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The production of 3S started in 1984 on the basis of 2S cylinder block. The diameter of 3S cylinders is up to 86 mm. Toyota 3S also has a new crankshaft with a piston stroke of 86 mm. The replace of cylinder head by a 16 valve twincam has greatly improved the engine performance. As there are no hydraulic lifters on the 3S engine, you need to adjust the valves every 20,000 miles 30,000 km of mileage. There were also some other S engine versions produced on the basis of Toyota 3S 1.8liter 4S and 2.2liter 5S. Toyota 3S, however, has not been completely superseded until 2007. Over the long period of production, Toyota 3S has been corrected, modified and improved. Below you will find a detailed overview of each version. It is the main 3S engine. Two ignition coils are used there. The compression ratio of 3SFE is 9.8 and its power is from 115 HP to 130 HP, depending on a type and broach. Variable valve timing technology VVTi with an inlet valve, variable intake system, modified pistons, altered injectors and spark plugs, electronic throttle body, valve EGR were installed on that engine. In spite of its workability, the 3SFSE engine is not as reliable, as 3SFE. The main problems are connected with the high pressure fuel pump HPFP failures, EGR failures, inlet manifold demanding a regular scour. The major difference between the 3SGE and 3SFE is the usage of a modified cylinder head developed by the Yamaha specialists. The engine was mounted on Celica GTS T160. At the same time, the Japanese automobile market was provided with the 3SGE Gen 1 type equipped with a TVIS variable intake system. The power of such an engine has increased to 160 HP at 6,400 rpm. The engine is equipped with a variable length intake manifold ACIS. Its camshafts have been modified again. The cars are equipped with an automatic transmission and their power is lowered to 190 HP. That engine is typical of Caldina, Celica T200, and MR2. The 3SGE Gen 4 Grey Top with a black valve cover was also produced.

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Its capacity comprised 180 and 190 horsepower. The 3SGE Gen 5 type is known for its usage of a Dual VVTi variable valve timing technology. The valves are similar because of their applying with the 3SGE Gen 13 engine. The type's power is 200 HP. Besides, the type with a manual transmission have the different cams, titanium valves, compression ratio was increased up to 11.5, enlarged 35 mm inlet valves, and 29.5 mm outlet valves. The power of such a type equals 210 HP at 7,500 rpm. While developing the GE type, they were producing a well known turbo modification with a GTEindex. The 3SGTE rod length equals 138 mm. The turbocharger Toyota CT26 goes with the motor. The engine's boost pressure is 10.2 psi 0.7 bar. The power of the engine is 185 horsepower. The 3SGTE Gen 1 is mounted in Celica GTFour ST165. Its boost pressure is 9 psi 0.6 bar. The injectors with a capacity of 430 cc and 55 mm throttle body are also applied. The compression ratio is increased to 8.8, the 3SGTE Gen 2 power reaches 224 HP at 6,000 rpm. The engine is mounted in Celica GTFour ST185 and MR2. The boost pressure has been increased to 13 psi 0.9 bar. The most productive injectors with a capacity of 540 cc have been applied. The throttle body is 60 mm. The engine 3SGTE Gen 3 is installed in Celica GTFour ST205 and MR2. The 3SGTE Gen 4 engine was made with a modified exhaust manifold and a CT20b turbocharger is also applied. The engine of a Toyota 3SGTE Gen 4 type was mounted in Caldina GTFour ST215. Its main signs are the following ones the level of the oil with a gasoline odour increases, the vehicle twitches, works unsteadily, its engine fades, and the turns become feeble. Advice you should buy a new HPFP and replace the old one. Due to the aging process, as well as due to the usage of a low quality gasoline, the EGR valve becomes carbonized; moreover, it starts to stick and gradually it can come to a halt.

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That case is accompanied with the such signs as rough idling, a decrease of power and so on. The problem can be solved by means of either a EGR valve regular cleaning or its remove. Mainly, the cardinal problems associated with the turns rotations are solve with a help of a throttle body cleaning. If it doesn't help, you should clean the intake manifold. In case of a regular maintenance, it will serve you a long time without big problems. Its main problem is age. Nowadays, these motors

have been worn out seriously. Besides, it is not recommended to buy the 3SFSE, as far as that engine may have its additional problems. The 3SGE tuning will need buying the sporting camshafts for instance, Brian Crower, duration 272 deg, lift 10.16 mm or more aggressive modifications with valve springs and cam gears. After all, you should make a so-called port and polish of the head and manifold. To do that, you need to buy a performance exhaust system and adjust the ECU. It is as easy as a breathe. You simply should make a boost up. All that can increase the pressure up to 1718 psi 11.2 bar and power up to more than 320 HP. For that purpose you need to buy a 3SGTE turbo kit devised from the original Garrett GT28 or GTX30 turbochargers with the injectors of 800 cc. After that you must port and polish the cylinder head and replace the valves with the enlarged ones. Something went wrong. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Program terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods.

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5SFE V6. Toyota Corolla. 90 Toyota Celica stutters 5SFE engine 2.2L, manual tranny. Ok, so I was thinking that I had gotten some bad gas the other day. I had just filled. 91 automatic 5sfe mr2 converted to manual, still using the auto ecu set to think its in park at all times. Type Bolt, Dim Length. Note 5SFE Flywheel Bolts MANUAL Transmission. But in the meantime the 5SFE manual is. Results 1 25 of 33. Burien Toyota 5SFE Turbocharger Installation Manual. Toyota ECU 5SFE. 3sge 3sge 5sfe Engine Repair Manual Ebook download as PDF File .pdf or read book online. As far as can be established, there are no Toyota repair manuals or English language. Please read the section on As far as can be established, the USA never got the later revision 3 engine, Price 15 pound 10 pence May 2000. Supplements RM164E. Covers MR2 specific engine issues such as the MR2s cooling system, the MR2s Also covers differences Supplements RM164E. Price 10 pound 60 pence May 2000. Covers revision 2 engine changes, I assume. Price 45 pound 41 pence Dec 2000.

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The ST185 is Toyota's most successful rally car. It won the WRC Drivers Championship in 1992, and the WRC Manufacturers and Drivers Championships in 1993 and 1994. The ST205 came in late 1994, and became the official rally car in 1995 with one WRC victory. It also won the 1996 European Rally Championship. Since then other Japanese manufacturers have been successful in the WRC. Toyota later exited the WRC to concentrate their racing efforts in Formula One, but in 2017, 11 years after the Celica was discontinued, Toyota returned to WRC with the Toyota Yaris. See media help. The convertible never went into production, but the concept went to the liftback model which began production in October 1986. Inside, the original GTFour has a differential lock switch near the hand brake for the 1986 and 1987 model years. As with other front drive Celicas, the ST165 received a new grille, tail lights, and alloys. The export version also has ground effects, noticeably the side spoilers and dual front round fog lights. The center differential was changed from a manually lockable unit either open or locked to a viscous coupling limited slip type. The GTFour was marketed in the US as AllTrac Turbo and in Canada as Turbo 4WD. One car was sold at each of the 77 Toyota dealerships in California. They were sold in 1987 as 1988 models, and do have the viscous coupling center differential. The production model was launched in Japan in September 1989, and delivery began a month later. The Japanese market GTFour has 225 PS 165 kW; 222 hp of power and 224 lbfft 304 Nm of torque, a result of more aggressive ignition advance and ceramic turbine. The Fulltime

4WD system in the GTFour has viscous coupling center limited slip differential and some models are equipped with a Torsen rear differential. Super Live Sound System with 10 speakers became standard on the GTFour A. Facelift model is simply called GTFour. The rarest ST185 model.

Export version is called Carlos Sainz Limited Edition in Europe or Group A Rallye in Australia. The E150F with 4.285 final gear ratio was installed in the Japanese market and AllTrac. With its sportstyle interior, poweroperated drivers seat, auto tiltaway steering wheel, SRS Airbag, and cruise control as standard equipment, the ST185 AllTrac Turbo was the most expensive Celica yet. With a 2.0 L turbocharged 3SGTE producing 200 hp 203 PS; 149 kW and 200 lbft 271 Nm of torque, it was the most powerful Celica ever sold in the US. Headlight washers and heated door mirrors are also offered. Sunroof came standard in the UK models, or optional for cars in the Continent. However, System 10 Premium Sound System and Leather interior were only available as options in selected European countries, and were not offered in the UK. Cruise control, leather, and sunroof were not offered. Early models didnt have ABS and fog lights which became standard few months after introduction. However, Australia was the country with the large numbers of ST185. This facelift included the new Toyota ellipse emblems on the hood and trunk, restyled tail lights with smoked red frame, and shorter gear shift. The Japanese models also got roundshape front fog lights. The AllTrac Turbo retained the automatic air conditioner, but the fan switch was changed from the push button type to the more conventional rotary type. The export version is known as Carlos Sainz CS Limited Edition in Singapore and Europe in honour of their famous WRC driver, or Group A Rallye in Australia. Special features include This version was to be the most powerful Celica produced to date, producing between 242 PS 178 kW; 239 bhp for the export model and 255 PS 188 kW; 252 bhp for the Japanese market model from an updated 3SGTE engine matched to the E154F gearbox. Out of the 2500 GTFour WRC built, 2100 stayed in Japan, 300 were exported to Europe, 77 for Australia, 5 for New Zealand and a few to the general markets.

The Japanese market ST205 came with a standard automatic climate control air conditioner, but ABS was initially optional and became standard from August 1996. Export WRC models only received a manual air conditioner system but all came with standard ABS. All ST205 sold in Australia were WRC models and called the GTFour Group A Rallye. All the Australianspec ST205 came with leather interior, and the only options were air conditioner and glass sunroof. Each of 77 cars also came with limited edition numbered plaque mounted ahead of the gear shift. Instead of using the Super Strut Suspension as found in the production cars, the actual ST205 rally cars for WRC came with standard strut suspension as they found the wear rates too high from the rigors of rallying. The Japanese model also got restyled tail lights. Sport ABS and dual SRS Airbag became standard on all cars started from August 1996. The high WRCstyle rear spoiler was not available for this facelift model, but returned on the second minor change in December 1997. Other new feature for the final facelift model were 3spoke leather steering wheel with SRS Airbag and projector headlights. Kankkunen had been in contention for the drivers world title. Carlos Sainz won the 1990 WRC Drivers Title. WRC Drivers Titles with Carlos Sainz in 1992, Juha Kankkunen in 1993, and Didier Auriol in 1994. WRC Manufacturers Titles in 1993 and 1994. Retrieved 31 January 2012. By using this site, you agree to the Terms of Use and Privacy Policy.

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