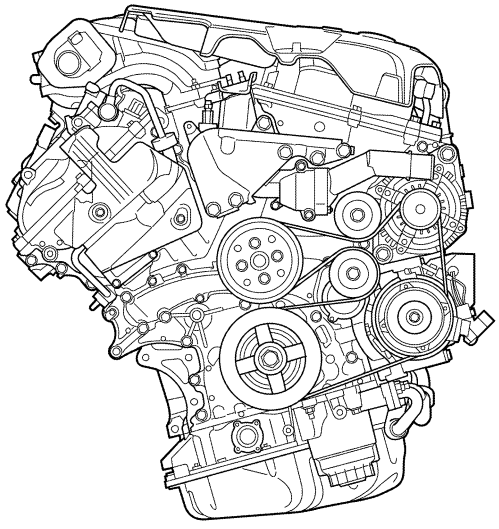
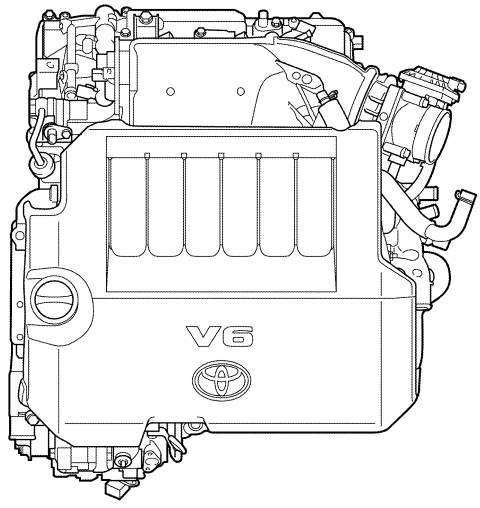
PERFORMANCE

Power Train

2GR-FE Engine



06J0MO49Z



06J0MO50Z

No. of Cyls. & Arrangement	6-cylinder, V-Type
Valve Mechanism	24-valve DOHC with Dual VVT-i
Fuel System	SFI
Displacement	3456 cm^3 (210.9 cu. in.)
Max. Output*	201 kW@6200 rpm (270 HP@6200 rpm)
Max. Torque*	336 N·m@4700 rpm (248 ft·lbf@4700 rpm)

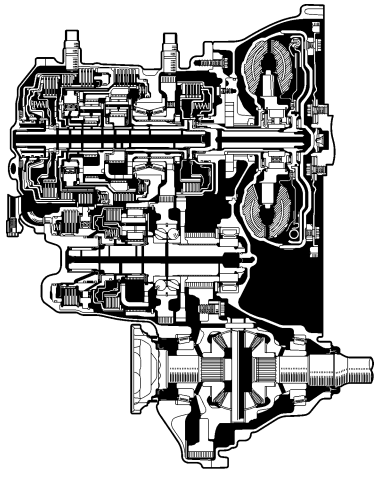
*: Maximum output and torque ratings are determined using the revised SAE J1349 procedure. For details, refer to “Major Technical Specifications”.

Dual VVT-i

The dual VVT-i system (Variable Valve Timing-intelligent) controls the opening and closing timing of the exhaust valves as well as that of the intake valves independently. The ECM continuously 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.

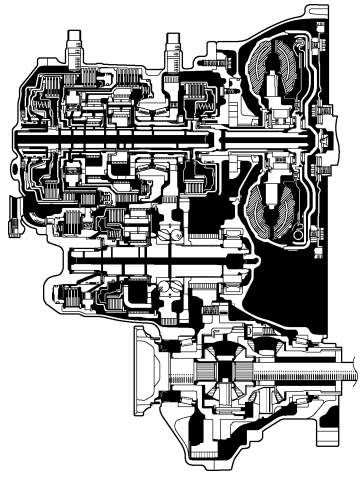
U151E/U151F Automatic Transaxles

U151E and U151F 5-speed multi-mode automatic transaxles are used.



06J0MO51C

U151E Automatic Transaxle



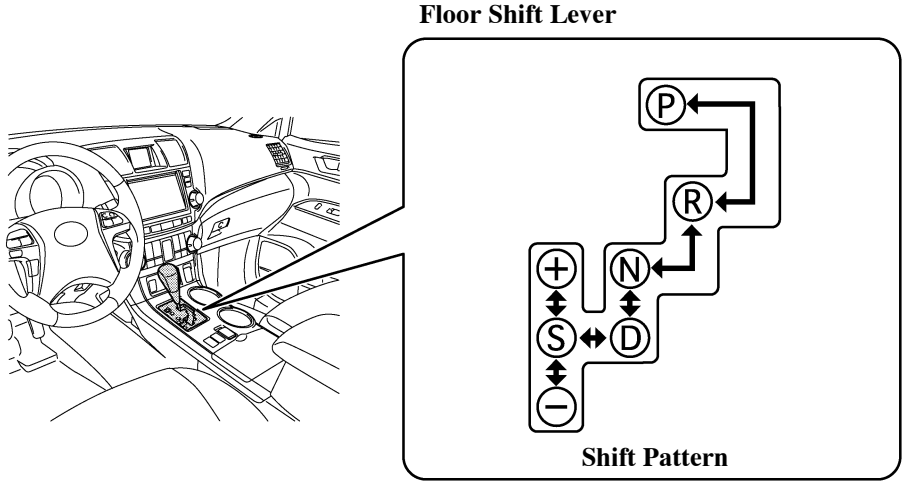
06J0MO52C

U151F Automatic Transaxle

Transaxle Type		U151E (2WD)	U151F (4WD)
Combination with Transfer		-	MF2A (Full-time)
Gear Ratio*	1st	4.235	4.235
	2nd	2.360	2.360
	3rd	1.517	1.517
	4th	1.047	1.047
	5th	0.756	0.756
	Reverse	3.378	3.378

*: Counter Gear Ratio Included

- The multi-mode automatic transmission floor shift enables manual shifting by changing shift ranges using the floor shift lever up (+) or down (-) in the S position.

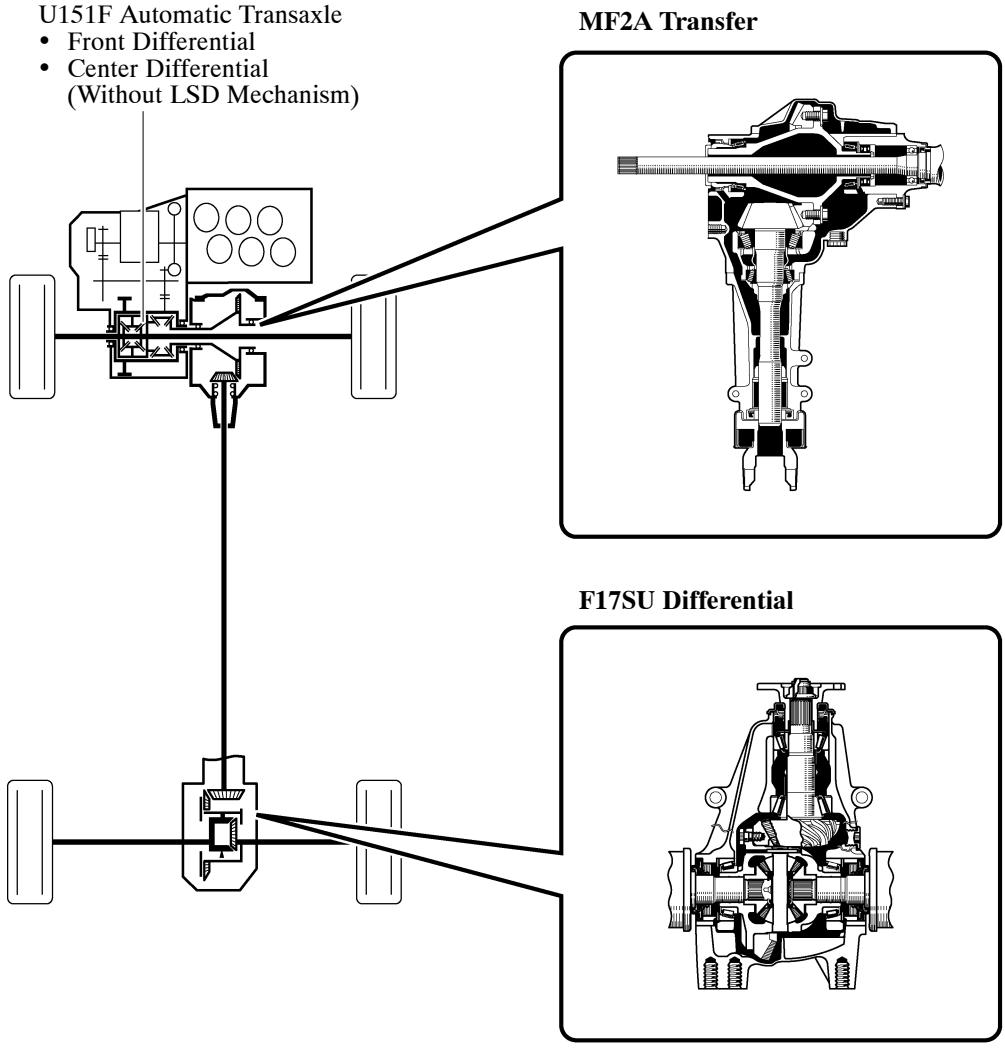


06J0MO53Z

4WD System

The 4WD model uses a full-time 4WD system that constantly distributes torque at a ratio of 50:50 to the front and rear axles.

- The MF2A transfer is lightweight and simple.
- The F17SU rear differential is used.



06J0MO57C

Rear Differential Type	F17SU
Gear Ratio	2.928
Ring Gear Size	170 mm (6.7 in.)