

# LANDCRUISER 70 SERIES NOW EVEN TOUGHER

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Toyota's workhorse LandCruiser 70 Series is now even tougher with the introduction of two firsts: Toyota's first V8 turbo-diesel engine and the series' first wagon variant.

The new LandCruiser 70 Series brings structural and styling changes that deliver an even more imposing front end with a wider track, improved suspension and better steering feel.

The entire range of Cab Chassis, Wagon and Troop Carrier models has gained an engine immobiliser, CD player with MP3 compatibility and a new grille, headlamps, front fenders and front bumpers.

All models are powered exclusively by the new 4.5-litre V8 turbo-diesel engine, featuring common-rail direct injection and an intercooler.

The Euro IV-compliant, 32-valve V8 delivers 151kW of power at 3400rpm and replaces six-cylinder diesel and turbo-diesel engines.

Peak torque of 430Nm is reached at just 1200rpm and held all the way to 3200rpm - the flattest torque curve among all of Toyota's engines.

The new turbo-diesel V8 engine has 23.7 per cent more power and 13.1 per cent more torque than the previous six-cylinder turbo-diesel engine.

It is mated to a five-speed manual transmission with two-speed transfer case and a part-time 4WD system with manual free-wheeling front hubs.

The V8 engine's improved performance does not come at the expense of fuel economy.

Fuel economy has improved to 11.5 litres/100km\* for Cab Chassis models (from 11.7) and 11.9 litres/100km\* for the new Wagon and Troop Carrier versions (from 12.0) when compared with the superseded turbo-diesel straight six.

In another first for Toyota, the new engine has a graphite-iron cylinder block engineered to handle high pressures within a lightweight and compact design.

All LandCruiser 70 Series models are available in Workmate and GXL grades. The Cab Chassis line-up also offers a mid-range GX grade.

The new four-door Wagon, aimed at buyers who require a vehicle for both work and recreational driving, comes with two front bucket seats and a three-

seat rear bench.

The Troop Carrier offers three-seat or 11-seat Workmate grades or a five-seat GXL.

Recommended retail prices for the range start at \$53,490\*\* for the Cab Chassis Workmate - an increase of just \$1440 or 2.8 per cent over the previous entry-level six-cylinder Turbo Diesel.

Toyota Australia's senior executive director sales and marketing, David Buttner, said the new LandCruiser 70 Series will enhance its tough 4WD reputation, built over almost half a century in Australia.

"By consistently delivering reliability and durability, as well as legendary off-road and towing capabilities, the LandCruiser 70 Series has maintained a loyal following that is both unique and enduring," Mr Buttner said.

"The foundations for the market leadership that Toyota enjoys today were laid by the first batch of two-door LandCruiser FJ25s that worked on the Snowy Mountains Hydro-Electric Scheme in 1958.

"The highest-quality engineering values instilled in that period have permeated the company and rippled through the Toyota brand - in all its models and different variants - ever since."

*\*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/01 combined cycle.*

*\*\*Recommended retail price, unless otherwise stated, excludes dealer delivery, government and statutory charges, and optional extras.*

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# EIGHT MODELS IN NEW 70 SERIES RANGE

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Toyota's new LandCruiser 70 Series range has expanded to eight models, with the choice of three body styles.

All models have Toyota's first 4.5-litre turbocharged V8 diesel engine with five-speed manual transmission, two-speed transfer and part-time 4WD with manual front hubs.

The three body styles are Cab Chassis (LC79), Troop Carrier (LC78) and newly introduced Wagon (LC76).

The Cab Chassis model line-up is: Workmate, GX and GXL (which replaces RV grade).

The three Troop Carrier models are Workmate three-seat, Workmate 11-seat and five-seat GXL.

There are two new Wagon models: Workmate and GXL.

All LandCruiser 70 Series models have new front styling, including headlamps, grille, front fenders and front bumpers.

They also gain an engine immobiliser and CD player with MP3 compatibility.

There are two options for all LandCruiser 70 Series models: air conditioning and differential locks.

Workmate-grade models are distinguished by black front bumpers, radiator grille and exterior mirrors, chrome door handles, front mudflaps, sidesteps, textured vinyl seat trim, vinyl floor covering, 16-inch steel wheels (5.5F split rims on Cab Chassis and Troop Carrier) and intermittent wipers.

Workmate Troop Carrier can be specified in standard 11-seat configuration or as a three-seat model with massive luggage space.

It is also possible to order the Cab Chassis Workmate without a sub-fuel tank.

Workmate Wagon has the additional features of aluminium sidesteps instead of steel, four-speaker audio instead of two-speaker, front bucket seats instead of a driver's bucket and front bench seat, variable intermittent wipers and five-person seating capacity.

The GX Cab Chassis gains additional features over Workmate including 7JJ

16-inch alloy wheels with 265/70R tyres, wide front mudguards and overfender flares.

All GXL models add chrome and painted front bumper, chrome radiator grille, chrome windscreen surround and roof drip mouldings, front-door armrest, power radio antenna, bucket seats, cloth seat trim, floor carpet (front only for Troop Carrier), keyless central locking, power windows and front foglamps.

GXL Cab Chassis also gains aluminium side steps, cloth door inserts and variable intermittent wipers.

GXL Troop Carrier also gains overfender flares, four-speaker audio, variable intermittent wipers and five-person seating capacity.

GXL Wagon also adds to Workmate Wagon with chrome exterior mirrors, 7JJ 16-inch alloy wheels with 265/70R tyres, and loop-pile carpet.

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# LANDCRUISER 70 SERIES REPRESENTS EXCELLENT VALUE

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Toyota has contained price increases for new LandCruiser 70 Series to support its goal of providing best value in class.

Entry level 70 Series Cab Chassis Workmate comes to market with a recommended retail price (RRP) of \$53,490\* - an increase of only 2.8 per cent over the superseded turbo six-cylinder model.

The GX version of the Cab Chassis vehicle carries an RRP of \$55,490\* and the top-of-the-range GXL Cab Chassis is \$56,490\*.

Option prices for all models have been maintained at existing levels.

Differential locks have an RRP of \$2735, and air conditioning \$2640.

The deletion of the auxiliary fuel tank attracts a price reduction of \$445.

Troop Carrier prices have been contained.

The new three-seat Troop Carrier Workmate has an RRP of \$58,890\*.

The 11-seat Workmate has an RRP of \$59,990\* and the GXL's RRP is \$61,490\*.

The new LandCruiser 70 Series Wagon is challenging the market.

The Wagon Workmate will come to market at an RRP of \$53,990\* - only \$500 more than the Cab Chassis model.

The GXL Wagon will carry an RRP of \$57,490\*, just \$1000 more than the RRP of the GXL Cab Chassis, and \$4000 less than the RRP of the GXL Troop Carrier.

"The Wagon version is likely to attract substantial buyer attention, not only from workhorse buyers but also from purchasers in the large 4x4 SUV market," Toyota senior executive director sales and marketing David Buttner said.

"Especially with the turbo-diesel V8 it creates a value-for-money proposition that stands to redefine the market."

**LandCruiser 70 Series price list\***

Model	Grade	Recommended Retail Price
Cab Chassis	Workmate	\$53,490 *
	GX	\$55,490 *
	GXL	\$56,490 *
Wagon	Workmate	\$53,990 *
	GXL	\$57,490 *
Troop Carrier	Workmate	\$59,990 *
	GXL	\$61,490 *
<b>Options</b>		
Air-conditioning (all models)		\$2640
Diff Locks (all models)		\$2735
Metallic paint (not Troop Carrier)		\$300
<b>Delete options</b>		
Rear seats (Troop Carrier Workmate)		-\$1100
Sub tank (Cab Chassis Workmate)		-\$445

*\*Recommended retail price, excluding dealer delivery and statutory charges, and optional extras.*

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# LANDCRUISER 70 SERIES WAGON OPENS UP NEW SEGMENT

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Toyota has launched the all-new four-door LandCruiser 70 Series Wagon to attract new buyers to the LandCruiser 'workhorse' market.

It is the first time that a four-door wagon has been offered in the LandCruiser 70 Series - a range that had its foundations in Australia almost 50 years ago.

There are two LandCruiser 70 Series Wagon models, Workmate and GXL.

Both have five seats - two front bucket seats and a rear three-seat bench.

All LandCruiser 70 Series models now have an engine immobiliser and CD player with MP3 compatibility as well as a new front end including bonnet, grille, fenders and bumpers.

In addition, LandCruiser 70 Series Wagon GXL features keyless central locking, cloth seat and door trim, floor carpet, front door arm rests, power windows, overfender flares, alloy wheels, exterior chrome pack, power antenna for the radio and front foglamps.

"The new LandCruiser 70 Series Wagon will open up another sub-segment for LandCruiser in the four-wheel-drive 'workhorse' market," said David Buttner, Toyota Australia's senior executive director sales and marketing.

"Its four-door configuration will make LandCruiser 70 Series Wagon a versatile proposition for those buyers who may use their vehicle for both work and recreational driving."

The introduction of the LandCruiser 70 Series Workmate and GXL Wagons will play an important role in providing an alternative to the market following the discontinuation of the standard Toyota LC100 Wagon.

The Toyota LandCruiser 70 Series Workmate Wagon has a recommended retail price of \$53,990\*, while GXL Wagon is priced at \$57,490\*.

*\*Recommended retail price, excluding dealer delivery, government and statutory charges, and optional extras.*

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# LANDCRUISER FINDS FAVOUR WITH BUYERS

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Independent research commissioned by Toyota Australia has found that the predecessor to Toyota LandCruiser 70 Series, on which it is based, fulfils the major requirements of its target market.

Seventy-four per cent of LC78 owners have previously owned a Toyota, while almost two out of three of them will replace their current LandCruiser with another one.

The research said the typical buyer in this market was male, married, with an average age of 48.

The survey found that towing capability and mechanical reliability were the two major priorities for heavy four-wheel-drive buyers.

Load-carrying capacity was ranked third, followed by body workmanship.

For Toyota LC78 buyers - a sample of whom participated in the research - reliability is a must.

Among Toyota LC78 Cab Chassis owners, 79 per cent ranked mechanical reliability as their number one requirement, followed by towing capability.

Load-carrying capacity was also considered the third most important requirement by LC78 owners, followed by off-road performance and body workmanship.

Sales of LandCruiser 70 Series are driven largely by existing owners replacing their current vehicle with a new model.

Highly satisfied with the vehicle's performance, most owners go on to purchase another Toyota in the future.

To underline its workhorse status, LC78 is used by 88 per cent of its owners for business purposes - be it farming, mining or general rural activities.

The research concluded that LC78 buyers demand reliability, off-road capability, serious towing capability, power and performance.

They are less concerned with cost of purchase, safety and styling, and are prepared to pay for overall performance and for key performance areas.

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## LC70 PROVIDES BETTER FUEL CONSUMPTION AND 10,000KM SERVICE INTERVALS

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New Toyota LandCruiser 70 Series Cab Chassis with V8 power consumes less fuel than its competitor's six-cylinder engine.

Australian standard fuel-consumption tests show the Toyota's new V8 turbo-diesel consumes just 11.5 litres/100km\* in the Cab Chassis.

That is 1.4 litres/100km less than the smaller and less powerful engine of its rival.

The Toyota LandCruiser 70 Series also has service intervals of 10,000km compared with 5000km for the competitor.

LandCruiser 70 Series provides a lower whole-of-life cost to buyers who use it as a work vehicle.

According to independent research commissioned by Toyota among LC78 owners, 88 per cent of respondents said they used their vehicle for business purposes.

The foresight of Toyota Australia's early executives in establishing decentralised service facilities at a time when the motor industry barely ventured outside the cities was a significant factor in LandCruiser's success.

There are now over 280 Toyota Service Centres located around Australia.

*\*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/01 combined.*

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# LANDCRUISER SURVIVES 30 YEARS IN THE SNOWY

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A Toyota LandCruiser based in the rugged area in which the model first came to prominence in Australia has notched up more than 31 years of reliable and cost-effective service.

The long-serving vehicle is one of more than 280,000 LandCruiser workhorse vehicles delivered by Toyota since they first arrived in Australia in 1958.

Ron Kell from Tumut, NSW, bought the 1975 Toyota LandCruiser Cab Chassis when it was less than six months old in February 1976 and now says he can't imagine life without it.

"The Toyota has been with me for so long that I think it will be part of the family forever," Mr Kell, who is now retired, said.

"In fact, my nephew has put dibs on it and keeps asking me, 'How's my LandCruiser going?' He's said he would like to pass it on to his son."

The immaculate LandCruiser FJ45 is powered by a 4.2-litre, six-cylinder petrol engine, and Mr Kell said he had been impressed with its reliability over the last three decades.

"The conditions in Tumut can be pretty severe in the winter, getting down to minus six degrees, but the LandCruiser has survived 30 of them so far, and I reckon it's got a lot more left in it yet," Mr Kell said.

"It has only ever had the pistons replaced, and is running as well as it ever did."

Mr Kell uses the vehicle to move stock to market, collect wood, cart hay and spray weeds.

"I was only using it this morning to get some wood at the back of my property for a family camping trip in the mountains in a few weeks' time."

He has also used it for trips around southern NSW and northern Victoria.

The LandCruiser has done several trips to Sydney in addition to an 1800km round trip to Inverell in northern New South Wales.

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# LANDCRUISER CLOSES IN ON 50 YEARS OF SERVICE

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Toyota LandCruiser will celebrate its 50th anniversary in Australia next year.

The foundations for the market leadership that Toyota enjoys today were laid by the first batch of two-door LandCruiser FJ25s that worked on the Snowy Mountains Hydro-Electric Scheme in 1958.

Sir Leslie Thiess of Thiess Contractors recognised the LandCruiser's potential when his company won contracts to build tunnels, dams and roads throughout the scheme.

He secured the Australian franchise for Toyota and introduced over a dozen LandCruisers to the Snowy fleet, beginning a long tradition for Toyota in the region and around Australia.

The 13 LandCruisers sent to the Snowy in 1958 were at the epicentre of Toyota's initial presence in Australia.

The engineering values instilled in that period have permeated the company and rippled through the Toyota brand - in all its models and different variants - ever since.

Toyota's adherence to quality, durability and reliability in the local market was forged very early on in the Snowy project.

Like all the other vehicles in the Snowy Scheme's four-wheel drive fleet, the LandCruiser FJ25 did have its problems, specifically with the front axle and gearbox.

According to the late Alex McArthur, a Toyota executive in its early days in Australia, Toyota engineers flew out from Japan immediately to study and rectify the problems.

Mr McArthur recalled the company attitude he believed set Toyota apart from other manufacturers that were supplying four-wheel-drive vehicles to the project.

"Toyota didn't hesitate, and dispatched engineers who lived with us on site until the problems were rectified," Mr McArthur said.

"They'd fly out parts and send the broken components back to Japan for analysis to rectify the trouble at source."

By consistently delivering reliability and off-road capability, the LC70 Series has maintained a loyal following that is both unique and enduring.

It has been a proven performer in close to five decades of service in the most extreme working conditions Australia can offer - from sub-zero temperatures in the Snowy to 45 degrees or more in the western desert and deep in the burrows of our mines.

This dedication to providing trouble-free performance has been crucial to the success of the Toyota brand right across Australia.

This helped Toyota establish a deep connection with many of Australia's rural and regional communities that continues today.

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# LANDCRUISER 70 SERIES HAS V8 DIESEL ENGINE

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The new LandCruiser 70 Series introduces Toyota's first V8 diesel engine.

The 1VD-FTE engine delivers 151kW of power at 3400rpm and 430Nm of torque from 1200 to 3200rpm - the flattest torque curve in the Toyota range of engines.

The 4.5-litre, 32-valve, turbocharged and intercooled, high-pressure-injection engine is standard equipment in the new eight-model 70 Series range, replacing both a turbo and naturally aspirated diesel engine.

It has 55kW more power and 145Nm more torque than workhorse LandCruiser's superseded naturally aspirated, indirect-injection, 4.2-litre, straight-six diesel engine.

It has 29kW more power and 50Nm more torque than the superseded 4.2-litre, straight-six, turbocharged, direct-injection engine, and the extra torque is now available at lower engine revolutions.

The Toyota 1VD-FTE combines this performance with Euro IV emission levels.

It is matched to a five-speed manual transmission, two-speed transfer and part-time 4WD system with manual front hubs.

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# LANDCRUISER 70 SERIES: ALL TORQUE, ALL ACTION

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Toyota's newly re-powered LandCruiser 70 Series is now the torque king in Japanese-built 4WD vehicles.

The 4.5-litre LandCruiser 70 Series has 430Nm of torque from 1200 to 3200rpm.

This exceeds the maximum torque of its nearest rival.

The new V8 Turbo diesel has the advantages of a broader spread of torque, high-pressure injection and the latest emission-saving features.

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# LANDCRUISER 70 SERIES HAS IMPROVED FUEL ECONOMY

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Toyota's new turbo-diesel V8 LandCruiser 70 Series engine has achieved better fuel economy than the smaller-capacity straight-six turbo-diesel it supersedes.

The new 4.5-litre diesel V8 has ADR81/01 fuel economy of 11.5 litres/100km\* for Cab Chassis and 11.9 litres/100km\* for Troop Carrier and new Wagon.

The superseded straight-six 4.2-litre turbo-diesel engine had ADR 81/01 fuel economy of 11.7 litres/100km\* in Cab Chassis and 12.0 litres/100km\* for Troop Carrier.

The LandCruiser turbo-diesel V8 complies with Euro IV emission standards.

Its fuel economy improvement over the superseded 4.2-litre straight-six Toyota turbo-diesel engine is a result of the latest diesel design technology including high-pressure (common-rail) electronic fuel injection and a variable vane-type turbocharger.

*\*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/01 combined cycle.*

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# NEW TURBO V8 IS STATE-OF-THE-ART

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LandCruiser 70-Series' all-new 4.5-litre V8 turbo-diesel engine is the first Toyota engine with a graphite-iron cylinder block.

The use of graphite iron provides for low weight and a compact size while resisting the high cylinder pressures of a turbocharged diesel design.

The turbocharged and intercooled Quad Cam 32-valve Toyota 1VD-FTV engine uses electronic high-pressure (common rail) D-4D direct injection.

The water-cooled turbocharger utilises a variable nozzle vane to ensure high engine output, low fuel consumption and low emissions.

The 1VD-FTV engine has an air-to-air intercooler and dual electronic throttle valves.

The 4461cc engine has a 90-degree V angle, undersquare bore and stroke dimensions of 86.0mm by 96.0mm to maximise torque and a compression ratio of 16.8:1.

The bank offset is 22mm and the bore pitch is 97mm, to create a compact block relative to the engine's displacement.

The forged steel crankshaft has five journals and seven balance weights.

All pins and induction journals' fillets are hardened to ensure optimum strength.

The base of the cylinder block has substantial stiffening plates, to minimise vibration, and four plastic-region tightening bolts for each bearing cap.

The connecting rods are made of high-strength steel and the big-end bearings are secured with nut-less plastic-region tightening bolts.

Knock pins are used at the mating surfaces of the bearing caps, to ensure correct alignment during assembly.

The 1VD-FTV engine has aluminium-alloy pistons with combustion chambers in the piston crown.

The pistons have an internal cooling channel, a Ni-resist cast-iron top ring carrier to improve wear resistance and resin coating on the skirt to reduce friction loss.



Oil jets at the bottom of the cylinder bores spray oil on the underside of the pistons to improve piston cooling and lubrication.

The cylinder heads are made of aluminium alloy, with two-stage water-jacket construction to improve cooling.

An exhaust gas recirculation (EGR) passage reduces emissions.

The combustion chamber design includes four valves with a central solenoid-type high-pressure injector nozzle to improve performance and minimise emissions.

The injection system includes pilot injection control to improve performance and fuel economy and reduce emissions.

A glow plug located between the inlet valves improves engine starting.

Four camshafts are used in the new LandCruiser V8 diesel engine, to ensure accurate valve timing.

Camshaft drive is by a gear train to an idler gear, by chain to the inlet camshafts and by gears from each inlet camshaft to its partner exhaust camshaft.

Individual cam lobes activate the valves via roller rockers with built-in needle bearings, to reduce friction and optimise fuel economy.

In addition to roller rockers, the new engine has maintenance-free valve clearance adjusters to maintain constant zero valve clearance between the rocker arm and valve stem.

The 1VD-FTV engine's turbocharger is water-cooled, for increased reliability.

The inlet air passes through an air-cooled intercooler and separate throttle valves for each cylinder bank, before reaching the inlet ports.

A crossover pipe balances the exhaust pressure between the two cylinder banks, to ensure efficient turbocharger operation.

Other features of the 1VD-FTV engine include a linear temperature-controlled coupling for the cooling fan, a fuel cooler, a fuel filter with a warning switch, a segment-conductor-type alternator and an oxidation catalytic converter.

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# LANDCRUISER 70 SERIES HAS PROVEN DRIVELINE

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LandCruiser 70 Series' proven transmission suits the high torque of the new 4.5-litre turbo-diesel engine.

Workhorse LandCruiser has a five-speed overdrive manual transmission, with two-speed transfer and part-time 4WD with manually adjusted free-wheeling front hubs.

A limited-slip rear differential is fitted as standard equipment.

This feature is deleted from the vehicle's specification when the optional front and rear differential locks are specified.

The Toyota H150F transmission has ratios of: first, 4.529; second, 2.464; third, 1.490; fourth, 1.000; fifth, 0.881 and reverse, 4.313.

The part-time two-speed transfer has an idler reduction gear and ratios of: high, 1.000 and low, 2.488.

All LandCruiser 70 Series models have a final-drive ratio of 3.909:1.

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# IMPROVED SUSPENSION AND STEERING ON LANDCRUISER 70 SERIES

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Toyota's new LandCruiser 70 Series has a substantially wider front track, improved suspension and improved steering.

The chassis upgrades improve stability, durability and suspension performance.

Front track has been increased by 80mm on entry-level models to 1515mm, and by 120mm on high-grade models to 1555mm.

LandCruiser 70 Series' front suspension has a revised stabiliser bar and lateral control rod to improve suspension rigidity and durability.

LandCruiser 70 Series has rigid live-axle front suspension, mounted on leading arms and controlled by coil springs with dampers and a stabiliser bar.

The rear suspension is rigid live axle, with semi-elliptic springs and dampers.

LandCruiser 70 Series' improved steering includes an increase in steering-assist ratio to enhance steering feel during low-speed driving.

A new high-capacity, high-pressure steering pump provides the increased assist ratio.

The number of steering turns lock to lock for the recirculating-ball-and-nut steering has been increased from 3.67:1 to 3.83:1.

All Australian-specification LandCruiser 70 Series models have four-wheel disc brakes.

The disc front brakes have ventilated 322 by 22mm rotors and twin-piston fixed callipers.

The rear brakes are 312 by 18mm discs with single-piston floating callipers.

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# LANDCRUISER 70 SERIES HAS NEW NVH COUNTERMEASURES

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Improvements have been made to Toyota's workhorse LandCruiser 70 Series range to minimise noise, vibration and harshness (NVH).

A new front floor panel and new front body silencer have contributed to lower cabin noise.

The front floor panel has been reinforced with under-floor strengthening strips which also contribute to greater body rigidity.

In addition, Toyota has reinforced the gearshift lever aperture, which minimises mechanical intrusion.

LandCruiser 70 Series' engine bay has a package of NVH countermeasures.

It has a hood silencer, a dash inner silencer, dash outer silencer and apron seals on either side.

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# LANDCRUISER 70 SERIES HAS NEW 'FACE'

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Toyota LandCruiser 70 Series has a new 'face', with all-new styling from the A-pillar forward.

In addition, Toyota has added a new four-door wagon to the 70 Series range.

Exterior changes include a new bonnet, new front fenders, new headlamps, grille and front bumper, and a significant increase in front track.

The design theme is a large, block-like three-dimensional structure, to express the strength expected from a 4WD model.

LandCruiser 70 Series' prominent front fenders, headlamps and radiator grille accentuate vehicle width.

The large front bumper integrates with the grille and multi-reflector headlamps.

The bonnet has a cooling bulge for the intercooler.

The side view of the fenders was designed to give a clean, solid feeling and continuity with the front doors.

GX and GXL-grade models have overfender flares, to enhance their rugged appearance.

The GXL-grade four-door wagon has rear overfender flares.

The air-cleaner snorkel, fitted as standard equipment, has been redesigned to integrate with the new-look front end.

Up to seven exterior colours are offered, depending on body type.

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# LANDCRUISER 70 SERIES HAS IMPROVED INTERIOR

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Toyota LandCruiser 70 Series has been given improved interior appointments, in addition to the introduction of the new four-door Wagon.

Specification upgrades include a single CD player with MP3 CD capability on all models (replacing a cassette player) and the introduction of an engine immobiliser.

The position of the air conditioner blower unit has been changed to enhance appearance.

The blower unit is now integrated with the cooler unit and relocated to the cowl side, near the passenger seat.

The roof lining in Troop Carrier has been changed from an affixed ceiling to a boarded ceiling, to enhance appeal.

Remote central locking is now standard equipment on all high-grade (GXL) models.

In addition, all GXL-grade models have power front windows.

GXL wagon also has rear power windows.

The four-door Wagon has three child restraint system (CRS) upper tether anchors, located in the rear header section along the roof lining.

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# SEVEN COLOURS FOR WORKHORSE LANDCRUISER RANGE

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Toyota's new LandCruiser 70 Series range now offers an extensive choice of seven exterior colours and four interior trim choices.

Cab Chassis and Wagon models each have seven exterior colour choices and Troop Carrier comes with three choices.

Colours core to all 70 Series variants are: French Vanilla, Sandy Taupe and Midnight Blue.

The additional colours are Silver Pearl, Graphite, Merlot Red, and Vintage Gold.

All Workmate-grade models and GX-grade Cab Chassis models have vinyl seat trim.

All GXL-grade models have fabric seat trim.

LandCruiser 70 Series models with French Vanilla exterior colour have the choice of Grey or Oak interior colour.

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# ALL-NEW BULL BAR FOR ALL-NEW LANDCRUISER 70 SERIES

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Toyota has developed a new look bull bar for the restyled and updated LandCruiser 70 Series.

The powerful new turbo-diesel V8 four-wheel drive range has a newly designed front end, requiring a brand new Toyota Genuine Bull Bar design.

The Toyota Genuine Bull Bar is the only model on the market designed by Toyota specifically for the new LandCruiser 70 Series.

LandCruiser 70 Series is renowned for its toughness in the harsh Australian conditions and the powder-coated steel Toyota Genuine Bull Bar carries on this tradition.

The new LandCruiser 70 Series Bull Bar has special mounting points for the new and existing range of Toyota's Genuine Driving Lights, and is purpose-built to carry heavy-duty winching equipment - crucial for users who subject their LandCruisers to strenuous work and the rigours of off-road driving in the remotest of locations.

For winching, there is a large winch cable viewing area and easy access to the winch control lever\* to help make the task as easy as possible.

Toyota has also developed a range of Genuine Tray Bodies specifically for the LandCruiser 70 Series cab chassis that have undergone extensive testing to ensure they can stand up to the demands of Australia's toughest working conditions.

Available in alloy with general purpose or heavy duty floor, and steel with timber, chequer plate or smooth steel floor, the Toyota Genuine Tray Body is engineered to provide a balance of impressive strength and light weight.

By achieving this balance, the Tray Body can withstand any normal use, without adding excessive weight and detracting from the possible payload.

"LandCruiser 70 Series owners and users demand unrivalled toughness from their vehicles," said Matthew Callachor, Divisional Manager of Toyota Australia's Customer Service Division.

"They take their vehicles to some extreme places, and expect a true workhorse that will not fail them.

"They require the same traits in their Bull Bars and Tray Bodies - Toyota



Genuine Bull Bars and Tray Bodies have been engineered to be the best for our customers."

*\*Winch lever top access on steel bull bar only.*

*Note: All Toyota Genuine Accessories purchased and fitted to a Toyota are warranted for the remainder of the New Vehicle Warranty or 12 months, whichever is greater. Toyota Genuine Accessories purchased from an authorised Toyota Dealer over the counter are warranted from the date of purchase for one year (unlimited kilometres). Conditions apply. All warranties are additional to the implied warranties under the Trade Practices Act 1974.*