

TECHNICAL DATA

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A. MEASUREMENTS

| Item | | Measurements | |
|----------------|-----------|-----------------|----------------|
| Overall length | mm { in } | 3,948 { 155.4 } | |
| Overall width | mm { in } | 1,676 { 65.9 } | |
| Overall height | mm { in } | 1,224 { 48.2 } | |
| Wheelbase | mm { in } | 2,266 { 89.2 } | |
| Tread | Front | mm { in } | 1,410 { 55.5 } |
| | Rear | mm { in } | 1,428 { 56.2 } |

B. ENGINE

| Item | | Engine | BP DOHC |
|---|--|-------------------|-------------------------------|
| Type | | | Gasoline, 4-cycle |
| Cylinder arrangement and number | | | In-line, 4-cylinders |
| Combustion chamber | | | Pentroof |
| Valve system | | | DOHC, belt-driven 16 valves |
| Bore x Stroke | | mm { in } | 83.0 x 85.0 { 3.27 x 3.35 } |
| Total piston displacement | | ml { cc , cu in } | 1,840 { 1,840 , 112 } |
| Compression ratio | | | 9.0 |
| Compression pressure kPa { kgf/cm ² , psi }-rpm | Standard | | 1,255 { 12.8 , 182 }-300 |
| | Minimum | | 883 { 9.0 , 128 }-300 |
| | Maximum difference between each cylinder | | 196 { 2.0 , 28 } |
| Valve timing | IN | Open (BTDC°) | 5 |
| | | Close (ABDC°) | 48 |
| | EX | Open (BBDC°) | 56 |
| | | Close (ATDC°) | 14 |
| Valve clearance | mm { in } | IN | 0 { 0 } : Maintenance-free |
| | | EX | 0 { 0 } : Maintenance-free |
| Cylinder head | | | |
| Height | | mm { in } | 133.8—134.0 { 5.268—5.275 } |
| Distortion | | mm { in } | 0.10 { 0.004 } max. |
| Grinding | | mm { in } | 0.10 { 0.004 } max. |
| Cylinder head-to-HLA clearance | mm { in } | Standard | 0.025—0.066 { 0.0010—0.0025 } |
| | | Maximum | 0.18 { 0.0071 } |
| Valve and valve guide | | | |
| Valve head diameter | mm { in } | IN | 32.9—33.1 { 1.296—1.303 } |
| | | EX | 27.85—28.15 { 1.097—1.108 } |
| Valve head margin thickness | mm { in } | IN | 0.9 { 0.035 } |
| | | EX | 1.0 { 0.039 } |
| Valve face angle | | IN | 45° |
| | | EX | 45° |
| Valve length | mm { in } | IN | Standard 101.89 { 4.0114 } |
| | | | Minimum 100.39 { 3.9524 } |
| | EX | Standard | 101.99 { 4.0153 } |
| | | Minimum | 100.49 { 3.9563 } |
| Valve stem diameter | mm { in } | IN | 5.970—5.985 { 0.2351—0.2356 } |
| | | EX | 5.965—5.980 { 0.2349—0.2354 } |
| Guide inner diameter | | mm { in } | 6.01—6.03 { 0.2367—0.2374 } |
| Valve stem-to-guide clearance | mm { in } | IN | 0.025—0.060 { 0.0010—0.0023 } |
| | | EX | 0.030—0.065 { 0.0012—0.0025 } |
| | | Maximum | 0.20 { 0.008 } |
| Guide projection | mm { in } | IN | 18.3—18.9 { 0.721—0.744 } |
| | | EX | 18.3—18.9 { 0.721—0.744 } |
| Valve seat | | | |
| Seat angle | | IN | 45° |
| | | EX | 45° |

| Item | | Engine | BP DOHC | |
|---|-----------|------------------------|--|-------------------|
| Seat contact width | | mm { in } | 0.8—1.4 { 0.032—0.055 } | |
| Seat sinking | mm { in } | Standard | 45.0 { 1.772 } | |
| | | Maximum | 46.5 { 1.831 } | |
| Valve spring | | | | |
| Free length | mm { in } | IN | 46.26 { 1.821 } | |
| | | EX | 46.26 { 1.821 } | |
| Minimum length | mm { in } | IN | 39.5 { 1.56 } with a set load of 224—253 N { 22.8—25.8 kgf , 50.2—56.7 lbf } | |
| | | EX | 39.5 { 1.56 } with a set load of 224—253 N { 22.8—25.8 kgf , 50.2—56.7 lbf } | |
| Out-of-square | mm { in } | IN | 1.62 { 0.0638 } max. | |
| | | EX | 1.62 { 0.0638 } max. | |
| Camshaft | | | | |
| Cam height | mm { in } | IN | Standard | 44.094 { 1.7360 } |
| | | | Minimum | 43.894 { 1.7281 } |
| | | EX | Standard | 44.600 { 1.7559 } |
| | | | Minimum | 44.400 { 1.7480 } |
| Journal diameter | mm { in } | Standard (No.1—No.5) | 25.940—25.965 { 1.0213—1.0222 } | |
| Camshaft bearing oil clearance | mm { in } | Standard (No.1—No.5) | 0.035—0.081 { 0.0014—0.0031 } | |
| | | Maximum | 0.15 { 0.006 } | |
| Camshaft runout | mm { in } | | 0.03 { 0.0012 } max. | |
| Camshaft end play | mm { in } | Standard | 0.07—0.19 { 0.0028—0.0074 } | |
| | | Maximum | 0.20 { 0.008 } | |
| Cylinder block | | | | |
| Height | mm { in } | | 221.5 { 8.720 } | |
| Distortion | mm { in } | | 0.15 { 0.006 } max. | |
| Grinding | mm { in } | | 0.20 { 0.008 } max. | |
| Cylinder bore diameter | mm { in } | Standard size | 83.000—83.019 { 3.2678—3.2684 } | |
| | | 0.25 { 0.01 } oversize | 83.256—83.263 { 3.2778—3.2780 } | |
| | | 0.50 { 0.02 } oversize | 83.506—83.513 { 3.2877—3.2879 } | |
| 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 16.5 mm { 0.65 in } below oil ring groove | mm { in } | Standard size | 82.954—82.974 { 3.2659—3.2666 } | |
| | | 0.25 { 0.01 } oversize | 83.211—83.217 { 3.2761—3.2762 } | |
| | | 0.50 { 0.02 } oversize | 83.461—83.467 { 3.2859—3.2861 } | |
| Piston-to-cylinder clearance | mm { in } | Standard | 0.032—0.059 { 0.0013—0.0023 } | |
| | | Maximum | 0.15 { 0.006 } | |
| Piston ring | | | | |
| Thickness | mm { in } | Top | 1.47—1.49 { 0.0579—0.0586 } | |
| | | Second | 1.47—1.49 { 0.0579—0.0586 } | |
| End gap (Measured in cylinder) | mm { in } | Top | 0.15—0.30 { 0.006—0.011 } | |
| | | Second | 0.15—0.30 { 0.006—0.011 } | |
| | | Oil (rail) | 0.20—0.70 { 0.008—0.027 } | |
| | | Maximum | 1.0 { 0.039 } | |
| | | Maximum | 1.0 { 0.039 } | |
| Ring groove width in piston | mm { in } | Top | 1.52—1.535 { 0.0599—0.0604 } | |
| | | Second | 1.52—1.54 { 0.0599—0.0606 } | |
| | | Oil | 3.02—3.04 { 0.1189—0.1196 } | |
| Piston ring-to-ring groove clearance | mm { in } | Top | 0.03—0.065 { 0.0012—0.0025 } | |
| | | Second | 0.03—0.07 { 0.0012—0.0027 } | |
| | | Maximum | 0.15 { 0.006 } | |

TD

| Item | | Engine | BP DOHC |
|--|------------------------------------|----------|---|
| Piston pin | | | |
| Diameter | mm { in } | | 19.987—19.993 { 0.7869—0.7871 } |
| Piston-to-piston pin clearance | mm { in } | | -0.005—0.013 { -0.0002—0.0005 } |
| Connecting rod bush-to-piston pin clearance | mm { in } | | 0.010—0.027 { 0.0004—0.0010 } |
| Connecting rod and connecting rod bearing | | | |
| Length (Center to center) | mm { in } | | 132.85—132.95 { 5.231—5.234 } |
| Bending | mm { in } | | 0.030 { 0.0012 } max./100 { 3.94 } |
| Small end bore (Bush inner diameter) | mm { in } | | 20.003—20.014 { 0.7876—0.7879 } |
| Big end bore | mm { in } | | 48.000—48.016 { 1.8898—1.8903 } |
| Big end width | mm { in } | | 21.838—21.890 { 0.8598—0.8618 } |
| Connecting rod side clearance | mm { in } | Standard | 0.110—0.262 { 0.0044—0.0103 } |
| | | Maximum | 0.30 { 0.012 } |
| Crankshaft | | | |
| Crankshaft runout | mm { in } | | 0.04 { 0.0016 } max. |
| Main journal diameter mm { in } | Standard size | Standard | 49.938—49.956 { 1.9661—1.9667 } |
| | | Minimum | 49.904 { 1.9647 } |
| | 0.25 { 0.01 } undersize | Standard | 49.704—49.708 { 1.9569—1.9570 } |
| | | Minimum | 49.652 { 1.9548 } |
| | 0.50 { 0.02 } undersize | Standard | 49.454—49.458 { 1.9470—1.9471 } |
| | | Minimum | 49.402 { 1.9450 } |
| | 0.75 { 0.03 } undersize | Standard | 49.204—49.208 { 1.9372—1.9373 } |
| | | Minimum | 49.152 { 1.9351 } |
| Main journal out-of-round | mm { in } | | 0.05 { 0.0020 } max. |
| Crankpin diameter mm { in } | Standard size | Standard | 44.940—44.956 { 1.7693—1.7699 } |
| | | Minimum | 44.908 { 1.7680 } |
| | 0.25 { 0.01 } undersize | Standard | 44.690—44.706 { 1.7595—1.7600 } |
| | | Minimum | 44.658 { 1.7582 } |
| | 0.50 { 0.02 } undersize | Standard | 44.440—44.456 { 1.7496—1.7502 } |
| | | Minimum | 44.408 { 1.7483 } |
| | 0.75 { 0.03 } undersize | Standard | 44.190—44.206 { 1.7398—1.7403 } |
| | | Minimum | 44.158 { 1.7385 } |
| Crankpin out-of-round | mm { in } | | 0.05 { 0.0020 } max. |
| Main bearing | | | |
| Main journal bearing oil clearance | mm { in } | Standard | 0.018—0.036 { 0.0008—0.0014 } |
| | | Maximum | 0.10 { 0.004 } |
| Available undersize bearing | mm { in } | | 0.25 { 0.01 }, 0.50 { 0.02 }, 0.75 { 0.03 } |
| Crankpin bearing | | | |
| Crankpin bearing oil clearance | mm { in } | Standard | 0.020—0.044 { 0.0008—0.0017 } |
| | | Maximum | 0.10 { 0.004 } |
| Available undersize bearing | mm { in } | | 0.25 { 0.01 }, 0.50 { 0.02 }, 0.75 { 0.03 } |
| Thrust bearing | | | |
| Crankshaft end play | mm { in } | Standard | 0.080—0.282 { 0.0032—0.0111 } |
| | | Maximum | 0.30 { 0.012 } |
| Bearing width mm { in } | Standard size | | 2.500—2.550 { 0.0985—0.1003 } |
| | 0.25 { 0.01 } oversize | | 2.625—2.675 { 0.1034—0.1053 } |
| | 0.50 { 0.02 } oversize | | 2.750—2.800 { 0.1083—0.1102 } |
| | 0.75 { 0.03 } oversize | | 2.875—2.925 { 0.1132—0.1151 } |
| Timing belt | | | |
| Belt deflection | mm { in }/98 N { 10 kgf , 22 lbf } | | 9.0—11.5 { 0.36—0.45 } |

D. LUBRICATION SYSTEM

| Engine | | BP DOHC |
|--|--|------------------------------------|
| Lubrication system | | Force-fed type |
| Oil pump | | |
| Type | | Trochoid gear |
| Relief pressure kPa { kgf/cm ² , psi } | | 344—441 { 3.5—4.5, 50—63 } |
| Oil pressure kPa { kgf/cm ² , psi } | 1,000 rpm | 98—196 { 1.0—2.0, 15—28 } |
| | 3,000 rpm | 295—392 { 3.0—4.0, 43—56 } |
| Inner rotor tooth tip to outer rotor clearance mm { in } | Standard | 0.02—0.18 { 0.0008—0.0070 } |
| | Maximum | 0.20 { 0.0079 } |
| Outer rotor to body clearance mm { in } | Standard | 0.09—0.18 { 0.0036—0.0070 } |
| | Maximum | 0.20 { 0.0079 } |
| Side clearance mm { in } | Standard | 0.03—0.12 { 0.0012—0.0047 } |
| | Maximum | 0.14 { 0.0055 } |
| Oil filter | | |
| Type | | Full-flow, paper element |
| Relief pressure differential kPa { kgf/cm ² , psi } | | 79—117 { 0.8—1.2, 12—17 } |
| Engine oil | | |
| Capacity | Total (dry engine) L { US qt, Imp qt } | 4.0 { 4.2, 3.5 } |
| | Oil replacement L { US qt, Imp qt } | 3.6 { 3.8, 3.2 } |
| | Oil and oil filter replacement L { US qt, Imp qt } | 3.75 { 4.0, 3.3 } |
| Engine oil | | API Service SG, SH (ECII) ILSAC |
| Viscosity number | Above -25 °C { -13 °F } | SAE 10W-30 |
| | Below 0 °C { 32 °F } | SAE 5W-30 |

E. COOLING SYSTEM

| Engine | | BP DOHC |
|---|--|---|
| Cooling system | | Water-cooled, forced circulation |
| Water pump | | |
| Type | | Centrifugal, V-ribbed belt driven |
| Impeller diameter mm { in } | | 75 { 2.95 } |
| Number of impeller blades | | 6 |
| Water seal type | | Unified mechanical seal |
| Thermostat | | |
| Type | | Wax, two-stage |
| Opening temperature °C { °F } | | Sub: 83.5—86.5 { 183—187 }, Main: 86.5—89.5 { 188—193 } |
| Full-open temperature °C { °F } | | 100 { 212 } |
| Full-open lift mm { in } | | Sub: 1.5 { 0.06 } min., Main: 8.0 { 0.31 } min. |
| Radiator | | |
| Type | | Corrugated fin |
| Cap valve opening pressure kPa { kgf/cm ² , psi } | | 73.6—102 { 0.75—1.05, 10.7—14.9 } |
| Cooling circuit checking pressure kPa { kgf/cm ² , psi } | | 103 { 1.05, 14.9 } |
| Coolant fan | | |
| Type | | Electric |
| Number of blades | | 5 |
| Outer diameter mm { in } | | 320 { 12.6 } |
| Capacity W-V | | MT: 70—12, AT: 80—12 |
| Current A | | MT: 5.9 + 10 % max, AT: 6.7 + 10 % max |
| Coolant | | |
| Capacity L { US qt, Imp qt } | | 6.0 { 6.3, 5.3 } |

TD

| Item | | Engine | BP DOHC | | |
|---------------------|--|-------------------------|---------------------|---------|-------------------------------------|
| | | Coolant protection | Volume percentage % | | Specific gravity at 20 °C { 68 °F } |
| Antifreeze solution | | | Water | Coolant | |
| | | Above -16 °C { 3 °F } | 65 | 35 | 1.054 |
| | | Above -26 °C { -15 °F } | 55 | 45 | 1.066 |
| | | Above -40 °C { -40 °F } | 45 | 55 | 1.078 |

F. FUEL AND EMISSION CONTROL SYSTEMS

| Item | | Specification |
|--|-----------------------------------|--|
| Idle speed | rpm | 800—900 (850 ± 50) [MT]*, 750—850 (800 ± 50) [AT]* |
| Ignition timing | BTDC | 9°—11° (10° ± 1°)* |
| Throttle body | | |
| Type | | Horizontal draft |
| Throat diameter | mm { in } | 55 { 2.2 } |
| Fuel pump | | |
| Type | | Impeller (in-tank) |
| Output pressure | kPa { kgf/cm ² , psi } | 294—637 { 3.0—6.5 , 43—92 } |
| Fuel filter | | |
| Type | Low-pressure side | Nylon element |
| | High-pressure side | Paper element |
| Pressure regulator | | |
| Type | | Diaphragm |
| Regulating pressure | kPa { kgf/cm ² , psi } | 280—289 { 2.85—2.95 , 40.1—41.9 } |
| Fuel injector | | |
| Type | | High-ohmic |
| Type of drive | | Voltage |
| Resistance | Ω 20 °C { 68 °F } | 13.8 |
| IAC valve | | |
| Solenoid resistance | Ω 20 °C { 68 °F } | 10.7—12.3 |
| Purge solenoid valve | | |
| Solenoid resistance | Ω 20 °C { 68 °F } | 23—27 |
| Camshaft position sensor | | |
| Type | | Hall effect |
| Engine coolant temperature sensor | | |
| Resistance | kΩ 20 °C { 68 °F } | 2.21—2.69 |
| | kΩ 80 °C { 176 °F } | 0.287—0.349 |
| Air valve | | |
| Opening temperature | °C { °F } | Below 45 { 113 } |
| Fuel tank | | |
| Capacity | L { US gal , Imp gal } | 48 { 12.7 , 10.5 } |
| Air cleaner housing | | |
| Element type | | Oil permeated |
| Accelerator cable | | |
| Free play | mm { in } | 1—3 { 0.039—0.118 } |
| Fuel | | |
| Specification | | Unleaded regular (RON 87 or higher) |

*...with system selector (49 B019 9A0) test switch at SELF TEST

G. ENGINE ELECTRICAL SYSTEM

| Item | | Engine | BP DOHC | | |
|-------------------------------|---------------------------------|----------------|--|-----------------------|--|
| | | | MT | AT | |
| Battery | Voltage | V | 12, Negative ground | | |
| | Type and capacity (5-hour rate) | | S46A24L(S) (32 Ah) Maintenance-free | | |
| Dark current* ¹ | | mA | MAX. 20.0 | | |
| Alternator | Type | | A.C. | | |
| | Output | V-A | 12-65 | 12-70 | |
| | Regulator type | | Transistorized (built-in voltage regulator) | | |
| | Regulated voltage | V | 14.3-14.9 | | |
| | Brush length mm { in } | Standard | | 21.5 { 0.85 } | |
| | | Minimum | | 8.0 { 0.32 } | |
| | Drive belt deflection mm { in } | New | | 5.5-7.0 { 0.22-0.27 } | |
| Used | | | 6.0-7.5 { 0.24-0.29 } | | |
| Starter | Type | | Direct | Coaxial reduction | |
| | Output | V-kW | 12-0.95 | 12-1.4 | |
| | Brush length mm { in } | Standard | 17.0 { 0.67 } | 17.5 { 0.69 } | |
| | | Minimum | 11.5 { 0.46 } | 12.0 { 0.47 } | |
| Ignition system | Type | | Electronic spark advance (ESA) | | |
| | Spark advance control | | Engine control module controls spark advance | | |
| Ignition timing* ² | | BTDC (°CA)/rpm | 10/850 | 10/800 | |
| Ignition coil | Type | | Molded (with ignition control module) | | |
| | Primary coil winding | Ω | — | | |
| | Secondary coil winding | kΩ | 8.7-12.9 [at 20 °C { 68 °F }] | | |
| Spark plug | Type | | NGK : BKR5E-11 BKR6E-11 (Standard) NIPPONDENSO : K16PR-U11 K20PR-U11 (Standard) | | |
| | Plug gap | mm { in } | 1.0-1.1 { 0.040-0.043 } | | |
| | Firing order | | 1-3-4-2 | | |

*1 Dark current is the constant flow of current while the ignition switch is OFF. (i.e. engine control module, audio, etc.)

*2 TEN terminal of data link connector ground.

H. CLUTCH

| Item | | Engine | BP DOHC | |
|---|-----------|---------|-----------------------|--|
| | | | | |
| Clutch control | | | Hydraulic | |
| Clutch pedal | | | | |
| Type | | | Suspended | |
| Pedal ratio | | | 6.13 | |
| Full stroke | mm { in } | | 120 { 4.72 } | |
| Height (with carpet) | mm { in } | | 175-185 { 6.89-7.28 } | |
| Free play | mm { in } | | 0.6-3.1 { 0.02-0.12 } | |
| Distance to carpet when clutch fully disengaged | mm { in } | Minimum | 68 { 2.68 } | |
| Flywheel | | | | |
| Runout limit | mm { in } | | 0.2 { 0.008 } | |

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| Item | | Engine | BP DOHC |
|---------------------|-----------|---------------------|-------------------------------|
| Clutch disc | | | |
| Type | | | Single dry plate |
| Runout limit | | mm { in } | 0.7 { 0.028 } |
| Wear limit | | mm { in } | 0.3 { 0.012 } from rivet head |
| Outer diameter | | mm { in } | 215 { 8.46 } |
| Inner diameter | | mm { in } | 150 { 5.91 } |
| Facing thickness | mm { in } | Flywheel side | 3.5 { 0.14 } |
| | | Pressure plate side | 3.8 { 0.15 } |
| Clutch cover | | | |
| Type | | | Diaphragm spring |
| Set load | | N { kgf , lbf } | 4,310 { 440 , 968 } |

J. MANUAL TRANSMISSION

| Item | | Transmission | M15M-D |
|----------------------------------|--|----------------------|-------------------------------------|
| Gear ratio | 1st | | 3.136 |
| | 2nd | | 1.888 |
| | 3rd | | 1.330 |
| | 4th | | 1.000 |
| | 5th | | 0.814 |
| | Reverse | | 3.758 |
| Oil capacity | L { US qt , Imp qt } | | 2.0 { 2.1 , 1.8 } |
| Mainshaft | Runout | mm { in } Maximum | 0.03 { 0.0012 } |
| | Clearance between mainshaft and gear (or bush) | mm { in } Wear limit | 0.15 { 0.006 } |
| Reverse idle gear | Clearance between reverse idle gear bushing and shaft | mm { in } Wear limit | 0.15 { 0.006 } |
| Shift fork and rod | Clearance between shift fork and clutch sleeve | mm { in } Wear limit | 0.5 { 0.020 } |
| | Clearance between shift rod gate and control lever | mm { in } Wear limit | 0.8 { 0.032 } |
| Synchronizer ring | Clearance between synchronizer ring and side of gear when fitted | mm { in } Standard | 1.5 { 0.059 } |
| | | mm { in } Wear limit | 0.8 { 0.032 } |
| Shift rod spring (5th/Reverse) | Free length | mm { in } | 75 { 2.953 } |
| Detent ball spring (1st/2nd) | Free length | mm { in } | 22.5 { 0.886 } |
| Detent ball spring (3rd/4th) | Free length | mm { in } | 22.5 { 0.886 } |
| Detent ball spring (5th/Reverse) | Free length | mm { in } | 17.0 { 0.669 } |
| Lubricant | Above 10 °C { 50 °F } | | API Service GL-4 or GL-5 SAE 80W-90 |
| | All seasons | | API Service GL-4 or GL-5 SAE 75W-90 |

K. AUTOMATIC TRANSMISSION

| Item | | Transmission | NC4A-EL | | | |
|------------------------------------|--------------------------------|--|--|-----------------------------|--------------|---------------|
| Gear ratio | First | | 2.458 | | | |
| | Second | | 1.458 | | | |
| | Third | | 1.000 | | | |
| | Fourth | | 0.720 | | | |
| | Reverse | | 2.182 | | | |
| Automatic transmission fluid (ATF) | Type | | Dexron®II or M-III | | | |
| | Capacity | L { US qt , Imp qt } | 7.3 { 7.7 , 6.4 } | | | |
| Oil pump | Body clearance | mm { in } | Standard | 0.02—0.04 { 0.0008—0.0015 } | | |
| | | | Maximum | 0.08 { 0.0031 } | | |
| | Tip clearance | mm { in } | Standard | 0.14—0.21 { 0.0056—0.0082 } | | |
| | | | Maximum | 0.25 { 0.0098 } | | |
| | Side clearance | mm { in } | Standard | 0.05—0.20 { 0.0020—0.0078 } | | |
| | | | Maximum | 0.25 { 0.0098 } | | |
| Drum support | Seal ring and groove clearance | mm { in } | Standard | 0.04—0.16 { 0.0016—0.0062 } | | |
| | | | Maximum | 0.40 { 0.0157 } | | |
| Direct clutch | Side plate clearance | mm { in } | 0.2 { 0.008 } | | | |
| | Side plate size | mm { in } | 0.4 { 0.016 }, 0.6 { 0.024 }, 0.8 { 0.031 }, 1.0 { 0.039 }, 1.2 { 0.047 } | | | |
| | End play | mm { in } | 0.5—0.8 { 0.020—0.031 } | | | |
| | 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 }, 2.2 { 0.087 } | | | |
| Forth gear planetary gear unit | Pinion clearance | mm { in } | Standard | 0.2—0.7 { 0.008—0.028 } | | |
| | | | Maximum | 0.8 { 0.031 } | | |
| | Total end play | mm { in } | 0.25—0.50 { 0.0099—0.0196 } | | | |
| 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 } | | | | |
| Front clutch | Retaining plate clearance | mm { in } | 0.9—1.1 { 0.036—0.043 } | | | |
| | Retaining plate size | mm { in } | 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 } | 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 }, 2.2 { 0.087 } | | | |
| Rear clutch | Retaining plate clearance | mm { in } | 0.8—1.0 { 0.032—0.039 } | | | |
| | Retaining plate size | mm { in } | 6.2 { 0.244 }, 6.4 { 0.252 }, 6.6 { 0.260 }, 6.8 { 0.268 }, 7.0 { 0.276 }, 7.2 { 0.283 }, 7.6 { 0.299 } | | | |
| | Total end play | mm { in } | 0.25—0.50 { 0.0099—0.0196 } | | | |
| | 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 } | | | |
| Front planetary gear unit | Pinion clearance | mm { in } | Standard | 0.2—0.7 { 0.008—0.027 } | | |
| | | | Maximum | 0.8 { 0.031 } | | |
| Rear planetary gear unit | Pinion clearance | mm { in } | Standard | 0.2—0.7 { 0.008—0.027 } | | |
| | | | Maximum | 0.8 { 0.031 } | | |
| Low and reverse brake | Retaining plate clearance | mm { in } | 0.8—1.05 { 0.031—0.041 } | | | |
| | Retaining plate size | mm { in } | 11.8 { 0.465 }, 12.0 { 0.472 }, 12.2 { 0.480 }, 12.4 { 0.488 }, 12.6 { 0.496 }, 12.8 { 0.504 } | | | |
| Oil distributor | Seal ring to groove clearance | mm { in } | Standard | 0.04—0.16 { 0.0016—0.0062 } | | |
| | | | Maximum | 0.40 { 0.0157 } | | |
| Valve spring specification | | | Outer dia. | Free length | No. of coils | Wire dia. |
| Control valve | Pressure regulator | | mm { in } | mm { in } | | mm { in } |
| | 1—2 shift | | 11.7 { 0.461 } | 43.0 { 1.693 } | 13.0 | 1.2 { 0.047 } |
| | 2—3 shift | | 7.4 { 0.291 } | 26.4 { 1.039 } | 9.6 | 0.7 { 0.028 } |
| | 3—4 shift | | 10.0 { 0.394 } | 50.0 { 1.969 } | 13.7 | 1.0 { 0.039 } |
| | | | 7.5 { 0.295 } | 40.2 { 1.583 } | 15.0 | 0.8 { 0.031 } |

TD

| Item | | Transmission | NC4A-EL | | | |
|----------------------------------|--------------------------------|----------------------------------|--------------------------------|----------------------------|--------------|------------------------|
| Valve spring specification | | | Outer dia. mm { in } | Free length mm { in } | No. of coils | Wire dia. mm { in } |
| Control valve | Pressure modifier | | 9.2 { 0.362 } | 19.8 { 0.780 } | 5.3 | 0.7 { 0.028 } |
| | Throttle backup | Small | 6.7 { 0.264 } | 17.5 { 0.689 } | 7.4 | 0.7 { 0.028 } |
| | | Large | 9.0 { 0.354 } | 17.5 { 0.689 } | 5.2 | 0.9 { 0.035 } |
| | N-R reducing | | 7.4 { 0.291 } | 14.5 { 0.571 } | 5.0 | 0.6 { 0.024 } |
| | Backup control | | 8.5 { 0.335 } | 21.3 { 0.839 } | 7.3 | 0.9 { 0.035 } |
| | 3-2 control | | 5.5 { 0.217 } | 39.5 { 1.555 } | 24.4 | 0.65 { 0.026 } |
| | Orifice check | | 5.0 { 0.197 } | 15.5 { 0.610 } | 12.0 | 0.23 { 0.009 } |
| | 1-2 reducing | | 9.4 { 0.370 } | 19.5 { 0.768 } | 5.0 | 0.8 { 0.031 } |
| | 1-2 accumulator | | 11.2 { 0.441 } | 62.0 { 2.441 } | 21.3 | 1.2 { 0.047 } |
| | N-R/2-3 accumulator | | 8.9 { 0.350 } | 82.5 { 3.248 } | 29.7 | 1.1 { 0.043 } |
| | N-D accumulator | | 9.3 { 0.366 } | 43.4 { 1.709 } | 22.0 | 1.4 { 0.055 } |
| | Throttle relief (ball) | | 6.5 { 0.256 } | 26.8 { 1.055 } | 14.0 | 0.9 { 0.035 } |
| Oil pump | TCC control | | 5.5 { 0.217 } | 25.7 { 1.012 } | 16.5 | 0.7 { 0.028 } |
| Drum support | Fourth gear accumulator | | 16.0 { 0.630 } | 40.4 { 1.591 } | 9.8 | 2.6 { 0.102 } |
| Band servo | Fourth gear | | 27.7 { 1.091 } | 47.0 { 1.850 } | 14.0 | 3.5 { 0.138 } |
| | Second gear | | 28.25 { 1.112 } | 38.7 { 1.52 } | 5.4 | 3.5 { 0.138 } |
| 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—0.244 } | — | — |
| Parking rod | | | 7.2 { 0.283 } | 32.0 { 1.260 } | 14.0 | 0.7 { 0.028 } |
| Shift point (shift speed) | | | | | | |
| Range | Mode | Throttle condition | Shift | Vehicle speed km/h { mph } | | |
| D | NOR- MAL | Wide open throttle | D ₁ →D ₂ | 58—64 { 36—39 } | | |
| | | | D ₂ →D ₃ | 100—108 { 62—66 } | | |
| | | | D ₃ TCC ON | 98—106 { 61—65 } | | |
| | | | D ₃ →D ₄ | 152—162 { 95—100 } | | |
| | | Half throttle | D ₁ →D ₂ | 33—46 { 21—28 } | | |
| | | | D ₂ →D ₃ | 58—76 { 36—47 } | | |
| | | | D ₃ →D ₄ | 82—110 { 51—68 } | | |
| | | | D ₄ TCC ON | 74—100 { 46—62 } | | |
| | | Closed throttle position | D ₄ →D ₃ | 28—34 { 17—21 } | | |
| | | | D ₃ →D ₁ | 11—17 { 7—10 } | | |
| | | Kickdown (Wide open throttle) | D ₄ →D ₃ | 140—150 { 87—93 } | | |
| | | | D ₃ →D ₂ | 92—100 { 57—62 } | | |
| | D ₂ →D ₁ | | 42—48 { 26—29 } | | | |
| | POWER | Wide open throttle | D ₁ →D ₂ | 58—64 { 36—39 } | | |
| | | | D ₂ →D ₃ | 100—108 { 62—66 } | | |
| | | | D ₃ TCC ON | 98—106 { 61—65 } | | |
| | | | D ₃ →D ₄ | 152—162 { 94—100 } | | |
| | | Half throttle | D ₁ →D ₂ | 44—55 { 28—34 } | | |
| | | | D ₂ →D ₃ | 90—108 { 56—66 } | | |
| | | | D ₃ TCC ON | 98—106 { 61—65 } | | |
| | | | D ₃ →D ₄ | 140—164 { 87—101 } | | |
| | | Closed throttle position | D ₄ →D ₃ | 28—34 { 17—21 } | | |
| | | | D ₃ →D ₁ | 11—17 { 7—10 } | | |
| | | Kickdown (Wide open throttle) | D ₄ →D ₃ | 140—150 { 87—93 } | | |
| D ₃ →D ₂ | | | 92—100 { 57—62 } | | | |
| D ₂ →D ₁ | 42—48 { 26—29 } | | | | | |

| Item | | | Transmission | NC4A-EL | |
|--------------------------|--|--------------------------|-------------------------------------|--------------------------------|------------------|
| Range | Mode | Throttle condition | Shift | Vehicle speed km/h { mph } | |
| D | HOLD | All positions | D ₁ →D ₂ | 27—33 { 17—20 } | |
| | | | D ₂ →D ₃ | 35—45 { 22—27 } | |
| | | | D ₄ →D ₃ | 152—158 { 94—97 } | |
| | | | D ₃ →D ₁ | 12—18 { 8—11 } | |
| | | | D ₃ TCC ON | 95—105 { 59—65 } | |
| S | POWER | Wide open throttle | S ₁ →S ₂ | 58—64 { 36—39 } | |
| | | | S ₂ →S ₃ | 100—108 { 62—66 } | |
| | | | S ₃ TCC ON | 98—105 { 61—65 } | |
| | | Half throttle | S ₁ →S ₂ | 44—55 { 28—34 } | |
| | | | S ₂ →S ₃ | 90—108 { 56—67 } | |
| | | | S ₃ TCC ON | 94—106 { 58—66 } | |
| | HOLD | All positions | Closed throttle position | S ₃ →S ₁ | 11—17 { 7—10 } |
| | | | Kickdown (Wide open throttle) | S ₃ →S ₂ | 92—100 { 57—62 } |
| | | | | S ₂ →S ₁ | 42—48 { 26—29 } |
| | | | S ₃ →S ₂ | 99—105 { 61—65 } | |
| S ₃ TCC ON | 95—105 { 59—65 } | | | | |
| L | POWER | Wide open throttle | L ₁ →L ₂ | 56—62 { 35—38 } | |
| | | | L ₁ →L ₂ | 44—55 { 27—34 } | |
| | | Half throttle | L ₃ →L ₂ | 96—104 { 60—64 } | |
| | | | L ₂ →L ₁ | 11—17 { 7—10 } | |
| | | Closed throttle position | L ₃ →L ₂ | 99—105 { 61—65 } | |
| | L ₂ →L ₁ | | 42—48 { 26—29 } | | |
| | HOLD | All positions | L ₂ →L ₁ | 35—41 { 21—25 } | |
| | | | L ₃ TCC ON | 95—105 { 59—65 } | |
| | | | | | |
| Line pressure | R position kPa { kgf/cm ² , psi } | Idle | 775—970 { 7.9—9.9 , 113—140 } | | |
| | | Stall | 1,972—2,167 { 20.1—22.1 , 286—314 } | | |
| | D range kPa { kgf/cm ² , psi } | Idle | 285—362 { 2.9—3.7 , 42—52 } | | |
| | | Stall | 795—912 { 8.1—9.3 , 116—132 } | | |
| | S range kPa { kgf/cm ² , psi } | Idle | 785—921 { 8.0—9.4 , 114—133 } | | |
| | | Stall | 795—912 { 8.1—9.3 , 116—132 } | | |
| | L range kPa { kgf/cm ² , psi } | Idle | 295—392 { 3.0—4.0 , 43—56 } | | |
| | | Stall | 883—1,078 { 9.0—11.0 , 128—156 } | | |
| Engine stall speed | | | rpm | 2,100—2,500 | |
| Vacuum dia- phragm | Clearance between body and throttle valve mm { in } | | Adjusting rod length mm { in } | | |
| | Below 25.65 { 1.0099 } | | 29.0 { 1.14 } | | |
| | 25.65—26.15 { 1.0099—1.0295 } | | 29.5 { 1.16 } | | |
| | 25.90—26.40 { 1.0197—1.0394 } | | 29.75 { 1.17 } | | |
| | 26.15—26.65 { 1.0295—1.0492 } | | 30.0 { 1.18 } | | |
| | 26.65—27.15 { 1.0492—1.0689 } | | 30.5 { 1.20 } | | |
| 27.15 { 1.0689 } or over | | 31.0 { 1.22 } | | | |
| Time lag | N ↔ D | sec. | 0.5—0.6 | | |
| | N ↔ R | sec. | 0.75—0.85 | | |

L. PROPELLER SHAFT

| Item | Specification |
|--------------|----------------------------|
| Max. run out | mm { in } 0.4 { 0.016 } |

M. FRONT AND REAR AXLES

| Item | | Specifications | |
|---|---|--|--|
| Front axle | Type | Double-wishbone | |
| | Bearing | Angular ball bearing | |
| | Wheel bearing play mm { in } Maximum | 0.05 { 0.002 } | |
| Rear axle | Type | Double-wishbone | |
| | Bearing | Angular ball bearing | |
| | Wheel bearing play mm { in } Maximum | 0.05 { 0.002 } | |
| Differential | Type | "TORSEN" LSD Standard | |
| | Reduction gear | Hypoid gear | |
| | Reduction ratio | 4.100 | |
| | Differential gear | Worm gear ("TORSEN" LSD) Straight-bevel gear | |
| | Ring gear size mm { in } | 182.88 { 7.20 } | |
| | Oil | Grade | API service GL-4, GL-5 |
| | | Viscosity | Above -18°C { 0°F } : SAE 90 Below -18°C { 0°F } : SAE 80W |
| | | Capacity L { US qt , Imp qt } | 1.00 { 1.06 , 0.88 } |
| | Drive pinion preload (without oil seal) | | Locknut tightening torque: 128—284 N·m { 13—29 kgf·m , 94.1—209.7 ft·lbf } 0.9—1.3 N·m { 9—14 kgf·cm , 7.9—12.1 in·lbf } |
| | Backlash mm { in } | Side gear and pinion gear | 0—0.1 { 0—0.0039 } |
| | | Final gear | 0.09—0.11 { 0.0035—0.0043 } |
| Length (Pilot section to pilot section) mm { in } | | 185.428—185.50 { 7.3003—7.3031 } | |

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N. STEERING SYSTEM

| Item | Type | Manual steering | Power steering |
|------------------------------|-----------------------------------|--|--------------------------------|
| Steering wheel | | | |
| Outer diameter | mm { in } | 370 { 14.6 } | |
| Free play | mm { in } | 0—30 { 0—1.18 } | |
| Wheel effort | N { kgf, lbf } | 4.9—29.4 { 0.5—3.0, 1.1—6.6 } | 23.5—35.3 { 2.4—3.6, 5.3—8.0 } |
| Lock-to-lock | turns | 3.36 | 2.8 |
| Steering Shaft | | | |
| Shaft type | | Collapsible, non-tilt | |
| Joint type | | 2-cross joint | |
| Power steering system | | | |
| Power assist type | | Engine speed sensing | |
| Gear type | | Rack-and-pinion | |
| Total gear ratio | | 17.3 | 14.4 |
| Rack stroke | mm { in } | 121.0 { 4.76 } | |
| Power steering fluid | | ATF Dexron®II or M-III | |
| Fluid capacity | L { US qt, Imp qt } | — | 0.8 { 0.85, 0.70 } |
| Fluid pressure | kPa { kgf/cm ² , psi } | 7,601—8,335 { 77.5—85.0, 1,103—1,208 } | |

P. BRAKING SYSTEM

| Item | | Specifications | |
|-------------------------------------|--|--|---------------|
| Brake pedal | Height (with carpet) mm { in } | 171—181 { 6.73—7.13 } | |
| | Free play mm { in } | 4—7 { 0.16—0.28 } | |
| | Reserve travel (without carpet, clearance when pedal is depressed at 589 N { 60 kgf , 132 lbf }) mm { in } | 95 { 3.74 } | |
| Master cylinder | Type | Tandem | |
| | Bore mm { in } | 22.22 { 0.875 } | |
| | Fluid type | FMVSS116, DOT-3 | |
| Front brake (Disc) | Type | Disc | |
| | Thickness of pad mm { in } | Standard | 8.0 { 0.31 } |
| | | Limit | 1.0 { 0.04 } |
| | Thickness of disc plate mm { in } | Standard | 20.0 { 0.79 } |
| | | Limit | 18.0 { 0.71 } |
| | Disc plate runout mm { in } | 0.1 { 0.004 } max. | |
| Wheel cylinder bore mm { in } | 51.1 { 2.01 } | | |
| Rear brake (Disc) | Type | Disc | |
| | Thickness of pad mm { in } | Standard | 8.0 { 0.31 } |
| | | Limit | 1.0 { 0.04 } |
| | Thickness of disc plate mm { in } | Standard | 9.0 { 0.35 } |
| | | Limit | 8.0 { 0.31 } |
| Wheel cylinder bore mm { in } | 31.75 { 1.25 } | | |
| Parking brake | Lever notches (Pulled at 196 N { 20 kgf, 44 lbf }) | 7—9 | |
| Power brake unit | Type | Single diaphragm | |
| | Diameter mm { in } | 214 { 8.0 } | |
| | Push rod-to-piston clearance mm { in } | When vacuum applied to the unit is approx. 66.7 kPa { 500 mmHg , 19.7 inHg } 0.1—0.4 { 0.004—0.016 } | |
| | Fluid pressure per treading force kPa { kgf/cm ² , psi }/N { kgf , lbf } | 1,079—1,177 { 11—12 , 156—171 }/196 { 20 , 44 } at 0 kPa { 0 mmHg , 0 inHg } min. 5,199—5,494 { 53—56 , 754—796 }/196 { 20 , 44 } at 66.7 kPa { 500 mmHg , 19.7 inHg } min. | |
| Rear wheel hydraulic control system | Type | PBV | |
| | Bend portion (Rear brake pressure) kPa { kgf/cm ² , psi } | 2,943 { 30 , 427 } | |

Q. WHEELS AND TIRES

| Item | Type | Standard | | Temporary spare |
|----------------|--|------------------|---------------|------------------|
| | | 15×6JJ | 14×5 1/2-JJ | 14×4T |
| Wheel | Size | 15×6JJ | 14×5 1/2-JJ | 14×4T |
| | Offset mm { in } | 45 { 1.77 } | | |
| | Pitch circle diameter mm { in } | 100 { 3.94 } | | |
| | Material | Aluminum alloy | | Steel |
| Tire | Size | 195/50R15 81V | 185/60R14 82H | T115/70D14 |
| | Air pressure kPa { kgf/cm ² , psi } | 177 { 1.8 , 26 } | | 412 { 4.2 , 60 } |
| Wheel and tire | Runout limit mm { in } | Radial | 2.0 { 0.079 } | |
| | | Lateral | 1.5 { 0.059 } | |
| | Maximum unbalance (at rim edge) g { oz } | 10 { 0.35 } | | |

R. SUSPENSION

| Transmission | | MT | AT |
|--------------------------------------|------------------------|---|-------------------------------|
| Front suspension | | | |
| Type | | Double-wishbone | |
| Stabilizer | Type | Torsion bar | |
| | Diameter mm { in } | 19.0 { 0.75 } | |
| Shock absorbers | | Cylindrical double-acting, low-pressure gas charged | |
| Rear suspension | | | |
| Type | | Double-wishbone | |
| Stabilizer | Type | Torsion bar | |
| | Diameter mm { in } | 11.0 { 0.43 } | |
| Shock absorbers | | Cylindrical double-acting, low-pressure gas charged | |
| Wheel alignment | | | |
| Front wheel alignment (Unladen*1) | Total toe-in | mm { in } | $3 \pm 4 \{ 0.12 \pm 0.15 \}$ |
| | | degree | $0^{\circ}18' \pm 24''^{*2}$ |
| | Maximum steering angle | Inner | $37^{\circ}23' \pm 2^{\circ}$ |
| | | Outer | $32^{\circ}32' \pm 2^{\circ}$ |
| | Camber angle*3 | | $0^{\circ}24' \pm 1^{\circ}$ |
| | Caster angle*3 | | $4^{\circ}26' \pm 1^{\circ}$ |
| SAI*4 | | $11^{\circ}20'$ | |
| Rear wheel alignment (Unladen*1) | Total toe-in | mm { in } | $3 \pm 4 \{ 0.12 \pm 0.15 \}$ |
| | | degree | $0^{\circ}18' \pm 24''^{*2}$ |
| | Camber angle*3 | | $-0^{\circ}43' \pm 1^{\circ}$ |

*1 • Fuel tank full; radiator coolant and engine oil at specified levels; and spare tire, jack, and tools in designated positions

• Adjust to the median when carrying out wheel alignment

*2 Indicates measurements made by using the 4-wheel alignment tester

*3 Difference between left and right must not exceed 1.5°

*4 SAI: Steering Axis Inclination

T. BODY ELECTRICAL SYSTEM

| Item | Wattage (Bulb trade number) |
|---|-----------------------------|
| Warning and Indicator lights | |
| High beam indicator light | 3.4 |
| Turn indicator light | 3.4 |
| Instrument cluster illumination | 3.4 × 4 |
| Malfunction indicator lamp | 1.4 |
| Brake system warning light | 1.4 |
| Generator warning light | 1.4 |
| Seat belt warning light | 1.4 |
| Air bag system warning light | 1.4 |
| Retractor indicator light | 1.4 |
| HOLD indicator light | 1.4 |
| ABS warning light | 1.4 |
| Washer fluid-level warning light | 1.4 |
| Rear window defroster indicator light | 1.4 |
| Exterior lights | |
| Headlights | 60/40 |
| Front turn lights/parking lights | 27/8 (1157 NA) |
| Front side marker lights | 3.8 { 194 } |
| Licence plate lights | 7.5 |
| Rear turn lights | 27 { 1156 } |
| Rear side marker lights | 3.8 { 194 } |
| Brake light/taillights | 27/8 { 1157 } |
| Back-up lights | 27 { 1156 } |
| High-mount brake light | 18.4 { 921 } |
| Interior lights | |
| 5 | |
| Illumination lights | |
| Ash tray illumination | 3.4 |
| Heater control switch illumination | 1.4 |
| Hazard warning switch illumination | 1.4 |
| Cruise control main switch illumination | 1.4 |

U. HEATER AND AIR CONDITIONING SYSTEM

| Item | Specifications |
|---|---|
| Refrigerant amount g { oz } | 600 { 21.2 } |
| Compressor oil amount ml { cc , fl oz } | 130—170 { 130—170 , 4.4—5.7 } |
| Refrigerant normal pressure MPa { kgf/cm ² , psi } | Low pressure: 0.15—0.24 { 1.5—2.5 , 22—35 } High pressure: 1.38—1.56 { 14—16 , 200—227 } |

STANDARD BOLT AND NUT TIGHTENING TORQUES

| Diameter mm { in } | Pitch mm { in } | 4T | | | 6T | | | 8T | | |
|--------------------|-----------------|---------|-----------|----------|---------|----------|---------|----------|---------|---------|
| | | N·m | kgf·m | ft·lbf | N·m | kgf·m | ft·lbf | N·m | kgf·m | ft·lbf |
| 6 { 0.236 } | 1 { 0.039 } | 4.3—6.1 | 0.43—0.63 | 3.2—4.5 | 6.9—9.8 | 0.7—1.0 | 5.0—7.2 | 7.9—11.7 | 0.8—1.2 | 5.8—8.6 |
| 8 { 0.315 } | 1.25 { 0.049 } | 10—14 | 1.0—1.5 | 7.3—10.8 | 16—22 | 1.6—2.3 | 12—16 | 18—26 | 1.8—2.7 | 13—19 |
| 10 { 0.394 } | 1.25 { 0.049 } | 20—28 | 2.0—2.9 | 15—20 | 32—46 | 3.2—4.7 | 24—33 | 37—53 | 3.7—5.5 | 27—39 |
| 12 { 0.472 } | 1.5 { 0.059 } | 35—50 | 3.5—5.1 | 26—36 | 55—80 | 5.6—8.2 | 41—59 | 63—93 | 6.4—9.5 | 47—68 |
| 14 { 0.551 } | 1.5 { 0.059 } | — | — | — | 76—102 | 7.7—10.5 | 56—75 | 98—137 | 10—14 | 73—101 |
| 16 { 0.630 } | 1.5 { 0.059 } | — | — | — | 118—156 | 12—16 | 87—115 | 157—215 | 16—22 | 116—159 |
| 18 { 0.709 } | 1.5 { 0.059 } | — | — | — | 167—225 | 17—23 | 123—166 | 226—304 | 23—31 | 167—224 |
| 20 { 0.787 } | 1.5 { 0.059 } | — | — | — | 236—313 | 24—32 | 174—231 | 305—421 | 31—43 | 225—311 |
| 22 { 0.866 } | 1.5 { 0.059 } | — | — | — | 314—421 | 32—43 | 232—311 | 422—568 | 43—58 | 311—419 |
| 24 { 0.945 } | 1.5 { 0.059 } | — | — | — | 403—549 | 41—56 | 297—405 | 540—725 | 55—74 | 398—535 |