This press pack accompanied the UK launch of the Camry GLi 4WD, an addition to the second generation Camry range, in March 1988. The model underwent some changes during its time on sale and these can tracked using the Timeline feature on the second generation Camry archive page. Further resources and information about the Camry range are available from the Toyota press office.

TOYOTA

EMBARGO: NOT FOR PUBLICATION OR BROADCAST PLEASE UNTIL WEDNESDAY MARCH 23, 1988

4WD TRACTION FOR TOYOTA CAMRY

Toyota's top saloon car - the Camry GLi Executive - is now available with a four wheel drive transmission system similar to that found in the high performance Celica GT-Four (which also makes its showroom debut today). The Toyota Camry GLi 4WD uses the now familiar two litre, 16 valve 3S-FE engine, mated to a central differential and viscous coupling giving full time four wheel drive. The Camry GLi 4WD has a price tag of £16,695 inclusive of car tax and VAT.

Outwardly, the Camry GLi 4WD is identical to the two wheel drive Executive but is distinguished by discreet "4WD" badges on the front grille and boot lid. Exterior dimensions are exactly the same although the rear track of the GLi 4WD is 10 mm narrower.

Inside, the Camry GLi 4WD is equipped to full "Executive" specification with air conditioning, cruise control, electric windows and moonroof, central locking, power steering and electronic stereo radio and tape player

more...

TOYOTA (GB) LTD. THE QUADRANGLE, REDHILL, SURREY RH1 1PX. TEL: REDHILL (0737) 768585 TELEX 946414

with four speakers. New to the Camry, though, is a facia button which can be used to instantly switch the engine management system to the correct ignition settings for the use of unleaded or leaded fuel.

The 3S-FE engine, giving 126 bhp at 5,600 rpm, uses electronic fuel injection and twin camshafts with the inlet cam driving the exhaust cam via a scissors gear which reduces noise and provides for an extremely compact cylinder head arrangement. This engine was specifically developed for family car use to provide a more even spread of power and torque across the rev range with particular emphasis on good fuel economy and tractability at low to medium revs.

The Camry GLi 4WD retains all the effortless motoring characteristics and comfort of the two wheel drive version but with four wheel drive of course, more efficiently transmits the engine power to the road for greater stability, smoothness, cornering power and traction in all road conditions including rain, ice and snow. The transaxle assembly which houses the gearbox, centre differential and transfer gear uses a multi-core axle and is very compact so that it does not encroach on interior space.

Four wheel drive means that the Camry GLi 4WD is always able to effectively transmit engine power to the road or track surface without inducing wasteful wheelspin. This

more...

makes for smoother and more stable progress with the tyres always able to provide sufficient grip. Ride comfort does not suffer, but handling and braking performance is enhanced.

While a vehicle is in motion, various forces act on each wheel, including uneven or varied surfaces. The centre differential in the Camry GLi 4WD compensates for the differences in wheel speeds brought about by changes in the road surface and helps to transmit power evenly and efficiently through each wheel. The Camry incorporates a viscous coupling in its centre differential to give a 50/50 torque split and to equalize the rotational speeds of the front and rear wheels. The rear differential is mounted by special vibration free mountings onto the rear suspension members which are in turn, mounted to the body by similar vibration isolating mountings.

Anti-lock (ABS) braking is a standard feature on the 4WD Camry which also uses 269 mm solid disc brakes at the rear. (Drum brakes are fitted on the rear of two wheel drive Camrys).

Suspension is by MacPherson struts all round with dual links at the rear. Anti-roll bars are of a larger diameter and spring rates and shock absorbers have been modified to match the characteristics of four wheel drive. The 4WD floor pan has been strengthened for increased rigidity, particularly around the rear suspension mounting points, and

more...

is made of galvanealed steel sheet for corrosion protection. On the front of the fuel tank, a synthetic resin protection strip has been attached to protect the tank from stones and chippings which could start corrosion.

In January 1987, when the latest model Camry first went on sale in Britain, Toyota (GB) Ltd had a sales target of 3,500. Helped of course by the record size of the market, they easily exceeded this target with 4,177 registrations. Demand continues to be very strong especially for the "Executive" specification saloon and Estate. The GLi 4WD further expands the Camry range to give even higher levels of comfort and control. Toyota (GB) expect to sell 400 Camry GLi 4WDs during the remainder of 1988.

ends...

For further information please contact Simon Small, Redhill (0737) 768585.

TOYOTA

EMBARGO: NOT FOR PUBLICATION OR BROADCAST PLEASE UNTIL MONDAY MARCH 23, 1988

TOYOTA CAMRY GLi 4WD

Specifications

Dimensions

Overall length	4520 mm
Overall width	1710 mm
Overall height	1400 mm
Wheelbase	2600 mm
Track (front/rear)	1475/1435 mm
Ground clearance	170 mm
Luggage capacity	0.395 cu m (13.9 cu ft)

Weights

Kerb weight	1455 kg
on front wheels	830 kg
on rear wheels	625 kg
Gross vehicle weight	1880 kg
on front wheels	945 kg
on rear wheels	935 kg
Max braked trailer	1500 kg
Max unbraked trailer	500 kg
Fuel tank capacity	60 litres

more...

TOYOTA (GB) LTD. THE QUADRANGLE, REDHILL, SURREY RH1 1PX. TEL: REDHILL (0737) 768585 TELEX 946414

Engine

Type	3S-FE
Installation	Front, transverse
Arrangement	4 cylinder, in-line, DOHC
Material, block cylinder head	Cast iron Cast aluminium
Combustion chambers	Pent roof
Bore and stroke	86 x 86 mm
Displacement	1998 cc
Compression ratio	9.3:1
Main bearings	5
Max power/engine speed	126 bhp/6000 rpm
Max torque/engine speed	132 lb ft/4,400 rpm
Fuel	Petrol, 95 RON leaded or unleaded
Lubrication	Full pressure, trochoid oil pump, water cooled oil cooler
Fuel injection	Electronic, timed injection with electro-magnetic injection pump
Ignition	Fully transistorized
Firing order	1 - 3 - 4 - 2
Battery	12V 60 Ah
Alternator	12V 70 A

more...

Transmission

Clutch		AISIN dry type single plate
Operation		Diaphragm, hydraulic
Gearbox		Five forward speeds
Ratios	1st	3.538
	2nd	2.045
	3rd	1.333
	4th	1.028
	5th	0.820
	reverse	3.583
Transfer unit		Hypoid gear with 0.341 reduction ratio

Differentials	Front & centre	rear
Housing	Integrated with transmission	Integral under floor
Gear type	Helical	Hypoid
Axle ratio	4.235	2.928
Pinions	4	2

Propeller shafts	3 with 3 + 1 universal joints
Drive shafts	4, 22 mm dia.
Drive	Full time 4 wheel drive with viscous coupling controlled centre differential

more...

Chassis and suspension	
Front suspension	MacPherson struts with coil springs
Spring rate	1.99 kg/mm
Shock absorber	Gas pressurized double acting hydraulic
Anti-roll bar	Torsion bar, 25 mm dia
Toe-in	1 mm
Camber	35'
Caster	1° 40'
Rear suspension	MacPherson struts with coil springs
Spring rate	1.99 kg/mm
Shock absorber	Gas pressurized, double acting hydraulic
Anti-roll bar	Torsion bar, 16 mm dia
Steering	Power assisted rack and pinion
Ratio	17.4
Turns lock to lock	3.0
Brakes	Anti-lock system (ABS)
Front	Twin piston, floating caliper ventilated discs. 255 mm dia
Rear	Single piston, floating caliper discs. 269 mm dia
Operation	Hydraulic with vacuum assistance
Parking brake	Mechanical, operating on rear wheels (integral drum type)

more...

Wheels and tyres

Rims	5½ JJ x 14
Tyres	185/70 HR 14 Dunlop radials

Performance

Max. speed	120 mph
0-60 mph	9.5 secs (estimated)
Fuel consumption mpg (litres/100 km)	
Urban cycle	27.7 (10.2)
Constant 56 mph	41.5 (6.8)
Constant 75 mph	31.4 (9.0)

ends...

For further information please contact Simon Small, Redhill (0737) 768585.