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~~The 5K engine has a displacement of 1486 cc, bore is 80,5 mm, stroke is 73.0 mm. They came in Liteace-Townace (KM30, KR41, KR42) vans, also some Toyota forklifts use them.~~

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~~The K engine is actually a fairly easy to upgrade engine, now of course, it's only a 1.0-1.5 (plus the 7K, but I don't like stroker engines, so I won't talk about that one) so you won't quite get break-neck power like you would from tuning an SR20, or a 3SGE, or anything along those lines, so if you're building a DRIFT KE70, you should probably pick another engine, but if you really want to ...~~

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~~Hankey's guide to the Mighty Toyota K Series engine 3K, 4K ...~~

Twin downdraft carburetors or Toyota engines used by Daihatsu without VVT-i (e.g., 1KR-DE) E: Multi-point fuel injection: F: Normal cylinder head DOHC: G: Performance cylinder head DOHC: H: High compression High pressure charged (example : 2L-THE) I: Single-point fuel injection J: Autochoke (Early models) or unknown pollution control K: On-demand Atkinson cycle in non-hybrid engines L ...

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Toyota had it pretty well setup from factory, so a good rule is to have the rocker posts accurately machined down by the amount of valvelift you have added to the engine. Stock lift is about 0.340", so say you're running 0.400" lift, you need to have the rocker posts machined down about 0.060". There are two types of rocker post, early alloy and later cast iron. The cast ones are better, as ...

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Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

Paul Sandoval from Sandoval Performance outlines how he approaches selecting components and building the traditional Pontiac V-8. Jumping right in, novices and experienced Pontiac gear heads alike will appreciate how the relationship between displacement, cylinder pressure and volumetric efficiency combine to make torque--- not stroke. Or how a flat as a table top torque curve is better than a narrow torque peak when it comes to making horsepower.

When the war ended on August 15, 1945, I was a naval engineering cadet at the Kure Navy Yard near Hiroshima, Japan. A week later, I was demobilized and returned to my home in Tokyo, fortunate not to find it ravaged by firebombing. At the beginning of September, a large contingent of the American occupation forces led by General Douglas MacArthur moved its base from Yokohama to Tokyo. Near my home I watched a procession of American military motor vehicles snaking along Highway 1. This truly awe-inspiring cavalcade included jeeps, two-and-a-half-ton trucks, and enormous trailers mounted with tanks and artillery. At the time, I was a 21-year-old student in the Machinery Section of Engineering at the Tokyo Imperial University. Watching that magnificent parade of military vehicles, I was more than impressed by the gap in industrial strength between Japan and the U. S. That realization led me to devote my whole life to the development of the Japanese auto industry. I wrote a small article concerning this incident in Nikkei Sangyo Shimbun (one of the leading business newspapers in Japan) on May 2, 1983. The English translation of this story was carried in the July 3, 1983 edition of the Topeka Capital-Journal and the September 13, 1983 issue of the Asian Wall Street Journal. The Topeka Capital-Journal headline read, "MacArthur's Jeeps Were the Toyota Catalyst.

This handbook serves as a guide to deploying battery energy storage technologies, specifically for distributed energy resources and flexibility resources. Battery energy storage technology is the most promising, rapidly developed technology as it provides higher efficiency and ease of control. With energy transition through decarbonization and decentralization, energy storage plays a significant role to enhance grid efficiency by alleviating volatility from demand and supply. Energy storage also contributes to the grid integration of renewable energy and promotion of microgrid.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger

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cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

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