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Lexus (レクサス, Rekusasu) is the luxury vehicle division of the Japanese automaker Toyota. The Lexus brand is marketed in more than 70 countries and territories worldwide and is Japan's largest-selling make of premium cars. It has ranked among the 10 largest Japanese global brands in market value. Lexus is headquartered in Nagoya, Japan. Operational centers are located in Brussels, Belgium ...

~~Lexus - Wikipedia~~

Engine Lexus Toyota Engine Power/torque Model Chassis code Drivetrain and transmission Model Chassis code Drivetrain and transmission 2.0 L inline-six 114 kW (153 hp); 195 N·m (144 lb·ft) at 4,600 rpm IS 200 (sedan) GXE10 RWD 6-speed manual (J160) 4-speed automatic Altezza AS200 (sedan) GXE10 RWD 6-speed manual (J160)

~~Lexus LS - Wikipedia~~

The Lexus LS (Japanese: レクサスLS, Rekusasu LS) is a full-size luxury sedan (F-segment in Europe) serving as the flagship model of Lexus, the luxury division of Toyota. For the first four generations, all LS models featured V8 engines and were predominantly rear-wheel-drive. In the fourth generation, Lexus offered all-wheel-drive, hybrid, and long-wheelbase variants.

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~~Lexus LS — Wikipedia~~

From Wikipedia, the free encyclopedia The following is a list of Lexus vehicles, including past and present production models, as well as concept vehicles and limited editions. Model generations are ordered by year of introduction.

~~List of Lexus vehicles — Wikipedia~~

The Lexus ES (Japanese: レクサス ES, Rekusasu ES) is a series of mid-size executive cars sold by Lexus, the luxury division of Toyota since 1989. Seven generations of the sedan have been introduced to date, each offering V6 engines and the front-engine, front-wheel-drive layout. The first five generations of the ES were built on the Toyota Camry platform, with the sixth and seventh ...

~~Lexus ES — Wikipedia~~

Oh yeah, Lexus vehicles are equipped with Toyota engines and their number is huge. Mid-size and compact models use inline-4 cylinder engines of naturally aspirated and turbocharged versions. Bigger cars (SUV and large sedans) use large V6 and straight-6. Some Lexus cars were equipped with the iconic Toyota Supra 2JZ engines.

~~Lexus Engines | Specs, reliability and durability, oil~~

The Lexus LFA (Japanese: レクサス LFA, Rekusasu LFA) is a two-seat sports car

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manufactured by Lexus, the luxury car division of Toyota. It is the second model in the F marque line of performance vehicles from Lexus, following the IS F. Three concept versions were unveiled, each debuting at the North American International Auto Show with the LF-A designation as part of the LF Series concept ...

~~Lexus LFA — Wikipedia~~

The gasoline engine and electric motor RX 450h hybrid also reach a combined power of 308 hp (230 kW). Lexus also offers a model equipped with four-cylinder gasoline turbocharged 8AR-FTS engine, which is called RX 200t (renamed to RX 300 for 2018 model year onwards), but this model is not available in North America. The vehicle is larger than the previous generation, with a 2-inch (50.8 mm) increase in wheelbase, providing more interior room throughout.

~~Lexus RX — Wikipedia~~

Bore and stroke is 91 mm × 82.5 mm (3.58 in × 3.25 in) . Output is 216 to 224 kW (290 to 300 hp; 294 to 305 PS) at 5600 rpm with 441 N⋅m (325 lb⋅ft) of torque at 3400 rpm. It has an aluminum engine block and aluminum DOHC cylinder heads. It uses SEFI fuel injection, has 4 valves per cylinder with VVT-i.

~~Toyota UZ engine — Wikipedia~~

Lexus IS engines first generation are the popular straight-4 3S, 2-liter straight-6 1G, and well-known 3-liter straight-6 2JZ installed in IS300. Unlike the 2JZ-GTE, which

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was installed in the Toyota Supra, Lexus IS used a conventional naturally aspirated 2JZ-GE.

~~Lexus IS Engines | Oil capacity, specs, problems, durability~~

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Lexus GS - Wikipedia Lexus IS engines first generation are the popular straight-4 3S, 2-liter straight-6 1G, and well-known 3-liter straight-6 2JZ installed in IS300. Unlike the 2JZ-GTE, which was installed in the Toyota Supra, Lexus IS used a conventional naturally aspirated 2JZ-GE. Lexus IS Engines | Oil capacity, specs, problems, durability Please select Lexus Engines model from the drop down above. We sell low mileage Lexus engines that are imported from Japan

~~Lexus Engines Wikipedia—bitofnews.com~~

Detailed features and specs for the 2020 Lexus NX 300 including fuel economy, transmission, warranty, engine type, cylinders, drivetrain and more. Read reviews, browse our car inventory, and more.

~~2020 Lexus NX 300 Features & Specs | Edmunds~~

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There are several key components in the 'self-charging' hybrid powertrain that give the Lexus RX 450h its efficiency credentials. At the heart of the system is a powerful 3.5-litre V6 petrol engine offering up to 262bhp, which drives the front wheels only with the help of a 167bhp electric motor.

~~Lexus RX 450h engines, drive & performance | DrivingElectric~~

We import following Lexus engines from Japan: Lexus 2JZGE VVTI & Non VVTi version for Lexus GS300, 1MZ VVTI for Lexus ES300 & RX300, 4GR FSE for Lexus IS250, Lexus 3GR FSE for Lexus GS300, 1UZ FE for Lexus LS400, 2UZ FE & 1FZ engine for Lexus LX450 and LX470 & 3UZ FE engine for Lexus SC430 & GS430.

~~Used Lexus engines | Low mileage Lexus Motors from Japan~~

Lexus Engines Wikipedia Lexus (レクサス, Rekusasu) is the luxury vehicle division of the Japanese automaker Toyota. The Lexus brand is marketed in more than 70 countries and territories worldwide and has become Japan's largest-selling make of premium cars.

~~Lexus Engines Wikipedia - mitrabagus.com~~

ATK builds remanufactured crate engines with a higher quality than new. Every engine is reverse engineered, allowing ATK to find and remove any factory original defect. This attention to detail and quality will save you time and money by keeping your Toyota or Lexus out of the shop and on the road.

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~~ATK Remanufactured Crate Engines for Toyota/Lexus | JEGS~~

Used Low mileage Engines are more commonly found in the later models like 4 th generation Lexus RX that was sold with three different engine choices. The base RX model included a 2.0 L 4 Cylinder Gasoline Engine which was also sold within a Highlander, Venza, Camry or a Scion.

A behind-the-scenes look at Lexus's surprising twenty-year success story—in a revised new edition In the 1980s, German brands BMW and Mercedes-Benz dominated the luxury car market and had little reason to fear competition from Japan. But in 1989, Toyota entered the market with the Lexus LS 400, a car that could compete with the Germans in every category but price—it was US\$30,000 cheaper. Within two years, Lexus had overtaken Mercedes-Benz in the United States and made a stunning success of Toyota's brave foray into the global luxury market. Lexus: The Relentless Pursuit reveals why Toyota decided to take on the German automakers and how the new brand won praise and success for its unparalleled quality, unforgettable advertising, and unprecedented customer service. From the first boardroom planning session to Lexus's entry into the mega-luxury supercar market, this is the complete and compelling story of one of the world's most admired brands. Includes a new Foreword by legendary designer

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Erwin Lui, an Afterword with updates since the first edition, and a new Coda by leading Japanese automotive journalist Hisao Inoue Covers the racetrack triumph—and tragedy—behind the new US\$375,000 Lexus LFA supercar Offers important business lessons for brand managers and executives For car enthusiasts, business leaders, and anyone interested in branding and marketing, Lexus: The Relentless Pursuit offers an amazing story of excellence and innovation in the automotive industry.

Includes updated introduction with author's postscript, dated September 2011.

When Lexus launched fifteen years ago, the idea of a Japanese brand that would compete fender to fender with Mercedes-Benz, BMW, and Cadillac seemed preposterous. But Lexus' first sedan shocked the world. The result of hundreds of prototypes, the work of more than 1,000 engineers, and some \$1 billion, the Lexus LS 400 pioneered new ground. Within just a few years, Lexus had transformed itself from an unlikely outsider into one of the industry's leaders as it redefined the idea of the luxury vehicle while also building a dealer network that gave unprecedented attention to service. The Lexus Story describes the brand's rapid ascent—and its travails along the way. The Lexus Story is the first journalistic telling of the history of this extraordinary company. And it is the only account afforded full access to the designers, engineers, dealers, and company leaders who molded the cars and the brand. The Lexus Story takes readers deep inside the making of first-class

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automobiles, from the creative sparks kindled in Lexus' far-flung design studios to the engineering refinements that translate ideals of performance and luxury into steel, glass, and rubber. Designed to be both readable and visually welcoming with more than 200 full-color photographs, *The Lexus Story* is a compelling history of a world-class brand.

In a bold bid to enter the prestigious luxury car market, Toyota launched its Lexus marque in 1989 with the LS400. Impeccable attention to detail, advanced engineering, sourcing of first quality materials from around the world and meticulous build quality ensured that cars wearing the Lexus badge could compete directly with the established products of Mercedes-Benz, BMW and Jaguar. Motoring journalists around the world were quick to confirm the inherent quality of the Lexus, allowing the new marque to become established amazingly quickly and to make serious inroads into the sales territories of other prestige brands. This book covers the complete year-by-year development of the Lexus line, including the equivalent models in Japan. Written by an acknowledged Toyota expert with the full co-operation of the company and its many subsidiaries worldwide, this is the definitive history of the marque.

The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven

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by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others? Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

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In this standalone short story by N. K. Jemisin, author of *The Fifth Season*, the winner of this year's Hugo Award for Best Novel, New York City is about to go through a few changes. Like all great metropolises before it, when a city gets big enough, old enough, it must be born; but there are ancient enemies who cannot tolerate new life. Thus New York will live or die by the efforts of a reluctant midwife...and how well he can learn to sing the city's mighty song. *The City Born Great* is a Tor.com Original. At the Publisher's request, this title is being sold without Digital Rights Management Software (DRM) applied.

Big men. Big money. Big games. Big libidos. Big trouble. A decade ago, *The Bonfire of the Vanities* defined an era--and established Tom Wolfe as our prime fictional chronicler of America at its most outrageous and alive. This time the setting is Atlanta, Georgia--a racially mixed late-century boomtown full of fresh wealth, avid speculators, and worldly-wise politicians. The protagonist is Charles Croker, once a college football star, now a late-middle-aged Atlanta real-estate entrepreneur turned conglomerate king, whose expansionist ambitions and outsize ego have at last hit up against reality. Charlie has a 28,000-acre quail-shooting plantation, a young and demanding second wife--and a half-empty office tower with a staggering load of debt. When star running back Fareek Fanon--the pride of one of Atlanta's grimmest slums--is accused of raping an Atlanta blueblood's daughter, the city's delicate racial balance is shattered overnight. Networks of illegal Asian immigrants

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crisscrossing the continent, daily life behind bars, shady real-estate syndicates, cast-off first wives of the corporate elite, the racially charged politics of college sports--Wolfe shows us the disparate worlds of contemporary America with all the verve, wit, and insight that have made him our most phenomenal, most admired contemporary novelist. *A Man in Full* is a 1998 National Book Award Finalist for Fiction.

Six months after its American introduction in 1985, the Yugo was a punch line; within a year, it was a staple of late-night comedy. By 2000, NPR's Car Talk declared it "the worst car of the millennium." And for most Americans that's where the story begins and ends. Hardly. The short, unhappy life of the car, the men who built it, the men who imported it, and the decade that embraced and discarded it is rollicking and astounding, and one of the greatest untold business-cum-morality tales of the 1980s. Mix one rabid entrepreneur, several thousand "good" communists, a willing U.S. State Department, the shortsighted Detroit auto industry, and improvident bankers, shake vigorously, and you've got *The Yugo: The Rise and Fall of the Worst Car in History*. Brilliantly re-creating the amazing confluence of events that produced the Yugo, Yugoslav expert Jason Vuic uproariously tells the story of the car that became an international joke: The American CEO who happens upon a Yugo right when his company needs to find a new import or go under. A State Department eager to aid Yugoslavia's nonaligned communist government. Zastava Automobiles, which overhauls its factory to

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produce an American-ready Yugo in six months. And a hole left by Detroit in the cheap subcompact market that creates a race to the bottom that leaves the Yugo . . . at the bottom.

"If, like us, you like a darn good read about business events, with real managers struggling with real issues, this is the book to curl up with (at times your guts will curl too)." Management Today "Thorough and well-grounded." The Economist "It comprehensively demolishes the business logic behind BMW's flawed acquisition of Rover." Financial Times BMW promised a bright new future for Rover. In turn, Rover was to keep BMW as the independent car dynasty it wanted to remain. But it all went wrong. Badly wrong. End of the Road is the full story of the eight-year saga of BMW's ownership of Rover - from acquisition to sale and subsequent aftermath. Witness the clash of cultures, battle of executive egos, disastrous decisions and boardroom bloodshed. Based on unparalleled and officially sanctioned access to all the major players, Brady and Lorenz reveal the full story. Find out how BMW and MG Rover have fared since the sale, and share the authors' predictions for the future of both companies. The BMW purchase of Rover was seen as the end of a great British industry. It was also the start of a great British drama...

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