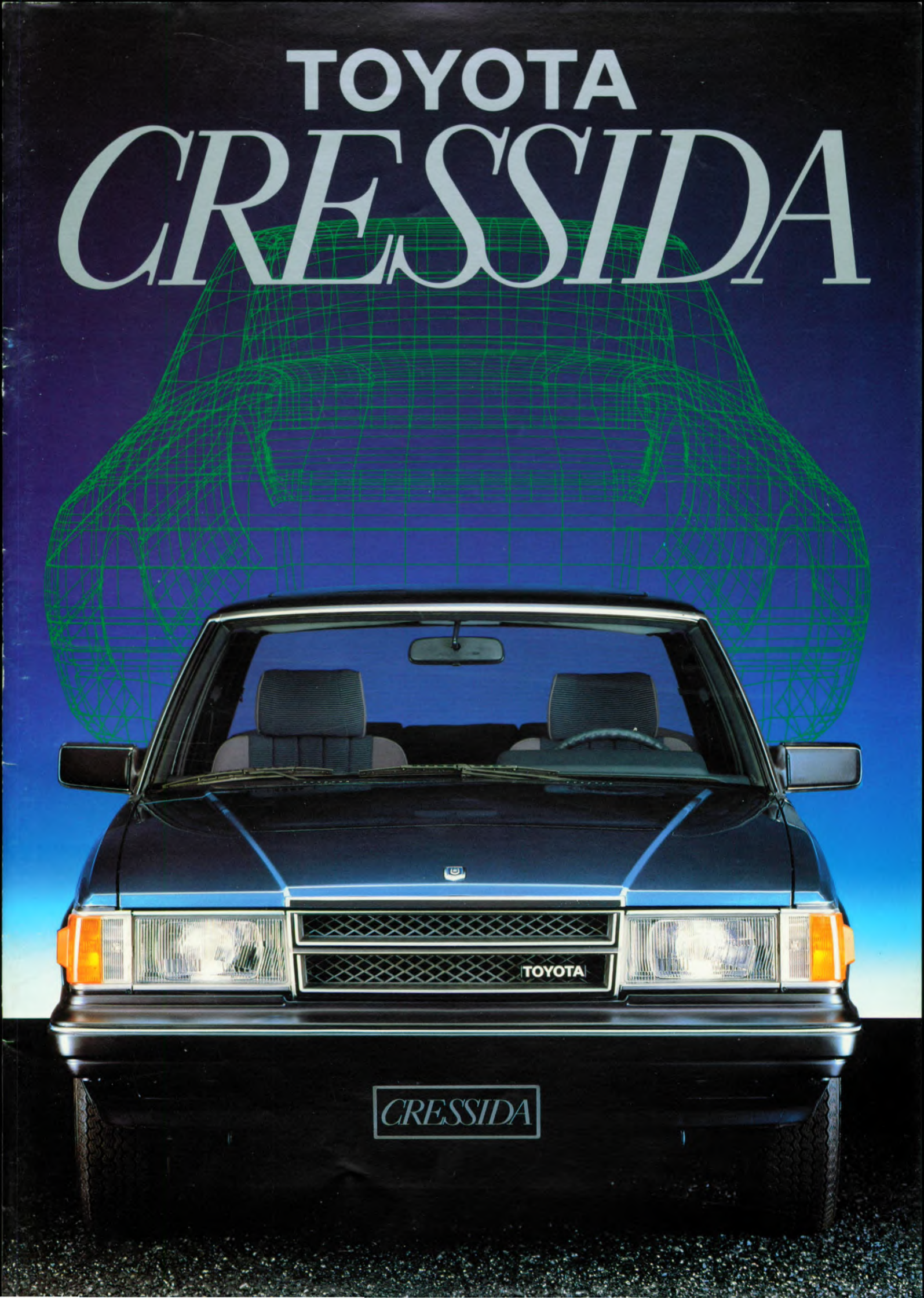
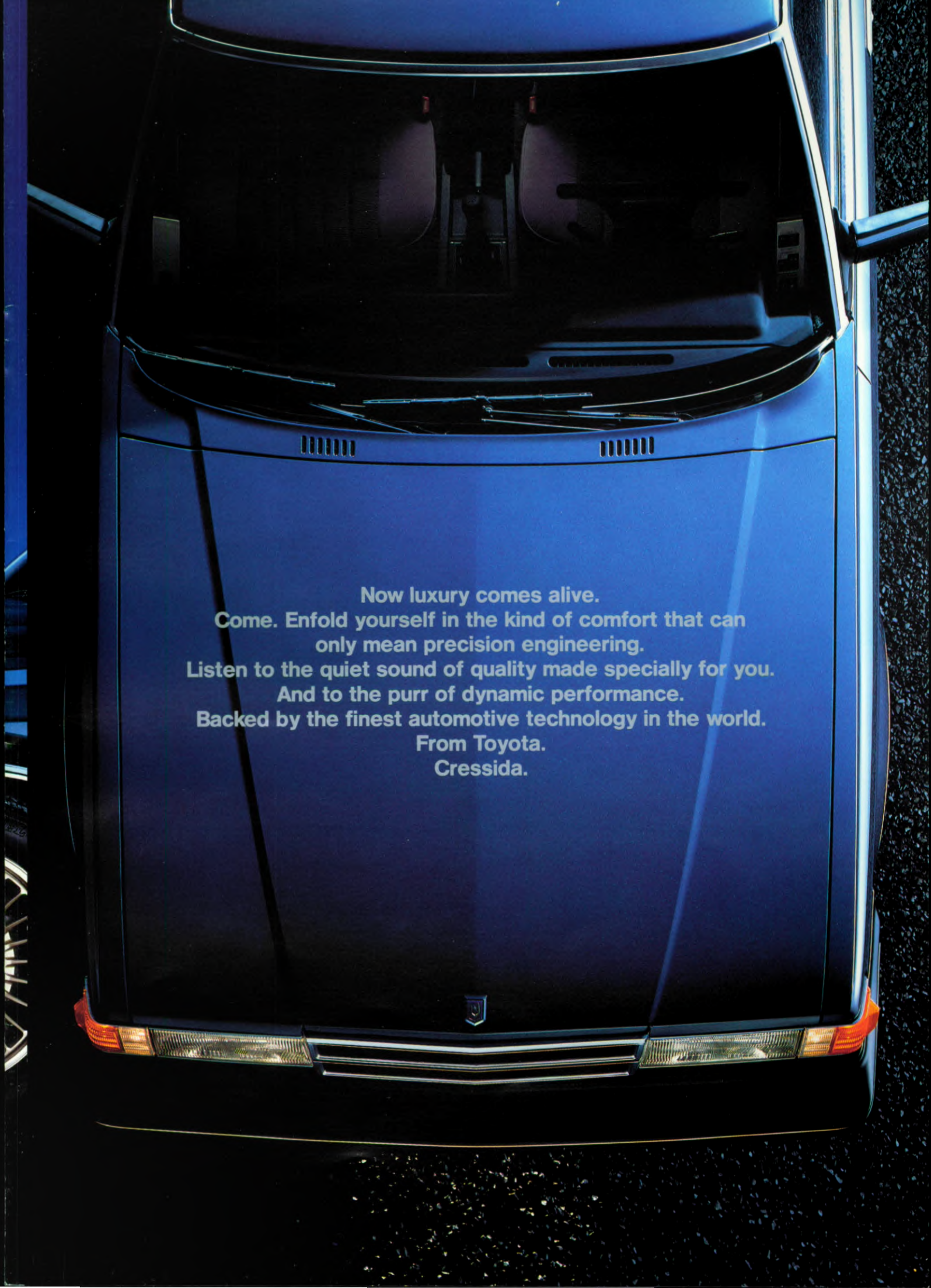
TOYOTA
CRESSIDA




TOYOTA
CRESSIDA


Now luxury comes alive.
Come. Enfold yourself in the kind of comfort that can
only mean precision engineering.
Listen to the quiet sound of quality made specially for you.
And to the purr of dynamic performance.
Backed by the finest automotive technology in the world.
From Toyota.
Cressida.


CRESSIDA
GLi-6
TOYOTA CRESSIDA
CRESSIDA
DUNLOP


GLi-6
TOYOTA CRESSIDA
CRESSIDA

Styling comes alive in the aerodynamic Cressida

A good-looking car may not be aerodynamically efficient, but an aerodynamically efficient car always looks good.

Witness Cressida.

Flowing lines speak of class and prestige. And they have low drag coefficients, too. Thanks to countless hours spent with a full-sized prototype in Toyota's mammoth wind tunnel.

Specifically, the hood is slanted sharply to enter the air stream cleanly, creating little drag. Windshield wipers ❶ are dropped down below the hood line, concealing them and taking them out of the air flow.

The rear deck is high and chopped off sharply at the tail. Both proved aerodynamically efficient. The chopped tail, especially, creates a negative lift to give better traction and promote tracking stability.

Beneath the flexible front bumper is an air-dam front spoiler that works with the air flow to keep the tyres firmly on the road. The bumpers ❷ wrap completely around, front and rear, providing an extra measure of protection. Then wide, thick side mouldings add to that protection.

Rectangular headlamps ❸ fit so precisely that nothing protrudes to disturb the smooth flow of air.

The tail lamp cluster ❹ is just as smoothly fitted as the headlamps. Plus it's extra large and highly visible to other drivers, an additional margin of safety.


❶

Even the outside rear view mirrors ❺ are designed into aerodynamically efficient covers. Nothing disturbs the slipstream.

To enhance its look of prestige even further, styled steel disks are used. They are designed to make the wheels look larger than they really are. And they lend a feeling of power to the whole image.

An optional electric sun roof ❻ enhances styling on GLi-6.

With Cressida, exquisite beauty starts at the surface and goes far beyond skin-deep.

Aerodynamics is a big part of Cressida's appeal.

But equally important is this Toyota's classic look. Styled with the sleek, handsome lines you expect from a luxury-class car.

Cressida is durable as well. Toyota-tested to increase your driving pleasure for the years to come.

And lastly, designed-in safety features that are typical of all Toyota cars.

What's more, Cressida offers an exciting array of fashionable exterior colors that will catch the attention of passenger and pedestrian alike. Inside, complementary seat fabrics enhance that luxurious look and feel.

At Toyota, advanced engineering continually creates state-of-the-art automobiles. Like Cressida. It's a fact.

❷


6


3

4


5

Available options differ according to grade and body type. Get all the details from your Toyota dealer.


(FRONT)
(REAR)

Pleasure comes alive driving Cressida

Behind the wheel of a Cressida you put yourself in the seat of power.

Everything is placed for your convenience. The atmosphere is one of genteel taste. Remarkable.

Notice the wide field of vision. And the windows are big, bright and airy.

That's because Cressida comes with a stylish and practical instrument panel. It's a fact Cressida drivers soon discover and appreciate.

Slip your hands onto the fine, two-spoke steering wheel, in full command.

Every instrument is in clear view, every control placed ready for instant operation.

With Cressida, people are most important.

Backlit instruments ❶ are readily visible at night yet don't glare to interfere with the view of the road. Instrumentation includes speedometer, tachometer (GLi-6 only), fuel gauge, warning lamp panel and all other instruments and controls vital to the operation of the vehicle.

Power steering with engine revolution sensor ❷ (GLi-6 only) increases driving ease. Power steering is optional for DLX models.

Tiltable steering wheel ❸ (standard on GLi-6) allows you to adjust the wheel to the most comfortable position. Helps reduce driving fatigue.

Stalk-mounted switches ❹ control wipers and washers, headlamps, clearance lamps, turn signals, and high/low beams.

Power windows ❺ (GLi-6 only) and other power-assisted features can all be controlled by the driver via a convenient control panel.

The outside rear view mirror ❻ is remote controlled from inside the car.

Anti-glare rear view mirror ❼ affords a good view of what's coming from behind. Plus, the console attached overhead contains high-intensity reading lights (GLi-6 only).

And that's not all. Toyota Cressida is a truly classy car, worthy of its name.


1

In Cressida's rich, resplendent interior, you'll find a long list of luxury car features that include:

A full console box with a handy storage bin for small items.

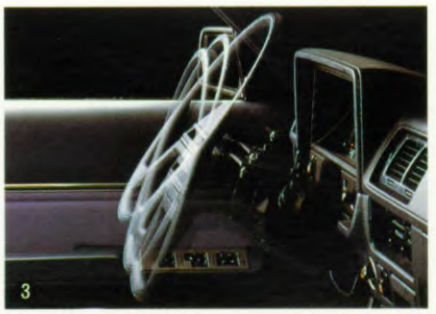
A convenient trunk opener on all Sedan Cressidas.

A personal lamp located between the sun visors to provide ample illumination for nighttime reading.

A package tray covered with needlepunch carpeting that's standard on GLi-6 Cressidas.

The leather-covered assist grips are available for front and rear.


2


3

4

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6

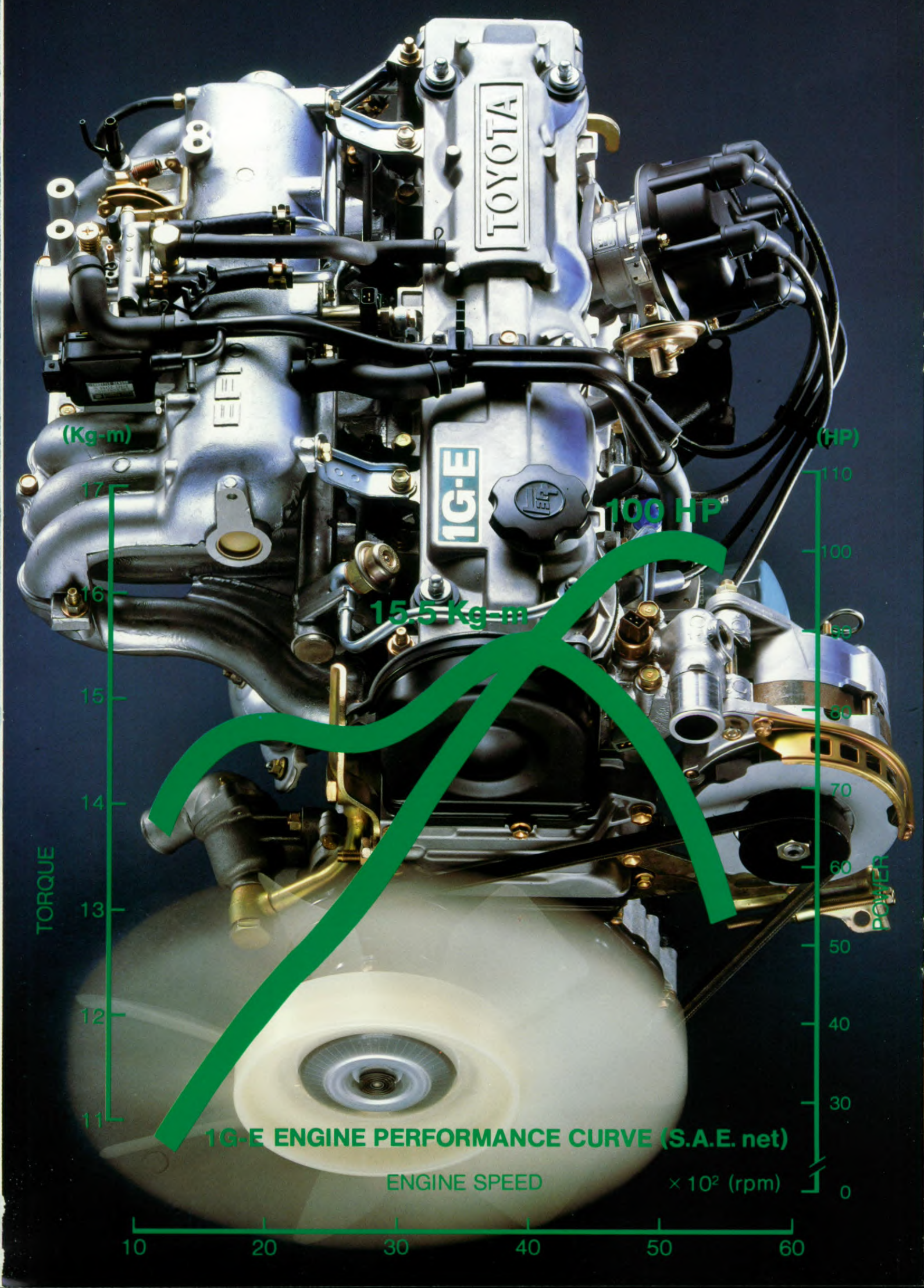

7

**Available options differ according to grade and body type. Get all the details from your Toyota dealer.*


CRESSIDA


VENT
HEAT
DEF
PUSH
BI-LEVEL
COOL
WARM

Luxury lives
inside Toyota Cressida


TOYOTA
1G-E
100 HP
15.5 Kg-m
(Kg-m)
(HP)
17
16
15
14
13
12
11
110
100
90
80
70
60
50
40
30
0
TORQUE
POWER
1G-E ENGINE PERFORMANCE CURVE (S.A.E. net)
ENGINE SPEED
× 10² (rpm)
10
20
30
40
50
60

More facts about Cressida engines

A choice of use-proven engines make Cressida one of the most reliable luxury cars on the market today.

FACT: Reliable 2-litre, 4-cylinder 21R engines give Cressida economy power.

This powerplant has proven itself over hundreds of millions of owner-driven miles. It's a 4-cylinder, aluminum-alloy engine with a long stroke for maximum top-end torque.

Cross-flow heads give the most efficient fuel combustion possible in this kind of engine.

Oil and fuel pumps are driven directly from the crankshaft for quieter, more precise operation.

This not only reduces noise but increases reliability as well.

A chain mechanism, often found on OHC engines, also works to minimize noise on the 21R engine.

The cooling system for this Toyota engine incorporates a fan coupling with temperature control. This results in lower fan noise and less power loss.

FACT: Diesel power adds economy and reliability to Cressida luxury, your choice.

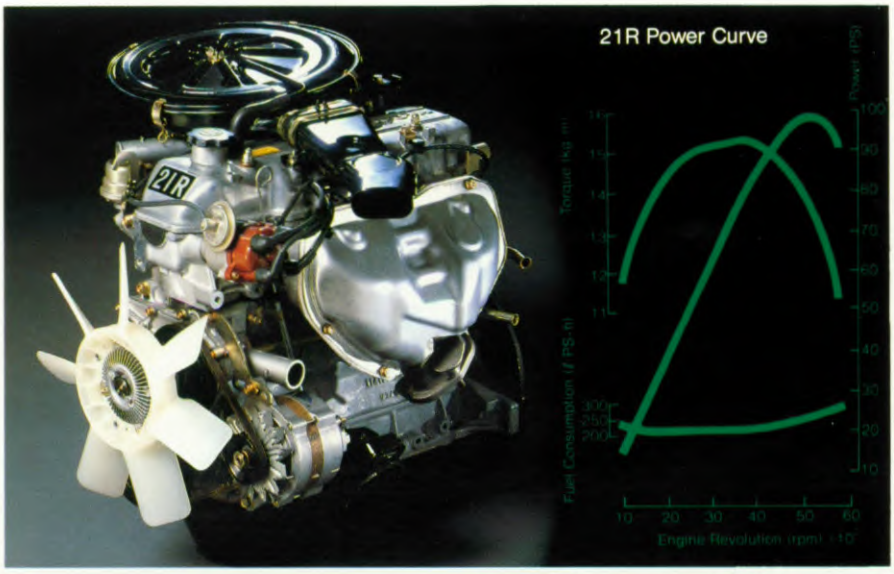
Here's a high torque, high power L-type diesel designed specifically for passenger cars. High rev and short stroke, it will give tens of thousands of miles of satisfactory performance.

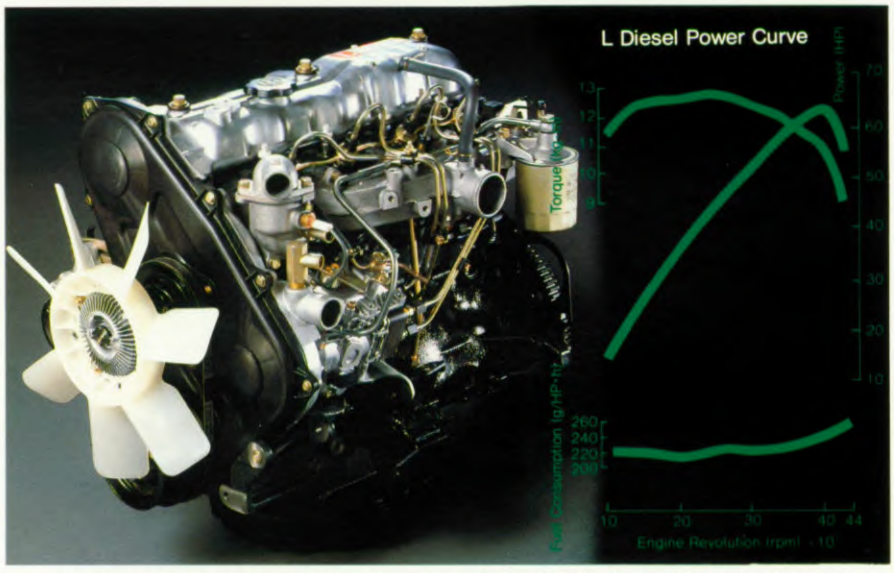
Inside, for starting and fuel efficiency, are Ricard swirl combustion chambers. The lube system is full-flow, full-filtration.

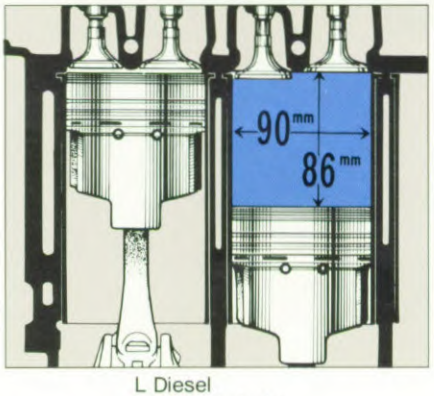
Fuel is carried to the cylinders via a compact, high-precision distribution-type injection system. Automatic cutoff stops the engine when the ignition is turned off. Fuel filter and water sedimenter prevent clogged injector nozzles, too.

This Cressida diesel will give you years of carefree driving.

FACT: Only Toyota's advanced engineering can bring you a selection of engines tried and tested, proved to the 11th degree and shown to be truly reliable.







L Diesel
Bore and stroke

In every independent test run on automotive breakdowns versus operating, Toyota invariably is at the top of the list.

Fewer Toyotas have engine trouble... or any other trouble than perhaps any automobile on the market today.

You can put your trust in Toyota automotive quality in Toyota engineering, in Toyota engines. They're built to perform, built to last. And that's a fact.

Facts about tomorrow's technology, today

Advanced technology characteristically looks ahead, beyond today's environment, to predict tomorrow's needs today.

That's what Toyota engineers did when they designed Cressida. They recognized that fuel is no longer in abundant supply. Nor are natural resources.

As a result, cars of the '80s are shrinking in size. But modern drivers still expect big performance.

Furthermore, noise reduction is also another environmental consideration.

The challenge?

To build an engine that's smaller and quieter. A contradiction for sure.

But with Toyota Cressida GLi-6 comes one of the automotive engineering coups of the decade — the 1G-E engine.

This is not just another interval combustion engine. It represents several significant advances in power engineering.

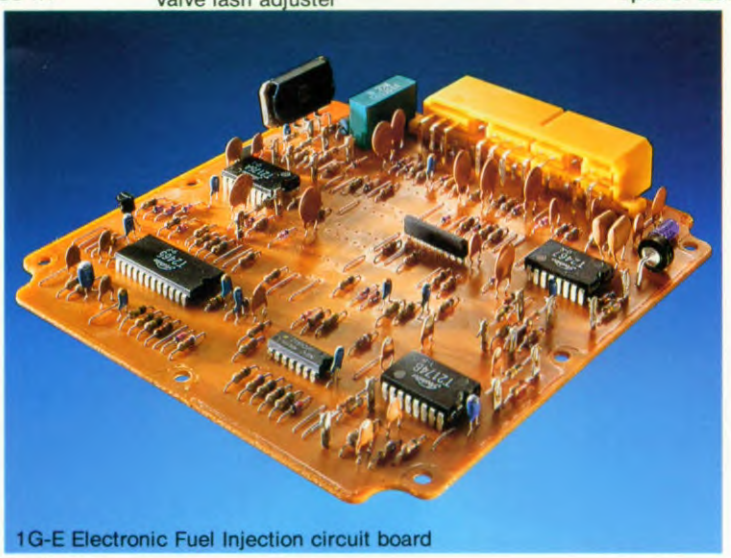
FACT: Cressida GLi-6's 6-cylinder 2-litre engine weighs a mere 156kg, including a manual transmission. It's a full 30kgs lighter than conventional engines of this size. And it develops 100HP of power and 15.5kg-m of torque, too (SAE net).

The secret is compactness. Toyota engineers took all extra length out of the block. Then the stroke was shortened to keep the height of the block to a minimum. The head is a new, lighter design.

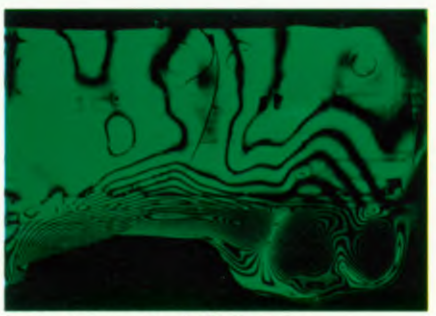
Overall weight reduction of the typically heavy crankshaft, cylinder block and cylinder head came to about 70%.

Then we saved more weight with engine accessories such as a resin air-cleaner and plastic belt cover. Both are much lighter than metal and every bit as durable.

Valve lash adjuster



1G-E Electronic Fuel Injection circuit board



Laser holograph of 1G-E engine

FACT: Cressida's fuel economy comes from aerodynamics, suspension precision and the new, lightweight 2-litre 1G-E engine.

Why is the 1G-E engine so efficient?

Because its power/weight ratio is better.

Because its combustion chambers have been designed specifically with power efficiency in mind.

Because advanced electronic ignition fires the spark precisely.

And because Toyota engineers have matched this 1G-E engine with transmission and differential systems that transfer the power from the engine to the wheels with minimum power loss.

FACT: Electronic fuel injection always keeps the ideal amount of fuel feeding.

FACT: Cressida's power/weight ratio means acceleration power to spare. Easier passing, even on long hills.

FACT: Cressida offers an amazing power/weight ratio of 9.00:1. The significant weight reduction of such parts as the pistons and connecting rods is a major reason for this.

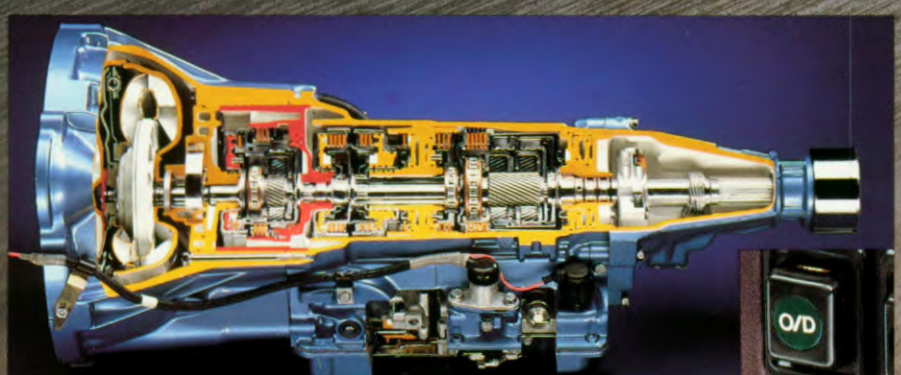
Another is the 1G-E's OHC design. It features a hydraulic valve lash adjuster and extra-rigid cam housing. Both contribute to reducing valve train noise.

Laser holography also played a role in detecting potential noise-producing spots.

FACT: Despite its compact size, the 1G-E engine is rigid and rugged.

Again, laser holography helped our engineers to quickly locate potential structural weak spots in the cylinder block.

As a result, the 1G-E's ribs, for example, were reinforced. The main bearing web was also strengthened.



FACT: Cressida offers advanced 4-speed overdrive automatic transmissions. Cressida's 4-speed automatic transmission is a Toyota innovation. And *you* control the overdrive with a switch on the dash. ON, it causes the transmission to automatically switch into overdrive at any speed over 40kmph. OFF, the transmission goes through the ordinary shifting sequence. Plus, 2-way lockup with lockup clutch cuts power loss even more.

Manual transmissions are also available in 5-speed. This fifth overdrive gear means better fuel economy.

FACT: Front MacPherson strut independent suspension and rear suspension (4-link coil for DLX and

IRS for GLi-6) smooth out Cressida's ride.

Cressida suspension is the result of decades of research and refinement. The lower kingpin offset value of the front suspension, for example, helps absorb shock normally transferred to the steering wheel as well as reducing front-wheel shake and shimmy.

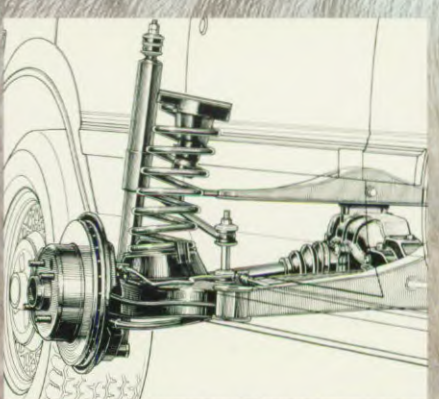
A lateral rod is part of Cressida Sedan's rear suspension design. It provides greater rigidity and results in stable driving performance.

What's more, Cressida's suspension geometries are precise. Coil springs are carefully matched. Shock absorbers do their jobs well. All part of Cressida's total engineering.

FACT: Front disc brakes are ventilated for high cooling efficiency and maximum braking effectiveness even with heavy loads.

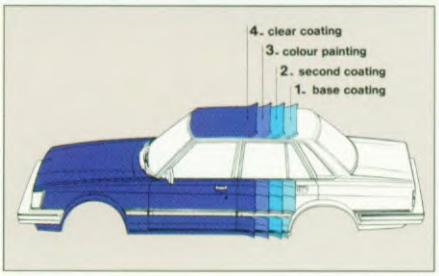
FACT: Radial tyres hold to the road better.

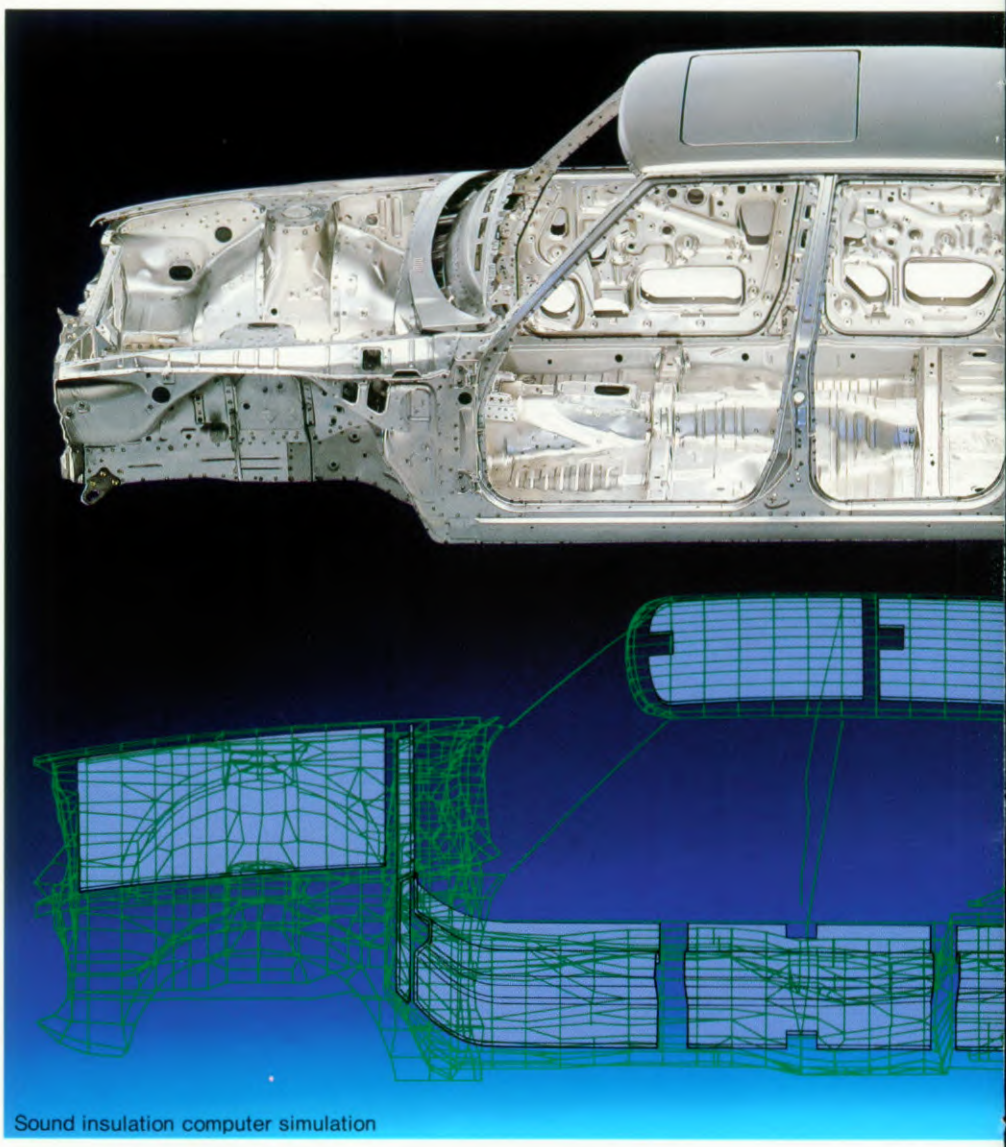
Cressida comes with 175SR14 radial tyres as standard equipment. You also have chic wheel covers as



well. 185/70HR14 radials are standard for GLi-6.

Quality construction is more than just a fact





Sound insulation computer simulation

Long before the first Cressida began to come off the assembly lines, Toyota engineers worked with parts suppliers to perfect the quality of each item to be used on this, the premium Toyota.

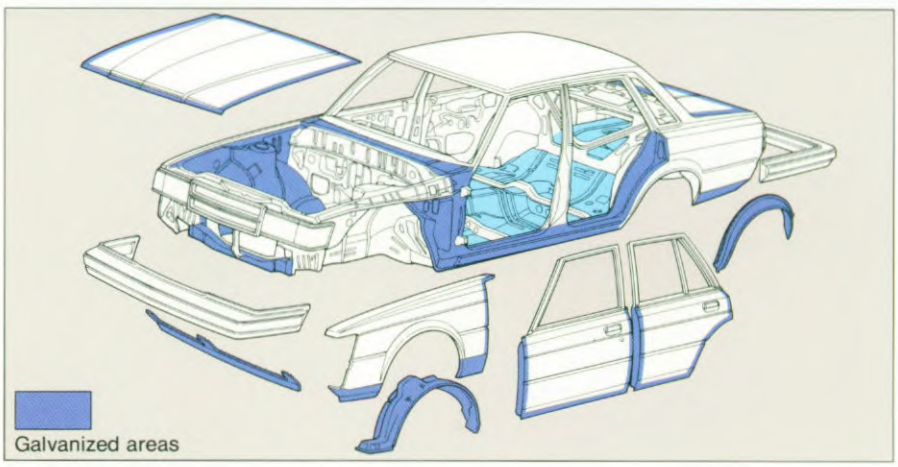
Checks and inspections are an integral part of the quality control framework. Parts are manufactured with precision machine tools that are linked to watchdog computers. If a machine should turn out a substandard part, the computer automatically shuts it down until the problem is corrected by humans.

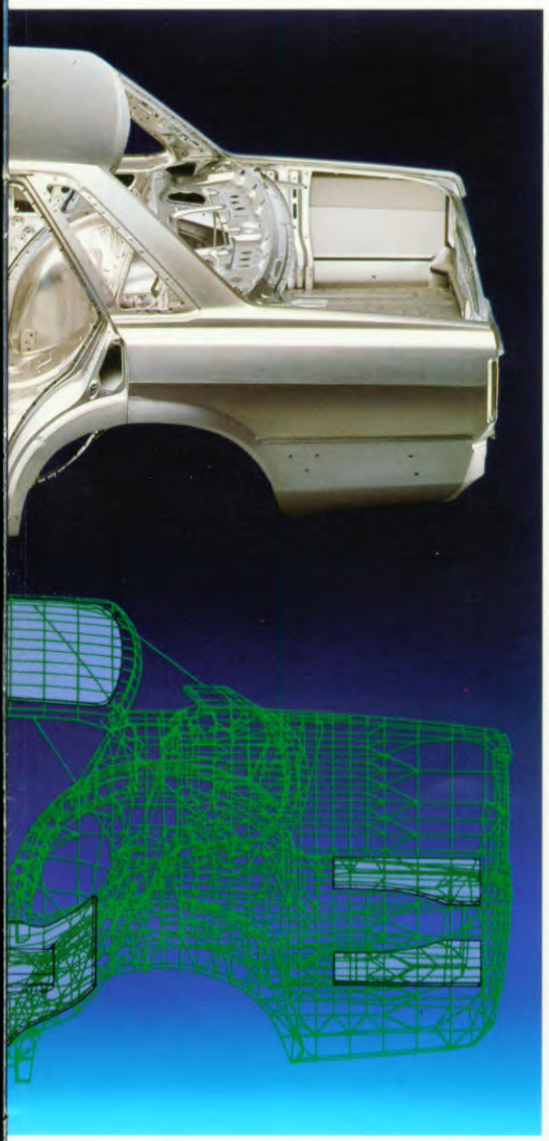
Computerized robots are very much in evidence at Toyota plants. We feel that machines should do as much of the production work as possible, freeing men to use their brains. To be creative.

Cressida is made of cold metals, futuristic plastics and tempered glass. In this fuel- and natural resource-conscious age, Cressida is a shining example of advanced Toyota engineering.

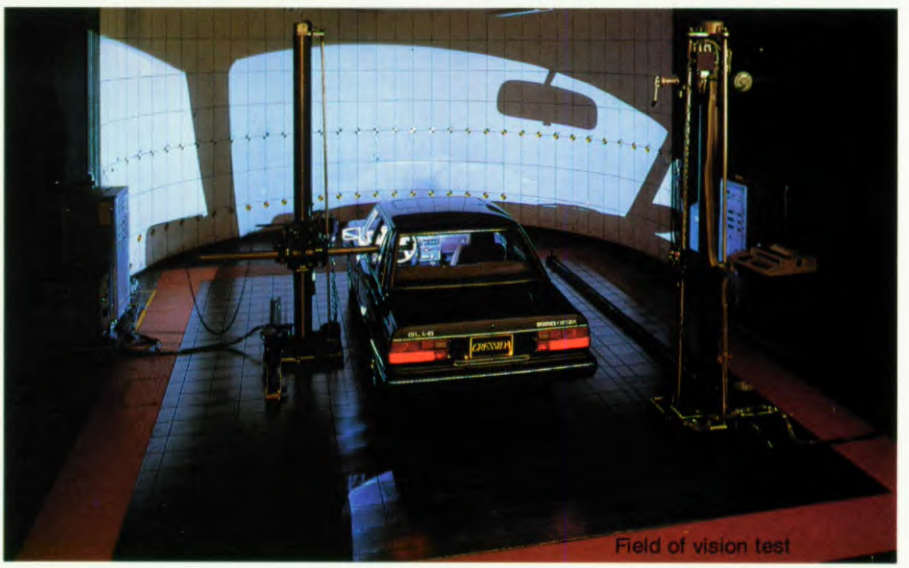
Cressida is light in weight. But its lean body is a tower of strength, thanks to fortified places such as the outer hood, outer luggage panel, outer front doors, front and rear bumpers, and door frames.

Outside, Cressida is engineered for





Noise level test


Field of vision test

aerodynamic performance. Inside, Cressida is engineered for people's riding pleasure.

Every control is within easy reach. Every seat fits. Because Toyota physiologists designed them that way. And then sampled the production to make sure the final product matched their design.

Aerodynamically speaking, Cressida is very efficient. It was engineered, designed and tested for just that purpose. In our mammoth wind tunnel.

The tests Cressida had to pass proved it one of the finest cars on the market today.

We froze it at −50°C. And then baked it at +60°C. Cressida operates reliably at either extreme. It was probed with high pressure water. There were no leaks. Salt water was used for corrosion testing. Cressida passed.

Rust is a major enemy too. So Cressida has sheets of galvanized steel in the hood, the apron, the fenders, the front and rear doors, the floor, the rocker panels, the quarter panels and the trunk lid.

Seams are sealed completely. Hem adhesive keeps moisture from creeping in to corrode inner surfaces. The whole of the car is undercoated. Twice. Tough non-chip PVC sol is the second coat.


Brake wear test

Cressida is made to last a long time. Underneath its suave exterior, this car is built Toyota tough.

SEDAN Two classy versions of Toyota Cressida.
GLi-6 for those who want vaunted Cressida luxury added to adequate performance.
DLX for those who must match luxury with a budget.


TOYOTA CRESSIDA
DX

DX


CRESSIDA

CRESSIDA

Karrosserie
Zelfdragende stalen karrosserie, kooikonstruktie, kreukelzones aan voor- en achterzijde.

Anti-roest voorzieningen
Geheel gefosfateerde karrosserie met meerdere grondlagen, aangebracht volgens het elektroforese systeem, wielkasten en bodemplaat zijn waar nodig voorzien van een beschermlaag tegen steenslag, p.v.c. afdichting van alle felsranden, ook inwendig, polyester binnenschermen in de voorste wielkasten.
Uitlaatsysteem grotendeels voorzien van een roestwerende aluminium laag.

Wielophanging
Voor: onafhankelijk volgens het Mc-Phersonsysteem met reaktiearmen en stabilisatorstang, dubbelwerkende hydraulische schokdempers.
Achter: lichte, starre as met schroefveren, vier reaktiearmen en Panhardstang. Dubbel werkende gasgevulde schokdempers.
Benzine uitvoering stabilisatorstang.

Stuurinrichting
Direkte en precieze veiligheidsstuurinrichting volgens het tandheugelsysteem.
Diesel uitvoering kogelkringloop. Aantal omwentelingen van uiterst links naar uiterst rechts 3,65. 4,6 Diesel. Draaicirkel 10,6 meter.

Remmen
Hydraulisch in voor- en achtercircuit gescheiden remsysteem, remdrukbegrenzer in het achtercircuit, inwendig geventileerde schijven voor en zelfstellende trommels achter. Vacuum rembekrachtiger. Handrem mechanisch op de achterwielen.

Transmissie
Achterwielaandrijving. Volledig gesynchroniseerde vijfversnellingsbak met direkte schakeling d.m.v. centraal geplaatste vloerpook.
Enkelvoudige droge plaatkoppeling van het diafragmatype, hydraulische overbrenging.

Banden
Tubeless staalgordel radiaalbanden in de maat 175SR14.

Elektrische installatie
Wisselstroomdynamo 12 V - 660 Watt, accu 12V/60Ah (onderhoudsarm) en 12V/70Ah bij dieseluitvoering.

Verlichting
Grote rechthoekige koplampen, parkeerlichten naast koplampunits, zijlichtnoteurs, dubbele achterlichten en twee mistachterlichten (behalve Stationwagon), interieurverlichting over vier portieren, separate verlichting in bagagecompartiment, verlichting dashboardinstrumenten, bedieningspaneel verwarming/ventilatie en dashboardkastje. Separate verlichting kontaktslot geschakeld via het voorportier.

Instrumenten
Overzichtelijk opgesteld instrumentenpaneel met o.a. snelheidsmeter, kilometerteller/dagteller, brandstofmeter en koelvloeistoftemperatuurmeter.
Quartzklok, economy-meter.
Kontrolelampjes voor: oliedruk, laadstroom, richtingaanwijzers, grootlicht, achterruitverwarming, mistachterlichten (behalve Stationwagon) handrem/remsysteem, brandstofniveau, geopende portieren.
Bij dieseluitvoering bovendien kontrolelampjes voor getande riem bovenliggende nokkenas en voorgloeien.

Stoelen en achterbank
Anatomisch gevormde tot slaapstand te verstellen voorstoelen. Verstelbare en afneembare hoofdsteunen.
Bestuurdersstoel in hoogte verstelbaar en voorzien van ingebouwde verstelbare lendesteun. Wegklapbare middenarmsteun in achterbank (behalve Stationwagon).

Verwarming en ventilatie
Ventilatie volgens het tochtvrije doorstroomprincipe, afzuiging over de volle breedte van de achterruit, behalve Stationwagon, separate toevoer van buitenlucht, separate zijruitontwaseming, naar alle richtingen te verstellen uitstroomopeningen in het midden en aan de uiteinden van het dashboard.
Bi-level instelling voor koelere bovenluchtstroom t.o.v. de luchtstroom in het onderste gedeelte van het interieur en re-circulatiestand. 4-Snelheden aanjager.

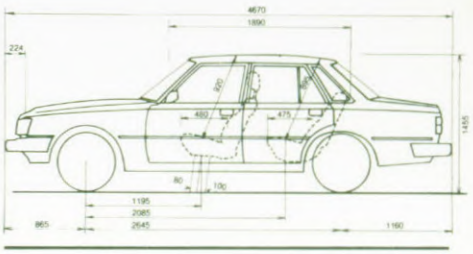
Uitrusting ondermeer
Brede vervormbare kunststof bumpers, grote rechthoekige koplampen, zijlichtnoteurs, matzwarte ruitewissers, kunststof flankbescherming, linker buitenspiegel van binnenuit verstelbaar, Stationwagon tevens rechterbuitenspiegel (niet van binnenuit verstelbaar), staalgordel radiaalbanden in de maat 175SR14, spoiler aan de voorzijde, roestvrijstalen sierlijsten langs o.a. voor- en achterruit, dakgoten en zijramen, zonwerend glas, tankdop achter afsluitbare klep, achteruit-rijlampen, mistachterlichten, sleepogen voor en achter, uitgebreide gereedschapset.
Luxe stoffen bekleding, luxe vloertapijt, in twee richtingen verstelbare en afneembare hoofdsteunen, wegklapbare middenarmsteun in achterbank (behalve Stationwagon), armsteunen op portieren, handgrepen voor passagiers, volledig te verstellen stoelen, leuningen tot slaapstand instelbaar, bestuurdersstoel in hoogte verstelbaar en met ingebouwde verstelbare lendesteun, afsluitbaar en verlicht dashboardkastje, kaartentassen in leuningen, pakjesplank, opbergvak op voorportieren, middenconsole, aansteker, asbakken voor en achter, binnenspiegel met dag/nachtstand, 2-snelheden ruitewissers, intervalschakeling, elektrische ruitensproeiers, knipperlicht installatie, tipkontakt, richtingaanwijzers, achterruitverwarming, verlichting kontaktslot, regelbare dashboardverlichting.

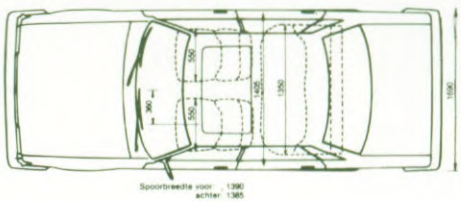
Motoren	Benzine	Diesel
4 Cilinders in lijn	x	x
Lichtmetalen cilinderkop	x	x
Bovenliggende nokkenas	x	x
Inhoud	1972 cm^3	2188 cm^3
Compressieverhouding	9:1	21,5:1
Max. vermogen DIN bij	77 kW, 105 pk	49 kW, 66 pk
toeren per min.	5200	4200
Max. koppel DIN bij	157 Nm, 16,0 mkg	130 Nm 13,3 mkg
toeren per min.	3600	2600
Brandstofvoorziening	1 register carburateur met aut. choke	roterende brandstofpomp (Bosch licentie)
Geïntegreerde oliekoeler	—	x
Soort brandstof	super benzine	dieselolie

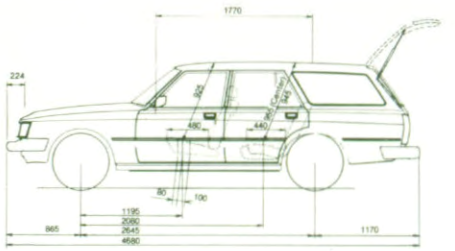
Overbrengingsverhoudingen	Benzine	Diesel
Eindreductie	3,909	3,909
1e Versnelling	3,567	3,567
2e Versnelling	2,056	2,056
3e Versnelling	1,385	1,385
4e Versnelling	1,000	1,000
5e Versnelling	0,850	0,850
Achteruit	4,092	4,092

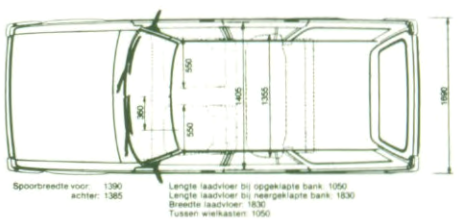
Prestaties	Benzine	Diesel
Topsnelheid	175 km/u	150 km/u
Acceleratie 0-100 km/u	12,7 sec.	20,8 sec.

Brandstofverbruik (liters 100 km)	Benzine	Stationw. Benzine	Diesel	Stationw. Diesel
ECE 90 km/u	7,6	7,9	6,7	6,7
ECE 120 km/u	10,0	10,2	9,2	9,2
ECE stadsverkeer	12,2	12,2	9,4	9,4









Gewichten

Cressida 2.0 4-drs DX	1075 kg
Cressida 2.2 4-drs DX Diesel	1225 kg
Cressida 2.0 5-drs Stationwagon DX	1085 kg
Cressida 2.2 5 drs Stationwagon DX Diesel	1245 kg
Max. toelaatbaar totaalgewicht	1610 kg
Diesel	1690 kg
Stationwagon	1700 kg
Stationwagon Diesel	1775 kg
Max. aanhangergew.	1200 kg geremd
Max. kogeldruk	75 kg
Max. daklast	100 kg

Inhouden

Brandstoftank: 65 liter

Motorcarter: 4,3 liter incl. filter (benzine) 5,8 liter incl. filter (Diesel)

00050-00401

Importeur voor Nederland
Louwman & Parqui B.V.
Steurweg 8
4941 VR Raamsdonksveer
Telefoon 01621-85900

TOYOTA Louwman & Parqui

SPECIFICATIONS			SEDAN		WAGON	DIESEL SEDAN	DIESEL WAGON
			GLi-6	DLX	DLX	DLX	DLX
DIMENSIONS & WEIGHTS							
Overall length		mm.	4670		4680	4670	4680
Overall width		mm.	1690				
Overall height		mm.	1445		1475	1445	1475
Wheelbase		mm.	2645				
Tread	Front	mm.	1390	1375			
	Rear	mm.	1385	1370			
Ground clearance		mm.	175 (*1170)				
Kerb weight (5-speed manual)		kg.	1160	1075	1085	1135	*21145
Gross vehicle weight		kg.	1700		1700	1690	1775
ENGINES							
Type			6-cyl. in-line OHC	4-cyl. in-line OHC			
Bore & stroke		mm.	75×75	84×89		90×86	
Piston displacement		cc.	1988	1972		2188	
Compression ratio		to 1	9.2	9.0		21.5	
Max. horsepower (DIN)		PS/rpm	100HP/5000rpm (SAE net)	99/5200		64HP/4200rpm (SAE net)	
Max. torque (DIN)		kg-m/rpm	15.5/4000(SAE net)	15.2/3600		12.7/2600 (SAE net)	
Fuel system			Electronic fuel injection	Down-draft 2-barrel single carburetor		Distribution type fuel injection	
Fuel tank capacity		litre	65				
CHASSIS							
Clutch			Single dry plate with diaphragm spring (Manual transmission)				
Transmission	5-speed floor		1st, 3.567; 2nd, 2.056; 3rd, 1.385; 4th, 1.000; 5th, 0.850; Reverse, 4.092 (Diesel Sedan only) 1st, 3.286; 2nd, 1.894; 3rd, 1.276; 4th, 1.000; 5th, 0.861; Reverse, 3.796 (GLi-6)				
	4-speed automatic		Low, 2.450; 2nd, 1.450; Drive, 1.000; Overdrive, 0.688; Reverse, 2.222 (Sedan & Diesel Wagon models)				
Final reduction gear ratio		to 1	Manual transmission: 3.909; Automatic transmission: 4.100 (DLX); 3.909 (GLi-6)				
Suspension	Front		MacPherson strut with stabilizer bar (Stabilizer bar is available for Sedan models only)				
	Rear		IRS 4-link coil springs (Stabilizer bar is standard on Gasoline engine model)				
Steering	Type		Power steering with engine revolution sensor	Recirculation ball			
	Gear ratio		16.45	19～22.5 to 1		21～24 to 1	
Min. turning radius (tyre)		m.	5.3				
Brakes		Front/Rear	Discs/drums with tandem master cylinders and booster				
Tyres			185/70HR14	175SR14	175SR14	175SR14	175SR14

*1: With 185/70HR14 radial tyres
*2: 4-speed automatic model

- Toyota Motor Corporation reserves the right to alter prices and any details of specifications and equipment without notice. Details of specifications and equipment are also subject to change to suit local conditions and requirements. Please inquire at your local dealer for details of any such changes that might be required for your area.
- Note: Vehicle body colour might differ slightly from the printed photos in this catalogue.

TOYOTA

TOYOTA MOTOR CORPORATION

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