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Toyota ToyoAce; Toyota TownAce (YR10) 2Y. 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

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emissions control equipment. OHV, eight valves

Toyota Y engine - Wikipedia

Both are high performance engines. Regarding fuel economy, when driving at a constant 60 km/h over a set course, the 2Y-J engine got 14.6 km/L (4-speed, manual transmission), and the 3Y-J engine got 14.2 km/L (5-speed, manual transmission). These figures place the two engines at the top of their class in fuel economy.

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Engine Specifications: Engine code: 3L: Layout: Straight-4, vertical: Fuel type: Diesel: Production - Displacement: 2.8 L, 2,776 cm³ (169.6 cu in)

Injection pump: Mechanical: Power adder: None: Horsepower net: 91 PS (67 kW; 90 HP) at 4,000 rpm: Torque output: 188 N·m (19.2 kg·m, 138.6 ft·lb) at 2,400 rpm: Firing (injection) order: 1-3-4-2: Dimensions (L x H x W): - Weight

Trent, the Catholic Church's attempt to put its house in order after the Reformation, has long been praised and blamed for things it never did. This one-volume history, the first in modern times, explores the volatile issues that pushed several Holy Roman emperors, kings and queens of France, five popes, and all of Europe to the brink of disaster.

Haynes. Covers all front-wheel drive models, 1986-1999.

Shows how to perform routine maintenance on Corollas and Tercels, and gives practical advice on troubleshooting and working with the engine, electrical system, transmission, brakes, and suspension

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 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 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.

The Kenya Gazette is an official publication of the government of the Republic of Kenya. It contains notices of new legislation, notices required to be published by law or policy as well as other announcements that are published for general public information. It is published every week, usually on Friday, with occasional releases of special or supplementary editions within the week.

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

Every one of the many millions of cars manufactured annually worldwide uses shock absorbers, otherwise known as dampers. These form a vital part of the

suspension system of any vehicle, essential for optimizing road holding, performance and safety. This, the second edition of the Shock Absorber Handbook (first edition published in 1999), remains the only English language book devoted to the subject. Comprehensive coverage of design, testing, installation and use of the damper has led to the book's acceptance as the authoritative text on the automotive applications of shock absorbers. In this second edition, the author presents a thorough revision of his book to bring it completely up to date. There are numerous detail improvements, and extensive new material has been added particularly on the many varieties of valve design in the conventional hydraulic damper, and on modern developments such as electrorheological and magnetorheological dampers. "The Shock Absorber Handbook, 2nd Edition" provides a thorough treatment of the issues surrounding the design and selection of shock absorbers. It is an invaluable handbook for those working in industry, as well as a principal reference text for students of mechanical and automotive engineering.

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