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TOYOTA ANNOUNCES FULL-MODEL CHANGE OF HI-LUX, SMALL BONNET-TYPE TRUCK

TOYOTA MOTOR CORPORATION announced today that the Toyota Hi-Lux, its small bonnet-type truck, has undergone a full model change for the first time in five years and two months. Nationwide sales of the new Hi-Lux will begin on November 4.

HI-LUX SINGLE-CAB LONG BODY SUPER DELUXE DIESEL

HI-LUX 4X4 DOUBLE-CAB SR

Ever since its introduction in 1968, the Hi-Lux has attracted a popular following in both the foreign and domestic markets for its versatility and utility. After a 4WD version was added to the series in 1979, the Hi-Lux was given a more rugged styling, with various equipment added to give it greater mobility and added appeal as a recreational vehicle. Although the Hi-Lux enjoys particular popularity in the Japanese, North American and Middle Eastern markets, it is also a solid seller in other markets as well.

The full-model change reflects considerations of current market trends, with particular attention being paid to improving its basic performance and completely changing its outward appearance and interior appointments to give it more of a passenger-car look and feel. Also, in response to increasingly diversified market demands, a fuller line of models is being offered. The principal features of the new Hi-Lux are as follows:

1. External appearance and styling

Although retaining the rugged appearance of a truck, the new Hi-Lux has been designed to include elements of passenger-car styling, thus giving it a more contemporary appearance. Those elements include the following.

- A wedge shape profile for a sharper silhouette.
- The shape of the hood's front and the front pillar have been changed to reduce wind resistance.
- Glazing area has been increased (windshield: 3%; side windows: 13%; rear window: 25%), thus providing a wider field of vision.
- New front and rear combination lamp designs give the Hi-Lux a more sporty appearance.

2. Engine

Two high-performance, fuel-efficient gasoline engines have been added to the Hi-Lux: the 2Y-J type (4-cylinder, OHV, 1813cc) and the 3Y-J type (4-cylinder, OHV, 1998cc).

The 2Y-J engine has a maximum output of 95 hp (at 5,200 rpm), and a maximum torque of 15.5 kg-m (at 3,400 rpm); and the 3Y-J has a maximum output of 105 hp (at 5,200 rpm), and a maximum torque of 17.0 kg-m (3,000 rpm). Both are high performance engines. Regarding fuel economy, when driving at a constant 60 km/h over a set course, the 2Y-J engine got 14.6 km/L (4-speed, manual transmission), and the 3Y-J engine got 14.2 km/L (5-speed, manual transmission). These figures place the two engines at the top of their class in fuel economy.

Besides the L-type diesel engine (4-cylinder, OHC, 2188cc), which continues to be popular, a new 2L-type engine (4-cylinder, OHC, 2446cc) will be available for the 4x2 automatic transmission models and the 4x4 models.

Although the 2L-type is a high-performance diesel engine, with a maximum output of 83 hp (at 4,000 rpm) and a maximum torque of 17.0 kg-m (at 2,400 rpm), it still has a low fuel consumption rate of 17.0 km/L at a constant speed of 60 km/h (5-speed, manual transmission).

3. Interior

The interior has been redesigned to give the Hi-Lux the feeling of a passenger car and includes the following.

- Greater roominess for improved comfort.
- The instrument panel has been redesigned, and seats are now covered with a new knit material.

4. Fuller model line

A fuller line of models in the Hi-Lux series is available in response to wide-ranging market demands, such as for recreational vehicles, greater economy and increase carrying capacity.

- The single-cab, long-body, super-deluxe diesel 4x2 model is the first bonnet-type truck in Japan with a 4-speed fully-automatic transmission with overdrive.
- For greater ease in loading and unloading, a model with a fully open steel deck has been added to the series.
- In response to customer demands for more luxury, the 4x4 model has a newly introduced SR grade that makes its interior fully comparable to a passenger car's.
- The long-body, 4x4 gasoline model provides outstanding payload efficiency.
- With this model change, the number of versions of the Hi-Lux available increased from 17 to 20.

5. More optional equipment

- A fuller range of options including power steering, a clinometer and altimeter, electric winch (short-body models only), automatic locking hubs, limited step differential, and other equipment is available for the 4x4 model.

	Production	Sales	Exports
1968	33,708	26,727	2,662
1969	48,041	34,919	13,247
1970	69,787	34,318	33,404
1971	77,865	27,670	51,356
1972	79,523	30,385	48,308
1973	100,050	27,026	71,485
1974	120,866	21,096	98,686
1975	129,782	19,336	111,351
1976	179,952	22,680	155,458
1977	236,863	17,215	215,378
1978	241,144	15,915	221,218
1979	251,888	15,593	237,393
1980	334,481	17,116	326,081
1981	326,593	14,288	307,985
1982	324,627	18,104	309,088
1983 (1 - 9)	255,077	12,767	239,449

Major Specifications: Hi-Lux

			Short-body	Long-body	Full open deck	Double cab
Engine	Gasoline 1600cc		○	○		
	Gasoline 1800cc			○	○	○
	Diesel 2200cc			○	○	○
	Diesel 2400cc			○		
Dimensions (mm)	Overall length		4,300	4,690	4,690	4,690
	Overall width		1,610	1,610, 1,620	1,620	1,620
	Overall height		1,565	1,560, 1,565	1,545	1,600
	Wheelbase		2,585	2,800, 2,850	2,850	2,850
	Tread	Front	1,325, 1,340	1,340, 1,355	1,355	1,355
		Rear	1,350	1,350	1,350	1,350
	Ground clearance		200	200	190	200
	Deck inside	Length	1,865	2,250, 2,160	2,170	1,430
		Width	1,430	1,430, 1,445	1,530	1,445
		Height	410	410, 405	350	405
Weight, No. of passengers	Curb weight (kg)		1,065, 1,070	1,095 ~ 1,225	1,140, 1,240	1,160, 1,260
	Maximum payload (kg)		1,000	1,000	1,000	750
	Passengers		2, 3	2, 3	3	6
	Gross vehicle weight (kg)		2,180 ~ 2,235	2,205 ~ 2,380	2,305, 2,405	2,240, 2,340
Performance	Maximum climbing angle (tan θ)		0.36	0.27 ~ 0.37	0.27, 0.37	0.27, 0.37
	Minimum turning radius (m)		5.2	5.6, 5.7	5.7	5.7
	Fuel efficiency (km/ℓ) 60 km/hour overset course (values reported to Ministry of Transport)		14.0	14.0, 14.6 (18.5)	14.6 (18.5)	14.6 (18.5)

Note: Figures in ( ) are for 2200cc diesel truck

Engines

Model	1600 (12R-J)	1800 (2Y-J)	2200 Diesel (L)	2400 Diesel (2L)
Type	Water-cooled, in-line, 4-cylinder, OHV		Water-cooled, in-line, 4-cylinder, OHC	
Fuel	Gasoline	Gasoline	Diesel	Diesel
Piston displacement (cc)	1,587	1,812	2,188	2,446
Bore and stroke (mm)	80.5 x 78.0	86.0 x 78.0	90.0 x 86.0	92.0 x 92.0
Compression ratio	8.5	8.8	21.5	22.3
Maximum output ps/rpm (JIS)	80/5,200	95/5,200	72/4,200	83/4,000
Maximum torque ps/rpm (JIS)	12.5/3,000	15.5/3,400	14.5/2,400	17.0/2,400
Fuel supply device	Carburetor		Bosch VE injection pump	
Fuel tank capacity (ℓ)	52	56	56 (Long-body DX - 52)	56

Major Specifications: Hi-Lux 4WD

			Short-body	Long-body	Double-cab
Engine	Gasoline 2000cc		○	○	
	Diesel 2400cc		○	○	○
Dimensions (mm)	Overall length		4,435	4,690	4,690
	Overall width		1,690	1,690	1,690
	Overall height		1,765	1,765	1,805
	Wheelbase		2,605	2,840	2,840
	Tread	Front	1,420	1,420	1,420
		Rear	1,400	1,400	1,400
	Ground clearance		220	220	220
	Deck inside	Length	1,870	2,160	1,430
		Width	1,445	1,445	1,445
		Height	405	405	405
Weight, No. of passengers	Curb weight (kg)		1,320 (1,410)	1,335, 1,425 (1,420)	1,480
	Maximum payload (kg)		750	750	500
	Passengers		2	2	5
	Gross vehicle weight (kg)		2,180 (2,270)	2,195, 2,285 (2,280)	2,255
Performance	Maximum climbing angle (tan θ)		0.58	0.58	0.58
	Minimum turning radius (m)		5.9	6.4	6.4
	Fuel efficiency (km/ℓ) 60 km/hour over set course (values reported to Ministry of Transport)		14.2 (17.0)	14.2 (17.0)	17.0

Note: Figures in ( ) are for 2400 Diesel.

Engines

Model	2000 (3Y-J)	2400 Diesel (2L)
Type	Water-cooled, in-line, 4-cylinder, OHV	Water-cooled, in-line, 4-cylinder, OHC
Fuel	Gasoline	Diesel
Piston displacement (cc)	1,998	2,446
Bore and stroke (mm)	86.0 x 86.0	92.0 x 92.0
Compression ratio	8.8	22.3
Maximum output ps/rpm (JIS)	105/5,200	83/4,000
Maximum torque ps/rpm (JIS)	17.0/3,000	17.0/2,400
Fuel supply device	Carburetor	Bosch VE injection pump
Fuel tank capacity (ℓ)	65	65