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TECHNICAL DATA

ENGINE		Oil seal	
Displacement	573 cc (35.0 cu-in) x 2 rotors	Height	5.6 mm (0.2205 in)
Compression ratio	9.4 : 1	Contact width of oil seal lip	Less than 0.5 mm (0.020 in)
Compression pressure		Oil seal protrusion	More than 0.5 mm (0.020 in)
Limit	600 kpa (85 lb/in ²) at 250 rpm	Corner seal	
Max. permissible difference between chambers	150 kpa (21 lb/in ²)	Outer diameter	11.0 mm (0.4331 in)
Port timing		Height	7.0 mm (0.2756 in)
Intake opens	32° ATDC	Corner seal protrusion	More than 0.5 mm (0.020 in)
Intake closes	40° ABDC	Main bearing clearance	
Exhaust opens	75° BBDC	Standard	0.04 ~ 0.08 mm (0.0016 ~ 0.0031 in)
Exhaust close	38° ATDC	Wear limit	0.10 mm (0.0039 in)
Side housings (Front, intermediate and rear housings)		Rotor bearing clearance	
Width standard		Standard	0.04 ~ 0.08 mm (0.0016 ~ 0.0031 in)
Front	40 mm (1.575 in)	Wear limit	0.10 mm (0.0039 in)
Intermediate	50 mm (1.969 in)	Eccentric shaft	
Rear	60 mm (2.362 in)	Eccentricity of rotor journal	15.0 mm (0.5906 in)
Limit of distortion	0.40 mm (0.0016 in)	Main journal diameter	43 mm (1.6929 in)
Limit of wear		Rotor journal diameter	74 mm (2.9134 in)
Sliding surface	0.10 mm (0.0039 in)	Max. permissible run-out	0.06 mm (0.0024 in)
Rotor housing		End play	
Width	70 mm (2.7559 in)	Standard	0.04 ~ 0.07 mm (0.0016 ~ 0.0028 in)
Max. permissible difference in width	0.06 mm (0.0024 in)	Limit	0.09 mm (0.0035 in)
Rotor		Alternator belt tension (slack) (Between alternator and eccentric shaft pulley)	
Width	69.8 mm (2.748 in)	Belt deflection	15 ± 2 mm (0.59 ± 0.08 in)
Clearance of side housing and rotor (ΔR)		Air pump belt tension (slack) (Between air pump and water pump pulley)	
Standard	0.12 ~ 0.18 mm (0.0047 ~ 0.0071 in)	Belt deflection	12 ± 1 mm (0.47 ± 0.04 in)
Limit	0.10 mm (0.004 in)	LUBRICATING SYSTEM	
Apex seal		Oil pump	
Length	69.8 mm (2.748 in)	Type	Rotor
Width	3.0 mm (0.1181 in)	Feeding capacity at 1,000 rpm of engine	5.0 liters/min. (5.3 U.S. quarts/min.) (4.4 Imp. quarts/min.)
Height		Oil pump driven by	Chain and sprocket
Standard	8.5 mm (0.3347 in)	Limit of chain slack	12 mm (0.47 in)
Limit	7.0 mm (0.2756 in)	Outer rotor and body	
Clearance of apex seal and rotor groove (ΔG)		Clearance	
Standard	0.05 ~ 0.09 mm (0.0020 ~ 0.0035 in)	Standard	0.20 ~ 0.25 mm (0.0079 ~ 0.0098 in)
Limit	0.15 mm (0.0059 in)	Wear limit	0.30 mm (0.0118 in)
Apex seal spring		Clearance between rotor lobes	
Free height		Standard	0.01 ~ 0.09 mm (0.0004 ~ 0.0035 in)
Standard	6.9 mm (0.2717 in) or more	Wear limit	0.15 mm (0.0059 in)
Limit	5.5 mm (0.2165 in)	Rotor end float	
Side seal		Standard	0.03 ~ 0.13 mm (0.0012 ~ 0.0051 in)
Thickness	1.0 mm (0.0394 in)	Wear limit	0.15 mm (0.0059 in)
Height	3.5 mm (0.1378 in)	Oil pressure at 3,000 rpm of engine	450 ~ 550 kpa (64 ~ 78 lb/in ²)
Clearance of side seal and rotor groove (ΔW)			
Standard	0.03 ~ 0.08 mm (0.0012 ~ 0.0031 in)		
Limit	0.10 mm (0.0039 in)		
Clearance of side seal and corner seal (ΔE)			
Standard	0.05 ~ 0.15 mm (0.0020 ~ 0.0059 in)		
Limit	0.40 mm (0.0157 in)		
Side seal protrusion	More than 0.5 mm (0.0197 in)		

<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) Starts to close Fully closes 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>70 ~ 180 kpa (10 ~ 26 lb/in²) 500 kpa (71.1 lb/in²) at 3,000 rpm of engine 46.4 mm (1.8267 in) 1100 kpa (156 lb/in²) 73.0 mm (2.874 in) 50 ~ 55°C (122 ~ 131°F) 60 ~ 65°C (140 ~ 149°F) 356 kpa at 60°C (50.6 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 or SE SAE 20W-40 or 20W-50 SAE 10W-30 SAE 10W-40 or 10W-50 SAE 5W-20 SAE 5W-30 5.2 liters (5.5 U.S. quarts) (4.6 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																																						
COOLING SYSTEM		<p>Fuel tank capacity Fuel pump Type Fuel pressure Feeding capacity Fuel filter Carburetor Type Throat diameter Primary Secondary Venturi diameter Primary Secondary 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>																																				
<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>	<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> <tr> <td>1.8 mm (0.0709 in)</td> <td>1.8 mm (0.0709 in)</td> </tr> <tr> <td>0.8 ~ 1.0 mm (0.031 ~ 0.039 in)</td> <td></td> </tr> <tr> <td>16.0 ± 0.5 mm (0.63 ± 0.020 in)</td> <td></td> </tr> <tr> <td>51 ± 0.5 mm (2.0 ± 0.02 in)</td> <td></td> </tr> <tr> <td>750 rpm</td> <td></td> </tr> <tr> <td>750 rpm</td> <td></td> </tr> <tr> <td>Anti-freeze 90%</td> <td>Water 10%</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	1.8 mm (0.0709 in)	1.8 mm (0.0709 in)	0.8 ~ 1.0 mm (0.031 ~ 0.039 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%
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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 brushes Brush length Wear limit Brush spring pressure Pulley ratio of eccentric shaft and alternator	G60-5, Y60-5 G60-5, Y60-5, NS70S NS70S 55 amp. NS70S 45 amp. G60-5, Y60-5 12 Volt Negative G60-5, Y60-5 NS70S 1.260 1.280 1.200 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: 7.5° at -250 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)	Ignition coil (Leading) 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 600 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 50 amp.</td> <td>Less than 100 amp.</td> </tr> <tr> <td>More than 5,600 rpm</td> <td>More than 3,500 rpm</td> </tr> <tr> <td>3</td> <td>4</td> </tr> <tr> <td>18.5 mm (0.73 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</td> </tr> <tr> <td>0.1 ~ 0.5 mm (0.004 ~ 0.02 in)</td> <td>(0.008 in) 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 600 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 50 amp.	Less than 100 amp.	More than 5,600 rpm	More than 3,500 rpm	3	4	18.5 mm (0.73 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	0.1 ~ 0.5 mm (0.004 ~ 0.02 in)	(0.008 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)																																				

<p>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</p>	<p>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)</p>	AUTOMATIC TRANSMISSION									
MANUAL TRANSMISSION		<p>Gear ratio Low 2.458 Second 1.458 Top 1.000 Reverse 2.181 Fluid type M2C33F (Type F) Fluid capacity 6.2 liters (6.6 U.S. quarts) (5.5 Imp. quarts)</p> <p>Drive plate run-out Limit 0.5 mm (0.020 in)</p> <p>Oil pump Side play of inner gear and outer gear Limit 0.08 mm (0.003 in) Clearance between outer gear and crescent Limit 0.25 mm (0.010 in) Clearance between outer gear and housing Limit 0.25 mm (0.010 in) Side clearance between oil seal ring and groove on oil pump cover 0.04 ~ 0.16 mm (0.002 ~ 0.006 in)</p> <p>Front clutch Thickness of drive plate Limit 1.4 mm (0.055 in) Total clearance measured between retaining plate and snap ring 1.6 ~ 1.8 mm (0.063 ~ 0.071 in) End play of front clutch drum 0.5 ~ 0.8 mm (0.020 ~ 0.031 in)</p> <p>Rear clutch Thickness of drive plate Limit 1.4 mm (0.055 in) Total clearance measured between retaining plate and snap ring 0.8 ~ 1.5 mm (0.031 ~ 0.059 in)</p> <p>Low and reverse brake Thickness of friction plate Limit 1.8 mm (0.071 in) Total clearance measured between retaining plate and snap ring 0.8 ~ 1.05 mm (0.031 ~ 0.041 in)</p> <p>Gear assembly Total end play 0.25 ~ 0.50 mm (0.010 ~ 0.020 in) Planetary gear side play Limit 0.8 mm (0.031 in)</p> <p>Engine stall speed In break-in period 2,300 ~ 2,550 rpm After break-in period 2,350 ~ 2,600 rpm</p>									
<p>Gear ratio First 3.674 Second 2.217 Third 1.432 Fourth 1.000 Reverse 3.542 Fifth 0.825 Oil capacity 2.0 liters (2.1 U.S. quarts) (1.8 Imp. quarts.) Main shaft Max. permissible run-out Clearance between main shaft and gear (or bush) Wear limit 0.15 mm (0.006 in) Reverse idle gear Clearance between reverse idle gear bush and shaft Wear limit 0.15 mm (0.006 in) Shift fork and rod Clearance between shift fork and clutch sleeve Wear limit 0.5 mm (0.020 in) Clearance between shift rod gate and control lever Wear limit 0.8 mm (0.031 in) Synchronizer ring Clearance between synchronizer ring and side of gear when fitted Standard 1.5 mm (0.059 in) Wear limit 0.8 mm (0.031 in) Lubricant Above -18°C (0°F) A.P.I. Service GL-4 or GL-5 SAE90 Below -18°C (0°F) A.P.I. Service GL-4 or GL-5 SAE80</p>		<p>Valve body spring Pressure regulator valve 1st-2nd shift valve 2nd-3rd shift valve</p>	<table border="1"> <thead> <tr> <th>Wire diameter</th> <th>Free length</th> </tr> </thead> <tbody> <tr> <td>1.20 ± 0.03 mm (0.047 ± 0.001 in)</td> <td>43.0 ± 1.0 mm (1.69 ± 0.039 in)</td> </tr> <tr> <td>0.55 ± 0.015 mm (0.022 ± 0.0006 in)</td> <td>32.0 ± 2.0 mm (1.260 ± 0.079 in)</td> </tr> <tr> <td>0.70 ± 0.015 mm (0.028 ± 0.0006 in)</td> <td>41.0 ± 1.0 mm (1.61 ± 0.039 in)</td> </tr> </tbody> </table>	Wire diameter	Free length	1.20 ± 0.03 mm (0.047 ± 0.001 in)	43.0 ± 1.0 mm (1.69 ± 0.039 in)	0.55 ± 0.015 mm (0.022 ± 0.0006 in)	32.0 ± 2.0 mm (1.260 ± 0.079 in)	0.70 ± 0.015 mm (0.028 ± 0.0006 in)	41.0 ± 1.0 mm (1.61 ± 0.039 in)
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	Wire diameter	Fee length	PROPELLER SHAFT	
Pressure modifier valve	0.40 ± 0.01 mm (0.016 ± 0.0004 in)	18.5 ± 1.0 mm (0.73 ± 0.039 in)	Max. permissible run-out	0.4 mm (0.016 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)	Max. permissible unbalance at 4,000 rpm	
Solenoid down shift valve	0.55 ± 0.015 mm (0.022 ± 0.0006 in)	21.9 ± 1.0 mm (0.86 ± 0.039 in)	At front	15 cm-gr (0.21 in-oz)
2nd lock valve	0.55 ± 0.015 mm (0.022 ± 0.0006 in)	33.5 ± 1.0 mm (1.32 ± 0.039 in)	At rear	15 cm-gr (0.21 in-oz)
Throttle relief valve	0.90 ± 0.03 mm (0.035 ± 0.001 in)	26.8 ± 1.0 mm (1.06 ± 0.039 in)	Universal joint	
Orifice check valve	0.23 ± 0.01 mm (0.009 ± 0.0004 in)	15.5 ± 2.0 mm (0.61 ± 0.079 in)	Spider diameter	25 + 0.021 + 0.008 mm (0.9843 + 0.0008 + 0.0003 in)
			Wear limit	24.908 mm (0.9806 in)
			Journal swinging torque	0.3 ~ 0.8 N-m (2.6 ~ 6.9 in-lb)
Shift speed			REAR AXLE	
Throttle condition (Manifold vacuum)		mph	Reduction ratio	3.909
Kick-down (0 ~ 100 mm-Hg) (0 ~ 3.94 in-Hg)	D1 → D2	31 ~ 44	Backlash of ring gear and pinion	0.09 ~ 0.11 mm (0.0035 ~ 0.0043 in)
	D2 → D3	57 ~ 74	Pinion bearing preload (Without pinion oil seal)	0.9 ~ 1.4 N-m (7.8 ~ 12.2 in-lb)
	D3 → D2	49 ~ 63	Differential side bearing preload (Without pinion)	0.6 ~ 2.1 N-m (5.2 ~ 18.2 in-lb)
	D2 → D1	20 ~ 30	Backlash of side gear and pinion gear	0 ~ 0.1 mm (0 ~ 0.004 in)
Half throttle (200 ± 10 mm-Hg) (7.87 ± 0.39 in-Hg)	D1 → D2	7 ~ 19	Rear wheel bearing end play	0 ~ 0.1 mm (0 ~ 0.004 in)
	D2 → D3	18 ~ 39	Lubricant	A.P.I. Service GL-5 SAE 90 A.P.I. Service GL-5 SAE 80
Fully closed throttle	D3 → D1	6 ~ 12	Above -18°C (0°F)	1.2 liters (1.3 U.S. quarts)
Manual I	I2 → I1	24 ~ 32	Below -18°C (0°F)	1.1 Imp. quarts
			Oil capacity	185.428 ~ 185.500 mm (7.3004 ~ 7.3033 in)
			"L" (Case spread)	
Governor pressure			LIMITED SLIP DIFFERENTIAL	
Driving speed	Output shaft speed	Governor pressure		
mph	rpm	kpa	lb/in ²	
20	1,190 ~ 1,070	80 ~ 130	11 ~ 18	Reduction ratio
35	1,940 ~ 2,100	160 ~ 230	23 ~ 33	3.909
55	3,100 ~ 3,300	340 ~ 450	48 ~ 64	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)
				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)
Line pressure			STEERING	
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
				Reduction ratio
				17.0 ~ 20.0 : 1
				Free play of steering wheel (Turning direction)
				Limit
				40 mm (1.57 in)

Backlash between rack and sector gear	Adjust to 0 mm	Caliper cylinder bore	50.80 mm (2.0 in)
Worm bearing preload		Rear disc brake	
Without sector shaft and column bush	0.2 ~ 0.5 N·m (1.7 ~ 4.3 in·lb)	Thickness of brake disc	
With sector shaft and column bush	0.6 ~ 1.2 N·m (5.2 ~ 10.4 in·lb)	Standard	10 mm (0.3937 in)
Clearance between sector shaft and housing bush		Limit	9 mm (0.3543 in)
Wear limit	0.1 mm (0.004 in)	Max. allowable lateral run-out of brake disc	0.1 mm (0.0039 in)
End clearance of adjusting screw and sector shaft	0 ~ 0.1 mm (0 ~ 0.004 in)	Thickness of lining	
Lubricant	A.P.I. Service GL-4 SAE 90	Standard	6 mm (0.2362 in)
Oil capacity	190 cc (0.31 U.S. quarts) (0.26 Imp. quarts)	Thickness limit	1 mm (0.039 in)
Max. Wheel angle on full lock		Caliper cylinder bore	34.93 mm (1.3752 in)
Wheel on inside of curve	39°40' ± 2°	Rear drum brake	
Wheel on outside of curve	32°14' ± 2°	Drum diameter	
Idle arm revolving torque	20 ~ 60 N/135 mm (4.4 ~ 13.2 lb/5.315 in)	Standard	200 mm (7.8741 in)
Knuckle arm ball stud revolving torque	More than 4 N (14 oz)	Limit	201 mm (7.9135 in)
Steering geometry		Thickness of lining	
King-pin inclination	10°44'	Standard	4.0 mm (0.1575 in)
Camber	1°00' ± 30'	Thickness limit	1.0 mm (0.039 in)
Max. permissible difference in camber between sides	±30'	Wheel cylinder bore	19.05 mm (0.750 in)
Camber offset	38 mm (1.50 in)	Clearance between piston and bore	
Caster	Right-hand side 4°10' ± 30' Left-hand side 3°40' ± 30'	Standard	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in)
Max. permissible difference in caster between sides	± 30'	Limit	0.15 mm (0.006 in)
Caster trail	20 mm (0.79 in)	Remaining pressure	50 ~ 100 kpa (7.1 ~ 14.2 lb/in ²)
Toe-in	0 ~ 6 mm (0 ~ 0.24 in)	Clearance between drum and lining	0.1 ~ 0.15 mm (0.004 ~ 0.006 in)
		Parking brake	
		Lever travel	6 ~ 8 notches at 100N (22 lb)
WHEEL AND TIRES			
BRAKES			
Brake pedal free travel		Wheel disc	
Before power brake piston operates	7 ~ 9 mm (0.28 ~ 0.35 in)	Front	5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum)
Brake pedal height (from floor)	190 ⁺⁵ ₋₀ mm (7.48 ^{+0.20} ₋₀ in)	Rear	5-J x 13 WDC 5½-JJ x 13 WDC (Aluminum)
Master cylinder		Temporary spare tire	4-T x 15
Bore	20.64 mm (0.813 in)	Run-out limit	
Clearance between piston and bore		Radial	1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum
Standard	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in)	Lateral	1.0 mm (0.04 in) 0.5 mm (0.020 in) Aluminum
Wear limit	0.15 mm (0.006 in)	Tire	
Power brake unit		Front	185/70 HR 13 165HR 13
Clearance between piston and push rod	0.1 ~ 0.5 mm (0.004 ~ 0.020 in)	Rear	185/70 HR 13 165 HR 13
Front disc brake		Temporary spare tire	T135/70 D 15
Thickness of brake disc		Inflation pressure	
Standard	18 mm (0.7087 in)	Front	180 kpa (26 psi)
Limit	17 mm (0.6693 in)	Rear	180 kpa (26 psi)
Max. allowable lateral run-out of brake disc	0.1 mm (0.0039 in)	Temporary spare tire	420 kpa (60 psi)
Thickness of lining		Run-out limit (with wheel disc)	
Standard	9 mm (0.3543 in)	Radial	2.5 mm (0.098 in)
Thickness limit	1 mm (0.039 in)	Lateral	3.0 mm (0.118 in)
		Front wheel bearing preload (at wheel set bolt)	4.5 ~ 6.5 N (0.99 ~ 1.43 lb)

TIGHTENING TORQUE					
	N-m	ft-lb		N-m	ft-lb
Tie-rod to knuckle arm	30 ~ 45	22 ~ 33	Front stabilizer support plate	38 ~ 47	27 ~ 34
Tie-rod lock nut	70 ~ 80	51 ~ 58	Shock absorber to axle housing	65 ~ 82	47 ~ 59
Steering gear box end cover lock nut	230 ~ 260	166 ~ 188	Upper link to axle housing	77 ~ 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 ~ 70	43 ~ 50	Lower link to frame	77 ~ 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 ~ 10	5 ~ 7	Watt link to axle housing	65 ~ 82	47 ~ 59
Wheels			Watt link to bracket	65 ~ 82	47 ~ 59
Wheel bolts	90 ~ 110	65 ~ 80	Rear stabilizer support plate	32 ~ 47	23 ~ 34
Suspension			Stabilizer lock nut	10 ~ 16	7 ~ 12
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	7 ~ 10	5 ~ 7
Front shock absorber			8 mm bolt/nut	16 ~ 23	12 ~ 17
Piston rod to mounting block	65 ~ 82	47 ~ 59	10 mm bolt/nut	32 ~ 47	23 ~ 34
Seal cap nut	50 ~ 60	36 ~ 43	12 mm bolt/nut	56 ~ 82	41 ~ 59
Tension rod to lower suspension arm	55 ~ 69	40 ~ 50	14 mm bolt/nut	77 ~ 105	56 ~ 76
Tension rod to bracket	110 ~ 150	80 ~ 108	8T		
Tension rod bracket to fram	76 ~ 107	55 ~ 77	6 mm bolt/nut	8 ~ 12	6 ~ 9
Stabilizer bar to suspension lower arm	12 ~ 18	9 ~ 13	8 mm bolt/nut	18 ~ 27	13 ~ 20
			10 mm bolt/nut	37 ~ 55	27 ~ 40
			12 mm bolt/nut	64 ~ 95	46 ~ 69
			14 mm bolt/nut	104 ~ 140	75 ~ 101