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Coverage is subject to the terms and conditions of your New Vehicle Limited Warranty. See Owners Warranty and Maintenance Guide for details. Starting with the 2020 model year, every Toyota hybrid battery warranty is being increased from 8 years or 100,000 miles, to 10 years from date of first use, or 150,000 miles whichever comes first. This enhancement serves as an indication of our confidence in the quality, dependability, and reliability of our products. The HV battery may have longer coverage under emissions warranty. For Toyota hybrid vehicles beginning with model year 2020, the hybrid HV battery is covered for 10 years from original date of first use or 150,000 miles, whichever comes first. See Owners Warranty and Maintenance Guide for details. Most have 12 month coverage, and there aren't many, if any, companies that offer a longer guarantee. Car covers are warranted for 12 months from the date of purchase and do not assume any coverage under the Toyota New Vehicle Limited Warranty. So we thought the TCUV Warranty should be just as thorough. The HV battery may have longer coverage under emissions warranty. We also add a 1 year 24 hour Roadside Assistance Plan 4 from original date of TCUV purchase. For the enhanced peace of mind of an available Extended Vehicle Service Agreement, please visit Toyota Financial Services. From audio to optional No need to hunt down a Detailed Toyota manuals and Plus, learn more about Whats more, Toyota Select your Toyota model to. The size class for cars is determined by the interior passenger and cargo volumes. The size class for trucks is defined by the gross vehicle weight rating GVWR, which is the weight of the vehicle and its carrying capacity. EPA retests about 10% of vehicle models to confirm manufacturers' results. This is typically measured in liters 3.2L, for example, though sometimes it is expressed in cubic inches. I4 and V6 refer to the configuration and number of cylinders. <http://XN--B1AGA5ADIN6B.XN--P1AI/userfiles/canon-irc2620n-service-manual.xml>

- **98 camry manual transmission, 1998 toyota camry manual transmission, 1998 toyota camry manual transmission swap, 98 camry manual transmission, 98 camry manual transmission problems, 98 camry manual transmission fluid, 98 camry manual transmission diagram, 98 camry manual transmission parts.**

Transmissions must either be controlled manually by the driver "Manual Transmission" or automatically by the vehicle "Automatic Transmission". One type of Automatic Transmission is the Continuously Variable Transmissions CVT which doesn't have a fixed number of gears. Common configurations include frontwheel drive, rearwheel drive, fourwheel drive and allwheel drive. Select Ram in the Make menu. Please try again later. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. F3 5.0 out of 5 stars The 97 99 cars sold in the USA have single headlights with dual filament bulbs for both high beam and low beam. We drove it about 100,000 miles in five years all over Europe. Its been driven in nine different countries plus the U.S. My wife liked to drive at 100 MPH on the Autostrada in Italy. She would pull over when a really fast car came up behind her. The four cylinder, 2.2L engine could cruise at 100 MPH 160 KPH for extended periods easily without overheating or seeming to be stressed at all. The car now has 280,000 miles and is still comfortable, roomy, economical, powerful and beautiful what more can one ask of a car. Picture shows car on a mountain top in Italy with odometer at 250K miles photos were not taken at the same time. Its reliable, comfortable and the best about this car is the fuel economy without sacrificing power. Downside is the cost of the replacement parts and that sometimes they

are a little hard to find but Ive saved so much in gas that you can say the car pays them itself. Something I love about this car and thats rare in others is the super big gas tank, almost 20 gallons; it can run for 750 miles without stopping and at pretty good mean speed, little above 70 mph. It had 90,000 miles when i purchased it. <http://alexandrapanayotou.com/web/images/static/canon-irc4580i-manual-english.xml>

I have been doing all of my own fluid changes on it and have found it easy to work on. It has 167,000 miles on it now and have only had to do maintenance related repairs which i have again been able to do on my own. Spark plugs, o2 sensors, brakes, ignition coils and charcoal filter. Oh except i had to replace the inside drivers door handle and the trunk lock and when i got the car the shifter cable was broken and i paid to have that replaced. The cons for the car is that the 4 cyl engine doesnt have great acceleration and the spark plug tube nuts need to be tightened periodically so the valve cover doesnt leak. All in all for a car that has been around 20 years and ive owned for about half its life Ive found it to be very dependable. Only changed the following power steering pump around 225,000, alternator because i had a audio system that damage it. thats my fault fuel pump because i thought it was bad. but it wasnt bad. the timing belt broke and the car wouldnt start front brake calipers around 185,000 Will keep buying these Toyotas until I die. As a mechanic, I love not having to work on my car all the time. These cars start very easy, in cold Michigan winter mornings, and even after sitting for years. I get 30 mpg or better year round. This car is not a fast car, but put it to the floor and the high revving 2.2L 4 cyl will come to life and surprise many. Most common failure of this car is that people dont replace engine seals and rebuild the oil pump after 150k or about ten years. It is an easy job while changing the timing belt. Oil seals get old and brittle then fail causing lack of oil and engine failure. Not the fault of Toyota, but the owner. Treat it good and it will treat you great! We have been driving it since 1998 and it has not given any troubles at all. Very reliable. Other advantages of owning this car include 1 parts are readily available and cheap 2 easy to repair, easy access to engine components etc.

Recently, an elderly driver rear ended the car damaging the bumper and reinforcement bar. I ordered the parts from Amazon and fixed it in 30 minutes. With cruise control on long drives, very efficient. Almost to 250,000 miles without a major repair. Bought new, will drive until she drives no more. Goal more than 300,000 miles. D. He definitely will work with you and make sure that you get what you want. Love love love front line auto will return for future purchases. When I talked to them they wouldn't even schedule a test drive without a certified check from a financial institution. Huh, excuse Me. If they gave me that Price upfront, I would have Never, NEVER, contacted them. They get 4stars, because they were Local and have a kind Mang. Staff. But Professionalism is Slack, especially from Sales Mangement He made several accomodations for us to test drive the car, take it to a mechanic, and really anything else we requested. The experience was seamless and he charges some of the lowest fees around. Would highly recommend! Junior was very professional and made the car buying process simple and quick. The vehicle was very well used and not worth our consideration. Highly recommended. Very open and honest, I would do business with them again. It was a 23 hour long drive and I would do it again if I had to. Will never buy a car from them. The best experience I have ever had. A very big thank you for all the crew. A tax the state of Texas charges dealers for inventory. It wasnt much and they are willing to work with you. The first person I talked to about it was a bit argumentative about the tax. He could of had a bad day or something who knows. The Second person that contacted me about that situation was more than fair and resolved the issue. Unfortunately my work load kept me away before I got to look at the car and it was sold.

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They made the buying experience As a result, the venerable Toyota brand stumbled and continues to struggle to regain consumer confidence, especially since certain Camrys built from 2007 to 2010 were involved in the recall. Its spacious, quiet cabin offers comfortable seating for five passengers,

and drivers will generally find the controls ergonomic and well laid out, though some owners say they have difficulty seeing some displays in bright sunlight. Similarly, the Camry rides on a suspension tuned for a smooth, comfortable ride, but some owners and reviewers find it too soft for sportier driving. However, this hasn't presented a problem for most owners, particularly daily commuters and those with families. In fact, in 2010, U.S. News and World Report gave the Camry its Best Midsize Car for the Money award for the second consecutive year. However, competitive automakers, especially the domestic Big Three, have taken advantage of Toyota's problems to make inroads into the Camry's sales. On the plus side, this can result in good deals for prospective buyers. Top competitors to the Camry include the Honda Accord, Nissan Altima, Ford Fusion, and Hyundai Sonata. For 2011, the Camry received a redesigned gas pedal problems with gas pedals triggered the recalls as well as a new brake override system, designed to prevent the Camry from accelerating when the driver's foot is depressing the brake. Trims range from the entry-level Base trim to the LE, sporty SE, and high-end XLE. A 2.5-liter four-cylinder engine, producing 169 hp and 167 lbft of torque, provides base power for all trims, although owners can upgrade to a 3.5-liter V6 engine, which pumps up the power to 268 hp and 248 lbft of torque. The Camry's platform and size, however, should remain the same as the current versions. Available as both a four-door sedan and a five-door hatchback, it stretched to 102 inches, making it one of the longer Japanese imports.

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In the Toyota lineup, the front-wheel-drive Camry slotted above the Corolla and the rear-wheel-drive Corona, which it replaced in many markets, including the U.S. Power came from a 1.8-liter, 92-hp four-cylinder, which did a good job of moving the fairly lightweight Camry. Toyota offered early Camrys with either a five-speed manual or a four-speed automatic transmission. Even in its first generation referred to internally as the V10, the Camry's comfortable ride, quiet interior, good gas mileage, and affordability attracted buyers worldwide. Like the original Camry, this version had a narrow body and carried the compact car designation. In all, Toyota launched five generations of the narrowbody Camry, with the third generation V30 appearing in 1990, the fourth V40 in 1994, and the fifth the V50 in 1998. However, the latter generations of the narrowbody Camry were not available in the U.S. market, since they were replaced in 1992 by a longer, widebody platform, which moved the Camry into the midsize market segment, where it remains today. In 1988, the automaker offered Camry trims with a new optional 2.5-liter, 158-hp V6 powerplant and an all-wheel-drive system called AllTrac. That same year, Toyota started building Camry Base, DX, and LE trims at a new plant in Georgetown, Kentucky. Although the wheelbase of the first widebody generation dubbed XV10 stretched only 1 inch longer than the narrowbody version, overall it was 6 inches longer and two inches wider than its predecessor. It also received a larger 2.2-liter four-cylinder engine developing 130 hp, while the V6 was beefed up to 3.0 liters and generated 185 hp. Also in 1992, antilock brakes became optional. It reemerged in 1999 as the Camry Solara, and was designed primarily to compete with the Honda Accord Coupe. Toyota also added a passenger-side airbag for the Camry in '94, and introduced side-impact airbags as an option for all Camrys in 1998.

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Once again, for this generation, Toyota stretched the Camry's dimensions, adding 2 inches to its wheelbase and 2.5 inches to its height. The automaker bumped horsepower for the V6 engine to 192 and introduced a new 2.4-liter four-cylinder powerplant producing 157 hp and 162 lbft of torque. In addition, Toyota dropped the station wagon from the Camry lineup, in deference to the growing influence of SUVs. Such features as power door locks, stability control, and traction control became standard on all Camry trims in 2010. Numerous awards helped build the Camry's appeal, including Motor Trends Car of the Year award in 2007 and more Best Car for the Money awards than any other model, according to the automaker. In addition, the Camry was the bestselling car in America

for 12 of the last 13 years, and had the best resale value of all cars in 2010, according to Kelley Blue Book, attesting to the cars value, affordability, and popularity with buyers. The voluntary safety recall for problems with gas pedals affected certain Camrys built from 2007 to 2010, especially fourcylinder trims. In addition, certain Camrys built in the same year were recalled due to issues with the floor mats. These Camrys offer the same roomy cabins and comfortable ride as the current generation, although some trims may not come equipped with safety features like antilock brakes and a full range of airbags. Buyers may even want to look to the generation prior to that, built from 1997 to 2002, since many of those vehicles remain on the roads today, and some are welleequipped with safety and comfort features. In addition, some Camrys built prior to 1997 are still available, attesting to the models overall build quality and reliability. The interiors of the 200910 Camrys, for instance, fell below the standards of some owners, while others found the exterior design, steering, and performance somewhat dull, especially when compared to competitive cars from motivated automakers.

Similarly, prospective owners seeking a sporty ride might want to avoid the Camry, which performs best in more routine, aroundtown settings. That seems to be Toyotas philosophy in updating the eighth generation of the Camry for the 2020 model year. This latest version of the perennial best seller debutedIn order to put daylight between itself and Toyota's larger fullsize sedan, the midsize Camry is now smaller than some of its competitors, while He tries to force the issue that hes still "hip" or "with it," but really his primary job is to provide for his family. Toyota may be taking After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too. The XV20 Camry range is split into different model codes indicative of the engine. Inlinefour models utilize the SXV20 gasoline and SXV23 CNG codes, with MCV20 designating the sixcylinder V6 versions.The XV20 Camry was offered in 2.2liter inlinefour and 3.0liter V6 engined versions. In Australia, the luxuryoriented version was badged Toyota Vienta.An upmarket version of the wagon also sold as the Toyota Mark II Qualis. Furthermore, this was the first Camry to be badgeengineered as a Daihatsu; the Daihatsu Altis sold in Japan was identical to the export version of the Camry. The Japanese Scepter ceased to exist as the Japanese Camrys adopted the 1,795 mm 70.7 in wide platform, thereby incurring an increased tax liability in Japan due to its extended length and width according to Japanese exterior dimension limits. The Vista began departing from the Camry, remaining 1,700 mm 66.9 in wide and eventually forming the basis of the growing Corolla. In addition, the Vistas sheet metal resembled a tall, formal sedan, while the Camry became sleeker.

The Lexus ES 300 was again built from the Windom, which uses the Camry chassis.Toyota Australia started production of the facelift model in 2000.Production in Thailand and Indonesia began in 1999, replacing Australia as the source of Camrys in Southeast Asia.Japanese sedans dropped the Gracia suffix in 1999, although it was retained by the wagon until its 2001 demise. The wagon was also sold in Japan as Toyota Mark II Qualis. It had no relation to the Mark II sedan a rearwheel drive executive car besides the front and rear lights, which resembled those of the Mark II. The Mark II Qualis was also available in a 3.0G version, with the 3.0liter V6 engine, not available on the Japanese market Camry. The Camry Gracia was sold only at Toyota Japanese dealerships called Toyota Corolla Store alongside the Camry, while its twin the Mark II Qualis was exclusive to Toyopet Store locations.It was only sold in Japan, and its production started from this generation. The Altis was introduced March 2000 as a flagship sedan for Daihatsu as a replacement for the Daihatsu Applause. Not very many Altis models were sold in Japan. This is because a typical Daihatsu is priced in the entry level pricing range, and the Altis was priced very similar to the comparable model Camry. The Altis was available with the 2.2liter fourcylinder engine. Unlike the Camry, which is available as a sedan or wagon in Japan, the Altis sold only as a sedan.The lineup of fourcylinder Camry models

consisted of the CSi, Conquest and CSX models automatic transmission was standard on Conquest and CSX; all three variants were available in sedan or wagon body styles. The Camry V6 models consisted of CSi and Conquest, again as sedans and wagons, with the wagons only available with automatic transmission. The Camry V6 Touring sedan model was launched in March 1999. The Vienta VXi was similarly equipped to the fourcylinder Camry CSX.

The Vienta V6 range was discontinued due to the launch of the Avalon sedan in July 2000 and two new models were added to the Camry range the top of the range Azura V6 sedan and the Touring V6 wagon, both of which were available with an automatic transmission only. Towards the end of the model run, the limited edition Intrigue and Advantage sedans were launched. It was offered in three different trims as a sedan the low end XLI and midrange GLI that both carried the fourcylinder engine—and the luxury Grande with V6 engine. The station wagon was also offered with the GLI trim. Both the LE and the XLE trims were carried over from the previous generation. All trim levels were available with either the 2.2liter inlinefour or the 3.0liter V6 engine. The LE based Gallery Edition and Collector Edition were new for 2001 model year. Some of this generation Camry sold in the US were produced at TMMK as well as at the Tsutsumi plant in Japan. Toyota Racing Development TRD offered a supercharger kit for the V6 models, raising power to 247 hp 184 kW and 242 lbft 328 Nm of torque. In contrast to the coupe from the third generation Camrys, the new two door cars were given a separate nameplate Toyota Camry Solara, or simply Solara. They were also a significant styling departure from the sedan. The Solara was available in SE and SLE trims, corresponding roughly to the sedans LE and XLE trims. But like its predecessor, the Camry XV10, the range was a lot more limited. As before, models for the European market continued to be imported from Japan. Retrieved 20090508. By using this site, you agree to the Terms of Use and Privacy Policy. In Japan, Camry was once exclusive to Toyota Corolla Store retail dealerships. Narrowbody cars also spawned a rebadged sibling in Japan, the Toyota Vista —also introduced in 1982 and sold at Toyota Vista Store locations. Diesel fuel versions have previously retailed at Toyota Diesel Store.

When Camry became an independent model line in 1982 with the V10 series, Toyota made it available as a five door liftback in addition to the sedan. The subsequent Camry V20 series, debuted in 1986 with a station wagon substituting the liftback body variant and Japan only hardtop sedans making their debut. The company replaced the V20 in 1990 with the V30 sedan and hardtop, but this model series was exclusive to Japan. Automotive tax regulations in that country dictated the retention of a narrower body as used in previous Camry generations. However, overseas demand for a larger Camry resulted in the development of a widebody XV10 sedan and station wagon that arrived in 1991. Japan also received the wider XV10 as the Toyota Scepter. The company then issued an XV10 bodied coupe in 1993 that was spun off in 1998 as an independent model line, titled Camry Solara. Its replacement, the XV20, arrived in 1996—named Camry Gracia in Japan. It was not until the narrow V40 ended manufacture in 1998 that the Camry in Japan was to again mirror the cars sold internationally. Japanese sedans dropped the Gracia suffix in 1999, although it was retained by the wagon until its 2001 demise. From 1998, the Vista ended its Camry alignment, and instead branched into an independent model line with the V50 series for an extra generation before the nameplate was withdrawn in 2003. The next widebody model, the XV30, came in 2001. Now sold only as a sedan, it now offered two different front and rear end design treatments. Japan and most global markets received one style; a separate, more conservative version covered markets in East and Southeast Asia. With the XV40 of 2006, the Camry derived Aurion became the donor model for the more conservative Camry sold in this region. The subsequent XV50 series, sold from 2011 until 2019, has resulted in even more markets adopting the alternative body panels, such as Japan and Eastern Europe. The current generation is called the XV70.

The relationship continues to this day, but over the generations, the ES—sold as the Toyota Windom in Japan from 1991 through to 2005—gravitated further away from its Camry brethren. Between

2000 and 2010 and since 2012, Daihatsu has offered a badge engineered Camry as the Daihatsu Altis sold only in Japan. Badge engineering has also occurred in Australia with the Holden Apollo between 1989 and 1996. From 1993, Toyota Australia badged V6engined versions as Camry Vienta, becoming Toyota Vienta in 1995 until the badges departure in 2000. Between 20062017, the Toyota Aurion model from Australia was derived from the V6 Camry, but with revised frontend and rearend styling treatment and a partially refurbished cabin. Strictly speaking, Celica Camry is not the first generation of Camry, but rather its predecessor. All Camry station wagons for the United States originated from Japan, while sedans were a mix of Japanese built and American built, with the ratio of American built sedans increasing yearly. Three trim levels of the V20 Camry were made the unbadged base model, the DX, and the LE. The fourwheeldrive Camry, dubbed AllTrac was introduced for 1988 and a 2.5liter V6 engine was also added as an option. The V6 was fuelinjected with 24 valves, and dual overhead camshafts. The 1989 model year saw the Camry's mid life update which included new front and rear bumper covers that were one piece instead of two, new taillight design, along with a few interior styling updates. The 1990 model year saw a slight upgrade in horsepower for V6 models, from 153 to 156. North American 1990 Camrys built from February 1990August 1990 also saw another refresh that included Toyota's new logo introduced that year onto the front grille. Color keyed door handles and grille also appeared on DX and LE models, along with a new ignition chime. In 1989, antilock brakes became optional on the LE V6 sedan and wagon, and LE AllTrac.

In addition, the DX model gains new standard color keyed bumpers, new interior cloth that replaces the older tweed, and new hubcap designs on both DX and LE models. CS cars added a tilt steering column to which the CSX adds a key lock warning system. The CS drivers seat has front height adjustment; the CSXs front and rear height adjustment. The Executive pack was now no longer offered, and a sports version, dubbed GS was introduced in both body variants. The Toyota Vista twin continued on, although the Camry Prominent hardtop was no longer offered; only the Vista was available as a hardtop. As before in previous generations, the Camry was exclusive to Toyota Corolla Store, while the Vista was only available at Toyota Vista Store locations. At launch only the 2.0liter model was available in allwheel drive mode, although afterwards the 2.2liter turbodiesel could be optioned with this system. In the update antilock brakes and dual air bags became standard equipment. After 1998, the Japanese market Camry and international Camry became inline with each other, with the Vista taking over the V30 and V40 Camry roles. Studies for new frontwheel drive FWD platform and packaging layout began in 1993 and appeared on market in December 1997 in the Toyota Prius, but the Vista is the first massproduction, FWD Toyota with a new platform. With this platform, Toyota trades the rear MacPherson struts for a torsion beam axle setup. A doublewishbone setup is available for allwheel drive. Toyota also flipped the engine orientation so that the intake manifold is in front, improving space efficiency. The move to simplify Toyotas dealership came in light of the pending Lexus launch in Japan, planned for August 2005. In April 2005 the process was complete and all Vista dealers became Netz dealers. In October 2003, the Vista was replaced by the second generation Avensis. However, international markets such as Australia and North America received a widened version of the V30, known as the XV10 series.

While marginally larger than the V20, the V30 had to comply with Japanese dimension regulations, which restricted the cars width to 1,700 mm 67 in and length to 4,700 mm 190 in for a lower tax obligation. Also according to Automotive News, some company insiders considered it too upscale for its price point and the market segment it was set to compete within midsized, midsegment. The intensive platform and component sharing with the 1992 ES300 allowed Toyota to leverage costs better to allow the SXV10 Camrys high level of specification at a reasonable price. However, the LS400 and the SXV10 Camry featured no sharing of powertrain layout nor design. Although the underpinnings, doors and fenders, and overall basic design cues were common between the two cars, the smaller Camry sported harder, more angular front and rearend styling treatment, with the

widebody model presenting a more curvaceous silhouette. This was a departure from the V20 generation Camry which, although had many more rounded panels than the V10 series, was nevertheless generally slab-sided in shape. A two-door Camry coupe was added to compete with the Honda Accord coupe. However, the Camry Coupe was never popular and was dropped in 1996. A two-door Camry would not be reintroduced until 1999, with the Toyota Camry Solara. International markets instead retained the wider XV10 until it was replaced by the XV20 in 1996. The V40 and XV20 models were sold alongside one another in the Japanese market until 1998. At this time, the Vista V50 took the place of the V40, ending the period of separate Camrys for the Japanese and international markets. This unit produced 97 kW 130 hp of power and 197 Nm 145 lbft of torque, although the exact figures varied slightly depending on the market. Power and displacement increases were also received for the V6 engine. The 3.0-liter 3VZFE unit was rated at 138 kW 185 hp and 264 Nm 195 lbft.

An all-new aluminium 1MZFE V6 debuted in North American models from 1993 for the 1994 model year, with other markets retaining the 3VZFE V6. Only a sedan configuration was available. These were also marketed and sold into Namibia, Botswana and Zimbabwe. These Japanese-built models were replaced with an Australian-made line, with unique New Zealand specification, in 1993 at which point the 2.2-liter I4 was offered as well. Design work was frozen in early 1994 and later launched in the United States in September 1996 and Japan in December 1996. It continued as a sedan and station wagon called the Camry Gracia in Japan, though the latter model was not sold in the United States. This generation was launched in the US for the 1997 model year. Both the LE and the XLE trims were carried over from the previous series. All trim levels were available with either the 2.2-liter I4 or the 3.0-liter V6 engine except the Solara SLE, which was only available with the V6. TRD offered a supercharger kit for 1997 through to 2000 V6 models raising power to 247 hp 184 kW and 242 lbft 328 Nm of torque. A coupe was added in 1999, and then a convertible form in 2000. In contrast to the coupe from the XV10 generation Camrys, the new two-door cars were given a separate nameplate Camry Solara, or simply Solara. The Solara was available in SE and SLE trims, corresponding roughly to the sedans LE and XLE trims. Manual transmissions model S51 were only available on the CE trim level, LE V6, and any Solara model. However, the Solara did receive the same 2.4-liter 2AZFE I4 engine that was available on the Camry sedan. The regular Camry, fitted with four-cylinder engines sold alongside the V6-engined prestige Camry in Oceania and the Middle East as the Toyota Aurion. Between 2006 and 2010, the regular Camry was also rebadged as the Daihatsu Altis model, which sold alongside the Camry in Japan. The Daihatsu differed only in badging, with no cosmetic changes. Starting with a 2.

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