Omrekentabel

Druk

Oude eenheid kg/cm^2
en psi in nieuwe eenheid **bar**

1 kg/cm^2 (kilogram per vierkante cm) = 0,9806 bar = 14,22 psi (pounds square inches)
1 bar = 1,019 kg cm^2 = 14,50 psi
1 psi (ponden per vierkante inch) = 0,0689 bar = 0,0703 kg/cm^2

Omrekentabel zie ommezijde

Omrekentabel: Druk

psi	bar	kg/cm²	psi	bar	kg/cm²	psi	bar	kg/cm²	psi	bar	kg/cm²
1,0	0,07	0,070	31,0	2,14	2,18	72	4,96	5,06	425	29,28	29,88
1,5	0,10	0,105	32,0	2,21	2,25	74	5,10	5,20	450	31,01	31,64
2,0	0,14	0,141	33,0	2,27	2,32	76	5,23	5,34	475	32,72	33,39
2,5	0,17	0,176	34,0	2,34	2,39	78	5,37	5,48	500	34,45	35,15
3,0	0,21	0,211	35,0	2,41	2,46	80	5,51	5,62			
4,0	0,27	0,281	36,0	2,48	2,53				600	41,34	42,18
5,0	0,34	0,352	37,0	2,55	2,60	82	5,65	5,76	700	48,23	49,21
6,0	0,41	0,422	38,0	2,62	2,67	84	5,78	5,90	800	55,12	56,24
7,0	0,48	0,492	39,0	2,69	2,74	86	5,92	6,04	900	62,00	63,27
8,0	0,55	0,562	40,0	2,75	2,81	88	6,06	6,18	1000	68,89	70,30
9,0	0,62	0,633				90	6,20	6,33			
10,0	0,69	0,703	41,0	2,82	2,88				1100	75,78	77,33
			42,0	2,89	2,95	92	6,34	6,46	1200	82,67	84,36
11,0	0,76	0,773	43,0	2,96	3,02	94	6,47	6,60	1300	89,56	91,39
12,0	0,83	0,844	44,0	3,03	3,09	96	6,61	6,75	1400	96,45	98,42
13,0	0,90	0,914	45,0	3,10	3,16	98	6,75	6,89	1500	103,34	105,45
14,0	0,96	0,984	46,0	3,17	3,23	100	6,89	7,03			
15,0	1,03	1,055	47,0	3,23	3,30						
16,0	1,10	1,12	48,0	3,30	3,37	125	8,61	7,78			
17,0	1,18	1,20	49,0	3,37	3,44	150	10,34	10,55			
18,0	1,24	1,27	50,0	3,45	3,52	175	12,05	12,30			
19,0	1,31	1,34				200	13,78	14,06			
20,0	1,38	1,41	52	3,58	3,65						
			54	3,72	3,79	225	15,50	15,82			
21,0	1,45	1,48	56	3,86	3,93	250	17,25	17,60			
22,0	1,52	1,55	58	3,99	4,07	275	18,95	19,33			
23,0	1,59	1,62	60	4,13	4,22	300	20,68	21,10			
24,0	1,66	1,69									
25,0	1,72	1,76	62	4,27	4,36	325	22,39	22,85			
26,0	1,79	1,83	64	4,41	4,50	350	24,11	24,60			
27,0	1,86	1,90	66	4,54	4,64	375	25,83	26,36			
28,0	1,93	1,97	68	4,68	4,78	400	27,54	28,10			
29,0	2,00	2,04	70	4,82	4,92						
30,0	2,07	2,11									

Merk en model	Motorgegevens								Kleppen									Afstelling						
	Motoraard Q = dwarsgepl. motor B = Boxermotor R = Lijnmotor V = V-motor		Boring	Slag	Cilinderinhoud	Max. vermogen (kW bij 1/min) D = DIN, S = SAE	Kompressieverhouding :1	Kompressiedruk (bar bij 1/min) A = start toerental	klepzetelhoek (°)		klepsteeldiameter (mm.)		Klepspeling (mm.) K = koud, W = warm		Inlaatklepspeling tijdens het controleren van klepopening	Inlaatklep opent (°) v = voor, n = na B.D.P.	Plaats van het afstelmerkteken... uitvoering van het afstelmerkteken	Statisch ontstekingstijdstip (°) v = voor, n = na B.D.P.	Ontstekingstijdstip met een afstellamp (°/bij 1/min) v = voor n = na B.D.P.	Plaats van het afstelmerkteken... uitvoering van het afstelmerkteken	Stationair toerental v/d motor (1/min)	CO gehalte bij stationair toerental (Vol.-%)	Max. spruitstuk vacuum bij stationair toerental (mbar)
	Motortype	Cilinderaantal	(mm)	(mm)	(l)				inlaat	uitlaat	inlaat	uitlaat	inlaat	uitlaat										
Daihatsu Charade	CB-20	Q 3	76	73	0,993	D 37/5500	9,0	12,0/300	45	45	7,0	7,0	W 0,20	W 0,20	0,20	21° v	ST+K●	–	10° v/900	S ○	900	1,0-3,0	600
Taft F 10	FE	R 4	68	66	0,958	D 30/5500	9,0	11,5/200	45	45	6,967	6,957	W 0,25	W 0,25	0,25	20° v	ST+K●	–	5° v/800	KP <	800	0,5-2,5	640
Taft F 20		R 4	80,5	78	1,587	D 48/4800	8,5	11,0/250	45	45	7,977	7,967	W 0,20	W 0,36	0,20	20° v	ST+K●	–	8° v/700	KP <	700	0,5-2,5	570
Datsun 100 A Cherry F II	A 10	Q 4	73,0	59,0	0,988	D 33/5600	9,0	12,7/350	45	45	8,0	8,0	W 0,35	W 0,35	–	12° v	ST+K●	–	7° v/700	ST-D <	700	1,3	–
120 A Cherry F II	A 12	Q 4	73,0	70,0	1,171	D 38/5600	9,0	12,7/350	45	45	8,0	8,0	W 0,35	W 0,35	–	14° v	ST+K●	–	7° v/700	ST-D <	700	1,5	640
120 Y Sunny	A 12	Q 4	73,0	70,0	1,171	D 48/6000	9,0	12,7/350	45	45	8,0	8,0	W 0,35	W 0,35	–	14° v	ST+K●	–	7° v/600	ST-D <	600	1,5	533
140 Y Sunny	A 14	Q 4	76,0	77,0	1,397	D 47/5600	9,0	12,7/350	45	45	8,0	8,0	W 0,35	W 0,35	–	14° v	ST+K●		7° v/650	ST-D <	650	1,5	–
160 J	L 16	R 4	83,0	73,7	1,595	D 59/5600	8,5	12,0/350	45	45	8,0	8,0	W 0,25	W 0,30	–	12° v	NR+NH <	–	10° v/600 [1]	KP <	600 [1]	2,0±1	800
160 J SSS	L 16	R 4	83,0	73,7	1,595	D 64/5800	9,1	12,5/350	45	45	8,0	8,0	W 0,25	W 0,30	–		NR+NH <	–		KP <	700	1,9	–
180 B	L 18	R 4	85,0	78,0	1,770	D 63/5000	8,5	12,0/350	45	45	8,0	8,0	W 0,25	W 0,30	–	12° v	NR+NH <	–	10° v/600 [2]	KP <	600 [2]	2,0	800
200 L	L 20 A	R 6	78,0	69,7	1,998	D 71/5600	8,6	12,0/350	45	45	8,0	8,0	W 0,25	W 0,30	–	8° v	NR+NH <	–	10° v/650	KP <	650	2,0±1	600
240 L	L 24	R 6	83,0	73,7	2,393	D 83/5200	8,5	12/350	45	45	8,0	8,0	W 0,25	W 0,30	–	8° v	NR+NH <	–	10° v/650	KP <	650	1,4	600
260 L	L 26	R 6	83,0	79,0	2,565	D 87/5200	8,3	12/350	45	45	8,0	8,0	W 0,25	W 0,30	–	12° v	NR+NH <	–	10° v/650	KP <	650	2,0	600
280 ZX	L 28	R 6	86,0	79,0	2,752	D 103/5200	8,3	11,7/350	45	45	8,0	8,0	W 0,25	W 0,30	–	16° v	NR+NH <	–	10° v/700	KP <	700		–
Honda Civic 1200	EB 1	Q 4	70,0	76,0	1,169	D 40/5000	8,1	12±2/400	45	45	6,58-6,59	6,55-6,56	K 0,15	K 0,15	1,1 [5]	10° n	NR+NH	5° v	5° v/750/30° v/4000	KP < I	750±50	1-3	–
Civic 1500	EC	Q 4	74,0	86,5	1,488	D 51/5500 [8]	8,4 [8]	12±2/400	45	45	6,58-6,59	6,55-6,56	K 0,15	K 0,15 [7]	1,1 [5]	10° n	NR+NH	5° v	5° v/750/30° v/4000	KP < I	750±50	2-3½	–
Civic 1200 CVCC	–	Q 4	72,0	76,0	1,238	S 46/5500	7,9	11,0±2/400	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Civic 1500 CVCC	–	Q 4	74,0	86,5	1,488	S 46/5500 [4]	7,7	10,8±1/400	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Accord	EG	Q 4	74,0	93,0	1,599	D 59/5300	8,4	12,3±1/400	45	45	6,58-6,59	6,55-6,56	K 0,15	K 0,28	1,1 [5]	10° n	NR+NH	6° v	6° v/800±50	KP < I	800±50	2-3½	–
Accord, Prélude	EL	Q 4	77,0	86,0	1,602	D 59/5300	8,4	11,5±1,5/300	45	45	6,98-6,99	6,94-6,95	K 0,15	K 0,28	1,1 [5]	10° n	NR+NH	6° v	6° v/800±50	KP < I	800±50	2-3	–
Mazda 323/1000		R 4	70,0	64,0	0,985	D 33/5500	8,8	–	45	45	8,0	8,0	W 0,25 [13]	W 0,30 [13]	–	15° v	NR●[3]	–	11° v/600	KP <	600	1,8	–
323/1300		R 4	73,0	76,0	1,272	D 44/5500	9,2	–	45	45	8,0	8,0	W 0,25 [13]	W 0,30 [13]	–	15° v	NR●[3]	–	11° v/600	KP <	600	1,8	–
323 SP	UC	R 4	77,0	76,0	1,415	D 52/5700	9,0	10,5/300	45	45	8,0	8,0	W 0,25 [13]	W 0,30 [13]	–	15° v	NR●[3]	–	11° v/650	KP <	650	2,5	–
626 1,6 l	NA	R 4	78,0	83,0	1,586	D 56/5000	8,6	11,9/300	45	45	8,0	8,0	W 0,30 [13]	W 0,30 [13]	–	10° v	NR●[3]	–	8° v/700	KP <	700	2,5	–
626 2,0 l	MA	R 4	80,0	98,0	1,970	D 66/4800	8,6	12,0/250	45	45	8,0	8,0	W 0,30 [13]	W 0,30 [13]	–	10° v	NR●[3]	–	8° v/700	KP <	700	2,5	–
929 Legato	MA	R 4	80,0	98,0	1,970	D 66/4800	8,6	12,0/250	45	45	8,0	8,0	W 0,30 [13]	W 0,30 [13]	–	10° v	NR●[3]	–	8° v/700	KP <	700	2,5	–
RX5 Coupé		W 2 [6]	–	–	2×0,654 [7]	S 100/6000	9,4	6,5/250	–	–	–	–	–	–	–	–	–	–	L=5°n; T=15°n/900	KP <	900-950	–	–
RX7 Coupé	12 A	W 2 [6]	–	–	2×0,573 [7]	D 77/6000	9,4	–	–	–	–	–	–	–	–	–	–	–	L=5°n; T=20°n/750	KP <	750	0,1	–
Mitsubishi Colt 1200	4 G 11	Q 4	69,5	82	1,244	D 40,5/5000	9,0	–	45	45	8,0	8,0	W 0,15	W 0,25	–	19° v	ST+K●	–	5° v/850	KP <	850±50	1,7	–
Colt 1400	4 G 12	Q 4	74	82	1,410	D 51,5/5000	9,0	–	45	45	8,0	8,0	W 0,15	W 0,25	–	19° v	ST+K●	–	5° v/850	KP <	850±50	1,5	–
Lancer 1200 S/L	4 G 36	R 4	73,0	74,0	1,238	D 40,5/5000	9,0	10,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	20° v	ST+K●	–	5° v/700	KP <	700±50	2,5±0,5	–
Lancer 1400 EL/GL	4 G 33	R 4	73,0	86,0	1,439	D 50/5000	9,0	10,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	20° v	ST+K●	–	5° v/700	KP <	700±50	2,5±0,5	–
Lancer 1600 SL	4 G 32	R 4	76,9	86,0	1,597	D 60/5500	9,5	11,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	24° v	ST+K●	–	13° v/800	KP <	800±50	2,5±0,5	–
Celeste/Galant 1600	4 G 32	R 4	76,9	86,0	1,597	D 55/5000	8,5	10,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	20° v	ST+K●	–	5° v/700	KP <	700±50	2,5±0,5	–
Celeste/Galant/Sapporo/GXL/GSL/GT	4 G 52	R 4	84,0	90,0	1,995	D 66/5250	8,5	10,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	25° v	ST+K●	–	5° v/700	KP <	700±50	2,5±0,5	–
Celeste/Sapporo 2000 GSR	4 G 52	R 4	84,0	90,0	1,995	D 72/5500	9,5	10,5/250	45	45	8,0	8,0	W 0,15	W 0,25	–	24° v	ST+K●	–	13° v/800	KP <	800±50	2,5±0,5	–
Subaru 1400 Sedan; Coupé GL; Station Wagon	EA 63 A	B 4	85,0	60,0	1,361	D 45/5400	8,5	11/350	45	45	7,96	7,94	K 0,25	K 0,35	–	24° v	–	~6° v	6° v/800±50	S	800	–	640
1400 Coupé GSR; GFT	EA 63 S	B 4	85,0	60,0	1,361	D 54/6400	9,5	12/350	45	45	7,96	7,94	K 0,25	K 0,35	–	24° v	–	~4° v	4° v/900	S	900	–	466
Station Wagon 4WD	EA 71	B 4	92,0	60,0	1,595	D 50/5200	8,5	11/350	45	45	7,96	7,96	K 0,25	K 0,35	–	24° v	NR●	~6° v	8° v/850	S	850	1-2	–
Toyota Starlet 1000	2 K	R 4	72,0	61,0	0,993	D 35/5800	9,0	11,0/250	45	45	7,965-7,975	7,960-7,975	W 0,20/K 0,13	W 0,30/K 0,23	–	16° v	ST [12]	8° v	8° v/750	KP <	750±50	0,4	573
Starlet 1200	3 K-H	R 4	75,0	66,0	1,160	D 41/6000 [9]	9,0 [9]	13,0/250	45	45	7,965-7,975	7,960-7,975	W 0,20/K 0,13	W 0,30/K 0,23	–	16° v	ST [12]	8° v	8° v/750	KP <	750±50	0,5	573
Starlet 1300	2 A	R 4	76,0	71,4	1,295	D 48/5400	9,0	13,0/250	45	45	7,965-7,975	7,960-7,975	W 0,20	W 0,30	–	16° v	ST [12]	8° v	8° v/750	KP <	750±50	1,5	600
Corolla, Sprinter 1200	3 K	R 4	75,0	66,0	1,160	D 41/6000 [9]	9,0 [9]	13,0/250	45	45	7,965-7,975	7,960-7,975	W 0,20/K 0,13	W 0,30/K 0,23	–	16° v	ST [12]	10° v	10° v/600	KP <	600±50	0,3-2,0	573
Corolla, Sprinter, Carina, Celica 1400	T	R 4	80,0	70,0	1,407	S 41/6000	8,5	12,0/250	45	45	7,970-7,985	7,965-7,980	W 0,20/K 0,18	W 0,33/K 0,30	–	16° v	ST [12]	10° v	10° v/700-850	KP <	700-850	1,0-3,0	573
Corolla, Sprinter, Carina, Celica 1600	2 T	R 4	85,0	70,0	1,588	D 55/5200 [11]	9,0 [11]	12,8/250	45	45	7,970-7,985	7,965-7,980	W 0,20/K 0,18	W 0,33/K 0,30	–	16° v	ST [12]	12° v	12° v/700-850	KP <	700-850	1,0-3,0	573
Tercel 1300	2 A	R 4	76,0	71,4	1,295	D 48/5400	9,0	13,0/250	45	45	7,965-7,975	7,960-7,875	W 0,20	W 0,30	–	18° v	ST [12]	8° v	8° v/750	KP <	750±50	1,5	600
Carina, Celica 2000 ST	18 R	R 4	88,5	80,0	1,968	D 65/5000 [10]	8,5	12,0/250	45	45	7,970-7,985	7,960-7,975	W 0,20/K 0,18	W 0,36/K 0,33	–	–	ST [12]	–	7° v/650±50	KP <	650±50	1,0-4,0	553
Carina, Celica 2000 GT	18 R-G	R 4	88,5	80,0	1,968	D 87/5800	9,7	13,0/250	45	45	8,465-8,480	8,460-8,475	K 0,26-0,32	K 0,31-0,36	–	–	–	5° v	20° v/1000	KP <	1000±50	1,0-4,0	440
Corona 1600	7 R	R 4	80,5	78,0	1,588	D 48/5200	8,5	11,0/250	45	45	7,970-7,990	7,960-7,980	W 0,20	W 0,36	–	16° v	ST [12]	–	8° v/700	KP <	700	1,0-4,0	573
Corona 1800	18 R	R 4	88,5	73,5	1,808	D 62/5600	8,5	12,0/250	45	45	7,970-7,985	7,960-7,975	W 0,20/K 0,18	W 0,36/K 0,33	–	20° v	ST [12]	–	7° v/650±50	KP <	650±50	1,0-4,0	553
Corona 2000	18 R	R 4	88,5	80,0	1,968	D 65/5000	8,5	12,0/250	45	45	7,970-7,985	7,960-7,975	W 0,20/K 0,18	W 0,36/K 0,33	–	20° v	ST [12]	7° v	7° v/650±50	KP <	650±50	1,0-4,0	553
Mark II Cressida 2000	18 R	R 4	88,5	80,0	1,968	D 65/5000	8,5	12,0/250	45	45	7,970-7,985	7,960-7,975	W 0,20/K 0,18	W 0,36/K 0,33	–	20° v	ST+K [12]	–	7° v/650±50	KP <	650±50	1,0-4,0	553
Mark II Cressida 2600	4 M	R 6	80,0	85,0	2,563	D 87/5000	9,2	11,0/250	45	45	7,970-7,985	7,960-7,975	W 0,18/K 0,14	W 0,25/K 0,24	–	–	–	–	8° v/700	KP <	700	–	553
Crown 2000	M-C	R 6	75,0	75,0	1,988	D 65/5000	8,2	11,0/250	45	45	7,990	7,980	K 0,14	K 0,21	–	18° v	ST+K [12]	–	8° v/700	KP <	700	2,5-3,5	573
Crown 2600	4 M	R 6	80,0	85,0	2,563	D 87/5000	9,2	11,0/250	45	45	7,970-7,985	7,960-7,975	W 0,18/K 0,14	W 0,25/K 0,24	–	18° v	ST+K [12]	8° v	8° v/700	KP <	700	2,5	553
Land Cruiser FJ	2 F	6	94,0	101,6	4,228	D 96/3600	7,8	10,5/250	45	45	7,970-7,985	7,960-7,975	W 0,20	W 0,35	–	–	ST	7° v	7° v/700	KP <	700	2,6	559

[1] Automaat = 650 omw/min
[2] Automaat = 700 omw/min
[4] Of S 52 kW/5500/min met kompressieverhouding 7,9:1
[5] Klepbeweging bij klepspeling 0
[6] Aantal draaizuigers
[7] Kamervolume
[8] Of 46 kW/5500/min: kompressieverhouding 10,1:1
[9] Of D 47 kW/5600/min: kompressieverhouding 10,1:1
[10] Of S 66-kW-motor
[11] Of D 63 kW/5600/min: kompressieverhouding 9,4:1
[12] Toyota Signet
[13] Aan het klepsteeleindje

KP = Krukaspoulie
S = Vliegwiel
ST = Distributiewielen
ST.D = Distributiedeksel
ST+K● = Kamwiel en ketting (verftekens)
NR+NH = Nokkenaswiel en nokkenashouderplaat

Tekens: < = kerf; ! = streep en center; «S» = schaalverding; I = streep; ● = center; ■ = Cherry, Silvia, Skyline, Gloria en Fairlady zie Datsun; ○ = boring

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Aanhaalmomenten voor belangrijke bouten en moeren in Nm (1 Nm = 0,102 mkp = 0,7375 lb. ft.)

Merk en model	motor												onderstel				diversen	
	cilinderkop K = koud W = warm	drijfstang	krukashoofdlagers	kleptuimelaars of ◊ nokkenaslagers	inlaatspruitstuk	uitlaatspruitstuk	krukaspuley	vliegwiel	motorophanging	bougies	inspuitpomp	inspuitverstuivers	wielbouten	wielophanging L = langsarm Q = dwarsarm v = voor h = achter	wiellagers e = instelbar	stuurarm X = Spoorstang aan de stuurarm	klepspeling	
Daihatsu Charade	50-60	21-29	64-66	–	10-16	10-16	–	40-50	–	15-21	–	–	90-120	–	60-80	–	–	–
Taft F 10	45-55	25-30	40-50	18-23	15-18	15-18	–	40-55	–	15-21	–	–	90-110	V35-55h35-55	100-150	120-170	–	–
Taft F 20	103-117	40-50	98-112	20-30	29-41	29-41	–	58-66	–	15-21	–	–	90-110	V35-55h35-55	100-150	120-170	–	–
Datsun 100 A Cherry F II	W 64	31-37	49-59	19,5-24,5	9-14	9-14	147-196	64-73,5	–	15-19,5	–	–	78,5-88	–	e 13,5-48 [1]	–	–	–
120 A Cherry F II	W 73,5	31-37	49-59	19,5-24,5	9-14	9-14	147-196	64-73,5	–	15-19,5	–	–	78,5-88	–	e 13,5-48 [1]	–	–	–
120 Y Sunny	W73,5	31-37	49-59	19,5-24,5	9-14	9-14	147-157	64-73,5	–	19,5-29,5	–	–	78,5-88	–	e 24,5-29,5 [4]	–	–	–
140 Y Sunny	W 73,5	31-37	49-59	19,5-24,5	9-14	9-14	147-157	64-73,5	–	19,5-29,5	–	–	78,5-88	–	e 24,5-29,5 [4]	–	–	–
160 J	W 83,5	44-54	44-54	–	8-12	8-12	118-157	137-157	–	15-24,5	–	–	78,5-88	–	e 29,5-34 [4]	L 127,5-147	–	–
160 J SSS	W 83,5	44-54	44-54	–	8-12	8-12	118-157	137-157	–	15-24,5	–	–	78,5-88	–	e 29,5-34 [4]	L 127,5-147	–	–
180 B	W 83,5	44-54	44-54	–	8-12	8-12	118-157	118-157	–	15-24,5	–	–	78,5-88	–	e 24,5-29,5 [3]	–	–	117,5-157 [2]
200 L	W 83,5	44-54	44-54	–	15-19,5	15-19,5	118-157	127,5-147	–	15-19,5	–	–	78,5-88	–	e 39-44 [4]	L 78,5-98	–	117,5-157 [2]
240 L	W 83,5	44-54	44-54	–	15-19,5	15-19,5	118-157	127,5-147	–	15-24,5	–	–	78,5-88	–	e 39-44 [4]	–	–	–
260 L	W 83,5	44-54	44-54	–	15-19,5	15-19,5	118-157	127,5-147	–	15-24,5	–	–	78,5-88	–	e 34-39 [5]	L 137-176,5	–	–
280 ZX	W 83,5	44-54	44-54	–	15-19,5	15-19,5	118-157	127,5-147	–	15-24,5	–	–	78,5-88	–	e 34-39 [5]	L 137-176,5	–	–
Honda Civic 1200	50-58	24,5-28,5	36-42	18-21,5	18-23,5	18-23,5	46-52	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59v/54-68,5h	117,5-176,5	49-59	8-12	–
Civic 1500	K 54-64	24,5-28,5	41-47	19,5-23,5	18-23,5	18-23,5	78,5-88	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59v/54-68,5h	117,5-176,5	49-59	8-12	–
Civic 1200 CVCC	–	24,5-28,5	36-42	–	–	–	46-52	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59v/54-68,5h	117,5-176,5	49-59	–	–
Civic 1500 CVCC	–	24,5-28,5	36-42	–	–	–	46-52	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59v/54-68,5h	117,5-176,5	49-59	–	–
Accord	K 54-64	24,5-28,5	41-47	19,5-23,5	–	–	78,5-88	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59	117,5-176,5	49-59	8-12	–
Accord, Prélude	K 54-64	24,5-28,5	41-47	19,5-23,5	–	–	78,5-88	46-52	30-38	13-17	–	–	68,5-78,5	Q49-59v/54-68h	117,5-176,5	49-59	8-12	–
Mazda 323/1000	W68,5-73,5 [7]	39-44	59-64	64-68,5	18,5-25,5	15,5-22,5	10-12	80,5-88	–	15-19,5	–	–	88-98	–	–	–	–	–
323/1300	W68,5-73,5 [7]	39-44	59-64	64-68,5	18,5-25,5	15,5-22,5	10-12	80,5-88	–	15-19,5	–	–	88-98	–	–	–	–	–
323 SP	W68,5-73,5 [7]	39-44	59-64	64-68,5	18,5-25,5	15,5-22,5	10-12	80,5-88	–	15-19,5	–	–	88-98	–	–	–	–	–
626 1,6 l	88	52	90	–	28	23	150	163	–	21	–	–	100	v75-95/h100-120	–	55	–	–
626 2,0 l	88	46	90	–	28	23	150	163	–	21	–	–	100	v75-95/h100-120	–	55	–	–
929 Legato	88	46	90	–	28	23	150	163	–	21	–	–	100	v75-95/h100-120	–	55	–	–
RX5 Coupé	–	–	–	–	16-23	32-47	75-95	–	–	13-18	–	–	90-100	–	–	–	–	–
RX7 Coupé	–	–	–	–	–	–	–	–	–	–	–	–	100	–	–	–	–	–
Mitsubishi Colt 1200	70-75	32-34	49-53	20-26	15-19	15-19	49-58	128-137	V30-41h54-73	20-29	–	–	70-80	v75-90h50-70	120-180	–	–	–
Colt 1400	70-75	32-34	49-53	20-26	15-19	15-19	49-58	128-137	V30-41h54-73	20-29	–	–	70-80	v75-90h50-70	120-180	–	–	–
Lancer 1200 S/L	70-75	32-35	50-55	18-20	15-20	15-20	60-70	40-50	60-70	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Lancer 1400 EL/GL	70-75	32-35	50-55	18-20	15-20	15-20	60-70	40-50	60-70	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Lancer 1600 SL	70-75	32-35	50-55	18-20	15-20	15-20	60-70	40-50	60-70	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Celeste/Galant 1600	70-75	32-35	50-55	18-20	15-20	15-20	60-70	40-50	60-70	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Celeste/Galant/Sapporo/GXL/GSL/GT	90-100	45-48	75-85	18-20	15-20	15-20	110-130	40-50	40-50	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Celeste/Sapporo 2000 GSR	90-100	45-48	75-85	18-20	15-20	15-20	110-130	40-50	40-50	20-30	–	–	70-80	v40-60/h45-50	–	60	–	–
Subaru 1400 Sedan; Coupé GL; Station Wagon	55	43	–	55	20	12	–	44	18	22	–	–	65	[6]/h 40	v 240/h 160	90	–	–
1400 Coupé GSR; GFT	55	43	–	55	20	12	–	44	18	22	–	–	65	[6]/h 40	v 240/h 160	90	–	–
Station Wagon 4WD	29/58/64 [8]	41	5/25/43 [9]	–	20	20	55	43	–	20	–	–	90	–	235	–	–	–
Toyota Starlet 1000	54-66	40-52	54-66	18-24	20-30	20-30	45-65	54-66	–	–	–	–	80-110	v40-55/h 60-74	–	80-120	–	–
Starlet 1200	54-66	40-52	54-66	18-24	20-30	20-30	45-65	54-66	–	–	–	–	90-120	–	–	100-140	–	–
Starlet 1300	54-66	40-52	54-66	18-24	20-30	20-30	45-65	54-66	–	–	–	–	90-120	–	–	100-140	–	–
Corolla, Sprinter 1200	54-66	40-52	54-66	18-24	20-30	20-30	45-65	54-66	–	–	–	–	90-120	–	–	100-140	–	–
Corolla, Sprinter, Carina, Celica 1400	85-95	40-50	72-88	72-88	10-16	10-16	40-60	58-60	–	–	–	–	90-120	–	–	100-140	–	–
Corolla, Sprinter, Carina, Celica 1600	85-95	40-50	72-88	72-88	10-16	10-16	40-60	58-60	–	–	–	–	90-120	–	–	100-140	–	–
Tercel 1300	65	44	65	◊ 15	29,5	29,5	83,5	83,5	–	–	–	–	98	–	147	–	–	–
Carina, Celica 2000 ST	100-120	54-66	95-115	17-23	42-48	42-48	95-110	75-85	–	–	–	–	90-120	v80-120/h60-74	–	100-140	–	–
Carina, Celica 2000 GT	72-88	64-70	100-110	17-23	10-16	10-16	95-110	82-88	–	–	–	–	90-120	v80-120/h60-74	–	100-140	–	–
Corona 1600	110-115	40-50	95-110	18-24	30-40	30-40	55-65	58-66	–	–	–	–	90-120	–	–	110-140	–	–
Corona 1800	100-120	54-66	95-115	17-23	42-48	42-48	95-110	75-85	–	–	–	–	90-120	–	–	110-140	–	–
Corona 2000	100-120	54-66	95-115	17-23	42-48	42-48	95-110	75-85	–	–	–	–	90-120	–	–	110-140	–	–
Mark II Cressida 2000	100-120	54-66	95-115	17-23	42-48	42-48	95-110	75-85	–	–	–	–	90-120	v90-120/h150-190	–	–	–	–
Mark II Cressida 2600	75-85	42-48	99-110	31-45	23-29	17-23	95-105	70-80	–	–	–	–	90-120	v90-120/h150-190	–	–	–	–
Crown 2000	80	45	100	35	25	20	100	75	–	–	–	–	90-120	v70-90/h 90-140	–	110-140	–	–
Crown 2600	75-85	42-48	99-110	31-45	23-29	17-23	95-105	70-80	–	–	–	–	90-120	v70-90/h 90-140	–	110-140	–	–
Land Cruiser FJ	123	64	137/118 [10]	24,5/34 [11]	44	44	177	64	–	–	–	–	118	–	–	177	–	–

[1] Draaiweerstand gemeten aan de wielbouten = 0,7-1,0 kg
[2] Nokkenaswiel
[3] Daarna $^1/_6$ omwenteling losdraaien
[4] Daarna ¼ omwenteling losdraaien
[5] Daarna ⅓ omwenteling losdraaien
[6] Voor: boven = 70, onderaan = 35 Nm
[7] Koud = 64–68,5 Nm
[8] In 3 traps aanhalen
[9] Afhankelijk van de sterkte van het motorhuis bouten
[10] Hoofdlagers No 1–3/No 4
[11] 8 mm/10 mm

Merk en model	Ontsteking															
	bougies		bobine			verdeler				automatische vervroeging in krukasgraden (KW°)						ontstekingsvolgorde 1e cil.: v = voor, h = achterste r = rechts, l = links s = vliegwiel
	merk en type (originele uitvoering) ND = Nippon-Denso	electrode afstand (mm)	primaire weerstand (Ω)	secundaire weerstand (Ω)	voorschakelweerstand (Ω)	puntafstand v/d kontaktpunten (mm)	kontakthoek v/d kontaktpunten (°)	onderbreker veerspanning (g)	kondensator-capaciteit (µF)	vacuum (°/mbar) begin (1 mbar = 0,75 mm Hg)	vacuum (°/mbar) tussenwaarde	vacuum (°/mbar) maximum	centrifugaal (°/1 min) begin	centrifugaal (°/1 min) tussenwaarde	centrifugaal (°/1 min) maximum	
Daihatsu Charade	NGK-BPR 5 EA-L/ND-W 16 EXR-U	0,7-0,8	0,98±0,1	17 500-26 000	1,92±0,2	0,4-0,5	58-66	400-550	0,24-0,29	0,3°/173	7-10°/400	10,5-13,5°/533	0-2°/900	3-6°/1500	11°/2350	e
Taft F 10	NGK-B 6 ES/ND-W 20 EPR	0,7-0,8	0,9-1,1	14 000-21 000	2,1-2,5	0,4-0,5	46-58	500-700	0,22	2°/180	–	4-7°/240	–	16,5-18,5°/2000	–	a
Taft F 20	NGK-BPR 5 ES/ND-W 16 EPR	0,7-0,8	1,3-1,7	12 000-16 000	1,3-1,5	0,4-0,5	46-58	400-550	0,22	3-5°/170	7-9°/220	10-12°/280	–	15-17°/2600	15-17°/3000	a
Datsun 100 A Cherry F II	NGK-BR 5 ES	0,7-0,8	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/200	–	17°/380	0°/950	–	18°/3000	a [1]
120 A Cherry F II	NGK-BPR 5 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/200	–	17°/380	0°/1100	–	12°/3000	a [1]
120 Y Sunny	NGK-BR 5 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/200	–	17°/486	0°/1100	–	12°/3000	a v
140 Y Sunny	Hi-L 46 PW	0,8-0,9	1,35-1,65	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/213	–	15-19°/400	0°/1000	6-10°/2000	26-30°/4600	a v
160 J	NGK-BPR 5 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/266	–	18°/533	0°/1350	–	15°/3000	a v
160 J SSS	NGK-BPR 6 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/266	–	16-20°/520	0°/1400	12-16°/3000	20-24°/4000	a v
180 B	NGK-BPR 5 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	49-55	500-650	0,20-0,24	0°/266	–	18°/520	0°/1350	–	15°/3000	a v
200 L	NGK-BPR 5 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	35-41	500-650	0,20-0,24	0°/347	–	18°/633	0°/1100	–	18°/3000	b v
240 L	NGK-BPR 6 ES	0,8-0,9	1,35-1,65	6800-10 200	1,6	0,45-0,55	35-41	500-650	0,20-0,24	0°/133	5°/199	10°/332	0°/1100	10°/1800	18°/2400	b v
260 L	NGK-BPR 6 ES	0,8-0,9	1,5	8600	1,6	0,45-0,55	35-41	500-650	0,20-0,24	0°/347	–	18°/633	0°/1100	–	18°/3000	b v
280 ZX	NGK-BR 6 ES-11	1,1	0,84-1,02	8200-12 400	–	0,3-0,5 [3]	[3]	[3]	–	0°/133	–	11°/325	0°/1100	–	18°/2400	b v
Honda Civic 1200	NGK-BPR 6 ES/ND-W 22 EPR	0,7-0,8	3,8±0,38	8000±1600	–	0,45-0,55	49-55	500-600	0,22-0,24	0°/160	–	24°/388	0°/1150	14-18°/2000	29°/4000	a
Civic 1500	NGK-BP 6 ES/ND-W 22 EP	0,7-0,8	3,8±0,38	8000±1600	–	0,45-0,55	49-55	500-650	0,22-0,24	0°/160±13	–	24°±2°/388±13	0°/1500-1800	14-18/2000	34±2°/5100±100	a
Civic 1200 CVCC	ND-W 20 ESR/NGK BPR-6 ES	0,7-0,8	–	–	–	0,45-0,55	–	–	–	–	–	–	–	–	–	–
Civic 1500 CVCC	ND-W 20 ESR/NGK BR-6 ES	0,7-0,8	–	–	–	0,45-0,55	–	–	–	–	–	–	–	–	–	–
Accord	NGK-BR 6 EB/ND-W 20 ESR	0,7-0,8	3,8±0,38	8000±1600	–	0,45-0,55	50-55	500-650	0,22-0,24	0°/266±13	–	20±2°/520±13	0°/1100-1400	–	26±2°/3900±100	a
Accord, Prélude	ND-W 16 EXR-U/W 20 EXR-U	0,7-0,8	–	–	–	[3]	[3]	[3]	–	0°/253 [4]	10°/373 [4]	22°/508 [4]	0°/1100-1400 [4]	12,5°/2000 [4]	32±2°/4300 [4]	a
Mazda 323/1000	NGK-BPR 6 ES/ND-W 20 EP	0,8	1,2	9000	–	0,5	49-55	450-600	0,2-0,24	0°/240	–	12°/486	0°/1200	–	28°/4600	a v
323/1300	NGK-BPR 6 ES/ND-W 20 EP	0,8	1,2	9000	–	0,5	49-55	450-600	0,2-0,24	0°/240	–	12°/486	0°/1200	–	25°/5500	a v
323 SP	NGK-BP 5 ES	0,8	1,2	9000	–	0,5	49-55	450-600	0,2-0,24	0°/160	–	11°/470	0°/1200	–	10°/4500	a v
626 1,6 l	NGK-BP 6 ES	0,8	1,5	–	1,6	0,5	52±3	450-600	0,24	0°/166	–	7°/372	0°/1100	–	8,5°/4000	a v
626 2,0 l	NGK-BP 6 ES	0,8	1,5	–	1,6	0,5	52±3	450-600	0,24	0°/239	–	6°/405	0°/1100	–	11°/4500	a v
929 Legato	NGK-BP 6 ES	0,8	1,5	–	1,6	0,5	52±3	450-600	0,24	0±1°/219	–	9±1°/372	0±1°/1200	–	12,5°/3400	a v
RX5 Coupé	NGK-B 7 EN/ND-W 22 EA	0,7-0,8	–	–	–	0,45	58±3	500-650	0,24-0,30	–	–	–	–	–	–	c
RX7 Coupé	NGK-BR 8 ET	1,05	–	–	–	[3]	[3]	[3]	–	[5]	–	[5]	0°/1000	–	25°/3500	c
Mitsubishi Colt 1200	NGK-DP 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,22	0°/110	8°/200	20°/490	0°/1000	–	20°/4400	a
Colt 1400	NGK-DP 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,22	0°/110	8°/200	20°/490	0°/1000	–	20°/4400	a
Lancer 1200 S/L	NGK-BPR 6 E	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,15	0°/80	–	20°/480	0°/1000	–	20°/4400	a v
Lancer 1400 EL/GL	NGK-BPR 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,15	0°/80	–	20°/480	0°/1000	–	20°/4400	a v
Lancer 1600 SL	NGK-BPR 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,15	0°/80	–	20°/480	0°/1000	–	20°/4400	a v
Celeste/Galant 1600	NGK-BPR 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,15	0°/80	–	20°/480	0°/1000	–	20°/4400	a v
Celeste/Galant/Sapporo/GXL/GSL/GT	NGK-BPR 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,22	0°/80	–	10°/533	0°/600	–	10°/3000	a v
Celeste/Sapporo 2000 GSR	NGK-BPR 5 ES	0,7-0,8	1,4	10 200	1,35	0,50±0,05	52±3	–	0,22	0°/80	–	10°/533	0°/600	–	10°/3000	a v
Subaru 1400 Sedan; Coupé GL; Station Wagon	NGK-BR 6 ES	0,8	1,5	10 200	1,6	0,5	52	500-650	0,22	0°/100	5,7°/320	11,5°/600	0°/650	6°/1250	12°/1850	d vr
1400 Coupé GSR; GFT	NGK-BR 6 ES	0,8	1,5	10 200	1,6	0,5	52	500-650	0,22	0°/100	5,7°/320	11,5°/600	0°/500	5,5°/1000	10°/2200	d vr
Station Wagon 4WD	NGK-BP 6 ES	0,8	1,35-1,65	6500-12 500	1,6	0,5	52	500-650	0,22	0°/133	–	10,5°/486	0°/550	–	13°/2300	f
Toyota Starlet 1000	ND-W 16 EPR	0,7-0,8	1,4	8500	1,3-1,7	0,4-0,50	50-54	–	–	0°/147	–	9°/347	0°/500	14°/1500	28°/3000	a v
Starlet 1200	ND-W 16 EXR-U	0,7-0,8	1,4	8500	1,3-1,7	0,4-0,5	50-54	–	–	0°/147	–	9°/347	0°/500	14°/1500	28°/3000	a v
Starlet 1300	ND-W 16 EXR-U	0,7-0,8	1,4	12 000-16 000	1,3-1,5	0,4-0,5	50-54	475	–	0°/133	–	22°/373	0°/750	12°/1500	20°/3000	a v
Corolla, Sprinter 1200	NGK-BP 5 ES/BPR 5 ES [2]	0,7-0,8	1,4	8500	1,3-1,7	0,4-0,5	50-54	–	–	0°/147	–	6°/267	0°/500	14°/1500	28°/3000	a v
Corolla, Sprinter, Carina, Celica 1400	NGK-BP 5 ES/BPR 5 ES [2]	0,7-0,8	1,3-1,5	8500-10 500	1,3-1,7	0,4-0,5	50-54	–	–	0°/120	–	9°/500	0°/500	13°/1500	26°/3000	a v
Corolla, Sprinter, Carina, Celica 1600	ND-W 16 EPR	0,8	1,3-1,5	9000-14 500	1,3-1,7	0,4-0,5	50-54	–	–	0°/115	–	9°/347	0°/800	18°/1500	28°/3000	a v
Tercel 1300	ND-W 16 EXR-U	0,8	1,3-1,7	12 000-16 000	1,3-1,5	0,4-0,5	50-54	475	0,25	0°/133	–	22°/373	0°/750	12°/1500	20°/3000	a v
Carina, Celica 2000 ST	ND-W 16 EPR	0,8	1,4	8500-14 500	1,3-1,7	0,45	50-54	–	–	0°/120	–	24°/480	0°/750	14°/1500	26°/3000	a v
Carina, Celica 2000 GT	ND-W 20 EXR	0,9-1,0	1,4	9500-14 500	1,3-1,7	0,45	50-54	–	–	0°/60	–	8°/140	0°/1200	8°/1500	31°/3000	a v
Corona 1600	NGK-BP 5 ES/BPR 5 ES [2]	1,0	1,3-1,6	9500-14 500	1,3-1,7	0,45	50-54	–	–	0°/115	–	9°/347	0°/800	18°/1500	30°/3000	a v
Corona 1800	ND-W 16 EXR-U	0,8	1,4	9500-14 500	1,3-1,7	0,45	50-54	–	–	0°/106	–	8°/400	0°/750	13°/1500	26°/3000	a v
Corona 2000	ND-W 16 EPR-U	0,8	1,4	9500-14 500	1,3-1,7	0,45	50-54	–	–	0°/120	–	24°/480	0°/750	14°/1500	26°/3000	a v
Mark II Cressida 2000	ND-W 16 EXR-U	0,8	1,4	9500-14 500	1,3-1,7	0,45	50-54	–	–	0°/106	–	7°/373	0°/1000	13°/1500	26°/3000	a v
Mark II Cressida 2600	ND-W 20 EPR	0,8	1,4-1,6	12 400	1,3-1,7	0,4-0,5	38-44	–	–	0°/133	–	4½°/373	0°/500	22°/1500	26°/3000	b v
Crown 2000	NGK-BPR 5 ES-L/BPR 5 ES	0,8	1,4-1,6	12 400	1,3-1,7	0,4-0,5	38-44	–	–	0°/106	–	7°/373	0°/1000	13°/1500	26°/3000	b v
Crown 2600	ND-W 20 EPR	0,8	1,4-1,6	12 400	1,3-1,7	0,4-0,5	38-44	–	–	0°/133	–	4½°/373	0°/500	22°/1500	26°/3000	b v
Land Cruiser FJ	ND-W 14 EPR	0,8	1,3-1,7	9500-14 500	1,3-1,7	0,4-0,5	39-43	475	0,22	0°/120	–	10°/400	0°/700	16°/1500	26°/3000	b v

[1] 1er Cilinder aan poulie zijde
[2] Of ND-W 16 EP/W 16 EPR
[3] Elektronische ontsteking
[4] Bij het dubbele membraan verdeler: centrifugaal = 0°/1200, 25°±2°/4500/min; vacuum, vroeg = 0°/200 mbar, 12°/453 mbar; vacuum, laat = 2°/120 mbar, 8°/160 mbar

a 1–3–4–2
b 1–5–3–6–2–4
c 1–3
d 1–3–2–4
e 1–2–3
f 1–2–3–4

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Merk en model	Carburator: merk en type (Ai = Aisan, Hi = Hitachi, Ni = Nikki, Mi-So = Mikuni-Solex, Ze-St = Zenith-Stromberg)	aantal	venturi	hoofdsproeier	compensatiesproeier (remlucht)	stationair benzinesproeier	stationair luchtsproeier	acceleratie pompsproeier	Acceleratie pomp opbrengst per 10 slagen in cm³	startsproeier of ● vlotternaalddoorlaat diameter	vlotterniveau afdichtingsvlak tot vlotter (mm)	Carburatortest: Inhoud vlotterkamer (juist afgesteld) in cm³	Verbruik per carburator onbelast ±10%: Stationair l/uur	Bij 1500 omw./min. l/uur	Bij 3000 omw./min. l/uur	Bij 5000 omw./min. l/uur	Luchtdoorstromings waarde (pollux): Gasklep opening bij gesloten chokeklep	Stationair toerental 1 trap/2 trap	Brandstofpomp: merk en type (Ky = Kyosan, Mi = Mitsubishi, MD = Mitsubishi-Denki, Ni = Nikki)	pompdruk (bar bij 1/min.)	Brandstofinspuiting: merk en type: inspuitpomp	verstuiver	inspuitdruk (bar bij 1/min.)	inspuitbegin v = voor, n = na BDP
Daihatsu Charade	Ai-C 28 FU	1	18/25	0,81/1,38	0,4	–	–	–	–	●2,0	22	–	–	–	–	–	–	–	Ai	0,22-0,32	–	–	–	–
Taft F 10	Ai	1	17/24	0,88/1,38	0,47	0,45	0,84/1,20	–	–	●2,0	6,0	–	–	–	–	–	–	–	Ky	0,15-0,22	–	–	–	–
Taft F 20	Ai	1	23/28	1,02/1,62	0,53	0,47	0,80/1,25	0,50	–	–	3,5	–	–	–	–	–	–	–	Ky	0,20-0,30	–	–	–	–
Datsun 100 A Cherry F II	Hi-DCG 286-6 D	1	19/24	92/140	–	43/50	220/100	60	–	–	Punkt	–	–	–	–	–	–	–	Ky mech.	0,24[1]	–	–	–	–
120 A Cherry F II	Hi-DCG 306-6 D	1	20/26	96/150	–	43/50	220/100	60	–	–	Punkt	–	–	–	–	–	–	–	Ky mech.	0,18	–	–	–	–
120 Y Sunny	Hi-DCG 306-5 C	1	20/26	97/135	–	43/50	220/100	–	–	–	Punkt	35	0,70	1,55	3,6	6,0	–	–	Ky mech.	0,18[1]	–	–	–	–
140 Y Sunny	Hi-DCG 306-80	1	22/27	104/150	65/60	50/82	170/100	–	–	–	19	–	–	–	–	–	–	–	Ky mech.	0,18[1]	–	–	–	–
160 J	Ni-313 282-52(53)	1	22/29	102/165	–	48/90	100/100	–	–	–	Schauglas	–	–	–	–	–	–	–	Ni mech.	0,24	–	–	–	–
160 J SSS	Hi-HJL 38 W 7	2	–	M 87 A[6]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
180 B	Ni-213 304-931	1	23/30	102/170	–	50/90	100/100[2]	–	–	–	Schauglas	–	–	–	–	–	–	–	Ni mech.	0,24	–	–	–	–
200 L	Hi-DAF 342-23	1	24/28	119/160	–	45/90	210/50	–	–	–	Strich (–)	–	–	–	–	–	–	–	Ampco mech.	0,24	–	–	–	–
240 L	Hi-DAF 342-14 B	1	25/28	128/160	240/70	46/90	210/50	70	–	–	Strich (–)	–	–	–	–	–	–	–	Ampco mech.	0,24	–	–	–	–
260 L	Hi-DAF 342-41	1	26/32	132/210	–	50/100	230/50	90	–	–	Strich (–)	–	–	–	–	–	–	–	elektr.	0,35	–	–	–	–
280 ZX	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Mi	0,29-4,4/2500	Jecs[4]	Jecs[4]	–	–
Honda Civic 1200	Hi-DCG 306-41 C	1	20/26	–	–	–	–	[3]1,48	6,0	1,48[7]	11,0	50	0,70	1,70	3,50	7,20	–	–	Ky	0,18	–	–	–	–
Civic 1500	Hi-DCG 306-42[9]	1	20/26	–	–	–	–	–	6,0	1,48[7]	11,0	50	0,80	2,00	4,00	8,00	–	–	Ky	0,18	–	–	–	–
Civic 1200 CVCC	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Civic 1500 CVCC	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Accord	Kai DA 05 A	1	–	–	–	–	–	–	8-10	36,4±1[8]	–	50	0,80	2,00	4,00	8,00	–	–	Ky	0,18	–	–	–	–
Accord, Prélude	Kai	1	20/26	–	–	–	–	–	7-11	–	35,4-37,4	–	–	–	–	–	–	–	Ky	0,15-0,20	–	–	–	–
Mazda 323/1000	Hi DCG 306-22 C	1	26/28	83/130	60/80	44/100	130/150	40	–	●2,0	44,5	–	–	–	–	–	–	–	Ni mech.	0,25	–	–	–	–
323/1300	Hi DCG 306-22 C	1	26/30	105/160	80/130	46/130	190/110	50	–	●2,0	11,0	–	–	–	–	–	–	–	Ni mech.	0,25	–	–	–	–
323 SP	Hi	1	26/30	108/155	80/130	46/130	190/110	–	–	–	11,0	–	–	–	–	–	–	–	Ni mech.	0,25	–	–	–	–
626 1,6 l	Ni	1	28/32	105/140	50/60	48/80	210/160	–	–	–	6,0	–	–	–	–	–	–	–	ND elektr.	0,20-0,25	–	–	–	–
626 2,0 l	Ni	1	28/32	104/150	50/60	46/90	170/140	–	–	–	11,0	–	–	–	–	–	–	–	ND elektr.	0,20-0,25	–	–	–	–
929 Legato	Ni	1	28/32	104/150	50/60	46/70	170/140	–	–	–	11,0	–	–	–	–	–	–	–	ND elektr.	0,20-0,25	–	–	–	–
RX5 Coupé	Ze-St	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	ND elektr.	0,20-0,25	–	–	–	–
RX7 Coupé	Ni 20/13/6,5	1	28/10	93/160	90/140	46/120	70/150	–	–	–	16±0,5[8]	–	–	–	–	–	–	–	ND elektr.	0,20-0,25	–	–	–	–
Mitsubishi Colt 1200	Mi-So 26-30 DIDTA-20	1	26/30	92,5/175	–	60	–	–	–	●2,0	–	–	–	–	–	–	–	–	Mi	0,25-0,35	–	–	–	–
Colt 1400	Mi-So 26-30 DIDTA-20	1	26/30	92,5/175	–	60	–	–	–	●2,0	–	–	–	–	–	–	–	–	Mi	0,25-0,35	–	–	–	–
Lancer 1200 S/L	So	1	26/30	90/120	92,5/190	55/70	150/100	60	–	●2,0	120	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Lancer 1400 EL/GL	So	1	28/32	90/120	92,5/190	55/70	150/100	60	–	●2,0	122,25	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Lancer 1600 SL	So	2	28/32	90/120	92,5/190	55/60	180/100	40	–	●2,0	124,50	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Celeste/Galant 1600	So	1	28/32	90/120	92,5/190	55/70	150/100	60	–	●2,0	126,75	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Celeste/Galant/Sapporo/GXL/GSL/GT	So	1	30/32	70/120	102/190	55/80	170/100	–	–	●2,0	129	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Celeste/Sapporo 2000 GSR	So	1	30/32	70/120	102/190	55/80	170/100	–	–	●2,0	129	–	–	–	–	–	–	–	Ky-De mech.	0,26-0,36/5000	–	–	–	–
Subaru 1400 Sedan; Coupé GL; Station Wagon	Hi DCG 306-13 D	1	26/30	95	155	42	200	50	–	–	–	–	–	–	–	–	–	–	Mi elektr.	0,155±0,025	–	–	–	–
1400 Coupé GSR; GFT	Hi DCG 306 W 3	2	26/30	85	128	41	210	45	–	–	–	–	–	–	–	–	–	–	Mi elektr.	0,155±0,025	–	–	–	–
Station Wagon 4WD	Hi	1	26/30	97/140	40	41/70	200/70	40	–	●1,5	10,5	–	–	–	–	–	–	–	Mi elektr.	0,13-0,18	–	–	–	–
Toyota Starlet 1000	Ai Register	1	–	0,92/1,62	0,65	0,47	–	0,40	–	6,0[5]	6,0	–	0,50	0,95	2,40	5,40	–	–	Ky mech.	0,20-0,30/1450	–	–	–	–
Starlet 1200	Ai Register	1	–	1,05/1,41	0,90	0,45	–	0,40	–	6,0[5]	6,0	56	0,60	1,05	2,70	6,20	–	–	Ky mech.	0,20-0,30/1450	–	–	–	–
Starlet 1300	Ai Register	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Ky mech.	0,20-0,30	–	–	–	–
Corolla, Sprinter 1200	Ai Register	2	–	0,83/1,26	0,90	0,44	–	0,40	–	6,0[5]	6,0	56	0,30	0,55	1,35	3,10	–	–	Ky mech.	0,20-0,30/1450	–	–	–	–
Corolla, Sprinter, Carina, Celica 1400	Ai Register	1	23/27	108/140	75	55	80/140	50	–	5,0[5]	3,5	–	–	–	–	–	–	–	Ky mech.	0,22-0,32/1250	–	–	–	–
Corolla, Sprinter, Carina, Celica 1600	Ai Register	2	20/26	80/132	96	47/55	108/130	50	11	5,0[5]	3,5	56	0,35	0,65	1,50	3,30	–	–	Ky mech.	0,20-0,30/2500	–	–	–	–
Tercel 1300	Ai Register	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Ky mech.	0,20-0,30	–	–	–	–
Carina, Celica 2000 ST	Ai Register	1	–	–	–	–	–	–	–	5,0[5]	4,5	–	–	–	–	–	–	–	Ky mech.	0,20-0,30/2500	–	–	–	–
Carina, Celica 2000 GT	So-40 PHH 4	2	–	–	–	–	–	–	–	–	16-18	–	–	–	–	–	–	–	Ky mech.	0,20-0,30/900	–	–	–	–
Corona 1600	Ai Register	1	–	–	–	–	–	–	–	5,0[5]	3,5	–	–	–	–	–	–	–	Ky mech.	0,20-0,30/2500	–	–	–	–
Corona 1800	Ai Register	1	1,16	1,16/1,65	0,50	0,54/0,85	–	0,50	–	5,0[5]	5	–	–	–	–	–	–	–	Ky mech.	0,20-0,30/3000	–	–	–	–
Corona 2000	Ai Register	1	–	–	–	–	–	–	–	5,0[5]	4,5	–	–	–	–	–	–	–	Ky mech.	0,30-0,40/2500	–	–	–	–
Mark II Cressida 2000	Ai Register	1	–	–	–	–	–	–	–	5,0[5]	4,5	–	–	–	–	–	–	–	Ky mech.	0,30-0,40/2500	–	–	–	–
Mark II Cressida 2600	Ai Register	1	–	1,09/1,55	0,875	0,48/0,55	–	0,55	–	5,0[5]	20	–	–	–	–	–	–	–	Ky mech.	0,30-0,40/2500	–	–	–	–
Crown 2000	Ai Register	1	–	1,04/1,55	0,90	0,525	–	0,55	–	–	20	–	–	–	–	–	–	–	Ky mech.	0,30-0,40/2500	–	–	–	–
Crown 2600	Ai Register	1	–	1,09/1,55	0,875	0,48/0,55	–	0,55	–	–	20	–	–	–	–	–	–	–	Ky mech.	0,30-0,40/2500	–	–	–	–
Land Cruiser FJ	Ai Register	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	Ky mech.	0,20-0,30	–	–	–	–

1 Statisch gemeten
2 Automaat = 120/100
3 Gasklepspleet met dichtgehouden choke klep
4 Lizenz Bosch, L-Jetronic
5 Slag von de pomp in mm
6 Type naald
7 Gasklepspleet bij versneld stationair
8 Onderkant vlotter met deksel verticaal gehouben
9 Of karburator Kaihiu DA 05A gelijk als model 1,6 Liter

Merk en model	Electrische uitrusting																
	batterij		startmotor onbelaste meting				startmotor belaste meting				dynamo A = wisselstroomdyn. L = gelijkstroomdyn.					regelaar	
	spanning (V)	capaciteit (amp. uur) (Ah)	merk en type	stroom (A)	spanning (V)	toerental omw./min.	stroom (A)	spanning (V)	koppel (Nm) of vermogen (kW)	merk en type Bo = Bosch	vermogen (A/V)	toerental omw./min. G = dynamo M = motor	Stator weerstand (Ω)	Rotor weerstand (Ω)	spanning onbelast (V)	afgeregelde spanning (V/A)
Daihatsu Charade	12	45	ND	50	11	5000	600	7,7	13	ND	A 45/14	G 5000	0,17	4,2	4,0-5,8	13,8-14,8/-
Taft F 10	12	35	ND	55	11	3500	450	8,5	11	ND	A 35/14	G 3500	0,164	4,2	4,0-5,8	13,8-14,8/-
Taft F 20	12	35	ND	50	11	5000	600	7,7	13	ND	A 30/14	G 3500	0,17	4,2	4,2-5,8	13,8-14,8/-
Datsun 100 A Cherry F II	12	45	Hi-S 114-161	60	12	7000	420	6,3	1,0 –	Hi-LT 150	A 50/12	G 5000	0,15	4,5	–	14,3-15,3/-
120 A Cherry F II	12	45	Hi-S 114-161	60	12	7000	420	6,3	1,0 –	Hi-LT 150	A 50/12	G 5000	0,17	4,4	–	14,3-15,3/-
120 Y Sunny	12	60	Hi-S 114-160	60	12	7000	420	6,3	0,8 –	Hi-LT 150	A 50/12	G 5000	0,15	4,5	–	14,3-15,3/-
140 Y Sunny	12	60	Hi-S 114-160	60	12	7000	420	6,3	1,0 –	Hi-LT 150	A 50/12	G 5000	0,17	4,4	–	14,3-15,3/-
160 J	12	60	Hi-S 114-170 [1]	60	12	7000	420	6,3	1,0 [1] –	Hi-LT 150	A 50/12	G 5000	0,17	4,4	–	14,3-15,3/-
160 J SSS	12	60	Hi-S 114-170 [1]	60	12	7000	420	6,3	1,0 [1] –	Hi-LT 150	A 50/12	G 5000	0,17	4,4	–	14,3-15,3/-
180 B	12	60	Hi-S 114-170 [1]	60	12	7000	480	6,0	1,0 [1] –	Hi-LT 150	A 50/12	G 5000	0,17	4,4	–	14,3-15,3/-
200 L	12	60	Hi-S 114-172	60	12	5000	480	6,0	1,0 –	Hi-LT 160	A 60/12	G 5000	0,052	3,96	–	14,3-15,3/-
240 L	12	60	Hi-S 114-173 E	60	12	5000	460	6,0	1,0 –	Hi-LT 160	A 60/12	G 5000	0,17	4,4	–	14,3-15,3/-
260 L	12	60	Hi-S 114-173 E	60	12	5000	460	6,0	1,0 –	Hi-LT 160	A 60/12	G 5000	0,052	3,96	–	14,3-15,3/-
280 ZX	12	60	Hi-S 114-182 E	60	12	5000	460	8,0	1,2 –	Hi-LT 160-42 B	A 60/12	G 5000	–	–	–	14,3-15,3/-
Honda Civic 1200	12	45	–	70	12	7000	380	5,0	0,70 –	Ni	A 35/40/14	G 5000	–	4,1-4,3	–	13,5-14,5/5-
Civic 1500	12	45	–	70	12	7000	380	5,0	0,70 –	Ni	A 35/40/14	G 5000	–	4,1-4,3	–	13,5-14,5/5
Civic 1200 CVCC	12	45	–	70	12	7000	380	5,0	0,70 –	Ni	A 35/14	G 5000	–	4,2±0,1	–	13,5-14,5/5
Civic 1500 CVCC	12	45	–	70	12	7000	380	5,0	0,70 –	Ni	A 35/14	G 5000	–	4,2±0,1	–	13,5-14,5/5
Accord	12	45	–	70	12	7000	380	5,0	0,70 –	Ni	A 50/14	G 3500	–	4,0±0,1	–	13,5-14,5/5
Accord, Prélude	12	45	–	90	11,5	3000	230	8,0	– 6,5	Ni	A 50/14	G 3300	–	–	–	13,5-14,5/
Mazda 323/1000	12	35	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 –	Mi-AH 20 35 T	A 30/14	G 2500	–	–	14-15/4000 [2]	14,0/30
323/1300	12	35	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 –	Mi	A 40/14	G 2500	–	–	14-15/4000 [2]	14,0/30
323 SP	12	35	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 –	Mi	A 45/14	G 2500	–	–	–	14,0/30
626 1,6 l	12	45	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 –	Mi	A 45/13,5	G 2500	–	–	–	–
626 2,0 l	12	45	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 7,5	Mi	A 45/13,5	G 2500	–	–	–	–
929 Legato	12	45	Mi-MXI OU 5R	53	11,5	6800	310	5,0	0,80 7,5	Mi	A 45/13,5	G 2500	–	–	–	–
RX5 Coupé	12	45/60	Mi	–	–	–	–	–	1,2 –	Mi	A 60/14	G 2500	–	–	–	14,5±0,5/-
RX7 Coupé	12	45/60	Mi	–	–	–	–	–	1,2 –	Mi	A 55/14	G 2500	–	–	–	–
Mitsubishi Colt 1200	12	40	Mi-3 T 22 581	53	11,5	6800	–	–	– –	Mi-AQ 22 45 K	A 41/13,5	G 5000	–	–	–	–
Colt 1400	12	40	Mi-3 T 22 581	53	11,5	6800	–	–	– –	Mi-AQ 22 45 K	A 41/13,5	G 5000	–	–	–	–
Lancer 1200 S/L	12	40	Mi	53	10,5	5000	400	6,0	– 9,3	Mi	A 35/12	M 5000	3,81	–	14,3-15,3	–
Lancer 1400 EL/GL	12	40	Mi	53	10,5	5000	400	6,0	– 9,3	Mi	A 35/12	M 5000	3,81	–	14,3-15,3	–
Lancer 1600 SL	12	40	Mi	53	10,5	5000	400	6,0	– 9,3	Mi	A 35/12	M 5000	3,81	–	14,3-15,3	–
Celeste/Galant 1600	12	40	Mi	53	10,5	5000	400	6,0	– 9,3	Mi	A 35/12	M 5000	3,81	–	14,3-15,3	–
Celeste/Galant/Sapporo/GXL/GSL/GT	12	40	Mi	55	11,5	6500	560	6,0	– 15	Mi	A 45/12	M 5000	3,60	–	14,3-15,3	–
Celeste/Sapporo 2000 GSR	12	40	Mi	55	11,5	6500	560	6,0	– 15	Mi	A 45/12	M 5000	3,60	–	14,3-15,3	–
Subaru 1400 Sedan; Coupé GL; Station Wagon	12	45	ND	50	11,0	5000	470	7,7	– 18	Hi-LT 150-21	A 50/14	G 5000	–	–	–	13,5-14,5/-
1400 Coupé GSR; GFT	12	45	ND	50	11,0	5000	470	7,7	– 18	Hi-LT 150-21	A 50/14	G 5000	–	–	–	13,5-14,5/-
Station Wagon 4WD	12	60	ND	50	11,0	5000	270	9,5	– 6,9	Hi-LT 150-21	A 50/14	G 5000	0,2	4,2	14,0-14,5	14,5/50
Toyota Starlet 1000	12	32/40/60	–	50	11,0	5000	–	–	0,8 –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Starlet 1200	12	40/60	–	50	11,0	5000	–	–	0,8 –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Starlet 1300	12	40/60	–	50	11,0	5000	–	–	0,8 –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Corolla, Sprinter 1200	12	40/60	–	50	11,0	5000	–	–	0,8 –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Corolla, Sprinter, Carina, Celica 1400	12	32/40/60	–	50	11,0	5000	–	–	0,8 –	–	A 50	–	–	4,2	–	13,8-14,8/-
Corolla, Sprinter, Carina, Celica 1600	12	40/60	–	50	11,0	5000	–	–	0,8 –	–	A 50	–	–	4,2	–	13,8-14,8/-
Tercel 1300	12	40/60	–	50	11,0	5000	–	–	0,8/0,9 –	–	A 40	–	–	–	–	13,8-14,8/-
Carina, Celica 2000 ST	12	45/60	–	50	11,5	5000	–	–	– –	–	A 45	–	–	4,1-4,3	–	13,8-14,8/-
Carina, Celica 2000 GT	12	45/60	–	50	11,5	5000	–	–	– –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Corona 1600	12	35/45	–	50	11,5	5000	–	–	– –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Corona 1800	12	45/60	–	50	11,5	5000	–	–	– –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Corona 2000	12	45/60	–	50	11,5	5000	–	–	– –	–	A 40	–	–	4,1-4,3	–	13,8-14,8/-
Mark II Cressida 2000	12	45/60	–	50	11,5	5000	–	–	– –	–	A 40	–	–	4,1-4,3	–	18,8-14,8/-
Mark II Cressida 2600	12	45/60	–	50	11,5	5000	–	–	1,0 –	–	A 45/55	–	–	4,2	–	13,8-14,8/-
Crown 2000	12	45/60	–	50	11,5	5000	–	–	1,0 –	–	A 45/55	–	–	4,2	–	13,8-14,8/-
Crown 2600	12	45/60	–	50	11,5	5000	–	–	1,0 –	–	A 45/55	–	–	4,2	–	13,8-14,8/-
Land Cruiser FJ	12	70	–	50	11,5	5000	–	–	1,0 –	–	A 50	–	–	–	–	13,8-14,8/-

[1] Automat S 114-180; nominaal vermogen 1,2 kW
[2] Alternateur-omw/min

Hi = Hitachi
Ni = Nippon Denso
Mi = Mitsubishi

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Vulhoeveelheid in liters

Merk en model	motorolie (l) m = met filter o = zonder filter	versnellingsbak (l)	automatische bak (l)	voorasolie (l)	achterasolie (l)	brandstoftank (l) N = normale benzine S = superbenzine
Daihatsu Charade	2,9	–	–	–	–	34 N
Taft F 10	2,9	2,0	–	1,5	1,5	40
Taft F 20	4,2	2,0	–	1,5	1,5	40
Datsun 100 A Cherry F II	3,3 m	2,3[1]	–	–	–	40 N
120 A Cherry F II	3,3 m	2,3[1]	–	–	–	40 N
120 Y Sunny	3,7 m	1,2	4,5	–	0,9	48 N
140 Y Sunny	3,2 m	1,3	5,3	–	0,9	48 N
160 J	4,3 m	1,7	5,5	–	1,1	50 N
160 J SSS	4,3 m	1,7	5,5	–	1,1	50 N
180 B	4,3 m	2,0	5,5	–	0,8	60 N
200 L	5,5 m	1,7	5,5	–	1,0	60 N
240 L	5,5 m	2,0	5,5	–	1,0	60 N
260 L	4,5 m	–	5,5	–	0,9	67 N
280 ZX	4,5 m	2,0	5,5	–	1,3	80 N
Honda Civic 1200	3,25 m	2,5	2,5	–	–	38 N
Civic 1500	3,25 m	2,5	2,5	–	–	41,5 N
Civic 1200 CVCC	3,25 m	2,5	2,5	–	–	40 N
Civic 1500 CVCC	3,25 m	2,5	2,5	–	–	41,5 N
Accord	3,25 m	2,5	2,5	–	–	50 N
Accord, Prélude	3,25 m	2,5	2,5	–	–	50 N
Mazda 323/1000	3,0 m	1,3	5,7	–	0,8	40 S
323/1300	3,0 m	1,3	5,7	–	0,8	40 S
323 SP	3,0 m	1,7	5,7	–	1,0	40 S
626 1,6 l	4,0 m	1,4	6,2	–	1,2	55 S
626 2,0 l	4,3 m	1,7	6,2	–	1,2	55 S
929 Legato	4,3 m	1,4	6,2	–	1,2	55 S
RX5 Coupé	6,3 m	2,2	6,2	–	1,4	65 N
RX7 Coupé	5,2 m	1,7	–	–	1,2	55 N
Mitsubishi Colt 1200	3,5 m	2,2	–	–	–	40
Colt 1400	3,5 m	2,2	–	–	–	40
Lancer 1200 S/L	4,0 m	1,7	–	–	1,1	50 N
Lancer 1400 EL/GL	4,0 m	1,7	5,5	–	1,1	50 N
Lancer 1600 SL	4,0 m	2,3	–	–	1,1	50
Celeste/Galant 1600	4,0 m	1,7	–	–	1,1	50/60 N
Celeste/Galant/Sapporo/GXL/GSL/GT	4,3 m	2,3	5,5	–	1,1	50/60 N
Celeste/Sapporo 2000 GSR	4,3 m	2,3	5,5	–	1,1	50/60 N
Subaru 1400 Sedan; Coupé GL; Station Wagon	3,6 m	2,5	–	–	–	50 S
1400 Coupé GSR; GFT	3,6 m	2,5	–	–	–	50 S
Station Wagon 4WD	3,6 m	3,0	–	–	0,8	45 N
Toyota Starlet 1000	3,5 m	1,7/2,5	–	–	1,0	40 S
Starlet 1200	3,5 m	1,7/2,5	–	–	1,0	40 S
Starlet 1300	3,5 m	1,7/2,5	–	–	1,0	40 S
Corolla, Sprinter 1200	3,5 m	1,7/2,5	–	–	1,0	50 S
Corolla, Sprinter, Carina, Celica 1400	3,5 m	1,7/2,7	–	–	1,0/1,2	50/58 S
Corolla, Sprinter, Carina, Celica 1600	4,2 m	1,7/2,7	–	–	1,0/1,2	50/58 S
Tercel 1300	3,7 m	3,3	–	–	–	45 S
Carina, Celica 2000 ST	4,4 m	1,7/2,7	6,3	–	1,3	58 S
Carina, Celica 2000 GT	4,4 m	1,7/2,7	6,3	–	1,3	58 S
Corona 1600	4,2 m	2,1/2,7	–	–	1,2	55 S
Corona 1800	5,0 m	2,1/2,7	6,3	–	1,2	55 S
Corona 2000	5,0 m	2,1/2,7	6,3	–	1,2	55 S
Mark II Cressida 2000	5,0 m	2,1/2,7	6,3	–	1,2	65 S
Mark II Cressida 2600	6,1 m	2,1/2,7	6,3	–	1,2	65 S
Crown 2000	4,8 m	2,1/2,7	6,3	–	1,3	72 S
Crown 2600	6,1 m	2,1/2,7	6,3	–	1,3	72 S
Land Cruiser FJ	8,0 m	3,1/1,7	–	2,5	2,5	84 N

Koeling / **Wielstanden** B = belaste wagen L = onbelaste wagen

Merk en model	koelsysteeminhoud (l) m = met kachel o = zonder kachel	overdruk in het koelsysteem (bar)	thermostaat opent bij (°C.)	naspoor (caster) (°)	wielvlucht (camber) (°)	toespoor (toein) (mm)	dwarshelling fuseepen (KPI) (°)	sporing in de bocht meethoek 20° binnenwiel	sporing in de bocht meethoek 20° buitenwiel
Daihatsu Charade	4,0	0,9	88±1,5	3°	1°	3	13°	37°30′	33°
Taft F 10	4,4	0,6-0,9	70	0°30′	1°30′	3-5	7°30′	26-29°	24-27°
Taft F 20	7,0	0,6-0,9	82	0°30′	1°30′	3-5	7°30′	26-29°	24-27°
Datsun 100 A Cherry F II	5,4 m	0,90	86,5-89,5	L 20′-1°50′	L 50′-2°20′	L 0-1,2	L9°5′-10°35′	36°30′-39°30′	31°-34°
120 A Cherry F II	5,4 m	0,90	86,5-89,5	L 0′-12′	L 55′-2°25′	L 0-1,2	L9°15′-10°45′	36°30′-39°30′	31°-34°
120 Y Sunny	5,1 m	0,90	86,5-89,5	L 1°-2°30′	L 25′-1°55′	L 0-1,2	L7°32′-9°02′	37°-39°	31°-33°
140 Y Sunny	4,8 m	0,90	86,5-89,5	L 1°-2°30′	L 25′-1°55′	L 0-1,2	L7°32′-9°02′	37°-39°	31°-33°
160 J	7,0 m	0,90	86,5-89,5	L 45′-2°15′	L 15′-1°15′	L 0,6-1,8	–	40°-42°	33°30′-35°30′
160 J SSS	7,0 m	0,90	86,5-89,5	L 45′-2°15′	L 15′-1°15′	L 0,6-1,8	–	40°-42°	33°30′-35°30′
180 B	7,1 m	0,90	86,5-89,5	1°05′-2°35′	10′-1°40′	0-1,2	7°-8°30′	36°-40°	29°-33°
200 L	8,9 m	0,90	86,5-89,5	L 1°20′-2°50′	L 10′-1°20′	L 0-1,0	L 7°15′	36°-40°	29°-33°
240 L	8,5 m	0,90	86,5-89,5	L 1°20′-2°50′	L 50′-2°20′	L 0-1,2	L 7°15′	36°-40°	29°-33°
260 L	9,0 m	0,90	86,5-89,5	L 30′-1°30′	L 10′-1°10′	L 0,6-1,8	L 7°20′	36°-40°	29°-33°
280 ZX	10,5 m	0,90	86,5-89,5	L 4°10′-5°40′	L −35′-+55′	L 0-1,2	L 8°35	33,5-37,5	29°-33°
Honda Civic 1200	4,0 m	0,75-1,05	80-84	1°45′[3]	0°30′	-1,0	8°55′	20°	17°30′
Civic 1500	4,0 m	0,13-0,23	80-84	1°20′[3]	0°30′	-1,0	9°20′	20°	17°30′
Civic 1200 CVCC	4,0 m	0,75-1,05	80-84	1°45′[3]	0°30′	-1,0	8°55′	20°	17°30′
Civic 1500 CVCC	4,0 m	0,13-0,23	80-84	1°20′[3]	0°30′	-1,0	9°20′	20°	17°30′
Accord	5,0 m	0,8-1,0	80-84	1°50′±1°	0°40′±1°[2]	-1,0[2]	12°10′±30′	20°	18°20′
Accord, Prélude	5,0 m	0,8-1,0	80-84	1°50′±1°	0°40′±1°	-1,0	12°10′±30′	20°	18°20′
Mazda 323/1000	5,5 m	0,90	82	1°45′±45′	1°±1°	3-6	8°30′	43°±2°	31°±2°
323/1300	5,5 m	0,90	82	1°45′±45′	1°±1°	3-6	8°30′	43°±2°	31°±2°
323 SP	5,5 m	0,90	82	1°45′±45′	1°±1°	3-6	8°30′	43°±2°	31±2°
626 1,6 l	7,5 m	0,90	82	3°10′	1°	3	10°50′	40°	33°50′
626 2,0 l	7,5 m	0,90	82	3°10′	1°	3	10°50′	40°	33°50′
929 Legato	7,5 m	0,90	8,2	1°55′	1°20′	3	9°25′	42°	33°
RX5 Coupé	9,0 m	0,90	82	L 2°02′±45′	L 1°±30′	L 0,6	L 9°42′±30′	39°45′	30°35′
RX7 Coupé	9,5 m	0,90	82	4°±45′	1°10′±30′	3	10° 44′	39°40′±2°	32°14′±2°
Mitsubishi Colt 1200	6,0 m	0,90	80,5-83,5	0°50′±20′	0°30′±30′	-1-...+2	12°42′	–	–
Colt 1400	6,0 m	0,90	80,5-83,5	0°50′±20′	0°30′±30′	-1-...+2	12°42′	–	–
Lancer 1200 S/L	6,0 m	–	82	1°45′±30′	1°±30′	2-6	–	35°-40°	33°
Lancer 1400 EL/GL	6,0 m	–	82	1°45′±30′	1°±30′	2-6	–	35°-40°	33°
Lancer 1600 SL	6,0 m	–	82	1°45′±30′	1°±30′	2-6	–	35°-40°	33°
Celeste/Galant 1600	6,0 m	–	82	2°40′±30′[8]	1°30′±30′[8]	2-9[8]	–	36°30′[9]	30°50′[9]
Celeste/Galant/Sapporo/GXL/GSL/GT	7,3 m	–	82	2°40′±30′[8]	1°30′±30′[8]	2-9[8]	–	36°30′[9]	30°50′[9]
Celeste/Sapporo 2000 GSR	7,3 m	–	82	2°40′±30′[8]	1°30′±30′[8]	2-9[8]	–	36°30′[9]	30°50′[9]
Subaru 1400 Sedan; Coupé GL; Station Wagon	6 m	0,80	82	45′±45′	1°50′±30′	6-8	12°	36°	35°
1400 Coupé GSR; GFT	6 m	0,80	82	45′±45′	1°50′±30′	6-8	12°	36°	35°
Station Wagon 4WD	6 m	0,90	82	−50′±45	2°10′±45′[7]	6-12[7]	–	31°	30°
Toyota Starlet 1000	5,2 m	0,9	86-90	50′±45′	1°20′±45′	0-4	8°25′±45′	36°	34°
Starlet 1200	5,2 m	0,9	86-90	50′±45′	1°20′±45′	0-4	8°25′±45′	36°	34°
Starlet 1300	5,2 m	0,9	86-90	50′±45′	1°20′±45′	0-4	8°25±45′	36°	34°
Corolla, Sprinter 1200	5,3 m	0,9	86-90	1°30′-2°10′	15′-1°15′	2-4([7]0-2)	7°15′-8°15′	37°-39°	29°25′-33°25′
Corolla, Sprinter, Carina, Celica 1400	7,9 m	0,9	86-90	1°50′±30′	1°±30′	0-2	7°50′±30′	37°-39°	29°25′-33°25′
Corolla, Sprinter, Carina, Celica 1600	7,9 m	0,9	86-90	1°50′±30′	1°±30′	0-2	7°50′±30′	37°-39°	29°25′-33°25′
Tercel 1300	5,3 m	0,9	82	2°15′	0°30′	2	11°15′	36°	33°
Carina, Celica 2000 ST	8,2 m	0,9	80,5-83,5	1°45′±30′	1°±30′	1±1	7°40′±30′	38°10′+0°/-2°	31°15′+1°/-3°
Carina, Celica 2000 GT	9,1 m	0,9	80,5-83,5	1°45′±30′	1°±30′	1±1	7°40′±30′	38°10′+0°/-2°	31°15′+1°/-3°
Corona 1600	6,5 m	0,9	80,5-83,5	+50′±30′	+35′±30′	3-5([7]1-3)	7°	36°30′-38°30′	31°
Corona 1800	8,2 m	0,9	80,5-83,5	+50′±30′	+35′±30′	3-5([7]1-3)	7°	36°30′-38°30′	31°
Corona 2000	8,2 m	0,9	80,5-83,5	+50′±30′	+35′±30′	3-5([7]1-3)	7°	36°30′-38°30′	31°
Mark II Cressida 2000	7,4 m	0,9	80,5-83,5	+0°15′-1°45′	+0°15′-+1°45′	4-6([7]1-3)	6°45′...8°15′	38°	32°
Mark II Cressida 2600	7,4 m	0,9	80,5-83,5	+0°15′-1°45′	+0°15′-+1°45′	4-6([7]1-3)	6°45′...8°15′	38°	32°
Crown 2000	11,0 m	0,9	80,5-83,5	−0°40′-+20′	−0°5′-+55′	4±2([7]2)	7°20′	38°	29°
Crown 2600	11,0 m	0,9	80,5-83,5	−0°40′-+20′	−0°5′-+55′	4±2([7]2)	7°20′	38°	29°
Land Cruiser FJ	18 m	0,9	82	1°	1°	3-5	9°30′	32°	30°

Banden / **Remmen**

Merk en model	bandenmaat	bandenspanning (bar) voor	bandenspanning (bar) achter	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm.) voor	toegestane max. remtrommeldiameter of minimale remschijfdikte (mm.) achter	[illegible] (l)
Daihatsu Charade	155 SR 12	1,7	1,7	9,0	202	–
Taft F 10	6.00x16	1,8	2,3	256	256	–
Taft F 20	6.00x16	1,8	2,3	256	256	–
Datsun 100 A Cherry F II	155 SR 12	2,0	2,0	8,6	181,0	–
120 A Cherry F II	155 SR 12	2,0	2,0	9,0	181,0	–
120 Y Sunny	155 SR 13	1,9	1,9	8,4	204,5	–
140 Y Sunny	165 SR 13	1,8	1,8	8,4	204,5	–
160 J	165 SR 13	1,8	1,8	8,4	230,0	–
160 J SSS	165 SR 13	1,8	1,8	8,4	230,0	–
180 B	185/70 HR 14	2,0	2,0	10,5	230,0	–
200 L	185/70 HR 14	2,0	2,0	10,5	230,0	–
240 L	185/70 HR 14	2,0	2,0	10,5	230,0	–
260 L	195/70 HR 14	2,0	2,2	10,5	242,3	–
280 ZX	195/70 VR 14	2,0	2,0	18	8,6	–
Honda Civic 1200	155 x SR 12	1,7	1,7	9,0	181,0	–
Civic 1500	155 SR 12	1,7	1,7	9,0	181,0	–
Civic 1200 CVCC	155 SR 12/155 SR 13	1,7	1,7	9,0	181,0	–
Civic 1500 CVCC	155 SR 12/155 SR 13	1,7	1,7	9,0	181,0	–
Accord	155 SR 13	1,7	1,7	11,0	181,0	–
Accord, Prélude	155 SR 13	1,7	1,7	11,0	181,0	–
Mazda 323/1000	155 SR 13	1,7	1,9	1,0[4]	1,0[4]	–
323/1300	155 SR 13	1,7	1,9	1,0[4]	1,0[4]	–
323 SP	175/70 SR 13	1,9	1,9	1,0[4]	1,0[4]	–
626 1,6 l	165 SR 15	1,8	1,8	12,0	229,6	–
626 2,0 l	185/70 SR 13	1,8	2,0	12,0	229,6	–
929 Legato	175 SR 14	1,9	2,2	11,0	229,6	–
RX5 Coupé	185/70 SR 14	1,7-2,0	1,7-2,0	1,0[4]	1,0[4]	–
RX7 Coupé	185/70 HR 13	2,0	2,0	1,0[4]	1,0[4]	–
Mitsubishi Colt 1200	155 SR 13	1,6	1,6	10,9	182	–
Colt 1400	155 SR 13	1,6	1,6	10,9	182	–
Lancer 1200 S/L	155 x 13	1,6	1,7	1,6[4]	2,0[4]	–
Lancer 1400 EL/GL	155 x 13	1,6	1,7	1,6[4]	2,0[4]	–
Lancer 1600 SL	155 x 13	1,6	1,7	1,6[4]	2,0[4]	–
Celeste/Galant 1600	165 x 13	1,7[10]	1,7[10]	1,6[4]	2,0[4]	–
Celeste/Galant/Sapporo/GXL/GSL/GT	165 x 13	1,7[10]	1,7[10]	1,6[4]	2,0[4]	–
Celeste/Sapporo 2000 GSR	165 x 13	1,7[10]	1,7[10]	1,6[4]	2,0[4]	–
Subaru 1400 Sedan; Coupé GL; Station Wagon	155 SR 13	1,9	1,5	8,5	182,0	–
1400 Coupé GSR; GFT	155 SR 13	1,9	1,5	8,5	182,0	–
Station Wagon 4WD	155 SR 13[5]	1,9	1,9/2,1	8,5	182,0	–
Toyota Starlet 1000	145 SR 13	1,5	1,6	9,0	202,0	–
Starlet 1200	145 SR 13	1,5	1,6	9,0	202,0	–
Starlet 1300	145 SR 13	1,5	1,6	9,0	202,0	–
Corolla, Sprinter 1200	6.15x13/155 SR 13	1,7	1,9	9,0	202,0	–
Corolla, Sprinter, Carina, Celica 1400	6.15x13/155 SR 13	1,7	1,9	9,0	230,6	–
Corolla, Sprinter, Carina, Celica 1600	5.60x13/165 SR 13	2,0	2,0	11,5	230,6	–
Tercel 1300	145 SR 13[6]	1,8	1,6	9,0	181,0	–
Carina, Celica 2000 ST	6.45x13/165 SR 13	1,7	1,7	11,5	230,6	–
Carina, Celica 2000 GT	165 HR 13/165 HR 14	1,7	1,7	11,5	230,6	–
Corona 1600	6.45x13	2,0	2,0	11,5	230,6	–
Corona 1800	6.45x13/B 78-13	2,0	2,0	11,5	230,6	–
Corona 2000	165 SR 14	1,9	2,1	11,5	230,6	–
Mark II Cressida 2000	6.95x14/175 SR 14	1,6	1,7	11,5	230,6	–
Mark II Cressida 2600	6.95x14/175 SR 14	1,6	1,7	11,5	230,6	–
Crown 2000	6.95x14/185 SR 14	1,9	1,9	11,5	256,0	–
Crown 2600	185 SR 14/D 78-14	1,9	1,9	11,5	256,0	–
Land Cruiser FJ	7,50x16/8 PR	2,5-4,0	2,5-4,0	297,0	297,0	–

[1] Inclusief differentieel
[2] Wielvlucht (camber) achterwielen = 20′; toes spoor = −1 mm
[3] Naspoor (caster) achterwielen = 30′
[4] Max toelaatbare nabewerking
[5] Of 175/70 SR 13
[6] Of 165/70 SR 13
[7] Wielvlucht (camber) achterwielen = 1° 20′ ±45′, toespoor = 2 ... 6 mm
[8] Celeste: Galant gelijk als Lancer
[9] Celeste: Galant = 39° −3°//32° −3°
[10] Celeste: Galant = 1,9//1,9