TECHNICAL DATA

0BUTDX-001

A. MEASUREMENTS

Item			Short bed	Long bed	Cab plus
Overall length	mm (in)		4,510 (177.6) 4,640 (182.7)*	4,920 (193.7) 5,050 (198.8)*	
Overall width	mm (in)	4x2	1,670 (65.7)		
		4x4	1,705 (67.1)		
Overall height	mm (in)	4x2	1,565 (61.6)		
		4x4	1,690 (66.5)		
Wheelbase	mm (in)	4x2	2,760 (108.7)	2,985 (117.5)	
		4x4	2,775 (109.3)	3,000 (118.1)	
Tread	mm (in)	4x2	Front: 1,400 (55.1), Rear: 1,410 (55.5)		
		4x4	Front: 1,440 (56.7), Rear: 1,430 (56.3)		

* with rear step bumper

B1. ENGINE (B2200)

Item \ Engine			F2
Type			Gasoline, 4-cycle
Cylinder arrangement and number			In-line, 4-cylinders
Type of combustion chamber			Multispherical
Valve system			OHC, belt-driven
Bore × stroke	mm (in)		86.0 × 94.0 (3.39 × 3.70)
Total piston displacement	cc (cu in)		2,184 (133.2)
Compression ratio			8.6
Compression pressure kPa (kg/cm², psi)-rpm	Standard		1,197 (12.2, 173)-300
	Minimum		838 (8.5, 121)-300
	Maximum difference between cylinders		196 (2.0, 28)
Valve timing	IN	Open BTDC	13°
		Close ABDC	57°
	EX	Open BBDC	58°
		Close ATDC	12°
Valve clearance	mm (in)	IN	0; Maintenance-free
		EX	0; Maintenance-free
Cylinder head			
Height	mm (in)		91.95—92.05 (3.620—3.624)
Distortion	mm (in)		0.15 (0.006) max.
Grinding	mm (in)		0.20 (0.008) max.
Valve and valve guide			
Valve head diameter	mm (in)	IN	43.9—44.1 (1.728—1.736)
		EX	35.9—36.1 (1.413—1.421)
Valve head margin thickness	mm (in)	IN	0.8—1.2 (0.031—0.047)
		EX	1.3—1.7 (0.051—0.067)
Valve face angle		IN	45°
		EX	45°
Valve length	mm (in)	IN Standard	111.89 (4.4051)
		IN Minimum	111.49 (4.3894)
		EX Standard	111.69 (4.3972)
		EX Minimum	111.29 (4.3815)
Valve stem diameter	mm (in)	IN	8.030—8.045 (0.3161—0.3167)
		EX	8.025—8.040 (0.3159—0.3165)
Guide inner diameter	mm (in)	IN	8.07—8.09 (0.3177—0.3185)
		EX	8.07—8.09 (0.3177—0.3185)
Valve stem-to-guide clearance	mm (in)	IN	0.025—0.060 (0.0010—0.0024)
		EX	0.030—0.065 (0.0012—0.0026)
		Maximum	0.20 (0.008)
Guide projection (Height "A")	mm (in)		19.1—19.6 (0.752—0.772)

Item \ Engine				F2
Valve seat				
Seat angle			IN	45°
			EX	45°
Seat contact width mm (in)			IN	1.2—1.6 (0.047—0.063)
			EX	1.2—1.6 (0.047—0.063)
Seat sinking (measure valve protruding length) mm (in)	IN		Standard	46.5 (1.831)
			Maximum	48.0 (1.890)
	EX		Standard	46.5 (1.831)
			Maximum	48.0 (1.890)
Valve spring				
Free length mm (in)	IN	Outer	Standard	52.0 (2.047)
			Minimum	50.4 (1.984)
		Inner	Standard	44.0 (1.732)
			Minimum	42.7 (1.681)
	EX	Outer	Standard	52.0 (2.047)
			Minimum	50.4 (1.984)
		Inner	Standard	44.0 (1.732)
			Minimum	42.7 (1.681)
Out-of-square mm (in)	IN		Outer	1.8 (0.07) max.
			Inner	1.5 (0.06) max.
	EX		Outer	1.8 (0.07) max.
			Inner	1.5 (0.06) max.
Setting load/height N (kg, lb)/mm (in)	IN		Outer	421.8 (43.0, 94.6)/31.0 (1.22)
			Inner	294.3 (30.0, 66.0)/26.5 (1.04)
	EX		Outer	421.8 (43.0, 94.6)/31.0 (1.22)
			Inner	294.3 (30.0, 66.0)/26.5 (1.04)
Camshaft				
Camlobe height mm (in)	IN		Standard	38.059 (1.4984)
			Minimum	37.859 (1.4905)
	EX		Standard	38.059 (1.4984)
			Minimum	37.859 (1.4905)
Journal diameter mm (in)	Front and Rear (No.1,5)			31.940—31.965 (1.2575—1.2584)
	Center (No.2,3,4)			31.910—31.935 (1.2563—1.2573)
	Out-of-round max.			0.05 (0.0020)
Camshaft bearing oil clearance mm (in)	Front and Rear (No.1,5)			0.035—0.085 (0.0014—0.0033)
	Center (No.2,3,4)			0.065—0.115 (0.0026—0.0045)
	Maximum			0.15 (0.006)
Camshaft runout mm (in)				0.03 (0.0012) max.
Camshaft end play mm (in)			Standard	0.08—0.16 (0.0031—0.0063)
			Maximum	0.20 (0.008)
Rocker arm and rocker arm shaft				
Rocker arm inner diameter mm (in)				16.000—16.027 (0.6300—0.6310)
Rocker arm shaft diameter mm (in)				15.966—15.984 (0.6286—0.6293)
Rocker arm-to-shaft clearance mm (in)			Standard	0.016—0.061 (0.0006—0.0024)
			Maximum	0.10 (0.004)
Cylinder block				
Height mm (in)				301.5 (11.87)
Distortion mm (in)				0.15 (0.006) max.
Grinding mm (in)				0.20 (0.008) max.
Cylinder bore diameter mm (in)	Standard size			86.000—86.019 (3.3858—3.3866)
	0.25 (0.010) oversize			86.250—86.269 (3.3957—3.3964)
	0.50 (0.020) oversize			86.500—86.519 (3.4055—3.4063)
Cylinder bore taper mm (in)				0.019 (0.0007) max.
Cylinder bore out-of-round mm (in)				0.010 (0.0004) max.

Item \ Engine			F2
Piston			
Piston diameter mm (in) (Measured at 90° to pin bore axis and 18.0mm (0.709 in) below oil ring groove)	Standard size		85.944—85.964 (3.3836—3.3844)
	0.25 (0.010) oversize		86.194—86.214 (3.3935—3.3942)
	0.50 (0.020) oversize		86.444—86.464 (3.4033—3.4041)
Piston-to-cylinder clearance mm (in)		Standard	0.043—0.062 (0.0017—0.0024)
		Maximum	0.15 (0.006)
Piston ring			
Thickness mm (in)			1.47—1.49 (0.058—0.059)
End gap measured in cylinder mm (in)		Top	0.20—0.35 (0.008—0.014)
		Second	0.15—0.30 (0.006—0.012)
		Oil (rail)	0.20—0.70 (0.008—0.028)
		Maximum	1.0 (0.039)
Ring groove width in piston mm (in)		Top	1.52—1.54 (0.0598—0.0606)
		Second	1.52—1.54 (0.0598—0.0606)
		Oil	4.02—4.04 (0.1583—0.1591)
Piston ring-to-ring land clearance mm (in)		Top	0.03—0.07 (0.0012—0.0028)
		Second	0.03—0.07 (0.0012—0.0028)
		Maximum	0.15 (0.006)
Piston pin			
Diameter mm (in)			21.974—21.980 (0.8651—0.8654)
Interference in connecting rod mm (in)			0.013—0.037 (0.0005—0.0015)
Piston-to-piston pin clearance mm (in)			0.008—0.024 (0.0003—0.0009)
Pressure force N (kg, lb)			4,905—14,715 (500—1,500, 1,100—3,300)
Connecting rod			
Length (Center to center) mm (in)			158.45—158.55 (6.2382—6.2421)
Bend mm (in)			0.24 (0.0094) max.
Small end bore mm (in)			21.943—21.961 (0.8640—0.8646)
Big end bore mm (in)			54.002—54.017 (2.1261—2.1266)
Big end width mm (in)			26.838—26.890 (1.0566—1.0587)
Connecting rod side clearance mm (in)		Standard	0.110—0.262 (0.0043—0.0103)
		Maximum	0.30 (0.012)
Crankshaft			
Crankshaft runout mm (in)			0.03 (0.0012) max.
Main journal diameter mm (in)	Standard		59.937—59.955 (2.3597—2.3604)
	0.25 (0.010) undersize	No.1,2,4,5	59.693—59.711 (2.3501—2.3508)
		No.3	59.687—59.705 (2.3499—2.3506)
	0.50 (0.020) undersize	No.1,2,4,5	59.443—59.461 (2.3403—2.3410)
		No.3	59.437—59.455 (2.3400—2.3407)
	0.75 (0.030) undersize	No.1,2,4,5	59.193—59.211 (2.3304—2.3311)
		No.3	59.187—59.205 (2.3302—2.3309)
Main journal taper mm (in)			0.05 (0.002) max.
Main journal out-of-round mm (in)			0.003 (0.00012)
Crankpin journal diameter mm (in)	Standard		50.940—50.955 (2.0055—2.0061)
	0.25 (0.010) undersize		50.690—50.705 (1.9957—1.9963)
	0.50 (0.020) undersize		50.440—50.455 (1.9858—1.9864)
	0.75 (0.030) undersize		50.190—50.205 (1.9760—1.9766)
Crankpin taper mm (in)			0.05 (0.0020) max.
Crankpin out-of-round mm (in)			0.003 (0.00012)
Main bearing			
Main journal bearing oil clearance mm (in)	Standard	No.1,2,4,5	0.025—0.043 (0.0010—0.0017)
		No.3	0.031—0.049 (0.0012—0.0019)
	Maximum		0.08 (0.0031)
Available undersize bearing mm (in)			0.25 (0.010), 0.50 (0.020), 0.75 (0.030)
Crankpin bearing			
Crankpin bearing oil clearance mm (in)		Standard	0.027—0.067 (0.0011—0.0026)
		Maximum	0.10 (0.004)
Available undersize bearing mm (in)			0.25 (0.010), 0.50 (0.020), 0.75 (0.030)

Item \ Engine			F2
Thrust bearing			
Crankshaft end play mm (in)		Standard	0.08—0.18 (0.0031—0.0071)
		Maximum	0.30 (0.0118)
Bearing width mm (in)	Standard		27.94—27.99 (1.100—1.102)
	0.25 (0.010) undersize		28.04—28.09 (1.104—1.106)
	0.50 (0.020) undersize		28.12—28.17 (1.107—1.109)
	0.75 (0.030) undersize		28.20—28.25 (1.110—1.112)
Timing belt			
Belt deflection mm (in)/98 N (10 kg, 22 lb)		New	8.0—9.0 (0.31—0.35)
		Used	9.0—10.0 (0.35—0.39)

B2. ENGINE (B2600i)

Item \ Engine			G6
Type			Gasoline, 4-cycle
Cylinder arrangement and number			In-line, 4-cylinders
Type of combustion chamber			Pentroof
Valve system			OHC, chain-driven
Bore × Stroke mm (in)			92.0 × 98.0 (3.62 × 3.86)
Total piston displacement cc (cu in)			2,606 (158.97)
Compression ratio			8.4
Compression pressure kPa (kg/cm^2, psi)-rpm	Standard		1,255 (12.8, 182)-270
	Minimum		981 (10.0, 142)-280
	Maximum difference between cylinders		196 (2.0, 28)
Valve timing	IN	Open BTDC	10°
		Close ABDC	50°
	EX	Open BBDC	55°
		Close ATDC	15°
Valve clearance mm (in)		IN	0; Maintenance-free
		EX	0; Maintenance-free
Cylinder head			
Height mm (in)			89.95—90.05 (3.541—3.545)
Distortion mm (in)			0.15 (0.006) max.
Grinding mm (in)			0.20 (0.008) max.
Valve and valve guide			
Valve head diameter mm (in)		IN	33.2—33.4 (1.307—1.315)
		EX	35.9—36.1 (1.413—1.421)
Valve head margin thickness mm (in)		IN	1.0 (0.039)
		EX	1.5 (0.059)
Valve face angle		IN	45°
		EX	45°
Valve length mm (in)	IN	Standard	112.69 (4.4367)
		Minimum	112.29 (4.4209)
	EX	Standard	113.82 (4.4812)
		Minimum	113.42 (4.4654)
Valve stem diameter mm (in)		IN	6.970—6.985 (0.2744—0.2750)
		EX	6.965—6.980 (0.2742—0.2748)
Guide inner diameter mm (in)		IN	7.01—7.03 (0.2760—0.2768)
		EX	7.01—7.03 (0.2760—0.2768)
Valve stem-to-guide clearance mm (in)		IN	0.025—0.060 (0.0010—0.0024)
		EX	0.030—0.065 (0.0012—0.0026)
		Maximum	0.20 (0.008)
Guide projection (Height "A") mm (in)			23.5—24.2 (0.925—0.953)

Item \ Engine			G6
Valve seat			
Seat angle		IN	45°
		EX	45°
Seat contact width mm (in)		IN	1.2—1.6 (0.047—0.063)
		EX	1.2—1.6 (0.047—0.063)
Seat sinking (Measure valve protruding length) mm (in)	IN	Standard	49.0 (1.929)
		Maximum	49.5 (1.949)
	EX	Standard	49.0 (1.929)
		Maximum	49.5 (1.949)
Valve spring			
Free length mm (in)	IN	Standard	50.05 (1.970)
		Minimum	49.85 (1.963)
	EX	Standard	50.05 (1.970)
		Minimum	49.85 (1.963)
Out-of-square mm (in)			1.75 (0.069) max.
Setting load/height N (kg, lb)/mm (in)		IN	195—222 (19.9—22.6, 43.8—49.7)/43 (1.693)
		EX	195—222 (19.9—22.6, 43.8—49.7)/43 (1.693)
Camshaft			
Camlobe height mm (in)	IN	Standard	41.714 (1.6423)
		Minimum	41.514 (1.6344)
	EX	Standard	41.988 (1.6531)
		Minimum	41.788 (1.6452)
Journal diameter mm (in)	Front and Rear (No.1,5)		29.940—29.965 (1.1788—1.1797)
	Center (No.2,3,4)		29.910—29.935 (1.1776—1.1786)
	Out-of-round	Maximum	0.05 (0.002)
Camshaft bearing oil clearance mm (in)	Front and Rear (No.1,5)		0.035—0.085 (0.0014—0.0033)
	Center (No.2,3,4)		0.065—0.115 (0.0026—0.0045)
		Maximum	0.15 (0.006)
Camshaft runout mm (in)		Maximum	0.03 (0.0012)
Camshaft end play mm (in)		Standard	0.02—0.15 (0.0008—0.0059)
		Maximum	0.20 (0.008)
Rocker arm and rocker arm shaft			
Rocker arm inner diameter mm (in)			21.000—21.033 (0.8268—0.8281)
Rocker arm shaft diameter mm (in)			20.959—20.980 (0.8252—0.8260)
Rocker arm to shaft clearance mm (in)		Standard	0.020—0.074 (0.0008—0.0029)
		Maximum	0.10 (0.004)
Cylinder block			
Height mm (in)			316.5 (12.46)
Distortion mm (in)			0.15 (0.006) max.
Grinding mm (in)			0.20 (0.008) max.
Cylinder bore diameter mm (in)	Standard		92.000—92.022 (3.6220—3.6230)
	0.25 (0.010) oversize		92.250—92.272 (3.6320—3.6330)
	0.50 (0.020) oversize		92.500—92.522 (3.6420—3.6430)
Cylinder bore taper and out-of-round mm (in)			0.019 (0.0007) max.
Piston			
Piston diameter measured at 90° to pin bore axis and 18.0mm (0.709 in) below oil ring groove mm (in)	Standard		91.935—91.955 (3.6194—3.6202)
	0.25 (0.010) oversize		92.185—92.205 (3.6293—3.6301)
	0.50 (0.020) oversize		92.435—92.455 (3.6391—3.6400)
Piston-to-cylinder clearance mm (in)		Standard	0.058—0.074 (0.0023—0.0029)
		Maximum	0.15 (0.006)

Item \ Engine			G6
Piston ring			
Thickness	mm (in)	Top	1.47—1.49 (0.058—0.059)
		Second	1.47—1.49 (0.058—0.059)
End gap measured in cylinder	mm (in)	Top	0.20—0.35 (0.008—0.014)
		Second	0.25—0.40 (0.010—0.016)
		Oil (rail)	0.20—0.70 (0.008—0.028)
		Maximum	1.0 (0.039)
Ring groove width in piston	mm (in)	Top	1.52—1.54 (0.0598—0.0606)
		Second	1.52—1.54 (0.0598—0.0606)
		Oil	4.02—4.04 (0.1583—0.1591)
Piston ring-to-ring land clearance	mm (in)	Top	0.03—0.07 (0.0012—0.0028)
		Second	0.03—0.07 (0.0012—0.0028)
		Maximum	0.15 (0.006)
Piston pin			
Diameter	mm (in)		22.974—22.980 (0.9045—0.9047)
Interference in connecting rod	mm (in)		0.013—0.037 (0.0005—0.0015)
Piston to piston pin clearance	mm (in)		0.008—0.026 (0.0003—0.0010)
Pressure force	N (kg, lb)		4,905—14,715 (500—1,500, 1,100—3,300)
Connecting rod and connecting rod bearing			
Length (Center to center)	mm (in)		166.45—166.55 (6.553—6.557)
Bend	mm (in)		0.249 (0.0098) max.
Small end bore	mm (in)		22.943—22.961 (0.9033—0.9040)
Big end bore	mm (in)		54.002—54.017 (2.1261—2.1266)
Big end width	mm (in)		25.638—25.690 (1.0094—1.0114)
Connecting rod side clearance	mm (in)	Standard	0.110—0.262 (0.0043—0.0103)
		Maximum	0.30 (0.012)
Crankshaft			
Crankshaft runout	mm (in)		0.03 (0.0012) max.
Main journal diameter	mm (in)	Standard size	59.937—59.955 (2.3597—2.3604)
		0.25 (0.010) undersize	59.687—59.705 (2.3499—2.3506)
		0.50 (0.020) undersize	59.437—59.455 (2.3400—2.3407)
		0.75 (0.030) undersize	59.187—59.205 (2.3302—2.3309)
Main journal taper and out-of-round	mm (in)		0.05 (0.0020) max.
Crankpin journal diameter	mm (in)	Standard	50.940—50.955 (2.0055—2.0061)
		0.25 (0.010) undersize	50.690—50.705 (1.9957—1.9963)
		0.50 (0.020) undersize	50.440—50.455 (1.9858—1.9864)
		0.75 (0.030) undersize	50.190—50.205 (1.9760—1.9766)
Crankpin taper and out-of-round	mm (in)		0.05 (0.0020) max.
Main bearing			
Main journal bearing oil clearance	mm (in)	Standard	0.025—0.044 (0.0010—0.0017)
		Maximum	0.08 (0.0031)
Available undersize bearing	mm (in)		0.25 (0.010), 0.50 (0.020), 0.75 (0.030)
Crankpin bearing			
Crankpin bearing oil clearance	mm (in)	Standard	0.027—0.067 (0.0011—0.0026)
		Maximum	0.10 (0.0039)
Available undersize bearing	mm (in)		0.25 (0.010), 0.50 (0.020), 0.75 (0.030)
Thrust bearing (center main bearing)			
Crankshaft end play	mm (in)	Standard	0.08—0.18 (0.0031—0.0071)
		Maximum	0.30 (0.0118)
Bearing width	mm (in)	Standard	25.94—25.99 (1.021—1.023)
		0.25 (0.010) oversize	26.04—26.09 (1.025—1.027)
		0.50 (0.020) oversize	26.12—26.17 (1.028—1.030)
		0.75 (0.030) oversize	26.20—26.25 (1.031—1.033)

Item \ Engine			G6
Balance shaft			
Front journal diameter		mm (in)	41.945—41.960 (1.6514—1.6520)
Center journal diameter		mm (in)	39.945—39.960 (1.5727—1.5732)
Rear journal diameter		mm (in)	20.945—20.960 (0.8247—0.8251)
Oil clearance	Front	mm (in)	0.050—0.115 (0.0020—0.0045)
	Center	mm (in)	0.080—0.145 (0.0031—0.0057)
	Rear	mm (in)	0.080—0.145 (0.0031—0.0057)

D. LUBRICATION SYSTEM

Item \ Engine		F2	G6
Lubrication method		Force-fed	
Oil pump			
Type		Trochoid gear	
Regulating pressure kPa (kg/cm^2, psi)		294—392 (3.0—4.0, 43—57)	392—491 (4.0—5.0, 57—71)
Oil pressure kPa (kg/cm^2, psi)	1,000 rpm	147—245 (1.5—2.5, 21—36)	108—206 (1.1—2.1, 16—30)
	3,000 rpm	294—392 (3.0—4.0, 43—57)	304—402 (3.1—4.1, 44—58)
Inner rotor tooth tip to outer rotor clearance mm (in)	Standard	0.044—0.084 (0.0017—0.0033)	
	Maximum	0.18 (0.0071)	
Outer rotor to body clearance mm (in)	Standard	0.090—0.176 (0.0035—0.0069)	0.122—0.178 (0.0048—0.0070)
	Maximum	0.20 (0.008)	
Side clearance mm (in)	Standard	0.030—0.090 (0.0012—0.0035)	0.045—0.095 (0.0018—0.0037)
	Maximum	0.10 (0.004)	
Oil filter			
Type		Full-flow, paper element	
Relief pressure differential kPa (kg/cm^2, psi)		78—118 (0.8—1.2, 11—17)	
Oil cooler			
Type		—	Water cooled, 3 stage
Oil pressure switch			
Activation pressure kPa (kg/cm^2, psi)		2—25 (0.02—0.25, 0.28—3.60)	29 (0.3, 4.3)
Engine oil			
Capacity liters (US qt, Imp qt)	Total (dry engine)	4.6 (4.9, 4.0)	5.5 (5.8, 4.8)
	Oil pan	3.9 (4.1, 3.4)	4.5 (4.8, 4.0)
	Oil filter	0.22 (0.23, 0.19)	
Grade		API Service SG Energy Conserving II (ECII)	
Viscosity number	Above −25°C (−13°F)	SAE 10W-30	
	Below 0°C (32°F)	SAE 5W-30	

E. COOLING SYSTEM

Item \ Engine		F2	G6
Cooling method		Water-cooled, forced circulation	
Water pump			
Type		Centrifugal, timing belt driven	Centrifugal
Impeller diameter	mm (in)	70 (2.76)	62 (2.44)
Number of impeller blades		6	
Speed ratio		1 : 1.05	1 : 1.3
Water seal type		Unified mechanical seal	
Thermostat			
Type		Wax	Wax, Two-stage
Start to open	°C (°F)	86.5—89.5 (188—193)	Main: 86.5—89.5 (188—193) Sub : 83.5—86.5 (182—188)
Full open	°C (°F)	100 (212)	
Lift	mm (in)	8.5 (0.33) min.	Main: 8.0 (0.31) min. Sub : 1.5 (0.06) min.
Radiator			
Type		Corrugated fin	
Cap opening valve pressure	kPa (kg/cm^2, psi)	74—103 (0.75—1.05, 11—15)	
Cooling circuit checking pressure	kPa (kg/cm^2, psi)	103 (1.05, 15)	
Cooling fan			
Type		Thermo-modulated	
Switching temperature OFF → ON °C (°F)	M/T	55—65 (131—152)....linear	70—90 (158—194)....linear
	A/T	65—75 (152—167)....linear	—
Number of blades	M/T	7	8
	A/T	8	—
Outer diameter mm (in)	M/T	380 (15.0)	410 (16.1)
	A/T	410 (16.1)	—
Coolant			
Capacity	liters (US qt, Imp qt)	With heater : 7.5 (7.9, 6.6) Without heater: 7.0 (7.4, 6.2)	6.8 (7.2, 6.0)

F1. FUEL AND EMISSION CONTROL SYSTEMS (CARBURETOR)

Item \ Transmission				Manual	Automatic
Fuel tank capacity			liters (US gal, Imp gal)	Short bed: 56 (14.8, 12.3), Long bed: 66 (17.4, 14.5)	
Fuel filter	Type			Filter paper; with magnet	
Fuel pump	Type			Mechanical	Electrical
	Fuel pressure		kPa (kg/cm^2, psi)	26—32 (0.26—0.33, 3.7—4.7)	20—25 (0.20—0.25, 2.8—3.6)
	Feeding capacity		cc (cu in)/min	860 (52.5)	1,150 (70.2)
Carburetor	Type			Down-draft (2-barrel, 2-stage, autochoke)	
	Throat diameter	Primary	mm (in)	30 (1.181)	
		Secondary	mm (in)	34 (1.339)	
	Venturi diameter	Primary	mm (in)	24.5×15×8 (0.965×0.591×0.315)	
		Secondary	mm (in)	31×10 (1.220×0.394)	
	Main jet	Primary	mm (in)	1.04 (0.0409)	
		Secondary	mm (in)	1.50 (0.0591)	
	Main air bleed	Primary	mm (in)	0.60 (0.0236)	
		Secondary	mm (in)	0.50 (0.0197)	
	Slow jet	Primary	mm (in)	0.52 (0.0205)	
		Secondary	mm (in)	0.85 (0.0335)	
	Slow air bleed	Primary No.1	mm (in)	0.80 (0.0315)	
		Primary No.2	mm (in)	1.10 (0.0433)	
		Secondary No.1	mm (in)	0.80 (0.0315)	
		Secondary No.2	mm (in)	0.50 (0.0197)	
	High-speed richer jet		mm (in)	1.80 (0.0709)	
	High-speed richer air bleed		mm (in)	1.00 (0.0394)	
	Solenoid-controlled fuel jet		mm (in)	0.85 (0.0335)	
	Solenoid-controlled air bleed		mm (in)	1.50 (0.0591)	
	Coasting richer jet		mm (in)	0.42 (0.0165)	
	Coasting richer air bleed	No.1	mm (in)	1.60 (0.0630)	
		No.2	mm (in)	2.60 (0.1024)	
	Float level	High	mm (in)	11.6—12.6 (0.457—0.496)	10.7—11.7 (0.421—0.461)
		Low	mm (in)	46.0—47.0 (1.811—1.850)	
	Fast idle adjustment	Throttle valve clearance	mm (in)	0.84—1.04 (0.033—0.041)	
		Choke valve clearance	mm (in)	0.60—1.14 (0.024—0.045)	
	Secondary throttle valve adjustment	Throttle valve clearance	mm (in)	7.35—8.25 (0.289—0.325)	
	Unloader system adjustment	Choke valve clearance	mm (in)	2.80—3.62 (0.110—0.143)	
	Choke diaphragm adjustment	Choke valve clearance	mm (in)	1.70—2.16 (0.067—0.085)	
Air cleaner	Fresh-Hot			Bimetal, automatic	
	Element type			Wet	
Accelerator cable	Deflection		mm (in)	1—3 (0.04—0.12)	
Idle speed			rpm	800—850 (800 $^{+50}_{0}$) rpm in neutral or P range	
Idle mixture	Duty	Inspection	° (%)	20—70 (22—78)	
		Adjustment	° (%)	27—45 (30—50)	
Idle-up	Automatic transmission	Adjustment speed	rpm	920—970	
	Air conditioner	Adjustment speed	rpm	1,300—1,500	
Dashpot	Adjustment speed		rpm	1,900—2,100	
Idle switch	Adjustment speed		rpm	1,000—1,200	
Idle compensator	Operating temperature		°C (°F)	63—71 (145—160)	
High-altitude compensator	Starts to open (Altitude above sea level)		m (ft)	500 (1,640)	

Item		Transmission	Manual	Automatic
EGR control valve	1st	Starts to open mmHg (inHg)	40—60 (1.57—2.36)	
		Fully open mmHg (inHg)	110—130 (4.33—5.11)	
No.1 air control valve	Starts to open mmHg (inHg)		300—400 (11.8—15.7)	
No.2 air control valve	Starts to open mmHg (inHg)		50—90 (1.97—3.54)	
Water thermovalve	Opened °C (°F)		More than 46—54 (114.8—129.2)	
Water thermoswitch	Opened	At radiator °C (°F)	More than 15—19 (59—66.2)	
Water thermo-sensor	Resistance	−20°C (−4°F) kΩ	14.6—17.8	
		20°C (68°F) kΩ	2.21—2.69	
		80°C (176°F) kΩ	0.290—0.354	
EGR position sensor	Resistance	A—B kΩ	0.7—6.0	
		A—C kΩ	5.5—0	
		B—C kΩ	5	
Vacuum control valve	Starts to open mmHg (inHg)		40 (1.57) or more	
No.1 purge control valve	Starts to open mmHg (inHg)		90—110 (3.54—4.33)	
No.3 purge control valve	Starts to open mmHg (inHg)		66—106 (2.60—4.17)	
Intake air thermo-sensor	Resistance	−20°C (−4°F) kΩ	14.6—17.8	
		20°C (68°F) kΩ	2.21—2.69	
		80°C (176°F) kΩ	0.290—0.354	

F2. FUEL AND EMISSION CONTROL SYSTEMS (EGI)

Item			Specification			
Idle speed*1	rpm		M/T: 730—770 A/T: 750—790			
Ignition timing*1	BTDC		G6: 4—6° F2: 5—7°			
Throttle body						
Type			Horizontal draft (2-barrel)			
Throat diameter	mm (in)	No.1	G6	40 (1.6)	F2	50 (2.0)
		No.2		46 (1.8)		
Fuel pump						
Type			Impeller (in-tank)			
Output pressure	kPa (kg/cm², psi)		441—589 (4.5—6.0, 64—85)			
Fuel filter						
Type	Low-pressure side		Nylon element			
	High-pressure side		Paper element			
Pressure regulator						
Type			Diaphragm			
Regulating pressure	kPa (kg/cm², psi)		265—314 (2.7—3.2, 38—46)			
Injector						
Type			High-ohmic			
Type of drive			Voltage			
Resistance	Ω		12—16 (at 23°C, 73°F)			
BAC valve (solenoid valve [Idle speed control])						
Solenoid resistance	Ω		7.7—9.3 (at 23°C, 73°F)			
BAC valve (air valve)						
Opening temperature	°C (°F)		Below 50 (122)			
Solenoid valve (Purge control)						
Solenoid resistance	Ω		30—34 (at 20°C, 68°F)			
Water thermosensor						
Resistance	kΩ	–20°C (–4°F)	14.5—17.8			
		20°C (68°F)	2.2—2.7			
		80°C (176°F)	0.28—0.35			
Intake air thermosensor						
Resistance	kΩ	25°C (77°F)	29.7—36.3			
		85°C (185°F)	3.3—3.7			
Circuit opening relay						
Resistance	Ω	STA — E_1	21—43			
		B — Fc	109—226			
		B — F_P	∞			
Fuel tank						
Capacity	liters (US gal, Imp gal)		56 (14.8, 12.3)			
Air cleaner						
Element type			Dry			
Accelerator cable						
Free play	mm (in)		1—3 (0.039—0.118)			
Fuel						
Specification			Unleaded regular (RON 87 or higher)			

*1...Test connector grounded

G. ENGINE ELECTRICAL SYSTEM

Item \ Engine			F2 Carburetor	F2 EGI	G6
Battery	Voltage V		12, Negative ground		
	Type and capacity (20-hour rate)		50D20R 75D26R Maintenance-free	50D20R 75D26R Maintenance-free	50D20R 80D26R Maintenance-free
Dark current* mA			MAX. 20.0		
Alternator	Type		A.C.		
	Output V-A		12-55		12-60
	Regulator type		Transistorized (built-in IC regulator)		
	Regulated voltage V		14.1—14.7		
	Brush length mm (in)	Standard	21.5 (0.846)		
		Minimum	8.0 (0.315)		
	Drive belt deflection mm (in)/98 N (10 kg, 22 lb)	New	7—8 (0.28—0.31)		10—12 (0.39—0.47)
		Used	8—9 (0.31—0.35)		11—13 (0.43—0.51)
Starter	Type		Non-reduction (M/T) Coaxial reduction (A/T)		Reduction
	Output V-kW		12-0.95 (M/T) 12-1.4 (A/T)		12-1.2 (M/T) 12-1.4 (A/T)
	Brush length mm (in)	Standard	17.0 (0.669) (M/T) 17.5 (0.689) (A/T)		16.0 (0.630) (M/T) 17.0 (0.669) (A/T)
		Minimum	11.5 (0.453) (M/T) 10.0 (0.394) (A/T)		9.0 (0.354) (M/T) 11.5 (0.453) (A/T)
Distributor	Type		Fully transistorized (HEI)	Electronic spark advance (Photo-diode type)	
	Centrifugal spark advance (Crank angle/Engine speed) degree/rpm		0/1,000 11.0/2,500 11.0/3,500 16.0/4,400		
	Vacuum spark advance (Crank angle/Vacuum) degree/mmHg (inHg)		0/100 (3.9) 18.0/260 (10.2)		
Ignition timing			5—7°	5—7° (Test connector grounded)	4—6° (Test connector grounded)
Spark plug	Type	NGK	BPR5ES BPR6ES	BPR5ES-11 BPR6ES-11	ZFR5F-11 ZFR6F-11
		NIPPONDENSO	W16EXR-U W20EXR-U	W16EXR-U11 W20EXR-U11	KJ16CR-11 KJ20CR-11
	Plug gap mm (in)		0.75—0.85 (0.028—0.033)	1.0—1.1 (0.039—0.043)	
	Firing order		1—3—4—2		

* Dark current is the constant flow of current while the ignition switch is OFF. (i.e. Engine control unit, Audio, etc.)

H. CLUTCH

Item \ Model			B2600i	B2200
Clutch control			Hydraulic	
Clutch pedal				
Type			Suspended	
Pedal ratio			6.0	
Full stroke		mm (in)	135 (5.32)	
Height (with carpet)		mm (in)	191—201 (7.52—7.91)	181—191 (7.13—7.52)
Free play		mm (in)	0.6—3.0 (0.02—0.12)	
Distance to carpet when clutch fully disengaged	Minimum	mm (in)	71 (2.80)	66 (2.60)
Flywheel				
Runout limit		mm (in)	0.2 (0.008)	
Clutch disc				
Type			Single dry plate	
Runout limit		mm (in)	1.0 (0.039)	0.7 (0.028)
Wear limit		mm (in)	0.3 (0.012) from rivet head	
Outer diameter		mm (in)	250 (9.84)	225 (8.86)
Inner diameter		mm (in)	160 (6.30)	150 (5.91)
Facing thickness	Flywheel side	mm (in)	3.5 (0.14)	
	Pressure plate side		3.5 (0.14)	4.1 (0.16)
Clutch cover				
Type			Diaphragm spring	
Set load		N (kg, lb)	5,494 (560, 1,232)	4,807 (490, 1,078)

J1. MANUAL TRANSMISSION (B2200)

Item \ Transmission			M5M-D
Gearshift lever position			Floor shift
Synchromesh system			Forward: synchromesh/Reverse: constant-mesh
Gear ratio	1st		3.622
	2nd		2.186
	3rd		1.419
	4th		1.000
	5th		0.858
	Reverse		3.493
Oil	Capacity	liters (US qt, Imp qt)	2.0 (2.1, 1.8)
	Grade		API Service GL-4 or GL-5
	Viscosity	Above 10°C (50°F)	SAE 80W-90
		All seasons	SAE 75W-90
Mainshaft runout limit		mm (in)	0.03 (0.0012)
Clearance between synchronizer ring and flank surface of gear	Standard	mm (in)	1.5 (0.059)
	Limit		0.8 (0.032)
Clearance between hub sleeve and shift fork	Standard	mm (in)	0.2—0.3 (0.008—0.012)
	Limit		0.5 (0.020)
Mainshaft bearing end play		mm (in)	0 ± 0.05 (0 ± 0.002)
Mainshaft bearing adjustment shim			0.1 (0.004), 0.3 (0.012)
5th-gear end play		mm (in)	0.1—0.3 (0.004—0.012)
5th-gear end play adjustment washer		mm (in)	6.4 (0.252), 6.5 (0.256), 6.6 (0.260), 6.7 (0.264)
Mainshaft rear bearing end play		mm (in)	0.1 (0.004) or less
Rear bearing adjustment C washer		mm (in)	2.9 (0.114), 3.0 (0.118), 3.1 (0.122), 3.2 (0.126)
Mainshaft front bearing end play		mm (in)	0—0.1 (0—0.004)
Front bearing adjustment shim		mm (in)	0.15 (0.006), 0.30 (0.012)

J2. MANUAL TRANSMISSION (B2600i)

Item \ Transmission			R5M-D	R5MX-D
Gear ratio	1st		3.730	
	2nd		2.158	
	3rd		1.396	
	4th		1.000	
	5th		0.816	
	Reverse		3.521	
Oil	Capacity	liters (US qt, Imp qt)	2.8 (3.0, 2.5)	3.2 (3.4, 2.8)
	Grade		API Service GL-4 or GL-5	
	Viscosity	Above 10°C (50°F)	SAE 80W-90	
		All seasons	SAE 75W-90	
Mainshaft runout limit		mm (in)	0.03 (0.0012)	
Reverse idle gear	Clearance between reverse idle gear bush and shaft	Wear limit mm (in)	0.15 (0.006)	
Shift fork and rod	Clearance between shift fork and clutch hub sleeve	Wear limit mm (in)	0.5 (0.020)	
	Clearance between shift rod gate and control lever	Wear limit mm (in)	0.8 (0.032)	
Synchronizer ring	Clearance between synchronizer ring and side of gear when fitted mm (in)	Standard	1.5 (0.059)	
		Wear limit	0.8 (0.032)	

J3. MANUAL TRANSMISSION (TRANSFER CASE)

Item			Specifications
Gear ratio	Low		2.210
	High		1.000
Oil	Capacity	liters (US qt, Imp qt)	2.0 (2.1, 1.8)
	Grade		API Service GL-4 or GL-5
	Viscosity	Above 10°C (50°F)	SAE 80W-90
		All seasons	SAE 75W-90
Input-shaft gear bearing end play		mm (in)	0—0.1 (0—0.004)
Input-shaft gear bearing adjust shim		mm (in)	0.7 (0.028), 0.8 (0.032), 0.9 (0.035), 1.0 (0.039), 1.1 (0.043), 1.2 (0.047)
Output-shaft rear bearing end play		mm (in)	0—0.1 (0—0.004)
Output-shaft bearing adjusting shim		mm (in)	0.5 (0.020), 0.6 (0.024), 0.7 (0.028), 0.8 (0.032), 0.9 (0.035), 1.0 (0.039), 1.1 (0.043), 1.2 (0.047), 1.3 (0.051), 1.4 (0.055), 1.5 (0.059), 1.6 (0.063), 1.7 (0.067)
Front-drive sprocket bearing end play		mm (in)	0—0.1 (0—0.004)
Front-drive sprocket rear bearing adjusting shim		mm (in)	0.5 (0.020), 0.6 (0.024), 0.7 (0.028), 0.8 (0.032), 0.9 (0.035), 1.0 (0.039), 1.1 (0.043), 1.2 (0.047)

K1. AUTOMATIC TRANSMISSION (HYDRAULICALLY-CONTROLLED)

Item \ Transmission/Engine			N4A-HL		
			F2 EGI	F2 Carb.	G6
Torque converter stall torque ratio			1.900 : 1		
Gear ratio	1st		2.841		
	2nd		1.541		
	3rd		1.000		
	OD (4th)		0.720		
	Reverse		2.400		
Automatic transmission fluid (ATF)	Type		Dexron®II or M-III		
	Capacity liters (US qt, Imp qt)	Total	7.5 (7.9, 6.6)		
		Oil pan	4.0 (4.2, 3.5)		
Engine stall speed rpm		D, 2, 1, and R ranges	1,850—2,250	1,800—2,200	2,100—2,500
Time lag sec.		N→D range	0.5—1.0		
		N→R range	0.5—1.0		
Line pressure kPa (kg/cm², psi)	At idle	D and 1 ranges	294—392 (3.0—4.0, 43—57)		
		2 range	589—1,148 (6.0—11.7, 85—166)		1,010—1,570 (10.3—16.0, 146—228)
		R range	520—657 (5.3—6.7, 75—95)		549—687 (5.6—7.0, 80—100)
	At stall	D and 1 ranges	932—1,128 (9.5—11.5, 135—164)		1,118—1,315 (11.4—13.4, 162—191)
		2 range	981—1,177 (10.0—12.0, 142—172)		1,403—1,599 (14.3—16.3, 203—232)
		R range	1,736—1,923 (17.7—19.6, 252—279)		2,188—2,374 (22.3—24.2, 317—344)
Governor pressure kPa (kg/cm², psi)	Vehicle speed: 30 km/h (19 mph)		69—128 (0.7—1.3, 10—18)	88—147 (0.9—1.5, 13—21)	78—137 (0.8—1.4, 11—20)
	Vehicle speed: 55 km/h (34 mph)		157—235 (1.6—2.4, 23—34)	196—275 (2.0—2.8, 28—40)	186—265 (1.9—2.7, 27—38)
	Vehicle speed: 85 km/h (53 mph)		314—412 (3.2—4.2, 46—60)	412—510 (4.2—5.2, 60—74)	392—491 (4.0—5.0, 57—71)
	Cutpack point	Atmospheric pressure	108—167 (1.1—1.7, 16—24)	137—196 (1.4—2.0, 20—28)	128—186 (1.3—1.9, 18—27)
		200 mmHg (7.87 inHg)	59—118 (0.6—1.2, 9—17)	69—128 (0.7—1.3, 10—18)	78—137 (0.8—1.4, 11—20)
Oil pump	Body clearance mm (in)	Standard	0.02—0.04 (0.0008—0.0016)		
		Maximum	0.08 (0.0031)		
	Tip clearance mm (in)	Standard	0.14—0.21 (0.0055—0.0083)		
		Maximum	0.25 (0.0098)		
	Side clearance mm (in)	Standard	0.05—0.20 (0.0020—0.0079)		
		Maximum	0.25 (0.0098)		
Drum support	Seal ring and groove clearance mm (in)	Standard	0.04—0.16 (0.0016—0.0063)		
		Maximum	0.40 (0.016)		
Direct clutch	Number of drive/driven plates		2/2		
	Drive plate thickness mm (in)	Standard	1.6 (0.063)		
		Minimum	1.4 (0.055)		
	Clutch clearance mm (in)		1.6—1.8 (0.063—0.071)		
	Retaining plate size mm (in)		5.6 (0.220), 5.8 (0.228), 6.0 (0.236), 6.2 (0.244), 6.4 (0.263), 6.6 (0.260), 6.8 (0.268), 7.0 (0.276)		
	End play mm (in)		0.5—0.8 (0.020—0.031)		
	Bearing race size mm (in)		1.3 (0.051), 1.5 (0.059), 1.7 (0.067), 1.9 (0.075), 2.1 (0.083), 2.3 (0.091), 2.5 (0.098), 2.7 (0.106)		
OD planetary gear unit	Pinion clearance mm (in)	Standard	0.2—0.7 (0.0079—0.028)		
		Maximum	0.8 (0.031)		
	Total end play mm (in)		0.25—0.50 (0.010—0.020)		
	Bearing race size mm (in)		1.2 (0.047), 1.4 (0.055), 1.6 (0.063), 1.8 (0.071), 2.0 (0.079), 2.2 (0.087)		

Item	Transmission/Engine		N4A-HL		
			F2 EGI	F2 Carb.	G6
Front clutch	Number of drive/driven plates		3/5		4/5
	Drive plate thickness mm (in)	Standard	1.6 (0.063)		
		Maximum	1.4 (0.055)		
	Clutch clearance mm (in)		1.6—1.8 (0.063—0.071)		0.9—1.1 (0.035—0.043)
	Retaining plate size mm (in)		5.0 (0.197), 5.2 (0.205), 5.4 (0.213), 5.6 (0.220), 5.8 (0.228), 6.0 (0.236)		5.6 (0.220), 5.8 (0.228), 6.0 (0.236), 6.2 (0.244), 6.4 (0.252), 6.6 (0.260), 6.8 (0.268), 7.0 (0.276)
	End play mm (in)		0.5—0.8 (0.020—0.031)		
	Bearing race size mm (in)		1.3 (0.051), 1.5 (0.059), 1.7 (0.067), 1.9 (0.075), 2.1 (0.083), 2.3 (0.091), 2.5 (0.098), 2.7 (0.106)		
Rear clutch	Number of drive/driven plates		5/5		
	Drive plate thickness mm (in)	Standard	1.6 (0.063)		
		Maximum	1.4 (0.055)		
	Clutch clearance mm (in)		0.8—1.0 (0.031—0.039)		
	Retaining plate size mm (in)		9.4 (0.370), 9.6 (0.378), 9.8 (0.386), 10.0 (0.394), 10.2 (0.402), 10.4 (0.409), 10.6 (0.417)		
	Total end play mm (in)		0.25—0.50 (0.0098—0.0197)		
	Bearing race size mm (in)		1.2 (0.047), 1.4 (0.055), 1.6 (0.063), 1.8 (0.071), 2.0 (0.079), 2.2 (0.087)		
Low and reverse brake	Number of drive/driven plates		5/5		
	Drive plate thickness mm (in)	Standard	2.0 (0.079)		
		Maximum	1.8 (0.071)		
	Clutch clearance mm (in)		0.8—1.05 (0.031—0.041)		
	Retaining plate size mm (in)		7.8 (0.307), 8.0 (0.315), 8.2 (0.323), 8.4 (0.331), 8.6 (0.339), 8.8 (0.346)		
Front planetary gear	Pinion clearance mm (in)	Standard	0.2—0.7 (0.008—0.028)		
		Maximum	0.8 (0.031)		
Rear planetary gear	Pinion clearance mm (in)	Standard	0.2—0.7 (0.008—0.028)		
		Maximum	0.8 (0.031)		
Parking gear (oil distributor)	Seal ring and groove clearance mm (in)	Standard	0.04—0.16 (0.0016—0.0063)		
		Maximum	0.40 (0.0157)		

Spring specifications

Spring	Item		Outer dia. mm (in)	Free length mm (in)	No. of coil	Wire dia. mm (in)
Control valve	Second lock		5.55 (0.219)	33.5 (1.319)	18.0	0.55 (0.022)
	Pressure regulator		11.7 (0.461)	43.0 (1.692)	15.0	1.2 (0.047)
	Downshift		5.55 (0.219)	21.9 (0.862)	14.0	0.55 (0.022)
	Throttle backup	F2	7.3 (0.287)	36.0 (1.417)	16.0	0.8 (0.031)
		G6	7.4 (0.291)	29.8 (1.173)	13.5	0.9 (0.035)
	3-4 shift	F2 EGI	7.2 (0.283)	28.1 (1.106)	12.0	0.8 (0.031)
		F2 Carb.	7.3 (0.287)	25.24 (0.994)	13.0	0.9 (0.035)
		G6	6.6 (0.260)	30.3 (1.193)	14.6	0.8 (0.031)
	2-3 shift	F2 EGI	6.9 (0.272)	41.0 (1.614)	20.0	0.7 (0.028)
		F2 Carb.	6.9 (0.272)	31.6 (1.244)	16.25	0.8 (0.031)
		G6	7.3 (0.287)	42.0 (1.654)	17.6	0.75 (0.030)
	1-2 shift		6.65 (0.262)	32.2 (1.268)	18.0	0.65 (0.026)
	Pressure modifier	F2 EGI, G6	8.6 (0.339)	15.5 (0.610)	7.5	0.6 (0.024)
		F2 Carb.	9.1 (0.358)	18.5 (0.728)	7.4	0.6 (0.024)
	Throttle relief		6.5 (0.256)	26.8 (1.055)	16.0	0.9 (0.035)
	Orifice check		5.0 (0.197)	15.5 (0.610)	12.0	0.23 (0.009)
	3-2 shift	F2	7.5 (0.295)	23.2 (0.913)	11.0	0.8 (0.031)
		G6	7.4 (0.291)	20.7 (0.815)	11.0	0.9 (0.035)

Spring / Item			Outer dia. mm (in)	Free length mm (in)	No. of coil	Wire dia. mm (in)
Governor valve	Primary		8.75 (0.344)	21.8 (0.858)	7.0	0.45 (0.018)
	Secondary	F2 Carb.	9.0 (0.354)	21.7 (0.854)	10.0	0.8 (0.031)
		F2 EGI	9.2 (0.362)	25.2 (0.992)	7.5	0.7 (0.028)
		G6	9.0 (0.354)	21.7 (0.854)	10.0	0.8 (0.031)
Oil pump	Lockup control	F2 EGI	5.5 (0.217)	25.0 (0.984)	15.0	0.7 (0.028)
		F2 Carb.	5.5 (0.217)	26.3 (1.035)	15.5	0.7 (0.028)
		G6	5.5 (0.217)	24.7 (0.972)	15.5	0.7 (0.028)
Drum support	OD accumulator		14.85 (0.585)	39.7 (1.563)	9.3	1.8 (0.071)
	OD cancel valve		4.95 (0.195)	23.0 (0.906)	14.8	0.65 (0.026)
Band servo	2ND	F2				
		G6				
Direct, front, and rear clutches			8.0 (0.315)	30.5 (1.20)	14.5	1.3 (0.051)
Low and reverse brake			—	5.9—6.2 (0.232—0.249)	—	—
Parking rod			7.2 (0.283)	32.0 (1.26)	14.0	0.7 (0.028)

Vehicle speed at gearshift table

Range	Throttle condition (Manifold vacuum)	Shifting	Vehicle speed km/h (mph)		
			F2 EGI	F2 Carb.	G6
D	Fully opened	$D_1 \rightarrow D_2$	51—57 (32—35)	52—58 (32—36)	53—59 (33—37)
		$D_2 \rightarrow D_3$	93—99 (58—61)	88—94 (55—58)	97—103 (60—64)
		$OD \rightarrow D_3$	Above 84 (52)	Above 83 (51)	Above 91 (56)
		$D_3 \rightarrow D_2$	84—90 (52—56)	83—89 (51—55)	91—97 (56—60)
		$D_2 \rightarrow D_1$	37—43 (23—27)	38—44 (24—27)	37—43 (23—27)
	Half throttle 200 mmHg (7.87 inHg)	$D_1 \rightarrow D_2$	16—22 (10—14)	20—26 (12—16)	23—29 (14—18)
		$D_2 \rightarrow D_3$	29—35 (18—22)	24—30 (15—18)	40—46 (25—29)
		$D_3 \rightarrow OD$	43—49 (27—30)	42—48 (26—30)	64—70 (40—43)
		Lockup ON (OD)	68—74 (42—46)	70—76 (43—47)	68—74 (42—46)
		Lockup OFF (OD)	63—69 (39—43)	66—72 (41—45)	63—69 (39—43)
		$OD \rightarrow D_3$	26—32 (16—20)	29—35 (18—22)	36—42 (22—26)
		$D_3 \rightarrow D_2$	12—18 (7—11)	12—18 (7—11)	25—31 (16—19)
		$D_2 \rightarrow D_1$	12—18 (7—11)	12—18 (7—11)	13—19 (8—12)
	Fully closed	$D_1 \rightarrow D_2$	12—18 (7—11)	16—22 (10—14)	13—19 (8—12)
		$D_2 \rightarrow D_3$	24—30 (15—19)	21—27 (13—17)	24—30 (15—19)
		$D_3 \rightarrow OD$	41—47 (25—29)	40—46 (25—29)	40—46 (25—29)
		$OD \rightarrow D_3$	26—32 (16—20)	29—35 (18—22)	27—33 (17—20)
		$D_3 \rightarrow D_2$	12—18 (7—11)	12—18 (7—11)	13—19 (8—12)
		$D_2 \rightarrow D_1$	12—18 (7—11)	12—18 (7—11)	13—19 (8—12)
1	—	$1_2 \rightarrow 1_1$	38—44 (24—27)	38—44 (24—27)	41—47 (25—29)

K2. AUTOMATIC TRANSMISSION (ELECTRONICALLY-CONTROLLED)

Item \ Transmission			R4AX-EL
Torque converter stall torque ratio			2.000 : 1
Gear ratio	1st		2.786
	2nd		1.546
	3rd		1.000
	OD (4th)		0.694
	Reverse		2.272
Automatic transmission fluid (ATF)	Type		Dexron®II or M-III
	Capacity liters (US qt, Imp qt)	Total	8.6 (9.1, 7.6)
		Oil pan	4.0 (4.2, 3.5)
Engine stall speed rpm		D, S, L and R ranges	2,300—2,500
Time lag sec.		N → D range	Less than 1.0
		N → R range	Less than 1.2
Line pressure kPa (kg/cm², psi)	At idle	D, S and L ranges	432—471 (4.4—4.8, 63—68)
		R range	598—638 (6.1—6.5, 87—92)
	At stall	D, S and L ranges	1,040—1,118 (10.6—11.4, 151—162)
		R range	1,452—1,530 (14.8—15.6, 210—222)
Oil pump	Cam ring clearance mm (in)	Standard	0.010—0.024 (0.0004—0.0009)
		Maximum	0.030 (0.0012)
	Rotor, vanes, and control piston clearance mm (in)	Standard	0.030—0.044 (0.0012—0.0017)
		Maximum	0.050 (0.0020)
	Seal ring clearance mm (in)	Standard	0.10—0.25 (0.0039—0.0098)
		Maximum	0.25 (0.0098)
Reverse clutch	Number of drive/driven plates		2/2
	Drive plate thickness mm (in)	Standard	2.0 (0.079)
		Minimum	1.8 (0.071)
	Clutch clearance mm (in)	With new drive/driven plates	0.5—0.8 (0.020—0.031)
		When reusing drive/driven plates	0.5—1.2 (0.020—0.047)
	Retaining plate size mm (in)		4.6 (0.181), 4.8 (0.189), 5.0 (0.197), 5.2 (0.205), 5.4 (0.213), 5.6 (0.220), 5.8 (0.228)
High clutch	Number of drive/driven plates		4/7
	Drive plate thickness mm (in)	Standard	1.6 (0.063)
		Minimum	1.4 (0.055)
	Clutch clearance mm (in)	With new drive/driven plates	1.8—2.2 (0.071—0.087)
		When reusing drive/driven plates	1.8—3.0 (0.071—0.118)
	Retaining plate size mm (in)		3.0 (0.118), 3.2 (0.126), 3.4 (0.134), 3.6 (0.142), 3.8 (0.150), 4.0 (0.157), 4.2 (0.165), 4.4 (0.173)
Forward clutch	Number of drive/driven plates		6/6
	Drive plate thickness mm (in)	Standard	2.0 (0.079)
		Minimum	1.8 (0.071)
	Clutch clearance mm (in)	With new drive/driven plates	0.45—0.85 (0.018—0.033)
		When reusing drive/driven plates	0.45—2.05 (0.018—0.081)
	Retaining plate size mm (in)		4.0 (0.157), 4.2 (0.165), 4.4 (0.173), 4.6 (0.181), 4.8 (0.189), 5.0 (0.197), 5.2 (0.205)
Overrunning clutch	Number of drive/driven plates		3/5
	Drive plate thickness mm (in)	Standard	2.0 (0.079)
		Minimum	1.8 (0.071)
	Clutch clearance mm (in)	With new drive/driven plates	1.0—1.4 (0.039—0.055)
		When reusing drive/driven plates	1.0—2.0 (0.039—0.079)
	Retaining plate size mm (in)		4.0 (0.157), 4.2 (0.165), 4.4 (0.173), 4.6 (0.181), 4.8 (0.189), 5.0 (0.197), 5.2 (0.205)

Item \ Transmission			R4AX-EL
Low and reverse brake	Number of drive/driven plates		6/6
	Drive plate thickness mm (in)	Standard	2.0 (0.079)
		Minimum	1.8 (0.071)
	Brake clearance mm (in)	With new drive/driven plates	0.7—1.1 (0.028—0.043)
		When reusing drive/driven plates	0.7—2.3 (0.028—0.091)
	Retaining plate size mm (in)		9.0 (0.354), 9.2 (0.362), 9.4 (0.370), 9.6 (0.378), 9.8 (0.386), 10.0 (0.394)
	Seal ring clearance mm (in)	Standard	0.10—0.25 (0.0039—0.0098)
		Maximum	0.25 (0.0098)
Total end play	Standard mm (in)		0.25—0.55 (0.010—0.022)
	Bearing race size mm (in)		0.8 (0.031), 1.0 (0.039), 1.2 (0.047), 1.4 (0.055), 1.6 (0.063), 1.8 (0.071), 2.0 (0.079)
Reverse clutch drum end play	Standard		0.55—0.90 (0.022—0.035)
	Thrust washer size mm (in)		0.7 (0.028), 0.9 (0.035), 1.1 (0.043), 1.3 (0.051), 1.5 (0.059), 1.7 (0.067), 1.9 (0.075)

Spring Specification

Spring \ Item			Outer dia. mm (in)	Free length mm (in)	No. of coil	Wire dia. mm (in)
Upper control valve body	Torque converter relief valve		9.0 (0.354)	38.0 (1.496)	12.7	1.4 (0.055)
	Pressure regulator valve		14.0 (0.551)	44.0 (1.732)	7.9	1.4 (0.055)
	Pressure modifier valve*	A	6.8 (0.268)	31.95 (1.258)	15.5	0.8 (0.031)
		B	6.9 (0.272)	32.60 (1.283)	22.2	0.9 (0.035)
		C	6.9 (0.272)	32.80 (1.291)	15.6	0.9 (0.035)
	Shuttle shift valve D		6.0 (0.236)	26.5 (1.043)	12.0	0.7 (0.028)
	4-2 sequence valve		6.95 (0.274)	29.1 (1.146)	11.0	0.55 (0.022)
	Shift valve B		7.0 (0.276)	25.0 (0.984)	9.5	0.65 (0.026)
	4-2 relay valve		6.95 (0.274)	29.1 (1.146)	11.0	0.55 (0.022)
	Shift valve A		7.0 (0.276)	25.0 (0.984)	9.5	0.65 (0.026)
	Overrunning clutch control valve		7.0 (0.276)	23.6 (0.929)	7.9	0.6 (0.024)
	Overrunning clutch reducing valve		7.0 (0.276)	32.5 (0.984)	12.6	0.85 (0.033)
	Shuttle shift valve S		5.5 (0.217)	43.0 (1.693)	22.2	0.85 (0.033)
	Pilot valve		9.1 (0.358)	25.7 (1.012)	8.3	1.1 (0.043)
	Lockup control valve		13.0 (0.512)	18.5 (0.728)	3.5	0.75 (0.030)
Lower control valve body	Modifier accumulator piston		9.8 (0.386)	30.5 (1.201)	8.75	1.3 (0.051)
	1st reducing valve		6.75 (0.266)	25.4 (1.000)	12.5	0.75 (0.030)
	Servo charger valve		6.5 (0.256)	33.2 (1.307)	12.0	0.5 (0.020)
	3-2 timing valve		6.75 (0.266)	20.55 (0.809)	7.5	0.75 (0.030)
Oil pump	Cam ring		13.7 (0.539)	39.8 (1.567)	7.8	2.3 (0.091)
Accumulator	N-D accumulator piston		18.0 (0.709)	43.0 (1.693)	12.3	2.3 (0.091)
	1-2 accumulator piston		29.3 (1.154)	45.0 (1.772)	3.6	4.0 (0.157)
	2-3 accumulator piston		20.0 (0.787)	66.0 (2.598)	11.4	3.5 (0.138)
	3-4/N-R accumulator piston		17.3 (0.681)	58.4 (2.299)	12.3	2.3 (0.091)
Reverse clutch	Return		11.6 (0.457)	19.69 (0.775)	4.0	1.3 (0.051)
High clutch	Return		11.6 (0.457)	22.10 (0.870)	6.0	1.3 (0.051)
Forward & overrunning clutch	Return		9.7 (0.382)	35.8 (1.409)	10.3	1.3 (0.051)
Low and reverse brake	Return		11.6 (0.457)	23.7 (0.933)	5.0	1.1 (0.043)
Band servo	Return A		34.3 (1.350)	45.6 (1.795)	3.0	2.3 (0.091)
	Return B		40.3 (1.587)	53.8 (2.118)	3.0	2.3 (0.091)
	Return C		27.6 (1.087)	29.7 (1.169)	3.2	2.6 (0.102)

*: Either A, B or C type spring is installed at shipment. Only A type spring is available for replacement.

Vehicle Speed at Shiftpoint Table

Mode	Range	Throttle condition (Throttle sensor voltage)	Shift	Vehicle speed km/h (mph)
Normal (Power)	D	Fully opened (4.4 volt)	$D_1 \rightarrow D_2$	47—51 (29—32)
			$D_2 \rightarrow D_3$	87—95 (54—59)
			$D_3 \rightarrow OD$	129—139 (80—86)
		Half throttle (1.6—2.2 volt)	$D_1 \rightarrow D_2$	39—43 (24—27)
			$D_2 \rightarrow D_3$	66—72 (41—45)
			Lockup ON (D_3)	96—104 (60—64)
			$D_3 \rightarrow OD$	111—119 (69—74)
			Lockup ON (OD)	128—136 (79—84)
			Lockup OFF (OD)	96—104 (60—64)
			$OD \rightarrow D_3$	71—79 (44—49)
			Lockup OFF (D_3)	86—94 (53—58)
			$D_3 \rightarrow D_2$	42—48 (26—30)
		Kickdown	$OD \rightarrow D_3$	124—134 (77—83)
			$OD \rightarrow D_2$	81—89 (50—55)
			$OD \rightarrow D_1$	41—45 (25—28)
			$D_3 \rightarrow D_2$	81—89 (50—55)
			$D_3 \rightarrow D_1$	41—45 (25—28)
			$D_2 \rightarrow D_1$	41—45 (25—28)
Normal (Economy)		Fully opened (4.4 volt)	$D_1 \rightarrow D_2$	47—51 (29—32)
			$D_2 \rightarrow D_3$	87—95 (54—59)
			$D_3 \rightarrow OD$	129—139 (80—86)
		Half throttle (1.6—2.2 volt)	$D_1 \rightarrow D_2$	30—34 (19—21)
			$D_2 \rightarrow D_3$	52—58 (32—36)
			$D_3 \rightarrow OD$	96—104 (60—64)
			Lockup ON (OD)	96—104 (60—64)
			Lockup OFF (OD)	81—89 (50—55)
			$OD \rightarrow D_3$	43—51 (27—32)
			$D_3 \rightarrow D_2$	22—28 (14—17)
		Kickdown	$OD \rightarrow D_3$	124—134 (77—83)
			$OD \rightarrow D_2$	81—89 (50—55)
			$OD \rightarrow D_1$	41—45 (25—28)
			$D_3 \rightarrow D_2$	81—89 (50—55)
			$D_3 \rightarrow D_1$	41—45 (25—28)
			$D_2 \rightarrow D_1$	41—45 (25—28)
Normal	S	Fully opened (4.4 volt)	$S_1 \rightarrow S_2$	47—51 (29—32)
			$S_2 \rightarrow S_3$	87—95 (54—59)
			$S_3 \rightarrow S_2$	82—88 (51—55)
			$S_2 \rightarrow S_1$	41—45 (25—28)
		Half throttle (1.6—2.2 volt)	$S_1 \rightarrow S_2$	39—43 (24—27)
			$S_2 \rightarrow S_3$	66—72 (41—45)
			$S_3 \rightarrow S_2$	41—47 (25—29)
Normal	L	Fully opened (4.4 volt)	$L_1 \rightarrow L_2$	47—51 (29—32)
			$L_2 \rightarrow L_1$	41—45 (25—28)
		Half throttle (1.6—2.2 volt)	$L_1 \rightarrow L_2$	39—43 (24—27)
HOLD	D	—	$D_2 \rightarrow D_3$	18—22 (11—14)
			$D_3 \rightarrow D_2$	7—13 (4—8)
		Fully closed (0.4 volt)	$OD \rightarrow D_3$	138—148 (86—92)
	S		$S_3 \rightarrow S_2$	88—96 (55—60)
	L		$L_2 \rightarrow L_1$	44—48 (27—30)

L. PROPELLER SHAFT

Item		Front propeller shaft	Rear propeller shaft
Starting torque adjustment snap ring	mm (in)	1.45 (0.0571), 1.48 (0.0583) 1.51 (0.0594), 1.54 (0.0606), 1.57 (0.0618), 1.60 (0.0630) 1.63 (0.0642)	
Runout limit	mm (in)	0.4 (0.016)	
Starting torque of universal	N·m (cm-kg, in-lb)	0.294—0.784 (3.0—8.0, 2.6—6.9)	

M. FRONT AND REAR AXLES (4x4)

Item \ Engine/Transmission			B2600i M/T	B2600i A/T
Front axle				
Bearing play axial direction		mm (in)	0 (0)	
Bearing preload (without oil seal load)	Pull scale reading	N (kg, lb)	6—12 (0.6—1.2, 1.3—2.6)	
Front differential				
Reduction gear			Hypoid gear	
Differential gear			Straight bevel gear	
Reduction ratio			4.300	4.444
Number of teeth	Ring gear		43	40
	Drive pinion gear		10	9
Oil	Grade		API Service GL-5	
	Viscosity	Above −18°C (0°F)	SAE 90	
		Below −18°C (0°F)	SAE 80W	
	Amount	liters (US qt, Imp qt)	1.5 (1.6, 1.3)	
Drive pinion preload		N·m (cm-kg, in-lb)	0.9—1.4 (9—14, 7.8—12.2)	
Drive pinion and ring gear backlash		Standard	0.09—0.11 (0.0035—0.0043)	
		Minimum	More than 0.05 (0.0020)	
		Allowable variation	Less than 0.07 (0.0028)	
Pinion height adjustment spacer		mm (in)	14 sizes from 3.08 (0.1213) to 3.47 (0.1366) in increments of 0.03 (0.0012)	
L dimension between bearing caps		mm (in)	185.43—185.50 (7.3004—7.3031)	
Side gear and pinion gear backlash		mm (in)	0—0.1 (0—0.004)	
Backlash adjustment washer		mm (in)	2.00 (0.0787), 2.05 (0.0807), 2.10 (0.0827), 2.15 (0.0846), 2.20 (0.0866)	
Rear axle				
Axle casing			Banjo type	
Axle shaft support			Semifloating type	
Bearing play axial direction	When both shafts are installed	mm (in)	0.05—0.25 (0.002—0.010)	
	When one side shaft is installed	mm (in)	0.65—0.95 (0.026—0.037)	
Rear differential				
Reduction gear			Hypoid gear	
Differential gear			Straight bevel gear	
Reduction ratio			4.300	4.444
Number of teeth	Ring Gear		43	40
	Drive pinion gear		10	9
Oil	Grade		API Service GL-5	
	Viscosity	Above −18°C (0°F)	SAE 90	
		Below −18°C (0°F)	SAE 80W	
	Amount	liters (US qt, Imp qt)	1.7 (1.8, 1.5)	

Item \ Engine/Transmission			B2600i	
			M/T	A/T
Drive pinion preload		N·m (cm-kg, in-lb)	1.3—1.8 (13—18, 11.3—15.6)	
Drive pinion and ring gear backlash		mm (in) Standard	0.09—0.11 (0.0035—0.0043)	
		Minimum	More than 0.05 (0.0020)	
		Allowable variation	Less than 0.07 (0.0028)	
Pinion height adjustment spacer		mm (in)	14 sizes from 3.08 (0.1213) to 3.47 (0.1366) in increments of 0.03 (0.0012)	
L dimension between bearing caps		mm (in)	204.43—204.50 (8.0484—8.0512)	
Side gear and pinion gear backlash		mm (in)	0—0.1 (0—0.004)	
Backlash adjustment washer		mm (in)	2.00 (0.0787), 2.05 (0.0807), 2.10 (0.0827), 2.15 (0.0846), 2.20 (0.0866)	

(4x2)

Item \ Engine/Transmission			B2200		B2600i	
			M/T	A/T	M/T	A/T
Front axle						
Bearing play axial direction		mm (in)	0 (0)			
Bearing preload (without oil seal load)	Pull-scale reading	N (kg, lb)	6—11 (0.6—1.1, 1.3—2.4)			
Rear axle						
Axle casing			Banjo type			
Axle shaft support			Semifloating			
Bearing play axial direction	When both shafts are installed	mm (in)	0.05—0.25 (0.002—0.010)			
	When one side shaft is installed	mm (in)	0.65—0.95 (0.026—0.037)			
Differential						
Reduction gear			Hypoid gear			
Differential gear			Straight bevel gear			
Reduction ratio			3.909		3.727	
Number of teeth	Ring gear		43		41	
	Drive pinion gear		11		11	
Rear axle oil	Grade		API Service GL-5			
	Viscosity	Above −18°C (0°F)	SAE 90			
		Below −18°C (0°F)	SAE 80W			
	Amount	liters (US qt, Imp qt)	1.2 (1.3, 1.1)		1.7 (1.8, 1.5)	
Drive pinion preload		N·m (cm-kg, in-lb)	0.9—1.4 (9—14, 7.8—12.2)			
Drive pinion and ring gear backlash		mm (in) Standard	0.09—0.11 (0.0035—0.0043)			
		Minimum	More than 0.05 (0.0020)			
		Allowable variation	Less than 0.07 (0.0028)			
Pinion height adjustment spacer		mm (in)	14 sizes from 3.08 (0.1213) to 3.47 (0.1366) in increments of 0.03 (0.0012)			
L dimension between bearing caps		mm (in)	185.43—185.50 (7.3004—7.3031)		204.43—204.50 (8.0484—8.0512)	
Side gear and pinion gear backlash		mm (in)	0—0.1 (0—0.004)			
Backlash adjustment washer		mm (in)	2.00 (0.0787), 2.05 (0.0807), 2.10 (0.0827), 2.15 (0.0846), 2.20 (0.0866)			

N. STEERING SYSTEM

Item		Engine/Type	B2200 Manual	B2200 Power	B2600i Power
Steering wheel	Outer diameter mm (in)		380 (14.96)		
	Lock to lock		4.6	3.5	
	Play mm (in)		5—20 (0.20—0.79)		
	Effort*1 N (kg, lb)		5—20 (0.5—2.0, 1—5)	40 (4.1, 9)	
Steering shaft and joint	Shaft type		Collapsible, non-tilt or tilt		
	Joint type		Cross-joint and rubber coupling		
	Tilt stroke mm (in)		68 (2.68)		
Steering gear	Type		Ball nut		
	Gear ratio		21—25	17.8	
	Backlash mm (in)		0 (0)		
	Worm shaft preload N (kg, lb)		3—6 (0.3—0.6, 0.7—1.3)	5.9—8.8 (0.6—0.9, 1.3—2.0)	
Oil	Grade		API Service GL-4 SAE 90	ATF M2C33F or Dexron®II	
	Capacity*2 liters (US qt, Imp qt)		0.34 (0.36, 0.30)	0.80 (0.85, 0.70)	1.20 (1.27, 1.06)
Power steering	Assist type		—	Engine speed sensing	
	Fluid pressure kPa (kg/cm², psi)		—	8,584—9,320 (87.5—95, 1,244—1,351)	9,320—9,810 (95—100, 1,351—1,422)
Oil pump drive belt	Deflection mm (in)/98 N (10 kg, 22 lb)	New	—	7.0—8.0 (0.28—0.31)	6.6—7.2 (0.26—0.28)
		Used		8.0—9.0 (0.31—0.35)	7.2—8.0 (0.28—0.31)
	Tension N (kg, lb)	New	—	245—294 (25—30, 55—66)	412—471 (42—48, 92.4—105.6)
		Used		196—245 (20—25, 44—55)	353—402 (36—41, 79.2—90.2)

*1 Manual steering, measured with wheels off ground. Power steering, measured with wheels on ground.
*2 Power steering: complete system.

P. BRAKING SYSTEM

Item \ Model			4x4	4x2
Brake type			Front.....disc, Rear.....drum	
Brake pedal mm (in)	Height (with capet)		180—185 (7.09—7.28)	
	Free play		4.0—7.0 (0.16—0.28)	
	Reserve travel		More than 105 (4.1)	
	Clearance when pedal is depressed at 589 N (60 kg, 132 lb)			
Master cylinder and reserve tank				
Master cylinder	Type		Tandem (with level sensor)	
	Bore diameter mm (in)		22.22 (0.875)	
Clearance between piston and bore mm (in)		Standard	0.04—0.125 (0.002—0.005)	
		Wear limit	0.15 (0.006)	
Fluid capacity of reserve tank liter (US qt, Imp qt)			0.16 (0.17, 0.14)	
Front brake (disc)				
Thickness of pad mm (in)		Standard	10 (0.39)	
		Wear limit	3.0 (0.118)	
Thickness of disc plate mm (in)		Standard	22 (0.87)	20 (0.79)
		Wear limit	20 (0.79)	18 (0.71)
Runout of disc plate mm (in)			0.15 (0.006)	
Cylinder inner diameter mm (in)			53.98 (2.125)	
Rear brake (drum)				
Type			Duoservo	Leading-trailing
Shoe clearance adjustment			Self-adjusting	
Thickness of lining mm (in)		Standard	5.0 (0.20)	6.3 (0.25)
		Wear limit	1.0 (0.04)	
Diameter of drum mm (in)		Standard	260.0 (10.24)	
		Wear limit	261.5 (10.30)	
Wheel cylinder bore mm (in)			17.46 (0.688)	19.05 (0.750)
Clearance between piston and bore mm (in)		Standard	0.040—0.125 (0.002—0.005)	
		Wear limit	0.15 (0.006)	
Parking brake				
Type			Stick type	
Parking lever notches When lever is pulled at 196 N (20 kg, 44 lb)			7—12 notches	
Power brake unit				
Type			Tandem	Single
Diameter mm (in)			187 + 213 (7.36 + 8.39)	238 (9.37)
Clearance between master cylinder and brake unit mm (in)			0—0.5 (0—0.02)	
Fluid pressure per treading force kPa (kg/cm^2, psi)			More than 1,962 (20, 284) at 0 mmHg (0 inHg) More than 5,886 (60, 853) at 500 mmHg (19.7 inHg)	More than 1,078 (11, 156) at 0 mmHg (0 inHg) More than 5,390 (55, 782) at 500 mmHg (19.7 inHg)
Rear wheel hydraulic control system				
Type			Rear-wheel Anti-lock Brake System (Rear-wheel ABS)	
Brake fluid				
Grade			FMVSS 116 DOT-3 or SAE J1703	

Q. WHEELS AND TIRES

Item			Model	4x4		4x2	
				Standard	Temporary	Standard	Temporary
Wheels	Size			15 x 6JJ	16 x 4T	14 x 5 1/2JJ	16 x 4T
	Offset		mm (in)	30 (1.18)	48 (1.89)	40 (1.57)	48 (1.89)
	Diameter of pitch circle		mm (in)	139.7 (5.50)			
	Type			Styled or design			
Tires	Size			P215/75R15 P235/75R15	T155/90D16	P205/75R14	T135/80D16
	Air pressure kPa (kg/cm^2, psi)	Front		196 (2.0, 28)	415 (4.2, 60)	180 (1.8, 26)	415 (4.2, 60)
		Rear		216 (2.2, 31)		235 (2.4, 35)	
Wheel and tire runout limit			mm (in)	Horizontal.....2.0 (0.079), Vertical.....1.5 (0.059)			
Wheel unbalance at rim edge (on one side)			g (oz)	10 (0.35)			

R. SUSPENSION

Item			Model	4x2	4x4
Front Suspension					
Suspension				Double wishbone	
Springs	Type			Torsion bar spring	
	Dimensions (bar diameter × length)		mm (in)	21.9 × 901 (0.86 × 35.47)	23.8 × 924 (0.94 × 36.38)
Stabilizer	Type			Torsion bar	
	Diameter		mm (in)	22 (0.87)	24 (0.94)
Shock absorbers	Type			Cylindrical, double-acting	
	Damping force N (kg, lb) at 0.3 m/s	Extended		785 ± 118 (80 ± 12, 176 ± 26)	1,825 ± 255 (186 ± 26, 409 ± 57)
		Compressed		245 ± 59 (25 ± 6, 55 ± 13)	530 ± 98 (54 ± 10, 119 ± 22)
Front wheel alignment (*Unladen condition)	Turning angle	Inner		35°00' ± 2°	33°30' ± 2°
		Outer		33°00' ± 2°	30°00' ± 2°
	Total toe-in	mm (in)		3 ± 3 (0.12 ± 0.12)	
		degree		18' ± 18'	
	Camber angle			0°45' $^{+30'}_{-20'}$	1°00 $^{+30'}_{-20'}$
	Caster angle			Manual steering: 0°50' ± 45' Power steering : 1°50' ± 45'	2°00' ± 45'
	Kingpin angle			8°15'	10°20'
	Caster trail		mm (in)	4.4 (0.17)	12 (0.47)
Rear Suspension					
Suspension				Rigid axle	
Springs	Type			Semielliptic leaf spring	
	Dimensions (length × width × thickness)		mm (in)	1,566 × 60 × 7 (61.65 × 2.36 × 0.28) 1,132 × 60 × 6 (44.57 × 2.36 × 0.24) 966 × 60 × 6 (38.03 × 2.36 × 0.24) 790 × 60 × 14 (31.10 × 2.36 × 0.55)	1,422 × 60 × 9 (55.98 × 2.36 × 0.35) 979 × 60 × 6 (38.54 × 2.36 × 0.24) 844 × 60 × 6 (33.23 × 2.36 × 0.24) 639 × 60 × 12 (25.16 × 2.36 × 0.47)
Shock absorbers	Type			Cylindrical, double-acting	
	Damping force N (kg, lb) at 0.3 m/s	Extended		687 ± 108 (70 ± 11, 154 ± 24)	1,079 ± 167 (110 ± 17, 242 ± 37)
		Compressed		471 ± 98 (48 ± 10, 106 ± 22)	441 ± 98 (45 ± 10, 99 ± 22)

* Fuel tank full; radiator coolant and engine oil at specified level, and spare tire, jack, and tools in designated position.

T. BODY ELECTRICAL SYSTEM

Item		Wattage (BULB TRADE NO.)
Headlight	Standard	65/55 (6052)
	Halogen	65/35 (H6054)
Parking and front side marker light		8 (67)
Turn signal light	Front	27 (1156)
	Rear	27 (1156)
Back-up light		27 (1156)
Stop/tail light and rear side marker light		27/8 (1157)
License plate light		6
Interior lamp		10 (10×2 Cab Plus)
Indicator and warning lights		
Alternator		1.4
Brake		1.4
Check (MIL)		1.4
Hazard		3.4
High beam		3.4
O/D OFF		1.4
Oil pressure		1.4
Seat belt		1.4
Turn signal		3.4
A/T oil temperature		1.4
Neutral		1.4
Hold		1.4
4x4		1.4
Anti-lock		1.4
Illumination lights		
A/C switch		1.4
Ashtray		3.4
Blower		3.4
A/T selector		3.4
Heater		3.4
Meter		3.4
Audio		1.4
RFW main switch		1.4
Cigarette lighter		0.7
Cruise control main switch		1.4

U. HEATER AND AIR CONDITIONING SYSTEM

Item		Specifications
Refrigerant amount	g (oz)	800 (28.2)
Compressor oil amount	cc (cc in)	135 (8.2)
Refrigerant normal pressure	kPa (kg/cm^2, psi)	Low pressure : 98—167 (1.0—1.7, 14—24) High pressure: 1,030—1,275 (10.5—13.0, 149—185)

STANDARD BOLT AND NUT TIGHTENING TORQUE

Diameter mm (in)	Pitch mm (in)	4T			6T			8T		
		N·m	m-kg	ft-lb	N·m	m-kg	ft-lb	N·m	m-kg	ft-lb
6 (0.236)	1 (0.039)	4.2—6.2	0.43—0.63	3.1—4.6	6.9—9.8	0.7—1.0	5.0—7.2	7.8—11.8	0.8—1.2	5.8—8.8
8 (0.315)	1.25 (0.049)	9.8—14.7	1.0—1.5	7.2—10.8	16—23	1.6—2.3	12—17	18—26	1.8—2.7	13—20
10 (0.394)	1.25 (0.049)	20—28	2.0—2.9	14—21	31—46	3.2—4.7	23—34	36—54	3.7—5.5	27—40
12 (0.472)	1.5 (0.059)	34—50	3.5—5.1	25—37	55—80	5.6—8.2	41—59	63—93	6.4—9.5	46—69
14 (0.551)	1.5 (0.059)	—	—	—	75—103	7.7—10.5	56—76	102—137	10—14	75—101
16 (0.630)	1.5 (0.059)	—	—	—	116—157	12—16	85—116	156—211	16—22	115—156
18 (0.709)	1.5 (0.059)	—	—	—	167—225	17—23	123—166	221—299	23—31	163—221
20 (0.787)	1.5 (0.059)	—	—	—	231—314	24—32	171—231	308—417	31—43	227—307
22 (0.866)	1.5 (0.059)	—	—	—	314—423	32—43	231—312	417—564	43—58	307—416
24 (0.945)	1.5 (0.059)	—	—	—	475—546	41—56	298—403	536—726	55—74	396—536