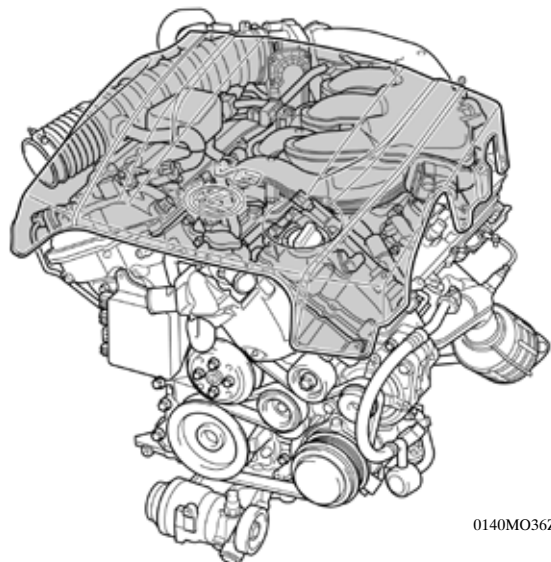


PERFORMANCE

Power Train

4GR-FSE Engine



0140MO36Z

No. of Cyls. & Arrangement	6-Cylinder, V-Type
Valve Mechanism	24-Valve DOHC with Dual VVT-i
Fuel System	SFI D-4
Displacement	2500 cm ³ (152.5 cu. in.)
Max. Output*	153 kW @ 6400 rpm
Max. Torque*	252 N·m @ 4800 rpm

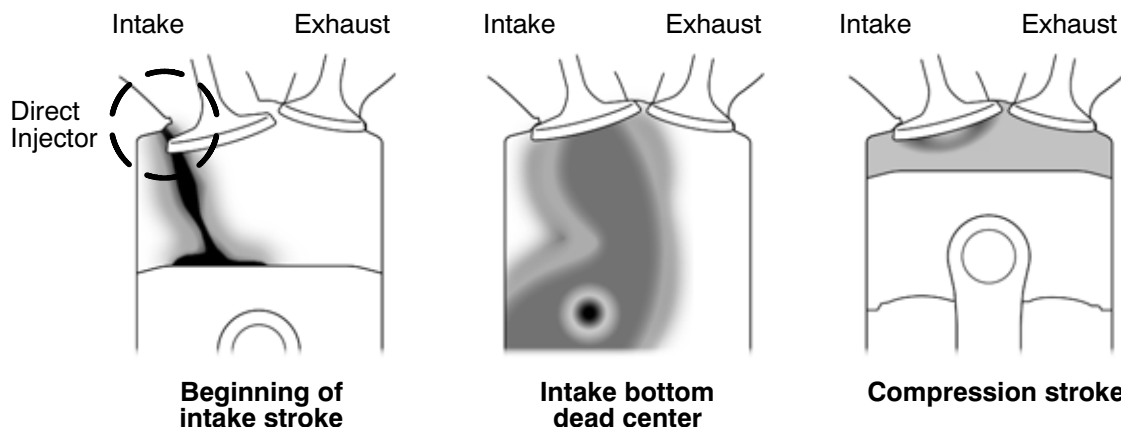
*: Maximum output and torque rating is determined by revised SAE J1394 standard. For detail, refer to "Major Technical Specifications".

Dual VVT-i

The dual VVT-i (Variable Valve Timing-intelligent) controls the opening and closing timing of the exhaust valve as well as that of the intake valve. The Engine ECU constantly controls the opening and closing timing of the intake and exhaust valves based on engine speed and throttle valve opening angle to enhance intake and exhaust efficiency in the whole range of engine speeds.

SFI D-4 (Direct injection 4-stroke gasoline engine) System

SFI D-4 has the injector installed on the combustion chamber, which injects the fuel pressurized in the fuel pump (high pressure) to the combustion chamber directly. With this, vaporized latent heat effect is obtained, then the cubic footage has been improved and the knocking limit has been expanded resulting in the power output improvement.



Process to Produce Stoichiometric Air-fuel Mixture

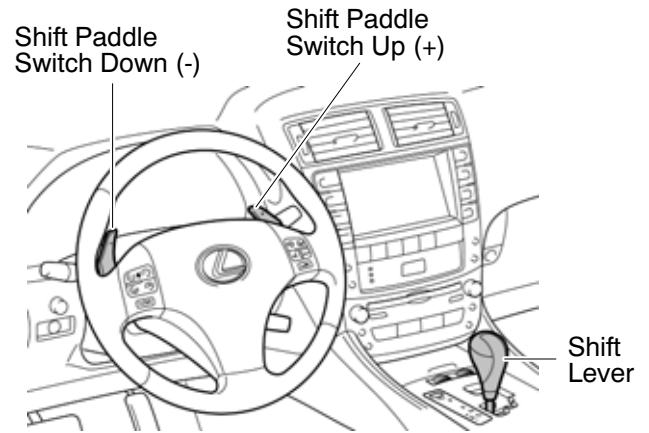
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A960E Automatic Transmission

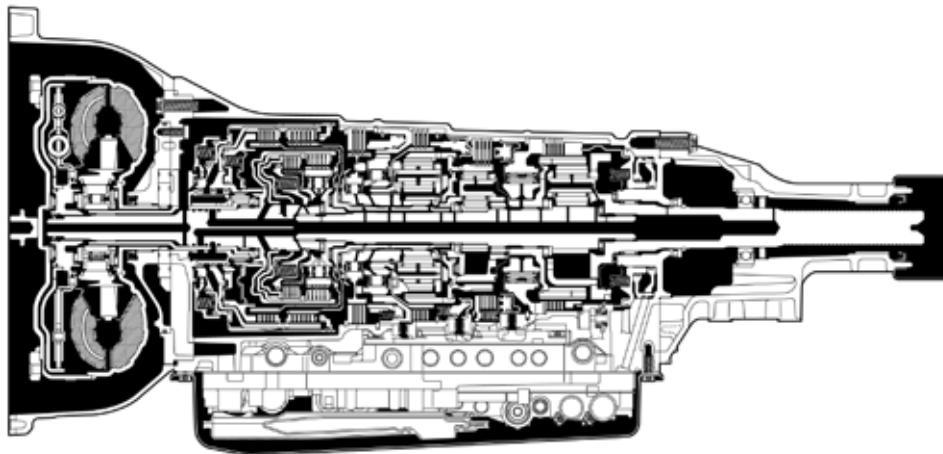
A960E 6-speed automatic transmission is used the Multi-Mode Automatic Transmission.

- The Multi-Mode Automatic Transmission enables manual shifting by changing shift ranges using the shift lever or shift paddle switch up (+) or down (-) with the shift lever in the S position.

Gear Ratio	1st	3.538
	2nd	2.060
	3rd	1.404
	4th	1.000
	5th	0.713
	6th	0.582
	Reverse	3.168



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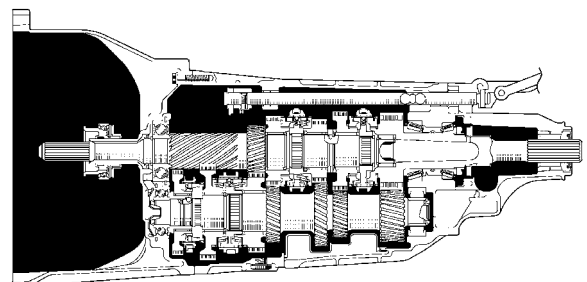


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RA62 Manual Transmission

The gear train uses an output reduction system in order to make the transmission compact and lightweight, and reduce the amount of shift effort.

Gear Ratio	1st	3.791
	2nd	2.275
	3rd	1.524
	4th	1.185
	5th	1.000
	6th	0.786
	Reverse	3.466



0140CH04Y