170 APPENDIX

MAJOR TECHNICAL SPECIFICATIONS

| Item Area | | | Area | EUROPE | | | | |
|------------------------------------|---|--|----------------|---|--|--|--|--|
| Body Type | | | | 4-Door Sedan | | | | |
| Vehicle Grade Model Code | | | | GXE10L-AEFVKW | GXE10L-AEPVKW | GXE10R-AEFVKW | GXE10R-AEPVKW | |
| | | | (in.) | 4400 (173.2) | ← | ← | + | |
| | Overall | Width mm | (in.) | 1720 (67.7) | ← | ← | ← | |
| | | | (in.) | 1420 (55.9) | + | ← | + | |
| | Wheel Base | | (in.) | 2670 (105.1) | + | + | + | |
| | Tread | | (in.) | 1495 (58.9) 1485 (58.5) | ← | ← | ← | |
| ıts | | | (in.) | 1485 (38.5) | <u>←</u> | ← | <u>←</u> | |
| eigh | Room | | (in.) | 1440 (56.7) | <u>←</u> | ← | - | |
| le W | | | (in.) | 1165 (45.9)/1125 (44.3)* | <u>+</u> | <u>+</u> | + | |
| ehic | | | (in.) | 750 (29.5) | - | ← | + | |
| \ \ \ \ \ | Overhang | Rear mm | (in.) | 980 (38.6) | + | ← | + | |
| Major Dimensions & Vehicle Weights | Min. Running Ground Clearance mm (in.) | | (in.) | 135 (5.3) | ← | ← | + | |
| | Angle of Approach | de | rees | 18° | + | ← | ← | |
| | Angle of Departure | de | rees | 16° | + | ← | ← | |
| orL | | Front k | (lb) | 735 ~ 770 (1640 ~ 1698) | 755 ~ 780 (1664 ~ 1720) | 745 ~ 775 (1642 ~ 1709) | 755 ~ 780 (1664 ~ 1720) | |
| Maj | Curb Weight | Rear k | (lb) | 625 ~ 665 (1378 ~ 1466) | 635 ~ 670 (1400 ~ 1477) | 635 ~ 670 (1400 ~ 1477) | 635 ~ 670 (1400 ~ 1477) | |
| | | | (lb) | 1360 ~ 1440 (2998 ~ 3175) | 1390 ~ 1450 (3064 ~ 3197) | 1380 ~ 1445 (3042 ~ 3186) | 1390 ~ 1450 (3064 ~ 3197) | |
| | | | (lb) | 870 (1918) | 875 (1929) | 870 (1918) | 875 (1929) | |
| | Gross Vehicle Weight | | (lb) | 950 (2094) | 950 (2094) | 950 (2094) | 950 (2094) | |
| | D 100 1 0 1 | | (lb) | 1820 (4012) | 1825 (4023) | 1820 (4023) | 1825 (4023) | |
| | Fuel Tank Capacity | l (Imp | _ | 70 (15.4) | ← | ← | ← | |
| | Luggage Compartment (Max. Speed | Capacity m ³ (c km/h | _ | 0.40 (14.1) 215 (133) | 205 (127) | ← 215 (133) | 205 (127) | |
| | Max. Cruising Speed | km/h | | 213 (133) | 203 (127) | 213 (133) | 203 (127) | |
| | * . | 0 to 100 km/h | sec. | 9.5 | 11.2 | 9.5 | 11.2 | |
| و | Acceleration | 0 to 400 m | sec. | 16.7 | 17.8 | 16.7 | 17.8 | |
| Performance | | 1st Gear km/h | | 46 (29) | 61 (38) | 46 (29) | 61 (38) | |
| EOT I | Max. Permissible | 2nd Gear km/h | | 84 (53) | 117 (73) | 84 (53) | 117 (73) | |
| Perl | Speed | 3rd Gear km/h | 1 / | 124 (77) | = | 124 (77) | = | |
| | | 4th Gear km/h | _ | 151 (94) | _ | 151 (94) | _ | |
| | | Tire n | (ft.) | 5.1 (16.7) | + | ← | + | |
| | Min. Turning Radius | Body n | (ft.) | 5.4 (17.7) | ← | ← - | + | |
| | Engine Type | | 1G-FE | + | ← | + | | |
| | Valve Mechanism | | | 24-Valve. DOHC | ← | ← | ← | |
| | Bore x Stroke | | (in.) | 75.0 x 75.0 (2.95 x 2.95) | ← - | ←- | + | |
| e | Displacement cm ³ (cu.in.) | | 1988 (121.3) | + | ← | + | | |
| Engine | Compression Ratio | | 10.0 : 1 | + | + | + | | |
| ш | Carburetor Type or Injection Pump Type (Diesel) | | EFI | ← - | ← - | + | | |
| | Research Octane No. or Cetane No. (Diesel) Max. Output kW/rpm | | 95 or More | <u>←</u> | <u>←</u> | ← | | |
| | Max. Output Max. Torque | | / rpm / rpm | 114/6200 (EEC) 195/4600 (EEC) | <u>←</u> | ← | <u>←</u> | |
| - | Battery Capacity (5HR) | Voltage & Am | | 12-52 | <u>←</u> | 12-48 | - | |
| ii: | Alternator Output | | _ | 1200 | <u>←</u> | 12-46 — | <u>←</u> | |
| Engine | Starter Output | 1 | | 1.0 | - | <u>←</u> | <u>←</u> | |
| | Clutch Type | | | Dry, Single, Diaphragm | _ | Dry, Single, Diaphragm | _ | |
| | Transmission Type | | | J160 | A45DE | J160 | A45DE | |
| | -71- | In First | | 3.874 | 2.826 | 3.874 | 2.826 | |
| | | In Second | | 2.175 | 1.493 | 2.175 | 1.493 | |
| | Transmission Gear Ratio | In Third | | 1.484 | 1.000 | 1.484 | 1.000 | |
| | | In Fourth | | 1.223 | 0.730 | 1.223 | 0.730 | |
| | | In Fifth | | 1.000 | _ | 1.000 | _ | |
| | | In Sixth | | 0.869 | | 0.869 | _ | |
| | In Reverse | | 3.672 | 2.703 | 3.672 | 2.703 | | |
| | | | | 3.909 | 4.100 | 3.909 | 4.100 | |
| <u>,</u> | Differential Gear Ratio | | _ | | | ← | ← | |
| assis | Differential Gear Ratio Ring Gear Size | | (in) | 190 (7.48) | + | | | |
| Chassis | Ring Gear Size | Front | (in) | Ventilated Disc | + | ← | + | |
| Chassis | Ring Gear Size Brake Type | | (in) | Ventilated Disc Solid Disc | ← | ← | ← | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type | Front Rear | | Ventilated Disc Solid Disc Duo-Servo | ← ← | ← ← | ← ← ← | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and | Front Rear Size | in. | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" | ← ← ← | | ← ← ← | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type | Front Rear Size | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" | ← ← ← ← | | + + + + - | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and | Front Rear Size e Front | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" — Double Wishbone | ← ← ← ← | +- +- +- +- +- | + + + + - + | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and Proportioning Valve Typ | Front Rear Size e Front Rear | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" — Double Wishbone Double Wishbone | ← ← ← ← ← | +- +- +- +- +- +- +- | + + + + - + | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and Proportioning Valve Typ | Front Rear Size e Front Rear Front Front | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" — Double Wishbone Double Wishbone STD | +- +- +- +- +- +- +- | +- +- +- +- +- +- +- | + + + + - + + | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and Proportioning Valve Typ Suspension Type Stabilizer Bar | Front Rear Size e Front Rear | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" — Double Wishbone Double Wishbone STD STD | +- +- +- +- +- +- +- | +- +- +- +- +- +- +- | +- +- +- +- +- +- +- | |
| Chassis | Ring Gear Size Brake Type Parking Brake Type Brake Booster Type and Proportioning Valve Typ Suspension Type | Front Rear Size e Front Rear Front Rear Front Rear | | Ventilated Disc Solid Disc Duo-Servo Tandem 7.5" + 7.5" — Double Wishbone Double Wishbone STD | +- +- +- +- +- +- +- | +- +- +- +- +- +- +- | + + + + - + + | |

| \mathbf{A} | Г | \mathbf{n} |
|-------------------|---|--------------|
| $\Lambda \Lambda$ | | |

| A-Door Sedan | | AUSTRALIA | | | | | |
|---|-----|----------------|---------------|--|--|--|--|
| 5 ← ← ← ← ← | | 4-Door Sedan | | | | | |
| 5 ← ← ← ← ← | | GXE10R-AEPVKO | GXE10R-AEFVKO | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← 40 ← 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 € 40 | 5 | | | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | ← | ← | | | | |
| 10 | | | | | | | |
| 10 | | | | | | | |
| + + + + + + + + + + + + + + + + + + + | 10 | | | | | | |
| | | | | | | | |
| 15 | | ← | ← | | | | |
| 15 | | | | | | | |
| +- +- +- +- +- +- +- +- +- +- +- +- +- + | 1.5 | | | | | | |
| ← ← ← ← 750 (1653) 740 (1631) 20 625 (1378) 625 (1378) 1375 (3031) 1365 (3009) 845 (1863) 840 (1852) 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) 25 ← ← ← ← 205 (127) 215 (133) − − 11.2 9.5 30 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) − 124 (77) − 151 (94) 35 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | 15 | | | | | | |
| 750 (1653) 740 (1631) 20 625 (1378) 625 (1378) 1375 (3031) 1365 (3009) 845 (1863) 840 (1852) 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) 25 ← ← ← ← 205 (127) 215 (133) − − 11.2 9.5 30 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) − 124 (77) − 151 (94) 35 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| 20 625 (1378) 625 (1378) 1375 (3031) 1365 (3009) 845 (1863) 840 (1852) 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) 25 ← ← ← ← 205 (127) 215 (133) | | ← | ← | | | | |
| 1375 (3031) 1365 (3009) 845 (1863) 840 (1852) 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) | | | | | | | |
| 845 (1863) 840 (1852) 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) 25 — — — 205 (127) 215 (133) — — 30 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) — 151 (94) 35 — — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + — — + + — + + | 20 | | | | | | |
| 1005 (2216) 1005 (2216) 1850 (4079) 1845 (4067) 1845 (4067) 255 | | | | | | | |
| 25 ← ← ← ← ← 205 (127) 215 (133) — 11.2 9.5 30 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) — 124 (77) — 151 (94) 35 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| ← ← 205 (127) 215 (133) - - 11.2 9.5 30 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) - 124 (77) - 151 (94) 35 ← ← ← 60 ← ← ← | | | | | | | |
| 205 (127) 215 (133) | 25 | ← | ← | | | | |
| 11.2 9.5 11.2 9.5 13.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) — 124 (77) — 151 (94) 35 | | | | | | | |
| 11.2 9.5 17.8 16.7 61 (38) 46 (29) 117 (73) 84 (53) | | | | | | | |
| 30 | | | | | | | |
| 61 (38) | 30 | | | | | | |
| | 50 | | | | | | |
| — 151 (94) 35 | | 117 (73) | 84 (53) | | | | |
| 35 ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | 25 | | | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | 33 | | | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| 40 ← ← ← ← ← ← ← ← ← ← ← ← ← | | + | | | | | |
| ← ← ← ← ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| ← ← ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | 40 | | | | | | |
| ← ← ← ← ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| 45 ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| ← ← ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← | | | | | | | |
| ← ← 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← ← ← Factorized and properties of the properties o | 45 | ← | ← | | | | |
| 0.8 ← — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← ← ← Tandem 7" + 8" ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ←< | | | | | | | |
| — Dry, Single, Diaphragm 50 A45DE J160 2.826 3.874 1.493 2.175 1.000 1.484 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← Tandem 7" + 8" ← ← <th></th> <th></th> <th></th> | | | | | | | |
| 50 | | - | | | | | |
| 1.493 2.175 1.000 1.484 0.730 1.223 55 | 50 | A45DE | | | | | |
| 1.000 1.484 0.730 1.223 55 — 1.000 | | | | | | | |
| 0.730 1.223 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← Tandem 7" + 8" ← ← ← | | | | | | | |
| 55 — 1.000 — 0.869 2.703 3.672 4.100 3.909 — — — — 60 — — — — Tandem 7" + 8" — — 65 — — — — — — — — — — — — 67 — — — — — 68 — — — — — 69 — — — — — — 60 — — — — — — 60 — — — — — — — 60 — — — — — — — — — — — — — — — — — — — | | | | | | | |
| - 0.869 2.703 3.672 4.100 3.909 ← ← ← ← ← ← | 55 | - | | | | | |
| 4.100 3.909 ← ← ← ← ← ← ← Tandem 7" + 8" ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | _ | 0.869 | | | | |
| 60 ← ← ← ← ← ← Tandem 7" + 8" ← 65 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← | | | | | | | |
| 60 | | | | | | | |
| ← ← ← Tandem 7" + 8" ← - | 60 | | | | | | |
| ← ← Tandem 7" + 8" ← — — 65 ← ← ← ← ← ← ← ← 70 ← ← | 00 | | | | | | |
| 65 | | ← | ← - | | | | |
| ← ← ← ← ← ← 70 ← | | Tandem 7" + 8" | + | | | | |
| ← ← ← ← ← ← 70 ← | | - | - | | | | |
| ← ← ← ← 70 ← | 65 | | | | | | |
| ← ← ← ← 70 ← ← | | | | | | | |
| 70 | | | | | | | |
| | | ← | ← | | | | |
| ← | 70 | | | | | | |
| | | ← | ← | | | | |