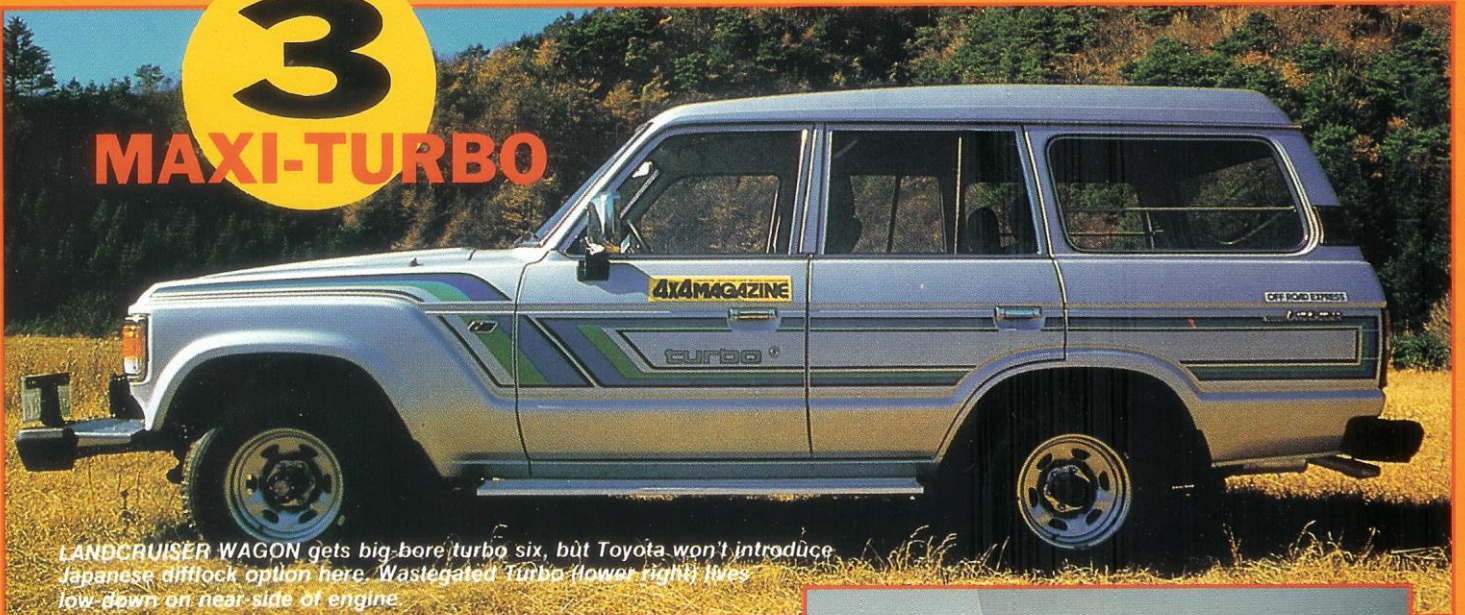
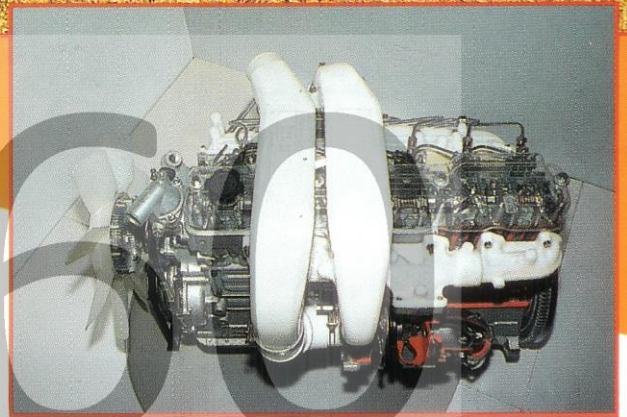


3

MAXI-TURBO



LANDCRUISER WAGON gets big-bore turbo six, but Toyota won't introduce Japanese difflock option here. Wastegated Turbo (lower right) lives low-down on near-side of engine.



PEOPLE MOVER 4 X 4s covering a four-model range will provide up to 8-seater off-road accommodation, with manual and auto options.

4

4x4 TARAGO • LITEACE



TOYOTA is going on the attack in 1986 with the early release of new 4WD People Movers and turbocharged diesels for a broad range of existing LandCruiser models.

The new models are . . .

- Tarago 4WD
- Lite-Ace 4WD.

The existing ranges that will get turbocharged diesel engines are . . .

- Bundera (2L-T)
- Mid Wheelbase (3B-T)
- Wagon (2H-T)

All these vehicles will be released in late February. This represents a pull-forward of projected release dates of from three to 12 months and indicates just how seriously Thies Toyota is taking the market in 1986.

At the same time Toyota will upgrade some of its diesel powerplants, giving them direct injection. And it will offer an automatic transmission for the Mid Wheelbase range of LandCruisers. A total of 28 new models will be released.

A surprise omission from the new model line-up is the 4-Runner Turbo (2L-T). We believe Toyota is now planning to introduce this model to the Australian market in late 1986, together with the fuel-injected petrol engine. For the moment, Toyota feels that its 4-Runner, which has no opposition in the marketplace, is strong enough.

The Tarago and Lite-Ace 4WDs will offer buyers a completely new deal in the 4WD 'People Mover' market previously dominated by Mitsubishi.

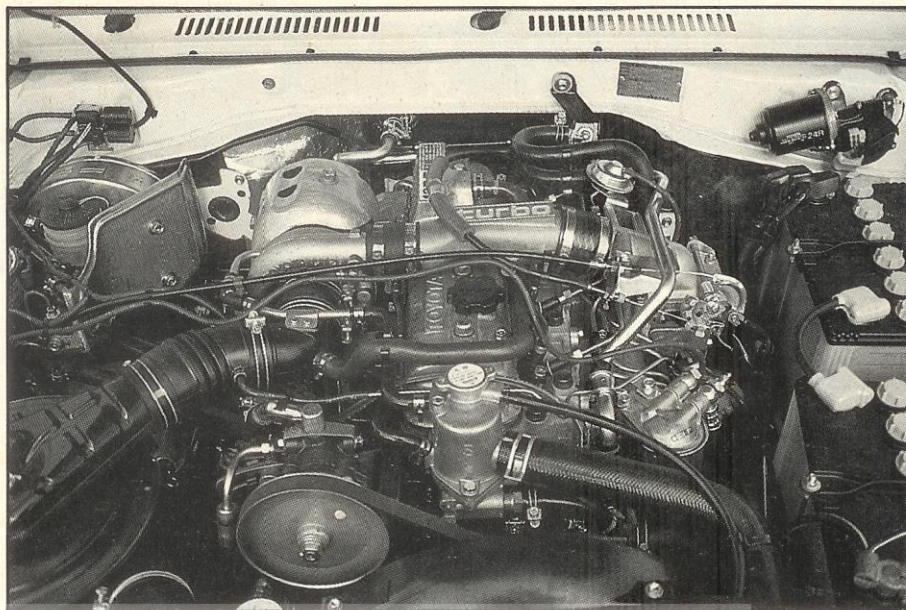
This is the new model line-up . . .

- Tarago 4WD with 2.2 litre fuel-injected engine — manual 5 speed.
- Tarago 4WD with 2.2 litre fuel-injected engine — automatic 4 speed.
- Lite-Ace 4WD with 2.0 litre engine, 5-seat configuration — manual 5 speed.
- Lite-Ace 4WD with 2.0 litre engine, 8-seat configuration — manual 5 speed.

The Tarago 4WD will be offered on the base model only (DL) at present. Later, it may be offered on GLI and GLS.

Toyota is likely to introduce a sports (DX) model of the Tarago. This will be a low-cost 2WD performance model using the 4Y-E (2.2 litre fuel-injected) engine.

Tarago and Lite-Ace were upgraded by Thies Toyota in late 1985 and got new engines, transmissions and running gear. Most importantly they



TWO TOP TURBOS: Toyo's diesel-turbo lineup matches engines to chassis, balancing weight against power. The 2L-T model drops into Bundera (later for 4-Runner) and (1)3B-T fits Mid-Wheelbase.

received new frontal collision protection which Toyota backed with barrier test results. This overcomes a major buyer resistance to the use of one-box vans as People Movers.

The Lite-Ace has been further upgraded from 1.8 litre 5K-C engine to 2 litre (3Y) engine to accommodate the 4WD engineering. This engine is the original HiLux powerplant, which in 4Y form now powers HiLux, 4-Runner and Tarago. The driveline for the Tarago and Lite-Ace range comes from the HiLux.

The manual transmission is borrowed directly from the HiLux/4-Runner range together with the transfer case and differentials. The

front differential is the new, smaller (by ½ in diameter) 7.5-inch differential introduced with the 1985 HiLux range. The rear differential is the standard HiLux unit used throughout.

The automatic transmission is the new Toyota-developed electronic-selection automatic that we have been telling you about for some time, and which we showed you last month installed in a HiLux chassis.

Toyota claims that this is the world's first electronically controlled automatic transmission on a 4WD machine and features on-the-move selection of all ratios available in the transfer case (from H2 to H4 and L4).

For maximum utilisation of this system, automatic freewheeling hubs are employed. They are expected to be offered on both automatic and manual versions of the Tarago as well as the manual Lite-Ace.

The Tarago and Lite-Ace 4WDs are both fitted with independent torsion bar front suspension systems (similar to 4-Runner) and the rear end is a coil-sprung solid axle with four-link location. Gas-strut shock absorbers are used all round and rack and pinion steering fitted.

Somewhat disappointingly, 14-inch wheels are used and shod with standard road-type radial ply tyres.

TOYO TURBOS

We've been telling you about the coming lineup of Turbo diesels for many months now, and brought you the world first comparo of turbo-diesel powered LandCruiser and Patrol wagons.

Now we can give you the accurate engine breakdown for the complete model range. There are a couple of surprises . . .

Firstly, the 4-Runner will not be released at this stage.

Secondly, the diesel turbo engines will be offered virtually across-the-board in the LandCruiser range. This covers Bundera (short wheelbase), Mid Wheelbase and Wagon versions.

Only the Military versions will not be offered with turbocharged diesels. But these will get direct-injection.

The Bundera will get the smallest capacity diesel turbo made by Toyota — the 2L-T. This is a turbo version of the 2.4 litre four-cylinder diesel — the same engine now fitted to the 4-Runner/HiLux.

It features pre-chamber (non direct) injection, but has metallic fibre piston tops designed to accommodate the turbine power.

Toyota will fit this engine to the Bundera in its simplest form — the 2L-T. In Japan, this engine is available in a series of step-up models up to 2L-THE. This is how the letter-codes workout . . .

2L — Diesel

T — Turbo

H — Water-cooled turbine

E — Electronic injection

Thiess Toyota is deliberately avoiding complex engines and has ruled out both electronic injection and water-cooled turbine options for this engine. When the 4-Runner diesel turbo is offered later in the year it will get the same 2L-T engine. This produces approximately 64 kW of power at 4000 rpm.



IT'S ALL DOWNHILL FROM HERE: LandCruiser station wagon gets zooming on-road power, good tractive off-road effort from big-bore turbo-six.

The engine block is substantially lighter than the (1)3B-T direct injection turbocharged 3.4 litre four-cylinder diesel which was originally mooted for the Bundera, but which will be used exclusively in the Mid Wheelbase range at this stage.

The B Series engines are manufactured by Daihatsu, and were originally designed as truck engines. This engine is employed in Dyna and other truck ranges. It is quite heavy at 281 kgs, but the Mid Wheelbase is up to the job of toting it around.

It produces 88 kW of power at 3400 rpm compared with the standard 3B engine which pumps 72 kW at 3500rpm.

The LandCruiser Wagon will get the (1) 2H-T engine — a turbocharged six-cylinder engine with direct injection and four-litre capacity. This

engine, also originally from the Toyota truck line, is again a heavy unit at (at 330 kg) but produces a thumping 99 kW at 3500 rpm, more than 30 percent up on the standard engine.

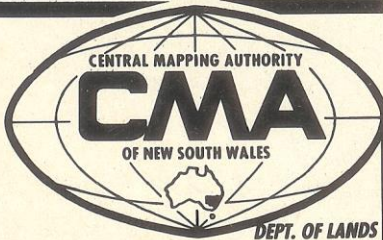
The 2H-T engine will only be available on Sahara models and DLX models is LandCruiser Wagon range. The Sahara will not be available with the standard 2H diesel, but this will be offered on both the DLX and the standard HJ60 models.

TRANSMISSIONS

Toyota will also introduce automatic transmission on the Mid Wheelbase (FJ73 RV MRQ), apparently in both standard and deluxe forms.

The Bundera is not scheduled to get automatic transmission at this point.

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However, the HiLux 4WD is scheduled for introduction in automatic form late this year or early next year and the Bundera is likely to gain a slushbox at the same time (the Bundera's manual transmission is from the HiLux).

MANUAL DIFFLOCKS

At this stage, it is uncertain if the February-release LandCruiser Wagons will get difflocks (as tested in our January issue).

However, by the end of the year, this option will most likely have spread through LandCruiser Wagon, Military and Mid Wheelbase models.

There are very sound reasons for Toyota to make such strong moves in

the 4WD market so early in the year.

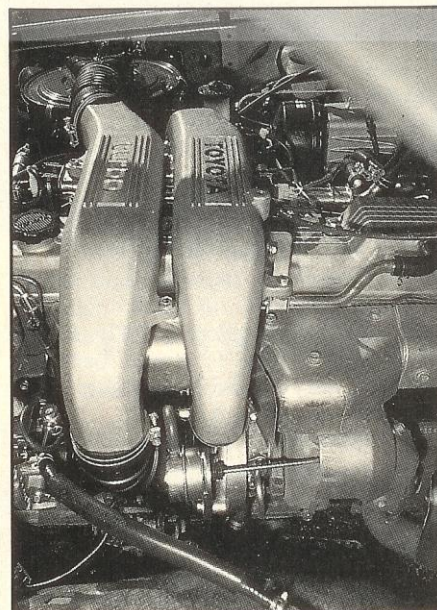
Firstly, the company's pricing strategy has taken a battering in the last quarter of 1985, as the staggering dollar crashed against the Yen, and the company was unable to absorb the losses any more. Price increases on HiLux for example, were as much as 9.4 percent from release date (October, 1985) to the opening price for the 1986 year. Most other models were similarly affected.

The competition is getting stronger, with new model releases from Nissan and Mitsubishi in the dying days of 1985, and more competition expected this year.

And the combined effects of other market forces are expected to be felt by the second quarter of 1986. The



BIRD'S EYE VIEWS: 'Cruiser Wagon cockpit gets tell-tale turbo-embossed seats. Sanitary under-bonnet installation includes full-cast manifolding, tucked-away turbo, tidy plumbing.



most important of these is the pull-forward of sales due to public anticipation of prices rises and difficulties with ULP cars. Industry observers predict as many as 70,000 1986 sales were moved forward into the 1985 sales year.

Other factors are the increase in interest rates (affecting car finance) and 'sticker shock' — the term used to describe the reaction of customers to price increases when they return to the showroom after normal three, four or five year cyclical absence. In many cases, customers on a five year turnover cycle will be faced with prices increases of double to triple for a vehicle of the same size.