

This press pack accompanied the UK launch of the revised Land Cruiser (60 Series) in 1985. More details about the Land Cruiser range can be tracked in the Timeline feature on the Land Cruiser archive page. Further information can be obtained from the Toyota press office.

# TOYOTA

## press information.....

NOT FOR PUBLICATION PLEASE BEFORE WEDNESDAY MARCH 20, 1985

### 1985 LAND CRUISER AUTOMATIC: TORQUE OF THE TOWN - AND COUNTRY

The new, improved Land Cruiser goes on sale in the UK today - with automatic transmission offered as an option for the first time. The Land Cruiser is also the first Toyota diesel automatic to be sold in Britain, and may well be the first volume-production automatic diesel four-wheel-drive vehicle to come onto the UK market.

All of which represents three further milestones in the astonishing history of the Land Cruiser. Since its launch in 1951 as a competitor to Britain's premier 4WD all-terrain machine, the Land Cruiser has over its 34-year lifespan become the world's biggest-selling and most universal all-wheel-drive vehicle.

Today it is sold officially in 95 countries - and is imported unofficially into virtually every country on this planet. Apart from Japan, it is assembled in 15 countries from CKD (completely knocked-down) kits, including Portugal, South Africa, Australia and Brazil - where it is sold under the name of Bandeirante.

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It is even assembled in such tiny Commonwealth countries as Trinidad and Sarawak, as well as in Pakistan, Bangladesh, Kenya and Zimbabwe.

At the end of 1984, total Land Cruiser production stood at 1.44 million units and within the next few months output will top the 1.5 million mark, a total well ahead of any other 4WD vehicle, including the immortal Jeep and the combined Land Rover and Range Rover total. Annual production in Japan is around 120,000 units, of which nearly 95 per cent are exported.

The Land Cruiser is only one of four current Toyota 4WD model ranges. The Hi-Lux 4WD pickup (production to date over 530,000), the Tercel 4WD (production to date over 220,000) and the stylish, recently-launched Blizzard mean that Toyota can claim to be the world's biggest and most varied 4WD manufacturer. And there are other 4WD models in the pipeline.

Although only one variant is sold in the UK, the Land Cruiser is available in over 40 different versions across the world - including pickups, flatbeds, ranch wagons, hardtops and soft-tops with countless variations of engine, driveline and wheelbase. Its outstanding reliability and durability account for the fact that in those countries, especially in the third world, where a 4WD is a necessity rather than a status symbol, the Land Cruiser outsells virtually every other all-terrain vehicle.

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Indeed Britain is one of the few countries where Land Cruiser annual sales totals are only in three figures. That can be partly attributed to only one version being sold here - namely, the 5-door extensively-equipped estate car with the 4-litre diesel engine.

The 1985 version retains that engine, though improved casting technology means it has lost its cylinder liners and quite a lot of weight. Power and torque of the 3980 cc straight-six unit stay unchanged, however, at 99 bhp (74 kW) and a massive 171 lb ft (232 Newton-metres) respectively.

That power passes - in the manual version - via an unaltered 10.8 inch diameter heavy-duty clutch and five-speed box into the helical gear transfer box, and from there to the rear, or front and rear, axles.

The new automatic box has four speeds (three, plus overdrive top) with progressive lock-up from 15 mph upwards to minimise transmission power loss and increase economy. Transmission cooler is standard, as is an electronic shift from Hi-2 to Hi-4, controlled by a dashboard switch. On both manual and automatic versions, engaging the low-ratio on the transfer box is by a short secondary gear lever on the central hump, and the freewheeling front hubs have to be engaged or disengaged manually.

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The four automatic transmission ratios closely parallel ratios 2-5 on the manual box, though the automatic has a different final drive ratio of 4.1:1 as against 3.7:1 for the manual version. The transfer box ratio, however, is the same for manual and auto at 1.961:1 for the low range.

Transmission and engine casting apart, the technical changes from the previous version are relatively few. Compression ratio is up from 19.9 to 20.7:1, the two 12-volt in series batteries have higher capacity (both up from 60 to 70 ampere-hours) and there is a stronger stabiliser bar added to the front suspension.

There are several notable cosmetic changes including new colours, a second interior trim colour (blue-grey, to supplement the brown-beige), a different finish to the grille and altered front and rear bumpers - the latter incorporating a step to facilitate loading the optional roof rack, which can carry a hefty 200 kilos.

All the Land Cruiser's appealing features are retained, including rear heater, radio, rev counter, big central console, manual throttle, reclining seats, cloth trim, bulkhead to tailgate carpeting, five seat belts, adjustable steering wheel and a host of other goodies which make the Land Cruiser a supremely comfortable and civilised all-terrain vehicle. Its fold-down back seat means it can be turned into the most formidable load carrier (with a six-foot plus platform) and that torquey four-litre diesel gives it a whopping 3½-ton braked towing capacity, whether manual or automatic.

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All these changes and improvements have added some three inches to the length and (in the automatic version) some 60 kilos in weight to the Cruiser. But fuel consumption stays largely unaltered thanks to improved engine and transmission efficiency. Factory figures given are:-

	Manual	Auto
Urban cycle	20.3 mpg	20.3 mpg
Constant 56 mph	32.1 mpg	32.5 mpg
Constant 75 mph	21.4 mpg	NA mpg

"The Land Cruiser has a small but special place in the UK market with its high specification and outstanding diesel power unit", says Toyota GB's National Sales Manager, Mike Copeland. "Thanks to the new automatic option and other improvements, it will consolidate its market position and, we believe, attract a wider range of customers who want the convenience of two-pedal driving with the economy of diesel."

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For further information please contact Brian Townsend,  
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### 1985 LAND CRUISER

#### Engine

Type	Six-cylinder in-line diesel, water-cooled, 7-bearing crankshaft, OHV	
Bore and stroke	91 x 102 mm	
Capacity	3980 cc	
Compression ratio	20.7:1	
Max power DIN	99 bhp (EEC)	
@	3500 rpm	
Max torque DIN	171 lb ft (EEC)	
@	1800 rpm	
Fuel system	Electronic diesel injector	
Battery	2 x 12 volt HD, 70 Ah	
Alternator	720 W	
Fuel capacity	19.8 Imp gals	

#### Transmission

	Manual	Auto
Type	5FIR	4FIR
Make	Toyota	Toyota

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<u>Transmission</u> (cont)	Manual	Auto
Ratios 1st	4.843:1	2.950:1
2nd	2.619:1	1:530:1
3rd	1.516:1	1.000:1
4th	1.000:1	0.717:1
5th	0.845:1	-
Reverse	4.843:1	2.678:1
 Transfer box	Hi 1.000:1 Lo 1.961:1	
Clutch	sdp	Torque converter with lock-up system
Diameter	10.8 inch	-
Final drive	Hypoid, semi-floating	Hypoid, semi-floating
Ratio	3.700:1	4.100:1

Suspension

Front	Semi-elliptic leaf springs, stabiliser bar	
Rear	Semi-elliptic leaf springs	
Shock absorbers	Telescopic	

Steering

Type	Power-assisted recirculating ball	
Ratio	19.13:1 - 4.3 turns stop to stop	

<u>Brakes</u>	Front discs	Rear drums
Diameters	11.9 in	11.6 in
	9-inch servo	

<u>Wheels</u>	6J x 16 styled steel
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<u>Tyres</u>	SP44 mud and snow 205SR16
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Dimensions

Wheelbase	107.5 in	(2730 mm)
Track, front	58.1 in	(1475 mm)
rear	57.5 in	(1460 mm)
Overall length	187.0 in	(4750 mm)
width	70.9 in	(1800 mm)
height	70.9 in	(1800 mm)
Ground clearance (min)	7.3 in	(185 mm)
Turning circle	44.0 ft	(13.4 metres)
Kerb weight	Manual	Auto
	4465 lb (2025 Kg)	4565 lb (2070 Kg)
Gross Vehicle Weight	5795 lb (2630 Kg)	5795 lb (2630 Kg)
Towing capacity		
braked trailer	3500 Kg	
unbraked	600 Kg	

Factory fuel consumption, mpg

	Manual	Auto
Urban cycle	20.3	20.3
Constant 56 mph	32.1	32.5
Constant 75 mph	21.4	NA

PRICES            Basic            Car Tax            VAT            Total

To be announced

ends....

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