# MAJOR TECHNICAL SPECIFICATIONS

| Item \ Area | | | | Australia | | | G.C.C. Countries |
|---|---|---|---|---|---|---|---|
| Body Type | | | | High Roof | | | Standard Roof |
| Vehicle Grade | | | | STD | | DX | STD |
| Model Code | | | | HZB50R-ZEMRSQ | HZB50R-ZEMSSQ | HZB50R-ZEMNSQ | BB42L-BRMSSV |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 6990 (275.2) | ← | ← | 6255 (246.6) |
| | | Width | mm (in.) | 2025 (79.7) | ← | ← | 2025 (79.7), 2195 (86.4)*1 |
| | | Height | mm (in.) | 2600 (102.4) | ← | ← | 2430 (95.7) |
| | Wheel Base | | mm (in.) | 3935 (154.9) | ← | ← | 3200 (126.0) |
| | Tread | Front | mm (in.) | 1690 (66.5) | ← | ← | ← |
| | | Rear | mm (in.) | 1490 (58.7) | ← | ← | ← |
| | Room | Length | mm (in.) | 6230 (245.3) | ← | ← | 5490 (216.1) |
| | | Width | mm (in.) | 1890 (74.4) | ← | ← | 1900 (74.8) |
| | | Height | mm (in.) | 1830 (72.0) | ← | ← | 1665 (65.6) |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 1150 (45.3) | ← | ← | ← |
| | | Rear | mm (in.) | 1905 (75.0) | ← | ← | ← |
| | Min. Running Ground Clearance | | mm (in.) | 185 (7.3) | ← | ← | 175 (6.9) |
| | Angle of Approach | | degrees | 18° | ← | ← | 17° |
| | Angle of Departure | | degrees | 14° | ← | ← | ← |
| | Curb Weight | Front | kg (lb) | 1540 – 1560 (3395 – 3439) | 1630 – 1650 (3594 – 3638) | 1640 – 1660 (3616 – 3660) | 1490 – 1570 (3285 – 3461) |
| | | Rear | kg (lb) | 1585 – 1605 (3494 – 3538) | 1625 – 1645 (3583 – 3627) | 1635 – 1640 (3605 – 3616) | 1490 – 1660 (3285 – 3660) |
| | | Total | kg (lb) | 3125 – 3165 (6889 – 6978) | 3255 – 3295 (7176 – 7264) | 3275 – 3300 (7220 – 7275) | 2980 – 3230 (6570 – 7121) |
| | Gross Vehicle Weight | Front | kg (lb) | 2170 (4784) | ← | ← | 2020 (4453) |
| | | Rear | kg (lb) | 2820 (6217) | ← | ← | 3160 (6967) |
| | | Total | kg (lb) | 4990 (11001) | ← | ← | 5180 (11420) |
| | Fuel Tank Capacity | | ℓ (lmp.gal.) | 95 (20.9) | ← | ← | ← |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | 0.411 (14.5) | — | — | ← |
| Performance | Max. Speed | | km / h (mph) | — | — | — | — |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 20 (12) | ← | ← | 15 (9) |
| | | 2nd Gear | km / h (mph) | 35 (22) | ← | ← | 30 (19) |
| | | 3rd Gear | km / h (mph) | 60 (37) | ← | ← | 50 (31) |
| | | 4th Gear | km / h (mph) | 100 (62) | ← | ← | 85 (53) |
| | | 5th Gear | km / h (mph) | — | — | — | — |
| | Min. Turning Radius | Tire | m (ft.) | 7.2 (23.6) | ← | ← | 6.1 (20.0) |
| | | Body | m (ft.) | 7.9 (25.9) | ← | ← | 6.8 (22.3) |
| Engine | Engine Type | | | 1HZ | ← | ← | 14B |
| | Valve Mechanism | | | 12-Valve, OHC, Belt Drive | ← | ← | 8-Valve, OHV, Gear Drive |
| | Bore x Stroke | | mm (in.) | 94.0 x 100.0 (3.70 x 3.94) | ← | ← | 102.0 x 112.0 (4.02 x 4.41) |
| | Displacement | | cm³ (cu.in.) | 4164 (254.1) | ← | ← | 3661 (223.4) |
| | Compression Ratio | | | 22.4 : 1 | ← | ← | 18.0 : 1 |
| | Carburetor Type or Injection Pump Type (Diesel) | | | Distributor Type | ← | ← | ← |
| | Research Octane No. or Cetane No. (Diesel) | | | 50 or more | ← | ← | ← |
| | Max. Output (SAE-NET) | | kW / rpm | 96 / 3800 | ← | ← | 72 / 3400 |
| | Max. Torque (SAE-NET) | | N·m / rpm | 285 / 2200 | ← | ← | 240 / 1800 |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 40 x 2 | ← | ← | 12 – 40 x 2, 12 – 48 x 2*2 |
| | Alternator Output | | Watts | 1440 | ← | ← | ← |
| | Starter Output | | kW | 4.5 | ← | ← | ← |
| Chassis | Clutch Type | | | Dry, Single Plate, Diaphragm | ← | ← | ← |
| | Transmission Type | | | M155 | ← | ← | M152 |
| | Transmission Gear Ratio | In First | | 4.535 | ← | ← | 4.802 |
| | | In Second | | 2.858 | ← | ← | 2.792 |
| | | In Third | | 1.600 | ← | ← | 1.694 |
| | | In Fourth | | 1.000 | ← | ← | ← |
| | | In Fifth | | 0.744 | ← | ← | 0.788 |
| | | In Sixth | | — | — | — | — |
| | | In Reverse | | 5.043 | ← | ← | 5.339 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio | | | 5.125 | 5.375 | ← | 5.625 |
| | Differential Gear Size | | in. | 10.5 | ← | ← | ← |
| | Brake Type | Front | | Ventilated Disc | ← | ← | Two-Leading Drum, Ventilated Disc*2 |
| | | Rear | | Dual-Two-Leading Drum | ← | ← | ← |
| | Parking Brake Type | | | Drum | ← | ← | ← |
| | Brake Booster Type and Size | | in. | Tandem, 9"+10" | ← | ← | Single,11" |
| | Proportioning Valve Type | | | LSP and BV | ← | ← | — |
| | Suspension Type | Front | | Double Wishbone | ← | ← | ← |
| | | Rear | | Leaf Spring, Rigid | ← | ← | ← |
| | Stabilizer Bar | Front | | — | — | — | — |
| | | Rear | | — | — | — | —, STD*2 |
| | Steering Gear Type | | | Recirculating Ball | ← | ← | ← |
| | Steering Gear Ratio (Overall) | | | 17.6 | ← | ← | ← |
| | Power Steering Type | | | Integral Type | ← | ← | ← |

*1: With snorkel cleaner air duct
*2: Option

| G.C.C. Countries | | | | | |
|---|---|---|---|---|---|
| Standard Roof | High Roof | Standard Roof | High Roof | | Standard Roof |
| STD | | | | EX | STD |
| HZB50L-BGMSSV | HZB50L-ZGMSSV | RZB40L-BRMSKV | RZB40L-ZRMSKV | RZB40L-ZCMQKV | RZB50L-BGMSKV |
| 6990 (275.2) | ← | 6255 (246.6) | ← | ← | 6990 (275.2) |
| ← | ← | ← | ← | ← | ← |
| 2445 (96.2) | 2600 (102.4) | 2430 (95.7) | 2585 (101.8) | ← | 2445 (96.2) |
| 3935 (154.9) | ← | 3200 (126.0) | ← | ← | 3935 (154.9) |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| 6230 (245.3) | ← | 5490 (216.1) | ← | ← | 6230 (245.3) |
| 1890 (74.4) | ← | 1900 (74.8) | ← | ← | 1890 (74.4) |
| ← | 1830 (72.0) | 1665 (65.6) | 1830 (72.0) | ← | 1665 (65.6) |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| 185 (7.3) | ← | 175 (6.9) | ← | ← | 185 (7.3) |
| 18° | ← | 17° | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| 1645 – 1725 (3627 – 3803) | 1645 – 1700 (3627 – 3748) | 1335 – 1455 (2943 – 3208) | 1335 – 1435 (2943 – 3164) | ← | 1435 – 1545 (3164 – 3406) |
| 1580 – 1750 (3483 – 3858) | 1595 – 1705 (3516 – 3759) | 1425 – 1635 (3142 – 3605) | 1435 – 1605 (3164 – 3538) | 1425 – 1575 (3142 – 3472) | 1485 – 1685 (3274 – 3715) |
| 3230 – 3475 (7121 – 7661) | ← | 2760 – 3090 (6085 – 6812) | 2770 – 3040 (6107 – 6702) | 2760 – 3010 (6085 – 6636) | 2920 – 3230 (6437 – 7121) |
| 2400 (5291) | ← | 2020 (4453) | ← | 1820 (4012) | 2170 (4784) |
| 3270 (7209) | ← | 2990 (6592) | ← | 2690 (5930) | 3140 (6923) |
| 5670 (12500) | ← | 5010 (11045) | ← | 4510 (9943) | 5310 (11707) |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| 20 (12) | ← | ← | ← | ← | ← |
| 35 (22) | ← | 40 (24) | ← | ← | ← |
| 60 (37) | ← | 70 (43) | ← | ← | ← |
| 100 (62) | ← | 115 (71) | ← | ← | ← |
| — | — | — | — | — | — |
| 7.2 (23.6) | ← | 6.1 (20.0) | ← | ← | 7.2 (23.6) |
| 7.9 (25.9) | ← | 6.8 (22.3) | ← | ← | 7.9 (25.9) |
| 1HZ | ← | 3RZ-FE | ← | ← | ← |
| 12-Valve, OHC, Belt Drive | ← | 16-Valve, DOHC, Chain and Gear Drive | ← | ← | ← |
| 94.0 x 100.0 (3.70 x 3.94) | ← | 95.0 x 95.0 (3.74 x 3.74) | ← | ← | ← |
| 4164 (254.1) | ← | 2694 (164.4) | ← | ← | ← |
| 22.4 : 1 | ← | 9.5 : 1 | ← | ← | ← |
| ← | ← | EFI | ← | ← | ← |
| ← | ← | 90 or more | ← | ← | ← |
| 96 / 3800 | ← | 112 / 4800 | ← | ← | ← |
| 258 / 2200 | ← | 240 / 4000 | ← | ← | ← |
| ← | ← | 12 – 40, 12 – 48*2 | ← | ← | ← |
| ← | ← | 960 | ← | ← | ← |
| ← | ← | 1.4 | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| M155 | ← | M156 | ← | ← | ← |
| 4.535 | ← | 5.657 | ← | ← | ← |
| 2.858 | ← | 2.818 | ← | ← | ← |
| 1.600 | ← | 1.687 | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| 0.744 | ← | 0.835 | ← | ← | ← |
| — | — | — | — | — | — |
| 5.043 | ← | 5.657 | ← | ← | ← |
| — | — | — | — | — | — |
| ← | ← | 5.857 | ← | ← | 6.142 |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | Ventilated Disc |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| Tandem, 9” + 10” | ← | Single, 11” | ← | ← | Tandem, 9” + 10” |
| — | — | — | — | — | — |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| — | — | — | — | — | — |
| ← | ← | ← | ← | STD | —, STD*2 |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |

AP

| Item \ Area | | | | G.C.C. Countries | China | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | High Roof | | | |
| Vehicle Grade | | | | STD | | EX | STD |
| Model Code | | | | RZB50L-ZGMSKV | BB50L-ZGMSWC | BB50L-ZCMQWC | RZB40L-ZRMSKC |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 6990 (275.2) | ← | ← | 6255 (246.6) |
| | | Width | mm (in.) | 2025 (79.7), 2195 (86.4)*1 | ← | ← | ← |
| | | Height | mm (in.) | 2600 (102.4) | ← | ← | 2585 (101.8) |
| | Wheel Base | | mm (in.) | 3935 (154.9) | ← | ← | 3200 (126.0) |
| | Tread | Front | mm (in.) | 1690 (66.5) | ← | ← | ← |
| | | Rear | mm (in.) | 1490 (58.7) | ← | ← | ← |
| | Room | Length | mm (in.) | 6230 (245.3) | ← | ← | 5490 (216.1) |
| | | Width | mm (in.) | 1890 (74.4) | ← | ← | 1900 (74.8) |
| | | Height | mm (in.) | 1830 (72.0) | ← | ← | ← |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 1150 (45.3) | ← | ← | ← |
| | | Rear | mm (in.) | 1905 (75.0) | ← | ← | ← |
| | Min. Running Ground Clearance | | mm (in.) | 185 (7.3) | ← | ← | 175 (6.9) |
| | Angle of Approach | | degrees | 18° | ← | ← | 17° |
| | Angle of Departure | | degrees | 14° | ← | ← | ← |
| | Curb Weight | Front | kg (lb) | 1435 – 1535 (3164 – 3384) | 1680 – 1730 (3704 – 3814) | 1705 – 1755 (3759 – 3869) | 1355 – 1405 (2987 – 3097) |
| | | Rear | kg (lb) | 1495 – 1645 (3296 – 3627) | 1625 – 1675 (3583 – 3693) | 1600 – 1650 (3527 – 3638) | 1465 – 1515 (3230 – 3340) |
| | | Total | kg (lb) | 2930 – 3180 (6460 – 7011) | 3305 – 3405 (7286 – 7507) | ← | 2820 – 2920 (6217 – 6437) |
| | Gross Vehicle Weight | Front | kg (lb) | 2170 (4784) | 2400 (5291) | 2180 (4806) | 2020 (4453) |
| | | Rear | kg (lb) | 3140 (6923) | 3270 (7209) | 2830 (6239) | 2990 (6592) |
| | | Total | kg (lb) | 5310 (11707) | 5670 (12500) | 5010 (11045) | ← |
| | Fuel Tank Capacity | | ℓ (lmp.gal.) | 95 (20.9) | ← | ← | ← |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | 0.411 (14.5) | ← | ← | ← |
| Performance | Max. Speed | | km / h (mph) | — | — | — | — |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 20 (12) | ← | ← | ← |
| | | 2nd Gear | km / h (mph) | 40 (24) | 35 (22) | ← | 40 (24) |
| | | 3rd Gear | km / h (mph) | 70 (43) | 60 (37) | ← | 70 (43) |
| | | 4th Gear | km / h (mph) | 115 (71) | 100 (62) | ← | 115 (71) |
| | | 5th Gear | km / h (mph) | — | — | ← | — |
| | Min. Turning Radius | Tire | m (ft.) | 7.2 (23.6) | ← | ← | 6.1 (20.0) |
| | | Body | m (ft.) | 7.9 (25.9) | ← | ← | 6.8 (22.3) |
| Engine | Engine Type | | | 3RZ-FE | 15B-FT | ← | 3RZ-FE |
| | Valve Mechanism | | | 16-Valve, DOHC, Chain and Gear Drive | 16-Valve, OHV, Gear Drive | ← | 16-Valve, DOHC, Chain and Gear Drive |
| | Bore x Stroke | | mm (in.) | 95.0 x 95.0 (3.74 x 3.74) | 108.0 x 112.0 (4.25 x 4.40) | ← | 95.0 x 95.0 (3.74 x 3.74) |
| | Displacement | | $cm^3$ (cu.in.) | 2694 (164.4) | 4104 (250.5) | ← | 2694 (164.4) |
| | Compression Ratio | | | 9.5 : 1 | 18.5 : 1 | ← | 9.5 : 1 |
| | Carburetor Type or Injection Pump Type (Diesel) | | | EFI | In-Line Type | ← | EFI |
| | Research Octane No. or Cetane No. (Diesel) | | | 90 or more | 48 or more | ← | 90 or more |
| | Max. Output (SAE-NET) | | kW / rpm | 112 / 4800 | 100 / 3000 (EEC) | ← | 112 / 4800 |
| | Max. Torque (SAE-NET) | | N·m / rpm | 240 / 4000 | 360 / 1600 (EEC) | ← | 240 / 4000 |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 40, 12 – 48*2 | 12 – 48 x 2, 12 – 64 x 2*2 | ← | 12 – 55 |
| | Alternator Output | | Watts | 960 | 1440 | ← | 960 |
| | Starter Output | | kW | 1.4 | 4.5 | ← | 2.0 |
| Chassis | Clutch Type | | | Dry, Single Plate, Diaphragm | ← | ← | ← |
| | Transmission Type | | | M156 | M155 | ← | M156 |
| | Transmission Gear Ratio | In First | | 5.657 | 4.535 | ← | 5.657 |
| | | In Second | | 2.818 | 2.858 | ← | 2.818 |
| | | In Third | | 1.687 | 1.600 | ← | 1.687 |
| | | In Fourth | | 1.000 | ← | ← | ← |
| | | In Fifth | | 0.835 | 0.744 | ← | 0.835 |
| | | In Sixth | | — | — | — | — |
| | | In Reverse | | 5.657 | 5.043 | ← | 5.657 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio | | | 6.142 | 5.625 | ← | 5.857 |
| | Differential Gear Size | | in. | 10.5 | ← | ← | ← |
| | Brake Type | Front | | Ventilated Disc | ← | ← | ← |
| | | Rear | | Dual-Two-Leading Drum | ← | ← | ← |
| | Parking Brake Type | | | Drum | ← | ← | ← |
| | Brake Booster Type and Size | | in. | Tandem, 9" + 10" | ← | ← | Single, 11" |
| | Proportioning Valve Type | | | — | LSP and BV | ← | ← |
| | Suspension Type | Front | | Double Wishbone | ← | ← | ← |
| | | Rear | | Leaf Spring, Rigid | ← | ← | ← |
| | Stabilizer Bar | Front | | — | — | — | — |
| | | Rear | | —, STD*2 | ← | STD | —, STD *2 |
| | Steering Gear Type | | | Recirculating Ball | ← | ← | ← |
| | Steering Gear Ratio (Overall) | | | 17.6 | ← | ← | ← |
| | Power Steering Type | | | Integral Type | ← | ← | ← |

*1: With snorkel cleaner air duct
*2: Option

| | China | | General Countries | | | |
|---|---|---|---|---|---|---|
| | High Roof | | Standard Roof | High Roof | Standard Roof | |
| | STD | | | | | |
| | RZB40L-ZEMSKC | RZB50L-ZGMSKC | BB42R-BRMRS | BB42R-ZRMSS | BB42L-BRMRS | BB42L-BRMSS |
| 5 | ← | 6990 (275.2) | 6255 (246.6) | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | 2600 (102.4) | 2430 (95.7) | 2585 (101.8) | 2430 (95.7) | ← |
| | ← | 3935 (154.9) | 3200 (126.0) | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| 10 | ← | ← | ← | ← | ← | ← |
| | ← | 6230 (245.3) | 5490 (216.1) | ← | ← | ← |
| | ← | 1890 (74.4) | 1900 (74.8) | ← | ← | ← |
| | ← | ← | 1665 (65.6) | 1830 (72.0) | ← | 1665 (65.6) |
| | — | — | — | — | — | — |
| 15 | — | — | — | — | — | — |
| | — | — | — | — | — | — |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | 185 (7.3) | 175 (6.9) | ← | ← | ← |
| 20 | ← | 18° | 17° | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | 1445 – 1495 (3186 – 3296) | 1400 – 1480 (3086 – 3263) | 1490 – 1550 (3285 – 3417) | 1400 – 1480 (3086 – 3263) | 1490 – 1570 (3285 – 3461) |
| | 1425 – 1475 (3142 – 3252) | 1515 – 1565 (3340 – 3450) | 1440 – 1650 (3175 – 3638) | 1490 – 1640 (3285 – 3616) | 1440 – 1650 (3175 – 3638) | 1480 – 1690 (3263 – 3726) |
| | 2780 – 2880 (6129 – 6349) | 2960 – 3060 (6526 – 6746) | 2840 – 3130 (6261 – 6900) | 2980 – 3190 (6570 – 7033) | 2848 – 3130 (6261 – 6900) | 2970 – 3260 (6548 – 7187) |
| 25 | ← | 2120 (4674) | 2020 (4453) | ← | ← | ← |
| | ← | 3090 (6812) | 3160 (6967) | ← | ← | ← |
| | ← | 5210 (11486) | 5180 (11420) | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| 30 | — | — | — | — | — | — |
| | — | — | — | — | — | — |
| | ← | ← | 15 (9) | ← | ← | ← |
| | ← | ← | 30 (19) | ← | ← | ← |
| | ← | ← | 50 (31) | ← | ← | ← |
| 35 | ← | ← | 85 (53) | ← | ← | ← |
| | — | — | — | — | — | — |
| | ← | 7.2 (23.6) | 6.1 (20.0) | ← | ← | ← |
| | ← | 7.9 (25.8) | 6.8 (22.3) | ← | ← | ← |
| | ← | ← | 14B | ← | ← | ← |
| 40 | ← | ← | 8-Valve, OHV, Gear Drive | ← | ← | ← |
| | ← | ← | 102.0 x 112.0 (4.02 x 4.41) | ← | ← | ← |
| | ← | ← | 3661 (223.4) | ← | ← | ← |
| | ← | ← | 18.0 : 1 | ← | ← | ← |
| | ← | ← | Distributor Type | ← | ← | ← |
| 45 | ← | ← | 50 or more | ← | ← | ← |
| | ← | ← | 72 / 3400 | ← | ← | ← |
| | ← | ← | 240 / 1800 | ← | ← | ← |
| | ← | ← | 12 – 52, 12 – 40 x 2*2 | 12 – 40 x 2 | 12 – 52, 12 – 40 x 2*2, 12 – 64 x 2*2 | 12 – 40 x 2, 12 – 48 x 2*2 |
| | ← | ← | 540, 1440*2 | ← | 540, 1440*2 | 1440 |
| 50 | ← | ← | 2.5, 4.5*2 | 4.5 | 2.5, 4.5*2 | 4.5 |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | M152 | ← | ← | ← |
| | ← | ← | 4.802 | ← | ← | ← |
| | ← | ← | 2.792 | ← | ← | ← |
| 55 | ← | ← | 1.694 | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | 0.788 | ← | ← | ← |
| | — | — | — | — | — | — |
| | ← | ← | 5.339 | ← | ← | ← |
| 60 | — | — | — | — | — | — |
| | ← | 6.142 | 5.125, 5.625*2 | 5.625, 5.857*2 | 5.125, 5.625*2, 6.142*2 | 5.625, 5.857*2 |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | Two-Leading Drum, Ventilated Disc*2 | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| 65 | ← | ← | ← | ← | ← | ← |
| | ← | Tanden 9” + 10” | Single, 11” | ← | ← | ← |
| | ← | ← | — | — | — | — |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| 70 | — | — | — | — | — | — |
| | ← | ← | —, STD*2 | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |
| | ← | ← | ← | ← | ← | ← |

AP

| Item \ Area | | | | General countries | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | High Roof | | | |
| Vehicle Grade | | | | STD | | EX | |
| Model Code | | | | BB42L-ZRMRS | BB42L-ZRMSS | BB50R-ZEMQZ | BB59R-ZEMQZ5*3 |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 6255 (246.6) | ← | 6990 (275.2) | 7725 (304.1) |
| | | Width | mm (in.) | 2025 (79.7), 2195 (86.4)*1 | ← | 2025 (79.7) | ← |
| | | Height | mm (in.) | 2585 (101.8) | ← | 2600 (102.4) | ← |
| | Wheel Base | | mm (in.) | 3200 (126.0) | ← | 3935 (154.9) | 4435 (174.6) |
| | Tread | Front | mm (in.) | 1690 (66.5) | ← | ← | ← |
| | | Rear | mm (in.) | 1490 (58.7) | ← | ← | ← |
| | Room | Length | mm (in.) | 5490 (216.1) | ← | 6230 (245.3) | 6985 (275.0) |
| | | Width | mm (in.) | 1900 (74.8) | ← | 1890 (74.4) | ← |
| | | Height | mm (in.) | 1665 (65.6) | ← | 1830 (72.0) | ← |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 1150 (45.3) | ← | ← | ← |
| | | Rear | mm (in.) | 1905 (75.0) | ← | ← | ← |
| | Min. Running Ground Clearance | | mm (in.) | 175 (6.9) | ← | ← | 185 (7.3) |
| | Angle of Approach | | degrees | 17° | ← | 18° | ← |
| | Angle of Departure | | degrees | 14° | ← | ← | ← |
| | Curb Weight | Front | kg (lb) | 1400 – 1450 (3086 – 3197) | 1490 – 1550 (3285 – 3417) | 1710 – 1725 (3770 – 3803) | 1805 – 1820 (3979 – 4012) |
| | | Rear | kg (lb) | 1450 – 1590 (3197 – 3505) | 1490 – 1640 (3285 – 3616) | 1620 – 1650 (3571 – 3638) | 1810 – 1840 (3990 – 4057) |
| | | Total | kg (lb) | 2850 – 3040 (6283 – 6702) | 2980 – 3190 (6570 – 7033) | 3330 – 3375 (7341 – 7441) | 3615 – 3660 (7970 – 8069) |
| | Gross Vehicle Weight | Front | kg (lb) | 2020 (4453) | ← | 2100 (4630) | 2250 (4960) |
| | | Rear | kg (lb) | 3160 (6967) | ← | 2700 (5952) | 3050 (6724) |
| | | Total | kg (lb) | 5180 (11420) | ← | 4800 (10582) | 5300 (11684) |
| | Fuel Tank Capacity | | ℓ (lmp.gal.) | 95 (20.9) | ← | ← | ← |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | 0.441 (14.5) | ← | ← | ← |
| Performance | Max. Speed | | km / h (mph) | — | — | — | — |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 15 (9) | ← | 20 (12) | ← |
| | | 2nd Gear | km / h (mph) | 30 (19) | ← | 35 (22) | ← |
| | | 3rd Gear | km / h (mph) | 50 (31) | ← | 60 (37) | ← |
| | | 4th Gear | km / h (mph) | 85 (53) | ← | 100 (62) | ← |
| | | 5th Gear | km / h (mph) | — | — | — | — |
| | Min. Turning Radius | Tire | m (ft.) | 6.1 (20.0) | ← | 7.2 (23.6) | ← |
| | | Body | m (ft.) | 6.8 (22.3) | ← | 7.9 (25.9) | ← |
| Engine | Engine Type | | | 14B | ← | 15B-FTE | ← |
| | Valve Mechanism | | | 8-Valve, OHV, Gear Drive | ← | 16-Valve, OHV, Gear Drive | ← |
| | Bore x Stroke | | mm (in.) | 102.0 x 112.0 (4.02 x 4.41) | ← | 108.0 x 112.0 (4.25 x 4.40) | ← |
| | Displacement | | cm³ (cu.in.) | 3661 (223.4) | ← | 4104 (250.5) | ← |
| | Compression Ratio | | | 18.0 : 1 | ← | 18.4 : 1 | ← |
| | Carburetor Type or Injection Pump Type (Diesel) | | | Distributor Type | ← | ← | ← |
| | Research Octane No. or Cetane No. (Diesel) | | | 50 or more | ← | 48 or more | ← |
| | Max. Output (SAE-NET) | | kW / rpm | 72 / 3400 | ← | 100 / 2600 (EEC) | ← |
| | Max. Torque (SAE-NET) | | N·m / rpm | 240 / 1800 | ← | 382 / 1200 – 2200 (EEC) | ← |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 52, 12 – 40 x 2*2 | 12 – 40 x 2, 12 – 48 x 2*2 | 12 – 48 x 2 | ← |
| | Alternator Output | | Watts | 540, 1440*2 | 1440 | ← | ← |
| | Starter Output | | kW | 2.5, 4.5*2 | 4.5 | ← | ← |
| Chassis | Clutch Type | | | Dry, Single Plate, Diaphragm | ← | ← | ← |
| | Transmission Type | | | M152 | ← | M155 | ← |
| | Transmission Gear Ratio | In First | | 4.802 | ← | 4.535 | ← |
| | | In Second | | 2.792 | ← | 2.858 | ← |
| | | In Third | | 1.694 | ← | 1.600 | ← |
| | | In Fourth | | 1.000 | ← | ← | ← |
| | | In Fifth | | 0.788 | ← | 0.744 | ← |
| | | In Sixth | | — | — | — | — |
| | | In Reverse | | 5.339 | ← | 5.043 | ← |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio | | | 5.125, 5.625*2, 6142*2 | 5.625, 5.857*2 | 5.625 | ← |
| | Differential Gear Size | | in. | 10.5 | ← | ← | ← |
| | Brake Type | Front | | Two-Leading Drum, Ventilated Disc*2 | ← | ← | Ventilated Disc |
| | | Rear | | Dual-Two-Leading Drum | ← | ← | ← |
| | Parking Brake Type | | | Drum | ← | ← | ← |
| | Brake Booster Type and Size | | in. | Single, 11” | ← | Tandem, 9” + 10” | ← |
| | Proportioning Valve Type | | | — | — | — | — |
| | Suspension Type | Front | | Double Wishbone | ← | ← | ← |
| | | Rear | | Leaf Spring, Rigid | ← | ← | ← |
| | Stabilizer Bar | Front | | — | — | — | — |
| | | Rear | | —, STD*2 | ← | STD | ← |
| | Steering Gear Type | | | Recirculating Ball | ← | ← | ← |
| | Steering Gear Ratio (Overall) | | | 17.6 | ← | ← | ← |
| | Power Steering Type | | | Integral Type | ← | ← | ← |

*1: With snorkel cleaner air duct
*2: Option
*3: For Hong Kong
*4: For Jordan
*5: With the seats installed at the local site

| General Countries | | | | | |
|---|---|---|---|---|---|
| High Roof | | | | | Standard Roof |
| STD | | | | | |
| BB50L-ZEFSZ | BB50L-ZGMSW | BB50L-ZGMRW | GG58L-ZEFSZ | HZB50R-ZGMSS | HZB50L-BGMRS |
| 6990 (275.2) | ← | ← | ← | ← | ← |
| 2025 (79.7) | 2025 (79.7), 2195 (86.4)*1 | ← | 2025 (79.7) | 2025 (79.7), 2195 (86.4)*1 | ← |
| ← | ← | ← | ← | ← | ← |
| 3935 (154.9) | ← | ← | ← | ← | ← |
| ← | 1690 (66.5) | ← | ← | ← | ← |
| ← | 1490 (58.7) | ← | ← | ← | 1490 (58.7), 1554 (61.2)*4 |
| 6230 (245.3) | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | 1665 (65.6) |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| 1850 – 1810 (4079 – 3990)*5 | 1720 – 1770 (3792 – 3902) | 1630 – 1680 (3594 – 3704) | 1760 – 1765 (3880 – 3891) | 1645 – 1695 (3627 – 3737) | 1555 – 1620 (3428 – 3571) |
| 1740 – 1905 (3836 – 4200)*5 | 1565 – 1695 (3450 – 3737) | 1520 – 1655 (3362 – 3649) | 1650 – 1665 (3638 – 3671) | 1595 – 1725 (3516 – 3803) | 1545 – 1730 (3406 – 3814) |
| 3590 – 3715 (7915 – 8190)*5 | 3285 – 3465 (7242 – 7639) | 3155 – 3335 (6956 – 7353) | 3410 – 3430 (7518 – 7562) | 3240 – 3420 (7143 – 7540) | 3100 – 3350 (6834 – 7385) |
| 2400 (5291) | ← | ← | 2305 (5082) | 2400 (5291) | ← |
| 3270 (7209) | ← | ← | 2990 (6592) | 3270 (7209) | ← |
| 5670 (12500) | ← | ← | 5295 (11673) | 5670 (12500) | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| 15 (9) | 20 (12) | ← | 15 (9) | 20 (12) | ← |
| 25 (16) | 35 (22) | ← | 25 (16) | 35 (20) | ← |
| 50 (31) | 60 (37) | ← | 50 (31) | 60 (37) | ← |
| 85 (53) | 100 (62) | ← | 85 (53) | 100 (62) | ← |
| 105 (65) | — | — | 105 (65) | — | — |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | 15B-FT | ← | 15B-FTE | 1HZ | ← |
| ← | ← | ← | ← | 12-Valve, OHC, Belt Drive | ← |
| ← | ← | ← | ← | 94.0 x 100.0 (3.70 x 3.94) | ← |
| ← | ← | ← | ← | 4164 (254.1) | ← |
| ← | 18.5 : 1 | ← | 18.4 : 1 | 22.4 : 1 | ← |
| ← | In-Line Type | ← | Distributor Type | ← | ← |
| ← | ← | ← | ← | 50 or more | ← |
| ← | 100 / 3000 (EEC) | ← | 100 / 2600 (EEC) | 96 / 3800 | ← |
| ← | 360 / 1600 (EEC) | ← | 382 / 1200 – 2200 (EEC) | 285 / 2200 | ← |
| 12 – 48 x 2, 12 – 64 x 2*2 | 12 – 48 x 2 | ← | ← | 12 – 40 x 2 | 12 – 52, 12 – 40 x 2*2, 12 – 64 x 2*2 |
| 2040 | 1440 | ← | 2040 | 1440 | 540, 1440*2 |
| ← | ← | ← | ← | ← | 2.5, 4.5*2 |
| ← | ← | ← | ← | ← | ← |
| H260 | M155 | ← | H260 | M155 | ← |
| 4.772 | 4.535 | ← | 4.772 | 4.535 | ← |
| 2.795 | 2.858 | ← | 2.795 | 2.858 | ← |
| 1.570 | 1.600 | ← | 1.570 | 1.600 | ← |
| ← | ← | ← | ← | ← | ← |
| 0.775 | 0.744 | ← | 0.775 | 0.774 | ← |
| 0.619 | — | — | 0.619 | — | — |
| 4.545 | 5.043 | ← | 4.545 | 5.043 | ← |
| — | — | — | — | — | — |
| ← | ← | ← | ← | 5.625, 5.857*2 | 5.375, 5.625*2 |
| ← | ← | ← | ← | ← | ← |
| ← | Two-Leading Drum, Ventilated Disc*2 | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| LSP and BV | — | — | — | — | — |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| — | — | — | — | — | — |
| ← | —, STD*2 | ← | STD | —, STD*2 | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← | ← |

AP

| Item \ Area | | | | General Countries | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Standard Roof | High Roof | | |
| Vehicle Grade | | | | STD | | | EX |
| Model Code | | | | HZB50L-BGMSS | HZB50L-ZGMRS | HZB50L-ZGMSS | HZB50L-ZCMQS |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 6990 (275.2) | ← | ← | ← |
| | | Width | mm (in.) | 2025 (79.7), 2195 (86.4)*1 | ← | ← | ← |
| | | Height | mm (in.) | 2445 (96.2) | 2600 (102.4) | ← | ← |
| | Wheel Base | | mm (in.) | 3935 (154.9) | ← | ← | ← |
| | Tread | Front | mm (in.) | 1690 (66.5) | ← | ← | ← |
| | | Rear | mm (in.) | 1490 (58.7), 1544 (61.2)*4 | 1490 (58.7) | ← | ← |
| | Room | Length | mm (in.) | 6230 (24.5) | ← | ← | ← |
| | | Width | mm (in.) | 1890 (74.4) | ← | ← | ← |
| | | Height | mm (in.) | 1665 (65.5) | 1830 (72.0) | ← | ← |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 1150 (45.3) | ← | ← | ← |
| | | Rear | mm (in.) | 1905 (75.0) | ← | ← | ← |
| | Min. Running Ground Clearance | | mm (in.) | 185 (7.3) | ← | ← | ← |
| | Angle of Approach | | degrees | 18° | ← | ← | ← |
| | Angle of Departure | | degrees | 14° | ← | ← | ← |
| | Curb Weight | Front | kg (lb) | 1645 – 1725 (3627 – 3803) | 1555 – 1595 (3428 – 3516) | 1645 – 1695 (3627 – 3737) | 1670 – 1720 (3682 – 3792) |
| | | Rear | kg (lb) | 1585 – 1780 (3494 – 3924) | 1555 – 1675 (3428 – 3693) | 1595 – 1725 (3516 – 3803) | 1570 – 1640 (3461 – 3616) |
| | | Total | kg (lb) | 3230 – 3505 (7121 – 7727) | 3110 – 3270 (6856 – 7209) | 3240 – 3420 (7143 – 7540) | 3240 – 3360 (7143 – 7408) |
| | Gross Vehicle Weight | Front | kg (lb) | 2400 (5291) | ← | ← | 2170 (4784) |
| | | Rear | kg (lb) | 3270 (7209) | ← | ← | 2820 (6217) |
| | | Total | kg (lb) | 5670 (12500) | ← | ← | 4990 (11001) |
| | Fuel Tank Capacity | | ℓ (lmp.gal.) | 95 (20.9) | ← | ← | ← |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | 0.411 (14.5) | ← | ← | ← |
| Performance | Max. Speed | | km / h (mph) | — | — | — | — |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 20 (12) | ← | ← | ← |
| | | 2nd Gear | km / h (mph) | 35 (20) | ← | ← | ← |
| | | 3rd Gear | km / h (mph) | 60 (37) | ← | ← | ← |
| | | 4th Gear | km / h (mph) | 100 (62) | ← | ← | ← |
| | | 5th Gear | km / h (mph) | — | — | — | — |
| | Min. Turning Radius | Tire | m (ft.) | 7.2 (23.6) | ← | ← | ← |
| | | Body | m (ft.) | 7.9 (25.9) | ← | ← | ← |
| Engine | Engine Type | | | 1HZ | ← | ← | ← |
| | Valve Mechanism | | | 12-Valve, OHC, Belt Drive | ← | ← | ← |
| | Bore x Stroke | | mm (in.) | 94.0 x 100.0 (3.70 x 3.94) | ← | ← | ← |
| | Displacement | | $cm^3$ (cu.in.) | 4164 (254.1) | ← | ← | ← |
| | Compression Ratio | | | 22.4 : 1 | ← | ← | ← |
| | Carburetor Type or Injection Pump Type (Diesel) | | | Distributor Type | ← | ← | ← |
| | Research Octane No. or Cetane No. (Diesel) | | | 50 or more | ← | ← | ← |
| | Max. Output (SAE-NET) | | kW / rpm | 96 / 3800 | ← | ← | ← |
| | Max. Torque (SAE-NET) | | N·m / rpm | 285 / 2200 | ← | ← | ← |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 40 x 2, 12 – 48 x 2*2, 12 – 64 x 2*2 | 12 – 52, 12 – 40 x 2*2 | 12 – 40 x 2, 12 – 48 x 2*2, 12 – 64 x 2*2 | 12 – 48 x 2 |
| | Alternator Output | | Watts | 1440 | 1540, 1440*2 | 1440 | ← |
| | Starter Output | | kW | 4.5 | 2.5, 4.5*2 | 4.5 | ← |
| Chassis | Clutch Type | | | Dry, Single Plate, Diaphragm | ← | ← | ← |
| | Transmission Type | | | M155 | ← | ← | ← |
| | Transmission Gear Ratio | In First | | 4.535 | ← | ← | ← |
| | | In Second | | 2.858 | ← | ← | ← |
| | | In Third | | 1.600 | ← | ← | ← |
| | | In Fourth | | 1.000 | ← | ← | ← |
| | | In Fifth | | 0.744 | ← | ← | ← |
| | | In Sixth | | — | — | — | — |
| | | In Reverse | | 5.043 | ← | ← | ← |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio | | | 5.625, 5.857*2 | 5.375, 5.625*2, 6.142*2 | 5.625, 5.857*2 | 5.375, 5.625*2 |
| | Differential Gear Size | | in. | 10.5 | ← | ← | ← |
| | Brake Type | Front | | Two-Leading Drum, Ventilated Disc*2 | ← | ← | ← |
| | | Rear | | Dual-Two-Leading Drum | ← | ← | ← |
| | Parking Brake Type | | | Drum | ← | ← | ← |
| | Brake Booster Type and Size | | in. | Tandem, 9" + 10" | ← | ← | ← |
| | Proportioning Valve Type | | | — | — | — | — |
| | Suspension Type | Front | | Double Wishbone | ← | ← | ← |
| | | Rear | | Leaf Spring, Rigid | ← | ← | ← |
| | Stabilizer Bar | Front | | — | — | — | — |
| | | Rear | | —, STD*2 | ← | ← | STD |
| | Steering Gear Type | | | Recirculating Ball | ← | ← | ← |
| | Steering Gear Ratio (Overall) | | | 17.6 | ← | ← | ← |
| | Power Steering Type | | | Integral Type | ← | ← | ← |

*1: With snorkel cleaner air duct
*2: Option
*4: For Jordan

| General Countries | | | | |
|---|---|---|---|---|
| High Roof | Standard Roof | High Roof | | |
| STD | | | | |
| RZB40L-BRMRK | RZB40L-BRMSK | RZB40L-ZRMSK | RZB50L-ZGMSK | BZB40R-ZCMSC |
| 6255 (246.6) | ← | ← | 6255 (246.6) | ← |
| ← | ← | ← | ← | ← |
| ← | 2430 (95.7) | 2585 (101.8) | 2600 (102.4) | 2585 (101.8) |
| 3200 (126.0) | ← | ← | 3935 (154.9) | ← |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| 5490 (216.1) | ← | ← | 6230 (245.3) | 5490 (216.1) |
| 1900 (74.8) | ← | ← | 1890 (74.4) | 1900 (74.8) |
| 1665 (65.6) | ← | 1830 (72.0) | ← | ← |
| — | — | — | — | — |
| — | — | — | — | — |
| — | — | — | — | — |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| 175 (6.9) | ← | ← | 185 (7.3) | 175 (6.9) |
| 17° | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| 1240 – 1360 (2734 – 2998) | 1330 – 1450 (2932 – 3197) | 1330 – 1430 (2932 – 3153) | 1430 – 1520 (3153 – 3351) | 1570 – 1585 (3461 – 3494) |
| 1380 – 1620 (3042 – 3571) | 1420 – 1660 (3131 – 3660) | 1430 – 1620 (3153 – 3571) | 1490 – 1670 (3285 – 3682) | 1460 – 1475 (3219 – 3252) |
| 2620 – 2980 (5776 – 6570) | 2750 – 3110 (6063 – 6856) | 2760 – 3050 (6086 – 6724) | 2920 – 3190 (6437 – 7033) | 3030 – 3060 (6680 – 6746) |
| 2020 (4453) | ← | ← | 2170 (4748) | 1730 (3814) |
| 2990 (6592) | ← | ← | 3140 (2923) | 2270 (5004) |
| 5010 (11045) | ← | ← | 5310 (11707) | 4000 (8818) |
| ← | ← | ← | ← | 122 (26.8) |
| ← | ← | ← | ← | ← |
| — | — | — | — | — |
| — | — | — | — | — |
| ← | ← | ← | ← | 15 (9) |
| 40 (24) | ← | ← | ← | 25 (16) |
| 70 (43) | ← | ← | ← | 50 (31) |
| 115 (71) | ← | ← | ← | 85 (53) |
| — | — | — | — | — |
| 6.1 (20.0) | ← | ← | 7.2 (23.6) | 6.1 (20.0) |
| 6.8 (22.3) | ← | ← | 7.9 (25.9) | 6.8 (22.3) |
| 3RZ-FE | ← | ← | ← | 1BZ-FPE |
| 16-Valve, DOHC, Chain and Gear Drive | ← | ← | ← | 16-Valve, OHV, Gear Dive |
| 95.0 x 95.0 (3.74 x 3.74) | ← | ← | ← | 108.0 x 112.0 (4.25 x 4.41) |
| 2694 (164.4) | ← | ← | ← | 4104 (250.4) |
| 9.5 : 1 | ← | ← | ← | ← |
| EFI | ← | ← | ← | Carburetor (Electronically Controlled) |
| 90 or more | ← | ← | ← | 100 or more |
| 112 / 4800 | ← | ← | ← | 85 / 3600 |
| 240 / 4000 | ← | ← | ← | 306 / 2000 |
| 12 – 40, 12 – 48*2 | ← | ← | ← | 12 – 64 |
| 840 | 960 | ← | ← | 1440 |
| 1.4 | ← | ← | ← | 2.5 |
| ← | ← | ← | ← | ← |
| M156 | ← | ← | ← | M155 |
| 5.657 | ← | ← | ← | 4.535 |
| 2.818 | ← | ← | ← | 2.858 |
| 1.687 | ← | ← | ← | 1.600 |
| ← | ← | ← | ← | ← |
| 0.835 | ← | ← | ← | 0.744 |
| — | — | — | — | — |
| 5.657 | ← | ← | ← | 5.043 |
| — | — | — | — | — |
| 5.857 | ← | ← | 6.142 | 5.625 |
| ← | ← | ← | ← | ← |
| ← | ← | ← | Ventilated Disc | Two-Leading Drum |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| Single, 11” | ← | ← | Tandem, 9” + 10” | ← |
| — | — | — | — | — |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| — | — | — | — | — |
| —, STD*2 | ← | ← | ← | STD |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |
| ← | ← | ← | ← | ← |

AP

– MEMO –