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TECHNICAL DATA

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<p>Oil pressure at idle speed of engine Pressure regulator valve (Rear housing) Operating pressure Free length of spring Pressure control valve (Front cover) Operating pressure Free length of spring By-pass valve (Oil cooler) Opening pressure Oil filter Type Relief valve opens at Oil metering pump Feeding capacity of 2,000 rpm of engine Lubricant Classification Above -10°C (15°F) -25°C ~ 30°C (-13°F ~ 86°F) Above -25°C (-13°F) Below -20°C (-4°F) Below 0°C (32°F) Oil capacity Full capacity Oil pan capacity</p>	<p>90 ~ 270 kpa (12.8 ~ 38.4 lb/in²) 500 kpa (71.1 lb/in²) at 3,000 rpm of engine 46.4 mm (1.8267 in) 800 kpa (114 lb/in²) 69.6 mm (2.74 in) 300 kpa at 60°C (42.7 lb/in² at 140°F) Full flow, cartridge 80 ~ 120 kpa (11 ~ 17 lb/in²) 2.0 ~ 2.4 cc/6 min. (0.068 ~ 0.081 U.S. oz/6 min.) A.P.I. Service SD, SE or SF SAE 20W-40 or 20W-50 SAE 10W-30 SAE 10W-40 or 10W-50 SAE 5W-20 SAE 5W-30 4.6 liters (4.9 U.S. quarts) (4.0 Imp. quarts) 4.2 liters (4.4 U.S. quarts) (3.7 Imp. quarts)</p>	<p>Cooling capacity With heater Without heater</p>	<p>9.5 liters (10 U.S. quarts) (8.4 Imp. quarts) 8.5 liters (9.0 U.S. quarts) (7.5 Imp. quarts)</p>																						
FUEL SYSTEM																									
		<p>Fuel tank capacity Fuel pump Type Fuel pressure Feeding capacity Fuel filter Carburetor Type Throat diameter Primary Secondary Venturi diameter Primary Secondary</p>	<p>63 liters (16.4 U.S. gal) (13.9 Imp. gal) Motor 20 ~ 25 kpa (2.84 ~ 3.55 lb/in²) More than 1,400 cc/min. (1.48 U.S. quarts/min.) (1.23 Imp. quarts/min.) Cartridge, paper element Down draft, 2 stage 4 barrel 28 mm (1.10 in) 34 mm (1.34 in) 20 × 13 × 6.5 mm (0.79 × 0.51 × 0.26 in) 28 × 10 mm (1.10 × 0.39 in)</p>																						
		<p>Main jet Primary Secondary Main air bleed Primary Secondary Slow jet Primary Secondary Slow air bleed Primary No. 1 No. 2 Secondary No. 1 No. 2 Vacuum jet Primary Fast idle adjustment (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) Sub-zero starting assist fluid</p>	<table border="1"> <thead> <tr> <th>Manual transmission</th> <th>Automatic transmission</th> </tr> </thead> <tbody> <tr> <td># 92</td> <td># 91</td> </tr> <tr> <td># 160</td> <td># 160</td> </tr> <tr> <td># 70</td> <td># 60</td> </tr> <tr> <td># 140</td> <td># 140</td> </tr> <tr> <td># 46</td> <td># 46</td> </tr> <tr> <td># 110</td> <td># 110</td> </tr> <tr> <td># 70</td> <td># 70</td> </tr> <tr> <td># 180</td> <td># 160</td> </tr> <tr> <td># 160</td> <td># 160</td> </tr> <tr> <td># 60</td> <td># 60</td> </tr> </tbody> </table>	Manual transmission	Automatic transmission	# 92	# 91	# 160	# 160	# 70	# 60	# 140	# 140	# 46	# 46	# 110	# 110	# 70	# 70	# 180	# 160	# 160	# 160	# 60	# 60
Manual transmission	Automatic transmission																								
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# 180	# 160																								
# 160	# 160																								
# 60	# 60																								
COOLING SYSTEM																									
<p>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 Pressure cap opens at</p>	<p>Centrifugal impeller 150 ~ 160 liters/min (39.6 ~ 42.3 U.S. gal/min.) (33.0 ~ 35.2 Imp. 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 (0.3 ~ 0.4 in) Corrugated fin, with expansion tank 90 ± 15 kpa (13.0 ± 2 lb/in²)</p>		<p>1.8 mm (0.0709 in) 1.8 mm (0.0709 in) 1.0 ~ 1.2 mm (0.039 ~ 0.047 in) 16.0 ± 0.5 mm (0.63 ± 0.020 in) 51 ± 0.5 mm (2.0 ± 0.02 in) 750 rpm 750 rpm Anti-freeze 90% Water 10%</p>																						

ELECTRICAL SYSTEM		Ignition coil (Leading)																																					
Battery Type California Except for California Manual transmission Automatic transmission Capacity (20hours Rate) Voltage Terminal ground Specific gravity at 20°C (68°F) Fully charged Recharged at Distributor Air gap Centrifugal advance Leading Trailing Vacuum advance Leading Trailing Condenser capacity Ignition timing Leading Trailing Timing mark location Spark plug Type Initial gap Alternator Ground Rated output Number of poles Load test Voltage Current Revolution Number of brushers Brush length Wear limit Brush spring pressure Pulley ratio of eccentric shaft and alternator	50D20R 50D20R, 65D23R 65D23R 55 amp. 65D23R 50 amp. 50D20R 12 Volt Negative 50D20R, 65D23R 1.280 1.220 0.5 ~ 0.9 mm (0.020 ~ 0.035 in) Starts: 0° at 500 rpm Maximum: 10° at 1,750 rpm Starts: 0° at 500 rpm Maximum: 10° at 1,750 rpm Starts: 0° at -100 mm-Hg Maximum: 4.5° at -190 mm-Hg Start: 0° at -100 mm-Hg Maximum: 15° at -400 mm-Hg 0.24 ~ 0.30 μF 0° ATDC 20° ATDC Eccentric shaft pulley NGK: BR7EQ14, BR8EQ14 BR9EQ14 NIPPON DENSO W22EDR14 W25EDR14 W27EDR14 1.4 ± 0.05 mm (0.055 ± 0.002 in) Negative 12V 50A 12 13.5V 36 amp. Less than 2,500 rpm 2 18 mm (0.71 in) 8 mm (0.31 in) 3.15 ~ 4.26 N (11 ~ 15 oz) 1 : 2.08	Type Primary resistance Ignition coil (Trailing) Type Primary resistance Starting motor Capacity Lock test Voltage Current Torque Free running test Voltage Current Speed Number of brushes Brush length Wear limit Standard spring tension Control switch Voltage required to close solenoid contacts Undercutting mica Clearance between armature shaft and bush Armature shaft end play Clearance between pinion and stop collar	LB-84 or FTC-3 0.9 ± 0.09 Ω at 20°C (68°F) LB-84 or FTC-3 0.9 ± 0.09 Ω at 20°C (68°F) <table border="1"> <thead> <tr> <th>Manual transmission</th> <th>Automatic transmission</th> </tr> </thead> <tbody> <tr> <td>1.2 KW</td> <td>2.0 KW</td> </tr> <tr> <td>5.0 volt</td> <td>4.0 volt</td> </tr> <tr> <td>Less than 420 amp.</td> <td>Less than 1,100 amp.</td> </tr> <tr> <td>9.6 N-m (6.9 ft-lb)</td> <td>31 N-m (22.4 ft-lb)</td> </tr> <tr> <td>11.5 volt</td> <td>11.5 volt</td> </tr> <tr> <td>Less than 60 amp.</td> <td>Less than 100 amp.</td> </tr> <tr> <td>More than 6,500 rpm</td> <td>More than 3,500 rpm</td> </tr> <tr> <td>3</td> <td>4</td> </tr> <tr> <td>17 mm (0.67 in)</td> <td>17 mm (0.67 in)</td> </tr> <tr> <td>11.5 mm (0.45 in)</td> <td>11.5 mm (0.45 in)</td> </tr> <tr> <td>14 ~ 26N (49 ~ 92 oz)</td> <td>14 ~ 26N (49 ~ 92 oz)</td> </tr> <tr> <td>Solenoid</td> <td>Solenoid</td> </tr> <tr> <td>Less than 8 volt</td> <td>Less than 8 volt</td> </tr> <tr> <td>0.5 ~ 0.8 mm (0.020 ~ 0.031 in)</td> <td>0.5 ~ 0.8 mm (0.020 ~ 0.031 in)</td> </tr> <tr> <td>Less than 0.2 mm (0.008 in)</td> <td>0 mm (0.008 in)</td> </tr> <tr> <td>0.1 ~ 0.5 mm (0.004 ~ 0.02 in)</td> <td>0.1 ~ 0.5 mm (0.004 ~ 0.02 in)</td> </tr> <tr> <td>0.5 ~ 2.0 mm (0.020 ~ 0.079 in)</td> <td>0.5 ~ 2.0 mm (0.020 ~ 0.079 in)</td> </tr> </tbody> </table>	Manual transmission	Automatic transmission	1.2 KW	2.0 KW	5.0 volt	4.0 volt	Less than 420 amp.	Less than 1,100 amp.	9.6 N-m (6.9 ft-lb)	31 N-m (22.4 ft-lb)	11.5 volt	11.5 volt	Less than 60 amp.	Less than 100 amp.	More than 6,500 rpm	More than 3,500 rpm	3	4	17 mm (0.67 in)	17 mm (0.67 in)	11.5 mm (0.45 in)	11.5 mm (0.45 in)	14 ~ 26N (49 ~ 92 oz)	14 ~ 26N (49 ~ 92 oz)	Solenoid	Solenoid	Less than 8 volt	Less than 8 volt	0.5 ~ 0.8 mm (0.020 ~ 0.031 in)	0.5 ~ 0.8 mm (0.020 ~ 0.031 in)	Less than 0.2 mm (0.008 in)	0 mm (0.008 in)	0.1 ~ 0.5 mm (0.004 ~ 0.02 in)	0.1 ~ 0.5 mm (0.004 ~ 0.02 in)	0.5 ~ 2.0 mm (0.020 ~ 0.079 in)	0.5 ~ 2.0 mm (0.020 ~ 0.079 in)
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		CLUTCH																																					
		Clutch pedal Free play (at pedal pad) Engagement height (from floor)	0.6 ~ 3.1 mm (0.024 ~ 0.122 in) More than 75 mm (2.95 in)																																				

Master cylinder Bore Clearance between piston and bore Standard Limit Release cylinder Bore Clearance between piston and bore Standard Limit Clutch disc Thickness limit Rivet depth limit Lateral run-out limit Diaphragm Finger out of alignment Limit Finger groove wear depth Limit		15.87 mm (0.625 in) 0.032 ~ 0.102 mm (0.0013 ~ 0.0040 in) 0.15 mm (0.006 in) 19.05 mm (0.750 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 7.0 mm (0.276 in) 0.3 mm (0.012 in) 1.0 mm (0.039 in) 1.0 mm (0.039 in) 1.0 mm (0.039 in)		AUTOMATIC TRANSMISSION Gear ratio Low Second Top Reverse Fluid type Fluid capacity Drive plate run-out Limit Oil pump Side play of inner gear and outer gear Limit Clearance between outer gear and crescent Limit Clearance between outer gear and housing Limit Side clearance between oil seal ring and groove on oil pump cover Front clutch Thickness of drive plate Limit Total clearance measured between retaining plate and snap ring End play of front clutch drum Rear clutch Thickness of drive plate Limit Total clearance measured between retaining plate and snap ring Low and reverse brake Thickness of friction plate Limit Total clearance measured between retaining plate and snap ring Gear assembly Total end play Planetary gear side play Limit Engine stall speed In break-in period After break-in period			2.458 1.458 1.000 2.181 M2C33F (Type F) 6.2 liters (6.6 U.S. quarts) (5.5 Imp. quarts) 0.5 mm (0.020 in) 0.08 mm (0.003 in) 0.25 mm (0.010 in) 0.25 mm (0.010 in) 0.04 ~ 0.16 mm (0.002 ~ 0.006 in) 1.4 mm (0.055 in) 1.6 ~ 1.8 mm (0.063 ~ 0.071 in) 0.5 ~ 0.8 mm (0.020 ~ 0.031 in) 1.4 mm (0.055 in) 0.8 ~ 1.5 mm (0.031 ~ 0.059 in) 1.8 mm (0.071 in) 0.8 ~ 1.05 mm (0.031 ~ 0.041 in) 0.25 ~ 0.50 mm (0.010 ~ 0.020 in) 0.8 mm (0.031 in) 2,300 ~ 2,550 rpm 2,350 ~ 2,600 rpm				
MANUAL TRANSMISSION Gear ratio First Second Third Fourth Reverse Fifth Oil capacity Main shaft Max. permissible run-out Clearance between main shaft and gear (or bush) Wear limit Reverse idle gear Clearance between reverse idle gear bush and shaft Wear limit Shift fork and rod Clearance between shift fork and clutch sleeve Wear limit Clearance between shift rod gate and control lever Wear limit Synchronizer ring Clearance between synchronizer ring and side of gear when fitted Standard Wear limit Lubricant Above -18°C (0°F) Below -18°C (0°F)			3.674 2.217 1.432 1.000 3.542 0.825 2.0 liters (2.1 U.S. quarts) (1.8 Imp. quarts.) 0.03 mm (0.0012 in) 0.15 mm (0.006 in) 0.15 mm (0.006 in) 0.5 mm (0.020 in) 0.8 mm (0.031 in) 1.5 mm (0.059 in) 0.8 mm (0.031 in) A.P.I. Service GL-4 or GL-5 SAE90 or 80W-90 A.P.I. Service GL-4 or GL-5 SAE80 or 80W-90			Wire diameter Free length		Valve body spring Pressure regulator valve 1st-2nd shift valve 2nd-3rd shift valve		1.20 ± 0.03 mm (0.047 ± 0.001 in) 0.55 ± 0.015 mm (0.022 ± 0.0006 in) 0.70 ± 0.015 mm (0.028 ± 0.0006 in) 43.0 ± 1.0 mm (1.69 ± 0.039 in) 32.0 ± 2.0 mm (1.260 ± 0.079 in) 41.0 ± 1.0 mm (1.61 ± 0.039 in)	

	Wire diameter	Fee length
Pressure modifier valve	0.40 ± 0.01 mm (0.016 ± 0.0004 in)	18.5 ± 1.0 mm (0.73 ± 0.039 in)
Throttle back-up valve	0.80 ± 0.015 mm (0.031 ± 0.0006 in)	36.0 ± 1.0 mm (1.42 ± 0.039 in)
Solenoid down shift valve	0.55 ± 0.015 mm (0.022 ± 0.0006 in)	21.9 ± 1.0 mm (0.86 ± 0.039 in)
2nd lock valve	0.55 ± 0.015 mm (0.022 ± 0.0006 in)	33.5 ± 1.0 mm (1.32 ± 0.039 in)
Throttle relief valve	0.90 ± 0.03 mm (0.035 ± 0.001 in)	26.8 ± 1.0 mm (1.06 ± 0.039 in)
Orifice check valve	0.23 ± 0.01 mm (0.009 ± 0.0004 in)	15.5 ± 2.0 mm (0.61 ± 0.079 in)

PROPELLER SHAFT	
Max. permissible run-out	0.4 mm (0.016 in)
Max. permissible unbalance at 4,000 rpm	
At front	15 cm-gr (0.21 in-oz)
At rear	15 cm-gr (0.21 in-oz)
Universal joint	
Journal swinging torque	0.3 ~ 0.8 N-m (2.6 ~ 6.9 in-lb)

Shift speed

Throttle condition (Manifold vacuum)		mph
Kick-down (0 ~ 100 mm-Hg) (0 ~ 3.94 in-Hg)	D1 → D2	31 ~ 44
	D2 → D3	57 ~ 74
	D3 → D2	49 ~ 63
	D2 → D1	20 ~ 30
Half throttle (200 ± 10 mm-Hg) (7.87 ± 0.39 in-Hg)	D1 → D2	7 ~ 19
	D2 → D3	18 ~ 39
Fully closed throttle	D3 → D1	6 ~ 12
Manual 1	12 → 11	24 ~ 32

Governor pressure

Driving speed	Output shaft speed	Governor pressure	
		kpa	lb/in ²
mph	rpm		
20	1,190 ~ 1,070	80 ~ 130	11 ~ 18
35	1,940 ~ 2,100	160 ~ 230	23 ~ 33
55	3,100 ~ 3,300	340 ~ 450	48 ~ 64

Line pressure

Manual range	Engine idling condition		Engine stall condition	
	kpa	lb/in ²	kpa	lb/in ²
R	400 ~ 700	57 ~ 100	1600 ~ 1900	228 ~ 270
D	300 ~ 400	43 ~ 57	900 ~ 1100	128 ~ 156
2	800 ~ 1200	114 ~ 171	800 ~ 1200	114 ~ 171
1	300 ~ 400	43 ~ 57	900 ~ 1100	128 ~ 156

REAR AXLE	
Reduction ratio	3.933
Backlash of ring gear and pinion	0.09 ~ 0.11 mm (0.0035 ~ 0.0043 in)
Pinion bearing preload (Without pinion oil seal)	0.9 ~ 1.4 N-m (7.8 ~ 12.2 in-lb)
Differential side bearing preload (Without pinion)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb)
Backlash of side gear and pinion gear	0 ~ 0.1 mm (0 ~ 0.004 in)
Rear wheel bearing end play	0 ~ 0.1 mm (0 ~ 0.004 in)
Lubricant	
Above -18°C (0°F)	A.P.I. Service GL-5 GL-6 SAE90
Below -18°C (0°F)	A.P.I. Service GL-5 GL-6 SAE80
Oil capacity	1.2 liters (1.3 U.S. quarts) 1.1 Imp. quarts
"L" (Case spread)	185.428 ~ 185.500 mm (7.3004 ~ 7.3033 in)

LIMITED SLIP DIFFERENTIAL	
Reduction ratio	3.933
Backlash of ring gear and pinion	0.09 ~ 0.11 mm (0.0035 ~ 0.0043 in)
Pinion bearing preload (Without pinion oil seal)	0.9 ~ 1.4 N-m (7.8 ~ 12.2 in-lb)
Differential side bearing preload (Without pinion)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb)
Lubricant	A.P.I. Service GL-5 SAE90 (Special Lubricant For Limited Slip Differentials)
Oil capacity	1.6 liters (1.7 U.S. quarts) 1.4 Imp. quarts
"L" (Case spread)	185.428 ~ 185.500 mm (7.3004 ~ 7.3033 in)

STEERING	
Reduction ratio	17.0 ~ 20.0 : 1
Free play of steering wheel (Turning direction)	
Standard	5 ~ 20 mm (0.2 ~ 0.8 in)
Limit	40 mm (1.57 in)

<p>Backlash between rack and sector gear Worm bearing preload Without sector shaft and column bush With sector shaft and column bush Clearance between sector shaft and housing bush Wear limit End clearance of adjusting screw and sector shaft Lubricant Oil capacity Max. Wheel angle on full lock Wheel on inside of curve Wheel on outside of curve Idler arm revolving torque Knuckle arm ball stud revolving torque Steering geometry King-pin inclination Camber Max. permissible difference in camber between sides Camber offset Caster Max. permissible difference in caster between sides Caster trail Toe-in</p>	<p>Adjust to 0 mm 0.2 ~ 0.5 N-m (0.44 ~ 1.1 in-lb) 0.6 ~ 1.2 N-m (1.32 ~ 2.65 in-lb) 0.1 mm (0.004 in) 0 ~ 0.1 mm (0 ~ 0.004 in) A.P.I. Service GL-4 SAE 90 290 cc (0.31 U.S. quarts) (0.26 Imp. quarts) 39°40' ± 2° 32°14' ± 2° 20 ~ 60 N/135 mm (4.4 ~ 13.2 lb/5.315 in) More than 4 N (14 oz) 10°44' 1°00' ± 30' ±30' 38 mm (1.50 in) Right-hand side 4°10' ±30' Left-hand side 3°40' ± 30' ± 30' 20 mm (0.79 in) 0 ~ 6 mm (0 ~ 0.24 in)</p>	<p>Caliper cylinder bore Rear disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining Standard Thickness limit Caliper cylinder bore Rear drum brake Drum diameter Standard Limit Thickness of lining Standard Thickness limit Wheel cylinder bore Clearance between piston and bore Standard Limit Remaining pressure Clearance between drum and lining Parking brake Lever travel</p>	<p>50.80 mm (2.0 in) 10 mm (0.3937 in) 9 mm (0.3543 in) 0.1 mm (0.0039 in) 6 mm (0.2362 in) 1 mm (0.039 in) 34.93 mm (1.3752 in) 200 mm (7.8741 in) 201 mm (7.9135 in) 4.0 mm (0.1575 in) 1.0 mm (0.039 in) 19.05 mm (0.750 in) 0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in) 0.15 mm (0.006 in) 50 ~ 100 kpa (7.1 ~ 14.2 lb/in²) 0.1 ~ 0.15 mm (0.004 ~ 0.006 in) 6 ~ 8 notches at 100N (22 lb)</p>
<p>BRAKES</p>		<p>WHEEL AND TIRES</p>	
<p>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 Standard Thickness limit</p>	<p>7 ~ 9 mm (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) 17 mm (0.6693 in) 0.1 mm (0.0039 in) 9 mm (0.3543 in) 1 mm (0.039 in)</p>	<p>Wheel disc Front 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 preload (at wheel set bolt)</p>	<p>5-J x 13 WDC 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 T135/70 D 15 190 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 (0.99 ~ 1.43 lb)</p>

SUSPENSION		TIGHTENING TORQUE		
Front coil spring			N-m	ft-lb
Spring constant	2.16 ± 0.15 kg/mm			
Free length				
Standard				
left	334.5 mm (13.17 in)	Shift rod end	8 ~ 12	6 ~ 9
Right	325 mm (12.80 in)	Main shaft lock nut	130 ~ 210	94 ~ 152
Front shock absorber		Top switch	25 ~ 35	18 ~ 25
Fluid capacity	225 ⁺⁵ / ₋₀ cc (0.23 ^{+0.05} / ₋₀ U.S. quarts)	Overdrive switch	25 ~ 35	18 ~ 25
		Back-up light switch	25 ~ 35	18 ~ 25
		Speedometer driven gear	8 ~ 11	6 ~ 8
Rear coil spring		Automatic transmission		
Spring constant	1.8 ± 0.13 kg/mm	Drive plate to converter weight	42 ~ 63	30 ~ 46
Free length		Drive plate to torque converter	35 ~ 50	25 ~ 36
Standard	323.5 mm (12.74 in)	Converter housing to engine	32 ~ 47	23 ~ 34
		Converter housing to transmission case	45 ~ 55	33 ~ 40
		Extension housing to transmission case	20 ~ 25	14 ~ 18
		Oil pan	5 ~ 7	36 ~ 51
		Piston stem (when adjusting band barke)	12 ~ 15	9 ~ 11
		Piston stem lock nut	15 ~ 40	11 ~ 29
		Servo piston retainer	10 ~ 15	7 ~ 11
		Servo cover	5 ~ 7	3.6 ~ 5.1
		One-way clutch inner race	13 ~ 18	9 ~ 13
		Control valve body to transmission case	5.5 ~ 7.5	4.0 ~ 5.4
		Lower valve body to upper valve body	2.5 ~ 3.5	1.8 ~ 2.5
		Side plate to control valve body	2.5 ~ 3.5	1.8 ~ 2.5
		Reamer bolt of control valve body	5 ~ 7	3.6 ~ 5.1
		Oil strainer	3 ~ 4	2.2 ~ 2.9
		Governor valve body to oil distributor	5 ~ 7	3.6 ~ 5.1
		Oil pump cover	6 ~ 8	4.3 ~ 5.8
		Inhibitor switch	5 ~ 7	3.6 ~ 5.1
		Manual shaft lock nut	30 ~ 40	22 ~ 29
		Oil cooler pipe set bolt	16 ~ 24	12 ~ 17
		Oil pressure test plug	5 ~ 10	3.6 ~ 7.2
		Actuator for parking rod to extension housing	8 ~ 11	5.8 ~ 8.0
		Propeller shaft		
		Yoke to rear axle companion flange	35 ~ 38	25 ~ 27
		Rear axle		
		Ring gear	70 ~ 85	51 ~ 61
		Differential side bearing caps	38 ~ 53	27 ~ 38
		Companion flange to pinion	13 ~ 18	94 ~ 130
		Steering		
		Steering wheel nut	40 ~ 50	29 ~ 36
		Steering gear housing to frame	44 ~ 55	32 ~ 40
		Pitman arm to sector shaft	150 ~ 180	108 ~ 130
		Idler arm bracket to frame	44 ~ 55	32 ~ 40
		Idler arm to center link	25 ~ 35	18 ~ 25
		Pitman arm to center link	30 ~ 45	22 ~ 33
		Tie-rod to center link	30 ~ 45	22 ~ 33
DIMENSION		TIGHTENING TORQUE		
Overall length	4,285 mm (169 in)		N-m	ft-lb
Overall width				
(Without side protector)	1,650 mm (65 in)	Engine		
(With side portector)	1,675 mm (66 in)	Oil pump sprocket	32 ~ 47	23 ~ 34
Overall height	1,260 mm (50 in)	Oil pan	8 ~ 11	6 ~ 8
Distance between wheel center and fender line		Inlet manifold	19 ~ 26	14 ~ 19
Front	364 ± 20 mm (14.3 ± 0.8 in)	Exhaust manifold	32 ~ 47	23 ~ 34
Rear	358 ± 20 mm (14.0 ± 0.8 in)	Spark plugs	13 ~ 18	9 ~ 11
Wheel base	2,420 mm (95 in)	Eccentric shaft pulley	100 ~ 120	72 ~ 87
Tread		Temperature gauge unit	7 ~ 8	5 ~ 6
Front	1,420 mm (56 in)	Tension bolts	32 ~ 38	23 ~ 27
Rear	1,400 mm (55 in)	Water temperature switch	35 ~ 45	25 ~ 33
Minimum road clearance	160 mm (6 in)	Clutch		
Minimum turning radius	4.8 m (15 ft 9 in)	Flywheel	400 ~ 500	289 ~ 362
Seating capacity	2	Clutch cover	18 ~ 27	13 ~ 20
		Transmission		
		Plug for interlock pin hole	10 ~ 15	7 ~ 11
		Control lever to control rod end	8 ~ 12	6 ~ 9
		Shift fork set bolts	12 ~ 16	9 ~ 12

TIGHTENING TORQUE					
	N-m		ft-lb		
	N-m	ft-lb	N-m	ft-lb	
Tie-rod to knuckle arm	30 ~ 45	22 ~ 33	38 ~ 47	27 ~ 34	Front stabilizer support plate
Tie-rod lock nut	70 ~ 80	51 ~ 58	65 ~ 82	47 ~ 59	Shock absorber to axle housing
Steering gear box end cover lock nut	230 ~ 260	166 ~ 188	77 ~ 105	56 ~ 76	Upper link to axle housing
Brake			77 ~ 105	56 ~ 76	Upper link to frame
Master cylinder union bolt	10 ~ 16	7 ~ 12	77 ~ 105	56 ~ 76	Lower link to axle housing
Master cylinder outlet plug	60 ~ 70	43 ~ 50	77 ~ 105	56 ~ 76	Lower link to frame
Brake tube union nut	13 ~ 22	9 ~ 16	13 ~ 25	9 ~ 18	Shock absorber upper
Flexible hose union	25 ~ 35	18 ~ 25	77 ~ 105	56 ~ 76	Watt link bracket
Wheel cylinder union bolt	7 ~ 10	5 ~ 7	65 ~ 82	47 ~ 59	Watt link to axle housing
Wheels			65 ~ 82	47 ~ 59	Watt link to bracket
Wheel bolts	90 ~ 120	65 ~ 87	32 ~ 47	23 ~ 34	Rear stabilizer support plate
Suspension			10 ~ 16	7 ~ 12	Stabilizer lock nut
Suspension arm to cross member	40 ~ 55	29 ~ 40			Unless otherwise specified
Knuckle arm to shock absorber	64 ~ 95	46 ~ 69			6T
Suspension arm ball joint to knuckle arm	60 ~ 80	43 ~ 58			6 mm bolt/nut
Front shock absorber					8 mm bolt/nut
Piston rod to mounting block	65 ~ 82	47 ~ 59			10 mm bolt/nut
Seal cap nut	50 ~ 60	36 ~ 43			12 mm bolt/nut
Tension rod to lower suspension arm	55 ~ 69	40 ~ 50			14 mm bolt/nut
Tension rod to bracket	110 ~ 150	80 ~ 108			8T
Tension rod bracket to fram	76 ~ 107	55 ~ 77			6 mm bolt/nut
Stabilizer bar to suspension lower arm	12 ~ 18	9 ~ 13			8 mm bolt/nut
					10 mm bolt/nut
					12 mm bolt/nut
					14 mm bolt/nut
					8 ~ 12
					18 ~ 27
					37 ~ 55
					64 ~ 95
					104 ~ 140
					6 ~ 9
					13 ~ 20
					27 ~ 40
					46 ~ 69
					75 ~ 101