

PERFORMANCE

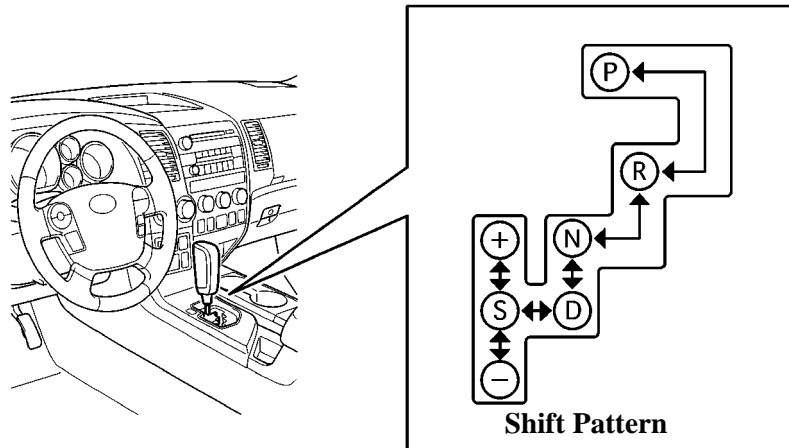
Power Train

Engine

Engine Type	2UZ-FE	3UR-FE
No. of Cylinders & Arrangement	8-cylinder, V-type	8-cylinder, V-type
Valve Mechanism	32-valve DOHC with VVT-i	32-valve DOHC with Dual VVT-i
Fuel System	SFI	SFI
Displacement	4664 cm ³ (284.5 cu. in.)	5663 cm ³ (345.6 cu. in.)
Max. Output [SAE-NET]	206 kW @ 5400 rpm (276 HP @ 5400 rpm)	284 kW @ 5600 rpm (381 HP @ 5600 rpm)
Max. Torque [SAE-NET]	426 N·m @ 3400 rpm (314 ft·lbf @ 3400 rpm)	544 N·m @ 3600 rpm (401 ft·lbf @ 3600 rpm)

Multi-mode Automatic Transmission

- The multi-mode automatic transmission is used for all models.
- The multi-mode automatic transmission enables manual shifting by changing shift ranges up (+) or down (–) in the S position using the floor shift lever.



08LMO040I

Transmission

Transmission Type		5-speed Automatic		6-speed Automatic	
		A750E (2WD)	A750F (4WD)	AB60E (2WD)	AB60F (4WD)
Combination with Engine		2UZ-FE		3UR-FE	
Combination with Transfer		—	JF3A Multi-mode (Part-time & Full-time)	—	JF3A Multi-mode (Part-time & Full-time)
Gear Ratio	1st	3.520	3.520	3.333	3.333
	2nd	2.042	2.042	1.960	1.960
	3rd	1.400	1.400	1.353	1.353
	4th	1.000	1.000	1.000	1.000
	5th	0.716	0.716	0.728	0.728
	6th	—	—	0.588	0.588
	Reverse	3.224	3.224	3.061	3.061

Transfer

Transfer Type		JF3A
Combination with Transmission		A750F/AB60F
Gear Ratio	2WD/H4	1.000
	L4	2.618

Differential**Front**

Combination with Engine	2UZ-FE	3UR-FE
Combination with Transmission	A750F	AB60F
Type	SD22AD	SD22AD
Gear Ratio	3.909, 4.300*	3.909, 4.300*
Ring Gear Size	220 mm (8.7 in.)	220 mm (8.7 in.)
A.D.D. (Automatic Disconnecting Differential)	With	With

Rear

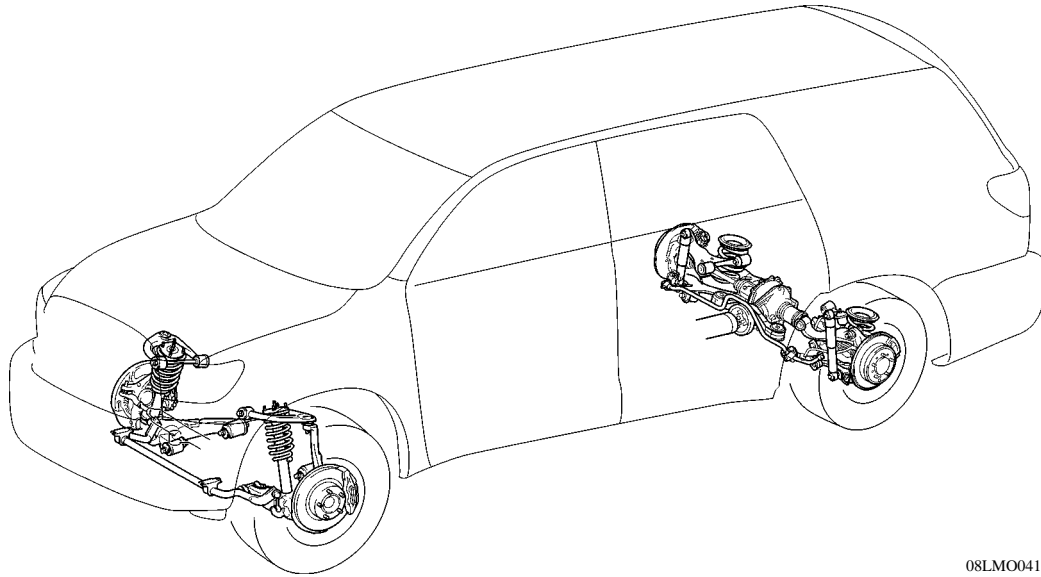
Combination with Engine	2UZ-FE	3UR-FE
Combination with Transmission	A750E/A750F	AB60E/AB60F
Type	FD25A	FD25A
Gear Ratio	3.909, 4.300*	3.909, 4.300*
Ring Gear Size	252 mm (9.9 in.)	252 mm (9.9 in.)

*: Towing Package Models

Chassis

Suspension

Front Suspension	Double-wishbone Type Independent Suspension
Rear Suspension	Double-wishbone Type Independent Suspension



08LMO0411

AVS (Adaptive Variable Suspension System)

- The AVS (Adaptive Variable Suspension System) is provided as standard equipment for the Platinum grade.
- The AVS uses a twin-tube type shock absorber, and uses the absorber control ECU to control the optimum damping force according to the driving operations and road conditions. This ensures a comfortable ride with excellent steerability and driving stability.

Air Suspension

- The air suspension for the rear suspension is standard equipment on the Platinum grade and optional equipment on the SR5 and Limited grades.
- In the auto mode, the vehicle height can be adjusted with a switch in three stages: high, normal, and low. High is for ensuring drivability on rough roads. Normal is for ensuring optimal driving stability and ride comfort during normal driving. Low is for excellent in-and-out access and loading and unloading of cargo. In the manual mode, the vehicle height can be adjusted with a switch at any position within the vehicle height adjustment range.

Steering

A VFC (Variable Flow Control) power steering is provided. It controls the discharge flow rate of the power steering pump in accordance with the steering conditions in order to reduce horsepower consumption.

Type	Hydraulic Power Steering
Gear Type	Rack and Pinion

Brake

Front Brake Type	Ventilated Disc
Front Rotor Size (D × T)* ¹	354 × 32 mm (13.9 × 1.26 in.)
Rear Brake Type	Ventilated Disc
Rear Rotor Size (D × T)* ¹	345 × 18 mm (13.6 × 0.71 in.)
Brake Booster	Tandem
Brake Control System	ABS (Anti-lock Brake System) EBD (Electronic Brake force Distribution) Brake Assist (Electrical Type) TRAC (Traction Control) A-TRAC* ² (Active Traction Control) VSC (Vehicle Stability Control) Auto LSD* ³ (Limited Slip Differential)

*¹: Diameter × Thickness

*²: This function operates in 4WD mode.

*³: This function operates in 2WD mode.