Toyota 2L Diesel Engine

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The Toyota 2L is a 2.4 L (2,446 cc, 149.3 cu-in) four cylinders, four-stroke cycle water-cooled naturally aspirated internal combustion diesel engine, manufactured by the Toyota Motor Corporation. The 2L engine has a cast-iron cylinder block with 92.0 mm (3.62 in) cylinder bores and a 92.0 mm (3.62 in) piston stroke.

Toyota 2L (2.4 L, SOHC) diesel engine: specs and review —
The Toyota 2L-TE is a 2.4 L (2,446 cc, 149.3 cu-in) four cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation. The 2L-TE engine has a cast-iron cylinder block with 92.0 mm (3.62 in) cylinder bores and a 92.0 mm (3.62 in) piston stroke.

Toyota 2L-T (2.4 L) turbo diesel engine: specs and review —

The Toyota 2L-TE engine from 1982 Developed as a new version of 2L-T in 1982, the 2L-TE featured a new development used in diesel engines at that time, the EFI (Electronic Fuel Injection) system. Although such systems had long been used in gasoline engines, this is among the first diesel engines to adopt such a system.

Toyota L engine - Wikipedia

The Toyota 2L-T is a 2.4 L (2,446 cc, 149.3 cu-in) four cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation. The 2L-T engine is a turbo version of the 2L while still being produced since 1985.

Toyota 2L-T (2.4 L) turbo diesel engine: specs and review —

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Toyota Hilux Diesel engine check – 2L 3L 5L – YouTube

The second generation was the first diesel engine at 1500cc used in the CS20 series 1959 Toyota Crown in October 1959. Japanese market vehicles with diesel engines were exclusive to Toyota Japan dealerships called Toyota Diesel Shop locations from 1979 until the dealership was cancelled in 1988.

Toyota 2L engine - Wikipedia

Starting in 1957 until 1988, Toyota established a separate dealership in Japan dedicated to cars and trucks installed with diesel engines, called Toyota Diesel Store. When the dealership was disbanded, diesel products are now available at all locations, with commercial products exclusive to Toyota Store and Toyopet Store locations.

List of Toyota engines - Wikipedia

2L is four cylinder diesel engine. 2.4L 2466cc. Bore and stroke of 2L engine is 92mm.
TOYOTA L 2L-T ENGINE WORKSHOP SERVICE REPAIR MANUAL

The Toyota HD is a series of Diesel engines produced by Toyota. 1HD-T. The 1HD-T is a 12 valve 4.2 L (4,164 cc) straight-6 and the 1HD-FT is a 4.2 L (4,164 cc) straight-6 24 valve SOHC turbocharged diesel engine of direct injection design. Bore and stroke is 94 mm × 100 mm (3.70 in × 3.94 in), with a compression ratio of 18.6:1. Known as the "multivalve" it has 4 valves per cylinder (2 inlet ... Toyota HD engine - Wikipedia

The Toyota 3L is a 2.8 L (2,779 cc, 169.6 cu-in) four cylinders, four-stroke cycle water-cooled naturally aspirated internal combustion engine, manufactured by the Toyota Motor Corporation. The Toyota 3L diesel engine has a 96.0 mm (3.78 in) cylinder bore and 96.0 mm (3.78 in) piston stroke. Compression ratio rating is 22.2. The motor has a cast iron cylinder head with a single ... Toyota 3L (2.8 L, SOHC) diesel engine: specs and review ... Used Toyota Diesel Cars for Sale. 1 - 20 of 747 Cars for sale. Sort by Filter results . Save Search ... Engine Size. 1.4 (61) 1.5 (12) 1.6 (117) 1.8 (3) 2.0 (7) 1.8 (12) 2.4 (3) 2.5 (10) 2.8 (22) 3.0 (45) 4.2 (4) 4.5 (3) Distance. postcode. Search Add your postcode for more accurate results. Save this search. Choose a name for this search Would you like to receive alerts for this search? C Used Toyota Diesel Cars for Sale. Second Hand Diesel ... The Toyota 1HD-FTE is a 4.20 l (4,164 cc, 254.1 cu-in) six cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation. The Toyota 1HD-FTE engine has a cast-iron block with 94 mm (3.7 in) cylinder bores and a 100 mm (3.94 in) piston stroke for a capacity of 4,164 cc (254.1 cu-in). Toyota 1HD-FTE (4.2 L) turbo diesel engine: specs and ... ????????????? ????????? mighty x 2L VS L200 4D56 (NA) ??????????? Gm service : ?????????????? - Duration: 12:26. Toyota 2L-T Turbo Diesel 1995 Ex Cab 386 results for toyota 2l engine. Save this search. Update your shipping location 7 S 5 O P O N S O A R P A 7 E E D D-1-1 U J-1 0 F J-1-1. Find the right parts for your Toyota. Enter Year. Tell us about your vehicle to find the right parts faster. For TOYOTA 2L 2LT Overhaul Rebuild Kit engine Piston Ring Liner Gasket Bearing. Brand New. C $883.71. Top Rated Seller Top Rated Seller. Was: Previous ... toyota 2l-engine | eBay “New” engine for LJ70 ripped from the donor VW Taro 2WD.

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Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of $2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately $5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of $6,000 per vehicle. The book focuses on fuel consumption—the amount of fuel consumed in a given driving distance—because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

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.

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."