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Inlet Valve For Toyota 2l 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..

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The most significant change is that the camshaft lifts the valve directly via tappet instead of a rocker arm. The valve clearance is adjusted using shims. The Toyota 2L produced from 76 PS (56 kW; 75 HP) at 4,000 rpm to 90 PS (66 kW; 88 HP) at 4,200 rpm of maximum horsepower and from 155 N·m (15.8 kg·m, 114.2 ft·lb) at 2,400 rpm to 165 N·m (16.8 kg·m, 121.6 ft·lb) at 2,400 rpm of maximum torque.

Toyota 2L (2.4 L, SOHC) diesel engine: specs and review ...

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The 2L-T is a turbo version of the 2L still being produced since 1985. The 2L-T 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. Compression ratio rating was 20:1. The motor has a cast iron cylinder head with a single overhead camshaft (SOHC) with two valves per cylinder and indirect injection design. Later version the 2L-T II is an upgrade of the 2L-T. The cylinder bore and the piston stroke remains the same.

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

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and an almost completely clogged up EGR valve and an
almost completely plugged up port on the intake manifold at
where the EGR valve connects. I used throttle body cleaner
and a pick to clean the egr valve.

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The 2L-TE(II) is an upgrade of the 2L-TE. Of the same
dimensions as the 2LTE engine, the most significant change
is that the camshaft lifts the valve directly via tappet instead

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of a rocker arm. The valve clearance is adjusted using shims. Compression rate is also increased to 21:1 slightly higher than the 2L-T and 2L-TE.

Toyota L engine - Wikipedia

1993 Toyota Camry LE 2.2L : EGR Valve bypass specifics?

The EGR Valve was properly cleaned with Carb Cleaner, the car ran well for a short time, and is again stalling. I have been told that the Valve and the Valve Modulator can be bypassed by removing them both completely and screwing in a metal plate where the EGR Valve Port meets the engine, and that certain vacumm hoses need to be pinched ...

1993 Toyota Camry LE 2.2L EGR Valve Bypass Capable?

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If the 2L has a .38mm clearance when cold, then it could be that there is an extra allowance for the heat produced from

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the turbocharging. The extra heat would expand the valve stem, causing it to lengthen and thus reduce the clearance. The clearances for the 3L should be the same as the 2L, I wonder what the clearances are for the 3L.

Toyota 4WD Surf Owners • View topic - Valve clearances
Inlet valves for TOYOTA Avensis III Estate (T27) 2.0 D-4D (ADT270_) Diesel 124 HP 11/2011. Sort by: Items: 8 . Select the manufacturer. This is a standard image . Rate this product. Article ? : 147096001200. NE Inlet Valve Intake Side, Nitrided valve stem ...

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The Total Car Care series continues to lead all other do-it-yourself automotive repair manuals. This series offers do-it-yourselfers of all levels TOTAL maintenance, service and repair information in an easy-to-use format. Each manual covers all makes and models, unless otherwise indicated. :Based on actual teardowns :Simple step-by-step procedures for engine overhaul, chassis electrical drive train, suspension, steering and more :Trouble codes :Electronic engine controls

Combines photographs, line drawings, and exploded views with detailed overhaul procedures for specific units and components

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Readers can relive the true golden age of high-performance classic speedboats in this book that covers these mighty wooden-hulled craft from around World War I until just before the second World War. This was an era when speed was still a new plaything, and speedboats and aircraft were raced as passionately as were automobiles; when massive mahogany speedboats powered by engines from suppliers such as Rolls-Royce competed fiercely against rivals from around the world. Classic speedboat enthusiasts will relish the cutaway drawings of these craft, as well as the choice archival photography and the modern color photography of these now-impeccably restored beauties.

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U.S., Canadian and import pick-ups, vans, RVs and 4-wheel drives through 1 ton models. Includes complete coverage of import and domestic mini-vans.

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

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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

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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.

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Offers a wealth of worked examples and end-of-chapter questions to test your knowledge - Has a solutions manual available online for lecturers at www.palgrave.com/engineering/stone

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