
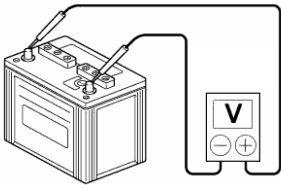

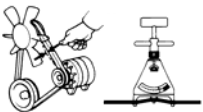
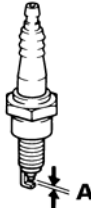
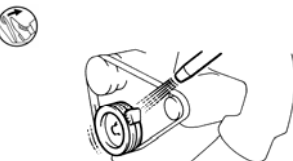
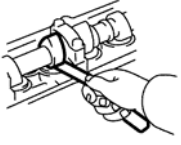


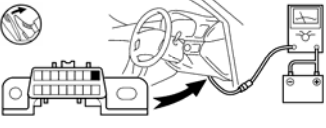




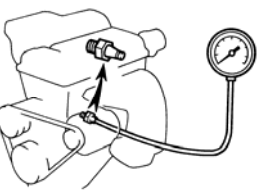



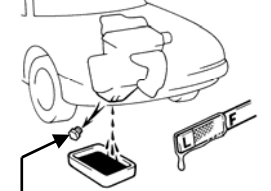



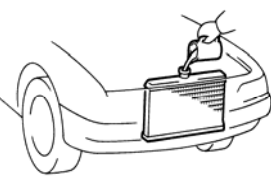


		<b>GSJ15L</b>	
	A	183.5 to 193.5 (7.224 to 7.618)	
	B	5.0 to 15.0 (0.197 to 0.591)	
	C	↑25 (0.98)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3	
		<b>GSJ15L</b>	
	A	168.7 to 178.7 (6.642 to 7.035)	
	B	1.0 to 6.0 (0.039 to 0.236)	
	C* <sup>1</sup>	↑56 (2.20)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3	
		5 to 7	
200 N (20 kgf, 45 lbf)			
	A	↑1.0 (0.039)	
	B		
mm (in.)		↑26.0 (1.024)	↑16.0 (0.630)
	mm (in.)	↑1.0 (0.039)	
	mm (in.)	↓211.0 (8.307)	
		<b>GSJ15L</b>	
		1.8 (1.9, 1.6)	
	A	API GL-4 or GL-5 SAE 75W-90	
liter (US qts, Imp. qts)			
		3.0 (3.2, 2.6)	
	B	Toyota genuine ATF WS	
liter (US qts, Imp. qts)			
		VF2A : 1.0 (1.1, 0.9) VF4B : 1.4 (1.5, 1.3)	
	C	VF2A : API GL-3 SAE 75W-90 VF4B : API GL-5 SAE 75W-90	
liter (US qts, Imp. qts)			

w/ A.D.D. 1.45 to 1.55 (1.53 to 1.63, 1.27 to 1.36)	w/ Differential lock 2.95 to 3.05 (3.12 to 3.22, 2.60 to 2.68)		
w/o A.D.D. 1.35 to 1.45 (1.42 to 1.53, 1.18 to 1.27)	w/o Differential lock 2.85 to 2.95 (3.01 to 3.12, 2.51 to 2.60)		
w/ A.D.D. Hypoid gear Oil API GL-4 or GL-5 SAE75W-90		Hypoid gear Oil API GL-5 SAE90 (↑-18°C (-0.4°F)) SAE85W-90 (↓-18°C (-0.4°F))	
w/o A.D.D. Hypoid gear Oil API GL-4 or GL-5 SAE90 (↑-18°C (-0.4°F)) SAE85W-90 (↓-18°C (-0.4°F))			
(A)		37 (377, 27)	
(B)		28 (285, 21)	
(C)		37 (377, 27)	
(D)		Front 39 (400, 29) Rear 49 (500, 36)	
		<b>GSJ15L</b>	
		98 to 125 (999 to 1275, 72 to 92)	
N·m (kgf·cm, ft·lbf)			
		<b>GSJ15L</b>	
		↓30 (1.18)	
mm (in.)			
	A	12°18' +30' (12.3°+/-0.50°)	
	B	0°11' +30' (0.18°+/-0.50°)	
	C	2°43' +30' (2.72°+/-0.50°)	
	D	33°11' (33.18°)	
	G-H	1.0 +/-2.0 (0.04+/-0.08)	
mm (in.)			
		265/75 R16 116S	220 (2.2, 32)
220 (2.2, 32)		220 (2.2, 32)	

\*1: When the brake pedal is depressed with the force of 490N (50 kgf, 110.2 lbf) while the engine is running.

		<b>GSJ15L</b>
 20° C (68° F)		<b>12.6 to 12.9</b>
 cm <sup>3</sup> or CC (cu. in.)		<b>3956 (241.4)</b>
		—
 A	DENSO	<b>K20HR-U11</b>
	NGK	<b>LFR6C11</b>
	A mm (in.)	<b>1.0 to 1.1 (0.039 to 0.043)</b>
 BTDC		<b>8 to 12°</b> (DLC3 Terminals 13 (TC) - 4 (CG) Connected)
 mm (in.)		<b>0.15 to 0.25 (0.006 to 0.010)</b>
		<b>0.29 to 0.39 (0.011 to 0.015)</b>
 (DLC3 Terminal 9 (TAC) Connected)		<b>650 to 750</b>

 kPa (kgf/cm <sup>2</sup> , psi)		<b>1300</b> (13.3, 189)
		<b>1000</b> (10.2, 145)
		<b>100</b> (1.0, 15)
 kPa (kgf/cm <sup>2</sup> , psi)		<b>29</b> (0.3, 4.3)
	3000 rpm 	<b>249 to 588</b> (3.0 to 6.0, 43 to 85)
		<b>1GR-FE</b>
 A liter (US qts, Imp. qts)		<b>4.9</b> (5.2, 4.3)
		<b>5.2</b> (5.5, 4.6)
	<b>5W-30*2</b> <b>10W-30</b>	<b>API grade SL or SM</b> multigrade engine oil
		<b>40</b> (408, 30)
 liter (US qts, Imp. qts)		<b>MT 9.4</b> (9.9, 8.3) <b>AT 9.8</b> (10.4, 8.6)

\*2: 5W-30 is best choice for fuel economy and good starting in cold weather.