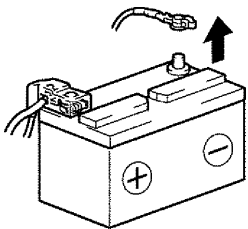

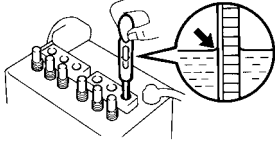

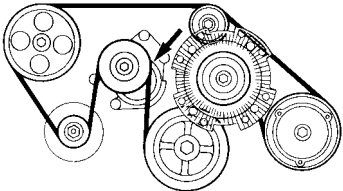
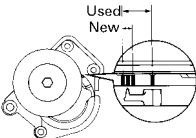



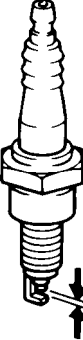
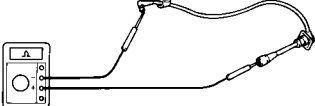
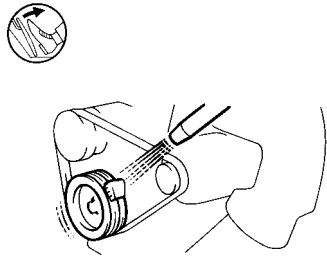
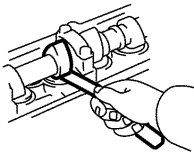


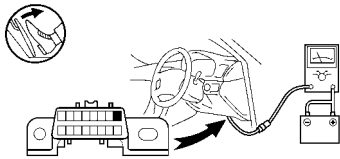
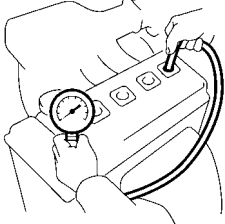


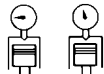




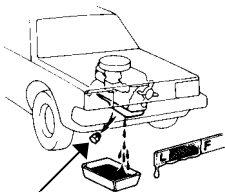





		FZJ	UZJ
 *1		—	VGRS*2
		 *3	
 20°C (68 °F)		1.25 to 1.29	
		1FZ-FE	2UZ-FE
cm <sup>3</sup> or cc (cu. in.)		4477 (273.1)	4664 (284.6)
		—	 Used New
 mm (in.)    N (kgf)		15 to 20 (0.59 to 0.79) ※245 to 392 (25 to 40)	—
		7 to 9.5 (0.28 to 0.37) ※196 to 343 (20 to 35)	
 A	DENSO	K16TR11	w/ TWC*4 SK20R11 w/o TWC*4 K20R-U
	NGK	BKR5EKB-11	w/ TWC*4 IFR6A11 w/o TWC*4 BKR6EYA
	A mm (in.)	1.1 (0.043)	w/ TWC*4 1.1 (0.043) w/o TWC*4 0.8 (0.031)
 kΩ		↓ 25	—
 BTDC		<div>DLC3 Terminals 13 (TC) — 4 (CG) Connected</div> 3°	<div>Check Connector TC — E<sub>1</sub> Connected</div> 5 to 15°

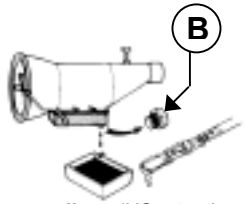
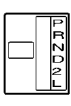
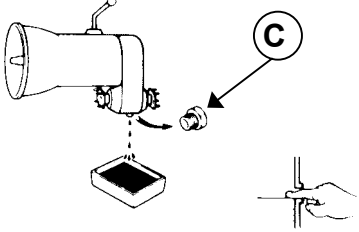
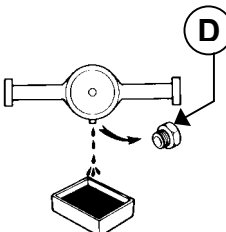




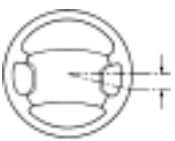


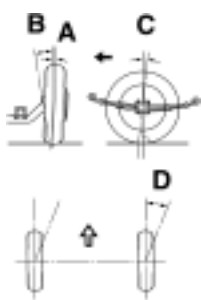
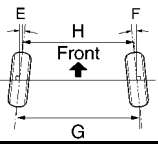





 mm (in.)		0.15 to 0.25 (0.006 to 0.010)	
		0.25 to 0.35 (0.010 to 0.014)	
 rpm		600 to 700	650 to 750
 kPa (kgf/cm <sup>2</sup> , psi)		1176 (12.0, 171)	1324 (13.5, 192)
		↑ 882 (9.0, 128)	↑ 981 (10.0, 142)
		↓ 98 (1.0, 14)	
 kPa (kgf/cm <sup>2</sup> , psi)		↑ 29 (0.3, 4.3)	
	3,000 rpm 	245 to 490 (2.5 to 5.0, 36 to 71)	294 to 588 (3.0 to 6.0, 43 to 85)
		1FZ-FE	2UZ-FE
 A liter (US qts, Imp. qts)		6.9 (7.3, 6.1)	6.4 (6.8, 5.6)
		7.4 (7.8, 6.5)	6.8 (7.2, 6.0)
		20W-50 and 15W-40— API grade SJ or SL multigrade engine oil 10W-30 and 5W-30— API grade SJ “Energy-Conserving”, SL “Energy-Conserving” or ILSAC*5 multigrade engine oil	
N·m (kgf·cm, ft·lbf)	A	39 (400, 29)	
 liter (US qts, Imp. qts)		Middle East 13.9 (14.7, 12.2) Others w/o Rear Heater 13.8 (14.6, 12.1) w/ Rear Heater 14.3 (15.1, 12.6)	w/o Rear Heater 15.2 (16.1, 13.4) w/ Rear Heater 15.7 (16.6, 13.8)
		14.0 (14.8, 12.3)	w/o Rear Heater 14.8 (15.6, 13.0) w/ Rear Heater 15.3 (16.2, 13.5)

\*1 Initialization required. Refer to the repair manual for the initialization procedures.

\*2 VGRS: Variable Gear Ratio Steering System      \*3 Sliding Roof System

\*4 TWC: Three-way Catalytic Converter      \*5 ILSAC: International Lubricant Standardization and Approval Committee

	A	196 to 206 (7.72 to 8.11)	197.5 to 207.5 (7.78 to 8.17)
	B	5 to 15 (0.20 to 0.60)	
	C	25 (0.98)	
mm (in.)		SAE J1703 or FMVSS No. 116DOT3	
	A	190.2 to 200.2 (7.49 to 7.88)	183.7 to 193.7 (7.23 to 7.63)
	B	1 to 6 (0.04 to 0.24)	
	C*1	w/ ABS 121 (4.8) w/o ABS 98 (3.9)	w/ ABS 116 (4.6) w/o ABS 94 (3.7)
mm (in.)		SAE J1703 or FMVSS No. 116DOT3	
		4 to 6	
196 N (20 kgf, 44 lbf)			
	A	1.0 (0.039)	
	B	30.0 (1.181)	16.0 (0.630)
mm (in.)		1.0 (0.039)	
		1.5 (0.059)	
		231.0 (9.09)	
mm (in.)		297.0 (11.693)	
	RFS*2	26 to 52 (2.7 to 5.3, 6.4 to 11.7)	RFS*2
	IFS*3	42 to 67 (4.3 to 6.8, 9.5 to 15.0)	24 to 52 (2.4 to 5.3, 6.4 to 11.7)
N (kgf, lbf)			
	Aluminium Wheel		
	131 (13.4, 96.6)		
	Steel Wheel		
	209 (21.3, 154.2)		
N-m (kgf-cm, ft-lbf)			
		FZJ	UZJ
	2.7 (2.9, 2.4)		
	API GL-4 or GL-5 SAE 75W-90		
liter (US qts, Imp. qts)			

 liter (US qts, Imp. qts)		6.0 (6.3, 5.3)	3.0 (3.2, 2.6)			
	Toyota Genuine ATF D-II or DEXRON®III (DEXRON® II)	Toyota Genuine ATF WS				
 liter (US qts, Imp. qts)	HF1A (Part time) 1.5 (1.6, 1.3) HF2A (Full time) 1.3 (1.4, 1.1)					
	API GL-4 or GL-5 SAE 75W-90					
 liter (US qts, Imp. qts)						
	IFS*3	1.6 (1.7, 1.4)	w/ Differential Lock 3.2 (3.4, 2.8)			
	RFS*2	w/ Differential Lock 2.65 (2.8, 2.3) w/o Differential Lock 2.8 (3.0, 2.5)	w/o Differential Lock 3.3 (3.5, 2.9)			
	Hypoid gear oil API GL-5 With LSD use LSD oil only SAE 90 (  -18°C (0°F) SAE 80W or 80W-90 (  -18°C (0°F))					
	A	37 (380, 27)				
	B	27 (280, 20)*4 20 (204, 15)*5				
	C	37 (380, 27)				
N·m (kgf-cm, ft-lbf)	D	49 (500, 36)				
	FZJ, UZJ					
 mm (in.)	 40 (1.6)					
	RFS*2	IFS*3				
		FZJ	UZJ			
			w/ AHC*6			
	A	1°±45' (1°±0.75°)	0°05'±45 (0.08°±0.75°)	0°00'±45' (0°±0.75°)		
	B	13°00'±45' (13°±0.75°)	12°10'±45' (12.17°±0.75°)	12°15'±45' (12.25°±0.75°)		
	C	Australia	1°40'±45' (1.67°±0.75°)	2°10'±45' (12.17°±0.75°)	3°05'±45' (3.08°±0.75°)	
		G.C.C.	2°30'±45' (2.50°±0.75°)	2°50'±45' (2.83°±0.75°)		2°15'±45' (2.25°±0.75°)
		Others	2°10'±45' (2.17°±0.75°)	—		2°10'±45' (2.17°±0.75°)
	D	35° <sup>+0°</sup> <sub>-3°</sub>	36°42' <sup>+0°</sup> <sub>-3°</sub>			
	E + F	0°12'±12' (0.2°±0.2°)	0°06'±12' (0.1°±0.2°)	0°00'±12' (0.0°±0.2°)		
	G – H mm (in.)	2 ± 2 (0.08±0.08)	1 ± 2 (0.04±0.08)	0 ± 2 (0±0.08)		
	km/h (mph)					
 kPa (kgf/cm <sup>2</sup> or bar, psi)	275/70R16 275/65R17 275/60R18	 180 (112)	220*7 (2.2, 32) 200 (2.0, 29)	220 (2.2, 32)		
	LT235/85R16 108/104S 7.50R16-6PRLT	 180 (112)	200 (2.0, 29)			
	7.50R16C 108/106Q 6PR		260 (2.6, 38)	375 (3.75, 54)		
			240*8 (2.4, 35) 280*9 (2.9, 42)	320*8 (3.3, 48) 370*9 (3.8, 54)		

\*1 When brake pedal is depressed with force of 490 N (50 kgf, 110 lbf) while engine is running.

\*2 RFS: Rigid Front Suspension

\*3 IFS: Independent Front Suspension

\*4 4-Speed Automatic

\*5 5-Speed Automatic

\*6 AHC: Active Height Control

\*7 G.C.C. and China

\*8 Unloaded

\*9 Loaded