



LEXUS IS300

“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 a determina-

“And the smallest shall be writ large!”

Above all, this is about new performance benchmarks set by Lexus: technologies embodied in • the head-turning, spine-tingling SC 430 convertible coupe • the breathtakingly fast, spacious and sophisticated GS430 sports sedan and its partner, the GS300 • and, more affordable than its high-performance brethren – but technically non-the-less for all that! – the IS300, shown here presiding high over one of its worlds.



tion 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 a stellar roster of eight models: Each sporting a unique and forthright character; each born to reign over its chosen realm; each unified by all that the Lexus signature line implies.

Among them, a superb range of *high performance* models tailored to excite enthusiasts with widely different needs, tastes and budgets. Including a brilliant new challenger for leadership among *compact* luxury sports sedans: the IS 300, subject of this brochure.

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 – *authority to match the responsibility*. 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.

This unequivocal support means that from top to bottom, inside, outside, every which way, every Lexus is unified to the team leader’s vision. Extraordinary.

Lexus gave the task of creating the IS300 to someone who deep-down understands the people he hopes to attract. *A person who has lived the part.*

As a young man, Nobuaki Katayama was a passionate motor sports enthusiast. He raced, rallied and was good at both. Today, as a family man and executive, Katayama restricts himself to racing karts, skiing competitively, and driving his works. Especially the IS 300 – and especially vigorously.

To Lexus, and men like Katayama, being like others is: *“Good ’nuff – NOT!”*



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... Pithy snippets from North America's automotive writers.

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 was *"as serene and silent as a Cistercian cloister"*. MOTOR TREND admired the Lexus flagship's *"creamy ride and tomblieke quiet"*, decided that *"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"*. 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.

The **GS 430's** ride quality was *"first-rate"*, its response *"razor-sharp"*, torque *"prodigious"*, and speed *"smooth and fluid"* – THE GLOBE AND MAIL/CARGUIDE magazine. CAR AND DRIVER praised the **GS 300's** *"silky powertrain... brilliant rear-wheel-drive chassis dynamics... Gibraltar-solid chassis... serene sophistication"*.

AUTOWORLD.COM on the **LX 470**: *"...the best of the best... the quality and luxury that only Lexus can deliver... the ultimate in luxury SUV's."* FINANCIAL POST MAGAZINE: *"As for its image, think of it as a 350-lb. NFL linebacker dressed up in a tux."* Finally, the **RX 300**: *"A ride so good you'll swear you're in a car."* – CAR AND DRIVER. *"Absolutely bursting with quality, power, innovation and practicality."* – AUTO SPEED.

Above left: The SC430 in top-down mode (companion optional).

Above right: The GS430 luxury sports sedan.

Below: The all-conquering LX470, king of SUV's.



Ready when you are! At thirty-plus, earning power is climbing; a decade-plus of driving experience has provided time enough for a good driver to sense what is fun – and what is foolhardy. The Lexus IS 300 was created with people of that age, savvy and ilk very much in mind. (Plus, we are discovering, “empty nesters” who, finally freed from busing the kids here, there and everywhere, can actually look to their own wants!)

Often, people who are *passionate* about driving look for a sports sedan of compact size... with rear-wheel drive... from a luxury car stable. Why?

Compact size makes for superior hand, foot, eye and seat-of-the-pants interaction between driver, machine and tarmac. *Precise control* requires the rear wheels to power, not trail, the action. *Front-engine/rear-wheel drive* calls for sophisticated forms of independent suspension not found in less costly cars.

A compact sports sedan can do the *handling* part especially well – provided its designers get it all right. How did the IS 300 rate? “*There’s... a switchblade quickness that’s the essence of motoring sport... Responses are instantaneous... The steering cuts quickly; we rated it best of all... the tires read the road.*” – CAR AND DRIVER comparison test of six import sport sedans.

Further eulogized as being both “*phenomenally sophisticated*” and the “*hippest thing ever brought to Canada*” by its maker, the IS 300 possesses the qualities embodied in every Lexus – plus some of its own. Among them, *higher performance* coupled with a *lower price* than might be expected.

Refinement plus luxury in a car that’s pure fun. Go ahead. You’ve earned it!





“A German hot rod; from Japan?” CAR AND DRIVER posed the question, then answered it equally bluntly: *“There was a time when such a notion would have provoked snickers. But that time is long past.”*

Having, in 12 short years, become the new measure of what it takes to create and build a fine car, Lexus has augmented its platter of offerings with an especially spicy salsa: *stunning performance in a tight, taut package.*

Deliberately, the IS 300 is almost identical in size to the 3-Series BMW, its 105.1-inch wheelbase perfect for a sporting sedan – long enough to smooth out the ride, short enough to deliver outstanding handling.

Power? With a 3-litre, double overhead cam, 24-valve, in-line six producing an impressive 215 horsepower and 218 lb-ft of torque, CAR AND DRIVER was prompted to comment: *“Mysteriously, traffic always drops away faster than you expect it to.”*

Whether in traffic or on the open road, the IS 300 excels. Especially when that road takes you through the twists and turns of hills and valleys. Ah, bliss!

So, for those who still equate performance only with sedans from Europe, we offer these words from the TORONTO SUN: *“Hello, Stuttgart. Good, morning, Munich. Do we have your attention yet?”* Thought so!

Racing drivers can't afford to have their eyes darting all over the place. Neither can the driver of our mountain-hugging car. On the IS 300 dash, seven instruments are clustered together, sports-watch style, viewed straight ahead through the steering wheel. A glance at the voltmeter reassures that the battery is getting its juice “just right.” Below that, the coolant gauge needle has settled into its usual spot on the dial.

Information delivered instantly can be processed promptly. Nobuaki Katayama would settle for nothing less.





What's it to be? A flick of thumb or forefinger with response in a flicker of time? Or the thrust of hand and foot acting in unison precisely at your bidding? Automatic or manual shift, it's five-speed either way.

4-sensor, 4-channel ABS systems fortified with EBD (Electronic Brake force Distribution), partnered by traction control and four fat, squat performance radials, plant beefy 16-inch (or even beefier 17-inch) wheels down firmly.

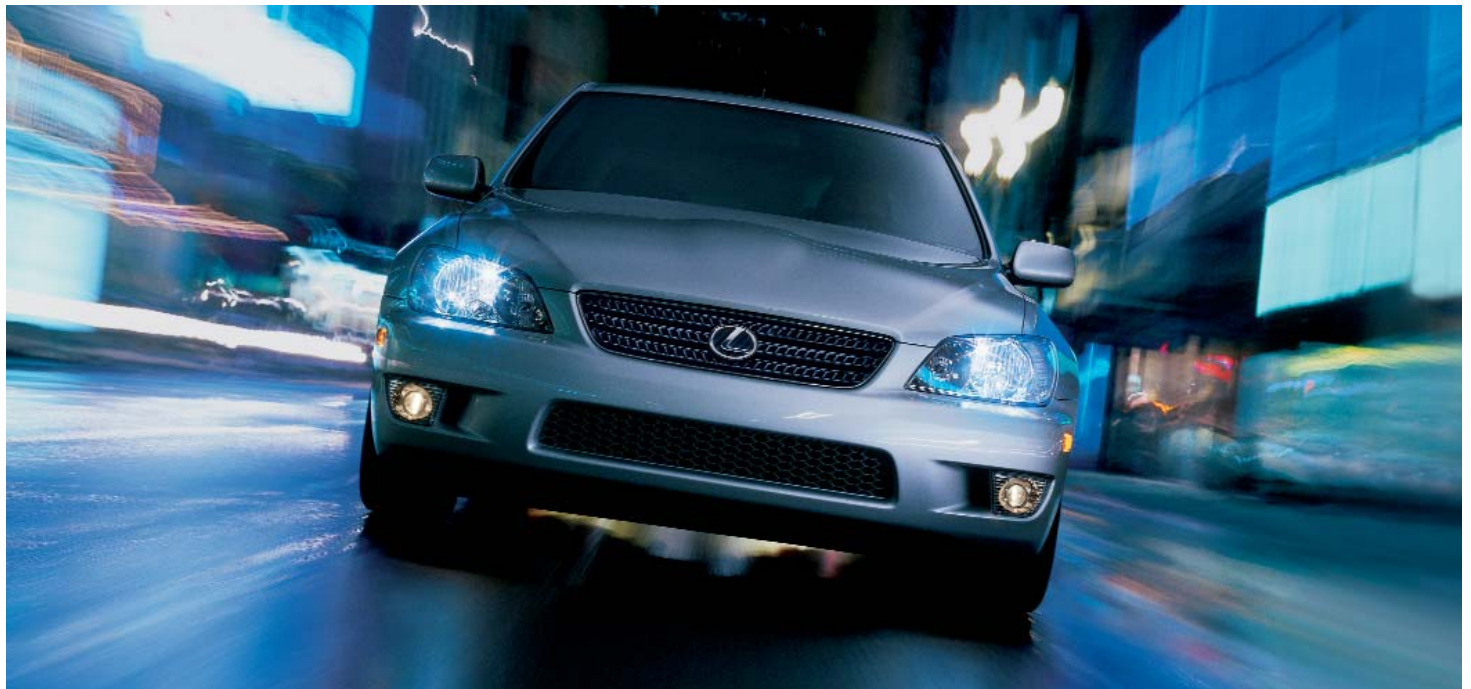
"If it's not what I want, it's not what I want!" No matter that Formula One cars rely on *automatic* transmissions. That scientists insist no human mind, hand and foot reacts as quickly as a computer command. That devices like buttons on the wheel now enable drivers to shift whenever their eyes, ears, senses and experience say so. No matter: For fervent enthusiasts who crowd the opposition benches, the feeling of constant control transmitted when they team up with clutch and stick shift is *de rigueur*.

A little history: Outside North America, the IS was first sold as the IS 200 – with a 6-speed stick. Knowing full well that a manual transmission must be part of the IS 300's weaponry but that they weren't about to ask a transmission tailored to a 2-litre engine to handle the horses and torque of the IS 300's extra litre, the Lexus engineers decreed that the new transmission would be ready only when it had been thoroughly tested and proven.

A slick, smooth and fast new 5-speed now awaits drivers who don't feel completely connected to a car unless there's a shift lever to hand and a clutch pedal underfoot. Meanwhile, their skeptical counterparts relish an instantaneous, impeccably obedient, well-nigh-imperceptible-on-the-shift, five-speed automatic.

Expressing liking for the IS 300's *"quick-shifting"* automatic, the NATIONAL POST correspondent thought that *"most people won't notice a marked performance advantage"* between the two. Their times, 0-60 mph (manual first), 6.8 secs vs. 7.3 secs. Mmm. As a colleague concluded: *"Chacun à son goût."*

P.S. He also rated the engine *"if anything... smoother than BMW's in-line six."* Praise indeed.





Are you up for it? VVT-i + ACIS + ETCS-i + TRAC + ABS with EBD and Brake Assist = *WHAT?!* There's no need to fret: We're not looking to confuse, irritate, or even impress, via a mess of acronyms. So, are you r-e-a-d-y?

The Lexus marque's unique Variable Valve Timing with intelligence (VVT-i) increases power *throughout the engine speed range*. Its Acoustic Control Induction System (ACIS) boosts performance further – again, at all speeds. Result: higher horsepower and torque.

When a too-heavy foot hits the throttle, Lexus Electronic Throttle Control System with intelligence (ETCS-i) acts as an arbiter, instantly balancing driver input with the needs of the traction control (TRAC) system.

And that is not all. No way not at all!

When it senses that the IS 300's sure-footed acceleration, cornering and braking is endangered, a network of computerized systems orchestrates instant overall control. By juggling power and braking, on/off, on/off, *wheel by individual wheel*, with a rapidity that would make Rimsky-Karsakov's "Flight of the Bumble Bee" sound pedestrian, Lexus antilock braking with Electronic Brake force Distribution, coupled with traction control and Vehicle Skid Control (VSC)* act in unison to haul you down and/or keep you from spinning out.

Lastly, Brake Assist helps the entire partnership work even better. Consequences: Increased acceleration throughout the speed range. Greater steering precision. Cornering that's reassuring when it's treacherous underfoot, *quick* and sure when weather and traffic permit. Overall, the IS 300's tarmac-clinging performance prompted a graphic, albeit terse, reaction:

"Exhilarating".

Or, as a GenXer's father remarked wistfully: *"That's one real fun car."* Indeed it is.

*VSC not available on all models.



“That’s supercar territory.” Braking power is the oft-forgotten component in what makes a car super. However, it doesn’t take super-sharp thinking to figure out that getting rapidly from Point A to Point B is pointless, even disastrous, if you overshoot Point B!

“That’s supercar territory” is the way WORLD OF WHEELS described how the IS 300 “stopped from 100 km/h in a remarkably abrupt 36.7 metres.”* CAR AND DRIVER found the IS 300’s braking power, “with big 11.6 inch vented discs up front and even bigger solid rotors in back... enormously reassuring”. Especially when they work seamlessly with a super-sophisticated ABS system.

However, superb braking is really the *last* line of defence in the IS 300’s active safety system. Up front, ensuring that the driver can see clearly, both fore and aft, are: 1. High Intensity Discharge (HID) headlights, *twice* as powerful as conventional halogen lamps, enlisting 20,000 volts to create a sharp-edged, brilliantly-white light that probes further and wider – and is precisely aimed by an automatic leveling system. 2. Electrochromic controls that automatically darken rear-view mirrors. 3. Titanium silica-coated and heated outside mirrors that shed ice, mist and water.

Next is knife-sharp steering that reacts instantly to driver input, partnered by traction and skid control systems that help course corrections to be made safely and predictably.

All that, plus the power to quickly accelerate away from danger, adds up to a car of uncommon agility and uncompromising collision-avoidance characteristics.

The IS 300’s sophisticated double-wishbone independent suspension combines with rack-and-pinion steering to boost handling – including instant manoeuvres made when it really counts. It’s called Active Safety.

High Intensity Discharge headlights probe further.
(The sooner you see impending danger, the better your chances of avoiding it.)

* Test performed with optional 17 inch wheels with performance tires, which typically would shorten stopping distances.



The better the handling,
the better your chances.



When the unavoidable meets the inevitable. Whatever your driving abilities or the accident-avoidance characteristics of your car, sometimes the unavoidable is inevitable. Should that day come, the IS 300 has been designed with safety as a credo.

In a crash, Lexus seats cradle the body only to the point at which force would cause injury. They then yield, deform – and absorb shock. Similarly, Lexus seatbelts are “smart”. The instant G-forces become too strong for the body to absorb, they release tension, cushioning impact. Front and rear crumple zones deform progressively to lessen shock. The engine is designed to slide *under* the cabin, rather than *into* it. Doors automatically unlock for quick exits. Fuel flow is instantly cut off if an airbag deploys.

To protect against side collisions, steel beams are built into the doors and airbags into the seatbacks (no matter where the seat is set, protection follows). Front curtain shield airbags cushion heads. “Soft-form” interiors, backed with a cushioning layer, are fitted to impact-vulnerable areas.

And, because kids will be kids, an emergency release handle of luminous plastic glows inside the trunk lid.

Peace of mind: it's priceless. With the IS 300 it's also remarkable what a *bargain* peace of mind can be.



Countless hours of development and testing by Lexus engineers and scientists – including extensive crash testing – climax when the IS 300's multiple safety measures yield, restrain or explode into action. It's called Passive Safety.



“This is not your father’s Lexus.” – EDMUNDS.COM.

Since the days of the first Lexus, critics have awarded similarly worded praise to the interiors of seven of the eight Lexus models. The eighth is something else. The rebel, if you will.

Whether clad throughout in leather or fine fabrics or ultra-soft Ultra Suede with leather trim as shown alongside, the IS 300 cabin was expressly designed for a younger set. (The IS 300 *“excites instead of soothes”* – THE SUN newspapers.) However, at Lexus some things never change. Among them: impeccable craftsmanship, outstanding seating and stereo quality, the legendary Lexus silence. Supporting facts:

1. An in-dash, 6-disc CD player is at hand (rather than in the trunk). Large, easy-to-use dials control cabin climate and high-performance stereo system. Front doors, A-pillar trim and rear deck conceal eight speakers – two full-range, two titanium tweeters and two sets of twins (2.5" mid-range coaxials and 6" x 9" woofers).
2. When a stray rock hits sheet metal, all too often, gong-like sound waves penetrate the cabin. In the IS 300, vulnerable

body panels are treated with a patented process that dampens vibration waves. The most dramatic of clangs become muted thuds – more like striking fibreglass than metal. It’s both a major source of Lexus Quiet and, together with “all of the above”, helps heighten driving pleasure.



Up front, the sport seats are 8-way adjustable, unusually supportive, long drive comfortable. Rear seats are shaped for adult comfort. Headroom is generous both front and back. There’s a pass-through for skis.

“The interior is fresh, inviting, inventive.”
– USA TODAY.



"... a daunting package for rivals to trump."

– USA TODAY. 'tis said that *"beauty is in the eye of the beholder"*.

Beauty is also whatever best befits the circumstance. In the IS 300 circumstance, lightweight, drilled aluminum pedals with raised anti-slip rubber buttons, are practical, attractive – and *"cool"*, too, we're told. As are the aluminum doorsill scuff plates. Gearshift knob and other interior accents feature metallic finishes.

Beauty is also in the ear of the listener. Including what is NOT heard in the IS 300: Wind whistle (courtesy of a very low 0.29 co-efficient of drag); engine noise for the sake of noise; pinging stones.

Whether termed "sports-chronometer-inspired" or "retro styling", the tightly clustered roster of important instruments (namely speedometer, tachometer, gearshift position indicator, gauges for coolant temperature, precise fuel level, average fuel consumption and battery charge level) is eye-catching, quickly and easily read. As is an *accurate* compass, built into the rear-view mirror.



"The new gauge cluster is, arguably, the most attractive and functional offered anywhere." – CARGUIDE magazine.



An historical item: In the middle decades of the twentieth century, in all but a handful of cases, battery charge indicators were replaced by a red light that glows or winks its unwelcome message: *"Hey Ho, Bo! Thought you'd like to know! Your battery is fading! And it's going EAST!"* Naturally, that tiny beacon can be expected to time its act for the middle of the night. Or when it's below zero. Or blowing up a storm. Or you're way out of town. Or all four.

So bravo! Mr. Katayama.

The last round up... Handling: *"The butter-smooth gear changes and light, positive clutch take-up make shifting a pleasure."* – THE GLOBE AND MAIL. *"... the surgically precise steering combines with the car's nimble disposition (not to mention a transmission that kicks down in the blink of an eye)"* – CAR AND DRIVER. *"BMW had better beware. It has fantastic steering and suspension."* – MOTOR TREND.

Power: *"The straight six is deliciously smooth, and easy on the ears, taking on a crackling snarl as the revs head red-wards."* – WORLD OF WHEELS. *"The powerplant is a model of sophistication... Nary a harsh tone ever emanates from under the IS 300's hood, even when calling for torpedoes-in-the-water, full-speed-ahead acceleration."* – NATIONAL POST

Styling: *"Lexus has cranked a lot of edge into the IS' style inside and out..."* – MOTOR TREND.

Overall: *"There's an irrepressible spirit here."* – CAR AND DRIVER. *"The Lexus IS 300 sports sedan is a driver's car, offering all the performance and luxury you would expect from BMW, Audi or Jaguar – but it comes in a more lively, racy and youthful package."* – THE GLOBE AND MAIL.



"...an irrepressible spirit."



"Lexus has cranked a lot of edge into the IS's style..."

“It’s two, two... two tools in one!” cries the television huckster – and click goes the remote.

So, when Lexus proclaims *“It’s a racehorse and a packhorse under the same skin”*, should you raise skeptical eyebrows while thinking *“you can’t have your cake and eat it, too”*? We think not.

In this, the rarest of cases, you can believe – and prosper from your good faith.

The Lexus IS 300 SportCross is as spirited... as manoeuvrable... as handsome... and as downright enjoyable as its (almost) identical twin. However, the differences between it and the IS 300 sports sedan, though few, are real.

Perhaps because they look seriously husky on the SportCross, performance-enhancing 17" wheels come standard (on the sedan, they’re extra). The lusty wrap-around bumpers of the SportCross are more than handsome; they contain built-in fog lights. And because there’s more space out back, the SportCross gets an extra speaker (nine vs. eight).

In performance *and* luxury, both models get all the good stuff: Including anti-dive, anti-squat underpinnings; ventilated front discs (*“the size of dinner plates”* – CAR AND DRIVER); 4-sensor, 4-channel ABS with EBD and TRAC; dust and pollen-blocking climate control filters; illuminated entry systems and vanity mirrors. Etcetera, etcetera.



Applied to either photograph and depending on age perhaps, one person's *“cool”* presses another person's *“hot button”*.

Whether you’re thirty-something or an empty nester, if you can see yourself zipping along in racehorse-sleek, head-turning splendour while congratulating yourself on your practical common sense, the SportCross could be your kind of car.



More or much more - or even more.

By far the most significant difference between the two cars is cargo space. Consider:

The “regular” IS 300’s trunk measures just over 10 cubic feet – plus whatever you can pile on two unoccupied back seats. Which, for a compact sports sedan, is a respectable number. However, depending on how many seats you fold down, the SportCross can carry from *two or three times as much* – including objects of decidedly awkward shape.

Now, once more with feeling: are you r-e-a-d-y?!

The flat-bottomed, roof-high cargo area of the SportCross totals some 22 cubic feet (12 cu. ft. more than the aforementioned trunk volume). Laying down *one* seat takes the total to nearly 33 cu. ft. – while leaving cabin room for three. Folding *both* rear seats raises the space stakes to close to 40 cu. ft. – more than enough luggage room for the most fashion-conscious empty nester packing for an upscale vacation.

On the other hand you could stay put and deliver to your home an ornate hat stand or a stack of 9-foot-long 2 x 4’s plus a work bench – simply by flattening the front passenger seat, too.

The downside? Little to none. Wind-cutting-wise, the difference between the regular IS 300’s air-slicing .29 coefficient of drag and the .31 cd of the SportCross is neither here nor there. Especially when you consider that the latter’s gracefully sculpted rear end proclaims the silhouette of a coupe rather than, heaven forbid, a wagon!

Since both are *sports* sedans of the highest order, united far more by their similarities than their differences, it all whittles down to matters of practicality and visual taste. Either way, both being loaded with value, how can you lose?



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. With 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.

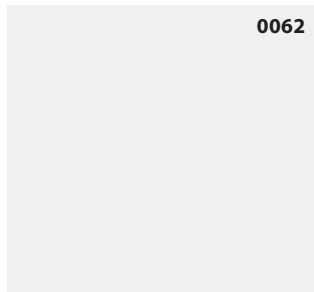
A “fishy” tale: 500 kilometres north of Regina on a fishing trip, a Lexus customer locked his keys in the car, canoed to an Indian village and called Lexus by radio telephone. A key was cut – but missed the once-a-week flight. Lexus chartered a plane to deliver the key. No charge. It was part of the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

A conclusion... or is it a beginning?
In that it defies aging... offers outstanding performance and luxury... is a beneficiary of service standards as relentless as its skin is lustrous... and offers a sky-high “fun factor”, may we ask: What’s keeping you on the *outside* of an IS 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.

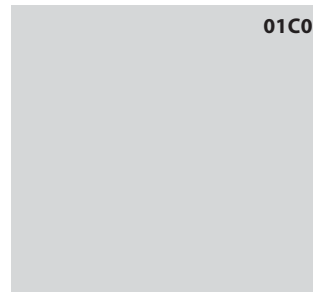


IS 300 EXTERIOR COLOURS



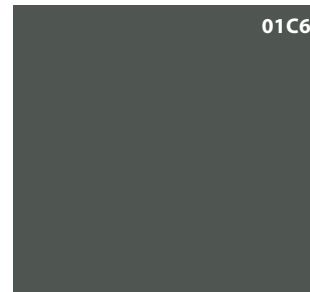
0062

Crystal White*
Sedan – 1, 2, 3, 5 SportCross – 3, 5



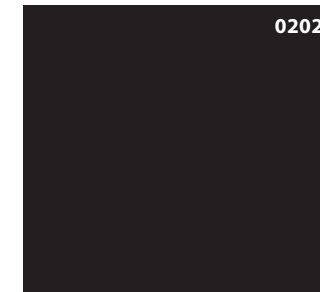
01C0

Millennium Silver Metallic
Sedan – 1, 2, 3 SportCross – 3



01C6

Graphite Grey Pearl
Sedan – 1, 2, 3 SportCross – 3



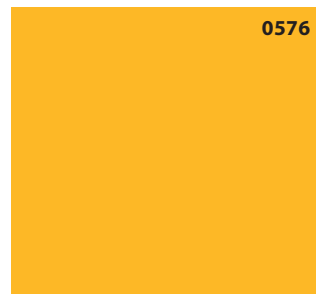
0202

Black Onyx
Sedan – 1, 2, 3, 5 SportCross – 3, 5



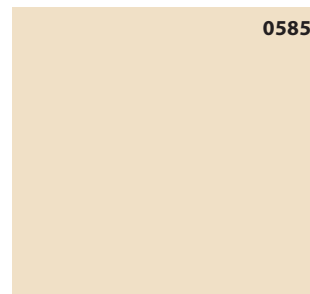
03P0

Absolutely Red*
Sedan – 1, 2, 3, 5 SportCross – 3, 5



0576

Super Yellow
Sedan – 1, 2, 3 SportCross – 3



0585

Cibola Gold Metallic*
Sedan – 1, 4, 5 SportCross – 5



06R4

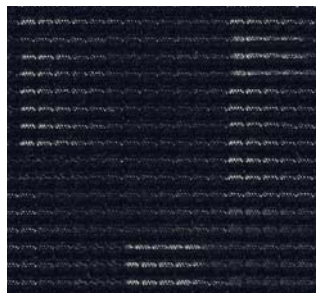
Electric Green Mica*
Sedan – 1, 2, 3, 5 SportCross – 3, 5



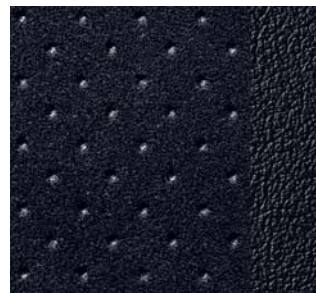
08N8

Intensa Blue Pearl*
Sedan – 1, 2, 3, 5 SportCross – 3, 5

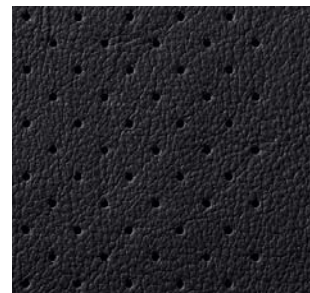
INTERIOR COLOURS



1 - Black Fabric



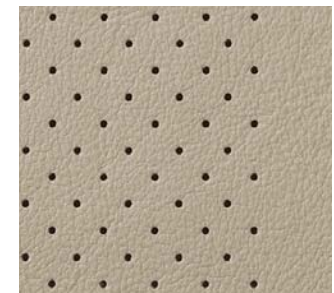
2 - Black Ultra Suede



3 - Black Perforated Leather†



4 - Ivory Ultra Suede



5 - Ivory Perforated Leather†

* New exterior colour for 2002. † New interior for 2002. 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 IS300 Specifications & Features*

Dimensions

Body Type – 4-door 5-passenger luxury sports sedan.
SportCross: 5-door 5-passenger luxury sports wagon.
Construction – Unitized body with anti-vibration subframes. Extensive use of galvanized steel and other anti-corrosive measures.
Overall Length – 4485 mm (176.6 in.) SportCross: 4495 mm (177.0 in.)
Width – 1720 mm (67.7 in.)
Height (unloaded) – 1415 mm (55.7 in.) SportCross: 1440 mm (56.7 in.)
Wheelbase – 2670 mm (105.1 in.)
Curb Weight – Automatic: 1490 kg (3285 lbs.) Manual: 1476 kg (3255 lbs.)
SportCross: 1547 kg (3410 lbs.)
Tread (front/rear) – 1495/1485 mm (58.9/58.5 in.) SportCross: rear tread – 1476 mm (58.1 in.)
Headroom (front/rear) – w/ moonroof 960/948 mm (37.8/37.3 in.)
– w/o moonroof 993/958 mm (39.1/37.7 in.)
Legroom (front/rear) – 1085/768 mm (42.7/30.2 in.)
Shoulder Room (front/rear) – 1335/1360 mm (52.6/53.5 in.)
Trunk Space – 0.29 cu. m (10.1 cu. ft.) SportCross: 0.62 cu. m (21.9 cu. ft.)
Fuel Tank Capacity – 66.3 L (14.6 imp. gal.)

Engine

Engine Type (2JZ-GE) – In-line 6
Displacement – 3.0 litres (2997 cc)
Valvetrain – DOHC 24 valves, Variable Valve Timing with intelligence (VVT-i)
Bore x Stroke – 86 x 86 mm (3.39 x 3.39 in.)
Horsepower – 215 hp (161 kW) @ 5800 rpm
Torque – 218 lb. ft. (296 N.m) @ 3800 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.
Electronic Throttle Control System with intelligence (ETCS-i)
Acoustic Control Induction System (ACIS)
Fuel Requirement – Premium Unleaded recommended.

Drivetrain

Transmission – 5-speed Electronically Controlled Transmission with intelligence (ECT-i).
Overdrive top gear, dual shift programs (E-shift system).
5-speed manual transmission available on Sedan.
Drive Wheels – Rear-wheel drive with Traction Control System (TRAC). Vehicle Skid Control (VSC) is optional on Automatic transmission Sedan; standard on SportCross.
Final Drive Ratio – Automatic: 3.909:1; Manual: 3.727:1
Suspension – 4-wheel independent, double wishbone suspension, coil springs, gas pressurized shock absorbers, front and rear stabilizer bars. Anti-dive and anti-squat geometry.
Torsen™ Limited Slip Differential, standard on SportCross, optional on sedan.
Steering – Vehicle-speed sensing progressive rate power rack-and-pinion steering.
Brakes – 4-wheel, power assisted discs. Ventilated front/solid rear discs with dual piston front calipers.

Electronic Brake force Distribution (EBD), Brake Assist
Antilock Braking System (ABS) – 4-sensor, 4-channel
Wheels/Tires – (4) 16 x 6.5JJ alloy wheels. (4) P205/55R16 Bridgestone performance all-season radials. Compact spare tire. SportCross: Front – 17 x 7JJ alloy wheels, 215/45ZR17 Bridgestone performance all-season radials. Rear: 17 x 7.5JJ alloy wheels, 225/45ZR17 Bridgestone performance all-season radials. Full-size aluminum alloy spare tire.

Performance Capabilities

Acceleration, 0-60 mph** – Automatic: 7.3 seconds; Manual: 6.8 seconds;
SportCross: 7.4 seconds
Fuel Consumption, L/100km (City / Highway / Combined)** –
Automatic & SportCross: 13.0 / 8.8 / 11.1 Manual: 13.1 / 8.6 / 11.1
Turning Circle – 10.4 m (34.1 ft.)
Coefficient of Drag (cd.) – 0.29 SportCross: 0.31

Interior/Exterior Features

Lexus AM/FM cassette CD eight-speaker 240-watt Premium Sound System with RDS (Radio Data System)
SportCross: Lexus AM/FM cassette nine-speaker 240-watt Premium Sound System with RDS (Radio Data System) & in-dash 6-disc CD auto-changer
Helical-coil type short-pole antenna (mounted on the rear centre of the roof)
High Intensity Discharge headlamps (HID) with auto leveling system
Chronograph-style instrumentation
Metallic shift knob, aluminum pedals
SportCross: Aluminum scuff plates
Automatic climate control with soft-touch controls and dust/pollen filter
Cruise control
Ultraviolet reduction tinted glass
Power door locks with driver's door 2-turn unlock feature
Keyless remote entry, trunk release and panic alarm
Illuminated entry system
Driver and passenger illuminated vanity mirrors
Fully integrated theft deterrent system with encoded vehicle immobilizer
Driver's side power window with "auto up/down" feature with jam protection
Tilt steering wheel
Dual heated power remote-controlled and colour-keyed side mirrors
SportCross: Automatic glare-resistant electrochromic rear view mirror with compass
SportCross: Automatic glare-resistant electrochromic side mirrors
Driver and front passenger airbag supplemental restraint system (SRS)
Side-impact airbag Supplemental Restraint System (SRS) for front seats
Front curtain shield airbags
Driver and front passenger adjustable centre pillar shoulderbelt anchors
Front seatbelt pretensioner and force limiter system
Child Restraint Anchor System (CRS)
SportCross: Full leather seats
SportCross: Power-assisted and heated driver and front passenger seats

Lexus IS300 Specifications & Features*

Interior/Exterior Features (cont'd.)

Carpeted floor mats
Outside temperature indicator
Chronograph style electronic gauges
Instant fuel consumption meter
Low fuel level warning light
Interior remote trunklid and fuel filler door releases
SportCross: Rear spoiler
Windshield wiper de-icer
Variable intermittent wipers
SportCross: Rear variable intermittent wiper
SportCross: 60/40 Split fold-down rear seat
Rear seat fold-down armrest with trunk pass-through
Wheel-lock package
Map lamps
Trunk mat
First aid kit
Light control system
Front and rear cupholders
Accessory power outlet
SportCross: Accessory power outlet in rear cargo area
Front seatback pockets
SportCross: Fold-down passenger seat with seat back table
Adjustable rear seat headrests
3-point rear seat centre lap and shoulderbelt
Heavy duty rear window defogger with timer
Arm rest/Centre console storage
SportCross: Tonneau cover, luggage box and flat deck board

Optional Equipment - Sedan

Appearance Package: 17" alloy wheels, P215/45R17 Bridgestone performance radials, fog lights, aluminum scuff plates, leather seats with escaïne inserts.

Premium Package: 17" alloy wheels, P215/45R17 Bridgestone performance radials, full size spare tire, Torsen™ Limited Slip Differential, fog lights, integrated garage door opener, moon roof, full leather seats, power-assisted and heated driver and front passenger seats, electrochromic rear view mirror with compass, electrochromic side mirrors, aluminum scuff plates, in-dash single feed 6-disc CD auto changer, rear fog lamp.

Premium Plus Package: 17" alloy wheels, P215/45R17 Bridgestone performance radials, Torsen™ Limited Slip Differential, fog lights, headlamp washers, integrated garage door opener, moonroof, leather trimmed power assisted and heated driver and front passenger seats, electrochromic rear view mirror with compass, electrochromic side mirrors, aluminum scuff plates, in-dash single feed 6-disc CD auto changer, rear fog lamp, Vehicle Skid Control (VSC), rear spoiler.

Dealer-installed Options

Block heater
Cargo net

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 figures are shown for comparison only, and were 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.