■ 2UZ-FE ENGINE

1. General

The main features described below have been adopted on the new Land Cruiser (100 series). Refer to the "Major Difference" indicated on the next page for details on the changes.

- The ETCS-i (Electronic Control System-intelligent) continues to be used from the previous model. However, on the new model, the accelerator cable has been discontinued and an accelerator pedal position sensor has been provided on the accelerator pedal.
- A no-contact type throttle position sensor has been adopted on all models.
- A TWC (Three-Way Catalytic Converter) is used on the model for Australia to comply with the European STEP-II regulations.
- The composition of the TWC (Three-Way Catalytic Converter) has been changed for the G.C.C. countries model (for Saudi Arabia) to comply with the European STEP-II regulations.
- Cranking hold function has been adopted. Once the ignition switch is turned to the START position, this control continues to operate the starter until the engine starts.

▶ **Engine Specifications** ◀

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Model			New Land Cruiser (100 series)	Previous Land Cruiser (100 series)
Destination			Australia and G.C.C. Countries Model*1	←
No. of Cyls. & Arrangement			8-Cylinder, V Type	←
Valve Mechanism			32-Valve DOHC, Belt & Gear Drive	←
Combustion Chamber			Pentroof Type	←
Manifolds			Cross-Flow	←
Fuel System			EFI	←
Ignition System			DIS	←
Displacement	cm^3 (cu. in.)		4664 (284.5)	←
Bore x Stroke	mm (in.)		94.0 x 84.0 (3.70 x 3.31)	←
Compression Ratio			9.6 : 1	←
Max. Output	SAE-NET		170 kW @ 4800 rpm	←
Max. Torque	SAE-NET		410 N·m @ 3400 rpm	←
Valve Timing	Intake	Open	3° BTDC	←
		Close	36° ABDC	←
	Exhaust	Open	46° BBDC	←
		Close	3° ATDC	←
Firing Order			1-8-4-3-6-5-7-2	←
Research Octane Number			91 or more	←
Emission Regulation			European STEP II	—*2 European STEP I*1
Oil Grade			API SL-EC, SJ-EC or ILSAC	←
Engine Service Mass	kg (lb)		229 (505)	←

*1: G.C.C. Countries Model (for Saudi Arabia)

*2: Australia Model