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This engine was used mostly in Toyota's sporty models such as the Toyota Celica, MR2, Camry/Vista Twin Cam 2000, and Caldina Active Sports GT. The 3S-GE also laid in the basis of the turbocharged version - 3S-GTE. The 3S-GE engine has five different generations. But all of them use a cast iron cylinder block and aluminum cylinder head.

Toyota 2.0L 3S-GE Gen 1/2/3/4/5 Engine Specs, Info ...

The engine 3SGTE Gen 3 is installed in Celica GT-Four ST205 and MR2. The ¼ mile time for the stock Celica GT-Four ST205 (3S-GTE Gen 3) was 13.8 sec. 5.4 3S-GTE Gen 4 (1999 – 2007) is the last motor type of the 3S generation in general. The 3SGTE Gen 4 engine was made with a modified exhaust manifold and a CT20b turbocharger is also applied.

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Toyota 3S Engine (3SGTE, 3SGE) | Tuning, differences, specs

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1997 Toyota Celica Specifications - The Car Connection

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The third generation was the last 5S-FE engine produced and was used in the 1997–01 Camry XV20 and 1999–01 Camry Solara; however, from 1996 onward, the engine received a crank angle sensor instead of a cam angle sensor for a smoother idle. From 1997 to 1999 the engine produced 133 hp at 5,200 rpm and 147 lbs-ft/torque at 4,400 rpm.

Toyota S engine - Wikipedia

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The Toyota Celica (Japanese: トヨタセリカ) / 3S-GE / or / 3S-GE / is an automobile produced by Toyota from 1970 to 2006. The Celica name derives from the Latin word coelica meaning "heavenly" or "celestial". In Japan, the Celica was exclusive to the Toyota Corolla Store dealer chain.. Produced across seven generations, the Celica was powered by various four ...

Toyota Celica - Wikipedia

With the SPEC clutch installed on the BEAMS 3SGE and the transmission bolted to the block, we finally test fit our custom Xcessive Manufacturing transmission...

Beams 3SGE Officially Bolted Up! - RA24 Toyota Celica ...

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Toyota Celica. Toyota Celica is a compact sport coupe. It had been produced in the period since 1970 till 2006. In the range of the sporty Toyota cars Celica was situated between MR2 and the legendary Toyota Supra. It may be interesting for you to know, that first Supra was the more powerful version of Celica, and only later it detached as a separate model.

Toyota Celica Engine | Specs, problems, tuning, etc.

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The 5th generation 3SGE BEAMS engine came in Toyota's "Altezza" model in Japan, however was not offered for the US market. The engine is an ideal choice as it is lightweight, inexpensive, incredibly durable, and capable of substantial power increases.

1977 Toyota Celica BEAMS Swap : 7 Steps - Instructables

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p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 11.0px Arial} The Celica, as well as a much-loved road car, was the first Japanese model to claim the World Rally Championship crown. This book tells the full story of the seven Celica generations (from 1970 to date), and that of its close cousin the Supra with detailed coverage of all the road cars from the world's leading markets, and the story surrounding the many race and rally models based on the two vehicle lines. Written with the full co-operation of the factory in Japan (and various official sales organizations from around the globe), this truly is the definitive history of these sporting Toyotas. Written by an

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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

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mag nificent 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.

The MR2 is a landmark car, up there with the legendary Toyota 2000GT, the Datsun 240Z, and Mazda's RX-7 and

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MX-5. It was the first mid-engined production model to come from the Land of the Rising Sun, and will always have a special place in the hearts of all sports car enthusiasts. Colour throughout.

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