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The 3UR-FE engine became a suitable replacement for the 4.7-liter 2UZ-FE. Like other members of its family, which also included the 1UR-FE/FSE, 2UR-GSE/FSE, the 3UR-FE has an aluminum cylinder block with 90-degree 'V' angle. Bore pitch is 105.5 mm; 21.0 mm cylinder banks offset.

[Toyota 5.7L 3UR-FE Engine Specs, Reliability and Info](#)

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ENGINE — 3UR-FE ENGINE EG-9 4. Cylinder Block General The cylinder block is made of aluminum alloy. The cylinder block has a bank angle of 90 ° , a bank offset of 21 mm (0.827 in.) and a bore pitch of 105.5 mm (4.15 in.), resulting in a compact block in its length and width considering its displacement. The spiny-type liners are used.

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The Toyota 3UR-FBE is a 5.7 L (5,663 cc, 345.6 cu · in) V8, four-stroke cycle water-cooled naturally aspirated internal combustion flex fuel engine, from the UR-family, manufactured by the Toyota Motor Corporation since 2006. This engine is an E85 Ethanol version of the 3UR-FE engine.

[Toyota 3UR-FBE \(5.7 L, V8\) flex fuel engine: review, specs ...](#)

The 3UR-FE is a 5.7-litre (5,663 cc) engine designed for use in the Toyota Tundra, Sequoia, Land Cruiser, and Lexus LX570 vehicles, without the D-4S gasoline direct injection but with Dual VVT-i. Bore and stroke of 94 mm × 102 mm (3.70 in × 4.02 in), it produces 381 hp (284 kW; 386 PS) at 5,600 rpm and 55.4 kg · m (401 lb · ft; 543 N · m) of torque at 3,600 rpm.

[Toyota UR engine - Wikipedia](#)

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The Toyota UR engine family is a 32-valve quad-camshaft V8 piston engine series which was first introduced in 2006 as the UZ series it replaced began phasing out. Production started with the 1UR-FSE engine with D4-S direct injection for the 2007 Lexus LS. The series launched with a die-cast aluminum block from Yamaha [citation needed] and re-engineered and different heads block, aluminum heads ...

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