

This press pack accompanied the UK launch of the fourth generation Camry in 1996. The model underwent some changes during its time on sale and these can be tracked using the Timeline feature on the fourth generation Camry archive page. Further information about the Camry range can be obtained from the Toyota press office if required.

October 15, 1996

THE NEW TOYOTA CAMRY - AN UNSUNG HERO

THE new Toyota Camry executive saloon is refined, reliable, great value for money and has the lowest running costs of any car in this class.

So why hasn't Toyota traditionally sold more of them? Truth is it has - in the USA. There the Camry is the third best selling car, narrowing the gap to the top since the introduction of this new model in September.

Here in the UK the market has been much more limited, but the new Camry's styling, increased interior space, refinement and great value for money should see sales increase as UK executives and fleet operators discover the unsung hero of the Toyota range.

The new Camry really is value for money. Comparing specification adjusted prices - which means adding lots from the option list of the competitors to match the Camry's high level of standard equipment - savings of thousands of pounds can be made.

Once purchased, the savings continue as the whole life costs of the new Camry make it the cheapest car in this class on a pence per mile basis, reflecting Toyota's traditionally low running costs and high resale values.

The new Camry has an all new 3.0 litre V6 to complement the revised 2.2 litre. The automatic gearbox on the V6 is electronically controlled to smooth out gear changes, even altering the shift pattern to suit the driving style as measured by the throttle movements.

Star of the range, stealing the limelight on the Motor Show stand, will be the new Camry Sport. Specially developed by Toyota GB for the UK market, the Sport has Connolly leather trim, 17" alloys, lowered suspension and a body styling package. It highlights the more youthful appeal of the new Camry, providing an emotional reason to back up the many rational arguments for buying a Camry.

KEY POINTS OF THE NEW TOYOTA CAMRY

- All new lightweight, 3.0 litre, V6 24-valve engine (140kW @ 5,400 rpm).
- Four cylinder 2.2 litre revised from previous model (96kW @ 5,400 rpm).
- More spacious, better equipped interior.
- Exceeds crash safety regulations and has five 3-point seat belts, twin airbags, ABS, three adjustable rear head restraints and side impact bars.
- High standard specification and lowest running costs in class.
- Climate control air-conditioning, electric sunroof, windows and exterior mirrors on all models
- Remote alarm immobiliser, coded ignition key-mounted transponder.
- Cruise control, leather upholstery and electric seat adjustment on V6.
- Rear seats split 60:40 to provide through load.
- Unique-to-UK "Sport" derivative with Connolly trim, 17" alloys, lowered suspension and body styling package.
- Third best selling car in the US, referred to as the "gold standard" for the class, providing an endorsement of the Camry's capabilities.
- Cd 0.31.
- Overall weight reduced by 20 kg. Simplified fuel routing system to save weight and parts.
- New car even quieter than previous Camry.
- Designed to have a sportier look to appeal to younger (but not young) buyers.
- Longer (+40 mm), wider (+15 mm), taller (+10 mm) with an extra 50 mm in the wheelbase.
- New front bumper designed to withstand 5 mph impacts rather than 2½ mph standard.
- Glove box capacity increased from 5.8ℓ to 7.5ℓ despite addition of passenger airbag.
- Thoughtful touches: sunglasses holder above rear-view mirror, fog lights switched off with headlights, tissue packet holder built-in to centre console box.
- Electronically Controlled Transaxle selects 2nd or overdrive initially when moving selector from Neutral into Drive to prevent forward surge - improves comfort and refinement.
- Automatic transmission senses driving style to alter shift pattern - no need for driver to select sports mode.
- 2.2 and V6 available from November. Camry Sport due in January 1997.

PERFORMANCE & ECONOMY

Camry		2.2 manual	2.2 automatic	V6 automatic
Acceleration	(0-62mph) secs	10.4	11.7	9.0
Maximum speed	mph (km/h)	122 (195)	122 (195)	130 (208)
Urban conditions	mpg (l/100km)	23.2 (12.2)	20.9 (13.5)	17.4 (16.2)
Extra urban	mpg (l/100km)	40.9 (6.9)	38.2 (7.4)	23.5 (8.7)
Combined	mpg (l/100km)	32.1 (8.8)	29.4 (9.6)	24.4 (11.6)

Calculated using: 93/116/EEC

ON THE ROAD PRICES

Camry 2.2	£19,599
Camry 2.2 auto	£20,559
Camry 2.2 Sport*	£23,175
Camry 3.0 V6	£24,609

** Indicative price only*

INTERIOR EQUIPMENT

THE standard specification of the Camry is high compared to its rivals. The Camry 3.0 V6 and 2.2 Sport have leather upholstery - Connolly in the case of the UK-only Sport model - and the 2.2 has velour trim.

The Camry V6 front seats are electrically adjustable for height, rake and slide. The 2.2 and 2.2 Sport have the same adjustment - except for height in the case of the passenger seat - but via a step-less manual system. All models have manually adjustable head restraints. The driver's seat also has manually adjustable lumbar support.

The standard climate control air conditioning includes automatic defrosting, outside temperature display and ventilation to front and rear.

There are four cup holders, two each front and rear, those in the front being away from vents and electrical equipment to minimise the risk of damage from spills.

All four windows are electrically powered, that of the driver being one-touch with anti-trap. The driver's window can be operated power off for up to 45 seconds after the ignition is turned off.

The driver's door window has both one-touch up and down functions and is protected with an 'trap detect' function on all models. There is a safety switch for isolation of the electric windows by the driver.

The electric sun-roof, and the electric windows, are both equipped with 'key-off' function and can be shut without the engine running, provided the operation is carried out within about 45 seconds of stopping the engine and before opening the driver's door.

All glass is green tinted and High Solar Energy Absorbing (HSEA) to reduce glare and eye fatigue and reduce heat build up. HSEA cuts ultraviolet by 86% (70% for normal tinted glass) and solar energy by 74% (58%).

A separate power output is provided below the ash tray for phones and laptops.

To prevent the keys being accidentally locked in the car, the mechanism will not lock if the key is in the ignition. A buzzer also sounds if the door is opened and the key is still in the ignition.

The sun visors have extensions to increase their effectiveness and both have illuminated vanity mirrors with a cover.

A top quality radio/cassette with detachable front panel is fitted as standard. It features RDS, 18 presets, Auto Scan and control for optional CD autochanger.

The centre console storage box has a moulded section to hold a packet of tissues.

The rear seats are split, 60:40, and will fold to increase boot capacity.

The driver's door mirror is aspherical to offer a wider field of view.

The rear fog lamps are automatically switched off when the headlights are turned off. This prevents the rear fog lamps being used unnecessarily.

CAMRY 2.2 SPORT

THE Camry 2.2 Sport has been specially developed for the UK market. Based on the 2.2, it will be available from January 1997. It is aimed at the customer who desires a more distinctive, sporty look without sacrificing the comfort and smoothness that are the Camry's strengths.

The new Camry Sport features Connolly leather upholstery on the seats and door casings, 17 inch alloy wheels with low profile tyres, a unique front grille design and colour keyed spoilers and side skirts. The suspension is lowered and uprated. There are no changes to the engine and transmission.

SAFE AND (LITTLE) SOUND

THE Camry is already recognised as one of the quietest, safest, most comfortable cars in the large, executive car class.

The new Camry is ahead of global trends in safety regulations and has been built to comply with forthcoming legislation in Europe, Japan and the USA. It more than meets the 1998 frontal offset collision and side impact requirements of the European Union, as well as providing excellent rear impact, rollover and soft interior occupant protection.

It also features:-

- Twin airbags
- ABS
- Five adjustable headrests
- Five 3-point seat belts
 - Fronts have pre-tensioners and height adjustment
 - Rears have ALR function for securing child seats.

- Auto cancel rear fog lamp
 - the rear fog lamps are automatically cancelled when the headlamps are turned off.
- Energy absorbing body structure featuring:
 - Energy dispersing structure
 - Front & rear deformation zones
 - Front & rear safety cells
 - Energy absorbing door and interior trims
 - Energy absorbing & collapsible steering column
 - Twin side impact beams in front doors
 - Single beam in rear

Detailed design work has improved levels of soundproofing and reduction of noise, vibration and harshness.

The adoption of a suspension sub-frame reduces engine and road noise transmission and the mounting of vibration isolating pads in the doors are typical of features carefully studied and engineered.

ENVIRONMENTAL PROTECTION

THE new Camry also incorporates a number of technical advances which reduce the harmful effects of the car on the environment. These include the use of a CFC-free refrigerant in the standard air conditioning system and the extensive use of TSOP (Toyota Super Olefin Polymer) compounds in plastic components.

These Toyota-developed polymers combine durability with good quality finish and ease of recycling so that, for instance, bumper parts may be recycled up-to ten times.

In order to reduce benzene and other emissions from the fuel tank, the petrol feed system in the new Camry is a non-return type. This means that fuel pressure is monitored from within the fuel tank itself and precisely the right amount of petrol delivered to the engine, without the need for a return pipe. This reduces expansion caused by the hot petrol returning from the engine and cuts back on evaporative losses.

UK MARKET

THE executive saloon market in the UK is virtually all accounted for by company purchases. The strengths of the old Camry - reliability and good resale value - earned it a small but strong following with 735 sales per year (1995).

The new car adds to those strengths with class leading running costs, full standard specification and more distinctive styling. No surprise then that Toyota expects to increase sales to 1750 per year (1997), some 1.5 per cent of the executive segment.

VALUE FOR MONEY

THE new Camry offers a very full specification as standard at a competitive list price. Against its competitors it offers more for less.

For example, the 2.2 £3,000 cheaper than a similarly equipped Scorpio Ghia X or Rover 820Si and £1,700 less than a Vauxhall Omega GLS 2.0.

The Camry Sport is £1,700 less than the Volvo 850 CD when specification adjusted, £9,575 less than the BMW 520i (that's the price of a top of the range Starlet) and an amazing £14,638 less than a similarly equipped Mercedes E200 Classic.

The Camry V6 is also better value than its competitors. The Omega 2.5 V6 CD is £2,500 more and the CDX derivative almost £4,000 more once options are added to come up to the standard specification of the Camry. Against the Scorpio 2.9 24 valve the Camry V6 is £2,800 less when the necessary options are added.

FUEL ECONOMY

THE lighter weight, good aerodynamic shape and engines designed for low to mid-range torque give the new Camry competitive fuel consumption for a car in this class.

Camry	2.2 manual	2.2 automatic	V6 automatic
93/116/EEC			

Urban conditions	mpg (£/100km)	23.2 (12.2)	20.9 (13.5)	17.4 (16.2)
Extra urban	mpg (£/100km)	40.9 (6.9)	38.2 (7.4)	23.5 (8.7)
Combined	mpg (£/100km)	32.1 (8.8)	29.4 (9.6)	24.4 (11.6)
<i>80/1268/EEC</i>				
Urban	mpg (£/100km)	27.2 (10.4)	24.8 (11.4)	21.9 (12.9)
56mph	mpg (£/100km)	44.8 (6.3)	47.1 (6.0)	40.9 (6.9)
75mph	mpg (£/100km)	34.0 (8.3)	36.2 (7.8)	31.7 (8.9)

CAMRY CHEAPER BY THE MILE

IT is not just on list price and equipment the Camry wins, but whole life costs. Using data supplied by the independent, David Henley Systems, the Camry has the lowest cost per mile of any car in this class.

The 2.2 Camry costs just 28.02 pence per mile (ppm) over three years. Its nearest rival is the Mercedes E200 2.0 Classic at 30.66ppm. The Omega 2.0 GLS comes in at 33.49ppm and the Scorpio 2.3 Ghia at 33.80ppm - that is 20 per cent more than the Camry.

A similar cost of ownership advantage is also evident for the 3.0 V6 Camry against bigger selling rivals. At 36.55ppm the V6 is better than the Omega V6 CD at 39.93ppm, the Rover 825 SLi at 40.87ppm and the Omega V6 CDX at 42.70ppm. Even cars traditionally perceived as strong on whole life costs are more expensive than the Camry. For example, the BMW 528i SE is 14 per cent more at 41.7ppm.

Whole Life costs as pence per mile from David Henley Systems have been calculated as follows overleaf:

Whole Life costs (pence per mile)

[Source: David Henley Systems]

Camry 2.2 Manual	28.02
Camry 2.2 Automatic	29.02
Mercedes E200 2.0i Classic	30.66
Honda Accord 2.0 ES	30.74
Vauxhall Omega 2.0i 16v Select	31.92
Rover 820 Fastback 2.0 Si 16v	32.16
BMW 520i 2.0	32.50

Vauxhall Omega 2.0i 16v GLS	33.49
Ford Scorpio 2.3i 16v Ghia	33.80
Mercedes E230 2.3i Classic Auto	34.56
Volvo 850 Saloon 2.0 10v CD	35.85
Honda Accord 2.2 Vtec Auto	35.36
Rover 820 SLi Auto	36.23
Camry V6 Automatic	36.55
Mercedes E280 2.8i Classic Auto	39.78
Vauxhall Omega 2.5i V6 24v CD Auto	39.93
Rover 825 2.5 SLi 24v Auto	40.87
BMW 528iSE Auto	41.70
Saab 900 2.5 SE V6 Auto	42.03
Ford Scorpio 2.9i 24v Ghia X Auto	42.24
Vauxhall Omega 2.5i V6 24v CDX Auto	42.70
Volvo 960 3.0 SE Auto	43.36
Nissan QX SEL Auto	45.36

POWERTRAIN & CHASSIS

Engines

THE 3-litre, V6, is an all-new, alloy-blocked engine which develops a maximum 140kW at 5,400rpm and 275Nm at 4,400rpm. The 2.2-litre is the latest version of the four-cylinder engine available in the outgoing Camry; now developing 96kW at 5,200rpm and 196Nm at 4,200rpm.

The engines have been tuned for good torque in the low and middle engine speed ranges to ensure smooth response and safe, consistent acceleration. These engine characteristics also offer improved fuel consumption in real driving conditions.

Both engines have been developed with particular attention to noise and vibration reduction through sophisticated engineering and careful attention to detail. Engine block design, the type of engine mountings, the shape and size of air intake chambers, and the new, two-way, exhaust control system are just some features of an integrated package which works in harmony to minimise noise.

Harmful emissions are kept to a minimum by adoption of precise engine control including the Toyota Direct Ignition system, exhaust gas recirculation, a 'returnless' fuel system and, on the V6 engine, air-assist fuel injection. The new Camry complies with the latest EC Step II emission regulations.

2.2-litre engine

THE technical changes to the engine have resulted in better torque at low engines speeds, improved fuel efficiency and compliance with EC Step II emission regulations.

The improvements in low engine speed torque have resulted in more than 180Nm being available over the engine range of 1,750rpm to 5,000rpm, with a peak of 196Nm at 4,200rpm. These improvements have been brought about mainly by changes to the inlet ports and the intake manifold length.

Fuel economy has been improved by weight reduction, including the fitting of an aluminium core to the radiator, and reduced friction losses within the engine itself. A more powerful and more precisely timed ignition spark is provided by the Toyota Direct Ignition system which is fitted for the first time.

This also helps with emission control, which has further been improved by adopting a new configuration for the stainless steel exhaust manifold to provide quicker warm-up of the three-way catalytic converter and yet more reduced weight.

The engine control system has 10 major functions, including immobilisation if an attempt is made to start the engine with an invalid key. The control computer also monitors the air conditioning compressor and the exhaust gas recirculation under light loads to maintain drivability.

		New	Previous	
No. of Cyl. & Arrangement		4-Cylinder, In-Line	←	
Valve mechanism		16-Valve DOHC, Belt & Gear Drive	←	
Combustion Chamber		Pentroof Type	←	
Manifolds		Cross-Flow	←	
Fuel System		EFI	←	
Displacement cm ³ (cu.in.)		2164 (132.0)	←	
Bore x Stroke mm (in.)		87.0 x 91.0 (3.43 x 3.58)	←	
Compression Ratio		9.8 : 1	←	
Max. Output [EEC]		96 kW @ 5200 rpm	100 kW @ 5200 rpm	
Max. Torque [EEC]		196 Nm @ 4200 rpm	196 Nm @ 4000~4600 rpm	
Valve Timing	Intake	Open	3° BTDC	6° BTDC
		Close	43° ABDC	52° ABDC
	Exhaust	Open	45° BBDC	54° BBDC
		Close	3° ATDC	6° ATDC
Fuel Octane Number RON		95	←	
Oil Grade		API SH EC-II, ILSAC or Better	←	

3.0-litre, V6 engine

THE new engine produces improved power, torque, emission and noise levels. It is also lighter, weighing just 151kg, and more compact than the previous engine.

The engine develops more power than the previous V6 throughout its rev range and considerably more torque. Thanks to a flat torque curve, more than 240Nm is available from 1,500rpm to 5,500rpm, with a peak at 4,400rpm. The new V6 Camry will reach 100km/h (62mph) in just 9.0 seconds and yet offers exceptional fuel consumption at 24.4 mpg combined rating based on new EEC test standards.

Overall engine weight has been reduced by the use of an aluminium oil sump pan, with integrated stiffener to reduce noise, and an aluminium radiator core. A highly-rigid steel crankshaft has four journals and nine semi-balance weights to reduce noise and vibration. The piston skirts are resin coated in order to reduce friction.

Small diameter intake ports are used to improve the torque characteristics at low to medium engine speeds and further improvements to the engine performance at all speeds are made by the variable length air intake chamber.

This chamber consists of upper and lower sections separated by an air intake control valve which is activated by the central engine control system measuring engine speed and the throttle valve angle. The air intake control valve opens and closes, to change the volume and length of the intake chamber, to suit the driving conditions.

The V6 Camry also uses an 'air-assist' fuel injection system which helps atomisation of the air-fuel mix prior to ignition and allows more complete burning. This further reduces engine emissions and improves fuel economy and idle stability.

The air assist system works by diverting a carefully controlled amount of intake air around the throttle valve, using the idle speed control, and directing it into the intake manifold, directly alongside the fuel injector.

The engine control system of the V6 Camry is essentially the same as in previous models and acts as a central electronic management function to monitor engine performance, immobilisation in the event of an attempt to start the engine with an invalid key and a diagnostic centre.

			NEW V6 ENGINE	PREVIOUS V6 ENGINE
No. of Cyls. & Arrangement			6-Cylinder, V-Type	←
Valve mechanism			24-Valve DOHC, Belt & Gear Drive	←
Combustion Chamber			Pentroof Type	←
Manifolds			Cross-Flow	←
Displacement cm ³ (cu.in.)			2995 (182.8)	2959 (180,5)
Bore x Stroke mm (in.)			87.5 x 83.0 (3.44 x 3.27)	87.5 x 82.0 (3.44 x 3.23)
Compression Ratio			10.5 : 1	9.6 : 1
Max. Output [EEC]			140 kW @5400 rpm	138 kW @5400 rpm
Max. Torque [EEC]			275 Nm @4400 rpm	255 Nm @4400~5000 rpm
Valve Timing	Intake	Open	4° BTDC	8° BTDC
		Close	44° ABDC	54° ABDC
	Exhaust	Open	46° BBDC	←
		Close	2° ATDC	4° ATDC
Fuel Octane Number RON			95	←
Oil Grade			API SH EC-II, ILSAC or Better	←

EXHAUST CONTROL

BOTH engines of the new Camry are equipped with a two-way exhaust control system which helps balance the conflicting demands of maximum silencing in the exhaust pipe and low back pressure from the exhaust at high engine speeds and during acceleration.

The back-pressure control is provided by a spring-loaded valve which blocks off a by-pass route in the main silencer at low engine speeds. As the engine speeds rise, the exhaust gas pressure forces the valve open, allowing more of the exhaust gas to take the by-pass route, so reducing back pressure in the exhaust system.

ENGINE MOUNTINGS

AS in previous Camry models, the engine and transmission of the car is mounted in its own cradle-type sub-frame which is then mounted onto the main chassis. This creates a double-layer of protection from road and engine noise for a much quieter interior.

TRANSMISSION

THE 2.2-litre Camry is available with a choice of either five-speed manual or four-speed automatic gearbox while the V6 model has only the automatic gearshift. In each case the gear ratios and shift patterns have been optimised to suit the driving characteristics of the specific engine.

V6 AUTOMATIC

THE V6-engined Camry receives a new automatic gearbox which is electronically controlled with an 'intelligent' control system. This eliminates the need for a 'Sports' mode pattern select switch.

The gearbox control unit also retards the engine ignition timing temporarily during up or down changing to improve the shift feel. When the shift lever is first moved from Neutral to Drive, instead of changing directly into first gear, the box will select either second or overdrive for a fraction of a second before the car moves off to reduce vehicle squat.

A new torque converter has been designed to match the new V6 engine with substantially enhanced transmission efficiency for better starting, acceleration and fuel economy. It has a hydraulically controlled lock-up mechanism to reduce slippage at medium and high speeds.

FINAL DRIVES

THE Toyota Camry continues to use high performance drive-shafts for increased reliability and low noise transmission. Six ball bearings, compared to the conventional three, are fitted in the inboard constant velocity joints and high specification grease is used. This not only means better reliability but also reduced friction and improved fuel consumption.

SUSPENSION

THE chassis design is complimented by careful tuning of suspension, brakes and steering to ensure quietness, comfort, stability and safety.

In the latest Camry, these qualities have been improved still further and the car sets new standards of ride and handling for the large executive class. Even the tyres have been chosen for their low noise tread pattern.

The suspension is fully independent with MacPherson struts both front and rear.

The caster angle has been increased to improve steering response and the outer end of the front anti-roll bar is now mounted on the strut. This gives better roll control and steering feel, enabling the spring rates to be reduced to improve ride comfort.

Twin transverse links at the rear anchor the suspension to an independent subframe which acts as an intermediate layer between the suspension system and the bodyshell to help reduce road noise and transmission of road shocks.

At the rear, the suspension geometry has been fine tuned to raise the rear roll centre and offer better roll control during cornering and lane changing. At the same time, the rear wheels have been set with initial negative camber to further improve stability.

Improvements in the strut mounts, the bushes and the anti-roll bar have all led to better ride comfort and handling.

BRAKES

VENTILATED disc brakes are used at the front and solid discs at the rear on all models. The parking brake operation has been made easier by moving the lever forward and closer to the driver's seat.

Anti-lock braking is now standard equipment on all models in the Camry range. The four sensor, three channel system operates on each front wheel independently and on the rear wheels simultaneously, reacting to the first sign of wheel locking.

STEERING

ENGINE speed related power assisted steering is used on the Camry to ensure that the car remains light and manoeuvrable in traffic and when parking, yet stable and responsive when on the open road. The rack and pinion steering has just three turns, lock to lock, and car has a turning circle of 11 metres.

The column is tilt adjustable and can be locked into eight different positions.

In the event of a collision, there is a 'breakaway' lower bracket and an energy absorbing section. In a secondary impact the whole column assembly moves forward and the energy is absorbed by the deformation of the energy absorbing section.

DIMENSIONS & VEHICLE WEIGHTS

OVERALL	LENGTH	4765mm (187.5 in)
	WIDTH	1785mm (70.3 in)
	UNLADEN HEIGHT	1430mm (56.3 in)
WHEEL BASE		2670mm (105.1 in)
TREAD	Front	1545mm (60.8 in)
	Rear	1520mm (59.8 in)
OVERHANG	Front	960mm (37.8 in)
	Rear	1135mm (44.7 in)
GROUND CLEARANCE		150mm (5.9 in)
FUEL TANK CAPACITY		70 ℓ (15.4 gall)
LUGGAGE CAPACITY		0.518 m ³ (18.5 cu ft)

MODEL		2.2 Manual	2.2 Auto	3.0 V6 24V	
KERB WEIGHT	Front	kg (lb)	845 (1863)	865 (1907)	905 (1995)
	Rear	kg (lb)	540 (1190)	540 (1190)	540 (1190)
	Total	kg (lb)	1385 (3053)	1405 (3097)	1445 (3185)
GROSS VEHICLE WEIGHT	Front	kg (lb)	980 (2161)	980 (2161)	1030 (2271)
	Rear	kg (lb)	880 (1940)	880 (1940)	885 (1951)
	Total	kg (lb)	1860 (4101)	1860 (4101)	1915(4222)
TOWING CAPACITY with braked trailer (max. nose weight 75 kg)		kg (lb)	1500 (3307)	1500 (3307)	1500 (3307)

PERFORMANCE

MODEL		2.2 Manual	2.2 Auto	3.0 V6 24V	
MAX SPEED		km/h (mph)	195 (122)	195 (122)	208 (130)
ACCELERATION		0-100kph/0-62mph	10.4 sec	11.7 sec	9.00 sec
MIN.TURNING RADIUS	TYRE	5.5m (18.0ft)			
	BODY	5.9m (19.4ft)			
ENGINE TYPE		5S-FE		1MZ-FE	
VALVE MECHANISM		16-valve, DOHC		24-valve, DOHC	
BORE x STROKE		87.0 x 91.0mm 3.43 x 3.58in)		87.5 x 83.0mm (3.44 x 3.27in)	
DISPLACEMENT		2164cm ³ (132.0 cu in)		2995cm ³ (182.8 cu in)	
COMPRESSION RATIO		9.8 : 1		10.5 : 1	
MAX. OUTPUT	(EEC)	kW/rpm	96/5400		140/5400
	(DIN)	bhp/rpm	128/5400		188/5400
MAX. TORQUE	(EEC)	Nm/rpm	194/4400		275/4400
	(DIN)	lbft/rpm	143/4400		203/4400
TRANSMISSION GEAR RATIO	In first	3.285	2.810		
	In second	2.041	1.549		
	In third	1.322	1.000		
	In fourth	1.028	0.706	0.735	
	In fifth	0.82	-	-	
	In reverse	3.153	2.296		
COUNTER GEAR RATIO		-	0.945		
DIFF.GEAR RATIO (FINAL)		3.944	4.176	3.933	
BRAKE TYPE	FRONT	VENTILATED DISC			
	REAR	SOLID DISC			
SUSPENSION	FRONT & REAR	MACPHERSON STRUT			
STEERING GEAR TYPE		RACK & PINION			
STEERING GEAR RATIO		17.4 : 1			

CAMRY SPECIFICATION

	2.2 16v auto/man	3.0 V6 auto
SAFETY		
Twin airbag	✓	✓
Electronically controlled ABS	✓	✓
Twin side impact beams	✓	✓
Front fog lamps	✓	✓
Height adjustable front seat belts with pre-tensioners	✓	✓
All 3-point seat-belts (inc. centre rear) with ELR	✓	✓
Rear seatbelts with Automatic Locking Retractor, ALR	✓	✓
Front head rests height and tilt adjustable	✓	✓
Aspherical drivers exterior mirror	✓	✓
3 height adjustable rear head rests	✓	✓
High mounted stop lamp	✓	✓
Energy absorbing collapsible steering column	✓	✓
Anti-submarining seats	✓	✓
Auto cancel rear fog lamp	✓	✓
INSTRUMENTATION AND CONTROLS		
Digital odometer	✓	✓
Dual trip meter	✓	✓
Tachometer	✓	✓
Oil warning gauge	✓	✓
Cruise control	x	✓
Variable intermittent wash wipe	✓	✓
CONVENIENCE		
Electric front & rear windows	✓	✓
Drivers window one touch up and down with safety auto reverse and key off	✓	✓
Remote central locking	✓	✓
Electric exterior mirrors	✓	✓
Separate accessory power socket	✓	✓
Remote boot/fuel release	✓	✓
60/40 split rear seat	✓	✓
Front map lights	✓	✓
Outside temperature display	✓	✓
Illuminated driver and passenger vanity mirrors with covers	✓	✓
Sun visors with extension plates	✓	✓
Overhead storage box	✓	✓
Door bins & centre console storage	✓	✓
Cup holders front and rear	✓	✓
Cigar lighter	✓	✓
Illuminated lockable glove box	✓	✓
Coin pocket & storage tray	✓	✓
Rear coat hooks	✓	✓
Key confinement protection	✓	✓
Key in reminder	✓	✓
Lights on warning	✓	✓
Heated rear window with timer	✓	✓
Head Lamp washer	x	✓

	2.2 16v auto/man	3.0 V6 auto
AUDIO		
Radio Cassette with RDS EON	4 speaker	6 speaker
Traffic announcement function	✓	✓
Program genre function (News/Sport/talk/pop/classics)	✓	✓
Full logic operation	N/A	✓
Electric aerial	✓	✓
Removable security panel	✓	✓
COMFORT		
Digital climate control air-conditioning with auto. operation & LCD display	✓	✓
Rear heater ducts	✓	✓
One touch open electric tilt slide sunroof with shade and key off function	✓	✓
8 stage tilt adjustable steering column	✓	✓
Speed sensing Power Assisted Steering	✓	✓
Pollen filter	✓	✓
Tinted high solar energy absorbing glass (HESA)	✓	✓
Front and rear centre arm rest	✓	✓
SEATING AND UPHOLSTERY		
Power driver & passenger seat recline/height & slide adjustment	N/A	✓
Driver & pass. seat recline & slide adjustment	✓	N/A
Driver seat lumbar support & height adjustment	✓	✓
Leather seats & door trim	N/A	✓
Front seat back pockets	✓	✓
Velour trim	✓	N/A
Leather sheathed steering wheel	✓	✓
Leather trimmed parking brake handle, gear shift knob	✓	✓
Burnished wood grain effect fascia and door switch trim	✓	✓
Fully trimmed boot with light	✓	✓
SECURITY		
Remote alarm with perimeter and interior protection (Thatcham approved category one)	✓	✓
Transponder Immobiliser	✓	✓
BODY		
Full colour keyed body	✓	✓
Side protection moulding with chrome inserts	✓	✓
15" steel wheels	✓	N/A
15" alloy wheels with locking wheel nuts	dlr. opt	✓
Body coloured mirrors	✓	✓
Full colour body	✓	✓
Mudflaps	x	✓

For further information, contact: Scott Brownlee, Public Affairs Manager on 01737 785266 or Heather Yaxley, Corporate Communications Manager on 01737 785308
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