2. New Model Outline

MAJOR COMPONENTS

The basic components of the Toyota Tacoma and the Toyota T100 are as follows.

Item \ Model			Toyota Tacoma		Toyota T100
Drive System			2WD or 4WD		←
RZ Series Engine	Type		2RZ–FE	3RZ–FE	3RZ–FE
			In–Line 4, 2.4–Liter	In–Line 4, 2.7–Liter	In–Line 4, 2.7–Liter
	Displacement	cm^3 (cu. in.)	2438 (148.8)	2694 (164.4)	2694 (164.4)
	Valve Mechanism		16–Valve, DOHC		←
	Fuel System		MFI*1 [EFI]		←
	Max. Output [SAE–NET]	kW @ rpm (HP @ rpm)	106 @ 5000 (142 @ 5000)	112 @ 4800 (150 @ 4800)	112 @ 4800 (150 @ 4800)
	Max. Torque [SAE–NET]	N·m @ rpm (ft·lbf @ rpm)	217 @ 4000 (160 @ 4000)	240 @ 4000 (177 @ 4000)	240 @ 4000 (177 @ 4000)
VZ Series Engine	Type		5VZ–FE: V6, 3.4–Liter		←
	Displacement	cm^3 (cu. in.)	3378 (206.1)		←
	Valve Mechanism		24–Valve, DOHC		←
	Fuel System		SFI*2 [EFI]		←
	Max. Output [SAE–NET]	kW @ rpm (HP @ rpm)	142 @ 4800 (190 @ 4800)		←
	Max. Torque [SAE–NET]	N·m @ rpm (ft·lbf @ rpm)	298 @ 3600 (220 @ 3600)		←
Clutch			Dry Type, Single Plate		←
Transmission	Manual		W59: 5–Speed (For 2RZ–FE, 3RZ–FE) R150, R150F: 5–Speed (For 5VZ–FE)		W56: 5–Speed (For 3RZ–FE) R150, R150F: 5–Speed (For 5VZ–FE)
	Automatic		A43D: 4–Speed (For 2RZ–FE) A340E: 4–Speed (For 5VZ–FE) A340F: 4–Speed (For 3RZ–FE, 5VZ–FE)		A340E, A340F: 4–Speed (For 3RZ–FE, 5VZ–FE)
Differential	Front (4WD model only)		Hypoid Gear: DLX Grade Hypoid Gear with A.D.D.*3: SR5 Grade, DLX Grade (OPT)*4		Hypoid Gear: STD Grade Hypoid Gear with A.D.D.*3: SR5 Grade, STD Grade (OPT)
	Rear		Hypoid Gear		←
Brakes	Front		Ventilated Disc		←
	Rear		Leading Trailing Drum		←
Suspension	Front		Double Wishbone		←
	Rear		Leaf Spring		←
Steering	Gear Type		Rack and Pinion		Rack and Pinion (2WD), Recirculating Ball (4WD)
	Power Steering		Engine Revolution Sensing Type STD: 4WD Model OPT: 2WD Model		Engine Revolution Sensing Type STD: All Models

*1: MFI (Multiport Fuel Injection)
*2: SFI (Sequential Multiport Fuel Injection)
*3: A.D.D. (Automatic Disconnecting Differential)
*4: Except for Canada

ENGINE

ENGINE LINE–UP

3 types of gasoline engine are available in the Toyota Tacoma, the 2.4–liter 2RZ–FE, the 2.7–liter 3RZ–FE and 3.4–liter 5VZ–FE engines.

Engine Type	Displace-ment	Max. Output [SAE–NET]	Max. Torque [SAE–NET]	Features
2RZ–FE	2.4 L	106 kW @ 5000 rpm (142 HP @ 5000 rpm)	217 N·m @ 4000 rpm (160 ft·lbf @ 4000 rpm)	A compact DOHC engine which offers high performance and low fuel consumption.
3RZ–FE	2.7 L	112 kW @ 4800 rpm (150 HP @ 4800 rpm)	240 N·m @ 4000 rpm (177 ft·lbf @ 4000 rpm)	Based on the 2RZ–FE engine, with enlarged piston stroke, increased displacement and greater torque.
5VZ–FE	3.4 L	142 kW @ 4800 rpm (190 HP @ 4800 rpm)	298 N·m @ 3600 rpm (220 ft·lbf @ 3600 rpm)	Low noise and vibration V6 engine with a compact design which produces high torque in the low and medium speed ranges in particular.

■ 2RZ–FE AND 3RZ–FE ENGINE

- The newly developed 2RZ–FE engine is an in–line 4–cylinder, 2.4–liter, 16–valve DOHC engine.
  This engine offers high performance and low fuel consumption while complying with the stringent exhaust emission control regulations. A high level of reliability also makes this engine suitable for commercial vehicle applications.

- The newly–adopted 3RZ–FE engine is an in–line 4–cylinder, 2.7–liter, 16–valve DOHC engine.
  It provides increased displacement over the 2RZ–FE engine on which it is based, and higher performance and quieter operation have been realized as a result of adopting balance shafts. This 3RZ–FE engine is basically the same as the one used in the Toyota T100.

■ 5VZ–FE ENGINE

The newly adopted 5VZ–FE engine is a V6, 3.4–liter, 24–valve DOHC engine. As the successor to the 3VZ–E engine in the ’95 Truck, the 5VZ–FE offers outstanding performance and fuel economy, features which make this engine suitable for future vehicle applications in addition to being able to satisfy the increasingly stringent exhaust emission regulations. It is basically the same as the 5VZ–FE engine used in the Toyota T100.

CHASSIS

The Toyota Tacoma chassis uses a double wishbone type front suspension with coil spring for enhanced riding comfort. The adoption of rack–and–pinion type steering provides excellent steering performance. A one–touch 2–4 select system is used for the 4WD model.

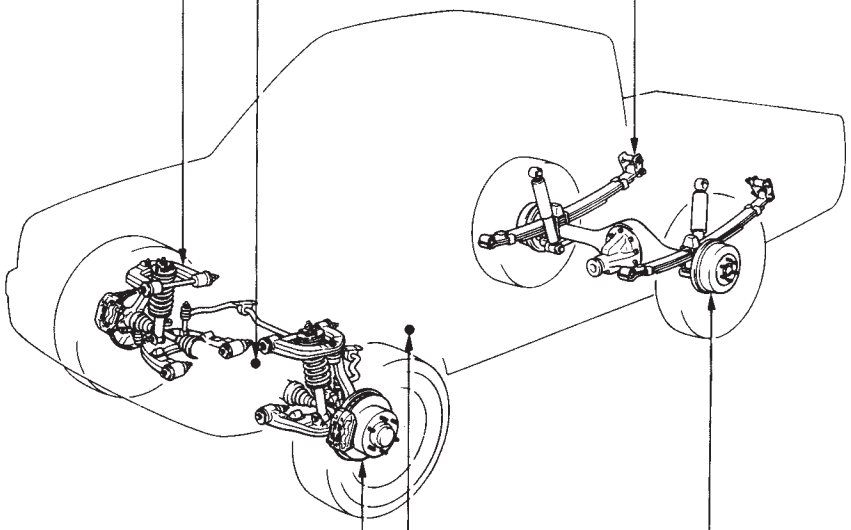
MAJOR COMPONENTS

Suspension

Double wishbone type front suspension and leaf spring type rear suspension are used on all models.

Steering

Rack and pinion type steering is used on all models. Engine revolution sensing type power steering is standard on the 4WD model and an option on the 2WD model.



Transmission

- 6 types of transmission are used.

Transmission / Engine	Manual			Automatic		
	W59	R150	R150F	A43D	A340E	A340F
2RZ-FE	●			●		
3RZ-FE	●					●
5VZ-FE		●	●		●	●

- A one-touch 2-4 selector which makes it possible to shift between 2WD and 4WD by pressing a single button is optional on the SR5 grade models.

Brakes

- Ventilated disc brakes are used for the front wheels on all models. For the rear wheels, drum brakes are used on all models.
- ABS (Anti-Lock Brake System) is available as an option on all models except the SR5 grade model for Canada. It is standard equipment on the SR5 grade model for Canada.

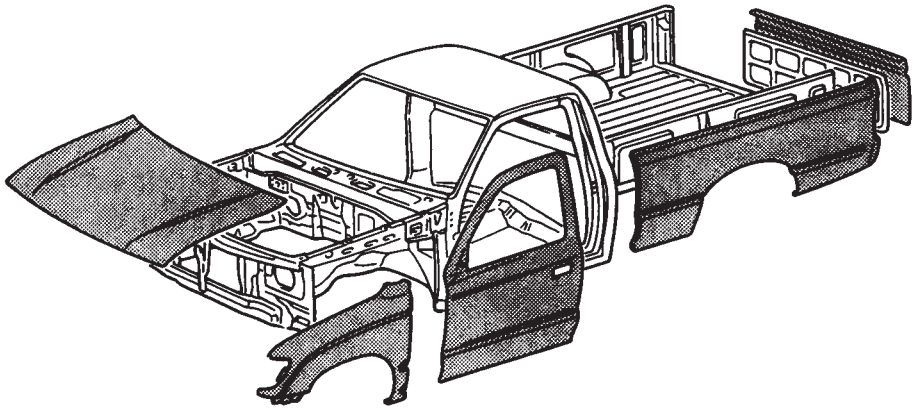
BODY

Through the optimized allocation of component materials and the generous application of high–strength sheet steel, the Toyota Tacoma's body is now more rigid and lightweight.

Furthermore, anti–corrosion sheet steel and various chip–resistant treatments have been generously applied to ensure outstanding corrosion resistance.

▶Highly Rigid Body◀

: High-Strength Sheet Steel



▶Rust–Resistant Body◀

: Anti-Corrosion Sheet Steel