

## TOYOTA TACOMA

### OUTLINE OF NEW FEATURES

The TOYOTA TACOMA is a high-performance pick up with sporty and powerful style. The following changes are made for 2000 model year.

#### 1. Model Line-Up

The PreRunner extra cab model has also been introduced in Canada.

#### 2. 2RZ-FE and 3RZ-FE Engines

- The generator has been changed from 70 A to 80 A for both engines.
- On the California specification model, both engines comply with the LEV (Low Emission Vehicle) requirements.
- The EGR (Exhaust Gas Recirculation) system has been discontinued for the 2RZ-FE engine.

#### 3. 5VZ-FE Engine

- As in the 2RZ-FE and 3RZ-FE engines, the generator has been changed from 70 A to 80 A.
- The exhaust manifold, the crossover pipe, and the TWC (Three-Way Catalytic Converter) of the 2WD model, the California specification 4WD model, and the California specification PreRunner are the same double-wall construction exhaust manifold and crossover pipe made of stainless steel, and the WU-TWC (Warm-Up Three-Way Catalytic Converter) used on the California specification 4Runner.
- The mounting angle of the front engine mount has been optimized to reduce vibration.

#### 4. Automatic Transmission

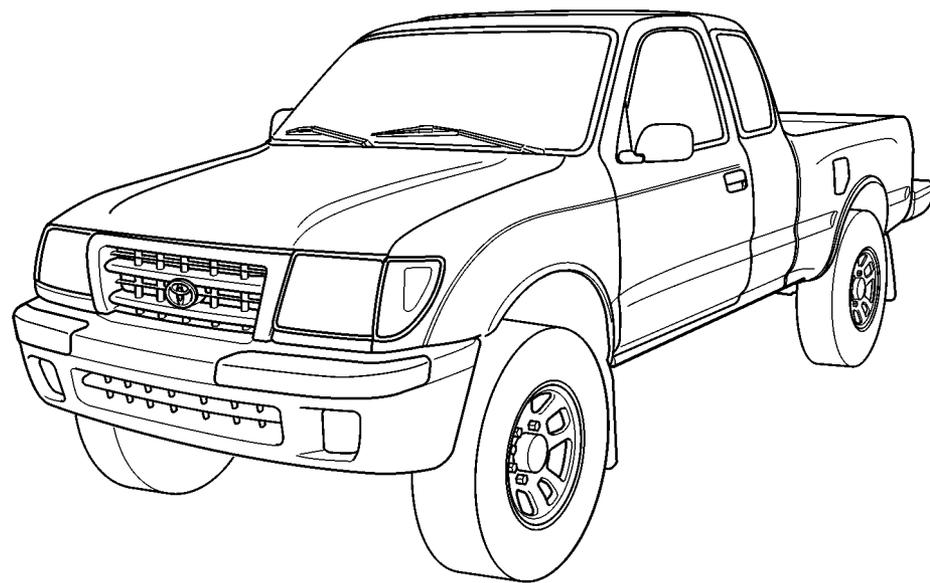
- Overdrive switch has been changed to the momentary type for 3RZ-FE and 5VZ-FE engine models. For details, see the General 2000 Features section.
- The torque converter clutch has been changed to the high efficient type on the 3RZ-FE engine model.

#### 5. Differential

The differential gear ratio has been changed for the 4WD manual transmission model with 3RZ-FE engine and PreRunner extra cab model with 3RZ-FE engine.

#### 6. Lighting

The daytime running light system is optional equipment for U.S.A.



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150IN06

## MODEL CODE

**RZN140 L - T R M D K A B**

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BASIC MODEL CODE			
CODE	DRIVE TYPE	ENGINE	WHEEL BASE
RZN140	2WD	2RZ-FE	Short
RZN150			Extra Long
VZN150		5VZ-FE	Extra Long
RZN161	4WD	3RZ-FE	Short
RZN171			Extra Long
VZN170		5VZ-FE	Extra Long
RZN191	2WD (Pre Runner)	3RZ-FE	Short
RZN196			Extra Long
VZN195		5VZ-FE	Extra Long

2	STEERING WHEEL POSITION
	L : Left-Hand Drive

3	CAB TYPE
	T : Regular Cab C : Extra Cab

4	DECK & TIRE TYPE
	R : Steel Low Deck (Single Tire)

5	GEAR SHIFT TYPE
	M : 5-Speed Manual, Floor S : 4-Speed Automatic, Column P : 4-Speed Automatic, Floor

6	GRADE
	D : DLX G : SR5

7	ENGINE SPECIFICATION
	K : DOHC and SFI

8	DESTINATION
	A : U.S.A. and Canada

9	PRODUCT
	B : NUMMI*

\*: NUMMI (New United Motor Manufacturing, Inc.)

**MODEL LINE-UP**

DESTI-NATION	DRIVE TYPE	ENGINE	LOAD CAPAC-ITY	SEAT-ING CAPAC-ITY	WHEEL BASE	CAB TYPE	GRADE	TRANSMISSION			
								5-Speed Manual		4-Speed Automatic	
								W59	R150 (F)* <sup>1</sup>	A43D	A340E (F)* <sup>2</sup>
U.S.A. and Canada	2WD	2RZ-FE	0.5 t	3 (2)	Short	Regular Cab	DLX	RZN140L-TRMDKAB		RZN140L-TRSDKAB	
				5 (4)	Extra Long	Extra Cab		RZN150L-CRMDKAB		RZN150L-CRSDKAB	
								VZN150L-CRMDKAB* <sup>3</sup>		VZN150L-CRSDKAB* <sup>3</sup>	
	4WD	3RZ-FE		3 (2)	Short	Regular Cab	DLX	RZN161L-TRMDKAB* <sup>3</sup>			RZN161L-TRPDKAB* <sup>3</sup>
				5 (4)	Extra Long	Extra Cab		RZN171L-CRMDKAB			RZN171L-CRSDKAB
								VZN170L-CRMDKAB		VZN170L-CRSDKAB	
		5VZ-FE		4			SR5	VZN170L-CRMGKAB		VZN170L-CRPGKAB	
	2WD Pre Runner			3RZ-FE	3 (2)	Short	Regular Cab	DLX			
		5 (4)			Extra Long	Extra Cab					RZN196L-CRSDKAB
				5VZ-FE							

( ): Option

\*<sup>1</sup>: 2WD: R150, 4WD: R150F

\*<sup>2</sup>: 2WD: A340E, 4WD: A340F

\*<sup>3</sup>: Model for U.S.A. only

## NEW FEATURES

### ■ 2RZ-FE AND 3RZ-FE ENGINE

#### 1. Description

- The generator has been changed from 70 A to 80 A for both engines.
- On the California specification model, both engines comply with the LEV (Low Emission Vehicle) requirements.
- The EGR (Exhaust Gas Recirculation) system has been discontinued for the 2RZ-FE engine.

#### 2. LEV Compliance

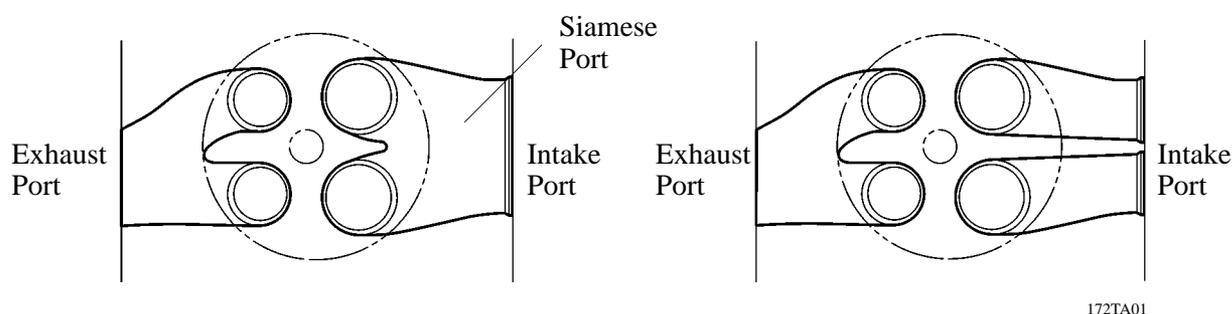
##### General

To comply with the LEV requirements, the following changes have been made:

- The shape of the intake port of the cylinder head has been changed.
- Valve timing has been changed.
- Along with the change in the shape of the intake port of the cylinder head, the intake manifold has been changed.
- A compact, 1-coil type IAC valve has been adopted.
- An exhaust manifold made of stainless steel has been adopted.
- WU-TWC (Warm Up Three-Way Catalytic Converter) is used.
- Compact, fine-atomization, 12-hole type fuel injectors have been adopted.
- The DIS (Direct Ignition System) that provides one ignition coil for every cylinder has been adopted.
- Air-fuel ratio sensor is used.

##### Cylinder Head

A Siamese port configuration has been adopted for the intake port of the cylinder head.



**California Specification Model**

**Except California Specification Model**

172TA01

**Valve Mechanism**

The valve timing has been changed.

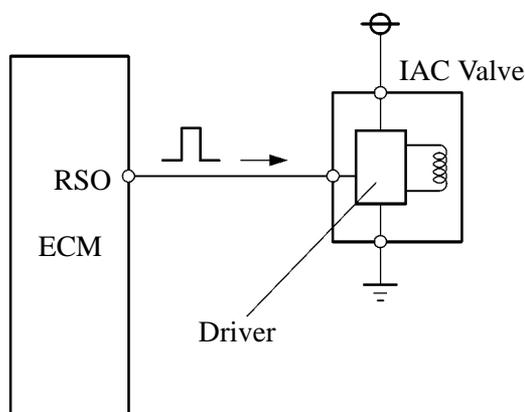
► **Specifications** ◀

Model		California Specification Model	Except California Specification Model
Intake	Open	2° BTDC	5° BTDC
	Close	48° ABDC	45° ABDC
Exhaust	Open	42° BBDC	←
	Close	2° ATDC	←

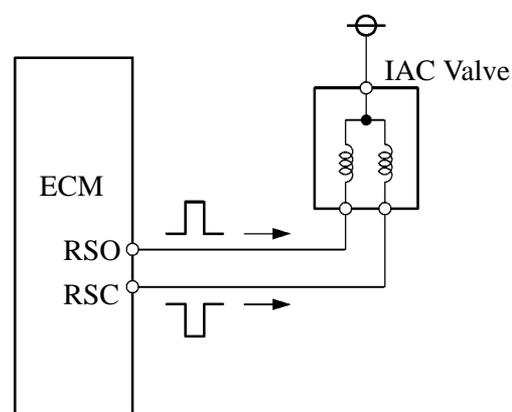
**Intake and Exhaust System**

**1) IAC Valve**

A compact, 1-coil type IAC valve has been adopted.



**California Specification Model**



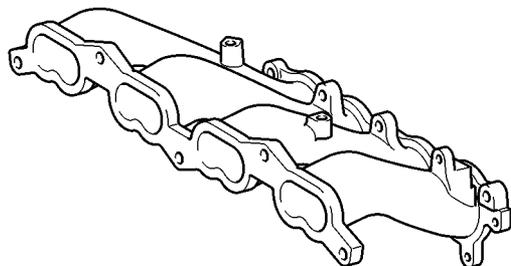
**Except California Specification Model**

172TA02

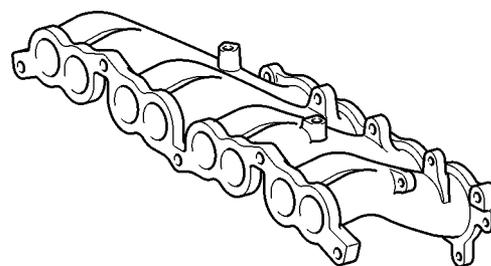
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**2) Intake Manifold**

Along with the change in the shape of the intake port of the cylinder head, the intake manifold has been changed.



**California Specification Model**



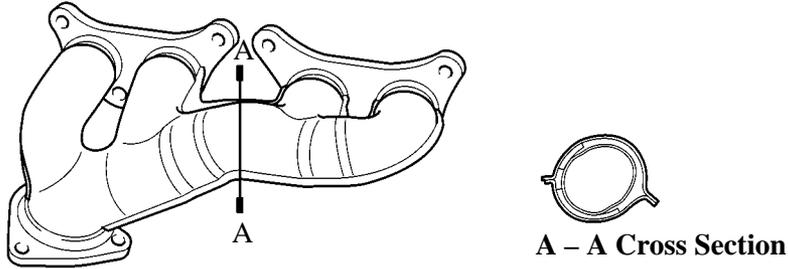
**Except California Specification Model**

172TA05

### 3) Exhaust Manifold

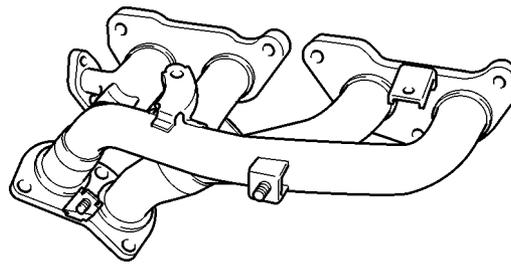
An exhaust manifold made of stainless steel has been adopted.

A manifold with double-wall construction has been adopted on the 2RZ-FE engine.



**2RZ-FE Engine**

172TA03

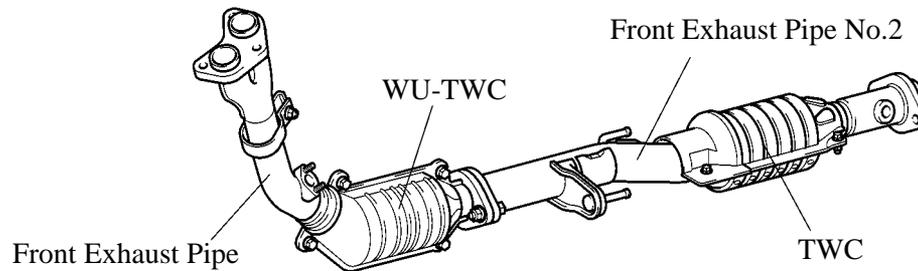


**3RZ-FE Engine**

172TA04

### 4) Exhaust Pipe

A WU-TWC (Warm-Up Three-Way Catalytic Converter) has been adopted on the front exhaust pipe, and a TWC (Three-Way Catalytic Converter) has been adopted on the front exhaust pipe No.2.



**For 3RZ-FE Engine**

172TA06

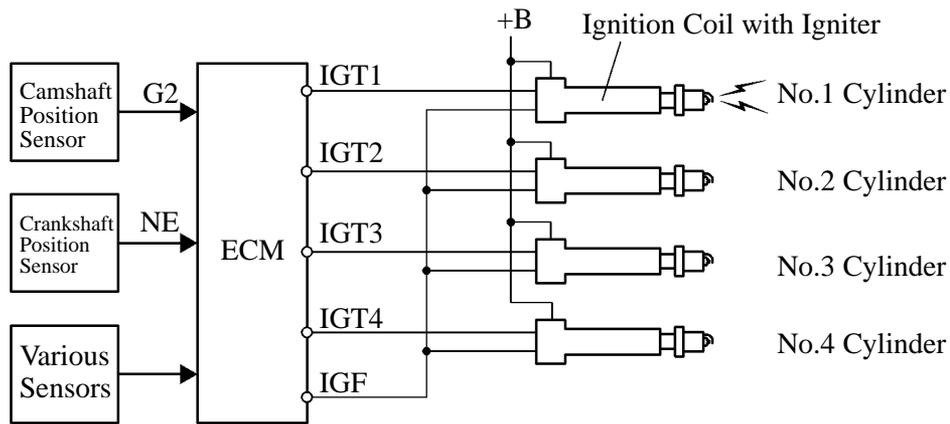
**Fuel System**

Compact, fine-atomization, 12-hole type fuel injectors have been adopted to improve the atomization of fuel.

**Ignition System**

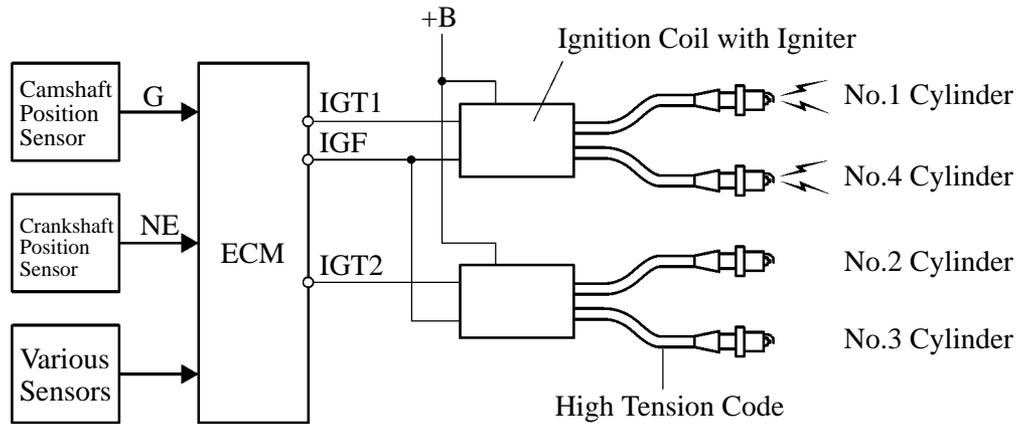
The DIS (Direct Ignition System) in the California specification model is an independent ignition system which has one ignition coil for each cylinder.

This system consists of an igniter, ignition coil, and plug cap as a single unit, thus eliminating the high tension cord.



172CR03

**California Specification Model**



172CR04

**Except California Specification Model**

### Engine Control System

An air-fuel ratio sensor has been adopted to improve the precision of the air-fuel ratio feedback control to reduce the exhaust emission.

### ■ DIFFERENTIAL

The differential gear ratio has been changed for the 4WD manual transmission model with 3RZ-FE engine (1) and PreRunner extra cab model with 3RZ-FE engine (2).

#### ► Specification ◀

Model		'00 Model		'99 Model	
		(1)	(2)	(1)	(2)
Differential Gear Ratio	Standard	3.909	4.100	3.583	3.909
	Option	4.300	4.555	4.100	4.300