

■ 1AZ-FE ENGINE

1. Major Difference (from previous 1AZ-FE Engine)

| Item | Outline |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Destination | Europe & General Countries |
| Valve Mechanism | <ul style="list-style-type: none"> ● The cam profile has been changed in conjunction with the change in the valve timing. |
| Cooling System (See Page 157) | <ul style="list-style-type: none"> ● SLLC (Super Long Life Coolant) has been adopted. |
| Intake and Exhaust System (See Page 158) | <ul style="list-style-type: none"> ● An electronic throttle body with a built-in no-contact type throttle position sensor and a throttle control motor has been adopted. ● The exhaust system has been revised to optimize exhaust performance. In addition, the 2 TWCs located directly below the exhaust manifold have been integrated into 1 TWC, and a TWC has been added under the floor. ● The ceramic type TWC has been adopted directly below the exhaust manifold and under floor. |
| Fuel System (See Page 160) | <ul style="list-style-type: none"> ● The compact 12-hole type injector with high atomizing performance has been adopted. |
| Charging System (See Page 161) | <ul style="list-style-type: none"> ● A segment conductor type alternator has been adopted. |
| Engine Control System (See Page 163) | <ul style="list-style-type: none"> ● The ETCS-i (Electronic Throttle Control System-intelligent) has been adopted. ● A planar type air-fuel ratio sensor has been adopted. ● A flat type knock sensor has been adopted. ● A contact type accelerator pedal position sensor has been adopted. ● A no-contact type throttle position sensor has been adopted. ● The number of the air fuel ratio sensor and the oxygen sensor become one. |

► Engine Specifications ◀

| Model | | | | New | Previous |
|----------------------------|--|--|--|-------------------------------|----------|
| No. of Cyli. & Arrangement | | | | 4-Cylinder, Inline | ← |
| Valve Mechanism | | | | 16-Valve DOHC, Chain Drive | ← |
| Combustion Chamber | | | | Pentroof Type | ← |
| Manifolds | | | | Cross-Flow | ← |
| Fuel System | | | | EFI | ← |
| Ignition System | | | | DIS | ← |
| Displacement | | | | | |