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TECHNICAL DATA

ENGINE		Oil seal	
	1	Height	5.6 mm (0.220 in)
		Contact width of oil seal	Less than 0.5 mm (0.020 in)
Displacement	573 cc (35.0 cu-in) x 2 rotors	lip	
Compression ratio	9.4:1	Oil seal protrusion	More than 0.5 mm (0.020 in)
Compression pressure		Corner seal	
Limit	6.0 kg/cm ² (85 lb/in ²)	Outer diameter	11.0 mm
	at 250 rpm		(0.433 in)
Max, permissible difference	1.5 kg/cm ² (21 lb/in ²)	Height	7.0 mm
between chambers	1.5 kg/om (21 15/21)	1	(0.276 in)
Port timing		Corner seal protrusion	More than 0.5 mm (0.020 in)
-	32° ATDC	Main bearing clearance	More than 0.5 mm (0.020 m)
Intake opens			0.04 0.07
Intake closes	40° ABDC	Standard	0.04 ~ 0.07 mm
Exhaust opens	75° BBDC		$(0.0016 \sim 0.0028 \text{ in})$
Exhaust closes	38° ATDC	Wear limit	0.10 mm (0.0039 in)
Side housings (Front, inter-		Rotor bearing clearance	
mediate and rear housings)		Standard	0.04 ~ 0.08 mm
Width standard			$(0.0016 \sim 0.0031 \text{ in})$
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	15.0 mm (0.591 in)
Limit of distortion	0.04 mm (0.0016 in)	journal	
Limit of wear	0.07 11111 (0.0010 111)	Main journal diameter	43 mm
	0.10 mm (0.0020 in)	wani journal diameter	
Sliding surface	0.10 mm (0.0039 in)	D =4== :===== 1 4'	(1.693 in)
Rotor housing		Rotor journal diameter	74 mm
Width	70 mm (2.756 in)		(2.913 in)
Max. permissible difference	0.06 mm (0.0024 in)	Max. permissible run-out	0.06 mm (0.0024 in)
in width		End play	†
Rotor		Standard	$0.04 \sim 0.07 \text{ mm}$
Width	69.85 mm (2.750 in)		$(0.0016 \sim 0.0028 \text{ in})$
Clearance of side housing		Limit	0.09 mm (0.0035 in)
and rotor (△R)		Alternator belt tension (slack)	
Standard	0.12 ~ 0.18 mm	Between alternator and	
	$(0.0047 \sim 0.0071 \text{ in})$	eccentric shaft pulleys	
Limit	0.10 mm (0.004 in)	Belt deflection	$15 \pm 2 \text{ mm } (0.59 \pm 0.08 \text{ in})$
Apex seal	(0.201 2.2)	Air pump belt tension (slack)	10 = 2 time (0.03 = 0.00 ±2)
Length	69.85 mm (2,750 in)	(Between air pump and)	
Width	3.0 mm (0.118 in)	water pump pullys	
Height) bio imm (01210 m)	Belt deflection	$12 \pm 1 \text{ mm } (0.47 \pm 0.04 \text{ in})$
Standard	8.5 mm (0.335 in)	Don donconon	12 = 1 11111 (0.47 = 0.04 111)
Limit	7.0 mm (0.276 in)		
Clearance of apex seal	7.0 mm (0.270 m)		
and side housing ($\triangle S$)		LUBRICATING SYSTEM	
2	0.12 0.17	LOBRICATING STSTEM	
Standard	0.13 ~ 0.17 mm	0:1	1.44 E.
.	$(0.0051 \sim 0.0067 \text{ in})$	Oil pump	
Clearance of apex seal	1	Туре	Rotor
and rotor groove (△G)	\	Feeding capacity at 1,000	5.0 liters/min.
Standard	0.05 ~ 0.09 mm	rpm of engine	(5.3 U.S. quarts/min.)
	$(0.0020 \sim 0.0035 \text{ in})$		4.4 Imp. quarts/min.
Limit	0.15 mm (0.0060 in)	Oil pump driven by	Chain and sprockets
Apex seal spring		Limit of chain slack	12 mm (0.47 in)
Free height	1	Outer rotor and body	
Standard	6.9 mm (0.272 in) or more	clearance	
Limit	5.5 mm (0.22 in)	Standard	0.20 ~ 0.25 mm
Side seal	0.5 mm (0.22 m)	Standard	
Thickness	1.0 mm (0.020 :=)	Was-limia	$(0.008 \sim 0.010 \text{ in})$
	1.0 mm (0.039 in)	Wear limit	0.30 mm (0.0118 in)
Height	3.5 mm (0.138 in)	Clearance between rotor	
Clearance of side seal		lobes	
and rotor groove (AW)	1	Standard	0.01 ~ 0.09 mm
Standard	0.03 ~ 0.07 mm		$(0.0004 \sim 0.0035 \text{ in})$
	$(0.0012 \sim 0.0028 \text{ in})$	Wear limit	0.15 mm (0.0059 in)
Limit	0.10 mm (0.0039 in)	Rotor end float	
Clearance of side seal	1	Standard	0.03 ~ 0.13 mm
and corner seal (AE)			$(0.0012 \sim 0.0051 \text{ in})$
Standard	0.05 ~ 0.15 mm	Wear limit	0.15 mm (0.0059 in)
	$(0.0020 \sim 0.0060 \text{ in})$	Oil pressure at 3,000 rpm	$4.5 \sim 5.5 \text{ kg/cm}^2$
Limit	0.40 mm (0.016 in)	of engine	$(64 \sim 79 \text{ lb/in}^2)$
Side seal protrusion	More than 0.5 mm (0.0197 in)		(04 - 15 10/111-)
	- Paulo Gigii V.J Hilli 1U.U17/ IIII	Ī.	i

Oil pressure at idle speed	$1.0 \sim 3.8 \text{ kg/cm}^2$	Radiator		
of engine	$(14 \sim 54 \text{ 1b/in}^2)$	Туре	Corrugated fir	ı, with
Pressure regulator valve		•	expansion tan	•
(Rear housing)		Pressure cap opens at	$0.9 \pm 0.1 \text{kg/c}$	
Operating pressure	5.0 kg/cm ² (71.1 lb/in ²)	1	_	1 lb/in ²)
	at 3,000 rpm of engine	Cooling capacity	(22.13	
Free length of spring	46.4 mm (1.830 in)	With heater	9.5 liters / 10	U.S. quarts \
Pressure control valve			\\8.4	Imp. quarts
(Front cover)		Without heater	8.5 liters / 9.0	
Operating pressure	11.0 kg/cm ² (156 lb/in ²)		7.5	Imp. quarts
Free length of spring	73.0 mm (2.874 in)		i	
By-pass valve (Oil cooler)				
Starts to close	$50 \sim 55^{\circ} \text{C} (122 \sim 131^{\circ} \text{F})$			
Fully closes	$60 \sim 65^{\circ}\text{C} (140 \sim 149^{\circ}\text{F})$	FUEL SYSTEM		
Opening pressure	3.56 kg/cm ² at 60°C	-	1	•
O.1	(50.6 lb/in ² at 140°F)	Fuel tank capacity		
Oil filter		İ	55 liters / 14.5	U.S. gal
Type	Full flow, cartridge		12.1	Imp. gal
Relief valve opens at	$0.8 \sim 1.2 \text{ kg/cm}^2$	Fuel pump		
	$(11 \sim 17 \text{ 1b/in}^2)$	Туре	Electrical, plur	nger
Oil metering pump		Fuel pressure	$0.26 \sim 0.33 \text{ kg}$	/cm²
Feeding capacity of	2.0~2.5 cc/6 min.		(3.70 ∼	4.70 lb/in ²)
2,000 rpm of engine	$(0.068 \sim 0.085 \text{ U.S. oz/6 min.})$	Feeding capacity	More than 1,10	00 cc/min.
Lubricant			/ 1.16 U.S	S. quarts/min.
Classification	A.P.I. Service SD or SE		0.97 Im	p. quart/min.
-10°C ~40°C	SAE 20W-40	Fuel filter	Cartridge, pape	r element
$(15^{\circ} \text{F} \sim 100^{\circ} \text{F})$		Carburetor		
-10°C ~ 50°C	SAE 20W-50	Туре	Down draft, 2	stage 4 barrel
$(15^{\circ} \text{F} \sim 120^{\circ} \text{F})$		Throat diameter		•
$-18^{\circ}\text{C} \sim 30^{\circ}\text{C}$	SAE 10W-30	Primary	28 mm (1.10 is	1)
$(0^{\circ}F \sim 85^{\circ}F)$		Secondary	34 mm (1.34 ii	1)
$-18^{\circ}\text{C} \sim 40^{\circ}\text{C}$	SAE 10W-40	Venturi diameter		
$(0^{\circ}F \sim 100^{\circ}F)$		Primary	20 X 13 X 6.5	
-18°C ~ 50°C	SAE 10W-50		1 7	0.51 × 0.26 ir
$(0^{\circ}F \sim 120^{\circ}F)$		Secondary	28 × 10 mm (1	.10 X 0.39 in
Below-18°C (0°F)	SAE 5W-20 or 5W-30			1
Oil capacity			Manual	Automatic
Full capacity	5.2 liters (5.5 U.S. quarts)	** * * * *	transmission	transmission
0.1	4.6 Imp. quarts)	Main jet	4.00	1404
Oil pan capacity	4.2 liters 4.4 U.S. quarts	Primary Calif.	# 93	#94
	3.7 Imp. quarts)	Except Calif.	#93	#93
]	Secondary Main air bleed	# 160	#160
	i :	Primary	# 90	#00
		Secondary	1	#90
COOLING SYSTEM		Slow jet	# 140	#140
		Primary	#46	#46
Vater pump		Secondary	#120	#120
Type	Centrifugal impeller	Slow air bleed	# 120	# 120
Feeding capacity at	150 ~ 160 liters/min.	Primary No. 1	# 70	#70
6,500 rpm of engine	/39.6 ~ 42.3 U.S. gal/min.	No. 2	# 150	#150
,, B	(33.0 ~ 35.2 Imp. gal/min.)	Secondary No. 1	# 160	#160
Pump driven by	"V" belt	No. 2	# 60	#60
Pulley ratio of eccentric	1:1.18	Richer jet	#40	"
shaft and pump	- ' - ' - '	Richer air bleed	#140	_
an		Power jet	.,	1
Fan diameter	410 mm (16.1 in)	California	#50	#50
Number of fan blades	7	Except for California		#50
an drive		Vacuum jet		.
Standard revolution of	1,400 ± 200 rpm at	Primary	1.8 mm	1.8 mm
fan	4,200 rpm of engine		(0.0709 in)	(0.0709 in)
hermostat		Secondary	1.0 mm	1.0 mm
Type	Wax pellet		(0.0394 in)	(0.0394 in)
Starts to open	82 ± 1.5 °C (180 ± 2.7°F)	İ		
	95°C (203°F)			
Fully opens at	33 C (203 F)	· ·		
Fully opens at Lift	8~10 mm			

Fast idle adjustment (Clearance between primary) throttle valve and bore when choke knob is fully puiled Float level (from surface of gasket) Float drop (from surface of gasket) Idle speed Manual transmission Automatic transmission ("D" range) CO. concentration at idle Sub-zero starting assist fluid	California $1.30 \sim 1.50 \text{ mm}$ $(0.051 \sim 0.059 \text{ in})$ Except for California $0.90 \sim 1.10 \text{ mm}$ $(0.035 \sim 0.04 \text{ in})$ $16.0 \pm 0.5 \text{ mm}$ $(0.63 \pm 0.020 \text{ in})$ $51 \pm 0.5 \text{ mm}$ $(2.0 \pm 0.02 \text{ in})$ $750 \pm 25 \text{ rpm}$ $750 \pm 25 \text{ rpm}$ Less than 0.1% Anti-freeze 90% Water 10%	Condenser capacity Firing order Ignition timing Leading Trailing Timing mark location Spark plug Type	Starts: 0° at -200 mm-Hg Maximum: 15° at -400 mm-Hg 0.24 ~ 0.30 \(\mu \) F 1-2 0 \(\pm \) 1° ATDC 20 \(\pm \) 2° ATDC Eccentric shaft pulley NGK: B6ET, B7ET, B8ET BR6ET, BR7ET, BR8ET NIPPON DENSO: W20EB, W20EBR W22EB, W25EBR W25EB, W25EBR CHAMPION: N-278B, RN-278B N-280B, RN-280B N-282B, RN-282B 1.05 \(\pm \) 0.05 mm
FI FOTDIOAL CVCTEM		Initial gap	$1.05 \pm 0.05 \text{ mm}$
Battery Type		Alternator Ground Rated output	(0.041 ± 0.002 in) Negative 12V 55A
California Except for California	G60-5, Y60-5, N50-S, K60-5	Number of poles No load test	12
Manual transmission	G60-5, Y60-5, N50-S, K60-5	Voltage	14V
Automatic transmission	NS70S	Current	0 amp.
Capacity (20hour rate)	55 amp. NS70S 45 amp. G60-5, Y60-5, N50-S, K60-5	Revolution Load test Voltage	Less than 1,100 rpm
Voltage	12 Volt	Current	40amp.
Terminal ground	Negative	Revolution Number of brushes	Less than 2,500 rpm
Specific gravity at 20°C (68°F)	G60-5, Y60-5, NS70S N50-S, K60-5	Brush length Wear limit	16 mm (0.63 in) 6mm (0.24 in)
Fully charged	1.260 1.280	Brush spring pressure	370 gr (13 oz) ± 15%
Recharged at Distributor	1,200 1.220	Pulley ratio of eccentric	1:1.82
Breaker point	i	shaft and alternator	
Number	2	Regulator	
Dwell angle	Leading, Trailing 58 ± 3° 0.45 ± 0.05 mm	Constant voltage relay Air gap	$0.7 \sim 1.3 \text{ mm}$
Point gap	$0.45 \pm 0.05 \text{ mm}$ $(0.018 \pm 0.002 \text{ in})$	и ваћ	$0.7 \sim 1.3 \text{ mm}$ $(0.028 \sim 0.051 \text{ in})$
Arm spring tension	$0.5 \sim 0.65 \text{ kg}$ $(1.10 \sim 1.4 \text{ lb})$	Point gap	$0.3 \sim 0.45 \text{ mm}$ (0.012 $\sim 0.018 \text{ in}$)
Centrifugal advance		Back gap	$0.7 \sim 1.5 \text{ mm}$
Leading	Starts: 0° at 500 rpm Maximum: 10° at 1,500 rpm	Regulated voltage without load at 4,000 rpm of alternator	$(0.028 \sim 0.059 \text{ in})$ 14.5 ± 0.5 V
Trailing	Starts: 0° at 500 rpm Maximum: 10° at 1,500 rpm	Pilot lamp relay Air gap Point gap	$0.9 \sim 1.4 \text{ mm}$ $(0.035 \sim 0.055 \text{ in})$ $0.7 \sim 1.1 \text{ mm}$
Vacuum advance			$(0.028 \sim 0.043 \text{ in})$
Leading	Starts:	Back gap	$0.7 \sim 1.5 \text{ mm}$
	0° at -100 mm-Hg Maximum:	Pilot lamp lights on	$(0.028 \sim 0.059 \text{ in})$ 0.5 $\sim 3.0 \text{V}$
	7.5° at -400 mm-Hg	Pilot lamp lights out Ignition coil (Leading)	4.5 ∼5.5V
		Type	HPS-13J
		Primary resistance External resistance	1.4 Ω at 20°C (68°F) 0.7 Ω X 2 at 20°C (68°F)

Ignition coil (Trailing)			Clutch disc	
Type	HP5-13J		Thickness limit	7.0 mm (0.276 in)
Primary resistance	1.5 Ω at 20°C (6		Rivet depth limit	0.3 mm (0.012 in)
External resistance	1.6 Ω X 2 at 20°	°C (68°F)	Lateral run-out limit	1.0 mm (0.039 in)
2			Diaphragm	
	Manual	Automatic	Finger out of alignment	
	transmission	transmission	Limit	1.0 mm (0.039 in)
Starting motor		***************************************	Finger groove wear dipth	Tro min (order m)
-	1.2777	2.0KW	Limit	1.0 mm (0.039 in)
Capacity	1.2KW	2.0KW	Emit	7.0 mm (0.033 m)
Lock test	50 11	50 10		
Voltage	5.0 volt	5.0 volt	MANUAL TRANSMISSION	V
Current	Less than	Less than		
_	600 amp.	1,050 amp.	Gear ratio	4-Speed 5-Speed
Torque	0.96 m-kg	2,2 m-kg	First	3.674 3.674
	(6.9 ft-1b)	(15.9 ft-lb)	Second	2.217 2.217
Free running test			Third	1.432 1.432
Voltage	11.5 volt	11.5 volt	Fourth	1.000 1.000
Current	Less than	Less than	Reverse	3.542 3.542
	50 amp.	100 amp.	Fifth	0.825
Speed	More than	More than	Oil capacity	1.7 liters (1.8 U.S. quarts)
~r	5,600 rpm	6,600 rpm	· · · · · · · · · · · · · · · · · · ·	(1.5 Imp quarts)
Number of brushes	3,000 ipiii	4	Main shaft	The state of the s
Brush length	18,5 mm	18.5 mm	Max. permissible run-out	0.03 mm (0.0012 in)
progu tenkut	(0.73 in)	(0.73 in)	Clearance between main	0.05 mm (0.0012 m)
377 47 74	, ,	11.5 mm		
Wear limit	11.5 mm		shaft and gear (or bush)	0.15 (0.006 :)
	(0.45 in)	(0.45 in)	Wear limit	0.15 mm (0.006 in)
Brush spring pressure	$1.4 \sim 1.8 \text{ kg}$	$1.4 \sim 1.8 \text{ kg}$	Reverse idle gear	
	$(49 \sim 63 \text{ oz})$	$(49 \sim 63 \text{ oz})$	Clearance between reverse	
Control switch	Solenoid	Solenoid	idle gear bush and shaft	
Voltage required to close	Less than	Less than	Wear limit	0.15 mm (0.006 in)
solenoid contacts	8 volt	8 volt	Shift fork and rod	
Undercutting mica	0.5 ~ 0.8mm	0.5 ~ 0.8mm	Clearance between shift	
•	(0.020 ∼	(0.020 ~	fork and clutch sleeve	
	0.031 in)	0.031 in)	Wear limit	0.5 mm (0.020 in)
	,	,	Clearance between shift	0,5 11111 (0.020 111)
Clearance between	Less than	Less than	rod gate and control lever	
armature shaft and bush	0.2 mm	0.2 mm	Wear limit	0.8 mm (0.031 in)
	(0.008 in)	(0.008 in)		0.8 mm (0.031 m)
Armature shaft end play	0.1 ~ 0.4 mm	0.1 ~ 0.4mm	Synchronizer ring	
	(0.004 ∼	(0.004 ~	Clearance between	
	0.016 in)	0.016 in)	synchronizer ring and side	
Clearance between	$0.5 \sim 2.0 \text{mm}$	0.5 ~ 2.0mm	of gear when fitted	(0.000)
pinion and stop collar	(0.020 ∼	(0.020 ∼	Standard	1.5 mm (0.059 in)
	0.079 in)	0.079 in)	Wear limit	0.8 mm (0.031 in)
	•		Lubricant	
			Above-18°C (0°F)	A.P.I. Service GL-4 or GL-5
- · · · · · · · · · · · · · · · · · · ·		<u> </u>		SAE90
CLUTCH			Below-18°C (0°F)	A.P.I. Service GL-4 or GL-5
				SAE80
Clutch pedal				
Free play (at pedal pad)	$0.6 \sim 3.1 \text{ mm}$			
a L-m1 (er hamm ham)	0.0 2.2	~ 0. 122 in)		
Engagement height	More than 75 n	,	AUTOMATIC TRANSMISS	CION
(from floor)	more man 13 H	(2.75 III)	AUTOMATIC TRANSMISS	
(Irom Hoor) Master cylinder			Gear ratio	
Master cylinder Bore	15.87 mm (0.6	25 in)	Low	2.458
Clearance between	15.0) mm (6.0)	<i>ω</i> σ шіј	Second	1.458
		•	Тор	1.000
piston and bore	0.000 0.100		<u>. </u>	2.181
Standard	$0.032 \sim 0.102$		Reverse	1
	V	$\sim 0.0040 \text{ in})$	Fluid type	M2C33F (Type F)
Limit	0.15 mm (0.00	6 in)	Fluid capacity	6.2 liters (6.6 U.S. quarts
Release cylinder				5.5 Imp. quarts
Bore	19.05 mm (0.7)	50 in)	Drive plate run-out	
Clearance between			Limit	0.5 mm (0.020 in)
piston and bore			Oil pump	
•	$0.040 \sim 0.125$	mm	Side play of inner gear	
Standard				i
Standard	l .	$\sim 0.0049 \text{ in}$	and outer gear	i
Standard Limit	l .	~0.0049 in)	and outer gear Limit	0,08 mm (0.003 in)

Classes 1-4				l					
Clearance between out gear and crescent	er			Shift spe	ed				
Limit Clearance between out	0.25 mm (0.010 in)			Throttle condition (Manifold vacuum)			mph		
gear and housing					· · · · · ·		Di	→ D2	32 ~ 45
Limit Side clearance between	oil	0.25 mm (0. 0.04 ~ 0.16	,	Kick-	Kick-down		D2	→ D3	59 ~ 77
seal ring and groove on	oil		$2 \sim 0.006 \text{ in}$	(0	\sim 100 mm-H ₈ \sim 3.94 in-Hg	n +			
pump cover Front clutch				'''	~ 3.94 m-rig	′		→ D2	51~65
Thickness of drive plat	e						D2	→ D1	14 ~ 30
Limit Total clearance measur		1.4 mm (0.0			throttle		Dı	→ D2	9~21
between retaining plate		1.6 ~ 1.8 mi (0.06)	m 3 ∼ 0.071 in)	$ $ $(\frac{20}{7})$	00 ± 10 mm-H 87 ± 0.39 in-F	g (g)	D2	→ D3	$18 \sim 40$
and snap ring	_	,	,	Fully	closed thrott	е	Dз	→ D1	6~12
End play of front clute drum	ch	$0.5 \sim 0.8 \text{ mm}$ (0.020 $\sim 0.031 \text{ in}$)		Manu	al 1		12	→ 1ı	24 ∼ 33.
Rear clutch		(0.02)	0 ~ 0.031 m)						
Thickness of drive plat	e		.						
Total clearance measur	ed	1.4 mm (0.0 0.8 ~ 1.5 mi		6					
between retaining plate	e		 1 ~ 0.059 in)	l	r pressure				
and snap ring Low and reverse brake				Driving speed	Output sh speed	aft		Governor p	ressure
Thickness of friction p	late			l —					
Limit		1.8 mm (0.0		mph	rpm		kg	g/cm ²	1b/in ²
Total clearance measur between retaining plate		$0.8 \sim 1.05 \text{ mm}$ (0.031 $\sim 0.041 \text{ in}$)		20	1,070 ~ 1,	170	0.8	~1.3	11~18
and snap ring		(0.00			$1,900 \sim 2,$	030	1.6	~2.3	$23 \sim 33$
Gear assembly Total end play		$0.25 \sim 0.50$		55	3,000 ~ 3,	170	3.1	~4.2	44 ~ 60
Total ona play			0 ~ 0.020 in)						-
Planetary gear side play Limit	y	0.0							
Engine stall speed		0.8 mm (0.031 in)		Line pre	ssure				
In break-in period		$2,250 \sim 2,50$		Manual		idling		_	ne stall
After break-in period		2,300 ~ 2,550 rpm	range	ition		_	dition ————		
···		,,			kg/cm ²	1b/ir	12	kg/cm ²	lb/in ²
	W:	ire diameter	Free length	R	4.0 ~ 7.0	57 ~ ∶	100	$16.0 \sim 19.0$	228 ~ 270
Valve body spring			420410	D	$3.0 \sim 4.0$	43 ~	57	$9.0 \sim 11.0$	128 ~ 156
Pressure regulator valve		0 ± 0.03 mm 47 ± 0.001 in)	43.0 ± 1.0 mm (1.69 ± 0.039 in)	2	8.0 ~ 12.0	114 ~	171	8.0 ~ 12.0	114~171
1st-2nd shift valve	.0.55	$5 \pm 0.015 \text{ mm}$	32.0 ± 2.0 mm	1	3.0 ~4.0	43 ~	57	9.0 ~ 11.0	128 ~ 156
2nd-3rd shift valve		22 ± 0.0006 in) 0 ± 0.015 mm	$(1.260 \pm 0.079 \text{ in})$ 41.0 ± 1.0 mm	<u> </u>	<u> </u>				.1
Zna Sta sittle valve		28 ± 0.0006 in)							
Pressure modifier valve	ţ.	0 ± 0.01 mm	18.5 ± 1.0 mm	. I					
Throttle back-up valve	1 .	6 ± 0.0004 in) 0 ± 0.015 mm	$(0.73 \pm 0.039 \text{ in})$ 36.0 ± 1.0 mm	'I FROFELLEN SNAFI					
0.1. 11.1. 110.	l'	1 ± 0.0006 in)	1	Max, perm	ax, permissible run-out		0.4 mm (0.016 in) 15 cm-gr (0.21 in-oz) 15 cm-gr (0.21 in-oz)		
Solenoid down shift valve	1	5 ± 0.015 mm 22 ± 0.0006 in)	$21.9 \pm 1.0 \text{ mm}$ $(0.86 \pm 0.039 \text{ in})$	Max. permissible unbalance at 4,000 rpm At front At rear Universal joint Spider diameter					
2nd lock valve	1.	$5 \pm 0.015 \text{ mm}$	33.5 ± 1.0 mm						
Throttle relief valve	1 -	2 ± 0.0006 in) 0 ± 0.03 mm	(1.32 ± 0.039 in) 26.8 ± 1.0 mm						
	1	$0 \pm 0.03 \text{ mm}$ 35 $\pm 0.001 \text{ in}$	$(1.06 \pm 0.039 \text{ in})$			100	+ 0.021		
Orifice check valve	1	3 ± 0.01 mm	15.5 ± 2.0 mm					+ 0.021 + 0.008 mm	8
	(0.00	9 ± 0.0004 in)	(0.61 ± 0.079 in)		11		1	9843 ^{+ 0.000} + 0.000	
	ĺ				ar limit 1 swinging tor	nue		908 mm (0.9) - 8 cm-kg (2.6	
				Journa	- a meme rot.	, we .		5 Um ng (2.0	, ~ 0.7 III•10

mm 335 ~ 0.0043 in) mm 220 ~ 0.0028 in) kg ~ 12.2 in-1b) kg ~ 13.9 in-1b) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 ce GL-5 SAE 90 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Brake pedal free travel Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	$7 \sim 9 \text{ mm}$ $(0.28 \sim 0.35 \text{ in})$ $190^{+5}_{-0} \text{ mm } (7.48^{+0.20}_{-0} \text{ in})$ $20.64 \text{ mm } (0.813 \text{ in})$ $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ $0.15 \text{ mm } (0.006 \text{ in})$ $0.1 \sim 0.5 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ $18 \text{ mm } (0.7087 \text{ in})$ $17 \text{ mm } (0.6693 \text{ in})$ $0.1 \text{ mm } (0.004 \text{ in})$
$335 \sim 0.0043$ in) 7 mm $320 \sim 0.0028$ in) $320 \sim 0.0028$ in) $320 \sim 0.0028$ in) $320 \sim 0.0028$ in $320 \sim 0.002$ in $320 \sim 0.002$ in) $320 \sim 0.002$ in)	Before power brake piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	$(0.28 \sim 0.35 \text{ in})$ $190^{+5}_{-0} \text{ mm } (7.48^{+0.20}_{-0} \text{ in})$ $20.64 \text{ mm } (0.813 \text{ in})$ $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ $0.15 \text{ mm } (0.006 \text{ in})$ $0.1 \sim 0.5 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ $18 \text{ mm } (0.7087 \text{ in})$ $17 \text{ mm } (0.6693 \text{ in})$
$335 \sim 0.0043$ in) 7 mm $320 \sim 0.0028$ in) $320 \sim 0.0028$ in) $320 \sim 0.0028$ in) $320 \sim 0.0028$ in $320 \sim 0.002$ in $320 \sim 0.002$ in) $320 \sim 0.002$ in)	piston operates Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	$(0.28 \sim 0.35 \text{ in})$ $190^{+5}_{-0} \text{ mm } (7.48^{+0.20}_{-0} \text{ in})$ $20.64 \text{ mm } (0.813 \text{ in})$ $0.040 \sim 0.125 \text{ mm}$ $(0.0016 \sim 0.0049 \text{ in})$ $0.15 \text{ mm } (0.006 \text{ in})$ $0.1 \sim 0.5 \text{ mm}$ $(0.004 \sim 0.020 \text{ in})$ $18 \text{ mm } (0.7087 \text{ in})$ $17 \text{ mm } (0.6693 \text{ in})$
7 mm $(20 \sim 0.0028 \text{ in})$ $(20 \sim 0.0028 \text{ in})$ $(20 \sim 0.0028 \text{ in})$ $(20 \sim 12.2 \text{ in-1b})$ $(20 \sim 13.9 \text{ in-1b})$ $(30 \sim 0.004 \text{ in})$ $(30 \sim 0$	Brake pedal height (from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	190 $^{+5}_{-0}$ mm (7.48 $^{+0.20}_{-0}$ in) 20.64 mm (0.813 in) 0.040 \sim 0.125 mm (0.0016 \sim 0.0049 in 0.15 mm (0.006 in) 0.1 \sim 0.5 mm (0.004 \sim 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
$220 \sim 0.0028$ in) kg ~ 12.2 in-1b) kg ~ 13.9 in-1b) i $(0 \sim 0.004$ in) ii $(0 \sim 0.004$ in) iii $(0 \sim 0.004$ in)	(from floor) Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	20.64 mm (0.813 in) 0.040 ~ 0.125 mm
kg ~ 12.2 in-1b) kg ~ 13.9 in-1b) i $(0 \sim 0.004$ in) i $(0 \sim 0.004$ in) ice GL-5 SAE 90 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm $004 \sim 7.3033$ in)	Master cylinder Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
\sim 12.2 in-1b) kg \sim 13.9 in-1b) i (0 \sim 0.004 in) i (0 \sim 0.004 in) ice GL-5 SAE 90 ice GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 \sim 7.3033 in)	Bore Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
kg $\sim 13.9 \text{ in-1b}$) $\sim 10.9 \text{ in-1b}$) $\sim 10.004 \text{ in}$)	Clearance between piston and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
\sim 13.9 in-1b) 1 (0 \sim 0.004 in) 1 (0 \sim 0.004 in) 10 ce GL-5 SAE 90 10 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 \sim 7.3033 in)	and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.040 ~ 0.125 mm (0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (0 ~ 0.004 in) 1 (1 (0 ~ 0.00	and bore Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	(0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
ce GL-5 SAE 90 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Standard Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	(0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
ce GL-5 SAE 90 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Wear limit Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	(0.0016 ~ 0.0049 in 0.15 mm (0.006 in) 0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
ce GL-5 SAE 90 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.15 mm (0.006 in) 0.1 ~ 0.5 mm
ce GL-5 SAE 90 ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Power brake unit Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	0.1 ~ 0.5 mm (0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 004 ~ 7.3033 in)	Clearance between piston and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	(0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
ce GL-5 SAE 80 1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 004 ~ 7.3033 in)	and push rod Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	(0.004 ~ 0.020 in) 18 mm (0.7087 in) 17 mm (0.6693 in)
1.3 U.S. quarts 1.1 Imp. quarts 185.500 mm 1004 ~ 7.3033 in)	Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	18 mm (0.7087 in) 17 mm (0.6693 in)
1.1 Imp. quarts / 185.500 mm 004 ~ 7.3033 in)	Front disc brake Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	17 mm (0.6693 in)
185.500 mm 004 ~ 7.3033 in)	Thickness of brake disc Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	17 mm (0.6693 in)
004 ~ 7.3033 in)	Standard Limit Max. allowable lateral run-out of brake disc Thickness of lining	17 mm (0.6693 in)
004 ~ 7.3033 in)	Limit Max. allowable lateral run-out of brake disc Thickness of lining	17 mm (0.6693 in)
	Max. allowable lateral run-out of brake disc Thickness of lining	' '
	run-out of brake disc Thickness of lining	U.1 mm (U.UU4 in)
	Thickness of lining	
	1 6. 4 4	
	Standard	14 mm (0.551 in)
1 * 1	Wear limit	6 mm (0.236 in)
):1	Wheel cylinder bore	50.80 mm (2.0 in)
		7
7 in)	l.	200 mm (7.874 in)
mm	<u> </u>	
		201 mm (7.914 in)
	_	
0	Standard	4.0 mm (0.16 in)
	Wear limit	1.0 mm (0.04 in)
•	Wheel cylinder bore	19.05 mm (0.750 in)
	Clearance between piston	j
~10.4 in-1b)	=	
		$0.040 \sim 0.125 \text{ mm}$
	Standard	$(0.0016 \sim 0.0049 \text{ in})$
004 in)	Timie	0.15 mm (0.006 in)
1		
0.004 in)		$0.5 \sim 1.0 \text{ kg/cm}^2$
•	Clearance between drum	$(7.1 \sim 14.2 \text{ lb/in}^2)$
	and lining	0.1 ~ 0.15 mm
		$(0.004 \sim 0.006 \text{ in})$
b imp. quarts/	Parking brake	
•		200 mm (7.874 in)
	= :	201 mm (7.914 in)
35 mm	t e	201 mm (7,714 m)
	_	10 (0.15.)
•	Y [4.0 mm (0.16 in)
*D (T.U = 10.T III-10)	Limit	1.0 mm (0.04 in)
	Lever travel	3 ~ 7 notches at 10kg (22l)
	i	
•		
	1	Personal
	1	
	1	1
0 in)	1	
	1	1
	•	
	1	
U in)		
$(0 \sim 0.24 \text{ in})$		
	mm 3 4.3 in-1b) 8 7 4.3 in-1b) 8 7 10.4 in-1b) 10.004 in) 10.004 in) 10.004 in) 10.5 quarts 10.5 mm 10/5.315 in) 10 g (4.3 ~ 10.4 in-1b) 10 in)	Standard Wear limit Wheel cylinder bore Rear drum brake Drum diameter Standard Limit Thickness of lining Standard Wear limit Wheel cylinder bore Clearance between piston and bore Standard Limit Remaining pressure Clearance between drum and lining Parking brake Drum diameter Standard Limit Thickness of lining Standard Limit Remaining pressure Clearance between drum and lining Parking brake Drum diameter Standard Limit Thickness of lining Standard Limit Thickness of lining Standard Limit Thickness of lining Standard Limit Thickness of lining Standard Limit Thickness of lining Standard Limit Thickness of lining

WHEELS AND TIRES		TIGHTENING TORQUE			
Wheel disc			m-kg	ft-lb	
Front	$5-J \times 13WDC$			16-10	
	5½-JJ x 13WDC (Aluminum)	Engine			
Rear	5-J x 13WDC	Oil pump sprocket	$3.0 \sim 3.5$	22 ~ 25	
D4 1514	5½-JJ × 13WDC (Aluminum)	Oil pan	$0.7 \sim 1.0$	5 ~ 7	
Run-out limit	1.0 (0.04 ()	Inlet manifold	$1.9 \sim 2.6$	14~19	
Radial	1.0 mm (0.04 in)	Thermal reactor	$4.5 \sim 5.5$	33~40	
	0.5 mm (0.020 in) Aluminum	Spark plugs	$1.3 \sim 1.8$	9~13	
Lateral	1.0 mm (0.04 in)	Eccentric shaft pulley	$10 \sim 12$	72 ~ 87	
Lateral	0.5 mm (0.020 in) Aluminum	Temperature gauge unit	$0.7 \sim 0.8$	5~6	
	0.5 mm (0.020 m) Aluminum	Tension bolts	$3.2 \sim 3.8$	$23 \sim 27$	
		Water temperature switch	$1.0 \sim 1.8$	$7 \sim 13$	
Tire					
Front	185/70 HR 13	Clutch	40.0 50.0	200 000	
_	165 HR 13	Flywheel	$40.0 \sim 50.0$	289 ~ 362	
Rear	185/70 HR 13	Clutch cover	$1.8 \sim 2.7$	13 ~ 20	
	165 HR 13	T			
Inflation pressure	101-1-2-22	Transmission	10 15	,	
Front	1.8 kg/cm ² (26 psi)	Plug for interlock pin hole Control lever to control	$1.0 \sim 1.5$ $0.8 \sim 1.2$	$ \begin{array}{c c} 7 \sim 11 \\ 6 \sim 9 \end{array} $	
Rear	1.8 kg/cm ² (26 psi)	rod end	$0.8 \sim 1.2$	0~9	
Run-out limit (with wheel disc)		roa ena Shift fork set bolts	$0.8 \sim 1.2$	6~9	
(with wheel disc) Radial	2.5 mm (0.098 in)	Shift rod end	$0.8 \sim 1.2$ $0.8 \sim 1.2$	6~9	
Kadiai Lateral	3.0 mm (0.118 in)	Main shaft lock nut	$0.8 \sim 1.2$ $13.0 \sim 21.0$	6~9 94~152	
Front wheel bearing	$0.45 \sim 0.65 \text{ kg}$	Top switch	$2.5 \sim 3.5$	$18 \sim 25$	
preload (at wheel set bolt)	$(0.99 \sim 1.43 \text{ lb})$	Overdrive switch	$2.5 \sim 3.5$ $2.5 \sim 3.5$	$18 \sim 25$ $18 \sim 25$	
process (at mitter to a serv)	(0.55 1.15 10)	Back-up light switch	$2.5 \sim 3.5$	$18 \sim 25$	
····		Speedometer driven gear	$0.8 \sim 1.1$	6~8	
SUSPENSION		Special street gent	0.0 1.1		
		Automatic transmission			
Front coil spring		Drive plate to converter	$4.2 \sim 6.3$	30 ~ 46	
Spring constant	$2.16 \pm 0.15 \text{ kg/mm}$	weight			
Free length		Drive plate to torque	$3.5 \sim 5.0$	25 ~ 36	
Standard Left	334.5 mm (13.17 in)	converter			
Right	325 mm (12.80 in)	Converter housing to engine	$3.2 \sim 4.7$	$23 \sim 34$	
Front shock absorber	225 + 5	Converter housing to	$4.5 \sim 5.5$	$33 \sim 40$	
Fluid capacity	225 + 5 cc	transmission case			
	(0.23 + 0.05 - 0.05) U.S. quarts)	Extension housing to	$2.0 \sim 2.5$	14~18	
Daniel Stanton	-0,	transmission case	0.5		
Rear coil spring	1010101	Oil pan	$0.5 \sim 0.7$	$3.6 \sim 5.1$	
Spring constant Free length	$1.8 \pm 0.13 \text{ kg/mm}$	Piston stem (when adjust- ing band brake)	$1.2 \sim 1.5$	9~11	
Standard	222 5 (12 74 (-)	Piston stem lock nut	1.5 4.0	1, 20	
Standalu	323.5 mm (12.74 in)	Servo piston retainer	$1.5 \sim 4.0$ $1.0 \sim 1.5$	$ \begin{array}{c c} 11 \sim 29 \\ 7 \sim 11 \end{array} $	
		Servo piston retainer	$0.5 \sim 0.7$	$\frac{7 \sim 11}{3.6 \sim 5.1}$	
		One-way clutch inner race	$0.3 \sim 0.7$ $1.3 \sim 1.8$	$3.6 \sim 3.1$ $9 \sim 13$	
DIMENICION		Control valve body to	$0.55 \sim 0.75$	$4.0 \sim 5.4$	
DIMENSION		transmission case	0,00 - 0,10	1,0:-3,7	
Overall length	4,285 mm (169 in)	Lower valve body to	$0.25 \sim 0.35$	$1.8 \sim 2.5$	
Overall width	4,203 mm (109 m)	upper valve body]	
(Without side protector)	1,650 mm (65 in)	Side plate to control	$0.25 \sim 0.35$	1.8 ~ 2.5	
(With side protector)	1,675 mm (65 in)	valve body	3.22]	
Overall height	1,260 mm (50 in)	Reamer bolt of control	$0.5 \sim 0.7$	$3.6 \sim 5.1$	
Distance between wheel	2,200 mm (50 m)	valve body			
center and fender line		Oil strainer	$0.3 \sim 0.4$	$2.2 \sim 2.9$	
Front	$364 \pm 20 \text{ mm } (14.3 \pm 0.8 \text{ in})$	Governor valve body to	$0.5 \sim 0.7$	$3.6 \sim 5.1$	
Rear	$358 \pm 20 \text{ mm } (14.0 \pm 0.8 \text{ in})$	oil distributor			
Wheel base	2,420 mm (95 in)	Oil pump cover	$0.6 \sim 0.8$	$4.3 \sim 5.8$	
Tread	-,·20 mm (50 m)	Inhibitor switch	$0.5 \sim 0.7$	$3.6 \sim 5.1$	
Front	1,420 mm (56 in)	Manual shaft lock nut	$3.0 \sim 4.0$	22 ~ 29	
Rear	1,400 mm (55 in)	Oil cooler pipe set bolt	$1.6 \sim 2.4$	12~17	
Minimum road clearance	160 mm (6 in)	Oil pressure test plug	$0.5 \sim 1.0$	3.6 ~ 7.2	
Minimum turning radius	4.8 m (15ft 9 in)	Actuator for parking	$0.8 \sim 1.1$	5.8 ~ 8.0	
	' '	rod to extension housing		1	
Seating capacity	2	Tod to extension modeling		l	

		NG TORQUE	
	m-kg	ft-lb	
Propeller shaft			Watt link bra
Yoke to rear axle companion flange	3.5 ∼ 3.8	25 ~ 27	Watt link to Watt link to Rear stabiliz
Rear axle			plate
Ring gear	6.5 ~ 7.5	47~54	Stabilizer loc
Differential side bearing	3.8 ~ 5.3	27 ~ 38	
caps Companion flange to pinion	13 ~ 18	94 ~ 130	Unless otherwise 6T
Steering			6 mm b 8 mm b
Steering wheel nut	$3.0 \sim 4.0$	22 ~ 29	10 mm b
Steering gear housing to	4.4 ~ 5.5	$32 \sim 40$	12 mm b
frame			14 mm b
Pitman arm to sector shaft	13~17	94 ~ 123	8T
Idler arm bracket to frame Idler arm to center link	$4.4 \sim 5.5$ $2.5 \sim 3.5$	32 ~ 40	6 mm b
Pitman arm to center link	2.5 ~ 3.5 3.0 ~4.5	$ \begin{array}{c c} 18 \sim 25 \\ 22 \sim 33 \end{array} $	8 mm be
Tie rod to center link	3.0 ~4.5 3.0 ~ 4.5	$\begin{array}{c} 22 \sim 33 \\ 22 \sim 33 \end{array}$	10 mm b
Tie rod to knuckle arm	3.0 ~ 4.5	22 ~ 33	12 mm be
Tie rod lock nut	$7.0 \sim 8.0$	51~58] 17 11111 01
Steering gear box end cover lock nut	23 ~ 26	166 ~ 188	<u> </u>
Brake Master cylinder union bolt	1~1.6	7~12	
Master cylinder outlet plug	6~7	43 ~ 50	İ
Brake tube union nut	$1.3 \sim 2.2$	9~16	ļ
Flexible hose union	$2.2 \sim 2.7$	16~20	[
Wheel cylinder union bolt	0.7 ~ 1.0	5~7	
Wheels Wheel bolts	9 ~ 11	65 ∼ 80	
Wilcon Dolla) - 11	00 - 00	
Suspension Suspension arm to cross	4.0 ~ 5.5	29~40	
member	4.0 ~ 3.3	29~40	
Knuckle arm to shock absorber	6.4 ~ 9.5	46 ~ 69	
Suspension arm ball joint to knuckle arm	6~8	43 ~ 58	
Front shock absorber			
Piston rod to mounting	$6.5 \sim 8.2$	47 ~ 59	
ا ت		j l	
block Seal cap nut	5 ~ 6	36 ~ 43	
block	$5 \sim 6$ $1.35 \sim 1.65$	36 ~ 43 9.8 ~ 11.9	
block Seal cap nut Piston rod nut Tension rod to lower	-	1	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm	$1.35 \sim 1.65$ $5.5 \sim 6.9$	$9.8 \sim 11.9$ $40 \sim 50$	
block Seal cap nut Piston rod nut Tension rod to lower	1.35 ~ 1.65	9.8 ~ 11.9	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame	$1.35 \sim 1.65$ $5.5 \sim 6.9$ $11 \sim 15$	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension	$1.35 \sim 1.65$ $5.5 \sim 6.9$ $11 \sim 15$	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm	$1.35 \sim 1.65$ $5.5 \sim 6.9$ $11 \sim 15$ $7.6 \sim 9.5$ $2.4 \sim 3.5$	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$ $17 \sim 25$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm Front stabilizer support	$1.35 \sim 1.65$ $5.5 \sim 6.9$ $11 \sim 15$ $7.6 \sim 9.5$	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm	$1.35 \sim 1.65$ $5.5 \sim 6.9$ $11 \sim 15$ $7.6 \sim 9.5$ $2.4 \sim 3.5$	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$ $17 \sim 25$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm Front stabilizer support plate Shock absorber to axle housing	1.35 \sim 1.65 5.5 \sim 6.9 11 \sim 15 7.6 \sim 9.5 2.4 \sim 3.5 3.8 \sim 4.7 6.5 \sim 8.2	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$ $17 \sim 25$ $27 \sim 34$ $47 \sim 59$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm Front stabilizer support plate Shock absorber to axle housing Upper link to axle housing	1.35 \sim 1.65 5.5 \sim 6.9 11 \sim 15 7.6 \sim 9.5 2.4 \sim 3.5 3.8 \sim 4.7 6.5 \sim 8.2 7.7 \sim 10.5	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$ $17 \sim 25$ $27 \sim 34$ $47 \sim 59$ $56 \sim 76$	
block Seal cap nut Piston rod nut Tension rod to lower suspenison arm Tension rod to bracket Tension rod bracket to frame Stabilizer bar to suspension lower arm Front stabilizer support plate Shock absorber to axle housing Upper link to axle housing Upper link to frame	1.35 \sim 1.65 5.5 \sim 6.9 11 \sim 15 7.6 \sim 9.5 2.4 \sim 3.5 3.8 \sim 4.7 6.5 \sim 8.2 7.7 \sim 10.5 7.7 \sim 10.5	$9.8 \sim 11.9$ $40 \sim 50$ $80 \sim 108$ $55 \sim 69$ $17 \sim 25$ $27 \sim 34$ $47 \sim 59$ $56 \sim 76$ $56 \sim 76$	
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	m-kg	ft-Ib
Watt link bracket	7.7 ~ 10.5	56 ~ 76
Watt link to axle housing	$6.5 \sim 8.2$	47~59
Watt link to bracket	$6.5 \sim 8.2$	47~59
Rear stabilizer support plate	3.2 ∼ 4.7	23 ~ 34
Stabilizer lock nut	1.0 ~ 1.6	7 ~ 12
Unless otherwise specified		
6T		
6 mm bolt/nut	$0.7 \sim 1.0$	5 ~ 7
8 mm bolt/nut	$1.6 \sim 2.3$	12~17
10 mm bolt/nut	$3.2 \sim 4.7$	$23 \sim 34$
12 mm bolt/nut	$5.6 \sim 8.2$	41~59
14 mm bolt/nut	$7.7 \sim 10.5$	56 ~ 76
8T		
6 mm bolt/nut	$0.8 \sim 1.2$	6~9
8 mm bolt/nut	$1.8 \sim 2.7$	$13 \sim 20$
10 mm bolt/nut	$3.7 \sim 5.5$	$27 \sim 40$
12 mm bolt/nut	$6.4 \sim 9.5$	46~69
14 mm bolt/nut	$10.4 \sim 14.0$	$75 \sim 101$