# CAMRY

## OUTLINE OF NEW FEATURES

The Camry is a high-quality family sedan with advanced technology and sporty performance. The following changes are made for the 1998 model year.

### 1. Model Line-Up

- The SXV20L-AEPNKK and MCV20L-A (C) EPGKK models have been added.
- The MCV20L-CEPNKK model has been discontinued.

### 2. Interior Equipment

An extensible assist grip has been newly provided for the front passenger.

### 3. 5S-FE Engine

ORVR (On-Board Refueling Vapor Recovery) System has been adopted.

### 4. 1MZ-FE Engine

The 1MZ-FE engine with automatic transaxle on the California specification model uses the air-fuel ratio sensor and the WU-TWC (Warm Up-Three-Way Catalytic Converters) to reduce exhaust emissions.

### 5. Body

- The cross section shape of the outside windshield moulding has been changed to reduce the wind noise.
- The front door window glass has been increased in thickness to reduce the amount of noise transmitted from the outside of the vehicle.
- Front seat belt with pretensioner and force limiter has been adopted.

### 6. Engine Immobiliser System

An engine immobiliser system has been newly provided to help improve the vehicle’s theft prevention performance.

### 7. Theft Deterrent System

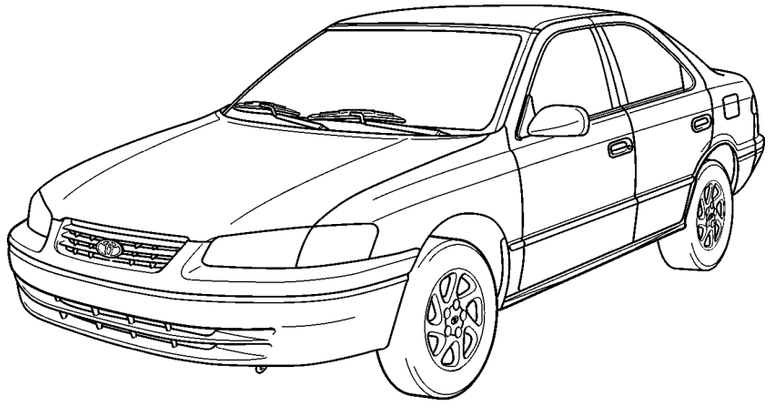
- The starter cutoff function has been discontinued along with the adoption of the engine immobiliser system.
- The illumination pattern of the indicator light which indicates the condition of the system has been changed.

## 8. SRS Side Airbag

The SRS side airbags which help to reduce the impact energy transmitted to the driver and front passenger in the event of a side collision has been newly provided.

## 9. Audio

- The design of the audio unit has been changed.
- AM/FM multiplex ETR with CD players have been newly provided.
- The CD auto changer control function has been provided in all audio units.



150IN01

## MODEL CODE

# MCV20 L – C E P G K A

① ② ③ ④ ⑤ ⑥ ⑦ ⑧

| | BASIC MODEL CODE |
|---|---|
| ① | SXV20 : With 5S-FE Engine<br>MCV20: With 1MZ-FE Engine |

| | STEERING WHEEL POSITION |
|---|---|
| ② | L : Left-Hand Drive |

| | MODEL NAME |
|---|---|
| ③ | A : Camry (Produced by TMC*1)<br>C : Camry (Produced by TMMK*2) |

| | BODY TYPE |
|---|---|
| ④ | E : 4-Door Sedan |

| | GEARSHIFT TYPE |
|---|---|
| ⑤ | M: 5-Speed Manual, Floor<br>P : 4-Speed Automatic, Floor |

| | GRADE |
|---|---|
| ⑥ | D : CE<br>N : LE<br>G : XLE |

| | ENGINE SPECIFICATION |
|---|---|
| ⑦ | K : DOHC and SFI |

| | DESTINATION |
|---|---|
| ⑧ | A : U.S.A.<br>K : Canada |

*1: TMC (Toyota Motor Corporation)

*2: TMMK (Toyota Motor Manufacturing Kentucky, Inc.)

## MODEL LINE-UP

| TRANSAXLE | | | | 5-Speed Manual | | 4-Speed Automatic | |
|---|---|---|---|---|---|---|---|
| DESTI-NATION | ENGINE | BODY TYPE | GRADE | S51 | E153 | A140E | A541E* |
| U.S.A. | 5S-FE | 4-Door Sedan | CE | SXV20L-CEMDKA | | SXV20L-CEPDKA | |
| | | | LE | | | SXV20L-A(C)EPNKA | |
| | | | XLE | | | SXV20L-A(C)EPGKA | |
| | 1MZ-FE | | CE | | MCV20L-CEMDKA | | |
| | | | LE | | | | MCV20L-A(C)EPNKA |
| | | | XLE | | | | MCV20L-A(C)EPGKA |
| Canada | 5S-FE | | CE | SXV20L-CEMDKK | | SXV20L-CEPDKK | |
| | | | LE | SXV20L-CEMNKK | | SXV20L-CEPNKK | |
| | | | | | | SXV20L-AEPNKK | |
| | 1MZ-FE | | CE | | | | MCV20L-CEPDKK |
| | | | LE | | | | MCV20L-CEPNKK |
| | | | XLE | | | | MCV20L-A(C)EPGKK |

*: Electronically Controlled Transaxle with an intelligent control system

: New

: Discontinued

# NEW FEATURES

## ■5S-FE ENGINE

### 1. Description

The following changes have been made to the 5S-FE engine.

| Item | Details |
|---|---|
| Fuel System | ● ORVR (On-board Refueling Vapor Recovery) system has been adopted to reduce the amount of fuel vapor that is discharged to the atmosphere during refueling. The operation and construction of the ORVR system are the same as those of the ’98 Corolla. For details, see the ’98 Corolla New Car Features (Pub. No. NCF148U). |
| Engine Control System | ● The diagnostic function of the evaporative emission control system, which was adopted on the previous automatic transaxle model, has been newly adopted also on the manual transaxle model.<br>● The engine immobiliser function has been integrated with the ECM. For details, see page 23. |

*: Applicable only to Vehicle Equipped with the Engine Immobiliser System.

## ■1MZ-FE ENGINE

### 1. Description

On the California specification automatic transaxle model, the 1MZ-FE engine has adopted the air-fuel ratio sensor and the WU-TWC (Warm Up-Three-Way Catalytic Converter) to reduce exhaust emissions.

### 2. Engine Specifications

| Item \ 1MZ-FE Engine | | | ’98 Model | ’97 Model |
|---|---|---|---|---|
| No. of Cyls. & Arrangement | | | 6-Cylinder, V Type | ← |
| Valve Mechanism | | | 24-Valve, DOHC, Belt & Gear Drive | ← |
| Combustion Chamber | | | Pentroof Type | ← |
| Manifolds | | | Cross-Flow | ← |
| Fuel System | | | SFI | ← |
| Displacement | | $cm^3$ (cu. in.) | 2995 (182.7) | ← |
| Bore x Stroke | | mm (in.) | 87.5 x 83.0 (3.44 x 3.27) | ← |
| Compression Ratio | | | 10.5 : 1 | ← |
| Max. Output | | [SAE-NET] | 145 kW@5200 rpm (194HP@5200 rpm), 143 kW@5200 rpm (192 HP@5200 rpm)* | 145 kW@5200 rpm (194HP@5200 rpm) |
| Max. Torque | | [SAE-NET] | 283 N·m@4400 rpm (209 ft·lbf@4400 rpm), 281 N·m@4400 rpm (207 ft·lbf@4400 rpm)* | 283 N·m@4400 rpm (209 ft·lbf@4400 rpm) |
| Valve Timing | Intake | Open | 4° BTDC | ← |
| | | Close | 44° ABDC | ← |
| | Exhaust | Open | 46° BBDC | ← |
| | | Close | 2° ATDC | ← |
| Fuel Octane Number | | RON | 91 or Higher | ← |
| Oil Grade | | | API SH EC-II, SJ EC or ILSAC | API SH EC II or ILSAC |

Premium unleaded gasoline (96RON) is used for the above specifications.
*: California Specification Automatic Transaxle Model.

## 3. Major Differences

The following changes have made to the 1MZ-FE engine.

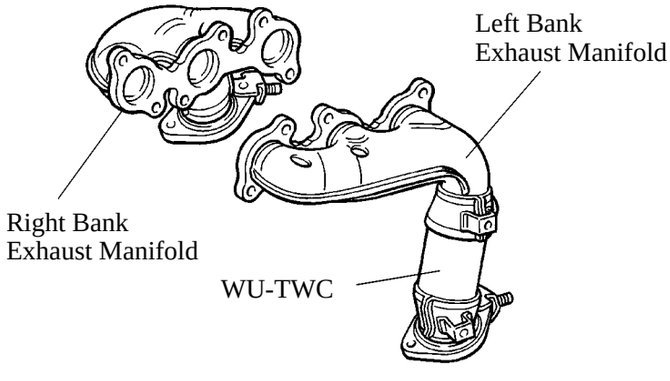
| Item | Details |
|---|---|
| Intake and Exhaust System*1 | ● The exhaust manifolds adopt a double-wall construction consisting of stainless steel pipes to improve the warm-up performance of the TWC.<br>● WU-TWCs*2 have been adopted to reduce exhaust emissions soon after the engine is started. |
| Fuel System | ● 4-hole type fuel injectors have been adopted to improve the atomization of fuel.*1<br>● A quick connector is used to connect the fuel filter and the fuel hose together to improve serviceability. |
| Engine Control System | ● Air-fuel ratio sensors have been adopted to improve the precision of the air-fuel ratio feedback control.*1<br>● The engine immobiliser system has been integrated with the ECM.*3 |

*1: Only for California Specification Automatic Transaxle Model.
*2: WU-TWC (Warm Up-Three-Way Catalytic Converter)
*3: Applicable only to vehicle equipped with the Engine Immobiliser System.

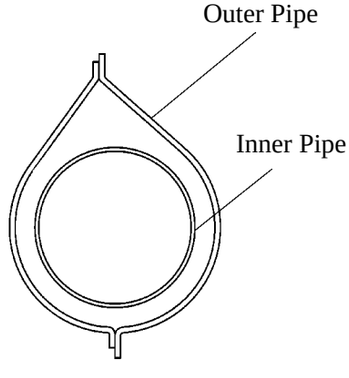
## 4. Intake and Exhaust System (California Specification Automatic Transaxle Model)

### Exhaust Manifold

- The exhaust manifolds have been changed from the previous 3-layer type, in which ceramic wool is sandwiched, to the double-wall construction consisting of stainless steel pipes. As a result, the warm-up performance of the TWC has been improved.
- The left bank exhaust manifold integrates with a WU-TWC.




150EG06

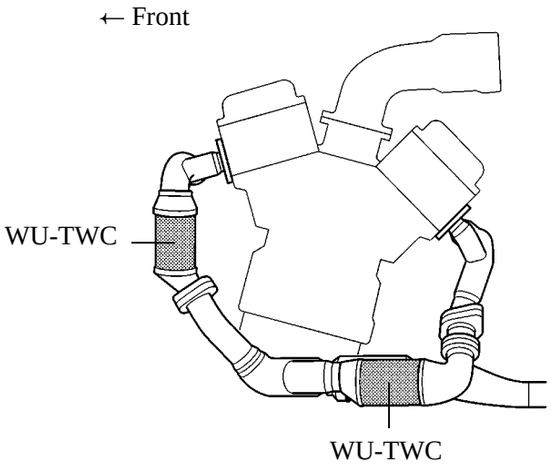



**Exhaust Manifold Cross-Section**

150EG07

**Warm Up-Three-Way Catalytic Converter**

- In addition to the TWC that is provided under the floor of the previous model, WU-TWCs are provided to reduce exhaust emissions soon after the engine is started.
- The WU-TWC for the right bank is provided in the front exhaust pipe and in the exhaust manifold for the left bank.
- The WU-TWC uses a thin-foil (foil thickness 50 μm → 30 μm) metallic substrate for weight reduction and to improve warm-up performance.

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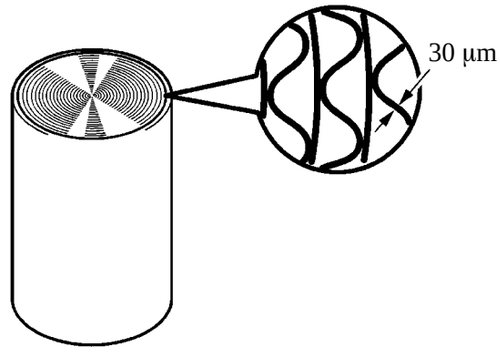


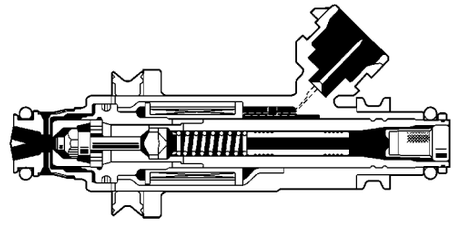

**Metallic Substrate**

150EG05

## 5. Fuel System

**Fuel Injector (California Specification Automatic Transaxle Model)**

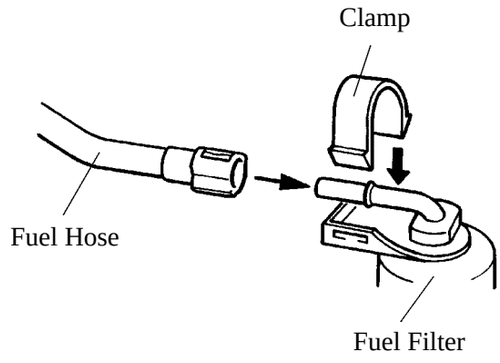
A compact 4-hole type injector has been adopted to improve the atomization of fuel.



150EG09

### Fuel Filter

A quick connector is used to connect the fuel filter and the fuel hose together to improve serviceability.




149EG07

## 6. Engine Control System

### General

The California specification automatic transaxle model has adopted an air-fuel sensor. All models are available with the Engine Immobiliser System as an optional equipment. The models other than the California specification automatic transaxle model are basically the same as the ’97 models except for the adoption of the Engine Immobiliser System.

### SFI (Sequential Multiport Fuel Injection)

The precision of the air-fuel ratio feedback control has been improved through the adoption of the air-fuel ratio sensor. The operation of the air-fuel ratio sensor and the ECM are the same as those of the California specification model with the 5S-FE engine and automatic transaxle. For details, see the ’97 Camry New Car Features (Pub. No. NCF134U).

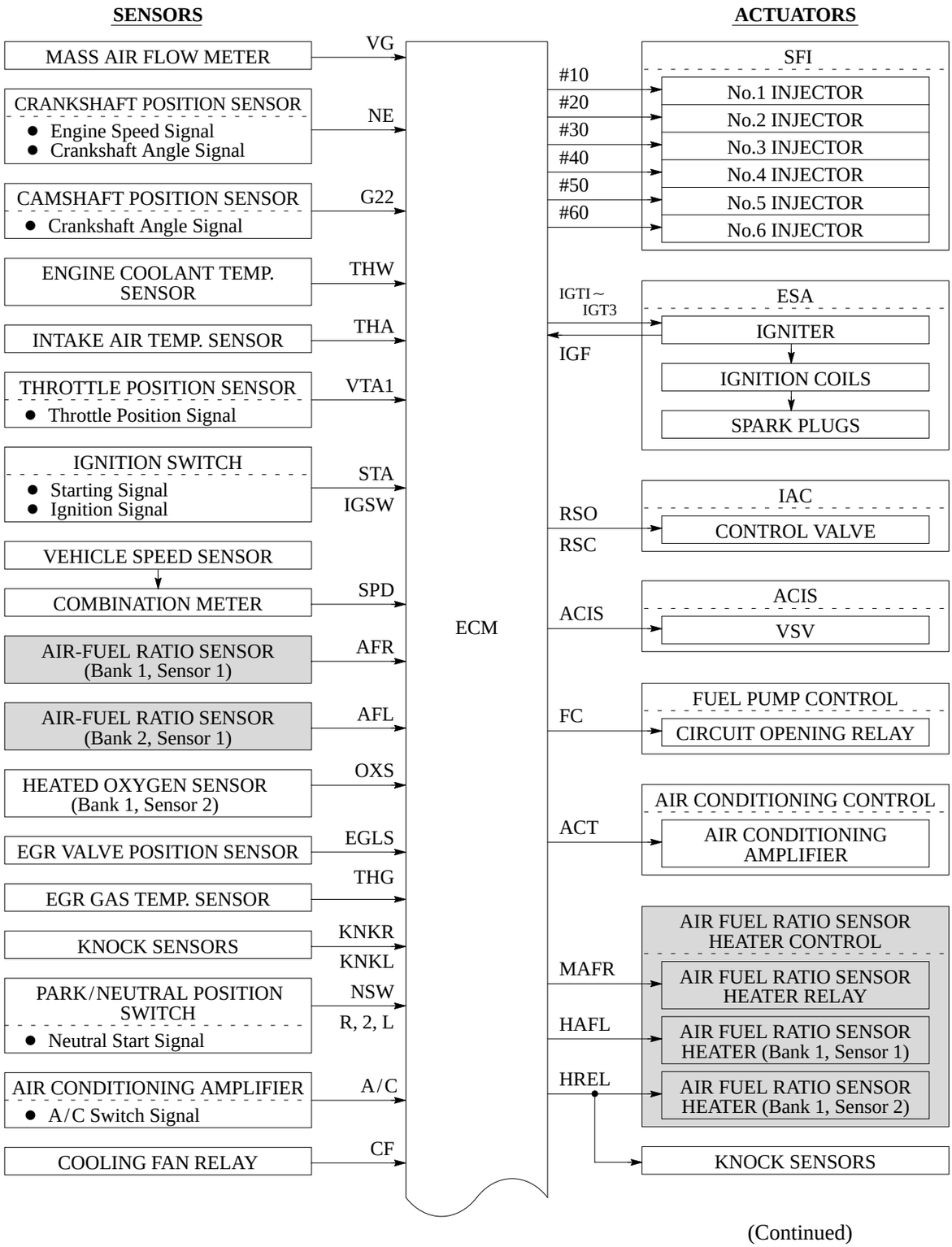
### Engine Immobiliser System

The engine immobiliser system has been designed to prevent the vehicle from being stolen. This system uses an ECM that stores the ID code of the authorized ignition key. If an attempt is made to start the engine using an unauthorized key, the ECM prohibits fuel delivery and ignition effectively disabling the engine. For details, see page 23 in the Engine Immobiliser system section.

### Construction

#### 1) California Specification Automatic Transaxle Model

The configuration of the engine control system in the 1MZ-FE engine of the ’98 Camry is as shown in the following chart. Shaded portions ▭ differ from the 1MZ-FE engine of the ’97 Camry.

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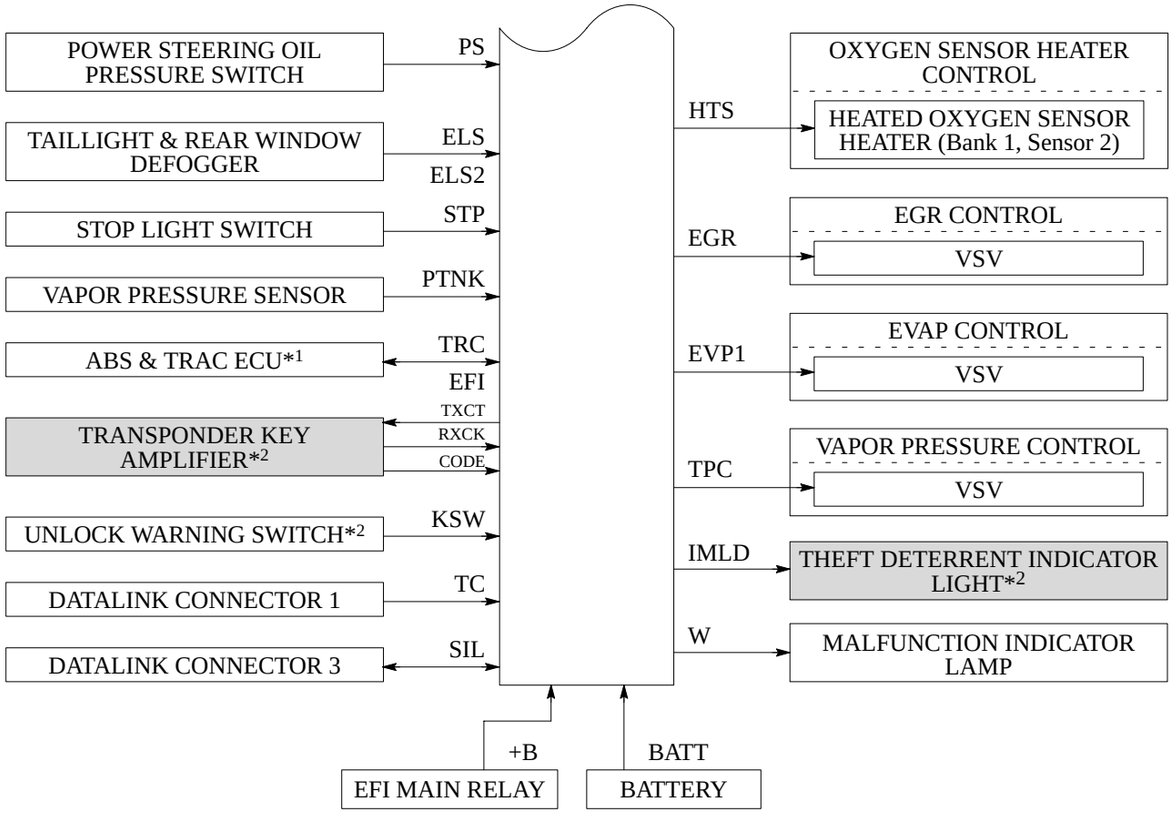
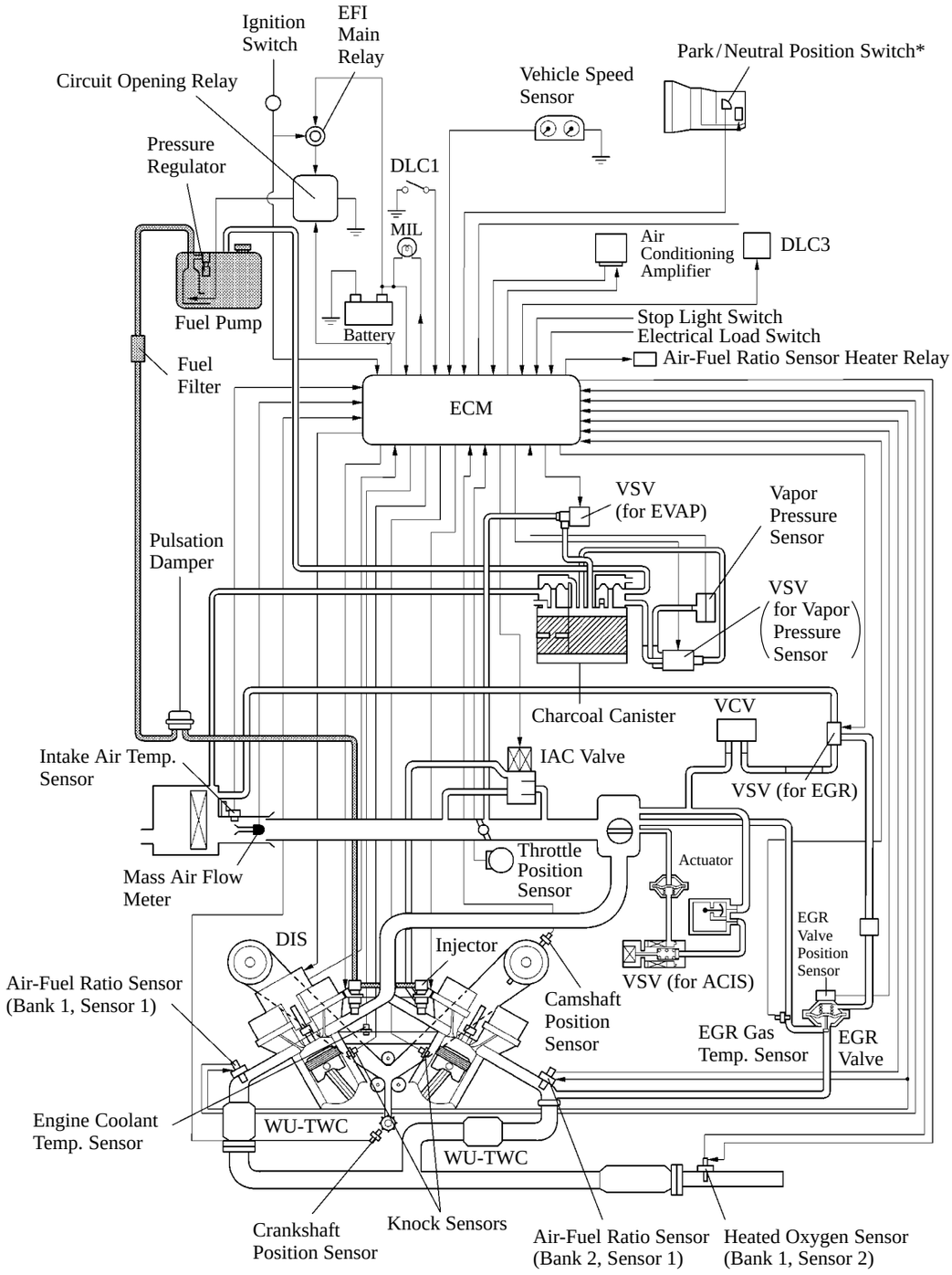



*1: Applicable only to vehicles equipped with the TRAC System.
*2: Applicable only to vehicles equipped with the Engine Immobiliser System.

## Engine Control System Diagram

### 1) California Specification Automatic Transaxle Model



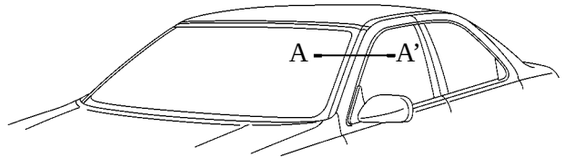

*: Only for the Automatic Transaxle Models

150EG01

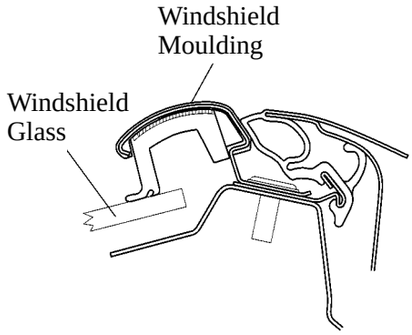
## ■BODY

### 1. Low Vibration Low Noise Body

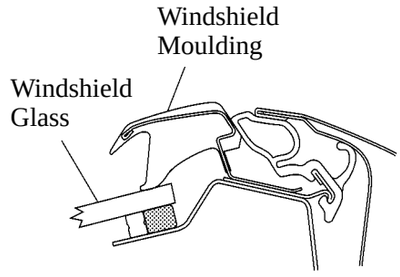
- The front door window glass has been increased in thickness from 4.0mm (0.16 in.) to 5.0mm (0.20 in.) to reduce the amount of noise transmitted from the outside of the vehicle.
- The cross section shape of the outside windshield moulding has been changed to direct the airflow smoothly from the front to the side of the vehicle. As a result, the wind noise has been reduced.




150IN101




**'98 Camry** 150NF102




**'97 Camry** 150NF103

**A – A' Cross Section**

## ■ SEAT BELT

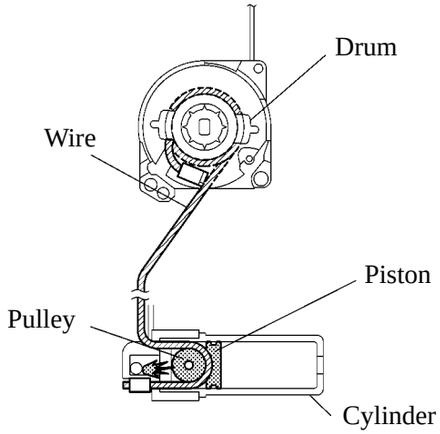
### 1. General

- The front seats are provided with an electrical sensing type seat belt pretensioner and a seat belt force limiter. In the beginning of a collision, the seat belt pretensioner instantly pulls up the seat belt thus providing the excellent belt's effectiveness in restraining the occupant.
  When the impact of a collision causes the tension of the seat belt applied to the occupant to reach a predetermined level, the force limiter restrains the tension, thus controlling the force applied to the occupant's chest area.
- In accordance with the ignition signal from the airbag sensor assembly, the seat belt pretensioner activates simultaneously with the deployment of the SRS airbags for the driver and front passenger.

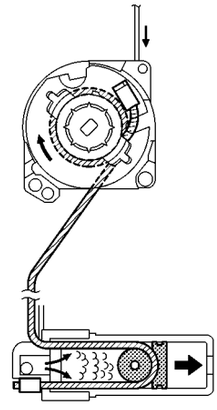
### 2. Seat Belt Pretensioner

#### Construction and Operation

The seat belt pretensioner consists of the pretensioner mechanism and retracting mechanism.
The pretensioner mechanism consists of a gas generator, piston, wire, drum and etc.
If the airbag sensor is turned on by deceleration due to frontal collision, electric current then ignites the gas generator located in the pretensioner. As a result, the gas generator emits gas in an extremely short time and pushes the piston. Since the cable is attached to the piston, the piston will pull on the cable causing the drum to grab onto the shaft. The shaft will then move in the retracting direction pulling up the belt for a predetermined length.




**Inactive** 150NF104

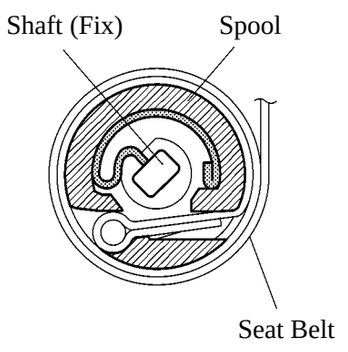


**Activated** 150NF105

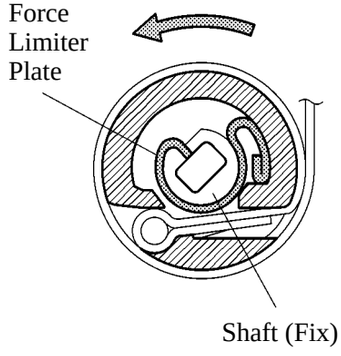
## 3. Seat Belt Force Limiter

### Construction and Operation

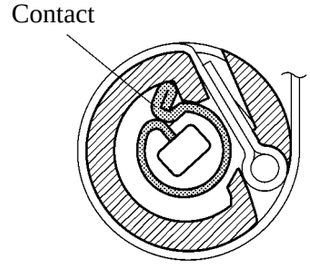
Seat belt force limiter consists of the force limiter plate, spool, shaft and etc.
When a further movement of the occupant applies a force that exceeds the specified load, the force limiter plate begins to deform, and the spool rotates along with the movement of the belt allowing the belt to be pulled out. At this time, the force limiter plate deforms as if wrapping around the shaft along with the rotation of the spool, and acts as a resistance force against the pullling of the belt.
When the spool makes 1-1/4 turns, the plate makes one complete turn around the shaft. As the plates themselves come in contact, the spool will not be able to rotate further. As a result, the force limiter completes its activation.




**Inactive** 150NF106




**Activated** 150NF107

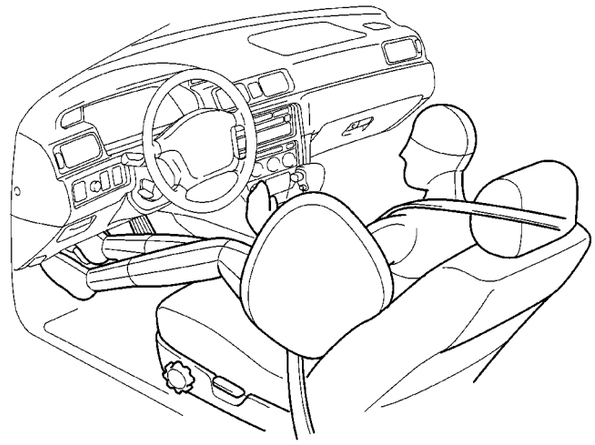



**End** 150NF108

## ■SRS SIDE AIRBAG

### 1. General

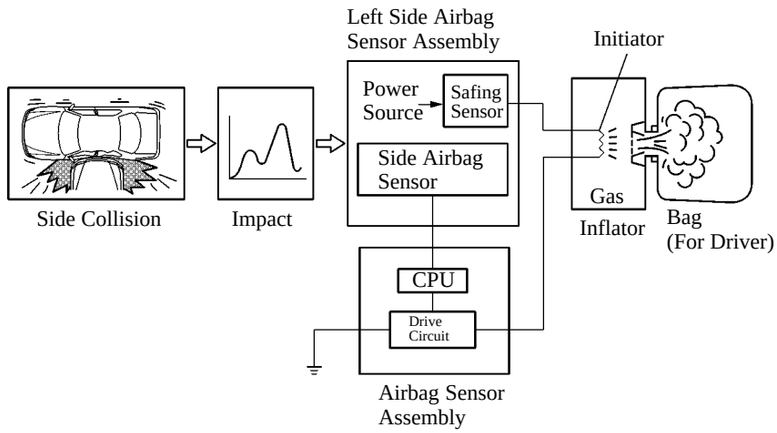
- In conjunction with the energy absorbing doors, the SRS side airbags have been designed to help reducing the impact energy that is transmitted to the driver and front passenger in the event of a side collision. In a side collision, the side airbag sensor detects the shock and if the side-to-side shock is greater that a specified value, the airbags stored in the seat back for the driver and the front passenger inflate instantly to help reducing the likelihood of the driver's or front passenger's arm and chest directly hitting the door trim.
- Each SRS side airbag is independent of the other.
- An electrical type SRS side airbag, in which the side airbag is activated by the ignition signal emitted by the airbag sensor assembly, has been adopted.



150NF109

**▶ System Diagram ◀**

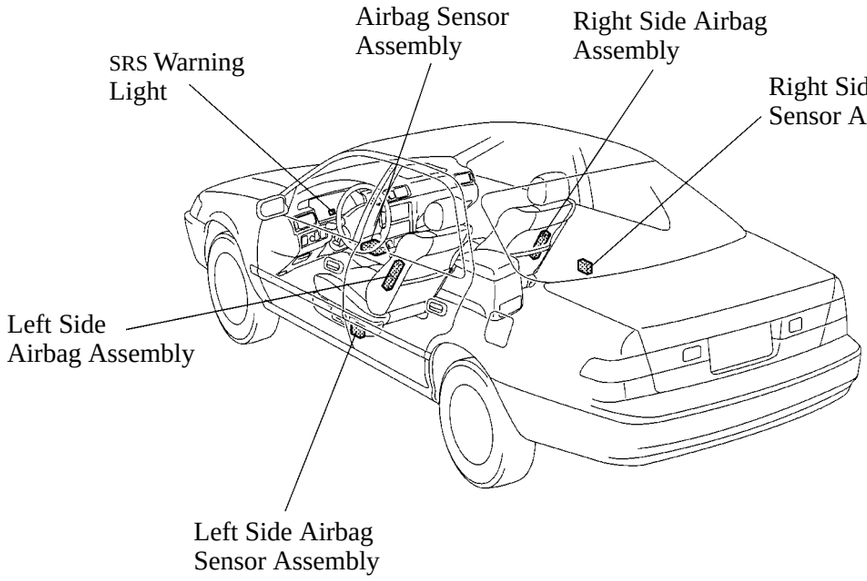
The activation processes of the SRS side airbag is as illustrated below.




150NF110

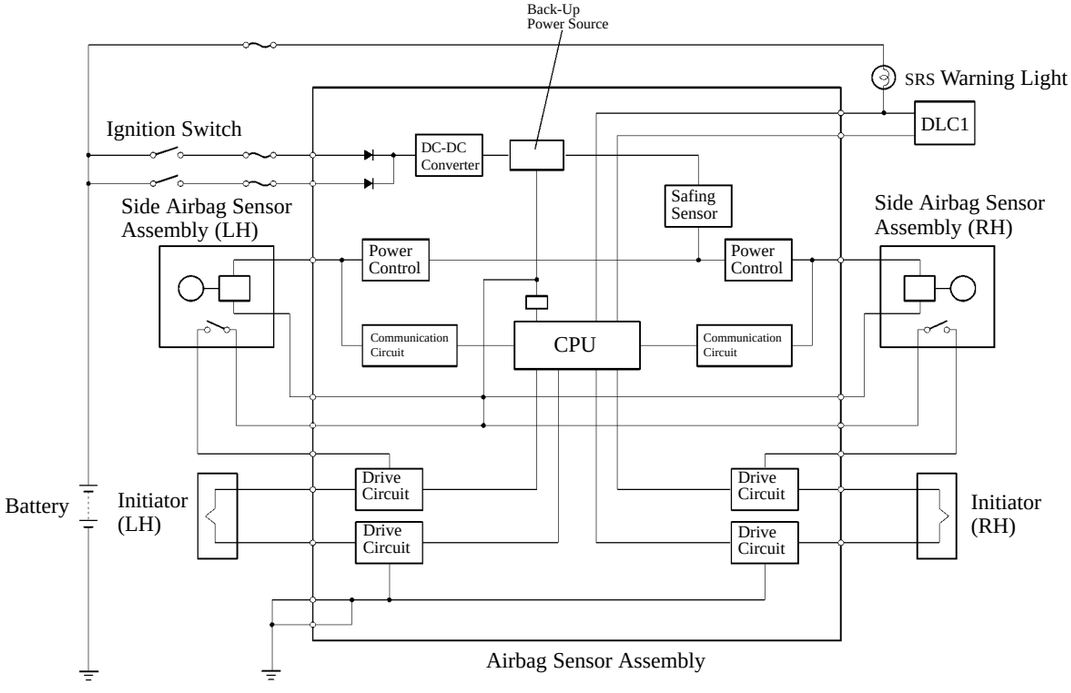
## 2. Layout of Components

The major function parts of the side airbag system are shown below.




150NF111

## 3. Wiring Diagram




150NF112

## 4. Construction and Operation

### Side Airbag Sensor Assembly

#### 1) Description

The side airbag sensor assembly is mounted on the right and left center pillars. It receives signals from the side airbag sensor enclosed in the side airbag sensor assembly and judges whether the side airbag must be activated or not.

#### 2) Construction and Operation

The side airbag sensor assembly consists of side airbag sensor, safing sensor, etc.

**a. Side Airbag Sensor**

The side airbag sensor is enclosed in the side airbag sensor assembly based on the acceleration of the vehicle that occurs during a side collision. The distortion created in the sensor is converted into an electric signal. This signal is a linear representation of the acceleration rate.

**b. Safing Sensor**

The safing sensor is enclosed in the side airbag sensor assembly. The sensor turns ON if an acceleration force that is higher than a predetermined value is applied to the safing sensor as a result of a side collision.

### Airbag Sensor Assembly

#### 1) Description

The airbag sensor assembly is mounted on the center floor under the instrument panel.
When the airbag sensor assembly receives the airbag activation signal from the side airbag sensor assembly, it applies current to the inflator.
Furthermore, the airbag sensor assembly diagnoses a system malfunction of the side airbag system.
This is the same airbag sensor assembly that is used for the SRS airbag for the driver and front passenger.

#### 2) Construction and Operation

The airbag sensor assembly consists of ignition control circuit, back up power source, diagnosis circuit, memory circuit, etc.

**a. Ignition Control Circuit**

The ignition control circuit performs a prescribed calculation based on the signal output by the airbag sensor and the front airbag sensor. If these calculated values are larger than a predetermined value, it activates the ignition operation.

**b. Back-Up Power Source**

The back-up power source consists of a back-up capacitor and a DC-DC converter. In case of a power system failure during a collision, the back-up capacitor discharges and supplies electric power to the system. The DC-DC converter is a boosting transformer when the battery voltage drops below a certain level.

**c. Diagnosis Circuit**

This circuit constantly diagnoses the system for any malfunction. When a malfunction is detected, it lights up the SRS warning light on the combination meter to alert the driver.

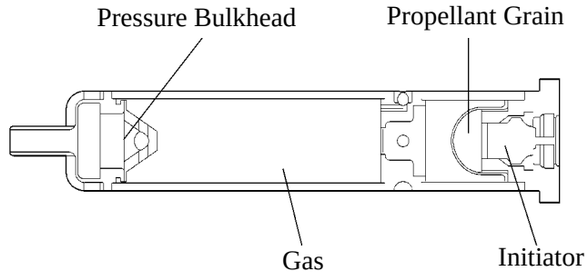
**d. Memory Circuit**

When a malfunction is detected by the diagnosis circuit, it is coded and stored in this memory circuit.

### Inflator and Bag

#### 1) Construction

The inflator and bag are integrated inside the case and located in the outer side of the seat back. The inflator is comprised of a initiator, propellant grain, gas and pressure bulkhead.
The bag is made of strong nylon cloth and becomes inflated by the gas heated by the inflator.



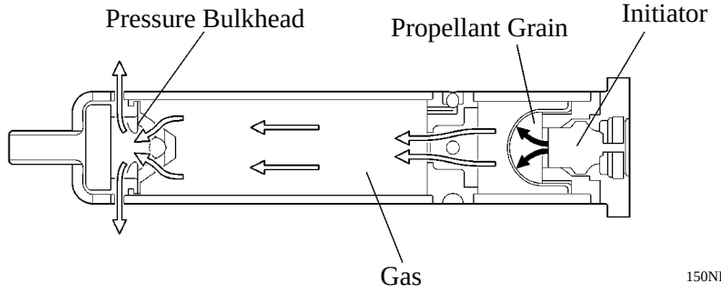

150NF122

**CAUTION**

The initiator is ignited even by a feeble current. As it is dangerous, never measure the resistance of the initiator with a volt/ohmmeter, etc.

#### 2) Operation

When the side airbag sensor detects the acceleration because of a side collision, the ECU appraises the extent of the acceleration to determine whether or not the side airbag must be deployed.
After the ECU determines that the side airbag must be delpoyed, it causes the initiator to ignite in order to head and expand the gas inside the inflator. The expanded gas tears thhe pressure bulkhead and flows into the bag.
The bag, which is inflated by the gas, pushes open the case in the seat, tears the sewn portion of the seat outer cover, and expands to the side of the occupant.
The expanded bag receives the occupant's arm and chest, and discharges the gas through the bag's surface in order to soften the rcoil.
Thus, the side airbag helps to reduce the impact energy that is applied to the occupant's arm and chest areas.

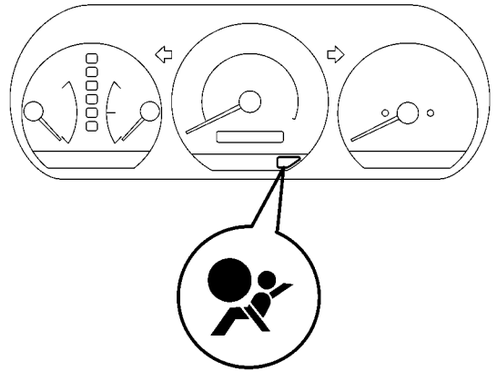



150NF123

→ : Propagation of Fire
⇨ : Flow of Gas

### SRS Warning Light

The SRS warning light is located on the combination meter.
It comes on to alert the driver about system trouble when a malfunction is detected in self-diagnosis of the airbag sensor assembly and side airbag sensor assembly. In normal operating conditions when the ignition switch is turned to the ACC or ON position, the light comes on for about 6 seconds and then goes off.



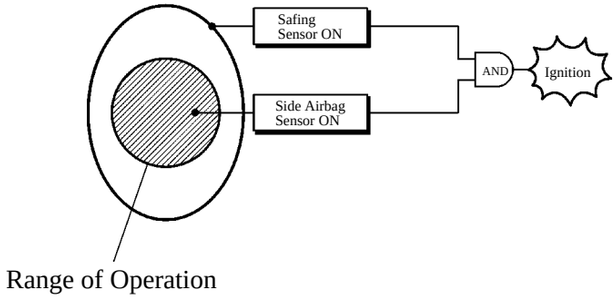
**SRS Warning Light**

150NF113

## 5. System Operation

### Ignition Judgement and Conditions

The safing sensor is designed to be activated by a smaller acceleration rate than the side airbag sensor. As illustrated below, ignition is caused when current flows to the initiator, which happens when a safing sensor and the side airbag sensor go on simultaneously.




150NF114

## ■THEFT DETERRENT SYSTEM

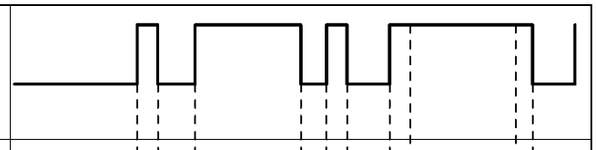
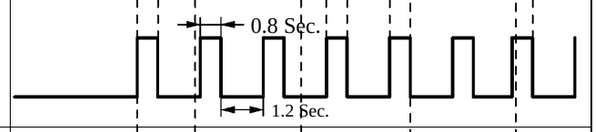
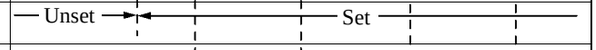
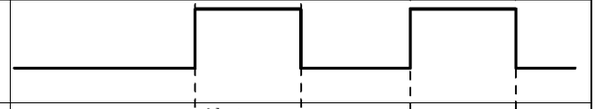
### 1. General

The following changes have been made to the theft deterrent system.

- The starter cutoff function has been discontinued with the adoption of the engine immobiliser system.
- The illuminating pattern of the indicator light which indicates the condition of the system has been changed in conjunction with the adoption of the engine immobiliser system.

### 2. Indicator Light

The ’98 Camry has adopted an engine immobiliser system. Accordingly, a single indicator light can display the conditions of the 2 systems, the engine immobiliser system, and the theft deterrent system. As a result, the illuminating pattern of the indicator lights are those listed below.

| | | |
|---|---|---|
| Actual Indicator Light Illuminating Pattern | ON<br>OFF |  |
| Indicator Light Illuminating Pattern for the Immobiliser System | ON<br>OFF |  |
| Condition of the Immobiliser System | — |  |
| Indicator Light Illuminating Pattern for the Theft Deterrent System | ON<br>OFF |  |
| Condition of the Theft Deterrent System | — | Non-Alert Stage<br>Alert Preparation Stage<br>Alert Stage<br>Warning Stage |

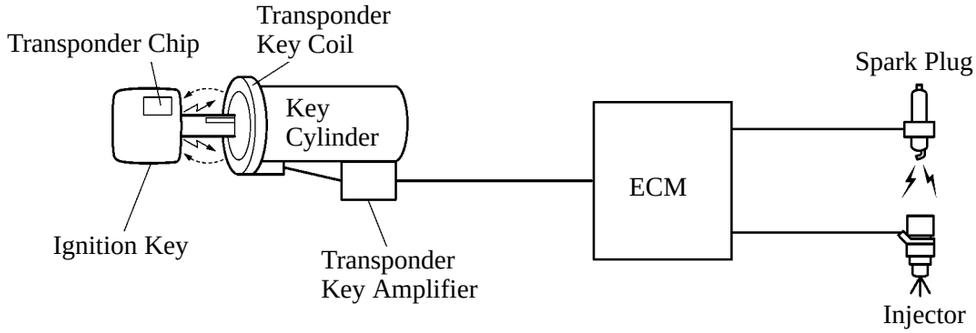
150NF115

## ■ENGINE IMMOBILISER SYSTEM

### 1. General

The engine immobiliser system is a theft-deterrent system which disables the engine from starting using the ignition key with an ID code that matches is the pre-registered code in the vehicle.
This system adopts a transponder system which uses a transponder chip embedded in the grip of the ignition key. When the coil located around the ignition key cylinder receives the ID code signal transmitted by the transponder chip, the computer included in the ECM determines whether or not the ID code matches the code stored in the computer.

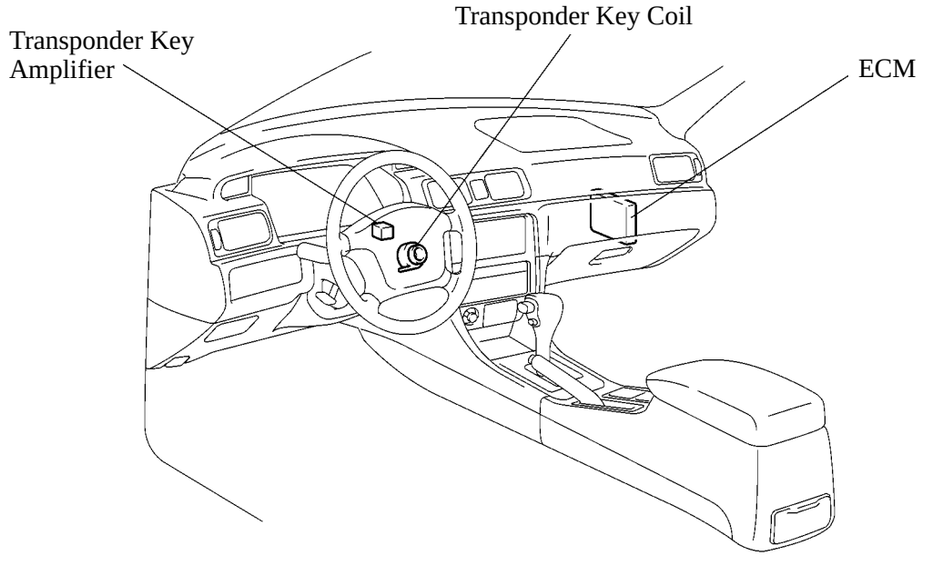
**▶ System Diagram ◀**




150NF116

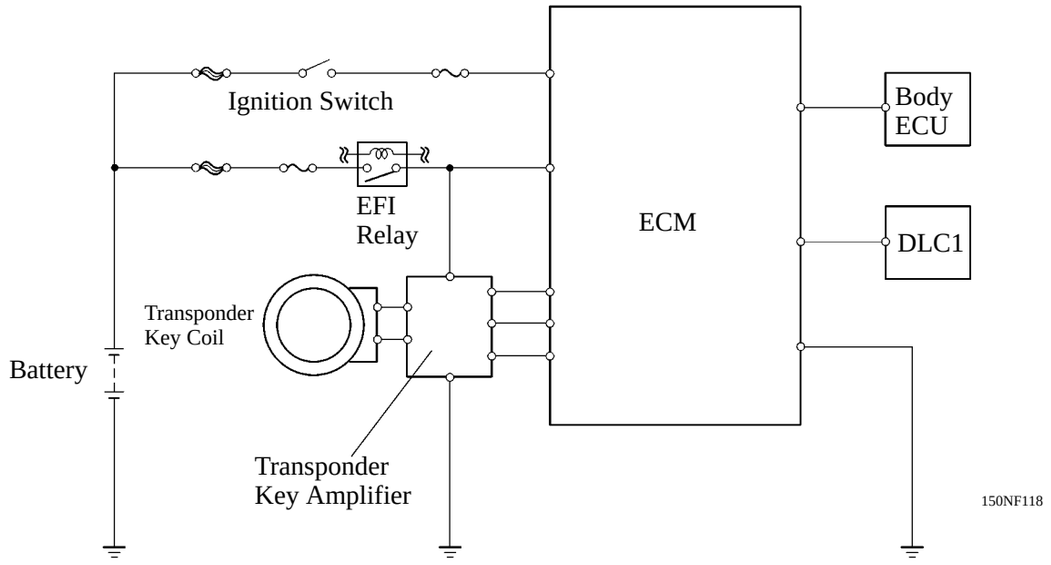
### 2. Layout of Components

The major function parts of the engine immobiliser system are shown below.




150NF117

## 3. Wiring Diagram

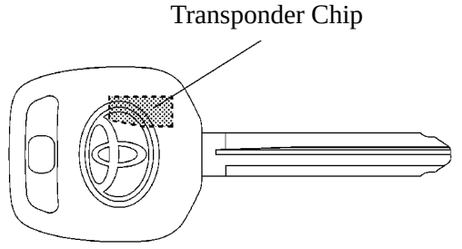



## 4. Construction

The engine immobiliser system consists of the transponder key (ignition key), transponder key coil, transponder key amplifier, and ECM.

### Transponder Key (Ignition Key)

A transponder chip is embedded in the grip of the ignition key. Each transponder chip contains an individual transponder key-code (ID code). The key does not need an internal battery to transmit a key code.




### Transponder Key Coil and Transponder Key Amplifier

The transponder key coil is a ring-shaped coil installed around the ignition key cylinder. The transponder key amplifier is installed in the back of the key cylinder.
An electrical power circuit to provide power to the transponder key coil has been enclosed in the amplifier.

### ECM

The control circuit of the engine immobiliser system has been integrated inside the ECM. As a result, the time has been reduced taken for the engine to start in case of mismatching key code thus improving the system's theft deterrent performance.

A maximum of 10 different transponder key codes (master key: 7 types, sub key: 3 types) can be registered in the ECM.

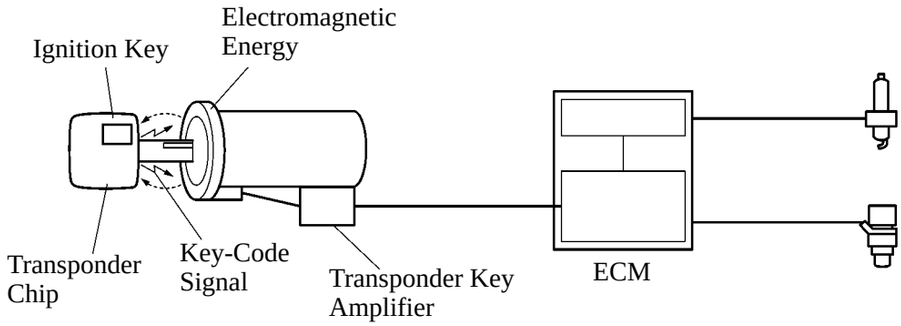
## 5. Operation

### Setting the Engine Immobiliser System

When the ignition key is removed from the key cylinder, the engine immobiliser system will be set.

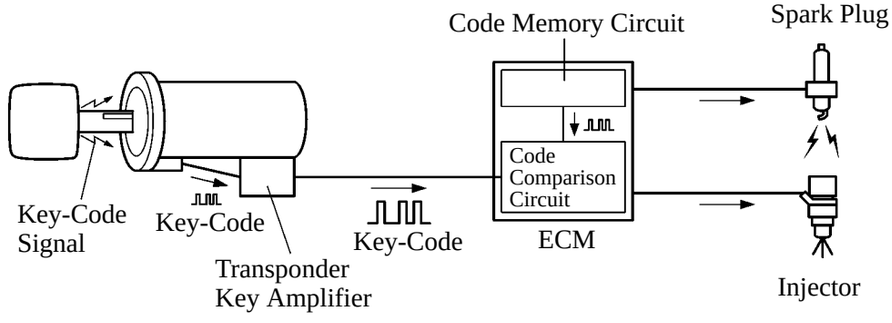
### Unsetting the Engine Immobiliser System

① When the ignition key is inserted in the key cylinder, the ECM instructs the transponder key coil to supply the electromagnetic energy that enables the transponder chip to transmit a key-code signal. The transponder chip then uses this electrical energy to transmit a key-code signal.




150NF120

② The key-code signal that has been received at the coil is amplified by the transponder key amplifier and sent to the ECM. The key-code that has been received by the ECM is then compared to the key-code that is stored in the ECM. The code comparison process takes place and if the codes match in a row, the ECM unsets the immobiliser system. As a result, the engine will be able to start.




150NF121

## 6. Functions

The engine immobiliser system provides the following functions:

### Immobiliser Cancel Function

The immobiliser system is cancelled when the following condition is met, thus permitting authorized operation of the engine:

- The ignition key has been inserted in the key cylinder (after the ECM reads the key code of the transponder chip and that code matches the pre-registered key code).

### New Transponder Key Code Registration Function

This function allows the registration of the key code of two master keys and a sub key to the new ECM. This function is used if the ECM is replaced with a new one.

### Additional Transponder Key Code Registration Function

This function enables the registration of the key code for a new master key or sub key, while retaining the key codes that are already registered. This function is used for the purpose of adding a new master or sub key. A maximum of 10 different transponder key codes (7 for master keys and 3 for sub keys) can be registered in the ECM.

### Transponder Key Code Delete Function

This function deletes all the transponder key codes that are registered in the ECM except for the key code of the master key that was used to execute the delete function.
For further details on transponder key code registration, addition, and deletion, see the 1998 Camry Repair Manual (Pub. No. RM589U).

## Appendix

# ▶CAMRY

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 4-Door Sedan | | | |
| Vehicle Grade | | | | CE | | LE | XLE |
| Model Code | | | | SXV20L-CEMDKA | SXV20L-CEPDKA | SXV20L-A(C)EPNKA | SXV20L-A(C)EPGKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4785 (188.4) | → | → | → |
| | | Width | mm (in.) | 1780 (70.1) | → | → | → |
| | | Height* | mm (in.) | 1415 (55.7) | → | → | → |
| | Wheel Base | | mm (in.) | 2670 (105.1) | → | → | → |
| | Tread | Front | mm (in.) | 1545 (60.8) | → | → | → |
| | | Rear | mm (in.) | 1520 (59.8) | → | → | → |
| | Effective Head Room | Front | mm (in.) | 980 (38.6), 950 (37.4)*1 | → | → | → |
| | | Rear | mm (in.) | 940 (37.0), 914 (36.0)*1 | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1102 (43.4) | → | → | → |
| | | Rear | mm (in.) | 901 (35.5) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1427 (56.2) | → | → | → |
| | | Rear | mm (in.) | 1425 (56.1) | → | → | → |
| | Overhang | Front | mm (in.) | 970 (38.2) | → | → | → |
| | | Rear | mm (in.) | 1140 (44.9) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 130 (5.1) | → | → | → |
| | Angle of Approach | | degrees | 16◀ | → | → | → |
| | Angle of Departure | | degrees | 16◀ | → | → | → |
| | Curb Weight | Front | kg (lb) | 810 (1786) | 835 (1841) | 865 (1907)*2, 870 (1918)*3 | → |
| | | Rear | kg (lb) | 550 (1213) | 545 (1202) | 535 (1179)*2, 545 (1202)*3 | 540 (1191)*2, 550 (1213)*3 |
| | | Total | kg (lb) | 1360 (2999) | 1380 (3043) | 1400 (3086)*2, 1415 (3120)*3 | 1405 (3098)*2, 1420 (3131)*3 |
| | Gross Vehicle Weight | Front | kg (lb) | 995 (2195) | → | → | → |
| | | Rear | kg (lb) | 900 (1985) | → | → | → |
| | | Total | kg (lb) | 1895 (4180) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 70 (18.5, 15.4) | → | → | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | 0.399 (14.1) | → | → | → |
| Performance | Max. Speed | | km / h (mph) | 180 (112) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Acceleration | 0 to 100 km / h | sec. | — | — | — | — |
| | | 0 to 400 m | sec. | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 52 (32) | 69 (43) | → | → |
| | | 2nd Gear | km / h (mph) | 93 (58) | 125 (78) | → | → |
| | | 3rd Gear | km / h (mph) | 147 (91) | — | — | — |
| | | 4th Gear | km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 115 (37.7) | → | → | → |
| | | Curb to Curb | m (ft.) | 11.0 (36.1) | → | → | → |
| Engine | Engine Type | | | 5S-FE | → | → | → |
| | Valve Mechanism | | | 16-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 87.0 x 91.0 (3.43 x 3.58) | → | → | → |
| | Displacement | | $cm^3$ (cu.in.) | 2164 (132.0) | → | → | → |
| | Compression Ratio | | | 9.5 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 99 / 5200(133@5200),97 / 5200(130@5200)*4 | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 199 / 4400(147@4400),197 / 4400(145@4400)*4 | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55, 12 – 48*5 | → | → | → |
| | Generator Output | | Watts | 960 | → | → | → |
| | Starter Output | | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | | Dry, Single Plate | — | — | — |
| | Transaxle Type | | | S51 | A140E | → | → |
| | Transmission Gear Ratio | In First | | 3.538 | 2.810 | → | → |
| | | In Second | | 1.960 | 1.549 | → | → |
| | | In Third | | 1.250 | 1.000 | → | → |
| | | In Fourth | | 0.945 | 0.706 | → | → |
| | | In Fifth | | 0.731 | — | — | — |
| | | In Reverse | | 3.153 | 2.296 | → | → |
| | Counter Gear Ratio | | | — | 0.945 | → | → |
| | Differential Gear Ratio (Final) | | | 3.944 | → | → | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8” + 9” | → | Tandem 8.5” + 8.5”*2, 8” + 9”*3 | → |
| | Proportioning Valve Type | | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | | MacPherson Strut | → | → | → |
| | | Rear | | MacPherson Strut | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | STD | → | → | → |
| | Steering Gear Type | | | Rack and Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 17.4 : 1 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladed Vehicle
*1: With Moor Roof
*2: Produced by TMC
*3: Produced by TMMK
*4: California Specification Model
*5: Without Cold Area Specification Model

| U.S.A. | | | Canada | | |
|---|---|---|---|---|---|
| 4-Door Sedan | | | | | |
| CE | LE | XLE | CE | | LE |
| MCV20L-CEMDKA | MCV20L-A(C)EPNKA | MCV20L-A(C)EPGKA | SXV20L-CEMDKK | SXV20L-CPDKK | SXV20L-CEMNKK |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 1420 (55.9) | → | → | 1415 (55.7) | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
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| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 135 (5.3) | → | → | 130 (5.1) | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 850 (1874) | 915 (2017)*2, 920 (2028)*3 | 920 (2028)*2, 925 (2039)*3 | 810 (1786) | 835 (1841) | 845 (1863) |
| 550 (1213) | 540 (1191)*2, 550 (1213)*3 | → | 550 (1213) | 545 (1202) | 550 (1213) |
| 1400 (3087) | 1455 (3208)*2, 1470 (3241)*3 | 1460 (3219)*2, 1475 (3252)*3 | 1360 (2999) | 1380 (3043) | 1395 (3076) |
| 1040 (2290) | → | → | 995 (2195) | → | → |
| → | → | → | → | → | → |
| 1940 (4275) | → | → | 1895 (4180) | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 210 (130 | → | → | 180 (112) | → | → |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| 57 (35) | 70 (43) | → | 52 (32) | 69 (43) | 52 (32) |
| 97 (60) | 127 (79) | → | 93 (58) | 125 (78) | 93 (58) |
| 148 (92) | — | — | 147 (91) | — | 147 (91) |
| — | — | — | — | — | — |
| 11.9 (39.0) | → | → | 11.5 (37.7) | → | → |
| 11.4 (37.4) | → | → | 11.0 (36.1) | → | → |
| 1MZ-FE | → | → | 5S-FE | → | → |
| 24-Valve, DOHC | → | → | 16-Valve, DOHC | → | → |
| 87.5 x 83.0 (3.44 x 3.27) | → | → | 87.0 x 91.0 (3.43 x 3.58) | → | → |
| 2995 (182.7) | → | → | 2164 (132.0) | → | → |
| 10.5 : 1 | → | → | 9.5 : 1 | → | → |
| → | → | → | → | → | → |
| 91 or higher | → | → | 91 | → | → |
| 145 / 5200 (194@5200) | 145/5200(194@5200),143/5200(192@5200)*4 | → | 99 / 5200 (133@5200) | → | → |
| 283 / 4400 (209@4400) | 283 /4400(209@4400),281/4400(207@4400)*4 | → | 199 / 4400 (147@4400) | → | → |
| → | → | → | 12 – 55 | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| Dry, Single Plate | — | — | Dry, Single Plate | — | Dry, Single Plate |
| E153 | A541E | → | S51 | A140E | S51 |
| 3.230 | 2.810 | → | 3.538 | 2.810 | 3.538 |
| 1.913 | 1.549 | → | 1.960 | 1.549 | 1.960 |
| 1.258 | 1.000 | → | 1.250 | 1.000 | 1.250 |
| 0.918 | 0.735 | → | 0.945 | 0.706 | 0.945 |
| 0.731 | — | — | 0.731 | — | — |
| 3.545 | 2.296 | → | 3.153 | 2.296 | 3.153 |
| — | 0.945 | → | — | 0.945 | — |
| 3.933 | → | → | 3.944 | → | → |
| → | → | → | → | → | → |
| Solid Disc | → | → | L.T. Drum | → | → |
| → | → | → | → | → | → |
| Tandem 8” + 9” | Tandem 8.5” + 8.5”*2, 8” + 9”*3 | → | Tandem 8” + 9” | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |

| Item \ Area | | | | Canada | | |
|---|---|---|---|---|---|---|
| Body Type | | | | 4-Door Sedan | | |
| Vehicle Grade | | | | LE | CE | XLE |
| Model Code | | | | SXV20L-A(C)PNKK | MCV20L-CEPDKK | MCV20L-A(C)EPGKK |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4785 (188.4) | → | → |
| | | Width | mm (in.) | 1780 (70.1) | → | → |
| | | Height* | mm (in.) | 1415 (55.7) | 1420 (55.9) | → |
| | Wheel Base | | mm (in.) | 2670 (105.1) | → | → |
| | Tread | Front | mm (in.) | 1545 (60.8) | → | → |
| | | Rear | mm (in.) | 1520 (59.8) | → | → |
| | Effective Head Room | Front | mm (in.) | 980 (38.6), 950 (37.4)*1 | → | → |
| | | Rear | mm (in.) | 940 (37.0), 914 (36.0)*1 | → | → |
| | Effective Leg Room | Front | mm (in.) | 1102 (43.4) | → | → |
| | | Rear | mm (in.) | 901 (35.5) | → | → |
| | Shoulder Room | Front | mm (in.) | 1427 (56.2) | → | → |
| | | Rear | mm (in.) | 1425 (56.1) | → | → |
| | Overhang | Front | mm (in.) | 970 (38.2) | → | → |
| | | Rear | mm (in.) | 1140 (44.9) | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 130 (5.1) | 135 (5.3) | → |
| | Angle of Approach | | degrees | 16◀ | → | → |
| | Angle of Departure | | degrees | 16◀ | → | → |
| | Curb Weight | Front | kg (lb) | 865 (1907)*2, 870 (1918)*3 | 865 (1907) | 920 (2028)*2, 925 (2039)*3 |
| | | Rear | kg (lb) | 535 (1179)*2, 545 (1202)*3 | 550 (1213) | 540 (1191)*2, 550 (1213)*3 |
| | | Total | kg (lb) | 1400 (3086)*2, 1415 (3120)*3 | 1415 (3120) | 1460 (3219)*2, 1475 (32.52)*3 |
| | Gross Vehicle Weight | Front | kg (lb) | 995 (2195) | 1040 (2290) | → |
| | | Rear | kg (lb) | 900 (1985) | → | → |
| | | Total | kg (lb) | 1895 (4180) | 1940 (4275) | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 70 (18.5, 15.4) | → | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | 0.399 (14.1) | → | → |
| Performance | Max. Speed | | km / h (mph) | 180 (112) | 210 (130) | → |
| | Max. Cruising Speed | | km / h (mph) | — | — | → |
| | Acceleration | 0 to 100 km / h | sec. | — | — | — |
| | | 0 to 400 m | sec. | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 69 (43) | 70 (43) | → |
| | | 2nd Gear | km / h (mph) | 125 (78) | 127 (79) | → |
| | | 3rd Gear | km / h (mph) | — | — | — |
| | | 4th Gear | km / h (mph) | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 11.5 (37.7) | 11.9 (39.0) | → |
| | | Curb to Curb | m (ft.) | 11.0 (36.1) | 11.4 (37.4) | → |
| Engine | Engine Type | | | 5S-FE | 1MZ-FE | → |
| | Valve Mechanism | | | 16-Valve, DOHC | 24-Valve, DOHC | → |
| | Bore x Stroke | | mm (in.) | 87.0 x 91.0 (3.43 x 3.58) | 87.5 x 83.0 (3.44 x 3.27) | → |
| | Displacement | | $cm^3$ (cu.in.) | 2164 (132.0) | 2995 (182.7) | → |
| | Compression Ratio | | | 9.5 : 1 | 10.5 : 1 | → |
| | Carburetor Type | | | SFI | → | → |
| | Research Octane No. | | RON | 91 | 91 or higher | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 99 / 5200 (133@5200) | 145 / 5200 (194@5200) | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 199 / 4400 (147@4400) | 283 / 4400 (209@4400) | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55 | → | → |
| | Generator Output | | Watts | 960 | → | → |
| | Starter Output | | kW | 1.4 | → | → |
| Chassis | Clutch Type | | | — | — | — |
| | Transaxle Type | | | A140E | A541E | → |
| | Transmission Gear Ratio | In First | | 2.810 | → | → |
| | | In Second | | 1.549 | → | → |
| | | In Third | | 1.000 | → | → |
| | | In Fourth | | 0.706 | 0.735 | → |
| | | In Fifth | | — | — | — |
| | | In Reverse | | 2.296 | → | → |
| | Counter Gear Ratio | | | 0.945 | → | → |
| | Differential Gear Ratio (Final) | | | 3.944 | 3.933 | → |
| | Brake Type | Front | | Ventilated Disc | → | → |
| | | Rear | | L.T. Drum | Solid Disc | → |
| | Parking Brake Type | | | Drum | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8.5” + 8.5”*2, 8” + 9”*3 | Tandem 8” + 9” | Tandem 8.5” + 8.5”*2, 8” + 9”*3 |
| | Proportioning Valve Type | | | Dual-P Valve | → | → |
| | Suspension Type | Front | | MacPherson Strut | → | → |
| | | Rear | | MacPherson Strut | → | → |
| | Stabilizer Bar | Front | | STD | → | → |
| | | Rear | | STD | → | → |
| | Steering Gear Type | | | Rack and Pinion | → | → |
| | Steering Gear Ratio (Overall) | | | 17.4 : 1 | → | → |
| | Power Steering Type | | | Integral Type | → | → |

*: Unladed Vehicle
*1: With Moon Roof
*2: Produced by TMC
*3: Produced by TMMK

# ▶SUPRA

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 2-Door Liftback (Standard Roof) | 2-Door Liftback (Sport Roof) | 2-Door Liftback (Standard Roof) | 2-Door Liftback (Sport Roof) |
| Vehicle Grade | | | | — | | | |
| Model Code | | | | JZA80L-ALPVFA | JZA80L-AJPVFA | JZA80L-ALFVZA | JZA80L-AJFVZA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4515 (177.8) | → | → | → |
| | | Width | mm (in.) | 1810 (71.3) | → | → | → |
| | | Height* | mm (in.) | 1275 (50.2) | → | → | → |
| | Wheel Base | | mm (in.) | 2550 (100.4) | → | → | → |
| | Tread | Front | mm (in.) | 1520 (59.8) | → | → | → |
| | | Rear | mm (in.) | 1525 (60.0) | → | → | → |
| | Effective Head Room | Front | mm (in.) | 953.2 (37.5) | 946.8 (37.3) | 953.2 (37.5) | 946.8 (37.3) |
| | | Rear | mm (in.) | 834.5 (32.9) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1117.0 (44.0) | → | → | → |
| | | Rear | mm (in.) | 605.1 (23.8) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1376.3 (54.2) | → | → | → |
| | | Rear | mm (in.) | 1113.2 (43.8) | → | → | → |
| | Overhang | Front | mm (in.) | 950 (37.4) | → | → | → |
| | | Rear | mm (in.) | 1015 (40.0) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 120 (4.7) | → | → | → |
| | Angle of Approach | | degrees | 13◀ | → | → | → |
| | Angle of Departure | | degrees | 17◀ | → | → | → |
| | Curb Weight | Front | kg (lb) | 778 (1715) | 789 (1740) | 855 (1885) | 866 (1910) |
| | | Rear | kg (lb) | 703 (1550) | 719 (1585) | 708 (1560) | 723 (1595) |
| | | Total | kg (lb) | 1481 (3265) | 1508 (3325) | 1563 (3445) | 1589 (3505) |
| | Gross Vehicle Weight | Front | kg (lb) | 937 (2065) | → | → | → |
| | | Rear | kg (lb) | 1002 (2210) | → | → | → |
| | | Total | kg (lb) | 1939 (4275) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal, Imp.gal) | 70 (18.5, 15.4) | → | → | → |
| | Luggage Compartment Capacity | | cu.ft. ($m^3$) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 240 (149) | → | 250 (155) | → |
| | Max. Cruising Speed | | km / h (mph) | 193 (120) | → | 200 (125) | → |
| | Acceleration | 0 to 100 km / h | sec. | 7.3 | → | 5.1 | 5.1 |
| | | 0 to 400 m | sec. | 15.6 | → | 13.5 | 13.5 |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 58 (36) | → | 60 (37) | → |
| | | 2nd Gear | km / h (mph) | 105 (65) | → | 97 (60) | → |
| | | 3rd Gear | km / h (mph) | — | — | 136 (85) | → |
| | | 4th Gear | km / h (mph) | — | — | 175 (109) | → |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 11.5 (38) | → | → | → |
| | | Curb to Curb | m (ft.) | 10.9 (36) | → | → | → |
| Engine | Engine Type | | | 2JZ-GE | → | 2JZ-GTE | → |
| | Valve Mechanism | | | 24-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 86.0 x 86.0 (3.39 x 3.39) | → | → | → |
| | Displacement | | $cm^3$ (cu.in.) | 2997 (182.9) | → | → | → |
| | Compression Ratio | | | 10.5 : 1 | → | 8.5 : 1 | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 96 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 168 / 6000 (225@6000) | → | 239 / 5600 (320@5600) | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 298 / 4000 (220@4000) | → | 427 / 4000 (315@4000) | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55 | → | 12 – 52 | → |
| | Generator Output | | Watts | 960 | → | 1080 | → |
| | Starter Output | | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | | — | — | Dry, Single Plate | → |
| | Transmission Type | | | A340E | → | V160 | → |
| | Transmission Gear Ratio | In First | | 2.804 | → | 3.827 | → |
| | | In Second | | 1.531 | → | 2.360 | → |
| | | In Third | | 1.000 | → | 1.685 | → |
| | | In Fourth | | 0.705 | → | 1.312 | → |
| | | In Fifth | | — | — | 1.000 | → |
| | | In Sixth | | — | — | 0.793 | → |
| | | In Reverse | | 2.393 | → | 3.280 | → |
| | Differential Gear Ratio | | | 4.083 | → | 3.133 | → |
| | Differential Gear Size | | mm (in.) | 205 (8.07) | → | 222 (8.74) | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | Ventilated Disc | → | → | → |
| | Parking Brake Type | | | Dual-Servo | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8” + 9” | → | → | → |
| | Proportioning Valve Type | | | P & B Valve | → | → | → |
| | Suspension Type | Front | | Double Wishbone | → | → | → |
| | | Rear | | Double Wishbone | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | STD | → | → | → |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 17.5 : 1 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle

| | |
|---|---|
| | U.S.A. |
| | 2-Door Liftback (Sport Roof) |
| | — |
| | JZA80L-AJPVZA |
| 5 | → |
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| | → |
| 10 | → |
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| 15 | → |
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| | → |
| 20 | → |
| | → |
| | 871 (1920) |
| | → |
| | 1594 (3515) |
| 25 | → |
| | → |
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| | → |
| | — |
| 30 | → |
| | → |
| | 5.8 |
| | 14.1 |
| | 66 (41) |
| 35 | 121 (75) |
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| 40 | → |
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| 45 | → |
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| | → |
| | 12 – 55 |
| 50 | 1200 |
| | → |
| | — |
| | A340E |
| | 2.804 |
| 55 | 1.531 |
| | 1.000 |
| | 0.705 |
| | — |
| | — |
| 60 | 2.393 |
| | 3.769 |
| | 205 (8.07) |
| | → |
| | → |
| 65 | → |
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| 70 | → |
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# ▶AVALON

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 4-Door Sedan | | | |
| Vehicle Grade | | | | XL | | XLS | |
| Model Code | | | | MCX10L-AEPNKA | MCX10L-AESNKA | MCX10L-AEPGKA | MCX10L-AESGKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4875 (191.9) | → | → | → |
| | | Width | mm (in.) | 1790 (70.5) | → | → | → |
| | | Height* | mm (in.) | 1440 (56.7) | → | → | → |
| | Wheel Base | | mm (in.) | 2720 (107.1) | → | → | → |
| | Tread | Front | mm (in.) | 1550 (61.0) | → | → | → |
| | | Rear | mm (in.) | 1525 (60.0) | → | → | → |
| | Effective Head Room | Front | mm (in.) | 992.7 (39.1) | → | → | → |
| | | Rear | mm (in.) | 959.3 (37.8) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1120.8 (44.1) | → | → | → |
| | | Rear | mm (in.) | 972.8 (38.3 | — | — | — |
| | Shoulder Room | Front | mm (in.) | 1466 (57.7) | → | → | → |
| | | Rear | mm (in.) | 1456 (57.3) | → | → | → |
| | Overhang | Front | mm (in.) | 985 (38.8) | → | → | → |
| | | Rear | mm (in.) | 1170 (46.1) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 130 (5.1) | → | → | → |
| | Angle of Approach | | degrees | 17◀ | → | → | → |
| | Angle of Departure | | degrees | 15◀ | → | → | → |
| | Curb Weight | Front | kg (lb) | 955 (2105) | → | → | → |
| | | Rear | kg (lb) | 600 (1325) | → | → | → |
| | | Total | kg (lb) | 1555 (3430) | → | → | → |
| | Gross Vehicle Weight Rating | Front | kg (lb) | 1105 (2435) | → | → | → |
| | | Rear | kg (lb) | 960 (2115) | → | → | → |
| | | Total | kg (lb) | 2065 (4450) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 70 (18.5, 15.4) | → | → | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | — | — | — | — |
| | Max. Cruising Speed | | km / h (mph) | 170 (106) | → | → | → |
| | Acceleration | 0 to 100 km / h | sec. | — | — | — | — |
| | | 0 to 400 m | sec. | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 68 (42) | → | → | → |
| | | 2nd Gear | km / h (mph) | 126 (78) | → | → | → |
| | | 3rd Gear | km / h (mph) | — | — | — | — |
| | | 4th Gear | km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.2 (39.9) | → | → | → |
| | | Curb to Curb | m (ft.) | 11.5 (37.6) | → | → | → |
| Engine | Engine Type | | | 1MZ-FE | → | → | → |
| | Valve Mechanism | | | 24-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 87.5 x 83.0 (3.44 x 3.27) | → | → | → |
| | Displacement | | $cm^3$ (cu.in.) | 2995 (182.7) | → | → | → |
| | Compression Ratio | | | 10.5 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 or higher | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 149 / 5200(200@5200),148 / 5200(198@5200)* | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 290 / 4400(214@4400),287 / 4400(212@4400)* | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55, 12 – 48*2 | → | → | → |
| | Generator Output | | Watts | 960, 1200*1 | → | → | → |
| | Starter Output | | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | | — | — | — | — |
| | Transmission Type | | | A541E | → | → | → |
| | Transmission Gear Ratio | In First | | 2.810 | → | → | → |
| | | In Second | | 1.549 | → | → | → |
| | | In Third | | 1.000 | → | → | → |
| | | In Fourth | | 0.735 | → | → | → |
| | | In Fifth | | — | — | — | — |
| | | In Reverse | | 2.296 | → | → | → |
| | Counter Gear Ratio | | | 0.945 | → | → | → |
| | Differential Gear Ratio (Final) | | | 3.625 | → | → | → |
| | Transfer and Rear Differential Gear Ratio | | | — | — | — | — |
| | Rear Differential Gear Size | | in. | — | — | — | — |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | Solid Disc | → | → | → |
| | Parking Brake Type | | | Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8" + 9" | → | → | → |
| | Proportioning Valve type | | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | | MacPherson Strut | → | → | → |
| | | Rear | | MacPherson Strut | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | STD | → | → | → |
| | Steering Gear Type | | | Rack and Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 17.4 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: California Specification Model
*2: Without Cold Area Specification Model

| Canada | | |
|---|---|---|
| 4-Door Sedan | | |
| XL | XLS | |
| MCX10L-AEPNKK | MCX10L-AEPGKK | MCX10L-AESGKK |
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| 960 (2115) | → | → |
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| 1560 (3430) | → | → |
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| 149 / 5200 (200@5200) | → | → |
| 290 / 4400 (214@4400) | → | → |
| 12 – 55 | → | → |
| 960 | → | → |
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# ▶SIENNA

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 4-Door Wagon | | 5-Door Wagon | |
| Vehicle Grade | | | | CE | LE or XLE | CE | LE or XLE |
| Model Code | | | | MCL10L-GFSDKA | MCL10L-GFSGKA | MCL10L-PFSDKA | MCL10L-PFSGKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4915 (193.5) | → | → | → |
| | | Width | mm (in.) | 1865 (73.4) | → | → | → |
| | | Height* | mm (in.) | 1710 (67.3) | → | → | → |
| | Wheel Base | | mm (in.) | 2900 (114.2) | → | → | → |
| | Tread | Front | mm (in.) | 1565 (61.6) | → | → | → |
| | | Rear | mm (in.) | 1610 (63.4) | → | → | → |
| | Effective Head Room | Front | mm (in.) | 1032 (40.6) | → | → | → |
| | | Rear | mm (in.) | 1023 (40.3) | 1034 (40.7)*1, 1013 (39.9)*2 | 1034 (40.7) | 1034 (40.7)*1, 1001 (39.4)*2 |
| | Effective Leg Room | Front | mm (in.) | 1066 (42.0) | → | → | → |
| | | Rear | mm (in.) | 926 (36.5) | 926 (36.5)*1, 932 (36.7)*2 | 926 (36.5) | 926 (36.5)*1, 932 (36.7)*2 |
| | Shoulder Room | Front | mm (in.) | 1535 (60.4) | → | → | → |
| | | Rear | mm (in.) | 1574 (62.0) | → | 1578 (62.1) | → |
| | Cargo Space | Length | mm (in.) | 1345 (53.0) | 1345 (53.0)*1, 1378 (54.3)*2 | 1345 (53.0) | 1345 (53.0)*1, 1378 (54.3)*2 |
| | | Width | mm (in.) | 1240 (48.8) | → | → | → |
| | | Height | mm (in.) | 1044 (41.1) | → | → | → |
| | Overhang | Front | mm (in.) | 955 (37.6) | → | → | → |
| | | Rear | mm (in.) | 1060 (41.7) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 150 (5.9) | → | → | → |
| | Angle of Approach | | degrees | 17◀ | → | → | → |
| | Angle of Departure | | degrees | 17◀ | → | → | → |
| | Curb Weight | Front | kg (lb) | 1000 (2205) | 1025 (2260) | → | 1030 (2271) |
| | | Rear | kg (lb) | 705 (1554) | 710 (1565) | 735 (1620) | → |
| | | Total | kg (lb) | 1705 (3759) | 1735 (3825) | 1760 (3880) | 1765 (3891) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2380 (5247) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal, Imp.gal) | 79 (20.9, 17.4) | → | → | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 170 (105) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | 170 (105) | → | → | → |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 64 (40) | → | → | → |
| | | 2nd Gear | km / h (mph) | 120 (74) | → | → | → |
| | | 3rd Gear | km / h (mph) | — | — | — | — |
| | | 4th Gear | km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | — | — | — | — |
| | | Curb to Curb | m (ft.) | 12.2 | → | → | → |
| Engine | Engine Type | | | 1MZ-FE | → | → | → |
| | Valve Mechanism | | | 24-Valve DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 87.5 x 83.0 (3.44 x 3.27) | → | → | → |
| | Displacement | | $cm^3$ (cu.in.) | 2995 (182.8) | → | → | → |
| | Compression Ratio | | | 10.5 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 or Higher | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 145 / 5200 (194@5200) | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 283 / 4400 (209@4400) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12-52 | → | → | → |
| | Generator Output | | Watts | 1200 | → | → | → |
| | Starter Output | | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | | — | — | — | — |
| | Transaxle Type | | | A540E | → | → | → |
| | Transmission Gear Ratio | In First | | 2.810 | → | → | → |
| | | In Second | | 1.549 | → | → | → |
| | | In Third | | 1.000 | → | → | → |
| | | In Fourth | | 0.734 | → | → | → |
| | | In Fifth | | — | — | — | — |
| | | In Reverse | | 2.296 | → | → | → |
| | Counter Gear Ratio | | | 1.027 | → | → | → |
| | Differential Gear Ratio (Final) | | | 3.625 | → | → | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | Leading-Trailing Drum | → | → | → |
| | Parking Brake Type | | | Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem, 8” + 9” | → | → | → |
| | Proportioning Valve Type | | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | | MacPherson Strut | → | → | → |
| | | Rear | | Torsion Beam | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack and Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 17.4 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: Bench Seat
*2: Captain Seat

| Canada | | | |
|---|---|---|---|
| 4-Door Wagon | | 5-Door Wagon | |
| CE | LE or XLE | CE | LE or XLE |
| MCL10L-GFSDKK | MCL10L-GFSGKK | MCL10L-PFSDKK | MCL10L-PFSGKK |
| → | → | → | → |
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| → | → | → | → |
| → | → | → | → |
| 1023 (40.3) | 1034 (40.7)*1, 1013 (39.9)*2 | 1034 (40.7) | 1034 (40.7)*1, 1001 (39.4)*2 |
| → | → | → | → |
| 926 (36.5) | 926 (36.5)*1, 932 (36.7)*2 | 926 (36.5) | 926 (36.5)*1, 932 (36.7)*2 |
| → | → | → | → |
| 1574 (62.0) | → | 1578 (62.1) | → |
| 1345 (53.0) | 1345 (53.0)*1, 1378 (54.3)*2 | 1345 (53.0) | 1345 (53.0)*1, 1378 (54.3)*2 |
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| 1000 (2205) | 1025 (2260) | → | 1030 (2271) |
| 705 (1554) | 710 (1565) | 735 (1620) | → |
| 1705 (3759) | 1735 (3825) | 1760 (3880) | 1765 (3891) |
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## ▶RAV4

| Item \ Area | | | | U.S.A. & Canada | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 2-Door Wagon | 4-Door Wagon | | 2-Door Wagon |
| Vehicle Grade | | | | — | | | |
| Model Code | | | | SXA10L-AZMGKA | SXA11L-AWMGKA | SXA11L-AWPGKA | SXA15L-AZMGKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 3750 (147.6), 3765 (148.2)*1 | 4160 (163.8), 4175 (164.4)*1 | → | 3750 (147.6) |
| | | Width | mm (in.) | 1695 (66.7), 1760 (69.3)*1 | → | → | 1695 (66.7) |
| | | Height* | mm (in.) | 1655 (65.2), 1635 (64.4)*1 | 1660 (65.4), 1640 (64.6)*1 | → | 1645 (64.8) |
| | Wheel Base | | mm (in.) | 2200 (86.1) | 2410 (94.9) | → | 2200 (86.1) |
| | Tread | Front | mm (in.) | 1460 (57.5), 1480 (58.3)*1 | → | → | 1460 (57.5) |
| | | Rear | mm (in.) | 1465 (57.7), 1490 (58.7)*1 | → | → | 1470 (57.9) |
| | Effective Head Room | Front | mm (in.) | 1015 (40.0), 948 (37.3)*2 | 1024 (40.3), 993 (39.1)*2 | → | 1015 (40.0), 948 (37.3)*2 |
| | | Rear | mm (in.) | 980 (38.6), 938 (36.9)*2 | 990 (39.0, 950 (37.4)*2 | → | 980 (38.6), 938 (36.9)*2 |
| | Effective Leg Room | Front | mm (in.) | 1003 (39.5) | → | → | → |
| | | Rear | mm (in.) | 862 (33.9) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1354 (53.3) | 1349 (53.1) | → | 1354 (53.3) |
| | | Rear | mm (in.) | 1276 (50.2) | 1350 (53.1) | → | 1276 (50.2) |
| | Overhang | Front | mm (in.) | 745 (29.3) | → | → | → |
| | | Rear | mm (in.) | 805 (31.7), 820 (32.3)*1 | 1005 (39.6), 1020 (40.2)*1 | → | 805 (31.7) |
| | Min. Running Ground Clearance | | mm (in.) | 195 (7.7), 175 (6.9)*1 | 190 (7.5), 170 (6.7)*1 | → | 185 (7.3) |
| | Angle of Approach | | degrees | 37◀34◀1 | → | → | 36◀ |
| | Angle of Departure | | degrees | 41◀38◀1 | 28◀27◀1 | → | 40◀ |
| | Curb Weight | Front | kg (lb) | 735 (1620) | 750 (1653) | 780 (1720) | 695 (1532) |
| | | Rear | kg (lb) | 490 (1080) | 540 (1190) | → | 450 (992) |
| | | Total | kg (lb) | 1225 (2700) | 1290 (2843) | 1320 (2910) | 1145 (2524) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 1655 (3649) | 1790 (3946) | → | 1610 (3549) |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 58 (15.3, 12.8) | → | → | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 170 (106) | → | 165 (103) | 175 (109) |
| | Max. Cruising Speed | | km / h (mph) | 135 (84) | → | 130 (81) | 140 (87) |
| | Acceleration | 0 to 100 km / h | sec. | 10.2, 10.4*1 | 10.7, 10.9*1 | 12.1, 12.3*1 | 9.2 |
| | | 0 to 400 m | sec. | 17.5, 17.6*1 | 17.7, 17.9*1 | 18.8, 19.0*1 | 17.0 |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 44 (27), 43 (26)*1 | → | 67 (42), 65 (40)*1 | 47 (29) |
| | | 2nd Gear | km / h (mph) | 88 (55), 86 (53)*1 | → | 121 (75), 118 (73)*1 | 95 (59) |
| | | 3rd Gear | km / h (mph) | 133 (83), 129 (80)*1 | → | — | 144 (89) |
| | | 4th Gear | km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 10.6 (34.8) | 11.4 (37.4) | → | 10.6 (34.8) |
| | | Curb to Curb | m (ft.) | 10.2 (33.5) | 11.0 (36.1) | → | 10.2 (33.5) |
| Engine | Engine Type | | | 3S-FE | → | → | → |
| | Valve Mechanism | | | 16-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 86.0 x 86.0 (3.39 x 3.39) | → | → | → |
| | Displacement | | $cm^3$ (cu.in.) | 1998 (121.9) | → | → | → |
| | Compression Ratio | | | 9.5 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 95 / 5400(127@5400),93 / 5400(125@5400)*3 | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 179 / 4600(132@4600),176 / 4600(130@4600)*3 | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 36, 48*4 | → | → | → |
| | Generator Output | | Watts | 960 | → | → | → |
| | Starter Output | | kW | 1.2, 1.4*4 | → | → | → |
| Chassis | Clutch Type | | | Dry, Single Plate, Diaphragm | → | — | Dry, Single Plate, Diaphragm |
| | Transaxle Type | | | E250F | → | A540H | E250 |
| | Transmission Gear Ratio | In First | | 3.833 | → | 2.810 | 3.833 |
| | | In Second | | 1.913 | → | 1.549 | 1.913 |
| | | In Third | | 1.258 | → | 1.000 | 1.258 |
| | | In Fourth | | 0.918 | → | 0.734 | 0.918 |
| | | In Fifth | | 0.775 | → | — | 0.775 |
| | | In Reverse | | 3.583 | → | 2.296 | 3.583 |
| | Counter Gear Ratio | | | — | — | 1.027 | — |
| | Differential Gear Ratio (Final) | | | 4.933 | → | 4.285 | 4.562 |
| | Transfer and Rear Differential Gear Ratio | | | 2.928 | → | → | — |
| | Rear Differential Gear Size | | in. | 6.7” | → | → | — |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | Leading-Trailing | → | → | → |
| | Parking Brake Type | | | Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Single, 10” | → | → | → |
| | Proportioning Valve Type | | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | | MacPherson Strut | → | → | → |
| | | Rear | | Double Wishbone | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 17.7 : 1 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: With 235 / 60R16 Tire
*2: With Moon Roof
*3: California Specification Model
*4: Option

| U.S.A. & Canada | | |
|---|---|---|
| 2-Door Wagon | 4-Door Wagon | |
| — | | |
| SXA15L-AZPGKA | SXA16L-AWMGKA | SXA16L-AWPGKA |
| → | 4160 (1638) | → |
| → | → | → |
| → | 1650 (65.0) | → |
| → | 2410 (94.9) | → |
| → | → | → |
| → | → | → |
| → | 1024 (40.3), 993 (39.1)*2 | → |
| → | 990 (39.0), 950 (37.4)*2 | → |
| → | → | → |
| → | → | → |
| → | 1349 (53.1) | → |
| → | 1350 (53.1) | → |
| → | → | → |
| → | 1005 (39.6) | → |
| → | → | → |
| → | → | → |
| → | 28◀ | → |
| 715 (1576) | 710 (1565) | 730 (1609) |
| → | 500 (1102) | → |
| 1165 (2568) | 1210 (2667) | 1230 (2711) |
| — | — | — |
| — | — | — |
| → | 1775 (3913) | → |
| → | → | → |
| — | — | — |
| 170 (106) | 175 (109) | 170 (106) |
| 135 (84) | 140 (87) | 135 (84) |
| 10.3 | 9.7 | 11.5 |
| 17.8 | 17.3 | 18.4 |
| 72 (45) | 47 (29) | 72 (45) |
| 130 (84) | 95 (59) | 130 (84) |
| — | 144 (89) | — |
| — | — | — |
| → | 11.4 (37.4) | → |
| → | 11.0 (36.1) | → |
| → | → | → |
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| → | → | → |
| → | → | → |
| — | Dry, Single Plate, Diaphragm | — |
| A247E | E250 | A247E |
| 3.643 | 3.833 | 3.643 |
| 2.008 | 1.913 | 2.008 |
| 1.296 | 1.258 | 1.296 |
| 0.892 | 0.918 | 0.892 |
| — | 0.775 | — |
| 2.977 | 3.583 | 2.977 |
| — | — | — |
| 3.178 | 4.562 | 3.178 |
| — | — | — |
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# ▶TOYOTA TACOMA

| Item \ Area | | | | U.S.A. & Canada | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Regular Cab (2WD) | | Extra Cab (2WD) | |
| Vehicle Grade | | | | DLX | | | |
| Model Code | | | | RZN140L-TRMDKAB | RZN140L-TRSDKAB | RZN150L-CRMDKAB | RZN150L-CRSDKAB |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4540 (178.7) | → | 5010 (197.2) | → |
| | | Width | mm (in.) | 1690 (66.5) | → | → | → |
| | | Height* | mm (in.) | 1575 (62.0), 1580 (62.2)*1 | → | 1580 (62.0) | → |
| | Wheel Base | | mm (in.) | 2625 (103.4) | → | 3095 (121.9) | → |
| | Tread | Front | mm (in.) | 1395 (54.9), 1425 (56.1)*1 | → | 1425 (56.1) | → |
| | | Rear | mm (in.) | 1415 (55.7), 1440 (56.7)*1 | → | 1440 (56.7) | → |
| | Effective Head Room | Front | mm (in.) | 980 (38.6)*8, 979 (38.5)*9 | → | 984 (38.7), 975 (38.4)*10 | → |
| | | Rear | mm (in.) | — | — | 898 (35.4) | → |
| | Effective Leg Room | Front | mm (in.) | 1059 (41.7) | → | 1088 (42.8) | → |
| | | Rear | mm (in.) | — | — | 690 (27.2) | → |
| | Shoulder Room | Front | mm (in.) | 1375 (54.1) | → | → | → |
| | | Rear | mm (in.) | — | — | 1355 (53.3) | → |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 820 (32.3) | → | → | → |
| | | Rear | mm (in.) | 1095 (43.1) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 170 (6.7), 175 (6.9)*1 | → | 160 (6.3) | → |
| | Angle of Approach | | degrees | 21◀ | → | 22◀ | → |
| | Angle of Departure | | degrees | 25◀18◀2 | → | → | → |
| | Curb Weight | Front | kg (lb) | 669 (1475) | 678 (1495) | 717 (1580) | 726 (1600) |
| | | Rear | kg (lb) | 501 (1105) | → | 535 (1180) | → |
| | | Total | kg (lb) | 1170 (2580) | 1179 (2600) | 1252 (2760) | 1261 (2780) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 1925 (4244) | → | 2040 (4497) | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 57 (14.8, 12.3) | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 48 (30) | 72 (45) | 48 (30) | 74 (46) |
| | | 2nd Gear | km / h (mph) | 89 (55) | 124 (77) | 89 (55) | 126 (78) |
| | | 3rd Gear | km / h (mph) | 137 (85) | 165 (103) | 138 (86) | 165 (103) |
| | | 4th Gear | km / h (mph) | 165 (103) | — | 165 (103) | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 11.5 (37.3) | → | 13.2 (43.3) | → |
| | | Curb to Curb | m (ft.) | 10.8 (35.4) | → | 12.6 (41.3) | → |
| Engine | Engine Type | | | 2RZ-FE | → | → | → |
| | Valve Mechanism | | | 16-Valve DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 95.0 x 86.0 (3.74 x 3.39) | → | → | → |
| | Displacement | | cm³ (cu.in.) | 2438 (148.8) | → | → | → |
| | Compression Ratio | | | 9.5 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 106 / 5000 (142@5000) | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 217 / 4000 (160@4000) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 48, 55*3 | → | → | → |
| | Generator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transmission Type | | | W59 | A43D | W59 | A43D |
| | Transmission Gear Ratio | In First | | 3.954 | 2.452 | 3.954 | 2.452 |
| | | In Second | | 2.141 | 1.452 | 2.141 | 1.451 |
| | | In Third | | 1.384 | 1.000 | 1.384 | 1.000 |
| | | In Fourth | | 1.000 | 0.688 | 1.000 | 0.688 |
| | | In Fifth | | 0.810 | — | 0.810 | — |
| | | In Reverse | | 4.091 | 2.212 | 4.091 | 2.212 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio (Front / Rear) | | | — / 3.416 | — / 3.583 | — / 3.416 | — / 3.583 |
| | Differential Gear Size (Front / Rear) | | in. | — / 7.5” | → | → | → |
| | Brake Type | Front | | Ventilated Disk | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | L.T. Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 7” + 8”, 8” + 9”*4 | → | → | → |
| | Proportioning Valve Type | | | LSP & BV | → | → | → |
| | Suspension Type | Front | | Double Wishbone, Coil | → | → | → |
| | | Rear | | Rigid Leaf | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 22.3, 20.4*5 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: With P215 / 70 14 Tire
*2: With Rear Bumper
*3: Option
*4: With ABS
*5: With Power Steering
*6: With 31 x 10.5R 15 Tire or P265 / 75R 15 Tire
*7: With Wheel Opening Extention
*8: Bench Seat
*9: Separate Seat
*10: With Moon Roof

| U.S.A. & Canada | | | | | |
|---|---|---|---|---|---|
| Xtra Cab (2WD) | | Regular Cab (4WD) | | Extra Cab (4WD) | |
| DLX | | | | | |
| VZN150L-CRMDKAB | VZN150L-CRSDKAB | RZN161L-TRMDKAB | RZN161L-TRPDKAB | RZN171L-CRMDKAB | RZN171L-CRPDKAB |
| → | → | 4665 (183.7) | → | 5135 (202.2) | → |
| → | → | 1690 (66.5),1720 (67.7)*6,1765 (69.5)*7 | → | → | → |
| → | → | 1715 (67.5), 1745 (68.7)*6 | → | 1720 (67.7), 1750 (68.9)*6 | → |
| → | → | 2625 (103.4) | → | 3095 (121.9) | → |
| → | → | 1460 (57.5), 1500 (59.1)*6 | → | → | → |
| → | → | 1455 (57.3), 1495 (59.9)*6 | → | → | → |
| → | → | 980 (38.6)*8, 979 (38.5)*9 | → | 984 (38.7), 975 (38.4)*10 | → |
| → | → | — | — | 898 (35.4) | → |
| → | → | 1059 (41.7) | → | 1088 (42.8) | → |
| → | → | — | — | 690 (27.2) | → |
| → | → | → | → | → | → |
| → | → | — | — | 1355 (53.3) | → |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| → | → | 800 (31.5) | → | → | → |
| → | → | 1240 (48.8) | → | → | → |
| 175 (6.9) | → | 280 (11.0), 310 (12.2)*6 | → | 280 (11.0), 315 (12.4)*6 | → |
| → | → | 32◀35◀6 | → | → | → |
| → | → | 24◀26◀6 | → | → | → |
| 780 (1720) | 789 (1740) | 850 (1875) | 864 (1905) | 891 (1965) | 905 (1995) |
| 540 (1190) | → | 608 (1340) | → | 633 (1395) | → |
| 1320 (2910) | 1329 (2930) | 1458 (3215) | 1472 (3245) | 1524 (3360) | 1538 (3390) |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| → | → | 2315 (5104) | → | → | → |
| → | → | 68 (18.0, 15.0) | → | → | → |
| — | — | — | — | — | — |
| → | → | → | → | → | → |
| — | — | — | — | — | — |
| 55 (34) | 74 (46) | 47 (29) | 60 (37) | 47 (29) | 60 (37) |
| 101 (63) | 134 (85) | 87 (54) | 109 (68) | 85 (53) | 109 (68) |
| 143 (89) | 165 (103) | 135 (84) | 165 (103) | 135 (84) | 165 (103) |
| 165 (103) | — | 165 (103) | — | 165 (103) | — |
| → | → | 11.2 (36.7) | → | 12.9 (42.3) | → |
| → | → | 10.5 (34.4) | → | 12.2 (40.0) | → |
| 5VZ-FE | → | 3RZ-FE | → | → | → |
| 24-Valve, DOHC | → | 16-Valve, DOHC | → | → | → |
| 93.5 x 82.0 (3.68 x 3.23) | → | 95.0 x 95.0 (3.74 x 3.74) | → | → | → |
| 3378 (206.1) | → | 2694 (164.3) | → | → | → |
| 9.6 | → | 9.5 | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 142 / 4800 (190@4800) | → | 112 / 4806 (150@4800) | → | → | → |
| 298 / 360 (220@3600) | → | 240 / 4000 (177@4000) | → | → | → |
| 12 – 48, 55*3 | → | 12 – 55 | → | → | → |
| → | → | → | → | → | → |
| → | 1.4, 1.8*3 | 1.4, 2.0*3 | → | → | → |
| Dry, Single Plate | — | Dry, Single Plate | — | Dry, Single Plate | — |
| R150 | A340E | W59 | A340F | W59 | A340F |
| 3.830 | 2.804 | 3.954 | 2.804 | 3.954 | 2.804 |
| 2.062 | 1.531 | 2.141 | 1.531 | 2.141 | 1.531 |
| 1.436 | 1.000 | 1.384 | 1.000 | 1.384 | 1.000 |
| 1.000 | 0.705 | 1.000 | 0.705 | 1.000 | 0.705 |
| 0.838 | — | 0.810 | — | 0.810 | — |
| 4.220 | 2.393 | 4.091 | 2.393 | 4.091 | 2.393 |
| — | — | 1.000 / 2.566 | → | → | → |
| – / 3.153 | → | 3.583 / 3.583, 4.100 / 4.100*6 | 4.100 / 4.100, 4.555 / 4.555*6 | 3.583 / 3.583, 4.100 / 4.100*6 | 4.100 / 4.100, 4.555 / 4.555*6 |
| – / 8” | → | 7.5” / 8” | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | Tandem 8” + 9” | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| — | — | — | — | — | — |
| → | → | → | → | → | → |
| 20.4 | → | 19.4 | → | → | → |
| → | → | → | → | → | → |

| Item \ Area | | | | U.S.A. & Canada | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Xtra Cab (4WD) | | | |
| Vehicle Grade | | | | DLX | SR5 | DLX | SR5 |
| Model Code | | | | VZN170L-CRMDKAB | VZN170L-CRMGKAB | VZN170L-CRPDKAB | VZN170L-CRPGKAB |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 5135 (202.2) | → | → | → |
| | | Width | mm (in.) | 1690 (66.5),1720 (67.7)*6,1765 (69.5)*7 | → | → | → |
| | | Height* | mm (in.) | 1720 (67.6), 1750 (68.9)*6 | → | → | → |
| | Wheel Base | | mm (in.) | 3095 (121.9) | → | → | → |
| | Tread | Front | mm (in.) | 1460 (57.5), 1500 (59.1)*6 | → | → | → |
| | | Rear | mm (in.) | 1455 (57.3), 1495 (58.9)*6 | → | → | → |
| | Effective Head Room | Front | mm (in.) | 984 (38.7), 975 (38.4)*10 | → | → | → |
| | | Rear | mm (in.) | 898 (35.4) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1088 (42.8) | → | → | → |
| | | Rear | mm (in.) | 690 (27.2) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1375 (54.1) | → | → | → |
| | | Rear | mm (in.) | 1355 (53.3) | → | → | → |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 800 (31.5) | → | → | → |
| | | Rear | mm (in.) | 1240 (48.8) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 280 (11.0), 315 (12.4)*6 | → | → | → |
| | Angle of Approach | | degrees | 32◀35◀6 | → | → | → |
| | Angle of Departure | | degrees | 24◀26◀6 | → | → | → |
| | Curb Weight | Front | kg (lb) | 925 (2040) | 923 (2035) | 939 (2070) | 937 (2065) |
| | | Rear | kg (lb) | 628 (1385) | 633 (1395) | 628 (1385) | 633 (1395) |
| | | Total | kg (lb) | 1553 (3425) | 1556 (3430) | 1568 (3455) | 1570 (3460) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2315 (5104) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | → | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | — | — | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 48 (30) | → | 66 (41) | → |
| | | 2nd Gear | km / h (mph) | 89 (55) | → | 121 (75) | → |
| | | 3rd Gear | km / h (mph) | 129 (80) | → | 165 (103) | → |
| | | 4th Gear | km / h (mph) | 165 (103) | → | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.9 (42.3) | → | → | → |
| | | Curb to Curb | m (ft.) | 12.2 (40.0) | → | → | → |
| Engine | Engine Type | | | 5VZ-FE | → | → | → |
| | Valve Mechanism | | | 24-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 93.5 x 82.0 (3.68 x 3.23) | → | → | → |
| | Displacement | | cm³ (cu.in.) | 3378 (206.1) | → | → | → |
| | Compression Ratio | | | 9.6 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 142 / 4800 (190@4800) | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 298 / 3600 (220@3600) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 48, 12 – 55*3 | → | → | → |
| | Alternator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.4 | → | 1.4, 1.8*3 | → |
| Chassis | Clutch Type | | | Dry, Single late | → | — | — |
| | Transmission Type | | | R150F | → | A340F | → |
| | Transmission Gear Ratio | In First | | 3.830 | → | 2.804 | → |
| | | In Second | | 2.062 | → | 1.531 | → |
| | | In Third | | 1.436 | → | 1.000 | → |
| | | In Fourth | | → | → | 0.705 | → |
| | | In Fifth | | 0.838 | → | — | — |
| | | In Reverse | | 4.220 | → | 2.393 | → |
| | Transfer Gear Ratio H4 / L4 | | | 1.000 / 2.566 | → | → | → |
| | Differential Gear Ratio (Front / Rear) | | | 3.909 / 3.909, 4.100 / 4.100*6 | → | → | → |
| | Differential Gear Size (Front / Rear) | | in. | → | → | → | → |
| | Brake Type | Front | | → | → | → | → |
| | | Rear | | → | → | → | → |
| | Parking Brake Type | | | → | → | → | → |
| | Brake Booster Type and Size | | in. | → | → | → | → |
| | Proportioning Valve Type | | | → | → | → | → |
| | Suspension Type | Front | | → | → | → | → |
| | | Rear | | → | → | → | → |
| | Stabilizer Bar | Front | | → | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 19.4 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*3: Set Option with Cold Area Spec.
*6: With 31 x 10.5R Tire or P265 / 75R 15 Tire
*10: With Moon Roof

**– MEMO –**

# ▶4RUNNER

| Item \ Area | | | | U.S.A. & Canada | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | 4-Door Wagon | | | |
| Vehicle Grade | | | | — | | SR5 | Limited |
| Model Code | | | | RZN180L-GKMSKA | RZN180L-GKPSKA | VZN180L-GKPGKA | VZN180L-GKPZKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 4540 (178.7) | → | → | → |
| | | Width | mm (in.) | 1690 (66.5), 1730 (68.1)*2 | → | → | 1800 (70.9) |
| | | Height* | mm (in.) | 1715 (67.5), 1740 (68.5)*2 | → | → | 1740 (68.5) |
| | Wheel Base | | mm (in.) | 2675 (105.3) | → | → | → |
| | Tread | Front | mm (in.) | 1505 (59.3) | → | → | → |
| | | Rear | mm (in.) | 1495 (58.9), 1510 (59.4)*2 | → | → | 1510 (59.4) |
| | Effective Head Room | Front | mm (in.) | 998 (39.3) | → | → | → |
| | | Rear | mm (in.) | 983 (38.7) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1081 (42.6) | → | → | → |
| | | Rear | mm (in.) | 888 (35.0) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1361 (53.6) | → | → | → |
| | | Rear | mm (in.) | 1354 (53.3) | → | → | → |
| | Cargo Space | Length | mm (in.) | 1147 (45.2) | → | → | → |
| | | Width | mm (in.) | 972 (38.3) | → | → | → |
| | | Height | mm (in.) | 983 (38.7) | → | → | → |
| | Overhang | Front | mm (in.) | 810 (31.9), 805 (31.7)*2 | → | → | 805 (31.7) |
| | | Rear | mm (in.) | 1055 (41.5), 1060 (1055)*2 | → | → | 1060 (41.7) |
| | Min. Running Ground Clearance | | mm (in.) | 250 (9.8), 260 (10.2)*2 | → | → | 260 (10.2) |
| | Angle of Approach | | degrees | 32◀35◀2 | → | → | 35◀ |
| | Angle of Departure | | degrees | 26◀28◀2 | → | → | 28◀ |
| | Curb Weight | Front | kg (lb) | 826 (1820) | 837 (1845) | 869 (1915) | 896 (1975) |
| | | Rear | kg (lb) | 735 (1620) | 744 (1640) | 764 (1685) | 878 (1935) |
| | | Total | kg (lb) | 1561 (3440) | 1581 (3485) | 1633 (3600) | 1682 (3710) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2381 (5250) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal., Imp.gal) | 70 (18.5, 15.4) | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | 132 (82) | → | → | → |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 42 (26) | 56 (35) | 56 (35), 59 (37)*2 | 59 (37) |
| | | 2nd Gear | km / h (mph) | 78 (49), 77 (48)*2 | 104 (65), 102 (64)*2 | 104 (65), 107 (67)*2 | 107 (67) |
| | | 3rd Gear | km / h (mph) | 121 (75), 119 (74)*2 | — | — | — |
| | | 4th Gear | km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.0 (39) | → | → | → |
| | | Curb to Curb | m (ft.) | 11.6 (38) | → | → | → |
| Engine | Engine Type | | | 3RZ-FE | → | 5VZ-FE | → |
| | Valve Mechanism | | | 16 Valve, DOHC | → | 24 Valve, DOHC | → |
| | Bore x Stroke | | mm (in.) | 95.0 x 95.0 (3.74 x 3.74) | → | 93.5 x 82.0 (3.68 x 3.23) | → |
| | Displacement | | cm³ (cu.in.) | 2694 (164.3) | → | 3378 (206.1) | → |
| | Compression Ratio | | | 9.5 : 1 | → | 9.6 : 1 | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 112 / 4800 (150@4800) | → | 137 / 4800 (183@4800) | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 240 / 4000 (177@4000) | → | 294 / 3600 (217@3600) | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55 | 12 – 55, 64*1 | 12 – 48, 55*1 | → |
| | Generator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.4, 1.8*1 | 1.4, 2.0*1 | 1.4, 1.8*1 | → |
| Chassis | Clutch Type | | | Dry, Single Plate | — | — | — |
| | Transmission Type | | | W59 | A340E | → | → |
| | Transmission Gear Ratio | In First | | 3.954 | 2.804 | → | → |
| | | In Second | | 2.141 | 1.531 | → | → |
| | | In Third | | 1.384 | 1.000 | → | → |
| | | In Fourth | | 1.000 | 0.705 | → | → |
| | | In Fifth | | 0.810 | — | — | → |
| | | In Reverse | | 4.091 | 2.393 | → | → |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio (Front / Rear) | | | – / 3.727, – / 4.100*2 | – / 3.909, – / 4.300*2 | – / 3.727, – / 4.100*2 | – / 4.100 |
| | Differential Gear Size (Front / Rear) | | in. | – / 8” | → | → | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | L.T. Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8” + 9” | → | → | → |
| | Proportioning Valve Type | | | LSP & BV, P & BV*3 | → | P & BV | P & BV |
| | Suspension Type | Front | | Double Wishbone, Coil | → | → | → |
| | | Rear | | 4 Links | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | STD | → | → | → |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio | | | 20.0 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

* : Unladen Vehicle
*1: Option
*2: With P265 / 70R16 Tire
*3: With ABS
*4: Differential Gear Ratio: 4.300

| U.S.A. & Canada | | | | |
|---|---|---|---|---|
| 4-Door Wagon | | | | |
| SR5 | | | | Limited |
| RZN185L-GKMSKA | RZN185L-GKPSKA | VZN185L-GKMGKA | VZN185L-GKPGKA | VZN185L-GKPZKA |
| → | → | → | → | → |
| 1690 (66.5), 1730 (68.1)*2 | → | → | → | 1800 (70.9) |
| 1715 (67.5), 1760 (69.3)*2 | → | → | → | 1760 (69.3) |
| → | → | → | → | → |
| → | → | → | → | → |
| 1495 (58.9), 1510 (59.4)*2 | → | → | → | 1510 (59.4) |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| 810 (31.9), 805 (31.7)*2 | → | → | → | 805 (31.7) |
| 1055 (41.5), 1060 (41.7)*2 | → | → | → | 1060 (41.7) |
| 250 (9.8), 280 (11.0)*2 | → | → | → | 280 (11.0) |
| 32◀36◀2 | → | → | → | 36◀ |
| 26◀29◀2 | → | → | → | 29◀ |
| 916 (2020) | 932 (2055) | 978 (2155) | 993 (2190) | 1005 (2215) |
| 773 (1705) | 778 (1715) | 785 (1730) | 789 (1740) | 798 (1760) |
| 1689 (3725) | 1710 (3770) | 1763 (3885) | 1782 (3930) | 1803 (3975) |
| — | — | — | — | — |
| — | — | — | — | — |
| → | → | → | → | → |
| → | → | → | → | → |
| — | — | — | — | — |
| → | → | → | → | → |
| → | → | → | → | → |
| 40 (25) | 54 (34), 52 (33)*2 | 41 (26), 43 (27)*2 | 56 (35), 59 (37)*2, 56 (35)*2, 4 | 59 (37), 56 (35)*4 |
| 74 (46), 73 (46)*2 | 99 (62), 96 (60)*2 | 77 (48), 80 (50)*2 | 104 (65), 107 (67)*2, 103 (64)*2, 4 | 107 (67), 103 (64)*4 |
| 115 (72), 113 (71)*2 | — | 111 (69), 115 (72)*2 | — | — |
| — | — | — | — | — |
| → | → | → | → | → |
| → | → | → | → | → |
| 3RZ-FE | → | 5VZ-FE | → | → |
| 16 Valve, DOHC | → | 24 Valve, DOHC | → | → |
| 95.0 x 95.0 (3.74 x 3.74) | → | 93.5 x 82.0 (3.68 x 3.23) | → | → |
| 2694 (164.3) | → | 3378 (206.1) | → | → |
| 9.5 : 1 | → | 9.6 : 1 | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| 112 / 4800 (150@4800) | → | 137 / 4800 (183@4800) | → | → |
| 240 / 4000 (177@4000) | → | 294 / 3600 (217@3600) | → | → |
| 12 – 55 | 12 – 55, 64*1 | 12 – 48, 55*1 | → | → |
| → | → | → | → | → |
| → | 1.4, 2.0*1 | 1.4, 1.8*1 | → | → |
| Dry, Single Plate | — | Dry, Single Plate | — | — |
| W59 | A340F | R150F | A340F | → |
| 3.954 | 2.804 | 3.830 | 2.804 | → |
| 2.141 | 1.531 | 2.062 | 1.531 | → |
| 1.384 | 1.000 | 1.436 | 1.000 | → |
| 1.000 | 0.705 | 1.000 | 0.705 | → |
| 0.810 | — | 0.838 | — | — |
| 4.091 | 2.393 | 4.220 | 2.393 | → |
| 1.000 / 2.566 | → | → | → | → |
| 4.100 / 4.100, 4.556 / 4.556*2 | → | 3.909 / 3.909, 4.100 / 4.100*2 | 3.909 / 3.909, 4.100 / 4.100*2, 4.300 / 4.300*2 | 4.100 / 4.100, 4.300 / 4.300*1 |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| LSP & BV, P & BV*3 | → | P & BV | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |

# ▶TOYOTA T100

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Regular Cab | | | |
| Vehicle Grade | | | | STD | | DLX | |
| Model Code | | | | RCK10L-TRMRKA | RCK10L-TRSRKA | VCK11L-TRMDKA | VCK11L-TRSDKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 5310 (209.1) | → | → | → |
| | | Width | mm (in.) | 1910 (75.2) | → | → | → |
| | | Height* | mm (in.) | 1710 (67.2), 1720 (67.6)*1 | → | → | → |
| | Wheel Base | | mm (in.) | 3095 (121.9) | → | → | → |
| | Tread | Front | mm (in.) | 1565 (61.6), 1570 (61.8)*1 | → | → | → |
| | | Rear | mm (in.) | 1615 (63.6), 1625 (64.0)*1 | → | → | → |
| | Effective Head Room | Front | mm (in.) | 1007 (40.0) | → | → | → |
| | | Rear | mm (in.) | — | — | — | — |
| | Effective Leg Room | Front | mm (in.) | 1089 (42.9) | → | → | → |
| | | Rear | mm (in.) | — | — | — | — |
| | Shoulder Room | Front | mm (in.) | 1585 (62.4) | → | → | → |
| | | Rear | mm (in.) | — | — | — | — |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 820 (32.3) | → | → | → |
| | | Rear | mm (in.) | 1395 (54.9) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 185 (7.3), 195 (7.7)*1 | → | → | → |
| | Angle of Approach | | degrees | 26 | → | → | → |
| | Angle of Departure | | degrees | 20 | → | → | → |
| | Curb Weight | Front | kg (lb) | 832 (1835) | 839 (1850) | 882 (1945) | 889 (1960) |
| | | Rear | kg (lb) | 674 (1485) | 680 (1500) | 674 (1485) | 680 (1500) |
| | | Total | kg (lb) | 1506 (3320) | 1519 (3350) | 1556 (3430) | 1569 (3460) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2268 (5000) | → | → | → |
| | Fuel Tank Capacity | | ℓ (US.gal, Imp.gal) | 91 (24.0, 20.0) | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | 150 (93) | → | → | → |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 40 (25) | 55 (34) | 40 (24) | 55 (34) |
| | | 2nd Gear | km / h (mph) | 75 (47) | 100 (62) | 75 (47) | 100 (62) |
| | | 3rd Gear | km / h (mph) | 115 (71) | 150 (93) | 115 (71) | 150 (93) |
| | | 4th Gear | km / h (mph) | 165 (103) | 165 (103) | 165 (103) | 165 (103) |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.2 (40.0) | → | 12.2 (40.0) | → |
| | | Curb to Curb | m (ft.) | 11.5 (37.7) | → | 11.5 (37.7) | → |
| Engine | Engine Type | | | 3RZ-FE | → | 5VZ-FE | → |
| | Valve Mechanism | | | 16-Valve, DOHC | → | 24-Valve, DOHC | → |
| | Bore x Stroke | | mm (in.) | 95.0 x 95.0 (3.74 x 3.74) | → | 93.5 x 82.0 (3.68 x 3.23) | → |
| | Displacement | | cm³ (cu.in.) | 2694 (164.3) | → | 3378 (206.1) | → |
| | Compression Ratio | | | 9.5 : 1 | → | 9.6 : 1 | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 112 / 4800 (150 @ 4800) | → | 142 / 4800 (190 @ 4800) | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 240 / 4000 (177 @ 4000) | → | 298 / 3600 (220 @ 3600) | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 21-55 | → | → | → |
| | Generator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.2, 1.8*3 | 1.4, 2.0*3 | 1.2, 1.4*3 | 1.4, 1.8*3 |
| Chassis | Clutch Type | | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transmission Type | | | W59 | A340E | R150 | A340E |
| | Transmission Gear Ratio | In First | | 3.954 | 2.804 | 3.830 | 2.804 |
| | | In Second | | 2.141 | 1.531 | 2.062 | 1.531 |
| | | In Third | | 1.384 | 1.000 | 1.436 | 1.000 |
| | | In Fourth | | 1.000 | 0.705 | 1.000 | 0.705 |
| | | In Fifth | | 0.810 | — | 0.838 | — |
| | | In Reverse | | 4.091 | 2.393 | 4.220 | 2.393 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | — | — |
| | Differential Gear Ratio (Front / Rear) | | | –/3.615, 3.769*1 | –/3.916, 4.083*1 | –/3.769, 3.916*1 | → |
| | Differential Gear Size (Front / Rear) | | in. | –/8 | → | → | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | L.T. Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8” + 9” | → | Tandem 8” + 9”, 9” + 10”*4 | → |
| | Proportioning Valve Type | | | LSP & BV | → | → | → |
| | Suspension Type | Front | | Double Wishbone | → | → | → |
| | | Rear | | Leaf Spring | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | | 20.3 | → | → | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: For P235 / 75R Tire with Steel Wheel (Option)
*2: For 265 / 70R16 Tire (Option)
*3: Set Option with Cold Area Specs.
*4: With ABS

| | U.S.A. | | | | | |
|---|---|---|---|---|---|---|
| | Regular Cab | | | | Xtra Cab | |
| | DLX | | | | | |
| | VCK11L-THMDKA | VCK11L-THSDKA | VCK21L-TRMDKA | VCK21L-TRSDKA | VCK11L-CRMDKA | VCK11L-CRSDKA |
| 5 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | 1730 (68.2) | → | 1790 (70.6), 1820 (71.6)*2 | → | 1730 (68.2), 1740 (68.6)*1 | → |
| | → | → | → | → | → | → |
| | 1570 (61.8) | → | 1605 (63.2), 1635 (64.4)*2 | → | 1565 (61.6), 1570 (61.8)*1 | → |
| 10 | 1625 (64.0) | → | 1615 (63.6), 1650 (65.0)*2 | → | 1615 (63.6), 1625 (64.0)*1 | → |
| | → | → | → | → | → | → |
| | — | — | — | — | 960 (37.8) | — |
| | → | → | → | → | → | → |
| | — | — | — | — | 753 (29.6) | — |
| 15 | → | → | → | → | → | → |
| | — | — | — | — | 1528 (60.2) | — |
| | — | — | — | — | — | — |
| | — | — | — | — | — | — |
| | — | — | — | — | — | — |
| 20 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | 195 (7.7) | → | 210 (8.3), 235 (9.3)*2 | → | 185 (7.3), 195 (7.7)*1 | → |
| | 27 | → | 34, 36*2 | → | 26 | → |
| | 22 | → | 22, 23*2 | → | 20 | → |
| 25 | 891 (1965) | 898 (1980) | 1043 (2300) | 1066 (2350) | 891 (1965) | 898 (1980) |
| | 705 (1555) | 712 (1570) | 714 (1575) | 723 (1595) | 719 (1585) | 726 (1600) |
| | 1596 (3520) | 1610 (3550) | 1757 (3875) | 1789 (3945) | 1610 (3550) | 1624 (3580) |
| | — | — | — | — | — | — |
| | — | — | — | — | — | — |
| 30 | 2722 (6000) | → | 2495 (5500) | → | 2585 (5700) | → |
| | → | → | → | → | → | → |
| | — | — | — | — | — | — |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| 35 | 40 (24) | 55 (34) | 40 (25) | 55 (34) | 40 (24) | 55 (34) |
| | 75 (47) | 100 (62) | 75 (47) | 100 (62) | 75 (47) | 100 (62) |
| | 115 (71) | 150 (93) | 115 (71) | 150 (93) | 115 (71) | 150 (93) |
| | 165 (103) | 165 (103) | 165 (103) | 165 (103) | 165 (103) | 165 (103) |
| | → | → | 13.8 (45.3) | → | 12.2 (40.0) | → |
| 40 | → | → | 13.2 (43.3) | → | 11.5 (37.7) | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| 45 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| 50 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | 1.2, 1.4*3 | 1.4, 1.8*3 | 1.4 | 1.4, 1.8*3 | 1.2, 1.4*3 | 1.4, 1.8*3 |
| | Dry, Single Plate | — | Dry, Single Plate | — | Dry, Single Plate | — |
| | R150 | A340E | R150F | A340F | R150 | A340E |
| 55 | 3.830 | 2.804 | 3.830 | 2.804 | 3.830 | 2.804 |
| | 2.062 | 1.531 | 2.062 | 1.531 | 2.062 | 1.531 |
| | 1.436 | 1.000 | 1.436 | 1.000 | 1.436 | 1.000 |
| | 1.000 | 0.705 | 1.000 | 0.705 | 1.000 | 0.705 |
| | 0.838 | — | 0.838 | — | 0.838 | — |
| 60 | 4.220 | 2.393 | 4.220 | 2.393 | 4.220 | 2.393 |
| | — | — | 1.000 / 2.566 | → | — | — |
| | – / 3.916 | → | 3.909 / 3.909, 4.100 / 4.100*2 | 4.100 / 4.100, 4.300 / 4.300*2 | – / 3.796, 3.916*1 | → |
| | → | → | 7.5 / 8 | → | – / 8 | → |
| | → | → | → | → | → | → |
| 65 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | Tandem 8” + 9” | → | Tandem 8” + 9”, 9” + 10”*4 | → | → | → |
| | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| 70 | → | → | → | → | → | → |
| | → | → | → | → | → | → |
| | — | — | — | — | — | — |
| | → | → | Recirculating Ball | → | Rack and Pinion | → |
| | → | → | 19.0 | → | 20.3 | → |
| 75 | → | → | → | → | → | → |

| Item \ Area | | | | U.S.A. | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Xtra Cab | | | |
| Vehicle Grade | | | | SR5 | | DLX | |
| Model Code | | | | VCK11L-CRMSKA | VCK11L-CRSSKA | VCK21L-CRMDKA | VCK21L-CRSDKA |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 5310 (209.1) | → | → | → |
| | | Width | mm (in.) | 1910 (75.2) | → | → | → |
| | | Height* | mm (in.) | 1740 (68.6) | → | 1840 (72.6), 1870 (73.5)*2 | → |
| | Wheel Base | | mm (in.) | 3095 (121.9) | → | → | → |
| | Tread | Front | mm (in.) | 1570 (61.8) | → | 1605 (63.2), 1635 (64.4)*2 | → |
| | | Rear | mm (in.) | 1625 (64.0) | → | 1615 (63.6), 1650 (65.0)*2 | → |
| | Effective Head Room | Front | mm (in.) | 1007 (40.0) | → | → | → |
| | | Rear | mm (in.) | 960 (37.8) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1089 (42.9) | → | → | → |
| | | Rear | mm (in.) | 753 (29.6) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1585 (62.4) | → | → | → |
| | | Rear | mm (in.) | 1528 (60.2) | → | → | → |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 820 (32.3) | → | → | → |
| | | Rear | mm (in.) | 1395 (54.9) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 195 (7.7) | → | 210 (8.3), 235 (9.3)*2 | → |
| | Angle of Approach | | degrees | 26 | → | 34, 36*2 | → |
| | Angle of Departure | | degrees | 20 | → | 22, 23*2 | → |
| | Curb Weight | Front | kg (lb) | 905 (1995) | 912 (2010) | 1052 (2320) | 1075 (2370) |
| | | Rear | kg (lb) | 728 (1605) | 735 (1620) | 764 (1685) | 773 (1705) |
| | | Total | kg (lb) | 1633 (3600) | 1647 (3630) | 1816 (4005) | 1848 (4075) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2585 (5700) | → | 2722 (6000) | → |
| | Fuel Tank Capacity | | ℓ (US.gal, Imp.gal) | 91 (24.0, 20.0) | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | 150 (93) | → | → | → |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 40 (25) | 55 (34) | 40 (25) | 55 (34) |
| | | 2nd Gear | km / h (mph) | 75 (47) | 100 (62) | 75 (47) | 100 (62) |
| | | 3rd Gear | km / h (mph) | 115 (71) | 150 (93) | 115 (71) | 150 (93) |
| | | 4th Gear | km / h (mph) | 165 (103) | 165 (103) | 165 (103) | 165 (103) |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.2 (40.0) | → | 13.8 (45.3) | → |
| | | Curb to Curb | m (ft.) | 11.5 (37.7) | → | 13.2 (43.3) | → |
| Engine | Engine Type | | | 5VZ-FE | → | → | → |
| | Valve Mechanism | | | 24-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 93.5 x 82.0 (3.68 x 3.23) | → | → | → |
| | Displacement | | cm³ (cu.in.) | 3378 (206.1) | → | → | → |
| | Compression Ratio | | | 9.6 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 142 / 4800 (190 @ 4800) | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 298 / 3600 (220 @ 3600) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55 | → | → | → |
| | Generator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.2, 1.4*3 | 1.4, 1.8*3 | 1.4 | 1.4, 1.8*3 |
| Chassis | Clutch Type | | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transmission Type | | | R150 | A340E | R150F | A340F |
| | Transmission Gear Ratio | In First | | 3.830 | 2.804 | 3.830 | 2.804 |
| | | In Second | | 2.062 | 1.531 | 2.062 | 1.531 |
| | | In Third | | 1.436 | 1.000 | 1.436 | 1.000 |
| | | In Fourth | | 1.000 | 0.705 | 1.000 | 0.705 |
| | | In Fifth | | 0.838 | — | 0.838 | — |
| | | In Reverse | | 4.220 | 2.393 | 4.220 | 2.393 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | 1.000 / 2.566 | → |
| | Differential Gear Ratio (Front / Rear) | | | – / 3.916 | → | 3.909 / 3.909, 4.100 / 4.100*2 | 4.100 / 4.100, 4.300 / 4.300*2 |
| | Differential Gear Size (Front / Rear) | | in. | – / 8 | → | 7.5 / 8 | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | L.T. Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8" + 9", 9" + 10"*4 | → | → | → |
| | Proportioning Valve Type | | | LSP & BV | → | → | → |
| | Suspension Type | Front | | Double Wishbone | → | → | → |
| | | Rear | | Leaf Spring | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | Recirculating Ball | → |
| | Steering Gear Ratio (Overall) | | | 20.3 | → | 19.0 | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: For P235 / 75R Tire with Steel Wheel (Option)
*2: For 265 / 70R16 Tire (Option)
*3: Set Option with Cold Area Specs.
*4: With ABS

| U.S.A. | | Canada | | | |
|---|---|---|---|---|---|
| Xtra Cab | | Regular Cab | | Xtra Cab | |
| SR5 | | DLX | | | |
| VCK21L-CRMSKA | VCK21L-CRSSKA | VCK11L-TRMDKK | VCK11L-TRSDKK | VCK21L-CRMDKK | VCK21L-CRSDKK |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | 1710 (67.2), 1720 (67.6)*1 | → | 1840 (72.6), 1870 (73.5)*2 | → |
| → | → | → | → | → | → |
| → | → | 1565 (61.6), 1570 (61.8)*1 | → | 1605 (63.2), 1635 (64.4)*2 | → |
| → | → | 1615 (63.6), 1625 (64.0)*1 | → | 1615 (63.6), 1650 (65.0)*2 | → |
| → | → | → | → | → | → |
| → | → | — | — | → | → |
| → | → | → | → | → | → |
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| — | — | — | — | — | — |
| — | — | — | — | — | — |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | 185 (7.3), 195 (7.7)*1 | → | 210 (8.3), 235 (9.3)*2 | → |
| → | → | 26 | → | 34, 36*2 | → |
| → | → | 20 | → | 22, 23*2 | → |
| 1066 (2350) | 1089 (2400) | 882 (1945) | 889 (1960) | 1052 (2320) | 1075 (2370) |
| 767 (1690) | 776 (1710) | 674 (1485) | 680 (1500) | 764 (1685) | 773 (1705) |
| 1833 (4040) | 1865 (4110) | 1556 (3430) | 1569 (3460) | 1816 (4005) | 1848 (4075) |
| — | — | — | — | — | — |
| — | — | — | — | — | — |
| → | → | 2268 (5000) | → | 2722 (6000) | → |
| → | → | → | → | → | → |
| — | — | — | — | — | — |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 40 (25) | 55 (34) | 40 (24) | 55 (34) | 40 (25) | 55 (34) |
| 75 (47) | 100 (62) | 75 (47) | 100 (62) | 75 (47) | 100 (62) |
| 115 (71) | 150 (93) | 115 (71) | 150 (93) | 115 (71) | 150 (93) |
| 165 (103) | 165 (103) | 165 (103) | 165 (103) | 165 (103) | 165 (103) |
| → | → | 12.2 (40.0) | → | 13.8 (45.3) | → |
| → | → | 11.5 (37.7) | → | 13.2 (43.3) | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
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| → | → | → | → | → | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
| 1.4 | 1.4, 1.8*3 | 1.4 | 1.8 | 1.4 | 1.8 |
| Dry, Single Plate | — | Dry, Single Plate | — | Dry, single Plate | — |
| R150F | A340F | R150 | A340E | R150F | A340F |
| 3.830 | 2.804 | 3.830 | 2.804 | 3.830 | 2.804 |
| 2.062 | 1.531 | 2.062 | 1.531 | 2.062 | 1.531 |
| 1.436 | 1.000 | 1.436 | 1.000 | 1.436 | 1.000 |
| 1.000 | 0.705 | 1.000 | 0.705 | 1.000 | 0.705 |
| 0.838 | — | 0.838 | — | 0.838 | — |
| 4.220 | 2.393 | 4.220 | 2.393 | 4.220 | 2.393 |
| 1.000 / 2.566 | → | — | — | 1.000 / 2.566 | → |
| 3.909 / 3.909, 4.100 / 4.100*2 | 4.100 / 4.100, 4.300 / 4.300*2 | – / 3.769, 3.916*1 | → | 3.909 / 3.909, 4.100 / 4.100*2 | 4.100 / 4.100, 4.300 / 4.300*2 |
| → | → | – / 8 | → | 7.5 / 8 | → |
| → | → | → | → | → | → |
| → | → | → | → | → | → |
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| → | → | → | → | → | → |
| → | → | → | → | → | → |
| — | — | — | — | — | — |
| → | → | Rack & Pinion | → | Recirclating Ball | → |
| → | → | 20.3 | → | 19.0 | → |
| → | → | → | → | → | → |

| Item \ Area | | | | Canada | | | |
|---|---|---|---|---|---|---|---|
| Body Type | | | | Xtra Cab | | | |
| Vehicle Grade | | | | DLX | | SR5 | |
| Model Code | | | | VCK11L-CRMDKK | VCK11L-CRSDKK | VCK21L-CRMSKK | VCK21L-CRSSKK |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 5310 (209.1) | → | → | → |
| | | Width | mm (in.) | 1910 (75.2) | → | → | → |
| | | Height* | mm (in.) | 1730 (68.2), 1740 (68.6)*1 | → | 1840 (72.6), 1870 (73.5)*2 | → |
| | Wheel Base | | mm (in.) | 3095 (121.9) | → | → | → |
| | Tread | Front | mm (in.) | 1565 (61.6), 1570 (61.8)*1 | → | 1605 (63.2), 1635 (64.4)*2 | → |
| | | Rear | mm (in.) | 1615 (63.6), 1625 (64.0)*1 | → | 1615 (63.6), 1650 (65.0)*2 | → |
| | Effective Head Room | Front | mm (in.) | 1007 (40.0) | → | → | → |
| | | Rear | mm (in.) | 960 (37.8) | → | → | → |
| | Effective Leg Room | Front | mm (in.) | 1089 (42.9) | → | → | → |
| | | Rear | mm (in.) | 753 (29.6) | → | → | → |
| | Shoulder Room | Front | mm (in.) | 1585 (62.4) | → | → | → |
| | | Rear | mm (in.) | 1528 (60.2) | → | → | → |
| | Cargo Space | Length | mm (in.) | — | — | — | — |
| | | Width | mm (in.) | — | — | — | — |
| | | Height | mm (in.) | — | — | — | — |
| | Overhang | Front | mm (in.) | 820 (32.3) | → | → | → |
| | | Rear | mm (in.) | 1395 (54.9) | → | → | → |
| | Min. Running Ground Clearance | | mm (in.) | 185 (7.3), 195 (7.7)*1 | → | 210 (8.3), 235 (9.3)*2 | → |
| | Angle of Approach | | degrees | 26 | → | 34, 36*2 | → |
| | Angle of Departure | | degrees | 20 | → | 22, 23*2 | → |
| | Curb Weight | Front | kg (lb) | 891 (1965) | 898 (1980) | 1066 (2350) | 1089 (2400) |
| | | Rear | kg (lb) | 719 (1585) | 726 (1600) | 767 (1690) | 776 (1710) |
| | | Total | kg (lb) | 1610 (3550) | 1624 (3580) | 1833 (4040) | 1865 (4110) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — | — | — |
| | | Rear | kg (lb) | — | — | — | — |
| | | Total | kg (lb) | 2585 (5700) | → | 2722 (6000) | → |
| | Fuel Tank Capacity | | ℓ (US.gal, Imp.gal) | 91 (24.0, 20.0) | → | → | → |
| | Luggage Compartment Capacity | | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | | km / h (mph) | 165 (103) | → | → | → |
| | Max. Cruising Speed | | km / h (mph) | 150 (93) | → | → | → |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 40 (25) | 55 (34) | 40 (25) | 55 (34) |
| | | 2nd Gear | km / h (mph) | 75 (47) | 100 (62) | 75 (47) | 100 (62) |
| | | 3rd Gear | km / h (mph) | 115 (71) | 150 (93) | 115 (71) | 150 (93) |
| | | 4th Gear | km / h (mph) | 165 (103) | 165 (103) | 165 (103) | 165 (103) |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.2 (40.0) | → | 13.8 (45.3) | → |
| | | Curb to Curb | m (ft.) | 11.5 (37.7) | → | 13.2 (43.3) | → |
| Engine | Engine Type | | | 5VZ-FE | → | → | → |
| | Valve Mechanism | | | 24-Valve, DOHC | → | → | → |
| | Bore x Stroke | | mm (in.) | 93.5 x 82.0 (3.68 x 3.23) | → | → | → |
| | Displacement | | cm³ (cu.in.) | 3378 (206.1) | → | → | → |
| | Compression Ratio | | | 9.6 : 1 | → | → | → |
| | Carburetor Type | | | SFI | → | → | → |
| | Research Octane No. | | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 142 / 4800 (190 @ 4800) | → | → | → |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 298 / 3600 (220 @ 3600) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12 – 55 | → | → | → |
| | Generator Output | | Watts | 840 | → | → | → |
| | Starter Output | | kW | 1.4 | 1.8 | 1.4 | 1.8 |
| Chassis | Clutch Type | | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transmission Type | | | R150 | A340E | R150F | A340F |
| | Transmission Gear Ratio | In First | | 3.830 | 2.804 | 3.830 | 2.804 |
| | | In Second | | 2.062 | 1.531 | 2.062 | 1.531 |
| | | In Third | | 1.436 | 1.000 | 1.436 | 1.000 |
| | | In Fourth | | 1.000 | 0.705 | 1.000 | 0.705 |
| | | In Fifth | | 0.838 | — | 0.838 | — |
| | | In Reverse | | 4.220 | 2.393 | 4.220 | 2.393 |
| | Transfer Gear Ratio H4 / L4 | | | — | — | 1.000 / 2.566 | → |
| | Differential Gear Ratio (Front / Rear) | | | – / 3.769, 3.916*1 | → | 3.909 / 3.909, 4.100 / 4.100*2 | 4.100 / 4.100, 4.300 / 4.300*2 |
| | Differential Gear Size (Front / Rear) | | in. | – / 8 | → | 7.5 / 8 | → |
| | Brake Type | Front | | Ventilated Disc | → | → | → |
| | | Rear | | L.T. Drum | → | → | → |
| | Parking Brake Type | | | L.T. Drum | → | → | → |
| | Brake Booster Type and Size | | in. | Tandem 8" + 9", 9" + 10"*4 | → | → | → |
| | Proportioning Valve Type | | | LSP & BV | → | → | → |
| | Suspension Type | Front | | Double Wishbone | → | → | → |
| | | Rear | | Leaf Spring | → | → | → |
| | Stabilizer Bar | Front | | STD | → | → | → |
| | | Rear | | — | — | — | — |
| | Steering Gear Type | | | Rack & Pinion | → | Recirculating Ball | → |
| | Steering Gear Ratio (Overall) | | | 20.3 | → | 19.0 | → |
| | Power Steering Type | | | Integral Type | → | → | → |

*: Unladen Vehicle
*1: For P235 / 75R Tire with Steel Wheel (Option)
*2: For 265 / 70R16 Tire (Option)
*3: Set Option with Cold Area Specs.
*4: With ABS

# MAJOR TECHNICAL SPECIFICATIONS

## ▶TERCEL

| Item \ Area | | | U.S.A. | | | |
|---|---|---|---|---|---|---|
| Body Type | | | 2-Door | | 4-Door | |
| Vehicle Grade | | | CE | | | |
| Model Code | | | EL53L-ADMRKA | EL53L-ADHRKA | EL53L-AEMRKA | EL53L-AEPRKA |
| Major Dimensions & Vehicle Weights | Overall | Length mm (in.) | 4130 (162.6) | → | → | → |
| | | Width mm (in.) | 1660 (65.4) | → | → | → |
| | | Height* mm (in.) | 1375 (54.1) | → | → | → |
| | Wheel Base | mm (in.) | 2380 (93.7) | → | → | → |
| | Tread | Front mm (in.) | 1400 (55.1) | → | → | → |
| | | Rear mm (in.) | 1395 (54.9) | → | → | → |
| | Effective Head Room | Front mm (in.) | 979 (38.5) | → | → | → |
| | | Rear mm (in.) | 926 (36.5) | → | → | → |
| | Effective Leg Room | Front mm (in.) | 1046 (41.2) | → | → | → |
| | | Rear mm (in.) | 801 (31.5) | → | → | → |
| | Shoulder Room | Front mm (in.) | 1315 (51.8) | → | 1316 (51.8) | → |
| | | Rear mm (in.) | 1311 (51.6) | → | 1300 (51.2) | → |
| | Overhang | Front mm (in.) | 810 (31.9) | → | → | → |
| | | Rear mm (in.) | 940 (37.0) | → | → | → |
| | Min. Running Ground Clearance | mm (in.) | 125 (4.9) | → | → | → |
| | Angle of Approach | degrees | 19◀ | → | → | → |
| | Angle of Departure | degrees | 17◀ | → | → | → |
| | Curb Weight | Front kg (lb) | 562 (1240) | 590 (1300) | 565 (1245) | 612 (1350) |
| | | Rear kg (lb) | 365 (805) | 358 (790) | 374 (825) | → |
| | | Total kg (lb) | 927 (2045) | 948 (2090) | 940 (2070) | 986 (2175) |
| | Gross Vehicle Weight Rating | Front kg (lb) | — | — | — | — |
| | | Rear kg (lb) | — | — | — | — |
| | | Total kg (lb) | 1360 (3000) | 1380 (3045) | 1377 (3035) | 1424 (3140) |
| | Fuel Tank Capacity | ℓ (US.gal., Imp.gal.) | 45 (11.9, 9.9) | → | → | → |
| | Luggage Compartment Capacity | m³ (cu.ft.) | 0.263 (9.3) | → | → | → |
| Performance | Max. Speed | km / h (mph) | 180 (112) | 170 (106) | 180 (112) | 170 (106) |
| | Max. Cruising Speed | km / h (mph) | 150 (93) | 140 (87) | 150 (93) | 140 (87) |
| | Acceleration | 0 to 100 km / h sec. | — | — | — | — |
| | | 0 to 400 m sec. | — | — | — | — |
| | Max. Permissible Speed | 1st Gear km / h (mph) | 46 (28) | 55 (34) | 46 (28) | 53 (33) |
| | | 2nd Gear km / h (mph) | 85 (53) | 100 (62) | 85 (53) | 96 (60) |
| | | 3rd Gear km / h (mph) | 132 (82) | — | 132 (82) | 165 (103) |
| | | 4th Gear km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall m (ft.) | 10.2 (33.5) | → | → | → |
| | | Curb to Curb m (ft.) | 10.0 (32.8) | → | → | → |
| Engine | Engine Type | | 5E-FE | → | → | |
| | Valve Mechanism | | 16-Valve, DOHC | → | → | |
| | Bore x Stroke | mm (in.) | 74.0 x 87.0 (2.91 x 3.43) | → | → | → |
| | Displacement | cm³ (cu.in.) | 1497 (91.3) | → | → | → |
| | Compression Ratio | | 9.4 : 1 | → | → | → |
| | Carburetor Type | | SFI | → | → | → |
| | Research Octane No. | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | kW / rpm (HP@rpm) | 69@5400 (93@5400) | → | → | → |
| | Max. Torque (SAE-NET) | N·m / rpm (lb-ft@rpm) | 136@4400 (100@4400) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | Voltage & Amp. hr. | 12-40, 12-32*1, 12-48*2 | 12-40, 48*2 | 12-40, 32*1, 48*2 | 12-40, 48*2 |
| | Generator Output | Watts | 720, 840*1 | 840 | 720, 840*1 | 840 |
| | Starter Output | kW | 0.8, 1.0*2 | → | → | → |
| Chassis | Clutch Type | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transaxle Type | | C151 | A132L | C151 | A242L |
| | Transmission Gear Ratio | In First | 3.545 | 2.810 | 3.545 | 3.643 |
| | | In Second | 1.904 | 1.549 | 1.904 | 2.008 |
| | | In Third | 1.233 | 1.000 | 1.233 | 1.296 |
| | | In Fourth | 0.885 | — | 0.885 | 0.892 |
| | | In Fifth | 0.725 | — | 0.725 | — |
| | | In Reverse | 3.250 | 2.296 | 3.250 | 2.977 |
| | Counter Gear Ratio | | — | 0.945 | — | — |
| | Differential Gear Ratio (Final) | | 3.722 | → | → | 2.821 |
| | Brake Type | Front | Ventilated Disc | → | → | → |
| | | Rear | Drum | → | → | → |
| | Parking Brake Type | | Drum | → | → | → |
| | Brake Booster Type and Size | in. | Single, 8” | → | → | → |
| | Proportioning Valve type | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | MacPherson Strut | → | → | → |
| | | Rear | Torsion Beam | → | → | → |
| | Stabilizer Bar | Front | STD | → | → | → |
| | | Rear | STD | → | → | → |
| | Steering Gear Type | | Rack and Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | 21.8, 17.5*1 | → | → | → |
| | Power Steering Type | | Integral Type*1 | → | → | → |

* : Unladen Vehicle
*1: Option
*2: Set Option with Cold Area Spec.
*3: With P175 / 65R14 or P185 / 60R14 Tire

| Canada | | | | |
|---|---|---|---|---|
| 2-Door | | | 4-Door | |
| CE | | | | |
| EL53L-ADMRKK | EL53L-ADPRKK | EL53L-ADHRKK | EL53L-AEMRKK | EL53L-AEPRKK |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| 1315 (51.8) | → | → | 1316 (51.8) | → |
| 1311 (51.6) | → | → | 1300 (51.2) | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| 569 (1255) | 617 (1360) | 551 (1215) | 572 (1260) | 619 (1365) |
| 367 (810) | → | 360 (795) | 376 (830) | → |
| 937 (2065) | 984 (2170) | 911 (2010) | 948 (2090) | 995 (2195) |
| — | — | — | — | — |
| — | — | — | — | — |
| 1345 (2965) | 1395 (3075) | 1365 (3010) | 1360 (2998) | 1405 (3097) |
| → | → | → | → | → |
| → | → | → | → | → |
| 180 (112) | 170 (106) | → | 180 (112) | 170 (106) |
| 150 (93) | 140 (87) | → | 150 (93) | 140 (87) |
| — | — | — | — | — |
| — | — | — | — | — |
| 46 (28) | 53 (33) | 55 (34) | 46 (28) | 53 (33) |
| 85 (53) | 96 (60) | 100 (62) | 85 (53) | 96 (60) |
| 132 (82) | 165 (103) | — | 132 (82) | 165 (103) |
| — | — | — | — | — |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| 12-48 | → | → | → | → |
| → | → | → | → | → |
| 1.0 | → | → | → | → |
| Dry, Single Plate | — | — | Dry, Single Plate | — |
| C151 | A242L | A132L | C151 | A242L |
| 3.545 | 3.643 | 2.810 | 3.545 | 3.643 |
| 1.904 | 2.008 | 1.549 | 1.904 | 2.008 |
| 1.233 | 1.296 | 1.000 | 1.233 | 1.296 |
| 0.885 | 0.892 | — | 0.885 | 0.892 |
| 0.725 | — | — | 0.725 | — |
| 3.250 | 2.977 | 2.296 | 3.250 | 2.977 |
| — | — | 0.945 | — | — |
| 3.722 | 2.821 | 3.722 | → | 2.821 |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| OPT*3 | → | → | → | → |
| STD | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |
| → | → | → | → | → |

## ▶PASEO

| Item \ Area | | | U.S.A. | | Canada | |
|---|---|---|---|---|---|---|
| Body Type | | | 2-Door Coupe | | | |
| Vehicle Grade | | | — | | — | |
| Model Code | | | EL54L-DCMSKA | EL54L-DCPSKA | EL54L-DCMSKK | EL54L-DCPSKK |
| Major Dimensions & Vehicle Weights | Overall | Length mm (in.) | 4155 (163.6) | → | → | → |
| | | Width mm (in.) | 1660 (65.4) | → | → | → |
| | | Height* mm (in.) | 1296 (51.0) | → | → | → |
| | Wheel Base | mm (in.) | 2380 (93.7) | → | → | → |
| | Tread | Front mm (in.) | 1405 (55.3) | → | → | → |
| | | Rear mm (in.) | 1395 (54.9) | → | → | → |
| | Effective Head Room | Front mm (in.) | 960 (37.8) | → | → | → |
| | | Rear mm (in.) | 812 (32.0) | → | → | → |
| | Effective Leg Room | Front mm (in.) | 1044 (41.1) | → | → | → |
| | | Rear mm (in.) | 762 (30.0) | → | → | → |
| | Shoulder Room | Front mm (in.) | 1315 (51.8) | → | → | → |
| | | Rear mm (in.) | 1280 (50.4) | → | → | → |
| | Overhang | Front mm (in.) | 925 (36.4) | → | → | → |
| | | Rear mm (in.) | 845 (33.3) | → | → | → |
| | Min. Running Ground Clearance | mm (in.) | 125 (4.9) | → | → | → |
| | Angle of Approach | degress | 13◀ | → | → | → |
| | Angle of Departure | degress | 21◀ | → | → | → |
| | Curb Weight | Front kg (lb) | 583 (1285) | 628 (1385) | 587 (1295) | 633 (1395) |
| | | Rear kg (lb) | 352 (775) | → | 354 (780) | → |
| | | Total kg (lb) | 935 (2060) | 980 (2160) | 941 (2075) | 987 (2175) |
| | Gross Vehicle Weight Rating | Front kg (lb) | — | — | — | — |
| | | Rear kg (lb) | — | — | — | — |
| | | Total kg (lb) | 1284 (2830) | 1331 (2935) | 1281 (2825) | 1331 (2935) |
| | Fuel Tank Capacity | ℓ (US.gal., lmp.gal.) | 45 (11.9, 9.9) | → | → | → |
| | Luggage Compartment Capacity | $m^3$ ($cu.ft.$) | 0.277 (7.5) | → | → | → |
| Performance | Max. Speed | km / h (mph) | 180 (112) | 175 (109) | 180 (112) | 175 (109) |
| | Max. Cruising Speed | km / h (mph) | 145 (90) | 140 (87) | 145 (90) | 140 (87) |
| | Acceleration | 0 to 100 km / h sec. | 11.0 | 12.0 | 11.0 | 12.0 |
| | | 0 to 400 m sec. | 17.8 | 18.6 | 17.8 | 18.6 |
| | Max. Permissible | 1st Gear km / h (mph) | 42 (26) | 53 (33) | 42 (26) | 53 (33) |
| | | 2nd Gear km / h (mph) | 80 (50) | 97 (61) | 80 (50) | 97 (61) |
| | | 3rd Gear km / h (mph) | 117 (73) | — | 117 (73) | — |
| | | 4th Gear km / h (mph) | 160 (99) | — | 160 (99) | — |
| | Turning Diameter (Outside Front) | Wall to Wall m (ft.) | 10.5 (34.4) | → | → | → |
| | | Curb to Curb m (ft.) | 10.0 (32.8) | → | → | → |
| Engine | Engine Type | | 5E-FE | → | → | → |
| | Valve Mechanism | | 16-Valve, DOHC | → | → | → |
| | Bore x Stroke | mm (in.) | 74.0 x 87.0 (2.91 x 3.43) | → | → | → |
| | Displacement | $cm^3$ ($cu.in.$) | 1497 (91.3) | → | → | → |
| | Compression Ratio | | 9.4 : 1 | → | → | → |
| | Carburetor Type | | SFI | → | → | → |
| | Research Octane No. | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | kW / rpm (HP@rpm) | 69 / 5400 (93@5400) | → | → | → |
| | Max. Torque (SAE-NET) | N·m / rpm (lb-ft@rpm) | 136 / 4400 (100@4400) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | Voltage & Amp. hr. | 12-40, 48*1 | → | 12-48 | → |
| | Generator Output | Watts | 720, 840*1 | 840 | → | → |
| | Starter Output | kW | 0.8, 1.0*1 | → | 1.0 | → |
| Chassis | Clutch Type | | Dry, Single | — | Dry, Single | — |
| | Transaxle Type | | C150 | A244E | C150 | A244E |
| | Transmission Gear Ratio | In First | 3.545 | 4.005 | 3.545 | 4.005 |
| | | In Second | 1.904 | 2.208 | 1.904 | 2.208 |
| | | In Third | 1.310 | 1.425 | 1.310 | 1.425 |
| | | In Fourth | 0.969 | 0.981 | 0.969 | 0.981 |
| | | In Fifth | 0.815 | — | 0.815 | — |
| | | In Reverse | 3.250 | 3.272 | 3.250 | 3.272 |
| | Counter Gear Ratio | | — | — | — | — |
| | Differential Gear Ratio (Final) | | 3.941 | 2.821 | 3.941 | 2.821 |
| | Brake Type | Front | Ventilated Disc | → | → | → |
| | | Rear | L.T. Drum | → | → | → |
| | Parking Brake Type | | Drum | → | → | → |
| | Brake Booster Type and Size | in. | Single, 8” | → | → | → |
| | Proportioning Valve Type | | Dual P-Valve | → | → | → |
| | Suspension Type | Front | MacPherson Strut | → | → | → |
| | | Rear | Torsion Beam | → | → | → |
| | Stabilizer Bar | Front | STD | → | → | → |
| | | Rear | STD | → | → | → |
| | Steering Gear Type | | Rack and Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | 17.5 : 1 | → | → | → |
| | Power Steering Type | | Integral Type | → | → | → |

* : Unladen Vehicle
*1: Option

**– MEMO –**

# ▶CELICA

| Item \ Area | | | U.S.A. | | | |
|---|---|---|---|---|---|---|
| Body Type | | | Coupe | | Liftback | |
| Vehicle Grade | | | ST | | | |
| Model Code | | | ST204L-BCMSKA | ST204L-BCPSKA | ST204L-BLMSKA | ST204L-BLPSKA |
| Major Dimensions & Vehicle Weights | Overall | Length mm (in.) | 4495 (177.0) | → | 4425 (174.2) | → |
| | | Width mm (in.) | 1750 (68.9) | → | → | → |
| | | Height* mm (in.) | 1310 (51.6) | → | → | → |
| | Wheel Base | mm (in.) | 2540 (100.0) | → | → | → |
| | Tread | Front mm (in.) | 1515 (59.6) | → | → | → |
| | | Rear mm (in.) | 1495 (58.9) | → | → | → |
| | Effective Head Room | Front mm (in.) | 977 (38.5), 931 (36.7)*1 | → | 974 (38.4), 928 (36.6)*1 | → |
| | | Rear mm (in.) | 881 (34.7), 874 (34.5)*1 | → | 843 (33.2) | → |
| | Effective Leg Room | Front mm (in.) | 1122 (44.2) | → | → | → |
| | | Rear mm (in.) | 681 (26.8) | → | → | → |
| | Shoulder Room | Front mm (in.) | 1333 (52.5) | → | → | → |
| | | Rear mm (in.) | 1268 (49.9) | → | → | → |
| | Overhang | Front mm (in.) | 990 (39.0) | → | → | → |
| | | Rear mm (in.) | 965 (38.0) | → | 895 (35.2) | → |
| | Min. Running Ground Clearance | mm (in.) | 130 (5.1) | → | → | → |
| | Angle of Approach | degress | 14.5◀ | → | → | → |
| | Angle of Departure | degress | 17◀ | → | 18◀ | → |
| | Curb Weight | Front kg (lb) | 728 (1605) | 755 (1665) | 728 (1605) | 755 (1665) |
| | | Rear kg (lb) | 433 (955) | 433 (955) | 442 (975) | 442 (975) |
| | | Total kg (lb) | 1161 (2560) | 1188 (2620) | 1170 (2580) | 1197 (2640) |
| | Gross Vehicle Weight | Front kg (lb) | | | | |
| | | Rear kg (lb) | | | | |
| | | Total kg (lb) | 1585 (3495) | → | → | → |
| | Fuel Tank Capacity | ℓ (US.gal., Imp.gal.) | 60 (15.9, 13.2) | → | → | → |
| | Luggage Compartment Capacity | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | km / h (mph) | 200 (124) | 195 (121) | 200 (124) | 195 (121) |
| | Max. Cruising Speed | km / h (mph) | 185 (115) | 180 (112) | 185 (115) | 180 (112) |
| | Acceleration | 0 to 60 km / h sec. | 8.7 | 9.7 | 8.7 | 9.7 |
| | | 0 to 400 m sec. | 16.5 | 17.2 | 16.5 | 17.2 |
| | Max. Permissible Speed | 1st Gear km / h (mph) | 51 (32) | 59 (37) | 51 (32) | 59 (37) |
| | | 2nd Gear km / h (mph) | 85 (53) | 108 (67) | 85 (53) | 108 (67) |
| | | 3rd Gear km / h (mph) | 126 (78) | — | 126 (78) | — |
| | | 4th Gear km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall m (ft.) | 11.2 (36.7) | → | → | → |
| | | Curb to Curb m (ft.) | 10.4 (3.41) | → | → | → |
| Engine | Engine Type | | 5S-FE | → | → | → |
| | Valve Mechanism | | 16-Valve, DOHC | → | → | → |
| | Bore x Stroke | mm (in.) | 87.0 x 91.0 (3.43 x 3.58) | → | → | → |
| | Displacement | cm³ (cu.in.) | 2164 (132.0) | → | → | → |
| | Compression Ratio | | 9.5 : 1 | → | → | → |
| | Fuel System | | SFI | → | → | → |
| | Research Octane No. | RON | 96 | → | → | → |
| | Max. Output (SAE-NET) | kW / rpm (HP / rpm) | 97 / 5400 (130 / 5400) | → | → | → |
| | Max. Torque (SAE-NET) | N·m / rpm (lb-ft / rpm) | 197 / 4400 (145 / 4400) | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | Voltage & Amp. hr. | 12-52 | → | → | → |
| | Generator Output | Watts | 840 | 960 | 840 | 960 |
| | Starter Output | kW | 1.4 | → | → | → |
| Chassis | Clutch Type | | Dry, Single Plate | — | Dry, Single Plate | — |
| | Transaxle Type | | S54 | A140E | S54 | A140E |
| | Transmission Gear Ratio | In First | 3.285 | 2.810 | 3.285 | 2.810 |
| | | In Second | 1.960 | 1.549 | 1.960 | 1.549 |
| | | In Third | 1.322 | 1.000 | 1.322 | 1.000 |
| | | In Fourth | 1.028 | 0.706 | 1.028 | 0.706 |
| | | In Fifth | 0.820 | — | 0.820 | — |
| | | In Reverse | 3.153 | 2.296 | 3.153 | 2.296 |
| | Counter Gear Ratio | | — | 0.945 | — | 0.945 |
| | Differential Gear Ratio (Final) | | 4.176 | 3.950 | 4.176 | 3.950 |
| | Brake Type | Front | Ventilated Disc | → | → | → |
| | | Rear | Solid Disc | → | → | → |
| | Parking Brake Type | | Duo Servo | → | → | → |
| | Brake Booster Type and Size | in. | Tandem, 7” + 8” | → | → | → |
| | Proportioning Valve Type | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | MacPherson Strut | → | → | → |
| | | Rear | MacPherson Strut | → | → | → |
| | Stabilizer Bar | Front | STD | → | → | → |
| | | Rear | STD | → | → | → |
| | Steering Gear Type | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | 17.2 | → | → | → |
| | Power Steering Type | | Integral Type | → | → | → |

* : Unladed Vehicle
*1: With Sun Roof

| Canada | |
|---|---|
| Liftback | |
| GT | |
| ST204L-BLMGKK | ST204L-BLPGKK |
| → | → |
| → | → |
| → | → |
| → | → |
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| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| 728 (1605) | 755 (1665) |
| 442 (975) | 442 (975) |
| 1170 (2580) | 1197 (2640) |
| | |
| | |
| → | → |
| → | → |
| — | — |
| 200 (124) | 195 (121) |
| 185 (115) | 180 (112) |
| 8.7 | 9.7 |
| 16.5 | 17.2 |
| 51 (32) | 59 (37) |
| 85 (53) | 108 (67) |
| 126 (78) | — |
| — | — |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| 840 | 960 |
| → | → |
| Dry, Single Plate | — |
| S54 | A140E |
| 3.285 | 2.810 |
| 1.960 | 1.549 |
| 1.322 | 1.000 |
| 1.028 | 0.706 |
| 0.820 | — |
| 3.153 | 2.296 |
| — | 0.945 |
| 4.176 | 3.950 |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |
| → | → |

## ▶RAV4 (Soft Top)

| Item \ Area | | | U.S.A. & Canada | | | |
|---|---|---|---|---|---|---|
| Body Type | | | 2-Door Soft Top | | | |
| Vehicle Grade | | | — | | | |
| Model Code | | | SXA10L-AKMGKA | SXA10L-AKPGKA | SXA15L-AKMGKA | SXA15L-AKPGKA |
| Major Dimensions & Vehicle Weights | Overall | Length mm (in.) | 3750 (147.6), 3765 (148.2)*1 | → | 3750 (147.6) | → |
| | | Width mm (in.) | 1695 (66.7), 1760 (69.3)*1 | → | 1695 (66.7) | → |
| | | Height* mm (in.) | 1660 (65.4), 1640 (64.6)*1 | → | 1650 (65.0) | → |
| | Wheel Base | mm (in.) | 2200 (86.1) | → | → | → |
| | Tread | Front mm (in.) | 1460 (57.5), 1480 (58.3)*1 | → | 1460 (57.5) | → |
| | | Rear mm (in.) | 1465 (57.7), 1490 (58.7)*1 | → | 1470 (57.9) | → |
| | Effective Head Room | Front mm (in.) | 999 (39.3) | → | → | → |
| | | Rear mm (in.) | 993 (39.1) | → | → | → |
| | Effective Leg Room | Front mm (in.) | 1003 (39.5) | → | → | → |
| | | Rear mm (in.) | 862 (33.9) | → | → | → |
| | Shoulder Room | Front mm (in.) | 1354 (53.3) | → | → | → |
| | | Rear mm (in.) | 1276 (50.2) | → | → | → |
| | Overhang | Front mm (in.) | 745 (29.3) | → | → | → |
| | | Rear mm (in.) | 805 (31.7), 820 (32.3)*1 | → | 805 (31.7) | → |
| | Min. Running Ground Clearance | mm (in.) | 195 (7.7), 175 (6.9)*1 | → | 185 (7.3) | → |
| | Angle of Approach | degrees | 37◀34◀1 | → | 36◀ | → |
| | Angle of Departure | degrees | 41◀38◀1 | → | 40◀ | → |
| | Curb Weight | Front kg (lb) | 740 (1631) | 770 (1698) | 700 (1543) | 720 (1587) |
| | | Rear kg (lb) | 495 (1091) | → | 455 (1003) | → |
| | | Total kg (lb) | 1235 (2722) | 1265 (2789) | 1155 (2546) | 1175 (2590) |
| | Gross Vehicle Weight | Front kg (lb) | — | — | — | — |
| | | Rear kg (lb) | — | — | — | — |
| | | Total kg (lb) | 1655 (3649) | → | 1610 (3549) | → |
| | Fuel Tank Capacity | ℓ (US.gal., lmp.gal.) | 58 (15.3, 12.8) | → | → | → |
| | Luggage Compartment Capacity | m³ (cu.ft.) | — | — | — | — |
| Performance | Max. Speed | km / h (mph) | 165 (103) | 160 (100) | 170 (106) | 165 (103) |
| | Max. Cruising Speed | km / h (mph) | 130 (81) | 125 (78) | 135 (84) | 130 (81) |
| | Acceleration | 0 to 100 km / h sec. | 10.4, 10.6*1 | 11.9, 12.1*1 | 9.4 | 10.6 |
| | | 0 to 400 m sec. | 17.9, 18.0*1 | 19.1, 19.3*1 | 17.5 | 18.3 |
| | Max. Permissible Speed | 1st Gear km / h (mph) | 44 (27), 43 (26)*1 | 67 (42), 65 (40)*1 | 47 (29) | 72 (45) |
| | | 2nd Gear km / h (mph) | 88 (55), 86 (53)*1 | 121 (75), 118 (73)*1 | 95 (59) | 130 (81) |
| | | 3rd Gear km / h (mph) | 133 (83), 129 (80)*1 | — | 144 (90) | — |
| | | 4th Gear km / h (mph) | — | — | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall m (ft.) | 10.6 (34.8) | → | → | → |
| | | Curb to Curb m (ft.) | 10.2 (33.5) | → | → | → |
| Engine | Engine Type | | 3S-FE | → | → | → |
| | Valve Mechanism | | 16-Valve, DOHC | → | → | → |
| | Bore x Stroke | mm (in.) | 86.0 x 86.0 (3.39 x 3.39) | → | → | → |
| | Displacement | cm³ (cu.in.) | 1998 (121.9) | → | → | → |
| | Compression Ratio | | 9.5 : 1 | → | → | → |
| | Carburetor Type | | SFI | → | → | → |
| | Research Octane No. | RON | 91 | → | → | → |
| | Max. Output (SAE-NET) | kW / rpm (HP@rpm) | 95 / 5400 (127@5400), 93 / 5400 (125@5400)*3 | → | → | → |
| | Max. Torque (SAE-NET) | N·m / rpm (lb-ft@rpm) | 179 / 4600 (132@4600), 176 / 4600 (130@4600)*3 | → | → | → |
| Engine Electrical | Battery Capacity (5HR) | Voltage & Amp. hr. | 12-36, 48*4 | → | → | → |
| | Generator Output | Watts | 960 | → | → | → |
| | Starter Output | kW | 1.2, 1.4*4 | → | → | → |
| Chassis | Clutch Type | | Dry, Single Plate, Diaphragm | — | Dry, Single Plate, Diaphragm | — |
| | Transaxle Type | | E250F | A540H | E250 | A247E |
| | Transmission Gear Ratio | In First | 3.833 | 2.810 | 3.833 | 3.643 |
| | | In Second | 1.913 | 1.549 | 1.913 | 2.008 |
| | | In Third | 1.258 | 1.000 | 1.258 | 1.296 |
| | | In Fourth | 0.918 | 0.734 | 0.918 | 0.892 |
| | | In Fifth | 0.775 | — | 0.775 | — |
| | | In Reverse | 3.583 | 2.296 | 3.538 | 2.977 |
| | Counter Gear Ratio | | — | 1.027 | — | — |
| | Differential Gear Ratio (Final) | | 4.933 | 4.285 | 4.562 | 3.178 |
| | Transfer and Rear Differential Gear Ratio | | 2.928 | → | — | — |
| | Rear Differential Gear Size | in. | 6.7” | → | — | — |
| | Brake Type | Front | Ventilated Disc | → | → | → |
| | | Rear | Leading-Trailing | → | → | → |
| | Parking Brake Type | | Drum | → | → | → |
| | Brake Booster Type and Size | in. | Single, 10” | → | → | → |
| | Proportioning Valve Type | | Dual-P Valve | → | → | → |
| | Suspension Type | Front | MacPherson Strut | → | → | → |
| | | Rear | Double Wishbone | → | → | → |
| | Stabilizer Bar | Front | STD | → | → | → |
| | | Rear | — | — | — | — |
| | Steering Gear Type | | Rack & Pinion | → | → | → |
| | Steering Gear Ratio (Overall) | | 17.7 : 1 | → | → | → |
| | Power Steering Type | | Integral Type | → | → | → |

* : Unladen Vehicle
*1: With 235 / 60R16 Tire
*3: California Specification Model
*4: Option

**– MEMO –**

# ▶TOYOTA TACOMA (PreRunner)

| Item \ Area | | | | U.S.A. | |
|---|---|---|---|---|---|
| Body Type | | | | Extra Cab | |
| Vehicle Grade | | | | DLX | |
| Model Code | | | | RZN196L-CRPDKAB | VZN195L-CRPDKAB |
| Major Dimensions & Vehicle Weights | Overall | Length | mm (in.) | 5135 (202.2) | → |
| | | Width | mm (in.) | 1690 (66.5), 1720 (67.7)*1, 1765 (69.5)*2 | → |
| | | Height* | mm (in.) | 1705 (67.1), 1730 (68.1)*1 | → |
| | Wheel Base | | mm (in.) | 3095 (121.9) | → |
| | Tread | Front | mm (in.) | 1460 (57.5), 1500 (59.1)*1 | → |
| | | Rear | mm (in.) | 1455 (57.3), 1495 (58.9)*1 | → |
| | Effective Head Room | Front | mm (in.) | 984 (38.7), 975 (38.4)*3 | → |
| | | Rear | mm (in.) | 898 (35.4) | → |
| | Effective Leg Room | Front | mm (in.) | 1088 (42.8) | → |
| | | Rear | mm (in.) | 690 (27.2) | → |
| | Shoulder Room | Front | mm (in.) | 1375 (54.1) | → |
| | | Rear | mm (in.) | 1355 (53.3) | → |
| | Cargo Space | Length | mm (in.) | — | — |
| | | Width | mm (in.) | — | — |
| | | Height | mm (in.) | — | — |
| | Overhang | Front | mm (in.) | 800 (31.5) | → |
| | | Rear | mm (in.) | 1240 (48.8) | → |
| | Min. Running Ground Clearance | | mm (in.) | 280 (11.0), 315 (12.4)*1 | → |
| | Angle of Approach | | degrees | 32◀35◀1 | → |
| | Angle of Departure | | degrees | 24◀26◀1 | → |
| | Curb Weight | Front | kg (lb) | 820 (1807) | 870 (1917) |
| | | Rear | kg (lb) | 620 (1366) | → |
| | | Total | kg (lb) | 1440 (3173) | 1490 (3233) |
| | Gross Vehicle Weight | Front | kg (lb) | — | — |
| | | Rear | kg (lb) | — | — |
| | | Total | kg (lb) | 2315 (1050) | → |
| | Fuel Tank Capacity | | ℓ (US.gal., lmp.gal.) | 68 (18.0, 15.0) | → |
| | Luggage Compartment Capacity | | $m^3$ (cu.ft.) | — | — |
| Performance | Max. Speed | | km / h (mph) | 161 (100) | 165 (103) |
| | Max. Cruising Speed | | km / h (mph) | — | — |
| | Max. Permissible Speed | 1st Gear | km / h (mph) | 38 (24) | 41 (25) |
| | | 2nd Gear | km / h (mph) | 71 (44) | 75 (47) |
| | | 3rd Gear | km / h (mph) | 107 (66) | 103 (64) |
| | | 4th Gear | km / h (mph) | — | — |
| | Turning Diameter (Outside Front) | Wall to Wall | m (ft.) | 12.9 (42.3) | → |
| | | Curb to Curb | m (ft.) | 12.2 (40.0) | → |
| Engine | Engine Type | | | 3RZ-FE | 5VZ-FE |
| | Valve Mechanism | | | 16-Valve, DOHC | 24-Valve, DOHC |
| | Bore x Stroke | | mm (in.) | 95.0 x 95.0 (3.74 x 3.74) | 93.5 x 82.0 (3.68 x 3.23) |
| | Displacement | | $cm^3$ (cu.in.) | 2694 (164.3) | 3378 (206.1) |
| | Compression Ratio | | | 9.5 : 1 | 9.6 : 1 |
| | Carburetor Type | | | SFI | → |
| | Research Octane No. | | RON | 91 | → |
| | Max. Output (SAE-NET) | | kW / rpm (HP@rpm) | 112 / 4800 (150@4800) | 142 / 4800 (190@4800) |
| | Max. Torque (SAE-NET) | | N·m / rpm (lb-ft@rpm) | 240 / 4000 (177@4000) | 298 / 3600 (220@3600) |
| Engine Electrical | Battery Capacity (5HR) | | Voltage & Amp. hr. | 12-55 | 12-48, 55*4 |
| | Generator Output | | Watts | 840 | → |
| | Starter Output | | kW | 1.4, 2.0*4 | 1.4, 1.8*4 |
| Chassis | Clutch Type | | | — | — |
| | Transmission Type | | | A340E | → |
| | Transmission Gear Ratio | In First | | 2.804 | → |
| | | In Second | | 1.531 | → |
| | | In Third | | 1.000 | → |
| | | In Fourth | | 0.705 | → |
| | | In Fifth | | — | — |
| | | In Reverse | | 2.393 | → |
| | Transfer Gear Ratio H4 / L4 | | | — | — |
| | Differential Gear Ratio (Front / Rear) | | | — / 3.909, 4.300*1 | — / 3.909, 4.100*1 |
| | Differential Gear Size (Front / Rear) | | in. | — / 8” | → |
| | Brake Type | Front | | Ventilated Disc | → |
| | | Rear | | L.T. Drum | → |
| | Parking Brake Type | | | L.T. Drum | → |
| | Brake Booster Type and Size | | in. | Tandem 8” + 9” | → |
| | Proportioning Valve Type | | | LSP & BV | → |
| | Suspension Type | Front | | Double Wishbone, Coil | → |
| | | Rear | | Rigid Leaf | → |
| | Stabilizer Bar | Front | | STD | → |
| | | Rear | | — | — |
| | Steering Gear Type | | | Rack and Pinion | → |
| | Steering Gear Ratio (Overall) | | | 19.4 | → |
| | Power Steering Type | | | Integral Type | → |

* : Unladen Vehicle
*1: With 31 x 10.5 R15 Tire or P265 / 75R15 Tire
*2: With Wheel Opening Extention
*3: With Moon Roof
*4: Option