



2005 Scion tC

LIKE ITS STABLE-MATES, THE SCION tC is well equipped right from the factory. This model has four-channel ABS, Electronic Brake Force Distribution (EBD), a dual-panel sunroof and aggressive 215/45Z R17 tires. There's also a long list of Toyota Racing Development

(TRD) parts available, including a blower.

Unlike the other Scion models, this one has a big 2.4L engine lifted from the Camry, but there are some differences. Though things are a little tight under the hood, normal maintenance is

simplified by nice little touches such as a coolant drain on the block and on the radiator, with a bleeder on top of the radiator.

Unfortunately, valve adjustment requires camshaft removal to install new lifters of the proper thickness. Also, the catalytic converter is under the hood, so belts and hoses should be checked often for heat damage. Toyota

doesn't list amperage ratings for the alternator, but the test spec calls for a minimum output of 30 amps with high beams on and the heater blower on high.

This is the first year for the tC, so we haven't seen any service bulletins yet.

However we have driven

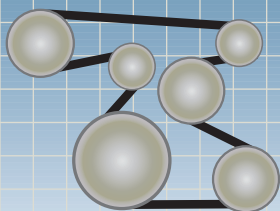
the car and can report that power is adequate, the gearing is surprisingly short, handling is outstanding and overall the car is fun and practical.

CHEAT SHEET



Production run: 2005
Model variants: tC
Engines: 2.4L DOHC four-cylinder with VVTi

BELT POSITIONS 2AZ-FE ENGINE



KEY SPECS	2005 SCION tC
2AZ-FE ENGINE SPECIFICATIONS	
Type:	14, 2.4L, chain-driven DOHC, four-valve, open deck, aluminum block and head
Displacement:	2362cc (144 cid)
Bore x stroke:	88.5 x 96mm (3.48 x 3.78 in.)
Horsepower:	160 hp @ 5,700 rpm
Torque:	163 ft.-lbs. @ 4,000 rpm
Compression ratio:	9.6:1
Emission control:	EVAP
Fuel system:	MPI
Fuel pressure:	44-50 psi @ idle, 21 psi hold
Fuel injectors:	11.6-12.4 ohms
Oil pressure:	4.3psi @ idle, 36-78 psi @ 3,000 rpm
Valve clearance:	Intake, 0.008-0.011 in. (0.19-0.29mm); Exhaust, 0.012-0.016 in. (0.30-0.40mm). <i>See Technical Notes.</i>
Spark plug gap:	0.039-0.043 in. (1.0-1.1mm)
Firing order:	1-3-4-2
Ignition timing:	5°-15° BTDC @ idle
Base idle speed:	Manual, 650-750 rpm; Automatic, 610-710 rpm
ELECTRICAL SYSTEM	
Battery:	12V
Alternator:	<i>See Technical Notes.</i>
Ignition:	Direct
CAPACITIES	
Oil/filter change:	4.0 qt. (3.8L)
Automatic trans:	3.7 qt. (3.5L)
Manual trans:	2.6 qt. (2.5L)
Fuel tank:	14.5 gal. (57L)
Cooling system:	7.2 qt. (6.8L)
Refrigerant:	14.1 ± 1.1 oz. (400 ± 30g)
Compressor:	4.7 ± 0.5 oz. (140 ± 15cc)
LUBRICANTS	
Brake fluid:	DOT 3
Engine oil:	API SL, SAE 5W-30
Automatic trans oil:	Toyota ATF Type T-IV
Manual trans oil:	API GL-4 or -5, SAE 75W-90
Power steering:	Dexron III
Refrigerant:	R134a
Compressor:	PAG ND-OIL 8
MAINTENANCE REQUIREMENTS	
Oil and filter:	5,000 miles
Spark plugs:	30,000 miles
CHASSIS SPECIFICATIONS	
Drivetrain:	FWD, five-speed manual or electronic four-speed overdrive automatic transmission
Brake system:	Disc/disc with four-channel ABS
WS sensors:	Front, 1,400-1,800 ohms; Rear, 1,000-1,300 ohms
Front disc thickness:	0.906 in. (23mm) minimum
Rear disc thickness:	0.295 in. (7.5mm) minimum
SUSPENSION SYSTEM	
Front:	MacPherson struts, A-arms, stabilizer bar
Rear:	Lower A-arms, one upper link, coil springs, tube shocks
Lug nut torque:	76 ft.-lbs. (103 Nm)
Axle nut torque:	159 ft.-lbs. (216Nm)
FRONT ALIGNMENT SPECIFICATIONS	
Toe:	0° ± 12'
Camber:	-0°31' ± 45'
Caster:	3°02' ± 45'
SAI:	12°31' ± 45'