

*This press pack accompanied the UK introduction of the revised Land Cruiser VX in November 1992. 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 VX range may be obtained from the Toyota press office if required.*



Press Information

FOR IMMEDIATE RELEASE

November 2, 1992

**GREATER LUXURY AND SAFETY FROM 1993 LANDCRUISER**

Birmingham's International Motor Show last month saw the arrival of a heavily revised Toyota Landcruiser VX with a list of standard equipment and a technical specification pitching it at the very top of the luxury, four wheel drive sector of the market.

This latest version of the world's best selling four wheel drive off-road vehicle is just as at home in Mayfair as on the Scottish moors or in the Alps. Its combination of go-anywhere, rugged ability and sheer luxury is unbeatable - especially when measured against some of its more expensive competition.

In addition to minor exterior bodywork changes, the Landcruiser VX becomes an even safer vehicle with larger disc brakes with an ABS (anti-lock) brake system, and side impact beams in all four doors. Wheels and tyres are also bigger.

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The 4.2 litre turbocharged diesel engine to produce 158 bhp at only 3600 rpm and a whopping 265 lb ft of torque at 1800 rpm, but modified pistons, combustion chambers and diesel injection have reduced oil consumption, exhaust smoke and noise still further.

Available with five speed manual transmission at £29,565 and Toyota's latest four-speed electronically controlled (ECT) transmission at £33,620, the auto version also boasts outstanding luxury with leather upholstery and trim and air-conditioning as standard. Front seats for Landcruiser drivers and passengers have powered adjustment including fore and aft, recline and height adjustments.

Both manual and auto models also have a more reliable and accurate electronic speedometer, replacing the previous cable type. An oil level warning light has also been added to the instrument panel.

For serious off-road work, the Landcruiser VX has full time four wheel drive with high and low ratios, and locking front, centre and rear differentials at the touch of a button.

The Landcruiser will seat seven and leave room for luggage but the rear seats will also fold away and the centre row will fold flat for a vast amount of cargo space.



Press Information

FOR IMMEDIATE RELEASE

October 20, 1992

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 Landcruiser VX 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. This latest VX retains its versatility, practicality and comfort while enhancing all of these attributes.

For more than 40 years, the Landcruiser has been recognised the world over for its exceptional ruggedness, durability and reliability. To the end of 1991, nearly 2.2 million had been produced since 1951. For 1993, Toyota's premier all-terrain vehicle builds on that heritage with enhanced on and off-road performance, increased comfort, and an abundance of luxury features. It competes in two sectors of the market (off-road and luxury cars) which have shown significant growth in 1992. The off-road sector, in fact, recorded growth of 34% to the end of September.

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The new Landcruiser retains its rounded, aerodynamic exterior with a tough, broad-shouldered appearance. Minor changes have been made to the front bumper, side steps and the wheel arches. The styling theme continues inside, where a cockpit-style, wraparound instrument panel places all important controls within easy reach.

Comprehensive gauges were designed for optimum visibility. Instead of the previous mechanical cable-type speedometer, this latest Landcruiser has an even more reliable and accurate electronic type which receives signals from a transmission-mounted sensor. An engine oil level warning light has also been added to the instrument panel. Noise, vibration and harshness have been significantly reduced for increased driving enjoyment.

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

Retaining its tough, solid axles (the rear is now fully floating), the Landcruiser uses coil springs on all four

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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 four-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 four door model, with a lift-up rear door. The engine is a turbocharged diesel of 4.2 litres for greater power output. Transmission availability includes both a four speed electronic controlled automatic and a five speed manual.

In relation to exterior styling, Toyota's aim was to create an appearance that expressed strength as well as prestige. The Landcruiser has a strong flowing surface and sculptured headlamps for a more attractive front mask. Its wider tyres and aggressive wheel arches exude power. The tough-looking design of its new 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 interior that wraps the occupants in comfort and luxury. Great attention

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has been paid to noise, vibration and harshness. Heating, ventilation and air-conditioning controls are of the push button type.

The Landcruiser's diesel engine was increased from 4.0 litres to 4.2 litres back in 1990 for greater power and an abundance of low and mid-range 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 158 bhp at 3600 rpm and 265 lb ft of torque at 1800 rpm.

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

Another major benefit of this engine is the change from an in-line 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.

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The latest version of this engine uses a nitric top ring for each piston and this, coupled with redesigned pistons with reduced friction, has resulted in lower oil consumption. The combustion chambers have been re-shaped slightly and a constant pressure valve in the fuel line means less exhaust smoke. Engine noise has been further reduced with a lower injection nozzle pre-lift volume.

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 with continued use of four 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.

1993 model Landcruisers now have 8" x 16" alloy wheels (previously 7" x 15") and tyres are now 275/70 - both wider and lower profile than before.

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As a result, the ventilated disc brakes have been increased in size from 286 mm to 311.4 mm diameter at the front and from 312 mm to 335 mm at the rear. The front discs are also thicker by 7 mm.

For the first time, the Landcruiser VX has an ABS braking system as standard. The computer controlled circuits are operational at all times when the high transfer gear is engaged in normal running conditions. The centre differential is then controlled by a viscous coupling. But when the low transfer gear is engaged, the ABS system is disconnected and the centre differential locks automatically.

The Landcruiser power steering system is progressive giving 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.

Fuel tank capacity is 95 litres to provide convenience on long drives.

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The most important objective for the 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. As with most other Toyotas, the Landcruiser now has side impact protection beams in all four doors.

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 with optimum cushion thickness and support. In addition, the seatbelt inner anchor is attached directly to the seat and the shoulder anchor is adjustable. On manual transmission models,

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cloth upholstery is standard, but on auto models leather upholstery and trim is used throughout. The auto Landcruiser also boasts power adjustments to both front seats.

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

A further luxurious extra is the addition of heated front seats to take off the chill off winter days, but for dehumidified air all year and a fully controlled environment, full air-conditioning is standard on the automatic Landcruiser.

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

The five-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.

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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.

Like all Toyotas, the Landcruiser is covered by a three-year or 60,000 mile warranty, six-year corrosion warranty and three-year paint and surface rust warranty. Free membership of Club Toyota and the RAC for one year comes with every car.

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For further information, contact Simon Small, Press Office,  
Tel: 0737 768585.

TOYOTA LANDCRUISER VX

Standard Equipment

Tinted glass  
Mudguards  
Side impact beams  
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, five-speaker stereo radio/cassette (anti-theft)  
Front and rear heater system  
Tilt adjustable and collapsible steering column  
Speed sensitive power steering  
ABS brakes  
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  
Alloy wheels  
Air-conditioning (auto only)  
Leather upholstery and trim (auto only)  
Powered front seats (auto only)

TOYOTA LANDCRUISER VX  
Technical Specification

Dimensions

Length	4780 mm
Width	1900 mm
Height	1890 mm
Wheelbase	2850 mm
Track front/rear	1595/1600 mm
Ground clearance	210 mm
Overhang front/rear	810/1120 mm
Approach/departure angle	37°/25°
Luggage capacity	28.7 cu ft (0.812 m <sup>3</sup> with rear two seats folded)
Fuel tank	95 litres
Turning circle (tyre)	12.0 m

Weights

	<u>Manual</u>	<u>Auto</u>
Kerbweight	2405 kg	2440 kg
Gross vehicle weight	2960 kg	2960 kg
Towing capacity	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

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Compression ratio 18.6:1  
 Power 158 bhp at 3600 rpm  
 Torque 266 lb ft at 1800 rpm  
 Oil cooler Water cooled  
 Fuel system Direct injection

Electrical System

12V  
 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 Five-speed, all synchro manual type H151F, or type A442F. Four-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 Two-speed constant mesh

Ratios	
	1.000 (high)
	2.488 (low)

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Final drive	Hypoid gear with electronic diff locks front and rear. Centre diff is viscous type	
Ratio	3.727 (man)	4.100 (auto)

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	Alloy 16 x 8JJ	
Tyres	275/70 R16 Dunlop	

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Brakes

	Hydraulic with vacuum assistance and ABS
Front	311.4 mm dia ventilated disc
Rear	335 mm dia ventilated disc
Handbrake	Mechanical drum acting on rear wheels. 210 mm dia

Performance

Maximum speed	102 mph
Acceleration 0-60 mph	15.8 seconds (manual) 16.6 seconds (auto)

Fuel Consumption

	<u>Manual</u>	<u>Automatic</u>
Urban cycle	24.8 mpg (11.4 l/100 km)	20.6 mpg (13.7 l/100 km)
56 mph	31.0 mpg (9.1 l/100 km)	30.1 mpg (9.4 l/100 km)
75 mph	19.8 mpg (14.3 l/100 km)	19.0 mpg (14.9 l/100 km)