



LEXUS GS 300/430

“Lexus is at it again!” Normally, luxury automobiles are respected for a particular virtue or character. *One make is not.*

When Lexus was but a gleam in its maker’s eye, the decision was made to scrutinize *every aspect of every model*. The goal: perfection. New ways of thinking spawned new technologies and new techniques – along with design and manufacturing standards that were more than exceptionally rigorous; they were unprecedented.

Launched in Canada in 1990, the first Lexus was impeccably designed, crafted and finished. Pundits and public alike greeted the LS 400 as the quietest and smoothest of luxury sedans. It topped ratings as the best-built, most reliable luxury car, garnering further plaudits for exceptional warranty and service. In so doing, Lexus raised the bar for *all* luxury sedans.

And so was born the Lexus signature line. No mere slogan, “*The Relentless Pursuit of Perfection*” encapsulated

Above all, this book is about new performance benchmarks set by Lexus: technologies embodied in • the head-turning, spine-tingling SC 430 convertible coupe • the “spirited”, “saucy” and “sporty” IS 300, and, subject of this book • the breathtakingly fast, spacious and sophisticated GS 430 sports sedan and its powerful partner, the GS 300.



a determination to lead the way.

In little more than a decade (while competitors played catch-up), Lexus blanketed the Canadian automobile industry’s luxury landscape with an eight-model challenge to the entrenched (European) establishment.

Each new offering presented a unique and forthright character; each was born to reign over its chosen realm; each was unified by all that the Lexus signature line implies.

Among this stellar roster, a sub-set of *high-performance sports models* tailored to excite enthusiasts with widely-different needs, tastes and budgets – including two outstanding challengers for leadership among luxury sports sedans, the GS 300 and GS 430, subjects of this book. As one reviewer put it: “*Lexus is at it again!*”

“Good ‘nuff - NOT!” Cookie-cutter solutions play no part in the design of a Lexus. No “family look” is sought. No awkward compromises are struck with the marketing and financial people. Compromise is a dirty word.

At Lexus, each new model is created by a *tightly-knit team*. Each team is headed by *an engineer*. Each leader is accorded virtual carte blanche – *with authority to match the responsibility*. This unequivocal support means that from top to bottom, inside, outside, every which way, every Lexus is unified to the team leader’s vision. Each becomes its own creation with its own distinctive look. Extraordinary.

And, as with a Stradivarius violin, each time “a new work is played”, the Lexus spirit is born anew – uniquely interpreted, magnificently expressed via its creator – an uncompromising engineer. In the case of the GS 300 and the GS 430, Chief Yashsi Nakgawa brought the same kind of emotional feel to the creation of these sports sedan twins that goes into the making of a Stradivarius, saying, *“Some things just can’t be expressed in numbers. In the end, the character of the GS was accomplished in much the same way a piano must be tuned – with human senses”*.

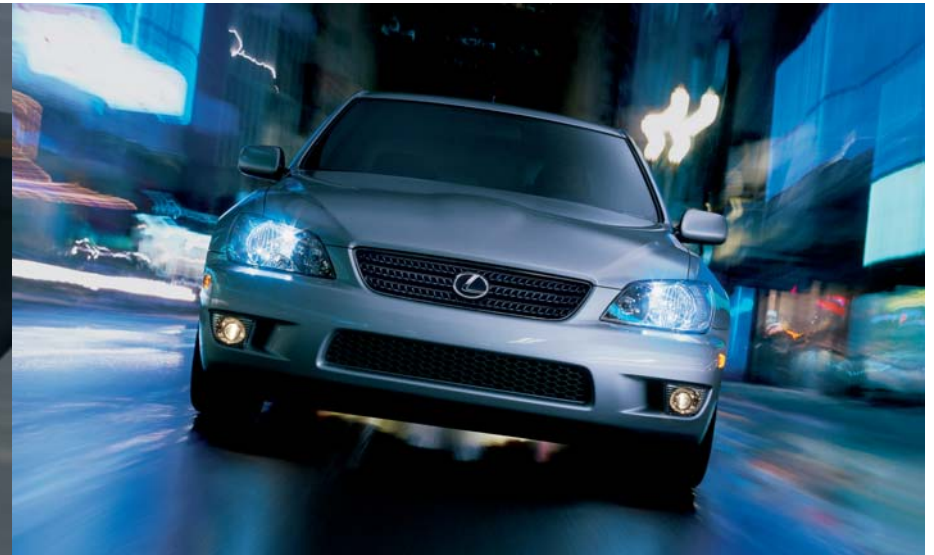


Below left: The awesomely smooth and even quieter, faster and more agile, incredibly luxurious Lexus flagship, the LS 430.

Below right: The new-generation ES 300 mid-size luxury sedan.

Above: The mid-sized (and first “civilized”) SUV, the RX300.





According to the Scribes... Kudos from the critics.

CAR AND DRIVER reported that the **LS 430** “seamlessly balanced first-class cabin comfort and the latest in gee-whiz technology with effortless performance”. Its cabin: “as serene and silent as a Cistercian cloister”. MOTOR TREND decided: “the fun factor” was up “at least twice as much”, that handling prowess had advanced “at least three notches” and summarized, “Incredible luxury, technology and overall performance”.

AUTOWORLD.COM on the flagship’s SUV partner, the **LX 470**: “...the best of the best... the quality and luxury that only Lexus can deliver... the ultimate in luxury SUVs.” Of the **RX 300**: “A ride so good you’ll think you’re in a car.” – CAR AND DRIVER.

MOTOR TREND praised the new **ES 300** as having a “creamy driving behaviour that truly rivals that of top prestige sedans”. Of its interior styling: it “is perfectly gorgeous and its execution nearly flawless”. NATIONAL POST’S description of the **IS 300**’s engine: “a model of sophistication”. To MOTOR TREND its steering and suspension were “fantastic”. USA TODAY found that, overall, the saucy newcomer in the compact sports sedan sector was a “daunting package for rivals to trump”.

As for the **SC 430**: “This one could almost be a concept car from an Italian carrozzeria at a Turin show... The biggest head turner we’ve driven all year”. – CAR AND DRIVER.

Above left: The SC 430 in top-down mode (companion optional).

Above right: The IS 300 compact sports sedan: audacious in looks and spirit – and, most certainly “...not your father’s Lexus”.

Below: The all-conquering LX 470, king of SUVs.



“A fast, fun sedan.” Some say the GS is perfect when you reach a point in life where passion seeks to prevail over practicality. Combining high luxury and high performance, the GS duo has achieved the best of both worlds. Driven calmly, a GS offers Lexus’ well known attributes of refinement and quiet. Press hard on the accelerator and it transmogrifies. You *feel* the pick up – and you *hear* it growl! You choose: a powerful, in-line six or an even more potent V8. One of them is just right for your world and ways.

While it can run with most high performance sports cars, a GS is more ‘practical’ than most. It’s a car that can excite your senses, yet transport five in luxury and comfort. A car that will respond instantly to your driving skills and style, yet soothe the soul when road conditions won’t let you let loose. It’s a sports sedan you can take to work, yet use to spirit your special someone away for a special sojourn. And its 14.8 cubic foot trunk makes it a cinch to pack the golf clubs along with the overnight bags. Whatever the



mood or moment, you’ll feel well-served by a GS 300 or GS 430. Said one automotive writer, *“This is not your ordinary Lexus... As if there even were such a thing!”*

With GS 300 and GS 430 the goal was to create the quintessential sports sedan. Or, as chief engineer Yasushi Nakagawa put it more prosaically, *“We set out to make a fast, fun sedan.”* Mission accomplished!



The Lexus law of motion. Most people can remember, from basic physics, Sir Isaac Newton's law of motion: For every action there is an equal and opposite reaction. Had Newton spent less time sitting under apple trees and, rather, taken his seat behind the wheel of a GS, he might have instead come up with this, the Lexus law of motion: For rapid acceleration there is an equal and rapid increase in heart rate and excitement.

A little number dropping: The GS 300 produces potent get up and go from its three-litre, dual overhead cam, 24-valve in-line six: 220 horsepower and 220 lb. ft. of torque at 3800 rpm. And adapting the 4.3-litre V8 from Lexus' flagship LS 430 has produced an engine capable of churning out 300 horsepower and 325 lb. ft. of torque at 3400 rpm in the GS 430.

The result: impressive straight-line performance of 0-60 mph in 7.6 seconds for the GS 300.

Even *more* impressive, the GS 430 can hit 60 mph from a standing start in 5.8 seconds. That's muscle car territory. From a family sedan!

In the real world, of course, cars don't just accelerate all-out down the straight for a quarter-mile, then call it a day. In the real world, there are bends and curves, hills and valleys. And that's where you'll find the GS sedans have been engineered to be more than mere dragsters. With their wheels planted firmly on the tarmac, both GS sedans exhibit handling and road manners nothing short of superb. Bring on the twisty bits!



The GS 300's in-line six gives it "tremendous pick up" and "boosts driving fun way up".





More cubes, more performance, more lux. With the installation of a bigger V8 in 2001, the GS 430 replaced the GS 400, long a favourite of the motoring press. Would the GS 430 replace it in their hearts as well? Yes! Acclaim for the new model was instant and enthusiastic.

MOTOR TREND was especially impressed by the new model, saying the changes resulted in *“more cubes, more performance, more lux.”* Calling its 300-hp engine *“one of the smoothest-running powerplants we’ve tested”*, MOTOR TREND concluded that the GS 430 *“has what it takes to play against the BMW 540I, M-B E430 and all the rest.”*

A *“more powerful V8 makes this sedan a blast to drive”*, echoed NEWCARTESTDRIVE.COM. *“The GS 430 delivers awe-inspiring performance and a head-turning exterior design.”*

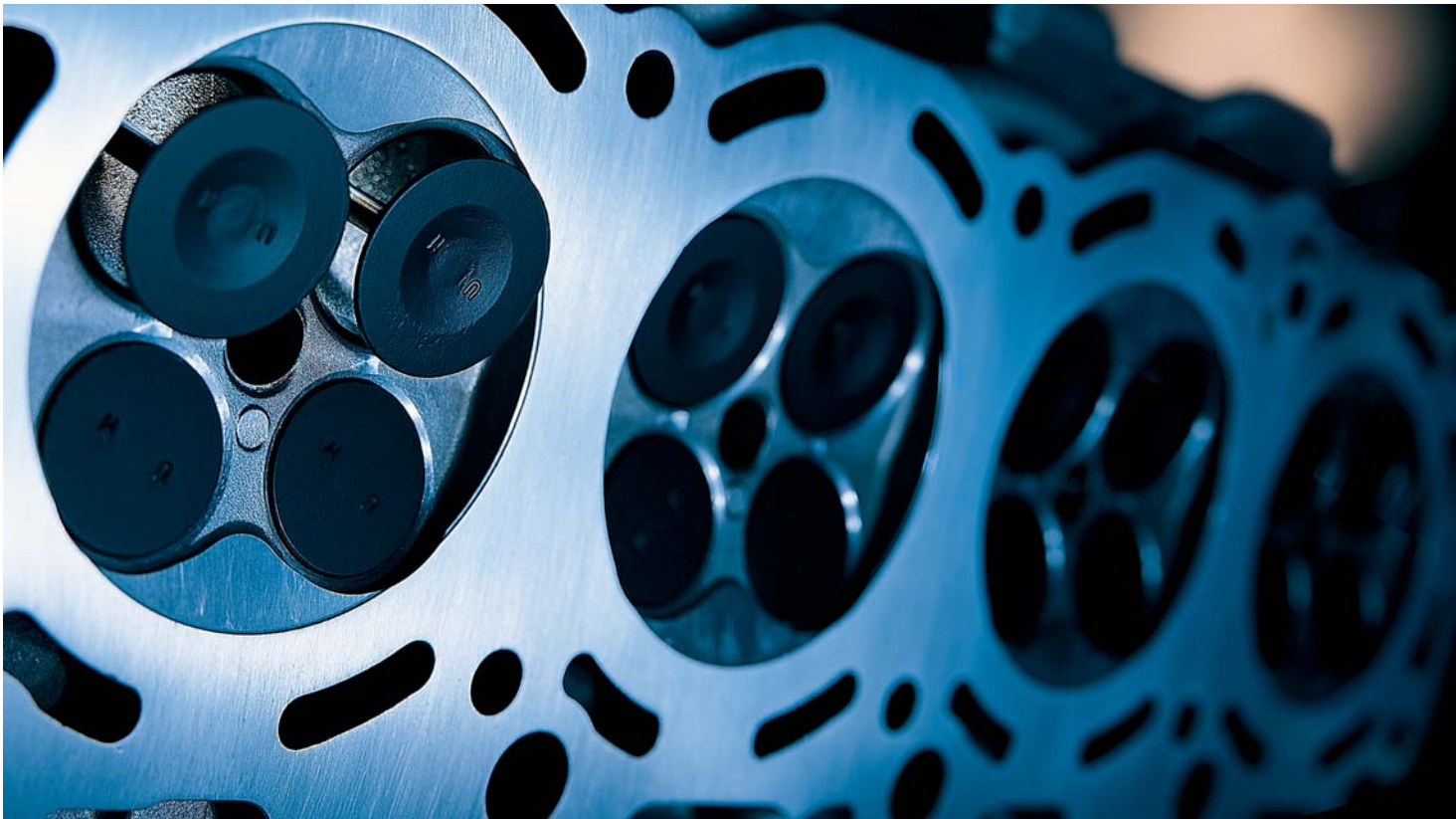
“On the open road... is where the GS 430 truly sparkles”, said EDMUNDS.COM. *“Its silent cabin is a portrait in tranquility.”*
“A truly exceptional car... that can hang with the best Europe has to offer.”

“The car for those who want to shut out the world while driving swiftly through it”, said CAR AND DRIVER, *“The chassis is*

Gibraltar-solid, and the control-arm, multilink suspension keeps the tires pressed tight to the ground at all times.”

Praise for the GS 300 has been equally forthright. ROADTESTONLINE.COM calls it *“One of the real stealth highway cruisers.”*

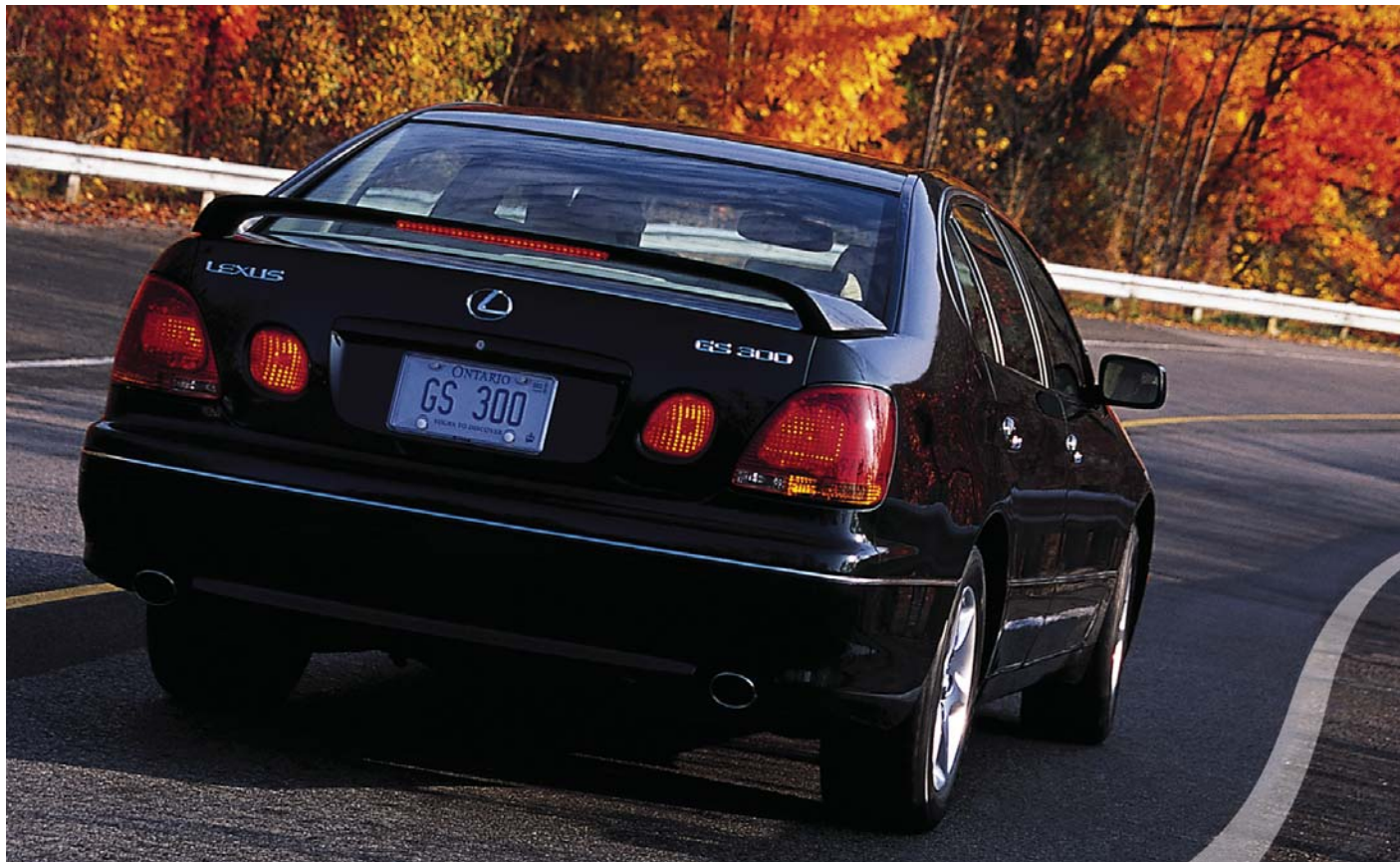
When the GS 300 and its earlier brother, the GS 400, were first launched, ROAD & TRACK said, *“Lexus, of all companies, has suddenly leapt up, grabbed a red scarf and a rose and decided to tango... Dynamically this is one impressive sports sedan.”*



Pure, unadulterated fun - with performance to match. Depending on mood and circumstance, driving a GS 300 or GS 430 can be stimulating or soothing – and, moreover, a constant source of quiet satisfaction. In no small measure, that ‘quiet satisfaction’ comes from knowing the GS is on the cutting edge of technical innovation.

Both the GS 300 and GS 430 utilize Super Electronically Controlled Transmission (Super ECT), a 5-speed, extra-smart, lightning-fast transmission that prompts gear changes so smooth they’re barely detectable. Available on the GS 300: Formula One-inspired “E-Shift” fingertip controls, mounted on the steering wheel, that enhance driver fun and control.

Both the GS 300’s in-line six and the GS 430’s V-8 feature Variable Valve Timing with intelligence (VVT-i) for outstanding performance and fuel efficiency. The power steering matches effort to vehicle speed. Even the tried and true rear-wheel-drive layout, long preferred by high performance drivers, has been augmented by traction control (TRAC) and Vehicle Skid Control (VSC).



Result: A nudge of the right foot results in the surest, smoothest of getaways. More than a nudge leaves others in your wake. According to one owner, *“driving the GS is pure unadulterated fun!”*

According to the automotive experts: THE GLOBE AND MAIL/ CARGUIDE magazine called the GS 430’s ride quality *“first-rate”*, its response *“razor-sharp”*, torque *“prodigious”*, and speed *“smooth and fluid”*. CAR AND DRIVER applauded the GS 300’s *“silky powertrain... brilliant rear-wheel-drive chassis dynamics... serene sophistication.”*

Fun with performance to match, indeed!

“Even my teenage son is impressed - by my driving.” When the power-packed GS 300 and GS 430 were designed, Lexus engineers knew drivers would have more fun if tools were added to seamlessly and silently enhance *driver* performance, too.

That meant starting from the ground up, where performance-rated all season radial tires and a fully independent, double-wishbone suspension – with anti-squat and anti-dive geometry – help keep a GS glued to the road.

Hit the throttle with a too-heavy foot and the Electronic Throttle Control System (ETCS-i) with intelligence acts as an arbiter, balancing the commands of the driver with the needs of the traction control system. Electronic Brake force Distribution (EBD) helps make cornering smoother*. As for Vehicle Skid Control (VSC), it lives up to its name.

Drive a GS at night and the way ahead – far ahead – is defined by a sharply-edged, brilliantly-white light. Focused with a clarity that sets new standards, complemented by integrated fog lamps, High Intensity Discharge (HID) headlights beam their light both farther and wider than conventional halogen lamps. Self-levelling, they invariably point where they should. Headlight washers keep them clean, no matter the road conditions.



To help keep you on route while en route: an optional DVD-based GPS voice navigation system. Simply program in start and finish points and, à la Kit of

Knight Rider old, the car tells you how to get from A to B. Its global-positioning satellite tracking system figures out where you are and tells you about the turn coming up when you need to know about it. (“Won’t stop for direction” jokes may well become a thing of the past!)

Overheard at the auto show, *“I love my GS. I can do things in this car I never could before – even my teenage son’s impressed!”*

*Please see active safety page (p. 11) to learn how EBD enhances braking.



Enough goodies to keep any hedonist smiling. Outstanding ergonomics and visibility unite on the dash. The gearshift knob and tilt steering wheel are leather-wrapped so things feel “just right” under hand. Radio and heater/AC controls are big, easy-to-find and within easy reach. Large black-on-white instruments are crystal clear; whatever the outside light they are read at a glance.

Dual climate controls are temperature-sensitive to half a degree – or, if you prefer, you can consult the outside air temperature indicator to find out just how hot or cold it *really* is out there! A hydrocarbon air pollution sensor automatically switches to recirculation mode when malodours or contamination are detected – and switches back again when the “all clear” is signaled.

Memory settings for two drivers allows each to dial in that special comfort zone. Adjust the power seat, side mirrors, tilt and telescoping wheel to individual taste – and never worry about having to get them *just right* ever again.

Windows have thicker-than-the-norm, lightly tinted glass that helps insulate occupants from the world outside. It repels noise, cuts glare, helps keep the cabin cool and rejects more than 90% of ultra-violet radiation.

A special surface on the front side windows helps shed water... outside mirrors are heated to prevent ice buildup...

electrochromic controls automatically darken side and rear-view mirrors to cut glare from tailgater headlights or the setting sun... map lamps let you find that missing something in the spacious glove compartment... the GPS voice nav system sits in readiness... a keyless remote operates windows and moon roof...

As said MOTOR TREND, the GS sedans have “*Enough goodies to keep any hedonist smiling*”.



Seats so-o-o soft and sound sublime.

From one automotive expert, “Lexus’ flagship, the LS 430, sets the standard for automotive interiors that combine luxury and comfort with beauty and utility”. Naturally, the GS 300 and GS 430 adhere to Lexus standards; the refinement of their cabins is exceptional.

Driver and passengers are surrounded by subtle colours, rich textures and polished walnut trim. The heated, 10-way power driver’s seat is designed to be relaxing over the long haul yet supportive (with adjustable lumbar support) for those times when the road ahead matches both your enthusiasm and the GS’ remarkable abilities. Seat leathers are so-o-o soft and supple; they also resist side-slip forces by gently clinging to cloth. Beneath your feet, fine broadloom. *“Fit and finish beyond reproach”*

– EDMUNDS.COM.

GS sound also measures up. You can unwind in “exceptional tranquility”, or be stirred by sound sublime. The GS comes with an incredible sound system with a six-pack CD changer located at hand, in-dash, not hidden under a seat or in the trunk.

True audiophiles may, however, opt for the 240-watt Mark Levinson audio system (complete with 8 barely visible speakers and an Automatic Sound Levelizer), which represents the pinnacle of audio excellence among those in the know. According to Mark Levinson engineers, there wasn’t a car quiet enough to benefit from the advanced technology and acoustic quality of their systems. Then, three years ago, they evaluated every high-end automobile in the world. Verdict: *“We preferred the acoustic environment of the Lexus – along with their commitment to a similar level of excellence.”* Result: Perfect sound from Bjork to Bowie to Beethoven.



Avoiding “the other guy”.

Since the only good accident is one that’s avoided, advanced *active safety* measures are built into every GS 300 and GS 430.

Superior accident avoidance characteristics are inherent to the precise rack and pinion steering, but should the driver err, Lexus’ technical sophistication is there to help.

When the GS driver is in danger of spinning out, Vehicle Skid Control (VSC) kicks in to arrest sudden sideways movement – and place the car back in line.

Gotta stop *now*? GS braking prowess matches the challenges posed by high performance. Its unusually sophisticated Antilock Braking System with Electronic Brake force Distribution (EBD) and Brake Assist, coupled with TRAC (computer-assisted traction control), hauls you down quickly and smoothly.

When a wheel is about to lose its grip, TRAC feeds power on, off and on again with lightning speed. EBD ensures the right balance is achieved between right, left, front and back braking so that you stop sooner and straighter– without risk of rear wheels locking up. Brake Assist makes the whole partnership work better.

In an emergency, many drivers can’t, or don’t, brake hard enough or fast enough. GS computer-linked sensors detect an emergency situation by how hard and long you hit the brakes; if needed, Brake Assist steps in to stop the car quickly.

Brake Assist also knows when you’re carrying a heavier than normal load. (i.e. lots of luggage) and smoothly lends a hand to help you brake in good time. Ditto when you’re going downhill and brakes need to be applied harder.

In a word, GS 430 brakes are, according to MOTOR TREND, “*outstanding*”. All very well and good, but sometimes accidents *do* happen. What then? Read on.



The better the handling,
the better your chances.



When the unavoidable meets the inevitable. Regrettably, no matter how good the driver or how sophisticated the car, sometimes the inevitable *is* unavoidable. Lexus designed and built the GS 300 and GS 430 for that unfortunate happenstance. It's called "controlled collapse" construction.

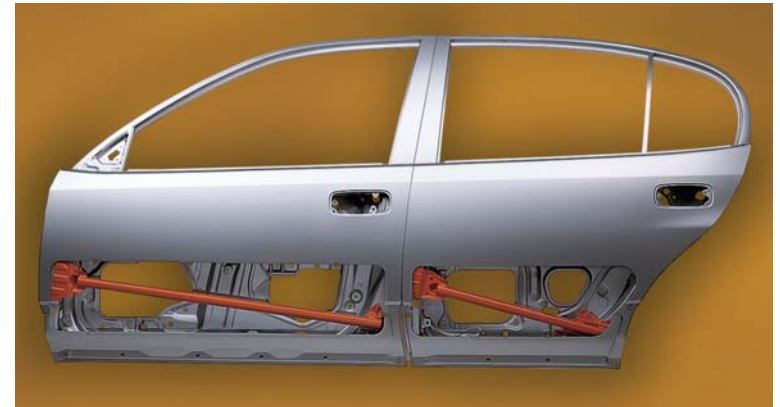
On impact, the front and rear ends of a Lexus crumple progressively – leaving the cabin intact. The engine is designed to slide *under* the cabin, rather than *into* it. Hooks grab the hood and stop it from smashing through the windshield. There are *two* telescoping joints on the steering column. As protection against side collisions, steel beams are built into the doors. "Soft-form" interiors, backed with a cushioning layer, are fitted to impact-vulnerable areas. Doors automatically unlock, so help can get in and occupants can get out.

Further, Lexus crash tests show that seats should act as *mini crumple zones*, cradling the body only to the point at which force would cause injury. Lexus seats then yield, deform – and absorb shock.

Lexus seatbelts, too, are "smart." The instant G-forces become too strong for the body to absorb, they release tension to cushion impact.

Airbags built into steering wheel and dash protect against front and rear collisions. In the event of side impact or rollover, curtain-shield airbags deploy from the front pillar and above the door, protecting the upper body and head. Additional airbags activate from the side of the front seatbacks, so they're *always* alongside the occupant, no matter the seat's position.

Lexus' "Relentless Pursuit of Perfection": Powerful peace of mind.



What price luxury? And what is it, anyway? When beauty is in the eye of the beholder, one person's "wow!" can be another one's "so?"

Luxury encompasses a broader spectrum of emotion, employing eye, ear, nose, feel, nostalgia – senses and emotions, both rational and irrational.

Luxury is comfort on a bumpy road, a feeling of security on a wild and wintry night, the quiet ker-chunk of a well-fitted door, the glow of paintwork at sunset, the feeling engendered by cornering flat and sure at speed, or braking so smoothly the rim-full cup of coffee stays put. It is pride of ownership (including the feeling that people may think the better of you). It is taste; it is the *absence* of things one *dislikes*.



Such are the luxuries and the beauties of Lexus: of its eight distinctively-different models, each of them the crown jewel of a design and engineering team assembled to create a masterpiece of its genre.

Lexus – makers and owners alike – may well refuse to be typecast. And so they should. However one defines it, *Lexus is luxury – and its pursuit of perfection relentless indeed.*

Secrets of staying young.

Every Lexus is expected to defy the ravages of heat, cold, distance and time.

You might say it's a matter of breeding – and of cherishing your assets while enjoying them. Instances:

A glowing skin: Lexus is noted for lustrous, *perfect* paintwork. No wonder: the Lexus painting process involves as many as *forty-two separate steps*. Including: a zinc phosphate film to increase corrosion resistance and paint adhesion; anti-chipping paint; paint dried at a precise 140° for 30 minutes; constant wet sanding, washing, air blowing and drying. (You can *imagine* the fussiness of the top coat.)

An age-defying attitude: The problem with car interiors is that leathers, woods, fabrics and finishes differ greatly in the *rate* at which they fade. Defying the inevitable, a Lexus Anti-Aging Team devises ways to ensure that all materials fade not only slightly *but at almost identical rates*. Anyone who has seen the mint condition of a veteran Lexus will know this: the Lexus Anti-Aging Team spends its time well.

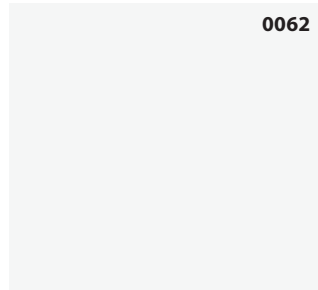
A “fishy” tale: 500 kilometres north of Regina on a fishing trip, a Lexus customer locked his keys in the car, canoed to an Indian village and called Lexus by radio telephone. A key was cut – but missed the once-a-week flight. Lexus chartered a plane to deliver the key. No charge. It was part of the *all-inclusive, 24 hours a day, 365 days a year* Lexus Roadside Assistance Protection program.

A conclusion... or is it a beginning?
In that they defy aging... offer outstanding performance, comfort and luxury... are a beneficiary of service standards as relentless as their skin is lustrous... may we ask: What's keeping you on the *outside* of the luxury sports sedans extraordinaire, the Lexus GS 430 and GS 300?!

The Lexus difference. All-round excellence requires more than top-rate design and brilliant engineering. It is found in immaculate fit and finish; in a deep-down, multi-layered glow; in unseen touches such as anti-chipping paintwork; in a plethora of anti-aging measures that, collectively, keep a Lexus looking new so much longer. Here, in extreme close-up, is where the Lexus difference really shines.

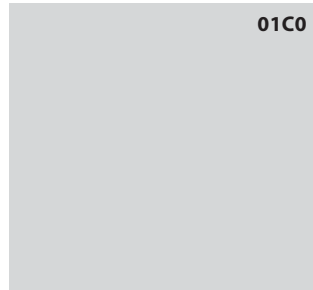


GS 300/430 EXTERIOR COLOURS



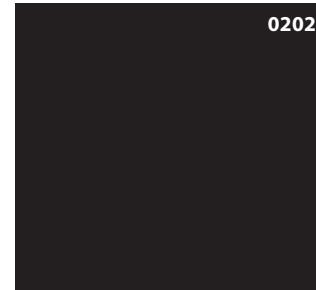
0062

Crystal White
Black, Ivory



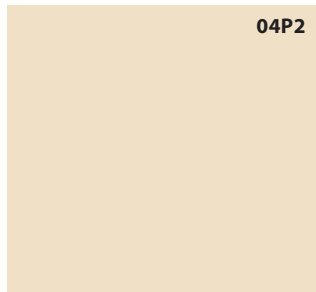
01C0

Millennium Silver Metallic
Black, Charcoal



0202

Black Onyx
Black, Ivory



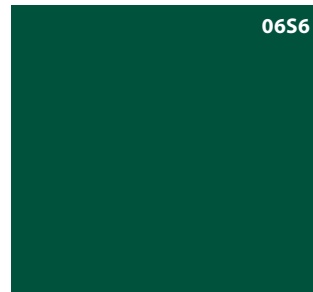
04P2

Burnished Gold Metallic
Ivory



0655

Mystic Green Mica
Black, Ivory



0656

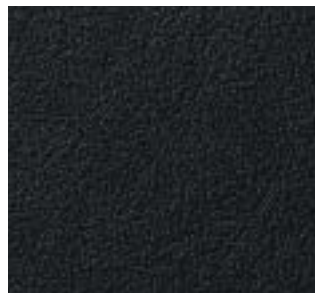
Midnight Jade
Black, Ivory



08P8

Blue Onyx
Black, Ivory

INTERIOR COLOURS



Black Leather



Charcoal Leather



Ivory Leather

Colours and interiors are subject to change during model year. Please see your Lexus dealer for details. Due to the limits of computer monitors and printers, the colours on this page are only representational of the actual paint and interior finishes. See your Lexus dealer for accurate samples.

Lexus GS 300/430 Specifications & Features*

Dimensions

Body Type – 4-door 5-passenger luxury sports sedan.
Construction – Unitized body with modular suspension subframes. Extensive use of galvanized steel and other anti-corrosive measures.
Overall Length – 4805 mm (189.2 in.)
Width – 1800 mm (70.9 in.)
Height (unloaded) – 1440 mm (56.7 in.)
Wheelbase – 2800 mm (110.2 in.)
Curb Weight – GS 300: 1670 kg (3685 lbs.) GS430: 1700 kg (3750 lbs.)
Tread (front/rear) – 1535/1510 mm (60.4/59.4 in.)
Headroom (front/rear) – w/moonroof 956/924 mm (37.6/36.4 in.)
– w/o moonroof 990/950 mm (39.0/37.4 in.)
Legroom (front/rear) – 1131/870 mm (44.5/34.3 in.)
Shoulder Room (front/rear) – 1466/1437 mm (57.7/56.6 in.)
Hip Room (front/rear) – 1398/1425 mm (55.0/56.1 in.)
Trunk Space – 0.420 cu. m (14.8 cu. ft.)
Fuel Tank Capacity – 75.0 l (16.5 imp. gal.)

Engine

Engine Type – GS 300 (2JZGE): In-line 6 cylinder
GS 430 (3UZ-FE): V8
Displacement – GS 300: 3.0 l (2997 cc), GS 430: 4.3 l (4293 cc)
Valvetrain – GS 300: DOHC 24 valves, Variable Valve Timing with intelligence (VVT-i)
GS 430: DOHC 32 valves, Variable Valve Timing with intelligence (VVT-i)
Bore x Stroke – GS 300: 86.0 x 86.0 mm (3.38 x 3.38 in.)
GS 430: 91.0 x 82.5 mm (3.58 x 3.25 in.)
Horsepower – GS 300: 220 hp (164 kW) @ 5800 rpm
GS 430: 300 hp (223.4 kW) @ 5600 rpm
Torque – GS 300: 220 lb. ft. (298 N.m) @ 3800 rpm
GS 430: 325 lb. ft. (440 N.m) @ 3400 rpm
Compression Ratio – 10.5:1
Engine Management – Computer control of sequential multi-port fuel injection, and maintenance-free ignition system with twin knock sensors.
Acoustic Control Induction System (ACIS)
Electronic Throttle Control System with intelligence (ETCS-i)
Fuel Requirement – Premium Unleaded

Drivetrain

Transmission – 5-speed Super Electronically-Controlled Transmission (Super ECT).
Overdrive top gear, dual shift programs.
Drive Wheels – Rear wheel drive with Traction Control (TRAC), Vehicle Skid Control (VSC).
Final Drive Ratio – GS 300: 3.916:1, GS 430: 3.266:1
Suspension – 4-wheel independent, double wishbone, coil springs, gas pressurized shock absorbers, front and rear stabilizer bars. Anti-dive and anti-squat geometry.
Steering – Vehicle-speed sensing progressive rate power rack-and-pinion steering.

Brakes – 4-wheel, power-assisted, ventilated front/solid rear discs with dual piston front calipers.
Antilock Braking System (ABS) – 4-sensor, 4-channel
Brake Assist
Wheels/Tires – 16 x 7.5 JJ aluminum alloy wheels. P225/55VR16 Goodyear V-rated high performance all-season radials.

Performance Capabilities

Turning Circle – 11.3 m (37.1 ft.)
Coefficient of Drag (cd.) – 0.30

GS 300 Acceleration, 0-60 mph** – 7.6 seconds
Top Track Speed** – 230 km/h (144 mph)
Fuel Consumption, L/100 km*** – 13.1 City, 8.6 Highway, 11.1 Combined

GS 430 Acceleration, 0-60 mph** – 5.8 seconds
Top Track Speed** – 239 km/h (149 mph)
Fuel Consumption, L/100 km*** – 13.1 City, 9.3 Highway, 11.4 Combined

Interior/Exterior Features

Leather package (includes seats and headrests, door trim and console compartment lid/armrest). Leather trimmed shift knob and steering wheel.
Lexus/Pioneer Premium 215-watt audio system AM/FM MPX ETR with cassette, 7 speakers and theft deterrent system.
GS 430: Steering wheel mounted audio control
In-dash 6-disc CD auto-changer
Walnut trim
Automatic climate control with manual override and dust/pollen filter
High Intensity Discharge (HID) headlamps with auto levelling device
Lexus Driver Memory System (includes two driver memory settings for power adjustments on driver's seat, side mirrors, power tilt & telescopic steering wheel)
Cruise control
Power door locks with driver's door 2-turn unlock and window/moonroof open/close feature
Multi-function Keyless Remote Entry with audible warning
Driver and front passenger illuminated vanity mirrors
Fully integrated theft deterrent system with encoded vehicle immobilizer
Power windows with driver control 4-window "auto down/auto-up" feature
Power-assisted driver and front passenger seats
Power tilt-and-telescopic steering wheel with automatic tilt-away
Power tilt-and-slide moonroof with sunshade, tilt-up warning and map lamp
Dual heated power remote-controlled and colour-keyed side mirrors with electrochromic automatic dimming
Driver and passenger front, side and window curtain airbag Supplemental Restraint System (SRS)

Lexus GS 300/430 Specifications & Features*

Interior/Exterior Features (cont'd)

Driver and front passenger seatbelt pretensioner and force limiter system
Tinted glass with UVA absorption
Light control system
Illuminated entry system
Wheel-lock package
Carpeted floor mats
Outside temperature indicator
Heated front seats
Heavy-duty rear window defogger with timer
Electronic analog gauges
Power trunk lid and fuel filler door releases
Headlamp washers and low washer fluid warning lamp
Integrated fog lamps
Trunk mat
First Aid Kit
Rear reading lamps
Automatic dimming electrochromic day/night rearview mirror
Engine oil level warning lamp
Garage door opener
Digital clock
GS 300: Steering wheel mounted "E-shift" automatic transmission control
GS 300: Rear spoiler with integrated highmount stoplamp

Optional Equipment

GS 300 Wheels Package: Chrome wheels
GS 300 Navigation Package: DVD based GPS Navigation System, Mark Levinson 240-watt audio system with 8 speakers, glass-imprinted diversity antenna. Automatic Sound Levelizer system (ASL).
GS 430 Sport Package: 17 x 8.0 JJ aluminum alloy wheels. P235/45ZR17 Bridgestone Z-rated high performance radials, leather and wood trimmed steering wheel, rear spoiler with integrated highmount stoplamp. Mark Levinson 240-watt audio system with 8 speakers, glass-imprinted diversity antenna. Automatic Sound Levelizer system (ASL).
GS 430 Wheels Package: Sport Package plus chrome wheels.
GS 430 Navigation Package: Sport Package plus DVD-based GPS Navigation System

Dealer-installed Options

Block heater
CD cartridge

Warranty

Comprehensive coverage: 48 months/80,000 km
Powertrain: 72 months/110,000 km
Corrosion Perforation: 72 months/unlimited mileage
Roadside Assistance: 48 months, 24 hour roadside assistance
with free travel planning
See your Lexus dealer for details.

**TOYOTA CANADA INC. Every effort has been made to ensure the specifications and equipment shown are accurate based on information available at time of printing. In some cases, certain changes in standard equipment, options or product delays may occur which would not be reflected in this brochure. Toyota Canada Inc. reserves the right to make these changes without notice or obligation. Your Lexus dealer is your best source for up-to-date information.*

***Performance figure is shown for comparison only, and was obtained with prototype vehicles under test track conditions by professional drivers using special safety equipment and procedures. This should not be attempted on public streets or highways.*

****FUEL CONSUMPTION RATING. These estimates are based on the Government of Canada's approved criteria and testing methods. The actual fuel consumption of this vehicle may vary. Refer to the Government of Canada publication – EnerGuide Fuel Consumption Guide.*

Some features mentioned and/or shown in this brochure may not be available in Canada, or may only be available as part of an optional package.

Lexus reminds you to place small children
in CSA-approved car seats – **in the rear seats.**
To always wear your seat belts.
And to drive safely.