


<h1 style="text-align: center;">EURO IV SERVICE MANUAL</h1> <h2 style="text-align: center;">FOREWORD</h2> <p>This manual includes procedure for maintenance, adjustment, service operation and removal and installation of components.</p> <p>All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of manual approval.</p> <p>The right is reserved to make changes at any time without notice.</p>  SSANGYONG PYUNGTAEK, KOREA	SECTION INDEX	
	D27DTP / D27DT ENGINE	1
	D20DT ENGINE	2
	G32D ENGINE	3
	G23D ENGINE	4
	KYRON SUPPLEMENT SERVICE MANUAL	5
	RODIUS / STAVIC SUPPLEMENT SERVICE MANUAL	6
	DIAGNOSIS	7

Section 1

D27DTP / D27DT ENGINE

- ▶ **SYSTEM**
- ▶ **GENERAL INFORMATION**
- ▶ **D27DTP ENGINE**
- ▶ **FUEL SYSTEM**
- ▶ **INTAKE SYSTEM**
- ▶ **EXHAUST SYSTEM**
- ▶ **PRE - HEATING SYSTEM**
- ▶ **LUBRICATION SYSTEM**
- ▶ **COOLING SYSTEM**
- ▶ **SWITCHABLE ENGINE MOUNT**
- ▶ **ENGINE ECU**
- ▶ **DIAGNOSIS**

SYSTEM


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■ TABLE OF CONTENTS ■

SYSTEM	2
1. Major changes in D27DTP (POWERUP) engine (for more information, refer to engine service manual)	2
2. Major changes in interior electric components	3
3. Major changes in electric components and units	4
4. Major changes in chassis	5
5. Major changes in vehicle exterior	6
6. Frame dimension	7

1. MAJOR CHANGES IN D27DTP (POWERUP) ENGINE (FOR MORE INFORMATION, REFER TO ENGINE SERVICE MANUAL)

1913 VGT TURBOCHARGER



Exhaust pipe (exhaust gas)
Air cleaner (intake air)
Intercooler (compressed air)

This enhances the output power and torque, reduces the fuel consumption, and decreases the exhaust gas by changing the exhaust gas flow by controlling the vane in low and high speed range.

2433 VGT TURBO VACUUM MODULATOR



Only the vacuum modulator that controls VGT turbo charger actuator is adopted in accordance with the electrically controlled E-EGR.


1490 ENGINE ECU - VERSION 3-2



Connector A
Connector B

E-EGR valve, throttle body, and AOGS are adopted to D27DTP engine, along with two connectors to control the exhaust gas.


1881 INJECTOR (C3I LABEL)



C3I

Two injection holes are added (currently 7 holes) to the injector and C3I coding is adopted to control the amount of injected fuel more precisely.


1881 COMMON RAIL & FUEL PIPE



Common Rail
Orifice
Fuel Pipe

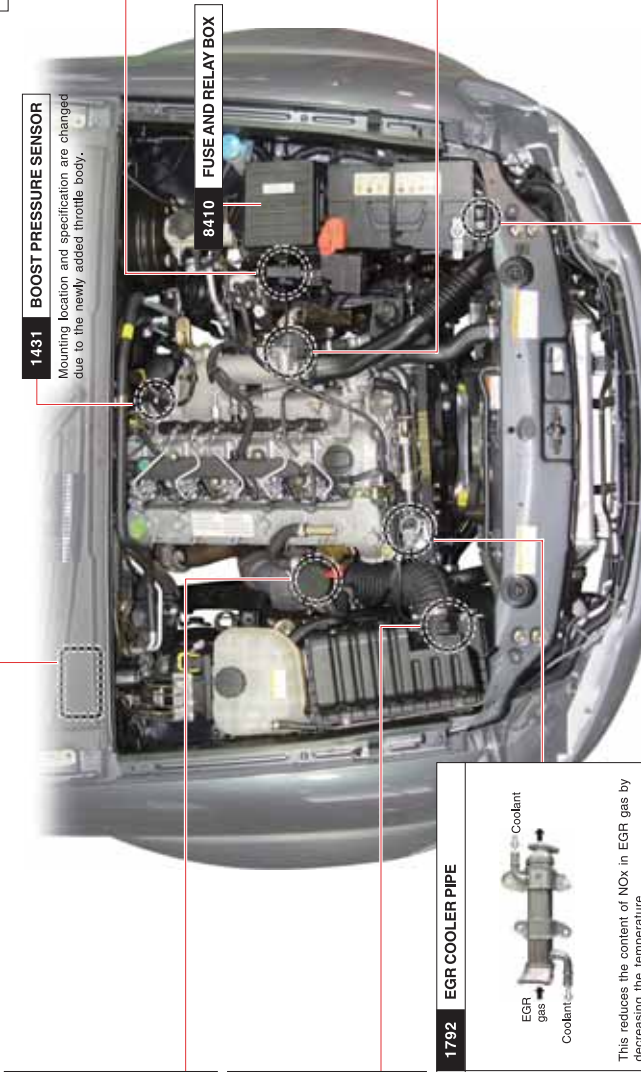
The diameter of fuel supply rail (including high pressure rail) is increased due to the increase of engine power and torque, and the orifice is installed in common rail and HP pump to prevent fuel pulsation.

1222 PCV OIL SEPARATOR



Cylinder head cover (oil + gas)
Blow-by gas (to air duct hose)
Oil (to oil dipstick gauge pipe)

PCV oil separator with large capacity has been adopted to improve the separation efficiency for the oil and gas from crankcase.




2330 HFM SENSOR - VERSION 6.0



To control the engine more precisely, the digital signal for inlet air mass is newly adopted and the arrangement of connector pin is changed.

1792 E-EGR VALVE



To EGR cooler
From exhaust manifold

The E-EGR valve electrically controls EGR valve, and transmits the location signal of EGR valve to ECU (Vacuum modulator for control eliminate).

1792 EGR COOLER PIPE



EGR gas
Coolant

This reduces the content of NOx in EGR gas by decreasing the temperature.

1715 ELECTRONIC THROTTLE BODY



Normal/Open
Intake
Intake

During engine stopping: Close

When the engine is not running, the flap in the throttle body is closed to block the intake air to prevent the engine turning off with abnormal noise. This is directly controlled by ECU.

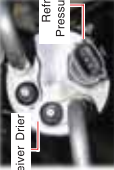
1520 HIGH-CAPACITY WATER PUMP



EGR cooler and connecting port

The EGR cooler and the coolant port (inside the cylinder block) are adopted to improve the cooling performance in high power engine.

6820 REFRIGERANT PRESSURE SENSOR



Receiver/Drier
Refrigerant Pressure Sensor

With the continuous monitoring of refrigerant pressure, the engine ECU controls the air conditioner compressor precisely.

1930 SWITCHABLE ENGINE MOUNT & VACUUM SOLENOID VALVE



LH/RH Switchable Engine Mount
Connector
Vacuum Pump

Solenoid valve to draw or block the vacuum to the switchable engine mounting system by ECU control.

1533 TOP (OIL PAN)



This is integrated in the front axle so that the center of gravity of the vehicle can be lowered and NVH performance and power transfer can be improved.

2411 * CDPF SYSTEM (D27DT)



CDPF Assembly

In pursuit of the exhaust gas reduction policy, this system drastically reduces polluted material. This consists of CDPF assembly and sensors.

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AFFECTED VIN	

2. MAJOR CHANGES IN INTERIOR ELECTRIC COMPONENTS

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AFFECTED VIN	

8511 4WD SWITCH

The 4WD system with three different specifications can be used since All Wheel Drive (AWD) is adopted in D27DTP engine. The AWD system, the mechanical device without electric controls, has no TCCU and control switch. (Distribution ratio of driving force to the front wheel and rear wheel = 40: 60).

8010 INSTRUMENT CLUSTER (BLACKFACE)

This uses CAN communication and also has adopted new technologies (EAS, TPMS and EPB), along with the relevant warning lights and indicators. TPMS pressure value is displayed on the ODO (Trip Odometer) display window. (Press trip switch for two seconds in ODO display mode).

7770 OVERHEAD CONSOLE SWITCH

Sun roof can be opened in 2-step operation with this switch. In the 1st step, the sun roof is opened as much as it can minimize wind buffet phenomenon (2nd step: Fully Open).

8611 RAIN & AUTO LIGHT SENSOR (INTEGRAL TYPE)

As an integral sensor, this controls wiper by sensing the amount of rain drops and the exterior lights according to the ambient illumination intensity (in Auto position).

8511 MULTIFUNCTION SWITCH

Auto washer & wiper switch and auto hazard warning flasher switch have been added to the existing switches.

8511 REMOTE CONTROL SWITCH ON STEERING WHEEL

The tip switch, which can shift the gear when the shift lever is in "M" position, has been added to the system.

8611 MULTI-JACK STATION

The multi-jack station has the digital clock and audio functions. It can be connected to the separate audio device with the stereo jack to listen to the music through the speakers in the vehicle. Moreover, USB to the multi-jack station for playing music. (The MP3 USB memory port is optional).

6810 AIR CONDITIONER CONTROLLER (FATC)

With FATC Air Conditioner Controller System adopted, Air Quality System (AQS) automatically changes the air source by detecting the contamination degree of ambient air.

7120 DRIVER SEAT'S POWER WINDOW MOTOR

Auto-up function and anti-trap function are adopted to the driver's door glass. The system is initialized when the part is replaced or it is abnormally operated.

7010 IMMOBILIZER (REMOTE ENGINE STARTING FUNCTION ELIMINATED)

It has the immobilizer function and its battery can be replaced unlike.

8511 CRUISE CONTROL

The cruise control is an automatic speed control system that maintains a desired driving speed without using the accelerator pedal. The vehicle speed must be greater than 36 km/h to activate the cruise control. This feature is especially useful for motorway driving.

8511 VARIABLE SEAT WARMER SYSTEM

This system is similar to the one of CHAIRMAN, and its control units are installed in the front and rear area of vehicle. (AUX Jack between switches is available in AV system type).

7410 SPWM UNIT

This unit has the function that memorize and adjust driver's seat and outside rearview mirror. In addition, it has the function that automatically lowers the outside rearview mirror by 3.5 degrees as well as the easy access function.

8511 CENTER FASCIA SWITCH

Hill Descent Control (HDC) function is fused onto the ESP function, and the 2-corner EAS system is also adopted.

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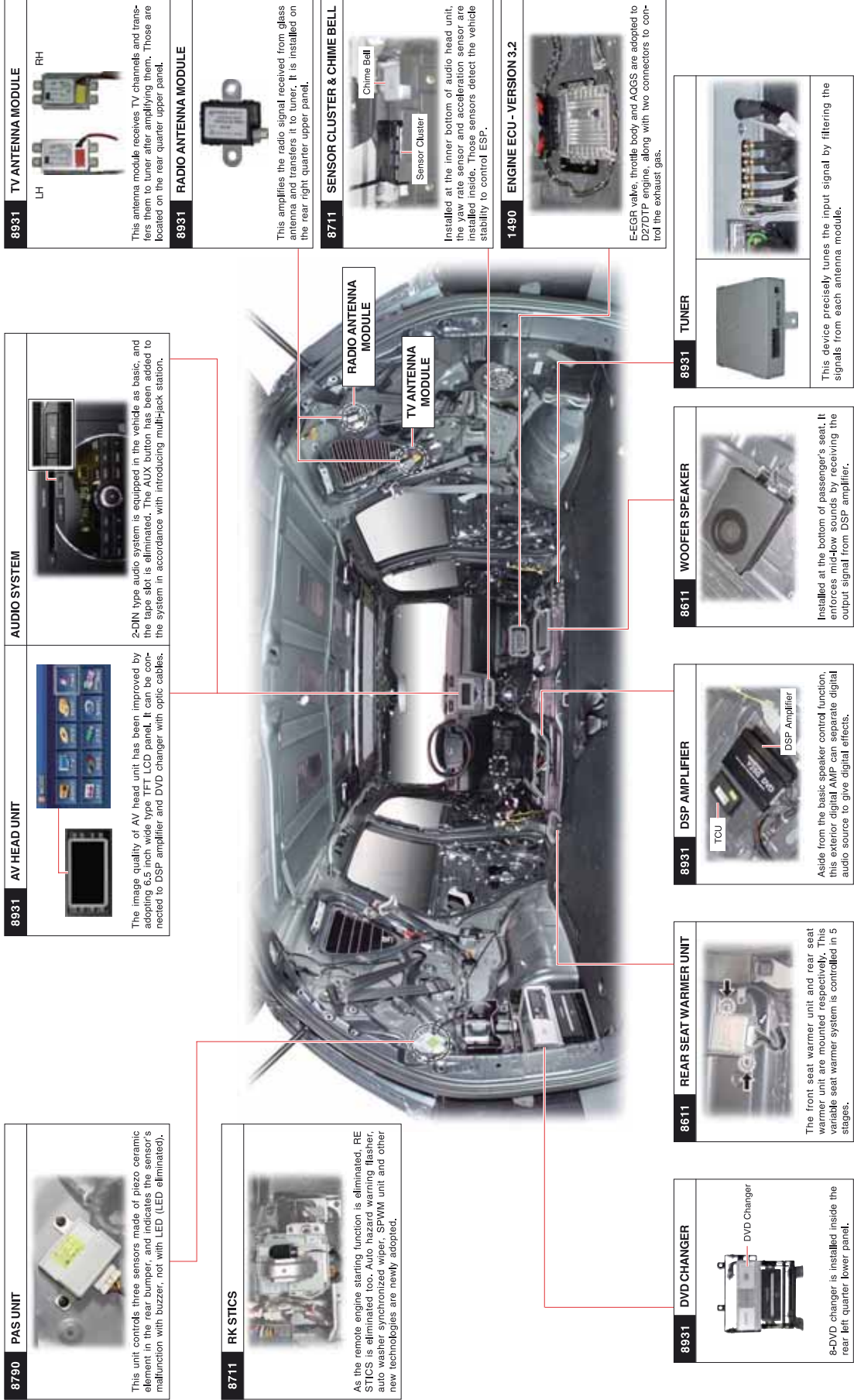
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3. MAJOR CHANGES IN ELECTRIC COMPONENTS AND UNITS



8931 TV ANTENNA MODULE

LH RH

This antenna module receives TV channels and transfers them to tuner after amplifying them. Those are located on the rear quarter upper panel.

8931 RADIO ANTENNA MODULE

This amplifies the radio signal received from glass antenna and transfers it to tuner. It is installed on the rear right quarter upper panel.

8711 SENSOR CLUSTER & CHIME BELL

Installed at the inner bottom of audio head unit, the yaw rate sensor and acceleration sensor are installed inside. Those sensors detect the vehicle stability to control ESP.

1490 ENGINE ECU - VERSION 3.2

E-EGR valve, throttle body and ACGS are adopted to D27DTP engine, along with two connectors to control the exhaust gas.

8931 AV HEAD UNIT

2-DIN type audio system is equipped in the vehicle as basic, and the tape slot is eliminated. The AUX button has been added to the system in accordance with introducing multi-jack station.

8931 AV HEAD UNIT

The image quality of AV head unit has been improved by adopting 6.5 inch wide type TFT LCD panel. It can be connected to DSP amplifier and DVD changer with optic cables.

8931 AV HEAD UNIT

Aside from the basic speaker control function, this exterior digital AuxIn can separate digital audio source to give digital effects.

8931 AV HEAD UNIT

The front seat warmer unit and rear seat warmer unit are mounted respectively. This variable seat warmer system is controlled in 5 stages.

8931 AV HEAD UNIT

8-DVD changer is installed inside the rear left quarter lower panel.

8790 PAS UNIT

This unit controls three sensors made of piezo ceramic element in the rear bumper, and indicates the sensor's malfunction with buzzer, not with LED (LED eliminated).

8711 RK STICS

As the remote engine starting function is eliminated, RE STICS is eliminated too. Auto hazard warning flasher, auto washer synchronized wiper, SPWM unit and other new technologies are newly adopted.

8931 DSP AMPLIFIER

Aside from the basic speaker control function, this exterior digital AuxIn can separate digital audio source to give digital effects.

8611 WOOFER SPEAKER

Installed at the bottom of passenger's seat, it enforces mid-low sounds by receiving the output signal from DSP amplifier.

8931 TUNER

This device precisely tunes the input signal by filtering the signals from each antenna module.

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4. MAJOR CHANGES IN CHASSIS

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AFFECTED VIN	

4122 FRONT AXLE: INTEGRATED OIL PAN (IOP) AXLE & OTHER DEVICES

Used for the vehicle with D27DTP (POWER-UP) engine, the engine oil pan and axle is integrated in the axle system. This system can lower the height of the mounted engine. In addition, engine vibration can be greatly reduced due to the mass increase effect under the condition that the front axle and engine are integrated.

4116 IWE LOCKING HUB SYSTEM

4WD: Unlocked by vacuum pressure
2WD: Locked by vacuum pressure

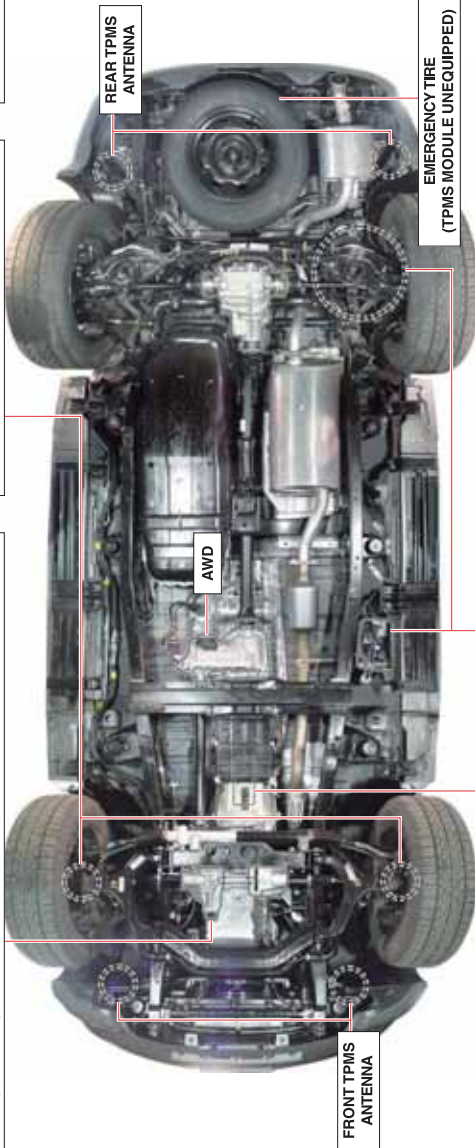
This vacuum locking hub system engages or disengages the gears at the end of the drive shaft and the end of hub by using vacuum pressure. This system is used for the vehicle with 4WD system.

3260 ALL WHEEL DRIVE (AWD)

Adopted to the vehicle with D27DTP engine, this full-time 4-wheel drive system is the mechanical type which has no control unit, shift motor and other switch switches. Its power distribution ratio to the front and rear is 40:60.

4220 INDEPENDENT SUSPENSION REAR AXLE

Independent suspension is used for the vehicle with D27DTP. Accordingly, rear axle types are varied.



4520 REAR SUSPENSION

Independent Suspension (IRS) Type: D27DTP

This system independently controls the vertical vibration of the vehicle in both sides. Accordingly, this suspension guarantees the vehicle stability even on the uneven road, and enhances the driving comforts by distributing the shocks from the road surface into the number of links.

5-line (rigid) Type: D27DT

3721 TGS LEVER

The TGS lever of REXTON II communicates with Engine Control Unit (ECU), ESP Control Unit (ESP-HECU) and instrument cluster. In addition, it is possible to select the gear manually in M position of shifting lever by tilting the tip switch on the lever knob and steering wheel.

4480 EAS SYSTEM

The EAS system in REXTON II adopts the air springs, only on the rear wheels. (2-corner Open EAS system). 2-corner open EAS system enhances the driving comforts and driving stability by maintaining the height at the certain level irrespective of the road condition on the rear. The system is adopted to optimize the spring constant according to the load condition.

4920 EPB SYSTEM

The existing mechanical parking brake is operated manually (by pulling up the lever). However, the vehicle with EPB system enables to automatically apply the parking brake by considering parking performance, driving speed, and the time when the brake pedal is depressed. The parking brake system without EPB system is the same as the existing parking brake system.

4190 TPMS SYSTEM

TPMS system aims to ensure the driving stability and performance in advance, to prevent the unnecessary fuel waste, and to reduce the tire wear. When inflation pressure values of each tire are different each other, this system enables a driver to check the tire condition before or during driving by indicating the abnormality or defects on the instrument cluster.

5. MAJOR CHANGES IN VEHICLE EXTERIOR



SYSTEM

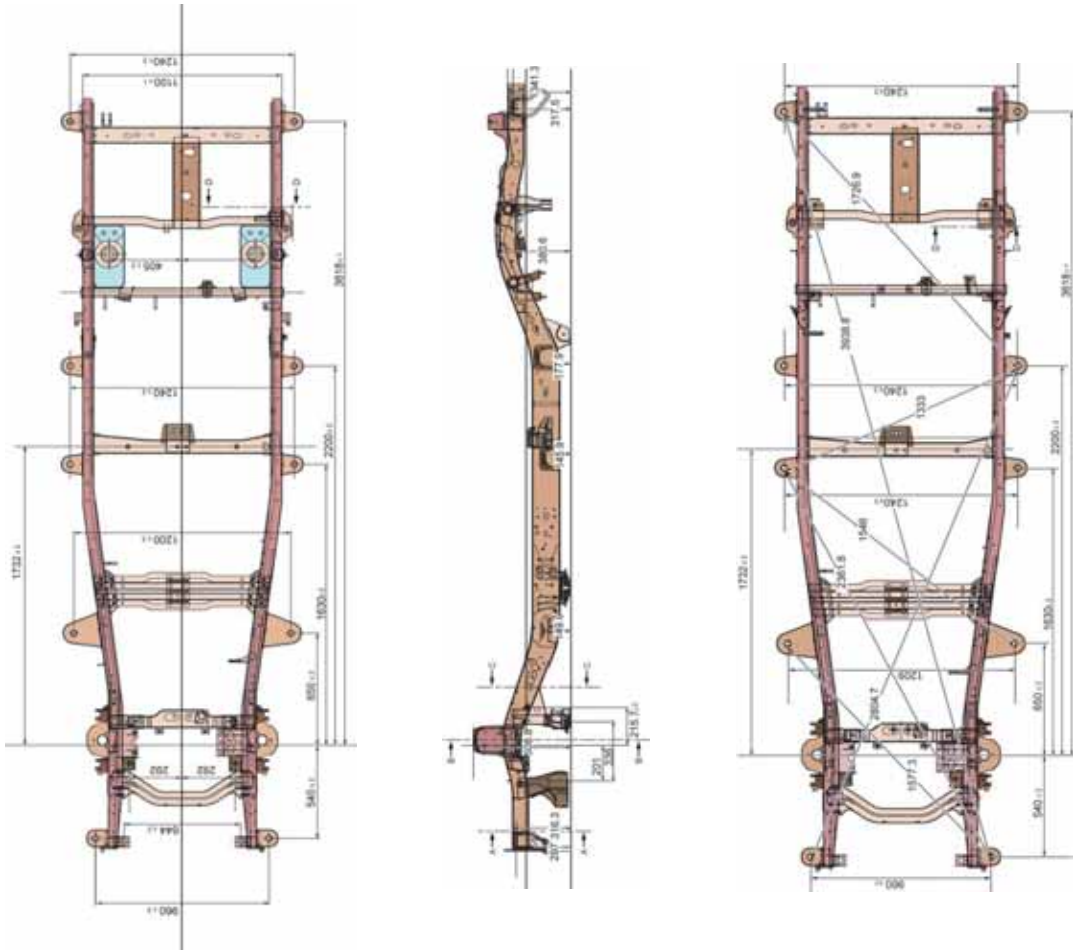
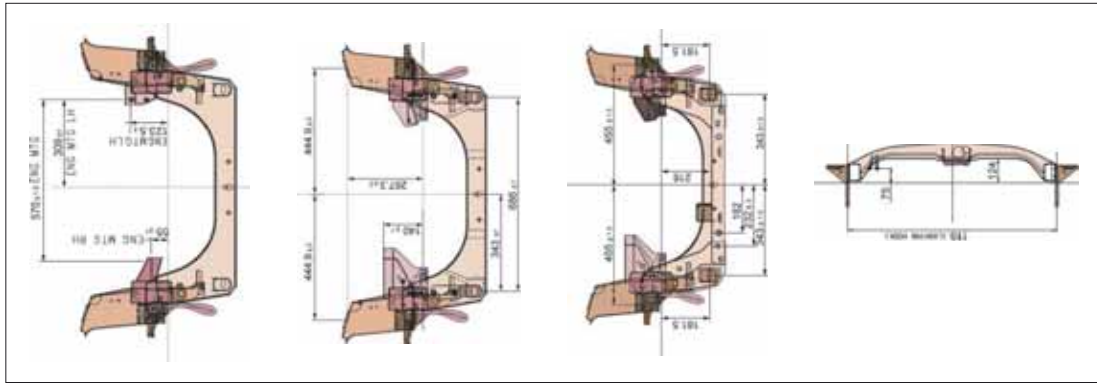
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6. FRAME DIMENSION

IRS TYPE



5-LINK TYPE



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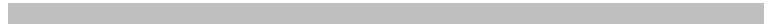
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GENERAL INFORMATION

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■ TABLE OF CONTENTS ■

DIMENSIONS	3
VEHICLE IDENTIFICATION	6
SPECIFICATIONS	7
RECOMMENDED FLUIDS AND LUBRICANTS...	13
LIFTING POINTS	15
TIGHTENING TORQUE OF STANDARD BOLTS .	16



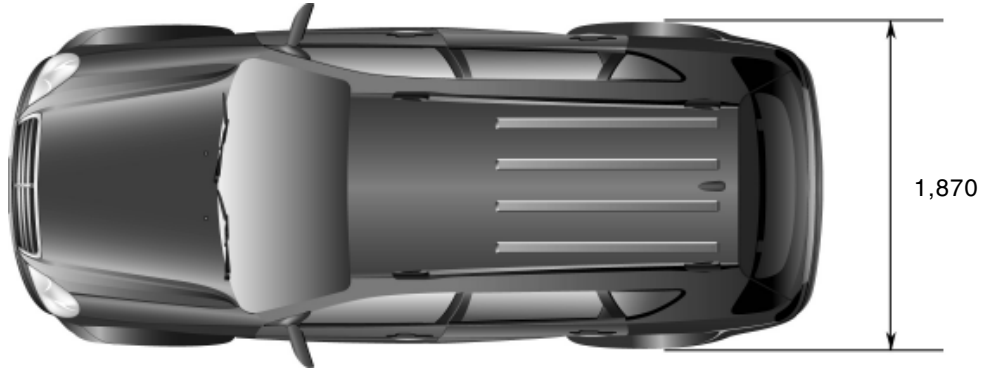
DIMENSIONS

GENERAL

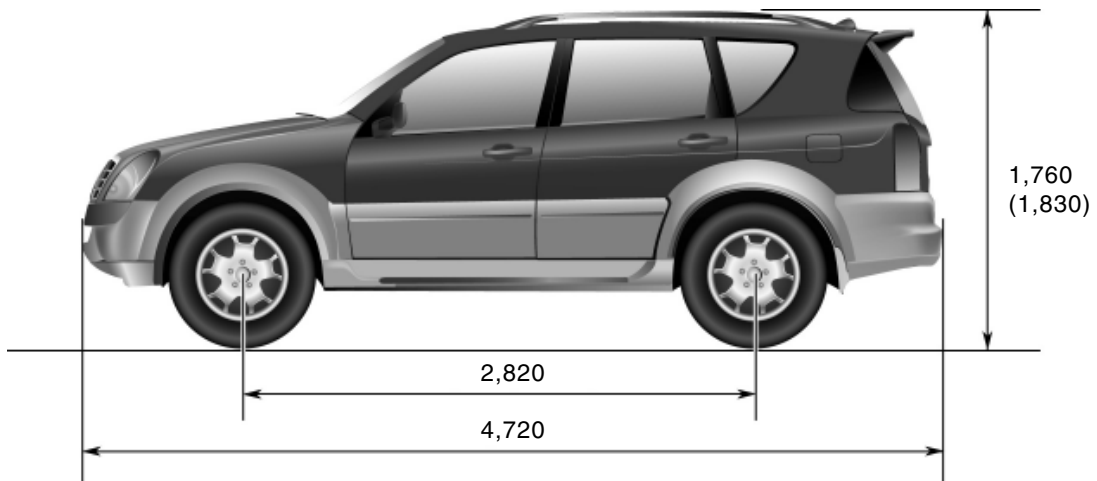
1. REXTON II

Unit: mm

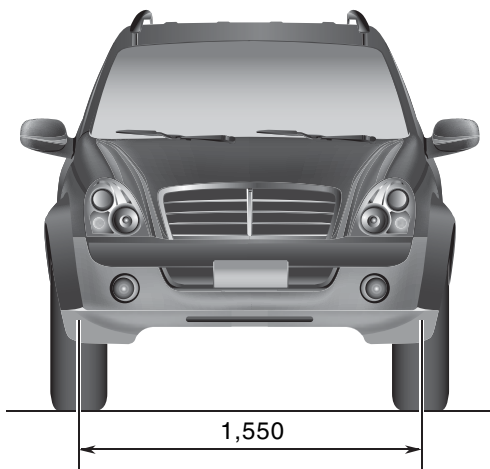
Top View



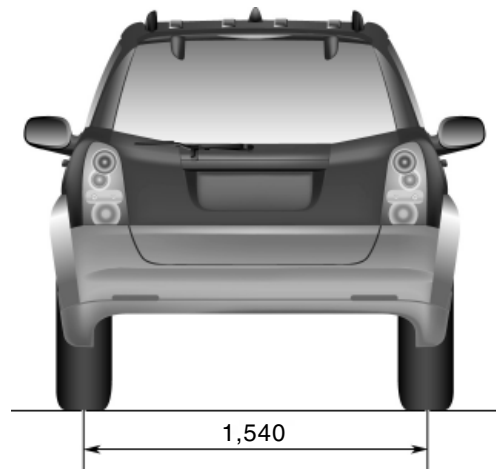
Side View



Front View



Rear View



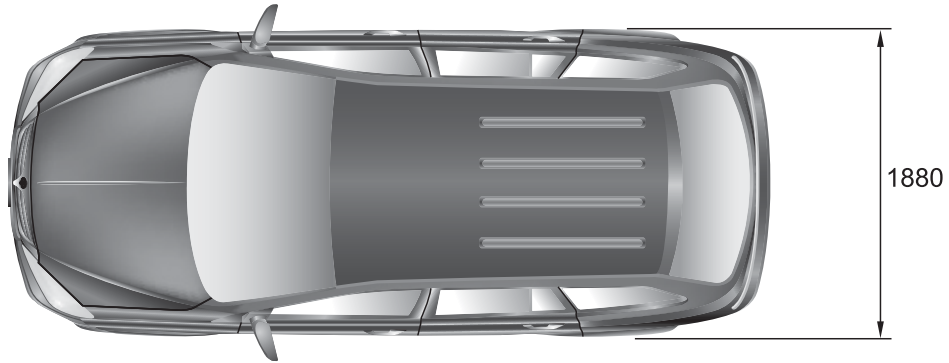
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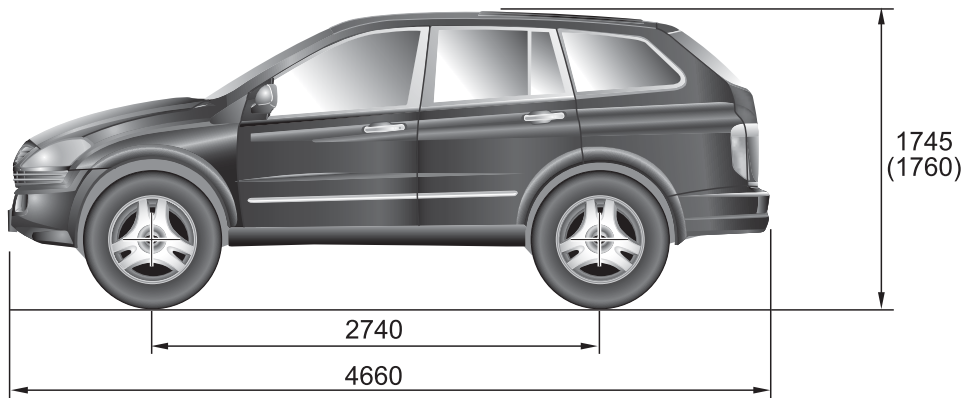
2. KYRON

Unit: mm

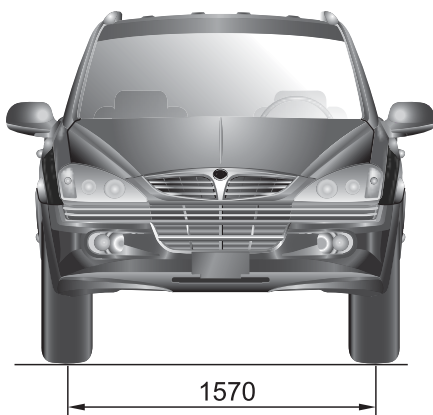
Top View



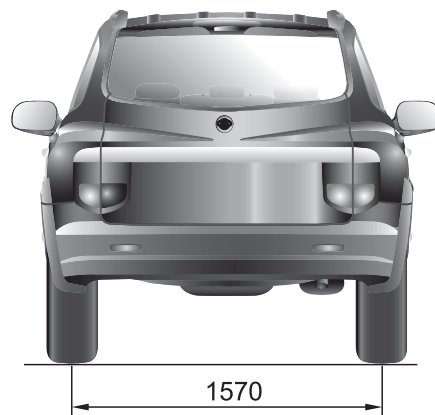
Side View



Front View



Rear View



* () : Optional

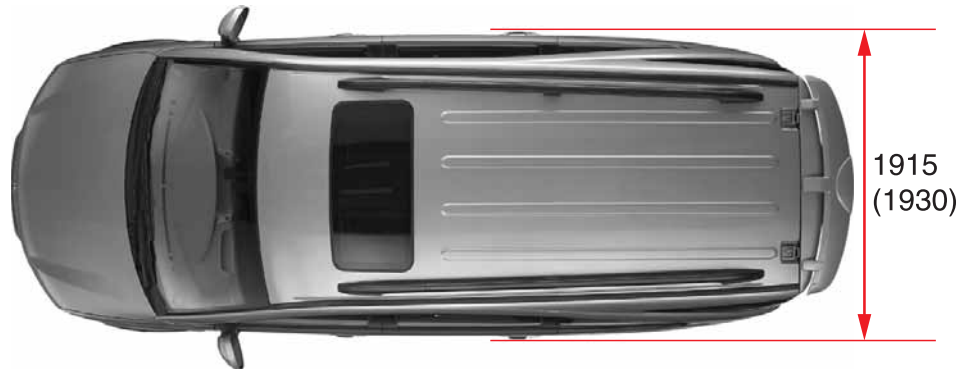
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3. RODIUS / STAVIC

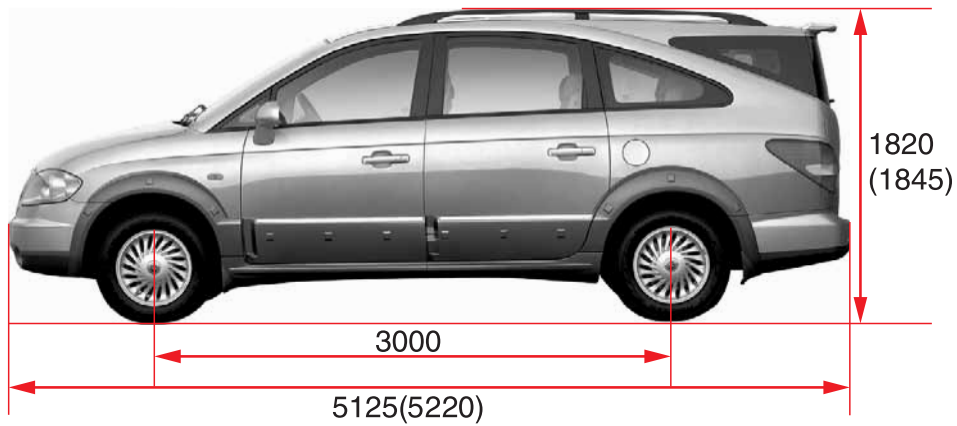
Unit: mm

GENERAL

Top View



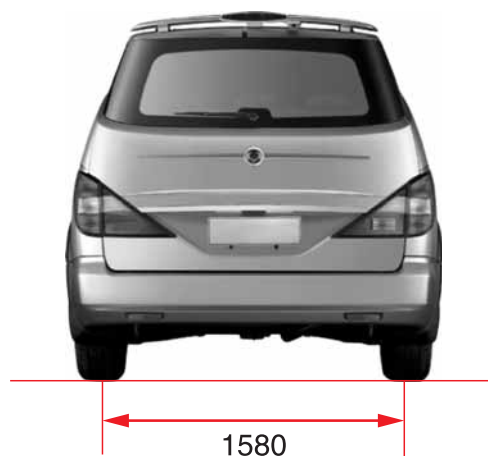
Side View



Front View



Rear View

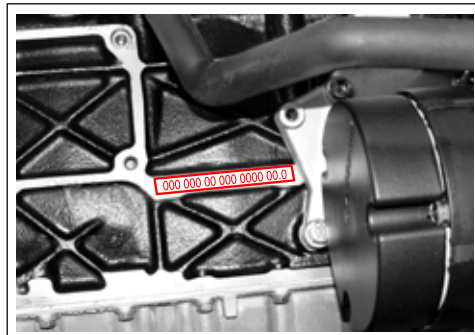
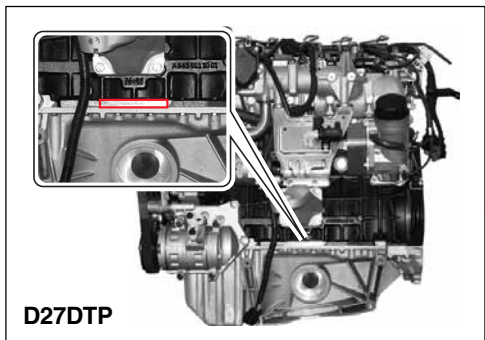
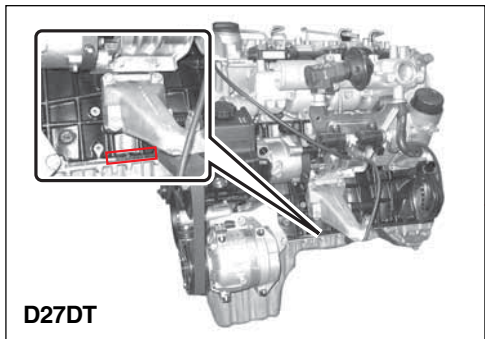


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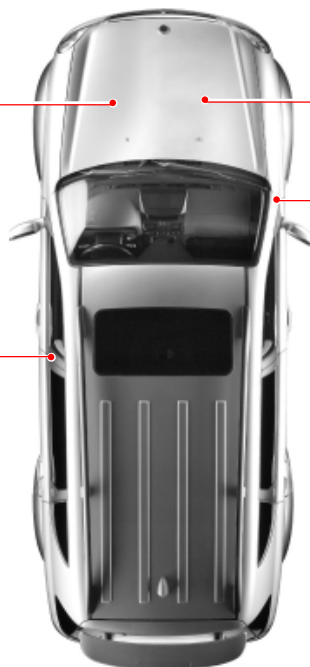
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VEHICLE IDENTIFICATION

1. Engine Number

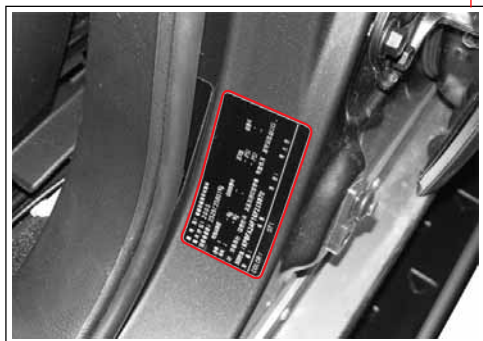


Gasoline Engine: The engine number is stamped on the lower area of cylinder block in exhaust manifold side.



Diesel Engine (D27DTP, D27DT):
The engine number is stamped on the lower area of cylinder block behind the Intake manifold.

3. Certification Label



The certification label is located on the driver's door sill.

2. Chassis Number



The chassis number is stamped on the frame behind the front right tire.

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AFFECTED VIN	

SPECIFICATIONS

1. REXTON II

* (): Optional, []: 2WD, D27DTP: Diesel 2.7 Power-Up, D27DT: Diesel 2.7, G32D: Gasoline

Descriptions		D27DTP	D27DT	G32D	
General	Overall length	4,720 mm	←	←	
	Overall width	1,870 mm	←	←	
	Overall height	1,760 mm (1,830 mm)	←	←	
	Gross vehicle weight	2,760 kg	←	←	
	Curb vehicle weight	A/T	2,099 kg	2,101 kg	2,088 kg
		M/T	–	2,088 kg	–
	Fuel	Diesel	←	Gasoline	
	Fuel tank capacity	78 ℓ	←	←	
	Minimum Turning Radius	5.7 m	←	←	
Engine	Numbers of cylinders / Compression ratio	5 / 17.5:1	←	6 / 10:1	
	Total displacement	2,696 cc	←	3,199 cc	
	Camshaft arrangement	DOHC	←	←	
	Max. power	A/T	186 PS / 4,000 rpm	165 PS / 4,000 rpm	220 PS / 6,100 rpm
		M/T	–	165 PS / 4,000 rpm	–
	Max. torque	A/T	402 Nm / 1,600 ~ 3,000 rpm	340 Nm / 1,800 ~ 3,250 rpm	312 Nm / 4,600 rpm
		M/T	–	340 Nm / 1,800 ~ 3,250 rpm	–
	Idle speed	750 ± 20 rpm	←	700 ± 50 rpm	
	Cooling system	Water-cooled / forced circulation	←	←	
	Coolant capacity	11.0 ~ 11.5 ℓ	←	11.5 ~ 12.0 ℓ	
	Lubrication type	Gear pump, forced circulation	←	←	
Max. oil capacity (when shipping)	9.2 ℓ	←	9.8 ℓ		
Turbocharger and cooling type	Turbocharger, air-cooled	←	–		
Manual Transmission	Operating type	–	Semiremote control, floor change type	–	
	Gear ratio	1st	–	4.315	–
		2nd	–	2.475	–
		3rd	–	1.536	–
		4th	–	1.000	–
		5th	–	0.807	–
		Reverse	–	3.919	–

CHANGED BY	
EFFECTIVE DATE	
AFFECTED VIN	

Descriptions		D27DTP	D27DT	G32D	
Automatic Transmission	Model		Electronic, 5-speed	←	
	Operating type		Floor change type	←	
	Gear ratio	1st	3.595	←	3.951
		2nd	2.186	←	2.423
		3rd	1.405	←	1.486
		4th	1.000	←	1.000
		5th	0.831	←	0.833
		Reverse 1st	3.167	←	3.147
Reverse 2nd	1.926	←	1.930		
Transfer Case	Model		AWD	Part-time (TOD)	Part-time (AWD)
	Type		Planetary gear type	←	←
	Gear ratio	High (4H)	–	1.000 : 1	←
		Low (4L)	–	2.483 : 1	← (AWD: –)
Clutch (M/T)	Operating type		–	Hydraulic type	–
	Disc type		–	Dry single diaphragm type	–
Power Steering	Type		Rack and pinion	←	←
	Steering angle	Inner	35.72°	←	←
		Outer	32.11°	←	←
Front Axle	Drive shaft type		Ball joint type	←	←
	Axle housing type		IOP type	Build-up type	Build-up type (IOP type)
Rear Axle	Drive shaft type		Semi-floating type (Ball joint type)	Semi-floating type	Semi-floating type (ball joint type)
	Axle housing type		Build-up type (IRS type)	Build-up type	Build-up type (IRS type)
Brake	Master cylinder type		Tandem type	←	←
	Booster type		Vacuum assisted booster type	←	←
	Brake typ	Front wheels	Disc type	←	←
		Rear wheels	Disc type	←	←
	Parking brake		Cable type (EPB)	←	←
Suspension	Front suspension		Wishbone + coil spring	←	←
	Rear suspension		5-link + coil spring (Multi-link + Coil spring) (EAS)	5-link + coil spring	5-link + coil spring (Multi-link + Coil spring) (EAS)

2. KYRON

Descriptions		D20DT	D27DT	G32D	
General	Overall length	4,660 mm	←	←	
	Overall width	1,880 mm	←	←	
	Overall height	1,740 (1,755: with roof rack) mm	←	←	
	Gross vehicle weight	A/T	2,530 kg	←	←
		M/T	2,530 kg	←	—
	Curb vehicle weight	A/T	2WD: 1,920 kg / 4WD: 2,028 kg	2,071 kg (AWD: 2,053 kg)	2,046 kg
		M/T	2WD: 1,893 kg / 4WD: 2,001 kg	2030 kg	—
Fuel	Diesel	←	Gasoline		
Fuel tank capacity	75 ℓ	←	←		
Engine	Numbers of cylinders/ Compression ratio	4 / 17.5:1	5 / 17.5:1	6 / 10 : 1	
	Total displacement	1,998 cc	2,696 cc	3,199 cc	
	Camshaft arrangement	DOHC	←	←	
	Max. power	A/T	141 PS / 4,000 rpm	165 PS / 4,000 rpm	220 PS / 6,100 rpm
		M/T	141 PS / 4,000 rpm	165 PS / 4,000 rpm	—
	Max. torque	A/T	310 Nm / 1,800 ~ 2,700 rpm	340 Nm / 1,800 ~ 3,250 rpm	312 Nm / 4,600 rpm
		M/T	310 Nm / 1,800 ~ 2,700 rpm	340 Nm / 1,800 ~ 3,250 rpm	—
	Idle speed	780 ± 50 rpm	750 ± 20 rpm	700 ± 50 rpm	
	Cooling system	Water- cooled / forced circulation	←	←	
	Coolant capacity	10.5 ~ 11.0 ℓ	11.0 ~ 11.5 ℓ	11.5 ~ 12.0 ℓ	
	Max. oil capacity (when shipping)	8.2 ℓ	9.2 ℓ	9.8 ℓ	
	Lubrication type	Gear pump, forced circula- tion	←	←	
Turbocharger and cooling type	Turbocharger, air-cooled	←	—		
Manual Transmission	Operating type	Semi-Remote control, floor change type	←	—	
	Gear ratio	1st	4.315	←	—
		2nd	2.475	←	—
		3rd	1.536	←	—
		4th	1.000	←	—
		5th	0.807	←	—
		Reverse	3.919	←	—
Automatic Transmission	Model	Electronic, 5-speed	←	←	
	Operating type	Floor change type	←	←	
	Gear ratio	1st	3.951	3.595	3.951
		2nd	2.423	2.186	2.423
		3rd	1.486	1.405	1.486
		4th	1.000	1.000	1.000
		5th	0.833	0.831	0.833
		Reverse 1st	3.147	3.167	3.147
Reverse 2nd		1.930	1.926	1.930	

CHANGED BY	
EFFECTIVE DATE	
AFFECTED VIN	

Descriptions		D20DT	D27DT	G32D	
Transfer Case	Model	Part-time	Part-time (AWD)	AWD	
	Type	Planetary gear type	←	←	
	Gear ratio	High (4H)	1.000 : 1	←	←
		Low (4L)	2.483 : 1	← (AWD: -)	-
Clutch (M/T)	Operating type	Hydraulic type	←	-	
	Disc type	Dry single diaphragm type	←	-	
Power Steering	Type	Rack and pinion	←	←	
	Steering angle	Inner	35.88°	←	←
		Outer	32.08°	←	←
Front Axle	Drive shaft type	Ball joint type	←	←	
	Axle housing type	Build-up type	Build-up type (IOP type)	IOP type	
Rear Axle	Drive shaft type	Semi-floating type	Semi-floating type (Ball joint type)	Ball joint type	
	Axle housing type	Build-up type	Build-up type (IRS type)	IRS type	
Brake	Master cylinder type	Tandem type	←	←	
	Booster type	Vacuum assisted booster type	←	←	
	Brake type	Front wheels	Disc type	←	←
		Rear wheels	Drum (disc)	←	Disc type
	Parking brake	Cable type: internal expansion	Cable type: internal expansion (EPB type)	←	
Suspension	Front suspension	Wishbone + coil spring	←	←	
	Rear suspension	5-link + coil spring	5-link + coil spring (Multi link + coil spring) (EAS)	Multi link + coil spring (EAS)	
Air Conditioner	Refrigerant (capacity)	R-134a (650 ± 30g)	←	←	
Electrical	Battery type / Capacity (V-AH)	MF / 12 - 90	←	←	
	Starter capacity (V-kW)	12 - 2.2	←	12 - 1.8	
	Alternator capacity (V-A)	12 - 140 (12 - 115)	←	12 - 115	