

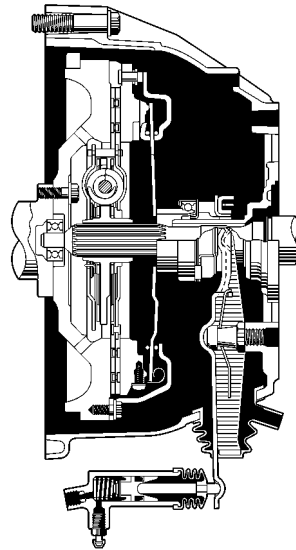
CHASSIS

CLUTCH

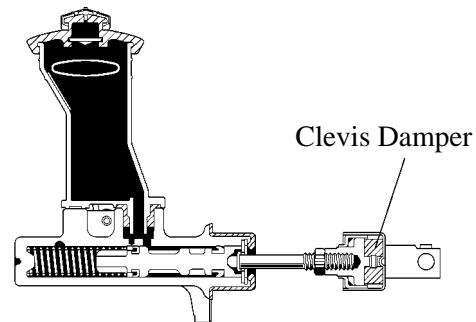
DESCRIPTION

As in the previous model, a dry, single-plate clutch operated by hydraulic pressure is used. A large torsional angle type clutch disc is used to reduce the noise and vibration of the drive line. A clevis damper is used to reduce the noise and vibration that is transmitted to the clutch pedal.

The previous model used the pedal bracket to function as the pedal stopper when the clutch pedal is depressed to its full stroke. On the new model, this function has been changed to the dash panel to simplify the construction of the pedal stopper and to realize weight reduction.



164CH01



164CH02

► Specifications ◀

Item		New Model (Toyota Tundra)	Previous Model (Toyota T100)
		5VZ-FE Engine	5VZ-FE Engine
Clutch	Type	Dry Type Single Plate Clutch, Diaphragm Spring	←
	Operation	Hydraulic	←
Clutch	Type	DST* ¹	←
Cover	Size mm (in.)	250 (9.84)	←
Clutch Disc	Facing Size* ² mm(in.)	250 x 160 x 3.5 (9.84 x 6.30 x 0.14)	←
	Facing Area cm ² (in.)	289 (44.80)	←
Master Cylinder	Type	Conventional	←
	Cylinder Dia. mm (in.)	15.87 (0.62)	←
Release	Type	Non-Adjustable	←
	Cylinder Dia. mm (in.)	19.05 (0.75)	←

*¹: DST (Diaphragm Spring Turnover)

*²: Outer Diameter x Inner Diameter x Thickness

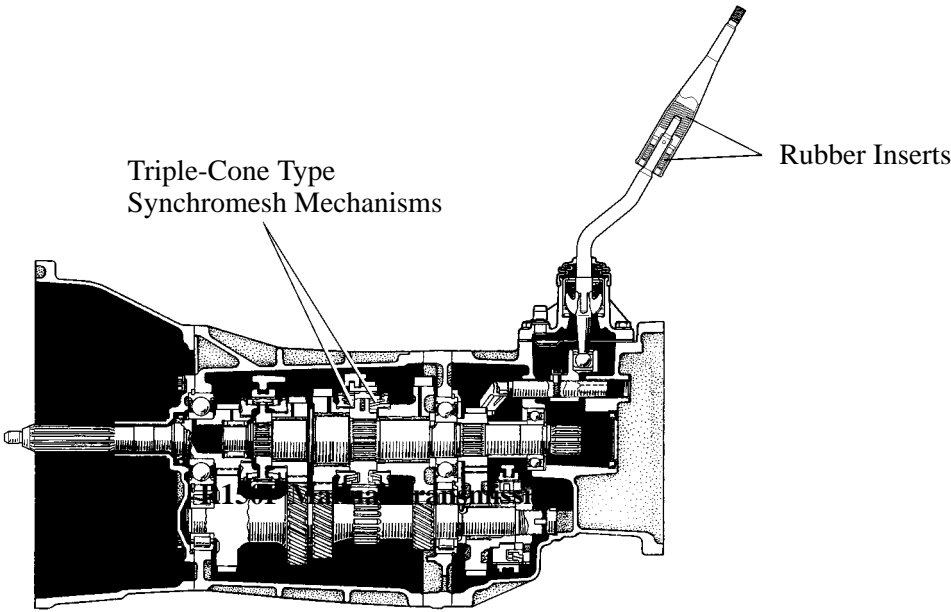
R150 AND R150F MANUAL TRANSMISSION

DESCRIPTION

As in the previous model, the R150 manual transmission is used on the 2WD model and the R150F manual transmission is used on the 4WD model.

However, while the previous model used a triple-cone type synchromesh mechanism only in its 2nd gear, the new model uses a triple-cone type synchromesh mechanism also in its 1st gear to reduce the amount of shift effort and to ensure a smoother shift operation.

The shift lever diameter has been increased and the volume of the rubber inserts has been increased to ensure a soft shift feeling.



R150F Manual Transmission

164CH33

Specifications

Item		R150	R150F
		2WD	4WD
		5VZ-FE Engine	5VZ-FE Engine
Gear Ratio	1st	3.830	←
	2nd	2.062	←
	3rd	1.436	←
	4th	1.000	←
	5th	0.838	←
	Reverse	4.220	←
Oil Capacity	Liters (US qts, Imp.qts)	2.6 (2.7, 2.3)	2.2 (2.3, 1.9)
Oil Viscosity		SAE 75 W – 90	←
Oil Grade		API GL – 4 or GL – 5	←

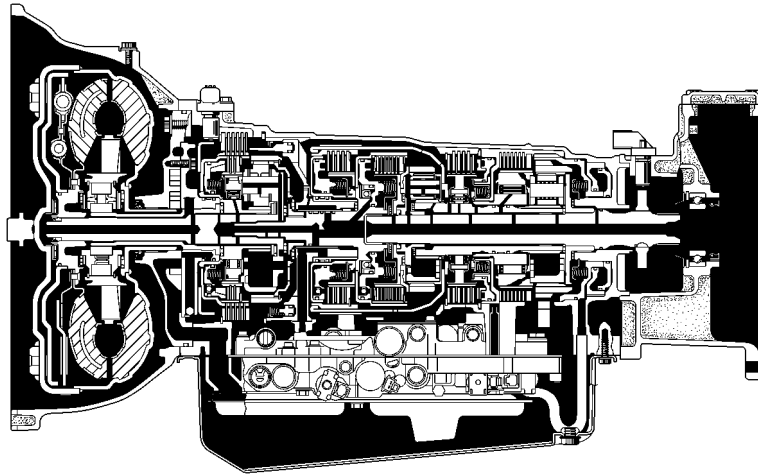
A340E AND A340F AUTOMATIC TRANSMISSION

■ DESCRIPTION

As in the previous model, A340E and A340F automatic transmissions are used on the new model. And, high efficiency torque converter clutch is used on all model.

Furthermore, the following measures have been taken on the 2UZ-FE engine model:

- The front and rear planetary gears use 5 pinion gears to accommodate the higher power output.
- The diameter of a portion of the output shaft has been increased to accommodate the higher power output.
- The size of the torque converter clutch has been increased.
- Linear solenoid valve is used to effect line pressure control.
- An O/D direct clutch speed sensor has been adopted to detect the input shaft speed in order to realize smooth shift characteristics.



A340F (2UZ-FE Engine Model)

164CH19

► Specifications ◀

Item		A340E (2WD)		A340F (4WD)	
		5VZ-FE	2UZ-FE	5VZ-FE	2UZ-FE
Gear Ratio	1st	2.804	←	←	←
	2nd	1.531	←	←	←
	3rd	1.000	←	←	←
	4th (Overdrive)	0.705	←	←	←
	Reverse	2.393	←	←	←
Fluid Capacity Liters (US qts, Imp. qts)		10.1 (10.7,8.9)	12.3 (13.0,10.8)	10.1 (10.7,8.9)	12.3 (13.0,10.8)
Fluid Type		ATF D-II or DEXRON® III (DEXRON® II)	←	←	←

► Torque Converter Clutch ◀

Item	5VZ-FE	2UZ-FE
Converter Type	3-Element, 1-Step, 2-Phase, with Lock-up Mechanism	←
Stall Torque Ratio	1.900	1.800
Nominal Diameter mm (in.)	254 (10.0)	272 (10.71)

► Planetary Gear Unit ◀

Item			5VZ-FE	2UZ-FE
C ₁	Forward Clutch	The No. of Discs	6	←
C ₂	Direct Clutch		4	←
C ₀	OD Direct Clutch		2	←
B ₁	2nd Coast Brake	Band Width mm (in.)	40 (1.57)	←
B ₂	2nd Brake	The No. of Discs	5	←
B ₃	1st & Reverse Brake		6	7
B ₀	OD Brake		4	5
F ₁	No.1 One-Way Clutch	The No. of Sprags	22	←
F ₂	No.2 One-Way Clutch		28	←
F ₀	OD One-Way Clutch		24	←
Front Planetary Gear		The No. of Sun Gear Teeth	42	←
		The No. of Pinion Gear Teeth	19	←
		The No. of Ring Gear Teeth	79	←
Rear Planetary Gear		The No. of Sun Gear Teeth	33	←
		The No. of Pinion Gear Teeth	23	←
		The No. of Ring Gear Teeth	79	←
OD Planetary Gear		The No. of Sun Gear Teeth	33	←
		The No. of Pinion Gear Teeth	23	←
		The No. of Ring Gear Teeth	79	←

■ ELECTRONIC CONTROL SYSTEM

1. General

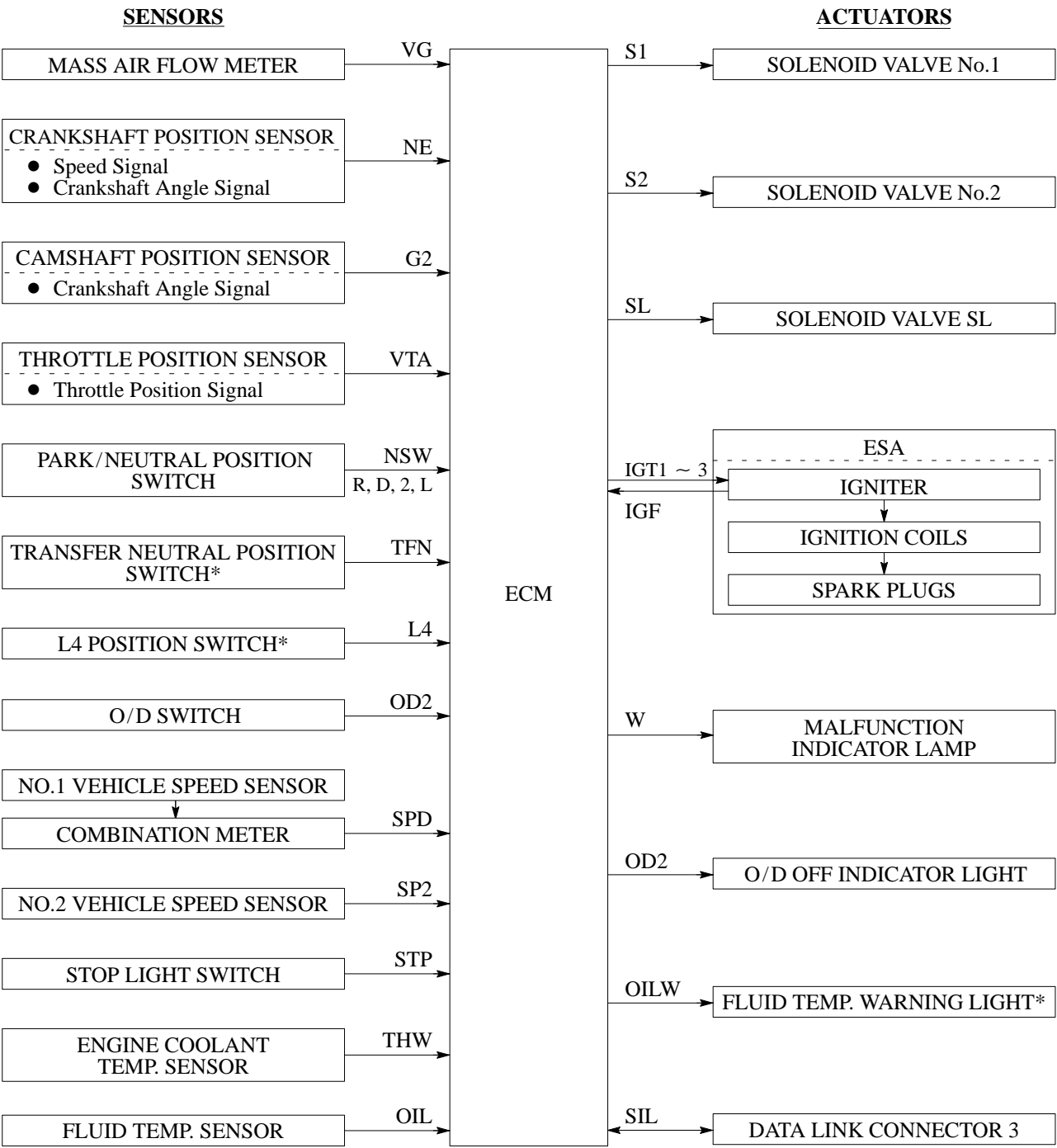
The electronic control system of the A340E and A340F automatic transmission consists of the controls listed below.

System	Function	A340E		A340F	
		5VZ-FE	2UZ-FE	5VZ-FE	2UZ-FE
Shift Timing Control	The ECM sends current to the solenoid valve No.1 and/or No.2 based on signals from each sensor and shifts the gear.	○	○	○	○
Lock-Up Timing Control	The ECM sends current to the solenoid valve SL based on signals from each sensor and engages or disengages the lock-up clutch.	○	○	○	○
Line Pressure Control	Based on the throttle opening angle, the ECM sends a signal to solenoid valve SLT to generate line pressure according to the engine output, to effect a smooth gear shift change.	—	○	—	○
“N” to “D” Squat Control	When the shift lever is shifted from “N” to “D” range, the gear is temporarily shifted to OD and then to 1st to reduce vehicle squat.	○	○	○	○
Engine Torque Control	Retards the engine ignition timing temporarily to improve shift feeling during up or down shifting.	○	○	○	○
Self-Diagnosis	Causes the malfunction indicator lamp to turn on to inform the driver when the malfunctions occurred.	○	○	○	○
Fail-Safe	Controls other normally operating components, permitting continued driving when malfunctions occur in the electrical circuit.	○	○	○	○

2. Construction

5VZ-FE Engine Model

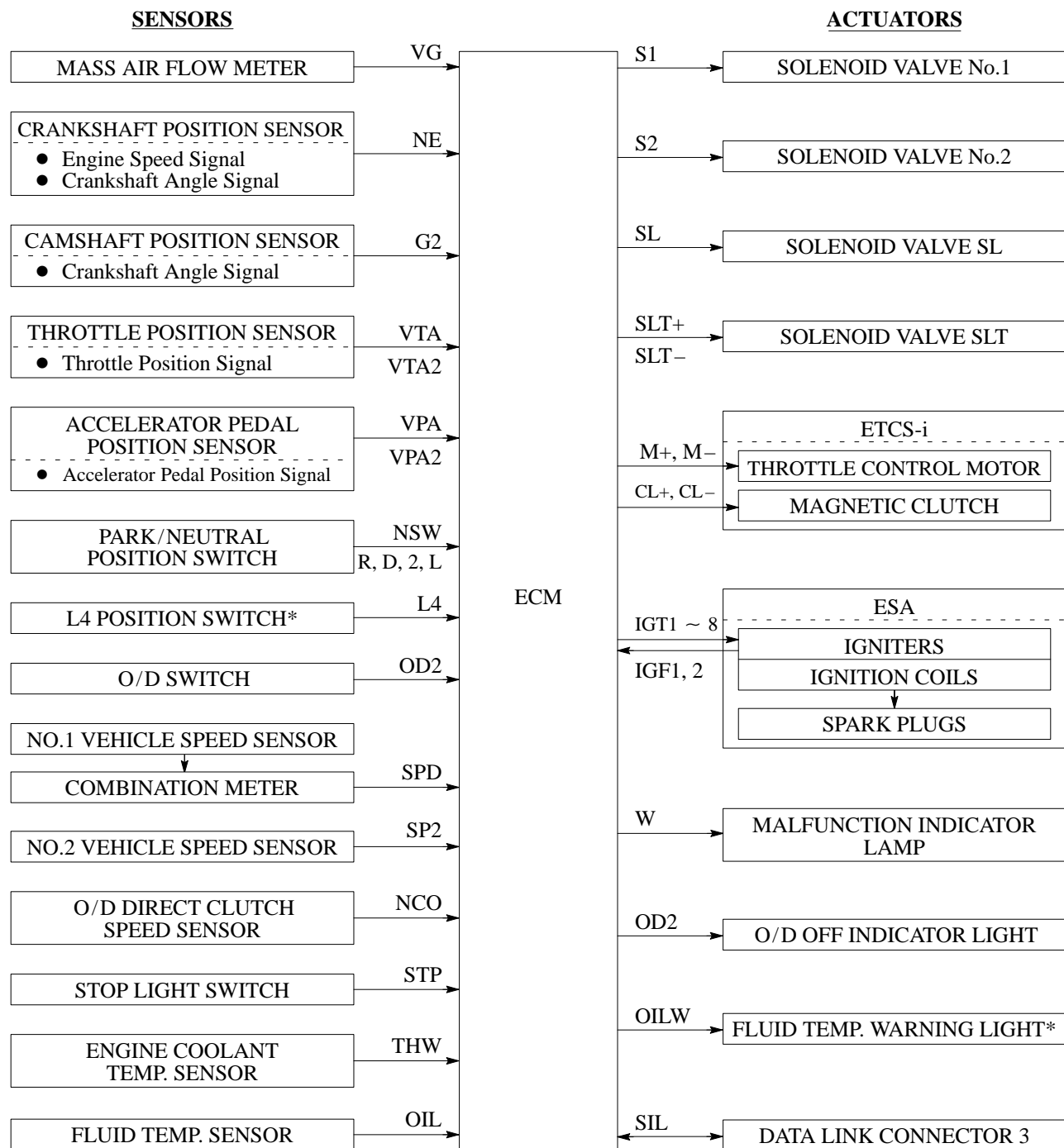
The configuration of the electronic control system in the 5VZ-FE engine model’s automatic transmission is as shown in the following chart.



*: 4WD Model Only

2UZ-FE Engine Model

The configuration of the electronic control system in the 2UZ-FE engine model's automatic transmission is as shown in the following chart.



*: 4WD Model Only

3. Line Pressure Control (For 2UZ-FE Engine Model)

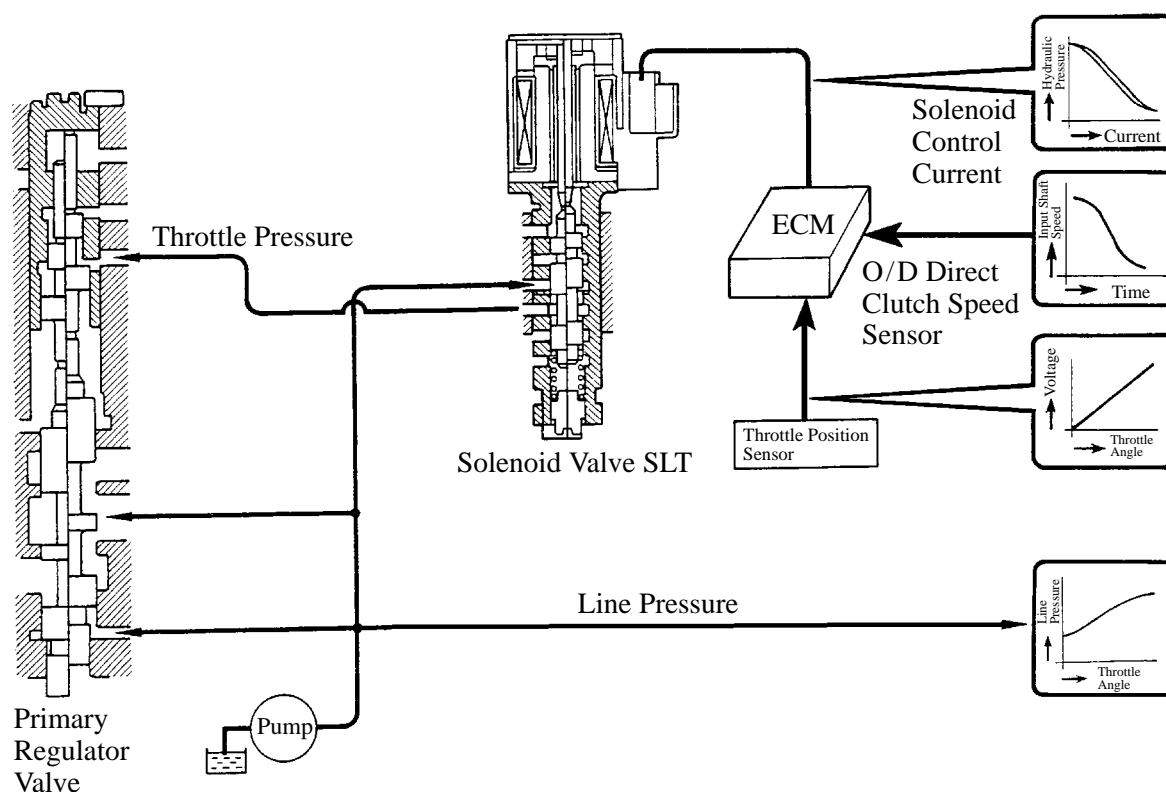
The previous mechanical control, which consisted of a throttle cable, cam, and throttle valve, has been changed to an electronic control system that uses a solenoid valve SLT.

In order to obtain a predetermined line pressure characteristic according to the throttle position sensor (VTA) signal, the ECM activates the solenoid valve SLT to regulate the throttle pressure.

This makes it possible for the primary regulator valve to precisely and minutely control the line pressure, in accordance with the engine output, and thus realize smoother shift characteristics.

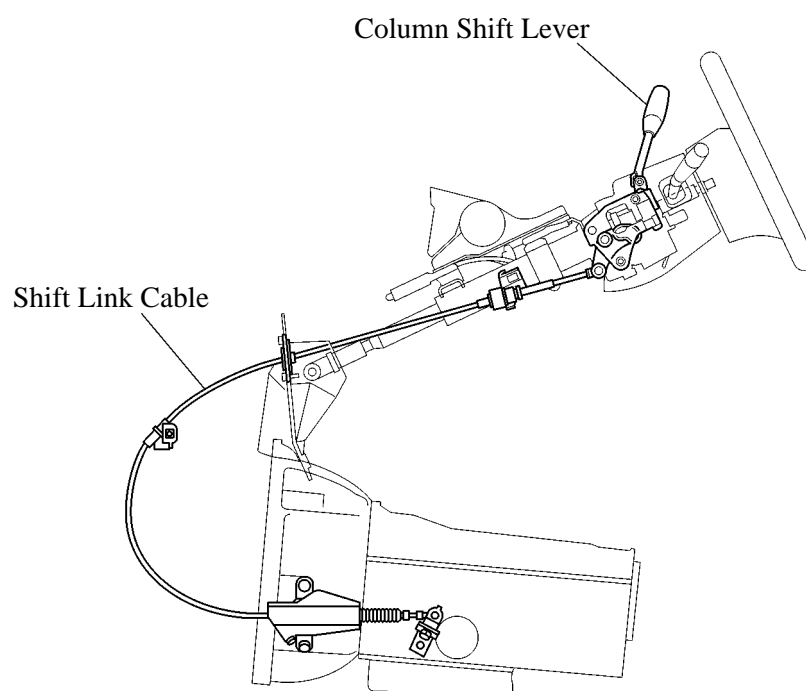
And also, the ECM detects the speed of the transmission input shaft to determine whether or not the transmission is shifting properly in order to ensure the smooth engagement of the clutch.

To ensure the optimal speed changes in the transmission input shaft, the ECM controls the solenoid valve SLT to finely regulate the line pressure.



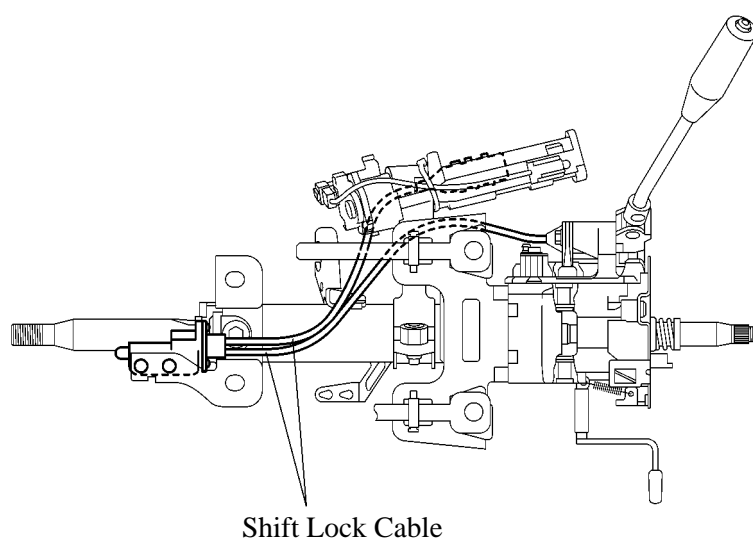
■ SHIFT LEVER

- As in the previous model, the column shift lever is used on the new model.
However, the shift linkage has been changed to the cable type from the rod link type to reduce the noise and vibration that is transmitted to the shift lever.



164CH20

- The cable type shift lock mechanism is used.

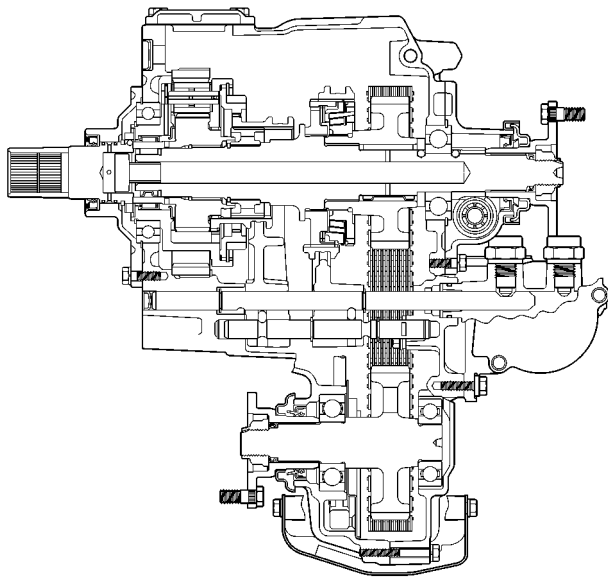


164CH21

TRANSFER

DESCRIPTION

The 5VZ-FE engine model uses the same VF2A transfer that is used on the '99 Toyota Tacoma and 4Runner. The 2UZ-FE engine model has newly adopted the VF2BM transfer. This transfer, which is based on the VF2A transfer with one-touch 2-4 selector system, enables the driver to make a high-low selection by pressing a switch, in addition to the 2WD-4WD switch selection. As a result, the transfer shift lever has been discontinued.



VF2BM Transfer

164CH22

► Specifications ◀

Item		VF2A	VF2BM
		5VZ-FE Engine	2UZ-FE Engine
Reduction Gear Type		Planetary Gear	←
Gear Ratio	H2 and H4	1.000	←
	L4	2.566	←
Oil Capacity	Liters (US qts, Imp. qts)	1.0 (1.1, 0.9)	←
Oil Grade		API GL – 4 or GL – 5	←
Oil Viscosity		SAE 75W – 90	←

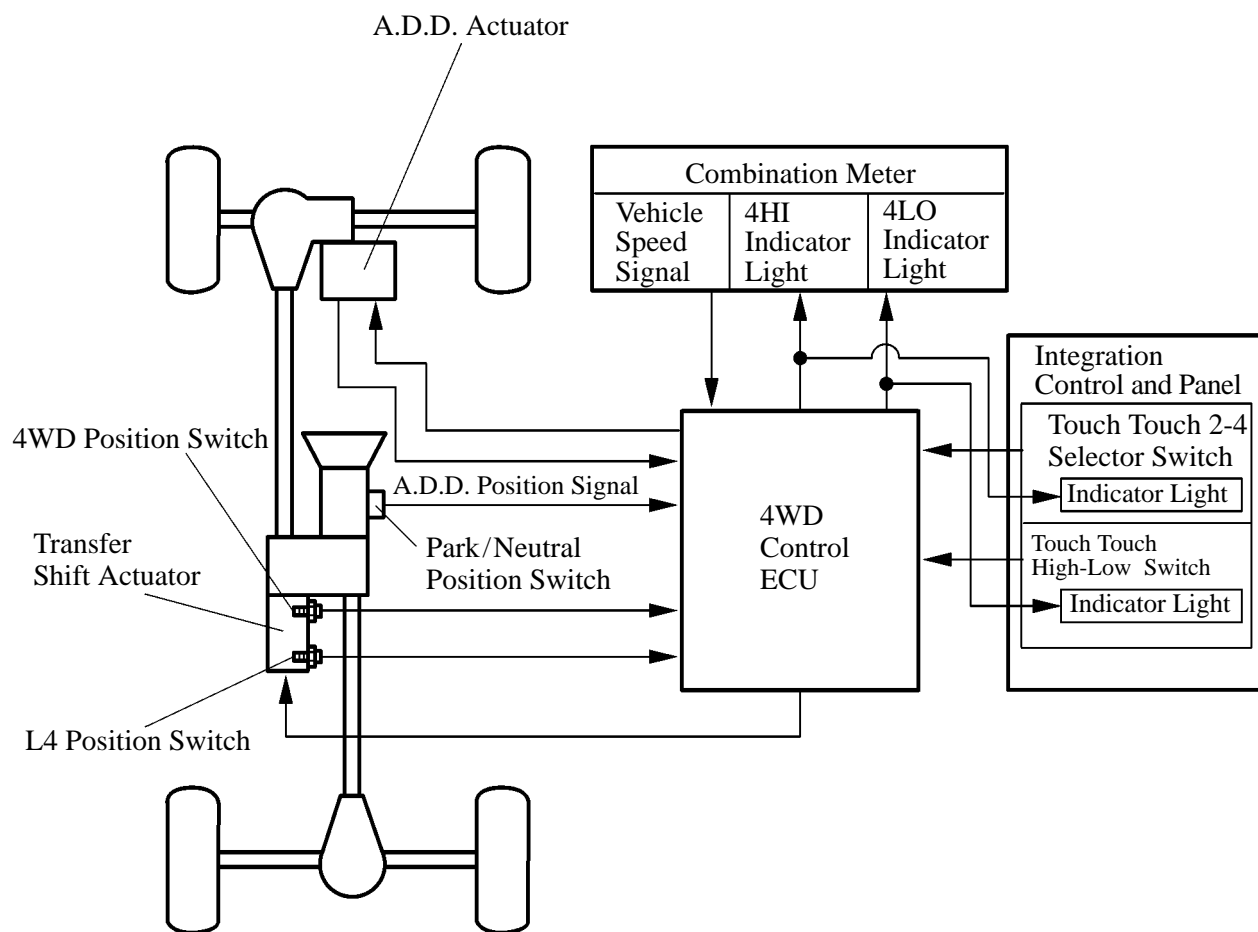
■ VF2BM TRANSFER

1. General

The VF2BM transfer is based on the VF2A transfer with one-touch 2-4 selector system. With this system, high-low selection is also carried out by the transfer shift actuator. Thus, the transfer shift lever has been discontinued.

Selector switches are provided in the integration control and panel to enable the driver to select the respective modes.

2. System Diagram



3. Construction and Operation of Main Components

Transfer

1) General

The VF2BM transfer uses a single transfer shift actuator to individually operate the Transfer gear shift fork No.1 and the Transfer gear shift fork No.2.

2) Shift Mechanism

a. Shifting from H2 into H4

Pressing the touch select 2-4 switch causes the transfer shift actuator to operate.

Then, the transfer front drive shift fork shaft (hereafter referred to as “shaft No. 1”) moves to the right. Accordingly, the transfer gear shift fork No. 1 (hereafter referred to as “2-4 shift fork”) moves to the right together with shaft No. 1, via pin A, until it comes in contact the snap ring C of the transfer shift fork shaft (hereafter referred to as “shaft No. 2”).

After the move, pin A drops into the groove of shaft No. 2.

At this time, the transfer gear shift fork No. 2 (hereafter referred to as “H-L shift fork”) does not move because pin B is dropped into the groove of shaft No. 2.

Next, the A.D.D. actuator operates to effect the 4WD high mode.

b. Shifting from H4 into L4

Pressing the touch select high-low switch causes the transfer shift actuator to operate. Accordingly, shaft No. 1 moves further to the right to effect the 4WD low mode.

At this time, pin B disengages from the groove of shaft No. 2, meshes with the cutout in shaft No. 1, and moves together with shaft No. 1.

The 2-4 shift fork does not move because pin A is dropped into the groove of shaft No. 2.

c. Shifting from L4 into H4

Pressing the touch select high-low switch causes the transfer shift actuator to operate.

Then, shaft No. 1 moves to the left.

Accordingly, the H-L shift fork moves to the left together with shaft No. 1, via pin B, to effect the 4WD high mode.

After the move, pin B drops into the groove of shaft No. 2.

The 2-4 shift fork does not move because pin A is dropped into the groove of shaft No. 2.

d. Shifting from H4 into H2

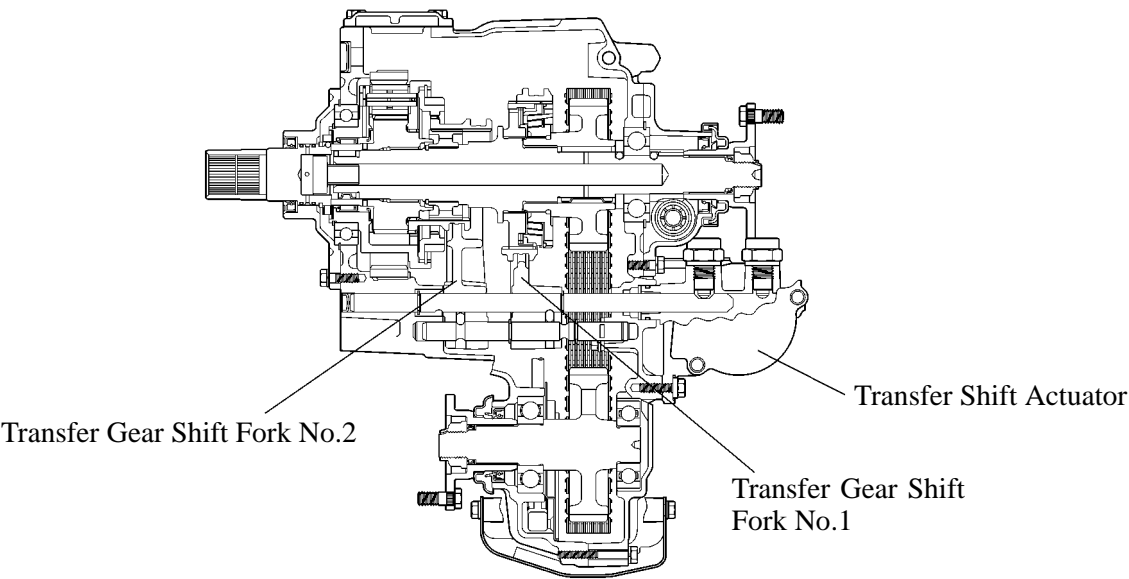
Pressing the touch select 2-4 switch causes the transfer shift actuator to operate.

Then, shaft No. 1 moves further to the left, and the 2-4 shift fork, via snap ring B, moves to the left.

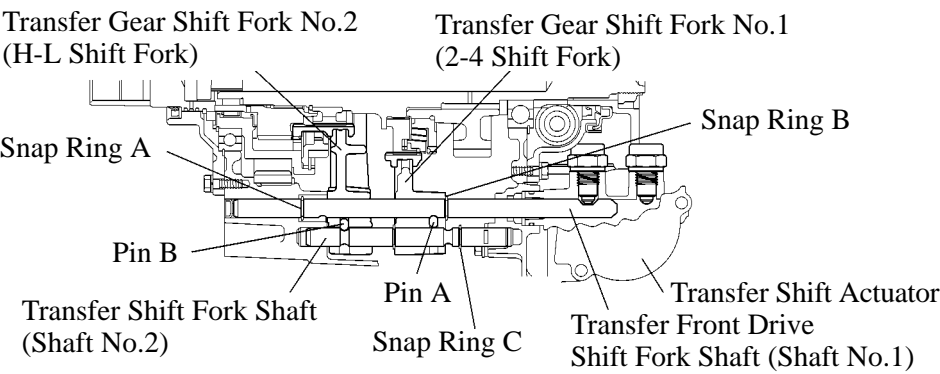
At this time, pin A disengages from the groove of shaft No. 2 and meshes with the cutout in shaft No. 1.

The H-L shift fork does not move because pin B is dropped into the groove of shaft No. 2.

Next, the A.D.D. actuator operates to effect the 2WD mode.

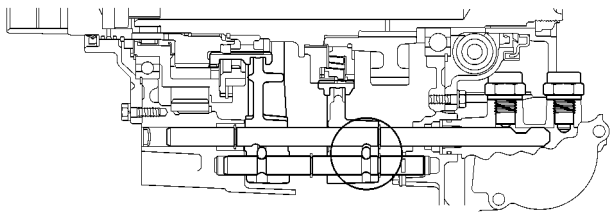


164CH22



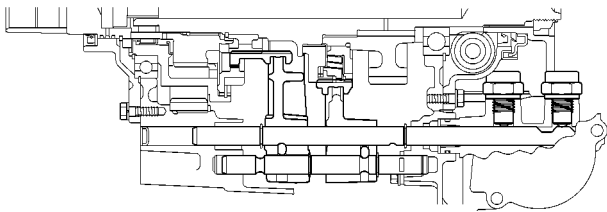
H2 Condition

164CH24



H4 Condition

164CH25



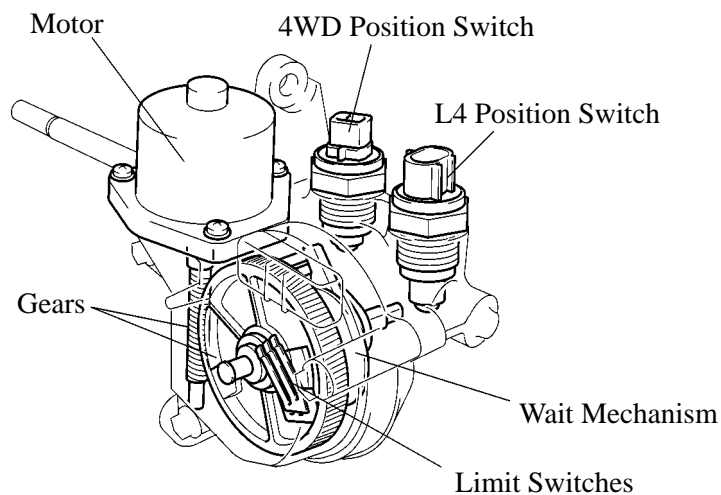
L4 Condition

164CH26

Transfer Shift Actuator

The transfer shift actuator consists of a motor, gears, limit switches, and a wait mechanism that uses a spiral spring.

In addition, a 4WD position switch and an L4 position switch are installed in the transfer shift actuator.

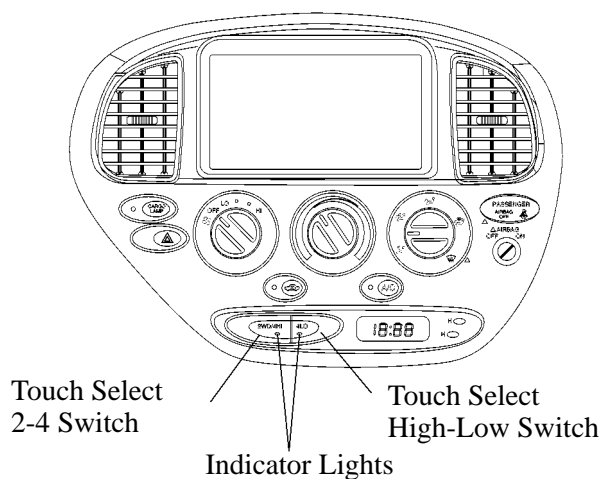


164CH34

Touch select 2-4 and High-Low Switches

The touch select 2-4 and high-low switches are mounted on the center cluster. A push-hold type switch is used for the touch select 2-4 switch, and a push-momentary type switch is used for the touch select high-low switch.

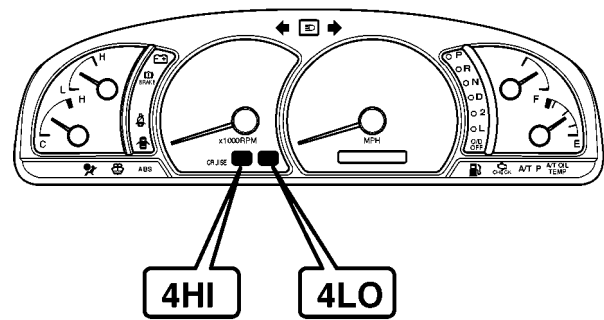
While in the 2WD mode, pressing the touch select 2-4 switch engages the 4WD high mode. Then, pressing the touch select high-low switch engages the 4WD low mode.



164BE04

Indicator Lights

The 4HI and 4LO indicator lights are provided in the combination meter. The 4HI indicator light illuminates in the 4WD high mode, and the 4LO indicator light illuminates in the 4WD low mode. If the transfer does not effect the respective mode when the switches are pressed, the indicator lights flash to inform the driver.



164CH27

4WD Control ECU

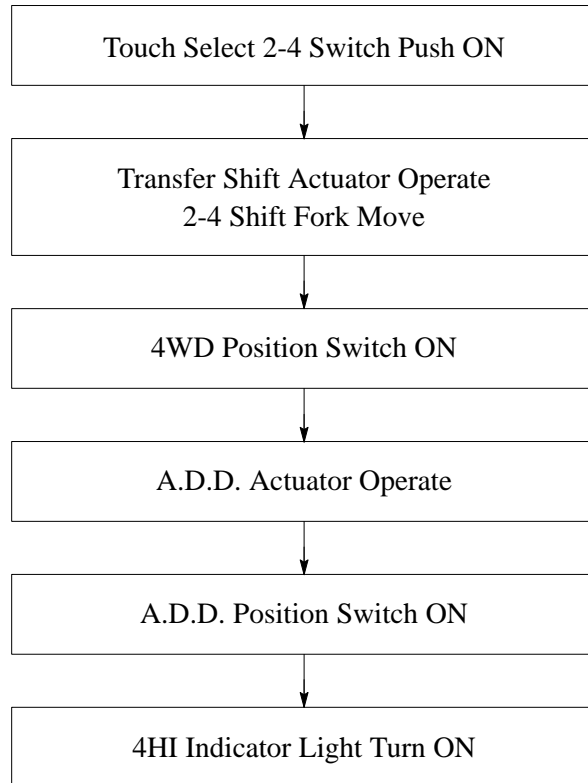
The 4WD control ECU operates the transfer shift actuator and A.D.D. actuator in accordance with the conditions of the selector switches, 4WD position switch, L4 position switch, and A.D.D. position switch. When the conditions described below exist, the 4WD control ECU prohibits shifting and informs the driver by flashing the indicator lights and sounding the warning buzzer. The warning buzzer is built into the 4WD control ECU.

Shift Mode	Prohibit Condition
H2 → H4	Vehicle speed is approx. 100 km/h (63 mph) or more.
H4 ↔ L4	Transmission shift lever is in position other than “N”, or vehicle speed is approx. 5 km/h (3 mph) or more.
L4 → H2	

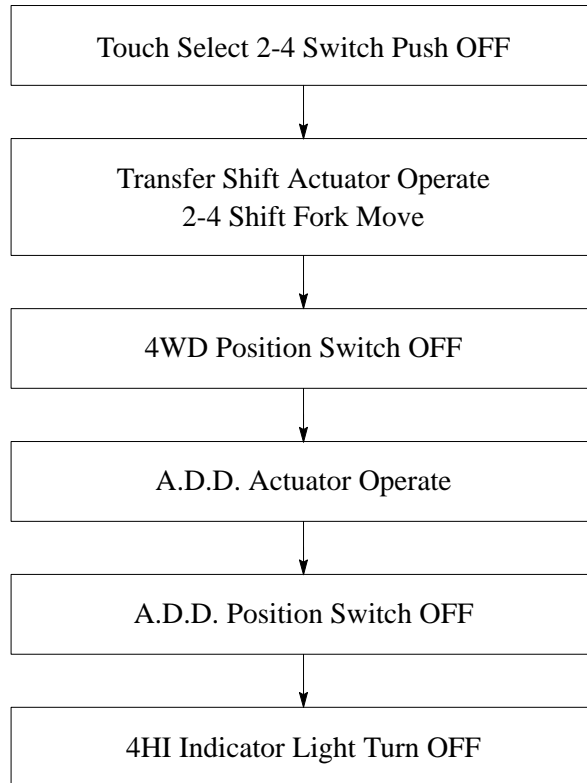
4. System Operation

Shifting H2 into H4 Range and H4 into H2 Range

► H2 into H4 ◄

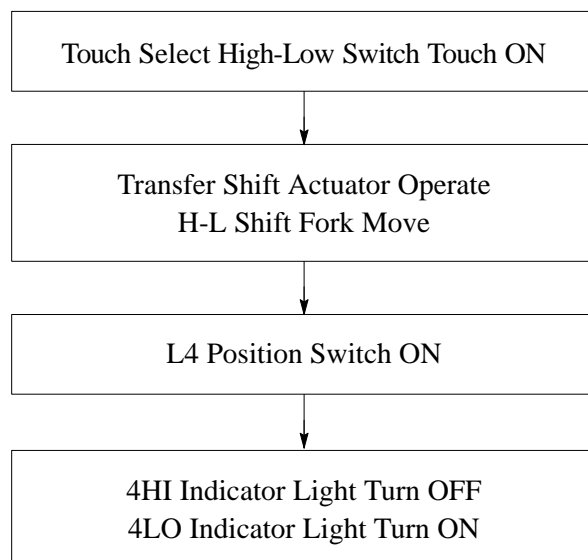


► H4 into H2 ◄

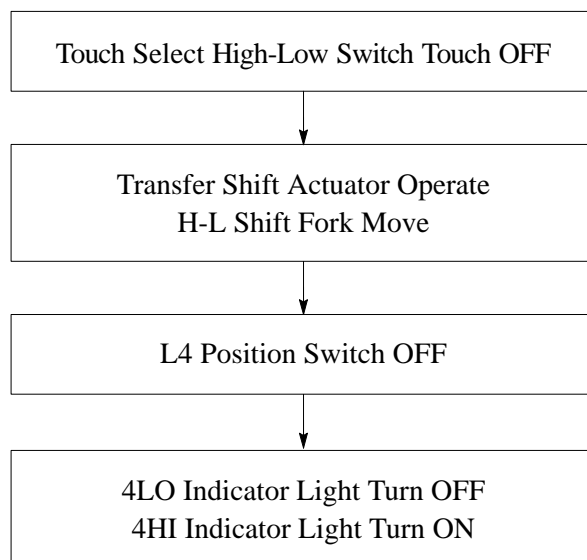


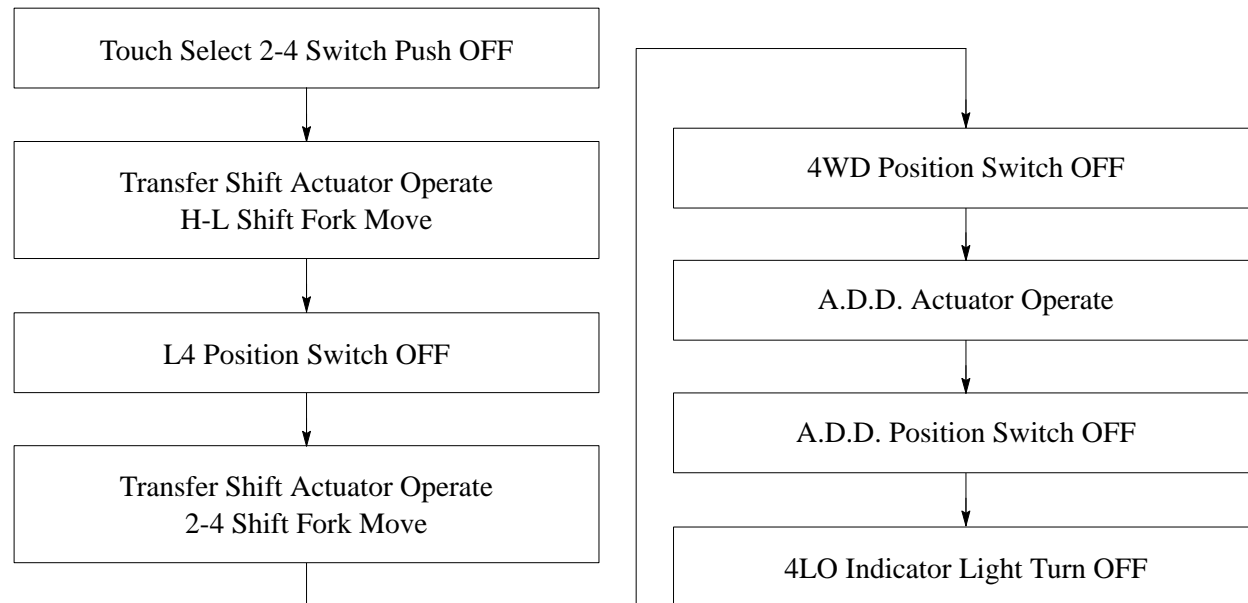
Shifting H4 into L4 Range and L4 into H4 Range

► H4 into L4 ◄



► L4 into H4 ◄



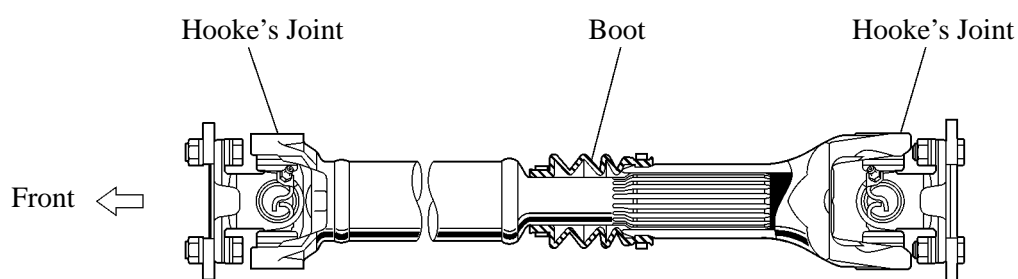
Shifting L4 into H2 Range**► L4 into H2 ◀**

NOTE: While in the 2WD mode, pressing only the one-touch high-low selector switch will not engage the 4WD low mode.

PROPELLER SHAFT

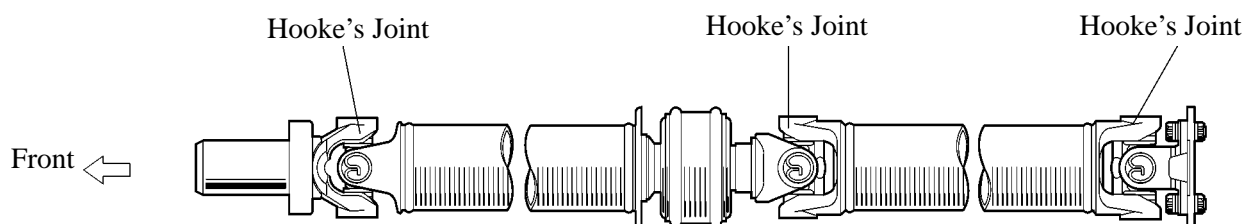
■ DESCRIPTION

- The front propeller shaft is a 2-joint type propeller shaft that uses a compact, lightweight, and small-diameter Hooke's universal joint. Also, a boot is provided on the center sliding mechanism of the front propeller shaft.
- The rear propeller shaft is a 3-joint type propeller shaft.
The 2WD model uses the Hooke's universal joint for all of its joints, and the 4WD model uses a compact and lightweight double cardan universal joint for its No. 2 joint



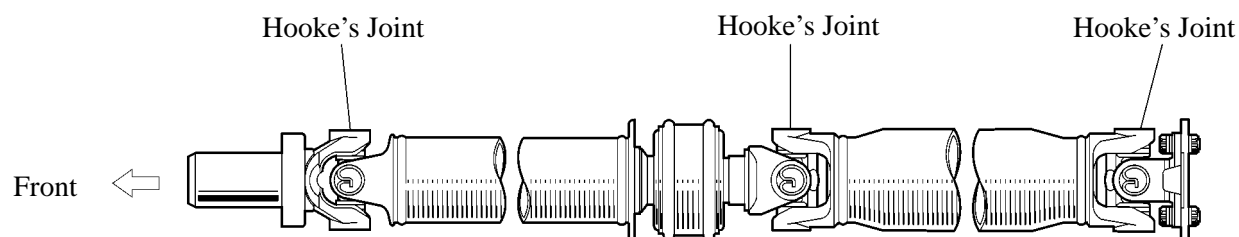
Front Propeller Shaft (4WD Model)

164CH11



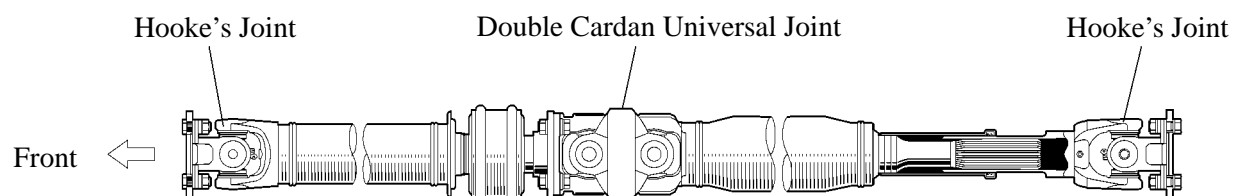
Rear Propeller Shaft (2WD 5VZ-FE Engine Model)

164CH18



Rear Propeller Shaft (2WD 2UZ-FE Engine Model)

164CH35



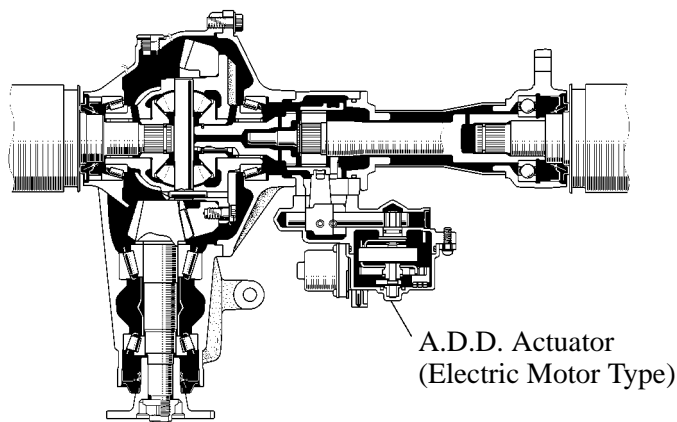
Rear Propeller Shaft (4WD Model)

164CH12

DIFFERENTIAL

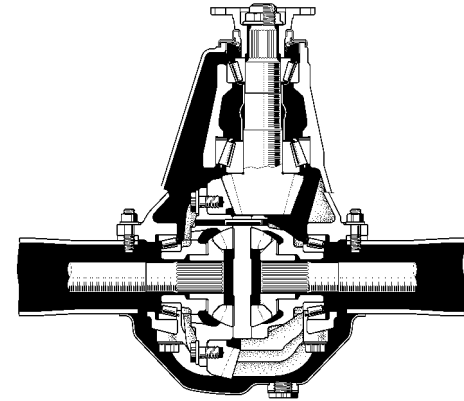
DESCRIPTION

- The front differential is a lightweight and compact differential that is similar to that of the '99 Toyota Tacoma and 4Runner. However, in the A.D.D. (Automatic Disconnecting Differential) system, an electric motor type actuator that is field-proven in the transfer and the differential lock mechanism has been adopted. In conjunction with the change in the actuator, an A.D.D. position switch with a built-in A.D.D. actuator is used.
- The rear differential is the same differential used on the previous model.



Front Differential with A.D.D.

164CH13



Rear Differential

164CH14

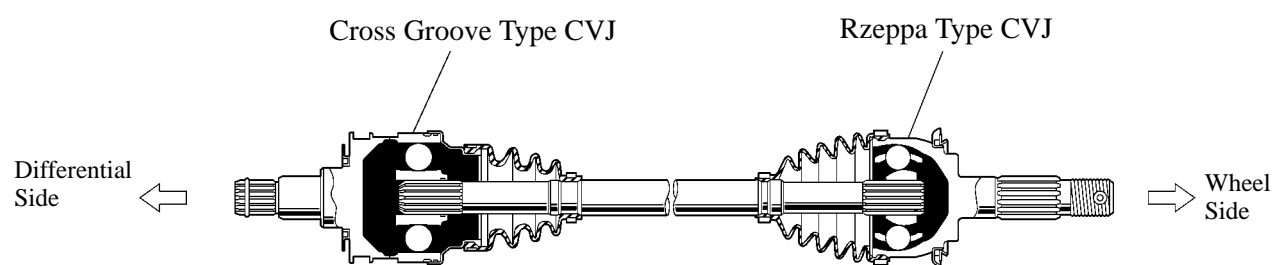
► Specifications ◀

Item		2WD			4WD		
		5VZ-FE		2UZ-FE	5VZ-FE		2UZ-FE
		R150	A340E	A340E	R150F	A340F	A340F
Differential Gear ratio		4.083	4.083	3,916	4.100	4.300	3.909
Ring Gear Size mm (in.)	Front	—	—	—			
	Rear						
Oil capacity Liters (US qts, Imp qts)	Front	—	—	—	1.15 (1.22,1.01)	←	←
	Rear	3.80 (4.01,3.34)	←	←	3.50 (3.7,3.08)	←	←
Oil Viscosity	Front	—	—	—	SAE 75W-90	←	←
	Rear	SAE 90	←	←	←	←	←
Oil Grade		API GL-5	←	←	←	←	←

DRIVE SHAFT

■ DESCRIPTION

- Drive shafts with use the cross groove type CVJ (Constant Velocity Joint) on the differential side, and the Rzeppa type CVJ on the wheel side have been adopted.
- The CVJ on the side of the differential, which used to be connected by a flange, has been changed to the type that is integrated with the shaft.

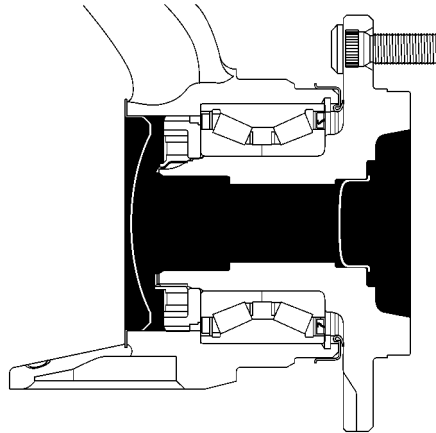


164CH10

AXLES

■ FRONT AXLE

- The basic construction of the front axle on the 2WD and 4WD models has been made uniform.
- The front axle uses taper roller units bearing that has low rolling resistance to realize maintenance-free operation.

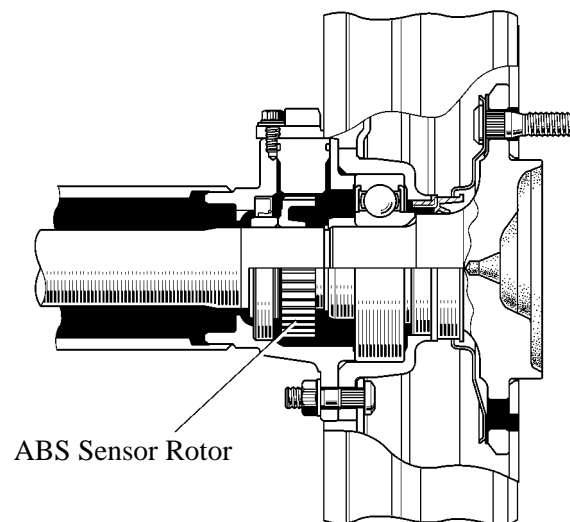


Front Axle (2WD Model)

164CH31

■ REAR AXLE

The rear axle is a semi-floating axle that is lightweight and simple in construction.



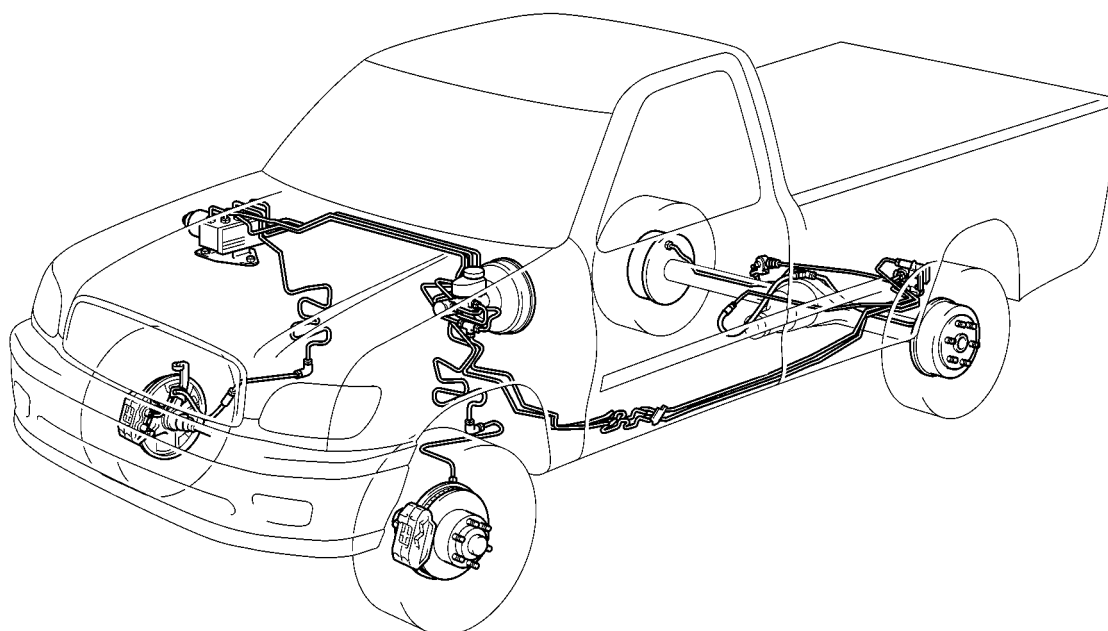
Rear Axle (with ABS)

164CH15

BRAKES

■ DESCRIPTION

- As on the previous model, the front brakes use the ventilated disc brakes, and the rear brakes use the leading-trailing drum brakes .
- The size of the front brakes has been changed to match the vehicle's weight and dynamic performance. To ensure longer wear of the pads, the pad area and thickness have been changed.
- The double-link-type variable lever ratio brake pedal and long-stroke master cylinder have been adopted to provide an excellent brake feeling.
- As on the previous model, the manual transmission model uses a stick type parking brake. The automatic transmission model uses a pedal type parking brake that is released by pressing the pedal further.
- A compact and lightweight ABS actuator in which an ABS ECU is integrated has been adopted.



With ABS Model

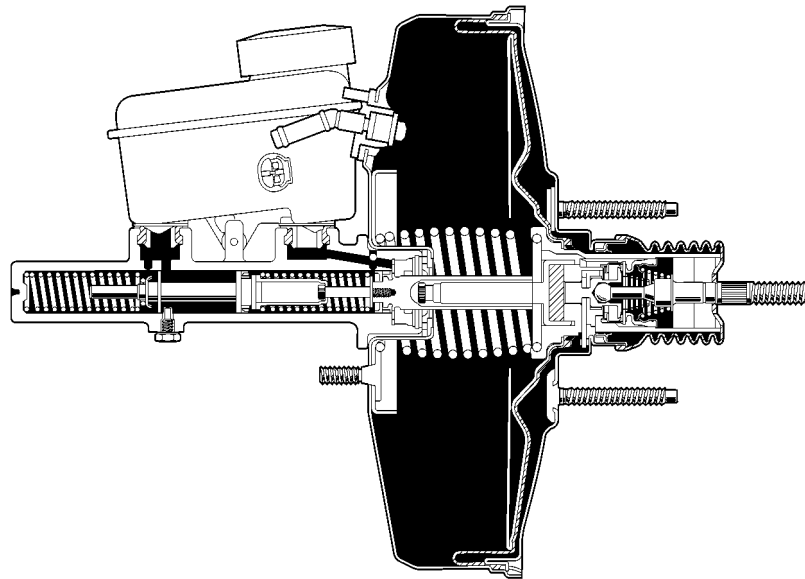
► Specification ◀

Item		Toyota Tundra
		5VZ-FE, 2UZ-FE
Master Cylinder	Type	Tandem (Lockheed + Lockheed)
	Diameter mm (in.)	20.64 (0.81)
Brake Booster	Type	Single
	Size in.	10"
Front Brake	Type	Ventilated Disc
	Caliper Type	S 13 W
	Wheel Cylinder Dia. mm (in.)	45.4 (1.79) x 4
	Rotor Size (D x T)* ¹ mm (in.)	319 x 28 (12.55 x 1.10)
Rear Brake	Type	Leading Trailing Drum
	Wheel Cylinder Dia. mm (in.)	25.4 (1.00)
	Drum Inner Dia. mm (in.)	295 (11.61)
Brake Control Valve	Type	LSP & BV
	Deflection Point of Hydraulic Pressure kPa (kgf/cm ² , psi)	1470 (15, 213)
	Pressure Reduction Gradient	0.3
Parking Brake	Type	Drum
	Size mm (in.)	295 (11.61)
	Lever Type	Stick Type* ² Pedal Type* ³
ABS		OPT

*¹: D : Outer Diameter, T: Thickness*²: Manual Transmission Model*³: Automatic Transmission Model

■ MASTER CYLINDER AND BRAKE BOOSTER

- A small-diameter and long-stroke type master cylinder has been adopted. Also, a Lockheed and Lockheed type tandem master cylinder is used on all models.
- A 10" single brake booster that supports the long-stroke master cylinder has been adopted.
- To prevent the increase in the total length due to the adoption of the long-stroke master cylinder as much as possible, the brake booster has been constructed so that the master cylinder is partially enclosed in the booster.
- This has been combined with a link-type variable lever ratio brake pedal to realize excellent brake feeling.



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■ FRONT BRAKE

- The size of the front brakes is matched to the vehicle's weight and dynamic performance.
- To ensure longer wear of the pads, the pad material and thickness have been changed.
- To realize low brake drag, the shape of the seal has been changed to increase the amount of pad return.

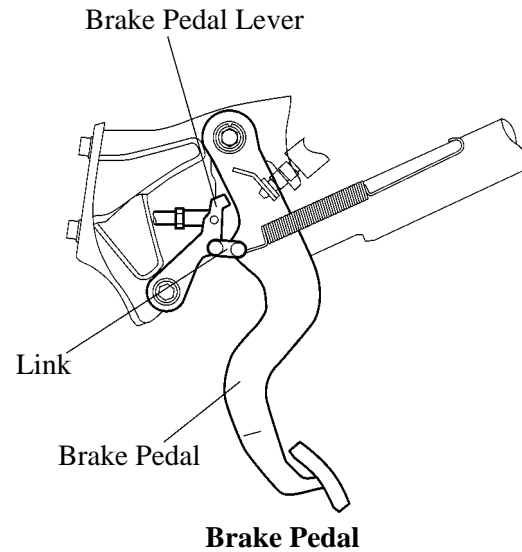
■ BRAKE PEDAL

1. General

A double-link-type variable lever ratio brake pedal is used. Together with the previously mentioned long-stroke type master cylinder, it provides an excellent brake feeling.

2. Construction

The double-link-type variable lever ratio brake pedal has adopted a construction in which the brake pedal and brake pedal lever are joined by a link to vary the lever ratio.



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3. Operation

1) Small Pedal Stroke

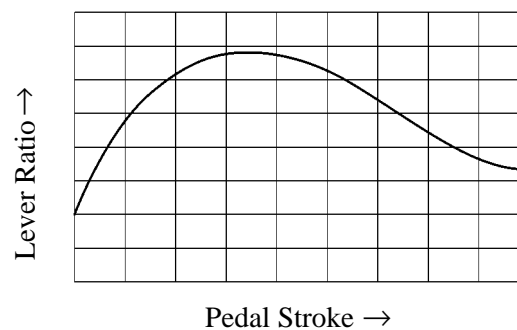
When the pedal stroke is small, the lever ratio is set small, assuming a normal gradual brake application. Thus, the brake fluid is delivered quickly into the calipers and rear wheel cylinder to effect smooth braking.

2) Medium Pedal Stroke

When the pedal stroke is medium, the lever ratio is set large, assuming a full brake application such as sudden braking. Thus, the brake pedal effort is minimized.

3) Large Pedal Stroke

When the pedal stroke is large, the lever ratio is set small in order to provide an appropriate amount of pedal rigidity. Thus, proper pedal response is realized.



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■ PARKING BRAKE

1. General

As on the previous model, the manual transmission model uses a stick type parking brake. The automatic transmission model uses a pedal type parking brake that is released by pressing the pedal further.

2. Pedal Type Parking Brake

Construction

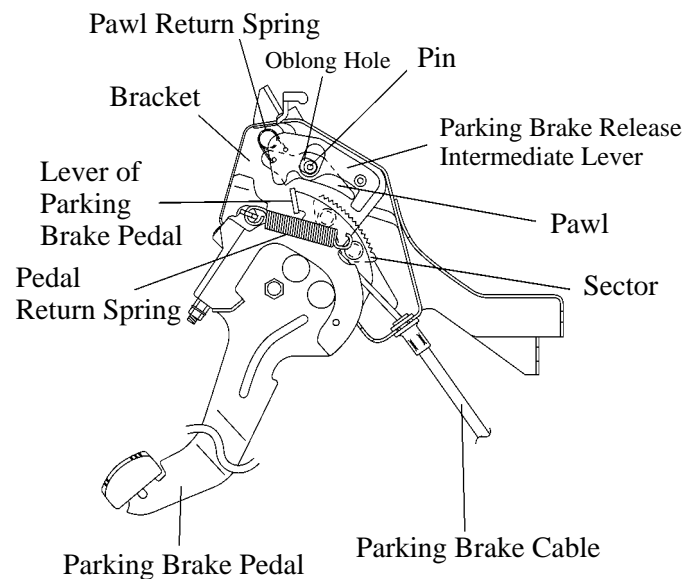
A pedal type parking brake consists of a parking brake pedal, sector, pawl, parking brake release intermediate lever, pawl return spring, pedal return spring and etc.

The pedal and sector are integrated, and the parking brake cable is attached to the pedal.

The sector is provided with a ratchet into which the pawl meshes.

The pawl and bracket are assembled with a pin. Also, the pawl has an oblong hole, which can realize a loss stroke.

The parking brake release intermediate lever has a pawl return spring attached to it. Moved by the tip of pawl or by the lever of the parking brake pedal, the direction of the pawl return spring changes, thus changing the direction of the spring force that is applied to the pawl.



164CH04

Operation

1) During Applying

Pressing the parking brake pedal causes the sector's ratchet to engage with the pawl. At this time, a counterclockwise force is applied to the pawl by the pawl return spring.

Then, when the pressure on the parking brake pedal is released, the reaction force of the parking brake and the force of the pedal return spring cause the pawl and sector, which remain engaged, to return (only for the amount of the loss stroke). As a result, the parking brake becomes locked.

At the same time, the parking brake release intermediate lever is pushed by the tip of pawl, and rotates counterclockwise, with point "A" as its center.

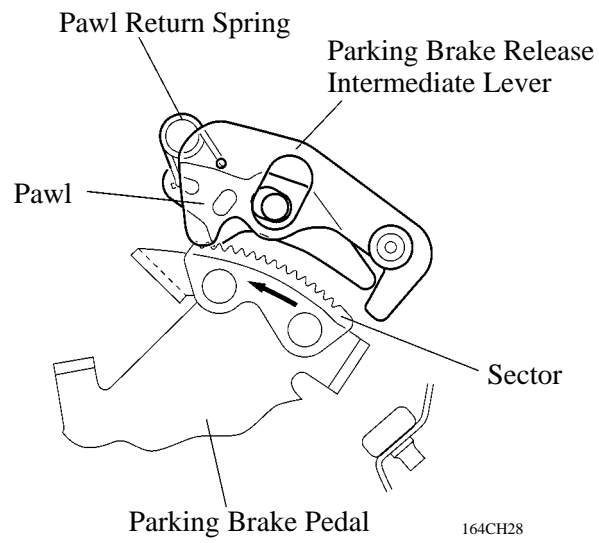
As a result, the direction of the pawl return spring changes, causing the pawl spring to apply a clockwise force to the pawl. However, because the reaction force of the parking brake and force of the pedal return spring are stronger, the pawl and the sector do not become disengaged.

2) During Releasing

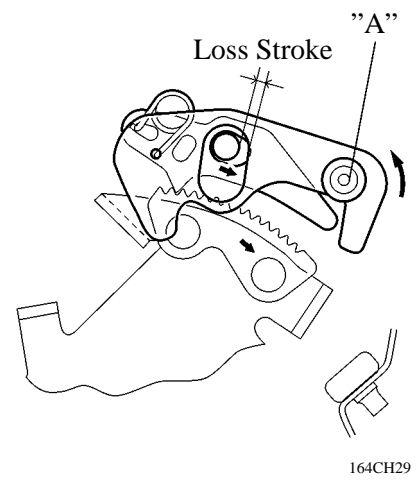
When the parking brake pedal is pressed again, because the reaction force of the parking brake and the force of the pedal return spring will not be applied to the pawl, the pawl return spring causes the pawl to rotate clockwise. As a result, the pawl is released from the sector's ratchet.

Next, when the parking brake pedal returns to its initial point, the lever that is provided on the pedal will push the parking brake release intermediate lever upward.

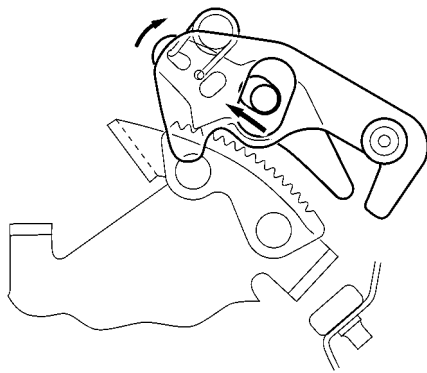
Then, the direction of the pawl return spring changes, and due to the force of the pawl return spring, the pawl reverts to its initial state.

► During Applying ◀

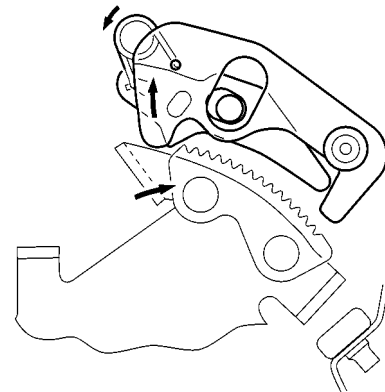
164CH28



164CH29

► During Releasing ◀

164CH30



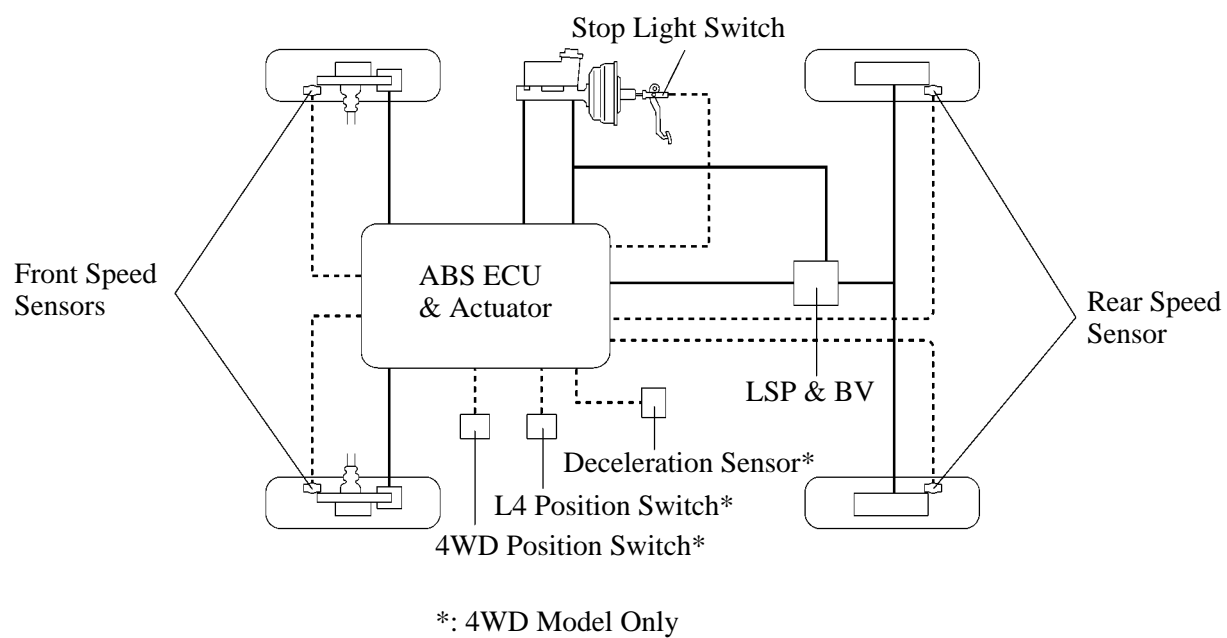
164CH36

■ ABS

1. General

- The ABS actuator is a compact and lightweight unit in which the ABS ECU is integrated.
- The 4WD model uses a semiconductor type deceleration sensor.

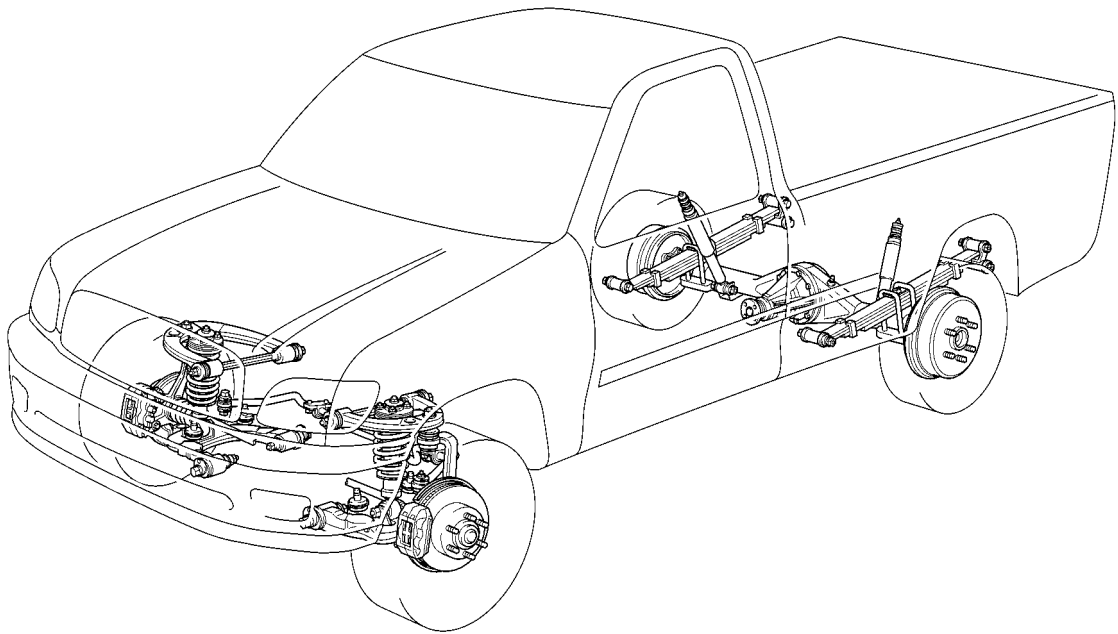
2. System Diagram



SUSPENSION

DESCRIPTION

- The previous model used the torsion bar spring type independent suspension for the front suspension. On the Toyota Tundra, the front suspension has been changed to the coil spring type double-wishbone independent suspension.
- The front suspension of the Toyota Tundra has the same construction for both the 2WD and 4WD models.
- The rear suspension is the same leaf spring type rigid suspension used on the previous model.
- An off-road package is available as optional equipment on the 4WD model.
- Refer to the 2000 model year Toyota Tundra Repair Manual (Pub. No. RM 682U) for the front wheel alignment.



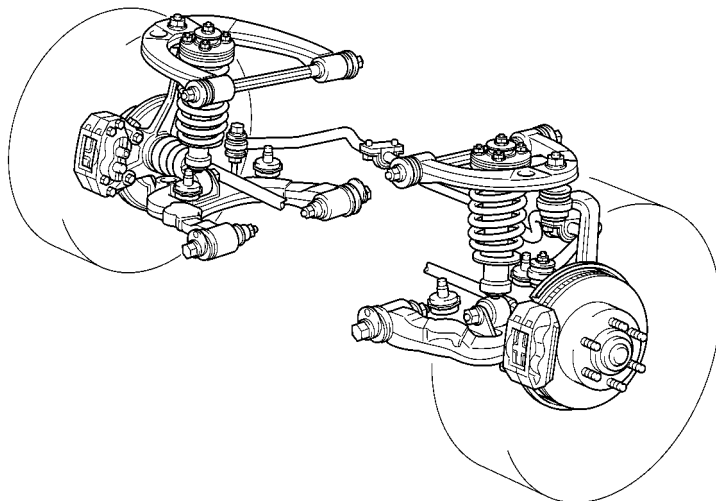
164CH05

► Specifications ◀

Item			2WD	4WD
Wheel Base		mm (in.)	3260 (118.34)	←
Tread	Front	mm (in.)	1681 (66.18)	1675 (65.94)
	Rear	mm (in.)	1648 (64.88)	←

■ FRONT SUSPENSION

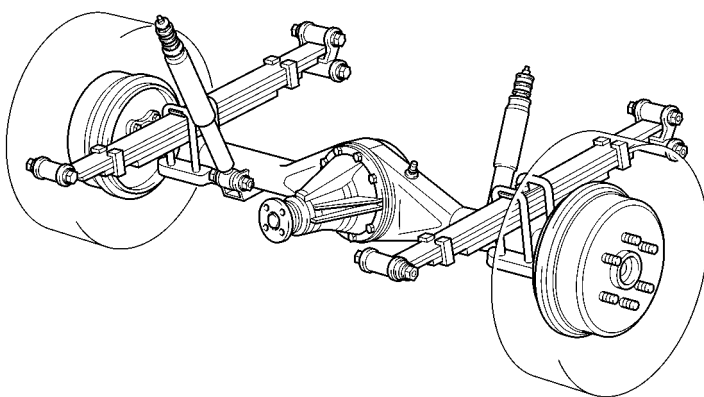
- The front suspension uses a double-wishbone independent suspension. In this suspension, the upper arms, which are used on the Toyota Tacoma (4WD) and the 4Runner, are mounted high.
- Low-pressure nitrogen gas shock absorbers are used to realize excellent riding comfort.



164CH06

■ REAR SUSPENSION

- The leaf spring span has been extended, the installation pitch has been expanded, and the installation position and construction of the shackles have been changed to realize high rigidity and excellent riding comfort.
- As in the front suspension, low-pressure nitrogen gas shock absorbers are used.



164CH07

■ OFF-ROAD PACKAGE (4 x 4)

An off-road package is available as optional equipment on the 4WD access cab model. The contents of the off-road package are the three items described below.

1) Shock Absorbers

The Bilstein's high-pressure mono-tube shock absorbers are used for both front and rear suspensions. The high pressure mono-tube shock absorber, which contains high-pressure gas and offers good cooling performance, helps to maintain more consistent damping force characteristics during long rough road driving.

2) Front Coil Spring

A non-linear coil spring is used for the front suspension.

The use of non-linear coil springs helps the vehicle to maintain its stability on rough roads while ensuring riding comfort on the road.

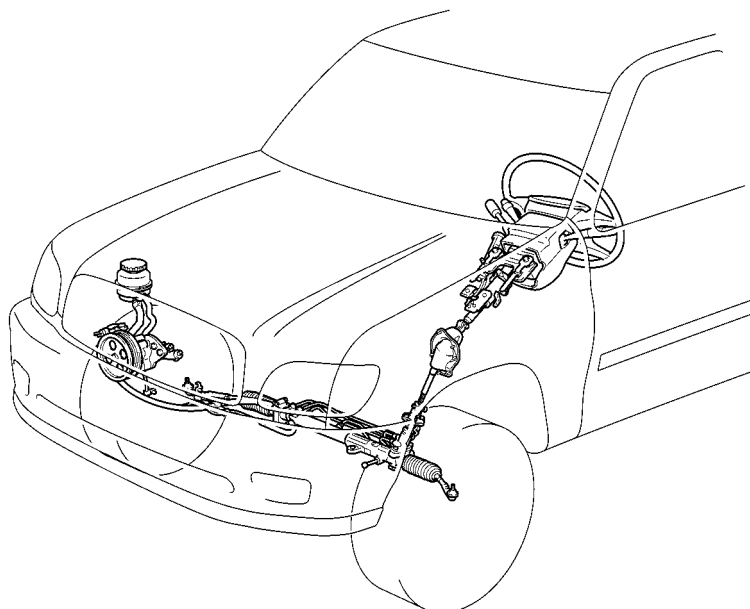
3) Tire

B.F. Goodrich tires have been adopted to realize excellent riding comfort on rough roads.

STEERING

■ DESCRIPTION

- On the previous model, the 2WD model used the rack and pinion type power steering and the 4WD model used the recirculating ball type power steering. However, the Toyota Tundra uses the rack and pinion type power steering on all models.
- A tilt steering mechanism, in which the steering can be tilted in five steps, is provided on all models.
- An energy absorbing plate type energy absorbing mechanism is used in the steering column.



2UZ-FE Engine Model

164CH09

► Specifications ◀

Steering Gear Type		Rack and Pinion Type
Gear Ratio (Overall)		18.6
No. of Turns Lock to Lock		3.38
Rack Stroke	mm (in.)	158 (6.22)
Fluid Type		ATF Type DEXRON® II or III