

# Standards and Service Limits

\*1300 and 1200

Unit: mm (in.)

## Cylinder Head/Valve Train — Section 6

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Compression	350 min <sup>-1</sup> (rpm) and wide-open throttle	Nominal PGM-FI 1,274 kPa (13.0 kg/cm <sup>2</sup> , 185 psi) Carburetor 1,225 kPa (12.5 kg/cm <sup>2</sup> , 176 psi) Minimum PGM-FI 1,078 kPa (11.0 kg/cm <sup>2</sup> , 156 psi) Carburetor 1,029 kPa (10.5 kg/cm <sup>2</sup> , 149 psi) Maximum variation 196 kPa ( 2 kg/cm <sup>2</sup> , 28 psi)	
Cylinder head	Warpage Height	— 90 (3.54)	0.05 (0.002) 89.8 (3.53)
Camshaft	End play Oil clearance Runout Cam lobe height	0.05–0.15 (0.002–0.006) 0.050–0.098 (0.002–0.004) 0.03 (0.001) max. PGM-FI IN 40.865 (1.6089) EX 40.884 (1.6096) 1500 IN 40.370 (1.5894) EX 40.391 (1.5902) 1300 IN 40.056 (1.5770) EX 40.078 (1.5779) 1200 IN 39.095 (1.5392) EX 39.120 (1.5402)	0.5 (0.02) 0.15 (0.006) 0.06 (0.002) — — — — — — —
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance Stem installed height	IN 0.17–0.22 (0.007–0.009) EX 0.22–0.27 (0.009–0.011) IN 6.58–6.59 (0.2591–0.2594) EX 6.55–6.56 (0.2579–0.2583) IN 0.02–0.05 (0.001–0.002) EX 0.05–0.08 (0.002–0.003) IN 48.16 (1.896) EX 48.16 (1.896)	— — 6.55 (0.258) 6.52 (0.257) 0.08 (0.003) 0.11 (0.004) 48.95 (1.927) 48.95 (1.927)
Valve seat	Width	IN and EX 1.25–1.55 (0.049–0.061)	2.0 (0.08)
Valve spring	Free length Squareness Inner and Outer	IN and EX 47.6 (1.87) —	46.6 (1.83) 1.75 (0.068)
Valve guide	I.D.	IN 6.61–6.63 (0.260–0.261) EX 6.61–6.63 (0.260–0.261)	6.65 (0.262) 6.65 (0.262)
Rocker arm	Arm-to-shaft clearance	0.018–0.054 (0.0007–0.0021)	0.08 (0.003)

## Engine Block — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface Bore diameter Bore taper Reboring limit	0.07 (0.003) max. 74.00–74.02 (2.9133–2.9142) 0.07–0.012 (0.0003–0.0005) —	0.10 (0.004) 74.10 (2.9173) 0.05 (0.002) 0.5 (0.02)
Piston	Skirt O.D. At 16 mm (0.63 in) from bottom of skirt Clearance in cylinder Piston-to-ring clearance (Top) (Second)	73.97–73.99 (2.9122–2.9133) 0.01–0.05 (0.0004–0.0020) 0.03–0.06 (0.0012–0.0024) 0.030–0.055 (0.0012–0.0022)	73.96 (2.912) 0.07 (0.003) 0.13 (0.005) 0.13 (0.005)
Piston ring	Ring end gap (Top and second) Ring end gap (Oil)	0.15–0.35 (0.006–0.014) 0.30–0.90 (0.012–0.035)	0.6 (0.024) 1.1 (0.043)
Connecting rod	Pin-to-rod interference Large end bore diameter End play installed on crankshaft	0.02–0.04 (0.0008–0.0016) Nominal 45 (1.77) *43 (1.69) 0.15–0.30 (0.006–0.012)	0.02 (0.0008) — 0.40 (0.016)
Crankshaft	Main journal diameter Taper/out-of-round, main journal Rod journal diameter Taper/out-of-round, rod journal End play Runout	49.976–50.000 (1.9676–1.9685) 0.005 (0.0002) max. 41.976–42.000 (1.6526–1.6535) *39.976–40.000 (1.5739–1.5748) 0.005 (0.0002) max. 0.10–0.35 (0.004–0.014) 0.03 (0.0012) max.	— 0.010 (0.0004) — — 0.010 (0.0004) 0.45 (0.018) 0.06 (0.0024)
Bearings	Main bearing-to-journal oil clearance Rod bearing-to-journal oil clearance	0.024–0.042 (0.0009–0.0017) 0.020–0.038 (0.0008–0.0015)	0.07 (0.003) 0.07 (0.003)

**Engine Lubrication — Section 8**

Unit: mm (in.)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US. qt., Imp. qt.)	4.0 (4.2, 3.4) After engine disassembly 3.5 (3.7, 3.1) After oil change, including oil filter 3.0 (3.2, 2.6) After oil change, without oil filter	
Oil pump	Displacement Inner-to-outer rotor radial clearance Pump body-to-rotor radial clearance Pump body-to-rotor side clearance	35ℓ (9.2 US gal., 7.7 Imp gal.) 3,000 min <sup>-1</sup> (rpm) 0.14 (0.006) max. 0.10–0.175 (0.004–0.007) 0.03–0.08 (0.001–0.003)	0.2 (0.008) 0.2 (0.008) 0.15 (0.006)
Relief valve	Pressure setting	333–340 kPa (3.4–4.2 kg/cm <sup>2</sup> , 48–60 psi)	

**Cooling — Section 10**

	MEASUREMENT	STANDARD (NEW)
Radiator	Capacity (incl. heater) ℓ (US. Gal., Imp. Gal.) Includes reservoir tank 0.4 (0.11, 0.09)	Coupe (PGM-FI) 5.1 (1.3, 1.1) 1200 4MT 4.4 (1.4, 1.2) KG only 4MT 5.2 (1.4, 1.1) HM 4.9 (1.3, 1.1) 1300 4MT 4.9 (1.3, 1.1) KC only 4MT 5.2 (1.4, 1.1) Other models 5MT 4.9 (1.3, 1.1) KT only 5MT 4.4 (1.2, 1.0) Other models HM 4.9 (1.4, 1.1) KC and EC models HM 5.2 (1.3, 1.1) Other models 1500 5.2 (1.4, 1.1) KC and EC models 5.5 (1.5, 1.2) Other models Subtract 1ℓ (0.26 US Gal., 0.22 Imp. Gal.) from capacities at replacement
	Pressure cap opening pressure	74–103 kPa (0.75–1.05 kg/cm <sup>2</sup> , 11–15 psi)
Thermostat	Starts to open Full open Valve lift at full open	76–78°C (169–173°F) 91°C (196°F) 8 (0.31) max.
Cooling fan	Fan-to-core clearance Thermoswitch "ON" temperature Thermoswitch "OFF" temperature	ND 22 mm (0.87 in.) TOYO 17.5 mm (0.69 in.) 88.5–91.5°C (191–197°F) 85.5–86.5°C (186–188°F)

**Carburetor — Section 11**

	MEASUREMENT	STANDARD (NEW)
Carburetor	Choke fast idle	1,500–2,500 min <sup>-1</sup> (rpm)
	Idle speed with headlights and cooling fan off (On Swedish model: on)	Manual 700–800 min <sup>-1</sup> (rpm) Hondamatic 650–750 min <sup>-1</sup> (rpm)
	Idle CO	KS and KQ below 2.0% KX 0.5–2.0% Other models below 3.0%
	Float level	35.4–37.4 (13.9–14.7 in.)
PGM-FI	Choke fast idle	1,200–2,000 min <sup>-1</sup> (rpm)
	Idle speed with headlights and cooling fan off (on Swedish model: on)	700–800 min <sup>-1</sup> (rpm)
	Idle CO	KS below 1.5% KX 0.5–2%

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# Standards and Service Limits(cont'd)

## Fuel — Section 12

	MEASUREMENT		STANDARD (NEW)
Fuel pump	Delivery pressure		17.7—26.5 kPa (0.18—0.27 kg/cm <sup>2</sup> , 27—38 psi)
	Displacement		170 cc/min at camshaft rpm 300 min <sup>-1</sup> (rpm)
Fuel pump (PGM-FI)	Delivery pressure		230—270 kPa (2.35—2.75 kg/cm <sup>2</sup> , 33—39 psi)
	Displacement		230 cc/min in 10 seconds
Fuel tank	Capacity	Coupe	41 ℓ (10.8 US. Gal., 9.0 Imp. Gal.)
		2D H/B	45 ℓ (11.9 US. Gal., 9.9 Imp. Gal.)
		4D, 4D H/B	46 ℓ (12.1 US. Gal., 10.1 Imp. Gal.)

## Clutch — Section 13

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Pedal height	Coupe	175 (6.89) to floor	—
		Except Coupe	179 (7.05) to floor	—
	Stroke		135—140 (5.3—5.5)	—
	Pedal play	Coupe	10—30 (0.39—1.18)	—
		Except Coup	16—21 (0.63—0.83)	—
	Disengagement height	Coupe	61 (2.4) min. to floor 31 (1.2) min. to carpet	
		2D H/B, 4D	83 (3.3) min. to floor 53 (2.1) min. to carpet	
		4D H/B	78 (3.1) min. to floor 48 (1.9) min. to carpet	
Clutch arm	Release arm adjustment		4.0—5.0 (0.16—0.20)	—
Flywheel	Clutch surface runout		0.05 (0.002) max.	0.15 (0.006)
Clutch plate	Rivet head depth		1.3 (0.05) min.	0.2 (0.008)
	Surface runout		0.8 (0.03) max.	1.0 (0.04)
	Radial play in splines		0.036—0.112 (0.0014—0.0044)	0.5 (0.02)
	Thickness		8.1—8.8 (0.32—0.35)	5.7 (0.22)
Clutch release bearing holder	I.D.		29.000—29.059 (1.142—1.144)	29.20 (1.150)
	Holder-to-guide sleeve clearance		0.040—0.132 (0.0016—0.0052)	0.2 (0.008)
Clutch cover	Unevenness of diaphragm spring		0.8 (0.03) max.	1.0 (0.04)

**Manual Transmission – Section 14 and 15**

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity 2 (US. qt., Imp. qt)		2.5 (2.6, 2.2) at assembly 2.3 (2.4, 2.0) at oil change	
Mainshaft	End play Diameter of needle bearing contact area Diameter of fifth gear contact area Diameter of 62/22 ball bearing contact area Diameter of 6304 ball bearing contact area Runout		0.11–0.25 (0.004–0.010) 27.997–28.010 (1.1022–1.1028) 24.987–25.000 (0.9837–0.9843) 21.987–22.000 (0.8656–0.8661) 19.983–19.996 (0.7867–0.7872) 0.02 (0.0008) max.	– 27.94 (1.100) 24.93 (0.981) 21.93 (0.863) 19.93 (0.7846) 0.05 (0.0019)
Mainshaft fifth gear	I.D. End play		30.007–30.020 (1.1814–1.1819) 0.05–0.35 (0.0020–0.0138)	30.07 (1.184) –
Countershaft	End play Diameter of needle bearing contact area Diameter of ball bearing contact area Diameter of low gear contact area Runout		0.35 (0.0138) 30.004–30.017 (1.1813–1.1818) 24.9935–25.0065 (0.9840–0.9845) 31.984–32.000 (1.2592–1.2598) 0.04 (0.0016)	0.65 (0.026) 29.94 (1.179) 24.94 (0.982) 31.93 (1.257) 0.10 (0.004)
Countershaft low gear	I.D. End play		37.009–37.025 (1.4570–1.4577) 0.03–0.08 (0.0012–0.0031)	37.08 (1.460) 0.18 (0.007)
Countershaft second,, third/fourth gear	I.D. End play		37.009–37.025 (1.4570–1.4577) 0.05–0.12 (0.0020–0.0047)	37.08 (1.460) 0.18 (0.007)
Spacer collar	Second, Third	I.D.	25.980–25.991 (1.0228–1.0233)	26.04 (1.025)
		O.D.	31.989–32.000 (1.2594–1.2598)	31.93 (1.257)
	Fourth	Length	28.01–28.13 (1.1028–1.1074)	–
		I.D.	25.007–25.037 (0.9845–0.9857)	25.08 (0.987)
Reverse idler gear	I.D. Gear-to-reverse gear shaft clearance		15.016–15.043 (0.5912–0.5922) 0.032–0.077 (0.0013–0.0030)	15.08 (0.594) 0.14 (0.006)
Synchronizer ring	Ring-to-gear clearance (ring pushed against gear)		0.85–1.10 (0.033–0.043)	0.4 (0.016)
Shift fork	Synchronizer sleeve gear Fork-to-synchronizer sleeve clearance		6.95–7.05 (0.2736–0.2776) 0.45–0.65 (0.018–0.026)	– 1.0 (0.039)
Reverse shift fork	End gap Fork-to-reverse idler gear clearance Groove width Fork-to-fifth/reverse shift shaft clearance		6.9–7.0 (0.27–0.28) 0.1–0.3 (0.004–0.012) 7.05–7.25 (0.278–0.285) 0.05–0.35 (0.002–0.014)	– 0.7 (0.028) – 0.5 (0.020)
Shift arm B	I.D. Shift arm-to-shift guide clearance		14.016–14.043 (0.5518–0.5529) 0.022–0.067 (0.0009–0.0026)	– 0.15 (0.006)

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# Standards and Service Limits(cont'd)

Unit: mm (in.)

## Hondamatic Transmission — Section 16

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ② (US. qt., Imp. qt)	2.8 (3.0, 2.5) at oil change 5.4 (5.7, 4.8) at assembly	
Hydraulic pressure	Line pressure at 2,000 min <sup>-1</sup> (rpm) 1500 1200, 1300	735–784 kPa (7.5–8.0 kg/cm <sup>2</sup> , 107–114 psi) 637–686 kPa (6.5–7.0 kg/cm <sup>2</sup> , 92–100 psi)	686 kPa (7.0 kg/cm <sup>2</sup> , 100 psi) 588 kPa (6.0 kg/cm <sup>2</sup> , 85 psi)
	OD clutch pressure at 2,000 min <sup>-1</sup> (rpm) 1500 1200, 1300	686–784 kPa (7.0–8.0 kg/cm <sup>2</sup> , 100–114 psi) 588–686 kPa (6.0–7.0 kg/cm <sup>2</sup> , 85–100 psi)	637 kPa (6.5 kg/cm <sup>2</sup> , 92 psi) 539 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	☆clutch pressure at 2,000 min <sup>-1</sup> (rpm) 1500 1200, 1300	686–784 kPa (7.0–8.0 kg/cm <sup>2</sup> , 100–114 psi) 588–686 kPa (6.0–7.0 kg/cm <sup>2</sup> , 85–100 psi)	637 kPa (6.5 kg/cm <sup>2</sup> , 92 psi) 539 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	1st clutch pressure at 2,000 min <sup>-1</sup> (rpm) 1500 1200, 1300	686–784 kPa (7.0–8.0 kg/cm <sup>2</sup> , 100–114 psi) 588–686 kPa (6.0–7.0 kg/cm <sup>2</sup> , 85–100 psi)	637 kPa (6.5 kg/cm <sup>2</sup> , 92 psi) 539 kPa (5.5 kg/cm <sup>2</sup> , 78 psi)
	Governor pressure at 60 km/h	221–230 kPa (2.25–2.35 kg/cm <sup>2</sup> , 32–33 psi)	216 kPa (2.2 kg/cm <sup>2</sup> , 31 psi)
	Throttle pressure 1500 1200, 1300	735–784 kPa (7.5–8.0 kg/cm <sup>2</sup> , 107–114 psi) 637–686 kPa (6.5–7.0 kg/cm <sup>2</sup> , 92–100 psi)	686 kPa (7.0 kg/cm <sup>2</sup> , 100 psi) 588 kPa (6.0 kg/cm <sup>2</sup> , 85 psi)
Stall speed	Check with car on level ground	2,700 min <sup>-1</sup> (rpm)	2,300–2,900 min <sup>-1</sup> (rpm)
Clutch	Clutch initial clearance 1st 2nd 3rd	0.4–0.7 (0.016–0.028) 0.65–0.80 (0.026–0.031) 0.4–0.6 (0.016–0.024)	— — —
	Clutch return spring free length	30.5 (1.20)	28.5 (1.12)
	Clutch disc thickness	1.88–2.0 (0.074–0.079)	Until grooves worn out
	Clutch plate thickness	1.95–2.05 (0.077–0.079)	Discoloration
	Clutch end plate thickness Mark 1 Mark 2 Mark 3 Mark 4 Mark 5 Mark 6 Mark 7 Mark 8 Mark 9 Mark 10	2.3–2.4 (0.091–0.094) 2.4–2.5 (0.094–0.098) 2.5–2.6 (0.098–0.102) 2.6–2.7 (0.102–0.106) 2.7–2.8 (0.106–0.110) 2.8–2.9 (0.110–0.114) 2.9–3.0 (0.114–0.118) 3.0–3.1 (0.118–0.122) 3.1–3.2 (0.122–0.126) 3.2–3.3 (0.126–0.130)	↑ ↓ Discoloration
Transmission	Diameter of needle bearing contact area on main and stator shaft	19.980–19.993 (0.7866–0.7871)	Wear or damage
	Diameter of needle bearing contact area on main 2nd gear collar	31.975–31.991 (1.2588–1.2594)	
	Diameter of needle bearing contact area on mainshaft 1st gear collar	30.975–30.991 (1.2195–1.2201)	
	Diameter of needle bearing contact area on countershaft (L side)	32.984–33.000 (1.2986–1.2993)	
	Diameter of needle bearing contact area on countershaft 3rd gear	31.975–31.991 (1.2589–1.2595)	
	Diameter of needle bearing contact area on countershaft 2nd gear	27.980–27.993 (1.1016–1.1021)	
	Diameter of needle bearing contact area on countershaft reverse gear collar	29.980–29.993 (1.1803–1.1808)	
	Diameter of needle bearing contact area on reverse idle gear	13.994–14.000 (0.5509–0.5512)	
	Reverse idler shaft holder diameter	14.016–14.034 (0.5518–0.5525)	
	Mainshaft 2nd gear I.D.	38.000–38.016 (1.4961–1.4967)	
	Mainshaft 1st gear I.D.	36.000–36.016 (1.4173–1.4179)	
	Countershaft 3rd gear I.D.	38.000–38.016 (1.4966–1.4966)	
	Countershaft 2nd gear I.D.	33.000–33.016 (1.4173–1.4179)	
	Countershaft 1st gear I.D.	35.000–35.016 (1.3779–1.3785)	
	Countershaft reverse gear I.D.	36.000–36.016 (1.4173–1.4179)	
	Reverse idler gear I.D.	18.007–18.020 (0.7086–0.7094)	Wear or damage

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Mainshaft 2nd gear end play	0.07–0.15 (0.003–0.006)	—
	Mainshaft 1st gear end play	0.08–0.20 (0.003–0.008)	—
	Countershaft 3rd gear end play	0.07–0.15 (0.003–0.006)	—
	Countershaft 2nd gear end play	0.07–0.15 (0.003–0.006)	—
	Reverse idle gear end play	0.05–0.18 (0.0020–0.0071)	—
	Countershaft reverse gear end play	0.10–0.20 (0.004–0.008)	—
	Reverse gear hub O.D.	51.87–51.90 (2.0421–2.0433)	Wear or damage
	Thrust washer thickness		
	Mainshaft 2nd gear, Countershaft 3rd gear	A 2.97–3.00 (0.1169–0.1181)	—
		B 3.02–3.05 (0.1189–0.1201)	—
		C 3.07–3.10 (0.1209–0.1220)	—
		D 3.12–3.15 (0.1228–0.1240)	—
		E 3.17–3.20 (0.1248–0.1260)	—
		F 3.22–3.25 (0.1268–0.1280)	—
		G 3.27–3.30 (0.1287–0.1299)	—
		H 3.32–3.35 (0.1307–0.1319)	—
		I 3.37–3.40 (0.1327–0.1339)	—
	Mainshaft R side bearing	3.95–4.05 (0.1555–0.1594)	Wear or damage
	Mainshaft 1st gear	2.43–2.50 (0.0957–0.0984)	Wear or damage
	Countershaft 2nd gear thickness	A 2.27–2.30 (0.0894–0.0906)	—
		B 2.32–2.35 (0.0913–0.0925)	—
		C 2.37–2.40 (0.0933–0.0945)	—
		D 2.42–2.45 (0.0953–0.0965)	—
		E 2.47–2.50 (0.0972–0.0984)	—
		F 2.50–2.55 (0.0972–0.1004)	—
		G 2.52–2.60 (0.0992–0.1024)	—
Regulator valve body	Mainshaft 1st gear collar length	22.50–22.55 (0.8858–0.8878)	—
	Mainshaft 1st gear collar flange thickness	2.5–2.6 (0.098–0.102)	Wear or damage
	Countershaft reverse gear collar length	14.0–14.1 (0.551–0.555)	—
	Countershaft reverse gear collar flange thickness	2.45–2.50 (0.096–0.098)	Wear or damage
	Mainshaft and countershaft feed pipe O.D. (at 20 mm from end)	7.97–7.98 (0.3138–0.3142)	7.95 (0.31)
	Mainshaft sealing ring 32 mm thickness	1.980–1.995 (0.0780–0.0785)	—
	Mainshaft bushing I.D.	8.000–8.015 (0.3150–0.3156)	8.03 (0.316)
	Countershaft bushing I.D.	8.000–8.015 (0.3150–0.3156)	8.03 (0.316)
	Mainshaft sealing ring groove width	2.025–2.060 (0.0797–0.0811)	2.08 (0.082)
Shifting device and parking brake control	Sealing ring contact area diameter	32.000–32.025 (1.2598–1.2608)	32.05 (1.26)
	Reverse shift fork thickness	5.9–6.0 (0.232–0.236)	5.4 (0.21)
	Parking brake ratchet pawl	—	Wear or other defect
	Parking gear	—	Wear or other defect
Servo body	Throttle cam stopper	18.5–18.6 (0.7283–0.7323)	—
	Shift fork shaft bore I.D.	A 14.000–14.005 (0.5512–0.5514)	—
		B 14.006–14.010 (0.5514–0.5516)	—
		C 14.011–14.015 (0.5516–0.5518)	—
	Shift fork shaft valve bore I.D.	37.000–37.039 (1.4567–1.4582)	37.045 (1.4583)
Valve body	Oil pump gear side clearance	0.03–0.05 (0.0012–0.0020)	0.07 (0.003)
	Oil pump gear-to-body clearance	Drive: 0.21–0.27 (0.0083–0.0106)	—
		Driven: 0.05–0.09 (0.0020–0.0035)	—
	Stator camshaft needle bearing bore I.D.	24.000–24.021 (0.9449–0.9457)	Wear or damage
	Stator camshaft needle bearing contact and O.D.	26.000–26.013 (1.0236–1.0241)	Wear or damage
	Oil pump driven gear I.D.	14.016–14.034 (0.5518–0.5525)	Wear or damage
	Oil pump shaft O.D.	13.980–13.990 (0.5503–0.5507)	Wear or damage

# Standards and Service Limits(cont'd)

Unit: mm (in.)

## Differential – Section 17

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ring gear	Backlash	0.073–0.132 (0.0029–0.0052)	0.25 (0.010)
Differential carrier	Pinion shaft bore diameter	18.000–18.018 (0.7087–0.7094)	18.1 (0.71)
	Carrier-to-pinion shaft clearance	0.016–0.052 (0.0006–0.0020)	0.1 (0.004)
	Driveshaft bore diameter	26.005–26.025 (1.0238–1.0246)	—
	Carrier-to-driveshaft clearance	28.000–28.021 (1.1024–1.1032)	—
	Side clearance	0.025–0.066 (0.0010–0.0026)	0.12 (0.005)
Differential pinion gear	Backlash	0.05–0.15 (0.002–0.006)	—
	Pinion gear bore diameter	18.041–18.061 (0.7103–0.7111)	—
	Pinion gear-to-pinion shaft clearance	0.057–0.095 (0.0022–0.0037)	0.15 (0.006)

## Driveshaft – Section 18

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Driveshaft	Right boot As installed	471–476 (18.5–18.7)	—
	Left boot As installed	771–776 (30.4–30.6)	—

## Steering – Section 19

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Steering wheel	Play	10.0 (0.39) Max.	—
	Pinion-starting torque N-m (kg-m, lb-ft)	0.5–1.3 (0.05–0.13, 0.36–0.94)	—

## Suspension – Section 20

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Front camber	Coupe	0°00'±1°
		2D H/B	0°00'±1° KY: 0°20'±1°
		4D	0°00'±1° KY: 0°30'±1°
		4D H/B	0°30'±1° KC: 0°20'±1°
	Rear camber		EC: 0°26'±1°
			–0°45'±15'
		Coupe	2°25'±1°
		2D H/B	2°20'±1° KY: 2°10'±1°
	Caster	4D	2°20'±1° KY: 2°15'±1°
		4D H/B	2°00'±1° KC: 2°05'±1°
			EC: 1°47'±1°
	Front toe		0±3 mm (0±0.118 in.)
	Rear toe		IN 2±2 mm (0.079±0.079 in.)
	Kingpin inclination	Coupe	12°55'±30'
		2D H/B	12°50'±30' KY: 12°30'±30'
		4D	12°50'±30' KY: 12°15'±30'
		4D H/B	11°45'±30' KC: 12°00'±30'
	Steering angle	R/L	41°30' ± 2°
		Inside Outside	34°30' ± 2°
Wheel	Rim runout	Steel	0–1.0 (0–0.039)
		Aluminum	0–1.0 (0–0.039)
		Axial	0–0.7 (0–0.028)
		Radial	0–0.7 (0–0.028)

**Brake – Section 21**

Unit: mm (in.)

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Parking brake lever	Play in stroke 200N (20 kg, 44 lbs)	To be locked when pulled 4–8 notches	
Foot brake pedal	Pedal height Free play	174 (6.8) 4D H/B:168 (6.6) to floor 1–5 (0.04–0.20)	— 5 (0.20)
Master cylinder	Piston-to-push rod clearance	0–0.4 (0–0.016)	—
Brake drum	I.D.  4D H/B	180 (7.09) 200 (7.87)	181 (7.13) 201 (7.91)
Lining	Thickness	4.5 (0.18)	2.0 (0.08)
Disc brake	Disc thickness Disc runout Disc parallelism Pad thickness	Ventilated Solid — 0.007 (0.0003) 4D H/B EC and KX Other models 10.0 (0.39) 9.5 (0.37)	15.0 (0.59) 10.0 (0.39) 0.10 (0.004) 0.015 (0.0006) 3.0 (0.12) 3.0 (0.12)

Brake Booster	Characteristic	Vacuum (mmHg)	Pedal Pressure kg (lbs)	Line Pressure kg/cm <sup>2</sup> (psi)
		0 300 500	20 (44) 20 (44) 20 (44)	16 (227) min 46 (654) min 66 (939) min

(cont'd)



# Standards and Service Limits(cont'd)

## Engine Electrical — Section 25, 26 and 27

Unit: mm (in.)

		MEASUREMENT		STANDARD (NEW)					
Ignition coil	Rated voltage		12 Volts						
	Insulation resistance		10,000 ohms min.						
	Performance: Make sure strong sparks jump across electrodes (3-point tester)								
	Voltage	Camshaft	Secondary Voltage	3-point gap	Condition				
	12V	3,000 min <sup>-1</sup> (rpm)	17 ± 4 kV	13–19 (0.51–0.75)	At 80°C (176°F)				
Ignition wire	Resistance		25,000 ohms max.						
Spark plug	Type	Standard	KC, EC						
			Other models						
			NGK: BPR6EY-11, ND: W20EXR-U11						
			NGK: PP6EY-11, ND: W20EX-U11						
	Gap		1.0–1.1 (0.039–0.043)						
Ignition timing	At idling	1200		17±2° BTDC					
		1300		12±2° BTDC					
		1500	Canadian model MT	10±2° BTDC					
	Canadian model HM		14±2° BTDC						
	European model		16±2° BTDC						
	PGM-F1 model		16±2° BTDC						
	General export model		16±2° BTDC						
Battery	Lighting capacity (20-hour ratio)		47 Ampere Hours						
	Starting capacity (5-second ratio)		8.4V minimum at 300 Ampere draw						
Alternator	Output at no-load Output	ND		MITSUBISHI					
		STANDARD (NEW)		SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT			
		14V at 1,090 min <sup>-1</sup> (rpm) 14V/55A at 6,000 min <sup>-1</sup> (rpm)		14V at 1,400 min <sup>-1</sup> (rpm) 60A at 5,000 min <sup>-1</sup> (rpm)	14V at 1,100 min <sup>-1</sup> (rpm) 14V/55A at 6,000 min <sup>-1</sup> (rpm)	14V at 1,400 min <sup>-1</sup> (rpm) 50A at 5,000 min <sup>-1</sup> (rpm)			
	Coil resistance (rotor)	2.9 ohm	2.8–3.0 ohms	3 ohm					
	Slip ring O.D.	14.4 (0.57)	13.5 (0.53)	23.0 (0.91)	22.5 (0.89)				
	Brush length	13.5 (0.53)	5.0 (0.20)	18.0 (0.71)	8.0 (0.31)				
	Brush spring tension	330g (11.6 oz)	200g (7.05 oz)	370g (13.05 oz)	210g (7.41 oz)				
Alternator belt	Deflection midway between pulleys/load		7–10 (0.28–0.39)/98 (10 kg, 22 lb) for used belt 4–6.5 (0.16–0.26)/98 (10 kg, 22 lb) after replacement of belt						
Starting motor	MEASUREMENT	ND 0.8kW		HITACHI 0.8kW		ND 1.0kW, 1.4kW		MITSUBA 1.0kW, 1.4kW	
		STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT	STANDARD (NEW)	SERVICE LIMIT
	Mica depth	0.5–0.8 (0.020–0.031)	0.2 (0.008)	0.5–0.8 (0.020–0.031)	0.2 (0.008)	0.5–0.8 (0.020–0.031)	0.2 (0.008)	0.4–0.5 (0.016–0.020)	0.15 (0.006)
	Commutator runout	0–0.5 (0.020)	0.3 (0.012)	0–0.1 (0.004)	0.4 (0.016)	0–0.02 (0.0008)	0.05 (0.020)	0–0.02 (0.008)	0.05 (0.020)
	Commutator O.D.	28.0 (1.10)	27.0 (1.06)		39.0 (1.54)	30.0 (1.18)	29.0 (1.14)	28.0 (1.10)	27.5 (1.08)
	Brush length	15.5–16.5 (0.61–0.65)	10.0 (0.39)	14.5–15.5 (0.61–0.65)	12.0 (0.47)	12.5–13.5 (0.49–0.53)	8.5 (0.33)	14.3–14.7 (0.56–0.58)	9.3 (0.37)
	Spring pressure (new)	1.2 kg (2.6 lb)	—	1.6 kg (3.5 lb)	—	1.75 kg (3.8 lb)	—	2.1 kg (4.6 lb)	—