

This press pack accompanied the UK launch of the Land Cruiser VX in May 1990. Details of the model's history can be tracked using the Timeline feature on the Land Cruiser VX 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 LANDCRUISER VX IN DETAIL

Whether scaling the steepest mountain, riding the dunes of the desert or on safari, the footing will be sure in a Toyota Landcruiser. The new Landcruiser was developed as a top-of-the-line, multi purpose 4WD vehicle to meet growing demands for an off-road, family leisure and luxury town vehicle. Chief engineer, Mr Yoshi, set out to upgrade the Landcruiser in every respect, retaining its versatility, practicality and comfort while enhancing all of these attributes.

For more than 30 years, the Landcruiser has been recognised the world over for its exceptional ruggedness, durability and reliability. For 1990, Toyota's premier all terrain vehicle builds on that heritage with enhanced on- and off-road performance, increased size and comfort, and an abundance of luxury features.

The new Landcruiser features a rounded, aerodynamic exterior, yet retains its tough, broad-shouldered appearance. The styling theme continues inside, where a cockpit-style, wraparound instrument panel places all important controls within easy reach.

Comprehensive gauges have been redesigned for optimum visibility. Noise, vibration and harshness have been significantly reduced for increased driving enjoyment.

Mechanically, full-time 4-wheel drive is new for the Landcruiser. In addition to providing maximum traction and ease of operation, full-time 4-wheel drive allows more responsive steering at low speeds, reduces tyre wear, and minimises the vibration inherent in 4-wheel drive systems. Centre, front and rear differential locks are provided for situations calling for extra traction.

Retaining its tough, solid axles, Landcruiser receives coil springs on all four wheels to provide a smoother ride without sacrificing ruggedness. In front, long locating arms allow plenty of wheel travel, while a lateral rod and anti roll bar provide rigidity and crisp cornering. The rear suspension uses a 4-link design with lateral rod and stabiliser bar. A load-sensing proportioning valve modulates brake bias with varying loads.

The new Landcruiser continues as a 4-door model, with a lift up rear door. The engine in the new model is a turbocharged diesel increased from 4.0 litres to 4.2 litres for greater power output. Transmission availability includes both a 4-speed automatic and a 5-speed manual.

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In relation to exterior styling, Toyota's aim was to create an appearance that expressed strength as well as prestige. The new Landcruiser has a strong flowing surface and sculptured headlamps for a more attractive front mask. Its wide tyres and aggressive wheel arches exude power. The dynamically designed side stripe adds a sporty look to the side view. The tough-looking design of its aluminium wheels boasts its mountain and valley conquering ability.

Inside the new Landcruiser, you see its softer side. The new Landcruiser has a high-quality passenger car-like interior that wraps the occupants in comfort and luxury. Great attention has been paid to noise, vibration and harshness. Heating and ventilation controls are of the push button type.

The Landcruiser's new diesel engine increases from 4 litres to 4.2 litres for greater power and an abundance of low and midrange torque that will cope with all off-road conditions as well as providing the acceleration needed for around-town driving. The 1HD-T turbo engine produces 165 bhp at 3600 rpm and 265 lb ft of torque at 1800 rpm.

Major improvements that come with this engine include the change from an overhead valve gear-driven arrangement to an overhead cam belt-driven configuration. Without the mediation of pushrods, the cams drive the valve lifters directly which results in excellent valve response even at high speeds.

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Another major benefit of this engine is the change from an inline injection pump to a distributor type. A distributor type fuel injection pump is smaller and lighter, and since there are fewer parts to make the reciprocating motion, higher speed revolutions are possible. Furthermore, since the injection volume is uniform for each cylinder, low speed revolutions are much more even.

Full-time 4WD adds to driving convenience with the incorporation of a centre differential to absorb the difference in revolutions on curves. The Landcruiser's full-time 4WD is a bevel-gear type with a motorised centre differential lock. Front and rear differential locks are electronically controlled.

Ride comfort in the new Landcruiser has been improved significantly with the addition of 4-wheel coil suspension. The front consists of a leading arm, lateral rod, and coil springs and the rear uses four links, a lateral rod and coil springs.

The Landcruiser steering system is enhanced with the addition of progressive power steering. This gives excellent steering response even when the steering wheel is only turned slightly. It also decreases steering effort at low speed and increases steering response at high speeds.

The ladder-type chassis is immensely strong for support and rigidity in all driving conditions.

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Fuel tank capacity has been increased from 90 to 95 litres to provide greater convenience on long drives.

The most important objective for the new Landcruiser body was to create a body shell which provided greater ride comfort by means of a reduction in vibration and noise levels. These goals were met by upgrading the fit and rigidity of each part and panel, flush-surfacing the body, and expanding the use of noise suppression materials.

Improved rust protection was also important in the Landcruiser's development. Many steel parts were changed to aluminium or resin and anti-chipping tape was adopted in the quarter panel and rear arch areas.

To guarantee starting first time and to allow greater availability for additional accessories, the new Landcruiser incorporates a separate 24-volt starting circuit in addition to the normal 12-volt system for auxiliaries, lights and accessories.

Landcruiser seats have received Toyota's closest attention. Cushion thickness has been increased and holding support has been improved. In addition, the seat belt inner anchor has been attached directly to the seat and the shoulder anchor has been made adjustable. All of these enhancements add up to a ride that is truly luxurious.

Interior space was another serious consideration in the new Landcruiser. The front seats can be folded flat and the second and third seats are removable for cargo-carrying convenience.

A final luxurious extra is the addition of heated front seats to take off the chill of winter days.

The new Landcruiser's instrument panel is designed with large, sculptured flowing curves. Switches are logically arranged and the meter cluster allows improved visibility. Ergonomic considerations include bringing the radio control panel 40 millimetres closer to the driver's hand.

The 5-speaker audio system, with radio tuner and cassette integrated into one unit, provides the listener with the kind of stereo quality that creates a live-concert feel. The system incorporates an anti-theft code and an acoustic tone control system.

New theft-prevention measures are another important aspect of the Landcruiser. Full-case door handles make it harder to pull out the locks, and the location of the interior latches protects them from being opened by force.

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For further information please contact Simon Small,
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TOYOTA LANDCRUISER VX

Standard Equipment

Tinted glass

Mudguards

Halogen headlamps with self-levelling

Electric door mirrors

Headlamp washers

Front and rear washer-linked intermittent wipers

Leather steering wheel

Heated rear window

Electric windows

Electric tilt and slide moonroof

Heated front seats

Headrests throughout

Adjustable seatbelts

Electronic, 5-speaker stereo radio/cassette (anti-theft)

Front and rear heater system

Tilt adjustable and collapsible steering column

Speed sensitive power steering

Central locking

Remote fuel flap opening

Electric lumbar support for driver's seat

Lights on audible warning

Door open warning

Throttle control knob

Fuel heater

TOYOTA LANDCRUISER VX (80 SERIES)

Technical Specification

Dimensions

Length	4780 mm
Width	1900 mm
Height	1890 mm
Wheelbase	2850 mm
Track front/rear	1575/1580 mm
Ground clearance	220 mm
Overhang front/rear	790/1140 mm
Approach/departure angle	37°/25°
Luggage capacity	28.66 cu ft (0.812 m ³) with rear two seats folded
Fuel tank	95 litres
Turning circle (tyre)	12.0 m

Weights

	<u>Manual</u>	<u>Auto</u>
Kerb weight	2405 kg	2440 kg
Gross vehicle weight	2960 kg	2960 kg
Towing capacity (with brake)	3500 kg	3500 kg

Engine

	Type 1HD-T turbo diesel, 6 cylinder in-line, belt driven OHC, 7 main bearings
Bore and stroke	94 mm x 100 mm
Capacity	4164 cc
Compression ratio	18.6:1

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Landcruiser VX specification...2

Power 164.9 bhp/3600 rpm
 Torque 265.5 lb ft/1800 rpm
 Oil cooler Water cooled
 Fuel system Direct injection

Electrical system

Battery 2 x 80 Ah
 Alternator 12V 80A
 Starter 24V 4.5 kw

Transmission

Clutch Single dry plate,
 diaphragm, hydraulic
 300 mm dia.
 Torque converter (automatic model) 3-element, 1-stage, 2-phase

Gearbox 5 speed all synchro manual
 type H151F, or type A442F,
 4 speed electronic
 automatic. Full time four
 wheel drive

Ratios	<u>Manual</u>	<u>Auto</u>
1st	4.081	2.950
2nd	2.294	1.530
3rd	1.490	1.000
4th	1.000	0.765
5th	0.881	-
reverse	4.313	2.678

Transfer 2 speed constant mesh

ratios high/low 1.000/2.488

Final drive Hypoid gear with electronic
 diff locks front, centre
 and rear

ratio 3.727 (manual) 4.100 (auto)

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Suspension

Front	Coil spring, double acting telescopic dampers, fully floating axle
Toe-in radial/bias	2 mm/4 mm
Camber	1°
Caster	3°
King pin angle	13°
Turning angle	21°
Anti-roll bar	26 mm dia.
Rear	Coil spring and double acting telescopic dampers
Anti-roll bar	26 mm dia.

Steering

Type	Power assisted ball and nut
Turns lock to lock	3.4
Ratio	16.75

Wheels and Tyres

Wheels	Steel, 15 x 7JJ
Tyres	265/75 R15 112S Dunlop

Brakes

	Hydraulic with vacuum assistance
Front	286 mm dia. disc
Rear	312 mm dia. disc
Handbrake	Mechanical drum acting on rear wheels. 210 mm dia.

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Performance

Max. speed	102 mph	
0-60 mph	15.8 sec (manual)	16.6 sec (auto)
0-400 m	20.2 sec (manual)	20.4 sec (auto)

Fuel consumption

Urban cycle	23.3 (12.1 litres/100 km) manual 18.5 (15.3 litres/100 km) auto
Constant 56 mph	29.1 (9.7 litres/100 km) manual 27.4 (10.3 litres/100 km) auto
Constant 75 mph	18.3 (15.4 litres/100 km) manual and auto