

This press pack accompanied the UK launch of the revised Land Cruiser II in May 1990. Details of the model's history can be tracked using the Timeline feature on the Land Cruiser II archive page. Additional assets and information relating to the Land Cruiser range can be obtained from the Toyota press office if required.



Press Information

FOR IMMEDIATE RELEASE

May 2, 1990

THE NEW TOYOTA LANDCRUISER - RUGGED, POWERFUL LUXURY

Two new versions of the world's best selling four wheel drive vehicle, Toyota's Landcruiser, have just debuted at Manchester's Motor Show North and go on sale from April 25, 1990.

The shorter wheelbase, Landcruiser II, first introduced into Britain two years ago, gets a substantial facelift and more powerful turbo diesel engine. The long wheelbase Landcruiser, designated VX, is all new with coil spring suspension, a powerful 4.2 litre turbocharged diesel engine, permanent four wheel drive and eight seats. The Landcruiser VX aims squarely at the luxury end of the four wheel drive market and its 100 mph plus performance is complemented by a very full specification and considerable comfort on or off-road.

Background

The Landcruiser has been around in various forms since 1951 and can be found in over 130 countries traversing mountain trails, deserts and frozen plains, transporting people and even

animals. Its reputation for toughness, durability and reliability has made it a favourite everywhere, both on and off-road, and more recently there has been a trend towards using Landcruisers for various leisure pursuits such as towing caravans and boats.

In its last full year of production (1988) before this new model change, 100,895 Landcruisers were produced and now, over 1.9 million have been made and sold around the world.

In Britain, a total of 4,078 Landcruisers have been registered to the end of 1989. The first arrived in 1975, but they were not imported from 1978 - 1980 inclusive:

1975	-	38
1976	-	156
1977	-	40
1981	-	190
1982	-	331
1983	-	348
1984	-	264
1985	-	322
1986	-	250
1987	-	179
1988	-	952
1989	-	1008

The short wheelbase Landcruiser II was introduced in April 1988 and in that year 722 were sold as against 230 long wheelbase GX models. Last year 669 Landcruiser IIs were sold along with 339 GX models. This year, Toyota (GB) anticipates total Landcruiser sales of 1000: 600 Landcruiser IIs and 400 VX models of which 100 will have automatic transmission. The Landcruiser II is priced at £17,631.03 and the Landcruiser VX at £27,400.86 with manual transmission and £28,555.85 with auto transmission. These prices include VAT and car tax.

THE LANDCRUISER II IN DETAIL

The Landcruiser II is also known as the 70 Series and this update represents the first significant model changes since its introduction in April 1988.

Outside, the latest bodywork has a more rounded appearance with new square headlamps set into a re-designed front grille. Along each side, an aluminium side step has been added for improved appearance and easier ingress.

Inside, a new steering wheel design makes driving more pleasant and relocated switches make the electric windows a little easier to use. An electric, glass sliding moonroof replaces the previous steel sunroof and the trim around the gear lever and centre console has been improved. New seating material and designs are comfortable, hard wearing and look good.

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But perhaps the most significant changes have taken place under the bonnet. By doing away with rocker arms and incorporating direct valve drive from the overhead camshaft, power has been improved from 84.5 bhp at 4,000 rpm to 88.4 bhp at 3,500 rpm. Intake ports have been reshaped for smoother airflow and plastic region tightening of the cylinder head bolts is used. Torque has also increased - very significantly - from 138.6 lb ft to 158.6 lb ft at 2,400 rpm. Top speed has increased slightly, but this latest Landcruiser II now reaches 60 mph over five seconds quicker than the previous model.

Designed to provide great comfort and reliability in all driving conditions, the Landcruiser II has a five speed manual transmission with instant selection of four wheel drive and limited slip differentials on both axles. Suspension is by coil springs.

The Landcruiser II is certainly imposing with bright, chrome bumpers and new alloy wheels. Getting in and out is made easy by side aluminium "running boards" and a step at the base of the rear door. The spare wheel which is located on the rear offside door is fitted with a hub nut type wheel lock operated by the vehicle's master key.

The interior is comprehensively equipped with plenty of room for five. In addition to the new moonroof and electrically operated windows, the power assisted steering has a tilt adjustable column. There are plenty of passenger grab handles

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and oddments spaces. In addition to the very efficient heating and ventilation system controlled from the facia, there is a built-in rear heating system with separate temperature control and Hi-Lo-Off settings.

The speedometer, rev. counter, fuel, oil, temperature and battery gauges are supplemented by an altimeter and inclinometer. The rear seat is a bench-type which can be folded forward for maximum luggage capacity. Tie down hooks are provided on the luggage area floor for securing loads properly.

The type 2L-T (L4) engine displaces 2,446 cc and uses swirl-type combustion chambers and a stronger crankshaft with a bigger pin diameter and eight balance counter weights to reduce noise and vibration.

Toyota's own lightweight and compact turbocharger uses exhaust gases to rotate the exhaust air turbine, driving the compressor on the same shaft. This increases intake air pressure for greater charging efficiency. A wastegate valve is fitted so that when the compressed air pressure exceeds a certain point, the valve can control the maximum intake pressure by bypassing exhaust gases.

Suspension has been developed in order to maintain high rigidity and durability while improving ride comfort, control and stability. At the front, the rigid axle is located by leading arms, coil springs and a lateral link. The system at the rear is

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similar, but with trailing links. Furthermore, to maintain shock absorber efficiency and guard against axle wind-up, the shock absorbers are "bias mounted" with the nearside damper mounted aft of the axle and the offside damper mounted forward of the axle.

The 4WD transmission system is similar to that employed in the Toyota Hilux pick-up. To engage 4WD the front hubs must be manually locked and the auto transfer button depressed. There is no centre differential although high and low ratios may be selected by a lever adjacent to the gear lever.

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For further information please contact Simon Small,
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LANDCRUISER II

Standard Equipment

Laminated screen and tinted glass

Spare wheel cover

Mudguards

Halogen semi-sealed headlamps

Washer linked intermittent wipers

Plated bumpers

Rear fog lamp

Heated rear window

Electric windows

Central locking

Electric moonroof

Moquette upholstery

Stereo electronic radio-cassette

Front and rear heater

Remote fuel flap release

Power steering with tilt column

Door open warning

Throttle control knob

Digital clock

Headlamp levelling

Diesel fuel heater

TOYOTA LANDCRUISER II (70 SERIES)

Technical Specification

Dimensions

Length	4085 mm
Width	1790 mm
Height	1905 mm
Wheelbase	2310 mm
Ground clearance	220 mm
Track front/rear	1455/1455 mm
Overhang front/rear	670/1105 mm
Approach angle	42°
Departure angle	28°
Luggage capacity seat up/down	0.331/1.210 cu m (VDA method)
Fuel tank capacity	90 litres

Weights

Kerb weight front/rear	865/945 kg
total	1810 kg
Gross vehicle weight front/rear	905/1305 kg
total	2210 kg
Towing capacity	1500 kg (with brake)

Engine

	Type 2 L-T turbo diesel. In-line, 4 cylinder with swirl combustion chambers and belt drive OHC. Five main bearings
Bore and stroke	92 mm x 92 mm
Capacity	2446 cc
Compression ratio	21.0:1

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Power	88.5 bhp/3500 rpm
Torque	158.5 lb ft/2400 rpm
Oil cooler	Water cooled
Fuel system	Diesel injection pump
<u>Electrical system</u>	
Battery	12V
Alternator	120 Ah
Starter	12V 55A
	12V 2kW
<u>Transmission</u>	
Clutch	Dry, single plate diaphragm, hydraulic 224 mm dia.
Gearbox	Type R 150 F 5 speed, all synchro
Ratios	1st 3.830
	2nd 2.062
	3rd 1.436
	4th 1.000
	5th 0.838
	reverse 4.220
Transfer	2 speed constant mesh
High ratio	1.000
Low ratio	2.295
Final drive	Selectable four wheel drive, hypoid gear, ratio 4.875
Axle Front	Rigid, fully floating
Rear	Rigid, semi floating

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Suspension

Front, toe bias/radial	4/1 mm
Camber	1°
Caster	4° 05'
King pin angle	12°
Turning angle	22°
Type	Coil springs, rigid axle
Spring rate	23.5 N/mm
Dampers	Double acting
Anti-roll bar	26 mm dia.
Rear	Coil spring, rigid axle
Spring rate	29.4 N/mm
Dampers	Double acting

Steering

Turns lock to lock	3.4
Type	Ball nut with power assistance. Ratio 18.27
Turning circle	(2WD) 5.3 m tyre (2WD) 5.7 m body
	(4WD) 5.7 m tyre (4WD) 6.1 m body

Wheels and Tyres

Wheels	Steel, 15 x 7JJ
Tyres	Dunlop, 265/75 R15

Brakes

Front	302 mm dia. discs
Rear	254 mm dia. drums
Type	Hydraulic with servo assistance
Handbrake	Mechanical drum acting on rear wheels

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Performance

Max. speed	81 mph
0-60 mph	19.7 sec
0-400 m	21.8 sec

Fuel consumption

Urban cycle	23.7 mpg (11.9 litres/100 km)
Constant 56 mph	27.4 mpg (10.3 litres/100 km)
Constant 75 mph	17.9 mpg (15.8 litres/100 km)