



95 LEXUS LS





LS 400









*Some vehicles shown with optional equipment.*



WE MADE IT QUICKER, YET IT CONSUMES LESS FUEL.

WE REFINED NOISE LEVELS EVEN FURTHER.

WE PUT A ROOMIER CABIN INSIDE THE SAME SIZE CAR.

AND MADE IT THE MOST AERODYNAMIC AUTOMOBILE YOU CAN BUY.

A NEW JOURNEY. *An entirely new LS.*







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FIVE YEARS AGO WE SET OUT IN SEARCH OF A PATH  
no one had ever been on before. Yet, we found our way. To those  
who joined us then, thank you. To those who join us now, welcome.

Where does our new journey start? Everywhere. Virtually every  
one of the 15,000 elements that make up the 1995 LS was painstakingly  
examined. But, more importantly, each resulting change that was  
made, was made not just for engineering's sake, but for a clear purpose.



To create a sedan that offers maximum luxury *and* efficiency.

For instance, the new LS accelerates to 60 mph in just 6.9  
seconds and reaches a top track speed of 150 mph. But what is truly  
amazing is that at 19/25 mpg,\* it is the most efficient luxury sedan to  
ever do so. (The LS also offers better braking and cornering.)

Lexus engineers further refined interior noise levels. And, in the  
process, used materials that met not only the highest standards of quality  
and design, but also of weight reduction and strength.



But perhaps the best example of this marriage of luxury and efficiency is the LS cabin itself. Extra room was added in the rear to make those who sit behind even more comfortable.

Yet, the exterior is not an inch larger. After all, a larger LS would mean a heavier LS. And a heavier LS would mean a less graceful and less efficient LS. Which is exactly what Lexus designers wanted to avoid.

Their goal was to design



an elegant shape with an

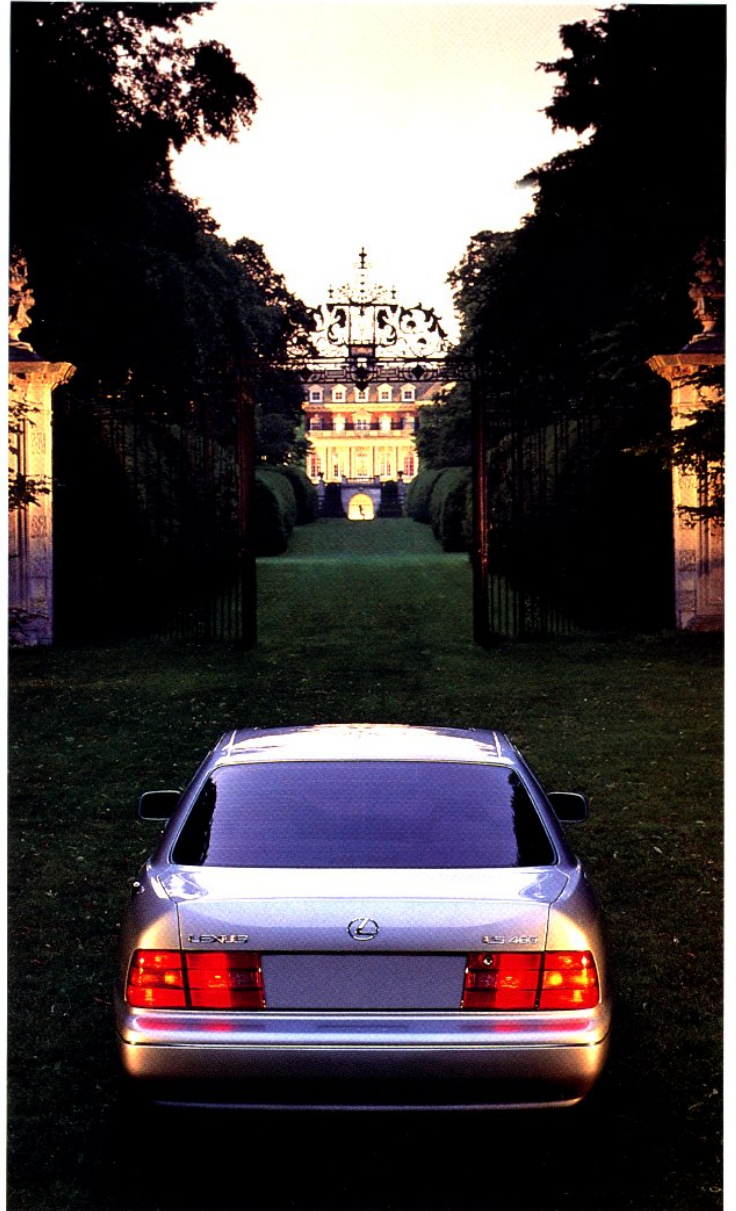
aggressive, aerodynamic

edge. The result:

a drag coefficient of just 0.28. Which makes the new LS the most aerodynamic car available in America.

These are but a few examples of Lexus' relentless pursuit of perfection. Others include a unique dual-zone climate control system, electrochromic mirrors and the first in-dash six-disc CD changer.

Examine the '95 LS. Everywhere you look, inside and out, you will find many more examples of superior design, performance, safety, luxury, comfort and convenience.



\* See mileage statement on page 32. Some vehicles shown with optional equipment.











## D E S I G N

*The angular styling of the '95 LS is a subtle, but definite departure from recent trends in aerodynamic design. This new styling makes the LS seem larger and stronger. In fact, there is more room inside. But the overall exterior dimensions have not grown one inch.*





Lexus designers increased the size of the LS' outside mirrors by 20%.

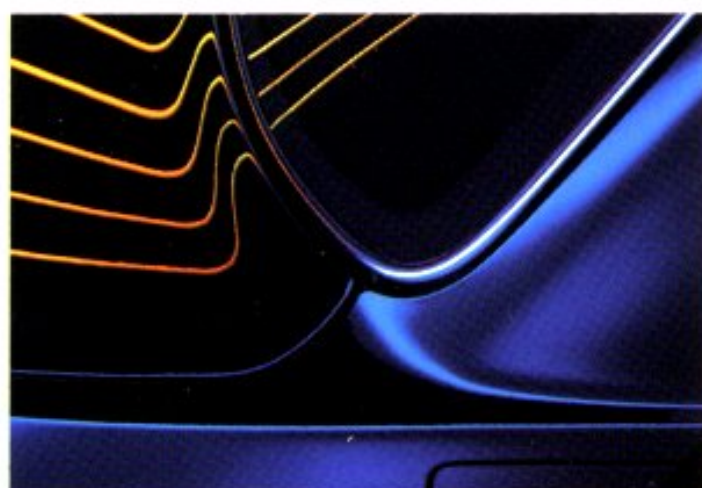
At the same time, they made the mirrors 70% more aerodynamic.

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Supercomputers were used to design the LS. But, nothing takes the place of the naked eye. This virtual line-checker test was used to spot visual aesthetics in the curves and angles of the '95 LS.

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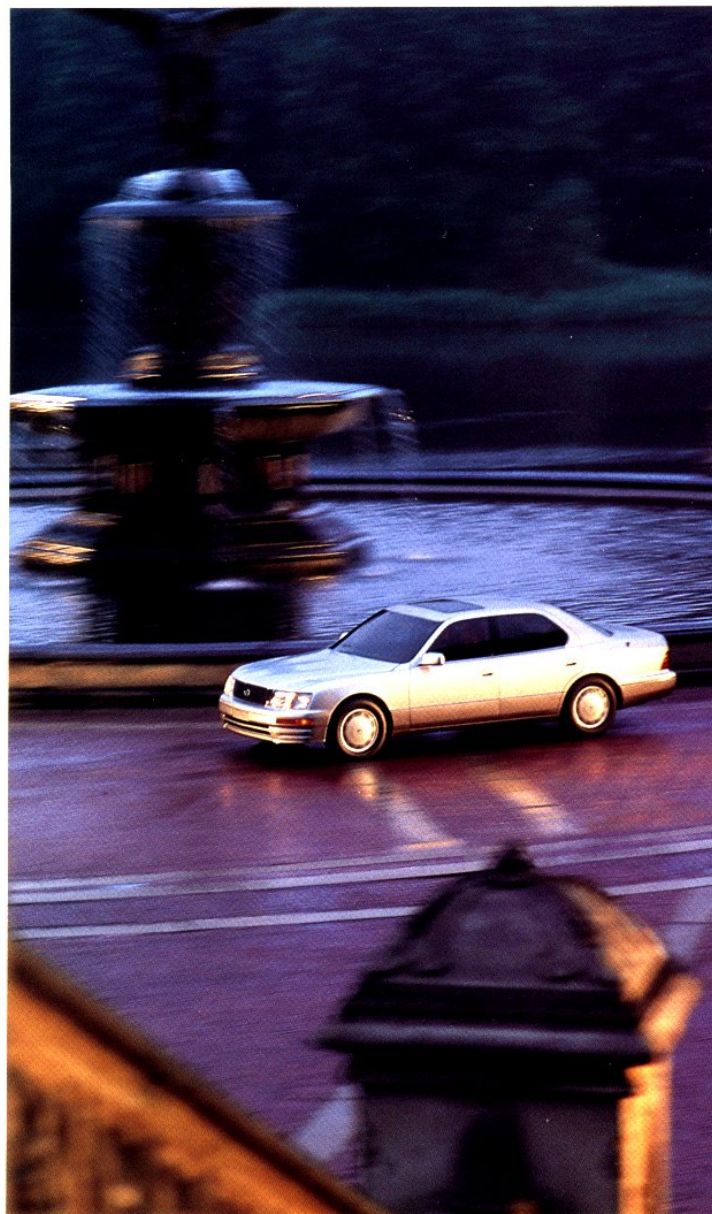
ONE OF THE MOST DIFFICULT TASKS FACED BY Lexus designers was how to bring the LS' already low 0.30 aerodynamic coefficient of drag down to a mere 0.28.

Unexpectedly, they found the path of least resistance not in curves. But in angles. Their solution is evident in the handsomely defined hood, trunk and bumpers of the new LS.

Not coincidentally, this new shape added a greater sense of power and muscularity to the classic LS profile.

While aerodynamic efficiency was important, Lexus designers also sought to increase overall visibility. Using supercomputers to construct models, they raised the middle of the hood, lowered the belt line and increased the overall glass area of the LS.

Then they enlarged the rearview mirrors. It took hundreds of hours of engineering and wind tunnel time. But, in the end, they were successful in designing an automobile that cuts through the wind, and improves your overall field of view.



*Some vehicles shown with optional equipment.*





PAE  
SEEN  
THACH

TAP  
CD

0 000 000  
1000000

HIGH  
HEIGHT  
NORM

PWR  
ECT  
NORM

P  
R  
N  
3-D  
2  
L













# L U X U R Y

*The LS is the ultimate expression of Lexus luxury. It features only the highest quality materials, such as the beautiful California walnut and sumptuous leather trim you see here. Inside, there is hushed quiet. And a feeling that in the LS, everything is exactly as it should be.*





All three rearview mirrors of the LS are electrochromic. Which means they darken when hit by a bright light source from the rear.



There's more to engineering a cupholder than finding space for it. The challenge to Lexus was to develop smooth-operating, high-quality dual-beverage cupholders for both the front and rear of the new LS.





THE UNDERLYING PREMISE OF THE NEW LS IS that everyone should be as comfortable as possible. Whether they sit in front, or in the rear, where there is now considerably more leg, shoulder and head room. Even the passenger who sits in the middle will find things more comfortable since the wheelbase was lengthened and the rear seat was further bolstered.

There is more room for you in the new LS, and for your things. In fact, there's 300% more storage space throughout – in the glovebox, door pockets and center console. You'll also find more trunk room and a 6½-inch wider trunk opening.

To enhance this sense of spaciousness, the front seats were moved farther apart and the side glass was made more flush, to give the rear passengers a better view of what might lie ahead.

Complex noise research was conducted on the rear passenger area, resulting in a serene atmosphere. Because the simple things in life, like peace and quiet, sometimes aren't so simple to achieve.



*Some vehicles shown with optional equipment.*






The new LS' headlamps are brighter in intensity. They are also smarter than the European competition's — they can turn on and off automatically.



Lexus' advanced dual-zone climate control system is capable of keeping the driver at 68 degrees and the passenger at 80 degrees. Or vice versa.







Even with the standard front passenger's airbag Supplemental Restraint System, LS engineers were able to increase the size of the glovebox by 169%.



@

*t Lexus, ergonomics is two parts science and one part intuition. In the case of the '95 LS, this approach*

*has resulted in an automobile that is extremely easy to drive. The shape and location of every switch, button and*

*control feels natural. The contrast*

*of the readouts for the heating/*

*ventilation, air-conditioning and*

*audio systems has been increased*



*and the displays themselves are larger for improved legibility. The buttons used to activate these systems are larger*

*and there is greater space between them. With the new LS, Lexus has once again taken ergonomics to a new level.*

Some vehicles shown with optional equipment.







# A U D I O   S Y S T E M S

*L*exus has worked from the start with Pioneer and

*Nakamichi to develop a listening environment that is*

*perfectly matched to their audio systems. With the LS,*

*Lexus audio engineers became the first to move a six-disc*

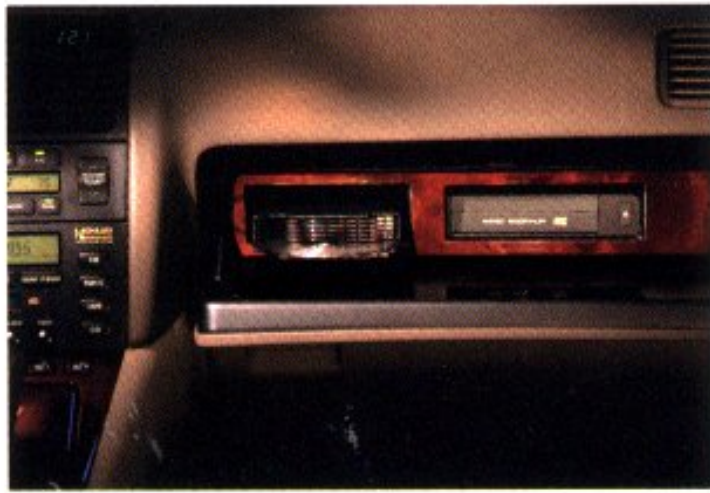
*CD changer\* from the trunk to the dashboard.*





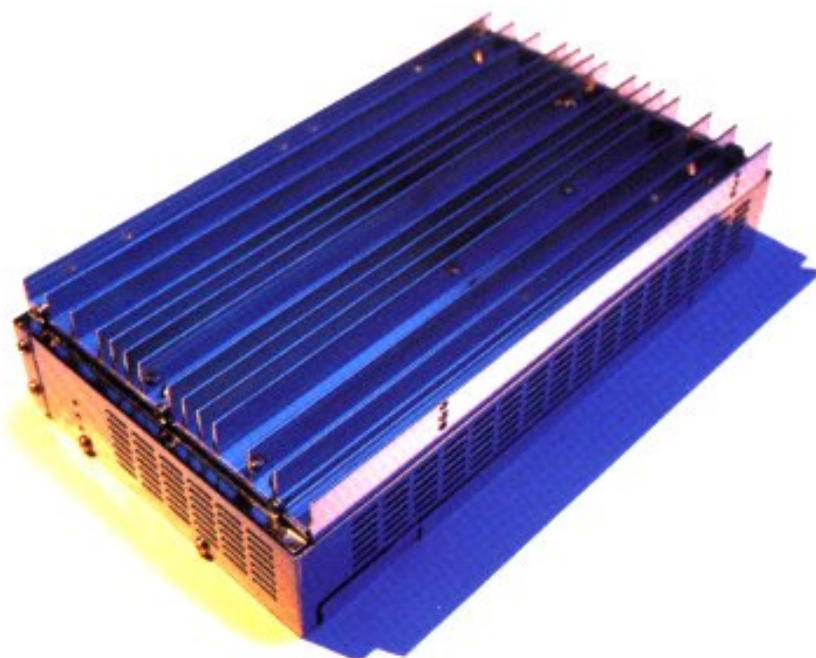
Lexus is the first car company in the world to place a six-disc CD changer in the dash. While the main benefit is convenience, sound quality is also improved by shortening the wire from source to amplifier.

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For clear, true sound, each speaker handles only the frequency range for which it is designed. Highs for tweeters, lows for the subwoofer.

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BEFORE DESIGNING THE NEW LS AUDIO SYSTEM, Lexus sound engineers spent time in "listening rooms" measuring car and home audio equipment. Their goal: to widen the frequency range and lower the distortion level of the LS system.

This new 195-watt\*\* system features an electronically tuned AM/FM radio and a logic-controlled, auto-reverse cassette player with both Dolby® B and C† noise reduction circuitry.

Five amplifiers supply pure, clean sound to seven speakers – two dome tweeters, four full-range speakers in bass-reflex enclosures and an eight-inch subwoofer driven by its own 45-watt\*\* amplifier.

The optional Lexus/Nakamichi Premium Sound System delivers 280 watts\*\* of "live," natural sound. Featuring Nakamichi's famed tape-deck technology, it incorporates thoroughly reduced distortion and extremely wide frequency response from upgraded electronics and speakers. With impeccable phase characteristics, this premium system rivals high-end home audio equipment.



\*N/A in U.S. in dash, U.S. change is optional. \*\*Mexican power. †Dolby is a registered trademark of Dolby Laboratories, Inc. Some vehicles shown with optional equipment.



**LUXURY** is engineered into the '95 LS, not added on. And it is engineered to be easily accessible and long-lasting. ✦

Perhaps most importantly, all the science and technology behind Lexus luxury is carefully designed to be transparent, automatic and,

when your input is required, intuitive. ✦ Take, for example, the front seats of the new LS. With unique floating panels and a suspension

system that mirrors a car's suspension, these seats take comfort and support to **NEW LEVELS.** The LS' innovative dual

climate control system is another example. ✦ This fully automatic heating, cooling and ventilating system uses unique components to

simply do a better job of keeping you **COMFORTABLE.** Only Lexus, it seems, re-examines what others take for granted.







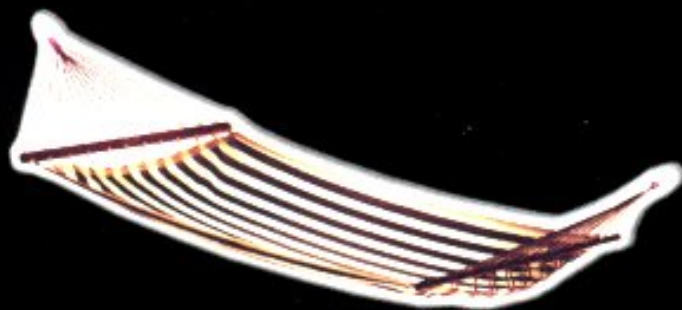
**WITHIN THE LS' FRONT SEAT CUSHIONS,**

**"FLOATING" PANELS ARE SUPPORTED BY COIL**

**AND TORSION SPRINGS. THE LATTER ACT AS**

**ANTI-SWAY BARS TO GIVE YOU MORE LATERAL**

**SUPPORT DURING CORNERING MANEUVERS.**



*\*Heated front seats are part of the Traction Control System option.*



LEXUS HAS LUXURY DOWN TO A SCIENCE.  
The following examples illustrate the point.

The LS' new heating, ventilation and air-conditioning (HVAC) system represents the first true advance in this field in decades. Among luxury cars with truly automatic climate control systems (some are semi-automatic or simply thermostatic), virtually all use a dated but some-

what effective means of  
air — a series of flaps,



mixing heated and cooled  
which look much like trap

doors. That's fine for the status quo. But Lexus engineers found a better way — "film door" dampers.

These ingenious devices resemble spools of photographic film with a series of elongated holes in them. The mix of heated and air-conditioned air is controlled by moving different sections of "film" (covering or exposing more holes) into place in the climate control vents.

The system is engineered to be more precise, quieter and more efficient. In fact, coupled with other changes, these film door dampers



have resulted in a 28% more compact climate control system. Which has freed up space for the in-dash, multi-disc CD auto-changer.

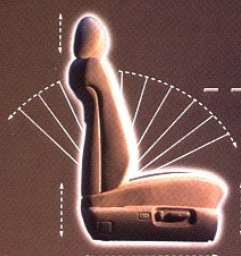
But HVAC innovation didn't stop there. The '95 LS also has a true dual zone system. With separate thermostats, cabin-temperature sensors and solar-load sensors, it circulates different temperature air through both floor and face vents for the driver and front passenger.

Noise, as you might expect, is anathema to Lexus engineers. And while the original LS set new standards for the industry, the '95 LS raises those standards even higher. One example of their work can be seen in this section of the center console. Under the hand-polished walnut (with special anti-splinter backings and fade-resistant coatings) are layers of aluminum and synthetics to cut noise and heat from the transmission.



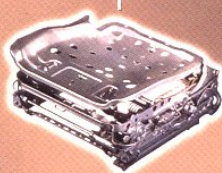
In fact, Lexus worked with a technical research institute to dampen, cancel and smooth the variation of sounds within the LS cabin so you and your passengers can converse with even greater ease.



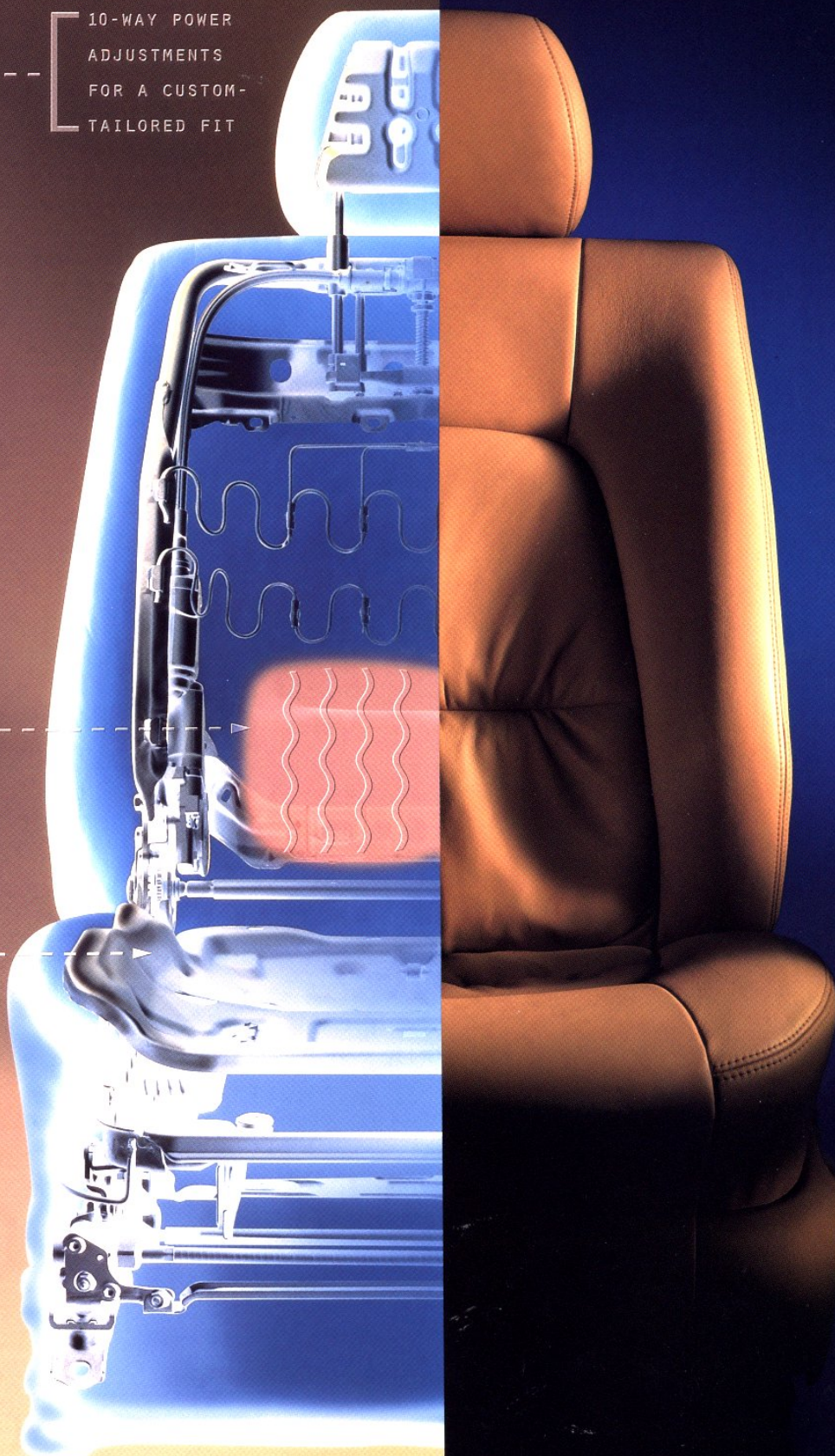


10-WAY POWER  
ADJUSTMENTS  
FOR A CUSTOM-  
TAILORED FIT

OPTIONAL THERMO-  
STATIC SEAT  
HEATERS\* AND  
TWO-DRIVER  
MEMORY SYSTEM



FRONT SEATS  
USE A SUSPENDED  
PANEL WITHIN  
THE CUSHION FOR  
GREATER SUPPORT

















# P E R F O R M A N C E

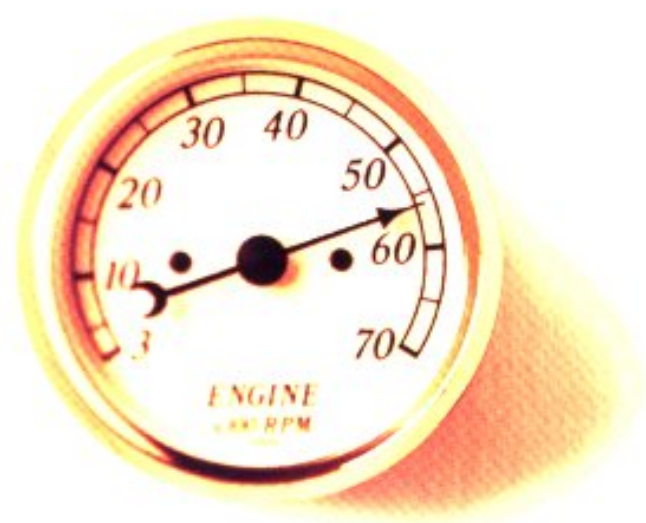
*F*irst in America with a 32-valve V8 luxury sedan,

*Lexus raises the standard again for '95. The new LS not*

*only avoids the gas-guzzler tax, it is the most fuel-efficient*

*V8 luxury car available.\* In fact, it is likely the quietest,*

*most efficient 150-mph luxury sedan ever created.\*\**





HOW DO YOU IMPROVE UPON A V8 ENGINE  
Hailed as “one of the finest production engines ever built”?

Not easily. But certainly, at Lexus, we keep searching for ways to improve. Case in point: the higher-horsepower, higher-mileage '95 LS V8.\*

Powerful, smooth and extremely well built, this is not a powerplant that can be bettered by making simple engineering changes. So

Lexus engineers tackled



each individual

engine component.

For more power and effi-

ciency, engine breathing was enhanced. On the exhaust side, new semi-

dual stainless steel headers scavenge exhaust gases more efficiently.

And on the intake side, a new thermal airflow meter (with no moving parts), longer valve duration and higher lift help boost power.

Inside the combustion chamber, the compression ratio has been raised to 10.4:1, increasing both power and efficiency. The weight of key reciprocating parts was reduced for lower inertia and better response. Friction was reduced throughout the engine and drivetrain,



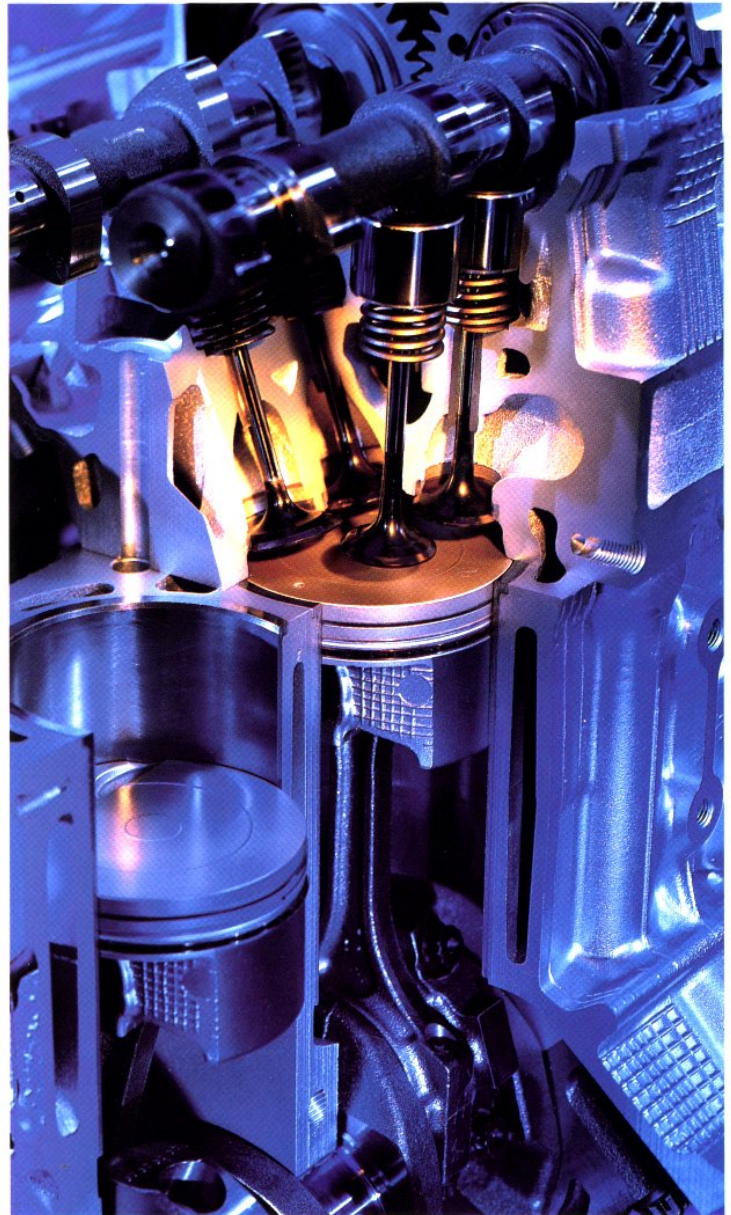
and crankshaft-bearing caps were stiffened to cut noise and vibration.

Components as ordinary as the starter motor (it is more compact but develops more torque) or as big as the aluminum-alloy engine block (with new cylinder ducts to help reduce pumping losses) were re-engineered, often with the aid of Cray and Fujitsu supercomputers. This massive engineering effort, along with efficiency gains throughout the body structure, has resulted in significant increases in performance and efficiency.



Besides the V8 engine, Lexus' highly praised Electronically Controlled Transmission with intelligence (ECT-i) was also optimized with a revised torque converter (also supercomputer-developed).

Some competitors add power to compensate for too much weight. Lexus takes a larger view. While the new LS has more power and torque, its fuel economy, already among the best in its class, has been increased by over 7%. The new LS accelerates to 60 mph in just 6.9 seconds, but significantly, it may be the most efficient luxury sedan to do so.<sup>6</sup>



<sup>6</sup> See mileage statement on page X1 for details. \*\* 100 mph is top track speed. Estimated performance figure based on manufacturer's test. See mileage statement for efficiency details.



**RIDE AND HANDLING** are fundamentally intertwined. Changes to one inevitably affect the other. And even with

the best engineers and the most advanced technology, the science of suspension tuning is sometimes more of an art. ✦ Consider the

Lexus LS. For many drivers, the first generation LS set an **IDEAL BALANCE** between comfort and response. For 1995,

Lexus engineers kept that balance while raising the levels of both. ✦ They cut brake dive, tightened the turning circle, reduced body

roll and ultimately gave the '95 LS **BETTER GRIP** plus a smoother, flatter ride. And being Lexus engineers, they also cut noise

from the suspension components, wheels and tires. ✦ Supremely comfortable, the new LS not only corners better, but also feels more eager.







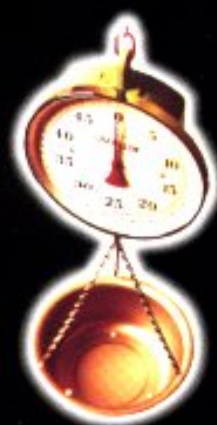
**ATTENTION TO DETAIL IN THE SMALLEST**

**SUSPENSION COMPONENTS – WASHERS,**

**BUSHINGS AND SUPPORTS – HAS RESULTED**

**IN EVEN GREATER RIDE COMFORT, STRAIGHT-**

**LINE STABILITY AND PRECISION CORNERING.**



*\* Optional Electronic Air Suspension shown.*



THE GOAL OF LS SUSPENSION ENGINEERS WAS nothing short of the best ride-and-handling combination in the luxury sedan class. While comfort was improved incrementally for 1995, people who drive with more than average vigor will notice even bigger changes in the car's cornering prowess.

The 1995 LS uses new geometry, materials and bushings in its optimized double-wishbone suspension system. At the front, the upper wishbone is now made of forged steel for lower inertia and reduced noise. New bushings for the strut bars and upper-spring mounts reduce harshness. And overall geometry changes cut brake dive up to 24%.



The new rebound springs within each front shock absorber (in effect, there are now six coil springs) contribute to both ride and handling. Most effective near the lower limits of the suspension travel, these internal springs reduce body roll without the added firmness of a significantly larger anti-sway bar.



At the rear, camber and toe-in have been modified and the roll center adjusted for improved stability and lane-change performance. New mounting points for the anti-sway bar improve the grip of the rear tires. And a change in the lower arms from pressed steel to tubular steel reduces noise and improves under-body aerodynamics.

Improvements to the optional electronic air suspension are even more dramatic. While this system still features load leveling and an ultra-smooth ride, changes to the hardware (individual air springs, an onboard air compressor, new *g* sensors and nine-mode shock absorbers) and to the control strategy give this suspension an amazing dual personality.



Over undulating surfaces, this adaptive system gives the LS a smooth, soft yet flat ride. At higher speeds and during more spirited maneuvers, the suspension system's computer progressively switches to firmer, more responsive modes. And while you can select a "high" or "normal" setting, the system lowers the car at highway speeds.





FRONT REBOUND  
SPRING HELPS  
REDUCE BODY  
ROLL DURING  
CORNERING\*

LIGHTER,  
LOWER-  
ROLLING-  
RESISTANCE  
TIRES WERE  
DEVELOPED  
FOR THE LS



OPTIMIZED  
DOUBLE-  
WISHBONE  
SUSPENSION  
USES NEW  
GEOMETRY









# S A F E T Y

*S*afety permeates the Lexus LS as surely as luxury.

*Innovative seatbelt pre-tensioners, a dual airbag SRS,*

*computer-designed and crash-tested crumple zones and*

*side-impact protection are the obvious results. But what's*

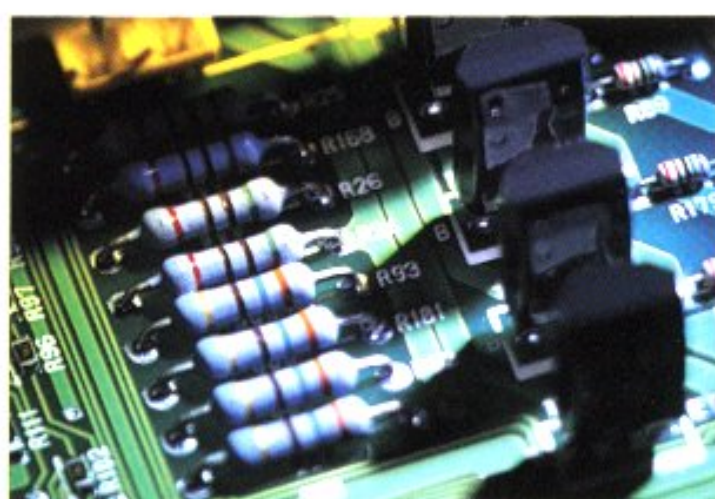
*truly impressive is the engineering behind these features.*





The Lexus dual airbag SRS features a backup power source, a main and “safing” sensor, special cables and connectors, and gold-plated terminals. Self-diagnostics analyze the system every time you start the car.

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New mechanical front-seatbelt pre-tensioners, which work independently of the airbag SRS computer, also activate in a severe frontal collision. They automatically cinch the front seatbelt webbing to help protect you.

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THE ACRONYMS OF SAFETY — ABS, SRS, TRAC —  
are daunting. But each of these groups of letters represents an  
impressive safety system found in the new LS.

The Lexus dual airbag Supplemental Restraint System (SRS)\* is  
superbly engineered. Its main and "safing" impact sensors are pre-  
cisely located and calibrated, and for long-term reliability, there are  
no mid-wire connectors between airbag and computer.

The large, ventilated disc brake at each wheel is controlled by  
a sophisticated Anti-lock Braking System (ABS). In fact, the new LS\*  
disc brakes are among the largest of any luxury sedan on the road.

TRAC, the optional Traction Control system, was pioneered in  
America by Lexus. When it detects wheel spin, it pulses one or both rear  
brakes and limits engine output until the tires regain their grip. It reacts  
so quickly, at any speed and even in reverse, you may barely notice.

And even the three-point seatbelts (there are five in the new LS)  
are specially designed for comfort as well as occupant protection.



\*The Lexus driver's and front passenger's airbag is a Supplemental Restraint System (SRS), designed to inflate in a severe frontal collision. In all other accidents, the airbags will not inflate. To minimize the risk of serious injury in all types of crashes, all occupants must always wear seatbelts. Do not sit or place objects close to an airbag. Please read your Owner's Manual. Do not use rearward-facing child seats in any front passenger seat. The force of a deploying airbag SRS may cause serious injury. Please see the Owner's Manual for instructions on child seat usage. Some vehicles shown with optional equipment.



**SAFETY ENGINEERING** is the foundation of the '95 LS. Its body structure is the product of extensive super-

computer analysis and countless crash tests. ★ In fact, Lexus' parent company conducts hundreds of crash tests every year, many

at higher speeds and into different kinds of barriers than required by federal law. **RESEARCH** such as this has resulted in

a highly rigid, extremely strong LS body structure. With its laser-welded inner panels, large exterior stampings and extensive use

of high-tensile strength steel, the LS' natural **FREQUENCY OF BENDING** — a measure of body flex — is

a very high 25.1 hertz. ★ The benefits of this rigidity extend beyond safety to a more comfortable, quieter ride plus better handling.







**THE NEW LS' BODY STRUCTURE IS AN ENGI-**

**NEERING PARADOX: MORE INTERIOR ROOM**

**AND TRUNK SPACE WITHIN THE SAME OVER-**

**ALL SIZE; STIFFER AND STRONGER, YET WITH**

**A LONGER WHEELBASE AND LARGER DOORS.**





FOR OPTIMUM SAFETY, SPECIFIC SECTIONS OF a car should absorb impacts, while others should be extremely rigid. Simply put, determining which should be which, and then engineering everything to work together, is the key to occupant protection.

The 1995 LS represents the pinnacle of Lexus safety engineering, and it embodies several safety advances, both in the area of

rigidity and energy



absorption. The new col-

lapsible steering column

is a prime example.

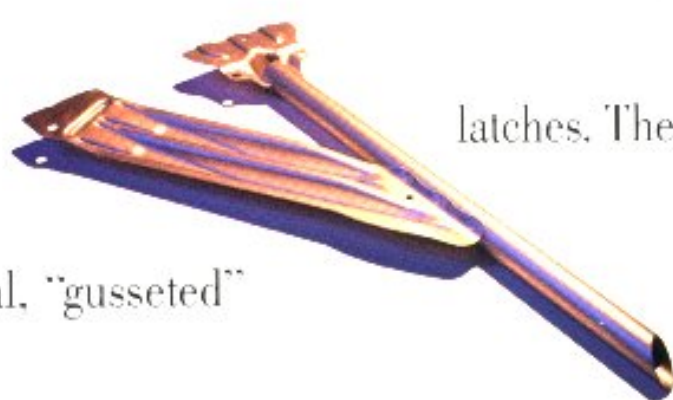
The new LS' steering column uses both a corrugated/flexible tube and an energy-absorbing plate to help diffuse primary impacts (car into object) and secondary impacts (driver into wheel). Even the airbag-equipped steering wheel is scientifically designed to "self align" with the driver's torso upon a severe impact to help minimize injury.

Of course the actual body structure of the new LS offers many more examples. For improved rigidity, the entire body-side panel — from windshield to tail lamps — is made of a single sheet of metal (it



is likely the largest single stamping in the auto industry). High-tensile steel makes up 40% of the body. This strong but light metal is known for its energy-absorbing properties. Throughout the car, roof pillars, door sills and key body joints have been reinforced. Even the doors are designed so that a collision is less likely to cause them to jam.

Of course the doors themselves are reinforced, especially around the hinges and latches. The new LS has even more substantial, "gusseted" side-door beams as well as energy absorbing pads at hip level in each front door. As you would expect, the '95 LS meets or exceeds all current federal impact standards, as well as standards through 1997.



All of this safety engineering — not to mention luxury, performance and quality — is embodied in a car that is lighter yet stronger (no car needs to weigh 2½ tons). Because Lexus designs and builds its luxury automobiles to a new paradigm, one that considers the needs and resources not just of the present, but also of the future.



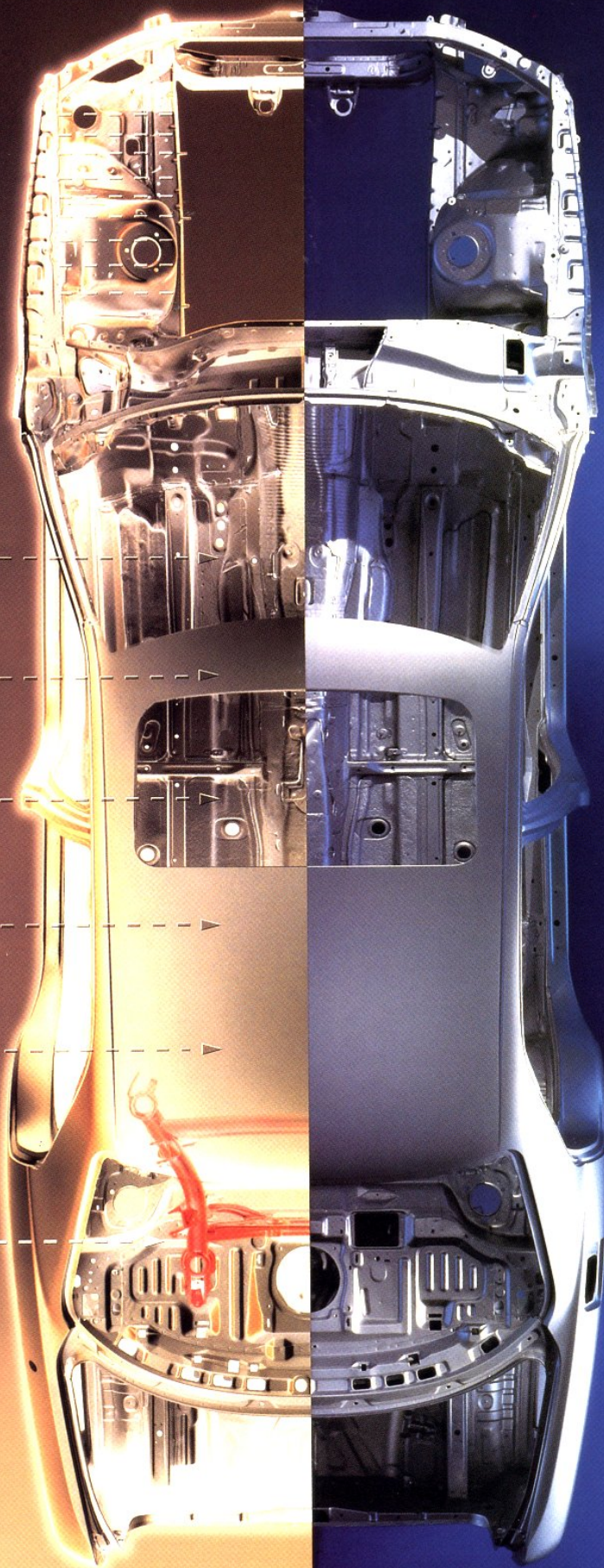
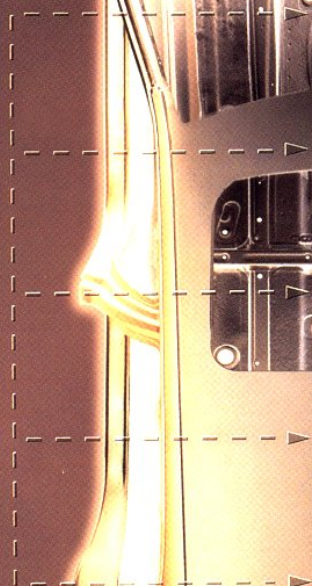
SCIENTIFICALLY  
ENGINEERED — — —  
CRUMPLE ZONES

HEAVY-GAUGE,  
REINFORCED  
PILLARS



HELP DISSIPATE  
SIDE-IMPACT  
FORCE

LASER-WELDED,  
TUBULAR REAR  
SUBFRAME IS  
STRONGER,  
LIGHTER









Among the many amenities to choose from are two cellular phone options: the Lexus

*Lexus Fixed-Mobile Phone.*



*The Portable Plus allows you to*

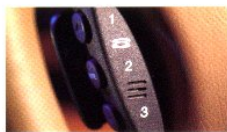
*take the phone with*

*you and make calls away from the car. It has its own antenna, battery pack and*

*lighted controls, and*



*in the car, employs voice activation via the Command Module for hands-free operation. So you can speed dial, converse*



*and hang up, all by voice command. Both phones are completely integrated with the LS' audio*

*systems, muting any audio program during calls and channeling your conversations through an audio system speaker.*







## F E A T U R E S

*Have you ever wondered where you parked the car?*

*Well, now your LS will find you. Simply press a button and*

*your car's lights will flash. This remote entry system also*

*has lock, unlock, trunk release and panic modes. It's just*

*one of the many intelligent features on every LS.*





## ❖ SAFETY EQUIPMENT

Driver's and Front Passenger's Airbag Supplemental Restraint System (SRS).

Three-Point Seatbelts, Front and Rear (front height adjustable). Pre-Tensioning Front Seatbelts.

Rigid Cabin Structure with Front and Rear Crumple Zones.

Gusseted Side-Door Beams. Meets 1997 Federal Side-Impact Standards.

Four-Wheel Ventilated Anti-Lock Disc Brakes (ABS).

Automatic Electrochromic Dual Power Outside Mirrors with Defoggers.

Automatic Electrochromic Inside Mirror.

Vehicle Theft-Deterrent System.

Variable Intermittent Windshield Wipers with Mist Cycle.

Tungsten Halogen Headlamps with Integrated Foglamps.

Automatic On/Off Headlamps.

Rear Window Defogger with Auto-Off Timer.

First Aid Kit and Tool Kit.

## ❖ LUXURY & CONVENIENCE

Leather Trim Package with Leather Seating Surfaces and Leather-Wrapped Steering Wheel, Shift Knob, Center Console Lid and Door Trim.

Walnut Interior Trim.

AM/FM/Cassette Seven-Speaker 195-Watt (max. power) Audio System with Eight-Inch Bi-Amplified Subwoofer and Dual-Diversity Antenna System.

Power Windows with Driver's Side "Auto-Down" Feature.

Cruise Control.

Dual-Zone Automatic Climate Control with CFC-Free Refrigerant and Multifunction Interior Air Filter.

Outside Temperature Gauge.



## ❖ DIMENSIONS

BODY TYPE • • • • • Five-Passenger Luxury Sedan

### CONSTRUCTION

Unitized body with front and rear subframes. Extensive use of high-tensile and galvanized steels, and other anti-corrosive measures.

OVERALL LENGTH • • • • • 196.7 in.

WIDTH • • • • • 72.0 in.

HEIGHT • • • • • 55.9 in.

WHEELBASE • • • • • 112.2 in.

CURB WEIGHT • • • • • 3,650 lb.

HEADROOM (front/rear) • • • • • 38.9/36.9 in.

With moonroof • • • • • 38.0/35.7 in.

LEGGROOM (front/rear) • • • • • 43.7 max./36.9 min. in.

SHOULDER ROOM (front/rear) • • • • • 57.9/57.1 in.

TRUNK SPACE • • • • • 13.9 cu. ft.

FUEL-TANK CAPACITY • • • • • 22.5 gal.

## ❖ ENGINE

ENGINE TYPE • • • • • 90° V8

DISPLACEMENT • • • • • 4.0 liters (242 cu. in.)

VALVETRAIN • • • • • Four Cam, four valves per cylinder

BORE X STROKE • • • • • 3.44 x 3.25 in. (87.5 x 82.5 mm)

COMPRESSION RATIO • • • • • 10.4:1

HORSEPOWER AT RPM • • • • • 260 hp @ 5,300 rpm

TORQUE AT RPM • • • • • 270 lb-ft @ 4,500 rpm

FUEL GRADE • • • • • Premium unleaded

### ENGINE MANAGEMENT

Computer control of sequential multi-port fuel injection and dual ignition system with twin knock sensors.

## ❖ DRIVETRAIN

### TRANSMISSION

Four-speed automatic Electronically Controlled Transmission with intelligence (ECT-i). Over-drive top gear, dual shift programs, engine/transmission networking, lockup torque converter.



#### DRIVE WHEELS

Rear-wheel drive. Optional Traction Control System (TRAC).

FINAL DRIVE RATIO	•	•	•	•	•	3.62:1
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#### SUSPENSION

Four-wheel independent, double-wishbone suspension, coil springs, gas-pressurized shock absorbers, rear strut rods, front and rear stabilizer bars. Anti-dive and anti-squat geometry. Optional Electronic Air Suspension with automatic load leveling.

#### STEERING

Vehicle speed-sensing, progressive power rack and pinion steering. 3.5 turns, lock-to-lock.

#### BRAKES

Four-wheel ventilated, power-assisted disc brakes, four-piston front calipers, 12.4-in. diameter front; 12.1-in. diameter rear. Four-sensor, three-channel Anti-lock Braking System (ABS).\*

#### WHEELS/TIRES

16 x 7.0-in. alloy wheels. 225/60R16 V-rated radials. Optional All-Season Tires. Full-size spare.

### P E R F O R M A N C E

0-60 MPH ACCELERATION	•	•	•	•	•	6.9 seconds**
1/4-MILE ACCELERATION	•	•	•	•	•	15.2 seconds**
TOP TRACK SPEED	•	•	•	•	•	150 mph**
FUEL CONSUMPTION	•	•	•	•	•	19/25 mpg City/Highway*
TURNING CIRCLE	•	•	•	•	•	• 34.8 ft.
AERODYNAMIC DRAG COEFFICIENT	•	•	•	•	•	• 0.28
WEIGHT DISTRIBUTION (FRONT/REAR)	•	•	•	•	•	55.0/45.0%
POWER-TO-WEIGHT RATIO	•	•	•	•	•	14.0 lb/hp

### W A R R A N T Y

Four-year/50,000-mile limited warranty. Six-year/70,000-mile powertrain warranty. Six-year/unlimited-mileage corrosion perforation warranty. All warranties with zero deductible. See the LS 400 *Owner's Guide* at a Lexus dealer for details.

\* Four sensor, four channel with optional Traction Control System (TRAC).

\*\* These performance capacity figures are for comparison only, and were obtained with prototype vehicles under test-track conditions by professional drivers using special safety equipment and procedures. These should not be attempted on public streets or highways.

\* 1995 EPA mileage estimates. See your Lexus dealer for details.

Specifications, equipment, technical data, production processes, photos and illustrations based on information at time of printing and subject to change without notice. Some vehicles shown with optional equipment.

For more information, call 800-USA-LEXUS (872-5398). For Telecommunications Devices for the Deaf (TDD), call 800-443-4999.

Lexus reminds you to wear seatbelts and obey all speed laws.



Power Tilt-and-Telescopic Steering Column with Automatic Tilt-Away.

Multi-Adjustable Power Front Seats with Power Lumbar Support.

Remote Entry System with Audible Signal, Car Finder, Trunk Release and "Panic" Mode.

Power Door Locks with Driver's Door Two-Turn Unlock Feature.

Remote Electric Trunk Lid and Fuel-Filler Door Releases.

Dual Illuminated Visor Vanity Mirrors, Sliding Left and Right Sun Visors, Center Sun Visor.

Illuminated Entry System.

Retained Accessory Power.

Center Console with Lexus Cellular Phone Storage Capability.

#### ❖ AVAILABLE OPTIONS

One-Touch-Open Power Tilt-and-Slide Moonroof with Sliding Sunshade.

Lexus Memory System for Power Driver's Seat (except lumbar), Outside Rearview Mirrors, Driver's Shoulder Belt Anchor Height and Steering Wheel Positions.

In-Dash Six-Disc CD Auto-Changer (factory or dealer installed).

Lexus/Nakamichi 280Watt (max. power) Premium Sound System (requires CD).

Electronic Air Suspension (requires Moonroof, TRAC and Memory System).

Traction Control System (TRAC) with Heated Front Seats and All-Season Tires.

Chrome-Plated Wheels.

All-Season Tires (no-cost option).

#### ❖ AVAILABLE ACCESSORIES

Lexus Portable Plus Cellular Telephone with Voice Activation, Command Module and Glass-Imprinted Antenna; Lexus Fixed Mobile Cellular Telephone with Command Module and Glass-Imprinted Antenna; Gold Trim Kit, Car Cover, Cargo Net, Floor Mats, Trunk Mat, Wheel Locks, Rear Sunshade.

*Specific options may be available only in combination with other options.  
These vehicles shown with optional equipment.*

















# O W N E R S H I P

*The Relentless Pursuit Of Perfection is more than an advertising slogan. It's a way of doing business where car ownership is a pleasure and the customer always comes first. It's Lexus' way of ensuring an ownership experience every bit as satisfying as the automobile itself.*





LUXURY-CAR BUYERS HAVE HIGH EXPECTATIONS. Which only means that everyone in the entire Lexus organization must aim even higher. One reflection of this commitment to continuous improvement is that in 1994, every Lexus model was ranked among the Top Ten in the J.D. Power and Associates Initial Quality Study and Lexus was ranked the Best Overall Carline.<sup>2</sup>

Another J.D. Power and Associates study, this one measuring vehicle performance at three years of ownership, ranked Lexus as the Best Overall Carline, and the LS as the Best Model.<sup>3</sup> And recently, J.D. Power and Associates also ranked Lexus the No. 1 Carline in Customer Satisfaction for the fourth year in a row.<sup>4</sup>

Lexus dealers sell high-quality cars and combine old-fashioned courtesy with high-technology service. For instance, when you make a service appointment, the maintenance parts your car may require can be set aside for you. Out-of-stock parts can be located and shipped within 24 hours via Lexus' computerized inventory system.



Upon arrival for service, you are greeted in a special reception area. And you are always welcome to speak directly with the Diagnostic Specialist about your automobile's care.

Lexus' private satellite network enhances many aspects of communications and record keeping - from updating dealers on service procedures to keeping track of your car's service history, no matter which Lexus dealership across the country maintains your car.

Under Lexus' comprehensive limited warranty, your first two scheduled service visits are complimentary. And whether you run out of gas or face a more pressing problem, Lexus Roadside Assistance is only a toll-free phone call away. This combined coverage not only supplies help 24 hours a day, but also covers lodging if you're more than 100 miles from home.\* Of course the Lexus LS is engineered to make this kind of assistance virtually unnecessary.

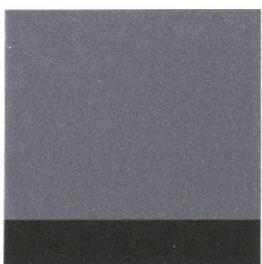
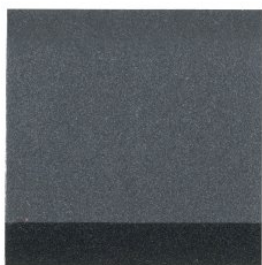
With such exemplary automobiles and customer support, it is our aim to make your total Lexus experience a pleasant one.



\*For weatherable conditions, if vehicle downtime exceeds eight hours. Please see your Lexus dealer for details.  
Footnotes: 1. Road & Track, "The Complete '92 Car Buyer's Guide." 2. J.D. Power and Associates, 1994 Initial Quality Study. Study based on a total of 16,960 customer responses indicating issues reported problems during the first 90 days of ownership. 3. J.D. Power and Associates, 1994 Vehicle Performance Study of 1990 Model Year Cars. Study based on 16,726 customer responses reflecting owner ratings of the operation, interior environment, comfort and happiness of their vehicle. 4. J.D. Power and Associates, Customer Satisfaction with Product Quality and Dealer Service Study. 1994 Study for 1991, 1992, 1993 and 1994. 1994 study based on a total of 21,767 customer responses.  
Source: vehicles shown with optional equipment.



L S      E X T E R I O R      C O L O R S



## EXTERIORS

[illegible]

*Lexus reserves the right to make changes, without notice, in colors, materials and equipment.*



