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Download Toyota 3E Engine Manual, Bobcat Mt55 Service Manual, Poulan Pro Riding Lawn Mower Manual, Citroen Saxo Diesel Manual, Reliance Automax 770 90 10 Manual, Pontiac Montana Sv6 Manual Reload to refresh your session. Reload to refresh your session. It started as a pushrod overhead valve OHV design and later performance oriented twin cam DOHC variants were added to the lineup. Toyota had built its solid reputation on the reliability of these engines. Cylinder bore and stroke is 80 mm 70 mm 3.15 in 2.76 in. Cylinder bore and stroke is 85 mm 70 mm 3.35 in 2.76 in. The 1979 championship was won by a Toyota 2T powered Cheetah mk6. In 1984 Peter Glover borrowed a Cheetah mk7 powered by Toyota 2T for one round. The car won the round and helped secure the championship. It produces 88 hp 66 kW; 89 PS at 5,600 rpm and 130 Nm 96 lbft at 3,400 rpm. There was also a 12TJ version for commercial vehicles, which didn't have to meet as stringent emissions standards in Japan. Twin sidedraft 40 mm 1.6 in Mikuni Solex PHH carburetors were used in non EFI versions. All 2TG cylinder heads were cast by Yamaha, however, some are not marked as such. The 2TG is still a popular engine for conversions to classic Celicas and Corollas and are often suitable for classic and formula racing series. Aftermarket pistons are available from very low 13.01 compression ratios. Output is around 170 PS 125 kW; 168 hp at 6,000 rpm with a 12.01 compression ratio. It produces 95 PS 70 kW; 94 hp at 5,400 rpm and 15 kgm 150 Nm; 110 lbft at 3,400 rpm with a twin barrel carburettor. It features a hemi chambered 8v twincam head with twin spark two spark plugs per cylinder design and swirl inlet ports for better efficiency. The EFI system saw the introduction of knock control.

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It is turbocharged by a Toyota CT20 Turbo the same unit as used in the 2LT diesel to generate 160 hp 119 kW; 162 PS at 6,000 rpm and 206 Nm 152 lbft at 4,800 rpm. This was the first turbocharged twincam engine built in Japan. Retrieved 1 July 2009. By using this site, you agree to the Terms of Use and Privacy Policy. To add a new vehicle, select the year, make, and model at left. Please try again. Please try again. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Swallowed magnets can stick together across intestines causing serious infections and death. Seek immediate medical attention if magnets are swallowed or inhaled. Please try your search again later. Amazon calculates a product's star ratings based on a machine learned model instead of a raw data average. The model takes into account factors including the age of a rating, whether the ratings are from verified purchasers, and factors that establish reviewer trustworthiness. The Toyota 3T engine was produced from 1977 through 1985. This engine used OHV overhead valve design with two valves per cylinder 8 valves in total, cast iron cylinder block and an alloy cylinder head with hardened valve seats and a hemispherical combustion chamber design HEMI. The 3T engine utilizes a timing chain. Bore and stroke are 85.0 mm 3.35 in and 78.0 mm 3.07 in, respectively. The 3T engine was available in different variants The 3TC with emission control system. The 3TU with Toyota Total Clean System TTCC The 3TEU with EFI system and Toyota Total Clean System TTCC. From 71 PS 52 kW, 70 HP to 106 PS 78 kW, 105 HP Max. torque. The 2T engine cylinder bore is 85.0 mm 3.35 in and the piston stroke is 78.0 mm 3.07 in, compression ratio rating of 9.01. The pistons are each fitted with two compression rings and a single oil ring. We are an information portal and provide the technical specifications of gasoline and diesel engines.

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We try to use verified sources and official documentation, however, differences between sources or errors in entering information may occur. We do not provide advice on technical issues related to the engines operation or repair. We do not recommend using provided information for engines repairing engines or spare parts ordering, use only official service manuals and spare parts catalogs. Well assume you're ok with this, but you can opt out if you wish. Out of these cookies, the cookies that are categorized as necessary are stored on your browser as they are as essential for the working of

basic functionalities of the website. We also use thirdparty cookies that help us analyze and understand how you use this website. These cookies will be stored in your browser only with your consent. You also have the option to optout of these cookies. But opting out of some of these cookies may have an effect on your browsing experience. This category only includes cookies that ensures basic functionalities and security features of the website. These cookies do not store any personal information. I need diagram from the ECU to the injection pump and other sensors on the engine. The information on my ECU is as below. 3CTE AT. Toyota. Yes you can adjust the carburetor dash pot The noise is likely a mechanical issue like a bad engine part. To start viewing messages, I have what looks like a homemade blockoff plate on the side of the cam housing closer to the rear of the engine. I'll take pics of this. My stock dizzy came with vacuum advance, if I use an ignition box crane cams digital cd box do I just block off or not connect the vacuum lines to it. I'm going to turbo and efi this engine. I just can't post yet. If not, don't worry about it. There's nothing back there that's critical and you need to worry about. No idea about the flywheel. You should have two vacuum lines attached to your dizzy. I left them both attached when I put an MSD on mine.

When you go EFI, if it doesn't control timing, then you can take off the one closest to the dizzy, and leave the other one connected to the manifold at some point. Of course, you can also play with it to see which one works best for you. They're both vacuum advance. The close one works at idle, and the other one works the other times. I can scan the torque spec pages for you if you would like, or you can pay for shipping and I will give you one of the Haynes manuals I have for it. I have what looks like a homemade blockoff plate on the side of the cam housing closer to the rear of the engine. I'll take pics of this. I'm going to turbo and efi this engine. I just can't post yet. The block off plate is for a crankcase vent that earlier cars had. Nothing to worry about. If your ignition controls the timing curve and uses the distributor for a signal, you probably need to lock the mechanical advance as well. If it's just an multispark box or whatever then leave the disty setup as is. Clearances are also the same. I can scan all the relevant info for you. As Corey said the blocked off area sounds like the early 2tc block breathers. Just ahead of that is the fuel pump drive opening. If you want to run a w58 then just get a Toyota made W55 bellhousing from down under off a 3tgte. They usually run 250-350usd. It allows you to use the stock flywheel, pressure plate, and shifter fork and slave. The just use I think it's a celica or supra disc. I have one of these bellhousings, nothing better than using the part Toyota intended. Are you using an msd 6a or 6al. Just use the stock 3tc dizzy. This should be a simple two wire dizzy that retains mechanical and vacuum advance. Because Crane is now out of business I would not use their ignition unit. If you are going efi like you say then I would not buy or use any ignition box. They will gain you nothing at this point except a hole in your wallet. What's the hole forward of the filter for.

www.finanzanlagen-honorarberatung.de/wp-content/plugins/formcraft/file-upload/server/content/files/1626bf0bc8b8a4---canon-mf8180c-instruction-manual.pdf

Note the through hole that runs from the front of the head to the intake side. What's that for Surprisingly nice welding!. It came like that. What are the large bolts that run in the exhaust runner for. Btw, thanks for all the answers. You guys are quite right about the flywheel. M series centre is too big. Never bothered checking the pattern after that. The open hole in the intake manifold area is for EGR. You have a non-EGR manifold and thermostat housing on a head that has EGR. I still think the hole behind the oil filter where the thermo valve for the air suction system bolts into. It should open up into a water jacket and not into the crankcase. Mine went into a pipe around the back of the engine and into my intake. It also acts as a liquid separator. The hole head of the oil filter is for the fuel pump. After a little while of messing with a magnet I decided to flip it over. Hemi head so should dome and the washer should come out right. Well, in turning it over I heard something large rolling around in the oil pan. So I take it off and find this lifter. Or half a lifter. After taking out each rod and inspecting them, it seems like none of the lifters are broken and it all moves nice and smooth,

curious indeed. Could it have come from the fuel pump. The pumps cam lobe is somewhat scored. Ps The washer came out. Push rod for number 4 exhaust valve is much more worn than any of the others, which leads me to believe it was the one that broke. And it was replaced without removing the old broken parts from the pan. The cam lobe for that valve has some impressions in it, like it was tapped several times with a ball peen hammer, not so bad though and not chewed up. I would have thought a failure like this would have damaged the sleeve that the follower sit in but it seems to move rather smoothly. The other thing that I found when removed the head is crazy domed pistons.

Golfball pistons I guess, heres a pic Any help with identifying the pistons and whether replacing a broken cam follower and push rod is common practice would be a big help. Also, i would love to know how to identify after market connecting rods Thanks BryNormal for a 7579 2tc. Not normal for a 3tc as the 2tc pistons have the pin boss in a different location. Do the pistons come up flush with the deck at tdc. If a pushrod and lifter fails and the cam lobe is damaged then the cam should be replaced along with all the lifters and one pushrod. Alternative is to have the lifters recrowned with a new cam. Btw this engine is way cleaner on the inside than anything Ive ever seen. Zero, and I mean zero oil staining. Thanks a lot sunray. One day Ill make it far enough west to buy you a beer for all the help youve given meus. Thats a promise. Oh yeah, and Trevor. Sorry I couldnt get you that harness. Come to ctown! We miss you and the carbon coupe. In fact pming you rasta. They are good, I run them. As far as aftermarket rods, just post a pic of them. Look for any parting lines on them for cast rods. The eagle ones tend to be much larger and have 12 pt bolts instead of 6pt nuts. Carillo are similar. Aluminum are well. aluminum. I would not run aluminum on a 3tc. The 7MGE and 7MGTE use the same size input splines and I know people have interchanged the 7MGE and 7MGTE clutch discs. The 5MGE and 7MGE use the same flywheel. That being said, I have no idea if this would even come close to fitting a 3T. Theyre both 6bolt, but no idea on spacing, etc. Id assume the 7M has larger spacing, but thats only a guess. I havent seen any 7Ms with boltshearing issues, and thats upwards around 700rwhp. Id assume theyre probably using ARPs though. Just for fun heres a couple shots of valves and rockers. Parts sources, photos, videos, documentation, etc. I personally have driven these cars since 1982, I am happy to answer any questions.

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At the beginning of each product section, we provide tips on performance enhancement that are designed to prevent the selection of parts that wont meet your needs, and which will guide you to the parts that are right for your intended type of driving or racing. And before you get into the parts, weve provided information on each Toyota model with regard to racing suitability and recommended modification packages, including details right down to suspension alignment. After racing through this catalog, we think youll agree that Toyota performance begins and ends with TRD.SUPRA Introduced in 1979 as model MA46, the Supra was initially sold as a topoftheline Celica. Until 1980, the 120hp 2.6liter 4ME engine was used. In 1981, the designation was changed to the MA47 and the engine was enlarged to 2.8 liters the 5ME . The increased displacement and an improved fuel injection system raised horsepower to 130. Few parts are available beyond suspension, limitedslip diffs and rear end gearsets. In 1982, Toyota redesigned the Supra from the tires, up. This beauty has dual overhead cams DOHC, 2.759liter displacement and produces 143 hp, upgraded in subsequent years to 160 hp. The MA60 model Supra thus produced is a worldclass touring car, with a good factory balance between torque and horsepower, a high level of cornering grip and great occupant comfort. TRD has developed performance modification systems for the Supra turbo engine which interface with the computer to increase power without a sacrifice in reliability. These include TRDs highflow exhaust system, electronic boost control system, highvolume intercooler, fuel computer, and larger turbocharger. The reverse, or high polar moment, is created by placing weight masses at or near the ends of the car. As can be easily imagined, weight masses at the cars ends will lead to earlier loss of traction in cornering through a pendulum effect. Ratio 05 3.70 07 3.89 08 4.11 09 4.22 10 4.

38 A wide range of performance parts is available for MA60s. MA60s have topthreeplaces potential in the following SCCA Sports Car Club of America classes ITA, SP2, ESP and GS. The MA70 Supra, introduced as a 1986 Y2 model, was again allnew from the tire footprint. A more aerodynamic body and even better ergonomics were created. A year later, a turbo option was made available with 230 hp. Larger, ventilated discs were added, along with a new unequal length Aarm independent suspension. Instead of having the inertia of the major weight mass primarily affect one end of the

car leading to understeer in front engined cars and oversteer in true reengined cars like the old Corvair the MR2 engine's weight and that of the driver acts on both front and rear ends pretty much equally because of its central location. As a result, it is much easier to cause the MR2 to change directions and the car achieves more neutral handling and superior cornering Glevels in stock form. TRD suspension modifications can raise cornering levels to racing performance that is still street useable. The power gains available are equally dramatic. In naturally aspirated or supercharged form, the 4AG can produce the kind of power that demands respect both from its driver and its competition. Clutch and trans are beefier to handle the torque increase. Both engine versions are controlled by an onboard computer system which provides performance with remarkable drive ability. From the factory, turbo Supras are equipped with microprocessors that monitor a wide range of engine operating parameters. The computer adjusts boost pressure, fuel delivery, spark timing and other factors to provide both peak performance and driveability. The computer maintains a delicate balance one required by any finely tuned engine and simply. Since its introduction in 1971, the Celica has been available in a large variety of chassis, engine and body configurations, as shown in the adjacent chart.

The original body resembled a scale fastback Mustang of mid 60s vintage, and was followed by a more angular body and the first Supra, essentially a 6 cylinder version of the Celica. Mechanically, it was the same as the standard model, with solid rear axle. In 1983, the GTS received independent rear suspension IRS and in 1984 disc brakes were added to the rear axle as well. Also in 1983, the GTS received the 22RE fuel injected engine, retained through the 1985 model year. In 1986, the Celica went to front wheel drive and a new 2 liter, 16 valve engine, the 3SG, was introduced, which is still used. Specifications on the various Celica engines are provided in the adjacent chart. Note the use of iron and aluminum cased transmissions in different years; while the aluminum version is lighter, it is also weaker and not recommended for serious performance use. This includes a mixed bag of IRS and live axle rear suspensions. The later 8485 GTS is TRD's recommendation for street performance because it has the independent rear, fuel injection and four wheel disc brakes. The coupe body style is both lighter and more rigid than the liftback. ST16, ST165 Series 1986-1989. The Celica AllTrac turbo, introduced in 1988, is essentially a Celica GT equipped with a turbocharged 3SG engine, rated at 190 hp. COROLLA There are more variations on the Corolla platform than on any other Toyota model. For street use, the 18RG engine is a direct bolt in replacement. Never imported into the U.S., the 18RG is readily available from a number of sources and yields outstanding performance. It is easily modified to produce in excess of 190 hp. TRD has a full line of parts for the 18RG. Fortunately for early Celica owners, the 18RC engine was replaced, beginning in 1975, with the 20R and, later, a revised 22R version. The 20R displaces 2213 cc with bore and stroke equal at 89mm.

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