MECHANISM

Obsessed with superior performance, as well as concern for the environment.
The LS430 contains limitless possibilities.

Engine

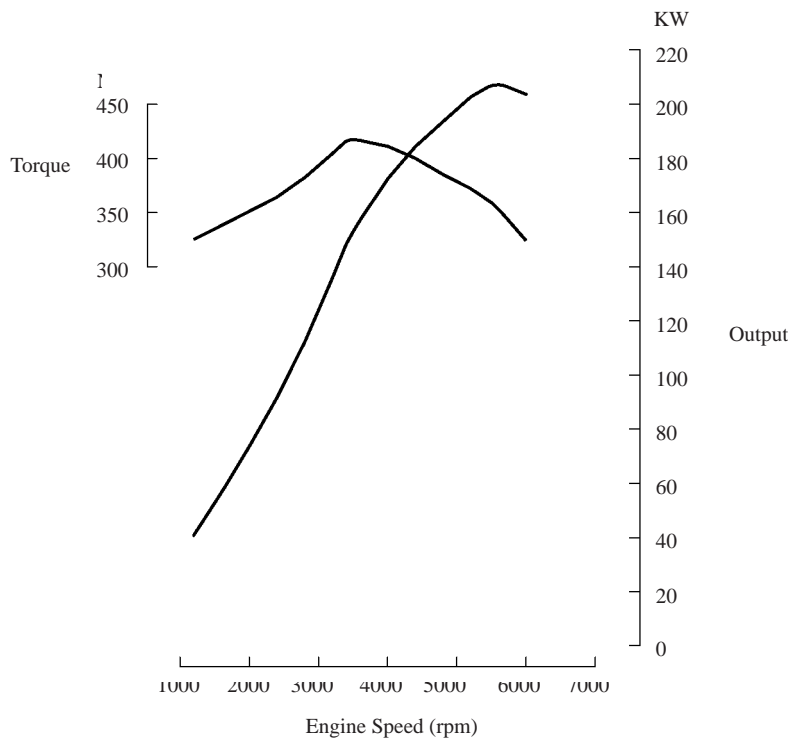### The V8 4.3L 3UZ-FE engine has been adopted.

The V8 4.3L 3UZ-FE engine developed through the incorporation of the latest technology, achieving an improvement in total performance by enlarging the bore, based on the 1UZ-FE engine installed in the previous LS400, and improvements of other engine parts.

This engine turns smoothly and runs dynamically. With the VVT-i (Variable Valve Timing-intelligent) system, ACIS (Acoustic Control Induction System), ETCS-i (Electronic Throttle Control System-intelligent) and optimal utilization of their control functions, excellent engine performance is ensured. The engine features good fuel economy, clean exhaust gas performance, and is packed with superior performance features that are just what you would expect from an engine mounted on the LEXUS flagship.
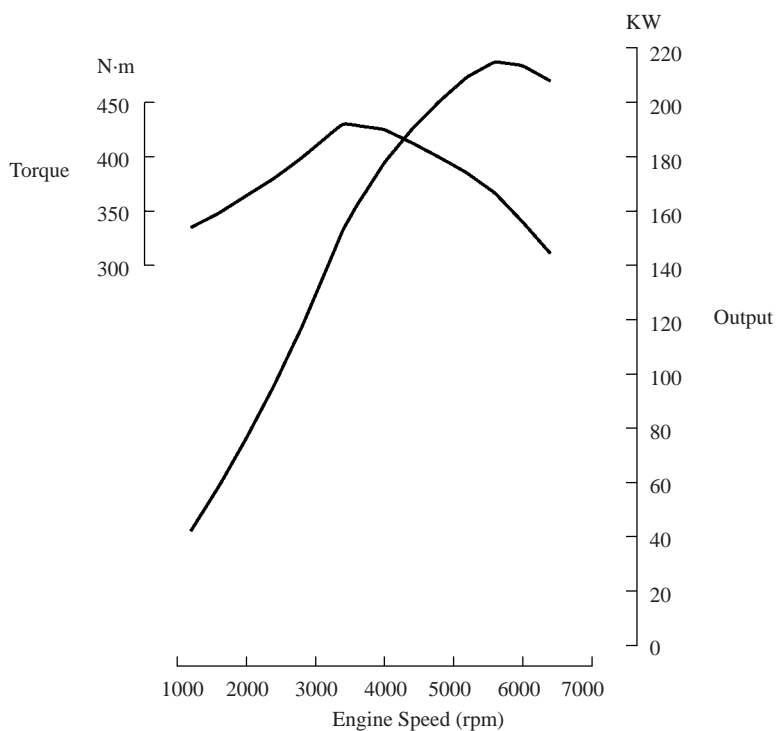
▶ Outline of the 3UZ-FE Engine ◀

Overall Engine Displacement		cm^3 (cu.in.)	4,293 (261.9)
Bore × Stroke		mm (in.)	91 × 82.5 (3.58 × 3.259)
Maximum Output	[EEC]	Europe, Australia	207 kW @ 5,600 rpm
	[SAE-NET]	G.C.C. Countries	215 kW @ 5,600 rpm
Maximum Torque	[EEC]	Europe, Australia	417 N·m @ 3,500 rpm
	[SAE-NET]	G.C.C. Countries	430 N·m @ 3,400 rpm

▶ Performance Curve ◀

194EG01

Models for Europe and Australia

KW

N·m

Torque

194EG06

Engine Speed (rpm)

Output

Models for G.C.C. Countries

FEATURES OF 3UZ-FE ENGINE

1. **Powerful in practical range**
2. **Acceleration without stress**
3. **Excellent fuel efficiency**
4. **The engine passes STEPIV exhaust emissions requirements**

Item	1	2	3	4
Displacement increased from 4.0 liters to 4.3 liters	◯	◯		
Adoption of ETCS-i (Electronic Throttle Control System-intelligent)				
VVT-i (Variable Valve Timing-intelligent)	◯		◯	◯
Reduced overall engine weight			◯	
Adoption of a thin-walled high-density cell catalytic converter				◯
Shorter length exhaust manifolds allows the catalytic converter to be placed closer to the engine				◯