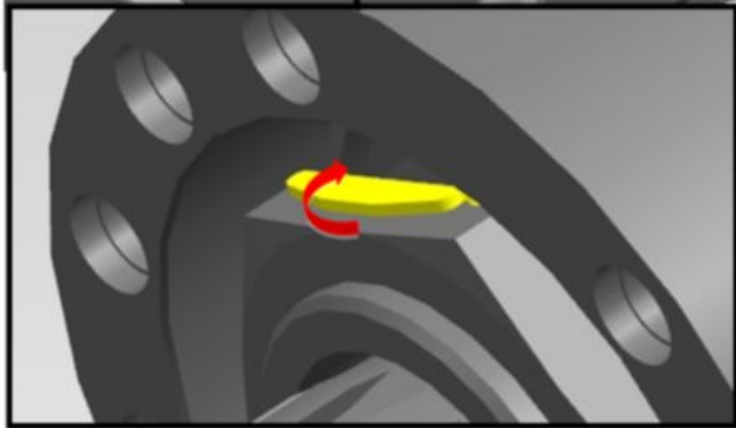
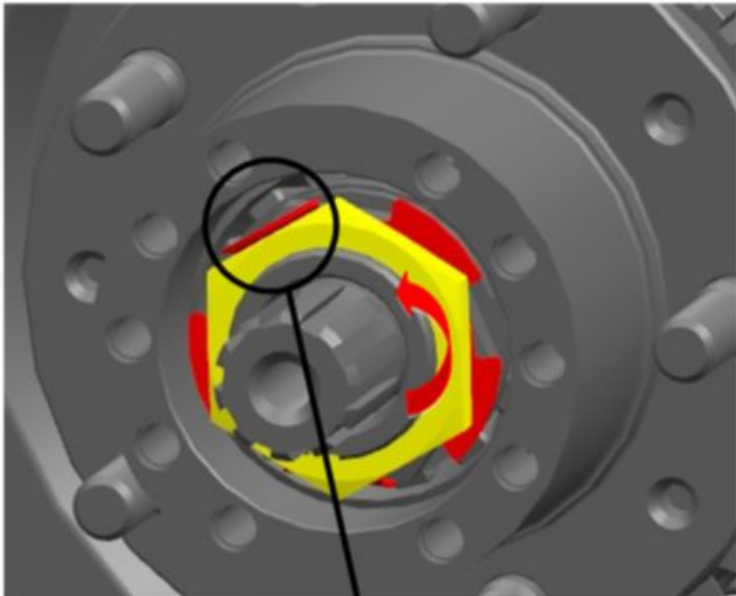
74. Remove the flange mounting bolts.

S=14

tightening torque- 65 N·m

75. Remove the leading flange together with the gasket.

⚠ NOTIFICATION: Re-use of the spacer is not permitted.

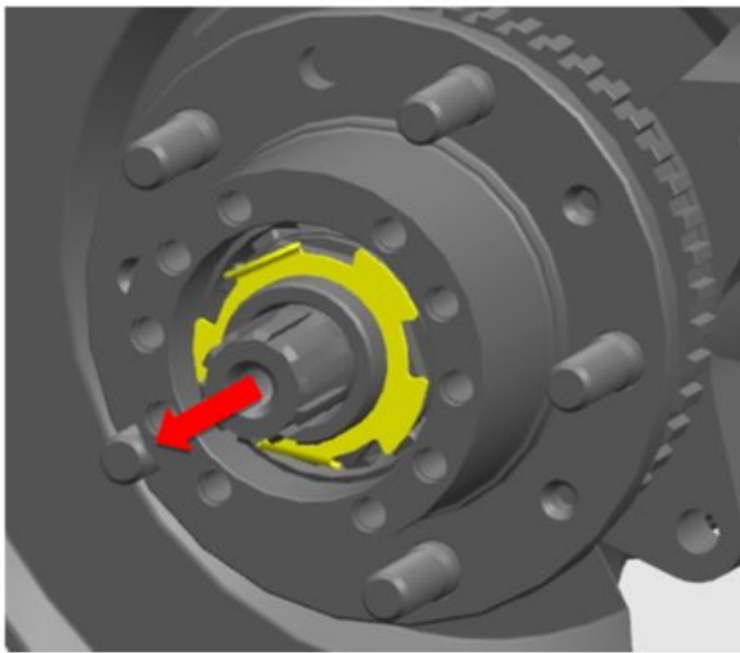


Img 51

76. Bend the tab of the lock washer.

77. Unscrew the locknut.

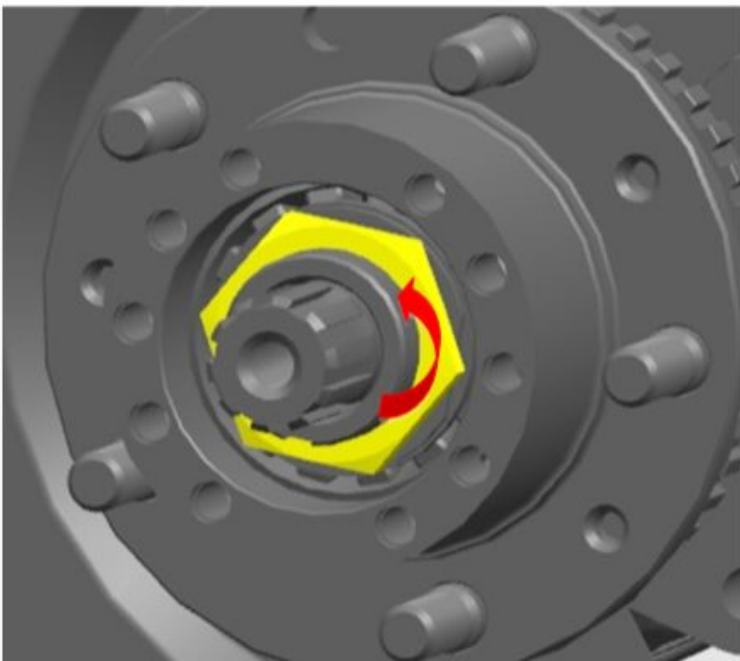
tightening torque- 25 N·m



78. Remove the lock washer.

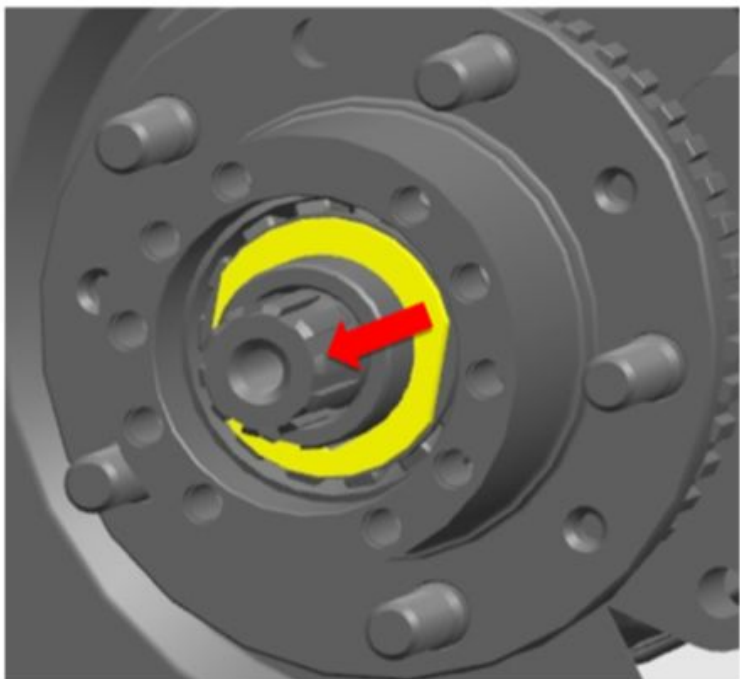
⚠ NOTIFICATION: Re-use of the washer is not permitted.

Img 52



79. Unscrew the bearing adjustment nut.

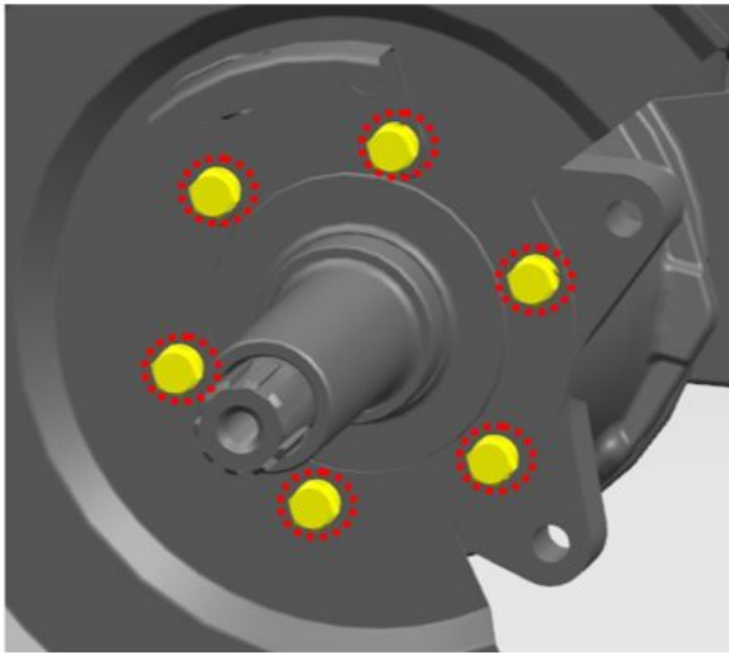
Img 53



80. Remove the lock washer.

81. Remove the hub.

Img 54

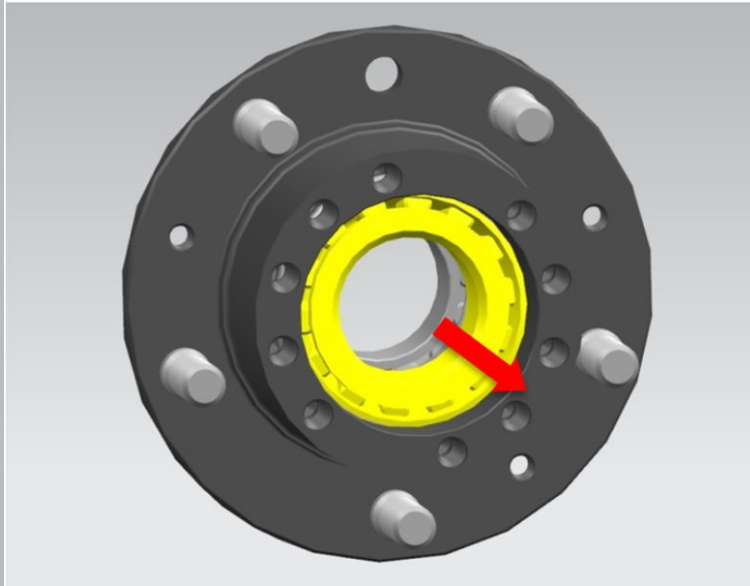


82. Tighten the bolts securing the front axle trunnions.

S=14

tightening torque- 40 N·m

Img 55



83. Remove the cage with the rollers of the outer bearing of the hub.

84. Wash the bearing race.

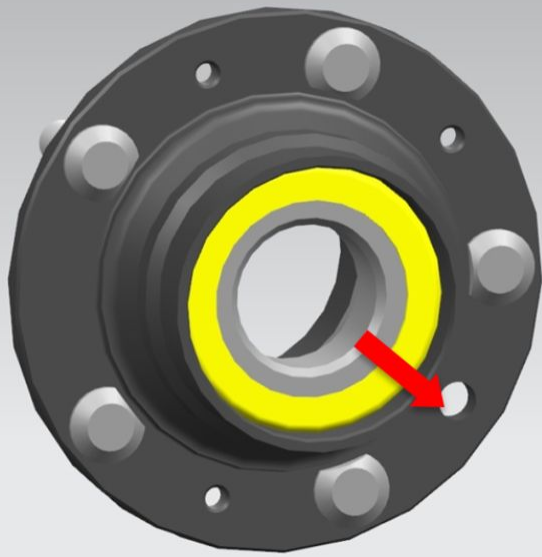
Img 56



85. Remove the wheel hub seal.

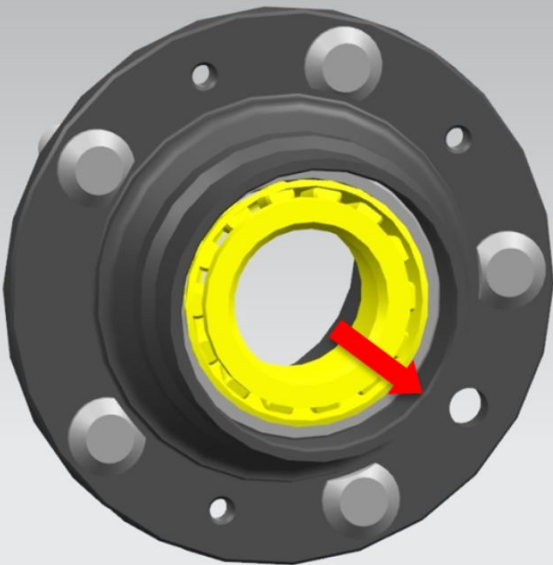
⚠ NOTIFICATION: Re-use of the cuff is not permitted.

Img 57



Img 58

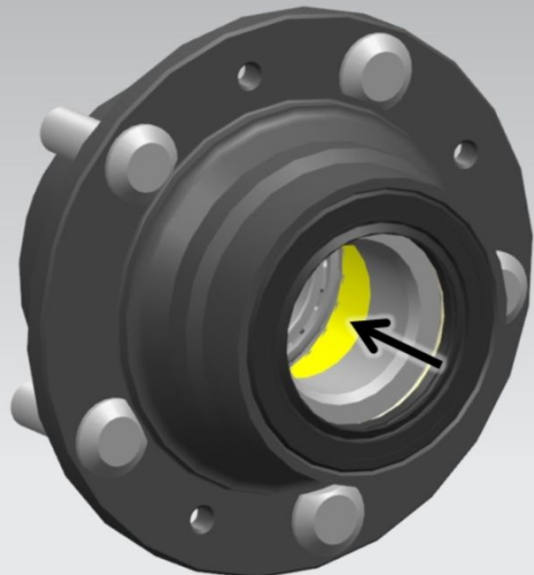
86. Remove the thrust washer of the hub seal.



Img 59

87. Remove the cage with the rollers of the inner bearing of the hub.

88. Wash the bearing race.



Img 60

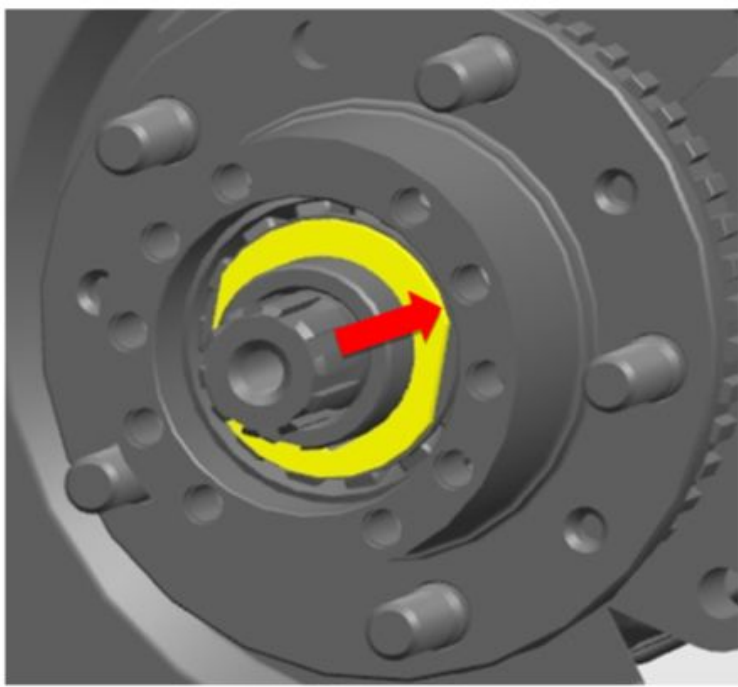
89. Install the bearing cages with rollers.

90. Install the thrust washer of the hub seal.

91. Install the wheel hub seal.

92. Place a layer of grease 10-15mm thick between the bearings.

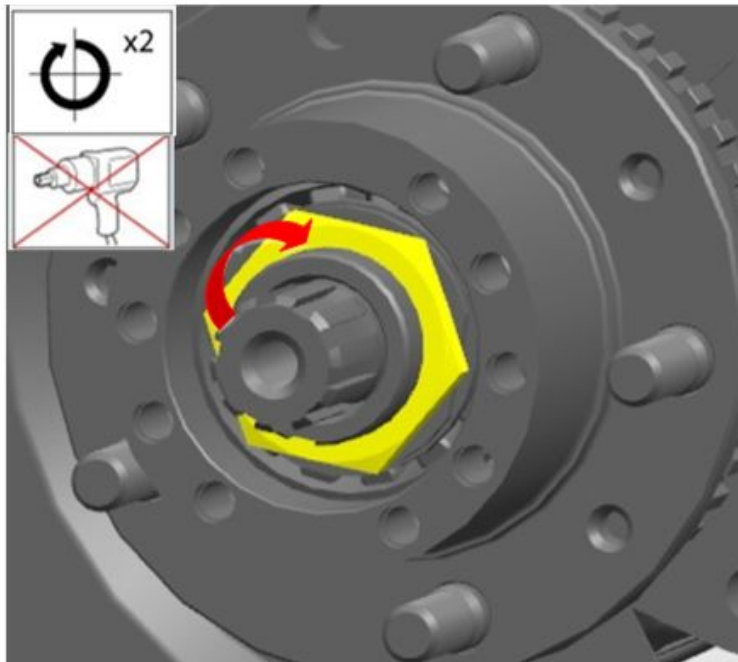
⚠ NOTIFICATION: ATTENTION: Do not put more than 200 grams of grease in the hub to avoid it getting into the wheel brakes.



93. Install the hub onto the journal.

94. Install the lock washer.

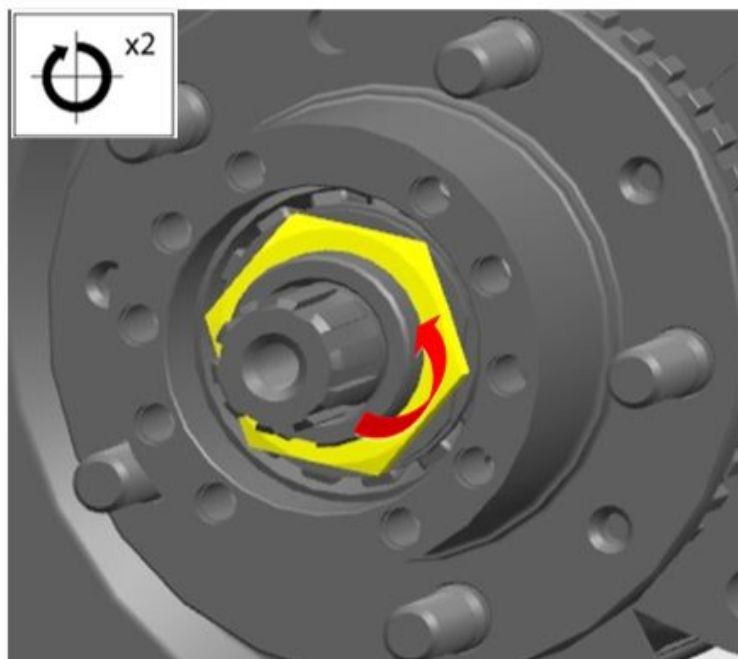
Img 61



95. Screw on the adjusting nut by hand.

96. Tighten the adjusting nut while turning the wheel by hand.
tightening torque- 140 N·m

Img 62

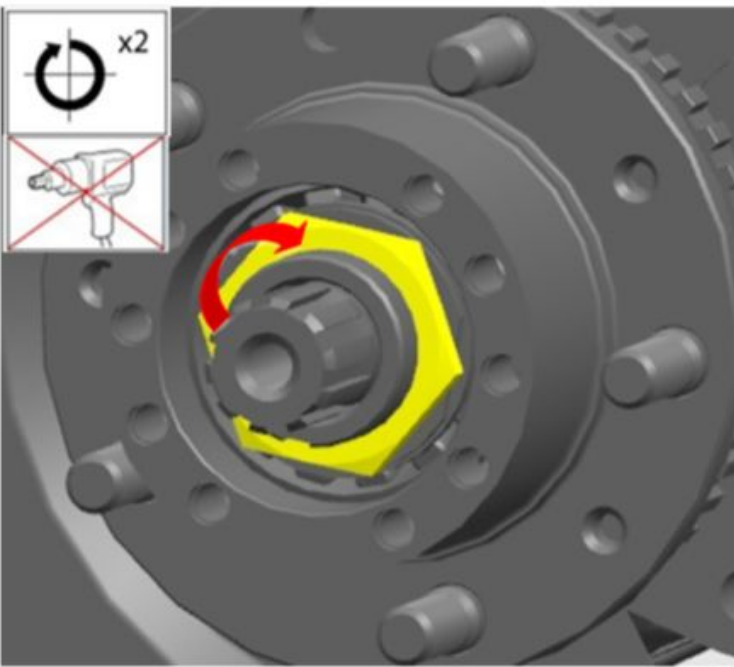


97. Unscrew the adjusting nut 1/6 - 1/3 turn.

S=55

98. Turn the wheel 1-2 turns.

Img 63



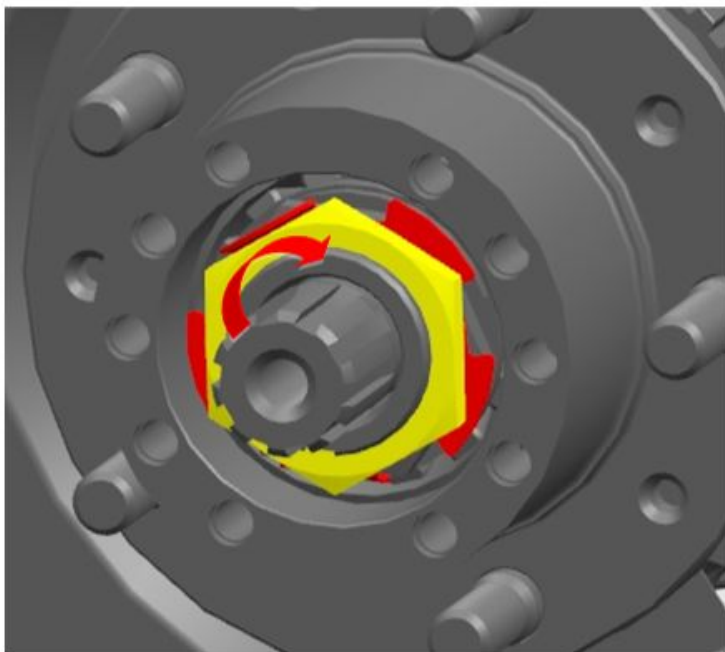
Img 64

99. Tighten the adjusting nut.

S=55

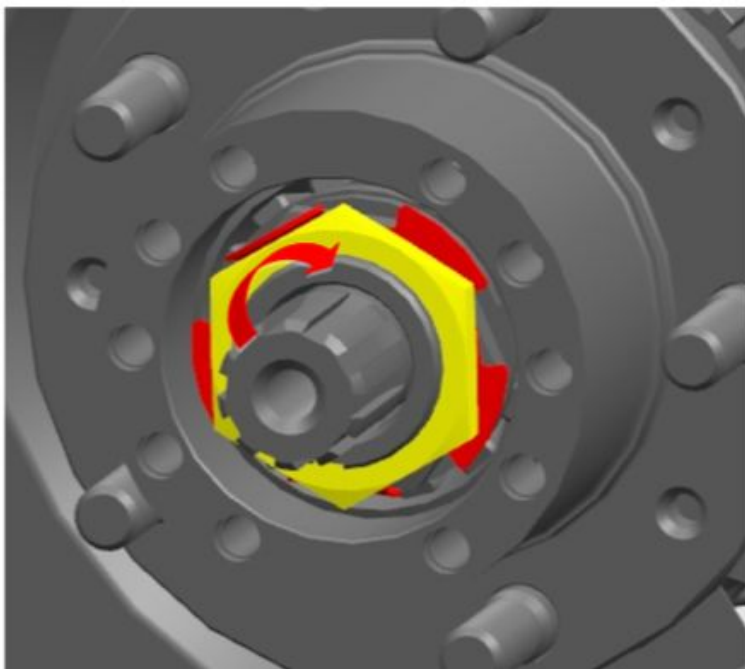
tightening torque- 30 N·m

When tightening the nut, press the key knob smoothly, without jerks, while turning the wheel to correctly position the rollers on the raceways of the bearing rings.



Img 65

100. Install the lock washer.



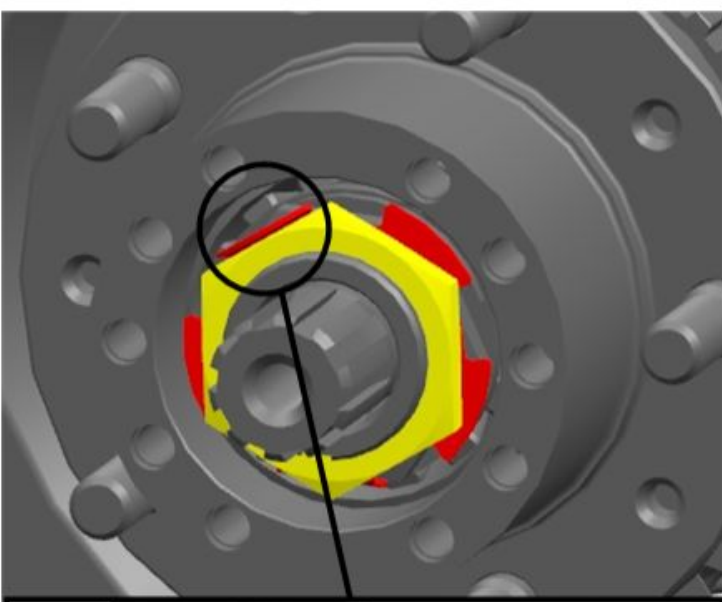
Img 66

101. Tighten the lock nut.

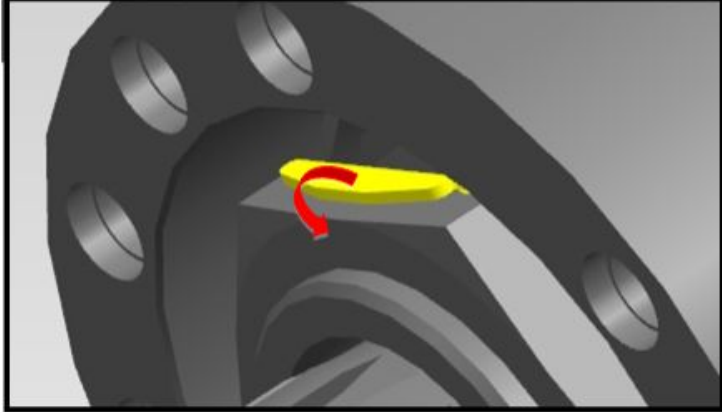
S=55

tightening torque- 25 N·m

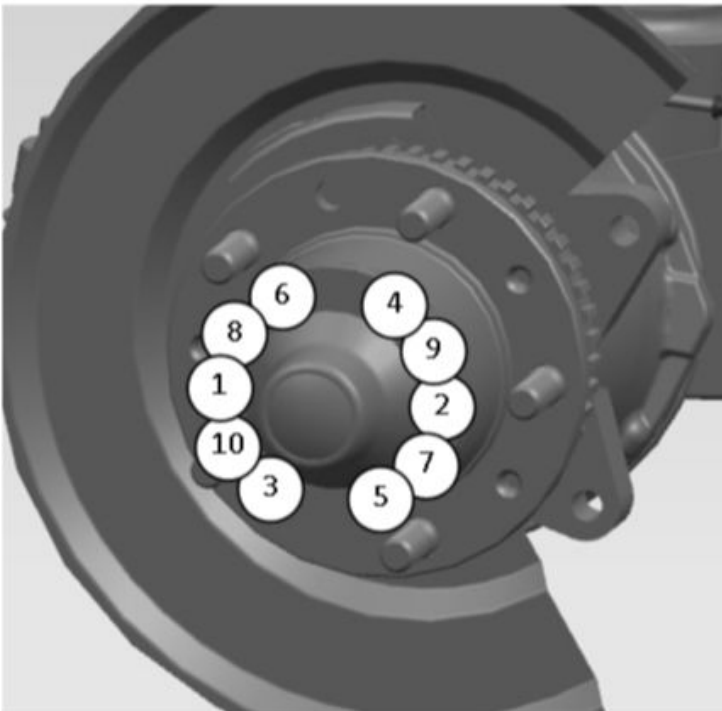
When properly adjusted, the wheel should rotate freely without binding, noticeable axial play or wobbling.



102. Bend the tabs of the lock washer onto the adjusting nut and locknut.



Img 67



103. Install the leading flange together with the gasket.

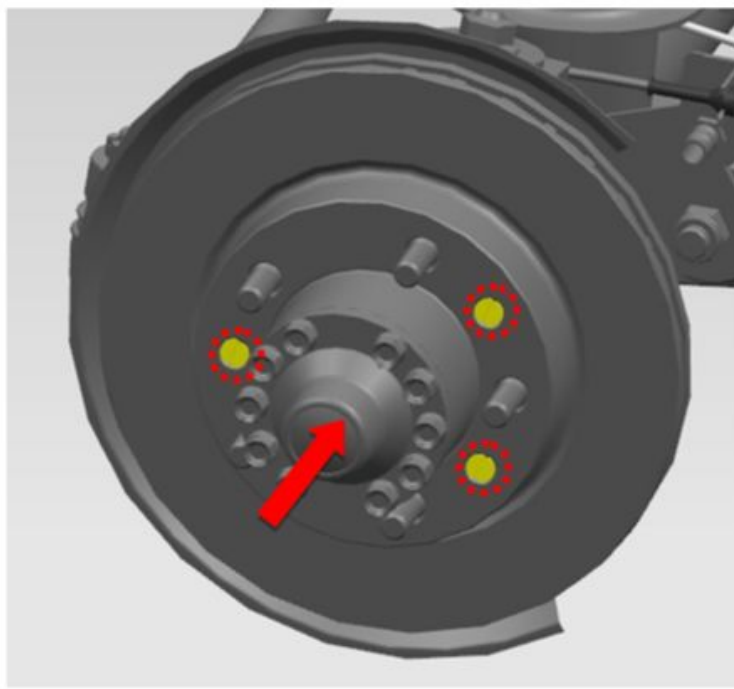
104. Tighten the flange mounting bolts.

tightening torque- 10 N·m

105. Complete the final tightening of the bolts.

tightening torque- 65 N·m

Img 68

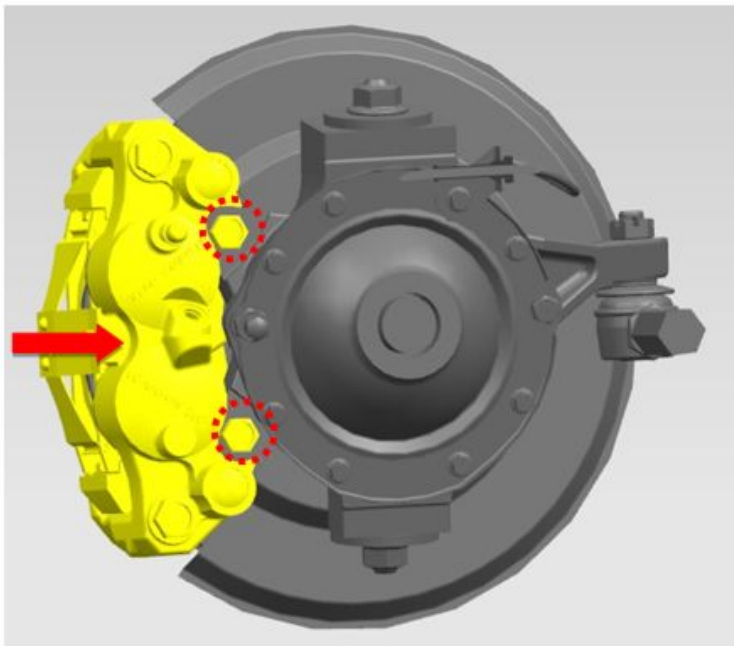


Img 69

106. Install the brake disc.

107. Tighten the screws that secure the brake disc.

tightening torque- 16 N·m



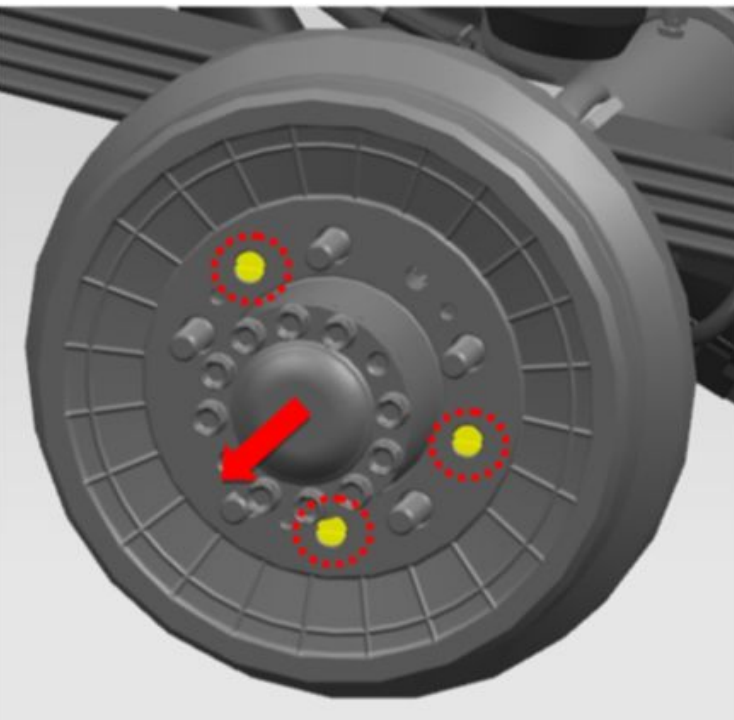
Img 70

108. Install the front brake.

109. Tighten the brake mounting bolts.

tightening torque- 150 N·m

110. Perform steps 70 - 109 for the other front wheel hub.

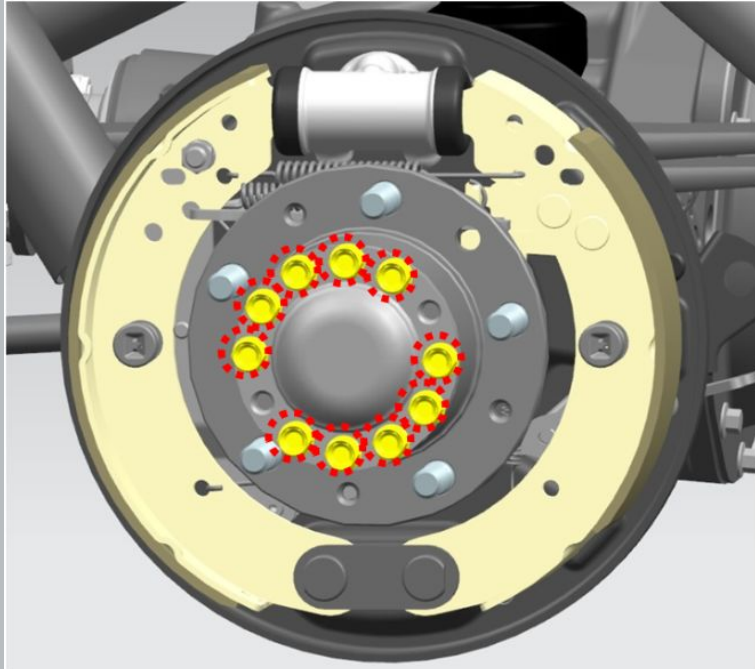


Img 71

111. Remove the brake drum mounting screws.

tightening torque- 16 N·m

112. Remove the drum.

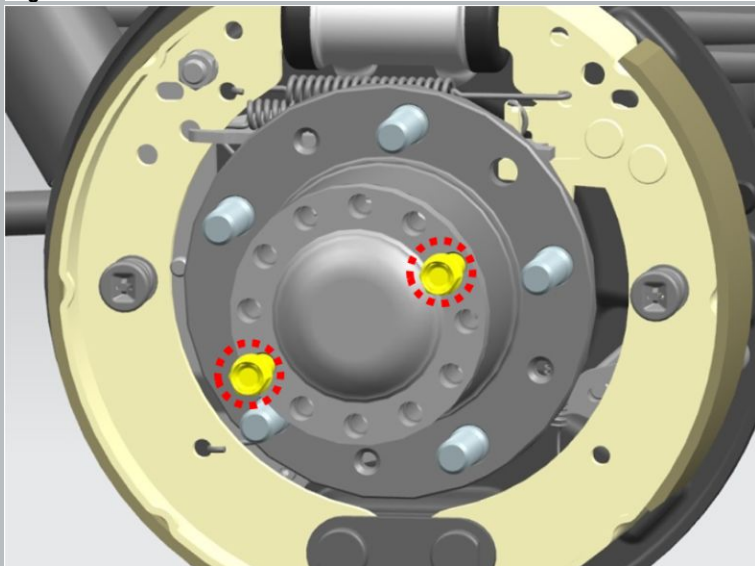


Img 72

113. Unscrew the bolts securing the rear axle shaft.

S=14

tightening torque- 65 N·m



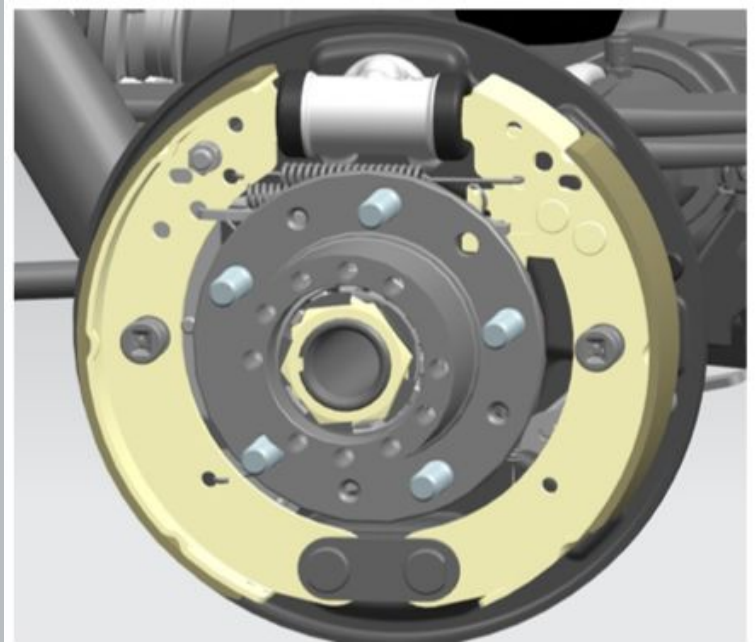
Img 73

114. Screw two bolts into the threaded holes of the axle shaft flange to press out the axle shaft.

S=14

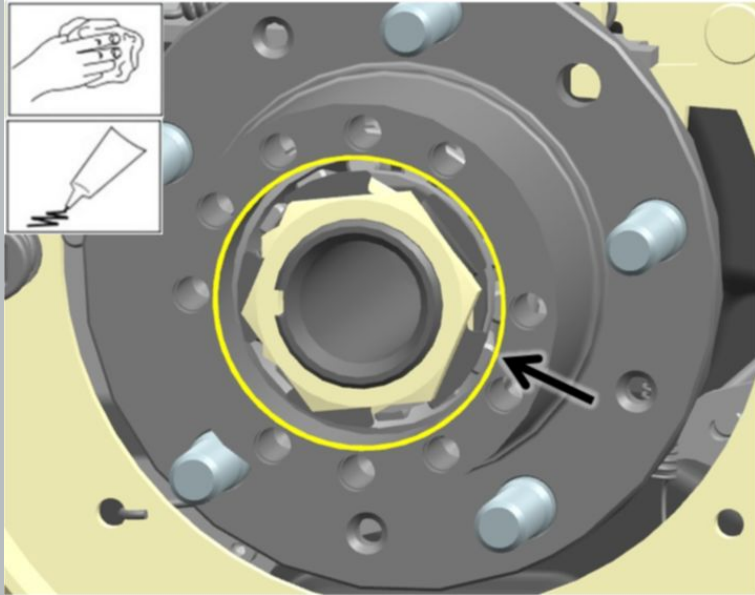
Tighten the bolts alternately (1/4 of a turn), not allowing the axle shaft flange to be skewed.

115. Press out the axle shaft.



Img 74

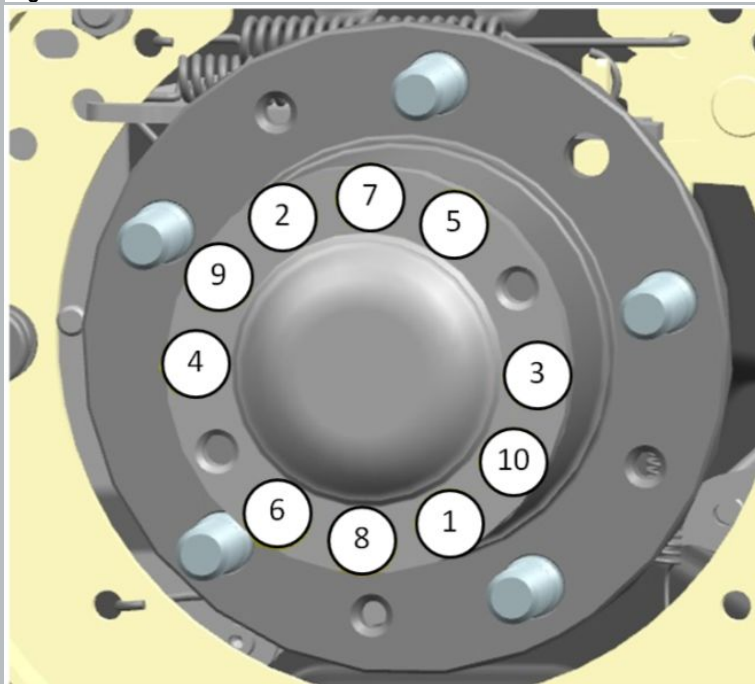
116. Perform operations 76 - 102 for the rear wheel hubs.



117. Apply sealant to the inner surface of the hub.

The width of the sealant bead is at least 2 mm, the layer thickness is at least 1 mm. The area where the sealant is applied must be clean and free of grease.

Img 75



118. Install the semiaxis.

When installing, align the splines of the axle shaft with the splines of the differential gear.

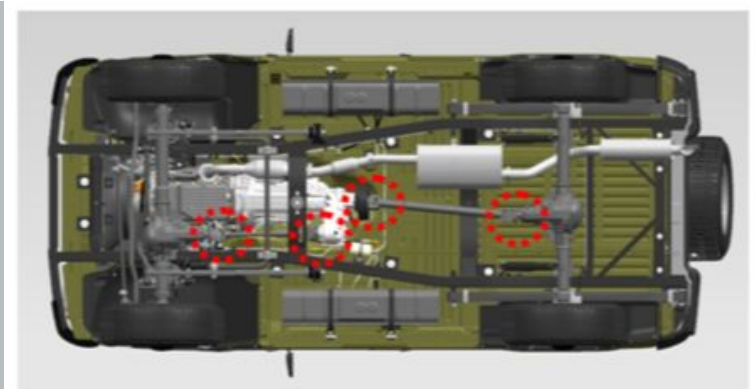
119. Tighten the axle shaft securing bolts.

tightening torque- 10 N·m

120. Complete the final tightening of the bolts.

tightening torque- 65 N·m

Img 76



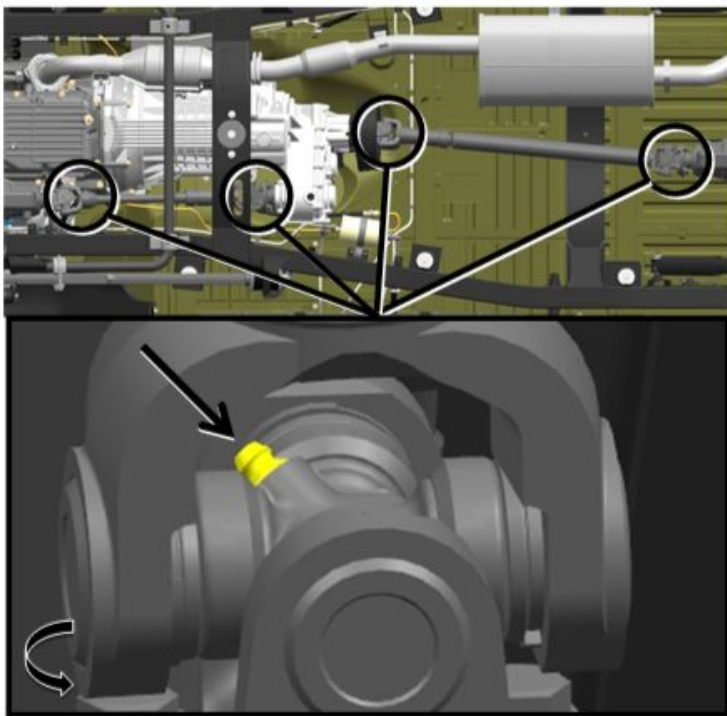
121. Tighten the fasteners of the propeller shaft flanges.

S=17

S=14

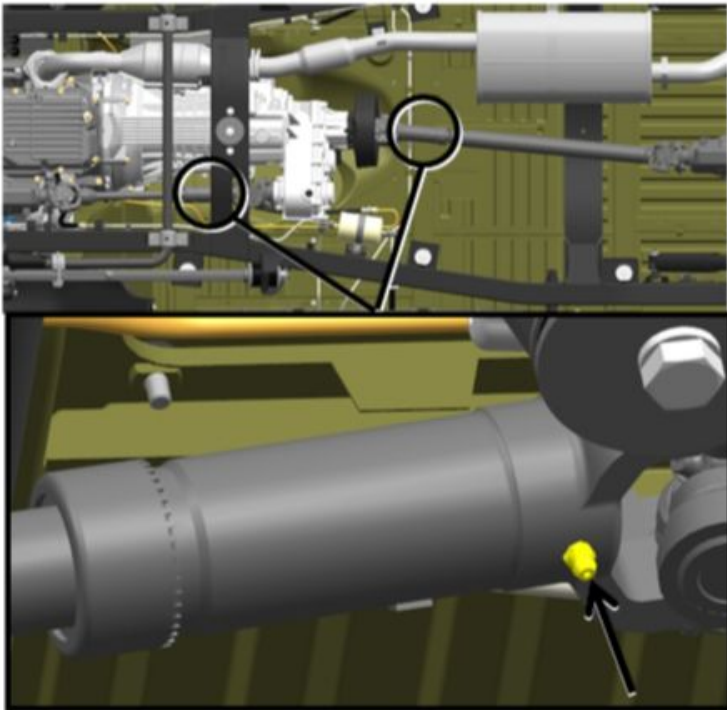
tightening torque- 50 N·m

Img 77



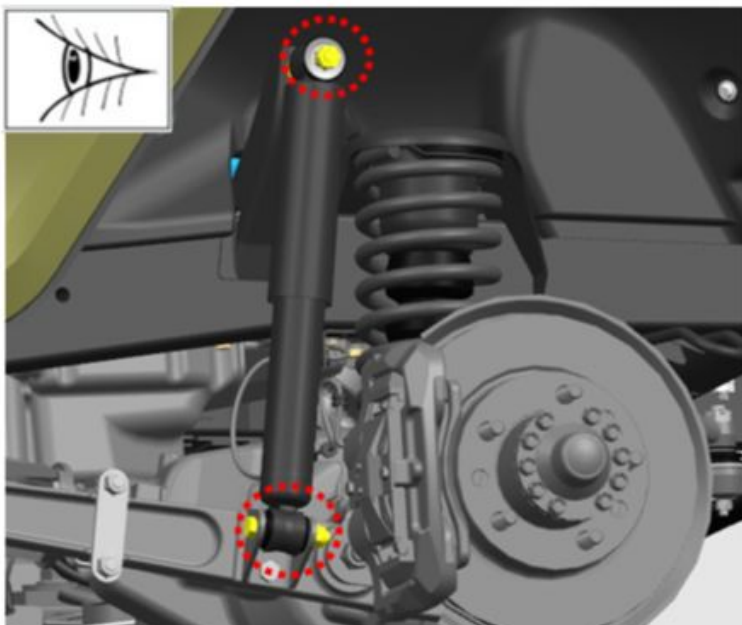
122. Lubricate the joints of the front and rear propeller shafts.
Lubricate until it comes out from under the working edges of the crosspiece cuffs.

Img 78



123. Lubricate the splines of the front and rear propeller shafts.
Make 3-5 strokes without waiting for the lubricant to come out.

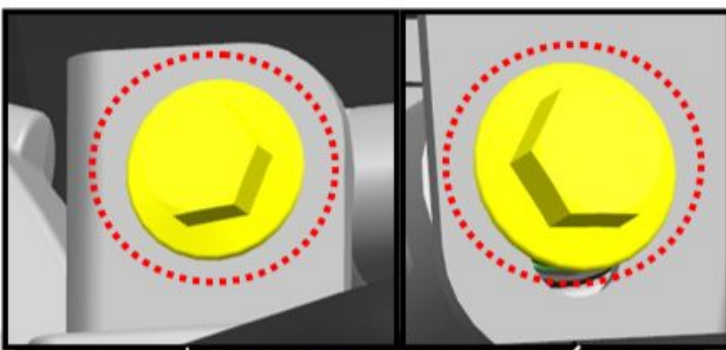
Img 79



124. Inspect the front suspension shock absorbers.
Oil fogging of the shock absorber does not indicate a malfunction and is acceptable. The appearance of drips on the shock absorber body, indicating a loss of tightness, is not allowed.

125. Tighten the front suspension shock absorbers.
tightening torque- 60 N·m

Img 80



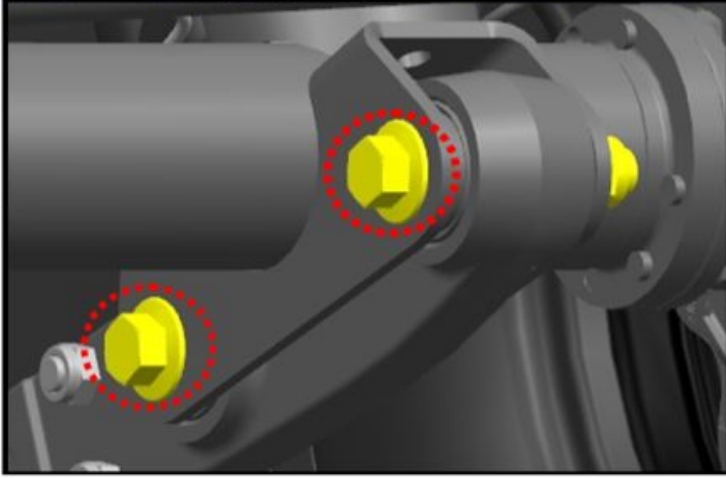
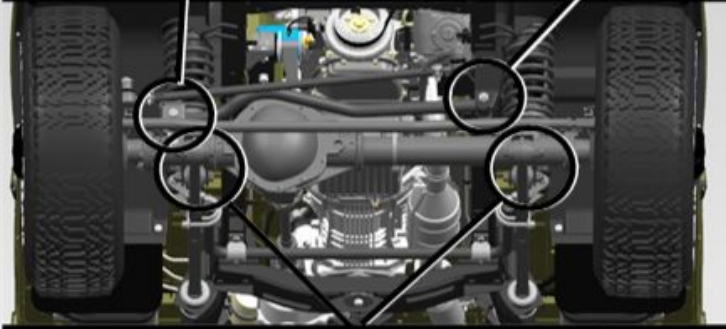
126. Tighten the nuts securing the longitudinal rods and lateral rods of the front suspension.

S=24

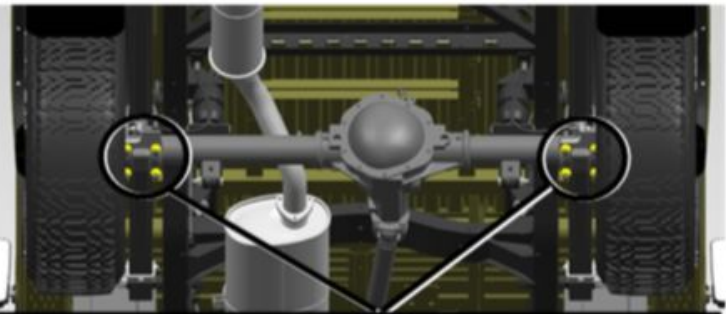
S=21

S=22

tightening torque- 150 N·m



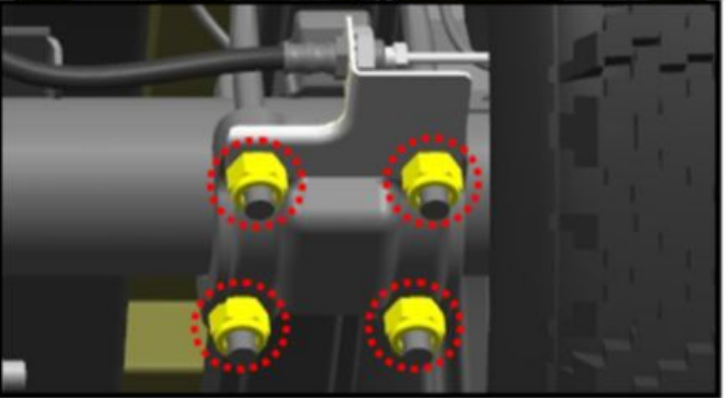
Img 81



127. Tighten the fastening of the spring ladder nuts.

S=24

tightening torque- 95 N·m

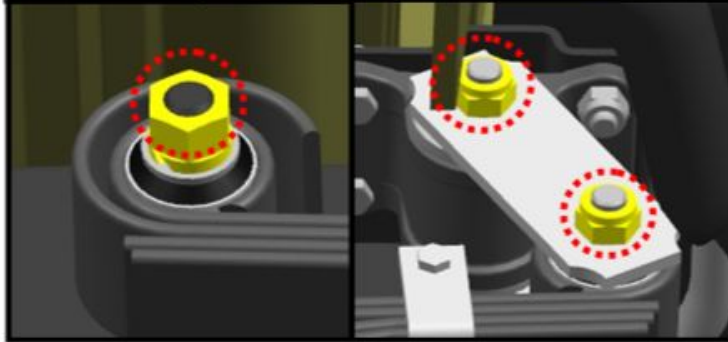


Img 82



128. Inspect the springs.

The springs should not have sheet cracks, their longitudinal or transverse displacement.



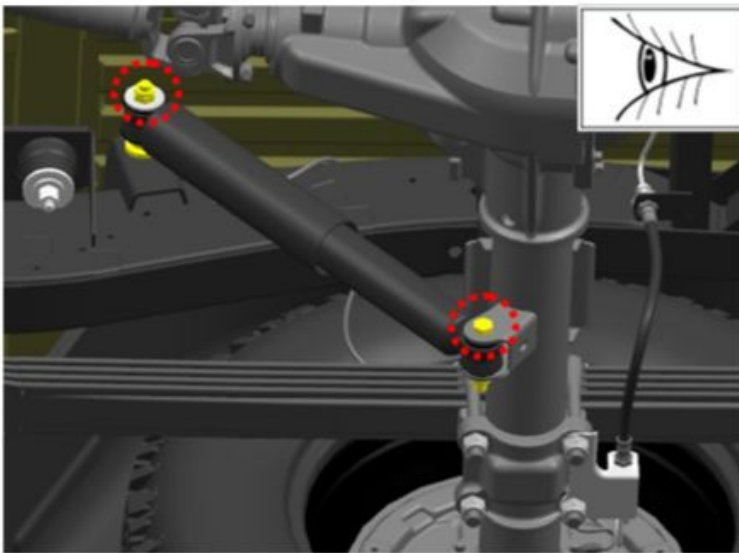
129. Tighten the fastening of the axle nuts of the front end of the spring.

tightening torque- 170 N·m

130. Tighten the spring shackle pins.

tightening torque- 90 N·m

Img 83



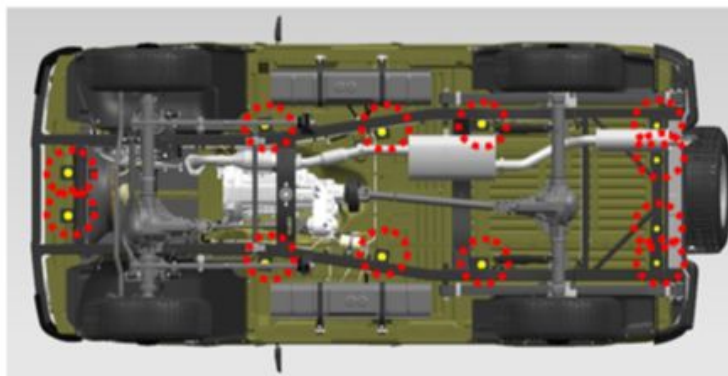
131. Inspect the rear suspension shock absorbers.

Oil fogging of the shock absorber does not indicate a malfunction and is acceptable. The appearance of drips on the shock absorber body, indicating a loss of tightness, is not allowed.

132. Tighten the rear suspension shock absorbers.

tightening torque- 57 N·m

Img 84

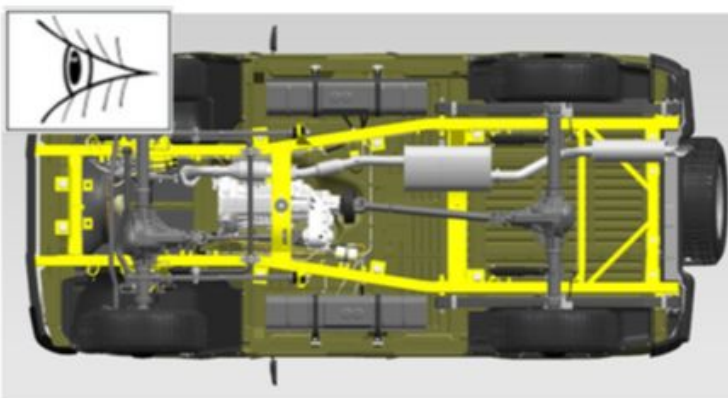


133. Tighten the nuts of the body-to-frame bolts.

S=17

tightening torque- 35 N·m

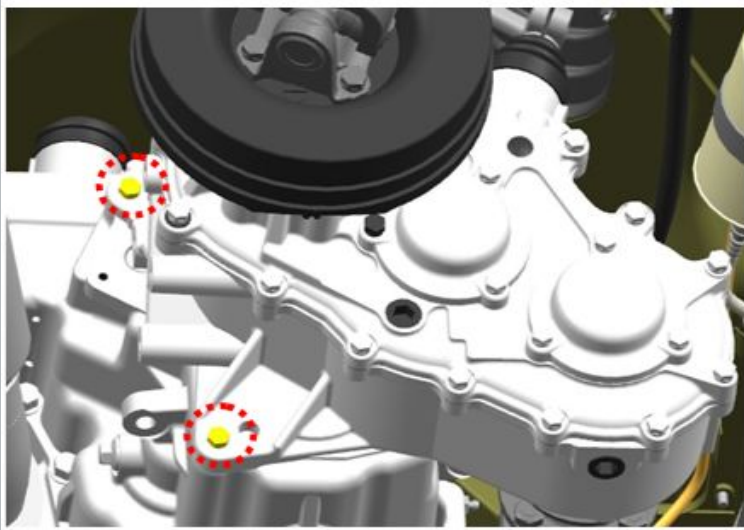
Img 85



134. Check by inspection for chips, cracks and foci of corrosion of the frame paintwork.

The presence of chips, cracks and foci of corrosion of the paintwork of the frame is not allowed.

Img 86

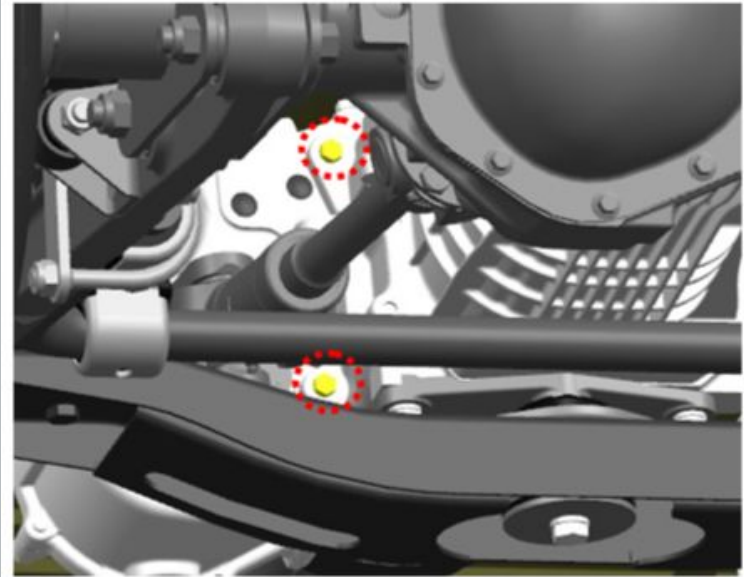


Img 87

135. Tighten the fasteners from the transfer case side.

S=17

tightening torque- 50 N·m

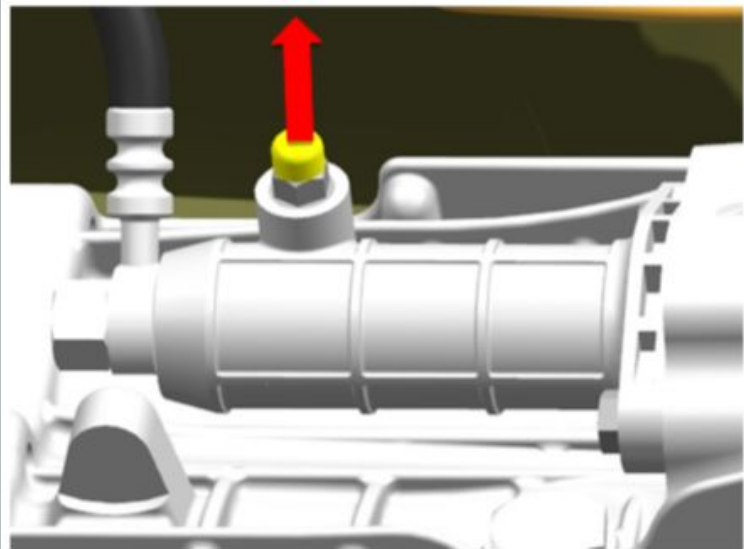


Img 88

136. Tighten the fasteners from the transmission side.

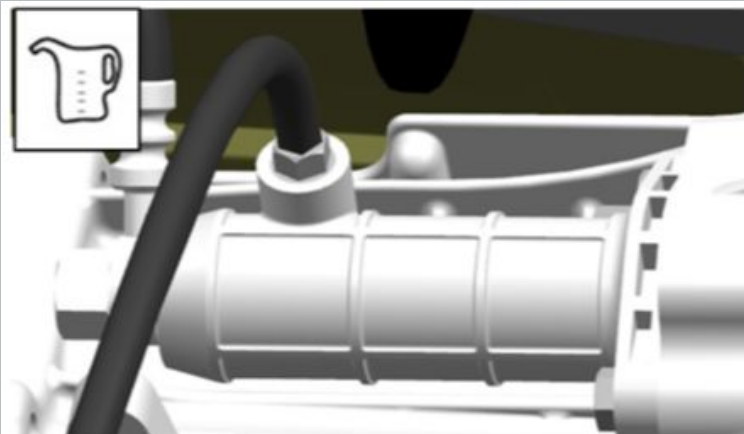
S=17

tightening torque- 50 N·m



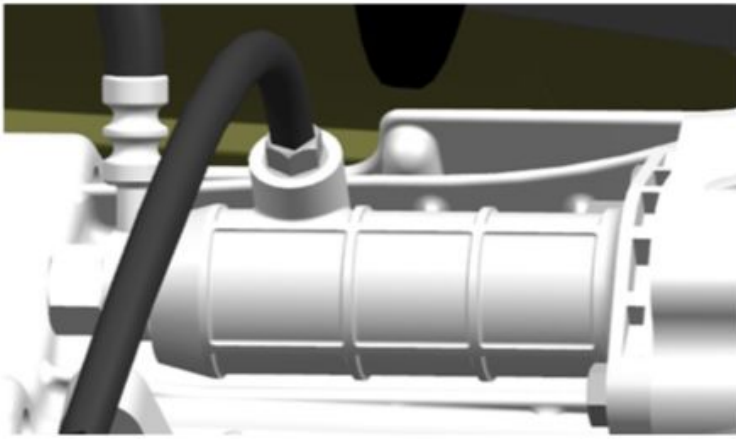
Img 89

137. Remove the rubber cap from the clutch slave cylinder bypass valve.



138. Put on the union of the bypass valve of the working cylinder a hose to drain the fluid.

Lower the other end of the hose into an empty process container.



Img 91

139. Pressurize the clutch system by pressing the bleeder valve.

140. Unscrew the bypass valve 1/2 - 3/4 turn.

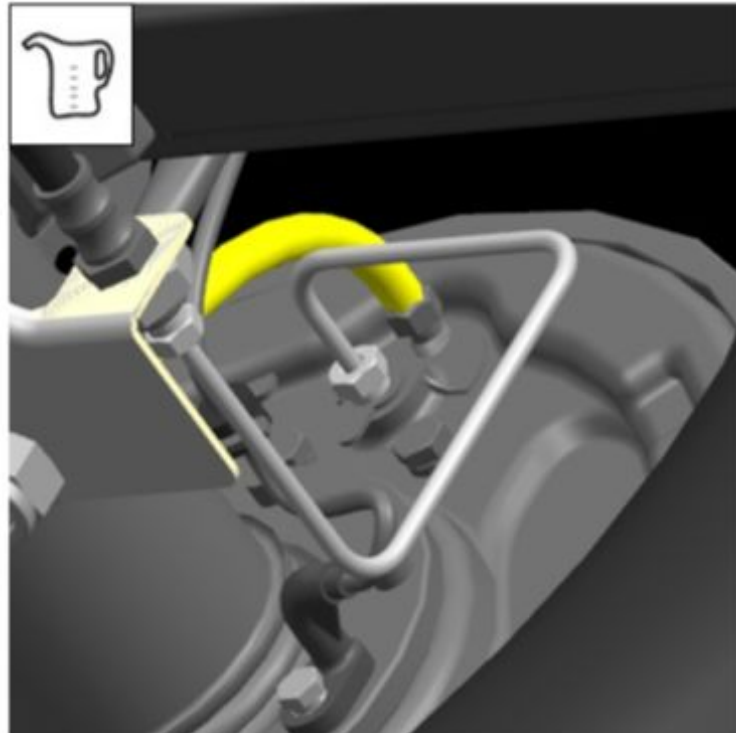
tightening torque- 12 N·m

141. Release the liquid.

142. Close the valve.

tightening torque- 12 N·m

Let the liquid out until the "new" liquid appears from the bypass valve. The "new" liquid differs from the "old" in a light shade.



Img 92

143. Install a hose to the rear right brake bypass valve.

Place the other end of the hose in a container.

144. Pressurize the brake system by pressing the valve on the bleeder.

145. Unscrew the bypass valve 1/2 - 3/4 turn.

tightening torque- 12 N·m

146. Release the liquid.

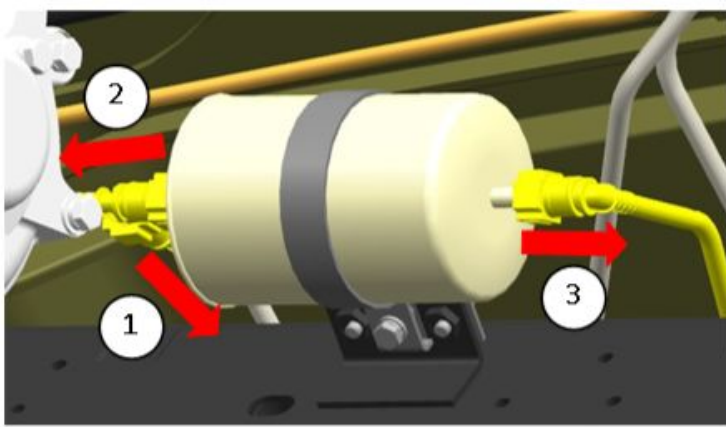
147. Close the valve.

tightening torque- 12 N·m

Let the liquid out until the "new" liquid appears from the bypass valve. The "new" liquid differs from the "old" in a light shade.

148. Repeat the operations for the remaining wheels.

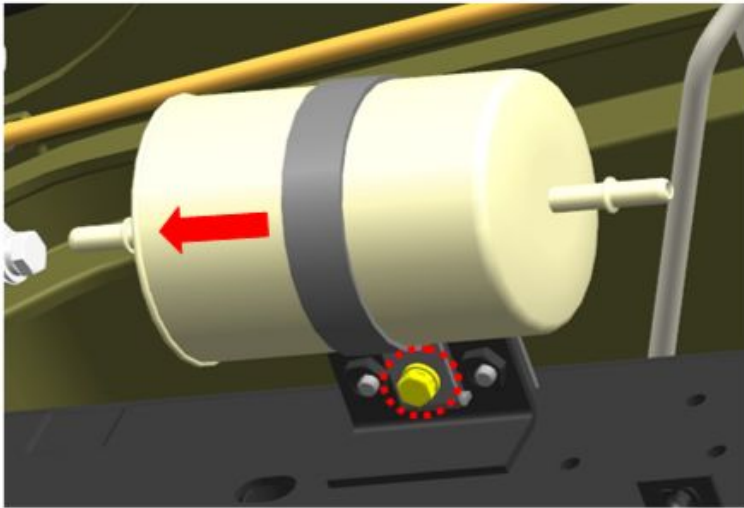
Perform operations in the following sequence: - rear left working brake cylinder; - front right working brake cylinder; - front left working brake cylinder.



Img 93

149. Disconnect the quick connectors from the fine fuel filter.

Before performing the operation, depressurise the fuel system in accordance with data sheet (00156) (X).



Img 94

150. Unscrew the bolt with washers securing the fuel filter clamp.

S=10

tightening torque- 8 N·m

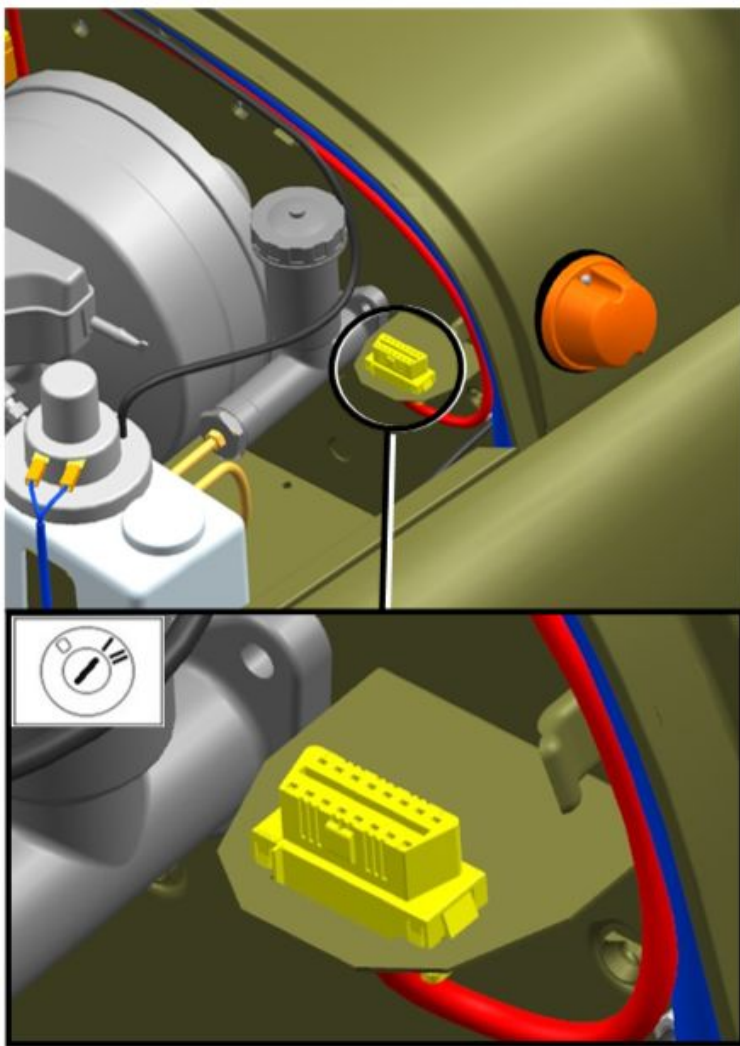
151. Measure the filter.

Lower the car down on a lift.

4. Work in the engine compartment:

IMAGE

OPERATION DESCRIPTION



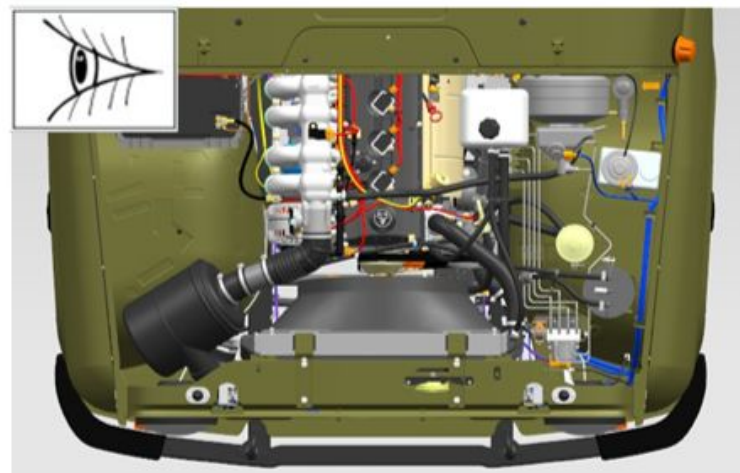
Img 1

1. Connect the UAZ diagnostic system to the OBD-II connector.

2. Switch on the ignition.

3. Check for DTCs in the ECM.

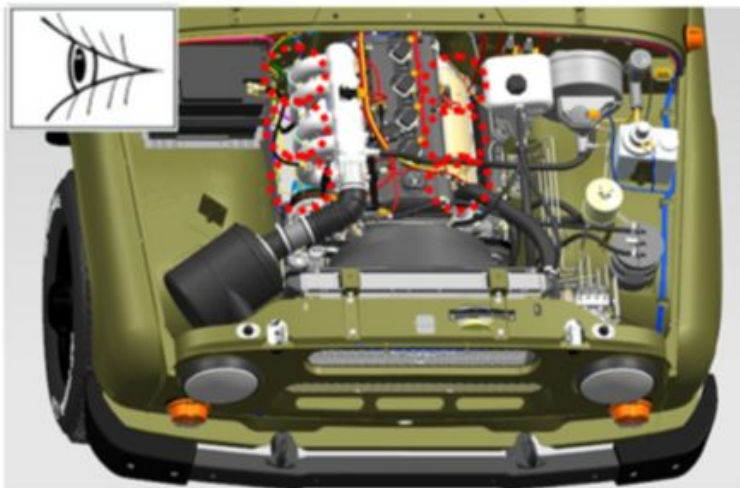
4. Check for fault codes in the ABS control unit.



Img 2

5. Carry out an external inspection of hoses, branch pipes, pipes, engine wires.

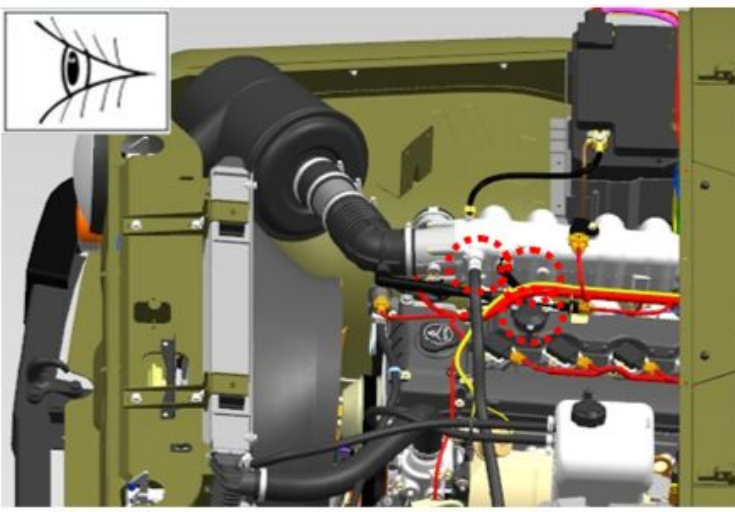
If there are traces of contact on the parts of the car, change their position relative to the engine. Scuffs and wear on hoses, branch pipes, pipes, wires are not allowed.



Img 3

6. Visually check the connections of the intake and exhaust systems for leaks.

Leakage of connections is not allowed.

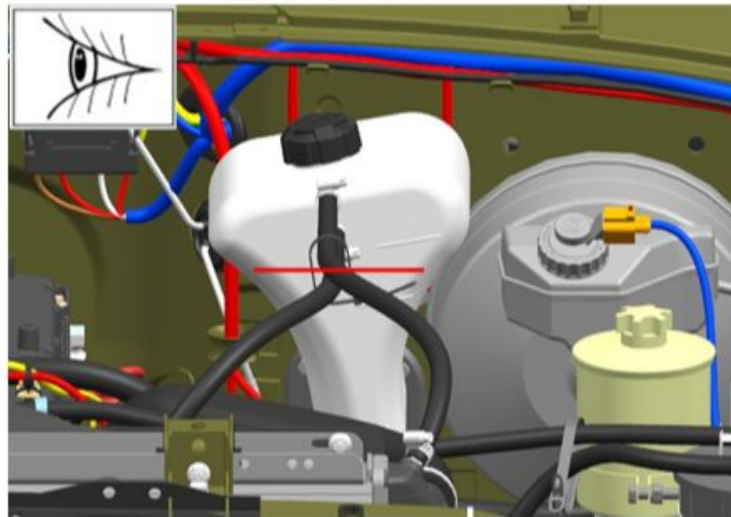


Img 4

7. Visually check the connections of hoses, branch pipes, pipes of the crankcase ventilation system for leaks.

8. Carry out a visual inspection of the hoses for damage.

Leakage of connections and damage to hoses are not allowed.



Img 5

9. Visually check the coolant level in the expansion tank.

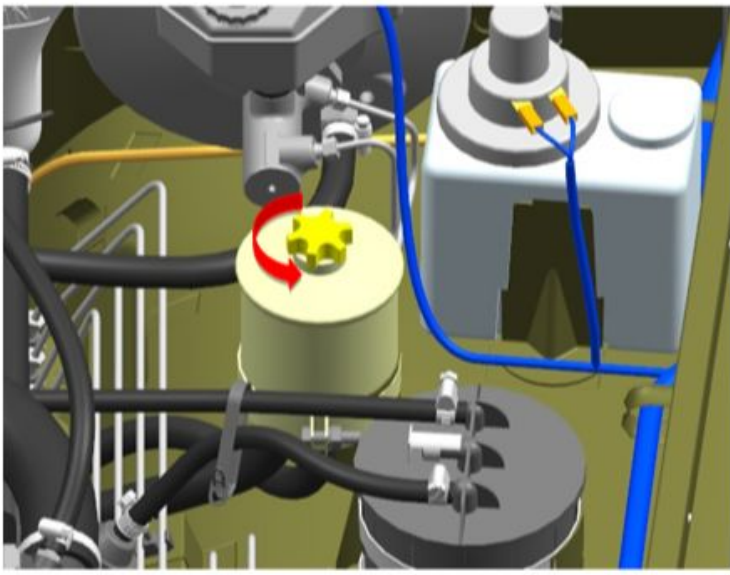
Check the coolant level only on a cold engine. The liquid level in the expansion tank should be 3-4 cm above the "min" mark.



Img 6

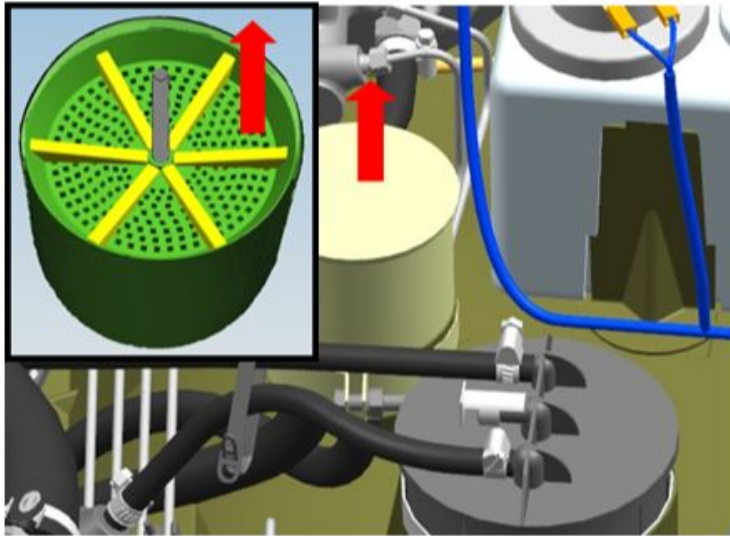
10. Check the freezing point of the coolant with a refractometer.

The freezing temperature of the coolant should be as follows: - for regions with a temperate climate: -40-45 ° C - for regions of the Far North: -60-65 ° C



11. Open the oil tank cap.

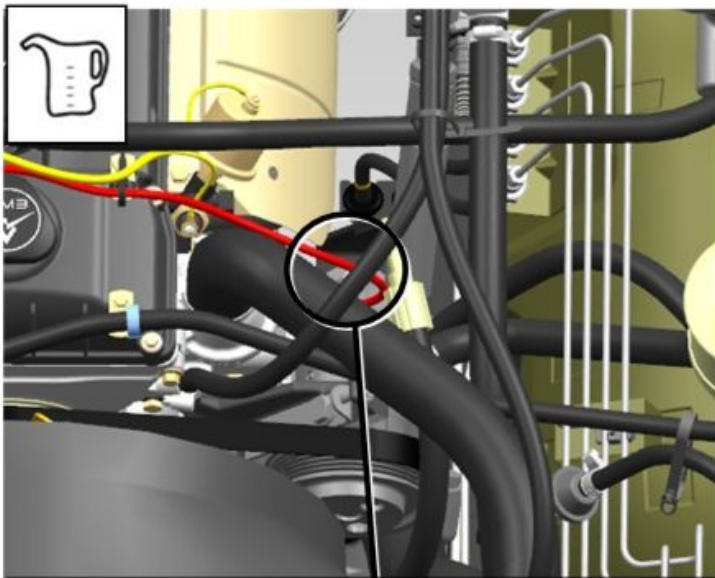
Img 7



12. Remove the oil tank cap.

13. Remove the strainer.

Img 8



14. Loosen the drain hose clamp.

S=7

tightening torque- 5 N·m

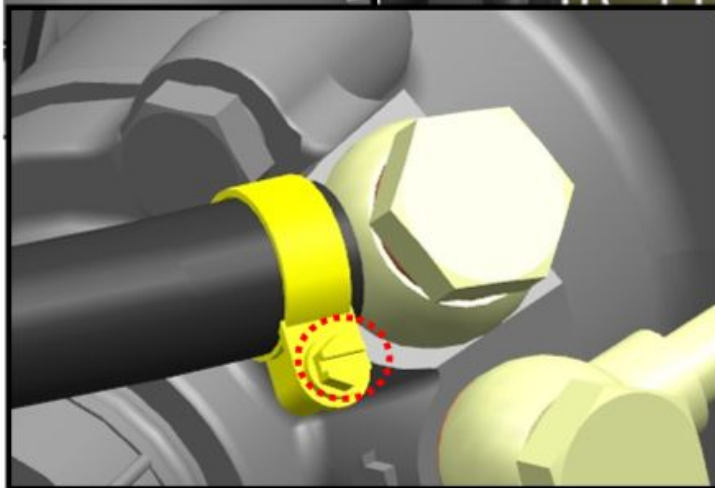
15. Disconnect the hose.

16. Drain the oil from the oil tank into a container for draining the oil.

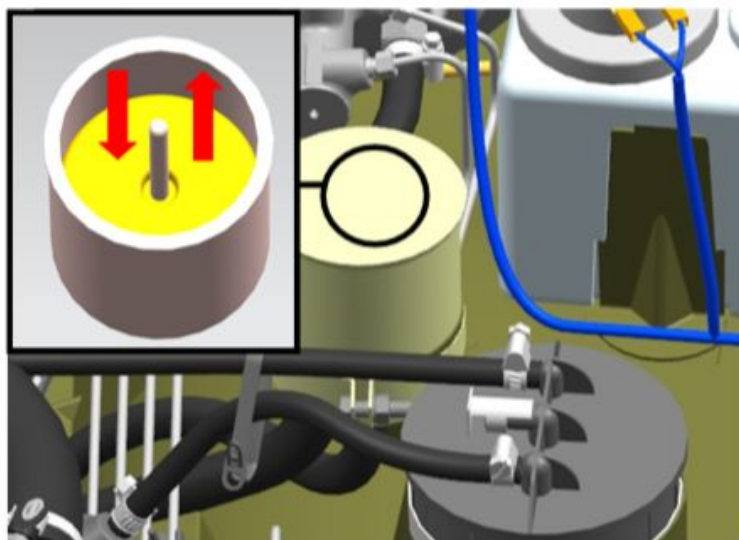
17. Install the hose.

18. Tighten the clamp.

tightening torque- 5 N·m

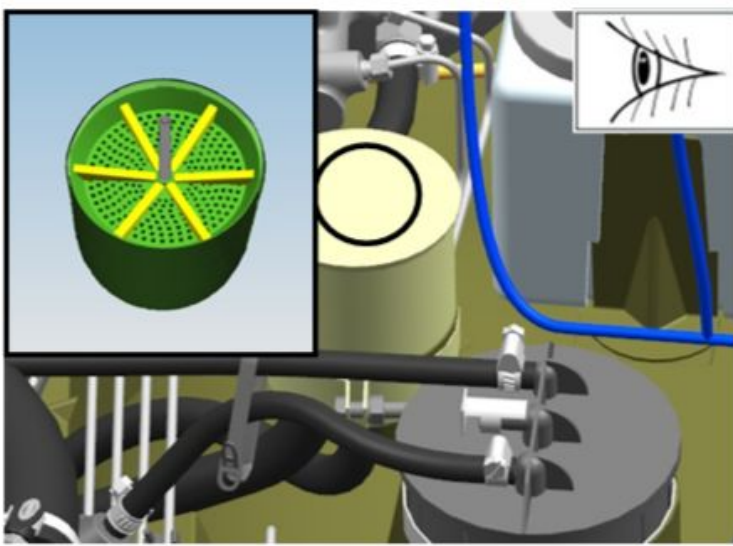


Img 9



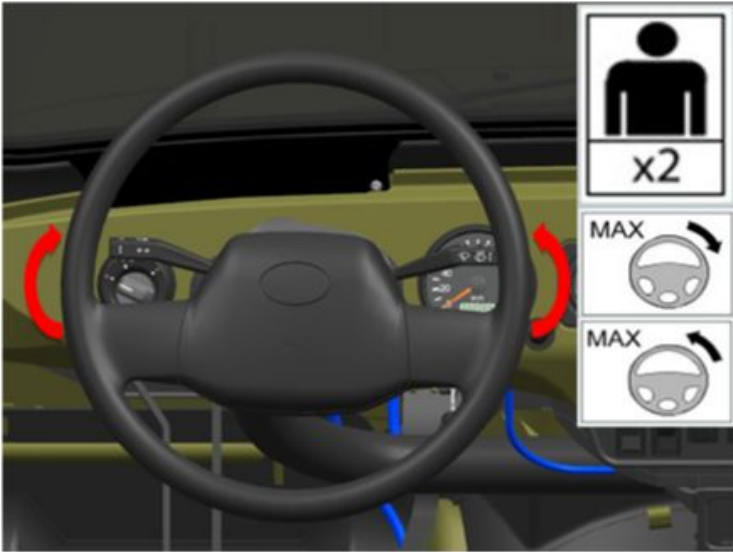
Img 10

19. Replace the oil tank filter element.



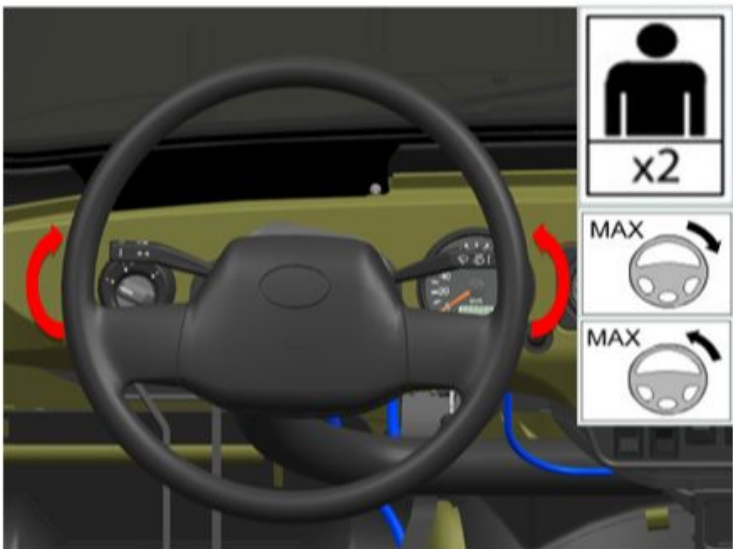
Img 11

20. Bring the oil level in the power steering reservoir to the level of the grid.
Fill in oil until it appears above the strainer (no more than 5 mm).



Img 12

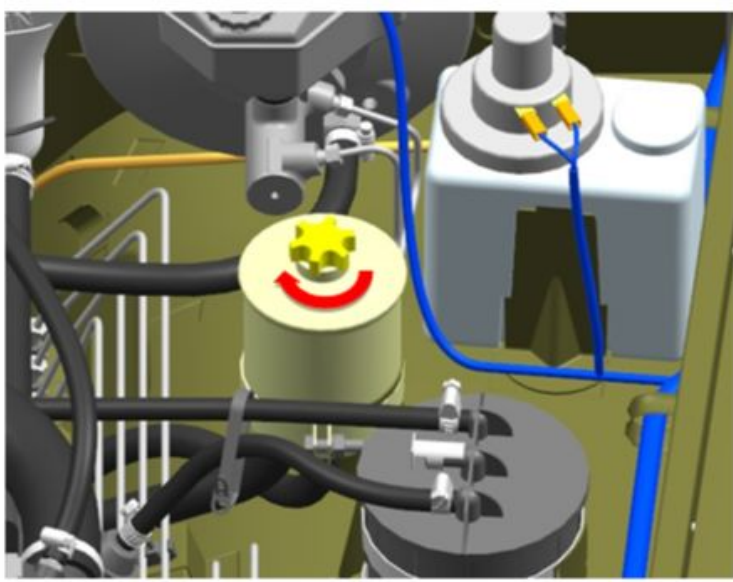
21. Turn the steering wheel from lock to lock until air bubbles exit from the oil in the reservoir.
The operation should be performed with the engine off and the front wheels suspended.



Img 13

22. Start the engine while adding oil.
Stop the engine if the oil foams profusely. Let the oil stand for 20 minutes (until air bubbles emerge). Start the engine.

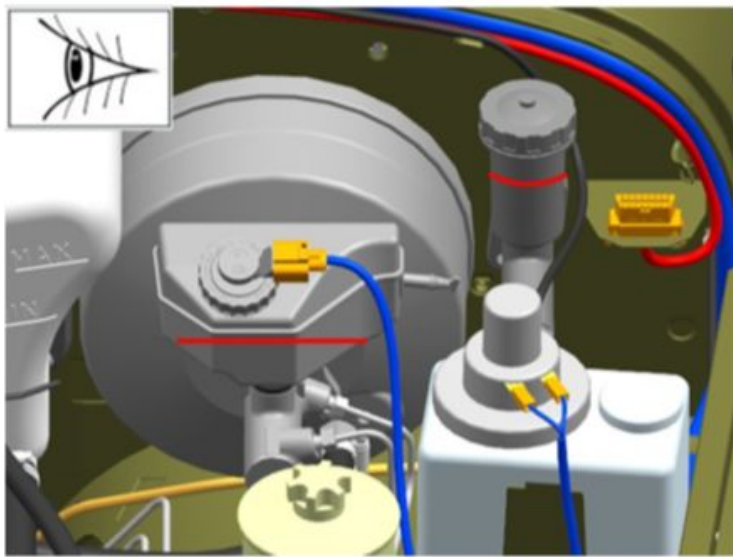
23. Bleed the power steering system by turning the steering wheel from lock to lock, without holding it in the extreme positions, 3 times in each direction.
The operation should be performed with the engine running and the front wheels suspended. During the operation, add oil to the hydraulic booster tank, preventing its level from dropping below the level of the grid.



Img 14

24. Install the oil tank cover with a gasket.

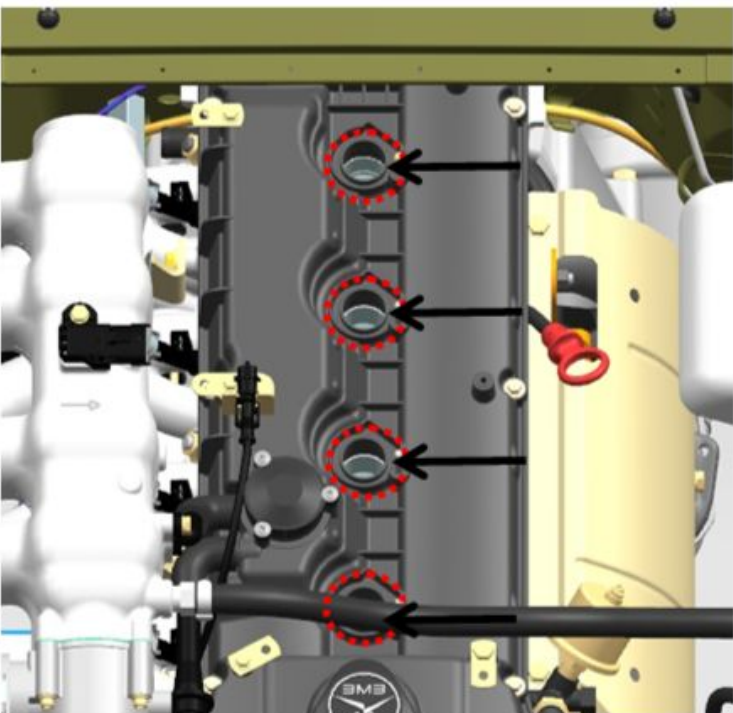
25. Tighten the nut with the O-ring of the oil tank cover.



Img 15

26. Check the fluid level in the reservoir of the clutch master cylinder.
The liquid level should be 15-20 mm below the upper edge of the tank.

27. Check the fluid level in the reservoir of the master cylinder of the hydraulic brake.
The brake fluid level should be at the "MAX" mark.



Img 16

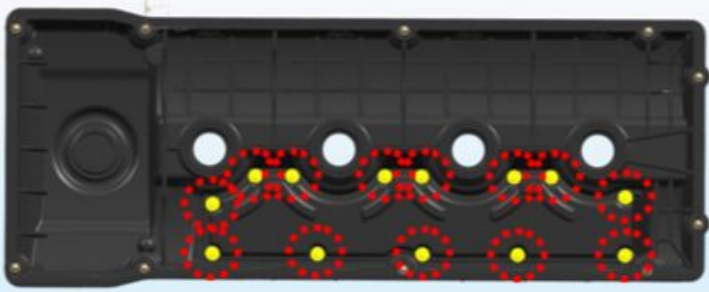
28. Unscrew the spark plugs with sealing rings.

S=16

tightening torque- 35 N·m

29. Install new spark plugs.

tightening torque- 35 N·m

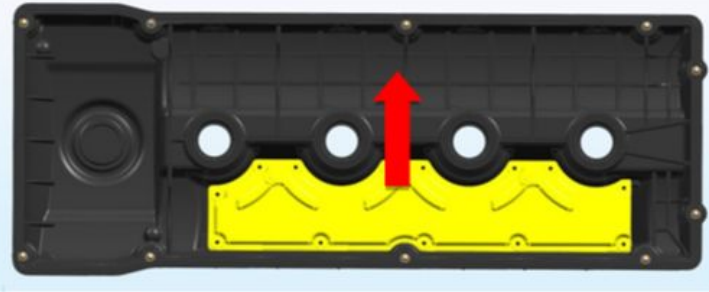


Img 17

30. Remove the screws securing the oil deflector cover.

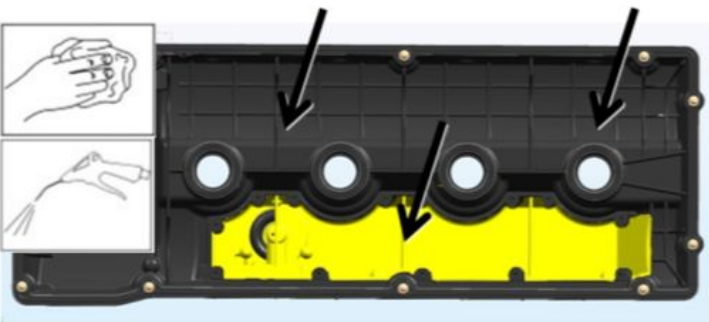
tightening torque- 5 N·m

To perform the operation, refer to the data sheet "Valve cover - Removal / Installation (10047) (X)".



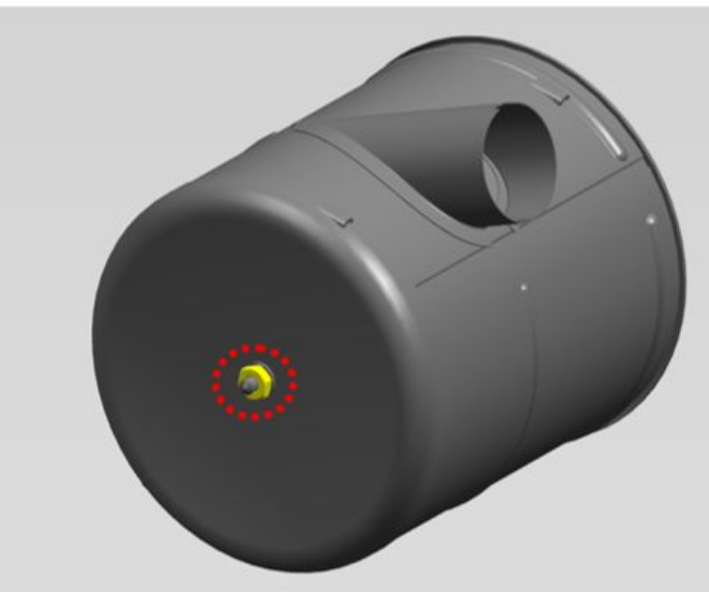
Img 18

31. Remove the oil deflector cover.



Img 19

32. Clean the parts from resinous deposits, rinse with special fluid and blow out the valve cover and oil deflector with compressed air.



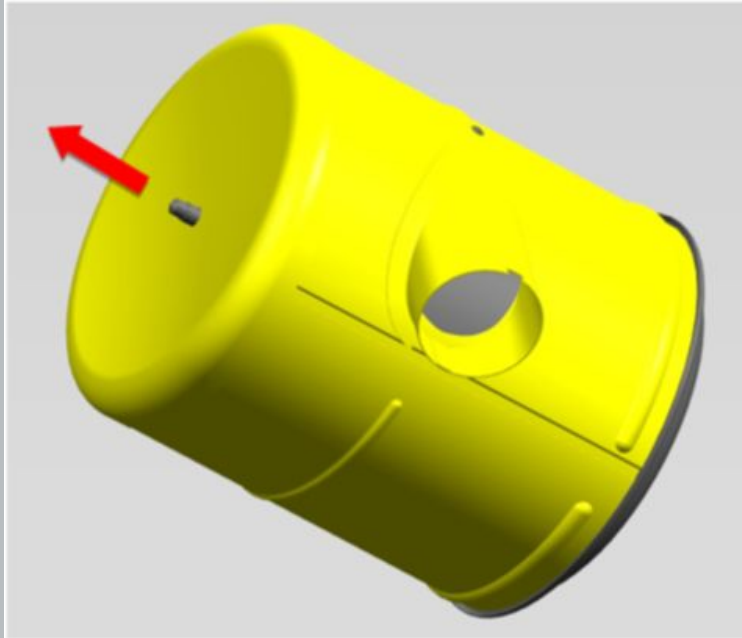
Img 20

33. Remove the air filter.

34. Unscrew the nut with washer.

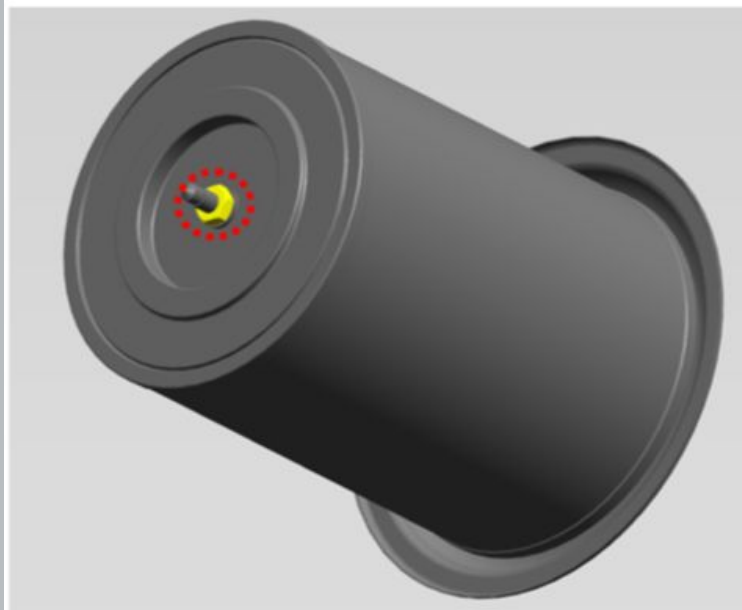
tightening torque- 15 N·m

To perform the operation, refer to the data sheet "Air filter - Removal / Installation (11014) (X)".



Img 21

35. Remove the air filter housing.

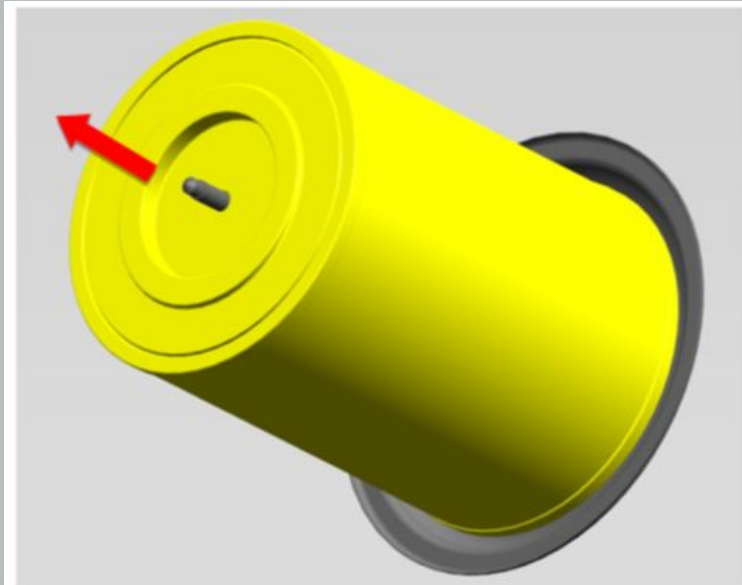


Img 22

36. Unscrew the nut with washer.

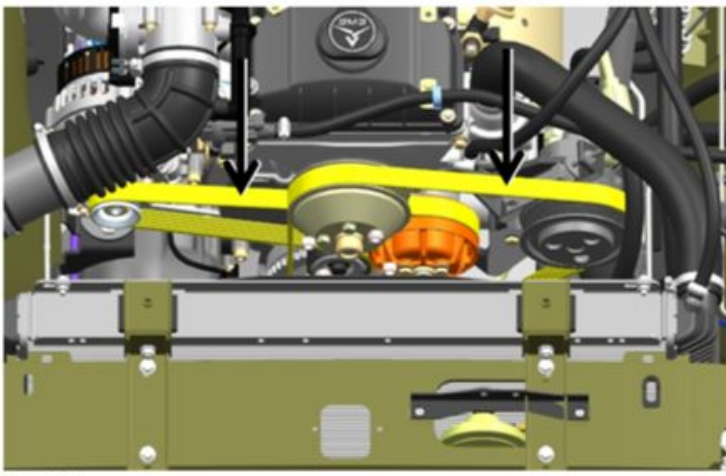
S=17

tightening torque- 15 N·m



Img 23

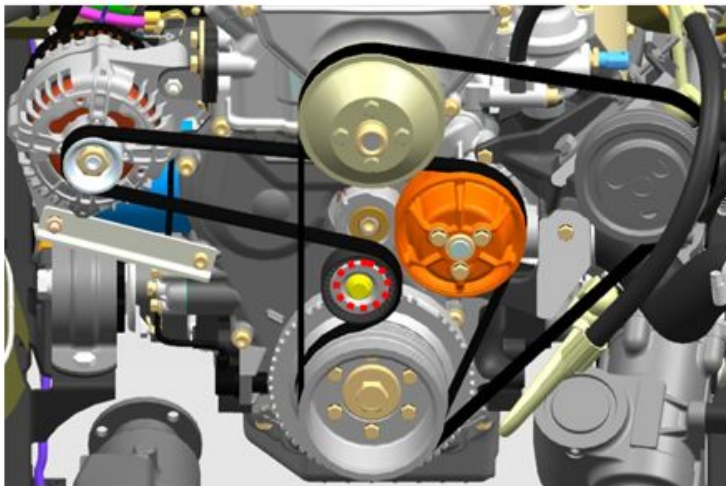
37. Replace the filter element of the air filter.



Img 24

38. Check the tension of the accessory and fan drive belts.

The deflection of the accessory drive belt should be 6-8 mm with a load of 40 N. The deflection of the fan drive belt should be 10-15 mm with a load of 40 N. Damage or excessive stretching of the belts is not allowed.

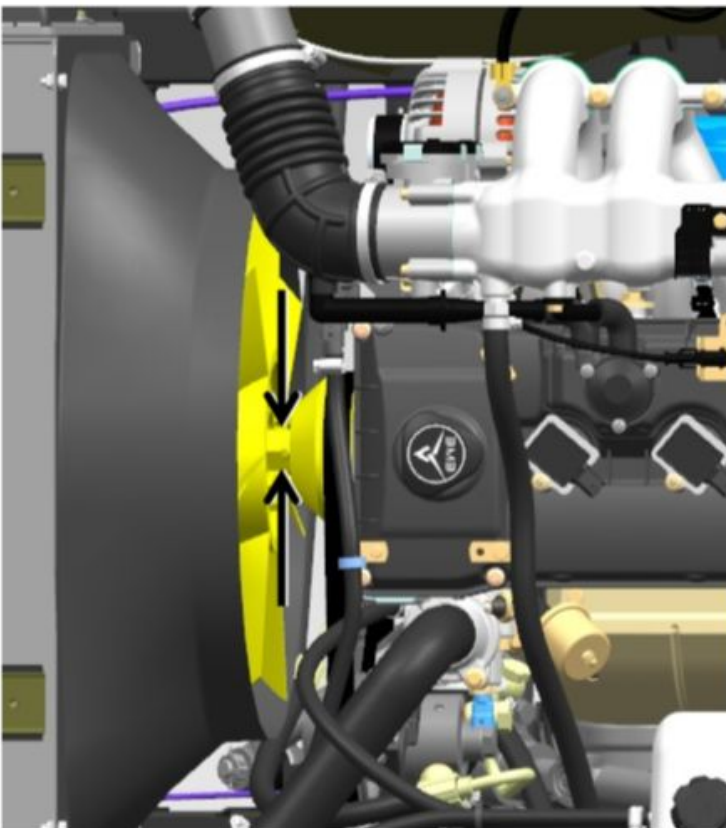


Img 25

39. Tighten the accessory drive belt tension roller bolt.

S=16

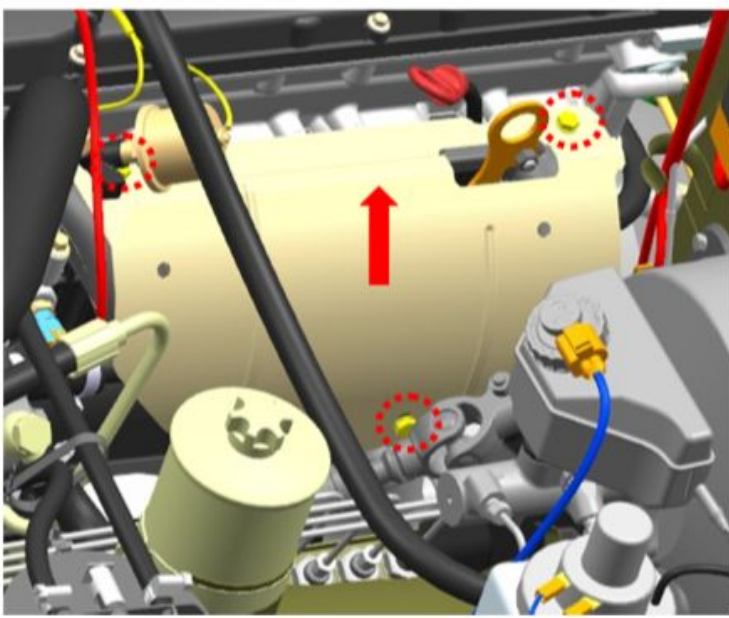
tightening torque- 15 N·m



Img 26

40. Tighten the fan clutch mount.

tightening torque- 55 N·m



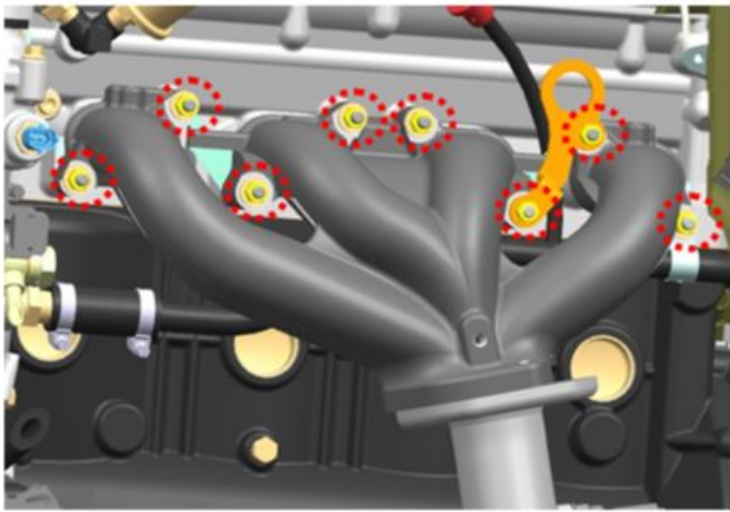
Img 27

41. Remove the bolts with washers that secure the exhaust manifold screen.

S=12

tightening torque- 12 N·m

42. Remove the exhaust manifold shield.

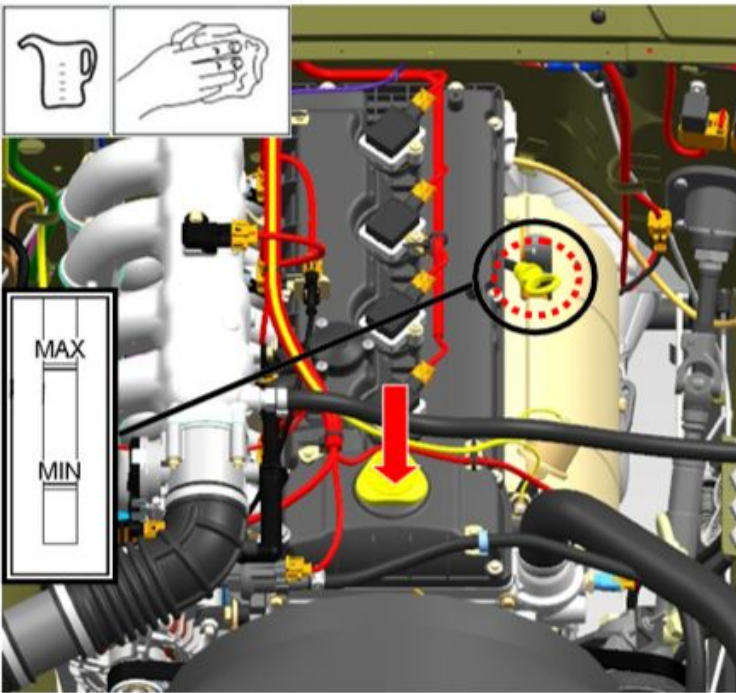


Img 28

43. Tighten the exhaust manifold retaining nuts and washers.

S=12

tightening torque- 23 N·m



Img 29

44. Fill the engine with oil up to the upper mark on the oil level indicator.

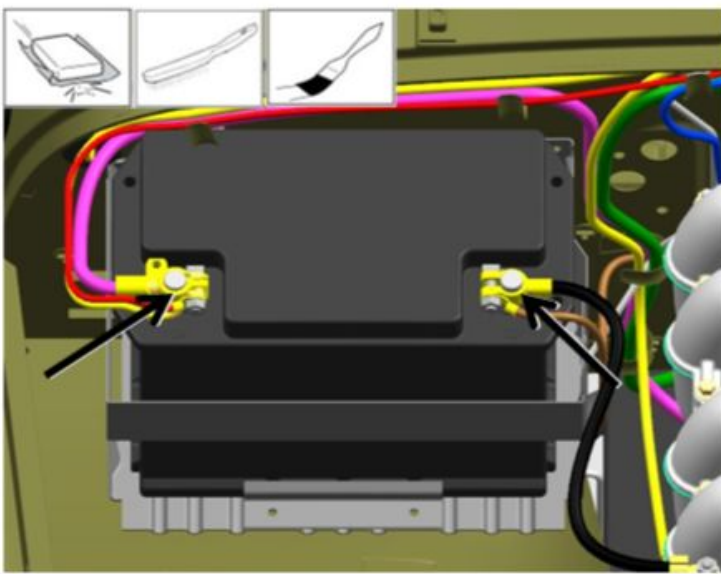
45. Start the engine.

The engine should be idling for 10 minutes. without increasing the load.

46. Stop the engine.

47. Check the oil level.

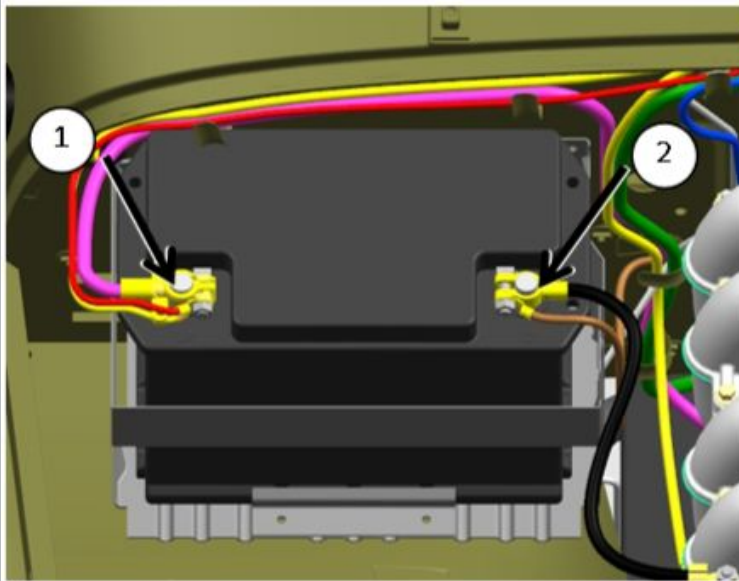
Check the oil level after 2 - 3 minutes. after stopping the engine. If necessary, add oil to the upper mark.



Img 30

48. Clean the leads and cable lugs from oxides.

49. Treat leads and wire ends with a means to protect electrical contacts.



Img 31

50. Connect the terminal of the load plug with "plus" to the same terminal of the battery.

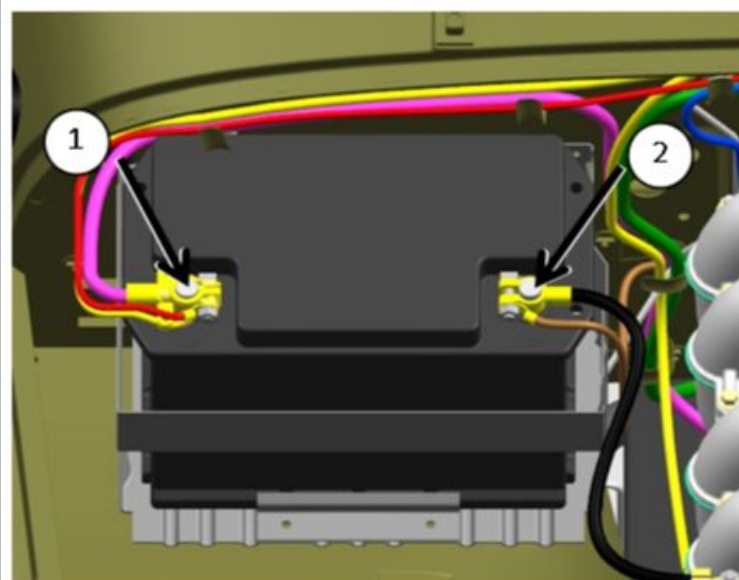
Make the connection without turning on the load coil.

51. Touch the negative pin on the case of the load plug to the negative terminal of the battery.

Record voltmeter readings.

52. Compare the obtained data with the value in Table 2.

If the battery is more than 75% charged, measure under load. If the battery is less than 75% charged, it must be charged.



Img 32

53. Switch on the load coil in the load plug, connect its terminal with "plus" to the same terminal of the battery.

54. Touch the negative pin on the body of the load plug to the negative terminal of the battery, and fix the voltmeter readings at the 5th second.

⚠ NOTIFICATION: DO NOT measure for more than 5 seconds.

55. Compare the obtained data with the value in Table 2 and take the recommended actions.

56. Fill in the TO-90000 Card for UAZ Hunter vehicles, see Table 3.



Img 33