MAJOR DIFFERENCES

Major differences between the new 1HZ engine and the previous engine are listed below.
The shaded portions share the same changes as those found on the 3B and 14B engines. These changes can be looked up on the pages shown in the rightmost column.

Item	Modifications	Page
Lubrication System	The oil pan of the new engine has been modified to match the configuration of the new Coaster.	46
Cooling System	A sub-radiator has been adopted (except models for Australia and Hong Kong).	46
	A new resin filler neck has been adopted, which is separate from the radiator.	–
	A resin fan shroud is used on the RHD model only.	–
	The coolant reservoir has been relocated for easier inspection of the engine coolant level.	39
	The engine cooling fan, which was previously made of PPG (Polypropylene Glass), is now made of 6 Nylon Glass.	–
Intake and Exhaust System	Three resonators have been provided in the pipe on the engine side on the air cleaner, to reduce intake noise and the noise level in the passenger compartment.	49
	All of the front exhaust pipe and part of the tail pipe (exhaust outlet) use stainless steel.	40
Fuel System	A throttle position sensor for the ECT (Electronically Controlled Transmission) has been added to the injection pump for the A441E automatic transmission models.	49, 71
	Fuel tank capacity has been increased, and its location has been changed.	41, 49
Engine Mounting	The front and rear engine mounts' rubber characteristics have been optimizes, and their mounting methods have been upgraded. These changes make the vehicle quieter and the engine mounts more compact and lighter in weight.	42, 49
Idle-Up System	To conform with the newly adopted Power Steering Idle-Up function, which prevents idle rpm from dropping and vehicle vibration when the engine is under the load of the power steering pump, the idle-up actuator has been modified to perform tandem functions, including the air conditioner idle-up function. The actuator has also been relocated to above the intake manifold for easier service access during idle adjustment.	–