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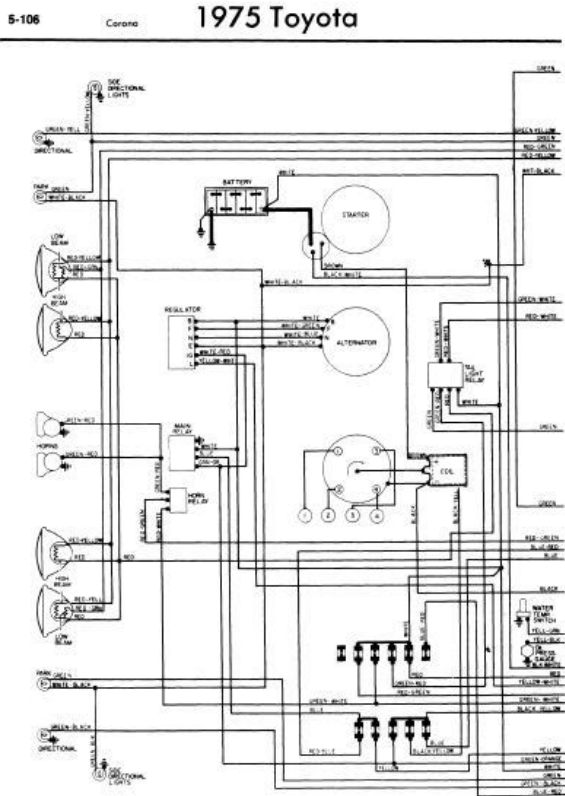
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manufacturing a vehicle with similar size dimensions to the first Crown, primarily to be used for taxi usage. Due to the monocoque chassis, Toyota was able to produce a vehicle under 1,000 kg 2,200 lb. It was introduced at a critical time for the company in North America. <http://shinaik.com/userfiles/fingerstyle-guitar-manual.xml>

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Their first flagship car, the Toyopet Crown, was unsuccessful in the US market, and the Corona was added to offer a choice along with the Land Cruiser. At the time, there was little market for an offroad vehicle like the Land Cruiser. By that time, the Tiara had been redesigned and given the Corona label from the Japanese domestic market. A total of only 318 of these vehicles were sold in the US. The 1965 model marked a return of Toyota to the American market after withdrawing there temporarily in 1961. The Corona was released one year after the debut of the Coronas traditional competitor, the Nissan Bluebird. This allowed for a maximum load of 500 kg 1,102 lb for the two-seater versions and 300 kg 661 lb for the five-seaters. Heavier loads were better accommodated by the Toyota Stout, while larger commercial grade trucks became available at Toyota Diesel Store locations. 1967 also saw the debut of a cab over van equipped for both commercial and commuting duties using the Corona engines, called the Toyota HiAce, offering more payload than the Corona was suited for. Disc brakes were also introduced for the front wheels. Exports of this Corona proved popular in the US and Europe, with increased engine performance and durability improvements over previous versions. It was a slightly larger vehicle than the Corona with a higher level of equipment offered at the time, sharing some of the features of the larger Crown, but taking the top position at Toyopet Store locations. The height of the Mark II is lower at 1,405 mm 55.3 in over 1,420 mm 55.9 in for the sedan, but higher at 1,374 mm 54.1 in for the coupe. Body styles were further reduced to a two-door hardtop coupe, a four-door sedan and station wagon. The engine continued to use an OHV on base level vehicles, and SOHC on better equipped versions and most of the two-door coupes. The

engines used in the Mark II were often shared with the Corona. Another, milder yet restyle appeared in August 1972, including new grilles and hubcaps. <http://pashtriku.org/fckeditor/fingertec-ac900-installation-manual.xml>



The Hardtop gained a two litre engine at this time. Among the mechanical updates were electronic fuel injection installed on the 18RE with a SOHC engine design that appeared in the two door coupe. The 18RB had twin SU Carburetors, with an electronically controlled automatic transmission, labeled ECT. Four cylinder engine choices were pushrod 1.35 van Standard only, 1.5, and 1.6 litre engines, and overhead cam 1.7, 1.9, and 2.0 litre gasoline units. It was available at a different dealership sales channel called Toyota Store. This generation of Corona was available at dealerships called Toyopet Store. The Corona pickup was no longer manufactured due to the introduction of the Hilux in 1969. Along with the August 1972 facelift, the Corona received the 2.0 litre engine which appeared in the 2000SL and the 2000SR with fuel injection. The 7R engine RT82 was short lived in Japan, only being available between February and September 1970, but in other markets it may have remained available until the introduction of the next Corona. Competition for sales continued from the Nissan Bluebird, and from a new competitor from the Mazda RX2 in 1971, with an introduction to the US in 1972. As with the prior generation models offered were limited to the four door sedan and the hardtop coupe for most of the run, with the wagon added only for 1973, the final model year of the generation. NZ models initially had a 1.5 litre OHV engine and four speed manual and then the 6R 1.7 litre OHC engine. After the first facelift new nose and tail, square instead of round instrument housings for 1972, the 6R engine was again used. This version was badged 1700SE. Local content

was much higher than the NZ cars with local instruments and heater which meant, surprisingly for the climate, there were no centre air vents. The facelift AMI assembled model with the revised grille was released in November 1972, lasting to March 1974.

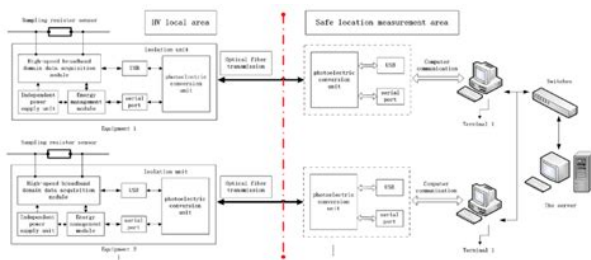
Based on the Corona Hardtop 1700SL, it showed many electronic innovations but was not put into production. The 120 series model codes were used for late series face lifted models in the Japanese market fitted with the new emissions control TTCC motors. The twospeed automatic was no longer offered. The face lift revised the hood and grille, and enlarged the tail lights. The station wagon featured optional wood panel body claddings. Engines were 1.6, 1.8 and 2.0litre SOHC units. In North America, the 20R 2.2litre engine was used. Side door impact upgrades were installed in all doors. This series also saw the standard on some models Electro Sensor Panel which monitored fluid and bulb status. As with earlier Coronas, some models had a shifter mounted on the steering column. Sales of the Corona continued to grow as a result of the 1973 oil crisis. The twodoor hardtop continued, with trim levels 1600GL, 1800SR and the 2000SR, with the coupe proving popular in the US but more popular yet in Japan. The twodoor sedan, meanwhile, sold well in the United States but very little in Japan, and this was the last Corona to be offered in this bodystyle. The advantage the Honda and Subaru had over the Corona was that both vehicles were frontwheeldrive, while the Corona was rearwheeldrive. In response to the Japanese Governments passage of emission control regulations, Toyota introduced the Toyota TTC V Vortex on the 80 PS 59 kW 19R engine only, using an Exhaust gas recirculation implementation. In Japan, the 12RU engine was designed to run on LPG for taxi usage, starting in October 1975. To meet new emissions regulations the 1.6litre 12R engine was replaced by the more modern 2TJ in commercial models. The 18RE engine with fuel injection that was used in the 2000SL and 2000SR discontinued production due to emission issues. In November 1975, the 1800 saw the removal of the twin carburetors due to emission regulations, which meant the discontinuation of the 1800SR coupe.



<http://www.bouwdata.net/evenement/boss-dr-rhythm-dr-5-manual>

June 1976 saw the installation of a catalyst system included with the TTCC system. Later, the 18R 2.0litre OHC engine replaced the 1.8 and was also offered with a threespeed automatic, the first auto Corona in New Zealand. Disc brakes were fitted as standard equipment on the front of all models. Rear disc brakes were fitted as standard on the 2000GT and 2000SL, which were not available to all international markets. Other models were fitted with rear drum brakes. Emission regulations passed in 1978 were applied across the range of models offered. The 1.8L engine was equipped with electronic fuel injection as well as the 2.0L engine. In Japan the venerable 2.0L 18RG was offered in the rangetopping 2000GT, developing 101 kW 135 hp at 5800 rpm. This was registered as a commercial vehicle for certain tax benefits and less restrictive emissions standards. When introduced, the Corona Van was available as a 1600 TT137V or an 1800 RT137V, both using engines not installed in the rest of the range. It was offered as a sedan, wagon, or liftback with either Base or LE Luxury Edition equipment. In North America, the Corona was replaced for the 1983 model year by the similarly sized but frontwheel drive Camry sedan and fivedoor hatchback. Since then, the Camry has grown a size larger than the Corona and its sportier Carina sister car. There was also a very well equipped Corona XX, recognizable by its alloy wheels shared with the Supra. Later in the run, Toyota NZ added a locally assembled Liftback version with the 1.8litre engine and manual or automatic transmission. These models also had a standard radio and separate cassette deck —both were rare factory fittings in the country at the time. The Corona remained exclusive to Japanese dealerships Toyopet Store, and the Carina continued to be sold new only at Toyota Store locations in conjunction to the larger Toyota Crown.

<http://www.job-man.dk/images/8620-manual.pdf>



The petrol engines had either a 4speed manual or a 3speed automatic gearbox but the diesel engine had a 5speed manual gearbox. Some wagons had five doors but no rear seat. The sedan range was gradually whittled down and by May 1986 only the 1.5 and 1.8 3AU, 1SU remained, along with a 1.5 Van KT147V and a 1.8 Diesel Van. These continued to be available until the December 1987 introduction of the T170series Corona. Both models were available in either sedan or wagon body styles. The lower S and CS trim levels 2.0litre were fitted standard with a fourspeed manual transmission optional fivespeed manual and three or fourspeed automatic. The top trim level was the 2.0litre CSX until November 1984 when replaced by the 2.4litre CSi and luxury Avante models 2.0 and 2.4litre. In 1985, a limited edition SR model was offered in white and manual transmission only with front and rear spoilers, white painted grille and side mirrors, white highlights in the tail lamps instead of black, SR lettering on the boot lid, red exterior pinstriping, sports front seats with red pin stripes, and a threespoke leather steering wheel. This included the addition the former CSX grille insert for the S model and the Avante grille for the CS and CSi. There were also new wheels trims on all versions and revised tail lamp lenses. The prefacelift models can be identified by tail lamps with dual black horizontal lines engraved along the base. The facelift models received lenses with a single, more subtle, horizontal line intersecting across the centre of the tail lights and a chrome strip at the base. Facelift CS and CSi wagons received a horizontal strip across the tailgate and additional black plastic mouldings surrounding the license plate. In addition to getting a new rear end and a taller, more upright roof line for a more comfortable rear seat, alterations were also made to the

headlights and grille.

<http://lionsmoukrite.com/images/861cs-manual.pdf>



The Corona FF as introduced in January 1983 was only available with a fivedoor liftback body style, and only with the carburetted 100 PS 74 kW 1.8litre 1SLU inlinefour. In October 1983 a more traditional fourdoor sedan was added, and the T150 gradually became the main part of the Corona lineup as the T140series shrank in importance. In 1984, this chassis was also used as the basis for a new, frontwheeldrive version of the Carina sedan. Also new was the related Celica and Carina range. With a more sporting chassis and five lug wheels rather than four, this received the new T160 chassis code. Initially, the T150 Corona was launched in New Zealand in 1983 as a hatchback only, to complement the previous generation T140 Corona saloon and estate which continued to be sold in the New Zealand market as in Australia. However, the T140 saloon was dropped in 1985 and the T150 Corona saloon was then launched to replace it. The Corona Coupe was manufactured from 1985 until 1989. In 1994 it was belatedly replaced by the Toyota Curren and sold at Toyota Vista Store locations. Chassis codes are ST160, AT160, and ST162. In May 1988 the 1.8litre engine was replaced by the twin cam 4SFILU. Because of Japanese taxation laws, both models got to the maximum 1,700 mm 66.9 in permitted for a lower tax bracket, and in the 1980s and early 1990s, the cars were the same size. The previous generation ST160 Corona Coupe did not update with this generation, and was not replaced until 1993, when it was renamed as the Toyota Curren. For this generation, the new Corona EXiV fourdoor hardtop would have to do for those looking for something extra. The

fivedoor model proved much more popular in Europe, where, confusingly, it was marketed as the Carina II. The sedan and a wagon were also part of the Carina II lineup, which was a rebadged Corona rather than the T170 Carina sold in Japan. The lightly restyled Carina T170 series derivative was launched in Japan in December 1987. It added 210 mm.

3 in to the wheelbase, and was limited to 500 units. Built on the same version of the Corona chassis as that used for the Celica, this was a continuation of the sporting T160 series Corona although it now received its own bodywork. In Europe, the Corona was known as the Toyota Carina E and it replaced the Carina II T170. The Carina E was built at Toyota's new factory at Burnaston, near Derby, England, United Kingdom, but the early cars and all GTi models were built in Tsutsumi, Japan. The cars were imported in Europe from the third quarter of 1992 until the opening of the Burnaston factory in December that year. The exterior dimensions and engine sizes remained in compliance with Japanese size regulations so as to continue to offer a product for Japanese buyers wanting to reduce their annual tax liability. Diesels were now the 2.0litre GS and GL trims. The high performance GTi with 3SGE engine was offered in small numbers in certain European countries. Badged as a Carina, this was the 1993 Semperit Irish Car of the Year. Engines were the same as the Toyota Carina E, except there was no diesel variant. The station wagon variant was a badgeengineered Toyota Caldina. The sedans and liftbacks were assembled in Thames, New Zealand, while the wagon was imported fully built up from Japan. Early examples of the Corona T190 ST191 looks similar to the 1992 Japanese spec model. It only has the 2.0 EX Saloon variant, with a choice of a 5speed manual or a 4speed automatic transmission. The 1995 model has the facelifted exterior, having the front and rear bumpers with the black trim, and the standard threepiece rear spoiler. It was eventually replaced in 1998 with the Toyota Camry XV20. The wagon has independent strut rear suspension while the commercial wagon has semiindependent leaf springs. The wagon was given its own identity, whereas previous station wagon versions were named Corona wagons.

<https://www.geosuiteonline.de/wp-content/plugins/formcraft/file-upload/server/content/files/16285ad6382dd0---c-formstartposition-manual.pdf>

The Caldina was introduced as a successor to the Corona and Carina wagons, and was sold at Toyota Japanese dealerships Toyota Store and Toyopet Store locations. The Caldina was introduced after the Subaru Legacy wagon and the Nissan Avenir wagon. The Corona Premio was offered as Base Premio, Premio E, and Premio G. Fourcylinder engine choices are 1.6litre 4AFE, 1.8litre lean burn 7AFE, and 2.0litre 3SFE. Diesel engines offered were 2.0litre 2CT and later on replaced by more economical 2.2litre 3CT. This is the last model using Corona name in Japan. The automatic model of the Corona Premio came with three selectable driving modes for its electronically controlled transmission Normal, ECT PWR power mode, and ECT MANU manual mode. The top of the line GTT came with the turbocharged 260 PS 191 kW; 256 hp 4th generation 3SGTE engine, and included an allwheeldrive system similar to the Toyota Celica GTFour. The GTT also came with optional electronic stability controlVSC standard on Active Sports versions. A refresh was given in 2000 with new bumpers and lamps a refreshed interior and extra lug added to the turbo manifold to stop the warping issue common on earlier GTT models. It was built as sedan, liftback and wagon. Only the wagon was sold in Japan as the Caldina built on the T210 platform. The sedan and liftback were mainly sold in Europe as Avensis, and the lower grade model for taxi called Corona. Fourcylinder engines for the Avensis is 1.6, 1.8, 2.0 gasoline, and diesel. The Corona Taxi has turbo diesel. In South America, the Avensis is renamed Corona and powered by 2.0litre 3SFE engine. This is the last Corona, and the thirdgeneration Caldina was built on the new T240 platform, which was also used in the Allion and Premio. New York City Kodansha America. p. 63. ISBN 1568363249. Since then many Toyota models have taken up the Crown theme. Corona, for example, is Latin for crown. Corolla is Latin for small crown. Bideford, Devon Bay View Books. p. 155. ISBN 9781870979405.

www.china-vitai.com/userfiles/files/bosch-maxx-wfl-2050-service-manual.pdf

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Chuck, could you give me a brand name to go by so I can look one up. I'm interested in them. Kind of like a Perfection but modern. Sold them all when I got a Moonlighter. Same flame spreader design as the Perfection, but has a better fuel gauge, a larger tank, tip over protection and a self ignitor system. Just an overall better heater in my opinion. Honestly, if you have a 1072 don't let me know about it. I have a Duraheat 2305 I think and I have no idea if it has a catalyst or not. I think the chimney sidewalls are coated so they glow and burn the kero more efficiently. They claim 99% burn on many of these images courtesy of ebay.com. Modern kero heaters have a fiberglass wick, and are unharmed and cleaned by burning them dry. Perfection heaters fall into the convection category. Chucker posted two photos of radiant type kerosene heaters. Perfections are designed a little differently in that they're supposed to run with the wick fully up. The Kerosun Moonlighter and Omni 15 are similar to the Perfection in that they use a simple flame spreader but the Moonlighter and Omni are to be adjusted so the flame is the right size once the heater warms up. I have an older 1980s Sears kerosene heater, a convection style heater that has a catalytic element built into the flame spreader. It burns with a bit less smell than the plain flame spreader styles. Tons of kerosene heater info here. Honestly, if you have a 1072 don't let me know about it. It takes it from 40 to 60 in less than an hour. I have a Kerosun Omni 105 to heat the shop in midwinter. You have no chance to survive make your time. I need a radiant now! Also tank interchangeability is a plus. I like the older models without the giant cage around them. Few wick heaters put out the BTUs of a properly running 105. I have 3 glass belly Perfections that I haven't done anything with in awhile, they are nice to look at when running though.

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