

Engine & Cooling	Fuel	Ignition	Electrical	Running gear	Torque settings	Capacities	Notes & Illustration
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HELP

Type	61A1
1960 to 1969	1
1970 to 1979	1
1980 to 1989	1
1990 to 1999	1
2000 to 2009	1
2010 to 2019	1
2020 to 2029	1
2030 to 2039	1
2040 to 2049	1
2050 to 2059	1
2060 to 2069	1
2070 to 2079	1
2080 to 2089	1
2090 to 2099	1
2100 to 2109	1
2110 to 2119	1
2120 to 2129	1
2130 to 2139	1
2140 to 2149	1
2150 to 2159	1
2160 to 2169	1
2170 to 2179	1
2180 to 2189	1
2190 to 2199	1
2200 to 2209	1
2210 to 2219	1
2220 to 2229	1
2230 to 2239	1
2240 to 2249	1
2250 to 2259	1
2260 to 2269	1
2270 to 2279	1
2280 to 2289	1
2290 to 2299	1
2300 to 2309	1
2310 to 2319	1
2320 to 2329	1
2330 to 2339	1
2340 to 2349	1
2350 to 2359	1
2360 to 2369	1
2370 to 2379	1
2380 to 2389	1
2390 to 2399	1
2400 to 2409	1
2410 to 2419	1
2420 to 2429	1
2430 to 2439	1
2440 to 2449	1
2450 to 2459	1
2460 to 2469	1
2470 to 2479	1
2480 to 2489	1
2490 to 2499	1
2500 to 2509	1
2510 to 2519	1
2520 to 2529	1
2530 to 2539	1
2540 to 2549	1
2550 to 2559	1
2560 to 2569	1
2570 to 2579	1
2580 to 2589	1
2590 to 2599	1
2600 to 2609	1
2610 to 2619	1
2620 to 2629	1
2630 to 2639	1
2640 to 2649	1
2650 to 2659	1
2660 to 2669	1
2670 to 2679	1
2680 to 2689	1
2690 to 2699	1
2700 to 2709	1
2710 to 2719	1
2720 to 2729	1
2730 to 2739	1
2740 to 2749	1
2750 to 2759	1
2760 to 2769	1
2770 to 2779	1
2780 to 2789	1
2790 to 2799	1
2800 to 2809	1
2810 to 2819	1
2820 to 2829	1
2830 to 2839	1
2840 to 2849	1
2850 to 2859	1
2860 to 2869	1
2870 to 2879	1
2880 to 2889	1
2890 to 2899	1
2900 to 2909	1
2910 to 2919	1
2920 to 2929	1
2930 to 2939	1
2940 to 2949	1
2950 to 2959	1
2960 to 2969	1
2970 to 2979	1
2980 to 2989	1
2990 to 2999	1
3000 to 3009	1
3010 to 3019	1
3020 to 3029	1
3030 to 3039	1
3040 to 3049	1
3050 to 3059	1
3060 to 3069	1
3070 to 3079	1
3080 to 3089	1
3090 to 3099	1
3100 to 3109	1
3110 to 3119	1
3120 to 3129	1
3130 to 3139	1
3140 to 3149	1
3150 to 3159	1
3160 to 3169	1
3170 to 3179	1
3180 to 3189	1
3190 to 3199	1
3200 to 3209	1
3210 to 3219	1
3220 to 3229	1
3230 to 3239	1
3240 to 3249	1
3250 to 3259	1
3260 to 3269	1
3270 to 3279	1
3280 to 3289	1
3290 to 3299	1
3300 to 3309	1
33	

Capacity (cm ³) / number of cylinders		1468 / 4
Compression ratio / pressure	bar	9.5 / _
Oil pressure	bar	1.5
Oil temperature	°C	_
Valve clearance - inlet	mm	0.15 H
Valve clearance - exhaust	mm	0.25 H
Firing order		1-3-4-2
No 1 cylinder position		TBE
Thermostat opening temperature	°C	82
Radiator cap pressure	bar	0.78 to 0.98

Fuel system	Pony 1.5	1985 to 1990
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Idle speed - manual [auto]	rpm	750±30 [850±30]
Fast idle speed - manual [auto]	rpm	—
CO @ idle speed [3000 rpm] - see page VI	%	1.5
HC @ idle speed [3000 rpm] - see page VI	ppm	≤1200
CO2 @ idle speed [3000 rpm] - see page VI	%	—
O2 @ idle speed [3000 rpm] - see page VI	%	—
Carburettor / fuel injection		Changwon
Type / ref		2V
Main jet / needle		100, 150
Injection pressure	bar	—
Pump pressure	bar	—
Octane rating	RON	97[E 95 RON]

Ignition system	Pony 1.5	1985 to 1990
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Type		Electronic
Ignition coil		Diamond
Primary resistance	ohms	1.08 to 1.32
Ballast resistor	ohms	1.15 to 1.55
Voltage - Tmnl 15(+) to earth	V	—
Distributor		Mitsubishi
Points gap (air gap)	mm	—
Dwell angle	° (%)	—
Condenser capacity	μF	—
Rotation		Clockwise
Ignition timing - basic [static	° Crankshaft @ rpm	3 ATDC @ idle
V = Vacuum NV = No Vacuum		NV
Total ignition advance	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	—
Centrifugal check.	° Crankshaft @ rpm	0 @ 1000
	° Crankshaft @ rpm	—
	° Crankshaft @ rpm	20 @ 6000
Vacuum range check	mbar	133 to 400
Maximum vacuum advance	° Crankshaft	15
Spark plugs		NGK/Champion
Type		BPR6ES / RN9YC
Electrode gap	mm	0.70 to 0.80

Electrical System		Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100					

Alternator voltage / full load current / engine rpm		14.4 to 15.0 / _ / 2300
Starter motor current / voltage - cranking	A / V	60 / 11.5 (no load)
- locked	A / V	

Running gear **Pony 1.5** **1985 to 1990**

Brakes -

Front (min. friction material thickness)	mm	1.0
Rear (min. friction material thickness)	mm	1.0

Tyres

Saloon	Size	175/70x13
Estate / Van	Size	-
Pressure - front / rear - Saloon	bar	1.8 / 1.8
Pressure - front / rear - Estate / Van	bar	1.8 / 1.8

Front suspension / wheel alignment

Toe-in (+) / Toe-out (-)	mm [°]	-1.0±1.0
Camber		0 to +1°
Castor		+30' to 1°10'

King pin inclination	112 42
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Toe-in (+) / Toe-out (-)	mm [°]	-
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Camber	10	15	1	20

Torque wrench settings		Pony 1.5	1985 to 1990
Cylinder head - stage 1	Nm	69 to 73 C	
- stage 2	Nm	OR 79 to 83 H	
Cylinder head - stage 3	Nm	—	
- stage 4	Nm	—	
Big-end bearings	Nm	32 to 34	
Main bearings	Nm	49 to 53	
Clutch cover	Nm	15 to 22	
Flywheel [driveplate]	Nm	128 to 137	
Front hubs	Nm	200 to 260	
Rear hubs	Nm	20 then 0 then 5	
Wheel nuts / bolts	Nm	Steel: 70 to 80 ¹	
Spark plugs	Nm	20 to 30	

Capacities

Engine oil & filter	litres	3.5
Gearbox - 4-speed [5-speed]	litres	2.1
Automatic transmission - refill	litres	5.7
Final drive	litres	WT
Cooling system	litres	6.2
Fuel tank	litres	40

Notes and Illustrations

Figure 1. The effect of the number of trials on the number of correct responses. The number of correct responses was significantly higher than the number of incorrect responses for all groups. The number of correct responses was significantly higher than the number of incorrect responses for all groups. The number of correct responses was significantly higher than the number of incorrect responses for all groups.

[illegible]