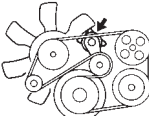
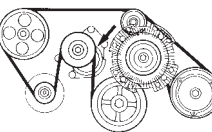
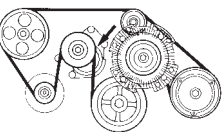
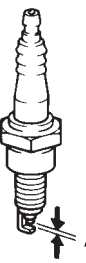
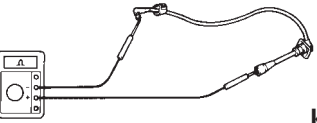
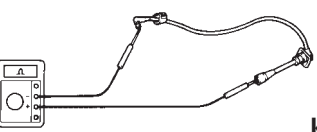

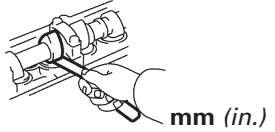







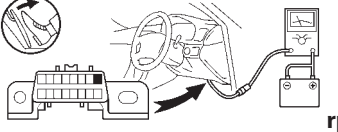






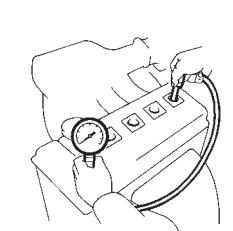






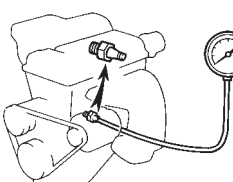






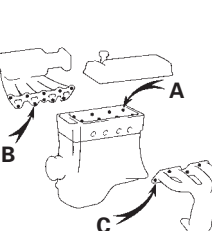

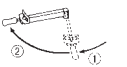

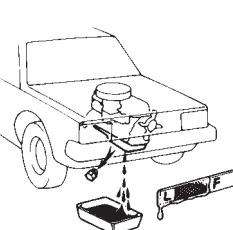


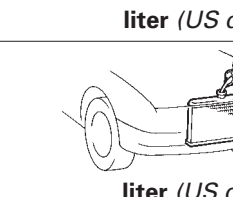
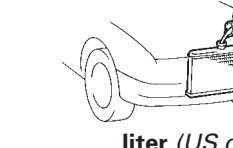
 <b>cm<sup>3</sup> or CC (cu. in.)</b>		2JZ-GE	3UZ-FE
			—
		—	
	DENSO	SK20R-P11	SK20R11
	NGK	—	IFR6A11
	A mm (in.)	1.1 (0.043)	
 <b>kΩ</b>		 25	—
 <b>BTDC</b>		8–12° (DLC3 Terminals 13(TC)–4(CG) Connected)	
 <b>mm (in.)</b>		 0.15–0.25 (0.006–0.010)	 0.25–0.35 (0.010–0.014)
			
 <b>rpm</b>		 650–750	700–800
 <b>CO%</b>		 w/ TWC*2	 0.5
		 w/o TWC*2	 1.0–2.0 (DLC3 Terminals 13 (TC)–4 (CG) connected)

 <b>kPa (kgf/cm<sup>2</sup>, psi)</b>		1324 (13.5, 192)	1226 (12.5, 178)
		 1079 (11.0, 156)	 981 (10.0, 142)
		 98 (1.0, 14)	
 <b>kPa (kgf/cm<sup>2</sup>, psi)</b>		 49 (0.5, 71)	 29 (0.3, 43)
		 324 (3.3, 47)	 294–588 (3.0–6.0, 43–85)
 <b>N·m (kgf-cm, ft-lbf)</b>	A	 ① 35 (350, 26) ② 90° ③ 90°	 ① 59 (600, 44) ② 90°
	B	28 (280, 21)	18 (185, 13)
	C	40 (408, 30)	44 (450, 32)

		2JZ-GE	3UZ-FE
 <b>liter (US qts, Imp.qts)</b>		5.2 (5.5, 4.6)	4.9 (5.2, 4.3)
		5.5 (5.8, 4.8)	5.2 (5.5, 4.6)
 <b>liter (US qts, Imp.qts)</b>		API grade SJ "Energy-Conserving", SL "Energy-Conserving" or ILSAC*3 multigrade engine oil	
 <b>liter (US qts, Imp.qts)</b>		Europe, Australia 7.7 (8.1, 6.8) Others 8.0 (8.5, 7.0)	9.8 (10.4, 8.6)

## JZS160 - 0173680~ UZS161 - 0011530~

