

Daihatsu Charade Hc-E Engine Manual



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WORKSHOP MANUAL

DAIHATSU CHARADE

TYPE HC ENGINE

FOREWORD

This workshop manual describes the maintenance and servicing procedures for Type HC engines which are mounted on the Daihatsu Charade.

In this workshop manual, the entire portion is divided into 10 sections and four supplements. Each section has an index along with a table of contents at the beginning. For easier reference, the upper part of each page bears the section title concerned.

All information used in this workshop manual was in effect at the time when the manual was approved for printing. However, the specifications and procedures may be revised due to the continuing improvements in the design without advance notice and without incurring any obligation to us.

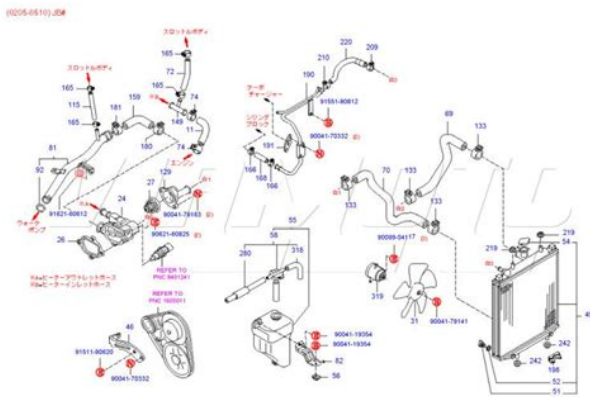
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The company, the first in Japan, begins to experiment with electric motors so there isIt considered in 1967, when it signed a cooperation agreement with Toyota Motor Co., Ltd. and Toyota Motor Sales Co., Ltd., of which inThis agreement actually meant leaving the first to the second submission.Cars Daihatsu, many of whom are compact and affordable, slowly conquering the world. Thus, model. A 80s marked the final conquest of the United States. Today, Daihatsu sold in more than 120 countries worldwide. Daihatsu Motor Co., Ltd. ItDo you have such a manual. Kind Regards MickAll content on the site is taken from free sources and is also freelyThe site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. All materials posted on this site forIf you are the copyright owner of the materials posted on this site contact us. In Japan, it offers buyers more interior space and a larger engine that allows for the car to also be used outside of urban areas. It replaced the Daihatsu Consorte, although the Charmant took over from the biggerengined Consortes. From September 1986 to 2009, it sold over 1.5 million units in that country. It also provided the basis for countless unlicensed Chinese copies, often depending on fibreglass moldings taken from the second generation Charade. Production ended in 2012.It was a frontengined frontwheel drive car, originally available only as a fivedoor hatchback, powered by a 993 cc threecylinder, allaluminum engine CB20 with 50 PS 37 kW.The Series 2 was introduced for 1981.Originally the same as in the rest of the world, later Chilean Charades called G20s came equipped with a downsleeved 843 cc version CD of Daihatsus threecylinder engine.This idea was later applied for mass production in the second generation.

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The CB60 was also a 993 cc engine, but was fitted with a very small IHI turbocharger, which increased its power to 80 PS 59 kW in Japanese market cars, 68 PS 50 kW in European export models. The tiny turbocharger meant that an intercooler was not necessary. The threedoor model was also available in a Van model for commercial use, offered with the naturally aspirated diesel or petrol engines and fitted with the higher roof. The G11 underpinnings continued to be used by the Italian automaker until 1992. In 1987 they also presented a locally developed longer notchback version of the fivedoor, similar to the Subaru Tutto and Nissan March Cubic, sold as the Daihatsu Skywing. However, following significant crashes in the 1985 championship, Group B was banned and the 926R project was called off. There was also a limited homologation series of 200 Charade 926 Turbos built, with the same 926 cc engine producing 73 PS 54 kW. Charades both Turbos and normally aspirated cars were entered in the 1984 through 1988 Safari Rallies. The only model available was the naturally aspirated petrol 1.0, with five doors and the high roof. A fourdoor sedan later expanded the range, sold as the Charade Social in Japan. Fuel injected versions of the 1.3litre fourcylinder HCE and threecylinder CB90 were later added. A fourdoor sedan was released with the 1.3litre EFI engine in 1988. There were two different sport models available both with G100SFMVZ model codes, the GTti and the GTxx. Both versions are mechanically identical, but the GTxx features many added luxury items. These include full bodykit, lightweight 14inch speedline alloys, airconditioning, power steering, onetouch electric window down, and electric sunroof. Some of these options were also available to buy as optional extras on the GTti. Sideskirts were also fitted to many GTtis, but in some countries they were only sold as a dealer optional extra.

All GTxxs have engine code CB70, whereas GTtis can have CB70 or CB80, depending on the country and region sold. There are no known differences with the actual engine internals, all CB70 s feature catalyst emissions control systems. Even some CB80 s for Europe featured the catalyst, although UK cars did not. There are more than likely slight differences between the CB70 and CB80 ECU mapping, with CB70 cars quoted as producing 105 PS 77 kW compared to the CB80 s 101 PS 74 kW. This is probably down to the CB70 having the ignition timing mapped more advanced to suit the higher octane fuel used in Japan. There was also a fourwheel drive version of the fuel injected 1.3litre 90 PS or 66 kW HCE engine, G112 chassis code sold at home and also exported to a few countries, for example in Scandinavia and Switzerland. Sales for 1989 were 15,118. Only the threedoor

hatchbacks and fourdoor sedans were available. The North American Charade appeared in three different trim levels until 1989; the CES base model, CLS, and CLX. The CES came with a 53 bhp 40 kW, 1.0litre threecylinder, fuel injected engine called the CB90. The other two variants were available with the standard CB90 or the more powerful 1.3litre fourcylinder SOHC 16valve fuel injected, allaluminum HCE engine. In 1990, the trim levels were reduced to just two, the SE base and more luxurious SX. Fourcylinder models were available with a fivespeed manual gearbox or a threespeed automatic transmission, while threecylinder models were offered with the manual transmission only. The GTi won class honours many times and was able to mix it with some of the 2.0litre cars and on occasion troubling some of the considerably more powerful 4WD cars. Although the 1.0litre engines were no longer offered in most markets, the 1.0L did remain available in Australia and also in Brazil where a lower tax rate for vehicles equipped with engines displacing less than 1.0 litres was in effect at the time in the G202 Charade.

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The G202 came equipped with the CB24 1.0litre engine; the heads and emission hose layout are completely different from those of the earlier CB23. The SOHC 1.3litre became the base motor instead for most markets. The sedan, introduced in 1994, featured a 1.5litre engine with optional 4WD. The bigger engines were also available with hatchback bodywork. The fourwheel drive models received the G213 chassis code, while frontwheeldrive models had codes in the G200 range. The diesel models were dropped in all markets where they had previously been available. De Tomaso also added their own bodykit, Recaro seats, a Nardi Torino steering wheel, and Pirelli sports tires. A total of 120,000 Charade GTis were produced following this joint effort. It was produced until 2000, when it was replaced by the Sirion and Storia. It was positioned one market segment below its previous generations and was available as a three or fivedoor hatchback with a 1.0litre inlinefour engine. It has since been discontinued in Australia in 2006, due to Toyota retiring the Daihatsu nameplate there. The L250 series of the Daihatsu Mira was produced for other markets until 2007. It was then replaced by the Xiali TJ7100 and TJ7100U, which were both based on the G100 and G102, respectively. The hatchback commenced production in 1988, while the sedan arrived in October 1990 for the 1991 model year. Both variants were produced up to 1997 and 1999 respectively where facelifted versions with more modern Toyota engines were put into production. The Xiali N3 commenced production in 2004, was given a minor facelift for 2008, and was facelifted again in 2012, with production ending soon after. The TJ7101AU and TJ7141AU continued production and were also known as the Junya Junior from 2005 and Shenya Senior from 2003 and came equipped with the 1 litre Daihatsubased TJ376QE three cylinder or a 1.4 litre engine known as the 4GB1 with four cylinders from 2005 onwards.

The Shenya and Junya were both given a facelift for 2006 and continued until production ended in 2011. The Xiali brand was defunct in 2015. The Xiali taxi was retired from the taxi market in February 2006 in an effort to cut down pollution where the Hyundai Elantra replaced it. It was also available in its home city, Tianjin. Available as a sedan, notchback and hatchback, the KJ6380 was available with three one litre fourcylinder engines known as the JL462, DA462 and 377QL. All variants were equipped with a 4speed manual gearbox as standard. For the sedan, it has a 3800 millimetre length, 1510 millimetre width, 1480 millimetre height and sits on a 2460 millimetre wheelbase. Production started in 1988 and ended in 1995 after the company merged with Sanjiu Auto. Another manufacturer based in Anhui called Andaer made an MPV variant of the Xiali in 1996 known as the Andaer AAQ 6370 along with other cars. The 1litre TJ376QE engine came standard paired with a 4 speed manual gearbox. The MPV is 3750 millimetres long, 1580 millimetres wide, 1770 millimetres high and runs on a 2300 millimetre wheelbase. A pickup variant was introduced in 2001 and was known as JL1010N sold up to 2005. A panel van variant known as the JL5010X was

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