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The bore and stroke are the same as for the 1JZ-GE: cylinder bore is 86 mm (3.39 in) and piston stroke 71.5 mm (2.81 in), but this engine has a lot of different parts. In addition, the Yamaha Motor company took a great part in the development of this engine. The first generation of the Toyota 1JZ-GTE had a compression ratio rating of 8.5:1, twin CT12A turbochargers arranged in parallel and ...

Toyota 1JZ-GTE (2.5 Turbo) engine: specs and review ...

Like the 1JZ-GE, the 1JZ-GTE went through some changes in 1996. This second-gen turbo 1JZ has Toyota's BEAMS architecture. The biggest one is the replacement of two turbochargers with a

single CT-15B turbocharger. Toyota's engineers also added the VVT-i system for the intake and increased the compression ratio to 9.0:1.

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