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(2,982 cc, 181.97 cu-in) four cylinders, four-stroke cycle water-
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engine has a cast-iron block with 96.0 mm (3.78 in) 1 Kz Engine Turbo
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Pressure 1 Kz Engine Turbo Pressure The Toyota 1KZ-TE is a 3.0 l (2,982 cc, 181.97 cu-in) four cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation since 1993 to 2003.. The 1KZ-TE engine has a cast-iron block with 96.0 mm (3.78 in) 1 Kz Engine Turbo Pressure -

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Toyota 1KZ-TE. The Toyota 1KZ-TE is a 3.0 l (2,982 cc, 181.97 cu-in) four cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation since 1993 to 2003. The 1KZ-TE engine has a cast-iron block with 96.0 mm (3.78 in) cylinder bores and a 103.0 mm (4.06 in) piston stroke for a capacity of 3.0 l.

~~Toyota 1KZ-TE (3.0 L, SOHC) turbo diesel engine: specs and ...~~

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Hey Ive been running 20 pound of boost at the inlet manifold prob 23

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pound at the turbo for over 60,000 km in my 1KZTE, but I do have a 1 GPH (63ml/min) nozzle spraying water at the turbo at over 10 pound, which for so little water keeps the turbo cold to the touch.

~~Maximum boost on a 1kz-te. — Offroad-Express~~

Pressure 1 Kz Engine Turbo Pressure The Toyota 1KZ-TE is a 3.0 l (2,982 cc, 181.97 cu-in) four cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor Corporation since 1993 to 2003.. The 1KZ-TE engine has a cast-iron block with 96.0 mm (3.78 in) 1 Kz Engine Turbo Pressure -

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I have just lost my 2005 Prado motor on 225000km, cylinder head cracked between 2 pistons. The complete engine is scraped with the turbo. If you searched you will found that a cracked cylinder head is common.

~~any common problems with 1kz-te diesel engine? — Toyota ...~~

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cylinders, four-stroke cycle water-cooled turbocharged internal combustion diesel engine, manufactured by the Toyota Motor

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SCV: 1.8 Ohms (w/in spec) engine speed sensor: 224 Ohms (just w/in spec) turbo sensor pressure: 4.92 V (w/in spec) Other notes:

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Alternator seems okay to me- disconnected the battery while running and it stays running. Reads about 13.75V. From quick visual/touch inspection, belts seem to have reasonable tension/are in good shape.

~~1KZ-TE Fuel Starvation / Spill Control Valve | Land ...~~

The 1KZ-TE is a 3.0 L (2,982 cc), 4 cylinder, SOHC, 2 valves per cylinder turbo diesel engine with indirect injection. Bore and stroke is 96 mm × 103 mm (3.78 in × 4.06 in), with a compression ratio of 21.2:1. Maximum output is 130 hp (97 kW; 132 PS) at 3600 rpm with maximum torque of 287 N·m (212 lb·ft) at 2000 rpm. Redline is 4400 rpm.

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