

## Toyota ZZ engine exhaust manifold identification

There are 5 types of stock exhaust manifolds used on 1ZZ-FE and 2ZZ-GE engines. Two are used on the 1ZZ-FE depending on vehicle model. The remaining 3 are used on the 2ZZ-GE across all vehicle models. To clear up any confusion, we have listed the type of exhaust manifold, the corresponding vehicle models they are associated with, and photo's to help with Identification.

### **1ZZ-FE exhaust manifold for Toyota Celica GT**

Front of Celica GT exhaust manifold:



Back of Celica GT exhaust manifold:



# 1ZZ-FE exhaust manifold for Toyota Corolla/Matrix/Vibe

Front of Corolla/Matrix/Vibe exhaust manifold:



Back of Corolla/Matrix exhaust manifold:



## 2ZZ-GE

The 2ZZ-GE exhaust manifold has been through 3 revisions. They were:

Rev. 1 - The Original exhaust manifold - used from 2000 model year through January of 2003 Production

Rev. 2 - The Air Injection Block-off exhaust manifold - used from Feb 2003 production through April of 2003 Production

Rev. 3 - The Air Injection exhaust manifold - used in all of the 2004-2005 model year there MAY have been some used on late 2003 model year vehicles produced in May - July (Note: there was an earlier version of the air injection manifold used in Europe. Details are explained below)

### Original 2ZZ-GE exhaust manifold

2000-Early 2003

This exhaust manifold is no longer available for purchase as a new part as the part number has been superseded by the Air Injection Block-off exhaust manifold part number (which will bolt up to and work on a non air injection head)

Front of Original 2ZZ-GE exhaust manifold:



Back of Original 2ZZ-GE exhaust manifold:

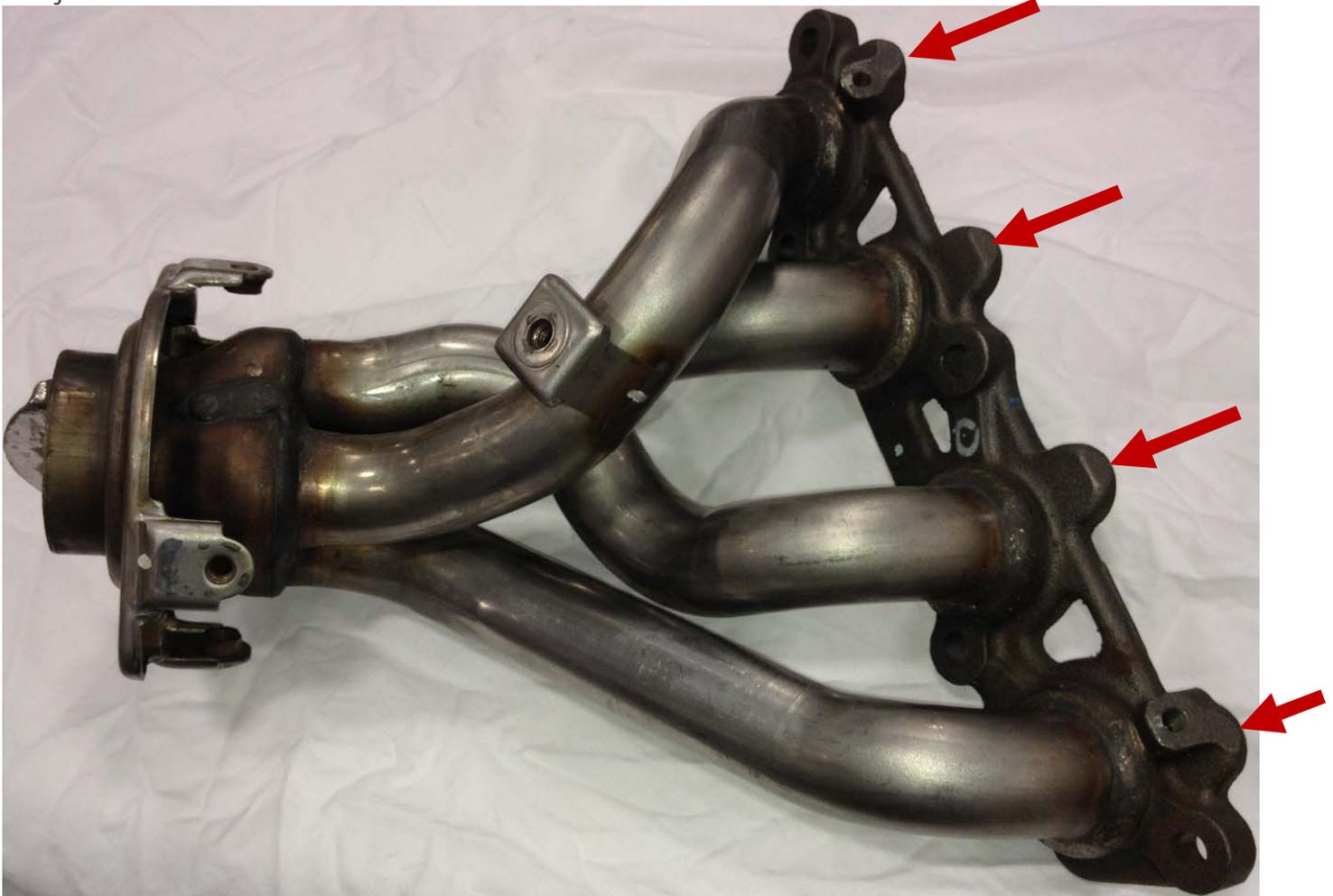


## 2ZZ-GE Air Injection Block-off exhaust manifold

February 2003 - April 2003 Production

This exhaust manifold MUST be used when using a new style Air Injection Head on a car not equipped with Air injection. This includes the 02/03 - 04/03 Production range as well as any vehicles that are repaired with a new cylinder head (new cylinder heads are now ONLY available with air injection and the non air injection head is no longer available.) Notice the bumps above the runners on the mating surface where the blockoffs have been added

Air Injection Block-off exhaust manifold:



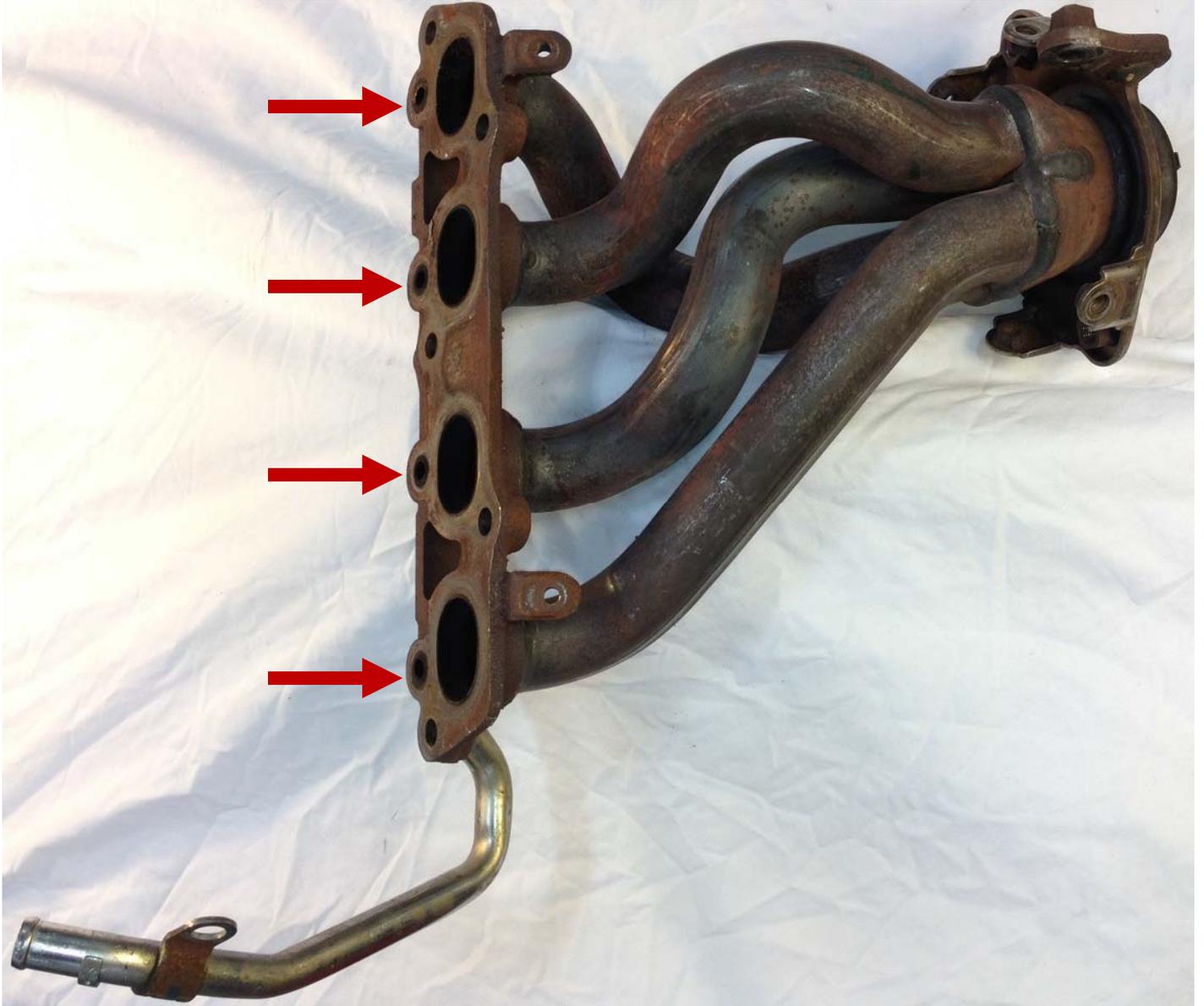
## 2ZZ-GE Air Injection exhaust manifold

Starting in the 2004 Model year (or possibly in late 2003 model year) the Air Injection System was added to improve cold start emissions by using an electric pump to blow fresh air into the exhaust stream to light off the catalyst more quickly. This system operates only when the vehicle is cold and remains dormant the rest of the time. This system is most easily identified by the large tube on the top of the header that wraps around the front of the timing chain cover

Front of Air Injection exhaust manifold:



Back of Air injection exhaust manifold:



Note the holes for the air injection on the mating flange where the manifold mates to the head. There is an earlier production European air injection manifold that does not have those ports, but instead has the air injection passages machined from the tube into the exhaust runners in the manifold itself. These manifolds were used prior to the introduction of the air injection style heads.