

The TLC History

The Start

Land Cruiser's birth could not have been more troubled. Japan was just starting to recover from the chaos of World War II, and its fragile economy was being kept alive by the U.S. occupation forces. In April 1950 the Toyota Motor Company went through its darkest days, with a large strike where production dropped to a few hundred units that month.

Fortunately, in January 1951, the tide turned for Toyota when the freshly-formed "Japanese National Police Reserve Forces" asked Toyota engineers to produce an alternative to the American 4x4 Willys Jeep. The first prototype - the Toyota Jeep BJ - failed to impress, but its designers did not give up, and made a large number of technical improvements. In July that year, test driver Ichiro Taira drove a BJ up to checkpoint 6 on Mount Fuji, suitably impressing the potential customers. In 1953, after two years of planning and negotiations, the first 298 Toyota Jeep BJs were produced for the Japanese National Police Reserve Forces and proved technically superior to the Willys Jeep. Soon government forestry and utility agencies started to take interest in Toyota's tough new off-road vehicle. In 1954 the Toyota Jeep BJ was renamed "Land Cruiser" after the Willys Company claimed their trademark had been violated. A legend was finally born!

BJ Series

When the forerunner of the Toyota Land Cruiser first appeared in 1951, no-one could have imagined that they were witnessing the beginning of tradition that would span more than half a century.

In July of that year, test driver Ichiro Taira ended his test of the Toyota BJ with a flourish. Inspired by the Samurai Heikuro Magaki who climbed the steps of Mt. Atago on horseback in 1634, Taira rode his BJ up the steps to the Fudo temple in Okasaki city. This feat convincingly demonstrated the value of the new vehicle.

The following month, the Toyota Jeep BJ was one of 26 Toyota vehicles unveiled at a public showing in front of the Tokyo Railway Station. The BJ was considered unusual to say the least - it matched a robust 3-ton truck engine with a chassis from a small transport vehicle/passenger car.

In reality, those were the only materials Toyota had to work with. But the combination worked. The smaller vehicle's softer suspension and car-like characteristics reduced driver fatigue and ensured a comfortable ride. Add an ample sized body used for transporting materials, driven by an engine with power to spare, and the BJ met multiple needs in the market for a compact 4 x 4 vehicle.

Then history took a surprising turn. What might have been a debilitating setback was instead the catalyst for unanticipated advances. The Police Defense Forces, for whom the vehicle was originally designed, decided against purchasing the BJ. This stimulated development of an export strategy, which gave Toyota's engineers considerably more freedom in design and development.

With its large piston displacement, longer wheelbase, larger body, and softer suspension, the BJ was well-suited to the dawning new age of the 4 x 4. By the time large-scale production began in 1953, the Toyota Jeep BJ was looking confidently into its future -- the overseas markets.

In fact, an English competitor - the Land Rover -- prompted Hanji Umehara, then Toyota's Managing Director, to rename the BJ. He needed a name that sounded no less dignified, and so the Land Cruiser was born.

New Markets

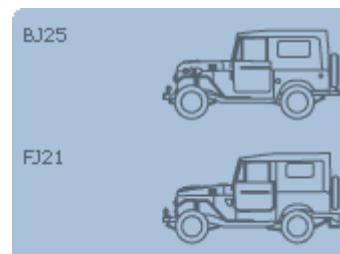
By the mid-1950s the Japanese economy was back on its feet and growing rapidly. The Toyota Crown was released and the Japanese ministry for Trade and Industry announced its plan to build a "National Car for Japan". Toyota was working hard to set up a domestic sales network, but already the successful Land Cruiser was seen as a potential export winner: Land Cruiser could hold its own with rival products such as the American Willys Jeep or British Land Rover. Toyota managers planned to use the Land Cruiser as a bridgehead in foreign markets to be followed by other passenger cars.

Gradually the military-based BJ-design was altered to make it more suitable for peacetime use. Softer springs were fitted to reduce driver fatigue, and in 1955 the 20-series was launched alongside the BJ. In 1957 the FJ25L was tested by the US Army in Baltimore, which signalled to Toyota that the Land Cruiser was more than ready to take on the USA.

The 20-30 Series

In the mid-1950s, the Japanese economy was thriving and Toyota was working fast to build a domestic sales network to handle the demand. The Land Cruiser was holding its own against rival models, such as the Willys Jeep and the Land Rover, and Toyota decided the time was right to expand into foreign markets. Whenever the opportunity presented itself, Toyota was there with the Land Cruiser right out front, helping establish a bridgehead that the company hoped would pave the way for future sales of passenger cars.

Whereas the original BJ model was built for military use, its design was modified to serve peacetime needs. In August of 1955, the 20-series made its debut.



A 3-plate spring taken from the Crown passenger car was used in the early 20-series to enhance riding comfort. It was not a problem that in Japan it could only travel up to 60km/h, but this was not adequate for American highways, and the suspension was so soft that the vehicle tended to shimmy. The solution was to add a shimmy damper to those models bound for export to the US, a new mechanism for cars at the time.

The Crown itself could not compete with US-built passenger cars and in 1960 Toyota pulled out of that export market for two years. This left Toyota America without its main product; however, the Land Cruiser continued to sell. Until the new model Corona was released in 1965, the Land Cruiser kept Toyota in business in America.

The FJ25 was positioned as the standard of the FJ20 series for the domestic market, but in all there were 10 variations available, from FJ20 through FJ29. There were two variations on the wheelbase, and a 4x2 Land Cruiser made for the National Police Agency. In 1958 the wheelbase was extended and a van body was introduced.

The Korean War (1950-1953) had spurred demand for military vehicles, and Japanese automakers were invited to meet further demand by supplying the US Army Procurement Agency in Japan. From January through March of 1957, test vehicles supplied by major Japanese automakers were put through their paces at the Aberdeen Proving Ground outside Baltimore, MD. The Toyota 750kg capacity truck and the 2.5 ton capacity diesel truck were selected, but not the Land Cruiser FJ25L (the L designated a left-hand drive model). Toyota learned much from the experience: changes were made to specs and inspection methods, and processes such as cleaning, painting, rust protection and product packaging were improved. That know-how later made the difference when Toyota expanded into the American market.

The theme for the 20-series was a new style with more driving comfort, as well as more interior room. As a result, it didn't have much in common with the BJ, instead showing softer lines in the body styling. These major changes in the chassis frame created a basic design which remained unchanged for 29 years through the transition to the 40-series.

The 40 series

With the appearance of the FJ20 series, the reputation of the Land Cruiser was secure, especially in foreign markets. From this point on it was a matter of pursuing higher output, better performance, and making improvements and refinements throughout.

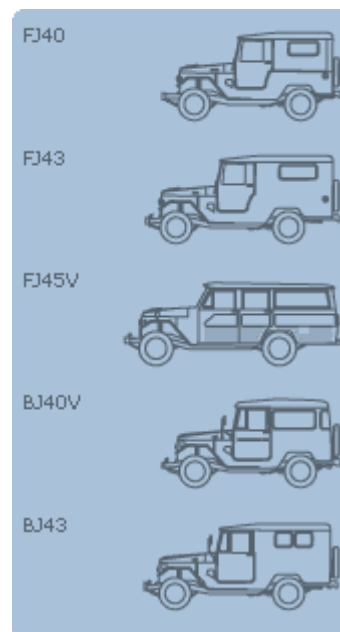
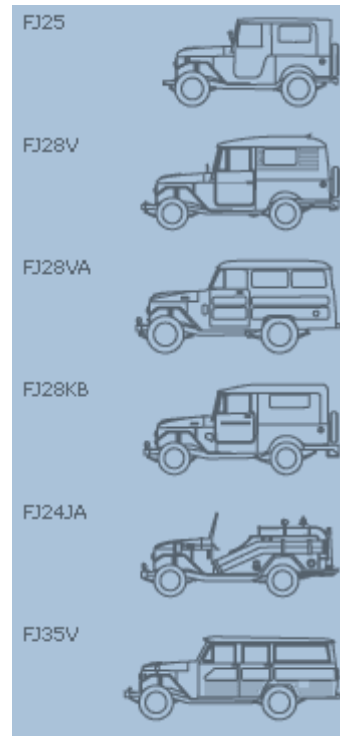
In 1960, the FJ-type took an evolutionary step into the 40-series. Though there was little change in the external appearance of the vehicle, production techniques were modernised with the introduction of large-scale press equipment, and changes were made in processes, such as the way panels were assembled.

At the beginning, there was only the basic body type with a hood, and a light van. There was also a metal top specialty version with a design inherited from the 20-series. But the 40-series expanded, and became rich in wheelbase variations, included the short wheelbase FJ40 (soft top and light van model), the middle wheelbase FJ43, and the long wheelbase FJ45. While the FJ28 had a soft top, hard top and light van model, the FJ43 came in only two variations, a soft top and hard top model. The FJ45V was a van type, and there was also a pickup model made for export.

In 1967 the demand for estate cars increased significantly, and the FJ45V was replaced with a new FJ55V that had a wheelbase of 2.700mm. An export model with an H-type 6-cylinder, 3,576cc diesel engine also debuted.

In 1974, the BJ-series debuted, which put a B-type petrol engine in the 40 series. At the time, a 2.8-litre piston displacement was thought of as the upper limit for a 4-cylinder diesel engine, but the B-type extended the piston capacity to 3.0 litres, and was developed for installation in 2-ton trucks. As a result, the weight in the domestic market shifted from the FJ to the BJ in the 40 series.

The appearance of the BJ40 series was epoch-making for the Japanese domestic 4x4 market. Before that, the FJ 4-litre petrol engine had been classified



by the Japanese registration system as a large vehicle, making it more expensive to maintain and a heavy tax liability for individual owners. However, with the diesel engine, it was reclassified as a compact vehicle, making it more affordable for individuals.

The 40-series went on to enjoy a successful 24-year run before being replaced in 1984 with the 70-series.

The 50 Series

The Land Cruiser had been introduced as a cross-country type 4x4 vehicle, but people had begun to accept the idea that it could also be a utility vehicle for carrying things. So demand increased for a vehicle with a larger body that could carry more people and more cargo.

Toyota responded by building wagons like the FJ35V and the FJ45V. After that, demand became strong for a genuine estate car. An ordinary truck could carry people or cargo, but after getting to a work site by road, trucks were frequently expected to cross difficult ground, often in severe weather conditions where roads might be washed out or otherwise impassable. The Land Cruiser satisfied these multiple needs.

Toyota had put a priority on development of passenger cars such as the Crown and the Corona, and the design staff was too busy to work on the Land Cruiser. As a result, the design was handled by on-site technical staff working with little more than rulers and compasses. It was not until the 50-series that designers were able to pay serious attention to the Land Cruiser, creating design sketches and clay models.

Leaving some traces of the original 40-series, in July of 1967 they released a new model, the FJ55V, to replace the FJ45V. The body was larger than a compact car, the ride was as comfortable as a passenger car, and it was designed not just for utility but for leisure use.

Now the export market's influence really came into play. The 50-series was made to be sold in America and Australia. It was designed to cruise at 130km/h on US highways, and built tough to handle the rugged Australian landscape, the first time that a Toyota truck was built entirely with fully enclosed box cross-section welded members. It was also engineered to meet US safety standards established through frontal crash testing at 50km/h.

Because of its shape, it was known affectionately in the US as the Moose.

The 60 Series

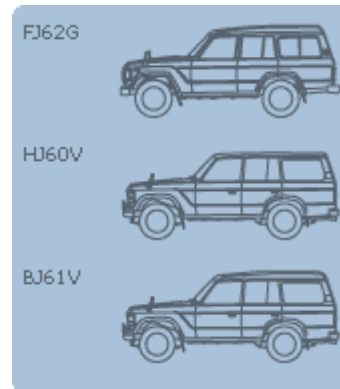
In 1976, chief engineer Hiroshi Ohsawa began planning for the next generation of the 50-series Land Cruiser. In order to compete in the US market, something more was needed beyond what the FJ55V had to offer: it had to have a larger body, feel closer to an estate car, include more luxurious touches in the interior, and offer a more comfortable ride.

The problem was what to do with the suspension. Mr. Ohsawa considered an independent suspension, however this idea was rejected in favour of the existing rigid leaf springs of the FJ55V to ensure that the Land Cruiser lived up to its off-road reputation.

Another reason for developing the 60-series was to create a model that was less likely to roll. This was because in the Middle East, people would load the roof high making it top-heavy and then drive on dirt roads at speeds of more than 100km/h. Investigation revealed that they were often carrying petrol cans, not surprising considering that petrol stations were few and far between in the desert.

This new series featured a wider tread to cope with the top-heaviness by providing more stability when cornering, and was sized closer to the global standard for a station wagon. Exports soared. The 60-series was also quite popular domestically - demand in Japan had increased for a long model diesel-powered vehicle that was inexpensive to maintain, and the 60-series filled the bill. In addition to the 2F-type petrol engines in the FJ60 and the BJ60, a 3,431cc B-type diesel engine was added.

In October of 1982, the new HJ60 appeared. Not only did it have a larger engine (a 6-cylinder diesel), it came with a high roof, a 5-speed transmission, electric moon roof, remote control mirrors and other luxury features. The FJ and the BJ evolved from the 60 to the 61-series, and a luxury model similar to the HJ was added to the BJ 61. Land Cruiser gained its first ever class designation, the GX, to distinguish it from the standard model.



A look back over the development of the 60-series, reveals how it started as a utility vehicle and evolved into a passenger car. In particular, with the debut of the competing Mitsubishi Pajero (Montero) in 1982, the subsequent appearance of high-roof cars, and the addition of luxury items such as A/T and turbo, minor changes were introduced annually. This development became the basis for the 80-series and the 100-series.

Tomado de: <http://www.vintageoffroad.com/spec.cfm>

Land Cruisers [models](#) are identified by an alphanumeric code. The code consists of the [engine series](#) designation letter(s) and the [frame](#) designation number separated by a the letter "J." *The J may be intended to indicate Japan as the country of production.* For example a 2 door with short wheel base and a 2F gasoline engine would be a FJ40.

Toyota Land Cruiser BJ (Toyota Jeep)



Land Cruiser BJ (Toyota Jeep) Back in 1950 the American Army contacted the Toyota Motor Corporation with a request for a 4WD vehicle to be used by the soldiers and military police stationed in Japan. Toyota took the request seriously. During the war Toyota had produced a 4WD vehicle named AK10 for the Japanese army. With that experience in their back pocket Toyota presented, within six months, in August 1950 the Toyota Jeep Model BJ. It had a two piece windscreen, a vertically ribbed front and its appearance did not differ much from the Jeep. The engine was a 6-cylinder gasoline, 3.386 liter and 63 kW. It had a 4-speed transmission without synchromesh and a single range transfer.

Toyota Land Cruiser 25 Series



25 Series In 1958 the Land Cruiser took on the familiar body style. It used the 3.8 liter 6 cylinder gas "F" engine. It had a slightly different grill and fenders than later 40's. (This example of the FJ25 was found in a Costa Rican Auto dealership.)

Toyota Land Cruiser 40 Series



40 Series The 40 Series was produced from 1961 to 1984. This is the classic Land Cruiser. It is a two door with removable hardtop / softop. Early models had a 3 speed transmission that was replaced in 1974 with a 4 speed, and in 1983 with a 5 speed. It is produced with several engine types. FJ40's with the 3.8 liter 6 cylinder F engine came to North America around 1963. FJ40's with the 4.2 liter 2F engine started in 1974. BJ40's with the 3.0 liter 4 cylinder B engine came to Canada from '78-'80 but were offered elsewhere for longer. BJ40's with the 3.4 liter 3B came to Canada from '81-'84. See the [FAQ](#) for more detailed information on the various changes to the 40 series Cruisers.

Toyota Land Cruiser 45 Series Troop Carrier



45 Series Troop Carrier This is a longer wheelbase version of the 40. This truck was spotted in Costa Rica. This style was not generally available in the USA although some were imported discreetly. Australia got their first FJ45 troopies in 1976, these were all soft top models with full hard doors. No diesel models until mid 1979 when the H series 6 cylinder diesel was introduced and a hard top model designated HJ45 arrived. It had 2 body options, 11 seat capacity or 3 seater, hardtop roof was full length fiberglass. All hardtops had "ambulance" rear doors, Nippondenso "factory underdash air" was an option. Around 1981 the HJ47 was released with the 2H diesel, padded dash and a change of color schemes. The HJ47 model continued until about late 1984.

Toyota Land Cruiser 45 Series Wagon

45 Series Wagon The 45 Wagon is quite rare It is similar to the troop carrier, but has 5 doors. Gifu Body manufactured the body for the 45 Wagon.

Toyota Land Cruiser 45 Series Pickup



45 Series Pickup The pickup version of the Land Cruiser. 45 LBPU Square bed with tie down loops on sides, removable hard/soft top. 45 SBPU Rounded bed with bevel on top rim like a 40. This version had fixed hardtop until approx. 1964 then removable hardtop.

Toyota Land Cruiser 55 Series Wagon



55 Series This model was available in North America from 1969 to 1980. It appeared with an F engine, and then was replaced with the 2F version in 1975. It is a station wagon with a narrower appearance than the 40 series.

Toyota Land Cruiser 60 Series



60 Series FJ60's were available from 1980 to 1987 and were equipped with the 2F Gasoline engine in the USA. BJ60's with the 3B Diesel became available in Canada in 1984, then they were replaced with with the HJ60 with the 6 cylinder Diesel and a 5 speed transmission from '85-'87.

Toyota Land Cruiser 62 Series Wagon

62 Series This updated version of the 60 series was produced from 1987 to 1989. It can be distinguished from the 60 Series by the 2 pairs of rectangular headlights. It has the fuel injected 3.9 L 6 cylinder fuel injected 3F engine and was available only with an automatic transmission in North America.

Toyota Land Cruiser 62 Series



70 Series The 70 series started production in 1985. The picture shows the LX version with chrome wheels, chrome steps and grill, 'air ride' front seats, and a folding rear bench seat. The 70 Series shares many features of the late model 40 series except for the body style, the frame and drive train very similar. The BJ70 has the 3B 3.4L diesel. This version was not imported to the United States, and Canada stopped importation of this version in 1987. The 70 series is equipped with power brakes, power steering, and 5 speed transmission. In Europe and Indonesia, the 70LC "Bandura" was produced which had coil springs instead of the standard leaf springs, and the smaller 2L-T 2.3L turbo diesel engine. The newer models have a redesigned grill and come with the 6 cylinder HZJ engine.

Toyota Land Cruiser 73 Series



73 Series These are commonly called the Mid Wheel Base (MWB) Cruisers. They came out with the FRP (Fiber Reinforced Plastic) tops. They are about 12" longer in the wheel base than the SWB 70's. Powered by the 3F Gasoline engine, or the 3B, the 13BT (basically a turbo 3B), and later the 1HZ (4.2L Diesel), and the 1PZ (a 5 cylinder 3.5L version of the 1HZ). Some of these (gas only) came with an optional 4 speed Automatic transmission. In Venezuela this model is available with the 4.5 liter 1FZ Engine used in the 80 Series!

Toyota Land Cruiser 75 Series Troop Carrier

75 Series Troop Carrier 1985 saw the release of the 75 series Troopie with new body, 2H diesel and 3F petrol engines, this model continued until 1990 with minor changes, again and several after market companies provided "pop top" camper conversions for this body. The main upgrade in 1990 was an increase in engine performance, in 1993 the "RV" model was introduced with some "luxo" options like 6 seats, 4 speaker AM/FM stereo cassette, extra sub tank, cloth insert seats, front door pockets, power rear door lock. The 1HZ diesel engine continued on and a new 1FZ-FE 4.5 liter petrol engine was

introduced, also 1993. Integrated Air Conditioning was also optional for the 75 series troopies. The 75 series has been adapted for many roles, recreational, mining, ambulances, armored money trucks, hire campers, extended custom bodies for tour operators etc. The Defense Forces also use them extensively.

Toyota Land Cruiser 75 Series Pickup



75 Series Pickup This is the "pickup" truck version of the 70. The current model 70 series trucks have the 4.2l Six cylinder 1HZ Diesel. (Earlier models had the 5 cylinder diesel 1PZ) This model is being imported into Canada in small numbers for use in mines in northern Canada. These versions are stripped versions with split rims and bench seats, and are not DOT certified for on road use. They are modified with a crew cab in place of the box to carry mine workers

Toyota Land Cruiser 77 Series Wagon



77 Series Wagon somewhere in Brazil. This is an LJ77 light duty Land Cruiser. The light duty version is known as the Land Cruiser II. The light duty truck has coil springs instead of leafs, and 8" differentials like the Hilux rather than the 9.5" ones found on the heavy duty Land Cruisers. This truck has the 2LT 2.4 Liter Turbo Diesel engine

Toyota Land Cruiser 80 Series Wagon



80 Series Features coil spring suspension, full-time 4 wheel drive with locking center differential and ABS brakes. First introduced in 1991, it was available in North America with the 3F-E engine. In 1992 the the engine was replaced by the 4.5 liter 6 cylinder 1FZ-FE engine, DOHC, 24 valves, and electronic fuel injection. In South America, Europe and Australia it is available with several [other engine types](#) including the 1HD-FT 4.1 liter Six cylinder in-line turbocharged direct injection SOHC 4 valve turbo diesel engine.

Toyota Land Cruiser Prado 90 Series



Prado (90 Series) For full information read a copy of the [Press release](#). The Prado (Challenger in Europe) is a replacement for the light duty (coil spring) version of the 70 series. The Prado, is a luxury model, with factory: full-time 4wd, IFS & rear coils, airbags, 4 discs, 215/80 on R16x6J rims, velour cloth interior, height adjustable head lights (required in Germany/Belgium anyway). Empty weight 3 door: 1720kg, load 790, towing 2800. Empty weight 5 door: 1840kg, load 860, towing 2800. Two engines: 1-KZ-TE: inline 4cyl 3.0L turbo diesel, 96kW/130hp@3600rpm & 295Nm@2000rpm (1Nm=1.5ft-lbs). ?: V6 3.4L, gasoline 190hp, the same as goes into the Tacoma/FunRunner. This model will **not** be available in North America. See [Willem-Jan Markerink's](#) Page for more info!

Toyota Land Cruiser 100 Series

100 Series Successor to the 80 Series. This model should be released in the 1988 model year. The USA version will be assembled in California, as the Lexus LX470 with a 4.7L V8. The front live axle has been replaced with an independent front suspension and torsion bars. The 100 series is too big and top-heavy to be much of a performer on-road, and the IFS makes it unsuited for anything but "week-end warrior" off road use. Also due to the IFS, the front locker is no longer an option. See [Willam Jans](#) page for more information.

Toyota Land Cruiser 105 Series

105 Series The real heir to the Land Cruiser throne. This is for markets where a Land Cruiser is a working vehicle, not a status symbol. The running gear is little changed from the 80 Series (that is, the solid front axle and coil springs are retained) This vehicle will not be available in North America.

Toyota Land Cruiser Mega-Cruiser



Mega-Cruiser This is a proof of concept vehicle to compete with the Hummer. This model sees limited distribution in Japan, and is not available in North America. It uses a 4.1 Liter direct injection intercooled turbo Diesel ,4 speed automatic transmission with lock-up clutch ,Full-time 4WD with 2 speed transfer case, 4 Wheel independent double wishbone suspension ,Front & Rear Limited slip differentials with locks, Axles with hub reduction gears and 37" tires, Minimum ground clearance 450 mm ,Counterphase four wheel steering ,Turning radius 11.8 meters, Rear tire air pressure adjuster, Inboard 4 wheel disc brakes. Check out the Toyota Japan site for more on the [Mega Cruiser](#).

Toyota Land Cruiser Bandeirante Series



Bandeirante This line of *Land Cruisers* is currently manufactured under license by Toyota in Brazil. Earlier models used a diesel engine manufactured by Mercedes Benz. Current models use the [Toyota14B Engine](#). Body panels are produced in Brazil from Toyota dies.

Body Styles

All Land Cruiser bodies (Except the Bundera and the 45 Wagon) are made by Araco (Formerly Arakawa), a division of Toyota. Araco also manufactures the interiors for Land Cruisers, Lexuses, and other Toyota cars and trucks. Toyota manufactures the Bundera, and Gifu Body manufactured the 45 Wagon. The remainder of the vehicle (except in some cases the engines) is manufactured at Toyota's Honsya plant (Factory code A11)

Series Description

AK-10	Predecessor to the Land Cruiser
BJ	Very First Land Cruiser! Flat fenders, round rear wheel wells,
25	Looks more like 40 series except with no turn signals on the fenders
25 P	Pickup version of above
28	Similar to above with a longer wheelbase
28 V	Wagon version of above
35	Very similar to a 25
38	Wagon
40	2 Door with removable hard/soft top, folding windshield
41	Same as above
42	Essentially identical to 40 series
43 V	Slightly Longer 40.
43 W	2 Door version of the 45 Wagon
44	2 Door even longer wheelbase 40 (40 sized side windows followed by smaller ones)
45 C	Cab & Chasis
45 L	Pick-up with square bed with tie-down loops on sides, removable hard/soft top
45 S	Pick-up with rounded bed with bevel on top rim like a 40.
45 W	4 door 40 series, permanent top.
45 T	VERY long 2 door 40 with 2 sets of 40 style side windows on HT
46	UNKNOWN
47 V	VERY long 2 door with 2 sets of 40 style side windows on HT
47 L	Identical to 45 Series except with H series engine
47 C	Cab & Chasis
55	Wagon with narrower appearance than 40 series. Front grille looks like >
60	Square bodied wagon with a pair of round headlights
61	Similar to above except with a turbo
62	Square bodied wagon with 2 pairs of rectangular headlights
70	Square body 2 door with non-removable doors/hard top, sloping windshield and fenders that are a cross of a 40 and a 60.
70 LD	Light Duty (Called "Bundera" in Australia) - 70 Series with 2L-T diesel or 22R gas engine, lighter axles used in the pickup (with the 8" ring gear), removable hard/soft top, and coil springs. Bundera means "Rock Wallaby" in an aboriginal language
73	Troop Carrier like 70 series with 2 doors but longer body/wheelbase
73 LD	Longer wheelbase version of the 70 LD detailed above
74	UNKNOWN
75 P	Square bodied pickup with removable steel top
75 V	Square bodied wagon with 2 doors and 2 windows per side in the rear
75 C	Cab & Chasis
80	Current rounded wagon
MEGA	Copy of a Hummer complete with gear reduction hubs, 4WS, Inboard 4wheel disc brakes, Torsen LSD's WITH LOCKS, adjustable rear tire pressure

Availability by(Model Year)

Series	Austailia	Canada	U.S.	Japan
AK-10	--	--	--	42-?
BJ	--	--	--	51-54
25	--	NA?	58-59	55-59
28	--	--	--	--
40	??-84	60-84	60-83	60-84
42	81-84	81-84	NA	81-84
43	--	NA	NA	--
45 L	??-84	63-80%	63-67+	--
S	--	63-67?	63-67+	--
W	--	63?-68	63-67+	--
46	--	NA	NA	--
47	81-84	NA	NA	--
55	--	68-80	68-80	--
60	??-90	80-87	80-87	--
61	86-90	NA	NA	--
62	85-90	88-89	88-89	--
70	85-	85-87	NA	85-90
LD	85-92	NA	NA	--
73	85-90	NA	NA	--
74	85-90	NA	NA	--
75 P	85-	90?-#	NA	--
W	85-	NA	NA	--
80	90-	92-	90-	--

+ - Some 67's were rebadged as '68's

% - Industrial use only 81-89?

- Industrial use only

Engines

Gas Engines

Gas Land Cruiser engines are manufactured by Toyota. The F and 2F engines were also used in Toyota Forlifts. The F engine is supposed to be based on the Chevy 225 I-6 "Cast Iron Wonder" and some of the bottom end of the engine is rumored to be interchangeable. The main differences between the F and the 2F are the 2F's larger bore, the F's 2 compression and 2 oil rings versus the 2F's 2 compression and single oil ring and the fact that the F had two oil paths-- through the filter or through the engine compared to the 2F where all oil had to travel through the filter before the engine.

Diesel Engines

Most of the diesels are made by Hino industries, a sub-contractor for Toyota. Similar engines were used in Hino heavy trucks which are used in Canada, so the drivetrain of Hino trucks may be adaptable. Hino engines similar to the B and 3B are supposed to be used to run the refrigerator units on some refrigerated semi trailers. Some of the B diesels are manufactured by Daihatsu and can be identified by the letter "D" on the timing cover.

Most diesels in Japan and Canada are 24V and therefore meet NATO military specs. However, Canadian 1985 (85/10) BJ70's and all Canadian BJ60's are 12V. In Europe, all diesels larger than 4 cylinders are 24V except for in the 80 series which uses a 24/12V Series/Parallel switch to allow 24V starting and 12V while running. Australian diesels are all 12V. The B, H, and 2H were also used in Toyota Forklifts, Dyna and Coaster buses.

Other Engine Suppliers

Portugese and Italian BJ73's use a VM engine made by the Italian company Stabilimenti Meccanici VM S.p.A. South African HJ75's use an Atlantis Diesel Engine licensed from Perkins. The Brazilian made Bandeirantes use a Mercedes diesel engine.

Engine Specifications

Legend - FUEL

ID - Indirect Injection Diesel

DD - Direct Injection Diesel

T - Turbo

EFIG - Gas Electronic Fuel Injection

Letter	Displace- ment	Cyl	Fuel	Hp@Rpm	Torque	Valves	Bore X Stroke	Compr ession Ratio
	(Cc)				Ft-Lb@ Rpm		mm x mm	
B (GAS)	3386	4	G	85@3600	159@????	8 OHV	84x102	6.4:1
B	2977	4	ID	80@3600	141@2200	8 OHV	95x105	21:1
2B	3168	4	ID	93@3600?	159@2200	8 OHV		21:1
3B	3431	4	ID	90@3500	159@2200	8 OHV	102x105	20:1
13B-T	3431	4	TDD	120@3400	210@2000	8 OHV	102x105	17.6:1
F (-60)	3878	6	G	105@3200	189@2000	12 OHV	90x102	6.8:1
F (60-)	3878	6	G	125@3600	209@2000	12 OHV	90x102	7.5:1
2F	4230	6	G	135@3600	210@1800	12 OHV	94x102	7.8:1
3F	3955	6	G	155@4000	219@3000	12 OHV	94x95	--
3F-EFI	3955	6	EFIG	155@4200	220@2200	12 OHV	94x95	8.1:1
1FZ-?*	4477	6	G	138@????				
1FZ-F	4477	6	G	190@4400	268@2800	24DOHC	100x95	9.0:1
1FZ- FE	4477	6	EFIG	212@4600	275@3000	24DOHC	100x95	9.0:1
H	3576	6	ID	90@3600	151@2200	12 OHV	88x98	21.0:1
2H	3980	6	ID	103@3500	177@2000	12 OHV	91x102	20.7:1
12H-T	3980	6	TID	135@3500	231@2000	12 OHV	91x102	18.6:1
1HD-T	4163	6	TID	165@3600	268@2000	12SOHC	94x100	18.6:1

1HD-FT	4163	6	TID	168@3600	280@2500	24SOHC	94x100	18.6:1
1HZ	4163	6	ID	135@4000	187@2200	12SOHC	94x100	22.7:1
1KZ-T	2982	4	TID	125@3600	218@2000	8	96x103	21.2:1
1KZ-TE	2982	4	EID	130@3600	213@2000	8	96x103	21.2:1
2L	2446	4	ID	72@4000	115@2200	8SOHC	92x92	22.3:1
2L-T	2446	4	TID	86@4000	139@2400	8SOHC	92x92	20.0:1
2L-TII	2446	4	TID	90@4000	159@2400	8SOHC	92x92	21.0:1
1PZ	3469	5	ID	115@4000	170@2600	10SOHC	94x100	22.7:1
22R	2367	4	G	105@4800	136@2800	8SOHC	92x89	9.0:1
22R-E	2367	4	EFIG	114@4600	192@3400	8SOHC	92x89	9.0:1

Other Stabilimenti Meccanici Vm (Italy)

VM66A	2494	5	ID	108@4200	220@1600	10 OHC	88x92	22.0:1
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Atlantisdiesel (South Africa)

ADE236	3860	--	DD	80@2800	220@1400	8 OHV	98x127	16.0:1
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Mercedes benz(Brazilianbandeirante)

OM314	3784	--	DD	85@2800	235@1800	8 OHV	97x128	17.0:1
OM364	3972	--	DD	90@2800	235@1800	8 OHV	98x133	17.3:1

* 1FZ-? Low compression engine For Low, grade fuel

AVAILABILITY (MODEL YEAR)]

Letter	Austrailia	Canada	U.S.	Japan
B	--	78-80	NA	74-80
2B	--	--	--	80-82
3B	81-90	81-87	NA	81-90
13B-T	??-90	NA	NA	84-90
F	58?-74	58?-74	--	55-74
2F	75-84	75-87	--	74-87
3F	84-92	NA	NA	
3F-EFI	88-92	88-92	--	88-92
1FZ-FE	93-	93-	--	93-
2H	81-90	85-87	NA	80-90
12H-T	86-90	NA	NA	86-90
1HD-T	90-95	NA	NA	91-
1HD-FT	95-	--	--	--
1HZ	90-	95-+	NA	91-
2L	--	81-84	81-83	83-87
2L-T	86-93	84-85*	NA	84-87

2L-T-II	--	--	--	--
1PZ	90-93	??91+	--	--
22R	84-92	81-88#	81-88	#

*In Toyota Diesel Pickups

#In Toyota Pickups

+Industrial Use Only

ENGINE/CHASSIS COMBINATIONS (PRODUCTION YEAR)

	B(GAS)	F
10	--	--
BJ	51-53	--
25	54-59	55-59
28	--	58-59
V	--	58-59
35	--	56-59

	B	2B	3B	13B-T	F	2F	H	2H
40	74-78	--	--	--	60-74	74-84	--	--
V	74-78	--	--	--	61-74	74-84	--	--
41	--	79-81	--	--	--	--	--	--
42	--	--	81-84	--	--	--	--	--
43	74-81	--	81-84	--	60-74	74-84	--	--
44	--	79-81	--	--	--	--	--	--
V	--	80-81	--	--	--	--	--	--
45 C	--	--	81-84	--	61-74	74-86	72-80	--
45 L	--	--	81-84	--	61-74	74-85	72-80	--
S	--	--	--	--	61-74	74-85	--	--
W	--	--	--	--	60-68	--	--	--
46	--	--	--	--	--	--	--	--
47 L	--	--	--	--	--	--	--	80-85
47 C	--	--	--	--	--	--	--	80-84
55 W	--	79-80	--	--	67-74	74-79	--	--

	3B	13B-T	2F	3F-EFI	2H
60	81-89	--	80-84	--	--
61	--	--	--	--	86-89
62	--	--	--	85-89	80-89

	3B	13B-T	2F	3F-EFI	1FZ-FE	2H	12H-T	1HD-T	1HZ	1KZ-T	1KZ-TE	1PZ
70	84-89	--	84-85	85-92	93-	--	--	90-	93-	--	--	90-
71	87-89	--	--	--	--	--	--	--	93-	--	--	--
72	--	--	--	--	--	--	--	--	--	--	--	--
73	84-89	--	84-85	85-93	93-	--	--	90-	93-	--	--	90-
74	87-89	--	--	--	--	--	--	--	--	--	--	--
75	84-89	--	--	85-92	93-	85-89	--	90-	--	--	--	90-
77	--	--	--	--	--	--	--	90-	93-	--	--	90-
78	--	--	--	--	--	--	--	--	93-	--	--	--
80	--	--	--	90-92	93-	--	--	90-	90-	--	--	--

	2L	2L-T	2LTII	22R	22R-E
70 B	84-86	86-90	90-	84-88	88-
71 B	--	--	91-93	--	--
72 B	--	86-90	90-93	--	--
73 B	--	88-90	90-	--	88-
77 B	90-93	--	--	--	--
78 B	--	--	91-93	--	--

Performance/Fuel Economy

			Acceleration	Fuel Economy
			0-100km/h	(l/100km)
BJ40	4SPD	4.11 diff	29.9s	13
BJ42	4SPD	4.11 diff	24.4s	13.7
FJ40	4SPD	3.70 diff	18.7s	18.6
FJ60	4SPD	3.70 diff	16.3s	17.4
HJ60	4SPD	3.70 diff	22.7s	12.5

Frame Specifications

Series	Overall Length	Wheel base	Wheel base	Track	Track	Springs	Sprint Length	Spring Length	Hanger Width	Hanger Width
			inches	front	rear	front	front	rear	front	rear
25	3838	2285	90 in	1390	1350	LF	--	--	--	--
40	3680	2285	90 in	1404	1400	LF	1070	1070	686	970
42	3680	2285	90 in	1404	1400	LF	1070	1070	686	970
43	4038	2430	96 in	1404	1400	LF	1070	1265	686	970
45 L	4760	2950	116 in	1404	1400	LF	1070	1265	686	970
45 W	4630	2650	104 in	1404	1400	LF	1070	1265	686	970
45 S	4651	2641	104 in	1404	1400	LF	--	--	686	970
47	4760	2950	116 in	1404	1400	LF	1070	1265	686	970
55	4637	2700	106 in	1404	1400	LF	1071	1155	686	970
60	4576	2730	108 in	1485	1470	LF	1058	1160	796	1030
62	4576	2730	108 in	1485	1470	LF	1058	1160	796	1030
70	3476	2310	90 in	1425	1420	LF	1087	1156	640	940
LD	3476	2310	90 in	--	--	CO	--	--	--	--
73	--	--	--	1425	1420	LF	--	--	--	--
LD	--	--	--	--	--	CO	--	--	--	--
75 P	4495	--	--	1425	1420	LF	1087	1156	640	940
75 W	4533	--	--	--	--	LF	1087	1282	640	940
80	4780	2845	112	1534	1539	CO	--	--	--	--

All measurements in millimeters unless noted otherwise.

Spring Length is defined as the distance between the centrelines of the front and rear hangers for a spring.

Hanger width is the lateral distance between spring hangers.

Stock Curb Weights (lbs)

Series/Engine					
	B	3B	F	2F	1FZE
25	--	--	3142		--
40 HT	--	--	3470	3792	--
40 ST	--	--	3265	--	--
80	--	--	--	--	4760

Tomado de: <http://tlc.off-road.com/tlc/article/articleDetail.jsp?id=277712>

The **Toyota Land Cruiser** is a series of popular [four wheel drive automobiles](#) from the [Toyota Motor Corporation](#) of [Japan](#). Originally, they were strictly utility vehicles, but they now are available as [SUVs](#). The Land Cruiser is widely used around the world in areas which require durability, reliability and off road performance.

Its widespread use as the transport of choice for militia units and [irregular forces](#) in the [third world](#) have served as a testament to their reliability and toughness.

Created as a competitor to other off-road vehicles such as the [Land Rover](#) and the [Jeep](#), in many places the Land Cruiser is ubiquitous and has almost eliminated other 4WD vehicles from the market.

Design of the Land Cruiser began in [1950](#), and production began in [1953](#). The Land Cruiser has been produced in a number of different versions, including successful flat bed [pickup trucks](#) predominantly used as [technicals](#).

In many places, the term Land Cruiser has almost become a generic term for an off-road vehicle.

Toyota designer Kazuo Morohoshi interviewed in the South African Car magazine explained the background to the birth of the Land Cruiser. "Growing up after the war, I was really impressed by the US Army personnel's Jeeps... and how they could climb up and over obstacles. We have many classic shrines with stairs leading up to them, and these cars simply climbed up those steps. I decided that one day I would make a similar kind of 'mobile', something more like an animal or insect than a car, which could do even better".

Chronology



A Land Cruiser on an 80% (45°) slope at the [IAA 2005](#) in [Frankfurt, Germany](#)

1940-1949

- [1941](#) - The Japanese government tasked Toyota to produce a light truck for their military campaign. Toyota developed a prototype, the 2-ton AK10 in [1942](#). It was not a success and production run went to [Nissan](#). There are no known surviving photographs of the AK10. The only known pictorial representations are some rough sketches. The truck featured an upright front grille, flat front wheel arches that angled down and back like the later FJ40, and headlights that were mounted above the wheel arches on either side of the radiator. It had a folding windscreen. The [US Army Jeep](#) arrived in the Pacific in May [1943](#), so allegations of the later BJ being copied from the Jeep are open to question.

1950-1959

- [1950](#) - The [Korean War](#) created demand for a military light utility vehicle, an updated Jeep, on Japan's doorstep. The U.S. put out a request to tender for 100 vehicles - the exact requirement spec is unknown. Toyota did not respond to this tender.
- [1950](#) - In the second half of the year, Toyota got an opportunity to tender for a contract for a Jeep-type vehicle to be procured by the Japanese National Police Reserve Force.

- [1951](#) - The BJ prototype is born in January 1951 called the 'Toyota Jeep'. Like the British Landrover Series 1 that appeared in 1949, it has a strong resemblance to the American [World War II](#) Willys Jeep. The BJ was somewhat bigger than the Jeep, and considerably more powerful thanks to its 2.2 L four-cylinder [L-head](#) engine generating 61 kW at 3000 rpm and 215 N·m at 1600 rpm. The BJ had a part-time four wheel drive system like the Jeep. Unlike the Jeep however, the BJ had no low-range [transfer case](#), making do with an extra-low first gear with a 5.53:1 ratio.
- [1951](#) - Toyota loses a National Police Reserve Force tender, but Toyota had the confidence and tenacity to continue development of the prototype with a view to export markets which was part of the vision and strategy of Kiichiro Toyoda, Toyota's founder.
- [1951](#) - In July 1951, Toyota's test driver Ichiro Taira drove the next incarnation of the BJ prototype up to checkpoint 6 of [Mt. Fuji](#), the first vehicle to get this far. The test was overseen by the National Police Agency. Suitably impressed by the feat, the NPA promptly placed an order for 289 units, adopting the BJ as their official patrol car. This acts as a catalyst for subsequent orders from the Forestry and Agricultural Agencies, together with several Japanese electrical power utilities.
- [1953](#) - Full-volume production of the BJ began with assembly undertaken at the Toyota Automatic Loom Works Ltd, and painting done at Arakawa Bankin Kogyo KK, later to be known as ARACO, which is now an affiliate of TMC.
- [1954](#) - The Land Cruiser name was born. The manufacturer of the Jeep, [Willys-Overland](#), objects to Toyota's use of the name 'Jeep', as the BJ was referred to as the 'Toyota Jeep'. Toyota apparently believed that 'Jeep' was a generic name for a four wheel drive vehicle. Technical director Hanji Umehara pondered over a new name. "In England we had another competitor - Land Rover. I had to come up with a name for our car that would not sound less dignified than those of our competitors. That is why I decided to call it 'Land Cruiser'," he recalls in an interview with South African Car Magazine.
- [1955](#) - The original 85 hp (63 kW) [diesel](#) engine was replaced with a 125 hp (93 kW) F-series 3.8 L [petrol](#) unit.
- [1955](#) - The 20 Series Land Cruiser was introduced alongside the BJ. Designed to have more civilian appeal for export than the military-oriented BJ, more stylish bodywork, a better ride thanks to longer, four-plate leaf springs which had been adapted from those of the [Toyota Crown saloon](#). Under the bonnet, it sported the newer, larger, more powerful F-Series six-cylinder engine (3878 cc, 78 kW). The interior of the vehicle was also made more comfortable, the extra space achieved by moving the engine 120 mm forward. The 20 Series still had no low range, only the extra low 1st gear but had synchromesh on the third and fourth ratios.
- [1958](#) - The first hardtop Land Cruiser was introduced. From this year, an even longer (2,650 mm wheelbase) model, the FJ35V, is produced in both wagon and van body styles.
- [1959](#) - First Toyota vehicles exported to [Australia](#) - the initial lot are Land Cruisers for use on the [Snowy Mountains Scheme](#).

1960-1969

- [1961](#) - The 20 Series is upgraded to the now classic 40 Series. Many of the changes related to production techniques, with Toyota having procured new presses. Mechanically, the 40 was given a new, uprated 3878 cc version of the F-type engine (now producing 93 kW) and the Land Cruiser at last, receives a proper set of low range gears.
- [1961-1965](#) - Global production passed the 50,000 mark. The Land Cruiser was the best selling Toyota in the US.
- [1967](#) - Introduction of a new [station wagon](#) Land Cruiser. The 50 Series or FJ55 — sometimes called 'the Moose', was produced alongside the 40 Series.
- 1967 - The 50 Series has a longer, 2700 mm wheelbase model, designed with an eye to the North American and Australian markets, where it established the Cruiser's reputation for robustness and reliability over and above the competition - a reputation that continues to this day. The 50 Series is eventually to get a more powerful (4.2 L 2F-type) six-cylinder petrol engine with outputs of 104 kW at 3600 rpm and 294 N·m at 1800 rpm.

- 1967 - Introduction of the first Land Cruiser diesel for export, an export-only model fitted with the H-type 3576 cm³ engine.
- [1968](#) - 100,000th Land Cruiser sold worldwide.

1970-1979

- [1972](#) - 200,000th Land Cruiser sold Worldwide.
- [1973](#) - 300,000th Land Cruiser sold Worldwide.
- [1974](#) - The real diesel era for the Land Cruiser began this year, as the B-type diesel engine was fitted to a new BJ version of the 40 Series. A four-cylinder unit displacing 2977 cc, it delivered 63 kW at 3600 rpm and 196 N·m at 2200 rpm. Its introduction boosted Japanese home market sales, as the smaller engine put the diesel-powered Land Cruiser in a lower tax category than its 4.0 L petrol-fuelled sister. Over the following years, the diesel engine was improved, eventually evolving into the 2B (3168 cc, 69 kW, 16 N·m) and the 3B (3431 cc, 73 kW, 226 N·m).
- [1975](#) - The 3.8 L engine was replaced by a larger and more powerful 4.2 L version. In Japan, the Land Cruiser had almost always been available with a diesel engine with an original displacement of 3.2 L, reintroduced a 3.0 L in [1976](#), and updated to 3.2 L again in [1979](#) — but was never officially available in the U.S.
- [1978](#) - The First FJ40 and FJ55 models were sold officially in Germany with a 2F engine and drumbrakes in the front axle. Diesel models did follow 1978 with a B Diesel engine. Bods switched over to the new floorpan in 1979, discbrakes for all and a 3B engine for the Diesel.

1980-1989

- [1980](#) - The 2nd-generation station wagon was introduced. While still retaining the rugged off-road characteristics of previous Land Cruisers, the FJ60 was designed to compete in the emerging SUV market. As a result, the FJ40 was given a variety of comforts that its predecessor, the FJ55, did not have. These comforts included: front discbrakes, air-conditioning, rear-heater, and an upgraded interior. The FJ60 powerplant was a tuned-up version of the petrol (2F engine) and diesel (3B engine). Famed for its reliability, it is not unusual to find FJ60's with a 2F engine running strong past 300,000 miles. Consequently, the FJ60 owes much of its wide spread use, especially in Africa and Australia, to its reliability.
- [1981](#) - Land Cruiser sales surpassed a million. A high-roof version was introduced, and a bigger diesel, the 3980 cm³ 2H engine, was added. The new model also came with a five-speed transmission. The 60 Series was introduced to South Africa in the 1981 Toyota 1000 km desert race, when a stock Land Cruiser showed its ability to compete on equal terms with competition off-roaders through the punishing wilds of [Botswana](#).
- [1983](#) - The final year of sales for the FJ40. In America, these classic Land Cruisers shrink in numbers each year, but clean examples rise in value. Specialist suppliers of aftermarket parts and restorers who return old FJ40's to better-than-new condition replace Toyota dealers as the main source of Land Cruiser expertise.
- [1984](#) - 70 Series introduced — (pickups and station wagons) replacing the stalwart classic 40 Series. The 70 Series also fulfils its users expectations and soon becomes a classic itself. The 70 Series was initially only available with the 2F petrol engine.
- [1984](#) - Along with the introduction of rest of the 70 Series, a new model was introduced. Part of the 70 series, the Prado models differed mainly in having coil sprung suspension all-round (compared to other models which retained leaf springs all-round. This lighter duty version of the Landcruiser was sold in some markets as the Landcruiser II and would eventually prove popular enough to become a model range in its own right, emerging in 1996 as a distinct series, the 90 series.
- [1984](#) - The first Land Cruiser with an [automatic transmission](#), the first Japanese four wheel drive vehicle to have one.

- [1985](#) - 70 Series diesel introduced. The diesel engine was offered in the 60 Series luxury VX version generating 100 kW.
- [1988](#) - The petrol engine was updated, with the new 3F unit displacing 3955 cc and generating 108 kW. It was also available in a G version, allowing it to be sold in Japan as a passenger car.
- [1989](#) - 80 Series station wagon introduced — replacing 60 Series. Solid or beam axles front and rear, introduction of coil springs and trailing arms. Initially the 80 was offered with a choice of three engines, the 3F-E six-cylinder petrol unit, the 1HD-T [direct injection](#) turbodiesel (120 kW, 362 N-m), and a normally aspirated 6-cylinder diesel.
- [1989](#) - All 80 Series Cruisers sold in North America and Europe now have a full-time four wheel drive system. In Africa and Australia, a part-time system was still available, with the South African version badged the GX. 80 series produced between 1990 and 1991 had an open center differential which was lockable in 4HI and automatically locked in 4LO. From 1992 onward, vehicles with [anti-lock brakes](#) had a viscous coupling that sent a maximum of 30% torque to the non-slipping axle. The differential was lockable in 4HI and automatically locked in 4LO.

1990-1999

- [1990](#) - Introduction of new-generation diesel engines, the five-cylinder, SOHC 1PZ and six-cylinder, SOHC 1HZ diesel — still current with minor modifications to this day. Later the same year, wagon versions had a complete makeover.
- [1990](#) - 2 million sales mark is passed.
- [1992](#) - Petrol unit replaced by the new 1FZ-FE petrol engine. Still produced today, the 1FZ-FE engine was a [DOHC](#) 4076 cc unit peaking at 160 kW and 372 N-m.
- [1993](#) - The introduction of the turbodiesel now sporting a 24-valve, DOHC inline six-cylinder engine displacing 4.2 L.
- [1995](#) - Driver and passenger side airbags, adjustable shoulder-belt anchors introduced in some models together with anti-lock brakes. The turbodiesel model gained four-valve heads and a power boost to 125 kW. It was not available with intercooler, though many fit them themselves. The 80 Series VX is still highly desirable to this day.
- [1996](#) - In the Granada-to-Dakar Rally, a pair of Land Cruisers finished first and second in the unmodified production class.
- [1996](#) - All American and British 80 Series models are given anti-lock brakes and airbags as standard equipment.
- [1996](#) - Introduction of the 90 Series Prado (known as the Colorado in some markets such as the UK). Replacing the single 70 series variant with an entirely new 80 series made the Prado a model in its own right (although the LWB versions share their chassis, suspension and most underpinnings with the 3rd Generation Hilux Surf) . The Prado was clearly aimed directly at the [Mitsubishi Pajero](#) (Shogun in the UK) niche, which has very successfully cornered a good chunk of the burgeoning SUV leisure market. The Prado was available in three-door short wheelbase and five-door long wheelbase versions. Available with either the 5VZ-FE petrol engine (24-valve V6, 3378 cc, 132 kW, 298 N-m) or 1KZ-TE turbodiesel (4-cyl, 2982 cc, 92 kW, 295 N-m).
- [1996](#) - The 70 Series still remains the workhorse utility vehicle of choice in the world. The station wagon version was known affectionately as the "Troopie" in Australia, with the name derived from the term Troop Carrier as a result of its military utilitarian heritage. Troop Carriers are seen almost ubiquitously in [television news](#), which are used as aid vehicles, by the [UN](#), as ambulances and such like in the most rugged inhospitable parts of the world.
- [1998](#) - Toyota introduced the 100 Series Land Cruiser station wagon, to take over the 80 Series. The 100 Series Land Cruiser was notably larger, heavier, structurally more solid, substantially more powerful and with better brakes than the 80 Series. It is nevertheless more fuel efficient, generates fewer emissions and is considerably quicker. At launch it featured the first V8 engine in a Toyota car — the 32-valve 4.7 L 2UZ-FE engine. Displacing 4.7 L, the DOHC engine produced 173 kW and 434 N-m on the flywheel. Independent front suspension appeared for the first time in the large Land Cruiser (first appearing in the 90 Series and 70 series Prado), causing complete

consternation amongst purists: "We will never forgive Toyota for going independent at the front with the mighty 4.2 turbo-diesel" - Australian 4WD Monthly. Indeed the British, American and other markets only get 100 Series with an independent front suspension, and still do to this day. These 100 Series equipped with an independent front suspension were initially available with the 4.7 L V8 and later on, the 1HD-FTE 4.2 L 6-cylinder 24 valve 151 kW, 430 N-m turbo diesel.

- 1998 - Toyota released solid axle versions of the 100 Series for markets with great tracts of wild territory including Australia. Badged as the RV and the [South African](#) model badged as the GX (full time 4x4 with ABS very similar to Australian RV wagon). The Australian Standard wagon with part time 4x4, manually lockable free-wheeling front hubs, plastic carpets, no ABS, manual windows and barn door rear — a very basic utility vehicle. The South African spec GX is supplied standard with 3 diff locks. This vehicle in petrol guise won Australian 4WD Monthly 4x4 of the year award for 3 years in a row until Toyota dropped the petrol-fuelled version due to forthcoming stricter emission control regulations.
- [1999](#) - High-spec Cruisers get independent rear automatic climate control system for added convenience and passenger comfort.
- 1999 - Toyota Australia launched the Land Cruiser 78-series, updating the trusty, not to say rustic, 70-series with the addition of a coil-sprung front axle and a choice of petrol and diesel motors from the 100 series — the trusty 1HZ diesel (96 kW at 3800 rpm, 285 N-m at 2200 rpm) and 1FZ-FE petrol engines (165 at 4600 rpm, 387 N-m at 3600 rpm). The diesel is matched to a new manual transmission from the 100 Series with and a shorter final drive ratio — to improve performance.
- 1999 - The 70 Series had persisted with leaf springs all round for a lot longer than its main competitors — the Nissan Patrol and the Land Rover Defender and Discovery. Indeed the 79 still has leaf springs at the rear. It now gains the 100's live front axle and coil springs, which also brings a wider track and four pot calliper front disc brakes. The South African version to this day still has drums at the back. Australian Troopies use disks - more effective and less prone to sand ingress, which plays havoc with brake drums.
- 1999 - The wheel-base has been extended by 200 mm to 3180 mm (125 in) putting it up there with the Defender 130. Some of those 200 mm are taken up in stretching the cab by 120 mm to increase interior room. The rear leaf springs are longer for more travel and a better ride.

2000-Present

- [2000](#) - 50th Anniversary of the Cruiser total sales of Cruisers this year is over 191,000. Total Global production to date 3.72 million.
- 2000 - High spec Cruisers and 90 Series (Prados/Colorados) get active traction control (Active TRAC), vehicle skid control equipment (VSC), and electronic brake force distribution (EBD) systems as standard equipment in some markets.
- [2001](#) - Upgrade to high spec IFS Cruisers, various trim and equipment enhancements.
- [2002](#) - Turbo Troopie introduced into Australia - (79 Series station wagon) with 1 HD-FTE 4.2 litre 6 cylinder 122 kW 389 N-m 24 valve turbo diesel. (As for the VX and Australian GXL but without the intercooler) snorkel is standard. Optional front and rear diff lockers. The Troopie is still not available in South Africa but appears very common in Mozambique, Lesotho and is not unusual in Botswana.
- 2002 - All New Prado Released (120 Series station wagon simply Toyota Land Cruiser in the UK market) - the new Prado was released late in 2002 in both GX and VX turbo diesel form utilising the an intercooled version of the 3 litre KZ-TE engine found in the Hilux. This oil burner produces 96 kW and 343 N-m of torque. From April 2003, a new 4 litre V6 petrol engine will be available, delivering 183 kW and 382 N-m. Both models now come with 17 inch (432 mm) wheels limiting tyre choice and enough electronics to build your own Federation Death Star. The new Prado's body has 60% more torsional rigidity, leading to improved off- and on-road performance, lower noise and better quality. A new ladder frame chassis, combined with a revised suspension provide outstanding durability and off-road ability. The centre of gravity has been reduced by 30 mm, ensuring better stability. Dual fuel tanks, with a total capacity of 180 litres, extend the Prado's range. Together with a Torsen limited slip central differential, Active Traction Control and Vehicle Stability Control provide outstanding mobility on almost any terrain. VX models also feature Downhill Assist Control and Hill-start Assist Control to enhance vehicle stability under difficult off-road conditions.

- 2002 - Face Lift 100 Series - Face Lift versions of the 100 Series GX and VX models were released in late 2002. Minor exterior changes have been made (essentially comprising of more chrome look plastic). GX models now have seating for 8, dual airbags to supplement the ABS brakes and electrically adjustable rear view mirrors - a redesigned dashboard with satin silver trim is also included.
- Early [2005](#) - Toyota exhibits the "[FJ Cruiser](#)" as a 2007 model to debut in early 2006. It features bodywork reminiscent of the classic FJ40 but is based on a Land Cruiser Prado/4Runner frame and has a modern V6 engine.

External link

- [Land Cruiser Heritage](#)
- [buschtaxi.net - Platform for Toyota Offroaders](#)

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