

GCC / Saudi Vehicle Engine Specs – Selected Models

FZJ75/FZJ79 – 1992-1997 1FZ-F w/carburetor, 188 hp and 268 lb-ft torque
1998-2009 1FZ-FE (**Version 2**) w/FI, 240 hp and 300 lb/ft torque

FZJ80 – 1992 - 1997 1FZ-F w/carburetor, 140 hp and 268 lb-ft torque
1998 - 80 Series replaced by 100 Series in GCC, so no 1FZ-FE version of FZJ80

FZJ100/105 – 1999+ 1FZ-FE 240 hp / 300 lb ft torque
UZJ100 – 1999+ 2UZ-FE 235 hp / 320 lb ft torque

The early version of 1FZ-FE (**Version 1**) is the only 1FZ engine found in North America, in both the 1994-1997 FZJ80 and the 1995-1997 Lexus LX450. This is a much less powerful version of the 1FZ-FE, producing only 212 hp and 275 lb-ft torque.

FZ-FE engine updates from 1999 onward:

1. Power and torque were improved by adopting longer intake runners, new short-skirt pistons with higher piston rings to reduce dead air volume, an all-stainless steel exhaust system with fabricated headers and new engine electronics.
2. A revised cylinder head provides enlarged inlet ports and a revised combustion chamber design with increased squish area and larger valve seats.
3. Fuel system improvements include the adoption of full sequential injection with four-hole injectors and a hot-wire type air-flow meter for greater mixture accuracy.
4. The improved engine adopts direct ignition with three igniters and multiplex diagnostics.
5. Direct ignition improves reliability and emissions and reduces service time.
6. Other upgrades include a redesigned cylinder block, with additional strengthening ribs, and reduced reciprocating mass achieved by adopting lightweight pistons.
7. Exhaust gas recirculation (EGR) is not provided and engine control module (ECM) differs from North American specs (including catalytic converter delete).

Engine Fitment

Engine Notes:

Bold – Offered in “heavy duty” 70, 73/74, 75, 76, 77, 78, 79 and 100 Series

Not Bold – Other engines that may be imported for swap to 70, 80 or 100 Series

Highlighted – Most powerful engines that can legally be imported per EPA

Gas Engines:

3F (Carb, non-US)	135 hp / 210 lb ft Non-US 70s
1FZ-F (Carb, non-US)	188 hp / 268 lb ft Non-US 70s
1FZ-FE (FI US)	212 hp / 275 lb ft Not offered in 70s, US 80s only
1FZ-FE (FI, non-US)	240 hp / 300 lb ft Non-US 70s and non-US 100/105s
1GR	267 hp / 278 lb ft Non-US 70s
2UZ-FE non VVTI	235 hp / 320 lb ft Non-US 100s

Diesel Engines:

3B	90 hp / 160 lb ft Offered in many early 70s
13BT	120 hp / 159 lb ft Offered in BJ71 and BJ74

H	94 hp / 159 ft lb Not offered in 70s
2H	107 hp / 177 ft lb Offered in HJ75
12H-T	134 hp / 232 ft lb Not offered in 70s
1PZ	114 hp / 170 lb ft Offered in many 70s
1HZ	129 hp / 210 lb ft Offered in all 70s
1HDT	164 hp / 266 lb ft Not offered in 70s
1HD-FT	168 hp / 280 lb ft Not offered in 70s
1HD-FTE	164 hp / 280 lb ft Offered in 78/79 Series
1HD-FTE w/IC	202 hp / 317 lb ft Not offered in 70s, but offered in non-US 100/105s
1VD-FTV single turbo	202 hp / 317 lb ft Offered in 76, 78, 79s
1GD-FTV turbo w/IC	178 hp / 322 lb ft Offered in non-US 70s from 2023 onward

Source: Ward Harris 4-5-25, all errors are mine.