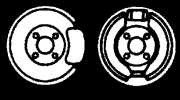
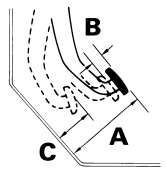
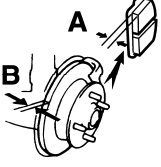
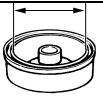
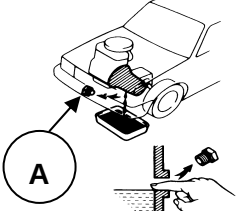
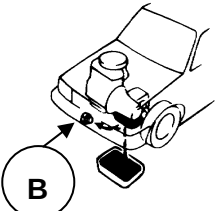
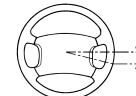
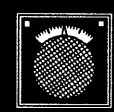
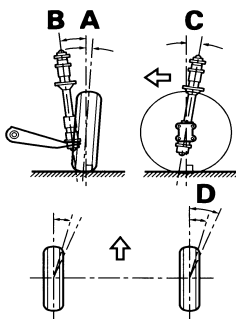
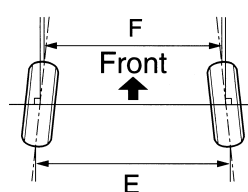
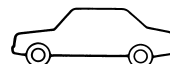
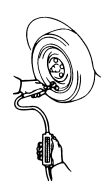
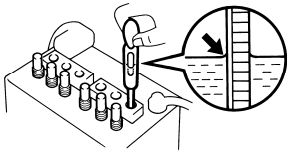
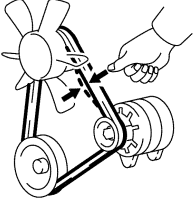
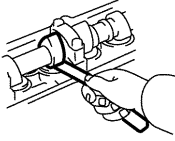
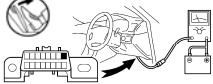
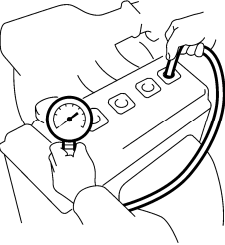
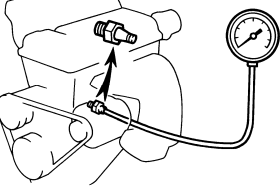
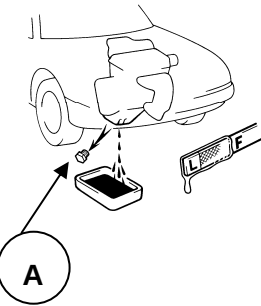
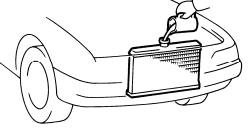
	A	123.9 to 133.9 (4.878 to 5.272)		124.9 to 134.9 (4.917 to 5.311)	
	B	Pedal Free Play 5 to 15 (0.197 to 0.591)			
		Push Rod Play 0 to 8 (0 to 0.315)			
	C	125 (0.98)			
mm (in.)			SAE J1703 or FMVSS No. 116 DOT3		
					
	A	 1 3 5 2 4 R	135.2 to 145.2 (5.32 to 5.72)		131.7 to 141.7 (5.19 to 5.58)
		CVT	135.2 to 145.2 (5.32 to 5.72)		132.7 to 142.7 (5.22 to 5.62)
	B		1 to 6 (0.039 to 0.236)		
	*1C	Rear Drum	188 (3.46)		
		Rear Disc	183 (3.27)		
	mm (in.)			SAE J1703 or FMVSS No. 116 DOT3	
 200N (20 kgf, 45 lbf)	Rear Drum		6 to 9		
	Rear Disc		5 to 8		
					
 mm (in.)	A		1.0 (0.039)		
	B		18.0 (0.709)		7.5 (0.295)
 mm (in.)				- 1.0 (0.0394)	
 mm (in.)				- 181 (7.13)	
				KGJ	
 liter (US qts, Imp.qts)	 1 3 5 2 4 R		2.4 (2.5, 2.1)		
			API GL-4 SAE 75W		
 liter (US qts, Imp.qts)	CVT		Refer to CVT Fluid Adjustment		
			Toyota Genuine CVT Fluid TC		
N·m (kgf-cm, ft-lbf)	A		45 (459, 33)		
	B		40 (408, 30)		

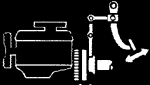
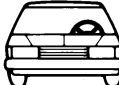
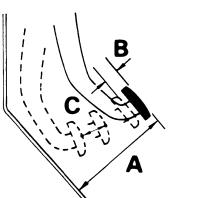
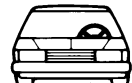
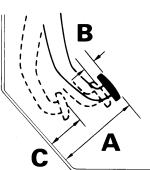
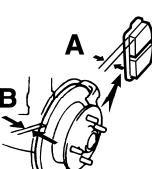
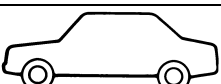
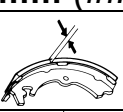
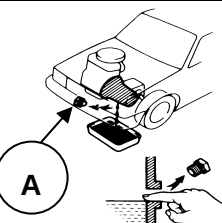
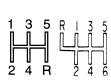
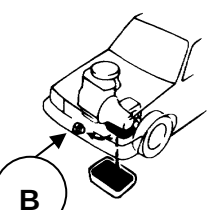
*1 When brake pedal is depressed with the force of 300 N (31 kgf, 67.4 lbf) while the engine is running.

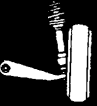
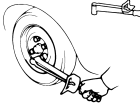
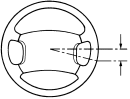
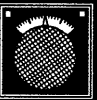
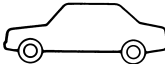
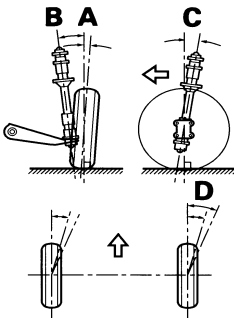
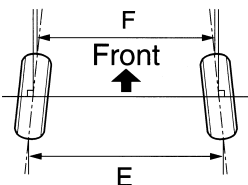
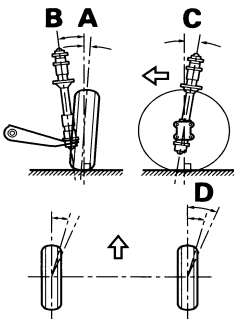
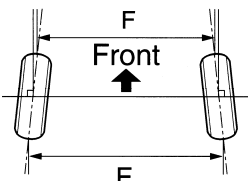
		KGJ	
	N·m (kgf-cm, ft-lbf)	103 (1050, 76)	
		KGJ	
	mm (in.)	30 (1.18)	
			
	A	-0°25' ± 45' (-0.42° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)
	B (Reference)	10°31' (10.52°)	-
	C	7°27' ± 45' (7.45° ± 0.75°)	-
	D	43°34' ± 2° (43.57° ± 2°)	-
	E-F mm (in.)	1.8 ± 3.0 (0.0709 ± 0.118)	3.0 ± 3.0 (0.118 ± 0.118)
			
	160 km/h = 100 mph		
	160	230 (2.3, 33)	220 (2.2, 32)
	160	240 (2.4, 35)	230 (2.3, 33)

		KGJ	
 20°C (68 °F)		1.25 to 1.29	
		1KR-FE	
cm ³ or cc (cu. in.)		998 (60.9)	
 mm (in.) N (kg, lb)		11.0 to 14.0 (0.433 to 0.551)	
		11.0 to 14.0 (0.433 to 0.551)	
 A	DENSO	SK16HR11	
	A mm (in.)	1.0 to 1.1 (0.039 to 0.043)	
 BTDC		8 to 12°	
		(DLC3 Terminals 13 (TC) - 4 (CG) Connected)	
 mm (in.)		0.145 to 0.235 (0.00571 to 0.00925)	
		0.275 to 0.365 (0.01083 to 0.01437)	
 〔 DLC3 Terminal 9 (TAC) Connected 〕 rpm		650 to 800	

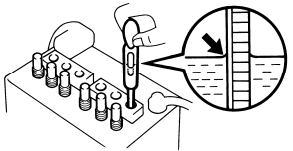
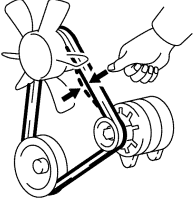
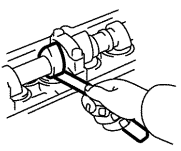
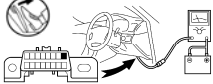
 kPa (kgf/cm ² , psi)		1KR-FE	
		1422 (14.5, 206)	
		1079 (11.0, 156)	
		147 (1.5, 21)	
 KPa (kgf/cm ² , psi)		30 (0.3, 4.3)	
	3000 rpm 	200 (2.0, 28.4)	
		1KR-FE	
 A liter (USqts, Imp.qts)		2.9 (3.1, 2.6)	
		3.1 (3.3, 2.7)	
		20W-50 and 15W-40 API grade SL or SM multigrade engine oil 10W-30, 5W-30, 5W-20 and 0W-20 API grade SL "Energy-Conserving" "Energy-Conserving SM or ILSAC* multigrade engine oil"	
N·m (kgf-cm, ft-lbf)	A	30 (301, 22)	
 liter (US qts, Imp.qts)		4.3 (4.5, 3.8)	
	CVT	4.5 (4.8, 4.0)	

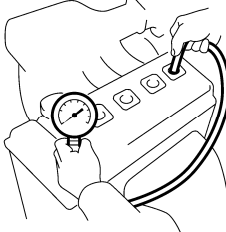
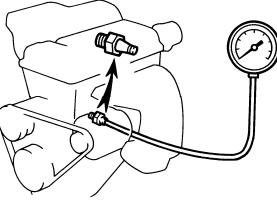
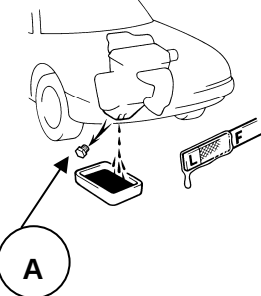
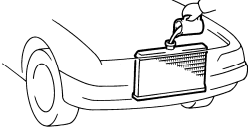
* ILSAC: International Lubricant Standardization and Approval Committee

				
	A	123.9 to 133.9 (4.878 to 5.272)	124.9 to 134.9 (4.917 to 5.311)	
	B	Pedal Free Play 5 to 15 (0.197 to 0.591)		
		Push Rod Play 0 to 8 (0 to 0.315)		
	C	125 (0.98)		
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3		
				
	A		135.2 to 145.2 (5.32 to 5.72)	131.7 to 141.7 (5.19 to 5.58)
		CVT	135.2 to 145.2 (5.32 to 5.72)	132.7 to 142.7 (5.22 to 5.62)
	B		1 to 6 (0.039 to 0.236)	
	*1C	Rear Drum	188 (3.46)	
		Rear Disc	183 (3.27)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3		
	Rear Drum		6 to 9	
	Rear Disc		5 to 8	
				
	A	1.0 (0.039)		
mm (in.)	B	18.0 (0.709)	7.5 (0.295)	
	mm (in.)		-	1.0 (0.0394)
	mm (in.)		-	181 (7.13)
			KGJ	NGJ
		2.4 (2.5, 2.1)		
		API GL-4 SAE 75W		
	CVT	Refer to CVT Fluid Adjustment		
		Toyota Genuine CVT Fluid TC		
N·m (kgf-cm, ft-lbf)	A	45 (459, 33)		
	B	40 (408, 30)		

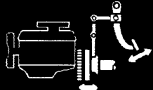
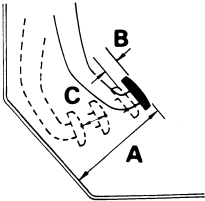
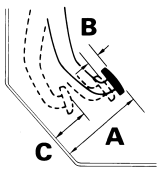
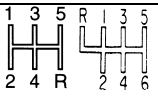
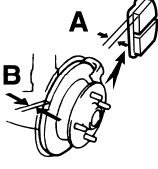
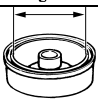
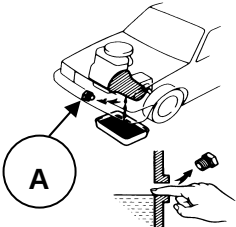
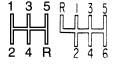
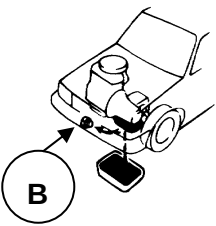
			KGJ	NGJ
	N·m (kgf-cm, ft-lbf)		103 (1050, 76)	
			KGJ	NGJ
	mm (in.)		30 (1.18)	
				
			KGJ	
	A		-0°25' ± 45' (-0.42° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)
	B (Reference)		10°31' (10.52°)	-
	C		7°27' ± 45' (7.45° ± 0.75°)	-
	D		43°34' ± 2° (43.57° ± 2°)	-
	E-F mm (in.)		1.8 ± 3.0 (0.0709 ± 0.118)	3.0 ± 3.0 (0.118 ± 0.118)
				
			NGJ	
	A		-0°26' ± 45' (-0.43° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)
	B (Reference)		10°32' (10.53°)	-
	C		7°28' ± 45' (7.47° ± 0.75°)	-
	D		43°32' ± 2° (43.53° ± 2°)	-
	E-F mm (in.)	175/65R 15 84S	1.7 ± 3.0 (0.0669 ± 0.118)	3.0 ± 3.0 (0.118 ± 0.118)
		175/60R 16 82H		3.1 ± 3.0 (0.122 ± 0.118)
				
		160 km/h = 100 mph		
	175/65R 15 84S 175/60R 16 82H kPa (kgf/cm ² , psi)	160	230 (2.3, 33)	220 (2.2, 32)
		160	240 (2.4, 35)	230 (2.3, 33)

*1 When brake pedal is depressed with the force of 300 N (31 kgf, 67.4 lbf) while the engine is running.

		KGJ	NGJ
 20°C (68°F)		1.25 to 1.29	
 cm³ or cc (cu. in.)		1KR-FE	1NR-FE
		998 (60.9)	1329 (81.1)
 mm (in.) N (kg, lb)		11.0 to 14.0 (0.433 to 0.551)	10.0 to 12.0 (0.394 to 0.472)
		11.0 to 14.0 (0.433 to 0.551)	10.0 to 12.0 (0.394 to 0.472)
 A	DENSO	SK16HR11	SC20HR11
	A mm (in.)	1.0 to 1.1 (0.039 to 0.043)	
 BTDC		8 to 12°	
		(DLC3 Terminals 13 (TC) - 4 (CG) Connected)	
 mm (in.)		0.145 to 0.235 (0.00571 to 0.00925)	-
		0.275 to 0.365 (0.01083 to 0.01437)	-
 (DLC3 Terminal 9 (TAC) Connected)	1 3 5 2 4 R	650 to 800	-
	R 1 3 5 2 4 6	-	550 to 650
	CVT	650 to 800	600 to 700
rpm			

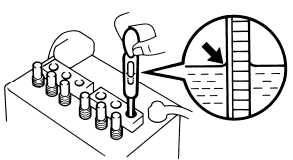
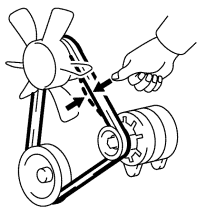
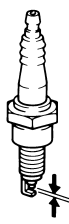
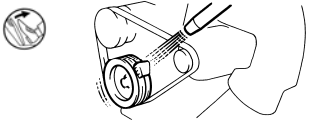
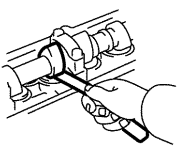
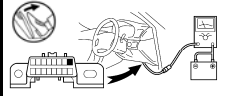
		1KR-FE	1NR-FE
		1422 (14.5, 206)	1200 (12.2, 174)
		↑1079 (11.0, 156)	↑900 (9.1, 131)
 kPa (kgf/cm², psi)		↓147 (1.5, 21)	↓98 (1.0, 14.2)
 kPa (kgf/cm², psi)		↑30 (0.3, 4.3)	↑30 (0.3, 4.4)
	3000 rpm	↑200 (2.0, 28.4)	150 to 550 (1.5 to 5.6, 22 to 80)
		1KR-FE	1NR-FE
 A		2.9 (3.1, 2.6)	3.5 (3.7, 3.1)
		3.1 (3.3, 2.7)	3.7 (3.9, 3.3)
liter (US qts, Imp. qts)		20W-50 and 15W-40 API grade SL or SM multigrade engine oil 10W-30, 5W-30, 5W-20 and 0W-20 API grade SL "Energy-Conserving" "Energy-Conserving SM or ILSAC* multigrade engine oil"	
N·m (kgf-cm, ft-lbf)		A 30 (301, 22)	
 liter (US qts, Imp. qts)	1 3 5 2 4 R	4.3 (4.5, 3.8)	-
	R 1 3 5 2 4 6	-	4.7 (5.0, 4.1)
	CVT	4.5 (4.8, 4.0)	4.9 (5.2, 4.3)

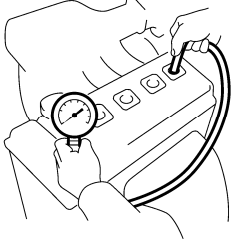
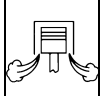
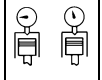
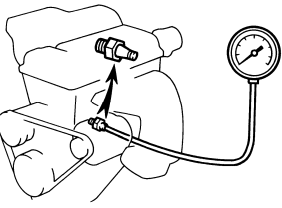
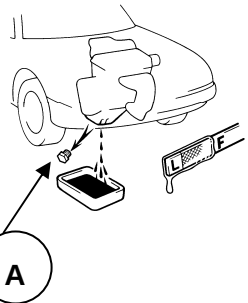
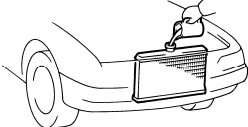
* ILSAC: International Lubricant Standardization and Approval Committee

				
	A	123.9 to 133.9 (4.878 to 5.272)	124.9 to 134.9 (4.917 to 5.311)	
	B	Pedal Free Play 5 to 15 (0.197 to 0.591)		
		Push Rod Play 0 to 8 (0 to 0.315)		
C	25 (0.98)			
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3		
				
	A		135.2 to 145.2 (5.32 to 5.72)	131.7 to 141.7 (5.19 to 5.58)
		CVT	135.2 to 145.2 (5.32 to 5.72)	132.7 to 142.7 (5.22 to 5.62)
	B		1 to 6 (0.039 to 0.236)	
	*1C	Rear Drum	88 (3.46)	
		Rear Disc	83 (3.27)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3		
	200N (20 kgf, 45 lbf)		Rear Drum	6 to 9
			Rear Disc	5 to 8
				
		A	1.0 (0.039)	
mm (in.)		B	18.0 (0.709)	7.5 (0.295)
			-	1.0 (0.0394)
	mm (in.)		-	181 (7.13)
			KGJ	NGJ
			2.4 (2.5, 2.1)	
			API GL-4 SAE 75W	
liter (US qts, Imp.qts)				
	CVT		Refer to CVT Fluid Adjustment	
			Toyota Genuine CVT Fluid TC	
liter (US qts, Imp.qts)				
N·m (kgf-cm, ft-lbf)	A		45 (459, 33)	
	B		40 (408, 30)	

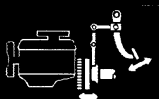
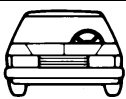
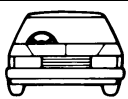
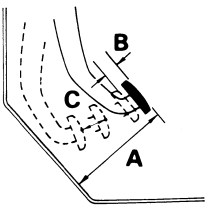
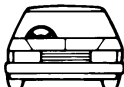
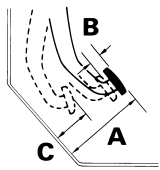
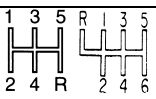
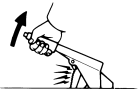
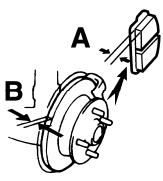
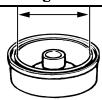
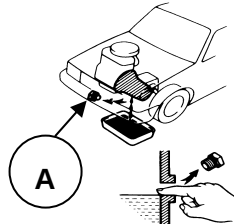
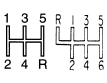
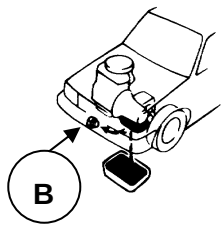
*1 When brake pedal is depressed with the force of 300 N (31 kgf, 67.4 lbf) while the engine is running.

		KGJ		NGJ	
 N·m (kgf-cm, ft-lbf)		103 (1050, 76)			
		KGJ		NGJ	
 mm (in.)		30 (1.18)			
		KGJ			
	A		-0°25' ± 45' (-0.42° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)	
	B (Reference)		10°31' (10.52°)	-	
	C		7°27' ± 45' (7.45° ± 0.75°)	-	
	D		43°34' ± 2° (43.57° ± 2°)	-	
 F Front E		E-F mm (in.)		1.8± 3.0 (0.0709 ± 0.118)	3.0± 3.0 (0.118 ± 0.118)
		NGJ			
	A		-0°26' ± 45' (-0.43° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)	
	B (Reference)		10°32' (10.53°)	-	
	C		7°28' ± 45' (7.47° ± 0.75°)	-	
	D		43°32' ± 2° (43.53° ± 2°)	-	
 F Front E	E-F mm (in.)	175/65R 15 84S	1.7± 3.0 (0.0669 ± 0.118)	3.0± 3.0 (0.118 ± 0.118)	
		175/60R 16 82H		3.1± 3.0 (0.122 ± 0.118)	
		160 km/h = 100 mph			
 kPa (kgf/cm², psi)	175/65R 15 84S 175/60R 16 82H	160	230 (2.3, 33)	220 (2.2, 32)	
		160	240 (2.4, 35)	230 (2.3, 33)	

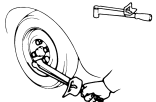
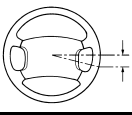
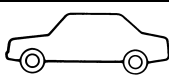
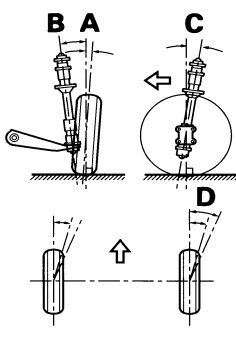
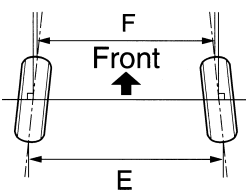
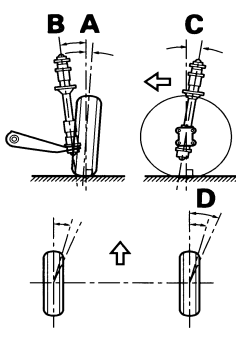
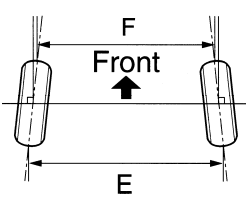
		KGJ	NGJ
 20°C (68 °F)		1.25 to 1.29	
		1KR-FE	1NR-FE
cm³ or cc (cu. in.)		998 (60.9)	1329 (81.1)
 mm (in.) N (kg, lb)		11.0 to 14.0 (0.433 to 0.551)	10.0 to 12.0 (0.394 to 0.472)
		11.0 to 14.0 (0.433 to 0.551)	10.0 to 12.0 (0.394 to 0.472)
 A	DENSO	SK16HR11	SC20HR11
	A mm (in.)	1.0 to 1.1 (0.039 to 0.043)	
 BTDC		8 to 12°	
		(DLC3 Terminals 13 (TC) - 4 (CG) Connected)	
 mm (in.)		0.145 to 0.235 (0.00571 to 0.00925)	-
		0.275 to 0.365 (0.01083 to 0.01437)	-
  (DLC3 Terminal 9 (TAC)Connected)	1 3 5 2 4 R	650 to 800	-
	R 1 3 5 2 4 6	-	550 to 650
	CVT	650 to 800	600 to 700
rpm			

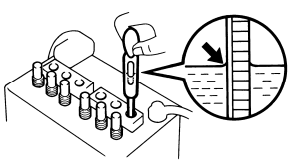
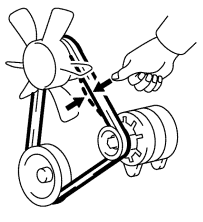
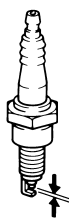
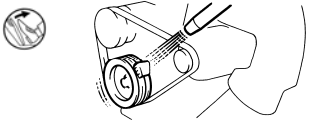
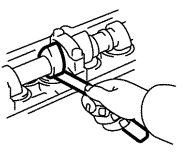
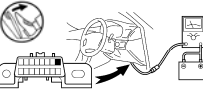
		1KR-FE	1NR-FE
 kPa (kgf/cm², psi)		1422 (14.5, 206)	1200 (12.2, 174)
		↑1079 (11.0, 156)	↑900 (9.1, 131)
		↓147 (1.5, 21)	↓98 (1.0, 14.2)
 kPa (kgf/cm², psi)		↑30 (0.3, 4.3)	↑30 (0.3, 4.4)
	3000 rpm 	↑200 (2.0, 28.4)	150 to 550 (1.5 to 5.6, 22 to 80)
		1KR-FE	1NR-FE
 A		2.9 (3.1, 2.6)	3.3 (3.5, 2.9)
		3.1 (3.3, 2.7)	3.5 (3.7, 3.1)
liter (USqts, Imp.qts)		20W-50 and 15W-40 API grade SL or SM multigrade engine oil 10W-30, 5W-30, 5W-20 and 0W-20 API grade SL “Energy-Conserving” “Energy-Conserving SM or ILSAC* multigrade engine oil”	
N·m (kgf-cm, ft-lbf)		A 30 (301, 22)	
 liter (US qts, Imp.qts)	1 3 5 2 4 R	4.3 (4.5, 3.8)	-
	R 1 3 5 2 4 6	-	4.7 (5.0, 4.1)
	CVT	4.5 (4.8, 4.0)	4.9 (5.2, 4.3)

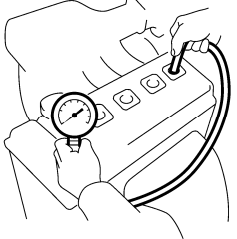
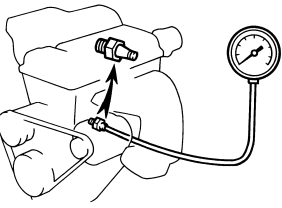
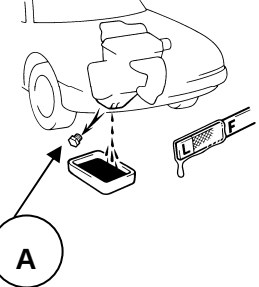
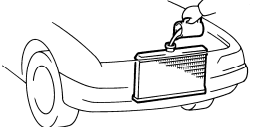
* ILSAC: International Lubricant Standardization and Approval Committee

					
	A		123.9 to 133.9 <i>(4.878 to 5.272)</i>	124.9 to 134.9 <i>(4.917 to 5.311)</i>	
	B	Pedal Free Play 5 to 15 <i>(0.197 to 0.591)</i>			
		Push Rod Play 0 to 8 <i>(0 to 0.315)</i>			
	C	 25 <i>(0.98)</i>			
mm (in.)			SAE J1703 or FMVSS No. 116 DOT3		
					
	A		135.2 to 145.2 <i>(5.32 to 5.72)</i>	131.7 to 141.7 <i>(5.19 to 5.58)</i>	
		CVT	135.2 to 145.2 <i>(5.32 to 5.72)</i>	132.7 to 142.7 <i>(5.22 to 5.62)</i>	
	B		1 to 6 <i>(0.039 to 0.236)</i>		
	^{*1} C	Rear Drum	 88 <i>(3.46)</i>		
		Rear Disc	 83 <i>(3.27)</i>		
	mm (in.)			SAE J1703 or FMVSS No. 116 DOT3	
 200N <i>(20 kgf, 45 lbf)</i>		Rear Drum	6 to 9		
		Rear Disc	5 to 8		
 mm (in.)		A	 1.0 <i>(0.039)</i>		
		B	 18.0 <i>(0.709)</i>	 7.5 <i>(0.295)</i>	
 mm (in.)		-	 1.0 <i>(0.0394)</i>		
 mm (in.)		-	 181 <i>(7.13)</i>		
		KGJ		NGJ	
 liter (US qts, Imp.qts)			2.4 <i>(2.5, 2.1)</i>		
			API GL-4 SAE 75W		
 liter (US qts, Imp.qts)	CVT	Refer to CVT Fluid Adjustment			
		Toyota Genuine CVT Fluid TC			
N·m <i>(kgf-cm, ft-lbf)</i>		45 <i>(459, 33)</i>			
		40 <i>(408, 30)</i>			

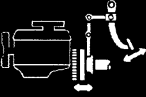
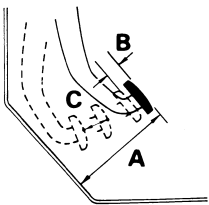
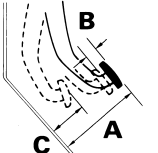
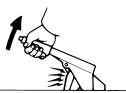
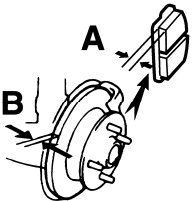
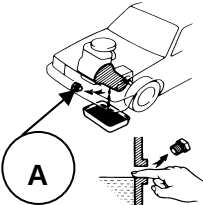
*1 When brake pedal is depressed with the force of 300 N (31 kgf, 67.4 lbf) while the engine is running.

		KGJ		NGJ	
 N·m (kgf-cm, ft-lbf)		103 (1050, 76)			
		KGJ		NGJ	
 mm (in.)		30 (1.18)			
					
		KGJ			
	A		-0°25' ± 45' (-0.42° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)	
	B (Reference)		10°31' (10.52°)	-	
	C		7°27' ± 45' (7.45° ± 0.75°)	-	
	D		43°34' ± 2° (43.57° ± 2°)	-	
	E-F mm (in.)		1.8± 3.0 (0.0709 ± 0.118)	3.0± 3.0 (0.118 ± 0.118)	
					
		NGJ			
	A		-0°26' ± 45' (-0.43° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.50°)	
	B (Reference)		10°32' (10.53°)	-	
	C		7°28' ± 45' (7.47° ± 0.75°)	-	
	D		43°32' ± 2° (43.53° ± 2°)	-	
	E-F mm (in.)	175/65R 15 84S	1.7± 3.0 (0.0669 ± 0.118)	3.0± 3.0 (0.118 ± 0.118)	
		175/60R 16 82H		3.1± 3.0 (0.122 ± 0.118)	
					
		160 km/h = 100 mph			
 kPa (kgf/cm², psi)		175/65R 15 84S 175/60R 16 82H	160	230 (2.3, 33)	220 (2.2, 32)
			160	240 (2.4, 35)	230 (2.3, 33)

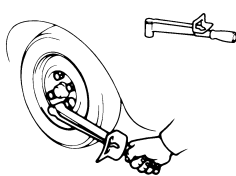
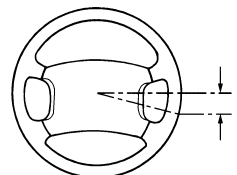
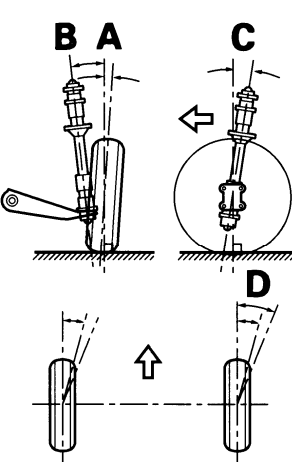
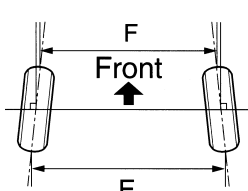
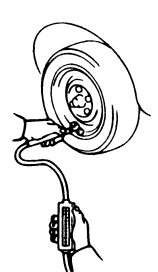
		KGJ	NGJ
 20°C (68 °F)		1.25 to 1.29	
		1KR-FE	1NR-FE
cm³ or cc (cu. in.)		998 (60.9)	1329 (81.1)
 mm (in.) N (kg, lb)		Refer to Drive Belt	10.0 to 12.0 (0.394 to 0.472)
		11.0 to 14.0 (0.433 to 0.551)	10.0 to 12.0 (0.394 to 0.472)
 A	DENSO	SK16HR11	SC20HR11
	A mm (in.)	1.0 to 1.1 (0.039 to 0.043)	
 BTDC		8 to 12°	
		(DLC3 Terminals 13 (TC) - 4 (CG) Connected)	
 mm (in.)		0.145 to 0.235 (0.00571 to 0.00925)	-
		0.275 to 0.365 (0.01083 to 0.01437)	-
  (DLC3 Terminal 9 (TAC) Connected)	1 3 5 2 4 R	650 to 800	-
	R 1 3 5 2 4 6	-	550 to 650
	CVT	650 to 800	600 to 700
rpm			

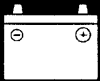
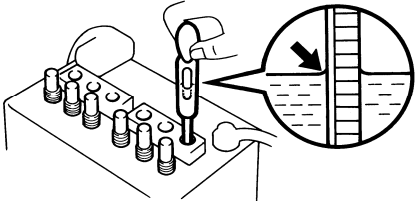
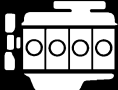
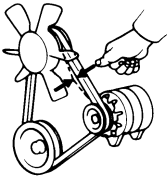
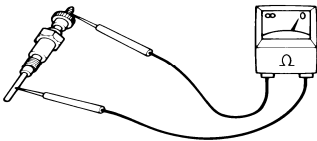
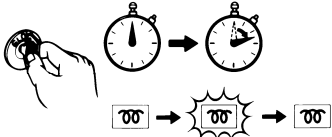
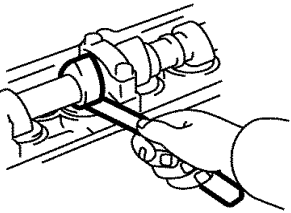
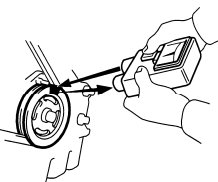
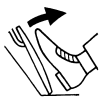
		1KR-FE	1NR-FE
 kPa (kgf/cm², psi)		1422 (14.5, 206)	1200 (12.2, 174)
		↑1079 (11.0, 156)	↑900 (9.1, 131)
		↓147 (1.5, 21)	↓98 (1.0, 14.2)
 kPa (kgf/cm², psi)		↑30 (0.3, 4.3)	↑30 (0.3, 4.4)
		↑200 (2.0, 28.4)	150 to 550 (1.5 to 5.6, 22 to 80)
	3000 rpm		
		1KR-FE	1NR-FE
 A		2.9 (3.1, 2.6)	3.3 (3.5, 2.9)
		3.1 (3.3, 2.7)	3.5 (3.7, 3.1)
liter (USqts, Imp.qts)		20W-50 and 15W-40 API grade SL or SM multigrade engine oil 10W-30, 5W-30, 5W-20 and 0W-20 API grade SL “Energy-Conserving” “Energy-Conserving SM or ILSAC* multigrade engine oil”	
N·m (kgf-cm, ft-lbf)		A 30 (301, 22)	
 liter (US qts, Imp.qts)	1 3 5 2 4 R	4.3 (4.5, 3.8)	-
	R 1 3 5 2 4 6	-	4.7 (5.0, 4.1)
	CVT	4.5 (4.8, 4.0)	4.9 (5.2, 4.3)

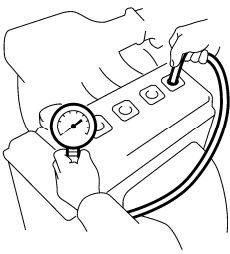
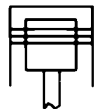
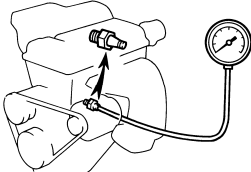
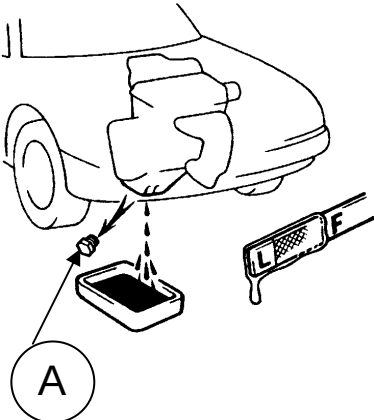
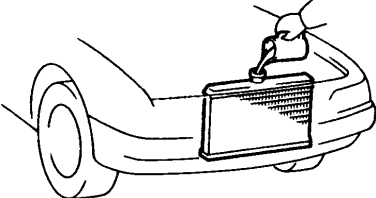
* ILSAC: International Lubricant Standardization and Approval Committee

						
	A		136.7 to 146.7 (5.382 to 5.776)			
	B	Pedal Free Play 5 to 15 (0.197 to 0.591)				
		Push Rod Play 0 to 8 (0 to 0.315)				
	C	25 (0.98)				
		SAE J1703 or FMVSS No. 116 DOT3				
mm (in.)						
						
	A		135.2 to 145.2 (5.32 to 5.72)	131.7 to 141.7 (5.19 to 5.58)		
	B		1 to 6 (0.039 to 0.236)			
	*1C	Rear Drum	88 (3.46)			
		Rear Disc	83 (3.27)			
		SAE J1703 or FMVSS No. 116 DOT3				
mm (in.)						
	200N (20 kgf, 45 lbf)	Rear Drum	6 to 9			
		Rear Disc	5 to 8			
mm (in.)						
	A		1.0 (0.039)	1.0 (0.039)		
	B		18.0 (0.709)	7.5 (0.295)		
		mm (in.)	-		1.0 (0.0394)	
		mm (in.)	-		181 (7.13)	
		NUJ				
			2.4 (2.5, 2.1)			
	liter (US qts, Imp.qts)		API GL-4 SAE 75W			
	N·m (kgf-cm, ft-lbf)			45 (459, 33)		

*1 When brake pedal is depressed with the force of 300 N (31 kgf, 67.4 lbf) while the engine is running.

		NUJ	
 N·m (kgf-cm, ft-lbf)		103 (1050, 76)	
		NUJ	
 mm (in.)		30 (1.18)	
			
	A	-0°26' ± 45' (-0.43° ± 0.75°)	-0°52' ± 30' (-0.87° ± 0.5°)
	B (Reference)	10°32' (10.53°)	-
	C	7°26' ± 45' (7.43° ± 0.75°)	-
	D	43°32' ± 2° (43.53° ± 2°)	-
	E-F mm (in.)	1.7 ± 3.0 (0.0669 ± 0.118)	3.0 ± 3.0 (0.118 ± 0.118)
			
160 km/h = 100 mph			
 kPa (kgf/cm², psi)	160 km/h	230 (2.3, 33)	220 (2.2, 32)
	160 km/h	240 (2.4, 35)	230 (2.3, 33)

		NUJ	
 20°C (68°F)		1.25 to 1.29	
		1ND-TV	
cm ³ or cc (cu. in.)		1364 (83.2)	
 mm (in.) N (kg, lb)		-	
		10.0 to 12.0 (0.394 to 0.472) * 300 to 398 (31 to 41, 67 to 89)	
 20°C (68°F) Ω		Approx. 1.0	
 40°C (104°F) sec.		3	
 mm (in.)		0.11 to 0.17 (0.004 to 0.007)	
		0.14 to 0.20 (0.006 to 0.008)	
 rpm		720 to 820	
		5150 to 5250	

 kPa (kgf/cm ² , psi)		2300 (23.5, 334)
		↑2050 (20.9, 297)
		↓500 (5.0, 71)
 kPa (kgf/cm ² , psi)	770 rpm 	↑29 (0.3, 4.2)
	3000 rpm 	150 to 550 (1.5 to 5.6, 22 to 80)
		1ND-TV
 liter (US qts, Imp. qts)		3.6 (3.8, 3.2)
		4.0 (4.2, 3.5)
		w/o DPF: ACEA C2, B1, API CF-4 or CF (You may also use API CE or CD) w/ DPF: ACEA C2
N·m (kgf-cm, ft-lbf)	A	38 (387, 28)
 liter (US qts, Imp. qts)	w/o Combustion Type Power Heater 4.5 (4.8, 4.0)	
	w/ Combustion Type Power Heater 4.9 (5.2, 4.3)	