## DAIHATSU

Charade (G-100S)

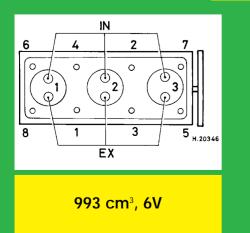
1987 to 1993

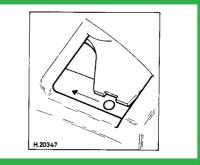
| Engine &<br>Cooling                               | Fuel Ignitic  | on Electrical  | Running<br>gear            | Torque<br>settings                        | Capacities                                 | Notes &<br>Illustrations  |
|---|---|--|----------------------------|---|--|---------------------------|
|   |   | Automot  | tive                       |   |  |                           |
|   |   | Technica   |                            |   |  |                           |
|   | <b>VIIES</b>  | DA   | A                          |   | Click on c<br>buttons abo                  | ove to view               |
|   |   | BO   | OK                         |   | data for th<br>return to this<br>make anot | screen and<br>her choice, |
|   |   |  |                            |   | click anywł<br>data s                      |                           |
|   |   |  |                            |   | MENU                                       | HELP                      |
| Туре  | d cooling s   | <b>,</b>   |                            | Charade (<br>CB 23 38kW                   | <mark>G-100S) 1</mark>                     | 987 to 1993               |
| Compression ra<br>Oil pressure                    | / number of cyl<br>atio / pressure                    | Inders   | bar<br>bar                 | 993 / 3<br>9.5 / 12.3<br>[3.6±0.5]        |  |                           |
| Oil temperature<br>Valve clearance                | e - inlet   |  | °C<br>mm<br>mm             | 80<br>0.20 H<br>0.20 H                    |  |                           |
| Firing order<br>No 1 cylinder p                   | osition   | 10   | °C                         | 1-2-3<br>TBE                              |  |                           |
| Radiator cap pr                                   |   | lie  | bar                        | 88±1.5<br>0.75 to 1.05                    | 2 1005) 1                                  | 007 to 1002               |
| Fuel system<br>Idle speed - ma<br>Fast idle speed |   |  | rpm<br>rpm                 | 800±50 [850=<br>2300 to 2700              | ±50]                                       | 987 to 1993               |
| CO @ idle spee<br>HC @ idle spee                  | ed [3000 rpm] -<br>ed [3000 rpm] - :                  | see page VI<br>see page VI   | %<br>ppm                   | ≤0.5 N/A<br>≤200                          |  |                           |
| O2 @ idle spee<br>Carburettor / fu                | eed [3000 rpm] -<br>d [3000 rpm] - s<br>iel injection |  | %<br>%                     | –<br>–<br>Aisan-Kogyo                     |  |                           |
| Type / ref<br>Main jet / r<br>Injection pr        |   |  | bar                        | 2V 28-32<br>83, 141                       |  |                           |
| Pump pressure<br>Octane rating                    |   |  | bar<br>RON                 | -<br>98[E 95 RON                          | ]  |                           |
| Ignition sy<br>Type                               | stem  |  |                            | Charade (<br>Contact brea                 |  | 987 to 1993               |
| Ignition coil<br>Primary res<br>Ballast resi      |   |  | ohms<br>ohms               | _<br>0.9 to 1.1<br>1.5 to 1.9             |  |                           |
| Voltage - T<br>Distributor<br>Points gap          | mnl 15(+) to ear                                      | th   | V                          | –<br>0.40 to 0.50                         |  |                           |
| Dwell angle<br>Condenser                          | 9   |  | ° (%)<br>μF                | 58 to 66<br>0.25                          |  |                           |
| Rotation<br>Ignition timing -<br>V = Vacuur       | - basic [static<br>n NV = No Va                       | ° Crankshaf<br>cuum  | ft @ rpm                   | Clockwise<br>5±2 BTDC @                   | idle                                       |                           |
| Total ignition ac                                 | dvance  | <ul> <li><sup>o</sup> Crankshaf</li> <li><sup>o</sup> Crankshaf</li> <li><sup>o</sup> Crankshaf</li> </ul> | t @ rpm                    |   |  |                           |
| Centrifugal                                       | check.  | <ul> <li>Crankshaf</li> <li>Crankshaf</li> </ul>   | ft @ rpm<br>ft @ rpm       | 0 @ 1200 to 7<br>10 to 14 @ 30            | 000  |                           |
|   | nge check<br>n vacuum adva                            | ° Crankshaf<br>nce ° Cra   | mbar<br>ankshaft           | 18 to 24 @ 50<br>133 to 453<br>20 to 24   |  |                           |
| Spark plugs<br>Type<br>Electrode g                | ab  |  | mm                         | NGK/Champi<br>BPR5EY / RN<br>0.80 to 0.90 |  |                           |
| Electrical s                                      | · ·   |  | CC / RC                    | <b>Charade ((</b><br>12 / 36Ah            | <mark>G-100S) 1</mark>                     | 987 to 1993               |
|   | ge / full load cu<br>urrent / voltage                 | rrent / engine rpn<br>- cranking   | n<br>A / V                 | 13.9 to 15.1 /<br>50 / 11.0 (no           |  |                           |
| Running g   | ear   | - locked   | A / V                      | 450 / 8.5<br>Charade ((                   | <mark>G-100S) 1</mark>                     | 987 to 1993               |
|   | friction materia<br>friction material                 | •  | mm<br>mm                   | 1.0<br>1.0                                |  |                           |
| Tyres<br>Saloon<br>Estate / Va                    |   |  | Size                       | 145/80x13: 1                              | 45x13: 155/8                               | 30x131                    |
| Pressure -  | front / rear - Sa<br>- Es                             | tate / Van   | bar<br>bar                 | _<br>1.8 / 1.8²<br>_                      |  |                           |
| Front suspens<br>Toe-in (+) /<br>Camber           | Toe-out (-)   | gnment   | mm [º]                     | -1.0 to +3.0<br>+20'±1°                   |  |                           |
| Castor<br>King pin in<br>Rear suspensi            |   | nment  |                            | +2°55′±1°<br>+12°±30′                     |  |                           |
| -   | Toe-out (–)   |  | mm [º]                     | +5.0+3.0-1.0<br>-40'±35'                  |  |                           |
| Torque wre  | stage 1   | igs  | Nm                         | Charade ((<br>54 to 64                    | G-100S) 1                                  | 987 to 1993               |
| Cylinder head -                                   | stage 2<br>stage 3<br>stage 4                         |  | Nm<br>Nm<br>Nm             | -   |  |                           |
| Big-end bearing<br>Main bearings<br>Clutch cover  | 0   |  | Nm<br>Nm<br>Nm             | 20 to 28<br>53 to 65<br>15 to 21          |  |                           |
| Flywheel [drive<br>Front hubs                     | plate]  |  | Nm<br>Nm                   | 39 to 49<br>176 to 216                    |  |                           |
| Rear hubs<br>Wheel nuts / bo<br>Spark plugs       | olts  |  | Nm<br>Nm<br>Nm             | 58 to 98<br>88 to 118<br>15 to 21         |  |                           |
| Capacities<br>Engine oil & filte                  |   |  | litres                     |   | <mark>G-100S)</mark> 1                     | 987 to 1993               |
| Gearbox - 4-sp<br>Automatic trans                 | eed [5-speed]   |  | litres<br>litres           | 2.0 [2.2]<br>5.0                          |  |                           |
| Final drive<br>Cooling system<br>Fuel tank        | )   |  | litres<br>litres<br>litres | WT<br>3.5 [AT: 3.9]<br>37                 |  |                           |
|   |   |  |                            |   |  |                           |

## **Notes and Illustrations**

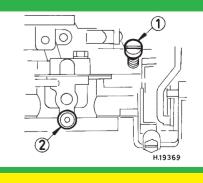
<sup>1</sup>165/70x13 <sup>2</sup>165/70x13: 2.0 / 2.0







993 cm³, 6V



## Aisan-Kogyo 28-32