



Thump at Cold Start

SYMPTOM

A thump as the ignition switch is released from the start position or as the engine starts. This noise sounds similar to a rubber mallet striking the frame and occurs *only* on a cold start (the vehicle has been sitting for some time, usually overnight).

PROBABLE CAUSE

The vacuum-actuated rear engine mount does not work properly because of insufficient intake manifold vacuum at start-up.

CORRECTIVE ACTION

Vehicles with cruise control:

Reroute the vacuum hose for the engine mount control solenoid valve to the check valve on the cruise control vacuum tank.

Vehicles without cruise control:

Install a cruise control vacuum tank and check valve. Then reroute the vacuum hose for the engine mount control solenoid valve to the check valve.

PARTS INFORMATION

Bulk Vacuum Hose (3.5 mm ID x 1M):

P/N 95001-35001-60M

(Each packaged hose repairs one vehicle with cruise control. Not suitable for vehicles without cruise control.)

or

Bulk Vacuum Hose (3.5 mm ID x 3M):

P/N 95001-35003-60M

(Each packaged hose repairs three vehicles with cruise control, or two vehicles without cruise control.)

or

Bulk Vacuum Hose (3.5 mm ID x 8M):

P/N 95005-35008-10M

(Each packaged hose repairs nine vehicles with cruise control, or six vehicles without cruise control.)

For vehicles without cruise control, you also need these items:

Vacuum Tank: P/N 36625-PAA-A01

Check Valve: P/N 36145-PG7-004

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Flat Rate Time: 0.3 hour

Failed Part: P/N 50810-S84-A82

Defect Code: 042

DIAGNOSIS

Ask your customer if the noise happens *only* on a cold start, after the vehicle has been sitting for some time, usually overnight.

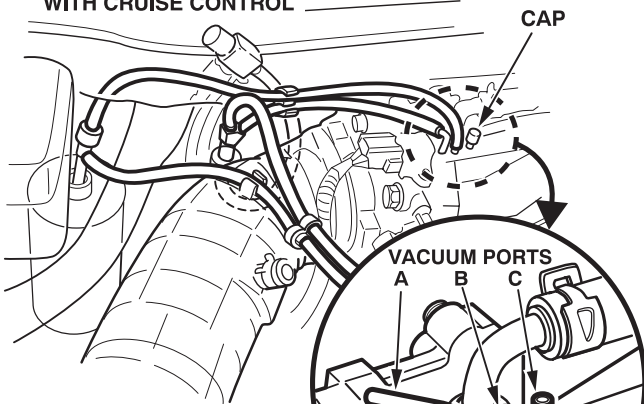
- If the noise happens at *every* start, disregard this bulletin, and look for other possible causes (exhaust hangers, rear engine mount, etc.).
- If the noise happens *only* on a cold start, look at the three vacuum ports on the top of the intake manifold.

Is vacuum port C capped?

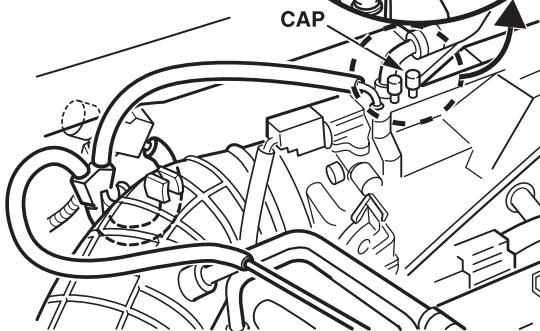
NO - replace the fuel pressure regulator and vacuum hose (see S/B 00-018, *MIL Comes On With DTC 45*, filed under Fuel and Emissions). Then go to REPAIR PROCEDURE A (models with cruise control) or REPAIR PROCEDURE B (models without cruise control).

YES - go to REPAIR PROCEDURE A (models with cruise control) or REPAIR PROCEDURE B (models without cruise control).

WITH CRUISE CONTROL

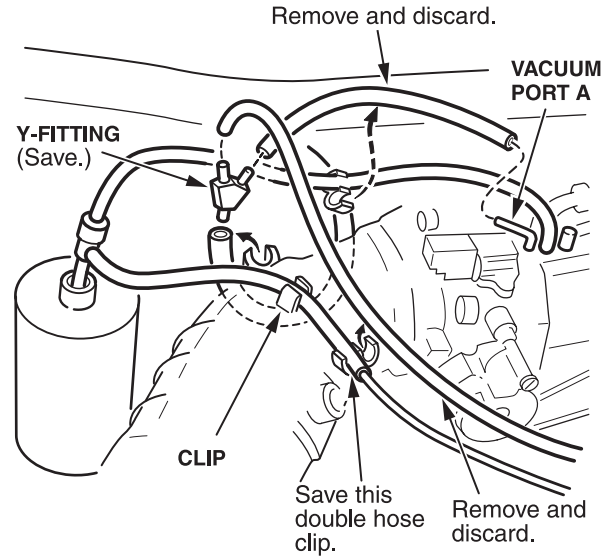


WITHOUT CRUISE CONTROL

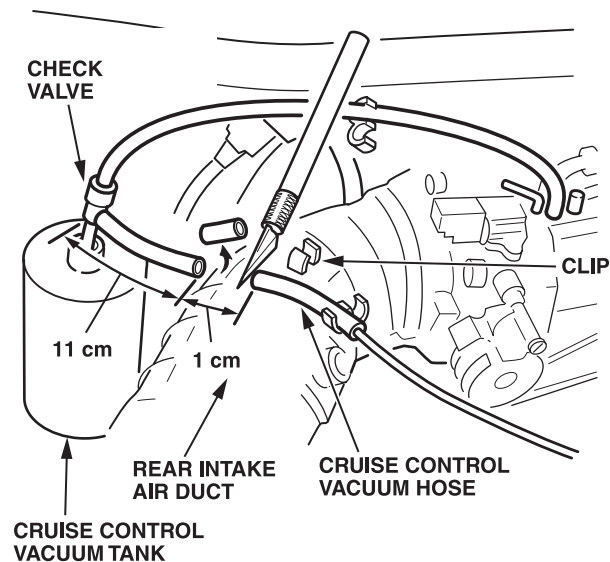


REPAIR PROCEDURE A

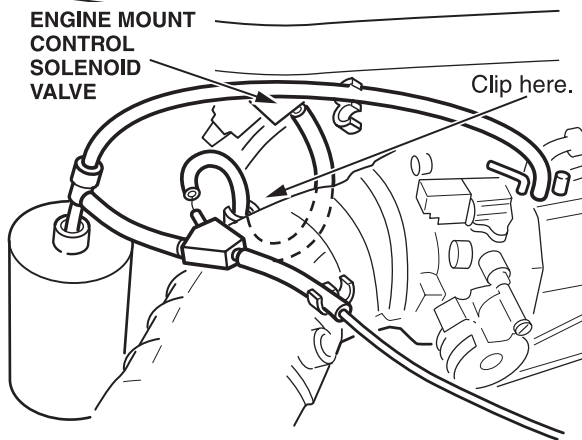
1. Disconnect the three vacuum hoses from the Y-fitting. Save the Y-fitting.



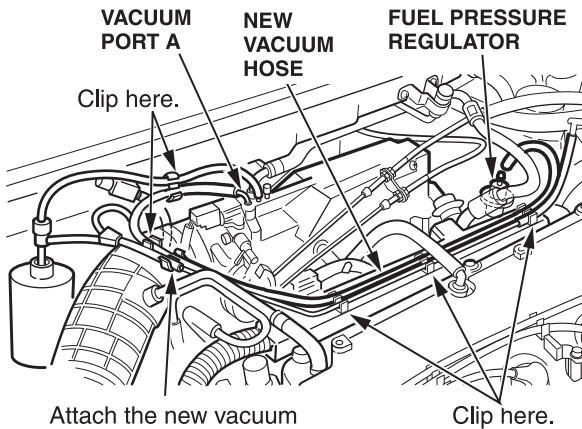
2. Remove the hose from vacuum port A, and discard it.
3. Remove and discard the long vacuum hose going to the fuel pressure regulator. Save the double hose clip.
4. Unclip the cruise control vacuum hose from the rear intake air duct. Measure 11 centimeters from the check valve on the cruise control vacuum tank, then remove a 1-centimeter section of the hose beyond this point with a utility knife.



5. Connect the ends of the vacuum hose you just cut to the opposite ends of the Y-fitting you removed in step 1.



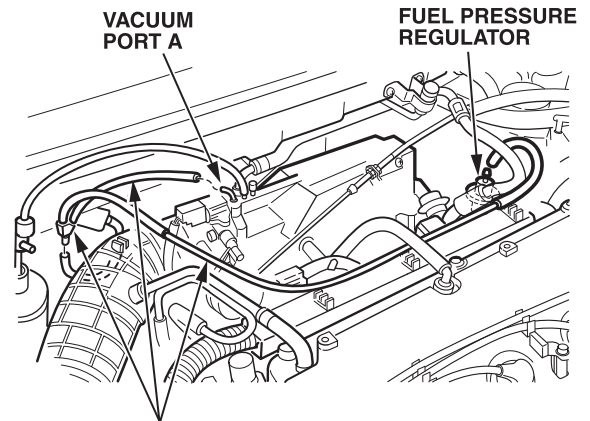
6. Connect the vacuum hose from the engine mount control solenoid valve to the open port on the Y-fitting. Push the hose into the clip on the side of the rear intake air duct.
7. Cut an 86-centimeter length of 3.5 mm ID vacuum hose, then connect one end to vacuum port A and the other end to the fuel pressure regulator. Push the new hose into the clips at the locations shown.



Attach the new vacuum hose to the cruise control vacuum hose with the double hose clip from step 3.

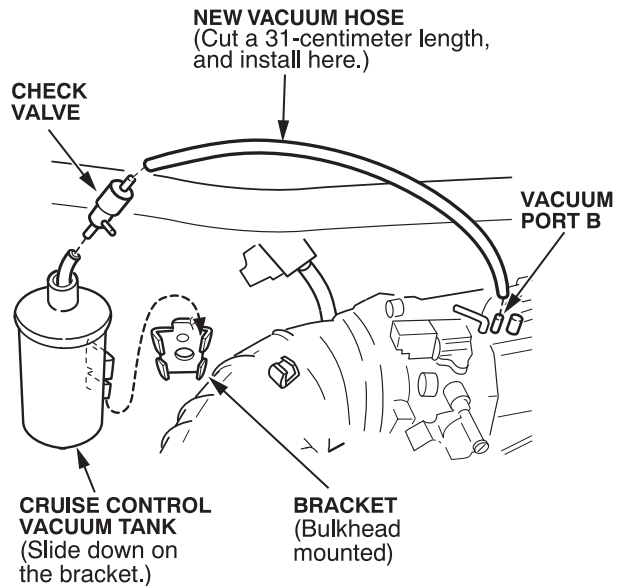
REPAIR PROCEDURE B

1. Remove and discard the Y-fitting and attached vacuum hoses going to vacuum port A and to the fuel pressure regulator.

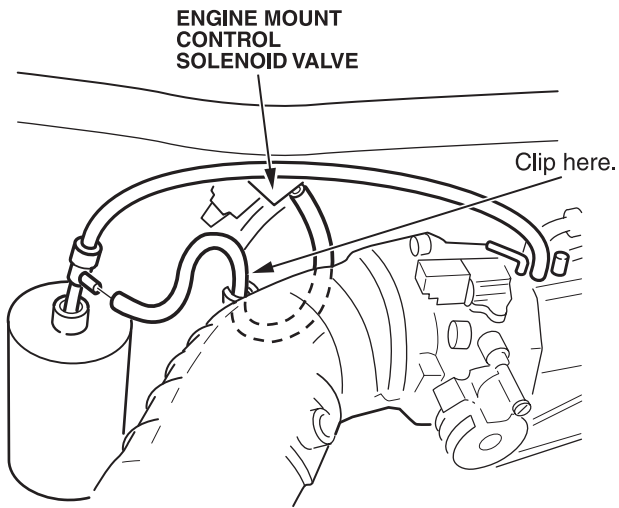


VACUUM HOSES AND Y-FITTING
(Remove and discard.)

2. Cut a 31-cm length of 3.5 ID mm vacuum hose, then install the cruise control vacuum tank and the check valve. Connect one end of the hose to the open port on the top of the check valve, and the other end to vacuum port B.



3. Connect the vacuum hose from the engine mount control solenoid valve to the open port on the side of the check valve. Push the hose into the clip on the side of the rear intake air duct.



4. Cut an 86-centimeter length of 3.5 mm ID vacuum hose, then connect one end to vacuum port A and the other end to the fuel pressure regulator. Push the new hose into the clips at the locations shown.

