FOREWORD

This manual has been prepared to familiarize you with the new features of the 1991 model year vehicles, with the exception of the new Tercel.

New Car Features have already produced for 1991 model year MR 2, Previa and Land Cruiser, but as some changes have also been made to these models at the time of the changeover for other models at the time of the changeover for other models, these changes are included in this manual.

For new features of the Tercel and for detailed service specifications and repair procedures of each 1991 model year vehicle, refer to the following manuals:

Manual Name	Pub. No.
° 1991 Tercel New Car Features	NCF071U
° 1991 model Repair Manuals	Refer to respective reallocaetd Pub No.
° 1991 model Electrical Wiring Diagram Manuals	reallocaetd Pub No.

All information contained herein is the most up-to-date at the time of publication. We reserve the right to make changes without prior notice.

TOYOTA MOTOR CORPORATION

► 1990 TOYOTA MOTOR CORPORATION

All rights reserved. This book may not be reproduced or copied, in whole or in part, without the written permission of Toyota Motor Corporation.

CAMRY

OUTLINE OF NEW FEATURES

The Camry is a compact class passenger car with a wealth of model variations which is evaluated highly by customers. The following changes are made for the 1991 model year.

1. Model Line-up

The manual transaxle All-Trac/4WD models have been discontinued.

2. Exterior Design

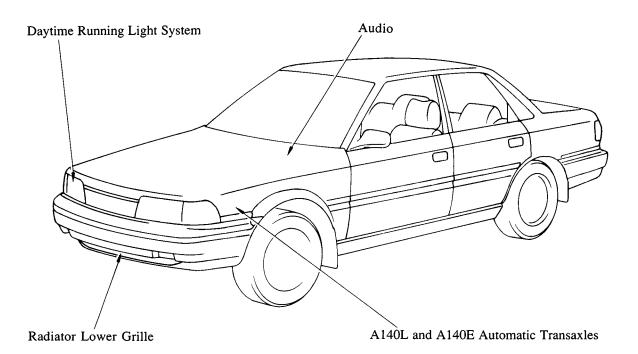
A grille has been added to the valance panel under the front bumper to improve product appeal.

3. A140L and A140E Automatic Transaxles

Together with the torque converter being made smaller, the torque ratio and transmission efficiency have been increased and powertrain performance has been improved.

4. Others (see GENERAL 1991 FEATURES for details)

- Operating conditions for the daytime running light systems in Canadian vehicles have been changed to improve system utility.
- A "HELP" (or "HLP") indicator function has been added to the anti-theft system in the radio receiver to improve serviceability.



MODEL CODE

<u>VZV21 L G – U W P N K A</u>

(2)

(3)

BASIC MODEL CODE

(1)

(1) SV21 : FWD with 3S-FE Engine SV25 : All-Trac/4WD with 3S-FE Engine VZV21 : FWD with 2VZ-FE Engine

(2)	STEERING WHEEL POSITION
(2)	L : Left–Hand Drive

	BODY	TYPE
--	------	------

- (3) Blank : Sedan
 - G : Wagon

(4)	MODEL NAME
(-)	U : Camry

	BODY TYPE
(5)	E : Sedan W : Wagon

(4)	(5)	(6)	(7)	(8)	(9)	
	GEARS	HIFT T	YPE			

- (6) M : 5–Speed Manual
 - P : 4–Speed Automatic

	GRADE
(7)	B : STD D : DLX N : LE

(8)	ENGINE SPECIFICATION
(0)	K : EFI and DOHC

DESTINATION

- (9) A : U.S.A.
 - K : Canada

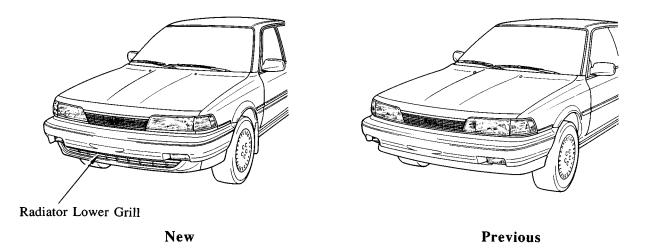
	A540H									SV25L- UEPDKA	SV25L- UEPNKA							SV25L- UEPDKK	SV25L- UEPNKK	: Discontinued
utomatic	A540E				VZV21L- UEPDKA	VZV21L- UEPNKA		VZV21LG. UWPDKA	VZV21LG- UWPNKA					VZV21L- UEPNKK			VZV21LG- UWPNKK			
4-Speed Automatic	A140E		SV2IL- UEPDKA	SV2IL- UEPNKA			SV21LG- UWPDKA					SV21L- UEPDKK	SV21L- UEPNKK		SV21LG- UWPDKK	SV21LG- UWPNKK				
	A140L	SV21L- UEPBKA																		
	E56F5									SV25L. UEMDKA								SV25L- UEMDKK		
5-Speed Manual	E52				VZV21L- UEMDKA									VZV21L- UEMNKK						
4	S51	SV21L- UEMBKA	SV21L- UEMDKA									SV21L- UEMDKK	SV21L- UEMNKK		SV21LG- UWMDKK					
			3S-FE			7.1-7.47	3S-FE		7 V Z-FFE	30 EE	- 1.1-C C	30 EE		2VZ-FE	30 EE	11-CC	2VZ-FE	30 EF	J 1-00	
Ē		STD	DLX	LE	DLX	LE	DLX	DLX	LE	DLX	ΤE	DLX	LE	LE	DLX	LE	LE	DLX	LE	
TRANSAXI ENGINE	BODY			Sedan				Wagon		Cadan	OCUAIL		Sedan			Wagon		Sadan	Jouan	
1T	DRIVE				FWD					A 11 T#00	711-114			EWD	Т W U				+ * 7	
	DESTI- NATION					U.S.A.				I					Conodo	Callaua		L		

MODEL LINE-UP

NEW FEATURES

EXTERIOR DESIGN

A radiator lower grille has been added to the valance panel on the bottom side of the front bumper to improve product appeal.



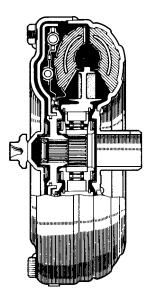
A140L AND A140E AUTOMATIC TRANSAXLES

1. General

The basic construction and operation are the same as in the previous model, but the diameter and specifications of the torque converter have been changed.

2. Torque Converter

By making the diameter smaller, the torque converter has been reduced in size and weight and the moment of inertia in its rotational system has been made smaller. The internal flow of fluid in the torque converter has also been subjected to strict numerical analysis. The pump impeller, turbine runner and stator blade shape have been carefully selected to increase the torque ratio and transmission efficiency. In this way, the powertrain performance has been improved.



► Specifications °

	New	Previous
Type of Converter	3–Element, 1– Step, 2–Phase	\leftarrow
Stall Torque Ratio	2.000	1.900
Nominal Diameter in.(mm)	9.49 (241)	10.00 (254)

► CAMRY

tem		Area		U.	S.A.	
	Body Ty				dan DI X	
	Vehicle G Model Co		SV21L–UEMBKA	SV21L–UEPBKA	DLX SV21L–UEMDKA	SV21L–UEPDKA
	Engine Type		3V21L-UEMBKA 3S-FE	SV2IL-UEPBKA ←	SV2IL-UEMDKA ←	SV2IL-UEPDKA ←
	Valve Mechanism		4 Valves, DOHC	→ ←	→ ←	→ ←
Engine	Bore x Stroke	in. (mm)	3.39 x 3.39 (86 x 86)	\leftarrow	<i>←</i>	\leftarrow
	Displacement	cu.in. (cc)	121.9 (1,998)	\leftarrow	\leftarrow	\leftarrow
	Compression Ratio		9.3 : 1	\leftarrow	<i>←</i>	\leftarrow
	Carburetor Type	DOM	EFI 91	~	<i>←</i>	~
	Research Octane No. Max. Output (SAE–NET)	RON HP @ rpm (kW / rpm)	91 115@5,200 (86/5,200)	← ←	← ←	← ←
	Max. Torque (SAE-NET)	ft-lbs@ rpm (N·m / rpm)	124@4,400 (168/4,400)	→ ←	→ ←	→ ←
_	Battery Capacity (5HR)	Voltage & Amp. hr.	12-40, 12-48*1	~	12-48, 12-40*2	←
Electrical	Alternator Output	Watts	840	~	→ H2 10, H2 10	÷
Ξ	Starter Output	kW	1.0, 1.4*1	\leftarrow	1.4, 1.0*2	\leftarrow
	Max. Speed	mph (km/h)	112 (180)	\leftarrow	\leftarrow	\leftarrow
	Max. Cruising Speed	mph (km/h)	96 (155)	90 (145)	96 (155)	90 (145)
	Acceleration	0 to 100 km/h sec.	11.0	13.0	11.0	13.0
	Acceleration	0 to 400 m sec.	17.5	18.0	17.5	18.0
2 E		1st Gear mph (km/h)	39 (49)	40 (65)	30 (49)	40 (65)
Performance	Max. Permissible Speed	2nd Gear mph (km/h)	55 (89) 86 (120)	74 (119)	55 (89)	74 (119)
5		3rd Gear mph (km/h)	86 (139)		86 (139)	
	m i r:	4th Gear mph (km/h) Wall to Wall ft (m)				
	Turning Diameter (Outside Front)	Wall to Wallft. (m)Curb to Curbft. (m)	34.8 (10.6)		—	
				→ ←	→ ←	→ ←
	Fuel Tank Capacity Clutch Type	U.S. gal (L, Imp.gal.)	15.9 (60, 13.2) DST	<i>←</i>	← DST	→
	Transmission Type		S51		S51	A140E
		In First	3.538	2.810	3.538	2.810
		In Second	1.960	1.549	1.960	1.549
	Transmission Gear Ratio	In Third	1.250	1.000	1.250	1.000
	Transmission Gear Ratio	In Fourth	0.945	0.706	0.945	0.706
		In Fifth	0.731	—	0.731	_
		In Reverse	3.153	2.296	3.153	2.296
	Counter Gear Ratio		-	0.945	—	0.945
	Differential Gear Ratio (Fin Transfer and Rear Different	,	3.736	\leftarrow	<i>←</i>	\leftarrow
SIS	Rear Differential Gear Size	iai Gear Ratio in.				
Chassis	Front		MacPherson Strut			— ~
-	Suspension Type	Rear	MacPherson Strut	←	←	←
		Front	STD	~	←	~
	Stabilizer Bar	Rear	—	_	STD	\leftarrow
	Braka Tuna	Front	Ventilated Disc	\leftarrow	\leftarrow	\leftarrow
	Brake Type	Rear	L.T. Drum	\leftarrow	<i>←</i>	\leftarrow
	Parking Brake Type		L.T. Drum	\leftarrow	←	\leftarrow
	Brake Booster Type and Siz	e in.	Tandem, 8" + 9"	\leftarrow	\leftarrow	\leftarrow
	Steering Gear Type	1)	Rack & Pinion	<i>←</i>	→	<i>←</i>
	Steering Gear Ratio (Overal	1)	17.4 Integral Type	← ←	← ←	← ←
	Power Steering Type	I an ath in (man)	ç î,			
		Length in. (mm) Width in. (mm)	182.1 (4,625) 66.5 (1,690)	← ←	← 67.3 (1,710)	← ←
	Overall	Height in. (mm)	54.1 (1,375)	→ ←	67.3 (1,710) ←	→ ←
	Wheel Page	in. (mm)				
	Wheel Base	In. (mm) Front in. (mm)	102.4 (2,600) 58.3 (1,480)	← ←	← ←	← ←
	Tread	Rear in. (mm)	57.0 (1,450)	→ ←	→ ←	→ ←
		Front in. (mm)	37.0 (1,430) 38.2 (970), 36.9 (937)*3		→ ←	→ ←
	Effective Head Room	Rear in. (mm)	38.2 (970), 36.9 (937) ³ 37.0 (939), 35.9 (911)* ³	← ←	→ ←	→ ←
1			42.9 (1,090)		1	
3TOW	Effective Leg Room	Front in. (mm)	42.9 (1,090) 34.1 (866.1)	← ←	← ←	<i>←</i>
		Rear in. (mm)		<i>←</i>	<i>←</i>	<i>←</i>
TIDA	Shoulder Room	Front in. (mm)	54.3 (1,378)	←	<i>←</i>	~
3		Rear in. (mm)	53.7 (1,363)	<i>←</i>	<i>←</i>	<i>←</i>
	Overhang	Front in. (mm)	36.4 (925)	<i>←</i>	<i>←</i>	<i>←</i>
		Rear in. (mm)	43.3 (1,100)	<i>←</i>	<i>←</i>	<i>←</i>
Major Dimensions & Vehicle Weights	Min. Running Ground Clear		5.3 (135)	<i>←</i>	<i>←</i>	<i>←</i>
	Angle of Approach	degree	21°30'	\leftarrow	\leftarrow	\leftarrow
- Tofbu	Angle of Departure	degree	14°30'	→	←	←
- Infimu	0	Front lb (kg)	1,642 (745)	1,698 (770)	1,665 (755)	1,720 (780)
INTRINI		_	1,047 (475)	\leftarrow	1,069 (485)	\leftarrow
	Curb Weight	Rear lb (kg)				
		Total lb (kg)	2,689 (1,220)	2,745 (1,245)	2,734 (1,240)	2,789 (1,265)
Major	Curb Weight	Totallb (kg)Frontlb (kg)	2,689 (1,220)	_	—	_
Major		Total lb (kg)	2,689 (1,220)			

*1 Set Option with Cold Area Spec., *2 Set Option without Cold Area Spec., *3 With Moon Roof (Option)

		Seda	ın			
	DLX			LE		
VZV21L-UEMDKA	VZV21L-UEPDKA	SV25L-UEPDKA	SZ21L-UEPNKA	VZV21L-UEPNKA	SV25L–UEPNKA	
2VZ-FE	\leftarrow	3S-FE	\leftarrow	2VZ-FE	3S-FE	
\leftarrow	\leftarrow	<i>→</i>	\leftarrow	\leftarrow	\leftarrow	
44 x 2.74 (87.5 x 69.5)	\leftarrow	3.39 x 3.39 (86 x 86)	\leftarrow	3.44 x 2.74 (87.5 x 69.5)	3.39 x 3.39 (86 x 86)	
153.0 (2,508)	\leftarrow	121.9 (1,998)	\leftarrow	153.0 (2,508)	121.9 (1,998)	
9.0 : 1	\leftarrow	9.3 : 1	\leftarrow	9.0 : 1	9.3 : 1	
\leftarrow	\leftarrow	<i>←</i>	\leftarrow	→	→	
96	\leftarrow	91	\leftarrow	96	91	
56 @5,600 (116/5,600)	\leftarrow	115@5,200 (86/5,200)	\leftarrow	156 @5,600 (116/5,600)	115@5,200 (86/5,200)	
60 @4,400 (217/4,400)	\leftarrow	124 @4,400 (168/4,400)	\leftarrow	160 @4,400 (217/4,400)	124 @4,400 (168/4,400	
12–48 ←	←	12-48, 12-40*2	← ←	12-48	12-48, 12-40*1	
→ ←	$\leftarrow \leftarrow$	\leftarrow	→ ←	→ ←	\leftarrow 1.4, 1.0 ^{*1}	
127 (205) 109 (175)	121 (195) 103 (165)	109 (175) 90 (145)	112 (180) ←	121 (195) 103 (165)	109 (175) 90 (145)	
9.2	103 (105)	13.9	13.0	103 (103)	13.9	
17.0	17.5	19.9	18.0	10.2	19.9	
33 (52)	40 (64)	32 (52)	40 (65)	40 (64)	32 (52)	
52 (83)	72 (116)	60 (96)	74 (119)	72 (116)	60 (96)	
79 (127)	111 (179)	93 (149)	/4 (119)	111 (179)	93 (149)	
109 (127)		95 (149)			93 (149)	
35.4 (10.8)	— ~	34.8 (10.6)	 ~	35.4 (10.8)	34.8 (10.6)	
→ (10.8)	~ ~	→ (10.0)		↔	→ 54.8 (10.0)	
DST	_	· _	,	_	_	
E52	A540E	A540H	A140E	A540E	A540H	
3.230	2.810	↔		~ ~	←	
2.045	1.549	←	←	~ ~	←	
1.333	1.000	- -	- -	- -		
0.972	0.734	←	0.706	0.734	←	
0.820	_	_	_			
3.583	2.296	←	\leftarrow	←	←	
_	1.027	←	0.945	1.027	÷	
3.933	3.625	_	3.736	3.625		
_		2.928		-	2.928	
_	_	6.7	_		6.7 ← ←	
←	←		\leftarrow	<i>~</i>		
←	~ ~		→ ←	~ ~		
\leftarrow	~	~	~	→	←	
÷ ←	~ ~	÷ -	- -	←	÷ ←	
←	←	←	~		←	
Solid Disc	\leftarrow	←	L.T. Drum	Solid Disc	←	
Duo Servo	←	←	L.T. Drum	Duo Servo	←	
\leftarrow	~	←	\leftarrow	←	←	
\leftarrow	\leftarrow	←	\leftarrow	←	←	
\leftarrow	←	←	~	<i>←</i>	←	
←	~		~ ~	~ ~	~ ~	
←	~ ~		~	- -		
← ←	~ ~	→ ←		~ ~		
←	\leftarrow	←	\leftarrow	←	←	
←	\leftarrow	←	\leftarrow	←	←	
58.1 (1,475)	\leftarrow	58.3 (1,480)	\leftarrow	58.1 (1,475)	58.3 (1,480)	
56.9 (1,445)	\leftarrow	56.7 (1,440)	57.1 (1,450)	56.9 (1,445)	56.3 (1,440)	
<i>←</i>	\leftarrow	\leftarrow	\leftarrow	<i>←</i>	←	
←	\leftarrow	←	\leftarrow	\leftarrow	←	
\leftarrow	\leftarrow	<i>←</i>	\leftarrow	<i>←</i>	←	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	5.4 (136)	5.3 (135)	\leftarrow	5.4 (136)	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	
1,863 (845)	1,896 (860)	1,841 (835)	1,720 (780)	1,951 (885)	1,841 (835)	
1,102 (500)	1,124 (510)	1,312 (595)	1,091 (495)	1,136 (515)	1,334 (605)	
2965 (1,345)	3,020 (1,370)	3,153 (1,430)	2,811 (1,275)	3,087 (1,400)	3,175 (1,440)	
_		—	_	—		
	_	_	_	_	_	
—						

Item Area				U.S	.A.	Canada	
	Body Ty	pe		Wagon		Sedan	
	Vehicle Gr			DLX	LE	DLX	
_	Model Co	ode		SV21LG–UWPDKA	VZV21LG-UWPNKA	SV2IL–UEMDKK	SV21L-UEPDKK
	Engine Type		I	3S-FE	2VZ-FE	3S-FE	<i>←</i>
	Valve Mechanism Bore x Stroke		in (mm)	4 Valves, DOHC 3.39 x 3.39 (86 x 86)	← 3.44 x 2.74 (87.5 x 69.5)	← 3.39 x 3.39 (86 x 86)	← ←
	Displacement			3.39 X 3.39 (86 X 86) 121.9 (1,998)	3.44 x 2.74 (87.5 x 69.5) 153.0 (2508)	3.39 X 3.39 (86 X 86) 121.9 (1,998)	→ ←
Engine	Compression Ratio		ea. m. (ee)	9.3 : 1	9.0 : 1	9.3 : 1	→ ←
Εnξ	Carburetor Type		EFI	← ~	→ →	~ ~	
	Research Octane No. RON		RON	91	96	91	\leftarrow
	Max. Output (SAE-NET) HP @ rpm (kW / rpm)		-	115@5,200 (86/5,200)	156 @5600 (116/5,600)	115@5,200 (86/5,200)	\leftarrow
	Max. Torque (SAE-NET) ft-lbs@ rpm (N·m / rpm)		(N·m / rpm)	124@4,400 (168/4,400)	160 @4,400 (217/4,400)	124@4,400 (168/4,400)	\leftarrow
la	Battery Capacity (5HR)	Voltage	e & Amp. hr.	12-48, 12-40*1	\leftarrow	12–48	\leftarrow
Engine Electrical	Alternator Output Watts			840	\leftarrow	←	\leftarrow
ЩЩ	Starter Output		kW	1.4, 1.0*1 112 (180)	\leftarrow	1.4	\leftarrow
	Max. Speed				118 (190)	112 (180)	<i>←</i>
	Max. Cruising Speed	Max. Cruising Speed mph (km/h)		87 (140) 13.5	99 (160) 10.5	96 (155) 11.0	← 13.0
	Acceleration	0 to 100 km/h 0 to 400 m	sec.	13.5	10.5	17.5	13.0
e			mph (km/h)	40 (65)	40 (64)	30.5 (49)	40.4 (65)
man			mph (km/h)	74 (119)	72 (116)	55.1 (89)	74.0 (119)
Performance	Max. Permissible Speed		mph (km/h)	_	111 (179)	86.4 (139)	~ ~
P(4th Gear	mph (km/h)	—		—	—
	Turning Diameter	Wall to Wall	ft. (m)	—		-	—
	(Outside Front)	Curb to Curb	ft. (m)	34.8 (10.6)	35.4 (10.8)	34.8 (10.6)	\leftarrow
	Fuel Tank Capacity	U.S. gal ((L, Imp.gal.)	15.9 (60, 13.2)	\leftarrow	—	\leftarrow
	Clutch Type			_		DST	
	Transmission Type	In First		A140E 2.810	A540E	\$51 3.538	A140E 2.810
		In First In Second		2.810	→ ←	3.538	2.810
		In Third		1.000	→ ←	1.250	1.000
	Transmission Gear Ratio	In Fourth		0.706	0.734	0.945	0.706
		In Fifth		_	_	0.731	_
		In Reverse		2.296	<i>~</i>	3.153	2.296
	Counter Gear Ratio			0.945	1.027	—	0.945
	Differential Gear Ratio (Final)			3.736	3.625	3.736	\leftarrow
sis	Transfer and Rear Differenti	al Gear Ratio		—		-	_
Chassis	Rear Differential Gear Size		in.	— M. DI — 21 - 1	-		
C	Suspension Type	Front		MacPherson Strut	<i>←</i>	<i>←</i>	<i>←</i>
		Rear Front		MacPherson Strut STD	→ ←	← ←	← ←
	Stabilizer Bar	Rear		STD	→ ←	→ ←	→ ←
		Front		Ventilated Disc	~ ~	←	~ ~
	Brake Type	Rear		L.T. Drum	Solid Disc	L.T. Drum	\leftarrow
	Parking Brake Type			L.T. Drum	Duo Servo	L.T. Drum	\leftarrow
	Brake Booster Type and Size in.			Tandem, 8" + 9"	\leftarrow	←	\leftarrow
	Steering Gear Type			Rack & Pinion	\leftarrow	\leftarrow	\leftarrow
	Steering Gear Ratio (Overall)			17.4	\leftarrow	←	\leftarrow
	Power Steering Type	T		Integral Type	<i>←</i>	←	~
	Oursell	Length Width	in. (mm) in. (mm)	183.1 (4,650) 67.3 (1,710)	← ←	182.1 (4,625) ←	→ ←
	Overall	Height	in. (mm)	54.5 (1,385)	→ ←	54.1 (1,375)	→ ←
	Wheel Base		in. (mm)	102.4 (2,600)	` ←	↔ (1,575)	
		Front	in. (mm)	58.3 (1,480)	58.1 (1,475)	58.3 (1,480)	
	Tread	Rear	in. (mm)	57.1 (1,450)	56.9 (1,445)	57.1 (1,450)	\leftarrow
	Effective Head Room	Front	in. (mm)	38.3 (972), 37.1 (943) ^{*2}	\leftarrow	38.2 (970), 36.9 (937)*2	\leftarrow
ghts	Encoure ricau R00III	Rear	in. (mm)	37.7 (958), 36.1 (917)*2	←	37.0 (939), 35.9 (911)*2	\leftarrow
Wei	Effective Leg Room	Front	in. (mm)	42.9 (1,090)	\leftarrow	←	\leftarrow
Major Dimensions & Vehicle Weights		Rear	in. (mm)	34.4 (873)	<i>←</i>	34.1 (866.1)	←
Veh	Shoulder Room	Front Rear	in. (mm) in. (mm)	54.3 (1,378) 53.7 (1,363)	← ←	<i>←</i>	← ←
ns &		Front	in. (mm) in. (mm)	36.4 (925)	→ ←	← ←	← ←
nsion	Overhang	Rear	in. (mm)	43.3 (1,125)	→ →	43.4 (1,100)	→ ←
ime	Min. Running Ground Clearance in. (mm)			5.3 (135)	~ ~	+5.4 (1,100) ←	~ ~
or D	Angle of Approach degree			21°30'	←	÷ ←	←
Majc	Angle of Departure degree		-	12°30'	<i>~</i>	14°30'	<i>~</i>
~		Front	lb (kg)	1,686 (765)	1,929 (875)	1,642 (745)	1,698 (770)
	Curb Weight	Rear	lb (kg)	1,224 (555)	1,268 (575)	1,069 (485)	\leftarrow
		Total	lb (kg)	2,910 (1,320)	3,197 (1,450)	2,712 (1,230)	2,767 (1,255)
		Front	lb (kg)	—		_	_
		1	lb (kg)	_	_	_	_
	Gross Vehicle Weight	Rear	-				
	Gross Vehicle Weight Luggage Compartment Capa	Total	lb (kg) cu. ft. (m ³)	4,045 (1,835)	4,288 (1,945)	3,880 (1,760)	←

 $^{\ast 1}$ Set Option without Cold Area Spec., $^{\ast 2}$ With Moon Roof (Option)

Canada Sedan							
DLX	LE						
SV25L-UEPDKK	SV21L-UEMNKK	SV21L-UEPNKK	VZV21L-UEMNKK	VZV21L-UEPNKK	SV25L-UEPNKK		
\leftarrow	\leftarrow	\leftarrow	2VZ-FE	\leftarrow	3S-FE		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
\leftarrow	\leftarrow	\leftarrow	3.44 x 2.74 (87.5 x 69.5)	\leftarrow	3.39 x 3.39 (86 x 86		
\leftarrow	\leftarrow	←	153.0 (2,508)	\leftarrow	121.9 (1,993)		
\leftarrow	\leftarrow	\leftarrow	9.0 : 1	\leftarrow	9.3 : 1		
\leftarrow	\leftarrow	←	←	\leftarrow	←		
\leftarrow	\leftarrow	\leftarrow	96	\leftarrow	91		
\leftarrow	\leftarrow	\leftarrow	156 @5600 (116/5,600)	\leftarrow	115@5,200 (86/5,20		
\leftarrow	\leftarrow	←	160 @4,400 (217/4,400)	\leftarrow	124 @4,400 (168/4,4		
\leftarrow	←	\leftarrow	←	\leftarrow	\leftarrow		
<i>←</i>	<i>←</i>	<i>←</i>	\leftarrow	\leftarrow	←		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	←		
109 (175)	112 (180)	\leftarrow	127 (205)	121 (195)	109 (175)		
90 (145)	96 (155)	90 (145)	109 (175)	103 (165)	90 (145)		
13.9	11.0	13.0	9.2	10.2	13.9		
19.9	17.5	18.0	17.0	17.5	19.9		
32 (52)	30 (49)	40 (65)	32 (52)	40 (64)	32 (52)		
60 (96)	55 (89)	74 (119)	52 (83)	72 (116)	60 (96)		
93 (149)	86 (139)	_	79 (127)	111 (179)	93 (149)		
			109 (127)				
			35.4 (10.8)	 ~	34.8 (10.6)		
→ ←	→ ←	→ ←	55.4 (10.8) ←	→ ←	54.8 (10.0) ←		
—		— —	DST	—	_		
	DST S51		E52				
2.810	3.538		3.230	2.810	A340H ←		
1.549	1.960	2.810 1.549	2.045	1.549	→ ←		
					-		
1.000	1.250	1.000	1.333	1.000	<i>←</i>		
0.734	0.945	0.706	0.972	0.734	←		
_	0.731	_	0.820	_			
2.296	3.153	2.296	3.583	2.296	\leftarrow		
1.027	—	0.945	-	1.027	\leftarrow		
_	3.736	\leftarrow	3.933	3.625	_		
2.928	—	—	—	—	2.928		
6.7		—	—	-	6.7		
\leftarrow	<i>←</i>	←	←	\leftarrow	←		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
Solid Disc	L.T. Drum	\leftarrow	Solid Disc	\leftarrow	\leftarrow		
Duo Servo	L.T. Drum	←	Duo Servo	\leftarrow	←		
\leftarrow	←	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
\leftarrow	\leftarrow	\leftarrow	←	\leftarrow	←		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	←		
\leftarrow	\leftarrow	←	←	\leftarrow	←		
\leftarrow	<i>←</i>	←	\leftarrow	\leftarrow	←		
←	←	~ ~	←		←		
←	←	<i>←</i>	←	\leftarrow	←		
←	←	←	- -	←	←		
←	←	←	58.1 (1,475)	~ ~	58.3 (1,480)		
56.7 (1,440)	57.1 (1,450)	~ ~	56.9 (1,445)	~ ~	→ 50.5 (1,400)		
→	→ 57.11 (1,450)		→ 50.5 (1,445)	` ~	~ ~		
~ ~	→ ←		→ ←				
→ →	→ ←	→ ←	→ →	→ ←	→ ←		
→ ←	→ ←	→ ←	→ ←	→ ←	→ ←		
<i>←</i>	<i>←</i>	<i>←</i>	<i>←</i>	←	→		
<i>←</i>	<i>←</i>	<i>←</i>	<i>←</i>	←	<i>←</i>		
~	<i>←</i>	<i>←</i>	←	<i>←</i>	<i>←</i>		
<i>←</i>	← 5.2 (125)	<i>←</i>	43.3 (1,100)	\leftarrow	← 		
5.4 (136)	5.3 (135)	<i>←</i>	←	\leftarrow	5.4 (136)		
\leftarrow	←	←	←	\leftarrow	←		
\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow	\leftarrow		
1,819 (825)	1,642 (745)	1,698 (770)	1,896 (860)	1,929 (875)	1,819 (825)		
1,310 (590)	1,080 (490)	←	1,102 (500)	1,124 (510)	1,323 (600)		
3,120 (1,415)	2,722 (1,235)	2,778 (1,260)	2,998 (1,360)	3,053 (1,385)	3,142 (1,425)		
_	_	_	-	—	_		
	_	—	_	—	_		
—							

Item		Area	Canada				
	Body Ty		Wagon				
	Vehicle Gr Model Co		DL SV21L–UWMDKK	X SV21LG–UWPDKK	SV2ILG–UWPNKK	LE VZV21LG–UWPNKK	
	Engine Type		3S-FE	↔	÷ svinse e winder	2VZ-FE	
	Valve Mechanism		4 Valves, DOHC	\leftarrow	←	←	
	Bore x Stroke Displacement	in. (mm)	3.39 x 3.39 (86 x 86) 121.9 (1,993)	<i>←</i>	← ←	3.44 x 2.74 (87.5 x 69.5) 153.0 (2,508)	
Engine	Compression Ratio	cu.in. (cc)	9.3 : 1	→ ←	→	9.0 : 1	
Eng	Carburetor Type		EFI	÷	- -	← ←	
	Research Octane No.	RON	91	\leftarrow	\leftarrow	96	
	Max. Output (SAE-NET)	HP @ rpm (kW / rpm)	115@5,200 (86/5,200)	\leftarrow	<i>←</i>	156 @5600 (116/5,600)	
	Max. Torque (SAE-NET)	ft-lbs @ rpm (N·m / rpm)	124@4,400 (168/4,400)	<i>←</i>	<i>←</i>	160 @4,400 (217/4,400)	
ne rical	Battery Capacity (5HR) Alternator Output	Voltage & Amp. hr. Watts	12–48 840	← ←	← ←	← ←	
Engine Electrical	Starter Output	kW	1.4		÷ ←	÷ ←	
	Max. Speed	mph (km/h)	112 (180)	\leftarrow	\leftarrow	118 (190)	
	Max. Cruising Speed	mph (km/h)	93 (150)	93 (150)	\leftarrow	99 (160)	
	Acceleration	0 to 100 km/h sec. 0 to 400 m sec.	11.5	13.5	<i>←</i>	10.5	
8		0 to 400 m sec. 1st Gear mph (km/h)	30 (49)	40 (65)	→ ←	40 (64)	
rman	N D	2nd Gear mph (km/h)	55 (89)	74 (119)	←	72 (116)	
Performance	Max. Permissible Speed	3rd Gear mph (km/h)	86 (139)	_	_	111 (179)	
Ч		4th Gear mph (km/h)	—	—	—	-	
	Turning Diameter (Outside Front)	Wall to Wallft. (m)Curb to Curbft. (m)	34.8 (10.6)	-			
	. ,		34.8 (10.6) 15.9 (60, 13.2)	<i>←</i>	<i>←</i>	35.4 (10.8)	
-	Fuel Tank Capacity Clutch Type	U.S. gal (L, Imp.gal.)	DST	<i>←</i>	<i>←</i>	<i>←</i>	
	Transmission Type		S51	A140E	\leftarrow	A540E	
		In First	3.538	2.810	\leftarrow	\leftarrow	
		In Second In Third	1.960	1.549	→ ←	← ←	
	Transmission Gear Ratio	In Fourth	0.945	0.706	→ ←	0.734	
		In Fifth	0.731	_	—	_	
		In Reverse	3.153	2.296	\leftarrow	\leftarrow	
	Counter Gear Ratio	D	-	0.945	←	1.027	
	Differential Gear Ratio (Fina Transfer and Rear Differenti		3.736	→ 	→ 	3.625	
Chassis	Rear Differential Gear Size	in.	—	_	_	_	
Сh	Suspension Type	Front	MacPherson Strut	\leftarrow	\leftarrow	\leftarrow	
	Suspension Type	Rear	MacPherson Strut	\leftarrow	<i>←</i>	\leftarrow	
	Stabilizer Bar	Front Rear	STD STD	←	← ←	→ ←	
	Front		Ventilated Disc	~ ~	← ←	← ←	
	Brake Type	Rear	L.T. Drum	\leftarrow	\leftarrow	Solid Disc	
	Parking Brake Type		L.T. Drum	\leftarrow	←	Duo Servo	
	Brake Booster Type and Size	e in.	Tandem, 8" + 9" Rack & Pinion	← ←	← ←	← ←	
	Steering Gear Type Steering Gear Ratio (Overal)	17.4	→ ←	→ ←	→ ←	
	Power Steering Type		Integral Type	~	÷ ←	←	
		Length in. (mm)	183.1 (4,650)	\leftarrow	\leftarrow	\leftarrow	
	Overall	Width in. (mm)	67.3 (1,710)	\leftarrow	\leftarrow	\leftarrow	
		Height in. (mm)	54.5 (1,385)	\leftarrow	←	←	
	Wheel Base	in. (mm) Front in. (mm)	102.4 (2,600) 58.3 (1,480)	\leftarrow	← ←	← 58.1 (1,475)	
	Tread	Front in. (mm) Rear in. (mm)	58.3 (1,480) 57.1 (1,450)	→ ←	→ ←	58.1 (1,475) 56.8 (1,445)	
		Front in. (mm)	38.3 (972), 37.1 (943)*1	← ←	→ ←	50.8 (1,445) ←	
	Effective Head Room	Rear in. (mm)	37.7 (958), 36.1 (917)*1	~ ~	~ ~	~ ~	
ights	Effective Leg Room	Front in. (mm)	42.9 (1,090)	\leftarrow	←	←	
e We		Rear in. (mm)	34.4 (873)	\leftarrow	\leftarrow	\leftarrow	
ehicl	Shoulder Room	Front in. (mm)	54.3 (1,378)	\leftarrow	←	←	
\$		Rear in. (mm)	53.7 (1,363)	\leftarrow	←	\leftarrow	
sions	Overhang	Front in. (mm)	36.4 (925)	~	←	<i>←</i>	
men	Min. Running Ground Clear	Rear in. (mm) ance in. (mm)	44.3 (1,125) 5.3 (135)	← ←	← ←	← ←	
Major Dimensions & Vehicle Weights	Angle of Approach	degree	21°30'	→ ←	→ ←	→ ←	
Maj	Angle of Departure	degree	12°30'	~ ~	→ ←	→ ←	
		Front lb (kg)	1,609 (730)	1,664 (755)	1,675 (760)	1,907 (865)	
	Curb Weight	Rear lb (kg)	1,213 (550)	\leftarrow	←	1,259 (570)	
		Total lb (kg)	2,282 (1,280)	2,877 (1,305)	2,888 (1,310)	3,164 (1,435)	
		Front lb (kg)	—	—	—	-	
	Gross Vehicle Weight	Rear lb (kg)	-	—	-	_	
	Lucasa Cara i i C	Total lb (kg)	4,045 (1,835)	\leftarrow	<i>←</i>	4,266 (1,935)	
al 1779	Luggage Compartment Capacity cu. ft. (m ³) Moon Roof		—	-	—	-	

*1 With Moon Roof