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1JZ-GE . The 2.5-litre 1JZ uses over

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square bore dimensions 86 mm × 71.5 mm (3.39 in × 2.81 in) and, in naturally aspirated guise, a 10:1 compression ratio. With the aid of a DOHC, 24-valve head and a dual-stage intake manifold. Like all JZ-series engines, the early 1JZ-GE is designed for longitudinal mounting and rear-

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wheel-drive.

Toyota JZ engine - Wikipedia

The Toyota 1JZ-GE is a 2.5 liter (2,492 cc, 152.07 cu-in) straight-six, four-stroke cycle natural aspirated gasoline engine from the Toyota JZ-family. The engine was manufactured



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by the Toyota Motor Corporation on the Tahara Plant (Tahara, Aichi, Japan) from 1990 to 2007.

Toyota 1JZ-GE (2.5 L, DOHC) engine: specs and review ...

Toyota's 1JZ is a 2.5-liter straight-six naturally aspirated or turbocharged

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gasoline engine out of JZ family which also includes 3.0-liter version - 2JZ engine. The 1JZ series was produced from 1990 to 2007 and used in rear-wheel-drive Toyota's models such as Toyota Supra, Toyota Mark II, Toyota Crown, Toyota Soarer, and etc.

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Toyota 1JZ-GTE/GE/FSE Engine specs, info, problems, Supra ...

The 1JZ-GTE type (1990 – 2007) is a 1JZ-GE turbocharged modification.

The 1JZ-GTE Gen 1 engine was equipped with two CT12A turbochargers operating at a boost pressure of 10 psi (0.7 bar). The 1JZ-

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GTE is different from the 1JZ-GE. It has got new pistons fitted to 8.5 compression ratio with reinforced connecting rods applied.

Toyota 1JZ-GTE/GE Engine | Turbo, specs, tuning, problems  
Output for the non-turbo 1JZ-GE was

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200 hp JIS (147 kW) at 6000 rpm and 185 ft.lbf (250 Nm) at 4000 rpm. Like all JZ-series engines, the early 1JZ-GE is designed for longitudinal mounting and rear-wheel-drive. All of these models also came with a 4-speed automatic transmission as standard; no manual gearbox option

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was offered. 1JZ-GTE

Toyota JZ engine - Toyota Wiki

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The Toyota 1JZ-GTE is a 2.5 liter (2,492 cc, 152.07 cu-in) straight-six, four-stroke cycle turbocharged gasoline engine from the Toyota JZ-family. The engine was manufactured by the Toyota Motor Corporation on the Tahara Plant (Tahara, Aichi, Japan) from 1990 to 2007.



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Toyota 1JZ-GTE (2.5 Turbo) engine: specs and review ...

The 1JZ engine was a naturally aspirated 6 cylinder 2.5 liter engine with a variable valve timing system introduced in 1996 along with a revised cylinder head, making this the

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ideal base for your tuning project. A later turbo charged model was introduced with a GTE suffix and this makes an interesting proposition for the tuner.

All you need to know about 1JZ  
tuning - TorqueCars

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As you may have guessed, the 1JZ came before the 2JZ, and it came in a few different forms. Regardless of the engine dressings, it was always a 2.5L inline-6, with an 86mm bore and a 71.5mm stroke. We ' re going to be talking about the 1JZ-GTE, which is the top of line twin turbo model of the

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1JZ. 1JZ swapped AE86 drift car

1JZ vs 2JZ: Which One is Better and Why?

The 1JZ came first, featuring 24 valves and 2.5-litres of displacement followed by the 2JZ which had its stroke increased, amounting to

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3.0-litres.

5 Lesser-Known Toyota JZ-Engined  
Heroes

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TOYOTA 4RUNNER 1996-2000

TOYOTA T100 1994-1998

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The Toyota 1JZ-GE is a 2.5 liter  
(2,492 cc) straight-six, 4-stroke cycle  
natural aspirated petrol engine from

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the Toyota JZ-family. This is a non-turbo engine and the power output for this 1JZ-GE was 200 PS (132 kW; 197 bhp) at 6000 rpm and 235 N·m at 4800 rpm.

JZ Engine – Powerful Engines - BE FORWARD

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Like the turbo, it was a 24-valve DOHC engine but featured a distributorless ignition system . The 1G-GZE was mated only with automatic gearboxes. In August 1991 it was replaced with the 1JZ-GE on the Mark II/Chaser/Cresta, while serving on the Crown until 1992.



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Applications: Toyota Crown GS120, GS121, GS131, GS130G (Station Wagon)

[Toyota G engine - Wikipedia](#)

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| Toyota | JDM Engines & Parts | JDM Racing Motors

A 3x Reluctor trigger system is used on the 2JZ-GE engine. This has a 24x tooth pickup with a single Reluctor pickup (NE), and has a second 1-tooth pickup that has 2x separate sensors

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(G1 and G2) with only one of the pickups required for Haltech use. All sensors use a common shared wire back to the ECU (G-).

2JZ / 1JZ Engine -  
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The 2JZ engine block is taller than 1JZ due to increased stroke by 14.5mm (0.57 in). A new crankshaft with increased stroke also required longer connecting rods (they are hot-forged). The first generation 2GZ-GE had an aluminum cylinder head with a straight forward design - four valves

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per cylinders, centrally located spark plugs, and belt ...

Toyota 2JZ GE/GTE/FSE Engine Specs, Info, Supra turbo engine

The move to thinner rods on the VVTi GE was likely to increase engine efficiency since the GE wasn ' t used



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in hardcore performance applications. The pistons between the GE and the GTE are also different, with the GE using a much higher compression ratio. This helps the GE be more efficient and make as much power as possible.

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