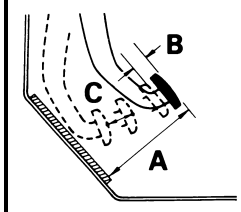
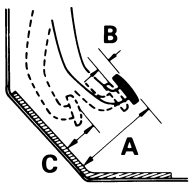
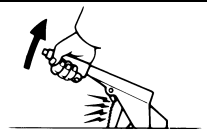
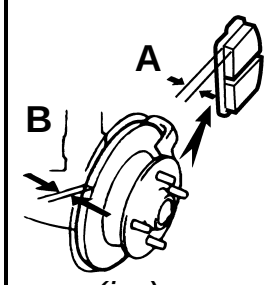
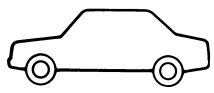
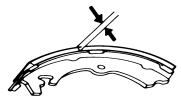
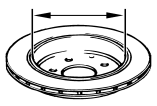
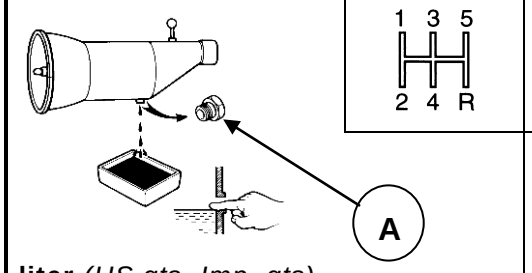
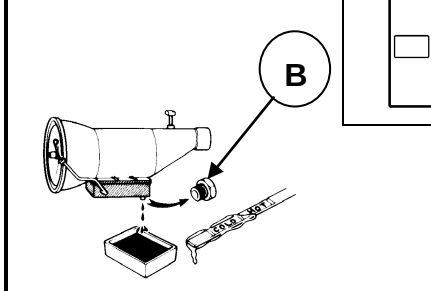
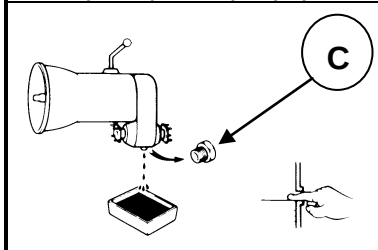
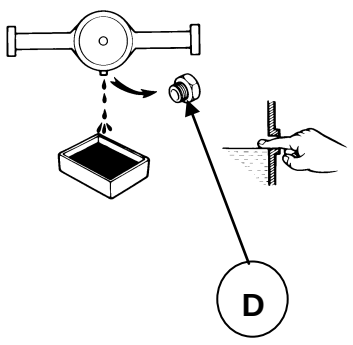
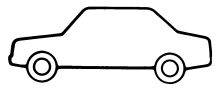
		GSJ15
	A	**183.5 to 193.5** *(7.224 to 7.618)*
	B	**5.0 to 15.0** *(0.197 to 0.591)*
	C	⬆ **25** *(0.98)*
mm *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**

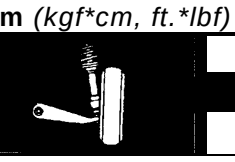
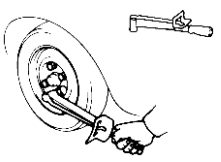
		GSJ15
	A	**168.7 to 178.7** *(6.642 to 7.035)*
	B	**1.0 to 6.0** *(0.039 to 0.236)*
	C* [1]	⬆ **56** *(2.20)*
mm *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**
 **200 N** *(20 kgf, 45 lbf)*		**5 to 7**
 **mm** *(in.)*	A	⬆ **1.0** *(0.039)*
	B	
		⬆ **26.0** *(1.024)* / ⬆ **16.0** *(0.630)*
 **mm** *(in.)*		⬆ **1.0** *(0.039)*
 **mm** *(in.)*		⬇ **211.0** *(8.307)*

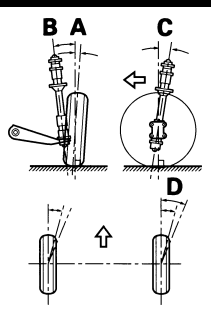
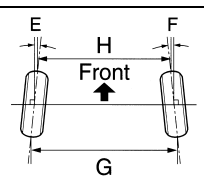
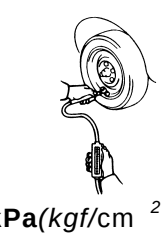
		GSJ15
 **liter** *(US qts, Imp. qts)*	1 3 5 / 2 4 R	**1.8** *(1.9, 1.6)*
		API GL-4 or SAE 75W-90
 **liter** *(US qts, Imp. qts)*	P R N D 2 L	**3.0** *(3.2, 2.6)*
		Toyota genuine ATF WS or equivalent
 **liter** *(US qts, Imp. qts)*		**VF2A : 1.0** *(1.1, 0.9)* **VF4B : 1.4** *(1.5, 1.3)*
		VF2A : API GL-3 SAE 75W-90 **VF4B : API GL-5 SAE 75W-90**



liter *(US qts, Imp. qts)*

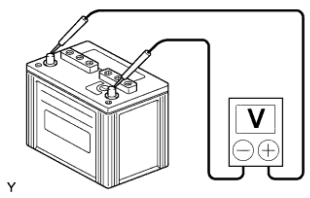
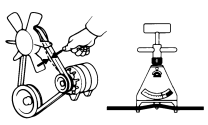
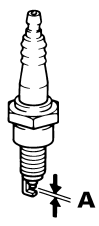
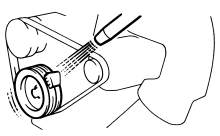
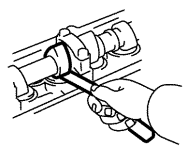
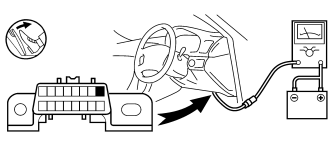
			
		w/ A.D.D. **1.45 to 1.55** *(1.53 to 1.63, 1.27 to 1.36)* **w/o A.D.D.** **1.35 to 1.45** *(1.42 to 1.53, 1.18 to 1.27)*	**w/ Differential Lock** **2.85 to 2.95** *(3.01 to 3.12, 2.51 to 2.60)* **w/o Differential Lock** **2.95 to 3.05** *(3.12 to 3.22, 2.60 to 2.68)*
		w/ A.D.D. **Hypoid gear Oil** **API GL-4 or GL-5** **SAE75W-90** **w/o A.D.D.** **Hypoid gear Oil** **API GL-4 or GL-5** **SAE90** (⬆-18°C (-0.4°F)) **SAE85W-90** (⬇-18°C (-0.4°F))	**Hypoid gear Oil** **API GL-5** **SAE90** (⬆-18°C (-0.4°F)) **SAE85W-90** (⬇-18°C (-0.4°F))
	A	**37** *(377, 27)*	
	B	**28** *(285, 21)*	
	C	**37** *(377, 27)*	
N*m *(kgf*cm, ft.*lbf)*	D	**39** *(400, 29)*	**49** *(500, 36)*

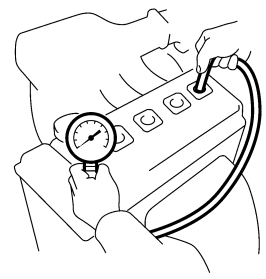
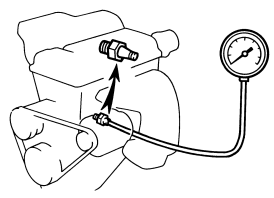
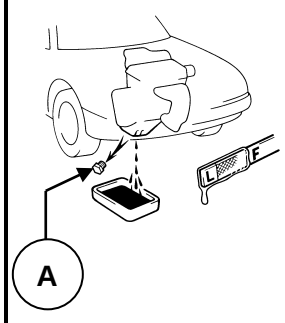
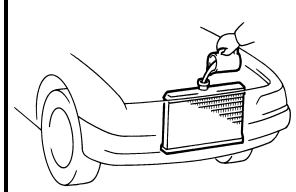
	GSJ15
 **N*m** *(kgf*cm, ft.*lbf)*	**112** *(1137, 82)*
 **mm** *(in.)*	⬇ **30** *(1.18)*

	A	**11°51' to 12°51'** *(11.85° to 12.85°)*
	B	**-0°22' to 0°38'** *(-0.36° to 0.64°)*
	C	**2°47' to 3°47'** *(2.79° to 3.79°)*
	D	**33°10'** *(31°10' to 34°10')* **33,16°** *(31,16° to 34,16°)*
	**G-H mm** *(in.)*	**-1.0 to 3.0** *(-0.04 to 0.12)*
 **kPa***(kgf/cm* [2] *,psi)*	**265/75 R16 116S**	**220** (2.2, 32) / **220** (2.2, 32)

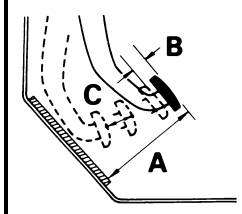
*1: When the brake pedal is depressed with the force of 490N *(50 kgf, 110.2 lbf)* while the engine is running.

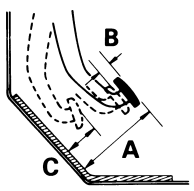
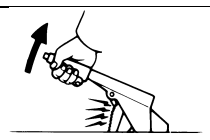
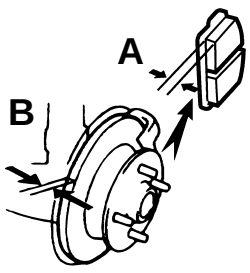
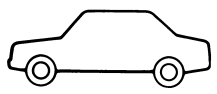
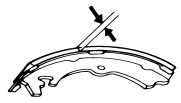
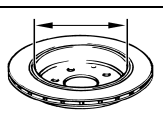
FJ CRUISER GSJ15 2007/07 - 2009/08

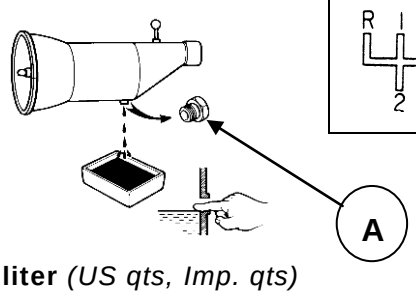
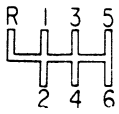
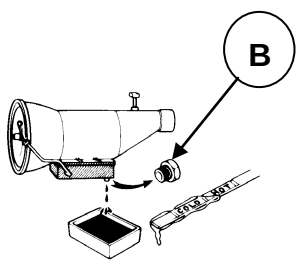
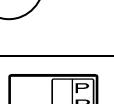
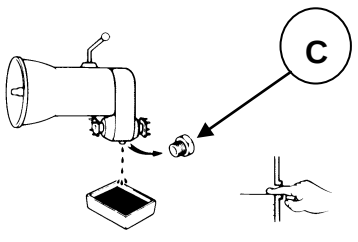
	GSJ15
 **20° C** *(68° F)*	**12.5 to 12.9**
	1GR-FE
CC *(cu. in.)*	**3956** *(241.4)*
	**-**
 **DENSO**	**K20HR-U11**
NGK	**LFR6C11**
A **mm** *(in.)*	**1.0 to 1.1** *(0.039 to 0.043)*
 **BTDC**	**8 to 12°** (DLC3 Terminals 13 (TC) - 4 (CG) Connected)
 **mm** *(in.)*	**0.15 to 0.25** *(0.006 to 0.010)*
	0.29 to 0.39 *(0.011 to 0.015)*
 DLC3 Termina 9 (TAC) Connected **rpm**	**650 to 750**

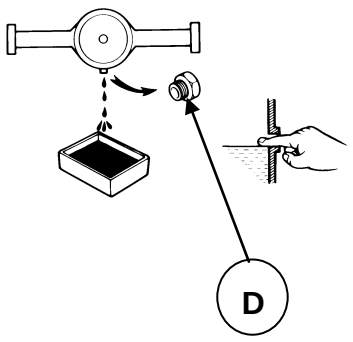
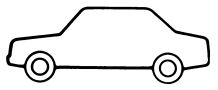
 **kPa***(kgf/cm²,psi)*		**1300** *(13.3, 189)*
		1000 *(10.2, 145)*
		100 *(1.0, 15)*
 **kPa***(kgf/cm²,psi)*		**29** *(0.3, 4.3)*
	3000 rpm	**294 to 588** *(3.0 to 6.0, 43 to 85)*
		1GR-FE
 **liter** *(US qts, Imp. qts)*		**4.9** *(5.2, 4.3)*
		5.2 *(5.5, 4.6)*
		5W-30*2 and 10W-30 ILSAC multigrade engine oil
N*m *(kgf*cm, ft.*lbf)*	A	**40** *(408, 30)*
 **liter** *(US qts, Imp. qts)*		**9.4** *(9.9, 8.3)*
		9.8 *(10.4, 8.6)*

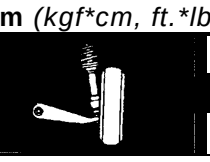
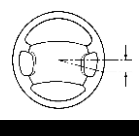
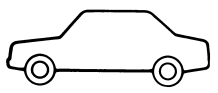
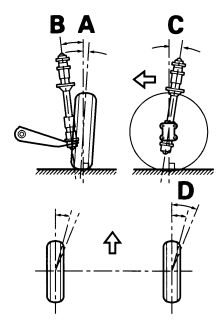
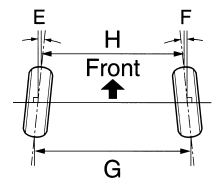
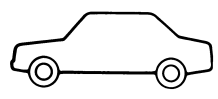
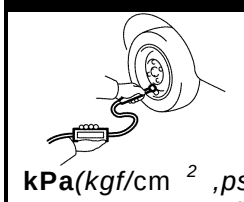
*2: 5W-30 is best choice for fuel economy and good starting in cold weather.

		GSJ15
	A	**183.5 to 193.5** *(7.224 to 7.618)*
	B	**5.0 to 15.0** *(0.197 to 0.591)*
	C	⬆**25** *(0.984)*
 **mm** *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**

		GSJ15
	A	**168.7 to 178.7** *(6.642 to 7.035)*
	B	**1.0 to 6.0** *(0.039 to 0.236)*
	C* [1]	⬆**56** *(2.20)*
 **mm** *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**
 **200 N** *(20 kgf, 45 lbf)*		**5 to 7**
 **mm** *(in.)*	A	⬆**1.0** *(0.039)*
	B	
		⬆**26.0***(1.024)* / ⬆**16.0***(0.630)*
 **mm** *(in.)*		⬆**1.0** *(0.039)*
 **mm** *(in.)*		⬇**211.0** *(8.307)*

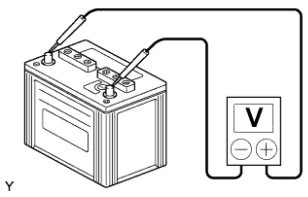
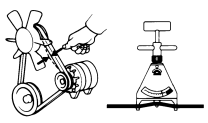
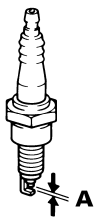
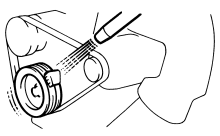
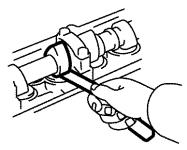
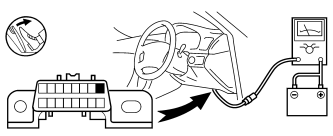
		GSJ15
 **liter** *(US qts, Imp. qts)*		**1.8** *(1.9, 1.6)*
		API GL-4 or SAE 75W-90
 **liter** *(US qts, Imp. qts)*		**3.0** *(3.2, 2.6)*
		Toyota genuine ATF WS or equivalent
 **liter** *(US qts, Imp. qts)*		**VF2A : 1.0** *(1.1, 0.9)* **VF4B : 1.4** *(1.5, 1.3)*
		Toyota Genuine Transfer Gear Oil LF or equivalent

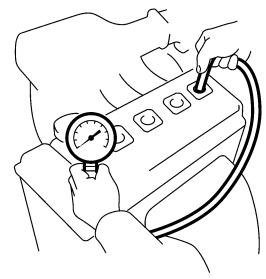
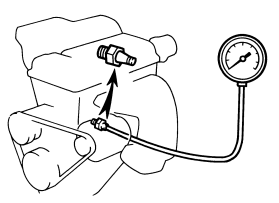
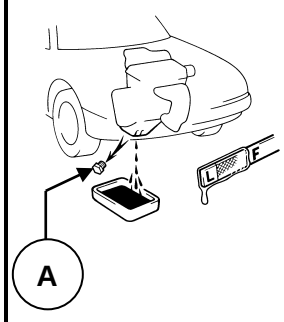
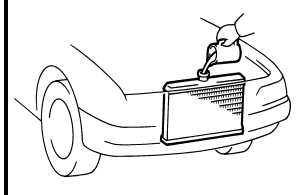
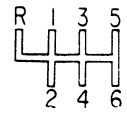
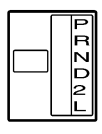
 **liter** *(US qts, Imp. qts)*			
		w/ A.D.D. **1.50 to 1.60** *(1.59 to 1.69, 1.32 to 1.41)* **w/o A.D.D.** **1.35 to 1.45** *(1.43 to 1.53, 1.19 to 1.28)*	**w/ Differential Lock** **2.40 to 2.50** *(2.54 to 2.64, 2.11 to 2.20)* **w/o Differential Lock** **2.45 to 2.55** *(2.59 to 2.69, 2.16 to 2.24)*
		Toyota Genuine Differential Gear Oil LT 75W-85 API GL-5 SAE 75W-85 or equivalent	
	Ⓐ	**37** *(377, 27)*	
	Ⓑ	**20** *(204, 15)*	
	Ⓒ	**37** *(377, 27)*	
N*m *(kgf*cm, ft.*lbf)*	Ⓓ	**39** *(400, 29)*	**49** *(500, 36)*

		GSJ15
 **N*m** *(kgf*cm, ft.*lbf)*		**112** *(1137, 82)*
		GSJ15
 **mm** *(in.)*		⬇**30** *(1.18)*
		
	A	**11°51' to 12°51'** *(11.85° to 12.85°)*
	B	**-0°22' to 0°38'** *(-0.36° to 0.64°)*
	C	**2°47' to 3°47'** *(2.79° to 3.79°)*
	D	**33°10'** *(31°10' to 34°10')* **33,16°** *(31,16° to 34,16°)*
	**G-H** **mm** *(in.)*	**-1.0 to 3.0** *(-0.04 to 0.12)*
		
 **kPa***(kgf/cm* [2] *,psi)*	**265/75 R16 116S**	**220** (2.2, 32) / **220** (2.2, 32)

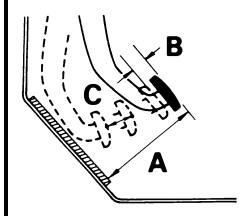
*1: When the brake pedal is depressed with the force of 490N *(50 kgf, 110.2 lbf)* while the engine is running.

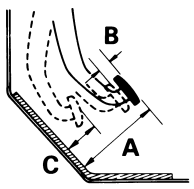
FJ CRUISER GSJ15 2009/08 - 2010/11

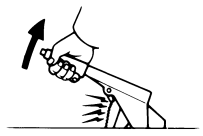
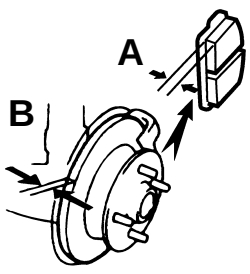
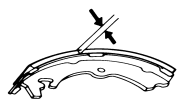
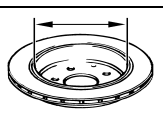
	GSJ15
 **20° C** *(68° F)*	**12.5 to 12.9**
	1GR-FE
CC *(cu. in.)*	**3956** *(241.4)*
	**-**
DENSO	**SK20HR11**
 **A** **mm** *(in.)*	**1.0 to 1.1** *(0.039 to 0.043)*
 **BTDC**	**8 to 12°** (DLC3 Terminals 13 (TC) - 4 (CG) Connected)
 **mm** *(in.)*	**-**
	-
 DLC3 Terminal 9 (TAC) Connected **rpm**	**650 to 750**

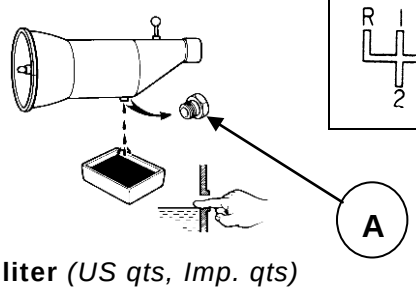
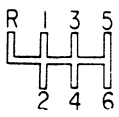
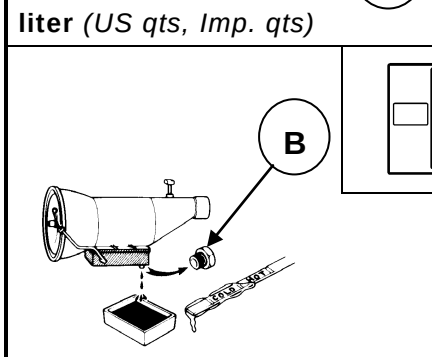
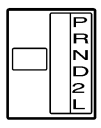
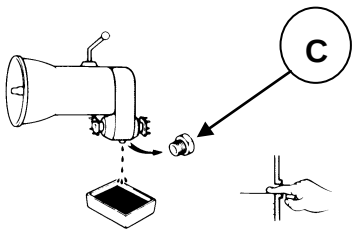
 **kPa***(kgf/cm²,psi)*		**1400** *(14.3, 203)*
		↑**1100** *(11.2, 160)*
		↓**100** *(1.0, 15)*
 **kPa***(kgf/cm²,psi)*	**3000 rpm**	↑**29** *(0.3, 4.2)*
		↑**294 to 588** *(3.0 to 6.0, 43 to 85)*
		1GR-FE
 **liter** *(US qts, Imp. qts)*		**w/ Oil Cooler** **5.7** *(6.0, 5.0)* **w/o Oil Cooler** **5.7** *(6.0, 5.0)*
		w/ Oil Cooler **6.2** *(6.6, 5.5)* **w/o Oil Cooler** **6.1** *(6.4, 5.4)*
		0W-20,5W-20,5W-30 and 10W-30 API grade SL "Energy-Conserving", SM "Energy-Conserving" or ILSAC*2 multigrade engine oil **15W-40 and 20W-50 API grade SL or SM multigrade engine oil**
N*m *(kgf*cm, ft.*lbf)*	Ⓐ	**40** *(408, 30)*
 **liter** *(US qts, Imp. qts)*		**9.4** *(9.9, 8.3)*
		**9.8** *(10.4, 8.6)*

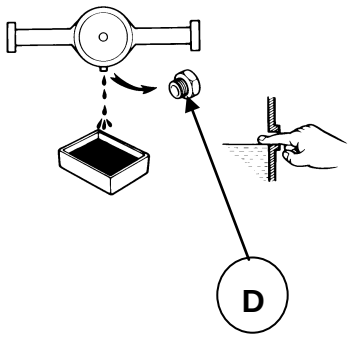
*2 ILSAC: International Lubricant Standardization and Approval Committee.

		GSJ15
	A	**183.5 to 193.5** *(7.224 to 7.618)*
	B	**5.0 to 15.0** *(0.197 to 0.591)*
	C	⇧**25** *(0.984)*
mm *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**

			
	A	**168.7 to 178.7** *(6.642 to 7.035)*	**158.8 to 168.8** *(6.252 to 6.645)*
	B	**1.0 to 6.0** *(0.039 to 0.236)*	
	C* [1]	⇧**56** *(2.20)*	⇧**108** *(4.25)*
mm *(in.)*		**SAE J1703 or FMVSS No. 116 DOT3**	

 **200 N** *(20 kgf, 45 lbf)*		**5 to 7**
 **mm** *(in.)*	A	⇧**1.0** *(0.039)*
	B	⇧**26.0***(1.024)* / ⇧**16.0***(0.630)*
	**mm** *(in.)*	⇧**1.0** *(0.039)*
	**mm** *(in.)*	⇩**211.0** *(8.307)*

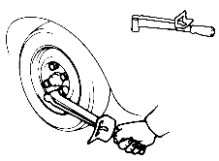
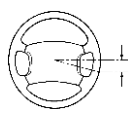
		GSJ15
 **liter** *(US qts, Imp. qts)*		**1.8** *(1.9, 1.6)*
		API GL-4 or SAE 75W-90
 **liter** *(US qts, Imp. qts)*		**3.0** *(3.2, 2.6)*
		Toyota genuine ATF WS or equivalent
 **liter** *(US qts, Imp. qts)*		**VF2A : 1.0** *(1.1, 0.9)* **VF4B : 1.4** *(1.5, 1.3)*
		Toyota Genuine Transfer Gear Oil LF or equivalent SAE 75W

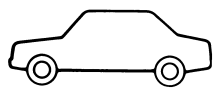
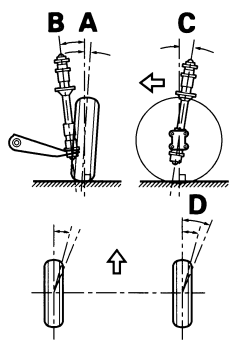
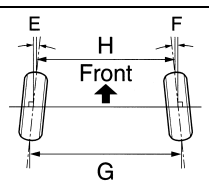
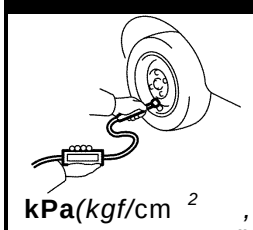


liter *(US qts, Imp. qts)*

		
	w/ A.D.D. **1.50 to 1.60** *(1.59 to 1.69, 1.32 to 1.41)* **w/o A.D.D.** **1.35 to 1.45** *(1.43 to 1.53, 1.19 to 1.28)*	**w/ Differential Lock** **2.40 to 2.50** *(2.54 to 2.64, 2.11 to 2.20)* **w/o Differential Lock** **2.45 to 2.55** *(2.59 to 2.69, 2.16 to 2.24)*
	Toyota Genuine Differential Gear Oil LT 75W-85 API GL-5 SAE 75W-85 or equivalent	
Ⓐ	**37** *(377, 27)*	
Ⓑ	**20** *(204, 15)*	
Ⓒ	**37** *(377, 27)*	
Ⓓ	**39** *(400, 29)*	**49** *(500, 36)*

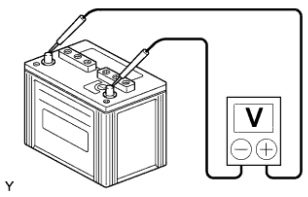
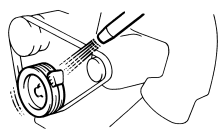
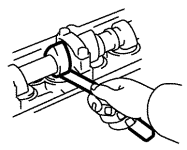
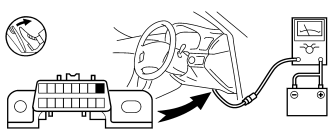
N*m *(kgf*cm, ft.*lbf)*

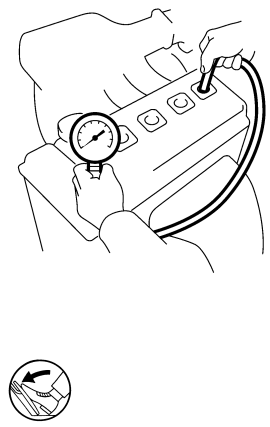
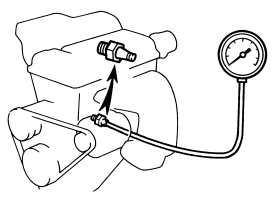
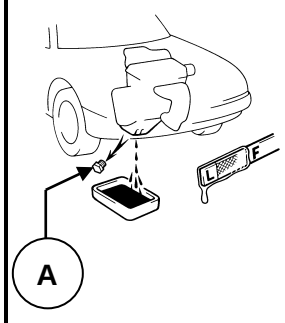
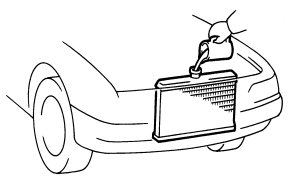
	**GSJ15**
 **N*m** *(kgf*cm, ft.*lbf)*	**112** *(1137, 82)*
	**GSJ15**
 **mm** *(in.)*	⇩**30** *(1.18)*

			
	A	**Please refer to the Repair Manual (Service Specifications, Suspension)**	
	B		
	C		
	D		
	**G-H** **mm** *(in.)*		
			
 **kPa***(kgf/cm* [2] *, psi)*	**265/70 R17 115S**	**220** (2.2, 32)	**220** (2.2, 32)

*1: When the brake pedal is depressed with the force of 490N *(50 kgf, 110.2 lbf)* while the engine is running.

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	GSJ15
 **20°C** *(68°F)*	**12.5 to 12.9**
	1GR-FE
CC *(cu. in.)*	**3956** *(241.4)*
	-
	DENSO — **SK20HR11 or SK16HR11**
	A **mm** *(in.)* — **1.0 to 1.1** *(0.039 to 0.043)*
 **BTDC**	**8 to 12°** (DLC3 Terminals 13 (TC) - 4 (CG) Connected)
 **mm** *(in.)*	**-**
	-
 DLC3 Terminal 9 (TAC) Connected **rpm**	**650 to 750**

 **kPa***(kgf/cm²,psi)*		**1400** *(14.3, 203)*
		↑ **1100** *(11.2, 160)*
		↓ **100** *(1.0, 15)*
 **kPa***(kgf/cm²,psi)*	**3000 rpm**	↑ **29** *(0.3, 4.2)*
		↑ **294 to 588** *(3.0 to 6.0, 43 to 85)*
		1GR-FE
 **liter** *(US qts, Imp. qts)*		**w/ Oil Cooler** **5.7** *(6.0, 5.0)* **w/o Oil Cooler** **5.7** *(6.0, 5.0)*
		w/ Oil Cooler **6.2** *(6.6, 5.5)* **w/o Oil Cooler** **6.1** *(6.4, 5.4)*
		0W-20,5W-20,5W-30 and 10W-30 API grade SL "Energy-Conserving", SM "Energy-Conserving" or ILSAC*2 multigrade engine oil **15W-40 and 20W-50 API grade SL or SM multigrade engine oil**
N*m *(kgf*cm, ft.*lbf)*	A	**40** *(408, 30)*
 **liter** *(US qts, Imp. qts)*	R 1 3 5 2 4 6	**9.4** *(9.9, 8.3)*
	P R N D 2 L	**9.8** *(10.4, 8.6)*

*2 ILSAC: International Lubricant Standardization and Approval Committee.