		3RZ–FE
	cm³ or CC *(cu. in.)*	2694 *(164.4)*
※ mm *(in.)* N *(kgf)*		7–8 *(0.28–0.31)* ※295–440 *(30–45)*
		10–13 *(0.39–0.51)* ※200–390 *(20–40)*
		6.5–7.5 *(0.26–0.30)* ※245–392 *(25–40)*
A	DENSO	w/o TWC*3 K16R–U; w/ TWC*3 K16R–U11
	NGK	w/o TWC*3 BKR5EYA; w/ TWC*3 BKR5EYA–11
	A mm *(in.)*	w/o TWC*3 0.8 *(0.031)*; w/ TWC*3 1.1 *(0.043)*
KΩ		⬇ 25
BTDC		3–7° (DLC3 Terminals 13 (TC)–4 (CG) connected)
mm *(in.)*		0.15–0.25 *(0.006–0.010)*
		0.25–0.35 *(0.010–0.014)*
rpm	1 3 5 / 2 4 R	*4 650–750
	N	*5 750–850
*1 CO%		Saudi Arabia, China, Europe ⬇ 0.5 Others 1.0–2.0 (Check Connector TE_1–E_1 Connected)

kPa *(kgf/cm², psi)*		1230 *(12.5, 178)*
		⬆ 880 *(9.0, 127)*
		⬇ 98 *(1.0, 14)*
kPa *(kgf/cm², psi)*		⬆ 29 *(0.3, 4.2)*
	3,000 rpm	245–490 (2.5–5.0 / 36–71)
N·m *(kgf·cm, ft·lbf)*	A	① 39 *(400, 29)* ② 90° ③ 90°
	B	29 *(300, 22)*
	C	49 *(500, 36)*

		3RZ–FE
liter *(US qts, Imp. qts)*		4.4 *(4.7, 3.9)*
		5.1 *(5.4, 4.5)*
		API grade SJ or SL, "Energy-Conserving" or ILSAC*2 multigrade engine oil
liter *(US qts, Imp. qts)*		M/T 7.3 *(7.7, 6.4)* A/T 7.1 *(7.5, 6.2)*

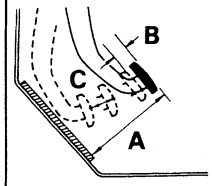
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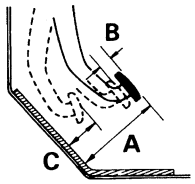
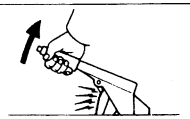
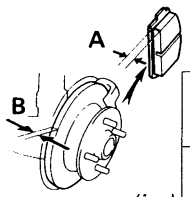
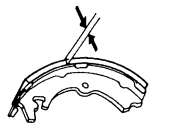
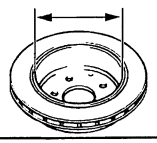
*1 In the 2 mode (2,500 rpm and idle) test, follow the measurement order prescribed by the applicable local regulations.
*2 ILSAC: International Lubricant Standarzation and Approval Committer
*3 TWC: Three-way Catalytic Converter *4 Unled gasoline *5 Lead gasoline

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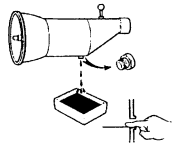
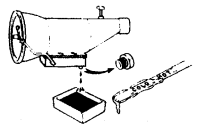
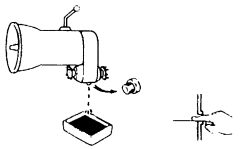
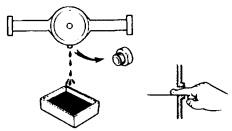
Land Cruiser

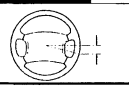
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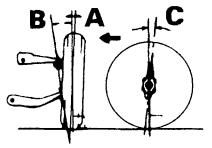
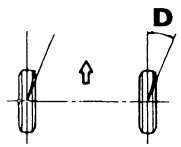
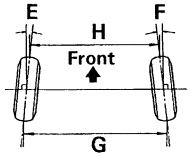
	A	197.9–207.9 (7.791–8.185)	193.9–203.9 (7.634–8.028)
	B	5–15 (0.20–0.59)	
	C	⬆ 25 (0.98)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3	

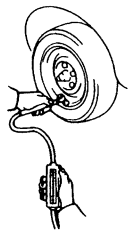
	A	187.9–197.9 (7.40–7.79)	185.8–195.8 (7.31–7.71)
	B	1–6 (0.04–0.24)	
	C	※1 ⬆ 52 (2.05) ※2 ⬆ 55 (2.17) ※3 ⬆ 55 (2.17)	
mm (in.)		SAE J1703 or FMVSS No. 116 DOT3	
 196 N (20 kgf, 44 lbf)		5–7	
	A	⬆ 1.0 (0.039)	
mm (in.)	B	⬆ 26 (1.02)	⬆ 16 (0.63)
 mm (in.)		⬆ 1.0 (0.039)	
 mm (in.)		⬇ 211 (8.307)	

 N·m (kgf·cm, ft·lbf)		113 (1150, 83)

				RZJ
 liter (US qts, Imp. qts)				2.5 (2.6, 2.2)
				API GL–4 or GL–5 SAE 75W–90
 liter (US qts, Imp. qts)				2.0 (2.1, 1.8)
				ATF D–II or DEXRON®III (DEXRON®II)
 liter (US qts, Imp. qts)				Full–time type 1.4 (1.5, 1.2) Part–time type 1.0 (1.1, 0.9)
				API GL–4 or GL–5 SAE 75W–90
 liter (US qts, Imp. qts)				
	Australia	1.4 (1.5, 1.2)		*4 2.55 (2.7, 2.2) (w/ Rr Differential lock) *5 2.5 (2.6, 2.2) (w/ Rr Differential lock) 2.55 (2.7, 2.2) (w/ o Rr Differential lock)
	Others		3-door model	2.4 (2.6, 2.2) (w/ Rr Differential lock) 2.5 (2.6, 2.2) (w/ o Rr Differential lock)
			5-door model	2.95 (3.1, 2.6) (w/ Rr Differential lock) 3.05 (3.2, 2.7) (w/ o Rr Differential lock)
				Hypoid gear oil API GL–5 With LSD use LSD oil only SAE 90 (⬆ –18°C (0°F)) SAE 80W, 80W–90 (⬇ –18°C (0°F))

		RZJ
 mm (in.)		⬇ 30 (1.18)

	3–door model	5–door model
 A	0°16′±45′ (0.27°±0.75°)	0°19′±45′ (0.32°±0.75°)
B	12°14′±45′ (12.23°±0.75°)	12°11′±45′ (12.18°±0.75°)
 C	2°41′±45′ (2.68°±0.75°)	2°40′±45′ (2.67°±0.75°)
D	36°20′ $^{+1°}_{-2°}$ (36.33° $^{+1°}_{-2°}$)	
 E+F	0°05′±0°10′ (0.08°±0.16°)	0°10′±0°10′ (0.16°±0.16°)
G–H mm (in.)	1±2 (0.04+0.08)	2±2 (0.08+0.08)

 kPa (kgf/cm², psi)	225/70R17 108S	200 (2.0, 29)	200 (2.0, 29) 260 (2.7, 38)*1
	225/70R17C 108S	200 (2.0, 29)	200 (2.0, 29) 290 (3.0, 42)*1
	P265/65R17 110S	200 (2.0, 29)	200 (2.0, 29)
	265/65R17 112S	200 (2.0, 29) 190 (1.9, 28)*2	200 (2.0, 29) 190 (1.9, 28)*2

*1: Standard inflation for all loads including full rated loads
*2: Australia

※1: w/ ABS
※2: w/o ABS
※3: w ABS and VSC
※4: w/ Limited slip differential
※5: w/o Limited slip differential

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