### **FOREWORD**

This manual has been prepared to familiarize you with the new features of the 1991 model year vehicles, with the exception of the new Tercel.

New Car Features have already produced for 1991 model year MR 2, Previa and Land Cruiser, but as some changes have also been made to these models at the time of the changeover for other models at the time of the changeover for other models, these changes are included in this manual.

For new features of the Tercel and for detailed service specifications and repair procedures of each 1991 model year vehicle, refer to the following manuals:

Manual Name	Pub. No.
° 1991 Tercel New Car Features	NCF071U
° 1991 model Repair Manuals	Refer to respective reallocaetd Pub No.
° 1991 model Electrical Wiring Diagram Manuals	reallocaetd Pub No.

All information contained herein is the most up—to—date at the time of publication. We reserve the right to make changes without prior notice.

**TOYOTA MOTOR CORPORATION** 

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### **CAMRY**

### **OUTLINE OF NEW FEATURES**

The Camry is a compact class passenger car with a wealth of model variations which is evaluated highly by customers. The following changes are made for the 1991 model year.

### 1. Model Line-up

The manual transaxle All-Trac/4WD models have been discontinued.

### 2. Exterior Design

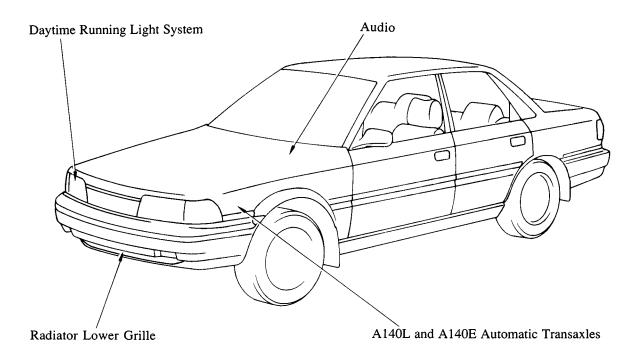
A grille has been added to the valance panel under the front bumper to improve product appeal.

#### 3. A140L and A140E Automatic Transaxles

Together with the torque converter being made smaller, the torque ratio and transmission efficiency have been increased and powertrain performance has been improved.

### 4. Others (see GENERAL 1991 FEATURES for details)

- ➤ Operating conditions for the daytime running light systems in Canadian vehicles have been changed to improve system utility.
- ➤ A "HELP" (or "HLP") indicator function has been added to the anti-theft system in the radio receiver to improve serviceability.



### **MODEL CODE**

# VZV21 L G - U W P N K A

**(1)** 

**(2)** 

**(3)** 

**(4)** 

**(5)** 

**(7**)

**(8)** 

**(9)** 

### BASIC MODEL CODE

(1) SV21 : FWD with 3S-FE Engine SV25 : All-Trac/4WD with 3S-FE Engine

VZV21: FWD with 2VZ-FE Engine

**GEARSHIFT TYPE** 

**(6)** 

M: 5–Speed Manual P: 4–Speed Automatic

# (2) STEERING WHEEL POSITION

L: Left-Hand Drive

**GRADE** 

B : STD

D:DLX N:LE

BODY TYPE

(3) Blank : Sedan G : Wagon

ENGINE SPECIFICATION

(8) K : EFI and DOHC

**DESTINATION** 

# (4) MODEL NAME

U : Camry

### **BODY TYPE**

E : Sedan W : Wagon (9) A : U.S.A.

K : Canada

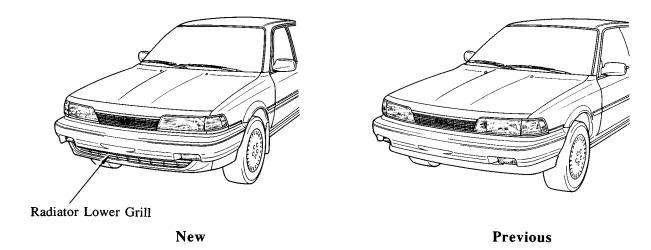
# **MODEL LINE-UP**

	A540H									SV25L- UEPDKA	SV25L- UEPNKA							SV25L- UEPDKK	SV25L- UEPNKK	· Discontinued
4-Speed Automatic	A540E				VZV21L- UEPDKA	VZV21L- UEPNKA		VZV21LG- UWPDKA	VZV21LG- UWPNKA					VZV21L- UEPNKK			VZV21LG- UWPNKK			
4-Speed	A140E		SV21L- UEPDKA	SV21L- UEPNKA			SV21LG- UWPDKA					SV21L- UEPDKK	SV21L- UEPNKK		SV21LG- UWPDKK	SV21LG- UWPNKK				
;	A140L	SV21L- UEPBKA													-					
	E56F5									SV25L UEMDKA								SV25L VENDKK		
5-Speed Manual	E52				VZV21L- UEMDKA									VZV21L- UEMNKK						
4,	S51	SV21L- UEMBKA	SV21L- UEMDKA									SV21L- UEMDKK	SV21L- UEMNKK		SV21LG- UWMDKK					
			3S-FE		3AZ EE	7.7.7.7 7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7	3S-FE	3777 EE	Z V 2-FE	36 55	37-cc	36 66	rì	2VZ-FE	36 55	33-FE	2VZ-FE	38 FF		
H		STD	XTQ	LE	DLX	LE	DLX	DLX	LE	DLX	TE	DLX	TE	37	DLX	LE	TE	DLX	LE	
TRANSAXLE ENGINE	BODY TYPE			Sedan				Wagon		Sofos	Seuali		Sedan			Wagon		Cadon	Tipo Contain	
TE	DRIVE TYPE				FWD					A 11 T.20	AII-11ac			(	r V			ΛWΛ	) :	
	DESTI- NATION					U.S.A.									6000	Callada				

### **NEW FEATURES**

### **■ EXTERIOR DESIGN**

A radiator lower grille has been added to the valance panel on the bottom side of the front bumper to improve product appeal.



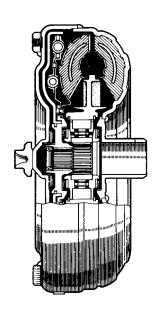
### ■ A140L AND A140E AUTOMATIC TRANSAXLES

### 1. General

The basic construction and operation are the same as in the previous model, but the diameter and specifications of the torque converter have been changed.

### 2. Torque Converter

By making the diameter smaller, the torque converter has been reduced in size and weight and the moment of inertia in its rotational system has been made smaller. The internal flow of fluid in the torque converter has also been subjected to strict numerical analysis. The pump impeller, turbine runner and stator blade shape have been carefully selected to increase the torque ratio and transmission efficiency. In this way, the powertrain performance has been improved.



### **►** Specifications °

	New	Previous
Type of Converter	3–Element, 1– Step, 2–Phase	<b>←</b>
Stall Torque Ratio	2.000	1.900
Nominal Diameter in.(mm)	9.49 (241)	10.00 (254)

# **►** CAMRY

Item		Area		П.	S.A.	
T.C.III	Body Ty				dan	
	Vehicle Gr	rade		ID I	DI	
	Model Co	ode	SV21L-UEMBKA	SV21L-UEPBKA	SV21L-UEMDKA	SV21L-UEPDKA
	Engine Type Valve Mechanism		3S–FE 4 Valves, DOHC	← ←	← ←	<b>← ←</b>
	Bore x Stroke	in. (mm)	3.39 x 3.39 (86 x 86)	· ←	· ←	· ←
	Displacement	cu.in. (cc)	121.9 (1,998)	<b>←</b>	<b>←</b>	<b>←</b>
Engine	Compression Ratio		9.3:1	←	<b>←</b>	←
Ш	Carburetor Type	nov	EFI	<b>←</b>	<b>←</b>	<b>←</b>
	Research Octane No.  Max. Output (SAE–NET)	RON HP @ rpm (kW / rpm)	91 115@5,200 (86/5,200)	← ←	<b>← ←</b>	<b>←</b>
	Max. Torque (SAE-NET)	ft-lbs@ rpm (N·m / rpm)	124@4,400 (168/4,400)	· ←	· ←	· ←
77	Battery Capacity (5HR)	Voltage & Amp. hr.	12-40, 12-48*1	<b>←</b>	12-48, 12-40*2	←
Engine Electrical	Alternator Output	Watts	840	<b>←</b>	←	←
田岡	Starter Output	kW	1.0, 1.4*1	←	1.4, 1.0*2	←
	Max. Speed	mph (km/h)	112 (180)	<b>←</b>	<b>←</b>	<b>←</b>
	Max. Cruising Speed	mph (km/h) 0 to 100 km/h sec.	96 (155) 11.0	90 (145)	96 (155) 11.0	90 (145) 13.0
	Acceleration	0 to 100 km/h sec. 0 to 400 m sec.	17.5	18.0	17.5	18.0
ce		1st Gear mph (km/h)	39 (49)	40 (65)	30 (49)	40 (65)
rmar	Max. Permissible Speed	2nd Gear mph (km/h)	55 (89)	74 (119)	55 (89)	74 (119)
Performance	14ax. 1 chinissidie Speed	3rd Gear mph (km/h)	86 (139)	_	86 (139)	_
<u>"</u>		4th Gear mph (km/h)	_	_	_	
	Turning Diameter (Outside Front)	Wall to Wall ft. (m)  Curb to Curb ft. (m)	34.8 (10.6)			
	Fuel Tank Capacity	Curb to Curb ft. (m) U.S. gal (L, Imp.gal.)	34.8 (10.6) 15.9 (60, 13.2)	← ←	<b>←</b>	<b>←</b>
	Clutch Type	U.S. gai (L, imp.gai.)	DST	— — — — — — — — — — — — — — — — — — —	→ DST	_
	Transmission Type		S51	A140L	S51	A140E
		In First	3.538	2.810	3.538	2.810
		In Second	1.960	1.549	1.960	1.549
	Transmission Gear Ratio	In Third In Fourth	1.250 0.945	1.000 0.706	1.250 0.945	1.000 0.706
		In Fifth	0.731	- 0.700 -	0.731	0.700
		In Reverse	3.153	2.296	3.153	2.296
	Counter Gear Ratio		_	0.945	=	0.945
	Differential Gear Ratio (Fina		3.736	←	←	←
sisis	Transfer and Rear Differenti Rear Differential Gear Size	ial Gear Ratio in.	_	_	_	=
Chassis	Rear Differential Gear Size	Front In.	MacPherson Strut	— — — — — — — — — — — — — — — — — — —	— ←	— ←
	Suspension Type	Rear	MacPherson Strut	· ←	÷	· ←
	Stabilizer Bar	Front	STD	<b>←</b>	<b>←</b>	<b>←</b>
	Stabilizer Bai	Rear	_	_	STD	←
	Brake Type	Front Rear	Ventilated Disc L.T. Drum	← ←	←	<b>←</b>
	Parking Brake Type	Real	L.T. Drum	<b>←</b>	<b>←</b>	<b>←</b>
	Brake Booster Type and Size	e in.	Tandem, 8" + 9"	÷	<b>←</b>	· ←
	Steering Gear Type		Rack & Pinion	←	←	←
	Steering Gear Ratio (Overal	1)	17.4	←	←	←
	Power Steering Type	1	Integral Type	<b>←</b>	<b>←</b>	←
		Length in. (mm)  Width in. (mm)	182.1 (4,625) 66.5 (1,690)	← ←	← 67.3 (1,710)	←
	Overall	Height in. (mm)	54.1 (1,375)	← ←	67.3 (1,/10) ←	<b>←</b>
	Wheel Base	in. (mm)	102.4 (2,600)	<u>←</u>	<b>←</b>	<del>-</del>
		Front in. (mm)	58.3 (1,480)	<b>←</b>	<b>←</b>	<del>-</del>
	Tread	Rear in. (mm)	57.0 (1,450)	<b>←</b>	<b>←</b>	<b>←</b>
	Effective Hee J B	Front in. (mm)	38.2 (970), 36.9 (937)*3	←	<b>←</b>	<b>←</b>
29	Effective Head Room	Rear in. (mm)	37.0 (939), 35.9 (911)*3	←	←	<b>←</b>
eight	Effective Leg Room	Front in. (mm)	42.9 (1,090)	←	←	<b>←</b>
le Wi	Zifective Leg Room	Rear in. (mm)	34.1 (866.1)	<b>←</b>	<b>←</b>	<b>←</b>
/ehic	Shoulder Room	Front in. (mm)	54.3 (1,378)	←	←	<b>←</b>
, & J		Rear in. (mm)	53.7 (1,363)	<b>←</b>	<b>←</b>	<del>-</del>
Major Dimensions & Vehicle Weights	Overhang	Front in. (mm)	36.4 (925)	<b>←</b>	<b>←</b>	<b>←</b>
imen	Min. Running Ground Clear	Rear in. (mm)	43.3 (1,100) 5.3 (135)	← ←	<b>←</b>	←
or Di	Angle of Approach	degree	21°30'	← ←	<b>←</b>	<b>←</b>
Maj	Angle of Approach  Angle of Departure	degree	14°30'	<b>←</b>	<b>←</b>	<b>←</b>
		Front lb (kg)	1,642 (745)	1,698 (770)	1,665 (755)	1,720 (780)
	Curb Weight	Rear lb (kg)	1,047 (475)	← ←	1,069 (485)	←
	•	Total lb (kg)	2,689 (1,220)	2,745 (1,245)	2,734 (1,240)	2,789 (1,265)
		Front lb (kg)	-	-	-	_
	Gross Vehicle Weight	Rear lb (kg)	_	_	_	
		Total lb (kg)	3,880 (1,760)	←	<b>←</b>	<b>←</b>
	Luggage Compartment Capa	acity cu. ft. (m <sup>3</sup> )	_	_	_	_

<sup>\*1</sup> Set Option with Cold Area Spec., \*2 Set Option without Cold Area Spec., \*3 With Moon Roof (Option)

		U.S.			
	DLX	Sed	an	LE	
VZV21L-UEMDKA	VZV21L–UEPDKA	SV25L-UEPDKA	SZ21L–UEPNKA	VZV21L-UEPNKA	SV25L-UEPNKA
2VZ-FE	←	3S-FE	<b>←</b>	2VZ-FE	3S-FE
←	<b>←</b>	<b>←</b>	←	←	<b>←</b>
3.44 x 2.74 (87.5 x 69.5)	←	3.39 x 3.39 (86 x 86)	←	3.44 x 2.74 (87.5 x 69.5)	3.39 x 3.39 (86 x 86)
153.0 (2,508)	←	121.9 (1,998)	←	153.0 (2,508)	121.9 (1,998)
9.0:1	←	9.3 : 1	←	9.0 : 1	9.3 : 1
←	←	<b>←</b>	←	←	←
96	←	91	←	96	91
156 @5,600 (116/5,600)	←	115@5,200 (86/5,200)	←	156 @5,600 (116/5,600)	115@5,200 (86/5,200)
60 @4,400 (217/4,400)	<b>←</b>	124 @4,400 (168/4,400)	$\leftarrow$	160 @4,400 (217/4,400)	124 @4,400 (168/4,400
12–48	<u>←</u>	12-48, 12-40*2	<b>←</b>	12–48	12-48, 12-40*1
← ←	← ←	← ←	<u>←</u>	← ←	← 1.4, 1.0*1
127 (205)	121 (195)	109 ( 175)	112 (180)	121 (195)	109 (175)
109 (175)	103 (165)	90 (145)	112 (180) ←	103 (165)	90 (145)
9.2	10.2	13.9	13.0	10.2	13.9
17.0	17.5	19.9	18.0	17.5	19.9
33 (52)	40 (64)	32 (52)	40 (65)	40 (64)	32 (52)
52 (83)	72 (116)	60 (96)	74 (119)	72 (116)	60 (96)
79 (127)	111 (179)	93 (149)	_	111 (179)	93 (149)
109 (175)			_		
è í	-	-	_	-	ı
35.4 (10.8)	<b>←</b>	34.8 (10.6)	<b>←</b>	35.4 (10.8)	34.8 (10.6)
←	←	←	←	←	←
DST	=	_	_	-	_
E52	A540E	A540H	A140E	A540E	A540H
3.230	2.810	<b>←</b>	←	←	←
2.045	1.549	<b>←</b>	←	<b>←</b>	←
1.333	1.000	←	←	←	←
0.972	0.734	←	0.706	0.734	<b>←</b>
0.820		_			_
3.583	2.296	←	←	←	←
	1.027	<b>←</b>	0.945	1.027	<b>←</b>
3.933	3.625		3.736	3.625	2.020
_	<u> </u>	2.928 6.7			2.928 6.7
— ←	<u> </u>	6.7 ←	<u> </u>	<u></u> — ←	6.7
<b>←</b>	<u>←</u>	<b>←</b>	<u>←</u>	<b>←</b>	<b>←</b>
· ·	· · ·	· ←	· · · · · · · · · · · · · · · · · · ·	· ←	· ·
· ·	<u>`</u>	· ←	· · · · · · · · · · · · · · · · · · ·	· ←	<u>`</u>
· ←	· ←	· ←	· ←	· ←	· ←
Solid Disc	· ←	÷	L.T. Drum	Solid Disc	÷
Duo Servo	←	←	L.T. Drum	Duo Servo	←
←	<b>←</b>	←	<b>←</b>	←	←
←	<b>←</b>	←	←	<b>←</b>	<b>←</b>
←	←	←	←	←	←
←	←	←	←	←	<b>←</b>
←	←	←	←	←	←
←-	<b>←</b>	<b>←</b>	<b>←</b>	←	<b>←</b>
←	←	←	←	←	←
←	←	←	←	←	←
58.1 (1,475)	<b>←</b>	58.3 (1,480)	←	58.1 (1,475)	58.3 (1,480)
56.9 (1,445)	←	56.7 (1,440)	57.1 (1,450)	56.9 (1,445)	56.3 (1,440)
←	←	←	←	←	<b>←</b>
←	←	←	←	←	<b>←</b>
←	<b>←</b>	←	←	←	←
←	<b>←</b>	←	←	←	←
←	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	←
←	←	←	←	<b>←</b>	←
<b>←</b>	<del></del>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>
<b>←</b> -	<del></del>	←	← 5.2 (125)	<b>←</b>	←
<b>←</b>	<b>←</b>	5.4 (136)	5.3 (135)	<b>←</b>	5.4 (136)
← ←	<u>←</u>	← ←	<b>←</b>	← ←	<b>←</b>
	1 206 (260)				
1,863 (845) 1,102 (500)	1,896 (860) 1,124 (510)	1,841 (835) 1,312 (595)	1,720 (780) 1,091 (495)	1,951 (885) 1,136 (515)	1,841 (835) 1,334 (605)
2965 (1,345)	3,020 (1,370)	3,153 (1,430)	2,811 (1,275)	3,087 (1,400)	3,175 (1,440)
2965 (1,345)	3,020 (1,370)	3,153 (1,430)	2,811 (1,275)	3,087 (1,400)	3,1/5 (1,440)
	<del>-</del>	_	_	i —	_
_	_	_	_	_	_

tem			Area	U.S	.A.	Canad	la
	Body Ty			Wag	gon	Seda	n
	Vehicle Gr			DLX	LE	DLX	
	Model Co	ode		SV21LG-UWPDKA	VZV21LG-UWPNKA	SV2IL-UEMDKK	SV21L-UEPDKK
	Engine Type		-	3S-FE	2VZ-FE	3S-FE	<b>←</b>
	Valve Mechanism Bore x Stroke		in. (mm)	4 Valves, DOHC 3.39 x 3.39 (86 x 86)	← 3.44 x 2.74 (87.5 x 69.5)	← 3.39 x 3.39 (86 x 86)	<b>←</b>
Engine	Displacement		cu. in. (cc)	121.9 (1,998)	153.0 (2508)	121.9 (1,998)	<u></u> ←
	Compression Ratio		cu. iii. (cc)	9.3 : 1	9.0 : 1	9.3 : 1	<u>←</u>
	Carburetor Type			EFI	<i>←</i>	<i>→</i>	<del>`</del>
	Research Octane No.		RON	91	96	91	· ←
	Max. Output (SAE-NET)	HP @ rpi	m (kW / rpm)	115@5,200 (86/5,200)	156 @5600 (116/5,600)	115@5,200 (86/5,200)	<b>←</b>
Electrical	Max. Torque (SAE-NET)	ft-lbs@ rpn	n (N·m / rpm)	124@4,400 (168/4,400)	160 @4,400 (217/4,400)	124@4,400 (168/4,400)	←
	Battery Capacity (5HR)	Voltag	ge & Amp. hr.	12-48, 12-40*1	←	12–48	<b>←</b>
ical	Alternator Output		Watts	840	<b>←</b>	<b>←</b>	←
, <u>15</u>	Starter Output		kW	1.4, 1.0*1	←	1.4	←
	Max. Speed		mph (km/h)	112 (180)	118 (190)	112 (180)	<b>←</b>
	Max. Cruising Speed		mph (km/h)	87 (140)	99 (160)	96 (155)	<u>·</u>
		0 to 100 km/h	n sec.	13.5	10.5	11.0	13.0
	Acceleration	0 to 400 m	sec.	18.7	17.2	17.5	18.0
3		1st Gear	mph (km/h)	40 (65)	40 (64)	30.5 (49)	40.4 (65)
1 Carolinianico	May Darmissible Creed	2nd Gear	mph (km/h)	74 (119)	72 (116)	55.1 (89)	74.0 (119)
	Max. Permissible Speed	3rd Gear	mph (km/h)	-	111 (179)	86.4 (139)	←
		4th Gear	mph (km/h)	_	_	_	
	Turning Diameter	Wall to Wall	ft. (m)	_	_	_	_
	(Outside Front)	Curb to Curb	ft. (m)	34.8 (10.6)	35.4 (10.8)	34.8 (10.6)	←
_	Fuel Tank Capacity	U.S. gal	(L, Imp.gal.)	15.9 (60, 13.2)	<b>←</b>		←
	Clutch Type				_	DST	
	Transmission Type			A140E	A540E	S51	A140E
		In First		2.810	←	3.538	2.810
		In Second		1.549	←	1.960	1.549
	Tourseissies Com Batic	In Third		1.000	←	1.250	1.000
	Transmission Gear Ratio	In Fourth		0.706	0.734	0.945	0.706
		In Fifth		_	_	0.731	_
	In Reverse			2.296	←	3.153	2.296
	Counter Gear Ratio	Counter Gear Ratio			1.027	_	0.945
	Differential Gear Ratio (Final)			3.736	3.625	3.736	←
	Transfer and Rear Differential Gear Ratio			<u> </u>	_	_	_
	Rear Differential Gear Size		in.	_	<u> </u>	_	
)	Suspension Type	Front		MacPherson Strut	←	<b>←</b>	←
	Buspension Type	Rear		MacPherson Strut	←	<b>←</b>	←
	Stabilizer Bar	Front		STD	←	<b>←</b>	←
	Submici Bu	Rear		STD	←	<b>←</b>	←
	Brake Type	Front		Ventilated Disc	←	<b>←</b>	←
		Rear		L.T. Drum	Solid Disc	L.T. Drum	←
	Parking Brake Type			L.T. Drum	Duo Servo	L.T. Drum	←
	Brake Booster Type and Siz	e	in.	Tandem, 8" + 9"	<b>←</b>	←	<b>←</b>
	Steering Gear Type			Rack & Pinion	←	<b>←</b>	←
	Steering Gear Ratio (Overal	1)		17.4	←	←	<b>←</b>
	Power Steering Type	1 -		Integral Type	←	←	<b>←</b>
		Length	in. (mm)	183.1 (4,650)	<del></del>	182.1 (4,625)	<b>←</b>
	Overall	Width	in. (mm)	67.3 (1,710)	<u>←</u>	← 54.1 (1.275)	<u>←</u>
		Height	in. (mm)	54.5 (1,385)	←	54.1 (1,375)	←-
	Wheel Base	Front	in. (mm)	102.4 (2,600)	← 58.1 (1.475)	← 58.3 (1.480)	<u>←</u>
	Tread	Front	in. (mm) in. (mm)	58.3 (1,480) 57.1 (1,450)	58.1 (1,475) 56.9 (1,445)	58.3 (1,480) 57.1 (1,450)	<b>←</b>
			` ′	57.1 (1,450) 38.3 (972), 37.1 (943)*2		57.1 (1,450) 38.2 (970), 36.9 (937)*2	<b>←</b>
	Effective Head Room	Front Rear	in. (mm) in. (mm)	38.3 (972), 37.1 (943) <sup>2</sup> 37.7 (958), 36.1 (917)* <sup>2</sup>	←	38.2 (970), 36.9 (937) <sup>2</sup> 37.0 (939), 35.9 (911)*2	<b>←</b>
		Front	in. (mm)	42.9 (1,090)	<u>←</u>	37.0 (939), 33.9 (911) <sup>2</sup> ←	<u>←</u>
	Effective Leg Room	Rear	in. (mm)	34.4 (873)	<u>←</u>	34.1 (866.1)	<u>←</u>
		Front	in. (mm)	54.3 (1,378)	<u>←</u>	54.1 (800.1) ←	<u>←</u>
	Shoulder Room	Rear	in. (mm)	53.7 (1,363)	<u>←</u>	<b>←</b>	<u>←</u>
		Front	in. (mm)	36.4 (925)	<u>←</u>	<b>←</b>	<u>←</u>
	Overhang	Rear	in. (mm)	43.3 (1,125)	· ←	43.4 (1,100)	<u>`</u>
	Min. Running Ground Clear		in. (mm)	5.3 (135)	· ←	+3.4 (1,100) ←	<u>`</u>
	Angle of Approach		degree	21°30'	· ←	· ←	<del>`</del>
	Angle of Departure		degree	12°30'	· ←	14°30'	· ·
	5	Front	lb (kg)	1,686 (765)	1,929 (875)	1,642 (745)	1,698 (770)
	Curb Weight	Rear	lb (kg)	1,224 (555)	1,268 (575)	1,069 (485)	+ (770)
	-uoigin	Total	lb (kg)	2,910 (1,320)	3,197 (1,450)	2,712 (1,230)	2,767 (1,255)
		Front	lb (kg)	2,910 (1,320) —	- (1,430)	2,712 (1,230)	2,707 (1,233)
					_	_	_
	Gross Vehicle Weight	Rear	lb (kg)	_	_		_
	Gross Vehicle Weight	Rear Total	lb (kg) lb (kg)	4,045 (1,835)	4,288 (1,945)	3,880 (1,760)	— ←

<sup>\*1</sup> Set Option without Cold Area Spec., \*2 With Moon Roof (Option)

			Canada Sedan		
DLX			LE		
SV25L-UEPDKK	SV21L-UEMNKK	SV21L-UEPNKK	VZV21L-UEMNKK	VZV21L-UEPNKK	SV25L-UEPNKK
←	←	<b>←</b>	2VZ-FE	←	3S-FE
←	←	←	←	←	←
←	←	←	3.44 x 2.74 (87.5 x 69.5)	←	3.39 x 3.39 (86 x 86)
<b>←</b>	← ←	← ←	153.0 (2,508) 9.0 : 1	<b>←</b>	121.9 (1,993) 9.3 : 1
<u>←</u>	← ←	← ←	9.0∶1	<u>←</u>	9.3 : 1
<u>←</u>	<b>←</b>	<b>←</b>	96	<u>←</u>	91
<u>←</u>	· ←	· ←	156 @5600 (116/5,600)	· ←	115@5,200 (86/5,200
←	←	←	160 @4,400 (217/4,400)	←	124 @4,400 (168/4,40
←	←	←	←	←	←
←	←	<b>←</b>	←	←	←
←	←	←	←	←	←
109 ( 175)	112 (180)	<b>←</b>	127 (205)	121 (195)	109 ( 175)
90 (145)	96 (155)	90 (145)	109 (175)	103 (165)	90 (145)
13.9	11.0 17.5	13.0 18.0	9.2 17.0	10.2 17.5	13.9 19.9
32 (52)	30 (49)	40 (65)	32 (52)	40 (64)	32 (52)
60 (96)	55 (89)	74 (119)	52 (83)	72 (116)	60 (96)
93 (149)	86 (139)	_	79 (127)	111 (179)	93 (149)
_	-	_	109 (175)	_	-
_	_	_	_	_	_
←	←	←	35.4 (10.8)	←	34.8 (10.6)
$\leftarrow$	<b>←</b>	←	←	←	$\leftarrow$
	DST	_	DST		
A540H	S51	A140E	E52	A540E	A540H
2.810 1.549	3.538 1.960	2.810 1.549	3.230 2.045	2.810 1.549	<b>←</b>
1.000	1.250	1.000	1.333	1.000	← ←
0.734	0.945	0.706	0.972	0.734	<b>←</b>
-	0.731	-	0.820	-	_
2.296	3.153	2.296	3.583	2.296	<b>←</b>
1.027	_	0.945	_	1.027	←
_	3.736	<b>←</b> -	3.933	3.625	_
2.928	_	_	_	-	2.928
6.7	_	_	_	_	6.7
←	<b>←</b>	<b>←</b>	←	←	←
←	<b>←</b>	←	←	←	←
←	←	←	←	←	←
←	<b>←</b>	←	←	←	←
<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	←	←
Solid Disc	L.T. Drum	<b>←</b>	Solid Disc	<b>←</b>	<b>←</b>
Duo Servo	L.T. Drum ←	<b>←</b>	Duo Servo	<b>←</b>	← ←
<b>←</b>	<b>←</b>	← ←	← ←	<u>←</u>	<b>←</b>
<u>←</u>	← ←	← ←	← ←	<u>←</u>	<b>←</b>
<u>←</u>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>
· ←	· ←	· ←	· ←	· ←	· ←
<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<del>\</del>	<b>←</b>
<b>←</b>	<b>←</b>	<b>←</b>	←	<b>←</b>	<b>←</b>
←	←	←	←	←	←
←	←	←	58.1 (1,475)	←	58.3 (1,480)
56.7 (1,440)	57.1 (1,450)	<b>←</b>	56.9 (1,445)	←	<b>←</b>
←	←	←	←	<b>←</b>	←
<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>
<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>	<b>←</b>
<b>←</b>	← ←	← ←	← ←	<b>←</b>	← ←
<u>←</u>	← ←	← ←	← ←	<u>←</u>	<b>←</b>
<u>←</u>	<b>←</b>	<b>←</b>	<b>←</b>	<u>←</u>	<b>←</b>
<b>←</b>	· ←	· ←	43.3 (1,100)	· ←	· ←
5.4 (136)	5.3 (135)	· ←	← ←	· ←	5.4 (136)
<b>←</b>	←	<b>←</b>	←	<b>←</b>	<b>←</b>
<b>←</b>	<b>←</b>	<b>←</b>	←	<b>←</b>	<b>←</b>
1,819 (825)	1,642 (745)	1,698 (770)	1,896 (860)	1,929 (875)	1,819 (825)
1,310 (590)	1,080 (490)	←	1,102 (500)	1,124 (510)	1,323 (600)
3,120 (1,415)	2,722 (1,235)	2,778 (1,260)	2,998 (1,360)	3,053 (1,385)	3,142 (1,425)
_	_	_	_	_	_
_	_	_	-		_
4,266 (1,935)	3,880 (1,760)	←	4,090 (1,855)	←	4,266 (1,935)

em	Body Ty	Area	Canada Wagon						
	Vehicle Gr		DL		ř	LE			
	Model Co	de	SV21L-UWMDKK	SV21LG-UWPDKK	SV2ILG-UWPNKK	VZV21LG-UWPNKK			
ŀ	Engine Type		3S-FE	<u>←</u>	<b>←</b>	2VZ-FE			
ı	Valve Mechanism Bore x Stroke	in. (mm	4 Valves, DOHC 3.39 x 3.39 (86 x 86)	← ←	← ←	← 3.44 x 2.74 (87.5 x 69.5			
Engine	Displacement	cu.in. (co		· ←	· ←	153.0 (2,508)			
	Compression Ratio		9.3:1	<b>←</b>	<b>←</b>	9.0 : 1			
	Carburetor Type		EFI	←	<b>←</b>	<b>←</b>			
ı	Research Octane No.	RO		←	<b>←</b>	96			
ı	Max. Output (SAE–NET)  Max. Torque (SAE–NET)	HP @ rpm (kW / rpm ft–lbs @ rpm (N·m / rpm		← ←	← ←	156 @ 5600 (116/5,600 160 @ 4,400 (217/4,400			
-	Battery Capacity (5HR)	Voltage & Amp. h							
ical	Alternator Output	Watt		←	← ←	← ←			
Electrical	Starter Output	kV		· ←	· ←	· ←			
	Max. Speed	mph (km/h		· ←	· ←	118 (190)			
ŀ	Max. Cruising Speed	mph (km/h		93 (150)	<b>←</b>	99 (160)			
ı	Acceleration	0 to 100 km/h sec	. 11.5	13.5	←	10.5			
ı	Acceleration	0 to 400 m sec		18.7	←	17.7			
		1st Gear mph (km/h		40 (65)	<b>←</b>	40 (64)			
I	Max. Permissible Speed	2nd Gear mph (km/h 3rd Gear mph (km/h		74 (119)	<b>←</b>	72 (116) 111 (179)			
-		4th Gear mph (km/r				111 (179)			
-	Turning Diameter	Wall to Wall ft. (m			_	_			
	(Outside Front)	Curb to Curb ft. (m		<b>←</b>	<b>←</b>	35.4 (10.8)			
-	Fuel Tank Capacity	U.S. gal (L, Imp.gal.	` '	<b>←</b>	<b>←</b>	←			
7	Clutch Type		DST	<u> </u>	_				
	Transmission Type		S51	A140E	<b>←</b>	A540E			
I		In First	3.538	2.810	<b>←</b>	←			
		In Second	1.960	1.549	<b>←</b>	<b>←</b>			
ı	Transmission Gear Ratio	In Third In Fourth	1.250 0.945	1.000 0.706	<b>←</b>	0.734			
		In Fifth	0.731	— —	← —	0.734			
ŀ		In Reverse	3.153	2.296	←	←			
ŀ	Counter Gear Ratio		_	0.945	←	1.027			
ı	Differential Gear Ratio (Fina	ıl)	3.736	<b>←</b>	<b>←</b>	3.625			
ı	Transfer and Rear Differenti	al Gear Ratio	_	_	_	_			
ı	Rear Differential Gear Size	ir			_	_			
ı	Suspension Type	Front	MacPherson Strut	<u>←</u>	<b>←</b>	<b>←</b>			
ŀ		Rear Front	MacPherson Strut STD	← ←	← ←	← ←			
Į	Stabilizer Bar	Rear	STD	· ←	· ←	· ←			
ı		Front	Ventilated Disc	<b>←</b>	<b>←</b>	<b>←</b>			
I	Brake Type	Rear	L.T. Drum	<b>←</b>	<b>←</b>	Solid Disc			
Į	Parking Brake Type		L.T. Drum	←	←	Duo Servo			
ı	Brake Booster Type and Size	e ir		←	←	←			
ı	Steering Gear Type		Rack & Pinion	<del></del>	←-	←			
ı	Steering Gear Ratio (Overall Power Steering Type	)	17.4 Integral Type	← ←	← ←	← ←			
۲	Fower Steering Type	Longth in (mw	,						
ı	0 11	Length in. (mm Width in. (mm		<u>←</u>	← ←	← ←			
١	Overall	Height in. (mm		<u>←</u>	←	<b>←</b>			
1	Wheel Base	in. (mm		<u>←</u>	← ←	<b>←</b>			
1		Front in. (mm		<u>←</u>	<b>←</b>	58.1 (1,475)			
	Tread	Rear in. (mm		· ←	· ←	56.8 (1,445)			
ı		Front in. (mm		· ←	· ←	←			
١	Effective Head Room	Rear in. (mm	-	· ←	· ←	· ←			
1		Front in. (mm		<b>←</b>	<b>←</b>	<b>←</b>			
	Effective Leg Room	Rear in. (mm		←	<b>←</b>	←			
	g: 11 P	Front in. (mm		←	<b>←</b>	←			
ı	Shoulder Room	Rear in. (mm		←	<b>←</b>	←			
I	0 1	Front in. (mm	-	<b>←</b>	<b>←</b>	←			
Major Dimensions & Vehicle Weights	Overhang	Rear in. (mm	44.3 (1,125)	<b>←</b>	<b>←</b>	<b>←</b>			
Ì	Min. Running Ground Clear	rance in. (mm	5.3 (135)	←	<b>←</b>	<b>←</b>			
	A1	degre	21°30'	←	<b>←</b>	<b>←</b>			
	Angle of Approach	degre	12°30'	←	<b>←</b>	←			
	Angle of Approach  Angle of Departure		1,609 (730)	1,664 (755)	1,675 (760)	1,907 (865)			
		Front lb (kg	1,007 (750)						
		Front lb (kg Rear lb (kg	-	←	←-	1,259 (570)			
	Angle of Departure	-	1,213 (550)	← 2,877 (1,305)	← 2,888 (1,310)	1,259 (570) 3,164 (1,435)			
	Angle of Departure	Rear lb (kg	1,213 (550) 2,282 (1,280)						
	Angle of Departure	Rear lb (kg Total lb (kg	1,213 (550) 2,282 (1,280) —	2,877 (1,305)	2,888 (1,310)	3,164 (1,435)			

<sup>\*1</sup> With Moon Roof

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