



The 2005 Toyota Land Cruiser

A new chapter for the off-road legend

- Significant improvements in powertrain, brake system and comfort for 2005 model
- More than 4 million units sold worldwide; over half a million in Europe (cumulative figures)
- Toyota Land Cruiser nameplate is now 53 years-old
- First diesel vehicle to win an event of a major world championship sanctioned by FIA
- Always a trendsetter in automotive technology
- Latest generation Toyota Land Cruiser features European design by ED²

The introduction of the latest Toyota Land Cruiser evolution is to be marked by an adventure drive which demonstrates all the great attributes of this legendary Sports Utility Vehicle.

The 620-kilometre adventure through the Costa Rican cloud forest will reveal not only Land Cruiser's outstanding off-road ability, but also allow drivers and passengers to experience the comfort and convenience that is the hallmark of the modern Land Cruiser.

It will demonstrate all the qualities which have ensured the Toyota Land Cruiser remains a best seller around the world and at the heart of the core SUV segment in Europe.

The 2005 model year

- 3.0 D-4D boasts 166 DIN hp and 410 Nm of torque
- Entirely new range of transmissions: 6 M/T and 5 A/T
- World's first brake booster with integrated ECU
- Available with the quickest navigation system on the market

Despite the excellence of the new generation model, Toyota engineers have still found ways to make significant upgrades and improvements for the 2005 model year.

Available alongside the current 4.0-litre V6 VVT-i petrol engine, the 3.0-litre D-4D diesel receives an upgrade with second-generation common-rail technology, smoother control of the turbocharger variable vanes and a swirl control system.

Power has been boosted to 166 DIN hp (122 kW) and torque is up by 20%, taking it to 410 Nm between 1,800 rpm and 2,600 rpm – making this the highest torque figure of any four cylinder engine on the market today.

A new, lightweight **six-speed manual transmission** is standard equipment with the D-4D engine, boosting performance and fuel economy. The diesel Land Cruiser will now accelerate to 100 km/h in 11.5 seconds and fuel consumption drops to 9.0 litres/100km for the three-door.

There is also a new **five-speed automatic gearbox**, replacing the current four-speed unit, as standard on the V6 petrol and optional on the D-4D diesel. This new, super-smooth auto shift benefits from an artificial intelligence (AI) shift ECU which adapts the shift pattern to the driver's individual style and to changing road conditions.

Once again, the new automatic gearbox brings improvements in performance and fuel economy, with acceleration to 100 km/h for the V6 petrol down to 9.1 seconds – the quickest in the core SUV market.

The highlights of the 2005 model year improvements include:

3.0 D-4D engine

- Maximum power has been increased from 163 DIN hp to 166 DIN hp
- Maximum torque is now 410 Nm, making this the 'torquiest' 4-cylinder on the market
- Combustion process is optimised due to a new shape for the piston's combustion chamber
- The balance shaft bearing uses lead-free material due to environmental concerns
- A Swirl Control System has been newly added in the intake manifold
- A valve lift position sensor has been added to the EGR valve, allowing more precise EGR control
- The EGR cooler is new, boasting superior cooling performance
- The turbocharger's variable nozzle vane system is now driven by a DC motor, instead of a step motor
- A new common-rail system, produces an injection pressure of 1600 bar (up from 1350 bar of the previous system)
- The engine ECU is now 32-bit instead of 16-bit

Transmission

- New 6-speed manual and 5-speed automatic gearboxes
- The clutch performance and the clutch pedal operation feel have been optimised, along with the increased clamp load of the clutch cover (for manual transmission)
- The durability of the clutch disc damper has been improved (for manual transmission)

Brake system

- The new hydraulic brake booster incorporates the brake actuator and skid control ECU (units with Stability Control System), a world first that allows a gain in weight and space

Interior and comfort

- A new version of the Toyota full-map navigation system is available, equipped with RDS-TMC (Radio Data System-Traffic Message Channel), a dynamic route guidance system
- All windows now feature UV-protection glass
- On the petrol version, the cruise control set speed is memorised by the system even if the vehicle speed falls below 40 km/h (25 mph)

Setting the benchmark

- Quickest 0-100 km/h acceleration (4.0 V6 engine)
- Lowest fuel consumption (3.0 D-4D diesel)
- Best driving range in the segment (3.0 D-4D diesel)

As already stated, Land Cruiser is the quickest vehicle in the core SUV segment, with its 4.0-litre V6 petrol engine powering it to 100 km/h in just 9.1 seconds – and a top speed of 180 km/h. But it is also among the most economical, with the new 3.0-litre D-4D diesel engine and five-speed automatic transmission delivering 8.9 litres/100 km on the combined cycle.

Thanks to its 87-litre fuel tank and exceptional fuel economy, the Land Cruiser D-4D has the highest driving range in the segment – achieving almost 1000 km on a single tank (calculation based on the combined fuel consumption figure).

The best seller

- More than 4 million units already sold worldwide
- More than half a million sold in Europe since the 60s
- The best-selling core SUV on the market

Not surprisingly, the Toyota Land Cruiser has proved extremely popular during the last half century, with cumulative worldwide sales now exceeding the **four million** mark.

Europe is the largest overseas market for the Toyota Land Cruiser **with more than half a million units sold** since launch in the early 1960s (counting all Land Cruiser models).

Since 2003, Toyota Land Cruiser has become the **best selling core SUV in Europe**. More than **38,000** new generation Land Cruisers were sold in 2003, its first full year of sales, and 31,461 units were sold from January to September 2004.



A place in history

- The Land Cruiser nameplate is now 53 years-old
- Significant achievements also in motorsports
- A technological trendsetter

Today, more than 50 years after its first introduction, the Toyota Land Cruiser is recognised as an icon in motoring history – and one which has always thrived on challenges.

From the very early days, when a prototype Land Cruiser was driven up Mount Fuji to checkpoint 6 (1951); to more recent adventures when a Land Cruiser 90 became the **first diesel vehicle to win an event of a major world championship sanctioned by FIA** (the Baja Portugal Telecel 1000 in 1998): Land Cruiser has been ahead of the competition.



At the same time, the Toyota Land Cruiser has always been at the forefront of automotive technology. In 1985 Toyota Land Cruiser 60 was equipped with a **direct injection diesel engine**, the first ever installed in a Toyota vehicle and one of the first in the world for passenger cars.

In 1990 the Land Cruiser 70 sold in Japan adopted an **electronically controlled injection system** for diesel engines, the first ever to be installed in an off-road vehicle. And, the Land Cruiser 80 was the **first production car in the world to be equipped with a 4-valve per cylinder direct injection diesel engine** in 1995.

In 2002 Toyota introduced its new **Night View** system in the Land Cruiser 100, making the Land Cruiser the first SUV in the world equipped with an infrared vision system (Japanese market). The same vehicle also received a **voice activation system** for audio and navigation system, becoming also one of the first SUVs equipped with this feature (feature also available in Europe).