

HJ60

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## TOYOTAS TESTED

# FOUNTAINHEAD REVISITED

Though the SWB Nissan MQ Patrol was the first affordable 4x4 to prove that four-wheel driving was not synonymous with pain, it was really the Toyota Series 60 which started the boom in 'family-style' 4WD station wagons. IAN GLOVER owned one of the original Series 60s, and here compares it with Toyota's '85 update.

**S**ELLING Toyota Land Cruiser LLP-288 was one of the hardest things I have ever had to do. I couldn't bear to see it driven away by someone else, so had to leave the final transaction to my flatmate. The vehicle, after a year's modifications, was performing brilliantly, but there was little point in keeping both that and a new Jeep Overlander. So, just as you might have to shoot a favourite dog or face up to the fact that a friend was dead, the Series 60 went into other hands.

It was not the perfect vehicle when I bought it, simply the best at a price; streets in front of its opposition, which is why it won our 1981 Four-Wheel Drive of the Year Award. Even Toyota seemed unsure of its niche in the 4WD marketplace. Here was a luxury vehicle fitted with workhorse tyres, for example (Dunlop Road Trak Minors on 16" split rims), which, while they may be a tough, almost indestructible tyre on rugged property Toyota utes, certainly did not fit in with either the image or the handling of the new station wagon.

On the road, the RTMs were diabolical; noisy, with a high pitched whine which meant you could tell a Cruiser coming from half a mile away. In the wet, you might as well have travelled on banana skins. They didn't like cornering. Off-road, they didn't like sand, mud or snow. Where they did excel was over rocky ground.

So, almost immediately after I got the Series 60, I started experimenting with wider rims and tyres. Two of the best combinations proved to be Goodyear Wrangler 10R15s on Delta Concorde rims, and the aramid-belted 10.5R15 Cepek XCs on Enkei Mints.

Thiess still offers RTMs as a choice on its more utilitarian sideways-opening rear door model

Series 60, but the standard rubber nowadays is yet more product from Dunlop (due to a corporate deal in Japan): 7.50R16 Dunlop Roadslippers; a good compromise tyre in all situations but wet tarmac, when you need a dragster's parachute.

The other engineering area which required almost immediate attention was the suspension. The Series 60 did not like corrugations at all, and constant minute steering corrections as it bump-steered — Stig Blomqvist driving techniques at about a third the speed — were necessary. It's pleasing to report that the '85 Series 60 is an infinitely better-handling vehicle because of suspension mods detailed in the last issue. There's still a tendency to go off line on corrugated dirt roads, but it's by no means as marked, and on-road handling in general is a much more civilised process. Ride is now as good as my Sereis 60 displayed after a year's suspension experimentation. OME gas shocks and standard Toyota springing proved the way to go for my purposes — high speed handling, good ride and improved wheel travel off-road — but other buyers' requirements were different, and hence they chose other aftermarket panaceas. Heaven knows, there were certainly enough around to choose from!

### Retentions and inventions

Rather than give a blow by blow account of the total strengths and weaknesses of a vehicle which, because of its popularity, has been repeatedly tested both solus and in comparos in *Overlander* since our first test in January 1981, I'll concentrate on the salient points of the Series 60.

It's good to see the engineers haven't compromised the 60 Series' off-road capabilities by eradicating the

hefty tow hooks front and rear, nor by lowering the vehicle and reducing ground clearance.

And, though I'm bound to get an argument on this, the retention of free-wheeling hubs is a good thing. There are obviously arguments for and against FWHs versus automatic locking hubs, and certainly, when it's raining cats, dogs and wet starlings, just being able to stay in the cabin and effectively double your traction is a Godsend. However, having auto hubs disengage on a steep slope is no joke. Not that that happens very often, particularly with modern auto hubs. And some are better-designed than others, Mitsubishi's cam-operated design being better than most. Still, for absolute surety, FWHs are the go.

Quarter vents, in contrast to the modern tendency to one-piece driver's and front passenger's windows, have been retained. In the case of our test vehicle, this was an extremely good thing. When associate editor Kate Wilkinson picked up the 60 from Thiess, the driver's side window winder came off in her hand. Being somewhat pressed for time, she merely dropped it into the glovebox, but forgot to tell me. I concluded the vehicle had come from Thiess sans winder, and travelled the course of the week-long test with a shifter in the map pocket. But when I couldn't be bothered the quarter vent provided fresh air or the aircon stayed on.

Permit me a small but important digression. Toyota has always been very strong on trim, finish and quality control. Unfortunately, this was not the case with our test vehicle. Besides the errant window winder, the plate around the "4WD-engage" button was loose. And you didn't need a remote fuel filler cover opener. (There isn't one). It sprung open automatically.

### Squeaks, rattles, growls

To paraphrase a 60s rock song; our Series 60 had plenty of squeaks, rattles and growls. The squeaks emitted from the body, the rattles from an ill-fitting front passenger seat, and the growls intermittently from the transmission. This symphony was augmented when giving the suspension a workout in the rough, when the chassis, under flex, often ground and cracked in a most alarming, discordant manner. Lift your game, boys. Reliability was always one of the best selling points for Toyotas, and fiddly little "short-term" irritations like these do not augur well for the long run.

To return to the positive. Instrumentation is still plain, easily readable and sensible, with the



exception of the wankmeter (I believe the polite expression is inclinometer) to the left of the dash proper. One young lady suggested that with a few modifications, it would make an exciting video game for passengers on long boring trips, especially at night; sort of Star Wars Goes Bush.

To be fair to Toyota, it seems all of the Japanese manufacturers are including these silly, expense-adding gauges. We not only have inclinometers but bright little dials that supposedly tell you your height above sea level. What's next: a sensor that gives you outside air temperature? (That would at least be marginally more sensible than these totally useless add-ons).

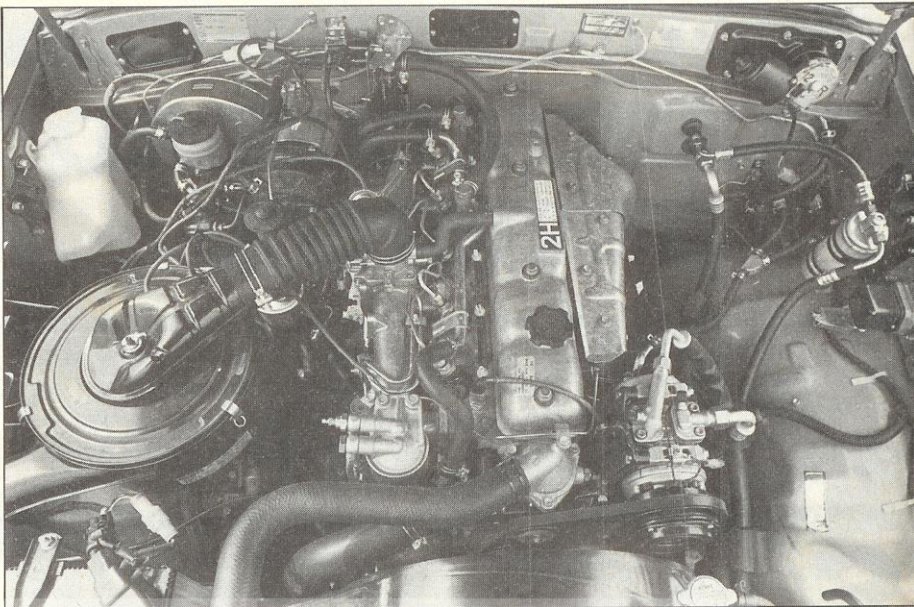
Passenger comfort has been looked after off-road by the retention of plenty of grabhandles. Seating on all counts is adequate if nothing out of the box, and in general, the interior is sensible, well-laid-out and relatively spacious. In addition, you still have large map pockets on the front doors, a separate rear heater, a hand throttle and tilt-adjust steering.

Some of the differences between my original Series 60 and the current one have been improvements (and otherwise) introduced in gradual updates since the model release.

One of the real differences is the vacuum-operated 4WD transfer switch on the dash, coupled with the "4WD-engaged" light which was not on the original model. I'd like to ask why the button was included on the Series 60. It seems an unnecessary complication — and something else to go wrong — when the old mechanical transfer case lever was simplicity itself. Certainly, it was often difficult to get back into H2 after a stretch with both diffs operating, but a little reverse/forward/reverse always did the trick. I can easily see the benefit of such a marketing ploy with the trendy Bundera, but lots of Series 60 buyers do put their vehicles through fair dinkum four-wheel drive stuff, and to them, this will surely seem an unnecessary complication, not a time-saving boon. The 4WD-engaged light, however, given the fact that the position of the switch can be overlooked, is now a necessity.

The steering wheel is infinitely better; dished, offering a more comprehensive view of the instruments, with more padding (it could do with still more).

The steering itself is still a little vague and imprecise, something that has always plagued Cruisers, even those with power assist. New, however, are warning lights for the air



and fuel filters; particularly important in diesel vehicles.

Yes, our test vehicle was a diesel. On the surface, you'd think the engine was the old 2H four-litre job (the petrol engine is now 4L too), but engine weight has been reduced, the compression ratio has been increased to 20.7:1 and the front engine mounts have been redesigned to reduce vibration and noise. For a diesel, it's an extremely zippy engine, offering reasonable speeds through the gears, all with a minimum of fuss and noise. I was regularly getting just over 14l/100km from my old Cruiser. (The '85 model returned around 13.8l/100km averaged).

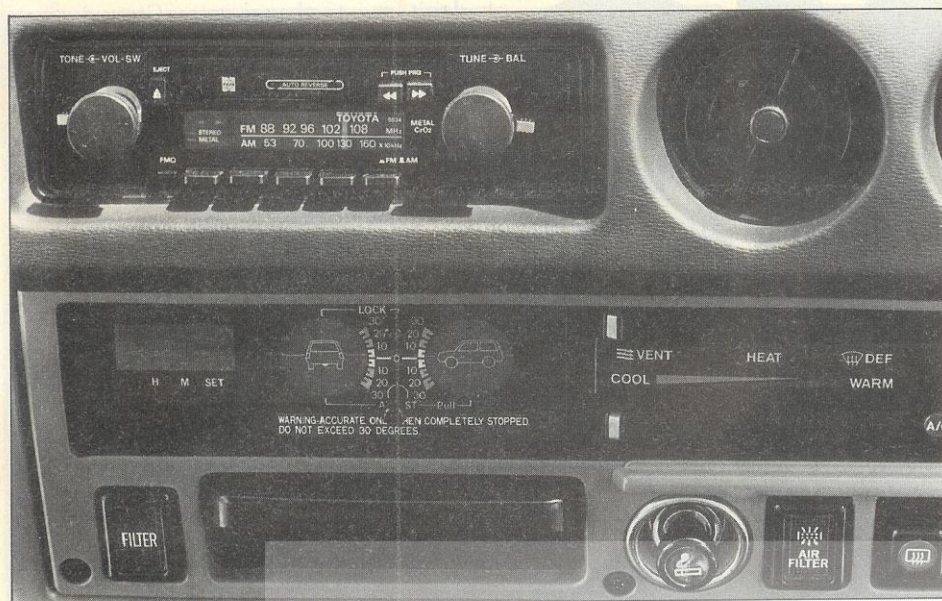
What is much better is the gearshift. In common with all other Cruisers, the Series 60 comes as a five-speed

which is a great shift, easy to use with creditable gating and ratios (detailed last issue), and with a much shorter throw than the old four-speed box.

Though our test vehicle was obviously a manual, it's probably worthwhile commenting on the auto trans now available ex-factory with the Series 60. Many of the recent phone calls to the Overlander offices have been from potential 60 buyers tossing up between the manual and the auto. Pending a back to back test, my advice to them is: if you want to use your 60 in relatively heavy duty four-wheel drive conditions, opt for five to drive; if the most arduous work the vehicle is going to see is a bit of black soil out from Injune, go auto.

While on the subject of transmissions, the clutch in the new





back in 1981. At \$21,685 plus on-road costs, it's a good deal more expensive than its main rival, the Mitsubishi Pajero 2.3 litre turbocharged diesel Superwagon, for example. Yet it has the Toyota nameplates, and all the reputation and aura those badges convey. If I were in the market for a replacement vehicle, the diesel Series 60 would be high on my list. ☀

## SPECIFICATIONS

### Toyota Land Cruiser HJ60

#### ENGINE

Type: Six cylinder in-line Diesel  
3980 cm<sup>3</sup> OHV

Bore/stroke: 91/102 mm

Power/revs: 76 kW/3500 rpm

Torque/revs: 241 Nm/1800 rpm

Power/litre: 19 kW/litre

Fuel Octane: Diesel

#### GEARBOX

Type: Five speed manual with  
two-speed 4WD transfer.

Ratio:	High	Low
1st	4.843	9.492
2nd	2.619	5.133
3rd	1.516	2.971
4th	1.000	1.960
5th	0.845	1.656

Transfer case: 1.960

Axle ratio: 4.111

Locking hubs: Manual

Diff locks: No

#### SUSPENSION

Front: Leaf

Rear: Leaf

Tyres: 7.50R-16-6

#### BRAKES

Front/rear: Disc/Drum

#### STEERING

Type: Recirculating ball

Turning circle: 14.4 metres

Turns lock-to-lock: 3.6

#### DIMENSIONS

Length x width x height: 4750 x 1800  
x 1825 mm

Wheelbase: 2730 mm

Track front and rear: 1475/1460 mm

Ground clearance: 225 mm

Approach angle: 40°

Departure angle: 22°

Central angle: n/a

Mass: 2045 kg

GVM: 2730 kg

Mass/power: 26.9 kg/kW

Mass/power at GVM: 35.9 kg/kW

#### FUEL CONSUMPTION

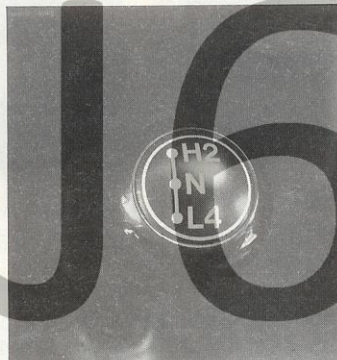
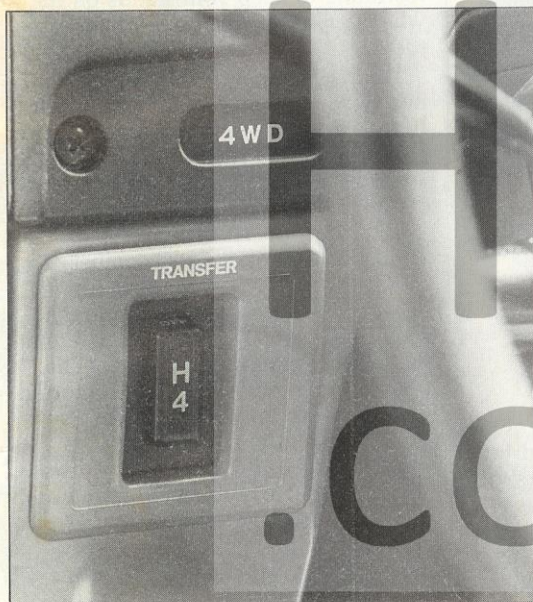
Average: 13.81/100 km

Fuel tank capacity: 90 litres

Range at 13.81/100 km: 650 kms

#### PRICE

List price at 28.2.85: \$21,685



Opposite page, top: 60-series gets impressive 2H Diesel. Opposite, bottom: Driver gets a bucket seat, passengers get two-thirds bench. Instrumentation is clean but there is more of it. This page, top: Inclinometer is dubious addition. Left: Push-button transfer switch is questionable on 60-series.

Cruiser is much easier to use, not nearly as trucklike.

#### Drive lines

On the expressway, the new Series 60 is fine, leaning into corners a lot more than it used to because of the much more compliant suspension, but still not as initially unnerving as a Range Rover. But the suspension is still not perfect. Potholes and undulations on tar still throw the vehicle off line, and it doesn't like corrugations on dirt very much at all. However, in comparison with its shorter wheelbase cousins in the new Land Cruiser range, it's infinitely better, and a definite improvement on the original.

In sand, the massive power and torque produced by the tried and proven diesel engine — and remember, petrol-engined vehicles are

a much better choice here — counteracted the Cruiser's heavy weight and there were never any dramas.

On rock-shelf-strewn tracks, the vehicle performed extremely well, easing its way up with a little throttle control, and, on a slippery slope which saw the necessity for brakes in the Daihatsu Rocky turbo, the superb engine braking in the Cruiser meant that the anchors weren't even touched.

#### Summing up

Rereading this report, it may seem that I have not been overly enthusiastic about the new Series 60, and that's an impression I hasten to correct. The Toyota Series 60 is a brilliant vehicle. But it's not way out on its own anymore, the way it was