AP-2 **APPENDIX** 

## MAJOR TECHNICAL SPECIFICATIONS

Item Area		Europe					
Body Type			4-Door Sedan				
Vehicle Grade			GL				
	Model Co		ACV30L-AEMNKW	ACV30R-AEMNKW	ACV30L-AEPNKW	ACV30R-AEPNKW	4
		Length mm (in.)	4805 (189.2)	←	←	←	_ :
	Overall	Width mm (in.)	1795 (70.7)	<b>←</b>	+	+	4
		Height mm (in.)	1490 (58.7)* <sup>1</sup> , 1505 (59.3)* <sup>2</sup> ,	←	←	←	
			1500 (59.1)*3, 1515 (59.6)*4				4
	Wheel Base	mm (in.)	2720 (107.1)	<b>←</b>	<b>←</b>	+	4
	Tread	Front mm (in.)  Rear mm (in.)	1545 (60.8)	<b>←</b>	<b>←</b>	+	4
eights		` ′	1535 (60.4)	<u>←</u>	<b>←</b>	<b>←</b>	_
	Room	Length mm (in.)	1870 (73.6)	<u>←</u>	<b>←</b>	<b>←</b>	$\dashv$
×		Width mm (in.) Height mm (in.)	1515 (59.6)	<u>←</u>	<b>←</b>	<b>←</b>	$\dashv$
Major Dimensions & Vehicle Weights			1190 (46.9) 950 (37.4)	<u>←</u>	<b>←</b>	<b>←</b>	-
		Front mm (in.)  Rear mm (in.)		<b>←</b>	<b>←</b>	<b>←</b>	-
	Min Dunning Coound C	` ′	1145 (45.1) 150 (5.9)* <sup>1</sup> , 165 (6.5)* <sup>2</sup>	<u>←</u>	<b>←</b>	<b>←</b>	_
	Min. Running Ground Clearance mm (in.)		15.2°	<del></del>	<b>←</b>	<del>+</del>	4
	Angle of Approach degrees		16.6°	<u>←</u>	<b>←</b>	<b>←</b>	-
	Angle of Departure	degrees		<del></del>	← 905 (1072)	<del>-</del>	$\dashv$
ajor	Cook Weiste	Front kg (lb)	870 (1918) 600 (1323)	<u>←</u>	895 (1973) 505 (1312)	<b>←</b>	$\dashv$
X	Curb Weight	Rear kg (lb)	600 (1323)	<u>←</u>	595 (1312)	<b>←</b>	_ 2
		Total kg (lb)	1470 (3241)	<u>←</u>	1490 (3285)	<b>←</b>	$\dashv$
	Gross Vahiala Waiala	Front kg (lb)	1000 (2205)	<u>←</u>	<b>←</b>	<b>←</b>	$\dashv$
	Gross Vehicle Weight	Rear kg (lb)	935 (2061)	<del></del>	<b>←</b>	<del>-</del>	$\dashv$
	Ford Trule C	Total kg (lb)	1935 (4266)	<u>←</u>	<b>←</b>	<b>←</b>	$\dashv$
	Fuel Tank Capacity	ℓ (lmp.gal.)	70 (15.4)	<u>←</u>	<b>←</b>	<b>←</b>	_ (
	Luggage Compartment		14.1 (497.9)	<del></del>	200 (124)	<del>-</del>	4
	Max. Speed	km/h (mph)	210 (130)	<b>←</b>	200 (124)	<del></del>	4
	Max. Cruising Speed	km/h (mph)	_		_	_	_
	Acceleration	0 to 100 km/h sec.	9.4	←	10.5	+	_
nce		0 to 400 m sec.	16.5	←	17.2	+	
Performance		1st Gear km/h (mph)	52 (32)*5, 53 (37)*6	<b>←</b>	64 (40)	←	
ıfor	Max. Permissible Speed	2nd Gear km/h (mph)	89 (55)* <sup>5</sup> , 92 (57)* <sup>6</sup>	←	115 (71)	←:	_
Ье		3rd Gear km/h (mph)	137 (85)* <sup>5</sup> , 141 (88)* <sup>6</sup>	←	_	_	
		4th Gear km/h (mph)	178 (111)* <sup>5</sup> , 183 (114)* <sup>6</sup>	←	_	_	
	Min Tomin Deline	Tire m (ft.)	5.3 (17.4)*5, 5.6 (18.4)*6	←	←	←	
	Min. Turning Radius	Body m (ft.)	5.7 (18.7)* <sup>5</sup> , 6.0 (19.7)* <sup>6</sup>	←	←	←	
	Engine Type		2AZ-FE	←	←	←	٦
	Valve Mechanism		16-Valve, DOHC	←	←	<b>←</b>	٦
	Bore x Stroke mm (in.)		88.5 x 96.0 (3.48 x 3.78)	<b>←</b>	←	<b>←</b>	٦
1)	Displacement cm <sup>3</sup> (cu.in.)		2362 (144.2)	<b>←</b>	←	<b>←</b>	
Engine	Compression Ratio		9.6 : 1	<b>←</b>	←	←	٦
Д	Carburetor Type or Injection Pump Type (Diesel)		EFI	<b>←</b>	←	←	٦
	Research Octane No. or Cetane No. (Diesel)		95 or higher	<b>←</b>	←	+	٦
	Max. Output (EEC)	kW/rpm	115/5600	<b>←</b>	←	←-	٦
	Max. Torque (EEC) N·m/rpm		221/4000	←	←	<b>←</b>	
.ag	Battery Capacity (5HR) Voltage & Amp. hr.		12-48*7, 12-55*8	<b>←</b>	←	+	٦
ctric	Alternator Output	Watts	960	<b>←</b>	<b>←</b>	<b>←</b>	٦
Engine Electric	Starter Output	kW	1.6	<b>←</b>	<b>←</b>	<b>←</b>	٦
	Clutch Type		Dry, Single	<b>←</b>	_	=	┪
	Transaxle Type		E354	<del>-</del>	U241E	+	٦.
		In First	3.538	<del>-</del>	3.943	+	50
		In Second	2.045	<u>·</u>	2.197	<del>-</del>	$\dashv$
	Transmission Gear	In Third	1.333	<u>·</u>	1.413	<del></del>	٦
	Ratio Gear	In Fourth	1.028	<u>+</u>	1.020	<del></del>	55
	Katio	In Fifth	0.820	· · · · · · · · · · · · · · · · · · ·	-	<u> </u>	
		In Reverse	3.583	· · · · · · · · · · · · · · · · · · ·	3.145	<b>←</b>	1
	Counter Gear Ratio		- J.505	<u> </u>	-	<u> </u>	$\dashv$
	Differential Gear Ratio (Final)		3.944	<u></u>	2.740	<u></u>	$\dashv$
şis	Front		Ventilated Disc	<u></u>	2.740	<u>←</u>	$\dashv$
Chassis	Brake Type	Rear	Solid Disc	<u>←</u>	← ←	<u>←</u>	60
Ü	Parking Brake Type		Duo-Servo	<u>←</u>	← ←	<u>←</u>	$\dashv$
			Tandem 10.5"	Tandem 7.5" + 7.5"	Tandem 10.5"	Tandem 7.5" + 7.5"	$\dashv$
	Brake Booster Type and Size in.  Proportioning Valve Type		Tanuciil 10.3			Tanucin 1.3 + 1.3	$\dashv$
	Proportioning Valve Type		MacDi C:	<u> </u>	<u> </u>		$\dashv$
	Suspension Type Front		MacPherson Strut	<del></del>	<b>←</b>	<del>-</del>	-
		Rear	MacPherson Strut	<b>←</b>	+	+	65
	Stabilizer Bar	Front	STD	<b>←</b>	+	+	4
		Rear	STD	+	+	<b>←</b>	$\dashv$
	Steering Gear Type		Rack & Pinion	<b>←</b>	+	+	$\dashv$
	Steering Gear Ratio (Overall)		17.4 : 1	←	←	←	4
	Power Steering Type		Integral Type	←	←	←	- 1

<sup>\*1:</sup> Standard height model with 205/65/R15 Tire \*2: Toller model with 205/65/R15 Tire

<sup>\*3:</sup> Standard height model with 215/60/R16 Tire \*4: Toller model with 215/60/R16 Tire

<sup>\*5:</sup> With 205/65/R15 Tire \*6: With 215/60/R16 Tire

<sup>\*7:</sup> Set Option without Cold Area Spec. \*8: Set Option with Cold Area Spec.

Г	Eur	one	General Countries			
ŀ	Lui	*				
-	G.		4-Door Sedan GL			
ŀ	MCV30L-AEPGKW	MCV30R-AEPGKW	ACV31L-AEPNKW	ACV31R-AEPNKW		
5	<b>←</b>	<b>←</b>	+	←		
	←	←	+	+		
	←	←	1505 (59.3)*5, 1515 (59.6)*6	1490 (58.7)* <sup>5</sup> , 1500 (59.1)* <sup>6</sup>		
	<b>←</b>	←	<b>←</b>	+		
L	←-	←	←	+		
10	<b>←</b>	<b>←</b>	<b>←</b>	←		
ŀ	<b>←</b>	<u>←</u>	<b>←</b>	<b>←</b>		
ŀ	<b>←</b>	<u>←</u>	<b>←</b>	<b>←</b>		
F	<u>←</u>	<del></del>	<del>-</del>	<u>←</u>		
15	←	<b>←</b>	<b>←</b>	←		
	+	←	<b>←</b>	<b>←</b>		
	<b>←</b>	←	←	←		
L	<b>←</b>	←	←	←		
	970 (2138)	<b>←</b>	885 (1951)	←		
20	600 (1323) 1570 (3461)	<u>←</u>	585 (1290) 1470 (3241)	<b>←</b>		
ŀ	1075 (2370)	<u>←</u>	1000 (2205)	<u>←</u>		
ŀ	940 (2072)	<del>-</del>	935 (2061)	<u>+</u>		
Ī	2015 (4442)	←	1935 (4266)	<b>←</b>		
25	<b>←</b>	←	←	←		
L	←	←	+	←		
ŀ	225 (139.8)	+	188 (116.8)	←		
F	9.1	<u>−</u>		<u> </u>		
30	16.4	<del></del>	18.2	<u></u>		
50	<del>+</del>	<del>-</del>	59 (37)	<b>←</b>		
Ī	116 (72)	+	106 (66)	<b>←</b>		
	_	_	_	_		
L			_			
35	5.6 (18.4)	<b>←</b>	5.3 (17.4)	←		
-	6.0 (19.7) 1MZ-FE	<u>←</u>	5.7 (18.7) 1AZ-FE	<b>←</b>		
ŀ	24-Valve, DOHC	<u>←</u>	16-Valve, DOHC	←		
ŀ	87.5 x 83.0 (3.44 x 3.27)	+	86.0 x 86.0 (3.39 x 3.39)	<b>←</b>		
40	2,995 (182.8)	←	1,998 (122.1)	+		
	10.5 : 1	←	9.8 : 1	←		
L	←	←	+	<b>←</b>		
-	+	+	+	+		
4.5			110/6000 192/4000	<b>←</b>		
45	<u></u>	<u> </u>	12-55	12-48 (12-55)*1		
ŀ	1200	+	960	+		
	+	+	<b>←</b>	+		
	_		_			
50	U140E	←	U241E	←		
-	3.938	<u>←</u>	3.943	<b>←</b>		
}	2.194 1.411	<u>←</u>	2.197 1.413	<b>←</b>		
ŀ	1.019	<u>←</u>	1.020	<b>←</b>		
55		<u> </u>	_	<u> </u>		
	3.141	←	3.145	←		
L	_	_	_	_		
	2.814	<u>←</u>	3.120	<b>←</b>		
60	<b>←</b>	<u>←</u>	<b>←</b>	<b>←</b>		
30	<u>←</u>	<u>←</u>	<b>←</b>	<b>←</b>		
ŀ	Tandem 10.5"	Tandem 7.5" + 7.5"	Tandem 10.5"	Tandem 7.5" + 7.5"		
	_	_	_	_		
	←	←	<b>←</b>	←		
65	←	←	<b>←</b>	←		
	<b>←</b>	<u>←</u>	<u>←</u>	<b>←</b>		
	<b>←</b>	<u>←</u>	<b>←</b>	<b>←</b>		
 	<b>←</b>	<u>←</u>	<u>←</u>	<b>←</b>		
70	<u>·</u>	<del>-</del>	<u>+</u>	<del>-</del>		
			•			