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The use of "G" to denote twin cam engines was decided on in 1971, with the renaming of the 10R into 8R-G. Before, twin cams had received new numerical codes. Note: Toyota, in 1967, began assigning dual letter engine codes to some of the "engine family" categories in some engine lines, particularly six cylinder models. This can create potential ...

List of Toyota engines—Wikipedia
27 Liter Toyota Engine
Toyota's 2.7-liter engine is one prolific powerplant: It has been in production since 1995 and was still in production as of the 2011 model year. There have been two variations of this motor. It was first used as an option in 1995 Tacoma; it continues as an option on the truck through 2011. It was also used in the ...

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Toyota's 2.7-liter engine is one prolific powerplant: It has been in production since 1995 and was still in production as of the 2011 model year. There have been two variations of this motor. It was first used as an option in 1995 Tacoma; it continues as an option on the truck through 2011. It was also used in the ...

Toyota 2.7-Liter Specifications—It Still Runs
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The Toyota 27-liter engine called as the 2TR-FE appeared in 2003 It is a four-cylinder gasoline engine used mostly in Toyota's SUVs and RWD/4WD pickups This 27l engine of the TR family

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The Toyota 2.7-liter engine called as the 2TR-FE appeared in 2003. It is a four-cylinder gasoline engine used mostly in Toyota's SUVs and RWD/4WD pickups. This 27l engine of the TR family successfully replaced the old 3RZ-FE engine. The engine was built around cast iron cylinder block borrowed from the 3RZ engine.

Toyota 2TR-FE 2.7L Engine specs, problems, reliability ...
The 3RZ-FE is a 2.7-liter inline four-cylinder gasoline engine produced by Toyota from 1994 to 2004. It was a replacement for the well-known 22R-E and used mostly in commercial trucks and four-wheel drive vehicles such as Toyota Tacoma, T100, Land Cruiser Prado, 4Runner. After 10 years in production, the engine gave way to a new 2.7L engine ...

Toyota 3RZ-FE 2.7L Engine specs, problems, reliability ...
The Toyota 2T-G is a 1.6 liter (1,588 cc, 96.9 cu in) straight-four, four-stroke carburetor gasoline engine from Toyota T-family. The Toyota 2T-G engine was produced from 1970 through 1975. This engine used DOHC (dual overhead camshafts) design with two valves per cylinder (8 valves in total), cast-iron cylinder block and an alloy cylinder head with hardened valve seats and a hemispherical ...

Toyota 2T-G (1.6-L DOHC) engine: specs and review ...
This 2.4 liter version works by Atkinson cycle. It shares the same bore and stroke but camshafts and pistons were made special for this engine. 2AZ-FXE were designed for hybrid vehicles: Toyota Camry Hybrid AHV40, Lexus HS 250h, Estima Hybrid. The engine is rated at 147 hp (108 kW) at 6000 rpm with 138 lb ft (187 N m) of torque at 4400 rpm.

Toyota 2.4L 2AZ-FE/FSE, Problems, Oil, Specs
The engine has a steel crankshaft with eight counterweights and five main journals (the 1UZ crankshaft has six journals), forged and sintered connecting rods, aluminum alloy pistons with skirts coated with tin plating for a friction reduction. On top of the cylinder's bank, there are aluminum heads.

Toyota 4.7L 2UZ-FE Engine Specs, Reliability, Oil
↓
Tundra ...
Toyota 1AR-FE 2.7L Engine Review. The 2.7-liter engine of the AR family was released in late 2008 in the Venza and Highlander. The engine was built using the parts and components of the smaller 2.5-liter 2AR-FE engine. The engine has the aluminum cylinder block taller than the 2AR. The cylinder block height was increased for the new crankshaft ...

Toyota 1AR-FE 2.7L Engine specs, problems, reliability ...
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Toyota 3RZ-FE 27L Engine Review
The 3RZ-FE is a 27-liter inline four-cylinder gasoline engine produced by Toyota from 1994 to 2004 It was a replacement for the well-known 22R-E and used mostly in commercial trucks and four-wheel drive vehicles such as

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The 3RZ-FE is a 2.7-liter inline four-cylinder gasoline engine produced by Toyota from 1994 to 2004. It was a replacement for the well-known 22R-E and used mostly in commercial trucks and four-wheel drive vehicles such as Toyota Tacoma, T100, Land

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The Toyota 2TR-FE is a 2.7 L (2,693 cc, 164.34 cu · in) straight-four 4-stroke natural aspirated gasoline engine from Toyota TR-family. The 2TR-FE engine was manufactured in Kamigo Plant and Toyota Motor Manufacturing Indonesia. The 2TR-FE engine features a cast iron, deep-skirt cylinder block and aluminum cylinder head with two overhead camshafts (DOHC) and four valves per cylinder (16 in total).

Toyota 2TR-FE (2.7 L DOHC) engine: review and specs ...
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Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

The story about a team who figured out how to build the perfect vehicle, without building a single vehicle, using digital computing technology.
The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others? Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

Covers all Camry, Avalon, Solara and Lexus ES300 models.
Volkswagen's GTI, Golf, and Jetta are long-time favorites among sport-compact performance enthusiasts. With engines ranging from the 2.0 liter naturally-aspirated four-cylinder to the 1.8 liter turbo 4 to the VR6, the Mk III and Mk IV generations (1993-2004) offer tuners a wealth of opportunities. This book turns these opportunities into realities, from deciding which vehicle to buy, to keeping it running in tip-top condition, to enhancing the performance and appearance of your VW. Focusing on the engine, wheels and tires, suspension, body kits, interiors, and more, each project includes straightforward instruction along with details about the necessary parts, cost, time, and skill.If you want to get the biggest bang for your VW buck, this book is your road map.
The Crisis, founded by W.E.B. Du Bois as the official publication of the NAACP, is a journal of civil rights, history, politics, and culture and seeks to educate and challenge its readers about issues that continue to plague African Americans and other communities of color. For nearly 100 years, The Crisis has been the magazine of opinion and thought leaders, decision makers, peacemakers and justice seekers. It has chronicled, informed, educated, entertained and, in many instances, set the economic, political and social agenda for our nation and its multi-ethnic citizens.

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