

TECHNICAL DATA

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06UTDX-001

A. MEASUREMENT

Item		Body	MX-6	Sedan	Touring Sedan
Overall length		mm (in)	4,495 (177.0)	4,555 (179.3)	4,555 (179.3)
Overall width		mm (in)	1,690 (66.5)	1,690 (66.5)	1,690 (66.5)
Overall height		mm (in)	1,360 (53.5)	1,410 (55.5)	1,375 (54.1)
Wheel base		mm (in)	2,515 (99.0)	2,575 (101.4)	2,575 (101.4)
Tread	mm (in)	Front	1,455 (57.3)	1,455 (57.3)	1,455 (57.3)
		Rear	1,465 (57.7)	1,465 (57.7)	1,465 (57.7)

B. ENGINE

Item			Engine	F2	
				Turbo	Non-Turbo
Type				Gasoline, 4-cycle	
Cylinder arrangement and number				In-line, 4-cylinders	
Type of combustion chamber				Pentroof	
Valve system				OHC, belt-driven	
Bore x stroke		mm (in)		86.0 x 94.0 (3.39 x 3.70)	
Total piston displacement		cc (cu in)		2,184 (133.2)	
Compression ratio				7.8	8.6
Compression pressure kPa (kg/cm ² , psi)-rpm	Standard			960 (9.8, 139)-260	1,120 (11.4, 162)-270
	Minimum			680 (6.9, 98)-260	780 (8.0, 114)-270
	Maximum difference between cylinders			196 (2.0, 28)	
Valve timing	IN	Open BTDC		10°	
		Close ABDC		49°	
	EX	Open BBDC		55°	
		Close ATDC		12°	
Valve clearance	mm (in)	IN		0; Maintenance-free	
		EX		0; Maintenance-free	
Cylinder head					
Height		mm (in)		91.95—92.05 (3.620—3.624)	
Distortion	mm (in)	Maximum		0.15 (0.006)	
Grinding	mm (in)	Maximum		0.20 (0.008)	
Valve and valve guide					
Valve head diameter	mm (in)	IN		32.4—32.6 (1.276—1.283)	
		EX		33.9—34.1 (1.335—1.343)	
Valve head thickness (margin)	mm (in)	IN		0.8—1.2 (0.031—0.047)	
		EX		1.3—1.7 (0.051—0.067)	
Valve face angle		IN		45°	
		EX		45°	
Valve length	IN	Standard		115.81 (4.5594)	
		Minimum		115.31 (4.5398)	
	EX	Standard		116.21 (4.5752)	
		Minimum		115.71 (4.5555)	
Valve stem diameter	mm (in)	IN		6.970—6.985 (0.2744—0.2750)	
		EX		6.965—6.980 (0.2742—0.2748)	
Guide inner diameter	mm (in)	IN		7.01—7.03 (0.2760—0.2768)	
		EX		7.01—7.03 (0.2760—0.2768)	
Valve stem to guide clearance	mm (in)	IN		0.025—0.060 (0.0010—0.0024)	
		EX		0.030—0.065 (0.0012—0.0026)	
		Maximum		0.20 (0.0079)	
Guide projection (Height "A")		mm (in)		19.8—20.3 (0.780—0.799)	

Item		Engine		F2	
				Turbo	Non-Turbo
Valve seat					
Seat angle		IN		45°	
		EX		45°	
Seat contact width		mm (in)		1.2—1.6 (0.047—0.063)	
		EX		1.2—1.6 (0.047—0.063)	
Seat sinking (Measure valve protruding length) mm (in)		IN		Standard	
				Maximum	
		EX		Standard	
				Maximum	
Valve spring					
Free length		IN		Standard	
				Minimum	
		EX		Standard	
				Minimum	
Out-of-square		mm (in)		Maximum	
Setting load/height		N (kg, lb)/mm (in)		IN	
				EX	
Camshaft					
Camlobe height		IN		Standard	
				Minimum	
		EX		Standard	
				Minimum	
Journal diameter		Front and Rear (No. 1,5)		31.940—31.965 (1.2575—1.2585)	
		Center (No. 2,3,4)		31.910—31.935 (1.2563—1.2573)	
		Out-of-round		Maximum	
Camshaft bearing oil clearance		Front and Rear (No. 1,5)		0.035—0.085 (0.0014—0.0033)	
		Center (No. 2,3,4)		0.065—0.115 (0.0026—0.0045)	
		Maximum		0.15 (0.0059)	
Camshaft runout		mm (in)		Maximum	
Camshaft end play		mm (in)		Standard	
				Maximum	
Rocker arm and rocker arm shaft					
Rocker arm inner diameter		mm (in)		19.000—19.033 (0.7480—0.7493)	
Rocker arm shaft diameter		mm (in)		18.959—18.980 (0.7464—0.7472)	
Rocker arm to shaft clearance		mm (in)		Standard	
				Maximum	
Cylinder block					
Height		mm (in)		301.5 (11.87)	
Distortion		mm (in)		Maximum	
Grinding		mm (in)		Maximum	
Cylinder bore diameter		Standard		86.000—86.019 (3.3858—3.3866)	
		0.25 (0.010) oversize		86.250—86.269 (3.3957—3.3964)	
		0.50 (0.020) oversize		86.500—86.519 (3.4055—3.4063)	
Cylinder bore taper and out-of-round		mm (in)		Maximum	
Piston					
Piston diameter measured at 90° to pin bore axis and 18.0 mm (0.709 in) below oil ring groove mm (in)		Standard		85.944—85.964 (3.3836—3.3844)	
		0.25 (0.010) oversize		86.194—86.214 (3.3935—3.3942)	
		0.50 (0.020) oversize		86.444—86.464 (3.4033—3.4041)	
Piston and cylinder clearance		mm (in)		Standard	
				Maximum	
Piston ring					
Thickness		mm (in)		Top	
				Second	

TD

Item	Engine		F2		
			Turbo	Non-Turbo	
End gap measured in cylinder	mm (in)	Top	0.20—0.35 (0.008—0.014)		
		Second	0.15—0.30 (0.006—0.012)		
		Oil (rail)	0.20—0.70 (0.008—0.028)		
		Maximum	1.0 (0.039)		
Ring groove width in piston	mm (in)	Top	1.52—1.54 (0.0598—0.0606)		
		Second	1.52—1.54 (0.0598—0.0606)		
		Oil	4.02—4.04 (0.1583—0.1591)		
Clearance of piston ring to ring groove	mm (in)	Top	0.03—0.07 (0.0012—0.0028)		
		Second	0.03—0.07 (0.0012—0.0028)		
		Maximum	0.15 (0.006)		
Piston pin					
Diameter	mm (in)	21.974—21.980 (0.8651—0.8654)			
Interference in connecting rod	mm (in)	0.013—0.037 (0.0005—0.0015)			
Piston to piston pin clearance	mm (in)	0.008—0.024 (0.0003—0.0009)			
Installation pressure	N (kg, lb)	4,900—14,700 (500—1,500, 1,100—3,300)			
Connecting rod and connecting rod bearing					
Length (Center to center)	mm (in)	158.45—158.55 (6.238—6.242)			
Bending	mm (in)	0.24 (0.0094) max.			
Small end bore	mm (in)	21.943—21.961 (0.8640—0.8646)			
Big end bore	mm (in)	54.002—54.017 (2.1261—2.1266)			
Big end width	mm (in)	26.838—26.890 (1.0566—1.0587)			
Connecting rod side clearance	mm (in)	Standard	0.110—0.262 (0.004—0.010)		
		Maximum	0.30 (0.012)		
Crankshaft					
Crankshaft runout	mm (in)	Maximum	0.03 (0.0012)		
Main journal diameter	mm (in)	Standard	59.937—59.955 (2.3597—2.3604)		
		0.25 (0.010) undersize	No.1,2,4,5	59.693—59.711 (2.3501—2.3508)	
			No.3	59.687—59.705 (2.3499—2.3506)	
		0.50 (0.020) undersize	No.1,2,4,5	59.443—59.461 (2.3403—2.3410)	
			No.3	59.437—59.455 (2.3400—2.3407)	
0.75 (0.030) undersize	No.1,2,4,5	59.193—59.211 (2.3304—2.3311)			
	No.3	59.187—59.205 (2.3302—2.3309)			
Main journal taper and out-of-round	mm (in)	Maximum	0.05 (0.0020)		
Crank pin diameter	mm (in)	Standard	50.940—50.955 (2.0055—2.0061)		
		0.25 (0.010) undersize	50.690—50.705 (1.9957—1.9963)		
		0.50 (0.020) undersize	50.440—50.455 (1.9858—1.9864)		
		0.75 (0.030) undersize	50.190—50.205 (1.9760—1.9766)		
Crank pin taper and out-of-round	mm (in)	Maximum	0.05 (0.0020)		
Main bearing					
Main journal bearing oil clearance	mm (in)	No.1,2,4,5	Standard	0.025—0.043 (0.0010—0.0017)	
			Maximum	0.08 (0.0031)	
		No.3	Standard	0.031—0.049 (0.0012—0.0019)	
			Maximum	0.08 (0.0031)	
Available undersize bearing	mm (in)	0.25 (0.010), 0.50 (0.020), 0.75 (0.030)			
Crank pin bearing					
Crank pin bearing oil clearance	mm (in)	Standard	0.027—0.067 (0.0011—0.0026)		
		Maximum	0.10 (0.0039)		
Available undersize bearing	mm (in)	0.25 (0.010), 0.50 (0.020), 0.75 (0.030)			
Thrust bearing (center main bearing)					
Crankshaft end play	mm (in)	Standard	0.08—0.18 (0.0031—0.0071)		
		Maximum	0.30 (0.012)		
Bearing width	mm (in)	Standard	27.94—27.99 (1.100—1.102)		
		0.25 (0.010) undersize	28.04—28.09 (1.104—1.106)		
		0.50 (0.020) undersize	28.12—28.17 (1.107—1.109)		
		0.75 (0.030) undersize	28.20—28.25 (1.110—1.112)		
Timing belt					
Belt deflection	mm (in)/98 N (10 kg, 22 lb)	New	8.0—9.0 (0.31—0.35)		
		Used	9.0—10.0 (0.35—0.39)		

D. LUBRICATION SYSTEM

Item		Engine	F2	
			Turbo	Non-Turbo
Lubrication system			Force-fed	
Oil pump				
Type			Trochoid gear	
Regulating pressure		kPa (kg/cm ² , psi)	294—392 (3.0—4.0, 43—57)	
Oil pressure		kPa (kg/cm ² , psi)	1,000 rpm	147—245 (1.5—2.5, 21—36)
			3,000 rpm	294—392 (3.0—4.0, 43—57)
Inner rotor tooth tip to outer rotor clearance		mm (in)	Standard	0.044—0.084 (0.0017—0.0033)
			Maximum	0.18 (0.0071)
Outer rotor to body clearance		mm (in)	Standard	0.09—0.176 (0.0035—0.0069)
			Maximum	0.20 (0.008)
Side clearance		mm (in)	Standard	0.03—0.09 (0.0012—0.0035)
			Maximum	0.10 (0.004)
Oil filter				
Type			Full-flow, paper element	
Relief pressure differential		kPa (kg/cm ² , psi)	78—118 (0.8—1.2, 11—17)	
Oil cooler (Turbo)				
Type			Water cooled, 4 stage	—
Oil pressure switch				
Activation pressure		kPa (kg/cm ² , psi)	29 (0.3, 4.3)	
Engine oil				
Capacity		liters (US qt, Imp qt)	Total (dry engine)	4.6 (4.9, 4.0)
			Oil pan	3.9 (4.1, 3.4)
			Oil filter	0.22 (0.23, 0.19)
Grade (API service)			SF, SG	
Viscosity number		30°C (86°F) or over	SAE 40	
		0°C—40°C (32°F—104°F)	SAE 30	
		−10°C—20°C (14°F—68°F)	SAE 20W-20	
		−10°C—50°C (14°F—122°F) or over	SAE 20W-40 or 20W-50	
		−25°C—30°C (−13°F—86°F)	SAE 10W-30	
		−25°C—50°C (−13°F—122°F) or over	SAE 10W-40 or 10W-50	
		0°C—30°C (32°F—22°F) or below	SAE 5W-30	
		−20°C (−4°F) or below	SAE 5W-20	

E. COOLING SYSTEM

Item	Engine		F2			
			Turbo	Non-Turbo		
Cooling system	Water-cooled, forced circulation					
Water pump						
Type	Centrifugal, timing belt driven					
Impeller diameter	mm (in)	70 (2.76)				
Number of impeller blades	6					
Speed ratio	1 : 1.05					
Water seal type	Unified mechanical seal					
Thermostat						
Type	Wax, 2-stage					
Starts to open	°C (°F)	Sub: 83.5—86.5 (182—188), Main: 86.5—89.5 (188—193)				
Full-open	°C (°F)	100 (212)				
Lift	mm (in)	Sub: 1.5 (0.06) min., Main: 8.0 (0.31) min.				
Radiator						
Type	Corrugated fin					
Cap opening valve pressure	kPa (kg/cm ² , psi)	74—103 (0.75—1.05, 11—15)				
Cooling system pressure	kPa (kg/cm ² , psi)	103 (1.05, 15)				
Cooling fan						
Type	Electric					
Capacity	W	MTX	80	80		
		ATX	160	120		
Current	A	MTX	5.6—7.6	5.6—7.6		
		ATX	10.6—16.6	8.0—11.0		
Number of blades	4					
Outer diameter	mm (in)	MTX	320 (12.6)			
		ATX	340 (13.4)			
Switching temperature OFF → ON	°C (°F)	97 (177)				
Coolant						
Capacity	liters (US qt, Imp qt)	7.5 (7.9, 6.6)				
Antifreeze solution	Protection	Mixture percentage (volume) %		Specific gravity of mixture at 20°C (68°F)		
		Water	Solution			
		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			

F1, F2 FUEL AND EMISSION CONTROL SYSTEM

Item		Engine	Non-Turbo	Turbo
Idle speed		rpm	With test connector grounded 750 ± 25 (ATX: P range)	
Throttle body				
Type		Horizontal draft (2-barrel)		
Throat diameter	mm (in)	No. 1	MTX: 40 (1.6), ATX: 46 (1.8)	
		No. 2	MTX: 46 (1.8), ATX: 40 (1.6)	
Air flow meter				
Resistor	Ω	E2—Vs	Fully closed: 20—400 Fully open: 20—1,000	
		E2—Vc	100—400	
		E2—Vb	200—400	
		E2—THA	-20°C (-4°F) 13,600—18,400 20°C (68°F) 2,210— 2,690 60°C (140°F) 493— 667	
Fuel pump				
Type		Impeller (in tank)		
Output pressure		kPa (kg/cm ² , psi)	Main pump: 441—588 (4.5—6.0, 64—85) Transfer pump: 39 (0.4, 5.7) max.	
Feeding capacity		cc (cu in)/10 seconds	Main pump: 220 (13.4) min. Transfer pump: 190 (11.6) min.	
Fuel filter				
Type	Low-pressure side		Nylon element	
	High-pressure side		Paper element	
Pressure regulator				
Type		Diaphragm		
Regulating pressure		kPa (kg/cm ² , psi)	235—275 (2.4—2.8, 34—40)	
Injector				
Type		High-ohmic		
Type of drive		Voltage		
Resistance		Ω	12—16	11—15
Injection amount		cc (cu in)/15 seconds	44—61 (2.68—3.72)	73—90 (4.45—5.49)
Idle speed control valve				
Solenoid resistance		Ω	6.3—9.9	
Turbocharger				
Cooling method		Engine coolant		
Lubrication method		Engine oil		
Boost pressure (Maximum)		kPa (kg/cm ² , psi)	60 (0.61, 8.7): Solenoid duty value 100% 45 (0.46, 6.5): Solenoid duty value 0%	
Fuel tank				
Capacity		liters (US gal, Imp gal)	60 (15.9, 13.2)	
Air cleaner				
Element type		Oil permeated		
Fuel				
Specification		Unleaded regular		Unleaded premium (Unleaded regular)

TD

G. ENGINE ELECTRICAL SYSTEM

Item		Engine	Non-Turbo	Turbo	
Battery	Voltage	V	12, Negative ground		
	Type and capacity (20 hour rate)		50D20L (50 Ah), 55 D23L (60 Ah)		
Dark current		mA	Less than 20		
Alternator	Type		A.C.		
	Output	V-A	12-70	12-70 (MTX), 12-80 (ATX)	
	Regulator type		Transistorized (built-in IC regulator)		
	Regulated voltage	V	14.1-14.7		
	Brush length mm (in)	Standard		21.5 (0.846)	
Minimum			8.0 (0.315)		
Drive belt tension mm (in)/98N (10 kg, 22 lb)	New		6-8 (0.24-0.31)		
	Used		7-9 (0.27-0.35)		
Starter	Type		Coaxial reduction		
	Output	V-kW	12-1.4		
	Brush length mm (in)	Standard		17.5 (0.689)	
		Minimum		10.0 (0.394)	
Ignition Timing			BTDC 6° ± 1° (Vacuum hoses disconnected)	BTDC 9° ± 1° (Test connector grounded)	
Distributor	Type		Fully transistorized (HEI)	Electronic spark advanced (ESA)	
	Centrifugal spark advance (Crank angle/Engine speed) degree/rpm		-2-2/1,200 12-16/2,400 12-16/3,500 16-20/4,500	Engine control unit controls spark advance	
	Vacuum spark advance (Crank angle/Vacuum) degree/mmHg (in Hg)		[A chamber] -2-2/110 (4.3) 18-22/275 (10.8) [B chamber] -2-2/110 (4.3) -4 - -8/200 (7.9)		
Spark plug	Type		NGK: ZFR5F-11 ZFR6F-11 ZFR7F-11 Nippon Denso: KJ16CR11 KJ20CR11 KJ22CR11		
	Plug gap	mm (in)	1.0-1.1 (0.039-0.043)		
Firing order			1-3-4-2		

H. CLUTCH

Item		Engine	Non-Turbo	Turbo
Clutch control			Hydraulic	
Clutch pedal				
Type			Suspended	
Pedal ratio			6.00	
Full stroke		mm (in)	135 (5.31)	
Height (With carpet)		mm (in)	171—181 (6.73—7.13)	
Free play		mm (in)	0.6—3.0 (0.02—0.12)	
Distance to floor when clutch fully disengaged (With carpet)		mm (in)	Minimum	54 (2.13)
Flywheel				
Runout limit		mm (in)	0.2 (0.008)	
Clutch disc				
Type			Single dry plate	
Set load		N (kg, lb)	4,316 (440.968)	5,494 (560.1232)
Runout limit		mm (in)	1.0 (0.039)	
Wear limit		mm (in)	0.3 (0.012) from rivet head	
Outer diameter		mm (in)	225 (8.858)	240 (9.449)
Inner diameter		mm (in)	150 (5.906)	160 (6.299)
Facing thickness mm (in)		Flywheel side		3.5 (0.14)
		Pressure plate side		4.1 (0.16) 3.5 (0.14)
Clutch cover				
Type			Diaphragm spring	
Runout limit		mm (in)	0.05 (0.0020)	
Grinding limit		mm (in)	0.5 (0.020)	
Master cylinder inner diameter		mm (in)	15.87 (0.625)	
Release cylinder inner diameter		mm (in)	19.05 (0.750)	
Clutch fluid type			SAE J1703 or FMVSS116 DOT-3	

J1, J2. MANUAL TRANSAXLE

Item		Engine	Non-Turbo	Turbo
Transmission				
Shift lever position			Floor shift	
Gear ratio	First		3.307	3.250
	Second		1.833	1.772
	Third		1.233	1.194
	Fourth		0.914	0.926
	Fifth		0.717	0.711
	Reverse		3.166	3.461
Oil capacity	liters (US qt, Imp qt)		3.35 (3.5, 2.9)	3.65 (3.9, 3.2)
Fluid type		All season ATF: SAE75W-90 DEXRON-II, Above 0°F (-18°C) API: GL-4 or GL-5 SAE: 80W-90 or SAE 90		
Clearance				
Clearance of lever and reverse idle gear	Standard		0.095—0.318 (0.004—0.013)	
	Wear limit		0.5 (0.020)	0.368 (0.015)
Clearance of shift fork and clutch sleeve	Standard	1st—2nd	3rd—4th	5th
		0.08 (0.003) -0.228 (0.009)	0.1 (0.004) -0.5 (0.020)	0.15 (0.059) -0.458 (0.018)
	Wear limit	0.728 (0.029)	1.000 (0.039)	0.958 (0.038)
Clearance of synchronizer ring and gear	Standard		1.5 (0.059)	
	Wear limit		0.8 (0.032)	
Gear thrust clearance	First	Standard	0.05—0.28 (0.0020—0.0110)	
		Limit	0.33 (0.0130)	
	Second	Standard	0.05—0.20 (0.0020—0.0079)	
		Limit	0.25 (0.0098)	
	Third	Standard	0.175—0.455 (0.0069—0.0179)	
		Limit	0.505 (0.0199)	
	Fourth	Standard	0.165—0.365 (0.0065—0.0144)	
		Limit	0.415 (0.0163)	
	Fifth	Standard	0.10—0.22 (0.0039—0.0087)	
		Limit	0.27 (0.106)	
Bearing preload of primary shaft gear		Primary shaft 0.1—0.25 N·m (1.0—2.5 cm·kg, 0.87—2.17 in·lb) Secondary shaft 0.2—0.4 N·m (2.0—4.0 cm·kg, 1.7—3.5 in·lb)		
Bearing preload adjust shim	mm (in)	0.25 (0.010), 0.30 (0.012), 0.35 (0.014), 0.40 (0.016), 0.45 (0.018), 0.50 (0.020), 0.55 (0.022), 0.60 (0.024), 0.65 (0.026), 0.70 (0.028), [0.20 (0.008), G type only] [0.75 (0.030), 0.80 (0.031), H type only]		
Drive and differential				
Final gear	Type		Helical gear	
	Reduction ratio		4.105:1	
Side bearing preload		1.4—2.0 N·m (14—20 cm·kg, 12—17 in·lb)		
Bearing preload adjust shim	mm (in)	0.1 (0.004), 0.20 (0.008), 0.25 (0.010), 0.30 (0.012), 0.35 (0.014), 0.40 (0.016), 0.45 (0.018), 0.50 (0.020), 0.55 (0.022), 0.60 (0.024), 0.65 (0.026), 0.70 (0.027), 0.75 (0.030), 0.80 (0.031), 0.85 (0.034), 0.90 (0.035), 0.95 (0.037), 1.00 (0.039), 1.05 (0.041), 1.10 (0.043), 1.15 (0.045), 1.20 (0.047) [0.12 (0.005), 0.14 (0.006), 0.16 (0.006), H type only]		
Backlash of side gear and pinion gear	mm (in)	0—0.1 (0.004)		

K. AUTOMATIC TRANSAXLE

Item		Engine	Non-Turbo	Turbo
Model			EC-AT (G4A-EL)	
Gear ratio	1st		2.800	
	2nd		1.540	
	3rd		1.000	
	4th (OD)		0.700	
	Reverse		2.333	
Oil capacity	liters (US qt, Imp qt)		6.8 (7.2, 6.0)	
Fluid type			ATF Dexron II or M III	
Fluid level with the engine idling in "P"			In the 65°C range on the gauge	
Stall speed				
After brake-in	"D", "S", "L"	rpm	2,120—2,420	2,550—2,850
	"R"	rpm	2,080—2,380	2,500—2,800
Time lag				
"N" → "D"		sec	0.5—1.0	
"N" → "R"		sec	0.5—1.0	
Line pressure				
"D", "S", "L"	Idle	kPa (kg/cm ² , psi)	353—432 (3.6—4.4, 51—63)	
	Stall	kPa (kg/cm ² , psi)	873—1,040 (8.9—10.6, 127—151)	
"R"	Idle	kPa (kg/cm ² , psi)	598—942 (6.1—9.6, 87—137)	
	Stall	kPa (kg/cm ² , psi)	1,688—2,011 (17.0—20.5, 242—292)	
Throttle pressure				
"D"	Idle	kPa (kg/cm ² , psi)	39—88 (0.4—0.9, 6—13)	
	Stall	kPa (kg/cm ² , psi)	471—589 (4.8—6.0, 68—85)	

Shift Point

Range Mode	Throttle condition (Throttle sensor voltage)	Shift	Drum speed rpm		Vehicle speed km/h (mph)	
			Non-Turbo	Turbo	Non-Turbo	Turbo
Power "D"	Fully opened (4.3 volt)	D1→D2	5,000—5,500	4,900—5,500	54—56 (33—35)	53—59 (33—37)
		D2→D3	5,300—5,700	5,100—5,500	105—113 (65—70)	100—108 (62—67)
		D3→OD	5,400—5,700	5,450—5,800	165—175 (102—109)	
	Half throttle (1.6—2.2 volt)	D1→D2	3,500—4,050	3,550—4,150	38—44 (24—27)	
		D2→D3	3,750—4,250	3,850—4,350	75—85 (47—53)	
		Lock-up ON (D3)	2,350—2,700	2,400—2,750	73—83 (45—51)	
		D3→OD	3,600—4,250	3,650—4,300	110—130 (68—81)	
		Lock-up ON (OD)	2,500—3,000	2,800—3,000	110—130 (68—81)	
		Lock-up OFF (OD)	2,400—2,850	2,400—2,900	104—124 (64—77)	
		OD→D3	1,950—2,450	1,800—2,300	85—107 (53—66)	77—99 (48—61)
		Lock-up OFF (D3)	2,300—2,600	2,350—2,700	71—81 (44—50)	
	Kick-down	D3→D2	1,750—2,300	1,700—2,100	54—70 (33—43)	51—63 (32—39)
		OD→D3	3,500—3,700	3,550—3,800	153—163 (95—101)	
		OD→D2	2,150—2,350	2,150—2,300	94—102 (58—63)	92—100 (57—62)
		OD→D1	950—1,100	1,000—1,150	42—48 (26—30)	44—50 (27—31)
D3→D2		3,050—3,350	3,050—3,300	94—102 (40—63)	92—100 (57—62)	
D3→D1		1,350—1,550	1,450—1,650	42—48 (26—30)	44—50 (27—31)	
Economy	Fully opened (4.3 volt)	D2→D1	2,200—2,400	2,250—2,550	42—48 (26—30)	44—50 (27—31)
		D1→D2	4,900—5,450	4,750—5,300	54—60 (33—37)	51—57 (32—35)
		D2→D3	5,100—5,500	4,900—5,300	102—110 (63—68)	96—104 (60—64)
		D3→OD	5,400—5,700	5,450—5,800	165—175 (102—109)	

Range Mode	Throttle condition (Throttle sensor voltage)	Shift	Drum speed rpm		Vehicle speed km/h (mph)	
			Non-Turbo	Turbo	Non-Turbo	Turbo
Economy	"D" Half throttle (1.6—2.2 volt)	D1→D2	2,800—3,350	3,200—3,850	31—37 (19—23)	
		D2→D3	3,000—3,400	3,450—3,900	60—68 (37—42)	
		Lock-up ON (D3)	1,900—2,150	1,950—2,200	59—67 (36—41)	
		D3→OD	2,900—3,450	3,350—4,000	89—107 (55—66)	
		Lock-up ON (OD)	2,050—2,500	2,400—2,850	91—109 (56—68)	
		Lock-up OFF (OD)	1,950—2,350	2,250—2,700	85—103 (53—64)	
		OD→D3	1,600—1,950	1,400—1,850	70—86 (43—53)	54—70 (33—43)
		Lock-up OFF (D3)	1,800—2,000	1,850—2,100	56—64 (35—40)	
	Kick-down	D3→D2	1,200—1,550	1,250—1,550	38—48 (24—30)	34—42 (21—26)
		OD→D3	3,500—3,700	3,550—3,800	153—163 (95—101)	
		OD→D2	2,050—2,250		90—98 (56—61)	89—97 (55—60)
		OD→D1	950—1,100	1,000—1,150	42—48 (26—30)	44—50 (27—31)
		D3→D2	2,950—3,200		90—98 (56—61)	89—97 (55—60)
		D3→D1	1,350—1,550	1,450—1,650	42—48 (26—30)	44—50 (27—31)
"S"	Fully opened (4.3 volt)	S1→S2	5,000—5,500	4,900—5,500	54—60 (33—37)	53—59 (33—37)
		S2→S3	5,300—5,700	5,100—5,500	105—113 (65—70)	100—108 (62—67)
		S4→S3	3,750—4,000	3,850—4,050	165—175 (102—109)	
		S3→S2	3,050—3,350	3,050—3,300	94—102 (40—63)	92—100 (57—62)
	Half throttle (1.6—2.2 volt)	S2→S1	2,200—2,400	2,250—2,550	42—48 (26—30)	44—50 (27—31)
		S1→S2	3,500—4,050	3,350—4,150	38—44 (24—27)	
		S2→S3	3,750—4,250	3,850—4,350	75—85 (47—53)	
		S4→S3	3,750—4,000	4,350—4,600	165—175 (102—109)	
		S3→S2	1,750—2,300	1,700—2,100	54—70 (33—43)	51—63 (32—39)
		"L"	Fully opened (4.3 volt)	L1→L2	5,000—5,500	4,900—5,500
L2→L1	2,200—2,400			2,250—2,550	42—48 (26—30)	44—50 (27—31)
Half throttle (1.6—2.2 volt)	L1→L2		3,500—4,050	3,350—4,150	38—44 (24—27)	
	—		D2→D3	850—1,150	1,000—1,350	17—23 (11—14)
HOLD	"D"	D3→D2	250—400	250—500	7—13 (4—8)	
		OD→D3	3,750—4,000	4,350—4,600	165—175 (102—109)	
	"S"	S3→S2	3,600—3,850	4,100—4,400	110—118 (68—73)	108—116 (67—72)
		"L"	L2→L1	2,150—2,300	2,200—2,500	43—46 (27—29)

Item	Engine		Non-Turbo	Turbo
	Standard	Maximum		
Torque converter				
Stall torque ratio			1,700—1,900 : 1	1,600—1,800 : 1
Bushing diameter	mm (in)	Standard	53.030 (2.088)	
		Maximum	53.076 (2.090)	
Oil pump				
Clearance				
Cam ring to oil pump cover	mm (in)	Standard	0.005—0.020 (0.0002—0.0008)	
		Maximum	0.080 (0.003)	
Rotor to oil pump cover	mm (in)	Standard	0.005—0.020 (0.0002—0.0008)	
		Maximum	0.030 (0.0012)	
Vane to oil pump cover	mm (in)	Standard	0.015—0.050 (0.0006—0.0020)	
		Maximum	0.080 (0.003)	
Seal pin to oil pump cover	mm (in)	Standard	0.005—0.020 (0.0002—0.0008)	
		Maximum	0.060 (0.002)	
Vane to rotor groove	mm (in)	Standard	0.010—0.045 (0.0004—0.0018)	
		Maximum	0.065 (0.0026)	
Sleeve outer diameter	mm (in)	Standard	28.00 (1.102)	
Rotor bushing in inner diameter	mm (in)	Standard	28.00 (1.102)	
		Maximum	28.05 (1.104)	

TECHNICAL DATA

TD

Item		Engine		Non-Turbo	Turbo
		Standard	Minimum		
Seal pin outer diameter	mm (in)	Standard		5.00 (0.197)	
		Minimum		4.90 (0.193)	
Guide ring outer diameter	mm (in)	Standard		57.85 (2.278)	
		Minimum		57.70 (2.272)	
Valve outer diameter	mm (in)	Standard		12.00 (0.472)	
		Minimum		11.86 (0.467)	
Forward clutch					
Number of drive/driven plate				3/3	4/4
Drive plate thickness	mm (in)	Standard		1.6 (0.063)	
		Minimum		1.4 (0.055)	
Forward clutch clearance		mm (in)		1.0—1.2 (0.040—0.047)	
Retaining plate sizes		mm (in)		5.9 (0.232), 6.1 (0.240), 6.3 (0.248), 6.5 (0.256), 6.7 (0.264), 8.9 (0.350)	
Coasting clutch					
Number of drive/driven plates				2/2	
Drive plate thickness	mm (in)	Standard		1.6 (0.063)	
		Minimum		1.4 (0.055)	
Coasting clutch clearance		mm (in)		1.0—1.2 (0.040—0.047)	
Retaining plate sizes		mm (in)		4.6 (0.181), 4.8 (0.189), 5.0 (0.197), 5.2 (0.205), 5.4 (0.213), 5.6 (0.220)	
Return spring free length		mm (in)		29.8 (1.173)	
Reverse clutch					
Number of drive/driven plates				2/2	
Drive plate thickness	mm (in)	Standard		1.6 (0.063)	
		Minimum		1.4 (0.055)	
Reverse clutch clearance		mm (in)		2.1—2.4 (0.083—0.094)	
Retaining plate sizes		mm (in)		6.6 (0.260), 6.8 (0.268), 7.0 (0.276), 7.2 (0.283), 7.4 (0.291), 7.6 (0.299)	
3-4 clutch					
Number of drive/driven plates				5/5	
Drive plate thickness	mm (in)	Standard		1.6 (0.063)	
		Minimum		1.4 (0.055)	
3-4 clutch clearance		mm (in)		1.3—1.5 (0.051—0.059)	
Retaining plate sizes		mm (in)		3.8 (0.150), 4.0 (0.157), 4.2 (0.165), 4.4 (0.173), 4.6 (0.181), 4.8 (0.189)	
Return spring free length		mm (in)		33.2 (1.307)	
Low and reverse brake					
Number of drive/driven plates				4/4	5/5
Drive plate thickness	mm (in)	Standard		1.6 (0.063)	
		Minimum		1.4 (0.055)	
Low and reverse brake clearance		mm (in)		2.1—2.4 (0.083—0.094)	
Retaining plate sizes		mm (in)		6.8 (0.268), 7.0 (0.276), 7.2 (0.283), 7.4 (0.291), 7.6 (0.299), 7.8 (0.307)	
Return spring free length		mm (in)		20.5 (0.807)	
Sun gear drum bushing	mm (in)	Maximum		33.425 (1.316)	
Small sun gear bushing	mm (in)	Maximum		24.021 (0.946)	
Carrier hub					
Clearance between pinion washer and planet carrier		mm (in)	Maximum	0.2—0.7 (0.008—0.028)	
Servo					
Free length of return spring	mm (in)	Standard		43.25 (1.703)	42.0 (1.654)
2-3 accumulator valve					
2-3 accumulator valve spring	mm (in)	Standard		85.0 (3.346)	

Control valve springs

Spring name		Outer dia. mm (in)	Free length mm (in)	Wire dia. mm (in)	Spring color
1-2 accumulator small spring	Non-Turbo	14.4 (0.567)	86.0 (3.986)	1.8 (0.071)	—
	Turbo	14.4 (0.567)	73.8 (2.906)	2.0 (0.079)	Gray
1-2 accumulator large spring		20.0 (0.787)	97.1 (3.823)	2.3 (0.091)	Gray
Bypass, servo control spring		4.9 (0.193)	27.6 (1.087)	0.55 (0.022)	Yellow
2-3 timing spring		8.3 (0.327)	26.5 (1.043)	0.8 (0.031)	—
N/R accumulator rear spring		11.1 (0.437)	62.0 (2.441)	1.2 (0.047)	Light green
N/D accumulator front		9.8 (0.386)	68.0 (2.677)	1.1 (0.043)	Orange
Coasting bypass spring		5.8 (0.228)	37.7 (1.484)	0.6 (0.024)	Dark blue
3-2 timing spring		8.2 (0.323)	28.6 (1.126)	0.8 (0.031)	Red
3-2 capacity spring		5.4 (0.213)	30.6 (1.205)	0.5 (0.020)	White
Throttle relief ball spring		6.6 (0.260)	21.6 (0.850)	0.8 (0.031)	—
Pressure modifier spring		8.3 (0.327)	26.5 (1.043)	0.8 (0.031)	—
Low reducing spring		8.7 (0.343)	38.3 (1.508)	0.9 (0.035)	Black
1-2 shift spring		8.7 (0.343)	41.3 (1.626)	1.0 (0.039)	Yellow
2-3, 3-4 shift spring		7.4 (0.291)	36.6 (1.441)	0.8 (0.031)	Gray
Throttle backup spring		9.65 (0.380)	26.9 (1.059)	0.55 (0.022)	Red
Throttle modulator spring		6.3 (0.248)	47.9 (1.886)	0.8 (0.031)	—
Throttle assist spring		5.15 (0.203)	32.3 (1.272)	0.55 (0.022)	Dark green
Throttle spring		5.4 (0.213)	47.2 (1.858)	0.8 (0.031)	Pink
Converter relief ball spring		6.9 (0.272)	24.1 (0.949)	0.9 (0.035)	Maroon
Orifice check valve spring		5.0 (0.197)	12.5 (0.492)	0.23 (0.009)	—
Pressure regulator spring		11.5 (0.453)	26.5 (1.043)	1.0 (0.039)	Maroon
Lock-up control spring		5.0 (0.197)	35.2 (1.386)	0.6 (0.024)	Purple

Item	Engine	Non-Turbo	Turbo
Gear assembly			
Total end play	mm (in)	0.25—0.50 (0.010—0.020)	
End play adjust race	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)	
Idle gear bearing preload	N·m (cm·kg, in·lb)	0.03—0.9 (0.3—9.0, 0.26—7.8)	
Preload adjust shims	mm (in)	0.10 (0.004), 0.12 (0.005), 0.14 (0.006), 0.16 (0.0063), 0.18 (0.007), 0.20 (0.008)	
Output gear bearing preload	kg (cm·kg, in·lb)	0.03—0.9 (0.3—9.0, 0.26—7.8)	
Preload adjust shims	mm (in)	0.10 (0.004), 0.12 (0.005), 0.14 (0.006), 0.16 (0.0063), 0.18 (0.007), 0.20 (0.008) 0.50 (0.020)	
Drive and differential			
Final gear	Type	Helical gear	
	Reduction ratio	3.700 : 1	
Side bearing preload	N·m (cm·kg, in·lb)	2.9—3.9 (30—40, 26—35)	
Preload adjust shims	mm (in)	0.10 (0.004), 0.12 (0.005), 0.14 (0.006) 0.16 (0.0063), 0.18 (0.007), 0.20 (0.008) 0.50 (0.020), 0.70 (0.028), 1.00 (0.039)	
Backlash of side gear and pinion	mm (in)	0.025—0.1 (0.001—0.004)	
		Standard	0.5 (0.020)
Torque converter distance "A" (Refer to page K-145)	mm (in)	20.6 (0.81)	

M. FRONT AND REAR AXLE

Item	Inside joint type	Ball joint		Tripod joint	
		Non-Turbo	Turbo	Non-Turbo	Turbo
Driveshaft					
Joint type	Outside	Ball joint		Ball joint	
Shaft length	mm (in)	363.0 (14.29)	363.0 (14.29)	355.5 (14.00)	348.3 (13.71)
Shaft diameter	mm (in)	24 (0.94)	24 (0.94)	24 (0.94)	26 (1.02)
Front axle					
Wheel bearing end play	mm (in)	Maximum	0.2 (0.0079)		
Rear axle					
Wheel bearing end play	mm (in)	Maximum	0.2 (0.0079)		

N. STEERING SYSTEM

Item		Specifications
Steering wheel	Outer diameter mm (in)	380 (15.0)
	Turns lock to lock	ESPS: 3.0 ECPS: 2.9
Steering shaft and joints	Shaft type	Collapsible
	Joint type	Cross joints (2)
	Tilt stroke mm (in)	40 (1.6)
Front steering gear	Type	Rack and pinion
	Gear ratio	∞ (infinite)
Power steering fluid	Capacity liter (US qt, Imp qt)	ESPS: 0.9 (0.95, 0.79) ECPS: 1.0 (1.06, 0.88)
	Type	Dexron®II or M-III

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 mm (in) (Clearance when pedal is depressed at 589 N (60 kg, 132 lb))	95 (3.74) min.	
Master cylinder	Type	Tandem	
	Bore diameter mm (in)	22.22 (0.875)	
	Fluid type	FMVSS116 : DOT-3, SAE : J1703	
Front disc brake	Type	Disc (ventilated)	
	Thickness of pad mm (in)	Standard	10.0 (0.39)
		Minimum	2.0 (0.08)
	Thickness of disc plate mm (in)	Standard	24.0 (0.94)
		Minimum	22.0 (0.87)
Disc plate runout mm (in)	Maximum	0.1 (0.004)	
Cylinder bore mm (in)		53.97 (2.125)	
Rear drum brake	Type	Leading-trailing	
	Clearance between shoe and drum	Self-adjusting	
	Thickness of lining mm (in)	Standard	4.5 (0.18)
		Minimum	1.0 (0.04)
	Inner diameter of drum mm (in)	Standard	228.6 (9.00)
Maximum		230.1 (9.06)	
Cylinder bore mm (in)		17.46 (0.687)	
Rear disc brake	Type	Disc (solid)	
	Thickness of pad mm (in)	Standard	8.0 (0.31)
		Minimum	1.0 (0.04)
	Thickness of disc plate mm (in)	Standard	10.0 (0.39)
		Minimum	8.0 (0.31)
Disc plate runout mm (in)	Maximum	0.1 (0.004)	
Cylinder bore mm (in)		30.2 (1.19)	
Parking brake	Type	Center lever	
	Lever notches (Pulled at 98N (10 kg, 22 lb))	5—7	
Power brake unit	Diameter mm (in)	238 (9.37)	
	Clearance between master cylinder piston and push rod mm (in)	When vacuum applied to the unit is approx. 500 mmHg (19.7 inHg) 0.1—0.4mm (0.004—0.016 in)	
	Fluid pressure per treading force kPa (kg/cm ² , psi)/N (kg, lb)	1,177 (12, 171)/196 (20, 44) at 0 mmHg (0 inHg) min. 7,063 (72, 1,023)/196 (20, 44) at 500 mmHg (19.7 inHg) min.	
Rear wheel hydraulic control device (system)	Type	Proportioning valve	
	Switching point kPa (kg/cm ² , psi)	2,943 (30, 427)	

Q. WHEEL AND TIRE

Item		Type	Standard		Temporary spare
			Non-turbo	Turbo	
Wheels	Size		14 x 5 1/2JJ 15 x 6JJ	15 x 6JJ	15 x 4T
	Offset	mm (in)	42 (1.65)		53 (2.09)
	Diameter of pitch circle	mm (in)	114.3 (4.5)		
	Material		Steel or aluminum alloy		Steel
Tires	Size		P185/70R14 P195/60HR15 P195/60R15 87H P195/60VR15	P195/60HR15 P195/60VR15 P195/60R15 87H P205/60VR15	T125/70D15
	Air pressure kPa (kgf/cm ² , psi)	Front	216 (2.2, 32)		412 (4.2, 60)
		Rear	177 (1.8, 26)		
Wheel and tire	Runout limit	mm (in)	Horizontal		Steel wheel : 2.5 (0.098), aluminum alloy wheel : 2.0 (0.079)
			Vertical		2.0 (0.079)
	Max. unbalance	g (oz)	14 inch-wheel : 10 (0.35) 15 inch-wheel : 9 (0.32)		

R. SUSPENSION

Item		Engine		Non-turbo		Turbo	
Suspension type				Strut			
Shock absorber	Standard suspension		Oil type				
	Auto adjusting suspension		Low-pressure gas sealed type				
Coil spring	Type	Front	Straight wound				
		Rear	Taper wound				
	Dimension		Refer to R-4, 5 for spring specifications and applications				
*1 Stabilizer	Type		Torsion bar				
	Diameter mm (in)	MX-6	Front	20 (0.79)	24.2 (0.95)		
			Rear	16 (0.63)			
		Sedan	Front	17.5 (0.69)/20 (0.79)		-	
			Rear	14 (0.55)			
		Touring sedan	Front	17.5 (0.69)		24.2 (0.95)	
Rear			14 (0.55)		16 (0.63)		
Maximum steering angle		Inner	36°00' ± 2°	34°00' ± 2°....TURBO EC-AT			
		Outer	31°00' ± 2°	29°00' ± 2°....TURBO EC-AT			
Wheel alignment (*2 Unladen)	Front	Total toe-in	mm (in)	0 ± 3 (0 ± 0.12)			
			degree	0° ± 18'			
		Camber angle	0°17' ± 45'				
		Caster angle	1°41' ± 45'				
		Kingpin angle	12°47'				
	Rear	Total toe-in	mm (in)	3 ± 3 (0.12 ± 0.12)			
		degree	18' ± 18'				
Camber angle		-0°30' ± 45'					

*1 Rear stabilizer is optional with 2WS Non-turbo.

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

Coil Spring Specifications

Item	Wire diameter mm (in)	Coil outer diameter mm (in)	Free length mm (in)	Coil number	Identification mark color		
					*1 M	*2 A	
Front	A	13.1 (0.52)	175.5 (6.91)	372.5 (14.67)	3.72	Brown	—
	B	13.3 (0.52)	175.5 (6.91)	365.5 (14.39)	3.67	Purple	—
	C	13.6 (0.54)	175.5 (6.91)	350.5 (13.80)	3.57	Gray	—
	D	13.7 (0.54)	175.5 (6.91)	358.0 (14.09)	3.68	Blue	—
	E	14.2 (0.56)	175.9 (6.93)	340.0 (13.39)	3.55	Red	—
	F	14.0 (0.55)	175.5 (6.91)	297.5 (11.71)	3.04	Brown	Yellow
	G	14.2 (0.56)	175.5 (6.91)	305.5 (12.03)	3.23	Purple	Yellow
	H	14.3 (0.56)	175.5 (6.91)	287.5 (11.32)	2.85	White	Orange
	I	14.4 (0.57)	175.5 (6.91)	292.5 (11.52)	2.94	Yellow	Orange
Rear	J	11.9 (0.47)	129.1–173.1 (5.08–6.81)	323.5 (12.74)	4.08	Brown	—
	K	12.1 (0.48)	129.5–173.5 (5.10–6.83)	327.0 (12.87)	4.20	Blue	—
	L	12.2 (0.48)	127.7–171.7 (5.03–6.76)	332.0 (13.07)	4.37	Green	—
	M	12.4 (0.49)	128.1–172.1 (5.04–6.78)	336.5 (13.25)	4.50	Red	—
	N	12.6 (0.50)	128.5–172.5 (5.06–6.79)	340.0 (13.39)	4.62	Pink	—
	O	12.9 (0.51)	129.1–173.1 (5.08–6.81)	281.5 (11.08)	4.09	Cream	Yellow
	P	12.9 (0.51)	129.1–173.1 (5.08–6.81)	290.0 (11.42)	4.09	Light green	Yellow
	Q	12.9 (0.51)	129.1–173.1 (5.08–6.81)	298.5 (11.75)	4.09	Light blue	Yellow
	R	12.3 (0.48)	129.1–173.1 (5.08–6.81)	287.0 (11.30)	3.51	White	Orange
	S	12.3 (0.48)	129.1–173.1 (5.08–6.81)	295.0 (11.61)	3.51	Yellow	Orange
T	12.9 (0.51)	129.1–173.1 (5.08–6.81)	273.0 (10.75)	4.09	Brown	Orange	

*1 Main identification mark color: indicated on second coil from bottom

*2 Auxiliary identification mark color: indicated on third coil from bottom

T. BODY ELECTRICAL SYSTEM

Item	Body	Specification (W) (BULB TRADE NO.)	
		MX-6	Sedan
Front exterior lights	Halogen headlight	65/45 (9004)	
	Fog light	55	—
	Turn signal light	27/8 (1157NA)	
	Parking light	8 (67)	
	Side marker light	3.8	5
Rear exterior lights	Back-up light	27 (1156)	
	License plate light	5 or 4.9 (168)	
	Stop and Tail light	27/8 (1157)	
	Turn signal light	27 (1156)	
	Side marker light	5 (168)	
	High mount stoplight	18	
Indicator and warning lamps	Brake	1.4	
	Oil pressure	1.4	
	Fuel	1.4	
	Washer level	1.4	
	Rear	1.4	
	Door	1.4	
	Seat belt	1.4	
	ABS	1.4	
	Engine check	1.4	
	Security	1.4	
	Alternator	1.4	
	Cruise main	1.4	
	High beam	3.4	
	Turn signal	3.4	
	A/T mode	0.8	
	A/T position	0.8	
	Interior lamps	Glove compartment lamp	3.4
Interior lamp		10	
Luggage compartment lamp		5	
Map lamp		8	
Courtesy lamp		3.4	
Illumination lamps	Meter	3.4 and 1.4	
	Hazard switch	1.4	
	Cigarette lighter	3.4	
	AAS switch	1.4	
	EC-AT switch	1.4	
	A/T selector	3.4	
	Ign key cylinder	3.4	
	Panel light control	1.4	
	Headlight cleaner switch	1.4	
	Front fog light switch	1.4	—
	Air cond. switch	0.84	
	Heater	1.4	

U. HEATER AND AIR CONDITIONING SYSTEM

Item		Specifications	
Refrigeration pressure	Low	kPa (kg/cm ² , psi)	196—294 (2—3, 28—43)
	High	kPa (kg/cm ² , psi)	1373—1570 (14.0—16.0, 199—228)
Refrigerant amount		g (oz)	900 (31.8)
Magnetic clutch clearance		mm (in)	0.4—0.7 (0.016—0.028)

STANDARD BOLT AND NUT TIGHTENING TORQUE

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