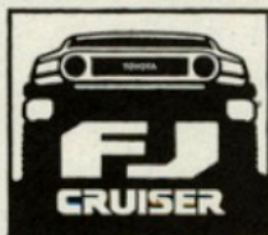




**THE ADVENTURE STARTS HERE...**

- UNLOCKING THE RUBICON TRAIL
- DUNE BUSTING THE HARD WAY
- GETTING A GRIP IN NORTH CAROLINA
- **PLUS** FJ CRUISER UNDER THE SKIN



**ISSUE :: 01**

SPRING 2006

[toyota.com/fjcruiser](http://toyota.com/fjcruiser)



In the summer of 1951 the first Toyota Land Cruiser, designated the BJ, climbed to Checkpoint No. 6 on Mt. Fuji, a feat no other vehicle in history had dared to attempt. The extraordinary achievement not only marked the undeniable value of such a machine, but also the birth of a legend. Over 50 years later, and over one million Land Cruisers sold worldwide, a new FJ steps up, fit to carry the torch, and worthy to keep Toyota's committed, and passionate off-road legacy moving forward.

 **TOYOTA** | *moving forward* ▶







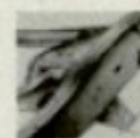
## Tech Dossier

Delve under the sheet metal of the Toyota FJ Cruiser and learn what makes it a great off-road machine with Chief Engineer Akio Nishimura

P44 Intro: Chief Engineer



P46 Topic: 01. Frame



P48 Topic: 02. Traction Control



P50 Topic: 03. Locking Diffs



P52 Topic: 04. Undercarriage



P54 Topic: 05. Front Suspension



P56 Topic: 06. Rear Suspension



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INTRO: Akio Nishimura

## Chief Engineer

WORDS BY RICHARD CHANG  
PHOTOGRAPHY BY BRIAN KONOSKE

**R**uggedness and freedom' was our mantra," says Akio Nishimura, chief engineer of the Toyota FJ Cruiser. "For me, it means go anywhere and do anything. That was our mission for the FJ Cruiser: revive the rugged 4x4 truck."

Toyota could not have found someone better suited for the task of chief engineer. Ten years of working as the chief engineer on the Toyota Tacoma gave Nishimura a unique familiarity with American off-road culture. He has tackled Moab, Glamis and Sedona. He prefers tan barn jackets to overcoats, chunky rubber-soled walking shoes to loafers. When he travels, his only piece of luggage is a battered aluminum hard-shell case that looks like it has weathered a decade's worth of rock crawls.

Raised in the historical city of Kyoto, Japan, Nishimura actually spent his spare time in an off-road activity of another sort.

"As a student, I sailed a dinghy," he says. "No roof and only big enough for two people. And do you know snipe? Snipe is a sailing boat. Its length is, I think, five meters. Small."

He raced competitively in the Kyoto Basin and laughs when asked if he's sailed recently. "Very, very busy," he says with a lingering smile. "I have no hobby time."

Engineering the FJ Cruiser was a dream project for Nishimura. First he identified the essential elements that make up a high-performance off-road vehicle.

"This is a very tough vehicle, so my first task was to achieve a strong body and platform," he says. "Also, I had to make sure the vehicle was capable of the performance we wanted. For example, strong off-road performance needs the proper tire size and good ground clearance, so we raised up the vehicle. And safety was a big, big priority, too."

The FJ Cruiser's frame comes from the 120-Series Land Cruiser Prado. "But the tire size and wheelbase is different," Nishimura notes. He shortened the wheelbase and altered it for 32in. tires, giving enhanced off-road mobility. "Also, because the Prado's fuel tank is a very low tank, we altered the profile for better ground clearance."

As a project, the FJ Cruiser was a challenge, where solving one problem often created another to be solved. Huge effort and thought went into making sure the weight distribution was optimal for off-road performance. And the final results actually surpassed his design team's expectations.

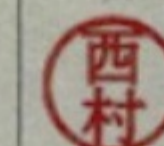
Another challenge that faced Nishimura's team was engineering within the FJ Cruiser concept's styling, which was such a hit that Toyota wanted to keep as much of the initial design intact as possible.

"One example is the upright A-pillar," Nishimura explains. "People understand that if the windshield is upright, the coefficient of drag increases and there's a lot of wind noise. So, to make up the difference, we had to create many, many countermeasures for improving those areas while keeping the upright A-pillar. So now, the coefficient of drag is almost the same as the 4Runner, and wind noise is also very good."

But despite wanting to make sure the FJ Cruiser looked good, every decision Nishimura made ultimately came back to one overriding criteria – strong off-road performance.

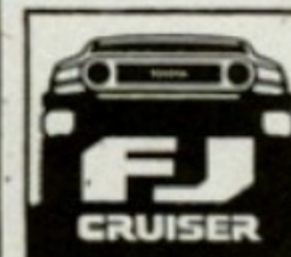
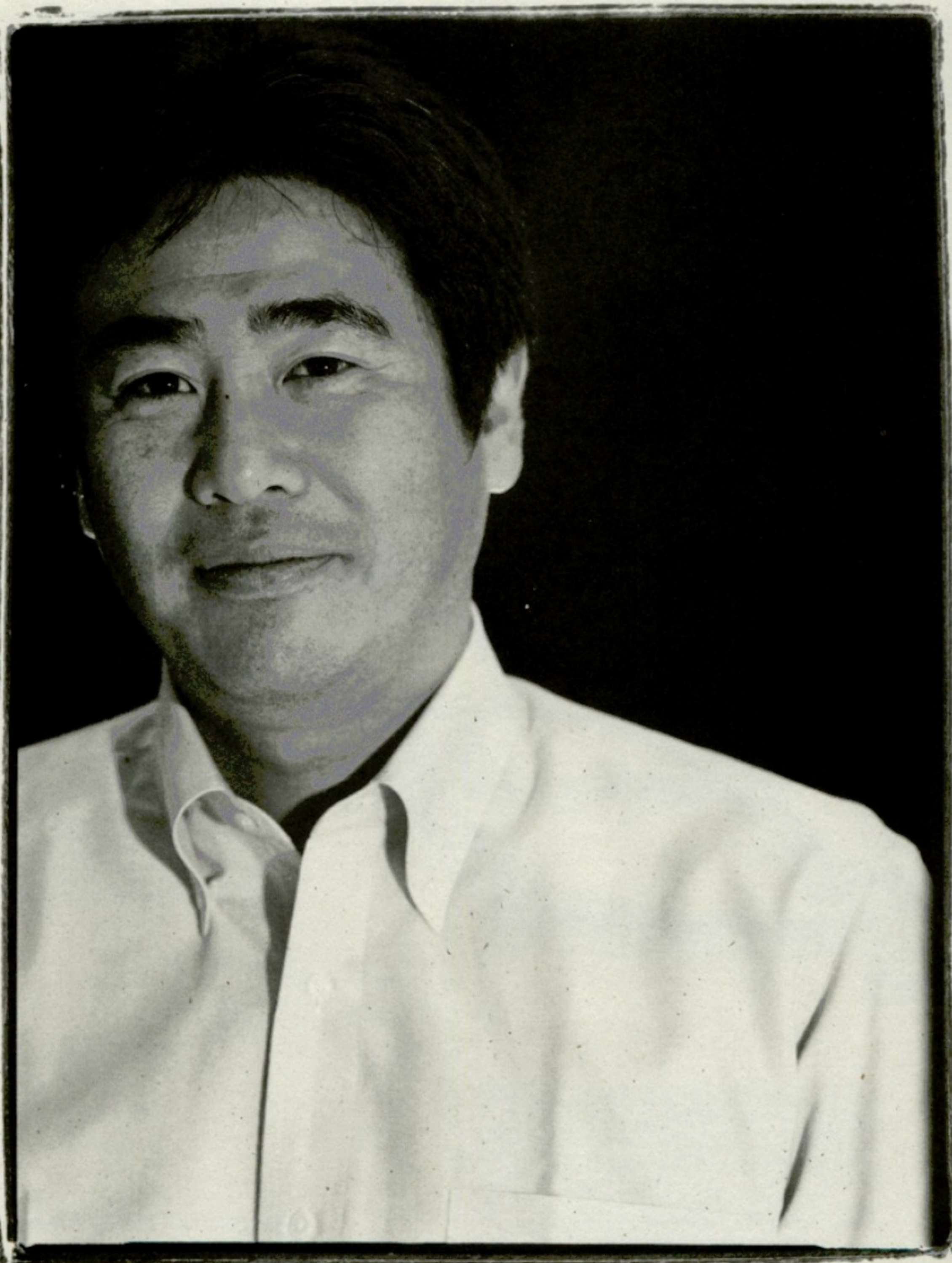
"Everyone knows the FJ Cruiser has FJ40 styling cues," he concludes, "but if the FJ has only appearance, the vehicle will not stand the test of time. Therefore, my purpose is to make sure that the FJ should have performance – authentic off-road performance. And I want to make driving fun. The FJ Cruiser is fun to drive."

Aprvd. By: *Akio Nishimura*  
Chief Engineer



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TOPIC: 01. Frame

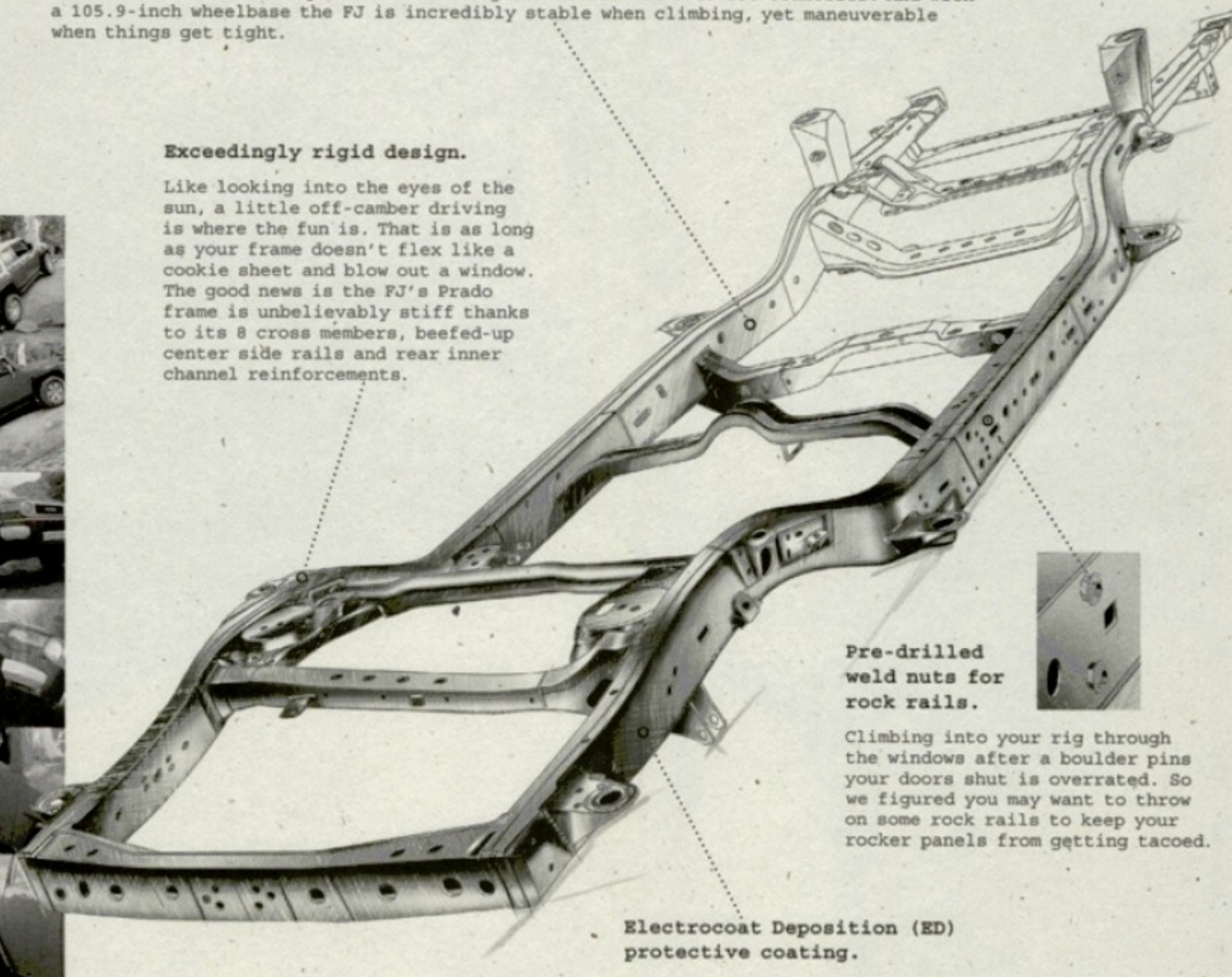
**The sound of metal grinding over rock  
is the sound of a ladder frame hard at work.**

**Modified Land Cruiser Prado frame.**

Whether you're hammering through foot-deep potholes on a dirt road to Palenque, Mexico, or crawling over three-foot boulders on Upper Terminator in Arizona, your frame has to be bulletproof. So we gave the FJ a modified overseas Land Cruiser Prado frame because it's been proven on the roughest terrain in over 150 countries. And with a 105.9-inch wheelbase the FJ is incredibly stable when climbing, yet maneuverable when things get tight.

**Exceedingly rigid design.**

Like looking into the eyes of the sun, a little off-camber driving is where the fun is. That is as long as your frame doesn't flex like a cookie sheet and blow out a window. The good news is the FJ's Prado frame is unbelievably stiff thanks to its 8 cross members, beefed-up center side rails and rear inner channel reinforcements.



**Pre-drilled  
weld nuts for  
rock rails.**

Climbing into your rig through the windows after a boulder pins your doors shut is overrated. So we figured you may want to throw on some rock rails to keep your rocker panels from getting tacked.

**Electrocoat Deposition (ED)  
protective coating.**

Rust is nobody's friend, especially your frame's. The ED coating seals every nook and cranny and helps the frame live long and strong.

|                 |                  |
|-----------------|------------------|
| Length:         | 167 inches       |
| Width:          | 50 inches        |
| Wheelbase:      | 105.9 inches     |
| Jack points:    | 8                |
| Recovery hooks: | 1 rear & 2 front |

Aprvd. By: *Akio Nishimura*  
Chief Engineer



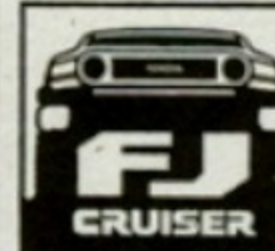
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toyota.com/fjcruser





TOYOTA TECH CTR.  
**TOPIC: 01.** Frame  
**LOC:** Ellis Creek,  
 Rubicon Trail

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 Prototype shown with available equipment. Production model may vary.



**TOPIC: 02.** Traction Control

**Active Traction Control.  
 Don't hate it because it's beautiful.**

**Why Active Traction Control?**

Stops tire slip. Sensors brake spinning wheels then the open differentials dump power to the opposite wheels with grip. For you it means running a milder tire. For Mother Nature it means you kick less rocks and dig less holes.

**Active Traction Control:  
 Tool vs. Tyrant**

The last thing you need out on the trail is some electronic nanny clipping your wings. That's why the FJ's Active Traction Control system can be turned on or off at the touch of a button. It's there when you need it and in your toolbox when you don't.

**Look Ma no steering.**

Negotiating a tough trail is hard enough without your rig having a mind of its own. Locked differentials work great in a straight line, but can leave something to be desired when you start tracking off an embankment, or down a slope you're traversing. In situations like this, Active Traction Control is your best friend; it keeps the diffs open and helps you stay on course.



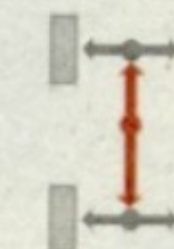
Open diff with  
 Active Traction  
 Control.



Locked diff.

**50/50 torque split.**

Shifting into 4-Lo enables usage of Active Traction Control. It also splits engine torque between front and rear diffs 50/50.



**No strain no pain.**

Nothing ends a day faster than a good axle shaft snapping. And when you're between a rock and a hard place with the wheels cranked all the way to lock, a locked differential puts a lot of strain on an axle shaft. Active Traction Control keeps the diffs open, which avoids binding and keeps you from wishing you'd stayed in bed that morning.

\*Available on 4WD models.

Aprvd.  
 By:

*Akin Nishimura*  
 Chief Engineer



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 Prototype shown with available equipment. Production model may vary.

TOPIC: 02. Traction Control  
 Loc: Walker's Rock,  
 Rubicon Trail



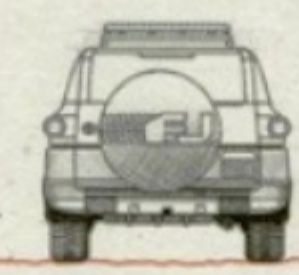
TOPIC: 03. Locking Differentials

Laugh in the face of gravity.

No holds barred.

Few things in this world invigorate the soul like a pedal to the metal. So for the proud and the brave who dare to venture into truck-swallowing sand and mud, this locking rear diff's for you. Because when it comes to staying on top, you got to lock it up to put the power down.

Locked rear diff.  
 Forces even power distribution.



Open rear diff.  
 Allows one wheel to spin while one stands still.

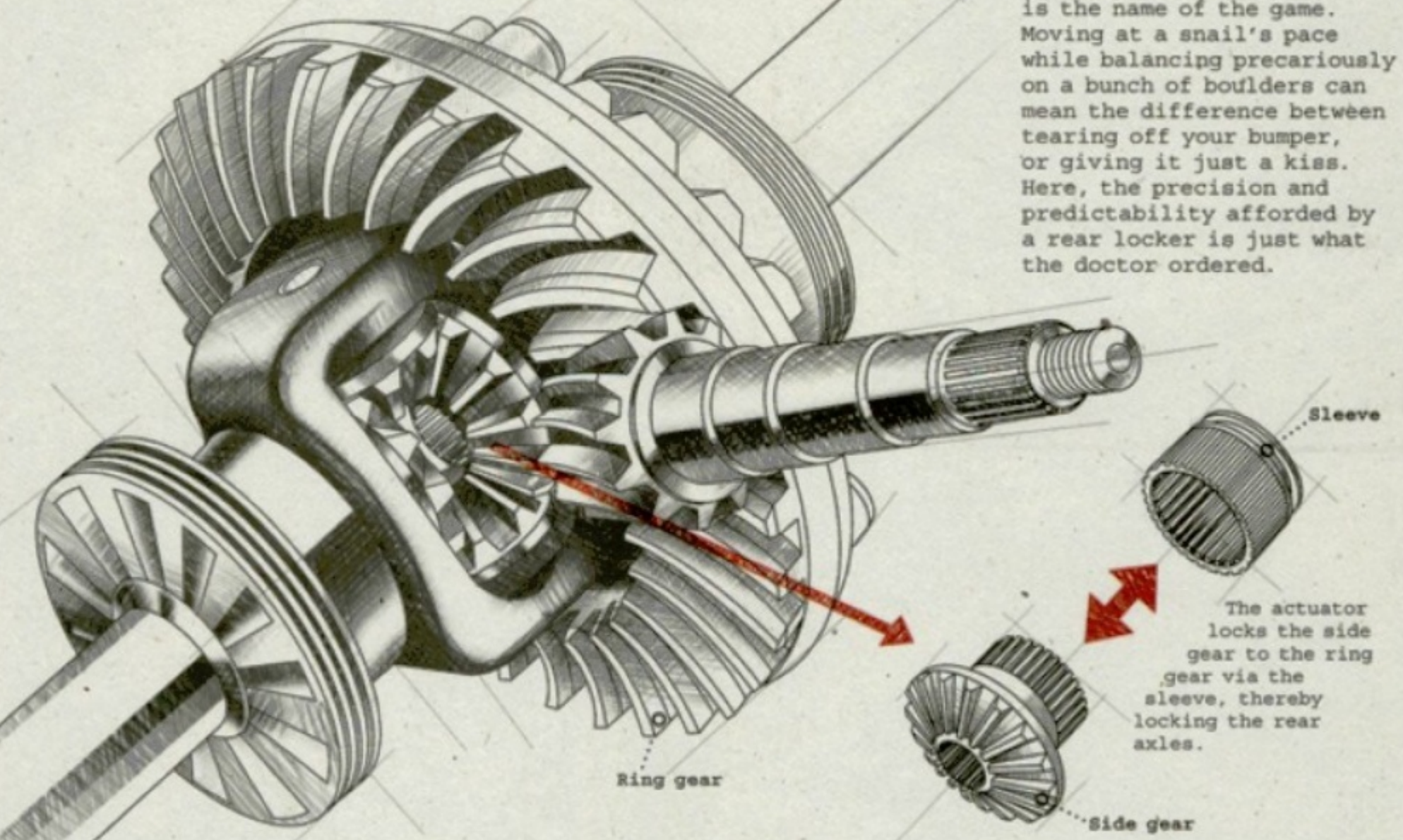


No Johnny come lately.

There's no substitute for tried and true trail time. What works on paper might not cut the mustard in real life. So when it came to the FJ Cruiser's locking rear diff, the B20N, with over ten years of proven durability and performance, was an easy choice.

Easy does it.

When rock crawling and not in the sand, slow and steady is the name of the game. Moving at a snail's pace while balancing precariously on a bunch of boulders can mean the difference between tearing off your bumper, or giving it just a kiss. Here, the precision and predictability afforded by a rear locker is just what the doctor ordered.

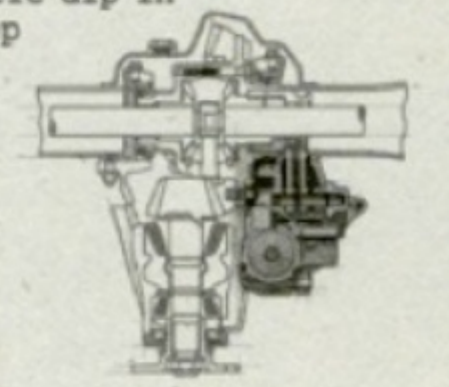


Spread the wealth.

Power corrupts, especially when it comes to traction. Both the 6-speed manual and 5-speed automatic's transfer cases will split torque 50/50 between the front and rear. The manual in HL using a locking center diff, and the auto in H4 using a direct chain drive.

Sealed deal.

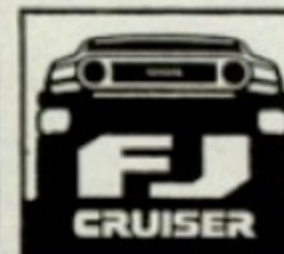
What good's a locking diff if the electronic actuator goes on the fritz with a little dip in the drink? To keep the FJ's rear locking actuator waterproof, it's sealed to the rear diff case with a gasket.



|                          |                                  |
|--------------------------|----------------------------------|
| Rear Diff Type:          | B20N                             |
| Diff Gear Ratio:         | 3.909:1 (MT)/3.727:1 (AT)        |
| Rr Diff Lock Activation: | 5 mph or less                    |
| Aprvd. By:               | Akin Nishimura<br>Chief Engineer |







TOPIC: 04. Undercarriage

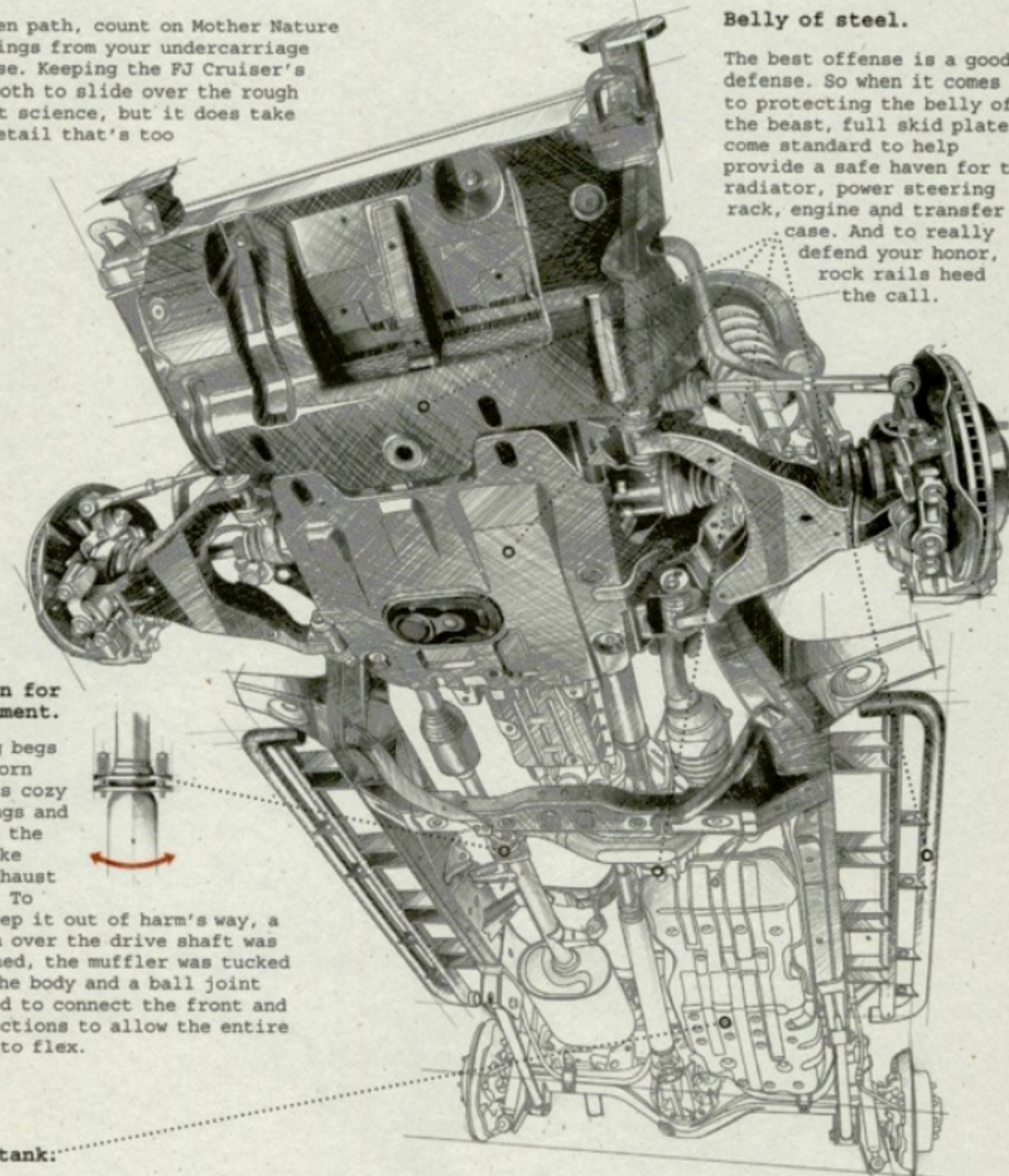
**All dangling parts left unattended  
will be torn off and left for dead.**

#### Smooth operator.

When off the beaten path, count on Mother Nature looking to rip things from your undercarriage for her trophy case. Keeping the FJ Cruiser's undercarriage smooth to slide over the rough spots isn't rocket science, but it does take an attention to detail that's too often overlooked.

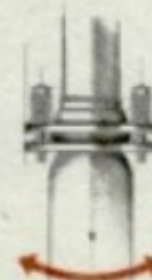
#### Belly of steel.

The best offense is a good defense. So when it comes to protecting the belly of the beast, full skid plates come standard to help provide a safe haven for the radiator, power steering rack, engine and transfer case. And to really defend your honor, rock rails heed the call.



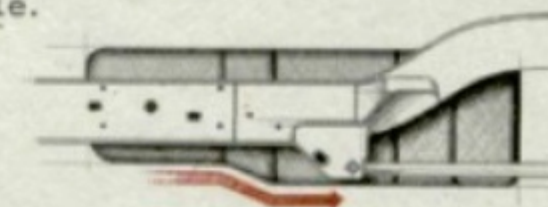
#### Glutton for punishment.

Nothing begs to be torn from its cozy mountings and left in the dirt like your exhaust system. To help keep it out of harm's way, a section over the drive shaft was flattened, the muffler was tucked up to the body and a ball joint was used to connect the front and rear sections to allow the entire system to flex.



#### Tough tank:

It's safe to say that gasoline works better in the tank than it does dripping onto the trail. So in addition to its resin skid plate, the gas tank of the FJ is made of its own multi-layer resin that resists punctures and won't rust. Even the tank's shape helps it dodge rocks by keeping inside the breakover angle.



|                           |                  |
|---------------------------|------------------|
| Approach/Departure Angle: | 33.5°/30°        |
| Ground Clearance:         | 9.6" (4WD model) |
| Breakover Angle:          | 27.5°            |

Aprvd.

By:

*Akio Nishimura*  
Chief Engineer

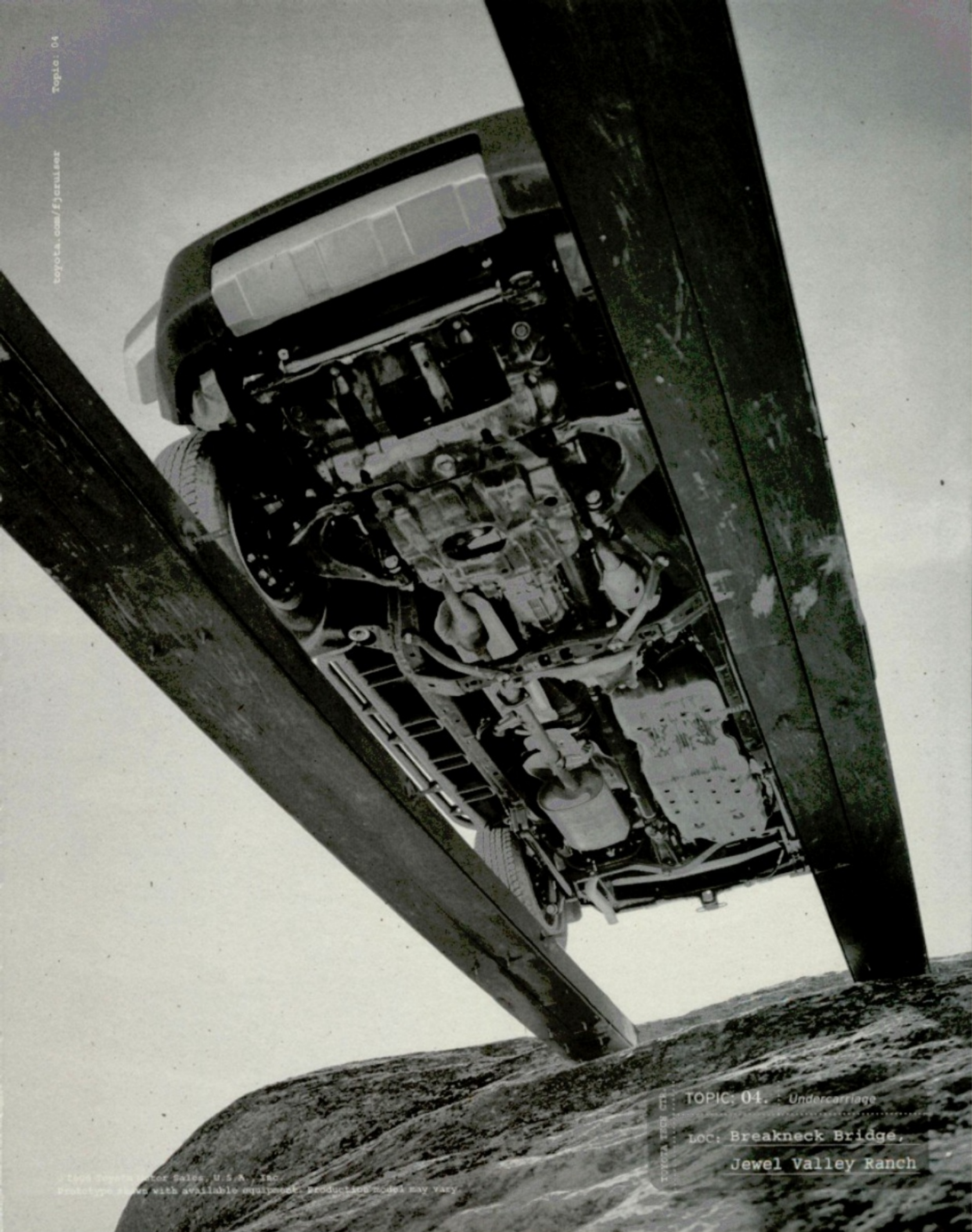


TOYOTA TECH. CTR.

TOPIC: 03. Locking Differentials

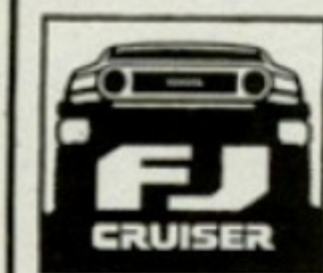
LOC: Glamis,  
Imperial Sand Dunes





TOPIC: 04. Undercarriage  
Loc: Breakneck Bridge,  
Jewel Valley Ranch

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Prototype shown with available equipment. Production model may vary.



TOPIC: 05. Front Suspension

**Solid front axles sure had a good long run.  
Then again so did leaded gas.**

**Jack of more trades.**

Before you go throwing the baby out with the bathwater and condemn the FJ because of its independent front suspension (IFS), take a deep breath. Solid live axles certainly shine when it comes to rock crawling, but what about the rest of the time? Any skilled driver will tell you that in the right hands, a properly set up IFS can go anywhere a solid axle will go. They'll also tell you how an IFS wins the day on any other terrain.

**Distance makes the heart grow fonder.**

What good are an IFS's superior steering and handling characteristics if it has the travel of a go-cart? Keeping the FJ's priorities straight, the upper A-arm of the IFS is mounted high. This distances the upper and lower A-arms, and affords the suspension a precious 200mm (7.88 inches) of travel and 489mm (19.25 inches) of articulation.

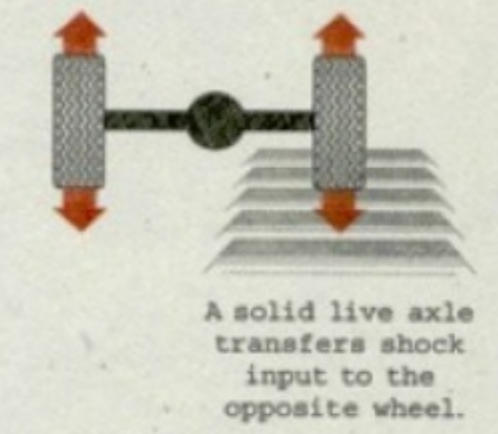
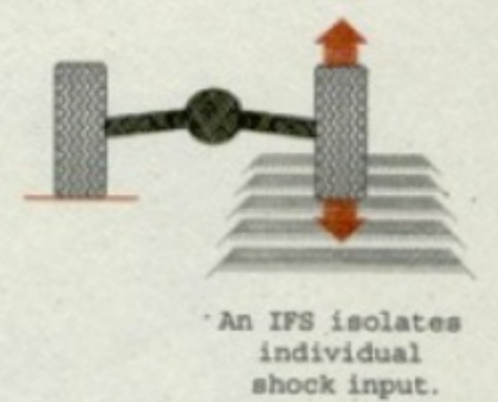
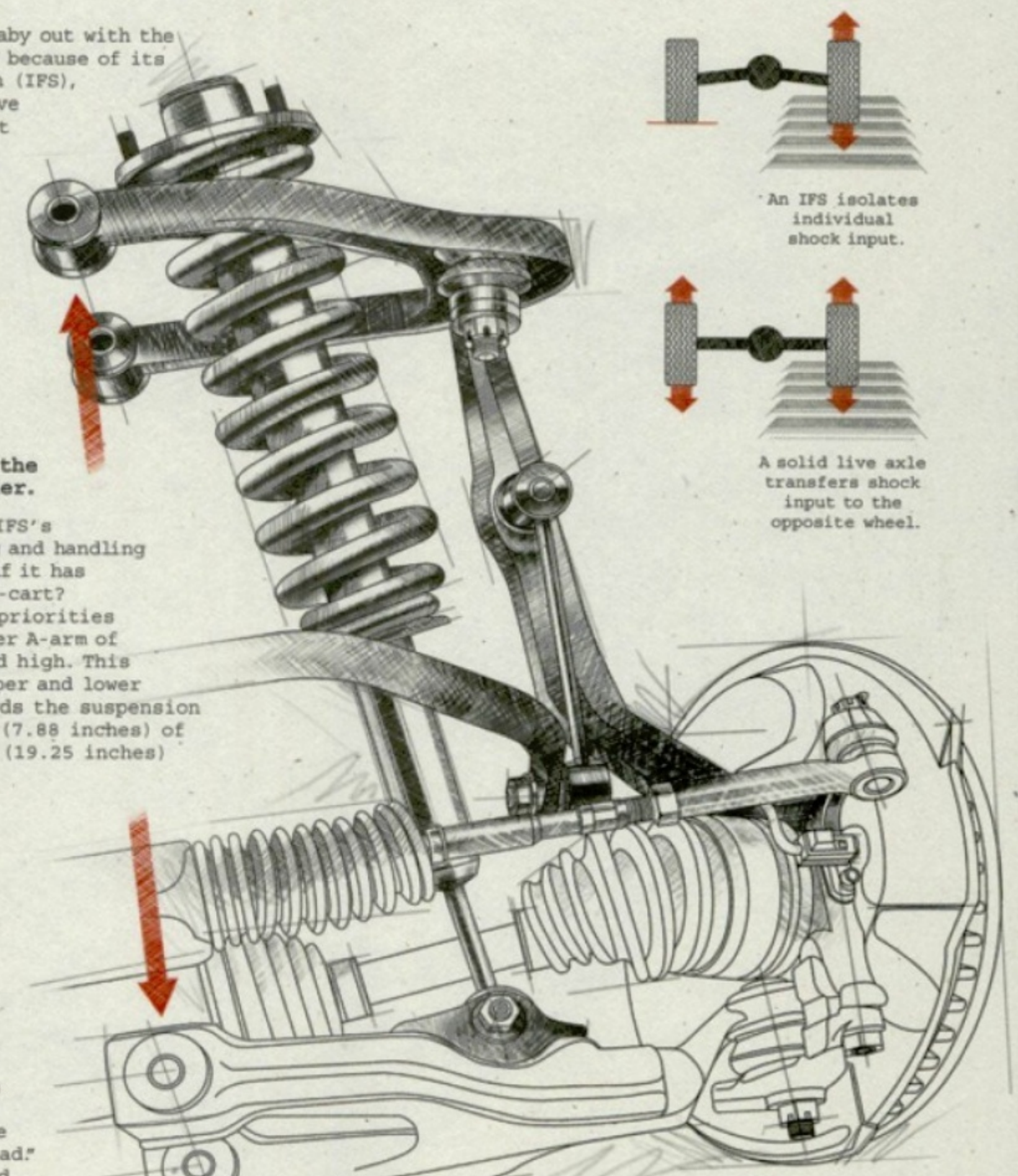
**Roll with the punches.**

When it comes to moving on down the trail, there's nothing doing if you can't keep the rubber on the "road." To combat this and improve articulation plus flexibility for roll, the FJ Cruiser's IFS uses a smaller 29mm stabilizer bar. And to help bottoming control at greater speeds, a higher front spring rate of 108/111 (N/mm) is used.

**Bolt-on bounty.**

A new truck usually means having to wait a year or two for the aftermarket goods to start hitting the scene. But thanks to the FJ sharing so many suspension components with the overseas Land Cruiser Prado, Tacoma and 4Runner, shelves of bolt-on treats sit ready and waiting.

\*Installation of non-Genuine Toyota Parts or Accessories may impact your vehicle's warranty coverage. See your Owner's Warranty Information booklet for details. Certain aftermarket equipment may not be street legal in all states and may impact your vehicle's performance or safety.



|                     |                                  |
|---------------------|----------------------------------|
| Suspension Type:    | Double A-arm w/coil-over spring  |
| Front Travel:       | 200mm (7.88 in.)                 |
| Front Articulation: | 489mm (19.25 in.)                |
| Aprvd. By:          | Akio Nishimura<br>Chief Engineer |



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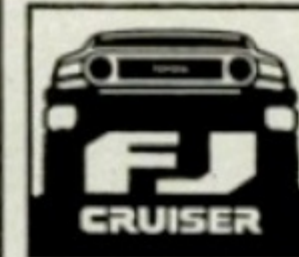
Topic: 05



TOYOTA TECH CTR.

TOPIC: 05. Front Suspension  
 Loc: Gate Keeper,  
 Rubicon Trail

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 Prototype shown with available equipment. Production model may vary.

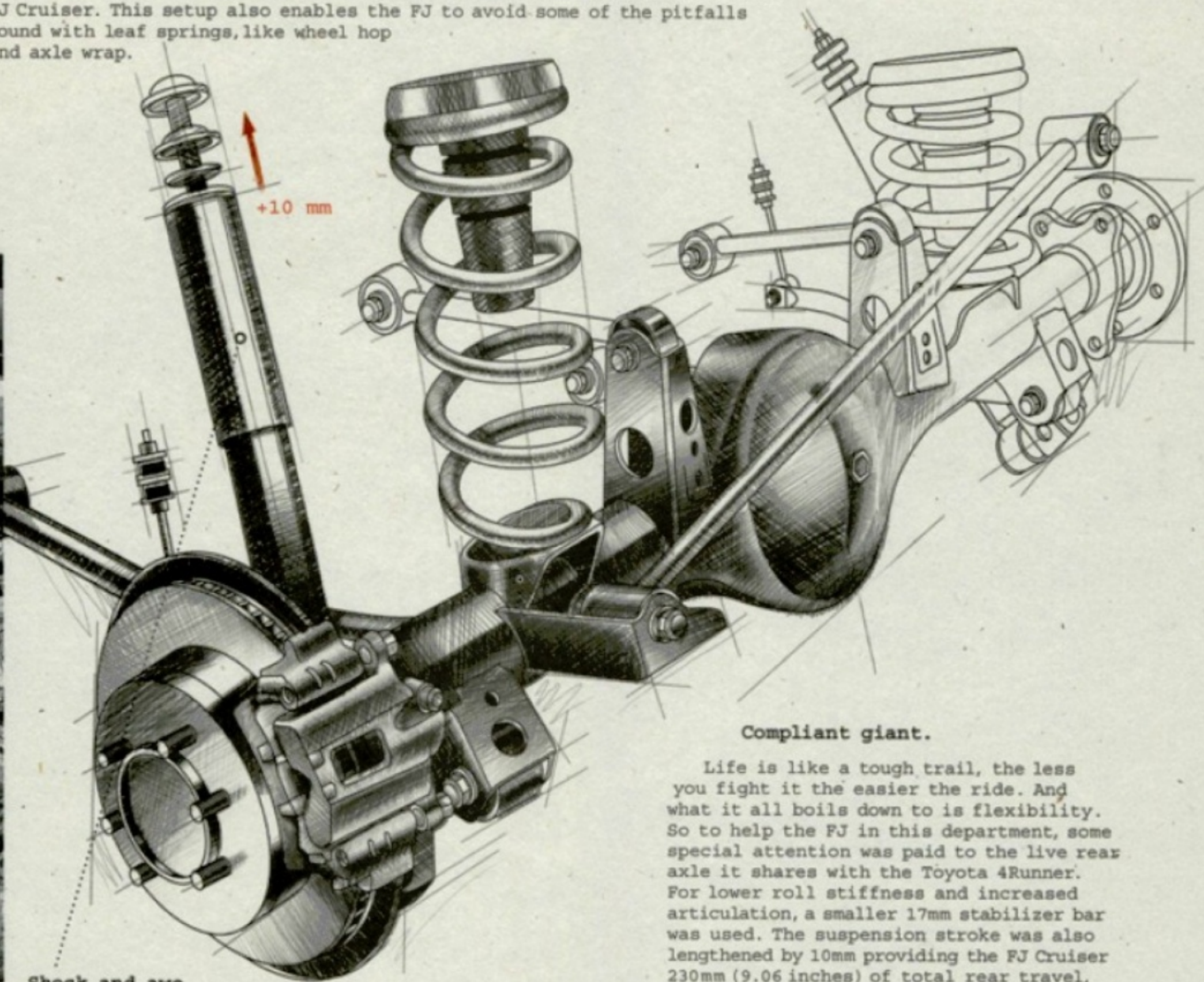


TOPIC: 06. Rear Suspension

545mm of rear articulation right out of the box.  
 You're welcome.

Leaf grief.

There's more than one way to skin a cat. With that said, there's also more than one way to set up a suspension. For maximum ride quality and performance on and off road, a 4-link coil-over, with lateral rod was the choice for the FJ Cruiser. This setup also enables the FJ to avoid some of the pitfalls found with leaf springs, like wheel hop and axle wrap.



Shock and awe.

When it comes to taking it for the team, nothing steps to the plate like your shocks. The FJ gets precision-tuned twin-tube shock absorbers front and rear to soak up the pounding. Matching up nicely with the K2 higher spring rate, the shocks have just the right amount of compression and rebound settings to protect vital components and improve part life, not to mention performance.

Compliant giant.

Life is like a tough trail, the less you fight it the easier the ride. And what it all boils down to is flexibility. So to help the FJ in this department, some special attention was paid to the live rear axle it shares with the Toyota 4Runner. For lower roll stiffness and increased articulation, a smaller 17mm stabilizer bar was used. The suspension stroke was also lengthened by 10mm providing the FJ Cruiser 230mm (9.06 inches) of total rear travel, and 545mm (21.46 inches) of overall rear articulation compared to 4Runner's already capable 489mm. By staying flatter under severe articulation, and free from abrupt and erratic leaf-spring behavior, the FJ proves itself a remarkably predictable vehicle.



545mm

|                    |                                       |
|--------------------|---------------------------------------|
| Suspension Type:   | 4-link coil-over spring w/lateral rod |
| Rear Travel:       | 230mm (9.06 in.)                      |
| Rear Articulation: | 545mm (21.46 in.)                     |

Aprvd. By: Aki Nishimura



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TOYOTA TECH CTR

TOPIC: 06. *Rear Suspension*  
LOC: Buck Island Lake,  
Rubicon Trail

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- P62 FEATURES
- P64 SPECIFICATIONS
- P66 ACCESSORIES



## 07 FJ CRUISER

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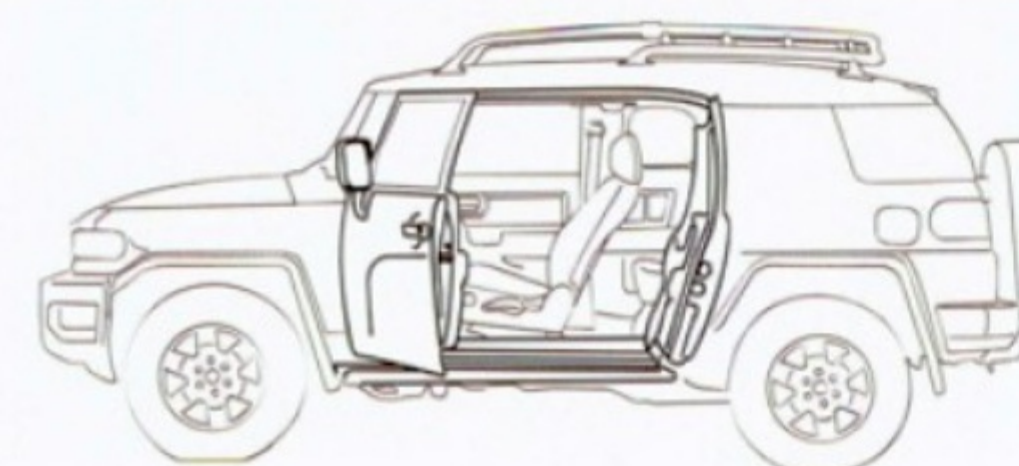


Vehicle shown with optional equipment. Production model may vary

(Top) Seating is extremely adaptable in the FJ Cruiser. The driver's seat is adjustable in eight ways for maximum comfort, and the passenger seat is adjustable in four



(Left to right) Center console includes four cup holders; high/low-range selector lever on manual transmission model; AC115-volt 100/400-watt accessory connector socket is available with Upgrade Package 1 and 2



(Main) FJ Cruiser interior includes water-resistant seats with adjustable headrest in each position and rubber-type floors and deck mats for easy cleaning. (From top) 3-spoke steering wheel with





# FJ Cruiser Features

### EXTERIOR

- Two-tone exterior color (color-keyed body with white roof top)..... S
- Multi-reflector halogen headlamps..... S
- Black bumpers with metallic silver trim..... S
- Silver painted mirrors..... S
- Washer-linked variable intermittent windshield wipers..... S
- Rear window defogger with intelligent timer..... S
- Rear hatch glass window with release lever..... S
- Two full doors and two access doors with silver trim door handles..... S
- Black overfenders with integrated mud flaps..... S
- 17in. black steel wheels with P265/70R17 tires and full size spare (exterior rear door mount)..... S
- 17in. 6-spoke aluminum alloy wheels with P265/70R17 tires and full size spare (exterior rear door mount)..... O/P

### INTERIOR

- Flat dash panels with pipe-like structure with silver instrument panel trim..... S
- Exterior color-keyed center instrument panel trim..... S
- Tilt 3-spoke steering wheel with silver trim..... S
- Analog instrument meters with backlit white surface area on tachometer, speedometer, fuel, temp and volt meters..... S
- Defroster-linked air conditioning..... S
- AM/FM CD player, MP3/WMA playback capability and six speakers..... S
- AM/FM 6-disc in-dash CD changer, MP3/WMA playback capability and eight speakers..... P
- AM/FM 6-disc in-dash CD changer, MP3/WMA playback capability and nine speakers (includes subwoofer with off switch) .. P
- Digital clock..... S
- Dual sun visors..... S
- Four assist grips (two A-pillars, two above front doors)..... S
- Four cup holders (center console) and 2 bottle holders (access doors)..... S
- Power windows and door locks..... S
- Four map pockets (one per door)..... S
- Fabric-trimmed 8-way manual adjustable driver's seat with armrest..... S
- Fabric-trimmed 4-way manual adjustable passenger seat with seatback pocket..... S
- Fabric-trimmed 60/40 split rear seats with tumble/removable bottom cushion and fold-down seatback..... S
- Water-resistant seats with adjustable headrest in each position..... S
- Rubber-type floor and rear deck..... S

### SAFETY

- Star Safety System™ - includes Vehicle Stability Control (VSC) <sup>[1]</sup> + Traction Control (TRAC), Four-wheel Anti-lock Brake System (ABS) with Electronic Brake-force Distribution (EBD), and Brake Assist <sup>[2]</sup>..... S
- Driver and front passenger dual stage airbags <sup>[3]</sup>..... S
- Driver and front passenger front seat-mounted side bolster airbags and front- and second-row side curtain airbags <sup>[3]</sup>..... O
- Three-point Automatic/Emergency Locking Retractor (ALR/ELR) seatbelts in all outboard and second-row center seating positions (driver's belt is ELR only)..... S
- Driver and front passenger seatbelt pretensioners with force limiters..... S
- Driver and front passenger seatbelt warning with buzzer..... S
- Side-impact door beams..... S
- Daytime Running Lights (DRL)..... P
- Center high-mount stop lamp (CHMSL)..... S
- Child Restraint System (CRS) top tether anchors and ISO-FIX lower anchor points..... S
- Rear Intuitive Parking Assist..... P

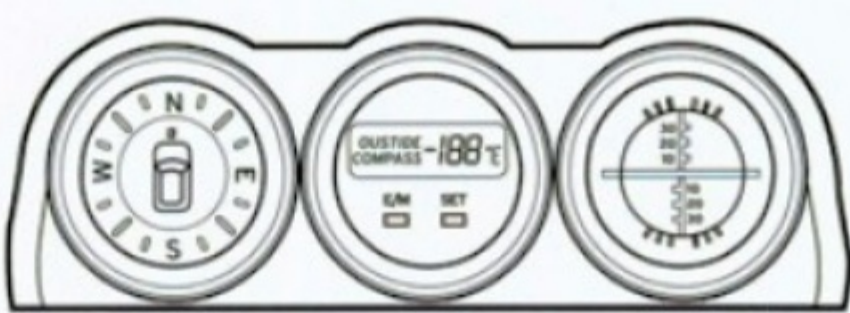
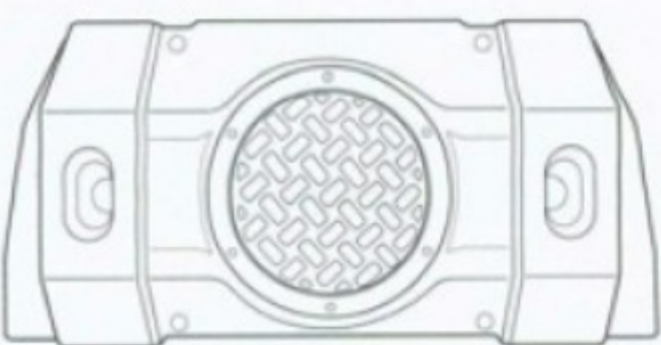
S = Standard O = Optional P = Feature available only as part of an option package.

**Features Footnote**

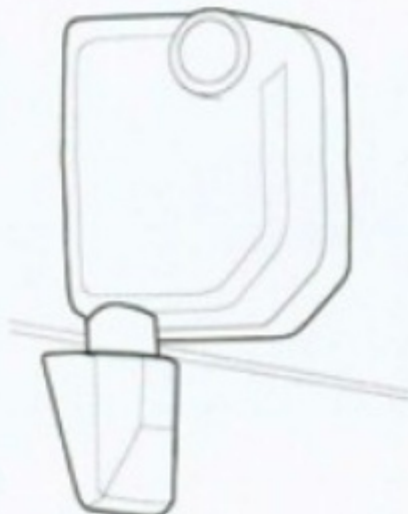
[1] Toyota's Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your Owner's Manual for further details.

[2] Brake Assist is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper brake-system maintenance and tire and road conditions.

[3] The Toyota driver, front passenger, front seat-mounted side airbags and side curtain airbags are Supplemental Restraint Systems (SRS). The driver and front passenger airbags are designed to deploy in severe (usually frontal) collisions where the magnitude and duration of the forward deceleration of the vehicle exceed the design threshold level. The side airbags and side curtain airbags are designed to deploy in certain types of severe side-impact collisions. In all other accidents, the airbags will not deploy. To decrease the risk of injury from a deploying airbag, always wear seatbelts, sit upright in the middle of the seat as far back as possible from the airbag modules and do not lean against the door. Do not put objects in front of an airbag or around the seatback. Do not use rearward-facing child seats in any front passenger seat. The force of a deploying SRS airbag may cause serious injury or death. Please see your Owner's Manual for further instructions. Vehicle complies with "advanced airbag" requirements of FMVSS 208.



Compass      Outside Temperature      Inclinometer



### FJ CRUISER AVAILABLE OPTIONS AND PACKAGES

#### PACKAGES

##### CONVENIENCE PACKAGE

- Remote keyless entry system
- Cruise control
- Power outside mirrors with illuminated markers
- Rear privacy glass
- Rear wiper
- Rear Intuitive Parking Assist
- Daytime Running Lights (DRL)

##### UPGRADE PACKAGE 1 <sup>[1]</sup>

- 17-in. 6-spoke aluminum alloy wheels with P265/70R17 tires and full size spare (exterior rear door mount)
- Active Traction Control (4x4 only)
- Locking rear differential
- 115V, 400 watt power outlet
- AM/FM 6-disc in-dash CD changer, MP3/WMA playback capability and eight speakers
- Exterior color-keyed door trim inserts
- Multi-information display floating ball type (inclinometer, compass, temperature)
- Leather-wrapped steering wheel with integrated audio controls
- Aluminum brush transmission lever and transfer lever (transfer lever on 4WD models)

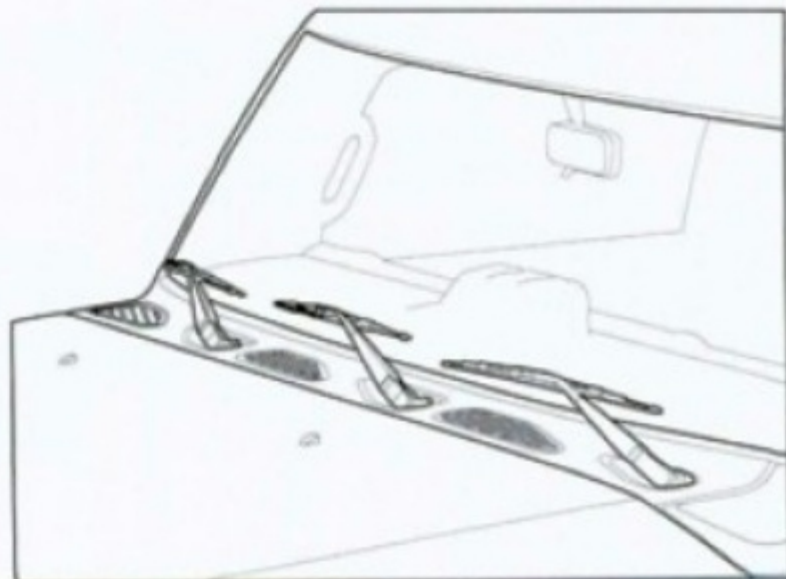
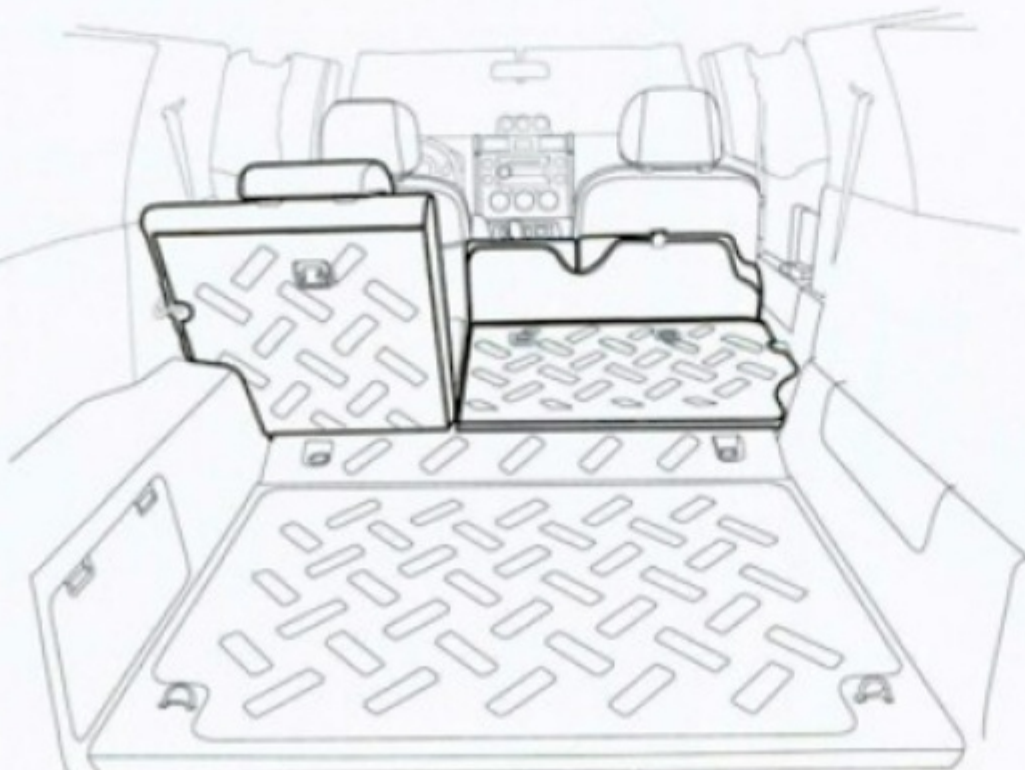
##### UPGRADE PACKAGE 2 <sup>[1]</sup>

- 17-in. 6-spoke aluminum alloy wheels with P265/70R17 tires and full size spare (exterior rear door mount)
- Active Traction Control (4x4 only)
- Locking rear differential
- 115V, 400 watt power outlet
- AM/FM 6-disc in-dash CD changer, MP3/WMA playback capability and nine speakers (includes subwoofer with off switch)
- Exterior color-keyed door trim inserts
- Multi-information display floating ball type (inclinometer, compass, temperature)
- Leather-wrapped steering wheel with integrated audio controls
- Aluminum brush transmission lever and transfer lever (transfer lever on automatic 4WD models)

#### OPTIONS

- Driver and front passenger front seat-mounted side bolster airbags and front- and second-row side curtain airbags <sup>[2]</sup>
- 17-in. 6-spoke aluminum alloy wheels with P265/70R17 tires and full size spare (exterior rear door mount)
- Locking rear differential
- Running boards

(Right) Easy-clean, rubber-type floor and rear deck are standard. (Far right) Three wiper arms provide nearly complete windshield coverage



(Above, from left) Subwoofer in Upgrade Packages 1 and 2 includes off switch; Upgrade Packages 1 and 2 include a multi-information display with inclinometer, compass and temperature gauge; Outside mirror with 5-watt illumination light

#### Package/Option footnotes

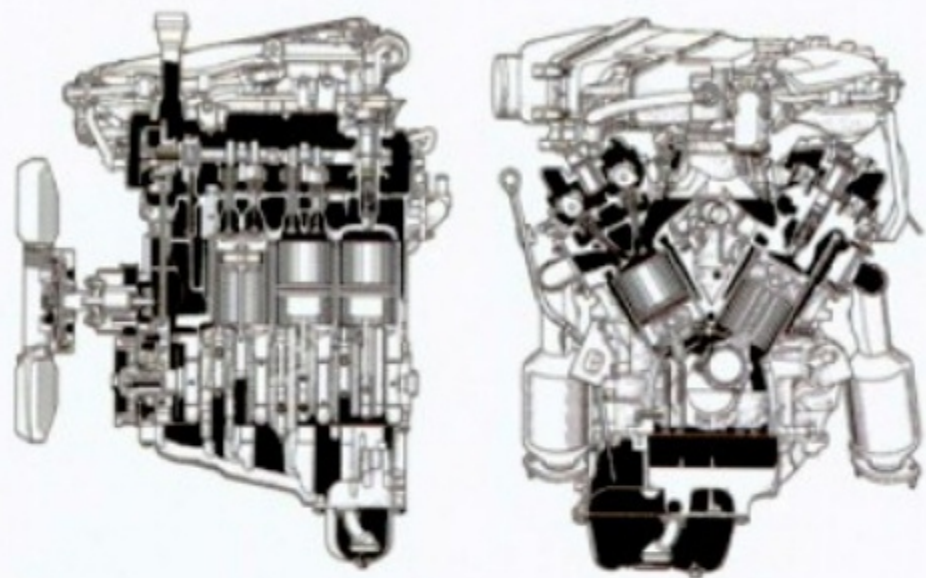
[1] Requires Convenience Package.

[2] The Toyota driver, front passenger, front seat-mounted side airbags and side curtain airbags are Supplemental Restraint Systems (SRS). The driver and front passenger airbags are designed to deploy in severe (usually frontal) collisions where the magnitude and duration of the forward deceleration of the vehicle exceed the design threshold level. The side airbags and side curtain airbags are designed to deploy in certain types of severe side-impact collisions. In all other accidents, the airbags will not deploy. To decrease the risk of injury from a deploying airbag, always wear seatbelts, sit upright in the middle of the seat as far back as possible from the airbag modules and do not lean against the door. Do not put objects in front of an airbag or around the seatback. Do not use rearward-facing child seats in any front passenger seat. The force of a deploying SRS airbag may cause serious injury or death. Please see your Owner's Manual for further instructions. Vehicle complies with "advanced airbag" requirements of FMVSS 208.





## FJ Cruiser Specifications

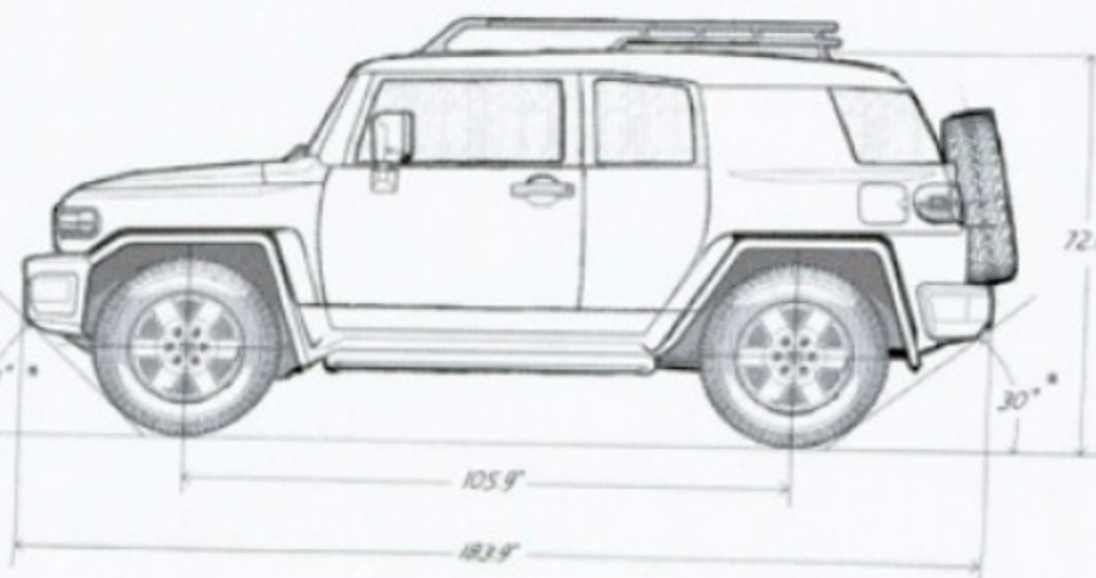


### MECHANICAL/PERFORMANCE

|                                                       |                                                                                                                                                                                     |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engine</b>                                         | 4.0-liter DOHC 24-valve 5F1VVT-iV6<br>239 hp @ 5200 rpm<br>278 lb.-ft. @ 3700 rpm                                                                                                   |
| <b>Ignition</b>                                       | Electronic, with Toyota Direct Ignition System (TDIS)                                                                                                                               |
| <b>Transmission</b>                                   | 5-speed electronically controlled automatic overdrive (ECT); 6-speed manual (full-time 4WD model)                                                                                   |
| <b>Drivetrain</b>                                     | Rear-wheel 2WD or part-time 4WD for automatic transmission models; full-time 4WD for manual transmission models; automatic limited-slip differential (4x2 only)                     |
| <b>Suspension</b>                                     |                                                                                                                                                                                     |
| Front                                                 | High-mounted, double-wishbone suspension and stabilizer bar                                                                                                                         |
| Rear                                                  | 4-link suspension with lateral rod with coil springs and stabilizer bar                                                                                                             |
| <b>Steering</b>                                       | Power-assisted variable-gear rack-and-pinion                                                                                                                                        |
| <b>Turning circle diameter—curb to curb (ft.)</b>     | 41.8                                                                                                                                                                                |
| <b>Brakes</b>                                         | Power-assisted 4-piston front/2-piston rear ventilated disc brakes with Anti-lock Brake System (ABS) with Electronic Brake-force Distribution (EBD) and Brake Assist <sup>[1]</sup> |
| <b>Vehicle Stability Control <sup>[2]</sup> (VSC)</b> | Standard                                                                                                                                                                            |
| <b>Traction Control</b>                               | Standard                                                                                                                                                                            |
| <b>Active Traction Control</b>                        | Available (4WD model)                                                                                                                                                               |

### EXTERIOR DIMENSIONS (in.)

|                    |                       |
|--------------------|-----------------------|
| Overall height     | 71.3 (2WD)/72.0 (4WD) |
| Overall width      | 74.6                  |
| Overall length     | 183.9                 |
| Wheelbase          | 105.9                 |
| Track (front/rear) | 63.2/63.6             |



### INTERIOR DIMENSIONS FRONT/REAR (in.)

|                  |           |
|------------------|-----------|
| Head room        | 41.3/40.3 |
| Shoulder room    | 58.4/53.9 |
| Hip room         | 55.4/51.0 |
| Leg room         | 41.9/31.3 |
| Seating capacity | 5         |

### OFF-HIGHWAY

**Skid plates** On engine/front suspension, fuel tank and transfer case (transfer case on 4WD models only)

### Angle of approach/departure (degrees)

|     |       |
|-----|-------|
| 2WD | 32/29 |
| 4WD | 34/30 |

### Minimum running ground clearance (in.)

|         |         |
|---------|---------|
| 2WD/4WD | 8.7/9.6 |
|---------|---------|

### Rear axle ratio

|         |                                      |
|---------|--------------------------------------|
| 2WD/4WD | 3.72:1 (Automatic)*/3.91:1 (Manual)* |
|         | *Front and rear for 4x4 models       |

### Transfer case ratios—2-speed

|          |             |
|----------|-------------|
| High/low | 1,000/2,566 |
|----------|-------------|

### WEIGHTS AND CAPACITIES

|                                               |            |                   |                      |
|-----------------------------------------------|------------|-------------------|----------------------|
| <b>Curb weight (lb.)</b>                      | 4050 (2WD) | 4290 (4WD manual) | 4295 (4WD automatic) |
| <b>Gross Vehicle Weight Rating—GVWR (lb.)</b> |            |                   |                      |
|                                               | 5330 (2WD) | 5570 (4WD)        |                      |

### Cargo volume (cu. ft.) <sup>[3]</sup>

|                         |           |
|-------------------------|-----------|
| behind front/rear seats | 66.8/27.9 |
|-------------------------|-----------|

### Towing capacity <sup>[4]</sup> (lb.)

|                         |      |
|-------------------------|------|
| <b>Fuel tank (gal.)</b> | 19.0 |
|-------------------------|------|

### TIRES

|       |                                                  |
|-------|--------------------------------------------------|
| Size  | P265/70 R17                                      |
| Type  | Mud-and-snow-rated steel-belted radial blackwall |
| Spare | Full-size                                        |

### Mileage Estimates (mpg city/highway) <sup>[5]</sup>

|               |       |
|---------------|-------|
| 2WD           | 18/22 |
| 4WD manual    | 16/19 |
| 4WD automatic | 17/21 |

[1] Brake Assist is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper brake-system maintenance and tire and road conditions.

[2] Toyota Vehicle Stability Control (VSC) is an electronic system designed to help the driver maintain vehicle control under adverse conditions. It is not a substitute for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VSC will be effective in preventing a loss of control. Please see your Owner's Manual for further details.

[3] Cargo and load capacity limited by weight and distribution.

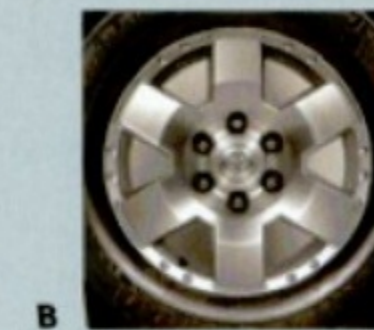
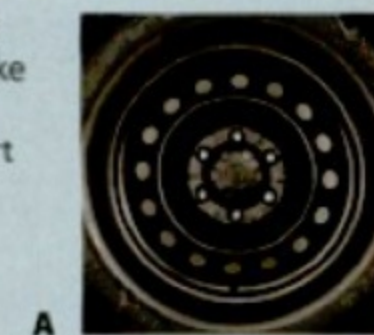
[4] Before towing, confirm your vehicle and trailer are compatible, hooked up properly and you have any necessary additional equipment. Do not exceed any Weight Ratings and follow all instructions and cautions from your trailer hitch manufacturer and Toyota vehicle Owner's Manual. The maximum amount you can tow depends on the total weight of any cargo, occupants and optional equipment.

[5] Preliminary mileage estimates determined by Toyota. EPA mileage estimates not available at time of posting. Actual mileage may vary.

**COLORS** The 2007 FJ Cruiser is available in five body color options with white cap roof. Upgrade Package 1 and 2 include door trim color-keyed to body color.

**SEAT FABRIC** All 2007 FJ Cruisers include water-repellant seating materials. Seats are covered with a fabric backed by a special breathable resin coating to enhance the material's ability to shed liquids, and stitched seams are treated with sealant so that seats can be easily wiped down and cleaned.

**WHEELS** 17in. black steel wheels (A) come as standard. 17in. 6-spoke aluminium alloy wheels (B) are optional, and also included as part of Upgrade Package 1 and 2.



Black Cherry



Black Diamond



Sun Fusion



Titanium Metallic



Voodoo Blue

### Toyota Financial Services\*

Now that you're thinking about a Toyota, you may also want to consider leasing or financing the purchase of your new vehicle through your participating dealer and Toyota Financial Services (TFS). TFS offers a variety of high-quality finance and lease products to complement your lifestyle. At TFS we realize that purchasing or leasing a vehicle is a major commitment, and we have developed some of the finest customer-focused finance and insurance solutions to help protect your interests over time. In most cases, you may include your cost

for these products in your finance or lease contract. Few companies can match the expertise, customer care and total value of TFS. Ask your Toyota dealer or go to [www.toyotafinancial.com](http://www.toyotafinancial.com) for details.

\* Toyota Financial Services is a service mark of Toyota Motor Credit Corporation and Toyota Motor Insurance Services, Inc. Products are available to qualified customers through participating Toyota dealers and Toyota Financial Services.

### Warranties

Every Toyota car, truck and SUV is built to exceptional standards. And that's not idle boasting. We back it up with these Limited Warranty Coverages

**Basic:** 36 months/36,000 miles (all components other than normal wear and maintenance items)

**Powertrain:** 60 months/60,000 miles (engine, transmission/transaxle, front-wheel drive, rear-wheel drive, seatbelts and airbags)

**Rust-Through:** 60 months/unlimited miles (corrosion perforation of sheet metal)

**Emissions:** Coverages vary under Federal and California regulations. Refer to applicable Owner's Warranty Information booklet for details

**Accessories:** For accessories purchased at the time of the new vehicle purchase, the Toyota Accessory Warranty coverage is in effect for 36 months/36,000 miles from the vehicle's in-service date, which is the same coverage as the Toyota New Vehicle Limited Warranty.

Toyota FJ Cruisers are designed to meet most off-road driving requirements. Abusive use may result in bodily harm or damage. Toyota encourages responsible operation to protect you, your vehicle and the environment. Seatbelts should be worn at all times. Please do not allow passengers to ride in the cargo area. See your Owner's Manual for further details. Towing hitch receivers/ball mount kits are not intended to provide crash protection. For details on vehicle specifications, standard features and available equipment in your area, contact your Toyota dealer. A vehicle with particular equipment may not be available at the dealership. Ask your Toyota dealer to help locate a specifically equipped vehicle. All information presented herein is based on data available at the time of printing, is subject to change without notice and pertains specifically to mainland U.S.A. vehicles only (may differ in the state of Hawaii, Puerto Rico, the U.S. Virgin Islands and in other regions). © 2006 Toyota Motor Sales U.S.A. Inc.



## FJ Cruiser Accessories

Add a personal touch to your FJ Cruiser with these genuine Toyota and Toyota-approved accessories



Rock Rail



Roof Rack



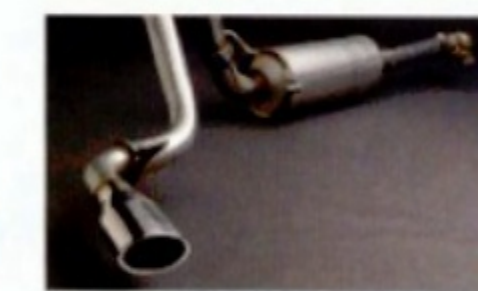
FJ Front Skid Plate



Brush Guard  
(Summer 2006)



TRD 16in. Alloy Wheel



Exhaust



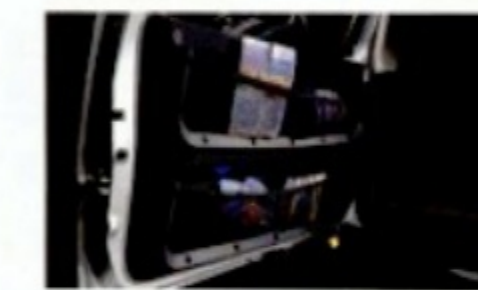
Tow Hitch



Garmin Portable Navigation  
(Summer 2006)



Spare Tire Cover



Rear Door Storage



Ski/Snowboard Attachment



Billet Door Sill Enhancement



All-Weather Floor Mats



Armrest



Carpet Floor Mats



Bike Attachment



Emergency Assistance Kit



Carpet Cargo Mat



Alloy Wheel Locks



XM Satellite Radio\*



Sirius Satellite Radio\*

Some accessories may not be available in all regions of the country. So see your Toyota dealer, who can help locate the FJ Cruiser that's right for you

Additional accessories available, but not shown:

- Cargo Cover
- Cargo Tote
- Sports Pedals (Summer 2006)
- Shift Knobs (Summer 2006)
- Auxiliary Driving Lights (Summer 2006)
- Exhaust Tip by Valor
- Hood Protector (Summer 2006)
- Roof Rack with Driving Lights and Wind Deflector (Summer 2006)



