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The 2Y engine is an OHV, eight valve construction just like the 1Y. It shares that engine's 86 mm (3.39 in) bore, but stroke is increased to 78 mm (3.07 in) for a displacement of 1.8 litres (1,812 cc). There are also 2Y-J and 2Y-U engines with differing emissions control equipment. Compression ratio: 8.8:1.

Toyota Y engine - Wikipedia

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2NR – 2nd generation engine in the NR engine family F – Economy narrow-angle DOHC E – Electronic fuel injection 1ND-TV; 1ND – 1st Generation Engine In The ND Engine Family T – Turbocharged V – D-4D common rail direct injection (diesel) The use of "G" to denote twin cam engines was decided on in 1971, with the renaming of the 10R into 8R-G. Before, twin cams had received new numerical codes.

List of Toyota engines - Wikipedia

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engine.....hi, according to the
manual three stages starting off at
30 Nm then 60 Nm, finishing with
88 Nm. Do you have new head
bolts and always start at the
middle of the cylinder head
working Page 4/25

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2Y: 1.8 l: 79-95 PS; 58-70 kW;

78-94 HP: 2Y-P: 1.8 l: 70-85 PS;

51-63 kW; 69-84 HP: 3Y, 3Y-U:

2.0 l: 88 PS; 65 kW; 87 HP: 3Y-C:

2.0 l: 85 PS; 63 kW; 84 HP: 3Y-E:

2.0 l: 97 PS; 71 kW; 96 HP: 3Y-

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EU: 2.0 l: 97-115 PS; 71-85 kW;
96-114 HP: 3Y-P: 2.0 l: 79 PS; 58
kW; 78 HP: 3Y-PU: 2.0 l: 79-90
PS; 58-66 kW; 78-89 HP: 3Y-PE:
2.0 l: 79-82 PS; 58-60 kW; 78-81
HP: 4Y, 4Y-E: 2.2 l: 95 PS; 70 kW;
94 HP

Toyota engines - Engine Specs:
diesel and gasoline engines ...
The 2Y engine is an OHV, eight
valve construction just like the 1Y.
It shares that engine's 78.0 mm
stroke, but is bored out to 86.0
mm for a displacement of 1.8
litres. There are also 2Y-J and 2Y-
U engines with differing emissions
control equipment. OHV, eight
valves. Capacity: 1,812 cc.

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hilux 2y engine carburetor 1.8 i am
hearing a ticking sound and the
truck hesitate while driving in the
same rhythm as the ticking. if i
accelerate more the hesitation go

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away. I . try to adjust the valve, or the valve is not fit yet to the valve seat, may be the compression of the engine is leak at the valve thats why you always heard.

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19:57 Page 1 4Y ENGINE

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TOYOTA 4Y REPAIR MANUAL

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Number of cylinders, mounting.

Inline 4, vertically mounted. Bore
x stroke. 91 x 86mm. Total piston
displacement. 2237cc. Valve
mechanism. OHV. Combustion
chamber type.

Gasoline Engines | Engine -

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Detailed features and specs for the
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The light-duty vehicle fleet is
expected to undergo substantial
technological changes over the
next several decades. New

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powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of

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alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others?

Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-

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generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

When the war ended on August 15, 1945, I was a naval engineering cadet at the Kure Navy Yard near Hiroshima, Japan. A week later, I was demobilized and returned to my home in Tokyo, fortunate not

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to find it ravaged by firebombing. At the beginning of September, a large contingent of the American occupation forces led by General Douglas MacArthur moved its base from Yokohama to Tokyo. Near my home I watched a procession of American military motor vehicles snaking along Highway 1. This truly awe-inspiring cavalcade included jeeps, two-and-a-half-ton trucks, and enormous trailers mounted with tanks and artillery. At the time, I was a 21-year-old student in the Machinery Section of Engineering at the Tokyo Imperial University. Watching that magnificent parade of military vehicles, I was more than impressed by the gap in industrial strength between Japan and the U. S. That realization led me to

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devote my whole life to the development of the Japanese auto industry. I wrote a small article concerning this incident in Nikkei Sangyo Shimbun (one of the leading business newspapers in Japan) on May 2, 1983. The English translation of this story was carried in the July 3, 1983 edition of the Topeka Capital-Journal and the September 13, 1983 issue of the Asian Wall Street Journal. The Topeka Capital-Journal headline read, "MacArthur's Jeeps Were the Toyota Catalyst.

Hybrid drives and the operation of hybrid vehicles are characteristic of contemporary automotive technology. Together with the electronic driver assistant

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systems, hybrid technology is of the greatest importance and both cannot be ignored by today ' s car drivers. This technical reference book provides the reader with a firsthand comprehensive description of significant components of automotive technology. All texts are complemented by numerous detailed illustrations.

Mobility is fundamental to economic and social activities such as commuting, manufacturing, or supplying energy. Each movement has an origin, a potential set of intermediate locations, a

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destination, and a nature which is linked with geographical attributes. Transport systems composed of infrastructures, modes and terminals are so embedded in the socio-economic life of individuals, institutions and corporations that they are often invisible to the consumer. This is paradoxical as the perceived invisibility of transportation is derived from its efficiency. Understanding how mobility is linked with geography is main the purpose of this book. The third edition of The Geography of Transport Systems has been revised and updated to provide an overview of the spatial aspects of transportation. This text provides greater discussion of security, energy, green logistics, as well as new and updated case

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studies, a revised content structure, and new figures. Each chapter covers a specific conceptual dimension including networks, modes, terminals, freight transportation, urban transportation and environmental impacts. A final chapter contains core methodologies linked with transport geography such as accessibility, spatial interactions, graph theory and Geographic Information Systems for transportation (GIS-T). This book provides a comprehensive and accessible introduction to the field, with a broad overview of its concepts, methods, and areas of application. The accompanying website for this text contains a useful additional material, including digital maps, PowerPoint slides,

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databases, and links to further reading and websites. The website can be accessed at:

<http://people.hofstra.edu/geotrans>

This text is an essential resource for undergraduates studying transport geography, as well as those interest in economic and urban geography, transport planning and engineering.

This book contains mainly the selected papers of the First International Workshop on Medical and Service Robots, held in Cluj-Napoca, Romania, in 2012. The high quality of the scientific contributions is the result of a rigorous selection and improvement based on the participants ' exchange of opinions and extensive peer-review. This

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process has led to the publishing of the present collection of 16 independent valuable contributions and points of view and not as standard symposium or conference proceedings. The addressed issues are: Computational Kinematics, Mechanism Design, Linkages and Manipulators, Mechanisms for Biomechanics, Mechanics of Robots, Control Issues for Mechanical Systems, Novel Designs, Teaching Methods, all of these being concentrated around robotic systems for medical and service applications. The results are of interest to researchers and professional practitioners as well as to Ph.D. students in the field of mechanical and electrical engineering. This volume marks the start of a subseries entitled

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“ New Trends in Medical and Service Robots ” within the Machine and Mechanism Science Series, presenting recent trends, research results and new challenges in the field of medical and service robotics.

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