CAMRY

OUTLINE OF NEW FEATURES

The Camry is a high-quality family sedan with advanced technology and sporty performance. The following changes are made for the 1998 model year.

1. Model Line-Up

- The SXV20L-AEPNKK and MCV20L-A (C) EPGKK models have been added.
- The MCV20L-CEPNKK model has been discontinued.

2. Interior Equipment

An extensible assist grip has been newly provided for the front passenger.

3. 5S-FE Engine

ORVR (On-Board Refueling Vapor Recovery) System has been adopted.

4. 1MZ-FE Engine

The 1MZ-FE engine with automatic transaxle on the California specification model uses the air-fuel ratio sensor and the WU-TWC (Warm Up-Three-Way Catalytic Converters) to reduce exhaust emissions.

5. Body

- The cross section shape of the outside windshield moulding has been changed to reduce the wind noise.
- The front door window glass has been increased in thickness to reduce the amount of noise transmitted from the outside of the vehicle.
- Front seat belt with pretensioner and force limiter has been adopted.

6. Engine Immobiliser System

An engine immobiliser system has been newly provided to help improve the vehicle's theft prevention performance.

7. Theft Deterrent System

- The starter cutoff function has been discontinued along with the adoption of the engine immobiliser system.
- The illumination pattern of the indicator light which indicates the condition of the system has been changed.

8. SRS Side Airbag

The SRS side airbags which help to reduce the impact energy transmitted to the driver and front passenger in the event of a side collision has been newly provided.

9. Audio

- The design of the audio unit has been changed.
- AM/FM multiplex ETR with CD players have been newly provided.
- The CD auto changer control function has been provided in all audio units.



150IN01

MODEL CODE



*1: TMC	(Toyota	Motor	Cor	poration)

*2: TMMK (Toyota Motor Manufacturing Kentucky, Inc.)

MODEL LINE-UP

	TRANS	AXLE		5-Speed	Manual	4-Speed A	Automatic
DESTI- NATION	ENGINE	BODY TYPE	GRADE	S51	E153	A140E	A541E*
			CE	SXV20L- CEMDKA		SXV20L- CEPDKA	
	5S-FE		LE			SXV20L- A(C)EPNKA	
			XLE			SXV20L- A(C)EPGKA	
U.S.A.			CE		MCV20L- CEMDKA		
	1MZ-FE	4-Door	LE				MCV20L- A(C)EPNKA
			XLE				MCV20L- A(C)EPGKA
	5S-FE	Sedan	CE	SXV20L- CEMDKK		SXV20L- CEPDKK	
				SXV20L- CEMNKK		SXV20L- CEPNKK	
Canada			LE			SXV20L- AEPNKK	
Canada			CE				MCV20L- CEPDKK
	1MZ-FE		LE				MCV20L- CEPNKK
			XLE				MCV20L- A(C)EPGKK
*: Electronic	ally Controll	ed Transaxle	with an int	elligent contro	ol system		: New

*: Electronically Controlled Transaxle with an intelligent control system L

: Discontinued

NEW FEATURES

5S-FE ENGINE

1. Description

The following changes have been made to the 5S-FE engine.

Item	Details
Fuel System	• ORVR (On-board Refueling Vapor Recovery) system has been adopted to reduce the amount of fuel vapor that is discharged to the atmosphere during refueling. The operation and construction of the ORVR system are the same as those of the '98 Corolla. For details, see the '98 Corolla New Car Features (Pub. No. NCF148U).
Engine Control System	 The diagnostic function of the evaporative emission control system, which was adopted on the previous automatic transaxle model, has been newly adopted also on the manual transaxle model. The engine immobiliser function has been integrated with the ECM. For details, see page 23.

*: Applicable only to Vehicle Equipped with the Engine Immobiliser System.

■ 1MZ-FE ENGINE

1. Description

On the California specification automatic transaxle model, the 1MZ-FE engine has adopted the air-fuel ratio sensor and the WU-TWC (Warm Up-Three-Way Catalytic Converter) to reduce exhaust emissions.

2. Engine Specifications

1MZ-FE Engine		'98 Model	'97 Model	
No. of Cyls	s. & Arranger	nent	6-Cylinder, V Type	<i>←</i>
Valve Mecl	nanism		24-Valve, DOHC, Belt & Gear Drive	←
Combustion	n Chamber		Pentroof Type	←
Manifolds			Cross-Flow	←
Fuel Syster	n		SFI	←
Displaceme	ent	cm ³ (cu. in.)	2995 (182.7)	←
Bore x Stro	ke	mm (in.)	87.5 x 83.0 (3.44 x 3.27)	←
Compressio	on Ratio		10.5 : 1	←
Max. Output [SAE-NET]		145 kW@5200 rpm (194HP@5200 rpm), 143 kW@5200 rpm (192 HP@5200 rpm)*	145 kW@5200 rpm (194HP@5200 rpm)	
Max. Torque [SAE-NET]		283 N·m@4400 rpm (209 ft·lbf@4400 rpm), 281 N·m@4400 rpm (207 ft·lbf@4400 rpm)*	283 N·m@4400 rpm (209 ft·lbf@4400 rpm)	
	Intoleo	Open	4° BTDC	←
Valve	ппаке	Close	44° ABDC	←
Timing	Enhoust	Open	46° BBDC	←
	Exhaust	Close	2° ATDC	←
Fuel Octane Number RON		91 or Higher	<i>←</i>	
Oil Grade			API SH EC-II, SJ EC or ILSAC	API SH EC II or ILSAC

Premium unleaded gasoline (96RON) is used for the above specifications.

*: California Specification Automatic Transaxle Model.

3. Major Differences

Item Details • The exhaust manifolds adopt a double-wall construction consisting of stainless steel pipes to improve the warm-up performance of the TWC. Intake and Exhaust System*1 • WU-TWCs*2 have been adopted to reduce exhaust emissions soon after the engine is started. • 4-hole type fuel injectors have been adopted to improve the atomization of fuel.*1 Fuel System • A quick connector is used to connect the fuel filter and the fuel hose together to improve serviceability. • Air-fuel ratio sensors have been adopted to improve the precision of the **Engine Control** air-fuel ratio feedback control.*1 System • The engine immobiliser system has been integrated with the ECM.*3

The following changes have made to the 1MZ-FE engine.

*1: Only for California Specification Automatic Transaxle Model.

*2: WU-TWC (Warm Up-Three-Way Catalytic Converter)

*3: Applicable only to vehicle equipped with the Engine Immobiliser System.

4. Intake and Exhaust System (California Specification Automatic Transaxle Model)

Exhaust Manifold

- The exhaust manifolds have been changed from the previous 3-layer type, in which ceramic wool is sandwiched, to the double-wall construction consisting of stainless steel pipes. As a result, the warm-up performance of the TWC has been improved.
- The left bank exhaust manifold integrates with a WU-TWC.



Warm Up-Three-Way Catalytic Converter

- In addition to the TWC that is provided under the floor of the previous model, WU-TWCs are provided to reduce exhaust emissions soon after the engine is started.
- The WU-TWC for the right bank is provided in the front exhaust pipe and in the exhaust manifold for the left bank.
- The WU-TWC uses a thin-foil (foil thickness 50 μ m \rightarrow 30 μ m) metallic substrate for weight reduction and to improve warm-up performance.



5. Fuel System

Fuel Injector (California Specification Automatic Transaxle Model)

A compact 4-hole type injector has been adopted to improve the atomization of fuel.



150EG09

Fuel Filter

A quick connector is used to connect the fuel filter and the fuel hose together to improve seriviceability.



149EG07

6. Engine Control System

General

The California specification automatic transaxle model has adopted an air-fuel sensor. All models are available with the Engine Immobiliser System as an optional equipment. The models other than the California specification automatic transaxle model are basically the same as the '97 models except for the adoption of the Engine Immobiliser System.

SFI (Sequential Multiport Fuel Injection)

The precision of the air-fuel ratio feedback control has been improved through the adoption of the air-fuel ratio sensor. The operation of the air-fuel ratio sensor and the ECM are the same as those of the California specification model with the 5S-FE engine and automatic transaxle. For details, see the '97 Camry New Car Features (Pub. No. NCF134U).

Engine Immobiliser System

The engine immobiliser system has been designed to prevent the vehicle from being stolen. This system uses an ECM that stores the ID code of the authorized ignition key. If an attempt is made to start the engine using an unauthorized key, the ECM prohibits fuel delivery and ignition effectively disabling the engine. For details, see page 23 in the Engine Immobiliser system section.

Construction

1) California Specification Automatic Transaxle Model

The configuration of the engine control system in the 1MZ-FE engine of the '98 Camry is as shown in the following chart. Shaded portions differ from the 1MZ-FE engine of the '97 Camry.

SENSORS VG MASS AIR FLOW METER CRANKSHAFT POSITION SENSOR NE • Engine Speed Signal • Crankshaft Angle Signal CAMSHAFT POSITION SENSOR G22 • Crankshaft Angle Signal THW ENGINE COOLANT TEMP. SENSOR THA INTAKE AIR TEMP. SENSOR VTA1 THROTTLE POSITION SENSOR • Throttle Position Signal **IGNITION SWITCH** STA • Starting Signal IGSW Ignition Signal VEHICLE SPEED SENSOR SPD COMBINATION METER ECM AFR AIR-FUEL RATIO SENSOR (Bank 1, Sensor 1) AIR-FUEL RATIO SENSOR AFL (Bank 2, Sensor 1) OXS HEATED OXYGEN SENSOR (Bank 1, Sensor 2) EGLS EGR VALVE POSITION SENSOR THG EGR GAS TEMP. SENSOR KNKR KNOCK SENSORS KNKL NSW PARK/NEUTRAL POSITION SWITCH R, 2, L • Neutral Start Signal AIR CONDITIONING AMPLIFIER A/C • A/C Switch Signal CFCOOLING FAN RELAY



(Continued)



*1: Applicable only to vehicles equipped with the TRAC System.

*²: Applicable only to vehicles equipped with the Engine Immobiliser System.

Engine Control System Diagram



1) California Specification Automatic Transaxle Model

*: Only for the Automatic Transaxle Models

150EG01

BODY

1. Low Vibration Low Noise Body

- The front door window glass has been increased in thickness from 4.0mm (0.16 in.) to 5.0mm (0.20 in.) to reduce the amount of noise transmitted from the outside of the vehicle.
- The cross section shape of the outside windshield moulding has been changed to direct the airflow smoothly from the front to the side of the vehicle. As a result, the wind noise has been reduced.



A – A' Cross Section

SEAT BELT

1. General

• The front seats are provided with an electrical sensing type seat belt pretensioner and a seat belt force limiter. In the beginning of a collision, the seat belt pretensioner instantly pulls up the seat belt thus providing the excellent belt's effectiveness in restraining the occupant.

When the impact of a collision causes the tension of the seat belt applied to the occupant to reach a predetermined level, the force limiter restrains the tension, thus controlling the force applied to the occupant's chest area.

• In accordance with the ignition signal from the airbag sensor assembly, the seat belt pretensioner activates simultaneously with the deployment of the SRS airbags for the driver and front passenger.

2. Seat Belt Pretensioner

Construction and Operation

The seat belt pretensioner consists of the pretensioner mechanism and retracting mechanism.

The pretensioner mechanism consists of a gas generator, piston, wire, drum and etc.

If the airbag sensor is turned on by deceleration due to frontal collision, electric current then ignites the gas generator located in the pretensioner. As a result, the gas generator emits gas in an extremely short time and pushes the piston. Since the cable is attached to the piston, the piston will pull on the cable causing the drum to grab onto the shaft. The shaft will then move in the retracting direction pulling up the belt for a predetermined length.



3. Seat Belt Force Limiter

Construction and Operation

Seat belt force limiter consists of the force limiter plate, spool, shaft and etc.

When a further movement of the occupant applies a force that exceeds the specified load, the force limiter plate begins to deform, and the spool rotates along with the movement of the belt allowing the belt to be pulled out. At this time, the force limiter plate deforms as if wrapping around the shaft along with the rotation of the spool, and acts as a resistance force against the pulling of the belt.

When the spool makes 1-1/4 turns, the plate makes one complete turn around the shaft. As the plates themselves come in contact, the spool will not be able to rotate further. As a result, the force limiter completes its activation.



SRS SIDE AIRBAG

1. General

- In conjunction with the energy absorbing doors, the SRS side airbags have been designed to help reducing the impact energy that is transmitted to the driver and front passenger in the event of a side collision. In a side collision, the side airbag sensor detects the shock and if the side-to-side shock is greater that a specified value, the airbags stored in the seat back for the driver and the front passenger inflate instantly to help reducing the likelihood of the driver's or front passenger's arm and chest directly hitting the door trim.
- Each SRS side airbag is independent of the other.
- An electrical type SRS side airbag, in which the side airbag is activated by the ignition signal emitted by the airbag sensor assembly, has been adopted.



► System Diagram ◀

The activation processes of the SRS side airbag is as illustrated below.



17

150NF110

150NF109

2. Layout of Components

The major function parts of the side airbag system are shown below.



3. Wiring Diagram



4. Construction and Operation

Side Airbag Sensor Assembly

1) Description

The side airbag sensor assembly is mounted on the right and left center pillars. It receives signals from the side airbag sensor enclosed in the side airbag sensor assembly and judges whether the side airbag must be activated or not.

2) Construction and Operation

The side airbag sensor assembly consists of side airbag sensor, safing sensor, etc.

a. Side Airbag Sensor

The side airbag sensor is enclosed in the side airbag sensor assembly based on the acceleration of the vehicle that occurs during a side collision. The distortion created in the sensor is converted into an electric signal. This signal is a linear representation of the acceleration rate.

b. Safing Sensor

The safing sensor is enclosed in the side airbag sensor assembly. The sensor turns ON if an acceleration force that is higher than a predetermined value is applied to the safing sensor as a result of a side collision.

Airbag Sensor Assembly

1) Description

The airbag sensor assembly is mounted on the center floor under the instrument panel. When the airbag sensor assembly receives the airbag activation signal from the side airbag sensor assembly, it applies current to the inflator.

Furthermore, the airbag sensor assembly diagnoses a system malfunction of the side airbag system. This is the same airbag sensor assembly that is used for the SRS airbag for the driver and front passenger.

2) Construction and Operation

The airbag sensor assembly consists of ignition control circuit, back up power source, diagnosis circuit, memory circuit, etc.

a. Ignition Control Circuit

The ignition control circuit performs a prescribed calculation based on the signal output by the airbag sensor and the front airbag sensor. If these calculated values are larger than a predetermined value, it activates the ignition operation.

b. Back-Up Power Source

The back-up power source consists of a back-up capacitor and a DC-DC converter. In case of a power system failure during a collision, the back-up capacitor discharges and supplies electric power to the system. The DC-DC converter is a boosting transformer when the battery voltage drops below a certain level.

c. Diagnosis Circuit

This circuit constantly diagnoses the system for any malfunction. When a malfunction is detected, it lights up the SRS warning light on the combination meter to alert the driver.

d. Memory Circuit

When a malfunction is detected by the diagnosis circuit, it is coded and stored in this memory circuit.

Inflator and Bag

1) Construction

The inflator and bag are integrated inside the case and located in the outer side of the seat back. The inflator is comprised of a initiator, propellant grain, gas and pressure bulkhead.

The bag is made of strong nylon cloth and becomes inflated by the gas heated by the inflator.



150NF122

CAUTION

The initiator is ignited even by a feeble current. As it is dangerous, never measure the resistance of the initiator with a volt/ohmmeter, etc.

2) Operation

When the side airbag sensor detects the acceleration because of a side collision, the ECU appraises the extent of the acceleration to determine whether or not the side airbag must be deployed.

After the ECU determines that the side airbag must be delpoyed, it causes the initiator to ignite in order to head and expand the gas inside the inflator. The expanded gas tears the pressure bulkhead and flows into the bag.

The bag, which is inflated by the gas, pushes open the case in the seat, tears the sewn portion of the seat outer cover, and expands to the side of the occupant.

The expanded bag receives the occupant's arm and chest, and discharges the gas through the bag's surface in order to soften the rcoil.

Thus, the side airbag helps to reduce the impact energy that is applied to the occupant's arm and chest areas.



→ : Propagation of Fire ⇒ : Flow of Gas

SRS Warning Light

The SRS warning light is located on the combination meter.

It comes on to alert the driver about system trouble when a malfunction is detected in self-diagnosis of the airbag sensor assembly and side airbag sensor assembly. In normal operating conditions when the ignition switch is turned to the ACC or ON position, the light comes on for about 6 seconds and then goes off.





150NF113

5. System Operation

Ignition Judgement and Conditions

The safing sensor is designed to be activated by a smaller acceleration rate than the side airbag sensor. As illustrated below, ignition is caused when current flows to the initiator, which happens when a safing sensor and the side airbag sensor go on simultaneously.



150NF114

THEFT DETERRENT SYSTEM

1. General

The following changes have been made to the theft deterrent system.

- The starter cutoff function has been discontinued with the adoption of the engine immobiliser system.
- The illuminating pattern of the indicator light which indicates the condition of the system has been changed in conjunction with the adoption of the engine immobiliser system.

2. Indicator Light

The '98 Camry has adopted an engine immobiliser system. Accordingly, a single indicator light can display the conditions of the 2 systems, the engine immobiliser system, and the theft deterrent system. As a result, the illuminating pattern of the indicator lights are those listed below.

Actual Indicator Light	ON	
Illuminating Pattern	OFF	
Indicator Light Illuminating	ON	
Pattern for the Immobiliser System	OFF	
Condition of the Immobiliser System		Unset Set
Indicator Light Illuminating	ON	
Pattern for the Theft Deterrent System	OFF	
Condition of the Theft Deterrent System		Non-Alert Alert Alert Warning Stage Stage Stage Stage

150NF115

ENGINE IMMOBILISER SYSTEM

1. General

The engine immobiliser system is a theft-deterrent system which disables the engine from starting using the ignition key with an ID code that matches is the pre-registered code in the vehicle.

This system adopts a transponder system which uses a transponder chip embedded in the grip of the ignition key. When the coil located around the ignition key cylinder receives the ID code signal transmitted by the transponder chip, the computer included in the ECM determines whether or not the ID code matches the code stored in the computer.

► System Diagram ◄



150NF116

2. Layout of Components

The major function parts of the engine immobiliser system are shown below.



3. Wiring Diagram



4. Construction

The engine immobiliser system consists of the transponder key (ignition key), transponder key coil, transponder key amplifier, and ECM.

Transponder Key (Ignition Key)

A transponder chip is embedded in the grip of the ignition key. Each transponder chip contains an individual transponder key-code (ID code). The key does not need an internal battery to transmit a key code.



150NF119

Transponder Key Coil and Transponder Key Amplifier

The transponder key coil is a ring-shaped coil installed around the ignition key cylinder. The transponder key amplifier is installed in the back of the key cylinder.

An electrical power circuit to provide power to the transponder key coil has been enclosed in the amplifier.

ECM

The control circuit of the engine immobiliser system has been integrated inside the ECM. As a result, the time has been reduced taken for the engine to start in case of mismatching key code thus improving the system's theft deterrent performance.

A maximum of 10 different transponder key codes (master key: 7 types, sub key: 3 types) can be registered in the ECM.

5. Operation

Setting the Engine Immobiliser System

When the ignition key is removed from the key cylinder, the engine immobiliser system will be set.

Unsetting the Engine Immobiliser System

(1) When the ignition key is inserted in the key cylinder, the ECM instructs the transponder key coil to supply the electromagnetic energy that enables the transponder chip to transmit a key-code signal. The transponder chip then uses this electrical energy to transmit a key-code signal.



(2) The key-code signal that has been received at the coil is amplified by the transponder key amplifier and sent to the ECM. The key-code that has been received by the ECM is then compared to the key-code that is stored in the ECM. The code comparison process takes place and if the codes match in a row, the ECM unsets the immobiliser system. As a result, the engine will be able to start.



150NF121

6. Functions

The engine immobiliser system provides the following functions:

Immobiliser Cancel Function

The immobiliser system is cancelled when the following condition is met, thus permitting authorized operation of the engine:

• The ignition key has been inserted in the key cylinder (after the ECM reads the key code of the transponder chip and that code matches the pre-registered key code).

New Transponder Key Code Registration Function

This function allows the registration of the key code of two master keys and a sub key to the new ECM. This function is used if the ECM is replaced with a new one.

Additional Transponder Key Code Registration Function

This function enables the registration of the key code for a new master key or sub key, while retaining the key codes that are already registered. This function is used for the purpose of adding a new master or sub key. A maximum of 10 different transponder key codes (7 for master keys and 3 for sub keys) can be registered in the ECM.

Transponder Key Code Delete Function

This function deletes all the transponder key codes that are registered in the ECM except for the key code of the master key that was used to execute the delete function.

For further details on transponder key code registration, addition, and deletion, see the 1998 Camry Repair Manual (Pub. No. RM589U).

Appendix

► CAMRY

Item		Area	U.S.A.				
	Body Ty	pe	4-Door Sedan				1
	Vehicle G	rade	C	E	LE	XLE	
	Model C	ode	SXV20L-CEMDKA	SXV20L-CEPDKA	SXV20L-A(C)EPNKA	SXV20L-A(C)EPGKA	
		Length mm (in.)	4785 (188.4)	\rightarrow	→	→	5
	Overall	Width mm (in.)	1780 (70.1)	\rightarrow		→	-
		Height* mm (in.)	1415 (55.7)	\rightarrow	→		-
	Wheel Base	mm (in.)	2670 (105.1)	\rightarrow	→	→ 	-
	Tread	Front mm (in.)	1545 (60.8)	→ 			•
		Front mm (in.)	1320 (39.8)	→			-10
	Effective Head Room	Profit IIIII (III.) Rear mm (in.)	980 (38.0), 950 (37.4)**	→			-
ghts		Front mm (in.)	1102 (43 4)	→ 			-
Wei	Effective Leg Room	Rear mm (in.)	901 (35 5)				-
cle		Front mm (in.)	1427 (56.2)				1.5
Vehi	Shoulder Room	Rear mm (in.)	1425 (56.1)	, 		, 	13
8		Front mm (in.)	970 (38.2)	→	· · ·		
ons	Overhang	Rear mm (in.)	1140 (44.9)	→	,,, _,, ,, ,, ,, ,, ,, ,, ,, ,, ,, , _,, ,, ,, , _, ,, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, ,, , _, ,, , _, ,, ,, , _, ,, ,, , _, ,, , ,, , _, ,, , , ,		
ensi	Min. Running Ground C	Clearance mm (in.)	130 (5.1)	→	→ ·		
Din	Angle of Approach	degrees	16◄	\rightarrow			20
Jor	Angle of Departure	degrees	16	\rightarrow			1
Ma	0 1	Front kg (lb)	810 (1786)	835 (1841)	865 (1907)*2, 870 (1918)*3	->	1
	Curb Weight	Rear kg (lb)	550 (1213)	545 (1202)	535 (1179)*2, 545 (1202)*3	540 (1191)*2, 550 (1213)*3	1
	-	Total kg (lb)	1360 (2999)	1380 (3043)	1400 (3086)*2, 1415 (3120)*3	1405 (3098)*2, 1420 (3131)*3	1
		Front kg (lb)	995 (2195)	\rightarrow	\rightarrow	→	25
	Gross Vehicle Weight	Rear kg (lb)	900 (1985)	\rightarrow		\rightarrow]
		Total kg (lb)	1895 (4180)	\rightarrow]
	Fuel Tank Capacity	ℓ (US.gal., Imp.gal)	70 (18.5, 15.4)	\rightarrow	→	→	1
	Luggage Compartment	Capacity m ³ (cu.ft.)	0.399 (14.1)	\rightarrow	→	\rightarrow	
	Max. Speed	km/h (mph)	180 (112)	\rightarrow	\rightarrow	\rightarrow	30
	Max. Cruising Speed	km/h (mph)	—	—	—	—	
	Acceleration	0 to 100 km/h sec.	—	_	_	—	
lce	receleration	0 to 400 m sec.	—	_	_	—	
mar		1st Gear km/h (mph)	52 (32)	69 (43)	_→	_→	
rfor	Max. Permissible Speed	2nd Gear km/h (mph)	93 (58)	125 (78)	_→	\rightarrow	35
Pe		3rd Gear km/h (mph)	147 (91)	—	_	_	
		4th Gear km/h (mph)	—	—	—	_	
	Turning Diameter	Wall to Wall m (ft.)	115 (37.7)	\rightarrow	→	→	
	(Outside Front)	Curb to Curb m (ft.)	11.0 (36.1)	\rightarrow		\rightarrow	
	Engine Type		5S-FE	\rightarrow	\rightarrow		40
	Valve Mechanism		16-Valve, DOHC	\rightarrow		→	
	Bore x Stroke	mm (in.)	87.0 x 91.0 (3.43 x 3.58)	\rightarrow	→		
ne	Displacement	cm3 (cu.in.)	2164 (132.0)	\rightarrow		<u> </u>	4
igu	Compression Ratio		9.5 : 1	\rightarrow	→ →	→ 	-
-	Carburetor Type		SFI	\rightarrow	→ →	→ 	45
	Research Octane No.	RON	91	\rightarrow	→	→ 	-
	Max. Output (SAE-NE)	I) KW/rpm (HP@rpm)	99 / 5200(133@5200),97 / 5200(130@5200)*4	\rightarrow	→	→ 	-
_	Max. Torque (SAE-NE	I) N·m / rpm (lb-ft@rpm)	199 / 4400(147@4400),197 / 4400(145@4400)*4	\rightarrow		→ 	-
ne rica	Battery Capacity (SHR)	voitage & Amp. nr.	12-33, 12-48-5	→			1
Elect	Storter Output	Watts	900	→			- 50
μщ	Clutch Type	ĸW	1.4 Dry Single Plate	→ _			1
	Transayle Type		S51				1
	танзалю туре	In First	3 538	2.810			1
		In Second	1.960	1.549	, , ,	, , ,	-
	Transmission Corre	In Third	1.250	1.000	, , ,	, , ,	1.2
	Ratio	In Fourth	0.945	0.706	· · ·	· · ·	1
	Tullo	In Fifth	0.731				
		In Reverse	3.153	2.296			1
	Counter Gear Ratio		_	0.945	→ ·		60
	Differential Gear Ratio	(Final)	3.944	→			1
sis	D 1 77	Front	Ventilated Disc	\rightarrow			1
Thas	Brake Type	Rear	L.T. Drum	\rightarrow	→		1
ľ	Parking Brake Type	1	Drum	\rightarrow	→		1
	Brake Booster Type and	l Size in.	Tandem 8" + 9"	\rightarrow	Tandem 8.5" + 8.5"*2, 8" + 9"*3	→	65
	Proportioning Valve Typ	pe	Dual-P Valve	\rightarrow	→	→	1
	Sucreasion Ture	Front	MacPherson Strut	\rightarrow	→	→	1
	Suspension Type	Rear	MacPherson Strut	\rightarrow	→	→	1
	Stabilizer Par	Front	STD	\rightarrow]
	Stabilizer Bar	Rear	STD	\rightarrow			70
	Steering Gear Type		Rack and Pinion	→		->	1
	Steering Gear Ratio (Ov	verall)	17.4 : 1	\rightarrow	→	→	1
	Power Steering Type		Integral Type	\rightarrow	→ →	\rightarrow	

*: Unladed Vehicle *1: With Moor Roof *2: Produced by TMC

*3: Produced by TMMK
 *4: California Specification Model
 *5: Without Cold Area Specification Model

ſ	U.S.A.			Canada			
ŀ	4-Door			r Sedan			
Ē	CE	LE	XLE	C	E	LE	
Ī	MCV20L-CEMDKA	MCV20L-A(C)EPNKA	MCV20L-A(C)EPGKA	SXV20L-CEMDKK	SXV20L-CPDKK	SXV20L-CEMNKK	
5	\rightarrow	\rightarrow	\rightarrow	\rightarrow	→	\rightarrow	
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	1420 (55.9)	\rightarrow	\rightarrow	1415 (55.7)	\rightarrow	\rightarrow	
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		\rightarrow	
	\rightarrow	→	\rightarrow	\rightarrow		\rightarrow	
10	\rightarrow	\rightarrow	\rightarrow	\rightarrow	→	\rightarrow	
-	\rightarrow	→	→	\rightarrow		\rightarrow	
-	\rightarrow	→	→	\rightarrow		\rightarrow	
-	\rightarrow	→	→	→	→	→	
	→		→	→		→	
15	→ 		→ 	→ 	-	→ 	
ŀ	→ →			→		→ →	
ŀ							
ŀ	135 (5.3)	→	→	130 (5.1)	-+	→	
20	→		\rightarrow	→	→	\rightarrow	
	\rightarrow	→	\rightarrow	\rightarrow	→	\rightarrow	
Ī	850 (1874)	915 (2017)* ² , 920 (2028)* ³	920 (2028)* ² , 925 (2039)* ³	810 (1786)	835 (1841)	845 (1863)	
ļ	550 (1213)	540 (1191)*2, 550 (1213)*3	\rightarrow	550 (1213)	545 (1202)	550 (1213)	
	1400 (3087)	1455 (3208)*2, 1470 (3241)*3	1460 (3219)* ² , 1475 (3252)* ³	1360 (2999)	1380 (3043)	1395 (3076)	
25	1040 (2290)	\rightarrow	\rightarrow	995 (2195)	\rightarrow	\rightarrow	
	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
ļ	1940 (4275)	→	\rightarrow	1895 (4180)	→	\rightarrow	
ļ	\rightarrow	→	\rightarrow	\rightarrow	→	\rightarrow	
	→ 210.(120	\rightarrow	\rightarrow	→ 100 (112)	\rightarrow	\rightarrow	
30	210 (130	→	→	180 (112)	→ 	\rightarrow	
ŀ		_					
ŀ							
ŀ	57 (35)	70 (43)	→	52 (32)	69 (43)	52 (32)	
35	97 (60)	127 (79)	\rightarrow	93 (58)	125 (78)	93 (58)	
	148 (92)	—	—	147 (91)	—	147 (91)	
	—	—	—	—	—	_	
	11.9 (39.0)	\rightarrow	\rightarrow	11.5 (37.7)	\rightarrow	\rightarrow	
-	11.4 (37.4)	\rightarrow	\rightarrow	11.0 (36.1)	\rightarrow	\rightarrow	
40	1MZ-FE	\rightarrow	→	5S-FE		\rightarrow	
ŀ	24- valve, DOHC		→	87.0 x 01.0 (2.42 x 2.58)		→	
ŀ	2995 (182 7)			2164 (132.0)		→ →	
ŀ	10.5 : 1	→	→	9.5 : 1	-+	→	
45	\rightarrow		\rightarrow	\rightarrow	→	\rightarrow	
	91 or higher	\rightarrow	\rightarrow	91	\rightarrow	\rightarrow	
	145/5200 (194@5200)	$145/5200(194@5200), 143/5200(192@5200)^{\oplus 4}$	\rightarrow	99/5200 (133@5200)	\rightarrow	\rightarrow	
	283/4400 (209@4400)	283/4400(209@4400),281/4400(207@4400)*4	\rightarrow	199/4400 (147@4400)	\rightarrow	\rightarrow	
ļ	\rightarrow	→	\rightarrow	12 - 55	→	\rightarrow	
50	\rightarrow	\rightarrow	\rightarrow	\rightarrow		\rightarrow	
┝	-> Dry Single Plate	→	\rightarrow	Dry Single Plate	→	→ Dry Single Plate	
⊦	E153			S51		S51	
ŀ	3.230	2.810		3.538	2.810	3.538	
55	1.913	1.549	→	1.960	1.549	1.960	
	1.258	1.000	\rightarrow	1.250	1.000	1.250	
	0.918	0.735	\rightarrow	0.945	0.706	0.945	
ľ	0.731	_	_	0.731	_	_	
	3.545	2.296	\rightarrow	3.153	2.296	3.153	
60	_	0.945	\rightarrow	_	0.945	_	
	3.933		\rightarrow	3.944	->	\rightarrow	
ļ	→ 	→	\rightarrow	→ 	\rightarrow	\rightarrow	
╞	Solid Disc	→	→	L.T. Drum	→	→	
65	→ Tandem 8" ± 0"	→ Tandem 8 5" ± 8 5"*2 8" ± 0"*3	→ 	→ Tandem 8" ± 0"	→ →	→ 	
0.5	→					→ →	
ŀ	→	→	→	→		→	
ŀ	\rightarrow	→	\rightarrow	\rightarrow	→	\rightarrow	
ľ	\rightarrow	\rightarrow	\rightarrow	\rightarrow	→	\rightarrow	
70	\rightarrow	→	\rightarrow	\rightarrow		\rightarrow	
ļ	\rightarrow	→	\rightarrow	\rightarrow	→	\rightarrow	
-	\rightarrow	→	\rightarrow	\rightarrow	→	\rightarrow	
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	

Item		Are	a	Canada			
	Body Ty	pe		4-Door Sedan			
	Vehicle G	rade	LE	CE	XLE	1	
	Model Co	ode	SXV20L-A(C)PNKK	MCV20L-CEPDKK	MCV20L-A(C)EPGKK	1	
		Length mm (in) 4785 (188.4)	\rightarrow	→	5	
	Overall	Width mm (in) 1780 (70.1)	→ 	→		
	N7 10	Height* mm (in) 1415 (55.7)	1420 (55.9)	→ 	-	
	Wheel Base	mm (in) 2670 (105.1)	→	→		
	Tread	Front mm (in Rear mm (in) 1545 (60.8)	→ →	→ →	10	
		Front mm (in) 980(386) 950(374)*1	→ →	→ 	10	
	Effective Head Room	Rear mm (in) 940 (37.0) 914 (36.0) $*^1$			1	
ghts		Front mm (in) 1102 (43.4)			1	
Wei	Effective Leg Room	Rear mm (in) 901 (35 5)			1	
cle		Front mm (in) 1427 (56.2)		, , ,	15	
ven	Shoulder Room	Rear mm (in	$\frac{1}{125}(56.1)$, , ,	15	
ĸ		Front mm (in) 970 (38.2)		, , ,		
IOUS	Overhang	Rear mm (in) 1140 (44.9)	→			
iens	Min. Running Ground C	learance mm (in) 130 (5.1)	135 (5.3)	→		
	Angle of Approach	degree	s 16◀	→	→	20	
ы	Angle of Departure	degree	s 16	→	→		
INIA		Front kg (l	$865 (1907)^{*2}, 870 (1918)^{*3}$	865 (1907)	920 (2028)* ² , 925 (2039)* ³		
	Curb Weight	Rear kg (II) 535 (1179)*2, 545 (1202)*3	550 (1213)	540 (1191)*2, 550 (1213)*3	1	
	· · · · · · · ·	Total kg (II) 1400 (3086)*2, 1415 (3120)*3	1415 (3120)	1460 (3219)*2, 1475 (32.52)*3	1	
		Front kg (ll) 995 (2195)	1040 (2290)	→ · · · · · · · · · · · · · · · · · · ·	25	
	Gross Vehicle Weight	Rear kg (II) 900 (1985)	→ ·	→	1	
		Total kg (II) 1895 (4180)	1940 (4275)	→	1	
	Fuel Tank Capacity	l (US.gal., Imp.ga) 70 (18.5, 15.4)	→ ·	→ →	1	
	Luggage Compartment	Capacity m ³ (cu ft) 0.399 (14.1)	\rightarrow	→	1	
	Max. Speed	km/h (mp	h) 180 (112)	210 (130)	\rightarrow	30	
	Max. Cruising Speed	km/h (mp	h)	_	→	1	
	0 to 100 km/h sec.		<u> </u>		_		
a	Acceleration	0 to 400 m se			_		
Internet		1st Gear km/h (mr	h) 69 (43)	70 (43)	→		
OIII	Max Permissible	2nd Gear km/h (mp	h) 125 (78)	127 (79)	→	35	
rer	Speed	3rd Gear km/h (mp	h) —	_	_		
	*	4th Gear km/h (mp	h) —		_		
	Turning Diameter	Wall to Wall m (ft) 11.5 (37.7)	11.9 (39.0)	→		
	(Outside Front)	Curb to Curb m (ft) 11.0 (36.1)	11.4 (37.4)	→		
	Engine Type		5S-FE	1MZ-FE	\rightarrow	40	
	Valve Mechanism		16-Valve, DOHC	24-Valve, DOHC	\rightarrow	1	
	Bore x Stroke	mm (in) 87.0 x 91.0 (3.43 x 3.58)	87.5 x 83.0 (3.44 x 3.27)	\rightarrow	1	
0	Displacement	cm3 (cu.in) 2164 (132.0)	2995 (182.7)	\rightarrow	1	
gine	Compression Ratio		9.5 : 1	10.5 : 1	\rightarrow		
8	Carburetor Type		SFI	\rightarrow	\rightarrow	45	
	Research Octane No.	RO	N 91	91 or higher	\rightarrow	1	
	Max. Output (SAE-NET) kW/rpm (HP@rp	n) 99/5200 (133@5200)	145/5200 (194@5200)	\rightarrow	1	
	Max. Torque (SAE-NET	ſ) N·m/rpm (lb-ft@rpi	n) 199/4400 (147@4400)	283/4400 (209@4400)	\rightarrow	1	
cal	Battery Capacity (5HR)	Voltage & Amp. h	r. 12 – 55	\rightarrow	\rightarrow	1	
ctri	Generator Output	Wat	s 960	\rightarrow	\rightarrow	50	
Ele	Starter Output	kV	V 1.4	\rightarrow	\rightarrow	1	
	Clutch Type		-	_	-	1	
	Transaxle Type		A140E	A541E	→	1	
		In First	2.810	\rightarrow	→	1	
		In Second	1.549	\rightarrow	\rightarrow	55	
	Transmission Gear	In Third	1.000	\rightarrow	\rightarrow	1	
	Ratio	In Fourth	0.706	0.735	\rightarrow	1	
		In Fifth	-	_	-	1	
		In Reverse	2.296	\rightarrow	\rightarrow	1	
	Counter Gear Ratio		0.945	\rightarrow	\rightarrow	60	
	Differential Gear Ratio	(Final)	3.944	3.933	\rightarrow	1	
SISS	Buoleo Temo	Front	Ventilated Disc	\rightarrow	\rightarrow	1	
Cna.	Бгаке туре	Rear	L.T. Drum	Solid Disc	\rightarrow	1	
-	Parking Brake Type		Drum	\rightarrow	\rightarrow	1	
	Brake Booster Type and	Size i	n. Tandem 8.5" + 8.5"*2, 8" + 9"*3	Tandem 8" + 9"	Tandem 8.5" + 8.5"*2, 8" + 9"*3	65	
	Proportioning Valve Typ	be and a second s	Dual-P Valve	\rightarrow	→	1	
	Succession Trees	Front	MacPherson Strut	\rightarrow	→	1	
	Suspension Type	Rear	MacPherson Strut	\rightarrow	→	1	
	C. L.W. D.	Front	STD	\rightarrow	→	1	
	Stabilizer Bar	Rear	STD	\rightarrow	→	70	
	Steering Gear Type		Rack and Pinion	\rightarrow	→	1	
	Steering Gear Ratio (Ov	erall)	17.4 : 1	\rightarrow	→	1	
	Power Steering Type		Integral Type	\rightarrow	→	1	
	6 JI-		0 ·· 71 ·		1		

*: Unladed Vehicle *1: With Moon Roof *2: Produced by TMC *3: Produced by TMMK

► SUPRA

Item Area			U.S.A.				
	Body Ty	pe	2-Door Liftback (Standard Roof)	2-Door Liftback (Sport Roof)	2-Door Liftback (Standard Roof)	2-Door Liftback (Sport Roof)	1
	Vehicle G	rade		-	_		
	Model C	ode	JZA80L-ALPVFA	JZA80L-AJPVFA	JZA80L-ALFVZA	JZA80L-AJFVZA	1
		Length mm (in.)	4515 (177.8)	\rightarrow	\rightarrow	\rightarrow	5
	Overall	Width mm (in.)	1810 (71.3)	→	→	→	ł
	Wheel Page	Height" mm (in.)	2550 (100.4)	→	→	→	•
	wheel base	Front mm (in)	1520 (59.8)	→ →	→ →	```````````````````````````````	
	Tread	Rear mm (in.)	1525 (60.0)	→	, ,		10
		Front mm (in.)	953.2 (37.5)	946.8 (37.3)	953.2 (37.5)	946.8 (37.3)	10
<i>.</i> 9	Effective Head Room	Rear mm (in.)	834.5 (32.9)	→ ×			1
sight		Front mm (in.)	1117.0 (44.0)	\rightarrow	\rightarrow	\rightarrow	1
Ňe	Effective Leg Room	Rear mm (in.)	605.1 (23.8)	\rightarrow	\rightarrow	\rightarrow	1
nicle	01 11 D	Front mm (in.)	1376.3 (54.2)	\rightarrow		\rightarrow	15
Vel	Shoulder Room	Rear mm (in.)	1113.2 (43.8)	\rightarrow	\rightarrow	\rightarrow]
ns &	Overhang	Front mm (in.)	950 (37.4)	\rightarrow	\rightarrow	\rightarrow	
ISIOI	Overhang	Rear mm (in.)	1015 (40.0)	\rightarrow	→	\rightarrow	
mer	Min. Running Ground C	learance mm (in.)	120 (4.7)	\rightarrow	\rightarrow	\rightarrow	1
Ď	Angle of Approach	degrees	13	\rightarrow	\rightarrow	\rightarrow	20
Jajo	Angle of Departure	degrees	17	→	<u>→</u>	→	
1		Front kg (lb)	778 (1715)	789 (1740)	855 (1885)	866 (1910)	ł
	Curb Weight	Kear kg (lb)	/05 (1550)	/19 (1585)	/08 (1560)	123 (1595)	ł
		Total kg (lb)	027 (2065)	1308 (3325)	1303 (3445)	(2020) 6821	1.2
	Gross Vehicle Weight	Rear kg (lb)	1002 (2210)		→ 	→ 	125
	Gross venicie weight	Total kg (Ib)	1002 (2210)	→ 		→ 	ł
	Fuel Tank Canacity	(US gal Imp gal)	70 (18 5 15 4)			→	1
	Luggage Compartment	² (05.gai, inp.gai)			,		ł
	Max. Speed	km/h (mph)	240 (149)	→	250 (155)	→	30
	Max. Cruising Speed	km/h (mph)	193 (120)	→	200 (125)	→	1
		0 to 100 km/h sec.	7.3	\rightarrow	5.1	5.1	1
8	Acceleration	0 to 400 m sec.	15.6	\rightarrow	13.5	13.5	1
nan		1st Gear km/h (mph)	58 (36)	\rightarrow	60 (37)	\rightarrow	1
Ton	Max. Permissible Speed	2nd Gear km/h (mph)	105 (65)	\rightarrow	97 (60)	\rightarrow	35
Per		3rd Gear km/h (mph)	—	_	136 (85)	\rightarrow]
		4th Gear km/h (mph)	—	_	175 (109)	\rightarrow	
	Turning Diameter	Wall to Wall m (ft.)	11.5 (38)	\rightarrow	\rightarrow	\rightarrow	
	(Outside Front)	Curb to Curb m (ft.)	10.9 (36)	\rightarrow	\rightarrow	\rightarrow	1
	Engine Type		2JZ-GE	\rightarrow	2JZ-GTE	\rightarrow	40
	Valve Mechanism		24-Valve, DOHC	\rightarrow	→ 	\rightarrow	
	Bore x Stroke mm (in.)		86.0 x 86.0 (3.39 x 3.39)	\rightarrow		\rightarrow	ł
ine	Displacement	cm ³ (cu.in.)	2997 (182.9)	→	→ 85.1	→	ł
Eng	Compression Ratio		10.5 : 1 SEI	→	8.5 : 1	→	1.5
	Passarah Ostana No	PON	96	→		→ 	45
	Max Output (SAE-NET) kW/rpm (HP@rpm)	168/6000 (225@6000)		239/5600 (320@5600)		ł
	Max. Torque (SAE-NE)) N·m/rpm (lb-ft@rpm)	298/4000 (220@4000)	, 	427/4000 (315@4000)	, 	1
al	Battery Capacity (5HR)	Voltage & Amp. hr.	12 - 55	→	12 - 52	→	1
ctric	Generator Output	Watts	960	\rightarrow	1080	\rightarrow	50
Ele	Starter Output	kW	1.4	\rightarrow	→	\rightarrow	1
	Clutch Type		_	—	Dry, Single Plate	\rightarrow	1
	Transmission Type		A340E	\rightarrow	V160	\rightarrow	
		In First	2.804	\rightarrow	3.827	\rightarrow	1
		In Second	1.531	\rightarrow	2.360	\rightarrow	55
	Transmission Coor	In Third	1.000	\rightarrow	1.685	\rightarrow	1
	Ratio	In Fourth	0.705	\rightarrow	1.312	\rightarrow	1
		In Fifth		—	1.000	→	
		In Sixth	-	—	0.793	→	
	Differential Comparia	In Reverse	2.393	→	3.280	→	60
	Differential Gear Ratio		4.005	→	2.122	→	ł
ssis	Differential Gear Size	Eront	203 (8.07) Ventilated Disc	→ 	222 (8.74)	→	ł
Cha	Brake Type	Rear	Ventilated Disc	, 	,	, 	ł
	Parking Brake Type	Item	Dual-Servo	→	,	→	65
	Brake Booster Type and	Size in.	Tandem 8" + 9"	→	-	→	1
	Proportioning Valve Typ	ie in in in it is in it is it	P & B Valve	\rightarrow	→	\rightarrow	1
	Succession Turn	Front	Double Wishbone	\rightarrow	→	\rightarrow	1
	Suspension Type	Rear	Double Wishbone	\rightarrow	→	\rightarrow	1
	Stabilizar Bar	Front	STD	\rightarrow	\rightarrow	\rightarrow	70
	Statilizer Dar	Rear	STD	\rightarrow	→	\rightarrow	
	Steering Gear Type		Rack & Pinion	\rightarrow	→	\rightarrow	1
	Steering Gear Ratio (Ov	erall)	17.5 : 1	\rightarrow	\rightarrow	\rightarrow	1
	Power Steering Type		Integral Type	\rightarrow	\rightarrow	\rightarrow	J

*: Unladen Vehicle

1	USA
	U.3.A.
	2-Door Liftback (Sport Roof)
e.	JZA80L-AJPVZA
Э	+
	,
	→
	\rightarrow
10	+
	\rightarrow
	\rightarrow
	→
	\rightarrow
15	→
	+
	,
20	→
-	\rightarrow
	871 (1920)
	→
	1594 (3515)
25	\rightarrow
	→
	→
20	
50	,
	5.8
	14.1
	66 (41)
35	121 (75)
	_
	→
40	
40	,
	→
	→
	\rightarrow
45	\rightarrow
	\rightarrow
	→
	→ 12 55
50	12 - 55
30	1200
	A340E
	2.804
55	1.531
	1.000
	0.705
~	2 202
60	2.393
	205 (8 07)
	→ <u>205 (0107)</u>
	→
65	→
	\rightarrow
	\rightarrow
	->
	→
70	→
	→

► AVALON

Item		U.S.A.						
Body Type				4-Door	Sedan	-]	
	Vehicle G	rade	MCX10L-AFPNKA	MCX10L-AFSNKA	MCX10L-AFPGKA	LS MCX10L-AFSGKA	-	
	Model Co	Length mm (in.)	4875 (191.9)	→	→	→	5	
	Overall	Width mm (in.)	1790 (70.5)	\rightarrow	\rightarrow	\rightarrow	1	
		Height* mm (in.)	1440 (56.7)	\rightarrow	\rightarrow	\rightarrow	1	
	Wheel Base	mm (in.)	2720 (107.1)	\rightarrow	\rightarrow	\rightarrow		
	Tread	Front mm (in.)	1550 (61.0)	\rightarrow	\rightarrow	→	4	
		Rear mm (in.)	1525 (60.0)	→	→ 	→	10	
	Effective Head Room	Pront mm (in.) Rear mm (in.)	992.7 (39.1)	→ 		→ 	-	
ights		Front mm (in.)	1120.8 (44.1)	→ →			1	
Wei	Effective Leg Room	Rear mm (in.)	972.8 (38.3				1	
nicle		Front mm (in.)	1466 (57.7)	\rightarrow	\rightarrow	\rightarrow	15	
: Vel	Shoulder Room	Rear mm (in.)	1456 (57.3)	\rightarrow	\rightarrow	\rightarrow]	
ns &	Overhang	Front mm (in.)	985 (38.8)	\rightarrow	\rightarrow	\rightarrow	1	
nsio		Rear mm (in.)	1170 (46.1)	\rightarrow	\rightarrow	→	4	
ime	Min. Running Ground C	learance mm (1n.)	130 (5.1)	→	→	→ 	-	
or D	Angle of Approach	degrees	1/	→ 	→ 	→ 	- 20	
Maj	Aligie of Departure	Front kg (lb)	955 (2105)	→ →		→ →	1	
	Curb Weight	Rear kg (lb)	600 (1325)	\rightarrow	→	→	1	
	^c	Total kg (lb)	1555 (3430)	\rightarrow	\rightarrow	\rightarrow	1	
	Gross Vehicle Weight	Front kg (lb)	1105 (2435)	\rightarrow	\rightarrow	\rightarrow	25	
	Rating	Rear kg (lb)	960 (2115)	\rightarrow	\rightarrow	\rightarrow	1	
	-	Total kg (lb)	2065 (4450)	\rightarrow	→	→	4	
	Fuel Tank Capacity	ℓ (US.gal., Imp.gal)	70 (18.5, 15.4)	\rightarrow	→	→	-	
	Luggage Compartment	capacity m ³ (cu.ft.)	—	—		_	20	
	Max. Speed	km/h (mph)	170 (106)				- 30	
	Max. Cruising Speed	0 to 100 km/h sec.					1	
ce	Acceleration	0 to 400 m sec.	_	_	_	_	1	
nan		1st Gear km/h (mph)	68 (42)	\rightarrow	\rightarrow	→	\neg	
rfon	Max. Permissible	2nd Gear km/h (mph)	126 (78)	\rightarrow	\rightarrow	\rightarrow	35	
Per	Speed	3rd Gear km/h (mph)	—	—	—	—		
		4th Gear km/h (mph)	-	-	—	_	1	
	Turning Diameter	Wall to Wall m (ft.)	12.2 (39.9)	→	→	→	-	
	Engine Type	Curb to Curb m (ft.)	11.5 (57.6) 1MZ-FE	→ →	→ →	→ →	1	
	Valve Mechanism		24-Valve, DOHC	→ →	→	→	40	
	Bore x Stroke	mm (in.)	87.5 x 83.0 (3.44 x 3.27)	→		→	1	
e	Displacement	cm ³ (cu.in.)	2995 (182.7)	\rightarrow	→	→	1	
ngin	Compression Ratio		10.5 : 1	\rightarrow	\rightarrow	\rightarrow]	
Ē	Carburetor Type		SFI	\rightarrow	→	→	45	
	Research Octane No.	RON	91 or higher	\rightarrow	\rightarrow	→	4	
	Max. Output (SAE-NET) kW/rpm (HP@rpm)	149 / 5200(200@5200),148 / 5200(198@5200)*	\rightarrow	\rightarrow	→	-	
le	Max. Torque (SAE-NE)	Voltaga & Amp. hr	290 / 4400(214@4400),287 / 4400(212@4400)* 12 55 12 48*2	→ 	→ 	→ 	-	
ine	Generator Output	Watts	960. 1200*1	→ →			50	
Eng Elec	Starter Output	kW	1.4	→		→	1	
	Clutch Type			-			1	
	Transmission Type		A541E	\rightarrow	\rightarrow	\rightarrow]	
		In First	2.810	\rightarrow	→	→	1	
		In Second	1.549	\rightarrow	\rightarrow	→	55	
	Transmission Gear	In Third	1.000	→	→ 	→ 	-	
	Ratio	In Fourth	0.735	→	→	→ 	-	
		In Reverse	2.296				1	
	Counter Gear Ratio		0.945	\rightarrow		→	60	
	Differential Gear Ratio (Final)	3.625	\rightarrow	\rightarrow	→	1	
	Transfer and Rear Differ	rential Gear Ratio	—	—	—	—	1	
sis	Rear Differential Gear S	ize in.	—	—	_	_		
Chas	Brake Type	Front	Ventilated Disc	\rightarrow	\rightarrow	\rightarrow	4	
0		Rear	Solid Disc	\rightarrow	\rightarrow	\rightarrow	65	
	rarking Brake Type	Size	Drum Tandem 8" + 0"	→ 	→ →	→ 	-	
	Proportioning Valve type	e III.	Dual-P Valve	→ →	→ →	→ →	1	
	a i m	Front	MacPherson Strut	->	· · ·	· · ·	1	
	Suspension Type	Rear	MacPherson Strut	\rightarrow	\rightarrow	→	70	
	Stabilizer Bar	Front	STD	→	\rightarrow	→	1	
	Stabilizer Ba	Rear	STD	\rightarrow]	
	Steering Gear Type		Rack and Pinion	\rightarrow	\rightarrow	→	1	
	Steering Gear Ratio (Ov	erall)	17.4	\rightarrow	→	→ 	1	
	rower steering Type		Integral Type	\rightarrow	\rightarrow	\rightarrow	1/5	

*: Unladen Vehicle *¹: California Specification Model *²: Without Cold Area Specification Model

	Canada					
		4-Door Sedan				
	XL	X	LS			
	MCX10L-AEPNKK	MCX10L-AEPGKK	MCX10L-AESGKK			
5	→	\rightarrow	\rightarrow			
	→	→ 	→ 			
	\rightarrow	\rightarrow	→			
10	+	\rightarrow	→			
	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	\rightarrow			
1.5	→					
15	→	→ 				
		→				
	\rightarrow	\rightarrow				
20	+	\rightarrow	→			
	\rightarrow	\rightarrow	\rightarrow			
	960 (2115)	\rightarrow	_→			
	→	\rightarrow	→			
25	1560 (3430)	→	→			
25	→ →	→ →	→ →			
	→ [→]	→ [→]	→ [→]			
	→					
	_	_	_			
30	_	—	—			
	→	\rightarrow	→			
	_	—	_			
	—	—				
25	→	→				
55						
		_	_			
	\rightarrow	\rightarrow	->			
	\rightarrow	\rightarrow	\rightarrow			
40	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	\rightarrow			
	→	→ 				
	→	→ 				
45	, 	, 	, 			
-15	→	→	-+			
	149/5200 (200@5200)	\rightarrow	- →			
	290/4400 (214@4400)	\rightarrow	\rightarrow			
	12 - 55	\rightarrow				
50	960	\rightarrow	→			
	\rightarrow	\rightarrow	→			
	, 	, , ,	, , ,			
55	\rightarrow	\rightarrow	→			
	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	→			
	_	—	_			
10	→	\rightarrow				
60	→	→ 				
	→ 	→ 				
		→				
65	\rightarrow	\rightarrow	→			
	\rightarrow	\rightarrow	→			
	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	→			
-	→	→	→ 			
70	→ `	→ 	→ 			
	→ →	→ →	→			
	\rightarrow	\rightarrow	_→			
75	\rightarrow	\rightarrow	\rightarrow			

► SIENNA

Item			Area		U.S	.A.		
	Body Ty	/pe		4-Door	Wagon	5-Door	Wagon	
	Vehicle G	rade		CE	LE or XLE	CE	LE or XLE	
	Model Co	ode		MCL10L-GFSDKA	MCL10L-GFSGKA	MCL10L-PFSDKA	MCL10L-PFSGKA	
		Length	mm (in.)	4915 (193.5)	\rightarrow	\rightarrow		5
	Overall	Width	mm (in.)	1865 (73.4)	→	\rightarrow	→	-
		Height*	mm (in.)	1710 (67.3)	\rightarrow	→	→	-
	Wheel Base		mm (1n.)	2900 (114.2)	→ 	→ 	→ 	-
	Tread	Front	mm (in.)	1565 (61.6)	<u> </u>	→	→ 	-
		Rear	mm (in.)	1010 (05.4)				10
	Effective Head Room	Front	mm (in.)	1032 (40.6)	\rightarrow 1024 (40.7)*1 1012 (20.0)*2	→ 1024 (40 7)	\rightarrow	-
		Front	mm (in.)	1025 (40.3)	1034 (40.7)**, 1013 (39.9)*2	1054 (40.7)	1054 (40.7)**, 1001 (59.4)**	-
ts	Effective Leg Room	Rear	mm (in)	926 (36.5)	\rightarrow 926 (36 5)* ¹ 932 (36 7)* ²	→ 926 (36 5)	\rightarrow 026 (36 5)*1 032 (36 7)*2	-
eigh		Front	mm (in)	1535 (60.4)	720 (30.3) 732 (30.7)	>20 (30.5)	→	15
e M	Shoulder Room	Rear	mm (in)	1574 (62.0)		1578 (62 1)		- 15
hicl		Length	mm (in)	1345 (53.0)	$1345(530)^{*1}1378(543)^{*2}$	1345 (53.0)	1345 (53 0)*1 1378 (54 3)*2	-
N Ke	Cargo Space	Width	mm (in)	1240 (48.8)	→	→	→	-
ns &	Curgo Spuee	Height	mm (in.)	1044 (41.1)		, 	,	-
lsio		Front	mm (in.)	955 (37.6)	\rightarrow	→		20
imei	Overhang	Rear	mm (in.)	1060 (41.7)	\rightarrow	→		1
D	Min. Running Ground C	learance	mm (in.)	150 (5.9)	\rightarrow	\rightarrow		1
1ajc	Angle of Approach		degrees	17	\rightarrow	\rightarrow	→	1
~	Angle of Departure		degrees	17◄	\rightarrow	\rightarrow	→	1
	-	Front	kg (lb)	1000 (2205)	1025 (2260)	\rightarrow	1030 (2271)	25
	Curb Weight	Rear	kg (lb)	705 (1554)	710 (1565)	735 (1620)	\rightarrow	
		Total	kg (lb)	1705 (3759)	1735 (3825)	1760 (3880)	1765 (3891)	
		Front	kg (lb)	—	_	—	-	
	Gross Vehicle Weight	Rear	kg (lb)	_	—	_	-	
		Total	kg (lb)	2380 (5247)	\rightarrow	\rightarrow	\rightarrow	30
	Fuel Tank Capacity	ℓ (US.§	gal, Imp.gal)	79 (20.9, 17.4)	\rightarrow	\rightarrow	\rightarrow	
	Luggage Compartment	Capacity	m3 (cu.ft.)	_	_	_	_	
	Max. Speed		km/h (mph)	170 (105)	\rightarrow	\rightarrow		
	Max. Cruising Speed		km/h (mph)	170 (105)	\rightarrow	\rightarrow	→	
nce		1st Gear	km/h (mph)	64 (40)	\rightarrow	→		35
ma	Max. Permissible	2nd Gear	km/h (mph)	120 (74)	→		→	_
erfo	Speed	3rd Gear	km/h (mph)	_	_	—		-
Ā		4th Gear	km/h (mph)		_	—		-
	Turning Diameter	Wall to W	all m (ft.)	12.2				
	Engine Type	Curb to C	uro m (tt.)	12.2 1MZ EE				40
	Valve Mechanism			24-Valve DOHC			→ →	-
	Bore x Stroke		mm (in)	87.5 x 83.0 (3.44 x 3.27)	,	, 	, , , , , , , , , , , , , , , , , , ,	-
	Displacement		cm ³ (cu.in.)	2995 (182.8)	,	, 	, , , , , , , , , , , , , , , , , , ,	-
gine	Compression Ratio			10.5 : 1		, 	,	45
En	Carburetor Type			SFI	\rightarrow	→		
	Research Octane No.		RON	91 or Higher	\rightarrow	→		-
	Max. Output (SAE-NET	Γ) kW/rpr	n (HP@rpm)	145/5200 (194@5200)	\rightarrow	\rightarrow	→	
	Max. Torque (SAE-NET	Γ) N·m/rpm	(lb-ft@rpm)	283/4400 (209@4400)	\rightarrow	\rightarrow	→	1
cal	Battery Capacity (5HR)	Voltage	e & Amp. hr.	12-52	\rightarrow	\rightarrow	→	50
gine	Generator Output		Watts	1200	\rightarrow	\rightarrow	\rightarrow	1
Ele	Starter Output		kW	1.4	\rightarrow	\rightarrow	\rightarrow	1
	Clutch Type			_	—	_	-	
	Transaxle Type			A540E	\rightarrow	\rightarrow	\rightarrow	1
		In First		2.810			\rightarrow	55
		In Second		1.549	\rightarrow	\rightarrow	→ 	_
	Transmission Gear	In Third		1.000	\rightarrow	\rightarrow	→ 	_
	Ratio	In Fourth		0.734	→		→	_
		In Fifth		-	—	—		-
		In Reverse	e	2.296	→ 	→ 	→ 	- 60
	Counter Gear Ratio	(TT 1)		1.027			→ 	-
s:	Differential Gear Ratio	(Final)		3.025 Ventilated Dise			→ 	-
hass	Brake Type	Rear		Leading-Trailing Drum				-
0	Parking Brake Type	Real		Drum				65
	Brake Booster Type	Size	in	Tandem 8" + 9"		→ →		-100
	Proportioning Valve Tvr	ne ne		Dual-P Valve			→ [→]	1
		Front		MacPherson Strut	, , ,	, 	, , ,	1
	Suspension Type	Rear		Torsion Beam	· · · · · · · · · · · · · · · · · · ·	· · ·	· · ·	1
		Front		STD	· · · · · · · · · · · · · · · · · · ·	· · ·	· · ·	70
	Stabilizer Bar	Rear			_	_	-	1
	Steering Gear Type			Rack and Pinion	\rightarrow	\rightarrow	→	1
	Steering Gear Ratio (Ov	erall)		17.4	→	\rightarrow	→	1
	Power Steering Type			Integral Type	\rightarrow	\rightarrow	→	1

*: Unladen Vehicle *¹: Bench Seat *²: Captain Seat

		Can	Canada			
	4-Doc	or Wagon	5-Doc	or Wagon		
	CE	LE or XLE	CE	LE or XLE		
	MCL10L-GFSDKK	MCL10L-GFSGKK	MCL10L-PFSDKK	MCL10L-PFSGKK		
5	\rightarrow	→	\rightarrow	\rightarrow		
	\rightarrow		\rightarrow	\rightarrow		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	\rightarrow	→	\rightarrow	\rightarrow		
10	\rightarrow	_→	\rightarrow	\rightarrow		
	\rightarrow	→ 1	\rightarrow	→ 		
	1023 (40.3)	1034 (40.7)*1, 1013 (39.9)*2	1034 (40.7)	1034 (40.7)*1, 1001 (39.4)*2		
_	→ 025 (25 5)	→	→ 025 (25 5)	→		
	926 (36.5)	926 (36.5)*1, 932 (36.7)*2	926 (36.5)	926 (36.5)*1, 932 (36.7)*2		
15	→ 1574 ((2,0))	→	+	→ 		
_	1574 (62.0)	→ 1245 (52 0)*1 1278 (54 2)*2	1378 (62.1)	→ 1245 (52 0)*1 1278 (54 2)*2		
-	1343 (33.0)	1343 (33.0)**, 1378 (34.3)**	1343 (33.0)	1343 (33.0)**, 1378 (34.3)**		
-			<u> </u>	→ ,		
20	→ 			→ 		
20						
_	, 	, 	, 	, 		
H		· · ·	->			
⊢	\rightarrow		\rightarrow	→		
25	1000 (2205)	1025 (2260)	->	1030 (2271)		
	705 (1554)	710 (1565)	735 (1620)	→ [×]		
	1705 (3759)	1735 (3825)	1760 (3880)	1765 (3891)		
	—	_	—	_		
	_	_	_	_		
30	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	—	—	—	—		
	\rightarrow	→	\rightarrow	\rightarrow		
	\rightarrow		\rightarrow	\rightarrow		
35	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	\rightarrow	→	\rightarrow	→		
	—	_	—	_		
	_	_	-	_		
	—	—	—	_		
40	→		→	→		
_	→ 		<u> </u>	→ ,		
-	→ 		→ 	→ 		
-						
15	, 	, 	, 	, 		
	\rightarrow	→	→	→		
	\rightarrow		\rightarrow	→		
	\rightarrow		\rightarrow	\rightarrow		
50	\rightarrow	→	\rightarrow	\rightarrow		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
	\rightarrow	→	\rightarrow	\rightarrow		
	_	_	_			
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
55	\rightarrow	→	\rightarrow	→		
	\rightarrow	→	\rightarrow	→		
L	\rightarrow	→	\rightarrow	→		
_	\rightarrow		\rightarrow	→		
		_	_	_		
60	→	→		→ 		
\vdash	→		→			
\vdash	→ `		→ `	→ 		
⊢				-		
<i>c</i> =	→ 		→ 	→ →		
0.5						
\vdash						
┢	, 	, , ,	, 	, 		
\vdash	· · · · · · · · · · · · · · · · · · ·	· · ·	· · · ·			
70	 	· · ·	· · · · · · · · · · · · · · · · · · ·			
· · ·				_		
	\rightarrow		\rightarrow	\rightarrow		
	\rightarrow	→	\rightarrow	\rightarrow		
	\rightarrow	→	\rightarrow	\rightarrow		

►RAV4

Item		Area		U.S.A. & Canada				
	Body Ty	ype	2-Door Wagon	4-Door	Wagon	2-Door Wagon		
	Vehicle G	rade						
	Model C	ode	SXA10L-AZMGKA	SXA11L-AWMGKA	SXA11L-AWPGKA	SXA15L-AZMGKA		
		Length mm (in.)	3750 (147.6), 3765 (148.2)*1	4160 (163.8), 4175 (164.4)*1		3750 (147.6)		
	Overall	Width mm (in.)	1695 (66.7), 1760 (69.3)*1	\rightarrow	→	1695 (66.7)		
		Height* mm (in.)	1655 (65.2), 1635 (64.4)* ¹	1660 (65.4), 1640 (64.6)* ¹	\rightarrow	1645 (64.8)		
	Wheel Base	mm (in.)	2200 (86.1)	2410 (94.9)	\rightarrow	2200 (86.1)		
	Turnel	Front mm (in.)	1460 (57.5), 1480 (58.3)*1	\rightarrow	\rightarrow	1460 (57.5)		
	Iread	Rear mm (in.)	1465 (57.7), 1490 (58.7)*1	\rightarrow	- →	1470 (57.9)		
	5.00 J 11 15	Front mm (in.)	1015 (40.0), 948 (37.3)*2	1024 (40.3), 993 (39.1)*2	\rightarrow	1015 (40.0), 948 (37.3)*2		
s	Effective Head Room	Rear mm (in.)	980 (38.6), 938 (36.9)* ²	990 (39.0, 950 (37.4)* ²	-+	980 (38.6), 938 (36.9)* ²		
ght		Front mm (in.)	1003 (39.5)	→		→ ×		
Wei	Effective Leg Room	Rear mm (in)	862 (33.9)					
cle		Front mm (in.)	1254 (53.3)	1240 (52.1)	, , , , , , , , , , , , , , , , , , ,	1254 (52.2)		
ehi	Shoulder Room	Pront mm (in.)	1334 (53.3)	1349 (53.1)		1334 (53.3)		
8			1278 (30.2)	1350 (55.1)		1278 (30.2)		
su	Overhang	Front mm (in.)	/45 (29.3)	→ 1	→ 	→ 		
lsic	e	Rear mm (in.)	805 (31.7), 820 (32.3)*1	1005 (39.6), 1020 (40.2)*1		805 (31.7)		
mei	Min. Running Ground C	Clearance mm (in.)	195 (7.7), 175 (6.9)*1	190 (7.5), 170 (6.7)*1		185 (7.3)		
ñ	Angle of Approach	degrees	37 ◀ 34 ◀ ¹	\rightarrow	\rightarrow	36		
ijor	Angle of Departure	degrees	41 ⊲ 38 ⊲ ¹	28 4 27 4 ¹	\rightarrow	40		
Ξ		Front kg (lb)	735 (1620)	750 (1653)	780 (1720)	695 (1532)		
	Curb Weight	Rear kg (lb)	490 (1080)	540 (1190)	-+	450 (992)		
		Total kg (b)	1225 (2700)	1290 (2843)	1320 (2910)	1145 (2524)		
		Front kg (lb)		_		_		
	Gross Vehicle Woight	Rear kg (IL)						
	Gross venicie weight	Kear Kg (lb)	1(55 (2(40)	1700 (2040)		1(10.(2570))		
		Iotal kg (lb)	1655 (3649)	1/90 (3946)		1610 (3549)		
ļ	Fuel Tank Capacity	ℓ (US.gal., Imp.gal)	58 (15.3, 12.8)	\rightarrow	\rightarrow	→		
	Luggage Compartment	Capacity m ³ (cu.ft.)	_	—	_			
1	Max. Speed	km/h (mph)	170 (106)	→	165 (103)	175 (109)		
	Max. Cruising Speed	km/h (mph)	135 (84)	\rightarrow	130 (81)	140 (87)		
		0 to 100 km/h sec.	10.2, 10.4*1	10.7, 10.9* ¹	12.1, 12.3*1	9.2		
ormance	Acceleration	0 to 400 m sec.	17.5, 17.6*1	17.7, 17.9* ¹	18.8, 19.0*1	17.0		
		1st Gear km/h (mph)	44 (27), 43 (26)*1		67 (42), 65 (40)*1	47 (29)		
	Mar Damiasible	2nd Gear km/h (mph)	88 (55) 86 (53)*1	_	121 (75) 118 (73)*1	95 (59)		
erf	Max. Permissible	2rd Geer km/h (mph)	133 (83) 129 (80)*1	,	121 (75); 110 (75)	144 (89)		
۳ I	Speed	Sid Gear kiii/li (iiipii)	155 (65), 125 (60)			144 (85)		
		4th Gear km/n (mpn)						
	Turning Diameter	Wall to Wall m (ft.)	10.6 (34.8)	11.4 (37.4)		10.6 (34.8)		
	(Outside Front)	Curb to Curb m (ft.)	10.2 (33.5)	11.0 (36.1)	→	10.2 (33.5)		
	Engine Type		3S-FE	\rightarrow		\rightarrow		
	Valve Mechanism		16-Valve, DOHC	\rightarrow	\rightarrow	\rightarrow		
	Bore x Stroke	mm (in.)	86.0 x 86.0 (3.39 x 3.39)	\rightarrow	→	\rightarrow		
ъ	Displacement	cm3 (cu.in.)	1998 (121.9)	\rightarrow	\rightarrow	\rightarrow		
gin	Compression Ratio		9.5 : 1	\rightarrow	→	\rightarrow		
E	Carburetor Type		SFI	\rightarrow	-+	\rightarrow		
	Research Octane No.	RON	91	\rightarrow		\rightarrow		
	Max_Output (SAE-NE)	Γ) kW/rpm (HP@rpm)	95 / 5400(127@5400) 93 / 5400(125@5400)*3	→				
	Max. Torque (SAE NE	T) N.m / mm (lh ft@mm)	557 5400(127@5400),557 5400(125@5400)	, , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , ,	,		
_	Battory Consolt (SIID)	Voltore e Ameri	177 4000(152@4000),176 / 4000(150@4600)** 12 26 40*4	→ ,		→		
nic,	Datiery Capacity (SHR)	vonage & Amp. nr.	12 - 30, 40**			→ →		
le ct	Generator Output	Watts	960	→	-	→		
गम्	Starter Output	kW	1.2, 1.4*4	\rightarrow	\rightarrow	→ 		
	Clutch Type		Dry, Single Plate, Diaphragm	\rightarrow	—	Dry, Single Plate, Diaphragm		
	Transaxle Type		E250F	\rightarrow	A540H	E250		
		In First	3.833	\rightarrow	2.810	3.833		
		In Second	1.913	\rightarrow	1.549	1.913		
	Transmission Gear	In Third	1.258	\rightarrow	1.000	1.258		
	Ratio	In Fourth	0.918	\rightarrow	0.734	0.918		
		In Fifth	0.775	→	_	0.775		
		In Reverse	3 583		2 296	3 583		
	Counter Geor Potio		5.005	,	1.027	5.505		
	Differential Geor Datio	(Final)	/ 033		1.027	4 562		
	Transfer - 1 D D'	(i mai)	1.755		7.203	7.302		
	Transfer and Rear Diffe	renual Gear Katio	2.928	→ 	→ 			
sis	Rear Differential Gear S	in.	0./	\rightarrow	→ 	_		
Cha	Brake Type	Front	ventilated Disc	\rightarrow		→		
~	2 I .	Rear	Leading-Trailing	\rightarrow	\rightarrow	\rightarrow		
	Parking Brake Type		Drum	\rightarrow	\rightarrow	\rightarrow		
	Brake Booster Type and	l Size in.	Single, 10"	\rightarrow	-	\rightarrow		
	Proportioning Valve Typ	pe	Dual-P Valve	\rightarrow	\rightarrow	\rightarrow		
		Front	MacPherson Strut	\rightarrow	→	→		
	Suspension Type	Rear	Double Wishbone			-		
		Front	STD	,	- 1	,		
	Stabilizer Bar	Deen		-	-			
	a	кear	—		—			
	Steering Gear Type		Rack & Pinion	\rightarrow		→		
	Steering Gear Ratio (Ov	/erall)	17.7 : 1	\rightarrow	→	→		
	Power Steering Type		Integral Type	\rightarrow	→	\rightarrow		

*: Unladen Vehicle *¹: With 235/60R16 Tire

^{*2:} With Moon Roof *3: California Specification Model

		U.S.A. & Canada	
	2-Door Wagon	4-Door	Wagon
		-	
_	SXA15L-AZPGKA	SXA16L-AWMGKA	SXA16L-AWPGKA
5	→ 	4100 (1058)	→
	, 	1650 (65.0)	,
	\rightarrow	2410 (94.9)	\rightarrow
	\rightarrow	→	\rightarrow
10	\rightarrow	→	\rightarrow
	\rightarrow	1024 (40.3), 993 (39.1)*2	\rightarrow
	\rightarrow	990 (39.0), 950 (37.4)* ²	\rightarrow
	→ 		→ →
15		1349 (53.1)	→
	\rightarrow	1350 (53.1)	\rightarrow
	\rightarrow	→	\rightarrow
	\rightarrow	1005 (39.6)	\rightarrow
	\rightarrow	\rightarrow	\rightarrow
20	\rightarrow	→ 20.4	\rightarrow
	→ 715 (1576)	28	→ 720 (1600)
	·15 (1570)	500 (1102)	→
	1165 (2568)	1210 (2667)	1230 (2711)
25			
	_	—	_
	\rightarrow	1775 (3913)	\rightarrow
	→	→	\rightarrow
20	170 (106)	175 (100)	170 (106)
30	135 (84)	140 (87)	135 (84)
	10.3	9.7	11.5
	17.8	17.3	18.4
	72 (45)	47 (29)	72 (45)
35	130 (84)	95 (59)	130 (84)
	_	144 (89)	_
		11.4 (37.4)	\rightarrow
40	→	→	→
	\rightarrow	→	\rightarrow
	\rightarrow	\rightarrow	\rightarrow
	\rightarrow	\rightarrow	\rightarrow
	→	→	→
45	→ 		→
			→
	→	→	\rightarrow
	\rightarrow	\rightarrow	\rightarrow
50	\rightarrow	\rightarrow	\rightarrow
	\rightarrow	→ 	\rightarrow
		Dry, Single Plate, Diaphragm	
	3.643	3.833	3.643
55	2.008	1.913	2.008
	1.296	1.258	1.296
	0.892	0.918	0.892
	_	0.775	—
10	2.977	3.583	2.977
60	3 178	4 562	3 178
		4.562	
	_	_	_
	\rightarrow	→	\rightarrow
65	\rightarrow	→	\rightarrow
	\rightarrow	→	\rightarrow
	→ 	\rightarrow	→
	→ 	→ 	→
70			
	→	→	\rightarrow
	→	→	\rightarrow
	\rightarrow	→	→
15	\rightarrow	\rightarrow	\rightarrow

►TOYOTA TACOMA

Item			Area		U.S.A. &	Canada		1
	Body Ty	/pe		Regular Ca	ab (2WD)	Extra Ca	b (2WD)	1
	Vehicle G	rade			DI	X	DZNISOL CDCDKAD	-
	Model Co	Length	mm (in)	4540 (178 7)	\rightarrow	5010 (197.2)	RZN150L-CRSDKAB →	5
	Overall	Width	mm (in.)	1690 (66.5)	→	→		ľ
		Height*	mm (in.)	1575 (62.0), 1580 (62.2)*1	\rightarrow	1580 (62.0)	→	1
	Wheel Base		mm (in.)	2625 (103.4)	\rightarrow	3095 (121.9)	\rightarrow	
	Tread	Front	mm (in.)	1395 (54.9), 1425 (56.1)*1	\rightarrow	1425 (56.1)		
		Rear	mm (in.)	1415 (55.7), 1440 (56.7)*1	\rightarrow	1440 (56.7)	→	10
	Effective Head Room	Front Rear	mm (in.)	980 (38.6)**, 979 (38.5)**	→	984 (38.7), 975 (38.4)*10 808 (35.4)	→ 	•
		Front	mm (in.)	1059 (41.7)		1088 (42.8)		
hts	Effective Leg Room	Rear	mm (in.)	_		690 (27.2)	→	
Veig	(1. 1.1. D.	Front	mm (in.)	1375 (54.1)	\rightarrow	\rightarrow	→	15
cle V	Shoulder Room	Rear	mm (in.)	—	—	1355 (53.3)	\rightarrow	1
Vehio		Length	mm (in.)	_	_	_	_	
\$	Cargo Space	Width	mm (in.)	—	—		_	
sions		Height	mm (in.)		_			-
nens	Overhang	Rear	mm (in.)	1095 (43.1)	→ →			20
r Dir	Min. Running Ground C	learance	mm (in.)	170 (6.7), 175 (6.9)*1		160 (6.3)		1
lajo	Angle of Approach		degrees	21	→	22	→	1
2	Angle of Departure		degrees	25 4 18 4 ²	\rightarrow	→	→	1
		Front	kg (lb)	669 (1475)	678 (1495)	717 (1580)	726 (1600)	25
	Curb Weight	Rear	kg (lb)	501 (1105)	\rightarrow	535 (1180)		
		Total	kg (lb)	1170 (2580)	1179 (2600)	1252 (2760)	1261 (2780)	
	Cross Vahiala Waisht	Front	kg (lb)	—	_		—	-
	Gross venicle weight	Rear	kg (lb)	1925 (4244)	_	2040 (4497)		20
	Fuel Tank Canacity	l (US gal	Kg (ID)	57 (14.8, 12.3)	→ →	2040 (4497)	→ →	130
	Luggage Compartment	Capacity	m ³ (cu.ft.)					
	Max. Speed	k	m/h (mph)	165 (103)	\rightarrow	\rightarrow	\rightarrow	1
	Max. Cruising Speed	k	m/h (mph)	_	—		—	
lce		1st Gear k	m/h (mph)	48 (30)	72 (45)	48 (30)	74 (46)	35
mar	Max. Permissible	2nd Gear k	m/h (mph)	89 (55)	124 (77)	89 (55)	126 (78)	
erfoi	Speed	3rd Gear k	m/h (mph)	137 (85)	165 (103)	138 (86)	165 (103)	
Р	Territor Discussion	4th Gear k	m/h (mph)	105 (103)		165 (103)		-
	(Outside Front)	Curb to Cur	$1 m(\pi)$	10.8 (35.4)	→ →	12.6 (41.3)		40
	Engine Type	Curb to Cur	0 III (II.)	2RZ-FE		→		1
	Valve Mechanism			16-Valve DOHC	\rightarrow	\rightarrow		1
	Bore x Stroke		mm (in.)	95.0 x 86.0 (3.74 x 3.39)	\rightarrow	\rightarrow	\rightarrow	1
Je	Displacement	с	m3 (cu.in.)	2438 (148.8)	\rightarrow	\rightarrow	\rightarrow	
ingii	Compression Ratio			9.5	\rightarrow	\rightarrow	→	45
I	Carburetor Type		DON	SFI	→	→	→	-
	Research Octane No.) kW/mm	(UD@rpm)	91	→ 	→ 	→ →	1
	Max. Torque (SAE-NET	Γ) N·m/rom (lb-ft@rpm)	217/4000 (160@4000)	, 	, 	, 	
cal	Battery Capacity (5HR)	Voltage &	& Amp. hr.	12 - 48, 55*3	\rightarrow	\rightarrow	\rightarrow	50
gine	Generator Output		Watts	840	\rightarrow	+	→	1
Ш	Starter Output		kW	1.4	\rightarrow	\rightarrow	->	
	Clutch Type			Dry, Single Plate		Dry, Single Plate		1
	Transmission Type	In First		W59	A43D	W59	A43D	1
		In First		2 141	1 452	2 141	2.452	135
	Transmission Case	In Third		1.384	1.000	1.384	1.000	1
	Ratio	In Fourth		1.000	0.688	1.000	0.688	1
		In Fifth		0.810	_	0.810	_	1
		In Reverse		4.091	2.212	4.091	2.212	60
	Transfer Gear Ratio H4	/L4		—	—	_	—	
	Differential Gear Ratio	(Front/Rear)		-/3.416	-/3.583	/3.416	/ 3.583	-
ssis	Differential Gear Size (I	Front / Rear)	in.	—/7.5"	→	→		-
Cha	Brake Type	Rear		I T Drum	→ 	→ →	→ →	
	Parking Brake Type	Real		L.T. Drum	→ →	→ →	→ →	. 02
	Brake Booster Type and	Size	in.	Tandem 7" + 8", 8" + 9"*4		→		1
	Proportioning Valve Typ	be		LSP & BV	\rightarrow	\rightarrow	→	1
	Suspension Type	Front		Double Wishbone, Coil	\rightarrow	\rightarrow		
		Rear		Rigid Leaf	\rightarrow	\rightarrow		70
	Stabilizer Bar	Front		STD	\rightarrow	\rightarrow	→ 	ł
	Steering Gear Turo	Rear		Rack & Pinion				ł
	Steering Gear Type	erall)		22.3, 20.4*5		→	→ →	1
	Power Steering Type			Integral Type	\rightarrow	\rightarrow	→	75
								-

*: Unladen Vehicle *1: With P215/70 14 Tire *2: With Rear Bumper

*6: With 31 x 10.5R 15 Tire or P265/75R 15 Tire *7: With Wheel Opening Extention *8: Bench Seat

*⁹: Separate Seat *¹⁰: With Moon Roof

*³: Option *⁴: With ABS *⁵: With Power Steering

[U.S.A. & Canada			
ł	Xtra Cab	o (2WD)	Regular C	ab (4WD)	Extra Ca	b (4WD)
			DI	LX		
[VZN150L-CRMDKAB	VZN150L-CRSDKAB	RZN161L-TRMDKAB	RZN161L-TRPDKAB	RZN171L-CRMDKAB	RZN171L-CRPDKAB
5	\rightarrow	\rightarrow	4665 (183.7)	\rightarrow	5135 (202.2)	\rightarrow
ŀ	→ 	→	1690 (66.5),1720 (67.7)*6,1765 (69.5)*7 1715 (67.5), 1745 (68.7)*6	→	→ 1720 (67.7), 1750 (68.0)*6	→
	→ →	\rightarrow	2625 (103.4)	\rightarrow	3095 (121.9)	→ →
ŀ	→		1460 (57.5), 1500 (59.1)*6	→	→	,
10	\rightarrow	\rightarrow	1455 (57.3), 1495 (59.9)*6	\rightarrow	\rightarrow	\rightarrow
ľ	\rightarrow	\rightarrow	980 (38.6)* ⁸ , 979 (38.5)* ⁹	\rightarrow	984 (38.7), 975 (38.4)*10	\rightarrow
	\rightarrow	\rightarrow	_	_	898 (35.4)	\rightarrow
	\rightarrow	\rightarrow	1059 (41.7)	\rightarrow	1088 (42.8)	\rightarrow
	\rightarrow	→	_	—	690 (27.2)	\rightarrow
15	→	→ 	→ 	\rightarrow	→ 1255 (52.2)	→
ŀ					1555 (55.5)	
ŀ	_	_	_	_	_	_
ł	_	_		_	_	_
20	\rightarrow	\rightarrow	800 (31.5)	\rightarrow	\rightarrow	\rightarrow
[\rightarrow	\rightarrow	1240 (48.8)	\rightarrow	\rightarrow	\rightarrow
ļ	175 (6.9)	\rightarrow	280 (11.0), 310 (12.2)*6	\rightarrow	280 (11.0), 315 (12.4)*6	\rightarrow
-	\rightarrow	\rightarrow	32◀35◀°	\rightarrow	\rightarrow	\rightarrow
25	→ 780 (1720)	→ 780 (1740)	24 26 4°	→ 864 (1005)	→ 201 (1065)	→ 005 (1005)
25	540 (1120)	789 (1740)	608 (1340)	304 (1905)	633 (1395)	303 (1995)
ŀ	1320 (2910)	1329 (2930)	1458 (3215)	1472 (3245)	1524 (3360)	1538 (3390)
ł	_	_	_	_	_	_
ľ	_	_	_	_	_	_
30	\rightarrow	\rightarrow	2315 (5104)	\rightarrow	\rightarrow	\rightarrow
	\rightarrow	\rightarrow	68 (18.0, 15.0)	\rightarrow	\rightarrow	\rightarrow
ł		—	—	—	—	
ŀ	\rightarrow			\rightarrow	\rightarrow	\rightarrow
35	55 (34)	74 (46)	47 (29)	60 (37)	47 (29)	60 (37)
5	101 (63)	134 (85)	87 (54)	109 (68)	85 (53)	109 (68)
ľ	143 (89)	165 (103)	135 (84)	165 (103)	135 (84)	165 (103)
Ī	165 (103)	—	165 (103)	—	165 (103)	—
	\rightarrow	\rightarrow	11.2 (36.7)	\rightarrow	12.9 (42.3)	\rightarrow
40	\rightarrow	\rightarrow	10.5 (34.4)	\rightarrow	12.2 (40.0)	\rightarrow
ł	5VZ-FE	\rightarrow	3RZ-FE	\rightarrow	\rightarrow	\rightarrow
	24- valve, DOHC	→ 	95.0 x 95.0 (3.74 x 3.74)	→ 	→ 	→
ŀ	3378 (206.1)	→	2694 (164.3)	→	→	→
45	9.6	\rightarrow	9.5	\rightarrow	\rightarrow	→
Ī	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow
[\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow
ļ	142/4800 (190@4800)	\rightarrow	112/4806 (150@4800)	\rightarrow	\rightarrow	\rightarrow
_	298/360 (220@3600)	→	240/4000 (177@4000)	→	→	→
50	12 - 48, 55**	→ 	12 - 55	→ 	→ 	→
	<i>+</i> →	1.4, 1.8*3	1.4, 2.0*3			
ł	Dry, Single Plate	_	Dry, Single Plate	_	Dry, Single Plate	_
	R150	A340E	W59	A340F	W59	A340F
55	3.830	2.804	3.954	2.804	3.954	2.804
	2.062	1.531	2.141	1.531	2.141	1.531
ł	1.436	1.000	1.384	1.000	1.384	1.000
ł	0.838	0.705	0.810	0.705	0.810	0.703
60	4.220	2.393	4.091	2.393	4.091	2.393
		_	1.000/2.566	\rightarrow	\rightarrow	→
Ī	-/ 3.153	\rightarrow	3.583/3.583, 4.100/4.100*6	4.100/4.100, 4.555/4.555*6	3.583/3.583, 4.100/4.100*6	4.100/4.100, 4.555/4.555*6
[-/ 8''	\rightarrow	7.5"/8"	\rightarrow	\rightarrow	\rightarrow
	\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow
65	\rightarrow	→	→	→	→	→
	→ _`	→ 	\rightarrow Tandem 8" \pm 0"	→ 	→ 	→ `
	\rightarrow \rightarrow	→ →		\rightarrow	\rightarrow	→ →
		· · · · · · · · · · · · · · · · · · ·		->	->	
70	\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow
ļ						_
	→ 20.4	→	→ 10.4	\rightarrow	\rightarrow	\rightarrow
7.	20.4	→ `	19.4	→ _`	→ _`	→ `
13	-			-	-	

161

Item	1		Area		U.S.A. &	k Canada		
	Body T	ype			Xtra Ca	b (4WD)]
	Vehicle G	Frade		DLX	SR5	DLX	SR5	
	Model C	ode		VZN170L-CRMDKAB	VZN170L-CRMGKAB	VZN170L-CRPDKAB	VZN170L-CRPGKAB	
		Length	mm (in.)	5135 (202.2)	\rightarrow	→	\rightarrow	5
	Overall	Width	mm (in.)	1690 (66.5),1720 (67.7)*6,1765 (69.5)*7	\rightarrow	\rightarrow	\rightarrow	
		Height*	mm (in.)	1720 (67.6), 1750 (68.9)*6	\rightarrow	→	\rightarrow	4
	Wheel Base		mm (in.)	3095 (121.9)	\rightarrow	\rightarrow	\rightarrow	_
	Tread	Front	mm (in.)	1460 (57.5), 1500 (59.1)*6	\rightarrow	→	→	4
		Rear	mm (in.)	1455 (57.3), 1495 (58.9)*6	\rightarrow	→	→	10
	Effective Head Room	Front	mm (in.)	984 (38.7), 975 (38.4)*10	\rightarrow	→	→	-
		Rear	mm (in.)	898 (35.4)	\rightarrow		→	-
2	Effective Leg Room	Front	mm (in.)	1088 (42.8)	\rightarrow	→ 	<u>→</u>	-
ight	-	Rear	mm (in.)	690 (27.2)	\rightarrow		→	-
We	Shoulder Room	Front	mm (in.)	1375 (54.1)	\rightarrow	→	<u>→</u>	$-^{15}$
icle		Rear	mm (in.)	1355 (53.3)	\rightarrow		→	-
Veh		Length	mm (in.)			—		-
ŝ	Cargo Space	Width	mm (in.)			—		-
ion		Height	mm (in.)			—		-
nens	Overhang	Front	mm (in.)	800 (31.5)	\rightarrow	→	→	-120
Din		Rear	mm (in.)	1240 (48.8)	\rightarrow	→	<u>→</u>	-
jor	Min. Running Ground G	learance	mm (1n.)	280 (11.0), 315 (12.4)*0	\rightarrow	→	<u>→</u>	4
Ma	Angle of Approach		degrees	52 ₹ 35 ₹ °	\rightarrow	→	→ 	-
	Angle of Departure	-	degrees	24 4 26 4 °	→ 000 (0007)	→ 000 (0070)	→ 007 (2017)	-
		Front	kg (lb)	925 (2040)	923 (2035)	939 (2070)	937 (2065)	- 25
	Curb Weight	Rear	kg (lb)	628 (1385)	633 (1395)	628 (1385)	633 (1395)	_
		Total	kg (lb)	1553 (3425)	1556 (3430)	1568 (3455)	1570 (3460)	-
		Front	kg (lb)		_			4
	Gross Vehicle Weight	Rear	kg (lb)		—	—		4
		Total	kg (lb)	2315 (5104)	\rightarrow	\rightarrow	\rightarrow	30
	Fuel Tank Capacity	ℓ (US.g	gal., Imp.gal)	\rightarrow	\rightarrow	\rightarrow	\rightarrow	4
	Luggage Compartment	Capacity	m ³ (cu.ft.)	_		—		4
	Max. Speed		km/h (mph)	165 (103)	\rightarrow	\rightarrow	\rightarrow	1
	Max. Cruising Speed		km/h (mph)	_		—		4
nce		1st Gear	km/h (mph)	48 (30)	\rightarrow	66 (41)	\rightarrow	35
imai	Max. Permissible	2nd Gear	km/h (mph)	89 (55)	\rightarrow	121 (75)	\rightarrow	
rfor	Speed	3rd Gear	km/h (mph)	129 (80)	\rightarrow	165 (103)	\rightarrow	
Pe		4th Gear	km/h (mph)	165 (103)	\rightarrow	—	—	
	Turning Diameter	Wall to W	Vall m (ft.)	12.9 (42.3)	\rightarrow	\rightarrow	\rightarrow	
	(Outside Front)	Curb to C	Curb m (ft.)	12.2 (40.0)	\rightarrow	\rightarrow	\rightarrow	40
	Engine Type			5VZ-FE	\rightarrow	\rightarrow	\rightarrow	
	Valve Mechanism			24-Valve, DOHC	\rightarrow	\rightarrow	\rightarrow	
	Bore x Stroke		mm (in.)	93.5 x 82.0 (3.68 x 3.23)	\rightarrow	\rightarrow	\rightarrow	
e	Displacement		cm3 (cu.in.)	3378 (206.1)	\rightarrow	\rightarrow	\rightarrow	
ngir	Compression Ratio			9.6	\rightarrow	\rightarrow	\rightarrow	45
Ш	Carburetor Type			SFI	\rightarrow	\rightarrow	\rightarrow	
	Research Octane No.		RON	91	\rightarrow	\rightarrow	\rightarrow	
	Max. Output (SAE-NE'	T) kW/rp	m (HP@rpm)	142/4800 (190@4800)	\rightarrow	\rightarrow	\rightarrow	
	Max. Torque (SAE-NE	T) N·m∕rpn	n (lb-ft@rpm)	298/3600 (220@3600)	\rightarrow	\rightarrow	\rightarrow	
ecal	Battery Capacity (5HR)) Voltage	e & Amp. hr.	$12 - \overline{48}, 12 - \overline{55^{*3}}$	\rightarrow	→	\rightarrow	50
sctri	Alternator Output		Watts	840	→	→	→	
ШЩ	Starter Output		kW	1.4	→	1.4, 1.8* ³	→	
	Clutch Type			Dry, Single late	\rightarrow	_	-	
	Transmission Type			R150F	\rightarrow	A340F	\rightarrow	
		In First		3.830	\rightarrow	2.804	\rightarrow	55
		In Second	1	2.062	→	1.531	\rightarrow	
	Transmission Gear	In Third		1.436	\rightarrow	1.000	\rightarrow	
	Ratio	In Fourth		→	\rightarrow	0.705	\rightarrow	
		In Fifth		0.838	\rightarrow	-	-	
		In Revers	e	4.220	→	2.393	→	60
	Transfer Gear Ratio H4	/L4		1.000/2.566	\rightarrow	→	\rightarrow	
	Differential Gear Ratio	(Front/Rea	ur)	3.909/3.909, 4.100/4.100*6	→	->	\rightarrow	
iis	Differential Gear Size (Front / Rear) in.	→	→	→	\rightarrow	
has	Brake Type	Front		→	→	→	\rightarrow	
0	blanc type	Rear		→	→	→	\rightarrow	65
	Parking Brake Type			\rightarrow	→	->	\rightarrow	
	Brake Booster Type and	d Size	in.	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	Proportioning Valve Ty	pe		\rightarrow	\rightarrow		\rightarrow	
	Suspension Type	Front		\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	suspension type	Rear		\rightarrow	\rightarrow	\rightarrow	\rightarrow	70
	Stabilizer Por	Front		\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	Stabilizer Bar	Rear		_	—	_	_	1
	Steering Gear Type			Rack & Pinion	\rightarrow	\rightarrow	\rightarrow	1
	Steering Gear Ratio (O	verall)		19.4	\rightarrow	\rightarrow	\rightarrow	1
L	Power Steering Type			Integral Type	\rightarrow	\rightarrow	\rightarrow	75
								-

*: Unladen Vehicle *³: Set Option with Cold Area Spec.

*6: With 31 x 10.5R Tire or P265/75R 15 Tire *10: With Moon Roof

– MEMO –

►4RUNNER

Item			Area		U.S.A. &	z Canada		1
	Body Ty	/pe			4-Door	Wagon	-	1
	Vehicle G	rade			-	SR5	Limited	
	Model C	ode		RZN180L-GKMSKA	RZN180L-GKPSKA	VZN180L-GKPGKA	VZN180L-GKPZKA	4
		Length	mm (in.)	4540 (178.7)	\rightarrow	\rightarrow	→ 1000 (70.0)	5
	Overall	Width	mm (in.)	1690 (66.5), 1730 (68.1)* ²	→	→ 	1800 (70.9)	-
	Wheel Pase	Height*	mm (in.)	2675 (105 2)	→ 	→	1/40 (68.5)	-
	wheel base	Front	mm (in)	1505 (59.3)	→ →	→ →	→ →	-
	Tread	Rear	mm (in.)	1495 (58.9), 1510 (59.4)*2	→		1510 (59.4)	-1_{10}
		Front	mm (in.)	998 (39.3)	→		→	1"
	Effective Head Room	Rear	mm (in.)	983 (38.7)	\rightarrow	\rightarrow	→	1
		Front	mm (in.)	1081 (42.6)	\rightarrow	\rightarrow	\rightarrow	1
ghts	Effective Leg Room	Rear	mm (in.)	888 (35.0)	\rightarrow	\rightarrow	\rightarrow	1
Weig	Shouldon Doom	Front	mm (in.)	1361 (53.6)	\rightarrow	\rightarrow	\rightarrow	15
cle,	Shoulder Room	Rear	mm (in.)	1354 (53.3)	\rightarrow	→	→	
Vehi		Length	mm (in.)	1147 (45.2)	\rightarrow	\rightarrow	\rightarrow	
ŝ	Cargo Space	Width	mm (in.)	972 (38.3)	\rightarrow	\rightarrow	→	4
ions		Height	mm (in.)	983 (38.7)	→	→	→ 005 (21 7)	-
uens	Overhang	Pront	mm (in.)	810 (31.9), 805 (31.7)*2	→	→ 	805 (31.7)	$-^{20}$
Din	Min Running Ground (learance	mm (in)	1055 (41.5), 1060 (1055)** 250 (0.8), 260 (10.2)*2	→ 	→	260 (10.2)	-
ajor	Angle of Approach	Jearance	degrees	230 (9.8), 200 (10.2) ¹ 32 435 42	→ →	→ →	35	-
Μ	Angle of Departure		degrees	26 4 28 4 ²	→	→	28	1
	Thighe of Departure	Front	kg (lb)	826 (1820)	837 (1845)	869 (1915)	896 (1975)	25
	Curb Weight	Rear	kg (lb)	735 (1620)	744 (1640)	764 (1685)	878 (1935)	1
	0	Total	kg (lb)	1561 (3440)	1581 (3485)	1633 (3600)	1682 (3710)	1
		Front	kg (lb)	—	—	—	_	1
	Gross Vehicle Weight	Rear	kg (lb)	—	—	—	—	
		Total	kg (lb)	2381 (5250)	\rightarrow	\rightarrow	\rightarrow	30
	Fuel Tank Capacity	ℓ (US.g	gal., Imp.gal)	70 (18.5, 15.4)	\rightarrow	\rightarrow	→	
	Luggage Compartment	Capacity	m3 (cu.ft.)	—	_	—	—	4
	Max. Speed		km/h (mph)	165 (103)	\rightarrow	→	→	4
	Max. Cruising Speed	1.0	km/h (mph)	132 (82)	→ 55 (25)	→ 55 (25) 50 (25)* ²	→ 50.(27)	-
ance		Ist Gear	km/h (mph)	42 (26)	56 (35) 104 (65) 102 (64)*2	56 (35), 59 (37)*2 104 (65), 107 (67)*2	59 (37)	- 35
orm:	Max. Permissible	2nd Gear	km/h (mph)	121 (75) 119 (74)*2	104 (03), 102 (04)	104 (03), 107 (07)	107 (07)	-
Perf	Speed	4th Gear	km/h (mph)					1
I	Turning Diameter	Wall to W	Vall m (ft.)	12.0 (39)	\rightarrow	→		1
	(Outside Front)	Curb to C	urb m (ft.)	11.6 (38)	\rightarrow	\rightarrow	_→	40
	Engine Type			3RZ-FE	\rightarrow	5VZ-FE	\rightarrow	1
	Valve Mechanism			16 Valve, DOHC	\rightarrow	24 Valve, DOHC	\rightarrow	1
	Bore x Stroke		mm (in.)	95.0 x 95.0 (3.74 x 3.74)	\rightarrow	93.5 x 82.0 (3.68 x 3.23)	\rightarrow	
эс	Displacement		cm3 (cu.in.)	2694 (164.3)	\rightarrow	3378 (206.1)	→	
ingi	Compression Ratio			9.5 : 1	\rightarrow	9.6 : 1	→	45
Ш	Carburetor Type		DOM	SFI	\rightarrow	→	→	-
	Research Octane No.	C) 1-337 /	RON	91	→	→ 127 (4900 (192 © 4900)	→ 	-
	Max. Output (SAE-NET	Γ KW/rpi	m (HP@rpm)	240/4000 (177@4000)	→ 	294/3600 (217@3600)	→ 	-
a	Battery Canacity (5HR)	Voltage	$\sim \& \Delta mn hr$	12 - 55	12 - 55 64*1	12 - 48 55*1	, 	-
ine	Generator Output	voltage	Watts	840	→	→		-
Eng Elec	Starter Output		kW	1.4, 1.8*1	1.4, 2.0*1	1.4, 1.8*1	→	1
	Clutch Type			Dry, Single Plate	_	—	—	1
	Transmission Type			W59	A340E	\rightarrow	\rightarrow	1
		In First		3.954	2.804	\rightarrow	\rightarrow	55
		In Second	1	2.141	1.531	\rightarrow	→	1
	Transmission Gear	In Third		1.384	1.000	\rightarrow	→	4
	Ratio	In Fourth		1.000	0.705	→	→	4
		In Fifth	2	0.810	2 202		→	-
	Transfer Gear Patio H4		c	4.091	2.595		→ 	-100
	Differential Gear Patio	Eront / Rea	r)	_/3 727 _/4 100* ²	_/3 909 _/4 300*2	_/3727_/4100*2		-
s	Differential Gear Size (I	Front / Rear) in.	-/8"	→	→ · · · · · · · · · · · · · · · · · · ·	→ (1100	1
assi		Front	,	Ventilated Disc	\rightarrow	\rightarrow	→	1
ų	Brake Type	Rear		L.T. Drum	\rightarrow	\rightarrow	\rightarrow	65
	Parking Brake Type	·		L.T. Drum	\rightarrow	\rightarrow	\rightarrow	1
	Brake Booster Type and	Size	in.	Tandem 8" + 9"	\rightarrow	\rightarrow	\rightarrow]
	Proportioning Valve Typ	pe		LSP & BV, P & BV* ³	\rightarrow	P & BV	P & BV	
	Suspension Type	Front		Double Wishbone, Coil	\rightarrow	→	→	1
		Rear		4 Links	\rightarrow	\rightarrow	→	70
	Stabilizer Bar	Front		STD	\rightarrow	→	→	-
	Steering Coor Torres	Rear		SID Rack & Dinion	→	→	<u>→</u>	-
	Steering Gear Type			20.0	→ _`	→ 	→ 	-
	Power Steering Type			Integral Type	 →	→ →	→	175
	5 - 7 - 5						· · ·	_ ^ ⁄

*3: With ABS *4: Differential Gear Ratio: 4.300

* : Unladen Vehicle *1: Option *2: With P265/70R16 Tire

- [U.S.A. & Canada		
ł			4-Door Wagon		
ŀ			SR5		Limited
Ī	RZN185L-GKMSKA	RZN185L-GKPSKA	VZN185L-GKMGKA	VZN185L-GKPGKA	VZN185L-GKPZKA
5	\rightarrow	\rightarrow	→	→	→
Ī	1690 (66.5), 1730 (68.1)* ²	\rightarrow	\rightarrow	\rightarrow	1800 (70.9)
	1715 (67.5), 1760 (69.3)* ²	\rightarrow	\rightarrow	\rightarrow	1760 (69.3)
	\rightarrow	\rightarrow	\rightarrow	→	→
	\rightarrow	\rightarrow	\rightarrow		
10	1495 (58.9), 1510 (59.4)*2	\rightarrow	\rightarrow		1510 (59.4)
ļ	\rightarrow	\rightarrow		\rightarrow	
ļ	\rightarrow	\rightarrow	→	→	
ļ	\rightarrow	\rightarrow	→	→	
ļ	\rightarrow	\rightarrow		\rightarrow	→
15	\rightarrow	\rightarrow		\rightarrow	→
ļ	\rightarrow	\rightarrow		\rightarrow	→
ļ	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	\rightarrow	\rightarrow		→	
1	\rightarrow	\rightarrow	\rightarrow	→	→
20	810 (31.9), 805 (31.7)* ²	\rightarrow	\rightarrow	→	805 (31.7)
1	1055 (41.5), 1060 (41.7)* ²	\rightarrow	\rightarrow	→	1060 (41.7)
L	250 (9.8), 280 (11.0)* ²	\rightarrow	\rightarrow	→	280 (11.0)
ļ	32 ∢ 36 ∢ ²	\rightarrow	\rightarrow	→	36
ļ	26 ∢ 29 ∢ ²	\rightarrow	\rightarrow	\rightarrow	29◀
25	916 (2020)	932 (2055)	978 (2155)	993 (2190)	1005 (2215)
	773 (1705)	778 (1715)	785 (1730)	789 (1740)	798 (1760)
	1689 (3725)	1710 (3770)	1763 (3885)	1782 (3930)	1803 (3975)
	_	—	_	_	_
	_	—	_	_	_
30	\rightarrow	\rightarrow	\rightarrow	→	→
L	\rightarrow	\rightarrow	\rightarrow	→	→
L	—	—	_	_	_
1	\rightarrow	\rightarrow	\rightarrow	→	→
1	\rightarrow	\rightarrow	\rightarrow	→	→
35	40 (25)	54 (34), 52 (33)* ²	41 (26), 43 (27)*2	56 (35), 59 (37)* ² , 56 (35)* ^{2, 4}	59 (37), 56 (35)*4
	74 (46), 73 (46)* ²	99 (62), 96 (60)* ²	77 (48), 80 (50)* ²	104 (65), 107 (67)*2, 103 (64)*2, 4	107 (67), 103 (64)*4
	115 (72), 113 (71)* ²	_	111 (69), 115 (72)* ²		
ļ	—	—		—	_
	\rightarrow	\rightarrow	\rightarrow	→	→
40	\rightarrow	\rightarrow	\rightarrow	→	→
	3RZ-FE	\rightarrow	5VZ-FE	→	→
L	16 Valve, DOHC	\rightarrow	24 Valve, DOHC	\rightarrow	\rightarrow
_ [95.0 x 95.0 (3.74 x 3.74)	\rightarrow	93.5 x 82.0 (3.68 x 3.23)	\rightarrow	\rightarrow
_ L	2694 (164.3)	\rightarrow	3378 (206.1)	\rightarrow	\rightarrow
45	9.5 : 1	\rightarrow	9.6 : 1	\rightarrow	\rightarrow
_ [\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow
_ L	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow
L	112/4800 (150@4800)	\rightarrow	137/4800 (183@4800)	→	→
L	240/4000 (177@4000)	\rightarrow	294/3600 (217@3600)	→	→
50	12 - 55	12 – 55, 64*1	12-48, 55*1	→	
ļ	\rightarrow	\rightarrow			
ļ	\rightarrow	1.4, 2.0*1	1.4, 1.8*1	→	→
ļ	Dry, Single Plate	—	Dry, Single Plate	_	_
ļ	W59	A340F	R150F	A340F	
55	3.954	2.804	3.830	2.804	
ļ	2.141	1.531	2.062	1.531	
ļ	1.384	1.000	1.436	1.000	
H	1.000	0.705	1.000	0.705	
	0.810		0.838	_	
60	4.091	2.393	4.220	2.393	
	1.000/2.566	\rightarrow	→ 2	→	
-	4.100/4.100, 4.556/4.556*2	\rightarrow	3.909/3.909, 4.100/4.100*2	3.909 / 3.909, 4.100 / 4.100*2, 4.300 / 4.300*	2 4.100/4.100, 4.300/4.300*
ŀ	→	\rightarrow		→	
ļ	\rightarrow	\rightarrow	→	→	→
65	\rightarrow	\rightarrow	→	→	<u>→</u>
ļ	\rightarrow	\rightarrow	→	→	<u>→</u>
ļ	→	\rightarrow	→ 	→	→
ļ	LSP & BV, P & BV*3	\rightarrow	P&BV	→	→
	\rightarrow	\rightarrow	→ 	<u>→</u>	<u>→</u>
70	\rightarrow	\rightarrow	→ 	→	→
ļ	\rightarrow	\rightarrow	→	→	→
ļ	\rightarrow	\rightarrow	→	→	→
ŀ	\rightarrow	\rightarrow	→ 	→ 	→
- -	\rightarrow	\rightarrow	→ 	→	→
- 1	\rightarrow	\rightarrow	I →	\rightarrow	I →

TOYOTA T100

Item			Area		U.S	S.A.		
	Body Ty	/pe			Regul	ar Cab		
	Vehicle G	rade		STI	D DOW101 TROPING	DL	X	_
	Model Co	ode Lanath	mm (in)	5210 (200 1)	RCK10L-TRSRKA	VCKIIL-TRMDKA	VCKIIL-TRSDKA	-
	Overall	Width	mm (in)	1910 (75 2)		→ 	→ 	-l°
	Overall	Height*	mm (in.)	1710 (67.2), 1720 (67.6)*1	→	→	→	-
	Wheel Base	Ũ	mm (in.)	3095 (121.9)	\rightarrow	\rightarrow	\rightarrow	-
		Front	mm (in.)	1565 (61.6), 1570 (61.8)*1	\rightarrow	\rightarrow	\rightarrow	-
	Tread	Rear	mm (in.)	1615 (63.6), 1625 (64.0)*1	\rightarrow	\rightarrow	\rightarrow	10
	Effective Head Boom	Front	mm (in.)	1007 (40.0)	\rightarrow	\rightarrow	\rightarrow	
	Effective flead Koolii	Rear	mm (in.)	_	—	—	—	
	Effective Leg Room	Front	mm (in.)	1089 (42.9)	\rightarrow	\rightarrow	\rightarrow	
ghts	Effective Eeg Room	Rear	mm (in.)	-	-	—	_	_
Wei	Shoulder Room	Front	mm (in.)	1585 (62.4)	\rightarrow	\rightarrow		15
icle		Rear	mm (1n.)	_	-	—		_
Veh		Length	mm (in.)	—	—	—		_
s&	Cargo Space	Width	mm (in.)	_		_		-
sion		Front	mm (in.)	820 (22.2)				
nen	Overhang	Rear	mm (in)	1395 (54.9)	→ 	→ 	→ 	-1^{20}
Di	Min Running Ground C	learance	mm (in.)	185 (7 3) 195 (7 7)*1	→			-
ajor	Angle of Approach	learance	degrees	26	, 	, 	, 	-
Σ	Angle of Departure		degrees	20	→	→		-
	8	Front	kg (lb)	832 (1835)	839 (1850)	882 (1945)	889 (1960)	25
	Curb Weight	Rear	kg (lb)	674 (1485)	680 (1500)	674 (1485)	680 (1500)	-1
	C C	Total	kg (lb)	1506 (3320)	1519 (3350)	1556 (3430)	1569 (3460)	-
		Front	kg (lb)	_	_	—		-
	Gross Vehicle Weight	Rear	kg (lb)	_	_	—		1
		Total	kg (lb)	2268 (5000)	\rightarrow	\rightarrow	\rightarrow	30
	Fuel Tank Capacity	ℓ (US.	gal, Imp.gal)	91 (24.0, 20.0)	\rightarrow	\rightarrow	\rightarrow	
	Luggage Compartment	Capacity	m3 (cu.ft.)		—	—	—	
	Max. Speed		km/h (mph)	165 (103)	\rightarrow	\rightarrow	\rightarrow	
	Max. Cruising Speed	r	km/h (mph)	150 (93)	\rightarrow	\rightarrow	\rightarrow	
JCe		1st Gear	km/h (mph)	40 (25)	55 (34)	40 (24)	55 (34)	35
mai.	Max. Permissible	2nd Gear	km/h (mph)	75 (47)	100 (62)	75 (47)	100 (62)	_
ili	Speed	3rd Gear	km/h (mph)	115 (71)	150 (93)	115 (71)	150 (93)	_
Pe		4th Gear	km/h (mph)	165 (103)	165 (103)	165 (103)	165 (103)	_
	Turning Diameter	Wall to W	all m (ft.)	12.2 (40.0)	\rightarrow	12.2 (40.0)		-
	(Outside Front)	Curb to C	urb m (ft.)	11.5 (37.7) 207 EE		11.5 (37.7)	→	-40
	Value Mechanism			JKZ-FE	→	24 Velve DOHC		-
	Bore v Stroke		mm (in)	95.0 x 95.0 (3.74 x 3.74)		93.5 x 82.0 (3.68 x 3.23)		-
	Displacement		cm ³ (cu.in.)	2694 (164 3)		3378 (206 1)	<u> </u>	-
gine	Compression Ratio			9.5 : 1		9.6 : 1	→	45
En	Carburetor Type			SFI	\rightarrow	→	\rightarrow	۳.
	Research Octane No.		RON	91	\rightarrow	\rightarrow	\rightarrow	-
	Max. Output (SAE-NET) kW/rpi	m (HP@rpm)	112/4800 (150 @ 4800)	\rightarrow	142/4800 (190 @ 4800)	\rightarrow	-
	Max. Torque (SAE-NET	Γ) N·m/rpm	n (lb-ft@rpm)	240/4000 (177 @ 4000)	\rightarrow	298/3600 (220 @ 3600)	\rightarrow	_
e cal	Battery Capacity (5HR)	Voltage	e & Amp. hr.	21-55	\rightarrow	\rightarrow	\rightarrow	50
gin	Generator Output		Watts	840	\rightarrow	\rightarrow	\rightarrow	
日日	Starter Output		kW	1.2, 1.8*3	1.4, 2.0* ³	1.2, 1.4*3	1.4, 1.8*3	
	Clutch Type			Dry, Single Plate	_	Dry, Single Plate		_
	Transmission Type			W59	A340E	R150	A340E	_
		In First		3.954	2.804	3.830	2.804	- 55
		In Second	1	2.141	1.531	2.062	1.531	-
	Transmission Gear	In Third		1.384	0.705	1.436	0.705	-
	Kallo	In Fourth		0.810	0.705	0.838	0.703	-
		In Reverse	e	4 091	2 393	4 220	2 393	- 60
	Transfer Gear Ratio H4	/14						- 00
	Differential Gear Ratio	Front/Rea	r)	-/3.615. 3.769*1	-/3.916. 4.083*1	-/3.769. 3.916*1		-
s	Differential Gear Size (F	Front / Rear) in.	-/8	→	→	→	-
assi		Front	,	Ventilated Disc	\rightarrow	→	\rightarrow	-
ų	Brake Type	Rear		L.T. Drum	\rightarrow	→	\rightarrow	65
	Parking Brake Type	•		L.T. Drum	\rightarrow	→	\rightarrow	1
	Brake Booster Type and	Size	in.	Tandem 8" + 9"	\rightarrow	Tandem 8" + 9", 9" + 10"*4	\rightarrow	1
	Proportioning Valve Typ	be		LSP & BV	\rightarrow	\rightarrow	\rightarrow	
	Suspension Type	Front		Double Wishbone	\rightarrow	→	\rightarrow	
	- opension Type	Rear		Leaf Spring	\rightarrow	\rightarrow	\rightarrow	70
	Stabilizer Bar	Front		STD	→	→	→	
		Rear		_	—	_		_
	Steering Gear Type			Rack & Pinion	\rightarrow	\rightarrow	\rightarrow	4
	Steering Gear Ratio (Ov	erall)		20.3	\rightarrow	\rightarrow	→	
	Power Steering Type			Integral Type	\rightarrow	\rightarrow	\rightarrow	75

*: Unladen Vehicle *1: For P235/75R Tire with Steel Wheel (Option) *2: For 265/70R16 Tire (Option)

^{*&}lt;sup>3</sup>: Set Option with Cold Area Specs. *⁴: With ABS

[U.S.A.							
ļ		Regul	ar Cab		Xtra	Cab		
ŀ			Di	LX		NOVIN OD OD VI		
_	VCKTIL-THMDKA	VCK11L-THSDKA	VCK21L-TRMDKA	VCK21L-TRSDKA	VCKIIL-CRMDKA	VCKIIL-CRSDKA		
³	 →	 →	→ →	→ →	 →	→ →		
ŀ	1730 (68.2)	→	1790 (70.6), 1820 (71.6)*2	\rightarrow	1730 (68.2), 1740 (68.6)*1	→		
Ī	\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	→		
[1570 (61.8)	\rightarrow	1605 (63.2), 1635 (64.4)* ²	\rightarrow	1565 (61.6), 1570 (61.8)* ¹	\rightarrow		
10	1625 (64.0)	\rightarrow	1615 (63.6), 1650 (65.0)* ²	\rightarrow	1615 (63.6), 1625 (64.0)* ¹	\rightarrow		
ļ	\rightarrow		→	\rightarrow	→ 0.10.075.01	→		
ł				_	960 (37.8)			
ł				→ 	→ 753 (29 6)			
15	\rightarrow		→	\rightarrow	→ (2)(0)			
Ī	_	_	_	_	1528 (60.2)	_		
[—	—	—	—	_	_		
ļ	_	_	_	—	_	_		
	-	—	_	—	—	_		
20	→	→	→ 	→	→	→ 		
ŀ	→ 195 (7.7)	→ →	210 (8.3), 235 (9.3)* ²	\rightarrow	→ 185 (7.3), 195 (7.7)* ¹	→ →		
ŀ	27		34, 36*2	→	26	→		
ł	22		22, 23*2	\rightarrow	20			
25	891 (1965)	898 (1980)	1043 (2300)	1066 (2350)	891 (1965)	898 (1980)		
_	705 (1555)	712 (1570)	714 (1575)	723 (1595)	719 (1585)	726 (1600)		
ł	1596 (3520)	1610 (3550)	1757 (3875)	1789 (3945)	1610 (3550)	1624 (3580)		
ł	_		_	_	_			
30	2722 (6000)		2495 (5500)		2585 (5700)			
	→		→	\rightarrow	→	→		
t	—	—	_	—	_	_		
_ [\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow		
ļ	→	→ 	→ 	\rightarrow	→	→ 		
35	40 (24)	55 (34)	40 (25)	55 (34)	40 (24)	55 (34)		
ŀ	115 (71)	150 (93)	115 (71)	150 (93)	115 (71)	150 (93)		
ŀ	165 (103)	165 (103)	165 (103)	165 (103)	165 (103)	165 (103)		
ŀ	→	→	13.8 (45.3)	\rightarrow	12.2 (40.0)	→		
40	\rightarrow	\rightarrow	13.2 (43.3)	\rightarrow	11.5 (37.7)	\rightarrow		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
ŀ	\rightarrow		→	\rightarrow	\rightarrow	→		
ł		→	→	→	→	→		
45	→ →	→ →	→ →	\rightarrow	→ →	 		
	→		→	\rightarrow	→	→		
Ī	\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	→		
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow		
ļ	\rightarrow		→	\rightarrow	\rightarrow	<u>→</u>		
50	→ 	-+	→	→	→	→ 		
┟	→ 1.2.14* ³	→ 1.4. 1 8* ³	14	→ 1.4. 1 8* ³	→ 1.2. 1 4* ³	1.4. 1 8*3		
ŀ	Dry, Single Plate		Dry, Single Plate		Dry, Single Plate			
ł	R150	A340E	R150F	A340F	R150	A340E		
55	3.830	2.804	3.830	2.804	3.830	2.804		
ļ	2.062	1.531	2.062	1.531	2.062	1.531		
ł	1.436	1.000	1.436	1.000	1.436	1.000		
ŀ	0.838	0.705	0.838	0.705	0.838	0.705		
60	4.220	2.393	4.220	2.393	4.220	2.393		
		_	1.000/2.566	\rightarrow				
Ī	-/ 3.916	\rightarrow	3.909/3.909, 4.100/4.100*2	4.100/4.100, 4.300/4.300*2	-/3.796, 3.916* ¹	\rightarrow		
	\rightarrow	\rightarrow	7.5/8	\rightarrow	-/8	\rightarrow		
ļ	\rightarrow		<u>→</u>	\rightarrow	\rightarrow	<u>→</u>		
65	→	→ 	→ →	→	→	→ 		
╞	→ Tandem 8" ± 0"		Tandem $8" + 9" 0" + 10"*4$	→ 	→ 	→ →		
ł	→	→ →	→	→	→ →	→		
ł	→			\rightarrow	→	→		
70	\rightarrow	→		\rightarrow	\rightarrow	→		
]	\rightarrow	\rightarrow	→	\rightarrow	\rightarrow	→		
ļ	_	—	— —	—				
╞	→	→	Recirculating Ball	→	Rack and Pinion	→		
75	→ →		19.0 →	→ →	 →			
15								

Item			Area		U	I.S.A.	
	Body T	ype			Xt	ra Cab	
	Vehicle G	rade		SR	5	DI	X
	Model C	ode	<i>a</i>	VCK11L-CRMSKA	VCK11L-CRSSKA	VCK21L-CRMDKA	VCK21L-CRSDKA
	0	Length	mm (in.)	5310 (209.1)	→		→
	Overall	Width Height*	mm (in.)	1910 (75.2)		\rightarrow 1840 (72.6) 1870 (72.5)*2	→
	Wheel Dece	Height	mm (in.)	2005 (121.0)		1840 (72.0), 1870 (73.3)+2	
	wheel Base	Enont	mm (in.)	1570 (61.8)	<u> </u>	\rightarrow 1605 (62.2) 1625 (64.4)* ²	
	Tread	Prom	mm (in.)	1625 (64.0)	→ 	$1615(63.6), 1650(65.0)*^2$	
		Front	mm (in)	1007 (40.0)		1015 (05.0), 1050 (05.0)	
	Effective Head Room	Rear	mm (in)	960 (37.8)	, 	,	
		Front	mm (in.)	1089 (42.9)			, , ,
hts	Effective Leg Room	Rear	mm (in.)	753 (29.6)	, 		, , ,
/eig]		Front	mm (in.)	1585 (62.4)		→	→
e M	Shoulder Room	Rear	mm (in.)	1528 (60.2)			
hicl		Length	mm (in.)				_
s Ve	Cargo Space	Width	mm (in.)		_		_
ns &	cuigo opuee	Height	mm (in.)		_		_
isioi		Front	mm (in.)	820 (32.3)	→	\rightarrow	
men	Overhang	Rear	mm (in.)	1395 (54.9)			→
Đ	Min. Running Ground (learance	mm (in.)	195 (7.7)	-	210 (8.3), 235 (9.3)*2	
ajoi	Angle of Approach		degrees	26	-	34. 36*2	
M	Angle of Departure		degrees	20		22. 23*2	→ ·
	-or oparate	Front	kg (lb)	905 (1995)	912 (2010)	1052 (2320)	1075 (2370)
	Curb Weight	Rear	kg (lb)	728 (1605)	735 (1620)	764 (1685)	773 (1705)
		Total	kg (lb)	1633 (3600)	1647 (3630)	1816 (4005)	1848 (4075)
		Front	kσ (lb)				
	Gross Vehicle Weight	Rear	kσ (lb)		_	_	_
		Total	kg (lb)	2585 (5700)	→	2722 (6000)	
	Fuel Tank Canacity	l (US)	gal Imn gal)	91 (24 0 20 0)		2,22 (0000)	
	Luggage Compartment	Canacity	m ³ (cu ft)				
	Max. Speed	cupueny	km/h (mph)	165 (103)	→		
	Max Cruising Speed		km/h (mph)	150 (93)	-		
പ	Max. Cruising Speed	1st Gear	km/h (mph)	40 (25)	55 (34)	40 (25)	55 (34)
anc	May Domniasihla	2nd Gear	km/h (mph)	75 (47)	100 (62)	75 (47)	100 (62)
L L L	Speed	3rd Gear	km/h (mph)	115(71)	150 (93)	115 (71)	150 (93)
Perfe	Speed	Ath Gear	km/h (mph)	165 (103)	165 (103)	165 (103)	165 (103)
-	Turning Diamotor	Wall to W	Vall m (ft)	12 2 (40 0)		13.8 (45.3)	
	(Outside Front)	Curb to C	urb m (ft.)	11 5 (37 7)		13.2 (43.3)	
	Engine Type		uto in (it.)	5VZ-FE	, 	→	,
	Valve Mechanism			24-Valve DOHC			
	Bore x Stroke		mm (in)	93 5 x 82 0 (3 68 x 3 23)			
	Displacement		cm ³ (cu.in.)	3378 (206.1)			
gine	Compression Ratio			9.6 : 1			
Eng	Carburetor Type			SFI			
	Research Octane No		RON	91	-		
	Max_Output (SAE-NE)	Γ) kW/m	m (HP@rnm)	142/4800 (190 @ 4800)	-		
	Max. Torque (SAE-NE	Γ) N·m/rpm	n (lb-ft@rpm)	298/3600 (220 @ 3600)	-		
al	Battery Capacity (5HR)	Voltage	e & Amp. hr	12 - 55	→		
ine	Generator Output		Watte	840			→ ·
Eng	Starter Output		kW	1.2, 1.4*3	1.4. 1.8*3	1.4	1.4. 1.8*3
	Clutch Type			Dry, Single Plate		Dry, Single Plate	
	Transmission Type			R150	A340E	R150F	A340F
		In First		3.830	2.804	3.830	2.804
		In Second	1	2.062	1.531	2.062	1.531
	Transmission Coor	In Third		1.436	1.000	1.436	1.000
	Ratio	In Fourth		1.000	0.705	1.000	0.705
		In Fifth		0.838	_	0.838	_
		In Revers	e	4.220	2.393	4.220	2.393
	Transfer Gear Ratio H4	/L4		_	_	1.000/2.566	
	Differential Gear Ratio	(Front/Rea	r)	-/ 3.916	→	3.909/3.909, 4.100/4.100*2	4.100/4.100, 4.300/4.300*2
s	Differential Gear Size (Front / Rear) in.	-/8	→	7.5/8	→
assi		Front		Ventilated Disc	\rightarrow	\rightarrow	→
Ch	Brake Type	Rear		L.T. Drum	\rightarrow	→	
	Parking Brake Type			L.T. Drum	\rightarrow	→	
	Brake Booster Type and	I Size	in.	Tandem 8" + 9", 9" + 10"*4	\rightarrow	→	-
	Proportioning Valve Tv	pe		LSP & BV	→		
		Front		Double Wishbone	→		→
	Suspension Type	Rear		Leaf Spring	→	-	
		Front		STD			
	Stabilizer Bar	Rear		_		_	
	Steering Gear Type	1		Rack & Pinion	\rightarrow	Recirculating Ball	
	Steering Gear Ratio (Ov	/erall)		20.3	\rightarrow	19.0	
	Power Steering Type	,		Integral Type	→		→
				0 - Jr-			· · · · · · · · · · · · · · · · · · ·

*: Unladen Vehicle *1: For P235/75R Tire with Steel Wheel (Option) *2: For 265/70R16 Tire (Option)

167

^{*&}lt;sup>3</sup>: Set Option with Cold Area Specs. *⁴: With ABS

ĺ	U.S.A.		Canada				
	Xtra	Cab	Regul	ar Cab	Xtra	Cab	
	SF	25		DI	.X		
_	VCK21L-CRMSKA	VCK21L-CRSSKA	VCK11L-TRMDKK	VCK11L-TRSDKK	VCK21L-CRMDKK	VCK21L-CRSDKK	
3	→ →	\rightarrow	→ →	→ →	→ →	→ →	
ŀ	→	→	1710 (67.2), 1720 (67.6)*1	→	1840 (72.6), 1870 (73.5)*2	→	
Ī	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
[\rightarrow	\rightarrow	1565 (61.6), 1570 (61.8)* ¹	\rightarrow	1605 (63.2), 1635 (64.4)* ²	\rightarrow	
10	\rightarrow	\rightarrow	1615 (63.6), 1625 (64.0)*1	\rightarrow	1615 (63.6), 1650 (65.0)* ²	\rightarrow	
-	→	→	→			→	
ł	→ →	→ 				→ →	
	, 	, 	_		, 	, 	
15	\rightarrow	\rightarrow					
[\rightarrow	\rightarrow	—	—	\rightarrow	\rightarrow	
ļ	_		—	—		—	
ŀ		—					
20							
20							
ľ	\rightarrow	\rightarrow	185 (7.3), 195 (7.7)*1	- →	210 (8.3), 235 (9.3)*2	- →	
Ī	\rightarrow	\rightarrow	26	\rightarrow	34, 36* ²	\rightarrow	
	→	→	20	→	22, 23*2	→	
25	1066 (2350)	1089 (2400)	882 (1945)	889 (1960)	1052 (2320)	1075 (2370)	
	1833 (4040)	1865 (4110)	6/4 (1485)	680 (1500)	1816 (4005)	1848 (4075)	
20	_		_	_	_	_	
30	\rightarrow	\rightarrow	2268 (5000)	\rightarrow	2722 (6000)	\rightarrow	
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
ł							
ŀ	→ →	\rightarrow	→ →	→ →	→ →	→ →	
35	40 (25)	55 (34)	40 (24)	55 (34)	40 (25)	55 (34)	
Ī	75 (47)	100 (62)	75 (47)	100 (62)	75 (47)	100 (62)	
	115 (71)	150 (93)	115 (71)	150 (93)	115 (71)	150 (93)	
40	165 (103)	165 (103)	165 (103)	165 (103)	165 (103)	165 (103)	
40	→ 	→ 	12.2 (40.0)	→ 	13.8 (45.3)	→ 	
40		→	→	 →	→	 →	
40	\rightarrow	\rightarrow	\rightarrow	\rightarrow			
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
	\rightarrow	\rightarrow	\rightarrow	\rightarrow		\rightarrow	
45	→	→	→	→	→	→	
		\rightarrow	→ →	→ →	→	→ →	
ŀ	→	→	→	→	→	→	
ľ	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow	
50	\rightarrow	\rightarrow	\rightarrow	→	→	→	
	→ 1.4	→ 1.4.1.0*3	→ 1.4	→ 1.0	→ 1.4	→ 1.0	
ł	1.4 Dry Single Plate	1.4, 1.8*3	1.4 Dry Single Plate	1.8	1.4 Dry single Plate	1.8	
	R150F	A340F	R150	A340E	R150F	A340F	
55	3.830	2.804	3.830	2.804	3.830	2.804	
	2.062	1.531	2.062	1.531	2.062	1.531	
ļ	1.436	1.000	1.436	1.000	1.436	1.000	
ŀ	1.000	0.705	1.000	0.705	1.000	0.705	
60	4.220	2.393	4.220	2.393	4.220	2.393	
	1.000/2.566	→			1.000/2.566	→	
	3.909/3.909, 4.100/4.100*2	4.100/4.100, 4.300/4.300*2	-/3.769, 3.916* ¹	\rightarrow	3.909/3.909, 4.100/4.100*2	4.100/4.100, 4.300/4.300*2	
	\rightarrow	\rightarrow	-/8	→	7.5/8	→	
	→	→	→	→ ,	→	→ ,	
00	→ →	→ →	→ →	→ →	→ →	→ →	
			 →				
	→	\rightarrow	\rightarrow	\rightarrow	→	\rightarrow	
	\rightarrow	\rightarrow	→		→	→	
70	\rightarrow	\rightarrow	→		<u>→</u>		
ŀ	→ 	→ 	→ 	→ 	→ 	→ 	
ł			Rack & Pinion		Recirclating Ball		
ľ	\rightarrow	\rightarrow	20.3	→	19.0		
75	\rightarrow	\rightarrow	\rightarrow	\rightarrow	→	\rightarrow	

Item			Area	Canada				
Body Type					Xtr	a Cab		4
Vehicle Grade				DL	X VCV11L CDSDVV	SI VCK21L CDMSKK	25	-
	Model C	Length	mm (in)	5310 (209 1)	VCKIIL-CKSDKK	VCK21L-CRMSKK	VCK2IL-CKSSKK	-
	Overall	Width	mm (in.)	1910 (75.2)			→ →	-1°
	overall	Height*	mm (in.)	1730 (68.2), 1740 (68.6)*1	→	1840 (72.6), 1870 (73.5)*2	→	1
	Wheel Base	Ũ	mm (in.)	3095 (121.9)	\rightarrow	→	→	1
		Front	mm (in.)	1565 (61.6), 1570 (61.8)*1	\rightarrow	1605 (63.2), 1635 (64.4)*2	\rightarrow	1
	Tread	Rear	mm (in.)	1615 (63.6), 1625 (64.0)*1	\rightarrow	1615 (63.6), 1650 (65.0)* ²	\rightarrow	10
	Effective Head Boom	Front	mm (in.)	1007 (40.0)	\rightarrow	\rightarrow	\rightarrow	
	Effective fiead Room	Rear	mm (in.)	960 (37.8)	\rightarrow	\rightarrow	\rightarrow	
sions & Vehicle Weights	Effective Leg Poom	Front	mm (in.)	1089 (42.9)	\rightarrow	\rightarrow	\rightarrow	
	Effective Eeg Room	Rear	mm (in.)	753 (29.6)	\rightarrow	\rightarrow	\rightarrow	
	Shoulder Room	Front	mm (in.)	1585 (62.4)	\rightarrow	\rightarrow	\rightarrow	15
	biloulder Room	Rear	mm (in.)	1528 (60.2)	\rightarrow	\rightarrow	→	
		Length	mm (in.)	—	_	—		_
	Cargo Space	Width	mm (in.)	—		—		4
		Height	mm (in.)	_	—	-		4
nens	Overhang	Front	mm (in.)	820 (32.3)	\rightarrow	→ →	→	- 20
Dirr		Rear	mm (in.)	1395 (54.9)	\rightarrow	→ 	→	4
jor	Min. Running Ground G	learance	mm (1n.)	185 (7.3), 195 (7.7)*1	\rightarrow	210 (8.3), 235 (9.3)*2	→	4
Ma	Angle of Approach		degrees	26	\rightarrow	34, 36*2	→ 	-
	Angle of Departure	T-	degrees	20	+	22, 23*2	→ 1000 (2400)	-
	a LWL	Front	kg (lb)	891 (1965)	898 (1980)	1066 (2350)	1089 (2400)	-125
	Curb Weight	Rear	kg (lb)	/19 (1585)	/26 (1600)	/6/ (1690)	//6 (1/10)	-
		Total	kg (lb)	1010 (3550)	1624 (3580)	1855 (4040)	1865 (4110)	-
	Course Malada Walada	Front	kg (lb)	—		—		-
	Gross venicle weight	Rear	kg (lb)					-
	East Teals Consider	Total	kg (lb)	2585 (5700)	→ 	2722 (6000)	→ 	- 30
	Fuel Tank Capacity	2 (US.	.gal, Imp.gal)	91 (24.0, 20.0)	\rightarrow	→ 	→	-
	Luggage Compartment	Capacity	m ³ (cu.ft.)	165 (102)				-
	Max. Speed		kiii/ii (iiipii)	165 (105)	→		→	-
	Max. Cruising Speed	1 at Casa	km/n (mpn)	40 (25)	→ 55 (24)	→ 40 (25)	→ 55 (24)	-
ance	Max. Permissible	1st Gear	km/n (mpn)	40 (23)	100 (62)	40 (23)	100 (62)	- 52
L L		2nd Gear	km/n (mpn)	13 (47)	150 (02)	115 (71)	100 (62)	-
erfc	speed	Srd Gear	km/n (mpn)	115 (/1)	150 (95)	115 (71)	150 (95)	-
<u> </u>	Turning Dismotor	Well to W	Voll m (ft)	12.2 (40.0)	105 (105)	13.8 (45.3)	105 (105)	-
	(Outside Front)	Currh to C	Vall III (It.)	11.5 (27.7)		13.8 (45.5)		-
	Engine Type		5V7_FE		15.2 (45.5)		+۳	
	Valve Mechanism			24-Valve DOHC				-
	Bore x Stroke		mm (in)	93.5 x 82.0 (3.68 x 3.23)	, 	, ,	, 	-
	Displacement	cm ³ (cu.in.)		3378 (206 1)	, 			-
gine	Compression Ratio		,	9.6 : 1		, ,		-
Eng	Carburetor Type			SFI			→	┨┈
	Research Octane No.		RON	91	→		→	-
	Max. Output (SAE-NE	Γ) kW/m	m (HP@rpm)	142/4800 (190 @ 4800)	→	→	\rightarrow	1
	Max. Torque (SAE-NE	Γ N·m/rpm	n (lb-ft@rpm)	298/3600 (220 @ 3600)	→		→	1
ial .	Battery Capacity (5HR)	Voltag	e & Amp. hr.	12 - 55	\rightarrow	\rightarrow	\rightarrow	150
ctric	Generator Output		Watts	840	\rightarrow	→	\rightarrow	1
Eng	Starter Output		kW	1.4	1.8	1.4	1.8	1
	Clutch Type			Dry, Single Plate	_	Dry, Single Plate	_	1
	Transmission Type			R150	A340E	R150F	A340F	1
		In First		3.830	2.804	3.830	2.804	155
		In Second	d	2.062	1.531	2.062	1.531	1
	Transmission Gear	In Third		1.436	1.000	1.436	1.000]
	Ratio	In Fourth	1	1.000	0.705	1.000	0.705]
		In Fifth		0.838		0.838		
		In Revers	se	4.220	2.393	4.220	2.393	60
	Transfer Gear Ratio H4	/L4		_	_	1.000/2.566	→	
	Differential Gear Ratio	(Front/Rea	ar)	-/ 3.769, 3.916* ¹	\rightarrow	3.909/3.909, 4.100/4.100*2	4.100/4.100, 4.300/4.300*2	
sis	Differential Gear Size (Front / Rear	r) in.	-/8	\rightarrow	7.5/8	\rightarrow	
has	Brake Type	Front		Ventilated Disc	\rightarrow	→	→	1
ľ		Rear		L.T. Drum	\rightarrow	→	→	65
	Parking Brake Type			L.T. Drum	\rightarrow	→	→	_
	Brake Booster Type and	l Size	in.	Tandem 8" + 9", 9" + 10"*4	\rightarrow	→	→	_
	Proportioning Valve Ty	pe		LSP & BV	\rightarrow	→	→	-
	Suspension Type	Front		Double Wishbone	\rightarrow	→	→	4
		Rear		Leat Spring	\rightarrow	→ 	→	-170
	Stabilizer Bar	Front		STD	\rightarrow	→	→	4
	0. i a	Rear		- Deals & Divis	—			-
	Steering Gear Type			Kack & Pinion	→ _	Kecirculating Ball	→ 	4
	Steering Gear Ratio (Ov	/erail)		20.5	→ _	19.0	→ 	- _
	Power Steering Type			integral Type	\rightarrow	\rightarrow	→	75

*: Unladen Vehicle *1: For P235/75R Tire with Steel Wheel (Option) *2: For 265/70R16 Tire (Option)

^{*&}lt;sup>3</sup>: Set Option with Cold Area Specs. *⁴: With ABS

MAJOR TECHNICAL SPECIFICATIONS ► TERCEL

Item		U.S.A.				
Body Type			2-Door		4-D	loor
Vehicle Grade				(CE	
	Model C	ode	EL53L-ADMRKA	EL53L-ADHRKA	EL53L-AEMRKA	EL53L-AEPRKA
		Length mm (in.)	4130 (162.6)	→	→ 	→
	Overall	Width mm (in.)	1660 (65.4)	\rightarrow		
Dimensions & Vehicle Weights	W/I1 D	Height [*] mm (in.)	1375 (34.1)			→
	wheel Base	mm (in.)	2380 (93.7)			→
	Tread	Front mm (in.)	1400 (55.1)			→
		Rear mm (in.)	1395 (34.9)			→
	Effective Head Room	Pront mm (in.)	979 (38.5)			→
		Front mm (in.)	926 (36.5)			→
	Effective Leg Room	Pione mm (in.)	1046 (41.2)			→
		Rear mm (in.)	801 (31.5)	→	→ 1216 (51.0)	→
	Shoulder Room	Pront mm (in.)	1315 (51.8)	→	1316 (51.8)	→
		Front (in.)	1311 (31.6)		1300 (51.2)	
	Overhang	Pront mm (in.)	810 (31.9)			→
		Rear mm (in.)	940 (37.0)	→	→	\rightarrow
	Min. Running Ground	learance mm (in.)	125 (4.9)	→	→ 	→
ĹD	Angle of Approach	degrees	19	\rightarrow		→
Iajo	Angle of Departure	degrees	17	\rightarrow	→	\rightarrow
Z		Front kg (lb)	562 (1240)	590 (1300)	565 (1245)	612 (1350)
	Curb Weight	Rear kg (lb)	365 (805)	358 (790)	374 (825)	\rightarrow
		Total kg (lb)	927 (2045)	948 (2090)	940 (2070)	986 (2175)
	Gross Vehicle Weight	Front kg (lb)	—	—	-	—
	Rating	Rear kg (lb)	-	_	-	_
		Total kg (lb)	1360 (3000)	1380 (3045)	1377 (3035)	1424 (3140)
	Fuel Tank Capacity & (US.gal., lmp.gal.)		45 (11.9, 9.9)	\rightarrow	→	\rightarrow
	Luggage Compartment Capacity m ³ (cu.ft.)		0.263 (9.3)	\rightarrow	\rightarrow	\rightarrow
	Max. Speed	km/h (mph)	180 (112)	170 (106)	180 (112)	170 (106)
	Max. Cruising Speed	km/h (mph)	150 (93)	140 (87)	150 (93)	140 (87)
	Annalism	0 to 100 km/h sec.	—	_	_	_
e	Acceleration	0 to 400 m sec.	—	—	_	-
Janc		1st Gear km/h (mph)	46 (28)	55 (34)	46 (28)	53 (33)
forn	Max Permissible	2nd Gear km/h (mph)	85 (53)	100 (62)	85 (53)	96 (60)
Perfo	Speed	3rd Gear km/h (mph)	132 (82)		132 (82)	165 (103)
		4th Gear km/h (mph)	_		_	_
	Turning Diameter Wall to Wall m (ft.)		10.2 (33.5)	→		→
	(Outside Front) Curb to Curb m (ft.)		10.0 (32.8)	→ ->		→
	Engine Type		5E-FE			
	Valve Mechanism		16-Valve, DOHC			
	Bore x Stroke mm (in)		74.0 x 87.0 (2.91 x 3.43)			→
	Displacement	cm ³ (cu.in.)	1497 (91.3)		-	→
gine	Compression Ratio		94.1	→		
Eng	Carburetor Type		SEL	→		
	Research Octane No	PON	91	· · ·	· · ·	
	Max Output (SAE NE	T) kW/mm (HP@mm)	69@5400(93@5400)	, 	,	,
	Max. Torque (SAE-NE	T) N.m / rpm (lh_ft@rpm)	136@4400 (100@4400)	, 	, 	,
Ę.	Battery Canacity (5HD)	Voltage & Amp br	12-40 12-32*1 12-48*2	12-40 48*2	12-40 32*1 48*2	12-40 48*2
trica	Conorotor Output	vonage & Amp. nr.	720 840*1	12-40, 40 8/0	720 940*1	12-40, 40 840
lect	Starter Output	watts	0.8 1.0*2	040	720, 040	040
шш	Chitch Type	K W	Dry Single Plate		Dry Single Plate	
	Trançovlo Terro		C151		C151	
	Transaxie Type	In Eirst	2 5 4 5	A132L	2 5 4 5	A242L
		III FIISt	3.343	2.610	5.545	2,009
		In Second	1.904	1.549	1.904	2.008
	Transmission Gear	in Third	1.233	1.000	1.233	1.296
	Katio	in Fourth	0.885	—	0.885	0.892
		In Fifth	0.725	-	0.725	-
		in Keverse	3.250	2.296	3.250	2.977
	Counter Gear Ratio		_	0.945	-	-
	Differential Gear Ratio	(Final)	3.722	\rightarrow	→	2.821
Sis	Brake Type	Front	Ventilated Disc	\rightarrow	→	\rightarrow
Chas		Rear	Drum	\rightarrow	→	\rightarrow
0	Parking Brake Type		Drum	\rightarrow	→	\rightarrow
	Brake Booster Type and	l Size in.	Single, 8"	\rightarrow	→	\rightarrow
	Proportioning Valve typ	e	Dual-P Valve	\rightarrow	→	\rightarrow
	Suspension Type	Front	MacPherson Strut	\rightarrow	→	\rightarrow
		Rear	Torsion Beam	→	→	→
	Stabilizer Bar	Front	STD	\rightarrow	→	\rightarrow
	Saunza Ba	Rear	STD	\rightarrow		\rightarrow
	Steering Gear Type		Rack and Pinion	\rightarrow	\rightarrow	\rightarrow
	Steering Gear Ratio (O	verall)	21.8, 17.5*1	\rightarrow	→	\rightarrow
	Power Steering Type		Integral Type*1			\rightarrow

* : Unladen Vehicle *²: Set Option with Cold Area Spec.

*¹: Option *³: With P175/65R14 or P185/60R14 Tire

	Canada								
		2-Door		4-E	4-Door				
			CE						
	EL53L-ADMRKK	EL53L-ADPRKK	EL53L-ADHRKK	EL53L-AEMRKK	EL53L-AEPRKK				
5	\rightarrow	→	\rightarrow	\rightarrow	→				
	\rightarrow	→	→	→	→				
	→ 		→ 	→ 	→ 				
10	→								
10	\rightarrow		→	→	\rightarrow				
	\rightarrow	→	→	→	\rightarrow				
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow				
	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow				
15	1315 (51.8)	\rightarrow	\rightarrow	1316 (51.8)	\rightarrow				
	1311 (51.6)	→	→	1300 (51.2)	\rightarrow				
	\rightarrow		→	\rightarrow	\rightarrow				
	→	→	→	→	→				
20	→ 		→ 	→ 	→ 				
20	→				→ →				
	569 (1255)	617 (1360)	551 (1215)	572 (1260)	619 (1365)				
	367 (810)	→	360 (795)	376 (830)	→ [×]				
	937 (2065)	984 (2170)	911 (2010)	948 (2090)	995 (2195)				
25	_	_	—	_	—				
		_	_	_	_				
	1345 (2965)	1395 (3075)	1365 (3010)	1360 (2998)	1405 (3097)				
	\rightarrow	→	→	\rightarrow	\rightarrow				
20	→ 190 (112)	→ 170 (106)	→	→ 180 (112)	→ 170 (106)				
30	150 (112)	140 (87)		150 (112)	1/0 (108)				
					140 (87)				
		_	_		_				
	46 (28)	53 (33)	55 (34)	46 (28)	53 (33)				
35	85 (53)	96 (60)	100 (62)	85 (53)	96 (60)				
	132 (82)	165 (103)	—	132 (82)	165 (103)				
	—	_	_	_					
	\rightarrow	→	→	\rightarrow	\rightarrow				
	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow				
40	→	→	→	→	→				
	→				→ 				
	, 	, 	, 	, 	, 				
	\rightarrow	→	\rightarrow	\rightarrow	\rightarrow				
45	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow				
	\rightarrow	\rightarrow	\rightarrow	\rightarrow	\rightarrow				
	\rightarrow	→	→	\rightarrow	\rightarrow				
	\rightarrow	→	→	\rightarrow	\rightarrow				
	12-48	\rightarrow	\rightarrow	\rightarrow	\rightarrow				
50	→ 1.0	→	→	→	→				
	Dry Single Plate			Dry Single Plate	→ 				
	C151	A242L	A132L	C151	A242L				
	3.545	3.643	2.810	3.545	3.643				
55	1.904	2.008	1.549	1.904	2.008				
	1.233	1.296	1.000	1.233	1.296				
	0.885	0.892	—	0.885	0.892				
	0.725	_	_	0.725	-				
	3.250	2.977	2.296	3.250	2.977				
60	2 722	2 921	0.945		2 821				
	3.122	2.621	→ 3.722	+ +	2.821				
	, 	, , ,	, , ,	, 	, , ,				
	→			-+	→				
65	\rightarrow		→	\rightarrow	→				
	\rightarrow	- →	\rightarrow	→	\rightarrow				
	\rightarrow			\rightarrow	\rightarrow				
	→	→	→	→	→				
	OPT*3	<u>→</u>		\rightarrow	→				
70	STD	→ 	→ 	→	→				
	→ 	→ ↓	→ 		→ 				
	→ →								

PASEO

Item Area		U.S.A. Canada				
	Body T Vehicle C	ype irade			r Coupe	_
	Model C	ode	EL54L-DCMSKA	EL54L-DCPSKA	EL54L-DCMSKK	EL54L-DCPSKK
		Length mm (in.)	4155 (163.6)	\rightarrow	\rightarrow	\rightarrow
	Overall	Width mm (in.)	1660 (65.4)	\rightarrow	→	\rightarrow
		Height* mm (in.)	1296 (51.0)	\rightarrow	→	\rightarrow
ghts	Wheel Base	mm (in.)	2380 (93.7)	\rightarrow	→	\rightarrow
	Trand	Front mm (in.)	1405 (55.3)	\rightarrow	\rightarrow	\rightarrow
	Iread	Rear mm (in.)	1395 (54.9)	\rightarrow	\rightarrow	\rightarrow
	Effective Head Boom	Front mm (in.)	960 (37.8)	\rightarrow	\rightarrow	\rightarrow
Its	Effective fiead Room	Rear mm (in.)	812 (32.0)	\rightarrow	\rightarrow	\rightarrow
eigł	Effective Lee Deem	Front mm (in.)	1044 (41.1)	\rightarrow	\rightarrow	\rightarrow
e W	Effective Leg Room	Rear mm (in.)	762 (30.0)	\rightarrow	\rightarrow	\rightarrow
hicl	Charles Darres	Front mm (in.)	1315 (51.8)	\rightarrow	\rightarrow	\rightarrow
Vel	Shoulder Room	Rear mm (in.)	1280 (50.4)	\rightarrow	→	\rightarrow
nsions & V	Onder	Front mm (in.)	925 (36.4)	\rightarrow	\rightarrow	\rightarrow
	Overhang	Rear mm (in.)	845 (33.3)	\rightarrow	→	\rightarrow
nen	Min. Running Ground	Clearance mm (in.)	125 (4.9)	\rightarrow	→	\rightarrow
Din	Angle of Approach	degress	13	\rightarrow	→	\rightarrow
ijor	Angle of Departure	degress	21	\rightarrow	\rightarrow	\rightarrow
Ma	- <u>`</u>	Front kg (lb)	583 (1285)	628 (1385)	587 (1295)	633 (1395)
	Curb Weight	Rear kg (lb)	352 (775)	→ ×	354 (780)	→
		Total kg (lb)	935 (2060)	980 (2160)	941 (2075)	987 (2175)
		Front kg (lb)	_		_	_
	Gross Vehicle Weight	Rear kg (lb)		_	_	_
	Kating	Total kg (lb)	1284 (2830)	1331 (2935)	1281 (2825)	1331 (2935)
	Fuel Tank Canacity	(US gal lmn gal)	45 (11 9 9 9)		1201 (2020)	-
	Luggage Compartment	Canacity m ³ (cu ft)	45 (11.5, 5.5)			
	Max Speed	capacity in (cu.it.)	180 (112)	→ 175 (100)	\rightarrow 180 (112)	→ 175 (100)
	Max. Speed	km/h (mph)	145 (00)	1/0 (87)	145 (00)	140 (87)
	Max. Cruising Speed	km/n (mpn)	110	140 (87)	143 (90)	12.0
	Acceleration	0 to 100 km/m sec.	11.0	12.0	11.0	12.0
nce		0 to 400 m sec.	17.8	18.6	17.8	18.6
rma		Ist Gear km/h (mph)	42 (26)	53 (33)	42 (26)	53 (33)
erfor	Max. Permissible	2nd Gear km/h (mph)	80 (50)	97 (61)	80 (50)	97 (61)
P		3rd Gear km/h (mph)	117 (73)		117 (73)	
		4th Gear km/h (mph)	160 (99)	-	160 (99)	-
	Turning Diameter	Wall to Wall m (ft.)	10.5 (34.4)	\rightarrow	\rightarrow	\rightarrow
	(Outside Front) Curb to Curb m (ft.)		10.0 (32.8)	\rightarrow		
	Engine Type Valve Mechanism		5E-FE	\rightarrow	\rightarrow	\rightarrow
			16-Valve, DOHC	\rightarrow	\rightarrow	\rightarrow
	Bore x Stroke	mm (in.)	74.0 x 87.0 (2.91 x 3.43)	\rightarrow		
е	Displacement	cm3 (cu.in.)	1497 (91.3)	\rightarrow	→	\rightarrow
ngi	Compression Ratio		9.4 : 1	\rightarrow	→	→
Щ	Carburetor Type		SFI	\rightarrow	\rightarrow	\rightarrow
	Research Octane No.	RON	91	\rightarrow	\rightarrow	\rightarrow
	Max. Output (SAE-NE	T) kW/rpm (HP@rpm)	69/5400 (93@5400)	\rightarrow	\rightarrow	\rightarrow
	Max. Torque (SAE-NE	T) N·m / rpm (lb-ft@rpm)	136/4400 (100@4400)	\rightarrow	→	\rightarrow
ء cal	Battery Capacity (5HR)	Voltage & Amp. hr.	12-40, 48*1	\rightarrow	12-48	\rightarrow
ctri	Generator Output	Watts	720, 840*1	840		\rightarrow
필필	Starter Output	kW	0.8, 1.0*1	\rightarrow	1.0	\rightarrow
	Clutch Type		Dry, Single		Dry, Single	
	Transaxle Type		C150	A244E	C150	A244E
		In First	3.545	4.005	3.545	4.005
		In Second	1.904	2.208	1.904	2.208
	Transmission Gear	In Third	1.310	1.425	1.310	1.425
	Ratio	In Fourth	0.969	0.981	0.969	0.981
		In Fifth	0.815		0.815	
		In Reverse	3.250	3.272	3.250	3.272
	Counter Gear Ratio	1			_	_
	Differential Gear Ratio	(Final)	3.941	2.821	3.941	2.821
sis		Front	Ventilated Disc	→	→ ·	→
has	Brake Type	Rear	L.T. Drum	→	→ ·	→
C	Parking Brake Type	1	Drum			· · ·
	Brake Booster Type and	l Size in	Single 8"			· · ·
	Proportioning Value Ty	ne III.	Dual P-Valve	, 	,	,
	roportioning valve Ty	Front	MacDharson Ctrut			
	Suspension Type	Rear	Torsion Pager	→		
		Front	TOISIOII Deam	→	→	
	Stabilizer Bar	Deen	SID	→	→	→
	Charles C. T.	rear	Back and Pinter	→	→ 	→
	Steering Gear Type		Rack and Pinion	\rightarrow	→ 	→
	Steering Gear Ratio (O	verali)	17.5 : 1	\rightarrow	→	\rightarrow
	Power Steering Type		Integral Type	\rightarrow	\rightarrow	\rightarrow

* : Unladen Vehicle *¹: Option

- **MEMO** -

► CELICA

Item			U.S.A.				
	Body T	ype	Coupe		Liftb	ack	
Vehicle Grade				5	ST		
	Model C	ode	ST204L-BCMSKA	ST204L-BCPSKA	ST204L-BLMSKA	ST204L-BLPSKA	
	0 11	Length mm (in.)	4495 (177.0)	→	4425 (174.2)	→	
	Overall	Width mm (in.)	1/50 (68.9)	→	→ 	→	
Weights	W/I	Height* mm (in.)	1310 (51.6)	→	→ 	→	
	wheel Base	mm (in.)	2540 (100.0)	→			
	Tread	Front mm (in.)	1515 (59.0)	→		→	
		Rear mm (in.)	1495 (58.9)	→	→ 074 (28 4), 028 (26 6)*1	→	
	Effective Head Room	Front mm (in.)	9// (38.5), 931 (36.7)**	→	974 (38.4), 928 (36.6)**	→	
		Rear mm (in.)	881 (34.7), 874 (34.5)*1	\rightarrow	843 (33.2)	\rightarrow	
Veig	Effective Leg Room	Pront min (in.)	(81 (26 8)	→		→	
le V		Rear mm (in.)	681 (26.8)	\rightarrow	→ 	\rightarrow	
ehic	Shoulder Room	Front mm (in.)	1333 (52.5)	\rightarrow	→ 	\rightarrow	
ensions & Vehi		Rear min (iii.)	1268 (49.9)	\rightarrow	→ 	\rightarrow	
	Overhang	Front mm (in.)	990 (39.0)	\rightarrow	→ 005 (25 0)	\rightarrow	
		Rear mm (in.)	965 (38.0)	\rightarrow	895 (35.2)	- →	
ime	Min. Running Ground G	Clearance mm (in.)	130 (5.1)	\rightarrow	→	\rightarrow	
ĹD	Angle of Approach	degress	14.5	\rightarrow	→	\rightarrow	
Iajo	Angle of Departure	degress	17◄	\rightarrow	18	\rightarrow	
Z		Front kg (lb)	728 (1605)	755 (1665)	728 (1605)	755 (1665)	
	Curb Weight	Rear kg (lb)	433 (955)	433 (955)	442 (975)	442 (975)	
		Total kg (lb)	1161 (2560)	1188 (2620)	1170 (2580)	1197 (2640)	
		Front kg (lb)					
	Gross Vehicle Weight	Rear kg (lb)					
		Total kg (lb)	1585 (3495)	\rightarrow	→	→	
	Fuel Tank Capacity	ℓ (US.gal., lmp.gal.)	60 (15.9, 13.2)	\rightarrow	\rightarrow		
	Luggage Compartment	Capacity m ³ (cu.ft.)	_	_	—	_	
	Max. Speed	km/h (mph)	200 (124)	195 (121)	200 (124)	195 (121)	
	Max. Cruising Speed	km/h (mph)	185 (115)	180 (112)	185 (115)	180 (112)	
		0 to 60 km/h sec.	8.7	9.7	8.7	9.7	
e	Acceleration	0 to 400 m sec.	16.5	17.2	16.5	17.2	
Janc	Max. Permissible Speed	1st Gear km/h (mph)	51 (32)	59 (37)	51 (32)	59 (37)	
orn		2nd Gear km/h (mph)	85 (53)	108 (67)	85 (53)	108 (67)	
Perfo		3rd Gear km/h (mph)	126 (78)		126 (78)	_	
		Ath Gear km/h (mph)			120 (70)		
	4ui Gear Kii/ II (Inpl)		11.2 (36.7)	_	_	_	
	(Outside Front) Curb to Curb m (ft.)		10.4 (2.41)				
	Engine Type		10.4 (3.41)	→	→		
	Engine Type		JS-FE	\rightarrow	→ 		
	Valve Mechanism		16-valve, DOHC	→		→	
	Bore x Stroke	mm (in.)	87.0 x 91.0 (3.43 x 3.58)	<u> </u>			
ine	Displacement	ciii ³ (cu.iii.)	2164 (132.0)	\rightarrow	→ 	\rightarrow	
Engi	Compression Ratio		9.5 : 1	\rightarrow	→ 	\rightarrow	
-	Fuel System		SFI	\rightarrow	\rightarrow	- →	
	Research Octane No.	RON	96	\rightarrow	\rightarrow	\rightarrow	
	Max. Output (SAE-NE	F) kW/rpm (HP/rpm)	97/5400 (130/5400)	\rightarrow	\rightarrow	\rightarrow	
	Max. Torque (SAE-NE	$\Gamma) N \cdot m / rpm (lb-ft / rpm)$	197/4400 (145/4400)	\rightarrow	\rightarrow	\rightarrow	
ical	Battery Capacity (5HR)	Voltage & Amp. hr.	12-52	\rightarrow	→	\rightarrow	
ngin ectr	Generator Output	Watts	840	960	840	960	
ЩĘ	Starter Output	kW	1.4	\rightarrow	\rightarrow	\rightarrow	
	Clutch Type		Dry, Single Plate		Dry, Single Plate		
	Transaxle Type	1	S54	A140E	S54	A140E	
		In First	3.285	2.810	3.285	2.810	
		In Second	1.960	1.549	1.960	1.549	
	Transmission Gear	In Third	1.322	1.000	1.322	1.000	
	Ratio	In Fourth	1.028	0.706	1.028	0.706	
		In Fifth	0.820	—	0.820	_	
		In Reverse	3.153	2.296	3.153	2.296	
	Counter Gear Ratio	•	_	0.945		0.945	
	Differential Gear Ratio	(Final)	4.176	3.950	4.176	3.950	
Sis		Front	Ventilated Disc	\rightarrow	→	→	
Thas	Brake Type	Rear	Solid Disc	\rightarrow	→	→	
0	Parking Brake Type	1	Duo Servo	\rightarrow	→	→	
	Brake Booster Type and	Size in	Tandem, 7" + 8"	→	→ 1		
	Proportioning Valve Tu	ne mi	Dual-P Valve			·	
		Front	MacPherson Strut	·	· ·	·	
	Suspension Type	Rear	MacPherson Strut	,	,	,	
		Front	STD				
	Stabilizer Bar	Paar	STD	→ _		-+ 	
	Stooring Coor Torre	ixeai	Dack & Dinian	→			
	Steering Gear Type	(Ilone)	17.2	→	→	→	
	Deering Gear Ratio (Or	(erail)	1/.Z	→	→ 	→	
	Power Steering Type		Integral Type	\rightarrow	I →	\rightarrow	

* : Unladed Vehicle *1: With Sun Roof

	Canada							
	Lift	back						
	G	T						
	ST204L-BLMGKK	ST204L-BLPGKK						
5	\rightarrow	\rightarrow						
	→ 	→						
	→	→ 						
	, →							
10	→	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	→	\rightarrow						
	→	\rightarrow						
15	→	→ 						
	→	→						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
20	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	728 (1605)	755 (1665)						
	442 (975)	442 (975)						
25	1170 (2580)	1197 (2040)						
23								
	→	→						
	\rightarrow	\rightarrow						
	_	—						
30	200 (124)	195 (121)						
	185 (115)	180 (112)						
	8.7	9.7						
	51 (32)	59 (37)						
35	85 (53)	108 (67)						
55	126 (78)							
	_	_						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
40	\rightarrow	\rightarrow						
	→	→						
	→ →	→ →						
	→	→						
45	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
50	→ 840	→ 060						
50		960						
	Dry, Single Plate							
	S54	A140E						
	3.285	2.810						
55	1.960	1.549						
	1.322	1.000						
	1.028	0.706						
	3 153	2 296						
60	_	0.945						
	4.176	3.950						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
65	\rightarrow	\rightarrow						
	→	→						
	→ →	→ →						
	, 	, ->						
70	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						
	\rightarrow	\rightarrow						

►RAV4 (Soft Top)

Item Area		U.S.A. & Canada					
Body Type Vehicle Grade			2-Door Soft Top				
Vehicle Grade				CVATOL ANDONA			
	Model C	ode	SXA10L-AKMGKA	SXA10L-AKPGKA	SXA15L-AKMGKA 2750 (147.6)	SXA15L-AKPGKA	
Major Dimensions & Vehicle Weights	Overall	Width mm (in)	1695 (66 7) 1760 (69 3)*1	→ →	1695 (66 7)	→ →	
	overall	Height* mm (in.)	1660 (65.4), 1640 (64.6)*1	, 	1650 (65.0)	→	
	Wheel Base	mm (in.)	2200 (86.1)	\rightarrow	→	→	
		Front mm (in.)	1460 (57.5), 1480 (58.3)*1	\rightarrow	1460 (57.5)	\rightarrow	
	Tread	Rear mm (in.)	1465 (57.7), 1490 (58.7)*1	\rightarrow	1470 (57.9)	\rightarrow	
	Dec. des Hard Darm	Front mm (in.)	999 (39.3)	\rightarrow	→	\rightarrow	
	Effective Head Room	Rear mm (in.)	993 (39.1)	\rightarrow	→	\rightarrow	
	Effective Lee Deem	Front mm (in.)	1003 (39.5)	\rightarrow	\rightarrow	\rightarrow	
	Effective Leg Koolli	Rear mm (in.)	862 (33.9)	\rightarrow	\rightarrow	\rightarrow	
	Shoulder Room	Front mm (in.)	1354 (53.3)	\rightarrow	→	→	
	Shoulder Room	Rear mm (in.)	1276 (50.2)	\rightarrow	→	\rightarrow	
	Overhang	Front mm (in.)	745 (29.3)	\rightarrow	→	\rightarrow	
	oronning	Rear mm (in.)	805 (31.7), 820 (32.3)*1	\rightarrow	805 (31.7)	\rightarrow	
	Min. Running Ground C	Clearance mm (in.)	195 (7.7), 175 (6.9)*1	\rightarrow	185 (7.3)	→	
	Angle of Approach	degrees		\rightarrow	36	\rightarrow	
	Angle of Departure	degrees		→ 770 (1 (00))		→ 720 (1507)	
	C I W I I	Front kg (lb)	/40 (1631)	//0 (1698)	/00 (1543)	/20 (1587)	
	Curb weight	Total In (II)	495 (1091)	1265 (2780)	400 (1003)	1175 (2500)	
		Front kg (lb)	1255 (2722)	1203 (2789)	1155 (2540)	1173 (2090)	
	Gross Vehicle Weight	Pear kg (lb)					
	STOSS TEILOR WEIgill	Total Kg (lb)	1655 (3649)		1610 (3540)		
	Fuel Tank Consoity	(US col lmp col)	58 (15 3 12 8)			→ 	
	Luggage Compartment	Canacity m ³ (ou ft.)		-	-		
	Max. Speed	km/h (mph)	165 (103)	160 (100)	170 (106)	165 (103)	
	Max Cruising Speed	km/h (mph)	130 (81)	125 (78)	135 (84)	130 (81)	
	man orannig opeed	0 to 100 km/h sec.	10.4, 10.6*1	11.9. 12.1*1	9.4	10.6	
9	Acceleration	0 to 400 m sec.	17.9, 18.0*1	19.1, 19.3*1	17.5	18.3	
Janc		1st Gear km/h (mph)	44 (27), 43 (26)*1	67 (42), 65 (40)*1	47 (29)	72 (45)	
forn	Max. Permissible Speed	2nd Gear km/h (mph)	88 (55), 86 (53)*1	121 (75), 118 (73)*1	95 (59)	130 (81)	
Per		3rd Gear km/h (mph)	133 (83), 129 (80)*1		144 (90)		
ł		4th Gear km/h (mph)	_	_	_	_	
	Turning Diameter	Wall to Wall m (ft.)	10.6 (34.8)	\rightarrow	→	\rightarrow	
	(Outside Front)	Curb to Curb m (ft.)	10.2 (33.5)	\rightarrow	→	\rightarrow	
	Engine Type		3S-FE	\rightarrow	→	\rightarrow	
	Valve Mechanism		16-Valve, DOHC	\rightarrow	\rightarrow	\rightarrow	
	Bore x Stroke mm (in.)		86.0 x 86.0 (3.39 x 3.39)	\rightarrow	\rightarrow	\rightarrow	
e	Displacement cm ³ (cu.in.)		1998 (121.9)	\rightarrow	\rightarrow	\rightarrow	
ngir	Compression Ratio		9.5 : 1	\rightarrow	→	→	
Ш	Carburetor Type		SFI	\rightarrow	→	\rightarrow	
	Research Octane No.	RON	91	\rightarrow		\rightarrow	
	Max. Output (SAE-NET	f) kW/rpm (HP@rpm)	95 / 5400 (127@5400), 93 / 5400 (125@5400)* ³	\rightarrow	→	\rightarrow	
	Max. Torque (SAE-NE	Γ) N·m / rpm (lb-ft@rpm)	179 / 4600 (132@4600), 176 / 4600 (130@4600)*3	\rightarrow	\rightarrow	\rightarrow	
ne rical	Battery Capacity (5HR)	Voltage & Amp. hr.	12-36, 48*4	\rightarrow		->	
ngir lecti	Generator Output	Watts	960	\rightarrow	→ 	→	
шш	Starter Output	kW	1.2, 1.4**	\rightarrow		\rightarrow	
	Clutch Type		Dry, Single Plate, Diaphragm		Dry, Single Plate, Diaphragm		
	Transaxle Type	In First	E250F	A540H	E250	A24/E	
		III FIISt	3.833	2.810	3.833	2.009	
		In Third	1.915	1.049	1.913	2.008	
	Iransmission Gear Ratio	In Fourth	0.918	0.734	0.918	0.892	
		In Fifth	0.775		0.775		
		In Reverse	3.583	2.296	3.538	2.977	
	Counter Gear Ratio		_	1.027			
	Differential Gear Ratio	(Final)	4.933	4.285	4.562	3.178	
	Transfer and Rear Diffe	rential Gear Ratio	2.928	→			
s.	Rear Differential Gear S	size in.	6.7"	\rightarrow	_	_	
lassi	D 1 7	Front	Ventilated Disc	\rightarrow	→	\rightarrow	
5	Brake Type	Rear	Leading-Trailing	\rightarrow	→	\rightarrow	
	Parking Brake Type		Drum	\rightarrow	→	\rightarrow	
	Brake Booster Type and	Size in.	Single, 10"	\rightarrow	→	\rightarrow	
	Proportioning Valve Typ	pe	Dual-P Valve	\rightarrow	→	\rightarrow	
	Suspension Type	Front	MacPherson Strut	\rightarrow	\rightarrow	\rightarrow	
	Suspension Type	Rear	Double Wishbone	\rightarrow	→	\rightarrow	
	Stabilizer Bar	Front	STD	\rightarrow	→	\rightarrow	
	Saturitor Da	Rear	_	_	_		
	Steering Gear Type		Rack & Pinion	\rightarrow	\rightarrow	\rightarrow	
	Steering Gear Ratio (Ov	verall)	17.7 : 1	\rightarrow	→	\rightarrow	
	Power Steering Type		Integral Type	\rightarrow	\rightarrow	→	

*1: With 235/60R16 Tire *4: Option

* : Unladen Vehicle *³: California Specification Model

- MEMO -

TOYOTA TACOMA (PreRunner)

Item		Area	u.S.A.			
	Body Ty	ype	Extra	ı Cab	1	
	Vehicle G	rade	DI	X		
	Model C	ode	RZN196L-CRPDKAB	VZN195L-CRPDKAB		
		Length mm (in.)	5135 (202.2)	\rightarrow	5	
	Overall	Width mm (in.)	1690 (66.5), 1720 (67.7)*1, 1765 (69.5)*2	\rightarrow	-	
	Wheel Deee	Height* mm (in.)	1705 (67.1), 1730 (68.1)*1	→	4	
	wheel Base	mm (in.)	3095 (121.9) 1460 (57.5) 1500 (50.1)*1	→ 	-	
	Tread	Front mm (in.)	$1400(37.3), 1300(39.1)^{*2}$ $1455(57.3), 1405(58.9)^{*1}$	→ 	-	
		Front mm (in)	$984 (38.7), 975 (38.4) *^3$	→ 	-10	
	Effective Head Room	Rear mm (in.)	898 (35.4)		-	
		Front mm (in.)	1088 (42.8)	, 	-	
hts	Effective Leg Room	Rear mm (in.)	690 (27.2)		-	
& Vehicle Weights		Front mm (in.)	1375 (54.1)		115	
	Shoulder Room	Rear mm (in.)	1355 (53.3)	→	1	
		Length mm (in.)	_	-		
	Cargo Space	Width mm (in.)	_	-		
ns é	U I	Height mm (in.)	_	-		
nensio	0.1	Front mm (in.)	800 (31.5)	\rightarrow	20	
ime	Overhang	Rear mm (in.)	1240 (48.8)	\rightarrow		
D	Min. Running Ground C	Clearance mm (in.)	280 (11.0), 315 (12.4)*1	\rightarrow		
Maj	Angle of Approach	degrees	32◀35◀1	\rightarrow		
[Angle of Departure	degrees	24 4 26 4 ¹	\rightarrow		
		Front kg (lb)	820 (1807)	870 (1917)	25	
	Curb Weight	Rear kg (lb)	620 (1366)	\rightarrow	1	
		Total kg (lb)	1440 (3173)	1490 (3233)		
		Front kg (lb)				
	Gross Vehicle Weight	Rear kg (lb)	—	_	1	
		Total kg (lb)	2315 (1050)	\rightarrow	30	
	Fuel Tank Capacity	ℓ (US.gal., lmp.gal.)	68 (18.0, 15.0)	\rightarrow		
	Luggage Compartment	Capacity m ³ (cu.ft.)		-		
	Max. Speed	km/h (mph)	161 (100)	165 (103)	_	
	Max. Cruising Speed	km/h (mph)	_	_	_	
nce		1st Gear km/h (mph)	38 (24)	41 (25)	35	
man	Max. Permissible	2nd Gear km/h (mph)	71 (44)	75 (47)	_	
Srfor	Speed	3rd Gear km/h (mph)	107 (66)	103 (64)	_	
Pé		4th Gear km/h (mph)		—	_	
	Turning Diameter Wall to Wall m (ft.)		12.9 (42.3)	→	_	
	(Outside Front)	Curb to Curb m (ft.)	12.2 (40.0)	→ 	40	
	Engine Type		3RZ-FE	5VZ-FE	-	
	Valve Mechanism	<i>c</i> >	16-Valve, DOHC	24-Valve, DOHC	-	
	Bore x Stroke	mm (in.)	95.0 X 95.0 (5.74 X 5.74)	93.5 X 82.0 (3.68 X 3.23)	-	
ine	Displacement	ciii- (cu.iii.)	2694 (164.3)	5578 (200.1)	-ا	
Eng	Compression Ratio		9.5.1 SEI	5.0.1	-45	
	Pasaarah Oatana No	PON	91	-	-	
	Max, Output (SAE NET	E) kW/rnm (HD@rnm)	112/4800 (150@4800)	142/4800 (190@4800)	-	
	Max. Torque (SAE-NET	Γ) N.m / rpm (lb-ft@rpm)	240/4000 (177@4000)	298/3600 (220@3600)	-	
ਵ	Battery Canacity (5HR)	Voltage & Amn hr	12-55	12-48 55*4	-	
ine	Generator Output	Watts	840	12 40, 55 →	-	
Eng	Starter Output	kW	1.4. 2.0*4	1.4. 1.8*4	-	
F	Clutch Type				1	
	Transmission Type		A340E	\rightarrow	1	
		In First	2.804	\rightarrow	55	
		In Second	1.531	\rightarrow	1	
	Transmission Gear	In Third	1.000	\rightarrow	1	
	Ratio	In Fourth	0.705	\rightarrow	1	
		In Fifth	-	_	1	
		In Reverse	2.393	\rightarrow	60	
	Transfer Gear Ratio H4	/L4	_	_		
	Differential Gear Ratio	(Front/Rear)	—/3.909, 4.300* ¹	—/ 3.909, 4.100* ¹]	
.is	Differential Gear Size (I	Front/Rear) in.	<u> </u>	\rightarrow]	
hass	Brake Tuno	Front	Ventilated Disc	\rightarrow]	
D D	blake Type	Rear	L.T. Drum	\rightarrow	65	
	Parking Brake Type		L.T. Drum	\rightarrow]	
	Brake Booster Type and	l Size in.	Tandem 8" + 9"	\rightarrow]	
	Proportioning Valve Typ	pe	LSP & BV	\rightarrow]	
	Suspension Type	Front	Double Wishbone, Coil	\rightarrow		
	Suspension Type	Rear	Rigid Leaf	\rightarrow	70	
	Stabilizer Bar	Front	STD	\rightarrow		
		Rear				
	Steering Gear Type		Rack and Pinion	\rightarrow		
	Steering Gear Ratio (Ov	/erall)	19.4	\rightarrow		
	Power Steering Type		Integral Type	\rightarrow	75	

^{* :} Unladen Vehicle *³: With Moon Roof

*1: With 31 x 10.5 R15 Tire or P265/75R15 Tire *4: Option

*2: With Wheel Opening Extention