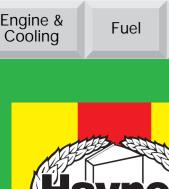
1995 to 1996



Ignition

Electrical

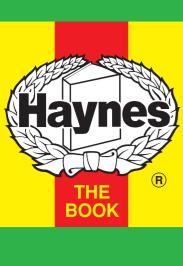
Running gear

Torque settings

Capacities

Illustrations

Notes &



Automotive Technical

click anywhere on the data screen. **MENU HELP**

Click on one of the buttons above to view data for this car. To return to this screen and make another choice,

Samurai 1.3i G13BA SOHC 8V

Samurai 1.3i

Samurai 1.3i

1298 / 4

9.5 / ≥11.7

[3.0 to 4.1]

1-3-4-2

82 or 88

800±50

0.2 to 0.5

Suzuki

1.6 to 2.1

Computerized

Nippon Denso 0.90 to 1.10

≤200

SPI

95[U]

TBE

0.90

0.23 to 0.27 H

0.26 to 0.30 H

85

bar

bar

 $^{\circ}C$

mm

mm

°C

bar

1995 to 1996

1995 to 1996

1995 to 1996

Oil pressure			
Oil temperature			
Value elegrance	inlot		

Engine and cooling system

Capacity (cm³) / number of cylinders

Compression ratio / pressure

Valve clearance - inlet exhaust

Firing order No 1 cylinder position Thermostat opening temperature Radiator cap pressure

Idle speed - manual [auto] Fast idle speed - manual [auto] CO @ idle speed [3000 rpm] - see page VI HC @ idle speed [3000 rpm] - see page VI CO2 @ idle speed [3000 rpm] - see page VI O2 @ idle speed [3000 rpm] - see page VI

Fuel system

Carburettor / fuel injection Type / ref Main jet / needle Injection pressure Pump pressure Octane rating

Ignition system Type Ignition coil Ballast resistor

Primary resistance Voltage - Tmnl 15(+) to earth Dwell angle

Distributor Points gap (air gap) Condenser capacity Rotation Ignition timing - basic [static

V = Vacuum NV = No Vacuum Total ignition advance Centrifugal check. Vacuum range check

Maximum vacuum advance Spark plugs Type Electrode gap **Electrical system Battery**

Alternator voltage / full load current / engine rpm Starter motor current / voltage - cranking Running gear Brakes -

Front (min. friction material thickness)

Rear (min. friction material thickness) **Tyres** Saloon Estate / Van

Pressure - front / rear - Saloon Front suspension / wheel alignment Toe-in (+) / Toe-out (-)

Camber Castor King pin inclination Rear suspension / wheel alignment Toe-in (+) / Toe-out (-)

Camber Torque wrench settings Cylinder head - stage 1

- stage 2

- stage 3 - stage 4 Big-end bearings Main bearings Clutch cover Flywheel [driveplate]

Wheel nuts / bolts

Front hubs

Rear hubs

Spark plugs

Capacities

Engine oil & filter

Gearbox - 4-speed [5-speed] Automatic transmission - refill Final drive Cooling system Fuel tank

Notes and Illustrations

rpm rpm % ppm % %

bar bar RON ohms

mm ° (%) μF ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm

° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm ° Crankshaft @ rpm mbar ° Crankshaft mm

V / CC / RC

- locked

- Estate / Van

A/V

A/V

mm

mm

Size

Size

bar

bar

mm [°]

mm [°]

Nm Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

Nm

litres

litres

litres

litres

litres

litres

ohms ٧

[0.20 to 0.40] Clockwise 8±1 BTDC @ 800±50 Computer control

Computer control Computer control NGK **BPR5ES** 0.70 to 0.80 Samurai 1.3i

12 / 30, 45Ah 14.5 to 14.8 / 50 / 3000 150 / 9.0 380 to 500 / 5.0 Samurai 1.3i 6.0 with backing 3.0

205/70x15 1.4 / 1.4

+2.0 to 6.0 +1° +3°30′ +9°

70 to 75

33 to 37

50 to 57

18 to 28

68 to 72 150 to 270

80 to 120

50 to 80 25 to 30

1.3. Transfer: 0.8

Front: 1.5. Rear: 1.3

4.0

4.8 40

Samurai 1.3i

Samurai 1.3i

1995 to 1996

1995 to 1996

1995 to 1996

1995 to 1996

2

EX

1298 cm³, 8V

H.19399