

ABBREVIATIONS USED IN THIS MANUAL

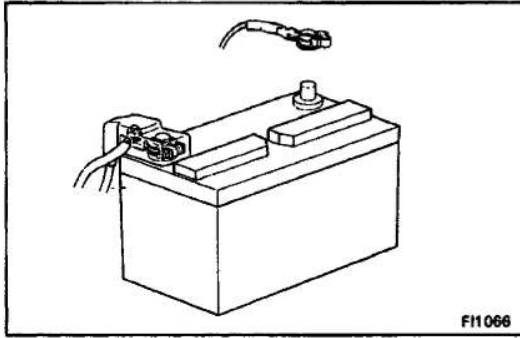
IN008-01

ABS	Anti-Lock Brake System	Max.	Maximum
A/C	Air Conditioner	M P	Multipurpose
Approx.	Approximately	M/T	Manual Transaxle
A/T	Automatic Transaxle	OD, O/D	Overdrive
ATF	Automatic Transmission Fluid	O/S	Oversize
BTDC	Before Top Dead Center	P & BV	Proportioning and Bypass Valve
CALI F.	Vehicles Sold in California	PCV	Positive Crankcase Ventilation
CB	Circuit Breaker	PS	Power Steering
CD	Compact Disc	RH	Right-Hand
DP	Dash Pot	RR	Rear
ECU	Electronic Control Unit	SRS	Supplemental Restraint System
ELR	Emergency Locking Retractor	SSM	Special Service Materials
EX	Exhaust (manifold, valve)	SST	Special Service Tools
Ex.	Except	STD	Standard
FI PG	Formed in Place Gasket	SW	Switch
FL	Fusible Link	TD C	Top Dead Center
FR	Front	T-VIS	Toyota-Variable Induction System
IN	Intake (manifold, valve)	U / D	Underdrive
IG	Ignition	U / S	Undersize
J/B	Junction Block	VSV	Vacuum Switching Valve
LED	Light Emitting Diode	w/	With
LH	Left-Hand	w/o	Without

V00851

IN-6

INTRODUCTION — GENERAL REPAIR INSTRUCTIONS



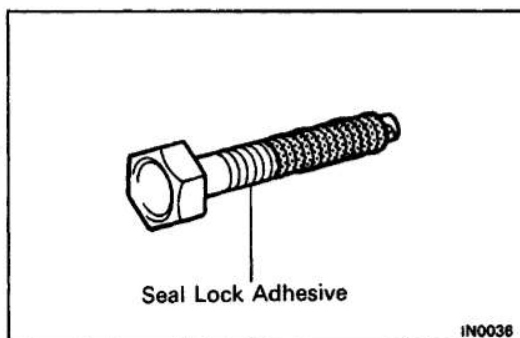
GENERAL REPAIR INSTRUCTIONS

WOA-W

1. Use fender, seat and floor covers to keep the vehicle clean and prevent damage.
2. During disassembly, keep parts in the appropriate order to facilitate reassembly.
3. Observe the following:

CAUTION: Work must be started after approx. 20 seconds or longer from the time the ignition switch is turned to the "LOCK" position and the negative (-) terminal cable is disconnected from the battery (See page AB-2).

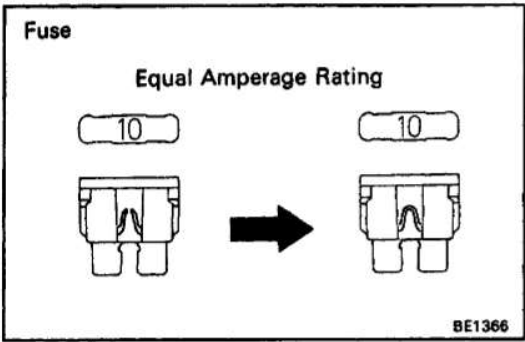
- (a) Before performing electrical work, disconnect the negative cable from the battery terminal.
 - (b) If it is necessary to disconnect the battery for inspection or repair, always disconnect the cable from the negative (-) terminal which is grounded to the vehicle body.
 - (c) To prevent damage to the battery terminal post, loosen the terminal nut and raise the cable straight up without twisting or prying it.
 - (d) Clean the battery terminal posts and cable terminals with a shop rag. Do not scrape them with a file or other abrasive objects.
 - (e) Install the cable terminal to the battery post with the nut loose, and tighten the nut after installation. Do not use a hammer to tap the terminal onto the post.
 - (f) Be sure the cover for the positive (+) terminal is properly in place.
4. Check hose and wiring connectors to make sure that they are secure and correct.
 5. Non-reusable parts
 - (a) Always replace cotter pins, gaskets, O-rings and oil seals etc. with new ones.
 - (b) Non-reusable parts are indicated in the component illustrations by the "♦" symbol.



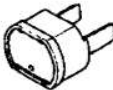
6. Precoated parts are bolts and nuts, etc. that are coated with a seal lock adhesive at the factory.
 - (a) If a precoated part is retightened, loosened or caused to move in any way, it must be recoated with the specified adhesive.

INTRODUCTION – GENERAL REPAIR INSTRUCTIONS

- (b) When reusing precoated parts, clean off the old adhesive and dry with compressed air. Then apply the specified seal lock adhesive to the bolt, nut or threads.
- (c) Precoated parts are indicated in the component illustrations by the "★" symbol.
7. When necessary, use a sealer on gaskets to prevent leaks.
8. Carefully observe all specifications for bolt tightening torques. Always use a torque wrench.
9. Use of special service tools (SST) and special service materials (SSM) may be required, depending on the nature of the repair. Be sure to use SST and SSM where specified and follow the proper work procedure. A list of SST and SSM can be found in the preparation part at the front of each section in this manual.



10. When replacing fuses, be sure the new fuse has the correct amperage rating. DO NOT exceed the rating or use one with a lower rating.

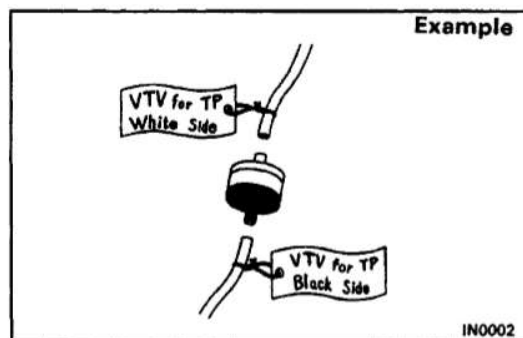
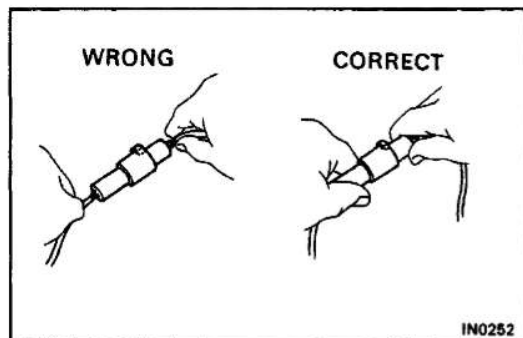
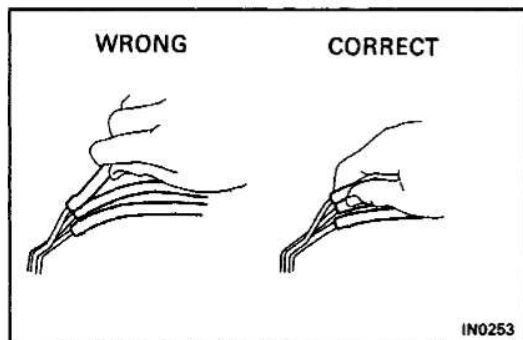
Illustration	Symbol	Part Name	Abbreviation
 BE5594	 IN0365	FUSE	FUSE
 BE5595	 IN0366	MEDIUM CURRENT FUSE	M-FUSE
 BE5596	 IN0367	HIGH CURRENT FUSE	H-FUSE
 BE5597	 IN0367	FUSIBLE LINK	FL
 BE5598	 IN0368	CIRCUIT BREAKER	CB

V00076

IN-8

INTRODUCTION – GENERAL REPAIR INSTRUCTIONS

11. Care must be taken when jacking up and supporting the vehicle. Be sure to lift and support the vehicle at the proper locations (See page IN-17)
 - (a) If the vehicle is to be jacked up only at the front or rear end, be sure to block the wheels at the opposite end in order to ensure safety.
 - (b) After the vehicle is jacked up, be sure to support it on stands. It is extremely dangerous to do any work on a vehicle raised on a jack alone, even for a small job that can be finished quickly.
12. Observe the following precautions to avoid damage to the parts:
 - (a) Do not open the cover or case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)



- (b) To disconnect vacuum hoses, pull on the end, not the middle of the hose.
 - (c) To pull apart electrical connectors, pull on the connector itself, not the wires.
 - (d) Be careful not to drop electrical components, such as sensors or relays. If they are dropped on a hard floor, they should be replaced and not reused.
 - (e) When steam cleaning an engine, protect the distributor, air filter, and VCV from water.
 - (f) Never use an impact wrench to remove or install temperature switches or temperature sensors.
 - (g) When checking continuity at the wire connector, insert the tester probe carefully to prevent terminals from bending.
 - (h) When using a vacuum gauge, never force the hose onto a connector that is too large. Use a step-down adapter instead. Once the hose has been stretched, it may leak.
13. Tag hoses before disconnecting them:
 - (a) When disconnecting vacuum hoses, use tags to identify how they should be reconnected.
 - (b) After completing a job, double check that the vacuum hoses are properly connected. A label under the hood shows the proper layout.

IN-18

INTRODUCTION – GLOSSARY OF SAE AND TOYOTA TERMS

GLOSSARY OF SAE AND TOYOTA TERMS

This glossary lists all SAE-J 1930 terms and abbreviations used in this manual in compliance with SAE recommendations, as well as their Toyota equivalents.

SAE ABBRE- VIATIONS	SAE TERMS	TOYOTA TERMS () – ABBREVIATIONS
ACH	Air Cleaner Housing	Air Cleaner
ACS	Air Conditioning Sensor	Air Conditioner Switch
AFS	Air Flow Sensor	Air Flow Meter
AIR	Secondary Air Injection	Air Injection (AI)
ALT	Alternator	Alternator
B+	Battery Positive Voltage	+B, Battery Voltage
BARD	Barometric Absolute Pressure Sensor	HAC Sensor or P Sensor
CAC	Charge Air Cooler	Intercooler
CARB	Carburetor	Carburetor
CL	Closed Loop	Closed Loop
CLS	Closed Loop System	Closed Loop System
CPS	Crankshaft Position Sensor	Crank Angle Sensor
DI	Direct Injection (Diesel)	Direct Injection (D1)
DLC1 DLC2	Data Link Connector	1: Check Connector 2: TDCL
DLI	Distributorless Ignition	Distributorless Ignition (DLI)
OTC	Diagnostic Trouble Codes	Diagnostic Codes
ECTS	Engine Coolant Temperature Sensor	Coolant Temperature Sensor, Water Temperature Sensor or THW
EEPROM	Electrically Erasable Programmable Read Only Memory	Electrically Erasable Programmable Read Only Memory (EEPROM), Erasable Programmable Read Only Memory (EPROM)
EFE	Early Fuel Evaporation	Cold Mixture Heater (CMH), Heat Control Valve (HCV)
EG R	Exhaust Gas Recirculation	Exhaust Gas Recirculation (EGR)
EG RS	EGR Function Sensor	EGR Gas Temperature Sensor
EGRV	EGR Valve	EGR Valve
EI	Electronic Ignition	Electronic Spark Advance (ESA)
EM	Engine Modification	Engine Modification (EM)
EPROM	Electrically Programmable Read Only Memory	Programmable Read Only Memory (PROM)
EV AP	Fuel Evaporative System	Evaporative Emission Control (EVAP)
FPR	Fuel Pump Relay	Fuel Pump Relay
GND	Ground	Ground (GND)
H02S	Heated Oxygen Sensor	Heated Oxygen Sensor (H02S)
IACV	Idle Air Control Valve	ISC Valve
IATS	Intake Air Temperature Sensor	Intake or Inlet Air Temperature Sensor
IDI	Indirect Diesel Injection	Indirect Injection Diesel Engine
KS	Knock Sensor	Knock Sensor
MAP	Manifold Absolute Pressure Sensor	Manifold Pressure Sensor Turbocharger Pressure Sensor Vacuum Sensor
MCS	Mixture Control Solenoid	Electric Bleed Air Control Valve (EBCV) Electric Air Control Valve (EACV)
MPI	Multipoint Electronic Fuel Injection	Electronic Fuel Injection (EFI)

INTRODUCTION – GLOSSARY OF SAE AND TOYOTA TERMS

02s	Oxygen Sensor	Oxygen Sensor, 02 Sensor (02S)
OBD	On –Board Diagnostic System	On–Board Diagnostic System (OBD)
OC	Oxidation Catalyst	Oxidation Catalyst (0C), CCo
OL	Open Loop	Open Loop
PAIR	Pulsed Secondary Air	Air Suction (AS)
PCME	Powertrain Control Module (Engine)	Engine ECU
PCM E&T	Powertrain Control Module (Engine and Transmission)	Engine & ECT ECU
PCMT	Powertrain Control Module (Transmission)	ECT–ECU, Transmission ECU
PNS	Park/Neutral Switch	Neutral Start Switch (NSW)
PTCS	Powertrain Control Signals	Output Signals
PTIS	Powertrain Input Signals	Input Signals
RAM	Random Access Memory	Random Access Memory (RAM)
ROM	Read Only Memory	Read Only Memory (ROM)
SABFV	Secondary Air Anti –Backfire Valve	Check Valve
SABV	Secondary Air By–Pass Valve	Air By–Pass Valve (ABV)
SAPV	Secondary Air Pulse Valve	AS Reed Valve, Air Suction Valve
SASV	Secondary Air Switching Valve	Air Switching Valve (ASV)
SC	Supercharger	Supercharger
SMPI	Sequential Multipoint Electronic Fuel Injection	Electronic Fuel Injection (EFI), Sequential Injection
SPS	Steering Pressure Sensor	Air Control Valve (ACV)
TB	Throttle Body	Throttle Body
TBI	Throttle Body Electronic Fuel Injection	Single Point Injection Central Fuel Injection (Ci)
TC	Turbocharger	Turbocharger
TCC	Transmission/Transaxle Converter Clutch Switch	Lock –Up Solenoid
TGSS	Transmission Gear Selection Switch	Shift Position Switch
TOP	Trap Oxidizer–Periodic	Diesel Particulate Filter (DPF) Diesel Particulate Trap (DPT)
TPS	Throttle Position Sensor	Throttle Position Sensor
TVs	Thermal Vacuum Switch	Bimetal Vacuum Switching Valve (BVSV) Thermostatic Vacuum Switching Valve (TVSV)
TWC	Three Way Catalyst	Three Way Catalyst (TWC) CCRO
VR	Voltage Regulator	Voltage Regulator
VSPG	Vehicle Speed Pulse Generator	Speed Sensor
VSS	Vehicle Speed Sensor	Vehicle Speed Sensor (Read Switch Type)
WOTS	Wide Open Throttle Switch	VL Switch Power Switch
WUTWC	Warm Up Three Way Catalyst	Manifold Converter

INTRODUCTION

HOW TO USE THIS MANUAL

IN002-01

INDEX

An INDEX is provided on the first page of each section to guide you to the item to be repaired. To assist you in finding your way through the manual, the Section Title and major heading are given at the top of every page.

GENERAL DESCRIPTION

At the beginning of each section, a General Description (Precautions) is given that pertains to all repair operations contained in that section.

Read these precautions before starting any repair task.

TROUBLESHOOTING

TROUBLESHOOTING tables are included for each system to help you diagnose the problem and find the cause.

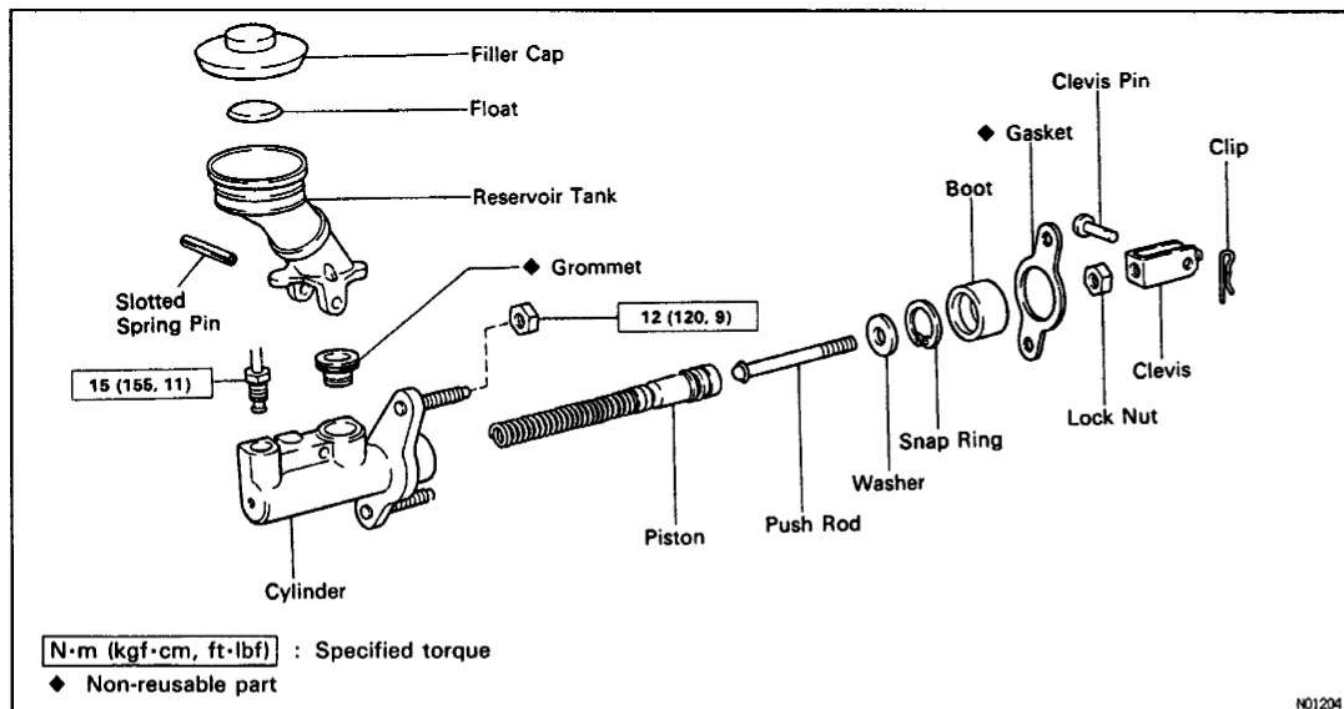
PREPARATION

Preparation lists the SST (Special Service Tools), recommended tools, equipment, lubricant and SSM (Special Service Materials) which should be prepared before beginning the operation and explains the purpose of each one.

REPAIR PROCEDURES

Most repair operations begin with an overview illustration. It identifies the components and shows how the parts fit together.

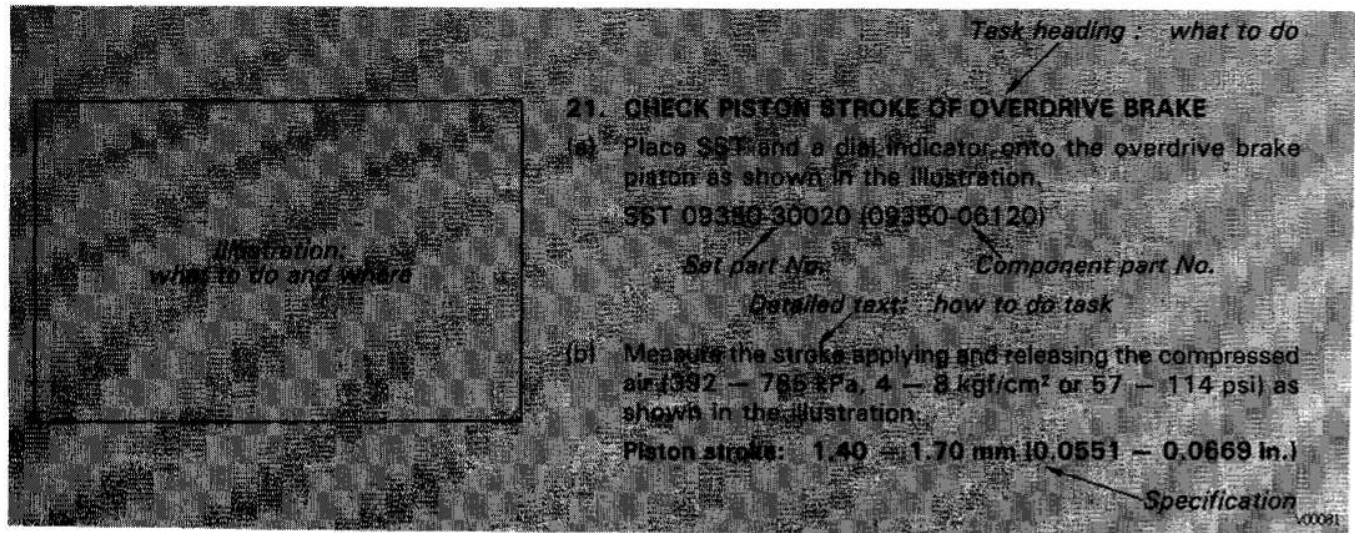
Example:



The procedures are presented in a step-by-step format:

- The illustration shows what to do and Where to do it.
- The task heading tells what to do.
- The detailed text tells how to perform the task and gives other information such as specifications and warnings.

Example:



This format provides the experienced technician with a FAST TRACK to the information needed. The upper case task heading can be read at a glance when necessary, and the text below it provides detailed information. Important specifications and warnings always stand out in bold type.

REFERENCES

References have been kept to a minimum. However, when they are required you are given the page to refer to.

SPECIFICATIONS

Specifications are presented in bold type throughout the text where needed. You never have to leave the procedure to look up your specifications. They are also found at the end of each section, for quick reference.

IN-4**INTRODUCTION – HOW TO USE THIS MANUAL**

CAUTIONS, NOTICES, HINTS:

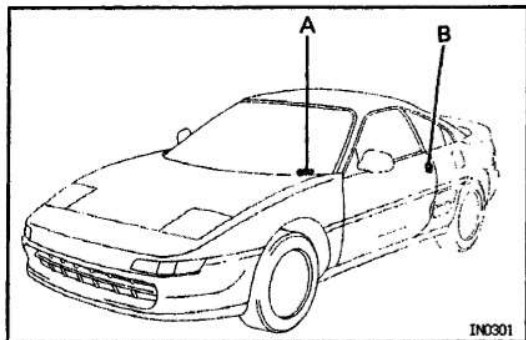
- **CAUTIONS** are presented in bold type, and indicate there is a possibility of injury to you or other people.
- **NOTICES** are also presented in bold type, and indicate the possibility of damage to the components being repaired.
- **HINTS** are separated from the text but do not appear in bold. They provide additional information to help you efficiently perform the repair.

SI UNIT

The UNIT given in this manual are primarily expressed with the SI UNIT(International System of Unit), and alternately expressed in the metric system and in the yard/pound system.

Example:

Torque: 30 N–m (310 kgf–cm, 22 ft–lbf)



IDENTIFICATION INFORMATION

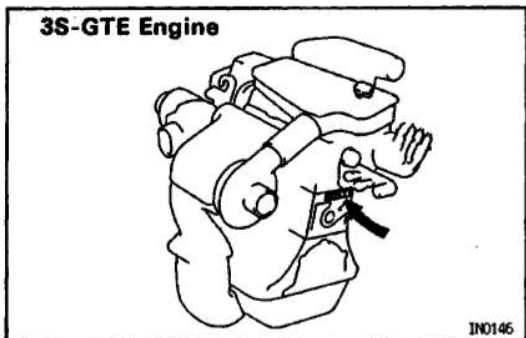
VEHICLE IDENTIFICATION NUMBER

IN008-01

The vehicle identification number is stamped on the vehicle identification number plate and certification label.

A. Vehicle Identification Number Plate

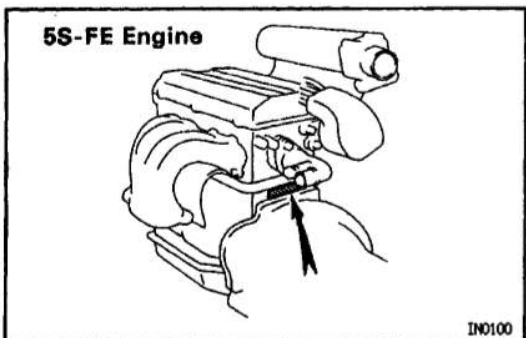
B. Certification Label



IN00A-01

ENGINE SERIAL NUMBER

The engine serial number is stamped on the engine block as shown.



PRECAUTION FOR VEHICLES EQUIPPED WITH SRS AIRBAG

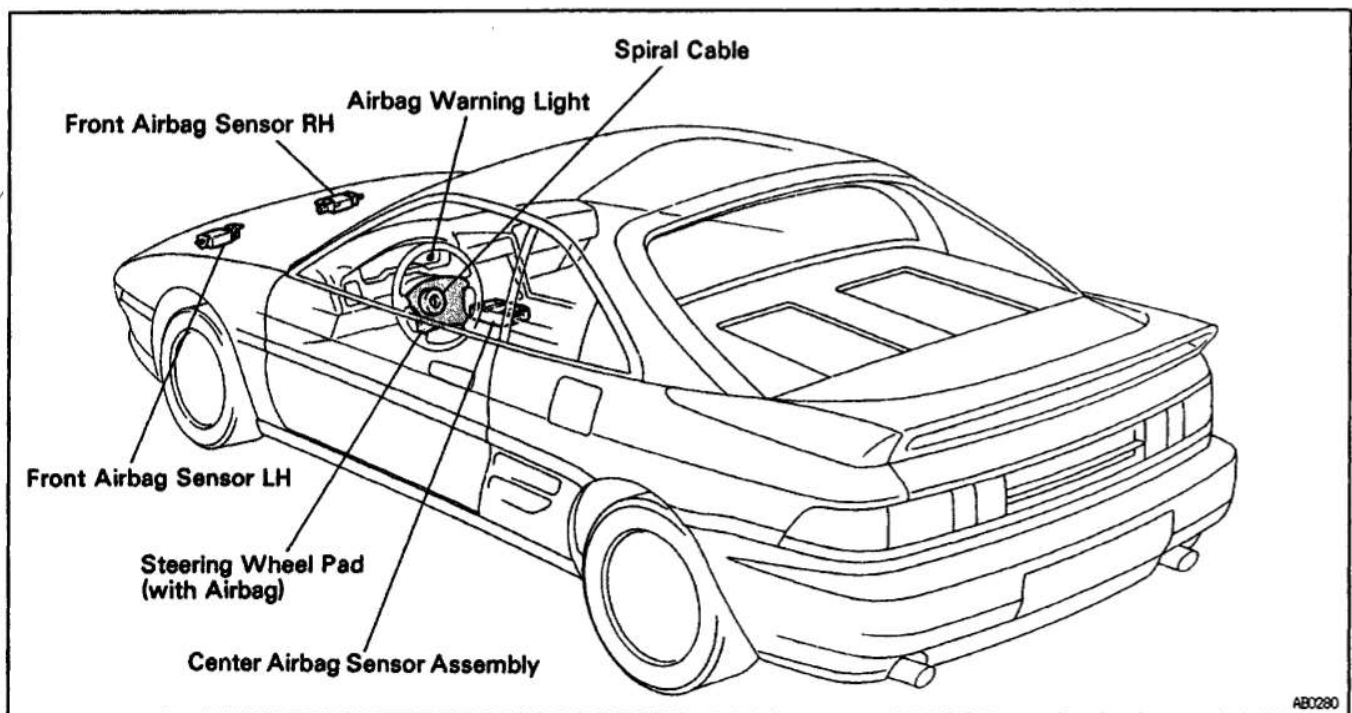
IN00E-05

The 1993 MR2 specifications is equipped with an SRS (Supplemental Restraint System) airbag.

Failure to carry out service operations in the correct sequence could cause the airbag system to unexpectedly deploy during servicing, possibly leading to a serious accident.

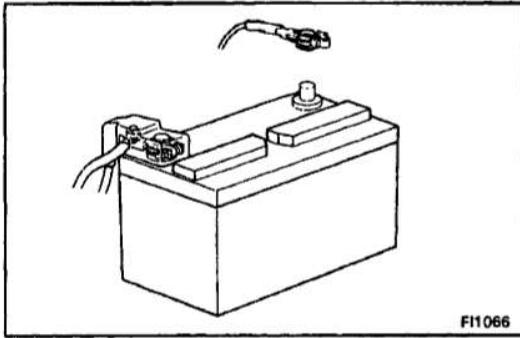
Further, if a mistake is made in servicing the airbag system, it is possible the airbag may fail to operate when required. Before performing servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully, then follow the correct procedure described in this manual.

Locations of Airbag Components



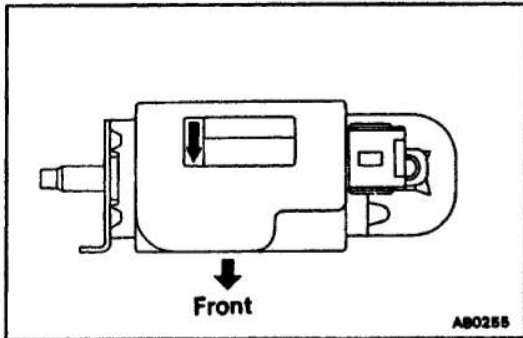
IN-10

INTRODUCTION – PRECAUTION



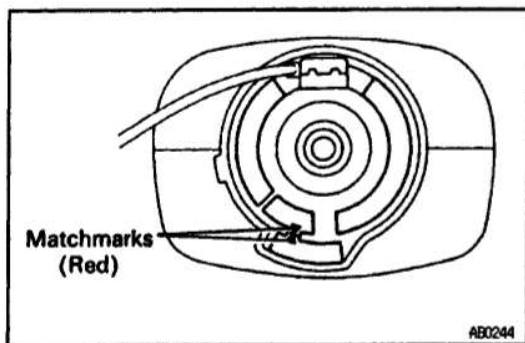
1. Malfunction symptoms of the airbag system are difficult to confirm, so the diagnostic codes become the most important source of information when troubleshooting. When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery (See page [AB-25](#)).
2. **Work must be started after approx. 20 seconds or longer from the time the ignition switch is turned to the LOCK position and the negative (–) terminal cable is disconnected from the battery.**
(The airbag system is equipped with a back-up power source so that if work is started within 20 seconds of disconnecting the negative (–) terminal cable of the battery, the airbag may be deployed.)
 When the negative (–) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by each memory system. Then when work is finished, reset the clock and audio systems as before.
 To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.
3. Even in cases of a minor collision where the airbag does not deploy, the front airbag sensors and the steering wheel pad should be inspected (See page [AB-11](#)).
4. Never use airbag parts from another vehicle. When replacing parts, replace them with new parts.
5. Before repairs, remove the airbag sensors if shocks are likely to be applied to the sensors during repairs.
6. The center airbag sensor assembly contains mercury. After performing replacement, do not destroy the old part. When scrapping the vehicle or replacing the center airbag sensor assembly itself, remove the center airbag sensor assembly and dispose of it as toxic waste.
7. Never disassemble and repair the front airbag sensors, center airbag sensor assembly or steering wheel pad in order to reuse it.
8. If the front airbag sensors, center airbag sensor assembly or steering wheel pad have been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
9. Do not expose the front airbag sensor–s, center airbag sensor assembly or steering wheel pad directly to hot air or flames.
10. Use a volt/ohmmeter with high impedance (10 k Ω /V minimum) for troubleshooting of the electrical circuit.

11. Information labels are attached to the periphery of the airbag components. Follow the notices.
12. After work on the airbag system is completed, perform the airbag warning light check (See page [AB-30](#)).



Front Airbag Sensor

1. Never reuse the front airbag sensors involved in a collision when the airbag has deployed. (Replace both left and right airbag sensors.)
2. Install the front airbag sensor with the arrow on the sensor facing toward the front of the vehicle.
3. The front airbag sensor set bolts have been anti-rust treated. When the sensor is removed, always replace the set bolts with new ones.
4. The front airbag sensor is equipped with an electrical connection check mechanism. Be sure to lock this mechanism securely when connecting the connector. If the connector is not securely locked, a malfunction code will be detected by the diagnosis system (See page [AB-9](#)).

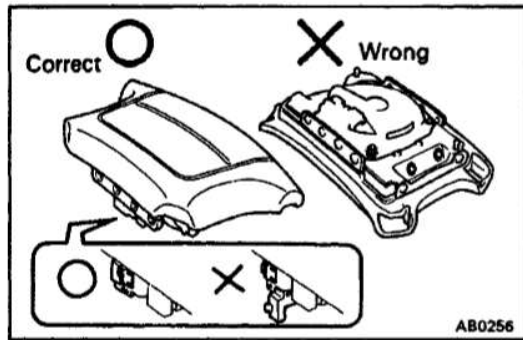


Spiral Cable (in Combination Switch)

The steering wheel must be fitted correctly to the steering column with the spiral cable at the neutral position; otherwise cable disconnection and other troubles may result. Refer to page [AB-16](#) concerning correct steering wheel installation.

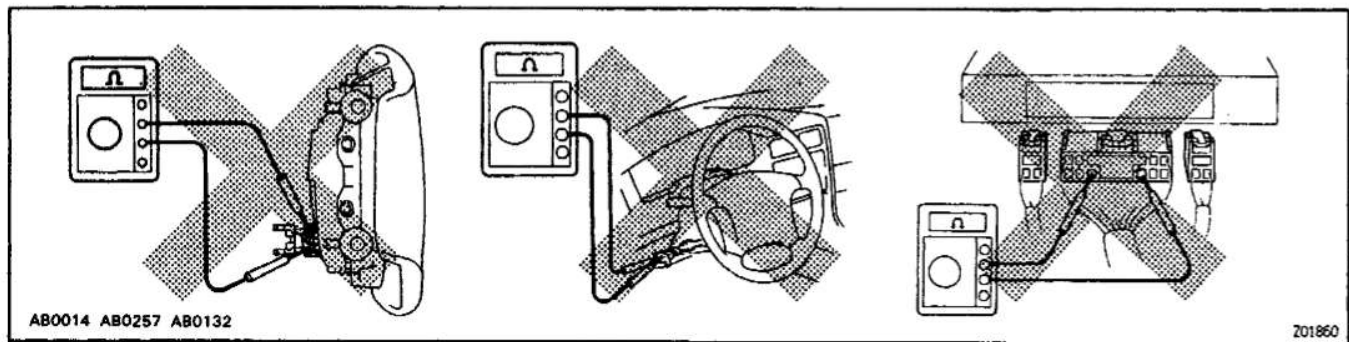
IN-12

INTRODUCTION - PRECAUTION



Steering Wheel Pad (with Airbag)

1. When removing the steering wheel pad or handling a new steering wheel pad, it should be placed with the pad top surface facing up.
In this case, the twin-lock type connector lock lever should be in the locked state and care should be taken to place it so the connector will not be damaged. And do not store a steering wheel pad on top of another one. (Storing the pad with its metallic surface up may lead to a serious accident if the airbag inflates for some reason.)
2. **Never measure the resistance of the airbag squib.**
(This may cause the airbag to deploy, which is very dangerous.)



3. Grease should not be applied to the steering wheel pad and the pad should not be cleaned with detergents of any kind.
4. Store the steering wheel pad where the ambient temperature remains below 90° C (200° F), without high humidity and away from electrical noise.
5. When using electric welding, first disconnect the airbag connector (yellow color and 2 pins) under the steering column near the combination switch connector before starting work.
6. **When disposing of a vehicle or the steering wheel pad alone, the airbag should be deployed using an SST before disposal (See page AB-83). Perform the operation in a place away from electrical noise.**

Center Airbag Sensor Assembly

The connector to the center airbag sensor assembly should be connected or disconnected with the sensor mounted on the floor. If the connector is connected or disconnected while the center airbag sensor assembly is not mounted to the floor, it could cause undesired ignition of the airbag system.

Wire Harness and Connector

The airbag system's wire harness is integrated with the cowl wire harness assembly. The wires for the airbag wire harness are encased in a yellow corrugated tube. All the connectors for the system are also a standard yellow color. If the airbag system wire harness becomes disconnected or the connector becomes broken due to an accident, etc., repair or replace it as shown on page [AB-22](#).

IN-14

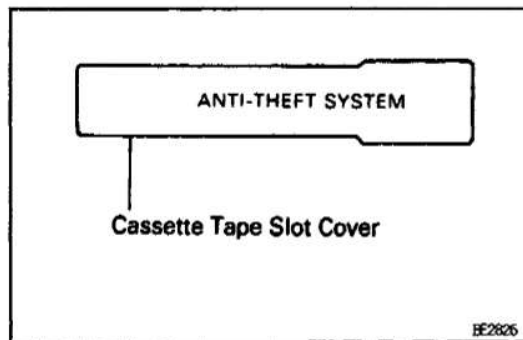
INTRODUCTION – PRECAUTION

IN008-08

FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER

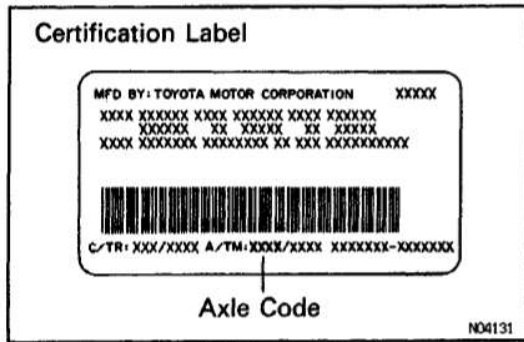
CAUTION: If large amounts of unburned gasoline flow into the converter, it may overheat and create a fire hazard. To prevent this, observe the following precautions and explain them to your customer.

- 1. Use only unleaded gasoline.**
- 2. Avoid prolonged idling.**
Avoid running the engine at idle speed for more than 20 minutes.
- 3. Avoid spark jump test.**
 - (a) Perform spark jump test only when absolutely necessary. Perform this test as rapidly as possible.
 - (b) While testing, never race the engine.
- 4. Avoid prolonged engine compression measurement.**
Engine compression tests must be done as rapidly as possible.
- 5. Do not run engine when fuel tank is nearly empty.**
This may cause the engine to misfire and create an extra load on the converter.
- 6. Avoid coasting with ignition turned off and prolonged braking.**
- 7. Do not dispose of used catalyst along with parts contaminated with gasoline or oil.**

**FOR VEHICLES WITH AN AUDIO SYSTEM WITH BUILT-IN ANTI-THEFT SYSTEM**

Audio System displaying the sign "ANTI – THEFT SYSTEM" shown on the left has a built-in anti-theft system which makes the audio system soundless if stolen.

If the power source for the audio system is cut even once, the anti-theft system operates so that even if the power source is reconnected, the audio system will not produce any sound unless the ID number selected by the customer is input again. Accordingly, when performing repairs on vehicles equipped with this system, before disconnecting the battery terminals or removing the audio system the customer should be asked for the ID number so that the technician can input the ID number afterwards, or else a request made to the customer to input the ID number. For the method to input the ID number or cancel the anti-theft system, refer to the Owner's Manual.

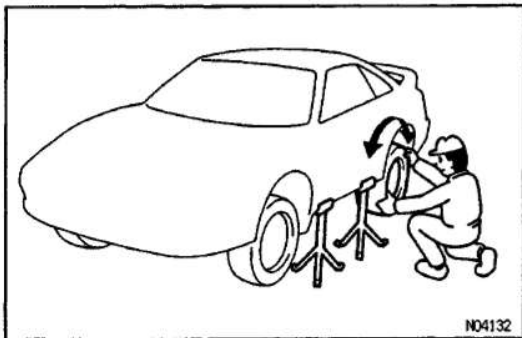


FOR VEHICLES EQUIPPED WITH VISCOUS COUPLING TYPE LIMITED SLIP DIFFERENTIAL

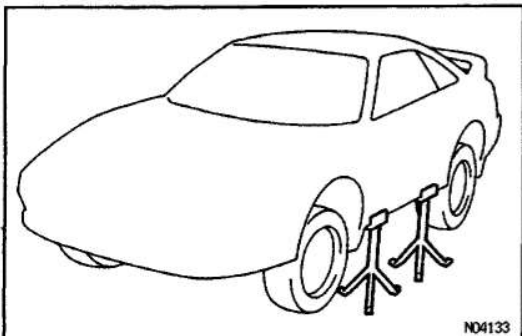
In the EI 53 transaxle in the 1993 MR2, a viscous coupling type limited slip differential is offered as option. To determine whether the vehicle has this type of differential, refer to the Certification Label. On the bottom line of the label, if the last digit of the axle code is "5", the vehicle is equipped with limited slip differential. A variation in the rotation between the drive wheels creates viscous torque which results in decreased difference in driving rotation. For durability of the differential and safety reasons, observe the following procedures when performing on-the-car wheel balancing on the rear wheels of vehicles equipped with this transaxle:

NOTICE:

- (a) Lift the vehicle, making sure that all wheels are completely off the floor.
- (b) Drive the wheels with the vehicle's own engine, without the aid of any exterior power source.
- (e) Release the parking brake lever completely.



- (d) Do not allow any of the brakes to drag.
- (e) Avoid sudden acceleration, deceleration, and braking.
- (f) Drive the wheels with transmission in 3rd or 4th gear.



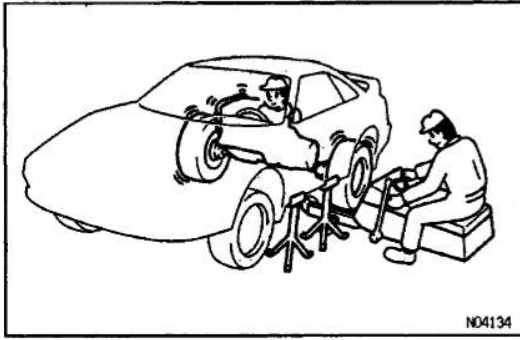
1. LIFT THE VEHICLE, MAKE SURE ALL WHEELS ARE OFF THE FLOOR, READY TO SPIN

Make sure the vehicle is firmly supported on stands, as the wheels will be spinning at high speed.

2. RELEASE THE PARKING LEVER COMPLETELY

IN-16

INTRODUCTION – PRECAUTION

**3. PLACE THE WHEEL BALANCER AGAINST THE WHEEL TO BE BALANCED**

Follow the procedures specified by the manufacturer of the wheel balancer.

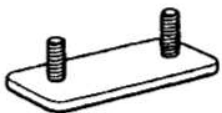
4. INSTALL THE PICK – UP STANDS UNDER THE REAR SUSPENSION**5. START THE ENGINE****6. PUT TRANSMISSION INTO 3RD OR 4TH GEAR****7. ENGAGE CLUTCH SLOWLY, AND GRADUALLY ACCELERATE TO TEST SPEED**

NOTICE: Be careful of the other wheel which will be spinning at the same time.

STANDARD BOLT TORQUE SPECIFICATIONS

IN006-01

HOW TO DETERMINE BOLT STRENGTH

	Mark	Class		Mark	Class
Hexagon head bolt	4— 5— 6— Bolt head No. 7— 8— 9— 10— 11—	4T 5T 6T 7T 8T 9T 10T 11T	Stud bolt	 No mark	4T
	 No mark	4T		 Grooved	6T
Hexagon flange bolt w/ washer hexagon bolt	 No mark	4T	Welded bolt	 4T	4T
Hexagon head bolt	 Two protruding lines	5T			
Hexagon flange bolt w/ washer hexagon bolt	 Two protruding lines	6T			
Hexagon head bolt	 Three protruding lines	7T			
Hexagon head bolt	 Four protruding lines	8T			

V00078

IN-22

INTRODUCTION – STANDARD BOLT TORQUE SPECIFICATIONS

SPECIFIED TORQUE FOR STANDARD BOLTS

Class	Diameter mm	Pitch mm	Specified torque					
			Hexagon head bolt			Hexagon flange bolt		
			N-m	kgf-cm	ft-lbf	N-m	kgf-cm	ft-lbf
4T	6	1	5	55	48 in.·lbf	6	60	52 in.·lbf
	8	1.25	12.5	130	9	14	145	10
	10	1.25	26	260	19	29	290	21
	12	1.25	47	480	35	53	540	39
	14	1.5	74	760	55	84	850	61
	16	1.5	115	1,150	83	—	—	—
5T	6	1	6.5	65	56 in.·lbf	7.5	75	65 in.·lbf
	8	1.25	15.5	160	12	17.5	175	13
	10	1.25	32	330	24	36	360	26
	12	1.25	59	600	43	65	670	48
	14	1.5	91	930	67	100	1,050	76
	16	1.5	140	1,400	101	—	—	—
6T	6	1	8	80	69 in.·lbf	9	90	78 in.·lbf
	8	1.25	19	195	14	21	210	15
	10	1.25	39	400	29	44	440	32
	12	1.25	71	730	53	80	810	59
	14	1.5	110	1,100	80	125	1,250	90
	16	1.5	170	1,750	127	—	—	—
7T	6	1	10.5	110	8	12	120	9
	8	1.25	25	260	19	28	290	21
	10	1.25	52	530	38	58	590	43
	12	1.25	95	970	70	105	1,050	76
	14	1.5	145	1,500	108	165	1,700	123
	16	1.5	230	2,300	166	—	—	—
8T	8	1.25	29	300	22	33	330	24
	10	1.25	61	620	45	68	690	50
	12	1.25	110	1,100	80	120	1,250	90
9T	8	1.25	34	340	25	37	380	27
	10	1.25	70	710	51	78	790	57
	12	1.25	125	1,300	94	140	1,450	105
10T	8	1.25	38	390	28	42	430	31
	10	1.25	78	800	58	88	890	64
	12	1.25	140	1,450	105	155	1,600	116
11T	8	1.25	42	430	31	47	480	35
	10	1.25	87	890	64	97	990	72
	12	1.25	155	1,600	116	175	1,800	130

V00079

VEHICLE LIFT AND SUPPORT LOCATIONS

