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TECHNICAL DATA

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ENGINE	
Displacement	573 cc (35.0 cu-in) × 2 rotors
Compression ratio	9.4 : 1
Compression pressure	
Limit	600 kpa (85 lb/in ²)
	at 250 rpm
Max. permissible difference	150 kpa (21 lb/in ²)
between chambers Port timing	
Intake opens	32° ATDC
Intake closes	40° ABDC
Exhaust opens	75° BBDC
Exhaust close	38° ATDC
Side housings (Front, inter-	
mediate and rear housings)	
Width standard	
Front	40 mm (1.575 in)
Intermediate	50 mm (1.969 in)
Rear Limit of distortion	60 mm (2.362 in)
Limit of distortion Limit of wear	0.40 mm (0.0016 in)
Sliding surface	0.10 mm (0.0039 in)
Rotor housing	
Width	70 mm (2.7559 in)
Max. permissible difference	0.06 mm (0.0024 in)
in width	
Rotor	
Width	69.8 mm (2.748 in)
Clearance of side housing	
and rotor (^R) Standard	$0.12 \sim 0.19 \text{ mm}$
Standard	$(0.0047 \sim 0.0075 \text{ in})$
Limit	0.10 mm (0.004 in)
Apex seal	
Length	69.8 mm (2.748 in)
Width	3.0 mm (0.1181 in)
Height	
Standard	8.5 mm (0.3347 in)
Limit Clearance of apex seal	7.0 mm (0.2756 in)
and rotor groove (ΔG)	
Standard	$0.05 \sim 0.09 \text{ mm}$
	$(0.0020 \sim 0.0035 \text{ in})$
Limit	0.15 mm (0.0059 in)
Apex seal spring	· · · · · · · · · · · · · · · · · · ·
Free height	
Standard	6.9 mm (0.2717 in) or more
Limit Side seal	5.5 mm (0.2165 in)
Thickness	1.0 mm (0.0394 in)
Height	3.5 mm (0.1378 in)
Clearance of side seal	
and rotor groove (△W)	
Standard	0.03 ~ 0.08 mm
•••	$(0.0012 \sim 0.0031 \text{ in})$
Limit	0.10 mm (0.0039 in)
Clearance of side seal and corner seal (ΔE)	Ð
Standard	0.05 ~ 0.15 mm
	$(0.0020 \sim 0.0059 \text{ in})$
Limit	0.40 mm (0.0157 in)
Side seal protrusion	More than 0.5 mm (0.0197 in)
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5.6 mm (0.2205 in)

11.0 mm

7.0 mm

Less than 0.5 mm (0.020 in)

More than 0.5 mm (0.020 in)

(0.4331 in)

(0.2756 in)

 $0.04 \sim 0.08 \text{ mm}$

 $0.04 \sim 0.08 \text{ mm}$

0.10 mm (0.0039 in)

0.10 mm (0.0039 in)

15.0 mm (0.5906 in)

(1.6929 in)

(2.9134 in) 0.06 mm (0.0024 in)

 $0.04 \sim 0.07 \text{ mm}$

0.09 mm (0.0035 in)

 $15 \pm 2 \text{ mm} (0.59 \pm 0.08 \text{ in})$

 $12 \pm 1 \text{ mm} (0.47 \pm 0.04 \text{ in})$

43 mm

74 mm

More than 0.5 mm (0.020 in)

 $(0.0016 \sim 0.0031 \text{ in})$

 $(0.0016 \sim 0.0031 \text{ in})$

(0.0016~0.0028 in)

Height

Oil seal

Corner seal protrusion Main bearing clearance Standard

Wear limit Rotor bearing clearance Standard

Wear limit Eccentric shaft Eccentricity of rotor journal Main journal diameter

Rotor journal diameter

Max. permissible run-out End play Standard

Limit Alternator belt tension (slack) (Between alternator and) eccentric shaft pulley Belt deflection Air pump belt tension (slack) (Between air pump and water pump pulley Belt deflection

LUBRICATING SYSTEM

Oil pump Type Rotor Feeding capacity at 1,000 7.0 liters/min. (7.4 U.S. quarts/min.) 6.2 Imp. quarts/min.) rpm of engine Oil pump driven by Chain and sprocket Limit of chain slack 12 mm (0.47 in) Outer rotor and body Clearance Standard $0.20 \sim 0.25 \text{ mm}$ $(0.0079 \sim 0.0098 \text{ in})$ Wear limit 0.30 mm (0.0118 in) Clearance between rotor lobes Standard $0.01 \sim 0.09 \text{ mm}$ $(0.0004 \sim 0.0035 \text{ in})$ Wear limit 0.15 mm (0.0059 in) Rotor end float Standard 0.03 ~ 0.13 mm (0.0012~0.0051 in) Wear limit 0.15 mm (0.0059 in) Oil pressure at 3,000 rpm 450 ~ 550 kpa $(64 \sim 78 \text{ lb/in}^2)$ of engine

Oil pressure at idle speed	90 ~ 270 kpa (12.8 ~ 38.4 lb/in ²)	Cooling capacity With heater	9.5 liters (10 U	.S. quarts \
of engine Pressure regulator valve	(12.0 - 50.4 10/11-)			mp. quarts)
		Without heater	8.5 liters (9.0 L	
(Rear housing) Operating pressure	500 kpa (71.1 lb/in ²)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7.5 1	mp. quarts
Operating pressure	at 3,000 rpm of engine			•
Free length of spring	46.4 mm (1.8267 in)			
Pressure control valve				
(Front cover)		FUEL SYSTEM		
Operating pressure	800 kpa (114 lb/in ²)			
Free length of spring	69.6 mm (2.74 in)	Fuel tank capacity	63 liters (16.4	
By-pass valve (Oil cooler)			13.9	Imp. gal ⁾
Opening pressure	300 kpa at 60°C	Fuel pump		
	(42.7 lb/in ² at 140°F)	Туре	Motor	
Oil filter		Fuel pressure	20 ~ 25 kpa	
Туре	Full flow, cartridge			3.55 lb/in ²)
Relief valve opens at	80 ~ 120 kpa	Feeding capacity	More than 1,40	
	$(11 \sim 17 \text{ lb/in}^2)$. quarts/min.
Oil metering pump				p. quarts/min.
Feeding capacity of	$2.0 \sim 2.4 \text{ cc/6 min.}$	Fuel filter	Cartridge, pape	r element
2,000 rpm of engine	$(0.068 \sim 0.081 \text{ U.S. oz/6 min.})$	Carburetor		
Lubricant		Туре	Down draft, 2 s	stage 4 Darrel
Classification	A.P.I. Service SD, SE or SF	Throat diameter		
Above $-10^{\circ}C(15^{\circ}F)$	SAE 20W-40 or 20W-50	Primary	28 mm (1.10 in	•
–25°C ~ 30°C	SAE 10W-30	Secondary	34 mm (1.34 ir	1)
(−13°F ~86°F)		Venturi diameter		
Above $-25^{\circ}C(-13^{\circ}F)$	SAE 10W-40 or 10W-50	Primary	20 X 13 X 6.5	
Below $-20^{\circ}C(-4^{\circ}F)$	SAE 5W-20		,	0.51 X 0.26 in)
Below 0°C (32°F)	SAE 5W-30	Secondary	28 X 10 mm (1	10 x 0.39 in)
Oil capacity				r
Full capacity	4.6 liters (4.9 U.S. quarts)		Manual	Automatic
	4.0 Imp. quarts)		transmission	transmission
Oil pan capacity	4.2 liters (4.4 U.S. quarts)	Main jet	 # 92	# 91
	3.7 Imp. quarts	Primary	# 92 # 160	# 91 # 160
		Secondary	# 100	# 160
		Main air bleed		
		Deline entre	# 70	4 60
		Primary Secondary	# 70 # 140	# 60 # 140
· ·· · ·· · ··		Secondary	# 70 # 140	# 60 # 140
		Secondary Slow jet	# 140	
COOLING SYSTEM		Secondary Slow jet Primary.	# 140 # 46	# 140
		Secondary Slow jet Primary. Secondary	# 140	# 140 # 46
Water pump	Centrifugal impeller	Secondary Slow jet Primary.	# 140 # 46	# 140 # 46
Water pump Type	Centrifugal impeller 150 ~ 160 liters/min	Secondary Slow jet Primary. Secondary Slow air bleed	# 140 # 46 # 110	# 140 # 46 # 110
Water pump Type Feeding capacity at	150 ~ 160 liters/min	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1	# 140 # 46 # 110 # 70	# 140 # 46 # 110 # 70 # 160 # 160
Water pump Type	$150 \sim 160$ liters/min (39.6 ~ 42.3 U.S. gal/min.)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2	# 140 # 46 # 110 # 70 # 180	# 140 # 46 # 110 # 70 # 160
Water pump Type Feeding capacity at 6,500 rpm of engine	150 ~ 160 liters/min	Secondary Slow jet Primary, Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1	# 140 # 46 # 110 # 70 # 180 # 160 # 60	# 140 # 46 # 110 # 70 # 160 # 160 # 60
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by	$ \begin{array}{c} 150 \sim 160 \text{ liters/min} \\ (39.6 \sim 42.3 \text{ U.S. gal/min.} \\ (33.0 \sim 35.2 \text{ Imp. gal/min.}) \end{array} $	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2	# 140 # 46 # 110 # 70 # 180 # 160 # 60	# 140 # 46 # 110 # 70 # 160 # 160 # 60
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric	150~160 liters/min (39.6~42.3 U.S. gal/min.) (33.0~35.2 Imp. gal/min.) "V" belt	Secondary Slow jet Primary, Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet	# 140 # 46 # 110 # 70 # 180 # 160 # 60	# 140 # 46 # 110 # 70 # 160 # 160 # 60
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump	150~160 liters/min (39.6~42.3 U.S. gal/min.) (33.0~35.2 Imp. gal/min.) "V" belt	Secondary Slow jet Primary, Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in)	# 140 # 46 # 110 # 70 # 160 # 160 # 60
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) (30. ~ 35.2 Imp. gal/min.) "V" belt 1:1.18	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump	150~160 liters/min (39.6~42.3 U.S. gal/min.) (33.0~35.2 Imp. gal/min.) "V" belt	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm	# 140 # 46 # 110 # 70 # 160 # 160 # 60
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment Clearance between primary throttle valve and bore when choke knob is fully pulled	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 ~ 16.0 ± 0.5 mm	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 / 16.0 ± 0.5 mm (0.63 ±	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm 10.5 \text{ mm})$	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet 82 ± 1.5°C (180 ± 2.7°F)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 / 16.0 ± 0.5 mm (0.63 ±	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet 82 ± 1.5°C (180 ± 2.7°F) 95°C (203°F)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm 51 \pm 0.5 \text{ mm})$ $(2.0 \pm 0.5 \text{ mm})$	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1: 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet 82 ± 1.5°C (180 ± 2.7°F) 95°C (203°F) 8 ~ 10 mm	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm 10.5 \text{ mm})$ $(2.0 \pm 0.5 \text{ mm})$	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet 82 ± 1.5°C (180 ± 2.7°F) 95°C (203°F)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm 51 \pm 0.5 \text{ mm})$ $(2.0 \pm 0.5 \text{ mm})$	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1: 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet $82 \pm 1.5^{\circ}C$ (180 $\pm 2.7^{\circ}F$) 95°C (203°F) 8 ~ 10 mm (0.3 ~ 0.4 in)	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission ("D" range)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 /) 16.0 ± 0.5 mm $(0.63 \pm 51 \pm 0.5 \text{ mm})$ (2.0 ± 0.000) 750 rpm 750 rpm	# 140 # 46 # 110 # 70 # 160 # 60 1.8 mm (0.0709 in) ~0.047 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at Lift	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1: 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet $82 \pm 1.5^{\circ}C$ (180 $\pm 2.7^{\circ}F$) $95^{\circ}C$ (203°F) $8 \sim 10 \text{ mm}$ (0.3 ~ 0.4 in) Corrugated fin, with	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm \text{ smm})$ $(2.0 \pm 0.750 \text{ rpm})$ 750 rpm Anti-freeze 90	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in) 0.020 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at Lift Radiator Type	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1: 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet $82 \pm 1.5^{\circ}C$ (180 $\pm 2.7^{\circ}F$) $95^{\circ}C$ (203°F) $8 \sim 10 \text{ mm}$ (0.3 ~ 0.4 in) Corrugated fin, with expansion tank	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission ("D" range)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 /) 16.0 ± 0.5 mm $(0.63 \pm \text{ 51} \pm 0.5 \text{ mm})$ $(2.0 \pm 0.750 \text{ rpm})$ 750 rpm	<pre># 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in) 0.020 in) %</pre>
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at Lift Radiator	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1 : 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet $82 \pm 1.5^{\circ}C$ (180 $\pm 2.7^{\circ}F$) 95°C (203°F) 8 ~ 10 mm (0.3 ~ 0.4 in) Corrugated fin, with expansion tank 90 ± 15 kpa	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission ("D" range)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm \text{ smm})$ $(2.0 \pm 0.750 \text{ rpm})$ 750 rpm Anti-freeze 90	# 140 # 46 # 110 # 70 # 160 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in) 0.020 in)
Water pump Type Feeding capacity at 6,500 rpm of engine Pump driven by Pulley ratio of eccentric shaft and pump Fan Fan diameter Number of fan blades Fan drive Standard revolution of fan Thermostat Type Starts to open Fully opens at Lift Radiator Type	150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) "V" belt 1: 1.18 410 mm (16.1 in) 7 Less than 800 rpm at 4,200 rpm of engine Wax pellet $82 \pm 1.5^{\circ}C$ (180 $\pm 2.7^{\circ}F$) $95^{\circ}C$ (203°F) $8 \sim 10 \text{ mm}$ (0.3 ~ 0.4 in) Corrugated fin, with expansion tank	Secondary Slow jet Primary. Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle ajustment (Clearance between primary) throttle valve and bore when choke knob is fully pulled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission ("D" range)	# 140 # 46 # 110 # 70 # 180 # 160 # 60 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 fm) 16.0 ± 0.5 mm $(0.63 \pm \text{ smm})$ $(2.0 \pm 0.750 \text{ rpm})$ 750 rpm Anti-freeze 90	# 140 # 46 # 110 # 70 # 160 # 60 1.8 mm (0.0709 in) ~ 0.047 in) 0.020 in)

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ELECTRICAL SYSTEM	······································	Ignition coil (Leading)		· · · · ·	
		Туре	LB-84 or FTC-3		
Battery		Primary resistance	$0.9 \pm 0.09 \Omega$ at 20°C (6		
Type California	60D30D	Ignition coil (Trailing)			
Except for California	50D20R	Type Brigger	LB-84 or FTC-	•	
Manual transmission	50D20B 65D22B	Primary resistance	0.9 ± 0.09 Ω at	t 20°C (68°F)	
Automatic transmission	50D20R, 65D23R 65D23R				
Capacity (20hours Rate)	55 amp. 65D23R				
	50 amp. 50D20R		Manual	Automatic	
Voltage	12 Volt		transmission	transmission	
Terminal ground	Negative				
Specific gravity at 20°C	-	Starting motor			
(68°F)	50D20R, 65D23R	Capacity	1.2 KW	2.0 KW	
Fully charged	1.280	Lock test			
Recharged at	1.220	Voltage	5.0 volt	4.0 volt	
Distributor		Current	Less than	Less than	
Air gap	0.5 ~ 0.9 mm		420 amp.	1,100 amp.	
	$(0.020 \sim 0.035 \text{ in})$	Torque	9.6 N-m	31 N-m	
Centrifugal advance			(6.9 ft-lb)	(22.4 ft-lb)	
Leading	Starts:	Free running test			
	0° at 500 rpm	Voltage	11.5 volt	11.5 volt	
	Maximum:	Current	Less than	Less than	
70. 117	10° at 1,750 rpm		60 amp.	100 amp.	
Trailing	Starts:	Speed	More than	More than	
	0° at 500 rpm Maximum:	Number of broot of	6,500 rpm	3,500 rpm	
	10° at 1,750 rpm	Number of brushes Brush length	3	4	
Vacuum advance	10 at 1,750 rpm	Brush length	17 mm (0.67 in)	17 mm	
Leading	Starts:	Wear limit	11.5 mm	(0.67 in) 11.5 mm	
Toronia	0° at -100 mm-Hg	wear mint	(0.45 in)	(0.45 in)	
	Maximum:	Standard spring tension	$14 \sim 26N$	$14 \sim 26N$	
	4.5° at -190 mm-Hg	Stational Spring tonsion	$(49 \sim 92 \text{ oz})$	$(49 \sim 92 \text{ oz})$	
Trailing	Start:	Control switch	Solenoid	Solenoid	
Ū.	0° at -100 mm-Hg	Voltage required to close	Less than	Less than	
	Maximum:	solenoid contacts	8 volt	8 volt	
	15° at -400 mm-Hg	Undercutting mica	0.5 ~ 0.8 mm	$0.5 \sim 0.8 \text{ mm}$	
Condenser capacity	0.24 ∼0.30 µF	_	(0.020~	(0.020 ~	
Ignition timing			0.031 in)	0.031 in)	
Leading	0° ATDC	Clearance between	Less than	0 mm	
Trailing	20° ATDC	armature shaft and bush	0.2 mm		
Timing mark location	Eccentric shaft pulley		(0.008 in)	(0.008 in)	
Spark plug Type	NCK BRIEOIA DRECIA	Armature shaft end play	$0.1 \sim 0.5 \text{ mm}$	0.1 ~ 0.5 mm	
Туре	NGK: BR7EQ14, BR8EQ14 BR9EQ14	•	(0.004~	(0.004~	
	NIPPON DENSO	Clearance between	0.02 in) $0.5 \sim 2.0 \text{ mm}$	0.02 in)	
	W22EDR14	pinion and stop collar	$0.3 \sim 2.0 \text{ mm}$ (0.020 ~	$0.5 \sim 2.0 \text{ mm}$ (0.020 ~	
	W25EDR14	pinion and stop conar	(0.020~ 0.079 in)	$0.020 \approx 0.079 \text{ in}$	
	W27EDR14		0.017 mj	0.077 Ш	
Initial gap	$1.4 \pm 0.05 \text{ mm}$				
-	$(0.055 \pm 0.002 \text{ in})$				
Alternator					
Ground	Negative	1			
Rated output	12V 50A				
Number of poles	12				
Load test		CLUTCH			
Voltage	13.5V		<u> </u>		
Current	36 amp.	Clutch pedal			
Revolution	Less than 2,500 rpm	Free play (at pedal pad)	$0.6 \sim 3.1 \text{ mm}$		
Number of brushers Brush length	2 18 mm (0.71 in)			0.122 in)	
Wear limit	18 mm (0.71 in) 8 mm (0.31 in)	Engagement height (from floor)	More than 75 m	im (2.95 in)	
Brush spring pressure	$3.15 \sim 4.26 \text{ N} (11 \sim 15 \text{ oz})$	(1101111001)			
Pulley ratio of eccentric	1: 2.08				
shaft and alternator	1.2.00				

		AUTOMATIC TRANSM			
Master cylinder	15.87 mm (0.625 in)				
Bore Clearance between	13.87 mm (0.025 m)	Gear ratio			1
		Low		2,458	
piston and bore Standard	0.032~0.102 mm	Second		1,458	
Standard	$(0.0013 \sim 0.0040 \text{ in})$	Тор		1.000	
Limit	0.15 mm (0.006 in)	Reverse	Ì	2.181	
Release cylinder	0.15 1 (0.000	Fluid type		M2C33F (Typ	be F)
Bore	19.05 mm (0.750 in)	Fluid capacity		6.2 liters (6.0	6 U.S. quarts
Clearance between	1,	-		\$.:	5 Imp. quarts
piston and bore		Drive plate run-out			
Standard	$0.040 \sim 0.125 \text{ mm}$	Limit		0.5 mm (0.02	0 in)
Standard	$(0.0016 \sim 0.0049 \text{ in})$	Oil pump			
Limit	0.15 mm (0.006 in)	Side play of inner gear			
Clutch disc	0.10	and outer gear			
Thickness limit	7.0 mm (0.276 in)	Limit		0.08 mm (0.0	03 in)
Rivet depth limit	0.3 mm (0.012 in)	Clearance between outer			
Lateral run-out limit	1.0 mm (0.039 in)	gear and crescent			
Diaphragm		Limit		0.25 mm (0.0	10 in)
Finger out of alignment		Clearance between outer			
Limit	1.0 mm (0.039 in)	gear and housing			
Finger groove wear depth		Limit		0.25 mm (0.0	
Limit	1.0 mm (0.039 in)	Side clearance between o	oil	$0.04 \sim 0.16$ r	
Linut	1.0 mm (01007)	seal ring and groove on c	sil	(0.002	$\sim 0.006 \text{ in}$)
		pump cover			
		Front clutch			
		Thickness of drive plate			
		Limit		1.4 mm (0.05	i5 in)
		Total clearance measured	d	1.6 ∼ 1.8 mm	
MANUAL TRANSMISSIO	N	between retaining plate	1	(0.063	~ 0.071 in)
WANDAL TRANSMISSIO		and snap ring			
Gear ratio		End play of front clutch	1	0.5~0.8 mm	
First	3.674	drum		(0.020	$\sim 0.031 \text{ in}$
	2.217	Rear clutch			
Second Third	1.432	Thickness of drive plate			
Fourth	1.000	Limit		1.4 mm (0.0	
Reverse	3.542	Total clearance measured		0.8~1.5 mm	
Fifth	0.825	between retaining plate		(0.03)	l ∼0.059 in)
Oil capacity	2.0 liters (2.1 U.S. quarts)	and snap ring			
	(1.8 Imp. quarts.)	Low and reverse brake			
Main shaft		Thickness of friction pla	ate		
Man shart Max, permissible run-out	0.03 mm (0.0012 in)	Limit		1.8 mm (0.0	
Clearance between main		Total clearance measure		0.8~1.05 п	
shaft and gear (or bush)		between retaining plate		(0.03)	$1 \sim 0.041 \text{ in}$
Wear limit	0.15 mm (0.006 in)	and snap ring			
Reverse idle gear		Gear assembly			
Clearance between reverse		Total end play		0.25~0.50	
idle gear bush and shaft				(0.01)	0 ~ 0.020 in)
Wear limit	0.15 mm (0.006 in)	Planetary gear side play			
Shift fork and rod	, , ,	Limit		0.8 mm (0.0	31 in)
Clearance between shift		Engine stall speed			
fork and clutch sleeve		In break-in period		2,300~2,5	ou rpm
Wear limit	0.5 mm (0.020 in)	After break-in period		2,350~2,6	uo tpm
Clearance between shift			1		
rod gate and control lever		1			
Wear limit	0.8 mm (0.031 in)				
Synchronizer ring					
Clearance between			11.15	e diameter	Free length
synchronizer ring and side		1	WI	e diameter	1 100 tengun
of gear when fitted		Valve body spring	1 20	±0,03 mm	43.0 ± 1.0 mm
Standard	1.5 mm (0.059 in)	Pressure regulator valve		$\pm 0.03 \text{ mm}$ 7 ± 0.001 in)	$(1.69 \pm 0.039 \text{ in})$
Wear limit	0.8 mm (0.031 in)		•	$\pm 0.001 \text{ m}$ $\pm 0.015 \text{ mm}$	$32.0 \pm 2.0 \text{ mm}$
Lubricant		1st-2nd shift valve	0.33	÷ 0.015 mm	(1.260 ± 0.079 in)
Above -18°C (0°F)	A.P.I. Service GL-4 or GL-5			$\pm 0.0006 \text{ m}$ $\pm 0.015 \text{ mm}$	$(1.260 \pm 0.079 \text{ m})$ 41.0 ± 1.0 mm
	SAE90 or 80W-90	2nd-3rd shift valve		± 0.015 mm ± 0.0006 in)	
Below $-18^{\circ}C(0^{\circ}F)$	A.P.I. Service GL-4 or GL-5	1	(0.028	ο → 0.0000 m)	
1	SAE80 or 80W-90				
1					
4	1		_		· · · · · · · · · · · · · · · · · · ·

Pressure	: modifier valve	Wire dia 0.40 ± 0		Fee length 18.5 ± 1.0 mm	PROPELLER SHAFT		
Solenoid valve 2nd loci Throttle	e back-up valve d down shift k valve e relief valve check valve	(0.016 ± 0	.0004 in) 015 mm .0006 in) 015 mm .0006 in) 015 mm .0006 in) .03 mm).001 in) .01 mm	$(0.73 \pm 0.039 \text{ in})$ $36.0 \pm 1.0 \text{ mm}$ $(1.42 \pm 0.039 \text{ in})$ $21.9 \pm 1.0 \text{ mm}$ $(0.86 \pm 0.039 \text{ in})$ $33.5 \pm 1.0 \text{ mm}$ $(1.32 \pm 0.039 \text{ in})$ $26.8 \pm 1.0 \text{ mm}$ $(1.06 \pm 0.039 \text{ in})$ $15.5 \pm 2.0 \text{ mm}$ $(0.61 \pm 0.079 \text{ in})$	Max. permissible run-out Max. permissible unbalance at 4,000 rpm At front At rear Universal joint Journal swinging torque	0.4 mm (0.016 in) 15 cm-gr (0.21 in-oz) 15 cm-gr (0.21 in-oz) 0.3 ~ 0.8 N-m (2.6 ~ 6.9 in-lb)	
Shift spe	ed						
	ttle condition			mmh	REAR AXLE		
(Mai				mph	Reduction ratio	3.933	
V !-1-	davur		$\rightarrow D_2$	31~44	Backlash of ring gear and pinion	$0.09 \sim 0.11 \text{ mm}$ (0.0035 ~ 0.0043 in)	
(0	-down ~100 mm-Hg	<u>۱ </u>	$a \rightarrow D3$	57~74	Pinion bearing preload	$0.9 \sim 1.4$ N-m	
(0	~ 3.94 in-Hg		$\rightarrow D_2$	49~63	(Without pinion oil seal) Differential side bearing	$(7.8 \sim 12.2 \text{ in-lb})$	
		Da	$r \rightarrow D_1$	20~30	preload (Without pinion)	$0.6 \sim 2.1$ N-m (5.2 ~ 18.2 in-lb)	
	throttle	Dı	\rightarrow D ₂	7~19	Backlash of side gear and	$0 \sim 0.1 \text{ mm} (0 \sim 0.004 \text{ in})$	
$\binom{2}{7}$	00 ± 10 mm-Hg .87 ± 0.39 in-H	s)	\rightarrow D ₃	18~39	pinion gear Rear wheel bearing end play	$0 \sim 0.1 \text{ mm} (0 \sim 0.004 \text{ in})$	
	closed throttle				Lubricant	$0 \sim 0.1 \text{ mm} (0 \sim 0.004 \text{ m})$	
			$\rightarrow D_1$	6~12	Above $-18^{\circ}C(0^{\circ}F)$	A.P.I. Service GL-5 GL-6	
Manı	ual 1	12	$\rightarrow 1_1$	24~32	Below -18°C (0°F)	SAE90 A.P.I. Service GL-5 GL-6 SAE80	
Governo	r pressure				Oil capacity	1.2 liters (1.3 U.S. quarts 1.1 Imp. quarts)	
Driving speed	Output sha speed	ft	Governo	or pressure	"L" (Case spread) 185.428 ~ 185.500 n (7.3004 ~ 7.3)		
mph	rpm		kpa	lb/in ²	LIMITED SLIP DIFFERE		
20	1,190~1,0	70 8	0~130	11~18	· · · · · · · · · · · · · · · · · · ·		
35	1.940 ~ 2,1	00 16	0~230	23~33	Reduction ratio Backlash of ring gear	3.933 0.09 ∼ 0.11 mm	
		00 34	0~450	48~64	and pinion	$(0.0035 \sim 0.0043 \text{ in})$	
55	3,100~3,3				Pinion bearing preload	0.9 ~ 1.4 N-m	
55	3,100~3,3						
55	<u>3,100 ~ 3,3</u>				(Without pinion oil seal) Differential side bearing	$(7.8 \sim 12.2 \text{ in-lb})$ 0.6 $\sim 2.1 \text{ N-m}$	
	<u> </u>				Differential side bearing preload (Without pinion)	$(7.8 \sim 12.2 \text{ in-lb})$ 0.6 $\sim 2.1 \text{ N-m}$ (5.2 $\sim 18.2 \text{ in-lb})$	
55 Line pres	sure	idline	F		Differential side bearing	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90	
Line pres	<u> </u>		1	ngine stall condition	Differential side bearing preload (Without pinion)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For	
Line pres	sure Engine		1	-	Differential side bearing preload (Without pinion)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials) 1.6 liters (1.7 U.S. quarts)	
Line pres Manual	sure Engine condit	ion	<u>،</u>	condition [b/in ²	Differential side bearing preload (Without pinion) Lubricant	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials)	
Line pres Manual range	Engine condit kpa	lion Ib/in ²	kpa	Ib/in ² 900 228 ~ 270	Differential side bearing preload (Without pinion) Lubricant Oil capacity	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials) 1.6 liters (1.7 U.S. quarts) 1.4 Imp. quarts)	
ine pres Manual range R	Engine condit kpa 400 ~ 700	tion b/in^2 $57 \sim 100$ $43 \sim 57$	kpa 1600 ~ 1	Ib/in ² 900 228 ~ 270 100 128 ~ 156	Differential side bearing preload (Without pinion) Lubricant Oil capacity "L" (Case spread)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials) 1.6 liters (1.7 U.S. quarts) 1.4 Imp. quarts) 185.428 ~ 185.500 mm	
Line pres Manual range R D	Engine condit kpa 400 ~ 700 300 ~ 400	tion $1b/in^2$ $57 \sim 100$ $43 \sim 57$ $114 \sim 171$	kpa 1600 ~ 1 900 ~ 1 800 ~ 1	Ib/in ² 900 228 ~ 270 100 128 ~ 156 200 114 ~ 171	Differential side bearing preload (Without pinion) Lubricant Oil capacity	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials) 1.6 liters (1.7 U.S. quarts) 1.4 Imp. quarts) 185.428 ~ 185.500 mm	
Line pres Manual range R D 2	Engine condit kpa 400 ~ 700 300 ~ 400 800 ~ 1200	tion b/in^2 $57 \sim 100$ $43 \sim 57$	kpa 1600 ~ 1 900 ~ 1	Ib/in ² 900 228 ~ 270 100 128 ~ 156 200 114 ~ 171	Differential side bearing preload (Without pinion) Lubricant Oil capacity "L" (Case spread)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb) A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials) 1.6 liters (1.7 U.S. quarts) 1.4 Imp. quarts) 185.428 ~ 185.500 mm	

Backlash between rack and	Adjust to 0 mm	Caliper cylinder bore	50.80 mm (2.0 in)
sector gear	August to o min	Rear disc brake	
Worm bearing preload		Thickness of brake disc	
Without sector shaft and	0.2~0.5 N-m	Standard	10 mm (0.3937 in)
column bush	$(0.44 \sim 1.1 \text{ in-lb})$	Limit	9 mm (0.3543 in)
With sector shaft and	0.6~1.2 N-m	Max, allowable lateral	
column bush	$(1.32 \sim 2.65 \text{ in-lb})$	run-out of brake disc	0.1 mm (0.0039 in)
Clearance between sector shaft		Thickness of lining	
and housing bush		Standard	6 mm (0.2362 in)
Wear limit	0.1 mm (0.004 in)	Thickness limit	1 mm (0.039 in)
End clearance of adjusting	$0 \sim 0.1 \text{ mm}$	Caliper cylinder bore	34.93 mm (1.3752 in)
screw and sector shaft	$(0 \sim 0.004 \text{ in})$	Rear drum brake	
Lubricant	A.P.I. Service GL-4 SAE 90	Drum diameter	
Oil capacity	290 cc (0.31 U.S. quarts)	Standard	200 mm (7.8741 in)
02 00 000	0.26 Imp. quarts	Limit	201 mm (7.9135 in)
Max, Wheel angle on full lock		Thickness of lining	1
Wheel on inside of curve	39°40′ ± 2°	Standard	4.0 mm (0.1575 in)
Wheel on outside of curve	32°14' ± 2°	Thickness limit	1.0 mm (0.039 in)
Idler arm revolving torque	20~60 N/135 mm	Wheel cylinder bore	19.05 mm (0.750 in)
Tater min revening torque	(4.4~13.2 lb/5.315 in)	Clearance between piston	
Knuckle arm ball stud revolving		and bore	ì
torque		Standard	0.040 ~ 0.125 mm
Steering geometry			(0.0016 ~ 0.0049 in)
King-pin inclination	10°44'	Limit	0.15 mm (0.006 in)
Camber	1°00' ± 30'	Remaining pressure	50~100 kpa
Max, permissible differ-	±30'	Clearance between drum	$(7.1 \sim 14.2 \text{ lb/in}^2)$
ence in camber between		and lining	0.1 ~ 0.15 mm
sides		-	(0.004 ~ 0.006 in)
Camber offset	38 mm (1.50 in)	Parking brake	
Caster	Right-hand side 4°10' ±30'	Lever travel	$6 \sim 8$ notches at 100N (22 lb)
Custor	Left-hand side 3°40' ± 30'		
Max, premissible differ-	± 30'		
ence in caster between		3	
sides			
Caster trail	20 mm (0.79 ihn)		
Toe-in	$0 \sim 6 \text{ mm} (0 \sim 0.24 \text{ in})$	WHEEL AND TIRES	
		Wheel disc	
			$15 - 1 \times 13$ WDC
		Front	5-J x 13 WDC 5%-JJ x 13 WDC (Aluminum)
			5½-JJ x 13 WDC (Aluminum)
BRAKES		Front Rear	5½–JJ x 13 WDC (Aluminum) 5–J x 13 WDC
		Rear	5½-JJ x 13 WDC (Aluminum)
Brake pedal free travel	7.0 mm	Rear Temporary spare tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum)
Brake pedal free travel Before power brake	$7 \sim 9 \text{ mm}$	Rear Temporary spare tire Run-out limit	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15
Brake pedal free travel	7~9 mm (0.28~0.35 in)	Rear Temporary spare tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum)
Brake pedal free travel Before power brake piston operates	(0.28 ~ 0.35 in)	Réar Temporary spare tire Run-out limit Radial	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in)
Brake pedal free travel Before power brake piston operates Brake pedal height		Rear Temporary spare tire Run-out limit Radial	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor)	(0.28 ~ 0.35 in)	Réar Temporary spare tire Run-out limit Radial	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in)	Rear Temporary spare tire Run-out limit Radial	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore	(0.28 ~ 0.35 in)	Rear Temporary spare tire Run-out limit Radial Lateral	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in)	Rear Temporary spare tire Run-out limit Radial Lateral	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm	Rear Temporary spare tire Run-out limit Radial Lateral Tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard	$(0.28 \sim 0.35 \text{ in})$ 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 0.1 ~ 0.3 mm	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13 17135/70 D 15
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 0.1 ~ 0.3 mm	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165 HR 13 185/70 HR 13 165 HR 13 17135/70 D 15 190 kpa (27 psi)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 0.1 ~ 0.3 mm (0.004 ~ 0.020 in)	Réar Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13 17135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 0.1 ~ 0.3 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13 17135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in) $0.1 \sim 0.3 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ 18 mm (0.7087 in) 17 mm (0.6693 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire Rear Temporary spare tire Rear	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165HR 13 185/70 HR 13 165 HR 13 17135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 2.5 mm (0.098 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral	(0.28 ~ 0.35 in) 190 ~ 195 mm (7.48 ~ 7.68 in) 20.64 mm (0.813 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 0.1 ~ 0.3 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire Run-out limit (with wheel disc)	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165 HR 13 185/70 HR 13 165 HR 13 1135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 420 kpa (60 psi) 2.5 mm (0.098 in) 3.0 mm (0.118 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in) $0.1 \sim 0.3 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ 18 mm (0.7087 in) 17 mm (0.6693 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire Run-out limit (with wheel disc) Radial Lateral Front wheel bearing	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165 HR 13 185/70 HR 13 165 HR 13 1135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 420 kpa (60 psi) 2.5 mm (0.098 in) 3.0 mm (0.118 in) 4.5 ~ 6.5 N
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in) $0.1 \sim 0.3 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ 18 mm (0.7087 in) 17 mm (0.6693 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire Run-out limit (with wheel disc) Radial Lateral	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165 HR 13 185/70 HR 13 165 HR 13 1135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 420 kpa (60 psi) 2.5 mm (0.098 in) 3.0 mm (0.118 in)
Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc	$(0.28 \sim 0.35 \text{ in})$ $190 \sim 195 \text{ mm} (7.48 \sim 7.68 \text{ in})$ 20.64 mm (0.813 in) $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ 0.15 mm (0.006 in) $0.1 \sim 0.3 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ 18 mm (0.7087 in) 17 mm (0.6693 in) 0.1 mm (0.0039 in)	Rear Temporary spare tire Run-out limit Radial Lateral Tire Front Rear Temporary spare tire Inflation pressure Front Rear Temporary spare tire Run-out limit (with wheel disc) Radial Lateral Front wheel bearing	5½-JJ x 13 WDC (Aluminum) 5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum) 4-T x 15 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum 185/70 HR 13 165 HR 13 185/70 HR 13 165 HR 13 1135/70 D 15 190 kpa (27 psi) 190 kpa (27 psi) 190 kpa (27 psi) 420 kpa (60 psi) 2.5 mm (0.098 in) 3.0 mm (0.118 in) 4.5 ~ 6.5 N

SUSPENSION			TIGHTENING TORQUE			
Front coil spring Spring constant	2.16 ± 0.15 kg	/mm		N-m	ft-lb	
Free length	2.10 - 0.15 Kg	/ 11413	Shift rod end	0.10		
Standard left	334.5 mm (13.17 in)		Main shaft lock nut	$8 \sim 12$ 130 ~ 210	6~9	
Right	325 mm (12.80 in)		Top switch	$130 \sim 210$ 25 ~ 35	94~152 18~25	
Front shock absorber		·,	Overdrive switch	$25 \sim 35$ $25 \sim 35$	$16 \sim 23$ $18 \sim 25$	
Fluid capacity	225 + 5 - 0 cc		Back-up light switch	$25 \sim 35$ $25 \sim 35$	$16 \sim 25$ $18 \sim 25$	
		0.05		8~11	6~8	
	(0.23	0.05 U.S. quarts)	Species and Sear	0~11	0~0	
Rear coil spring			Automatic transmission			
Spring constant	1.8 ± 0.13 kg/mm		Drive plate to converter	42~63	30~46	
Free length			weight	••		
Standard	•		Drive plate to torque	35~50	25~36	
			converter			
			Converter housing to engine	32~47	23~34	
			Converter housing to	45~55	33~40	
			transmission case			
DIMENSION			Extension housing to	$20 \sim 25$	14~18	
	1		transmission case		-	
Overall length	4,285 mm (16	9 in)	Oil pan	5 ~ 7	36~51	
Overall width			Piston stem (when adjust-	$12 \sim 15$	9~11	
(Without side protector)	1,650 mm (65	-	ing band barke)			
(With side portector)	1,675 mm (66		Piston stem lock nut	$15 \sim 40$	11~29	
Overall height Distance between wheel	1,260 mm (50	in)	Servo piston retainer	10~15	7~11	
center and fender line			Servo cover	5~7	3.6~5.1	
Front	264 + 20	14 2 + 0 0 ->>	One-way clutch inner race	13~18	9~13	
Rear	$364 \pm 20 \text{ mm}$ (Control valve body to	5.5~7.5	4.0~5.4	
Wheel base	358 ± 20 mm (2,420 mm (95		transmission case			
Tread	2,720 mm (93		Lower valve body to	2.5~3.5	1.8~2.5	
Front	1,420 mm (56	(ai	upper valve body Side plate to control	2.5~3.5	10 00	
Rear	1,420 mm (55 in)		valve body	2.3~3.3	1.8~2.5	
Minimum road clearance	160 mm (6 in)		Reamer bolt of control	5~7	3.6~5.1	
Minimum turning radius	4.8 m (15 ft 9 in)		valve body	0.01	5.0~5.1	
Seating capacity	2	-	Oil strainer	3~4	2.2~2.9	
]		Governor valve body to	5~7	3.6~5.1	
	1		oil distributor	-		
			Oil pump cover	6~8	4.3~5.8	
TIOUTPOUL	A TOPOLIC		Inhibitor switch	5 ~ 7	3.6~5.1	
IIGHTENIN	G TORQUE		Manual shaft lock nut	30~40	22~29	
	N		Oil cooler pipe set bolt	$16 \sim 24$	12~17	
	N-m	ft-lb	Oil pressure test plug	5~10	3.6~7.2	
Engine			Actuator for parking	$8 \sim 11$	5.8~8.0	
Oil pump sprocket	32~47	23~34	rod to extension housing			
Oil pan	$32 \sim 47$ $8 \sim 11$	$23 \sim 34$ $6 \sim 8$	Propeller shaft			
Inlet manifold	$19 \sim 26$	6~8 14~19	Yoke to rear axle	35~38	35 35	
Exhaust manifold	32~47	$14 \sim 19$ 23 ~ 34	companion flange	>> ~ >8	25~27	
Spark plugs	13~18	$23 \sim 34$ 9~11	companion itsuge			
Eccentric shaft pulley	100~120	72~87	Rear axle			
Temperature gauge unit	7~8	5~6	Ring gear	70~85	51~61	
Tension bolts	32~38	23~27	Differential side bearing	$70 \sim 83$ 38 ~ 53	$31 \sim 61$ 27 ~ 38	
Water temperature switch	35~45	25~33	Caps	JU ~ JJ	£1~30	
			Companion flange to pinion	13~18	94~130	
Clutch	1					
Flywheel	400~500	289~362	Steering			
Clutch cover	18~27	13~20	Steering wheel nut	40~50	29~36	
		1	Steering gear housing to	44~55	32~40	
Transmission			frame			
Plug for interlock pin hole	10~15	7~11	Pitman arm to sector shaft	$150 \sim 180$	$108 \sim 130$	
Control lever to control	8~12	6~9	Idler arm bracket to frame	44~55	32~40	
rod end			Idler arm to center link	25 ~ 35	18~25	
Shift fork set bolts	12~16	9~12	Pitman arm to center link	30~45	22 ~ 33	
		1	Tie-rod to center link	30~45	22~33	

TIGHTENING TORQUE							
	N-m	ft-lb		N-m	ft-lb		
Tie-rod to knuckle arm	30~45	22~33	Front stabilizer support	38~47	27 ~ 34		
Tie-rod lock nut	70~80	51~58	plate				
Steering gear box end	$230 \sim 260$	$166 \sim 188$	Shock absorber to axle	65~82	47~59		
cover lock nut			housing				
			Upper link to axle housing	$77 \sim 105$	56~76		
Brake			Upper link to frame	77 ~ 105	56~76		
Master cylinder union bolt	10~16	7~12	Lower link to axle housing	77 ~ 105	56~76		
Master cylinder outlet plug	$60 \sim 70$	43~50	Lower link to frame	$77 \sim 105$	56~76		
Brake tube union nut	13~22	9~16	Shock absorber upper	13~25	9~18		
Flexible hose union	25~35	18~25	Watt link bracket	77~105	56~76		
Wheel cylinder union bolt	$7 \sim 10$	5~7	Watt link to axle housing	65~82	47~59		
			Watt link to bracket	65~82	47~59		
Wheels			Rear stabilizer support	32~47	23~34		
Wheel bolts	90~120	65~87	plate				
111001 0010			Stabilizer lock nut	$10 \sim 16$	7~12		
Suspension					1		
Suspension arm to cross	40~55	29~40	Unless otherwise specified				
member			6Т	.	5~7		
Knuckle arm to shock	64~95	46~69	6 mm bolt/nut	7~10	$3 \sim 7$ 12 ~ 17		
absorber			8 mm bolt/nut	16~23	$12 \sim 17$ 23 ~ 34		
Suspension arm ball joint	60~80	43~58	10 mm bolt/nut	32~47	$23 \sim 34$ $41 \sim 59$		
to knuckle arm			12 mm bolt/nut	56~82	$41 \sim 39$ 56 ~ 76		
Front shock absorber			14 mm bolt/nut	$77 \sim 105$	30~10		
Piston rod to mounting	65~82	47~59	8T		6~9		
block			6 mm bolt/nut	8~12	$13 \sim 20$		
Seal cap nut	50~60	36~43	8 mm bolt/nut	18~27	$13 \sim 20$ 27 ~ 40		
Tension rod to lower	55~69	40~50	10 mm bolt/nut	37~55	$27 \sim 40$ $46 \sim 69$		
suspension arm			12 mm bolt/nut	64~95	$40 \sim 09$ 75 ~ 10		
Tension rod to bracket	110~150	$80 \sim 108$	14 mm bolt/nut	104~140	/3~10		
Tension rod bracket to	76~107	55~77	/		1		
fram					4		
Stabilizer bar to suspension	12~18	9~13		1			
lower arm							