# PERFORMANCE

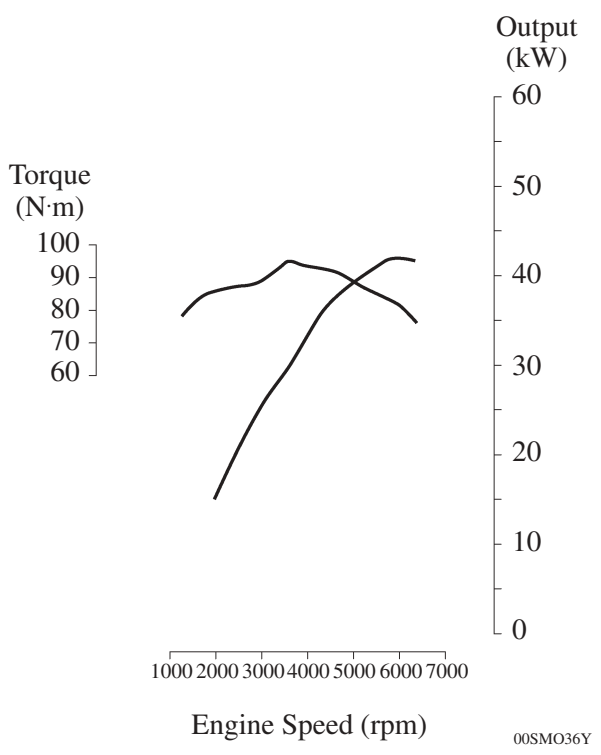
## Power Train

### Engine

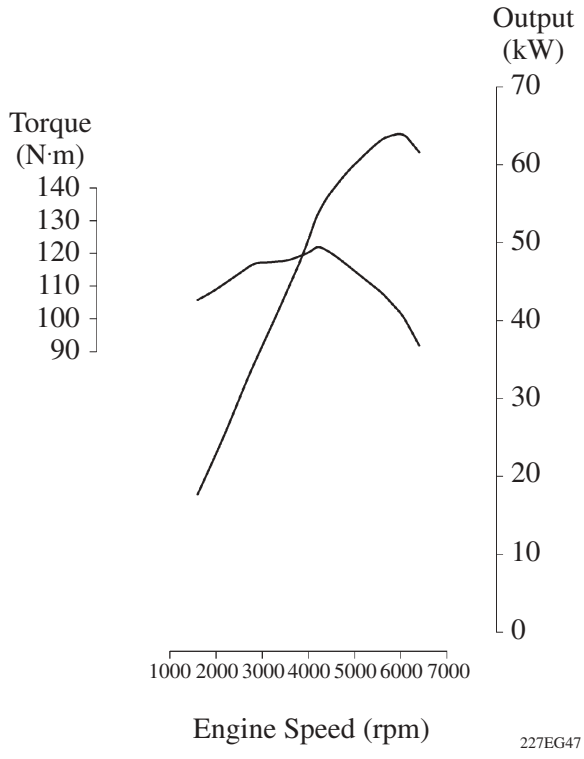
- The 1KR-FE gasoline engine that achieves high performance, quietness, fuel economy, and clean emissions is newly used. The 2SZ-FE, 1NZ-FE, and 2NZ-FE gasoline engines that also have high performance, quietness, fuel economy, and clean emission continue to be used.
- The 1ND-TV diesel engine that uses a common-rail system and achieves high performance, clean emissions, low noise, and low vibration continues to be used.

| Engine Type | 1KR-FE | 2SZ-FE |
|---|---|---|
| No. of Cyls. & Arrangement | 3-cylinder, In-line Type | 4-cylinder, In-line Type |
| Valve Mechanism | 12-valve DOHC, Chain Drive (with VVT-i) | 16-valve DOHC, Chain Drive (with VVT-i) |
| Displacement $cm^3$ (cu. in.) | 998 (60.9) | 1298 (79.2) |
| Bore x Stroke $mm^3$ (in.) | 71.0 x 84.0 (2.8 x 3.3) | 72.0 x 79.7 (2.83 x 3.14) |
| Compression Ratio | 10.5 : 1 | 10.0 : 1 |
| Maximum Output [EEC] | 51 kW @ 6000 rpm | 64 kW @ 6000 rpm |
| Maximum Torque [EEC] | 93 N·m @ 3600 rpm | 122 N·m @ 4200 rpm |

**▶ 1KR-FE Engine ◀**



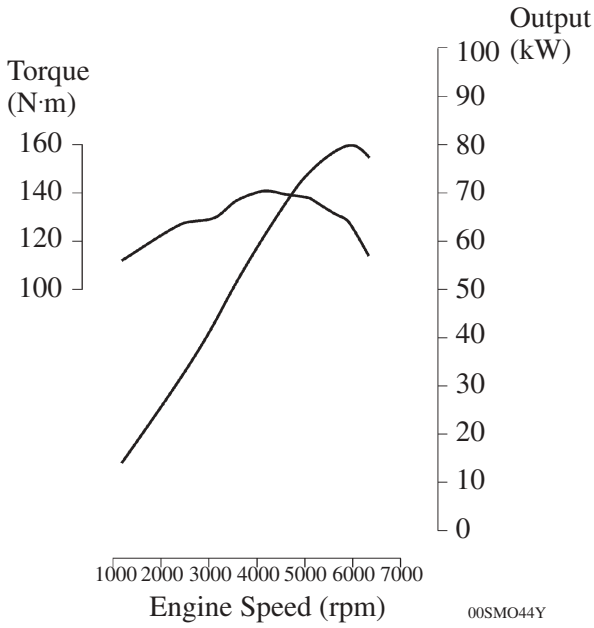

**▶ 2SZ-FE Engine ◀**



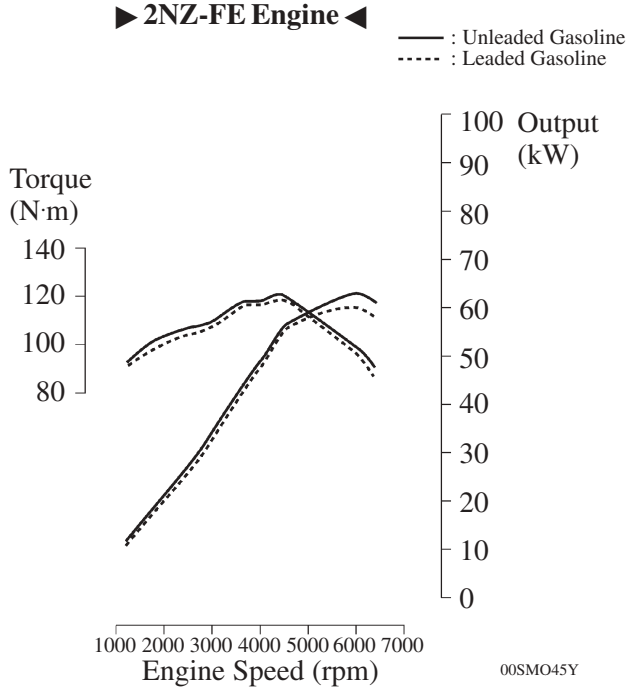
| Engine Type | 1NZ-FE | 2NZ-FE | | 1ND-TV |
|---|---|---|---|---|
| No. of Cyls. & Arrangement | 4-cylinder, In-line Type | ← | | ← |
| Valve Mechanism | 16-valve DOHC, Chain Drive (with VVT-i) | 16-valve DOHC, Chain Drive (with VVT-i) | 16-valve DOHC, Chain Drive (without VVT-i)* | 8-valve SOHC, Chain Drive |
| Displacement $cm^3$ (cu. in.) | 1497 (91.3) | 1298 (79.2) | | 1364 (83.2) |
| Bore x Stroke $mm^3$ (in.) | 75.0 x 84.7 (2.95 x 3.33) | 75.0 x 73.5 (2.95 x 2.89) | | 73.0 x 81.5 (2.87 x 3.21) |
| Compression Ratio | 10.5 : 1 | 10.5 : 1 (10.0 : 1)* | | 17.9 : 1 |
| Maximum Output [EEC] | 80 kW @ 6000 rpm | 63 kW @ 6000 rpm (60 kW @ 6000 rpm)* | | 66 kW @ 3800 rpm |
| Maximum Torque [EEC] | 141 N·m @ 4200 rpm | 121 N·m @ 4400 rpm (119 N·m @ 4400 rpm)* | | 190 N·m @ 1800 – 3000 rpm |

*: Models with Leaded Gasoline

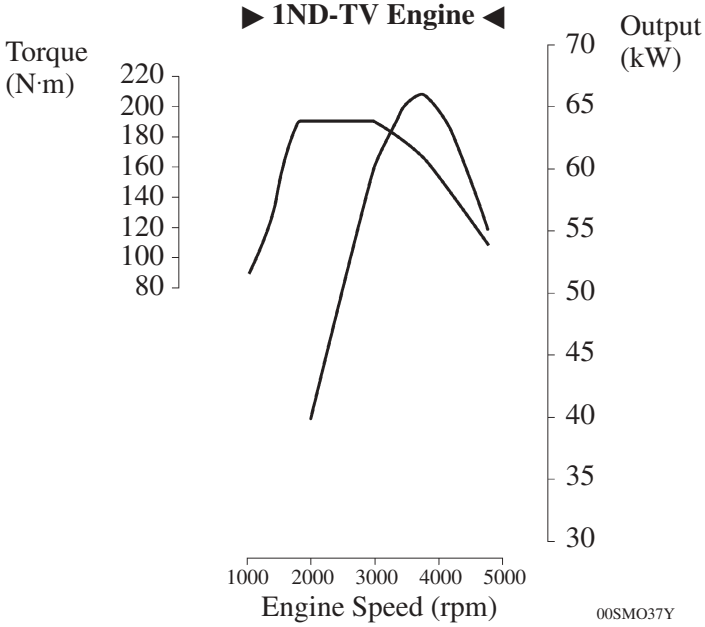
**▶ 1NZ-FE Engine ◀**




**▶ 2NZ-FE Engine ◀**




**▶ 1ND-TV Engine ◀**



### Transaxle

| Transaxle Type | | 5-speed Manual | | | | | | 4-speed Automatic | |
|---|---|---|---|---|---|---|---|---|---|
| | | C551 | C551A (M-MT)*1 | | C53 | C53A (M-MT)*1 | C54 | U441E | U340E |
| Combination with Engine | | 1KR-FE, 2SZ-FE | 1KR-FE | 2SZ-FE | 1ND-TV | 1ND-TV | 1NZ-FE, 2NZ-FE | 2NZ-FE | 1NZ-FE |
| Gear Ratio*2 | 1st | 3.545 | ← | ← | ← | ← | ← | 2.875 | 2.874 |
| | 2nd | 1.913 | ← | ← | 1.904 | ← | ← | 1.568 | 1.552 |
| | 3rd | 1.310 | ← | ← | ← | ← | ← | 1.000 | ← |
| | 4th | 1.027 | ← | ← | 0.969 | ← | 1.031 | 0.696 | 0.700 |
| | 5th | 0.850 | ← | ← | 0.725 | ← | 0.864 | — | — |
| | Reverse | 3.241 | ← | 4.055 | 3.250 | ← | ← | 2.300 | 2.343 |

*1: Multi-mode Manual Transmission
*2: Counter Gear Ratio Included on Automatic Transaxle Models

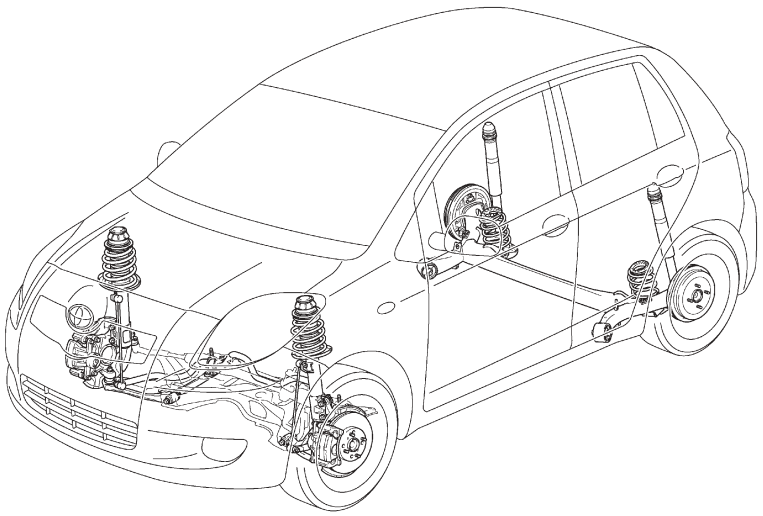
## Chassis

### Front Suspension

| | |
|---|---|
| Type | MacPherson Strut Type Independent Suspension |

### Rear Suspension

| | |
|---|---|
| Type | Torsion-beam Type |



00SCH24Y

**Hatchback Model**

### Steering

| | |
|---|---|
| Type | EPS (Electronic Power Steering) |
| Gear Type | Rack & Pinion |