

Air Conditioning — Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: NIPPONDENSO: ND-OIL 8 (P/N 38899-PR7-A01)	
	Lubricant capacity cc (US oz, Imp oz)	10 (0.34, 0.28)
Compressor (NIPPONDENSO)	Condenser	10 (0.34, 0.28)
	Evaporator	20 (0.68, 0.56)
	Line or hose	10 (0.34, 0.28)
	Reservoir	10 (0.34, 0.28)
Compressor belt* ¹	Lubricant type: ND-OIL 8 (38899-PR7-A01)	130-160 (4.4-5.4, 4.6-5.6)
	Lubricant capacity cc (US oz, Imp oz)	3.4-3.8
	Field coil resistance at 68°F (20°C) Ω	0.35-0.65 (0.014-0.026)
Compressor belt* ¹	Deflection with 100 N (10 kg, 22 lbs) between the pulleys	10-12 (0.39-0.47) with used belt 5.5-7.5 (0.22-0.30) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge	350-550 (35-55, 77-121) with used belt 700-900 (70-90, 154-198) with new belt

Electrical — Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ignition coil	Rated voltage V	12	
	Primary winding resistance at 77°F (25°C) Ω	0.9-1.1	
Spark Plug	Type	See section 23	1.3 (0.051)* ²
	Gap	1.1 $\begin{smallmatrix} +0 \\ -0.1 \end{smallmatrix}$ (0.043 $\begin{smallmatrix} +0 \\ -0.004 \end{smallmatrix}$)	
Ignition timing	At idling	15° ± 2° (Red) BTDC	
Alternator belt* ¹	Deflection with 100 N (10 kg, 22 lbs) between pulleys	12-14 (0.47-0.55) with used belt 7-9 (0.28-0.35) with new belt	
	Belt tension N (kg, lbs) Measured with belt tension gauge	450-650 (45-65, 99-143) with used belt 900-1100 (90-110, 198-243) with new belt	
Alternator	Output 13.5 V at normal operating temperature A @6,000 rpm	120	112
	Brush length	10.5 (0.41)	3.5 (0.14)
Starting motor	Type/Output kW	Reduction/1.4	—
	Mica depth	0.5-0.8 (0.02-0.03)	0.2 (0.008)
	Commutator runout	0-0.02 (0-0.0008)	0.05 (0.002)
	Commutator O.D.	29.9-30.0 (1.177-1.181)	29.0 (1.142)
	Brush length	15.0-15.5 (0.591-0.610)	10.0 (0.394)
	Brush spring tension N (kg, lbs)	18.0-24.0 (1.80-2.40, 4.0-5.3)	—

*1: When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

*2: Do not adjust the gap, replace spark plug if it is out of spec.