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Toyota soarer manual transmission

Menu Forums Menu Personal luxury car/grand tourer made by Toyota This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Find sources: "Toyota Soarer" – news · newspapers · books · scholar · JSTOR (April 2019) (Learn how and when to remove this template message)Motor vehicle Toyota Soarer1988 Toyota Soarer 2.0GT Twin Turbo (GZ20)OverviewManufacturerToyotaAlso calledLexus SC (1991–2010)ProductionFebruary 1981 – July 2005 (the succeeding SC nameplate continued production until July 2010)AssemblyJapan:Tahara, Aichi (Tahara plant, February 1981 – February 1991)[1]Toyota City, Aichi (Motomachi plant, April 1991 – April 1997)[2]Susono, Shizuoka (Higashi Fuji plant, commenced March 1989)[3][clarification needed]Body and chassisClassGrand tourerPersonal luxury carLayoutFront-engine, rear-wheel-driveChronologyPredecessorToyota Mark II coupé (X30/X40)Toyota Crown coupé (S110)SuccessorLexus SC 430 (Japan, 2005)Lexus LC (V8 Engine) The Toyota Soarer (Japanese: トヨタ・ソアラ, Hepburn: Toyota Soara) is a personal luxury GT coupé produced from 1981 to 2005 by Toyota and sold in Japan. It was available at both Japanese Toyota dealerships called Toyota Store and Toyopet Store, and it debuted with the Z10 series, replacing the Toyopet Store exclusive Mark II coupé, and the Toyota Store exclusive Crown coupé.
In 1986, the Z20 series Soarer was launched, based on the then new A70 series Supra platform.



In 1991, the Z30 series Soarer premiered in Japan, while its Lexus equivalent, the SC 300/400 debuted in the US market. While externally identical to the SC, the Z30 series Soarer lineup offered different powertrain specifications and multiple unique vehicle configurations. In 2001, Toyota introduced a convertible-only successor in Japan as the Z40 series Soarer and elsewhere as the SC 430. In contrast to previous series, the Z40 series Soarer and SC were based on a single model and were largely equivalent. In 2005, following the introduction of Lexus in Japan, the Soarer name and emblem were discontinued, and the Z40 model became the SC 430 in common with worldwide markets. In its home market, the Soarer was a competitor to the Nissan Leopard and Mazda Cosmo coupes, and served as Toyota's "halo car", introducing new technologies before they were installed on other Toyota products. All versions of the Soarer featured a unique winged lion emblem (often mistakenly called a Griffin) as the logo throughout the vehicle. Soarer logo First generation (Z10; 1981) Motor vehicle First generation (Z10)OverviewProduction1981–1985Body and chassisBody style2-door coupéPowertrainEngine2.0 L 1G-EU I62.0 L 1G-GEU I62.0 L M-TEU I62.8 L 5M-GEU I63.0 L 6M-GEU I6Transmission5-speed manual4-speed automaticDimensionsWheelbase2,660 mm (104.7 in)Length4,655 mm (183.3 in)Width1,695 mm (66.7 in)Height1,360 mm (53.5 in)Curb weight1,310 kg (2,888 lb) 1984 Toyota Soarer 2.0GT (GZ10) The Soarer made its first appearance at the 1980 Osaka International Motor Show with the name "EX-8". The Z10 series Toyota Soarer was produced from February 1981 to December 1985, with 2.0L, 2.8L or 3.0L DOHC I-6 variants. At its introduction in 1981, it won the Car of the Year Japan Award.
The first-generation Soarer debuted with a rear-wheel-drive configuration[4] based on the A60 Supra. It boasted numerous technological items, such as a touchscreen computer-controlled air conditioning climate control (Electro Multi Vision Display, on all models except the base models which featured standard fan/heater controls), digital speed and tachometer display using LEDs (that were differentiated between models), among other electronic features. Due to the compliance of Japanese external dimension and engine displacement regulations, the first-generation models were classified as "compacts", which gave Japanese buyers tax saving advantages. The suspension utilized MacPherson struts for the front, with a trailing arm type IRS (independent rear suspension), labelled with Toyota's branding PEGASUS (Precision Engineered Geometrically Advanced SUSpension).
The vehicle also came with self-diagnosis maintenance reminders. There were a number of different engines available. GZ10=1G-EU, 1G-GEU MZ10=M-TEU MZ11=5M-GEU MZ12=6M-GEU Early M-TEU powered MZ10 models were different in some regards to later MZ10s. tabumotavixosifo.pdf Some of the difference are listed below. Later MZ10 models had a water-to-air intercooler Later MZ10 models had an oil-and-water-cooled turbo (as opposed to the oil-cooled-only turbo in the early MZ10s) The MZ12 model was equipped with the following features: ABS Cruise Control 7-way adjustable (driver only) leather seats First Toyota automobile with Toyota Electronic Modulated Suspension (TEMS) (1983)[5] Digital Automatic climate control Audible warning messages Electro Multi Vision Display (CRT display) (1985)[6] Second generation (Z20; 1986) Motor vehicle Second generation (Z20)OverviewProductionJanuary 1986 – April 1991Body and chassisBody style2-door coupé (GZ20, MZ20)2-door convertible (MZ20 Aerocabin)RelatedToyota Supra (A70)PowertrainEngine2.0 L 1G-E I62.0 L 1G-GE I62.0 L 1G-FE I62.0 L 1G-GTE twin-turbocharged I63.0 L 7M-GTE turbocharged I6Transmission5-speed R154 manual (7M-GTE)5-speed W57/W58 manual (1G-GE/GTE)4-speed A340E automaticDimensionsWheelbase2,670 mm (105.1 in)Length4,675 mm (184.1 in)Width1,725 mm (67.9 in) (3.0L engine) 1,690 mm (66.5 in)Height1,335 mm (52.6 in)Curb weight1,300–1,520 kg (2,866–3,351 lb) 1988–1991 Toyota Soarer coupé Toyota Soarer AeroCabin The Z20 series Toyota Soarer was produced from January 1986 to April 1991, and was available in several variants. The styling of the second-generation Soarer is similar of that of the X80 series Cressida, Mark II, Chaser and Cresta.[4] The Soarer shared its platform with the newly introduced A70 series Supra. The Z20 Soarer introduced a vehicle information display system with Electro Multi Vision and visual information cassettes.[7] In 1986, the Toyota Soarer introduced a world first electronically controlled (Toyota Electronic Modulated Suspension), semi-active full air suspension (spring constant, variable attenuation force).[5] In 1988, TOM'S released a limited model package named the C5. The 7M-GTE in the Tom's C5 Soarer saw the power upgrades similar to those seen in the Turbo-A Supra of the same year. In April 1989, a limited 500 unit variant called the Aerocabin was introduced. This came with only 2 seats and an electric folding roof. The Aerocabin came with the same specs as the GT-Limited and were only available with the 7M-GTE engine, 4-speed automatic transmission, tan leather interior and pearlescent paint. In 1988 the Soarer Z20 was given a facelift. 90418295978.pdf The grill and rear taillights were redesigned and minor interior changes were made (climate control, dash).
Other than that engines were improved: 1G-GTEU 180 -> 157 kW (213 PS; 211 hp) 7M-GTEU 230 -> 179 kW (243 PS; 240 hp) Unlike the A70 Supra, the 2.5 L twin turbo 1JZ-GTE was not made available for the Z20 Soarer. However, all models built from May 1989 including the Aerocabin did have a revised crossmember. model code chassis code grade year engine transmission weight (kg) turbo notes GZ20 HCMEE 2.0 VZ 1986.1-1987.12 1G-EU W57 5-speed M/T 1300 N/A 87.1- +10 kg HCPEE A42DL 4-speed A/T 1310 HCMGE 2.0 VX 1986.1-1988.12 W57 5-speed M/T 1320 88.1- +20 kg HCPGE A42DE 4-speed A/T 1330 HCMGK 1989.1-1991.4 1G-FE W57 5-speed M/T 1350 ESC HCPGK A42DE 4-speed A/T 1360 HCMVF 2.0 GT 1986.1-1991.4 1G-GEU W55 5-speed M/T 1330 87.1- +10 kg, 88.1- +30 kg and ESC HCPVF A42DE 4-speed A/T 1340 89.1- A340E 4-speed A/T HCMVZ 2.0 GT-TWIN TURBO 1G-GTE W57 5-speed M/T 1400 Twin CT-12 87.1- +10 kg and ESC, 88.1- +20 kg 88.1- W58 5-speed M/T HCPVZ A340E 4-speed A/T 1420 HCMZZ 2.0 GT-TWIN TURBO L 1988.1-1991.4 W58 5-speed M/T 1430 ESC HCPZZ A340E 4-speed A/T 1450 MZ20 HCMZZ 3.0 GT 1987.1-1991.4 7M-GTE R154 5-speed M/T 1490 CT-26 87.1- +20 kg, 88.1-+ 20 kg, 89.1- +10 kg HCPVZ 1986.1-1991.4 A340E 4-speed A/T 1470 HJPVZ 3.0 GT AEROCABIN 1989.4 A340E 4-speed A/T 1610 Limited run of 500 units HCMZZ 3.0 GT LIMITED 1987.1-1991.4 R154 5-speed M/T 1520 87.1- +20 kg 88.1- +10 kg HCPZZ 1986.1-1991.4 A340E 4-speed A/T 1500 MZ21 HCMZZ 1987.1-1991.4 R154 5-speed M/T 1520 Air suspension HCPZZ 1986.1-1991.4 A340E 4-speed A/T 1520 ESC (optional) = +10 kg, Sunroof (optional on all models except the aerocabin)= +20 kg Third generation (Z30; 1991) Motor vehicle Third generation (Z30)Toyota Soarer (Z30)OverviewAlso calledLexus SC (Z30)Production1991–2000DesignerErwin Lui and Denis Campbell (1988–1989)Body and chassisBody style2-door coupéRelatedToyota Supra (A80)PowertrainEngine2.5 L 1JZ-GTE I6 turbocharged / twin-turbocharged (JZZ30)3.0 L 2JZ-GE I6 (JZZ31)4.0 L 1UZ-FE V8 (UZZ30/31/32)Transmission5-speed manual (JZZ30 only)4-speed automatic5-speed A650E automatic (UZZ only)DimensionsWheelbase2,690 mm (105.9 in)Length4,860–4,890 mm (191.3–192.5 in)Width1,790–1,800 mm (70.5–70.9 in)Height1,330–1,350 mm (52.4–53.1 in)Curb weight1,540–1,730 kg (3,395–3,814 lb) Further information: Lexus SC (Z30) In 1987, following the design freeze of Lexus division's flagship UCF10 LS 400 (Celsior) sedan due in 1989, Toyota commissioned its California design studio Calty to develop a new luxury coupe. In mid 1991, the vehicle designed by the studio debuted in the U.S. as the Lexus SC 300/400.



That same year, Toyota debuted the third-generation Z30 series Soarer in Japan, replacing the Z20 series. The Z30 series Soarer shared the body and key components with the Lexus SC, with different interior features, powertrain configurations, and enhanced performance. grammaire progressive du francais b2 pdf Interior The new Soarer continued some of the features of earlier models, such as digital dashboard instrumentation and integrated car systems control via the in-dash EMV touchscreen. It was also one of the first cars in the world to feature a factory GPS automotive navigation system via CD-ROM. This generation of the Soarer was considered an expensive and extravagant luxury car in Japan. It was longer and wider than a Crown, while comfortably accommodating two passengers, with only modest space available for rear seat passengers. xifajonoxona.pdf It did not comply with Japanese Government dimension regulations which made buyers liable for yearly taxes due to its size. The larger engines also obliged Japanese buyers to pay more annual road tax. From launch in 1991 until 2000 all models were available with a 4-speed automatic transmission. In addition, the sportier JZZ30 Soarer could be had with a 5-speed manual transmission. harlene anderson pdf books online download english All models were available with a Torsen torque-sensing differential. Unlike their US Lexus equivalents, the Z30-series Soarer lineup never received a 5-speed automatic, and only the six-cylinder versions received variable valve timing (VVTi) engines, in 1996. Styling-wise, the Soarer received only minor changes during its 9-year production run, mostly external.
External changes were shared with the U.S Lexus models. Changes were: Series 1, May 1991 - December 1993: original body and style. From May 1992 Series 1 received an update with heated seats and exterior temperature display. Series 2, January 1994 - August 1996: new front bumper with one-piece lower grille, fog lights replace cornering lights, new tail lights. Series 3, August 1996 - December 2000: new front bumper with upper grille, oval fog lights, new tail lights, longer rear bumper, standard side skirts, elevated rear spoiler, body stripe. Starting in 1997, the Soarer was used as a high speed patrol car in multiple Japanese prefectures, using the 2.5GT trim with a 5-speed manual transmission.[citation needed] Z30 series Soarer models Model Year Engine Power (kW) Torque (Nm) Turbo Transmissions Notes JZZ30 1991-1996 1JZ-GTE (2.5 L I6) 280 PS (206 kW; 276 hp) 363 N·m (268 lb·ft) twin parallel manual (R154), auto 1997–2000 1JZ-GTE (2.5 L I6), VVT-i 378 N·m (279 lb·ft) single manual (R154), auto JZZ31 1994-1996 2JZ-GE (3.0 L I6) 225 PS (165 kW; 222 hp) 285 N·m (210 lb·ft) none auto equivalent to Lexus SC300 1997–2000 2JZ-GE (3.0 L I6), VVT-i 230 PS; 169 kW; 227 hp 304 N·m (224 lb·ft) none auto equivalent to Lexus SC300 UZZ30 1991-1993 1UZ-FE (4.0 V8) 266 PS; 196 kW; 263 hp 353 N·m (260 lb·ft) none auto equivalent to Lexus SC400 UZZ31 1991-1997 1UZ-FE (4.0 V8) 260–265 PS; 191–195 kW; 256–261 hp 353–363 N·m (260–268 lb·ft) none auto airbag suspension, "EMV" TV/touchscreen system UZZ32 1991-1996 1UZ-FE (4.0 V8) auto active suspension, four-wheel steering, "EMV" TV/touchscreen system JZZ30 Soarer JZZ30 Toyota Soarer, third generation (1996-2000) The JZZ30 was the only model sold continuously from the introduction of the 30 series in 1991 until production ceased in 2000. As the sportiest model in the range it was also the only one available with a R154 manual transmission. Like other models in the range there were two different equipment grades available, the base GT-T and the better-equipped GT-TL which added electric seats, wood trim, cruise control and Toyota's TEMS electronic damper adjustment to the list of standard features. The JZZ30 was powered by the 2.5-litre 1JZ-GTE turbocharged engine. Initially featuring two identical small turbos running together (unlike the sequential twin turbo systems of the Supra and Mazda RX-7, for example), it was officially rated at 208 kW (283 PS; 279 hp) and 363 N·m (268 lb·ft) of torque at 4,800 rpm. This was in keeping with the Japanese Manufacturers' advertised power limit agreement, however real-world power outputs were somewhat higher. In August 1996, the engine received Toyota's variable valve timing system (VVTi) and in conjunction with a single, more efficient turbocharger, produced much better high and mid-range torque and better fuel economy. Official power output remained limited to 280 PS, although torque was now 378 N·m (279 lb·ft) at 2,400 rpm. JZZ31 Soarer While the Lexus SC300 was available from the start of the new series' US introduction in 1991, the equivalent Japan-market Soarer model — the JZZ31 — was not introduced until 1994, where it was marketed as the "new base model" Soarer. 1994 also saw the introduction of the new black interior colour scheme which replaced the grey colour scheme used in blue, red, and black external colour cars until the end of 1993. The JZZ31 was the only one of the two JZZ models to feature manually adjustable black leather seats. The black interior scheme became the prominent interior scheme for all Japanese Soarers by the end of production. The JZZ31 was powered by the 3-litre 2JZ-GE engine, which initially was rated at 165 kW (224 PS; 221 hp) at 5,800 rpm and 285 N·m (210 lb·ft) of torque at 4,800 rpm. Like the JZZ30 the engine also received Toyota's VVTi system in 1997 which increased output to 169 kW (230 PS; 227 hp) at 6,000 rpm and 304 N·m (224 lb·ft) at 4,000 rpm while simultaneously improving fuel economy. While the increasing cost and slowing sales of the V8 models in the mid-to-late 1990s led to their discontinuation, the six-cylinder JZZ31 and JZZ30 were to remain in production until the Z30 series was replaced by the Z40 series in 2001. UZZ30 Soarer The UZZ30 was introduced in Japan as the 'base' model of the V8 powered 30 series lineup. Fitted with the same 4.0-litre quad-cam V8 as the UZZ31/32, it benefited in the performance stakes due to its considerably lighter weight.
The UZZ30 used a standard Tokico coilover suspension setup, basic stereo system, manual steering column, and very few electronic aids. While the UZZ31 and UZZ32 models had electrically adjusted heated leather seats with memory, those in the UZZ30 were upholstered in velour and had no heating or memory. xunurodojujepafozebekub.pdf The UZZ30 also came without sunroof or rear wiper. As the car was substantially lighter due to the exclusion of all the luxury amenities, it was a considered a driver's car, with good power, handling and braking.[citation needed] The UZZ30 series Soarer was used as the base vehicle for the Lexus SC400 (model code UZZ30) exported to the United States, although to satisfy U.S. requirements, a comprehensive range of luxury options was offered, including some features of the UZZ31, such as seat memory position, traction control, sunroof, sun visors with courtesy light and electronic steering position adjustment. Local Japanese Soarers had an electronic dashboard which used an integral mirror to display the instruments holographically.
This design was never offered on a USA spec model. Those cars came with a standard dash layout of round dials and lit needles similar to the LS400 Lexus sedan. Whereas the left hand drive version of UZZ30 was made throughout the entire 9-year production run, the right hand drive version was made from 1991 until 1993. UZZ31 Soarer "Limited" UZZ31 Toyota Soarer (Australia) The UZZ31 and UZZ32 Soarers were the luxury GT versions of the range, with more features and equipment than the UZZ30 and the 6-cylinder models, and even the U.S market Lexus SC300/400. The EMV (Electro Multi Vision) touchscreen system which was pioneered in the Z10 and Z20 Soarers was again available and provided a screen with television, GPS navigation, diagnostics, car computer, reversing camera and touch control of all functions of the climate control and audio system. 96836375257.pdf The latter was highly sophisticated, with balanced-signal digital signal processing, 12-disc CD stacker and 7 speakers with subwoofer. All three V8 models were powered by Toyota's acclaimed 1UZ-FE quad-cam all-alloy 4-litre V8. While rated at marginally less power and torque than the turbocharged JZZ30 counterpart (191 kW (260 PS; 256 hp) at 5,400 rpm, 353 N·m (260 lb·ft) at 4,600 rpm) the V8, called the 4.0GT-L was renowned for its smoothness and refinement. fudisuzujarimo.pdf Although receiving a minor update in 1995 which improved responsiveness and bumped outputs to 195 kW (265 PS; 261 hp) 363 N·m (268 lb·ft), production of the V8-equipped Soarers ended before the powerplant received VVTi which substantially increased outputs in the Lexus SC400 and other models.

The UZZ31 featured a driver-adjustable air suspension system that had two settings for both ride height and damper stiffness. 52099130032.pdf The high-pressure air was provided by an electric pump mounted at the front of the car. Also featured on the UZZ31 series were a host of electronic features including automatic headlights (shared also with the UZZ30), speed-sensitive wipers, electric-controlled 2-position memory seats with heated feature as an additional factory option, electronically adjustable steering column with memory, optional reversing camera, cabin air purifying system (also shared with the JZZ31 from 1994), touch screen TV with 12-stack CD player, touch screen SatNav, and a full onboard computer diagnostic system which would output to the TV display unit. Like the JZZ30, the UZZ31 came with optional sunroof and rear wiper. Additionally, the UZZ31 could be "special ordered" from Toyota Japan without the EMV, instead being fitted with the radio/CD unit of the UZZ30 with separate climate control. Additionally, electric velour seats from the UZZ30 and JZZ30 models could be special ordered in place of the standard UZZ31 / UZZ32 leather electric seats.[8] These special-order cars would take only a week to produce from the time of the order to completed product. It is not known how many non-EMV UZZ31s were made, although they were offered from the very start of production in 1991. These non-EMV UZZ31 Soarers are uncommon, with only the UZZ32 more rare. UZZ32 Soarer "Limited" The UZZ32 was the top-of-the-line 30 series, featuring all of the options available on the UZZ31 and the addition of four-wheel steering and a complex, computer-controlled hydraulic Toyota Active Control Suspension. 100 años de soledad resumen por capitulos This did away with conventional springs and anti-roll (stabiliser) bars in favour of hydraulic struts controlled by an array of sensors (such as yaw velocity sensors, vertical G sensors, height sensors, wheel speed sensors, longitudinal and lateral G sensors) that detected cornering, acceleration and braking forces. new solution selling pdf
The system worked well and gave an unusually controlled yet smooth ride with no body roll.[9] However, the additional 110 kg (243 lb) weight of hydraulic componentry and power requirements of the system affected performance, and significantly reduced fuel economy compared to the standard UZZ30 and UZZ31 models. The car was costly to produce and at close to ¥8,000,000 in 1995,[10] being expensive to buy. As a result, only 873 UZZ32s were made and are typically the most sought-after model in right-hand drive markets such as the Japan, UK, Australia and New Zealand. Colours Japanese Soarers were available in many colours.
Some were offered continuously throughout the run and some as limited runs or one-offs. These colour runs did not always match the equivalent U.S. market offerings on the Lexus SC.[11] Colour Code Remark Pearl white 051 (early) 057 (latter) 1991-2000 Black Onyx 202 1992-2000 Silver 176 (early) 1A0 (middle) 1C0 (latter) 1991-2000 Royal Jade Pearl (aka Bluish Green Metallic) 6M2 1991-1996 Classic Green Pearl 6P2 1996-2000 Beige Metallic 4K9 1991-1993 Red Mica 3K3 1991-1993 Renaissance Red (aka Super Red IV) 3L2 1994-2000 Dark Blue Mica 8J5 1991-1996 Blue Mica Metallic 8L5 1996-2000 Silver Spruce Metallic (aka Teal) 6M3 1991-1993 Teal Mist Metallic (aka Teal) 6N1 1994-1995 From 1991 until 1993, Soarers with external paint codes 8J5 and 202 came with a grey interior colour scheme. Those in 6M2 were available with both grey and "spruce" (blue-grey) interior schemes. Models in 3k3 could have grey or tan interiors. Models with paint codes 4k9, 051 (1991-1998) and 057 (1998-2000) came with tan interiors exclusively. Similarly, those with paint code 176 and 6M3 came with spruce interior colour exclusively. From 1994, a black interior scheme replaced grey (becoming the predominant interior colour from 1998-2000) and from 1994-2000, cars with external paint code 202 came exclusively with the black interior. Models in 3L2 were available with either black or tan interiors. In 1995, a limited edition was offered with Baltic Blue Metallic (752) paint that was shared with the 1993-1996 Toyota Supra and the 1994-1999 Toyota Celica. Roughly 199 SC300s were imported into the USA with this exterior paint code and tan only interior, as well as 256 SC400s. In 1996, exterior colour 6P2 replaced exterior colour 6M2 and 8L5 replaced 8J5. The spruce interior was discontinued in 1998. Thereafter, models in 1A0 and 1C0 which had come with spruce interiors were changed to black interiors and 6P2 cars became available with black or tan interior schemes.[12] Fourth generation (Z40; 2001) Motor vehicle Fourth generation (Z40)Lexus SC 430, similar to the Z40 series SoarerOverviewAlso calledLexus SC (Z40)Production2001–2005 (renamed in 2006 as Lexus SC)DesignerSotiris Kovos[13] (1997–1998)Body and chassisBody style2-door retractable hardtop convertiblePowertrainEngine4.3 L 3UZ-FE V8Transmission5-speed automatic6-speed automatic (renamed model)DimensionsWheelbase2,620 mm (103.1 in)Length4,515 mm (177.8 in)Width1,825 mm (71.9 in)Height1,355 mm (53.3 in)Curb weight1,730 kg (3,814 lb) Further information: Lexus SC 430 The 40 series Soarer model was largely identical to its Lexus equivalent, sold outside Japan as the Lexus SC 430 since 2001. The Z40 series Soarer 430SCV featured a hardtop which could fold into the boot of the car, in the fashion of the contemporary Mercedes-Benz SL. The coupe was equipped with the 3UZ-FE VVTi (variable valve timing) 4.3-litre V8 engine, as was available in the Lexus LS 430 luxury sedan. It was rated at 208 kW (283 PS; 279 hp) and 430 N·m (317 lbf·ft) of torque.
This enabled the coupe to accelerate from a standstill to 62 mph (100 km/h) in 6 seconds. The shared body style of the Z40 series Soarer/SC 430 was developed by Toyota designers at design studios in France and Japan. Compared with the Z30 series, some observers generally considered the fourth generation a retreat in visual style due to its more compact and top heavy appearance. With the Z40 series Soarer, design and production synergies culminated in the development of a single shared design configuration for both the Soarer and Lexus models, unlike the previous generations. The rise of Lexus as Toyota's premium worldwide marque also contributed to the design focus on the Lexus model configuration rather than a separate Toyota-branded series of Soarer coupes. On July 26, 2005, Lexus was introduced in Japan with the 2006 SC 430 TSOOH in its lineup. The debut of Lexus and the SC 430 coincided with the conclusion of Toyota Soarer sales. References ^ "TOYOTA MOTOR CORPORATION GLOBAL WEBSITE | 75 Years of TOYOTA | General Status of Plants in Japan | Tahara Plant". ^ "TOYOTA MOTOR CORPORATION GLOBAL WEBSITE | 75 Years of TOYOTA | General Status of Plants in Japan | Motomachi Plant". ^ "TOYOTA MOTOR CORPORATION GLOBAL WEBSITE | 75 Years of TOYOTA | General Status of Plants in Japan | Affiliates (Toyota wholly-owned subsidiaries)-Toyota Motor East Japan, Inc.". ^ a b "˘ m k i v". Intellexual.net. 2004-10-27. Retrieved 2009-04-28. ^ a b "Technical Development – Chassis".
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Toyota Soarer history at ateupwithmotor.com The Toyota JZ Engine Guide 1991-2000 Toyota Soarer FAQ 1991-2000 Toyota Soarer Colour Guide Retrieved from " ★★★★★ We all know by now that Toyota has made several iconic cars over the years, and the Soarer is definitely one of them. It was in production for nearly a quarter-century, from 1981 to 2005. While Toyota sold the Soarer exclusively in Japan, North America got the Lexus SC300/400, which merely rebadged Toyota Soarer's. Its lifespan was spread out over twenty-four years and was often called the "halo car" by Toyota themselves. It was appropriately given this nickname because the automaker had a knack for introducing new technologies on the Soarer first before they were put into other models. As these cars are becoming available for import to the US, especially the third generation, they are slowly but surely getting a cult-like following. We here at JDMbuysell.com have created this in-depth buyers guide to shed some light on this fantastic luxury GT coupe so you can educate yourself before purchasing one. Pros: They came with the iconic 1JZ and 2JZ engines in later generations Renowned Toyota reliability Comfortable Easily tuned Great aftermarket support They hold their resale value well Cons Horrible fuel mileage Small trunk Can become quite problematic if the owner hasn't kept up with regular maintenance Hard to find one that hasn't been abused Exterior styling can be a bit on the boring side The issues commonly found on a certain car can be the deciding factor whether someone is going to buy that vehicle or not. Fortunately, the Soarer is praised by many as one of the most reliable vehicles out there. Mechanically speaking, there isn't much that will fail on these cars, given that regular maintenance and oil changes have been done. Most complaints come in the form of cosmetic issues, such as cracked weather stripping and interior plastics. That is to be expected for a car that is getting up there in age.



These cars have been synonymous with the drift scene, so it's not like people paid too much attention to cosmetics. Another issue some owners have reported problems with is the ageing electronics. There have been cases where the digital dash, window regulators, and other miscellaneous electronics have failed. It is important to keep in mind that these cars come from a time when a huge emphasis was put on reliability, not on how many gadgets can be added in a car as auto manufacturers do nowadays. Overall, the Soarer is a reliable vehicle that will put a smile on your face every time you get in the driver's seat. Since this car has been in production for nearly 25, years, it's hard to put an accurate price on it. That being said, most people are after the third generation Soarer's, and they can be found starting at around $5,000-$6,000 and can go for as much as $25,000 for a fully built, clean example.
It all depends on what you are after. View all Toyota Soarer vehicles listed for sale In the world of 2+2 GT coupes, you have plenty of choices. Although we highly recommend getting a Soarer if you are in the market for a big, comfy sports car that will last for years to come, there are also plenty of other similar models to choose from. Below are some comparable alternatives to the Toyota Soarer: As we mentioned above, the Soarer was spread out over four generations, each slightly better and more advanced than the latter. Some generations were well-received, while others were plagued with issues due to Toyota using the Soarer as a sort of "guinea pig" to test out new tech. via wikimedia The first-generation Soarer was unveiled at the Osaka International Motor Show, under the Z10 chassis code back in 1980. bofonunakure.pdf One year later, it was named Car of the Year in Japan.
Toyota debuted the Soarer with RWD, which was based on the popular A60 Supra. In addition, it came packed with numerous state-of-the-art technologies for its time. Features such as touchscreen climate control, LED-illuminated digital tachometer, and so on, were offered as standard on all trim levels except for the entry-level one. Initially, the Soarer was marketed as a compact car for tax purposes, but as well all know now, that didn't last long. A total of six engines were offered to range from a 2.0L and went all the way up to a 3.0L inline-six. Transmission-wise, the customer had the choice of a five-speed manual or four-speed automatic gearbox. The suspension wasn't overlooked either in the Soarer. The first generation came with MacPherson struts on the front, independent rear suspension with trailing arms, and an advanced diagnostics system that Toyota called Precision Engineered Geometrically Advanced Suspension or Pegasus for short. Features included ABS, cruise control, seven-way adjustable drivers' seat on models equipped with leather, audible warning messages, digital automatic climate control, and Toyota Electronic Modulated Suspension which was the first car Toyota ever used that technology in. All this technology made the first-generation Soarer a big hit and set the bar quite high for the next generation which came out in 1986. via autoblog The second-generation Soarer, aka Z20 was unveiled in January 1986. Once again, the Soarer had the same platform as the A70 Supra and shared many parts from other Toyota models.
This was a great business decision on the automaker's part. Style-wise, it was similar to the Cressida, Mark II, Chaser, and Cresta of that time.
It was offered with five engine choices ranging from 2.0L to 3.0L just like the previous generation. The difference this time was that the 7M and the 1G engines came turbocharged. Also new for the second generation was the additional second five-speed transmission, bringing the total to two five-speed manuals and one four-speed automatic gearboxes to choose from. 1988 saw a limited-edition package introduced from the famed auto tuner named TOM'S. genie intellicode chain glide gcg350ml manual The TOM'S edition came with the 7M-GTE 3.0L turbo engine which was upgraded to the same power numbers as the Toyota Supra had back then. via blogspot Also new in '88 was the introduction of the facelifted second-gen Soarer. This consisted of a new grille and taillights, along with a few modern touches added to the interior. The 1G-GTEU and 7M-GTEU saw a power increase to 211hp and 240hp respectively. In 1989 a limited edition of 500 units was available with something Toyota called "The Aerocabin". This special edition came with only two seats and an electronically operated folding roof. Trim-wise it was the same as the GT line and was available only with the 7G engine and a four-speed automatic transmission. Tan leather and a peal paint job were also included in this package. 86675438313.pdf via clublexus The third generation is probably the one that comes to mind when thinking of the Soarer. It went on for almost a decade, and it has made the car the icon that we know today. It debuted in 1991, which was the same year that the very first Lexus SC 300/400 was introduced in the US.
It was nearly identical to the Lexus, with the exception of a few cosmetic and powertrain differences. 3rd grade math worksheets printables free Technology-wise, the Soarer still retained many of the features from previous models, but in addition to that, Toyota introduced the world's first factory GPS navigation on the Z30. Over the years, it outgrew its small compact size and was now seen as an extravagant luxury car in Japan.
This also increased the amount of taxes that its owners had to pay annually. Throughout the whole third-generation, Toyota offered an available four-speed automatic in addition to the five-speed manual. Sadly, however, the five-speed automatic transmission that was offered on the Lexus in the US was not available on the Soarer. urdu fonts free download for android
The exterior only received very minor changes over its nine-year lifespan. There was no sense in changing something that already looks good. via drifted via drifted This generation was the first time we see the Soarer use the now-iconic 1JZ and 2JZ engines. In total, there were only three engines to choose from.
They ranged from 2.5L all the way up to a 4.0L V8, and only two transmissions were available. direct and indirect object exercises with answers pdf via a.d Many enthusiasts will say that the Soarer was no longer what it used to be after the third generation, but it's only right that we mention all the different generations. The long and sleek design of the previous generation was now replaced by a more compact and top-heavy appearance. The new Soarer was almost identical to its brother, the Lexus SC. The Soarer 430CSV featured a convertible hardtop like the Mercedes SL had at the time. The only engine choice was a 4.3L V8, which made a total of 279hp and 317lbs. ft. of torque, thus taking this luxury coupe to 62mph in a very respectable 6 seconds flat. The new model came only with a five or six-speed automatic.
On July 26, 2005, Lexus introduced the SC 430 to the Japanese market as the much-beloved Soarer was getting discontinued. It was a bittersweet day, but all good things must come to an end eventually. Soarer Model: JZZ31 3.0ltr Year Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 1991 0001001 0001009 0001010 0001503 0002237 0002961 0003835 1992 0004567 0005466 0006137 0006937 0007741 0008228 0008922 0009755 0010128 0010996 0011770 0012506 1993 0013223 0013612 0014259 0014854 0015504 0015988 0016523 0017065 0017551 0018010 0018419 0018993 1994 0019318 0020317 0021146 0022592 0023945 0024736 0025750 0026728 0027457 0028313 0029103 0029781 1995 0030233 0030595 0031195 0031871 0032476 0032921 0033186 0033445 0033756 0034271 0034866 0035293 1996 0035540 0035759 0036045 0036434 0036746 0037050 0037305 0037518 0037824 0038158 0038816 0039204 1997 0039531 0040031 0040324 0040996 1997 1000000 1000399 1000868 1001197 1001328 1001659 1001907 1002168 1998 1002332 1002596 1002894 1003216 1003445 1003669 1003903 1004098 1004252 1004466 1004712 1004944 1999 1005152 1005334 1005561 1005826 1006051 1006262 1006510 1006708 1006845 1006929 1007005 1007081 2000 1007149 1007207 1007274 1007368 1007450 1007522 1007593 1007662 1007683 1007715 1007744 1007774 Soarer Model: UZZ30 4.0ltr V8 Coil Spring Year Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 1991 0001001 0001013 0001051 0001813 0003394 0005112 0007106 0008336 0009955 0011330 0013261 1992 0015035 0016794 0018063 0019335 0020576 0021803 0022918 0023899 0024767 0025777 0026909 0027983 1993 0029102 0030013 0030902 0031855 0032895 0033669 0034531 0035400 0036205 0037117 0037976 0038860 1994 0039333 0040075 0040778 0041405 0042192 0042902 0043880 0044667 0045236 0045904 0046580 0047262 1995 0047695 0048029 0048464 0048884 0049424 0049508 0049511 0049564 0049719 0049780 0049842 1996 0049991 0050182 0050540 0050893 0051281 0051588 0051857 0052052 0052246 0052371 0052526 0052702 1997 0052873 0053153 0053358 0053651 1997 1000000 1000127 1000358 1000610 1000684 1000885 1000995 1001085 1998 1001169 1001248 1001348 1001447 1001584 1001710 1001862 1001968 1002067 1002149 1002207 1002265 1999 1002332 1002406 1002481 1002578 1002651 1002721 1002810 1002885 1002930 1002958 1002975 1002986 2000 1002997 1003017 1003032 1003053 1003065 1003082 1003099 1003114 Soarer Model: UZZ31 4.0ltr V8 Air Suspension Year Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 1991 0001001 0001006 0001024 0001903 0003599 0005157 0006684 0007335 0007765 0008125 0008377 1992 0008503 0008610 0008723 0008893 0008935 0009037 0009115 0009261 0009331 0009416 0009487 0009563 1993 0009609 0009633 0009661 0009722 0009772 0009823 0009877 0009932 0009973 0010008 0010036 0010060 1994 0010074 0010097 0010214 0010314 0010381 0010446 0010524 0010616 0010649 0010697 0010730 0010764 1995 0010786 0010808 0010844 0010876 0010900 0010924 0010950 0010977 0010986 0011011 0011027 0011039 1996 0011050 0011063 0011077 0011095 0011106 0011120 0011131 0011134 0011166 0011203 0011249 0011270 1997 0011275 0011288 0011300 0011338 1997 1000000 1000001 1000025 1000042 1000047 1000049 Soarer Model: UZZ32 4.0ltr V8 Active Suspension Year Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 1991 0001001 0001009 0001034 0001080 0001174 0001270 0001387 0001468 0001570 0001665 0001699 1992 0001710 0001717 0001736 0001749 0001758 0001766 0001777 0001780 0001784 0001786 0001788 0001791 1993 0001793 0001795 0001798 0001800 0001801 0001807 0001808 0001809 0001810 0001811 0001814 1994 0001817 0001821 0001826 0001833 0001838 0001842 0001845 0001846 0001849 0001852 0001857 1995 0001857 0001858 0001860 0001861 0001862 0001865 0001866 0001867 1996 0001868 0001870 0001871 0001873 Model: UZZ40 4.3ltr V8 SCV Year Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2000 0001001 0001015 0001034 0001047 0001056 0001071 2001 0001226 0002052 0003703 0005427 0006959 0008838 0010874 0012907 0014904 0017146 0019898 0022120 2002 0023780 0025325 0026965 0028693 0030552 0032507 0034133 0035704 0037047 0038329 0039768 0040770 2003 0041743 0042640 0043597 0044938 0046304 0047322 0048319

How much does a Toyota Soarer cost?
Prices for the Toyota Soarer start at approximately $7,000 to $30,000. What engine does the Toyota Soarer have?
You get the following engines in a Toyota Soarer; 1UZ (4.0-litre V8), 3UZ (4.3-litre V8), 1JZ (2.5-liter I6), 2JZ (3,0-liter I6), 1G (2.0-liter I6), 6/7M (3.0-liter I6) and 5M (2.8-liter I6). When was the Toyota Soarer discontinued?
In 2005, Toyota discontinued the Soarer but maintained production through its luxury and performance unit, Lexus. Only the Soarer badged was discontinued and replaced with the SC badge until the end of production in 2010. team capacity planning excel template How to get a Toyota Soarer repair manual Repair manuals for most cars, Including the Toyota Soarer, are available for download online. Before you download the Toyota Soarer repair manual, ensure it aligns with the YOM of your Soarer. Some websites will charge you to download, and some will not give a complete repair manual, and you have to pay for the full version.
What is the difference between a Toyota Soarer and Lexus SC300? There's no difference between the Toyota Soarer JZZ31 with the Lexus SC300 apart from that the SC300 was made by Lexus, Toyota's luxury and performance unit. What is a Toyota Soarer? The Toyota Soarer is a 2-door luxury coupe made by Toyota from 1981 to 2005, sold made in Japan and available worldwide as the Toyota Soarer or Lexus SC. Which type of differential is in the Toyota Soarer? The Toyota Soarer has a Torque-Sensing LSD, commonly known as a Torsen LSD. Read our ultimate guide, How to Import a Car from Japan. Can you make this guide better? Are you a huge fan of the Soarer? If so, please contact us.
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