

ISUZU Bellett

Owner's Handbook

ISUZU MOTORS LIMITED

ISUZU

Bellelt

OWNER'S HANDBOOK

ISUZU MOTORS LIMITED

TOKYO JAPAN

FOREWORD

Sincere appreciation is hereby expressed for the purchase of an ISUZU BELLETT.

ISUZU BELLETTs, produced from the most up-to-date equipments, excellent engineering staffs and long years of experience, are the Gasoline cars incorporating modern sporty styling and superior performance.

It is our firm belief that owners will be quite satisfied.

This booklet describes the various instructions for proper handling and simple checks, maintenance point on ISUZU BELLETT Gasoline cars.

It is sincerely requested therefore that the booklet be used as a guide to preserve ISUZU BELLETTs at its maximum performance and minimum of maintenance.

Furthermore on any incomprehensive matters relative to handling methods, maintenance methods and or complicated troubles, refer to your nearest authorized Distributor or Dealers and or write to Export Dep't, Isuzu Motors Limited.

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ISUZU BELLETT MAIN DATA

DATA \ MODEL	PR 20 (SALOON)	PR 50 (SPORT)	PR 91 (GT)
DIMENSIONS:— mm (in)			
Overall length (w/over-rider)	4,030 (158.7)	4,030 (158.7)	4,005 (157.7)
" " (wo/over-rider)	3,975 (156.5)	—	—
" width	1,495 (58.9)	1,495 (58.9)	1,495 (58.9)
" height	1,390 (54.8)	1,390 (54.8)	1,335 (52.6)
Wheelbase	2,350 (92.6)	2,350 (92.6)	2,350 (92.6)
Tread (track)—Front	1,225 (48.3)	1,245 (49.0)	1,245 (49.0)
" —Rear	1,200 (47.1)	1,195 (47.0)	1,215 (47.9)
Min. road clearance (laden)	205 (8.1)	205 (8.1)	205 (8.1)
WEIGHT:— kg (lbs)	915 (2,015)	920 (2,030)	930 (2,050)
Unladen, but with fuel, oil & water (equipped with optional equipment)			
PERFORMANCE:—			
Max. speed km/h (mile/h)	150 (93)	160 (100)	160 (100)

DATA \ MODEL	PR 20	PR 50 & PR 91
ENGINE:—		
Model	G 150	G 161
Type	Over head valve, 4cycle, in line	Over head valve, 4cycle, in line
No. of cylinders	4	4
Bore and stroke mm (in)	79 × 75 (3.11 × 2.96)	82 × 75 (3.23 × 2.96)
Piston displacement cu. cm (cu. in)	1,471 (89.78)	1,584 (96.66)
Compression ratio (to 1)	8.5	9.3
Max. horsepower @ rpm		
Gross	81 @ 5,200	93 @ 5,400
Net	78 @ 5,200	90 @ 5,400
Max. net torque @ rpm		
m-kg	11.3 @ 2,600	13 @ 4,200
lbs-ft	81.7 @ 2,600	94 @ 4,200
Ignition timing		
Firing order	1-3-4-2	1-3-4-2
Timing deg. BTDC	14° @ 550~600 rpm	12° @ 675~725 rpm
Spark plug		
Gap mm (in)	0.7~0.8 (0.027~0.032)	0.7~0.8 (0.027~0.032)
Thread	14, P=1.25mm	14, P=1.25mm
Distributor		
Breaker point gap mm (in)	0.45~0.55 (0.018~0.021)	0.45~0.55 (0.018~0.021)

These specifications are subject to change without notice.

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DATA \ MODEL	PR 20	PR 50 & PR 91
Valve clearance mm (in)		
Intake	0.20 (0.008)—cold	0.30 (0.012)—cold
Exhaust	0.30 (0.012)—cold	0.35 (0.014)—cold
ENGINE LUBRICATION:—		
Type	Full pressure feed	
Oil pump	Trochoid gear	
Oil filter	Full-flow, replaceable paper element	
Oil capacity	3.2 liter (5.6/6.8 Imp/US pints)	
FUEL SYSTEM:—		
Carburetor	Dual-throat-down-draft	Two used, side-draft, SUtype
Air cleaner	Viscous paper	Two used, viscous paper
Fuel pump	Diaphragm	Diaphragm
Fuel tank capacity	40 liter (8.8/10.6 Imp/US gal)	40 liter (8.8/10.6 Imp/US gal)
COOLING SYSTEM:—		
Radiator	Corrugated fin and tube, pressure-cap	
Capacity	6 liter (11/13 Imp/US pints)	
CLUTCH:—		
Type	Diaphragm type	
Control	Dry single plate with cushioning spring	
Outside diameter mm (in)	Mechanical (R.H.D.) or Hydraulic (L.H.D.) actuation	
	203 (8.0)	

DATA	MODEL	PR 20	PR 50	PR 91
TRANSMISSION:—				
Type		4-speed, synchromesh on all forward gears		
Gear ratio	— 1st	3.507		3.207
	— 2nd	2.175		1.989
	— 3rd	1.418		1.356
	— 4th	1.000		1.000
	— Rev.	3.927		3.592
Oil capacity		2 liter (3.5/4.2 Imp/US pints)		
FINAL DRIVE:—				
Type		Hypoid bevel, gear box mounted on insulated rubber		
Gear ratio	—standard	3.727 to 1	3.727 to 1	
	—optional	4.100 to 1	—	
Oil capacity		0.7 liter (1.2/1.5 Imp/US pints)		
FRONT SUSPENSION:—				
Type		Independent, wishbone & coils, with hydraulic telescopic double acting shock absorber and anti-roll bar		
Wheel alignment				
at normal load				
Toe-in		3 mm (0.12 in)		
Caster		30'		

These specifications are subject to change without notice.

DATA	MODEL	PR 20	PR 50 & PR 91
Camber		1°30'	
REAR SUSPENSION:—			
Type		Independent, diagonal-link & coils, swing axle, with transverse leaf spring and hydraulic telescopic double acting shock absorber	
BRAKE SYSTEM:—			
Service		Hydraulic	Hydraulic
Type — front		Uni—servo	Disc
— rear		Leading and trailing	Leading and trailing
Lining gap adjustment—front		Make the gap to the O and return the adjuster 6~8 teeth	Self-adjusting
—rear		Make the gap to be O and return the adjuster 2 teeth	
Parking		Mechanical on rear wheels only	
STEERING SYSTEM:—			
Type		Rack and pinion	
Turning angle—inner wheel		33°	
—outer wheel		31°—30'	

These specifications are subject to change without notice.

DATA	MODEL	PR 20	PR 50	PR 91
Turning radius		5 m (16 ft)		
TIRES:—				
Front & rear	—standard	5.60—13, 4PR tubeless		
Air pressure:—		Air pressure kg/cm ² (psi)		
		front rear		
		1.4 (20)	1.4 (20)	for model PR20
		1.55 (22)	1.7 (24)	for model PR50 & PR91
ELECTRICAL:—				
Ground polarity		Negative		
Battery		12 Volts, 40 amp.-hr.		
Generator		12 Volts, 300 watt, A.C. with rectifying diodes		
Starting motor		12 Volts, 1 kilowatt		

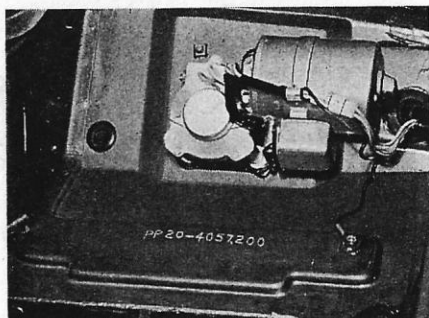
These specifications are subject to change without notice.

CHASSIS, ENGINE AND KEY NUMBERS

These numbers are extremely important for identifying purpose and therefore, they should be entered into your record.

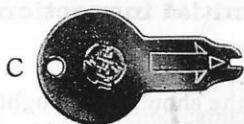
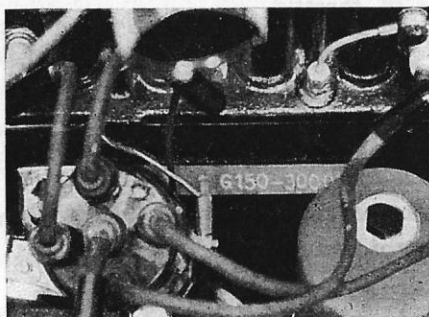
Location of chassis number

The chassis number is stamped on the left-hand side of the dash panel board.



Location of engine number

The engine number is stamped on the mid-section at the right-hand side of engine block.



IMPORTANT: These numbers are required for identification in registration of automobile while they are generally quoted upon contacting the dealers and distributors.

Each car is provided with a pair of 2 different keys; namely A and B. Should the key is mislocated or lost, the number should be referred to the dealers or distributors.

- A.....To the ignition switch, doors and fuel filler cap.
- B.....To the luggage compartment.
- C.....To radio antenna (on deluxe models only)

INSTRUCTIONS FOR OPERATING NEW AUTOMOBILE

Running-in performance gives direct influence upon the service life and operating efficiency of your car.

During the initial 1,600 km (1,000 miles), the working parts of your car are bedding down.

The following precautions should be carefully observed for maintaining your car always in optimum operating condition

1. Avoid racing the engine with gear in neutral, also avoid driving with full throttle.
2. Allow the engine to reach normal operating temperature (until thermometer pointer comes within the mid-section of divisions) before starting the car.
3. Avoid starting the automobile in abrupt way, application of harsh braking and sharp cornering.

Operation of automobile at high engine revolution should be avoided.

During the initial 1,600 km (1,000 miles), the following should be carefully observed.

MAX. "RUNNING-IN" SPEEDS THROUGH INDIVIDUAL GEARS

Model	1st	2nd	3rd	4th
PR20 km/H (mile/H)	20 (12)	35 (22)	55 (35)	80 (50)
PR50 km/H PR91 (mile/H)	25 (15)	40 (25)	65 (40)	90 (55)

For best results, it is essential to receive initial inspection and maintenance attention.

After initial 1,000 km (1,000 miles) of travel distance, car should be brought into Isuzu dealer or distributor for initial inspection, maintenance attention, lubrication and retightening of loosened clamp bolts.

To hold undue wear of moving parts to a minimum, replacement of lubricant should be conducted periodically.

1 Engine oil

Initial engine oil replacement should be made when the automobile covered the initial 1,000 km (1,000 miles) and thereafter, the oil replaced after every 3,000 km (2,000 miles) of travel distance.

2 Transmission and differential gear oil

Initial oil replacement should be made when the automobile covered the initial 1,000 km (1,000 miles). Inspection and necessary replenishment should be made after every 3,000 km (2,000 miles) of road service and drained and refilled after every 18,000 km (12,000 miles) of travel.

For oil replacement, the individual unit should be completely drained while the oil is warm and then refilled with specified oil.

TO OPERATE THE CAR IN BEST OF CONDITIONS

1 Daily attention

Prior to driving the car daily, be sure to perform the work described on "Checks and simple adjustment prior to driving."

2 Periodic inspection and lubrication

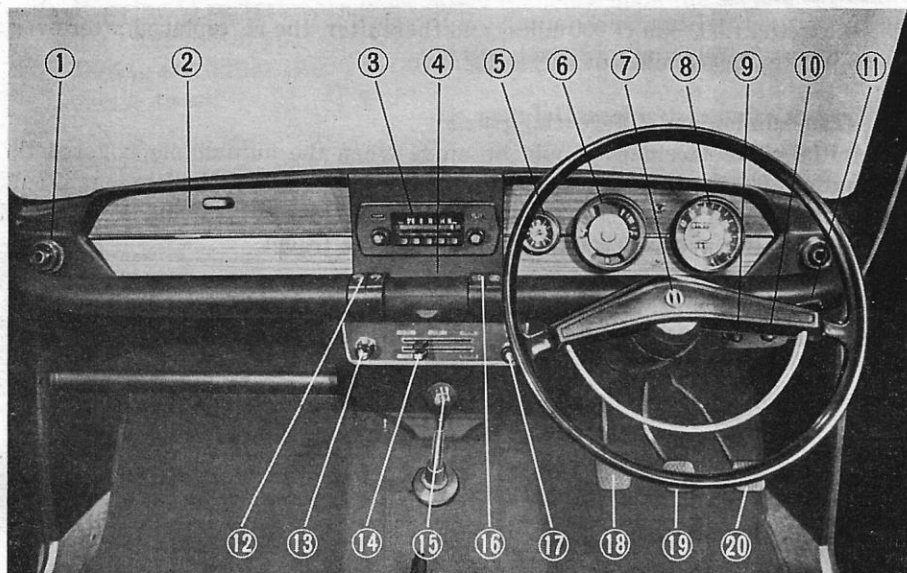
According to the periodic inspection table at end of this manual, perform inspection service of each section.

This inspection contains matters performable by oneself, but utilize Isuzu Service Network.

3 Genuine parts and lubricants

For best results, it is advisable to use Isuzu genuine parts not only for replacement of major component parts but also for expendable items such as air cleaner element, oil filter element, fuel filter element and the like.

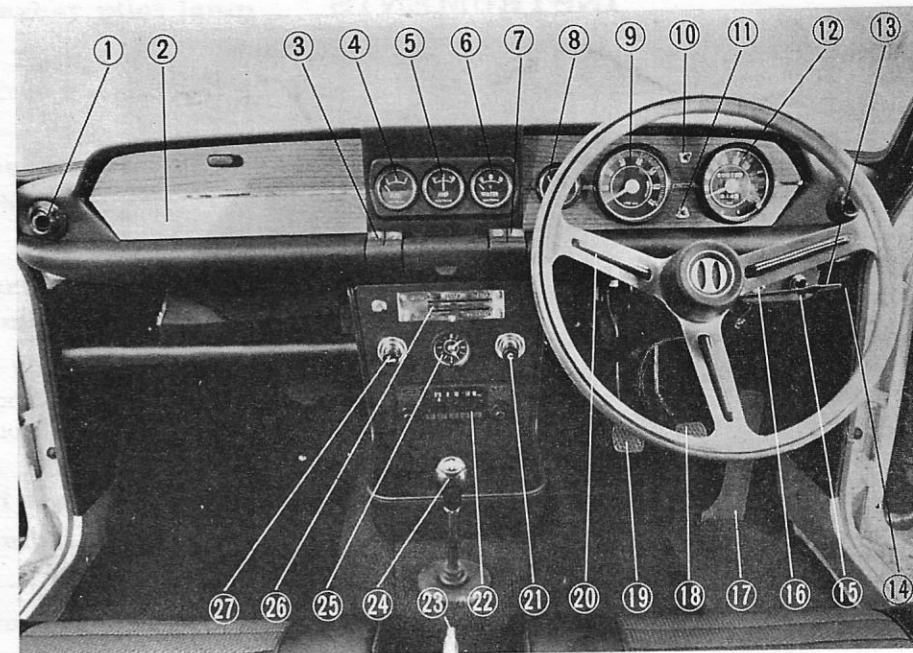
INSTRUMENTS, CONTROLS AND ACCESSORIES



Model PR20

- | | |
|--------------------------------|---|
| 1 Side defroster | 11 Combined turn signal and dimmer switch lever |
| 2 Glove box | 12 Windshield wiper switch |
| 3 Radio | 13 Cigarette lighter |
| 4 Ash tray | 14 Heater and ventilator control |
| 5 Clock | 15 Gearshift lever |
| 6 Combination meter | 16 Lighting switch |
| 7 Horn ring | 17 Choke button |
| 8 Speedometer | 18 Clutch pedal |
| 9 Windshield washer knob | 19 Brake pedal |
| 10 Starter and ignition switch | 20 Accelerator pedal |

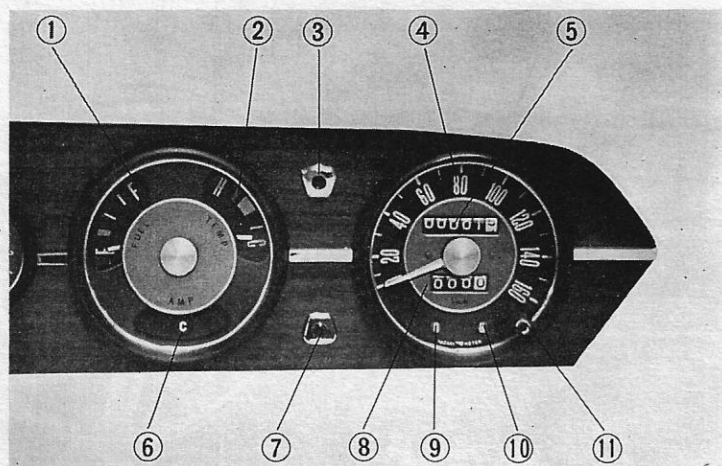
(Since the meter of PR50 is same as that of PR91, see the paragraph of PR91 as to the meter)



Model PR91

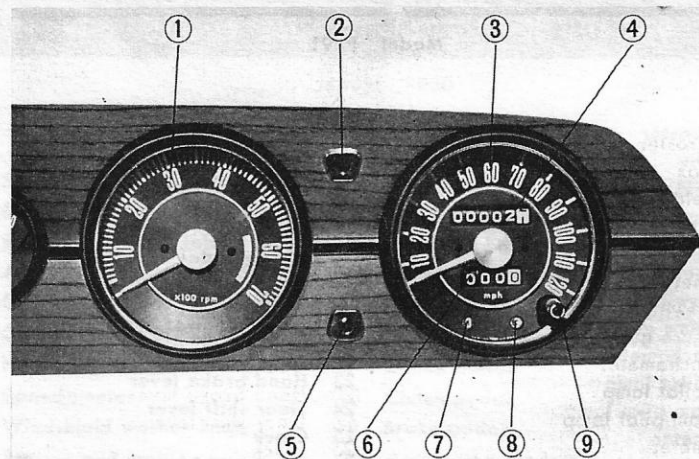
- | | |
|---|----------------------------------|
| 1 Side defroster | 14 Engine hood release lever |
| 2 Glove box | 15 Ignition and starter switch |
| 3 Windshield wiper switch | 16 Windshield washer switch |
| 4 Fuel gauge | 17 Accelerator pedal |
| 5 Ammeter | 18 Brake pedal |
| 6 Thermometer | 19 Clutch pedal |
| 7 Lighting switch | 20 Horn switch |
| 8 Oil pressure gauge | 21 Choke control button |
| 9 Engine tachometer | 22 Radio |
| 10 Flasher pilot lamp | 23 Hand brake lever |
| 11 Main beam pilot lamp | 24 Gear shift lever |
| 12 Speedometer | 25 Clock |
| 13 Combined turn signal and dimmer switch lever | 26 Heater and ventilator control |
| | 27 Cigarette lighter |

INSTRUMENTS



PR 20

- | | | |
|----------------------|------------------------|-----------------------------|
| ① Fuel gauge | ⑤ Odometer | ⑨ Oil pressure warning lamp |
| ② Thermometer | ⑥ Charge warning lamp | ⑩ Hand brake warning lamp |
| ③ Flasher pilot lamp | ⑦ Main beam pilot lamp | ⑪ Trip gauge returning knob |
| ④ Speedometer | ⑧ Trip gauge | |



PR 91

- | | |
|------------------------|-----------------------------|
| ① Engine Tachometer | ⑥ Trip gauge |
| ② Flasher pilot lamp | ⑦ Oil pressure warning lamp |
| ③ Speedometer | ⑧ Hand brake warning lamp |
| ④ Odometer | ⑨ Trip gauge returning knob |
| ⑤ Main beam pilot lamp | |

Flasher pilot lamp

The flasher pilot lamp operates simultaneously with the external flasher lamps when the flasher switch lever is held in operating position.

Speedometer

This is a dial type speedometer which gives reading in km/h or mile/h.

● **Parking brake warning lamp (red lamp with identification symbol B)**

With the ignition-starter switch in "driving position" this lamp turns on indicating that the parking brake is held applied thus preventing the automobile from being started with the rear wheels dragged.

Oil pressure warning lamp (red lamp with identification symbol O)

The lamp glows red when the engine key is inserted in the driving position and should go out when the number of the revolutions of the engine increases.

If the lamp fails to go out, or comes on when the vehicle is being driven, the engine must be stopped at once, or serious damage may result. The cause of the trouble must be established and rectified before the engine is restarted.

Check the oil level in the first place. If the warning lamp fails to glow when the engine key is thrown into the driving position before the engine has been started, this may indicate that the bulb or wiring is defective. The trouble should be rectified as soon as possible. If this is not done, no warning of oil pressure failure will be given. The warning lamp does not indicate the oil level in the engine sump (oil pan).

Main beam pilot lamp

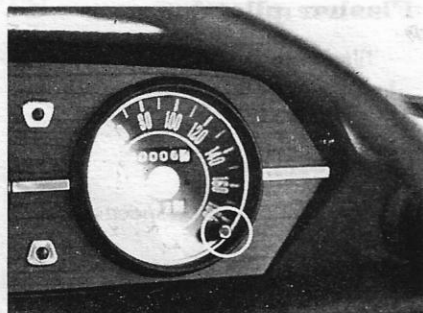
The main beam pilot lamp turns-on when headlamp circuit is switched to the main beam.

Odometer

This indicates the total distance covered in km or mile and the last unit (black figures) corresponds with 0.1 km or 0.1 mile

Trip-meter (mileage counter)

The meter reading can be canceled by turning the knob clockwise. The last unit (black figures) corresponds with 0.1 km or 0.1 mile. This counter digitally indicates total distance covered if it has been set to zero before the automobile is started.

**Charge warning lamp (PR20)**

This turns on when the ignition-starter switch is held in "driving position" and goes out when the engine is started and the charging normally takes place. In case it turns on when the automobile is in normal operation, it forecasts that there is a trouble in the charging system. Therefore, the automobile should be brought into Isuzu service for correct means of rectification.

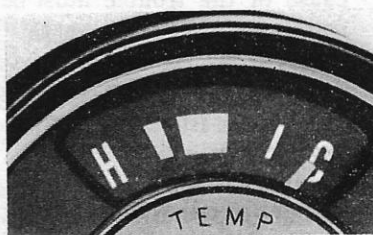
**Thermometer**

Divisions of the thermometer indicate the cooling water temperature between 50°~110°C (122°~230°F).

In normal driving, the thermometer pointer indicates within the mid-section of the division which corresponds with temperature range between 70°~85°C (158°~185°F).

The thermometer circuit is energized when the ignition-starter switch is turned-on into driving position.

If the water temperature fails to increase, the engine refuses to function properly resulting in an increase in fuel consumption.



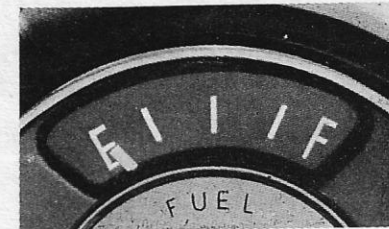
PR20



PR50 & PR91

Fuel gauge

The fuel gauge circuit is energized when the ignition-starter switch is turned-on. Divisions of fuel gauge indicate contents of fuel tank F (full), 1/2 and E (empty), respectively.



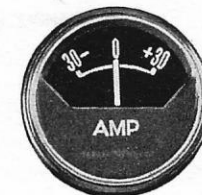
PR20



PR50 & PR91

Ammeter (PR50 & PR 91)

This indicates the normal state of charging. If the meter pointer deflects toward "discharge" or "negative" side during normal operation in daytime, it forecasts that there is a failure in the charging system. Therefore, the automobile should be brought into Isuzu service station for correct means of rectification.

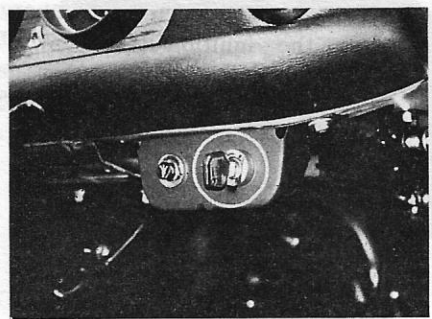
**Oil pressure gauge (PR50 & PR 91)**

This indicates the engine oil pressure which is normal at 3~4kg/cm² or 43~57 psi. If it fails to indicate lower than 2kg/cm² or 30 psi when the engine speed is increased or the gauge pointer deflects while the engine is operated at low speeds, engine should be stopped immediately for oil level check-up and oil leakage detection.



CONTROLS

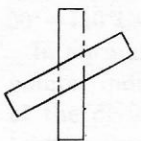
Ignition and starter switch



Off position Only this position permits insertion and withdrawal of key. With the switch in this position, all the electrical circuits are deenergized except lighting system.



1 position With the switch in this position, ignition circuit and various circuits for entire accessories are energized.



2 position With the switch in this position, the starter circuit is energized for cranking. When the engine is started, fingers should be immediately released from the key so that it automatically returns to driving position.

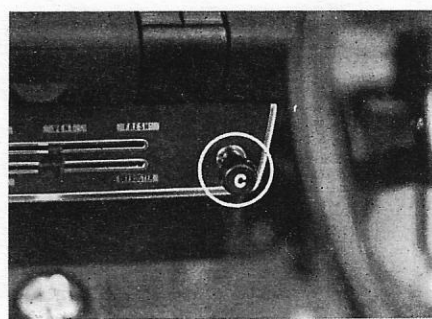


3 position Only the circuits for accessories are energized with the switch in this position. (Except heater blower and cigarette lighter).

Choke control button
(identified with symbol C)

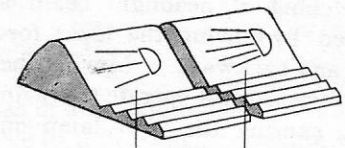
Choke valve is directly linked with the throttle valve for interlocking operation. When the choke control button is pulled out, the interlocked throttle valve slightly opens facilitating the engine starting.

IMPORTANT: The choke control button should always be held in original position during the automobile is in operation.



Lighting switch

The lighting switch comprises a pair of key buttons. Selective operation of the buttons turns on the lights to meet various driving conditions. Canceling the headlight switch from "ON" position automatically throws-in the parking switch turning on the parking lights, tail lights, license plate light and instrument lights except headlights. Turning-off the parking light switch cuts off all the lighting circuit.

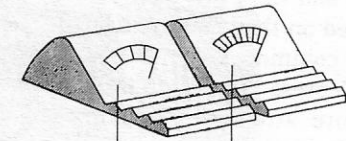


HEADLIGHTS SWITCH
PARKING LIGHTS SWITCH

Windshield wiper switch

The windshield wiper switch comprises a pair of key buttons for 2-speed wiper control.

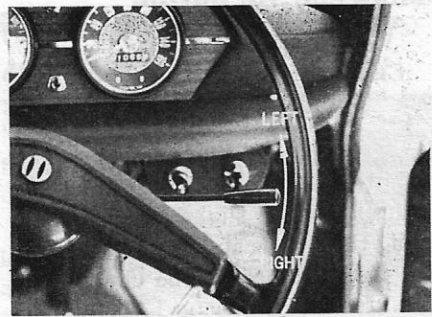
Selective operation of the buttons operates the wipers in two ways to meet various driving conditions. Cancelling the high-speed control button automatically selects the low-speed control. Wiper circuit is cut-off when the low-speed control button is released.



HIGH-SPEED SWITCH
LOW-SPEED SWITCH

Combined turn signal and dimmer switch lever

This lever should be moved upward or downward before right-turning or left-turning is attempted. When the lever is held in operating position, front and rear flasher lamps continue flashing together with pilot lamp in the combination meter console. This is a self-canceling flasher switch and the lever returns automatically to neutral when turning is completed.



Switching of headlight beam is effected by moving the lever forward and backward. Moving the lever forward will operate the main beam, causing the pilot lamp on the instrument panel to turn on.

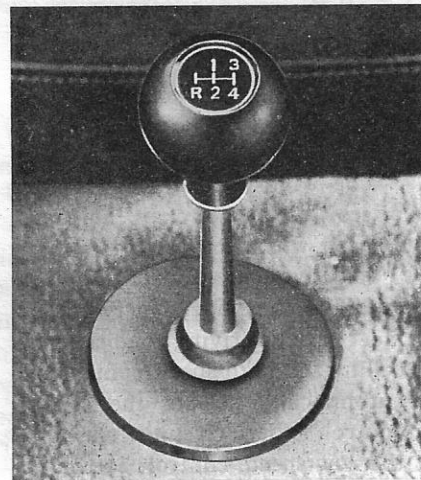


Gearshift lever

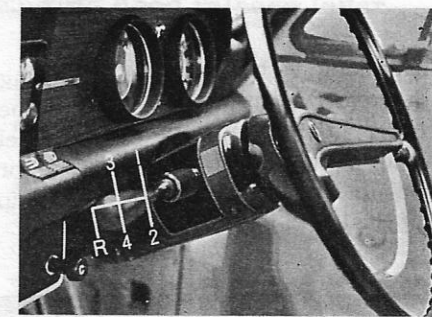
The transmission is 4-foreward and 1-reverse, synchromesh on 1st, 2nd, 3rd and 4th for easy gear shifting and the gear positions are indicated on the lever knob or the steering column.

Depress the clutch pedal fully before attempting to shift the gear. Shift into reverse gear only after the car has completely stopped.

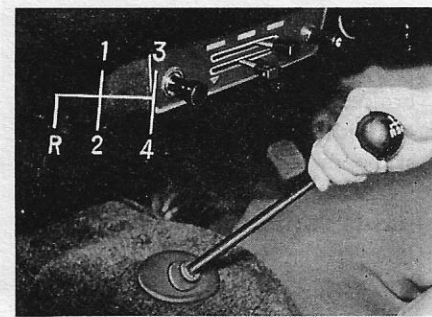
When starting the car from rest, 1st gear should always be used not only on slopes and rough road but on level paved road.



PR 91



PR 20



PR 20 & PR 50

Accelerator pedal

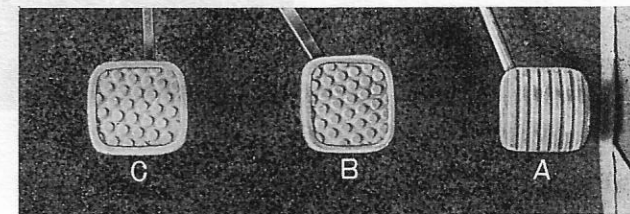
The accelerator pedal should always be operated moderately to prevent undue increase in fuel consumption.

Brake pedal

Foot brake pedal should not be operated in a violent manner. As a means of safety precaution, it is always advisable to utilize engine-braking with the foot brakes when descending a grade or slope.

Clutch pedal

The clutch pedal should be fully depressed when disengaging. Failure to observe above precaution may result in gear grating when gearshift is attempted. Riding on the clutch (keeping the foot rested on the clutch pedal) should be avoided.



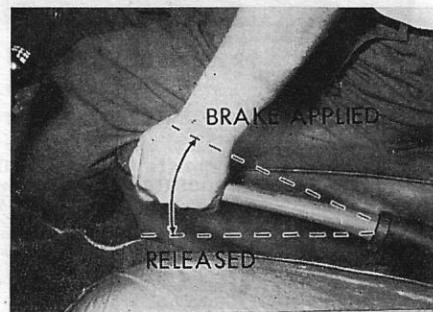
Clutch pedal

Brake pedal

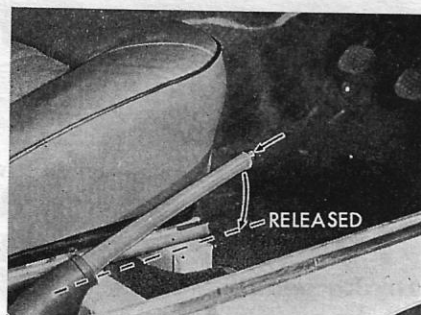
Accelerator pedal

Parking brake lever

Upward travel of the parking brake lever actuates the mechanical parking brakes on the rear wheels. Before the rear wheels are raised from the ground, the front wheels should be secured in position with use of wheel stoppers because the parking brake does not act upon the front wheels. For releasing the parking brake, the button on the parking brake lever grip should be pushed in to permit lowering of the lever.



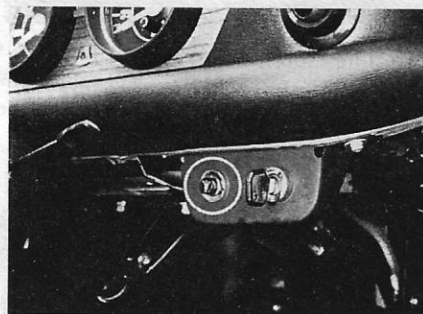
In case of Bucket seat (LHD, RHD)
Center



In case of Bench seat (RHD)
RH-side

Windshield washer control button (PR 20 & PR50)

Pushing the control button splashes regulated amount of water against the windshield.



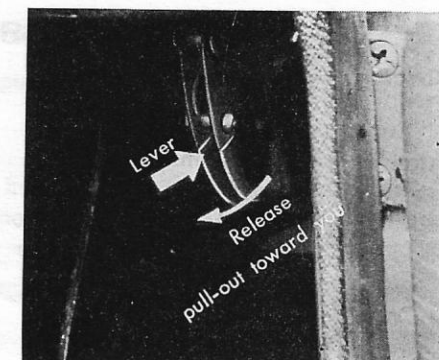
Windshield washer switch (PR91)

When the windshield washer switch is pushed in, the water in the reservoir is thrown out against the windshield and at the same time, the wiper operates several times.

Engine hood release lever

When the release lever is pulled toward the driver's seat, the engine hood lock is released.

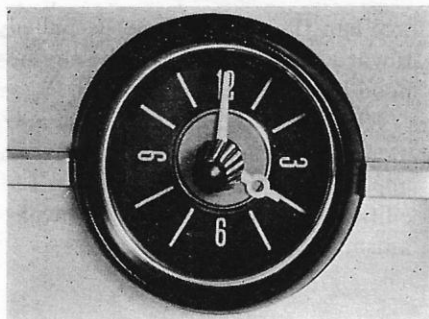
When closing the engine hood, moderate finger pressure may be applied onto the engine hood to facilitate locking motion of the mechanism.



ACCESSORIES

Clock

For setting the time, the calibration knob on the dial may be pushed-in (PR 20) or pulled out (PR 50 & PR 91) and turned as required.

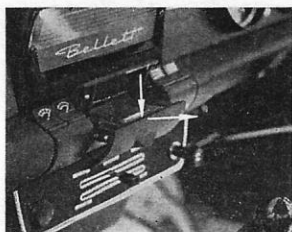


Cigarette lighter

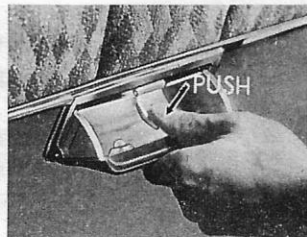
It rests in position when it is pushed-in and snaps out after it gets redheated. It should be pushed back lightly in position after use.

Ash tray

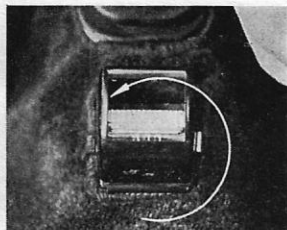
For emptying and cleaning, the ash tray can be removed in the manner illustrated.



Front



Bench seat (rear)



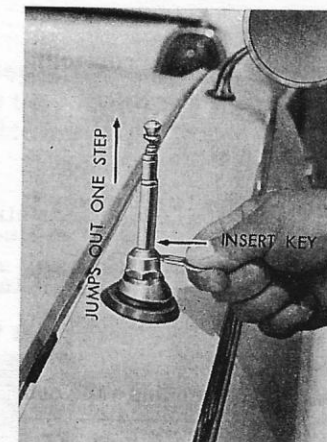
Bucket seat (rear)

Radio

This is fully transistorized type with 5-push buttons.

Antenna (PR20 & PR50)

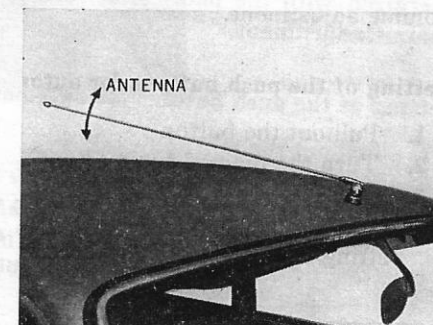
When the key is inserted into the key hole in antenna, the head-piece snaps out of position to gain access. It can be axially extended to suit the condition of reception.



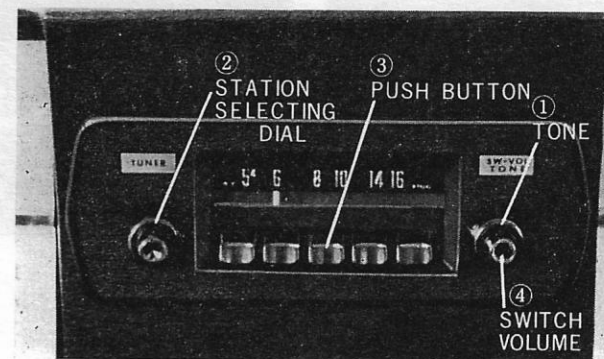
PR 20

Antenna (PR91)

This is mounted on the mid-front part of the roof. It can be oriented in any direction for maximum of efficiency. It is also extendable.



PR 91



Tone

This is for tone controlling. A wide range of adjustment is possible to best suit your taste.

Tuning dial

This helps to select any station desired irrespective of tuning button position.

Push buttons for automatic tuning

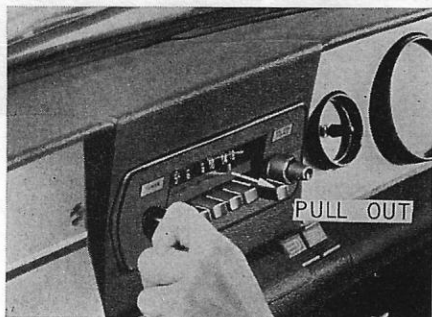
When these buttons are set to stations, they can be used for automatic tuning.

On-off/volume and tone control knob

The knob is for power supply and volume control, while the outer disk is used for tone control. When this knob is pushed in, the receiver circuit is energized with the pilot lamp turned on. Turning of the knob permits fine volume adjustment.

Setting of the push buttons for automatic tuning

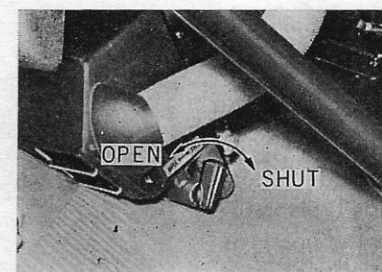
1. Pull-out the button
2. Turn the manual tuning knob to find exact location of a station desired.
3. Press the push button all way in until it rests in position.
4. Apply the same procedure for setting the remaining buttons. Proper setting of these buttons ensures automatic tuning at any time desired.



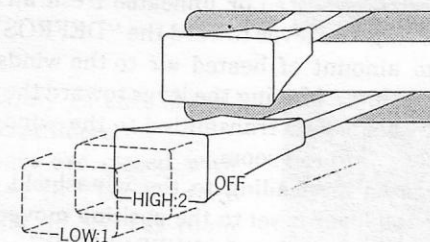
Heater and ventilator control

"Fresh-air communicating type" has been adopted for greater all-weather comfort. In summer, the fresh air is taken into the room through the system without being heated. While in winter, the outside fresh air is heated through the system and circulated in the room.

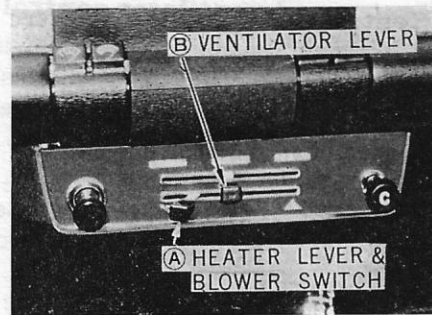
1. Prior to operating the heater, the valve should be opened to allow circulation of heated water. Valve is located on the side of the heater unit in the drivers cabin.



2. The blower switch controls the air-flow in two steps. Operating the heater with the blower switch in 1-position provides low air-flow while operating the heater with the blower switch in 2-position provides high air-flow.



3. Ventilator control handle ② is for switching the function of the ventilator. Moving the control lever into "CIRC" side as shown permits circulation of heated air in the interior. Moving the control lever into "FRESH" side introduces fresh outside air into the interior. Operating the heater with the lever in "CIRC" side accelerates the temperature raise in the interior. As soon as the desired temperature is reached, the lever should be moved into "FRESH" side to lead fresh warm air into the room. The lever should preferably be held in intermediate position (VENT) for natural ventilation while the heater is not in use. The use of ventilator control handle in combination with 2-way heater switch, "HIGH" (maximum air-flow) and "LOW" (minimum air-flow) facilitates forced ventilation.



PR20



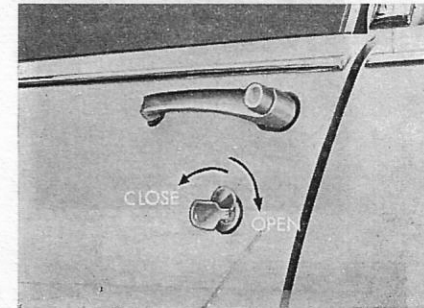
PR91

4. Heater control handle ① serves to control the air intaken through the blower motor and diverts heated or unheated fresh air to distribution duct and defroster. Moving the lever toward the "DEFROSTER" side as shown lead the maximum amount of heated air to the windshield to prevent the windshield from misting. Moving the lever toward the "ROOM" side regulates the amount of heated air transmitted to the windshield allowing part of the heated air flow into the room. The amount of heated air leading to the windshield and to the room becomes equal when the lever is set to the position moved slightly toward the "ROOM" side from the position of "DEFROSTER".
5. Side defroster is provided for protecting the draughtless ventilators from being misted. The nozzle on the side defroster may be adjusted at will to obtain the best results.

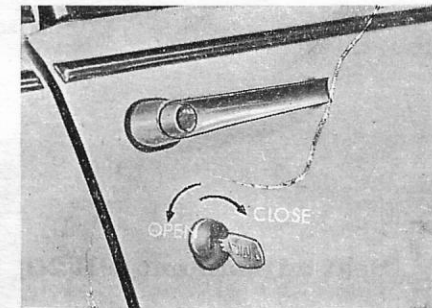
BODY

Door & draughtless ventilator

Both front doors can be locked from the outside with the same key to the ignition switch.

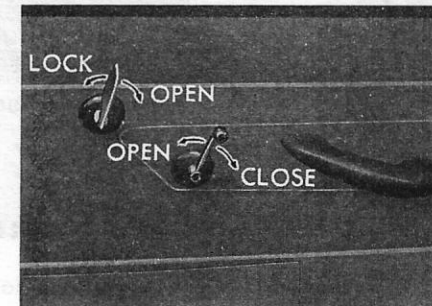


Front, left side door



Front, right side door

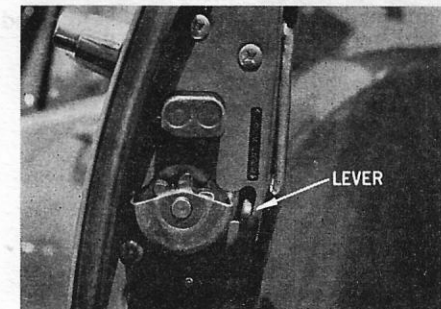
All doors are lockable from the inside. The door locks when the inside handle is tilted all the way forward and opens when it is tilted rearward.



Child proof safety catches are attached to both rear doors.

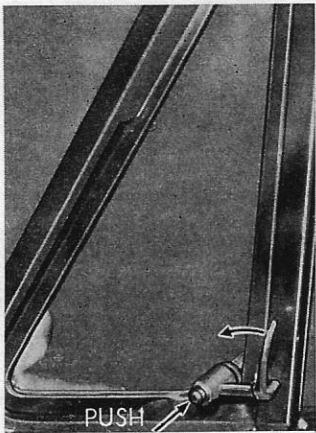
When the doors are closed with the levers turned to "Lock", they can be opened not in the car room but by the outside handles alone.

With the levers turned to "Free", the doors can be opened even in the room.



Draughtless front (vent) lever handle

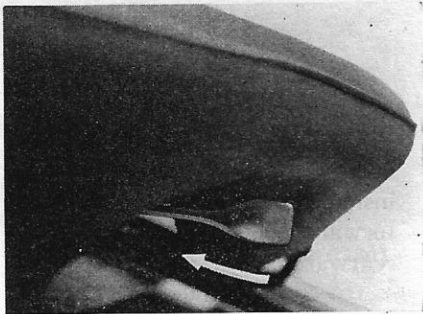
The triangular draughtless window has a lever handle which can be unlocked when the push bottom is pressed in.



Seat adjustment (PR 20)

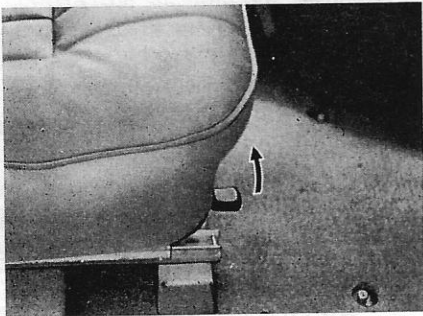
• Bench seat (RHD)

By pulling the lever located at center bottom of driver's seat toward the driver (RH.Side), the front seat can be adjusted forward or rearward



• Bucket seat (LHD, RHD &PR 50)

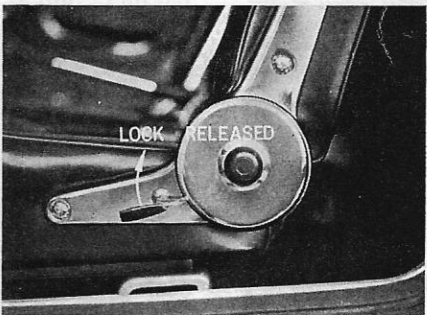
By pulling upward the lever located at front side below the driver's and companion's seats, these seat positions can be adjusted either forward or rearward.



Seats adjustment (PR91)

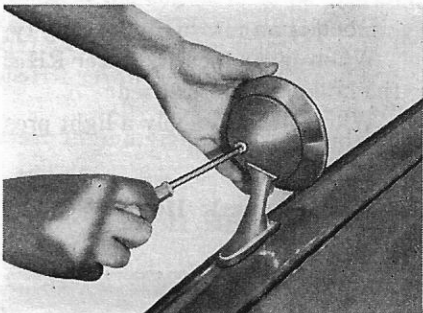
This model is equipped with reclining bucket seats. Angle of back rest can be adjusted by moving the lever provided in the lower part, at the side of the seat. The lever automatically returns to original position and locks the seat, however, the lever should be checked to make sure that it is positively rested in position.

The lever located at the lower front part of the seat is used for horizontal seat adjustment by pulling it up.



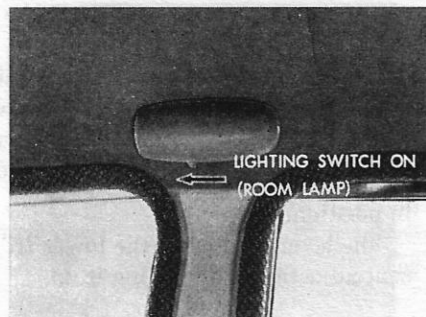
Rear view mirror on fender (PR91)

Setting angle of the rear view mirror on fender can be adjusted by turning loose the screw in the rear side of the mirror.



Room lamp

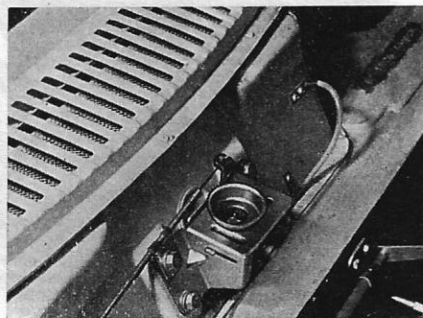
When front doors are opened the room lamp lights. (On standard model, only on door of driver's side). Furthermore, if the switch located under the lamp is pushed left forward, the light turns on irrespective of door position.



Engine hood release



Lock release lever



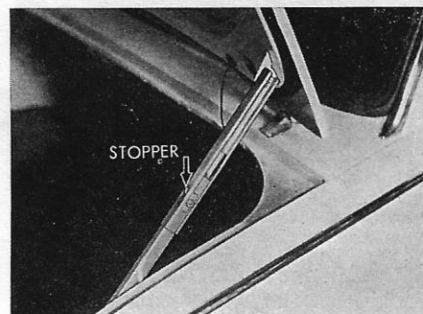
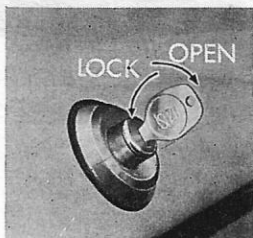
Hood catch & wire cable

Hood is an internally locking type.

When lever located lower RH-side of dash board is pulled out toward you, the hood lock is released.

When closing, apply a light pressure to the hood with hand.

Rear trunk lid



When trunk key is turned clockwise, the lock is released and turning counter-clockwise, it locks. Push in the push button to open the trunk, and raise it until it rests on the stopper with a click noise. When closing, raise the lid further until it releases the stopper, and then gently lower the trunk lid.

Fuel filler cap

Key to the fuel filler cap is in common with the ignition key.

Opening....Insert the key, and turn clockwise to the full. Pull out the cap with the key in position.

Closing....Press the cap on to the filler port. Then the port will be automatically closed and locked.

Caution....The cap will not come off unless the key is used in the manner as stated above.

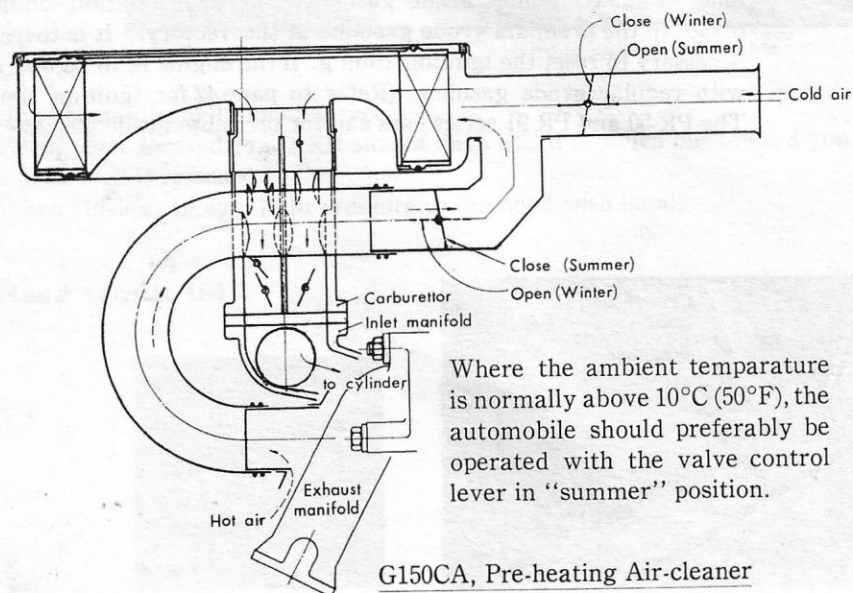


Note, The PR 20 series cars are designed to operate efficiently with premium grade or regular grade gasoline, but their ignition timing is preset to the premium grade gasoline at the factory. It is therefore necessary to reset the ignition timing, if the engine is to be operated with regular grade gasoline. (Refer to page 42 for ignition timing) The PR 50 and PR 91 series cars call for premium grade gasoline.

SPECIAL EQUIPMENT (Model PR20 only)**(For service in extremely cold area)****Preventive equipment designed for carburetor protection against icing:**

When an automobile is subjected to operation in an extremely cold area with high relative humidity, the air taken into the carburetor often leads to ice formation and gives undesirable influence upon the engine performance.

This equipment is intended to provide suitable means of carburetor protection by the simple arrangement of 2-suction pipe attached to the air cleaner with an aim to provide the carburetor with fresh-air in warm season and heated air in cold season. One end of the pipe is extended toward front in the engine compartment for normal air intake while the other end of the pipe is so arranged to utilize the heat dissipated by the exhaust manifolds for pre-heating purpose. In the internal part of the pipes, there are provided individual butterfly valves which are interlocked to permit alternating valve opening and closing. The valve control lever is situated on the upper part of the fresh-air intake pipe. As the lever is shifted into "Summer operation" the fresh air is taken into the carburetor as indicated by a solid line. However, when the lever is shifted into "Winter operation," the fresh air intake pipe is closed and heated air is led into the carburetor as indicated by dotted lines.



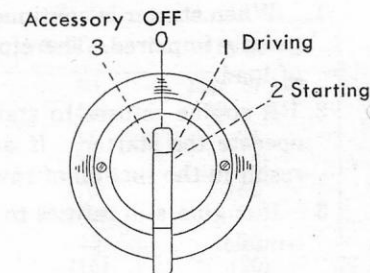
Where the ambient temperature is normally above 10°C (50°F), the automobile should preferably be operated with the valve control lever in "summer" position.

G150CA, Pre-heating Air-cleaner

DRIVING THE CAR**TO START THE ENGINE**

Hold the gear control lever in neutral and see that the hand brake is applied, then insert key into ignition switch. Hand brake warning lamp, oil pressure warning lamp, thermometer, and charge lamp turn on with key turned to one notch indicating that ignition circuit is energized. Turning the key further to position 2 energizes the starter circuit and starts cranking the engine. Release the fingers from the key when engine is started.

Starter should not be operated continuously for more than 15 seconds. If the engine fails to start with initial cranking, engine should be allowed to stop completely before the starter is reused.

**When engine is cold**

The choke button of this car is linked to the throttle valve of carburetor, for easy engine starting in cold district.

1. Pull out the choke button fully.
2. Turn the key to "2-position" to rotate the starter.

It is unnecessary to step-on the accelerator pedal to facilitate engine starting.

When engine is started, release your hand immediately from key.

3. After the engine is started, while stepping-on the accelerator pedal slightly, push back the choke button into position at which the engine runs smoothly.

Avoid over-revving the engine.

4. If engine is rotating smoothly without the use of choke, **push back the choke button completely.**