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The bore and stroke is 92 mm × 92 mm (3.62 in × 3.62 in). Due to the EFI system, the 2L-TE develops significantly more torque than its predecessor. The redline of this engine is at 4800 rpm, the compression ratio is 20.0:1. The 2L-TE was largely replaced by the KZ engine in 1993, although it continued to be used in some models until 2000.

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