

1998 LEXUS GS











IN YOUR HANDS,  
YOUR HEART,  
YOUR HEAD,

EVEN THE TIP OF YOUR LITTLE FINGER,

THERE'S NOT

**A SINGLE,**  
**LONELY CELL**  
THAT ISN'T DRIVEN.









SO DRIVE.





TAKE THE DAY, ALL ITS POSSIBILITIES, ITS INFINITE POTENTIAL, AND SQUEEZE.

WRING IT UNTIL YOU'VE GOTTEN EVERYTHING YOU WANT OUT. FOR YOU, IT

IS NOT A QUESTION OF IF OR WHEN, BUT RATHER NOW. THIS, TOO, IS THE GS,

AN AUTOMOBILE WITH THAT SAME UNFLINCHING BRAVADO. A SEDAN WITH

THAT VERY INTOXICATING MIX OF POWER, CONFIDENCE AND SWAGGER.

TAKE IT AS AN INVITATION. CORDIALLY PUSH THE TACH NEEDLE UP THE ARC.

AND USE YOUR REARVIEW MIRROR ONLY TO SEE WHO YOU'VE LEFT BEHIND.











NO ONE TELLS YOU

WHICH LANE TO BE IN.





**NO ONE TELLS YOU WHEN TO TURN.**

---

**OR THERE'S A QUICKER ROUTE. NO ONE ASKS**

---

**YOU TO SLOW DOWN. OR TO SPEED THINGS UP.**

---

**NO, YOU TELL **YOU** THESE THINGS.**

---

**YOU'RE CONTROLLING THE GS.**

---

**ALL DECISIONS, HENCEFORTH,**

---

**ARE IN YOUR NAME.**

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YOU AND THE GS 400 WILL OWN THE  
ROAD, THANKS IN NO SMALL PART TO  
ITS BELLOWING, 300-HORSEPOWER,  
32-VALVE V8. GO NOW, ACQUAINT  
YOURSELF WITH THE LEFT LANE.



THE GS 300, ON THE OTHER HAND,

BRINGS A HOWLING, 225-HORSE-

POWER, 24-VALVE, IN-LINE 6 TO THE

PARTY. OTHERS WILL JUST HAVE TO

GET USED TO SEEING IT FROM BEHIND.





**DOES YOUR RIGHT FOOT HAVE AN UNCANNY ATTRACTION TO THE ACCELERATOR?**

**DO YOU HAVE AN INSTINCTIVE AVERSION TO OFF-RAMPS? THEN STEP FORWARD AND CLAIM YOUR**

**ENGINE. FOR YOU, THE GS WAS ENGINEERED WITH TWO POTENT POWER PLANTS. SO CHARGED, IN FACT, THAT**

**CAR AND DRIVER MAGAZINE CLOCKED THE GS 400 FROM 0-60 MPH IN A SCANT 5.8 SECONDS,\* MAKING IT THE FASTEST**

**AUTOMATIC SEDAN IN THE WORLD.† OF COURSE, BOTH ENGINES DELIVER CLOCK-DEFYING PERFORMANCE, AIDED**

**FURTHER BY THE NEW CONTINUOUSLY VARIABLE VALVE TIMING WITH INTELLIGENCE (VVT-i). IT'S INTELLIGENT**

**BECAUSE IT VARIES THE TIME THE INTAKE VALVES OPEN AND CLOSE, DEPENDING ON THE ENGINE'S SPEED AND**

**LOAD. THIS MAXIMIZES AIRFLOW, GIVING THE GS MORE POWER IN EVERY GEAR. OR, PUT MORE SIMPLY: WHOA.**







YOUR CHOSEN PATH

RARELY CONJURES THE STRAIGHT

AND NARROW. THEN AGAIN, WOULD

YOU WANT IT TO? THE GS SPORTS AN

ADVANCED DOUBLE-WISHBONE INDEPEN-

DENT SUSPENSION THAT TRANSFORMS

EVERY TWIST AND TURN INTO A STRAIGHT-

FORWARD, ALBEIT INVIGORATING, MATTER.

IMPROVEMENTS TO SUSPENSION GEOMETRY

AND INCREASED COMPONENT RIGIDITY

CONTRIBUTE TO A STABLE AND ASSURED

RIDE. BUT THERE'S MORE TO A CONFIDENT

RIDE THAN SUSPENSION ALONE. THE

POWER STEERING SYSTEM IN THE GS

UTILIZES SPEED SENSORS TO VARY

DRIVER FEEDBACK. NATURALLY, IT'S

ALWAYS POSITIVE. GET THE FEELING

THERE'S AN S-CURVE IN YOUR FUTURE?





Some vehicles shown with optional equipment.



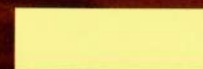
THE GS WILL EXCITE YOU  
DOWN TO YOUR TOES, BUT  
LET'S TALK FINGERS. BUTTONS  
ON THE FRONT AND REAR OF  
THE GS 400 STEERING WHEEL  
ENABLE YOU TO SHIFT GEARS  
ELECTRONICALLY. CLICK ONE  
OF THE BACK BUTTONS AND  
THE TRANSMISSION UPSHIFTS.







PUSH ONE OF THE FRONT  
BUTTONS AND THE TRANS-  
MISSION DOWNSHIFTS. IT'S  
CALLED E-SHIFT. YOU CAN DO  
IT WITHOUT REMOVING YOUR  
HANDS FROM THE WHEEL.  
COME TO THINK OF IT, WITH  
A SPIRITED SEDAN LIKE THIS,  
ISN'T THAT THE WHOLE POINT?





WE KNOW YOU'RE AN ACCOMPLISHED DRIVER. IT'S THE OTHER FOLKS WE'RE WORRIED ABOUT. IT IS THEY WHO INSPIRED SUCH ADVANCED SAFETY MEASURES AS VEHICLE SKID CONTROL, (VSC).<sup>\*</sup> THIS COMPUTERIZED SYSTEM MONITORS CORNERING AND SPEED, INTEGRATING THE TRACTION CONTROL SYSTEM (TRAC) AND THE ANTI-LOCK BRAKING SYSTEM (ABS). TO HELP MAINTAIN CONTROL OF THE GS IN ADVERSE SITUATIONS, VSC RESPONDS AT THE ONSET OF A SIDEWAYS SKID, AND IF NECESSARY, ASSISTS THE DRIVER IN MAKING CORRECTIONS. EQUALLY IMPORTANT ARE DUAL FRONT AND SIDE-IMPACT SRS AIRBAGS,<sup>†</sup> IMPACT-ABSORBING CRUMPLE ZONES, A HIGH RIGIDITY UNITIZED STEEL BODY, AND COUNTLESS OTHER SAFETY MEASURES RIGHT DOWN TO THE PRE-TENSIONING FRONT SEATBELTS WITH FORCE LIMITERS. OH, SPEAKING OF SEATBELTS, **PLEASE USE THEM.**

<sup>\*</sup>Please see footnote on VSC page of Engineering section. <sup>†</sup>Please see footnote on Body Structure page of Engineering section. Some vehicles shown with optional equipment.









OVERWHELM THEM WITH  
**POWER,**

OVERTAKE THEM WITH  
*grace.*













Some vehicles shown with optional equipment.





THE CIRCULAR HEADLAMP THEME THAT ADORNS THE LEXUS COUPE HAS BEEN REINTERPRETED ON THE NEW GS, FURTHERING



LEAVE THEM STANDING, FIXED IN THEIR TRACKS. LEAVE THEM

HYPNOTIZED BY YOUR PASSING. THIS IS THE SUBTLE AMBUSH. IT'S

TAKING THE LEAD BY HOLDING THEM IN AWE. SOMETHING EASILY

ACCOMPLISHED IN THE GS. TO BEGIN WITH, THERE'S THOSE EYES.

THE IDEA THAT IMITATION IS, INDEED, THE MOST SINCERE FORM OF FLATTERY.

LOOK INTO THEM AND THEY ALMOST APPEAR TO LOOK BACK AT YOU.

ITS STRONG FACE SNARLS DETERMINATION. ITS SLOPING CURVES

HINT AT A FAST GETAWAY. AND SHARP LINES IN THE REAR ENSURE

THE FINAL WORD DOES, IN FACT, HAVE AN EXCLAMATION POINT.



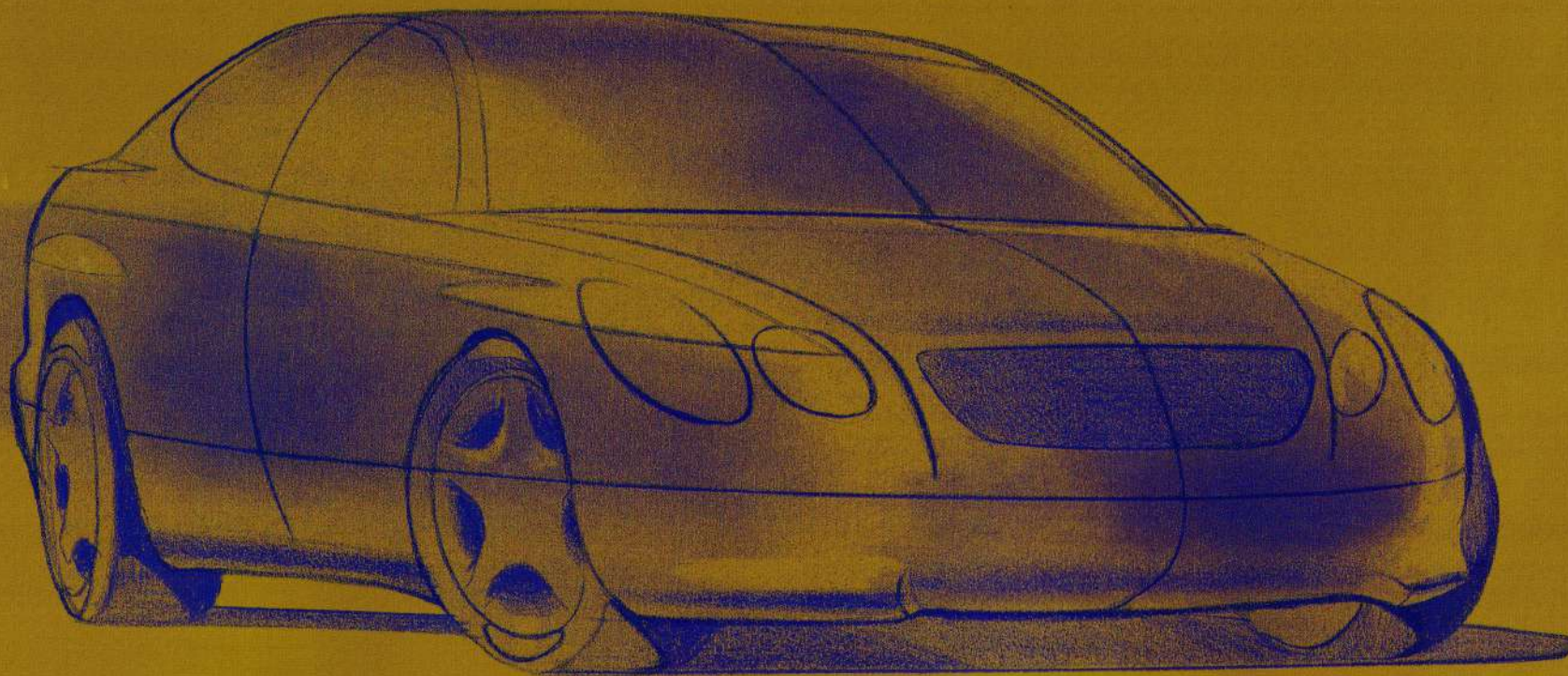


WHERE TO BEGIN WHEN DREAMING UP A DREAM CAR? IF YOU CONSIDER ITS SHAPE, YOU MUST ALSO

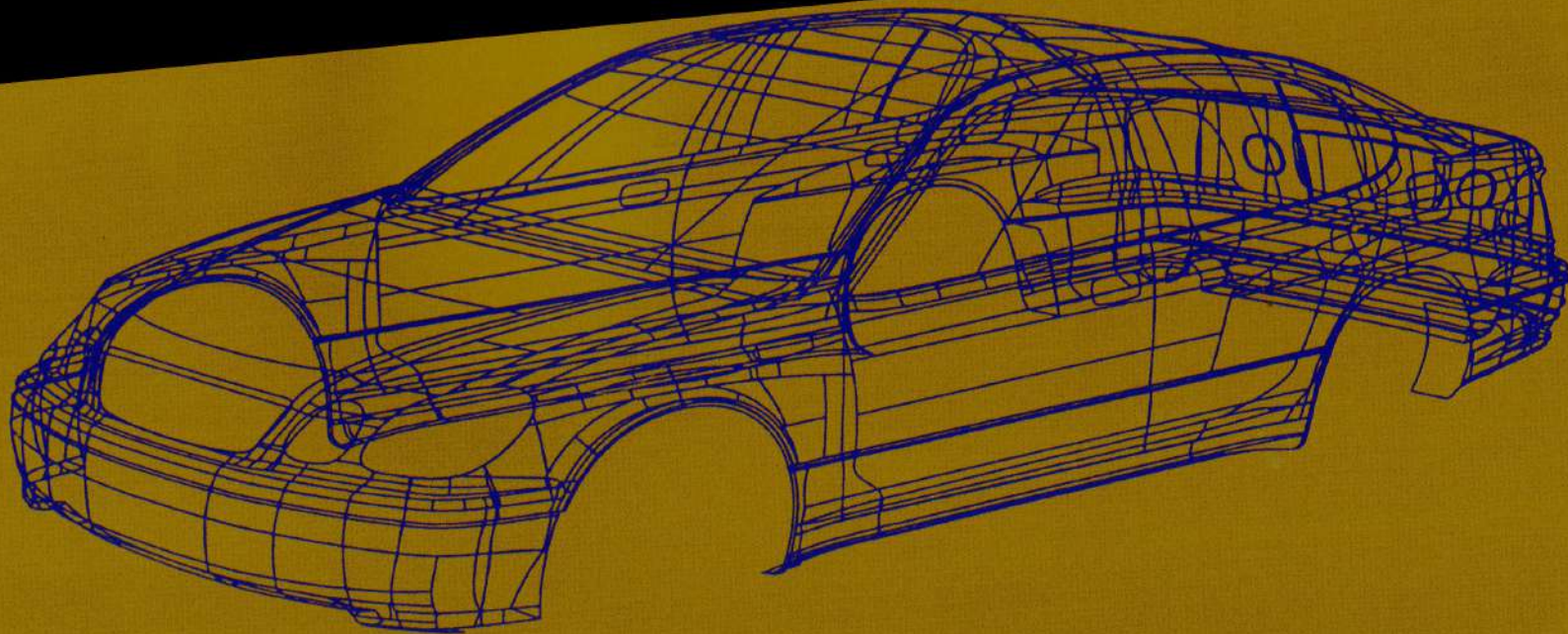
CONTEMPLATE AERODYNAMICS. IF YOU PONDER ITS DIMENSIONS, THE QUESTION OF HANDLING ARISES.

EVERY DECISION AFFECTS ANOTHER. WHAT OFFERS PERSONALITY, SHOULD ALSO DELIVER FUNCTIONALITY.

SKETCHES GIVE WAY TO DRAWINGS, GIVE WAY TO MODELS, GIVE WAY, EVENTUALLY, TO WHAT? A DREAM CAR? YES.







THE GS IS SUPERIOR AUTOMOTIVE PACKAGING REALIZED. IT HAS BEEN GIVEN A SHORTER EXTERIOR, YET QUITE REMARKABLY HOUSES A LARGER, ROOMIER INTERIOR. ITS ROOF AND WINDOWS HAVE BEEN STREAMLINED, YET ALSO AFFORD A WIDER FIELD OF VISION. A SEEMING IMPOSSIBILITY, WRAPPED IN A PARADOX, WRAPPED IN A SEDAN.



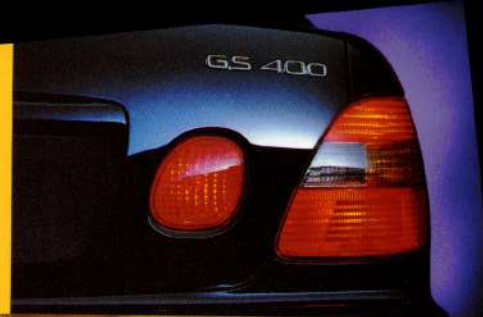


THE REAR PILLARS ON THE GS CURVE INWARD AND SLOPE TO THE REAR, NOT ONLY GIVING IT A FAST, SLEEK APPEARANCE, BUT ALSO PREVENTING THE WIND FROM CATCHING ON.





**STYLISH TAILLAMPS** REINFORCE A CIRCULAR DESIGN THEME THAT CAN ALSO BE TRACED TO THE HEADLAMPS, GAUGES, SIDE WINDOWS, ROOFLINE, AND DARE WE SAY, OUR LOGO.



*Some vehicles shown with optional equipment.*









SOMEONE PLEASE BOTTLE THIS FEELING.









Some vehicles shown with optional equipment.



WELCOME TO PURE SERENITY  
UNCORKED. WELCOME TO A  
REWARDING, PEACEFUL CALM.  
WELCOME TO THE GS INTERIOR,  
A PLACE DISTINGUISHABLE NOT  
ONLY FOR ITS REQUISITE COM-  
PLEMENT OF FEATURES, BUT FOR  
HOW SUCH LUXURIES ANTICIPATE  
THE NEEDS OF THE ENTHUSIASTIC  
DRIVER. YES, SOFTLY TEXTURED  
LEATHER\* AND POLISHED WALNUT  
ACCENTS ABOUND. LOOK CLOSER,  
THOUGH, AND MORE SUBTLE DESIGNS  
REWARD. THE MULTI-ADJUSTABLE  
POWER FRONT SEATS ARE CONTOURED  
TO SUPPORT THE HUMAN FORM.  
BUTTONS, SWITCHES AND CONTROLS  
ARE SHAPED TO FEEL NATURAL, AND  
ARE POSITIONED FOR EASY REACH.



\*Leather trim package is standard on the GS 400, optional on the GS 300.  
Some vehicles shown with optional equipment.





EVEN THE BRIGHTNESS OF  
THE HIGH-TECH, BACKLIT  
INSTRUMENT DISPLAY CAN  
ADJUST ACCORDING TO YOUR  
SURROUNDINGS. OF COURSE,  
PASSENGERS ARE EQUALLY CON-  
SIDERED. THE CABIN'S OVAL SHAPE  
WRAPS AROUND ITS OCCUPANTS,  
PROVIDING A SUMPTUOUS ATMOS-  
PHERE, REplete WITH GENEROUS  
LEG, SHOULDER AND HEADROOM.  
A DUAL-ZONE AUTOMATIC CLIMATE-  
CONTROL SYSTEM ENABLES DRIVER  
AND FRONT PASSENGER TO SET TEM-  
PERATURES TO THEIR LIKING. AND  
EXTENSIVE SOUND DAMPENING MATE-  
RIALS HELP GIVE EACH AND EVERY  
JOURNEY THAT QUIET AIR. ALL IN ALL,  
YOU'LL WANT FOR NOTHING. PERHAPS  
BECAUSE THE GS GIVES YOU EVERYTHING.





TUNE  
SEEK  
TRACK

1

2

3

4

5

6

SCAN P.SCAN



THEFT DETERRENT DESIGN

DOLBY B-C NR

N904

COMPACT  
disc  
DIGITAL AUDIO

BASS

MID

TREBLE

BALANCE

FADER



WHEN **CRUISING DOWN**

AN INVITING STRETCH OF ROAD,

MY **FAVORITE TUNE** TO CRANK IS \_\_\_\_\_.

YOU'VE MISSED YOUR EXIT. YET YOU HAVEN'T A CARE. THAT'S THE POWER OF A LEGENDARY DRIVING SONG.

SLIP ONE INTO THE GS' OPTIONAL SIX-DISC CD AUTO-CHANGER, CONVENIENTLY MOUNTED IN THE GLOVEBOX,

AND FIVE SEPARATE AMPLIFIERS WILL PUSH A BOOMING 215 WATTS OF MAXIMUM POWER THROUGH FOUR

FULL-RANGE SPEAKERS, TWO DOME TWEETERS AND A 10-INCH SUBWOOFER. IMPRESSIVELY, THIS TOWER OF SOUND

IS UNINTERRUPTED BY YOUR SURROUNDINGS, THANKS TO THE SYSTEM'S AUTOMATIC SOUND LEVELIZER (ASL),

WHICH ADJUSTS VOLUME LEVELS TO COMPENSATE FOR INTERFERING TRAFFIC NOISE. SO GO AHEAD, PUMP UP THE

VOLUME. EMBARK ON A LONG, UNFAMILIAR DRIVE. AND CONVENIENTLY FORGET TO ASK FOR DIRECTIONS.





LEXUS  
ENGINEERING

---





YOU



A close-up, artistic photograph of several engine pistons arranged in a row, receding into the background. The lighting is warm and golden, highlighting the metallic surfaces and the intricate details of the pistons. The text "GS 300" is overlaid in a bold, blue, sans-serif font.

# GS 300

Lexus power has a distinctive quality: strong and commanding, smooth and refined. And now it becomes head-turning as well; for the first time, a lusty V8-powered GS 400 is available. The GS 300 also puts out more torque and horsepower. Both the 3.0-liter in-line 6 and the 4.0-liter V8 employ the DOHC, four-valve-per-cylinder design of all Lexus engines, and add innovative new technology. Continuously Variable Valve Timing with intelligence (VVT-i) improves engine breathing at high speeds and low. The system works with higher compression ratios and variable-resonance Acoustic Control Induction Systems (ACIS) to deliver responsive thrust across the entire rpm range.

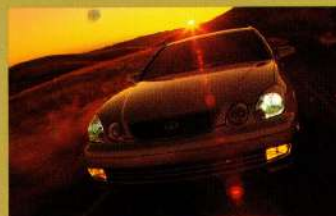


A close-up, low-angle shot of a car engine's internal components, specifically a piston and connecting rod. The piston is in the center, with its crown facing the viewer. The connecting rod is attached to the bottom of the piston. The background is dark and out of focus, showing other engine parts. The lighting is dramatic, highlighting the metallic surfaces of the piston and rod.

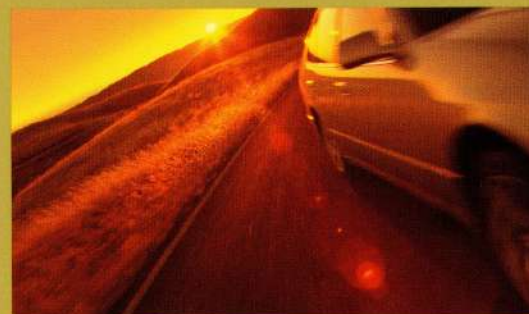
# **GS 400**

**Let's talk horsepower:**  
300 from the GS 400's  
V8. That's plenty more  
than the BMW 540i (282)  
and the Mercedes-Benz  
E420 (275). The GS 300's  
in-line 6 gives 225 horse-  
power. That's more than  
the 528i (190) and the E320  
(217). And you know the  
**First Rule of Horsepower:**  
**More is always better.**

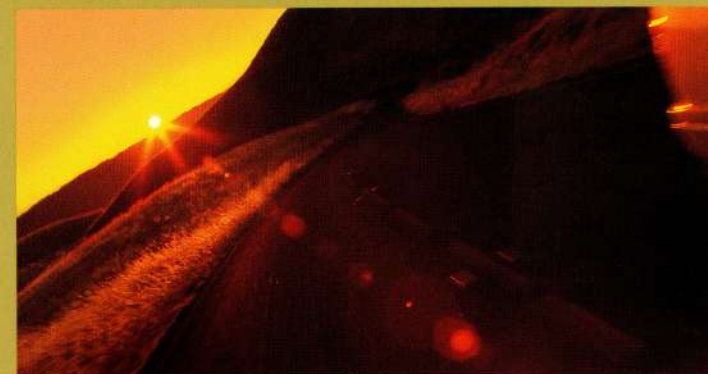




As an engine's speed and load change, so does the nature of airflow through it. By modulating valve timing accordingly, VVT-i allows the engine to take best advantage of available airflow, for more power at all engine speeds.



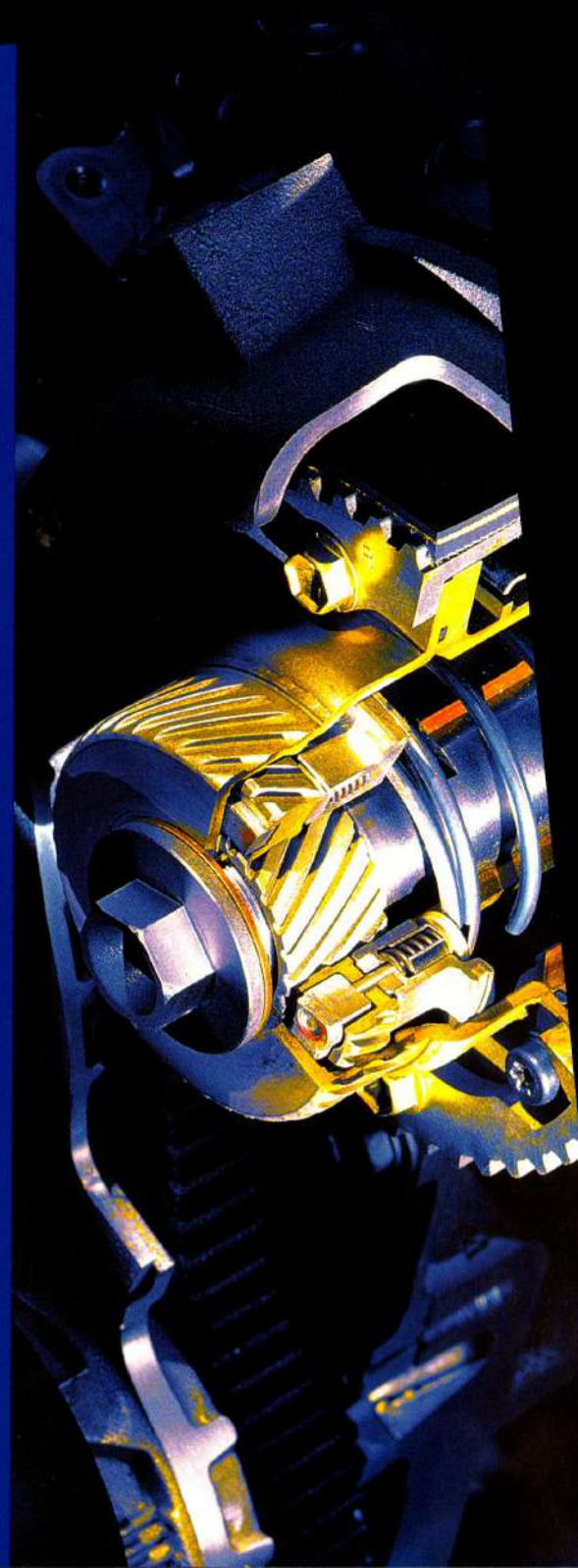
At higher engine speeds, VVT-i opens and closes each cylinder's two intake valves later, so inertia can help pack in a little more air/fuel mixture. At lower speeds, when the airflow doesn't generate much inertia, VVT-i closes the intake valves sooner.





Lexus' unique Variable Valve Timing with intelligence (VVT-i) is an engineering breakthrough. It provides continuously variable timing of the intake valves' opening and closing to greatly improve breathing. By opening and closing the intake valves later at higher engine speeds, the VVT-i system exploits the air/fuel mixture's inertia as it flows down the intake tract. This improves cylinder filling for better power and efficiency. At low speeds, when engine airflow does not generate much inertia, such late valve closing would result in poor breathing. So VVT-i

closes the valves earlier, helping to ensure smooth, fuel-efficient running. Unlike the few existing variable valve-timing systems, VVT-i does not simply switch between two compromise settings. It adjusts continuously, over a broad range. Computer-controlled hydraulics move a special piston that engages helical-cut gears on the cam-drive pulley and the intake camshaft. Repositioning the piston changes the intake-valve timing. That means you get optimized performance, whether the car is crawling in traffic or accelerating on a winding mountain road.





**The 1998 GS—**

**better balanced and more maneuverable than before—**

incorporates advanced technology to help make it one of the most rewarding high-performance sedans in the world. Lexus' Vehicle Skid Control (VSC)\* is a new computerized system that can assist the driver, especially during cornering. VSC can discern whether the car is properly tracking through a turn, and if necessary, initiate a correction for incipient sideslip of the tires.

Internal sensors monitor yaw (direction the car is pointing) and lateral g (cornering force), as well as vehicle speed and steering-wheel angle. The system can tell when, as a result of excessive speed or slick road conditions, the rear wheels start to slip sideways, an oversteer condition that can lead to a spin. It responds by applying the front brake on the outside of the turn (left-front in a right turn, right-front in a left turn). This generates a counter-

acting rotational force that can help resist the tendency to spin.

Should the front wheels begin to push outward, in excessive understeer, VSC eases off the throttle and applies both rear brakes, the inside a little harder, to help the front tires regain grip. Vehicle Skid Control integrates the anti-lock brakes (ABS) and traction control (TRAC), creating a highly advanced system of electronic driver assistance. And it is standard equipment on every 1998 GS.



THE GS' DOUBLE-WISHBONE REAR SUSPENSION HAS BEEN COMPLETELY REENGINEERED TO PROVIDE EXCELLENT RESPONSE AND BALANCE. RIGIDITY OF SUSPENSION ARMS AND THEIR MOUNTINGS HAS BEEN INCREASED, AND THE ROLL CENTER HAS BEEN RELOCATED. NEW GEOMETRY INCREASES TOE-IN AS CORNERING FORCES BUILD, TO HELP KEEP THE REAR WHEELS IN LINE.

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

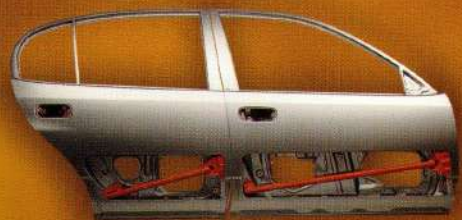








ALL LEXUS VEHICLES  
BENEFIT FROM COMPRE-  
HENSIVE CRASH TESTING.  
THE RESULT IS A BODY  
STRUCTURE THAT CAN HELP  
MANAGE IMPACT ENERGY.  
SIDE-IMPACT DOOR BEAMS,  
WHICH HELP RESIST INTRU-  
SION INTO THE CABIN, ARE AN  
INTEGRAL PART OF THE DESIGN.



The GS' body structure is completely redesigned for 1998. Of course, the all-steel body incorporates Lexus' safety technology, including front and rear crumple zones, side-impact door beams, and a rigid passenger cell. Front-seat occupants have both a front airbag SRS and a side-impact airbag SRS\*. And the GS body is a master-

piece of packaging. Inventive engineering fits a roomier interior and larger trunk inside more compact overall dimensions. Heavier parts (such as the fuel tank and battery) are moved toward the middle of the car, and the weight distribution is optimized. The net effect is quicker maneuverability despite a longer wheelbase.

\*The Lexus driver's, front passenger's, and front seat-mounted side-impact airbags are Supplemental Restraint Systems (SRS). The driver's and front passenger's airbags are designed to inflate in a severe frontal collision. The side-impact airbags are designed to inflate in severe side-impact collisions. In all other accidents, the airbags will not inflate. To decrease the risk of injury from a deploying airbag, always wear seatbelts, sit upright in the middle of the seat and do not lean against the door. Do not put objects in front of an airbag or around the seatback. Do not use rearward-facing child seats in any front passenger seat. The force of a deploying airbag SRS may cause serious injury. Please see your Owner's Manual for further instructions.



FRONT AND REAR CRUMPLE ZONES HELP DISSIPATE COLLISION ENERGY.

A LONGER WHEELBASE HELPS FIT A ROOMIER CABIN INTO A MORE COMPACT BODY.

THE RIGID, REINFORCED PASSENGER CELL INCLUDES SIDE-IMPACT DOOR BEAMS.



FRONT AND SIDE-IMPACT AIRBAG SRS.

INCREASED TRUNK SPACE.





**THE CUSTOMIZED BODY ELECTRONIC SYSTEM (C-BEST)** LETS YOUR LEXUS DEALER PERSONALIZE MANY FUNCTIONS OF YOUR GS, FROM THE VOLUME OF THE KEY-WARNING CHIME TO HOW LONG INTERIOR LIGHTS STAY ON AFTER THE DOORS CLOSE.

**THE ELECTRONIC THROTTLE CONTROL SYSTEM WITH INTELLIGENCE (ETCS-i)** ALLOWS COMPUTER MANAGEMENT OF ENGINE OUTPUT. THIS ENABLES THE VEHICLE SKID CONTROL (VSC) TO MODULATE POWER WHEN NECESSARY. ALSO, A "SNOW MODE" FUNCTION SLOWS THE INITIAL THROTTLE RESPONSE, TO HELP AID GRIP ON SLIPPERY ROAD SURFACES.



**Lexus brings a new level** of confidence to night driving with available **High-Intensity Discharge (HID)** low-beam headlamps. The bright, glowing gases emit a light closer to the color of sunlight, cast a stronger beam farther up the road, and use less energy than

conventional filament bulbs. These advanced headlamps employ automatic self-leveling mechanisms, to help focus light on the road and reduce glare for oncoming drivers, even as acceleration, braking, and trunk loading try to change the car's headlamp aim.

\*The Lexus Navigation System is designed to assist in locating an address or point of interest. Discrepancies may be encountered between the system and your actual location. Changes in street names, road closures, traffic flow, or other road system changes may affect the accuracy of the mapping software. Rely upon your common sense to decide whether or not to follow a specified route. Detailed coverage not available in every city. See your Owner's Manual and your Lexus dealer for further details. Some vehicles shown with optional equipment.



**AUTO SOUND LEVELIZER (ASL)** IS A NEW ENHANCEMENT TO THE GS' POWERFUL AUDIO SYSTEM. IT AUTOMATICALLY ADJUSTS LOUDNESS, IN SPECIFIC FREQUENCY RANGES, TO ACCOMMODATE CHANGES IN THE SOUND LEVEL INSIDE THE CAR.

ASL



The optional **Lexus Navigation System\*** operates through a dash-mounted, touch-screen display. Quick access to a vast data bank can help you find a street address, a gas station, an automated teller machine, a hotel, a golf course and numerous points of interest in

many major cities, as well as travel routes between those cities. The Lexus Navigation System employs the satellite-based **Global Positioning System (GPS)** as well as detailed electronic maps to identify your location and plot a course to a destination.

**THE NEW FIVE-SPEED AUTOMATIC TRANSMISSION** DELIVERS EXCEPTIONAL RESPONSE AND SMOOTHNESS. IT SELECTS AN UPSHIFT PROGRAM BASED ON HOW YOU MOVE THE THROTTLE PEDAL. IT ALSO SUPPRESSES THE SHIFT TO HIGH GEAR GOING UP OR DOWN STEEP GRADES, TO IMPROVE CONTROL AND REDUCE "HUNTING" BETWEEN GEARS.





**The Lexus Ownership Experience** is the benchmark for the automotive industry. Lexus dealers are known for treating you as if you were a guest in their home. And such benefits as Lexus 24-hour Roadside Assistance<sup>1</sup> offer peace of mind. Consumer surveys confirm the success of Lexus' Relentless Pursuit of

Perfection: J.D. Power and Associates has ranked Lexus the Best Overall Carline 19 times in 27 studies since 1990, a record of excellence unapproached by any other carmaker.<sup>2</sup> Specifically, in 1997, Lexus was named number one in the Customer Satisfaction Study<sup>3</sup> and in the Vehicle Dependability Study.<sup>4</sup>

1. See your Lexus dealer for details. 2. References all major J.D. Power and Associates automotive awards, including Initial Quality Study, Sales Satisfaction Index, Customer Satisfaction Study, Vehicle Dependability Study and Vehicle Performance Index, for years of Lexus eligibility from 1990 to 1997. 3. J.D. Power and Associates 1997 Customer Satisfaction Study<sup>SM</sup> based on a total of 26,287 consumer responses. 4. J.D. Power and Associates 1997 Vehicle Dependability Study of 1992 Model Year Vehicles at Five Years of Ownership<sup>SM</sup>. Lexus was the Best Overall Carline in 1995, 1996 and 1997 studies. 1997 study based on a total of 20,995 consumer responses. Award based on ES 300, LS 400 and SC 300/400.





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## SPECIFICATIONS

### BODY, DIMENSIONS

TYPE	Five-passenger luxury sedan
CONSTRUCTION	Welded-steel unitized body
OVERALL LENGTH	189.2 in
WIDTH	70.9 in
HEIGHT	56.7 in
WHEELBASE	110.2 in
GROUND CLEARANCE	6.0 in
CURB WEIGHT	3,635 lb (GS 300), 3,690 lb (GS 400)
FUEL-TANK CAPACITY	19.8 gal
TRUNK CAPACITY	14.8 cu ft
HEADROOM (FRONT/REAR)	39.0/37.4 in (37.6/36.4 in with moonroof)
LEGROOM (FRONT/REAR)	44.0/34.3 in
SHOULDER ROOM (FRONT/REAR)	57.7/56.6 in

### DRIVETRAIN

TRANSMISSION	Five-speed automatic Electronically Controlled Transmission with intelligence (ECT-i). E-Shift, with controls on steering wheel (GS 400). Overdrive fifth gear, auto-select shift program, engine/transmission networking, flex-lockup torque converter.
DRIVE WHEELS	Rear, with standard Traction Control System (TRAC).
FINAL DRIVE RATIO	3.27:1 (GS 300), 3.92:1 (GS 400)

### CHASSIS

SUSPENSION	Four-wheel independent, double-wishbone, with coil springs, gas-pressure shock absorbers, rear strut rods, front and rear stabilizer bars.
STEERING	Vehicle-speed-sensing, progressive power-assisted rack and pinion. 3.4 turns, lock to lock.
BRAKES	Four-wheel power-assisted discs, with four-sensor Anti-lock Braking System (ABS). 11.6-in vented front discs, 12.0-in solid rear discs.
WHEELS AND TIRES	16 x 7.5-in alloy wheels. 215/60R16 (GS 300), 225/55R16 (GS 400). V-rated steel-belted radials. Optional wheels and tires (GS 400): 17 x 8.0-in wheels with 235/45R17 Z-rated tires <sup>1</sup> . Optional all-season tires (16-in only). Full-size spare with alloy wheel.

### GS 400 ENGINE

TYPE	90° V8, aluminum block and heads
DISPLACEMENT	4.0 liters (242 cu in)
VALVETRAIN	Four cam, four valves per cylinder, with continuous Variable Valve Timing with intelligence (VVT-i)
COMPRESSION RATIO	10.5:1
HORSEPOWER AT RPM	300 hp @ 6,000
TORQUE AT RPM	310 lb-ft @ 4,000

### GS 400 PERFORMANCE

0-60 MPH ACCELERATION	5.8 seconds <sup>1</sup>
1/4-MILE ACCELERATION	14.5 seconds <sup>1</sup>
TOP TRACK SPEED	149 mph <sup>3</sup>
FUEL CONSUMPTION	17/23 mpg City/Highway <sup>4</sup>
AERODYNAMIC DRAG COEFFICIENT	0.30
TURNING CIRCLE	37.1 ft

### GS 300 ENGINE

TYPE	In-line 6, iron block, aluminum head
DISPLACEMENT	3.0 liters (183 cu in)
VALVETRAIN	Twin cam, four valves per cylinder, with continuous Variable Valve Timing with intelligence (VVT-i)
COMPRESSION RATIO	10.5:1
HORSEPOWER AT RPM	225 hp @ 6,000
TORQUE AT RPM	220 lb-ft @ 4,000

### GS 300 PERFORMANCE

0-60 MPH ACCELERATION	7.6 seconds <sup>1</sup>
1/4-MILE ACCELERATION	15.7 seconds <sup>1</sup>
TOP TRACK SPEED	144 mph <sup>3</sup>
FUEL CONSUMPTION	20/25 mpg City/Highway <sup>4</sup>
AERODYNAMIC DRAG COEFFICIENT	0.30
TURNING CIRCLE	37.1 ft

1. Optional 17 x 8.0-inch wheels with 235/45R17 tires are expected to experience greater tire wear than the standard equipment tires. 225/55R16. Tire life may be substantially less than 15,000 miles, depending on driving conditions. Your riding comfort may worsen a little and road noise may increase during driving. Please consider all this when selecting a GS 400 equipped with this option. 2. Car and Driver, October 1997. 3. These performance capacity figures are for comparison only, and were obtained with prototype vehicles by professional drivers using special safety equipment and procedures. These should not be attempted on public streets or highways. 4. Preliminary mileage figures determined by Lexus. 1998 EPA mileage estimates not available at time of printing. See your Lexus dealer for details. Specifications, equipment, technical data, production processes, photos and illustrations based on information at time of printing and subject to change without notice. Some vehicles shown with optional equipment. For more information, call 800-USA-LEXUS (872-5398). Lexus reminds you to wear seatbelts, secure children in rear seat and obey all speed laws.



## SAFETY

Vehicle Skid Control (VSC) • Driver's and front passenger's airbag Supplemental Restraint System (SRS) • Front seat-mounted side-impact airbags (SRS) • Three-point seatbelts front and rear, fronts with height-adjustable anchors, pre-tensioners and force limiters • Headrests for all seats, including rear-center • Rigid cabin structure with front and rear crumple zones • Side-impact door beams • Four-wheel anti-lock disc brakes (ABS) • Electrochromic inside rearview mirror (outside – standard on GS 400, optional on GS 300) • Defoggers for outside rearview mirrors • Vehicle theft-deterrent and immobilizer system, with in-key transponder • Variable intermittent windshield wipers with mist cycle • Halogen headlamps with integrated foglamps • Automatic on-off headlamps • Rear-window defogger with auto-off timer • First aid kit

## LUXURY

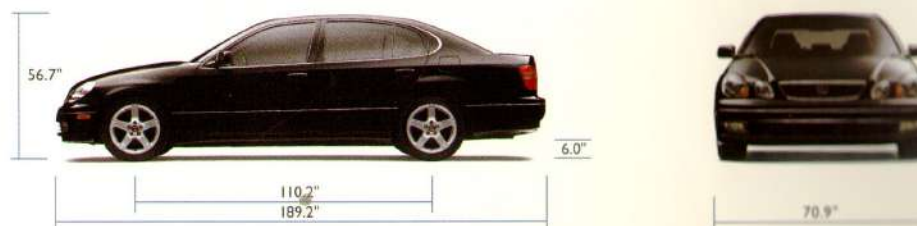
Walnut interior trim • Leather-wrapped steering wheel and shift knob (leather trim with Lexus Memory System in GS 400) • AM/FM/cassette seven-speaker 215-watt (max power) audio system with ASL • Power windows with one-touch up and down, and pinch protection • Cruise control • Automatic dual-zone climate control with interior air filter, smog sensor and automatic recirculating mode • Outside temperature gauge • Multi-function remote entry system • Three-way programmable transmitter to activate garage door, driveway gate • Power tilt-and-telescopic steering column with automatic tilt-away • Ten-way adjustable power front seats • Power door locks with driver's two-turn unlock feature • Remote trunk-lid and fuel-filler door releases • Dual illuminated visor vanity mirrors • Sliding left and right sun visors • Dual front and rear cupholders • Illuminated entry system • Retained accessory power • Dual-compartment center console with accessory power outlet and Lexus cellular phone storage capability

## OPTIONS, ACCESSORIES


Power tilt-and-slide moonroof with one-touch-open and close, pinch protection and sliding sunshade • Lexus Navigation System (not available with Nakamichi option) • Leather interior trim and Lexus Memory System to control power driver's seat (except lumbar), outside rearview mirrors, driver's shoulder belt anchor height and steering wheel (GS 300) • Heated front seats • In-dash six-disc CD auto-changer (factory or dealer installed) • Lexus/Nakamichi 260-watt (max power) premium sound system (requires CD, not available with Lexus Navigation System, does not include ASL) • High-Intensity, Discharge (HID) headlamps with self-leveling system • 17 x 8.0-in wheels with 235/45R17 tires (GS 400) • Rear spoiler (GS 400) • Lexus Chrome Wheels • All-season tires (no-cost option, 16-in only) • Lexus Portable Plus or Mobile Cellular Telephones with Command Module and antenna in window glass • Gold trim kit • Car cover • Cargo net • Floor mats • Trunk mat • Wheel locks • Front-end mask

## WARRANTY

Four-year/50,000-mile limited warranty. Six-year/70,000-mile powertrain warranty. Six-year/unlimited-mileage corrosion perforation warranty. All warranties with zero deductible. See the GS Owner's Manual Supplement at your Lexus dealer for details.



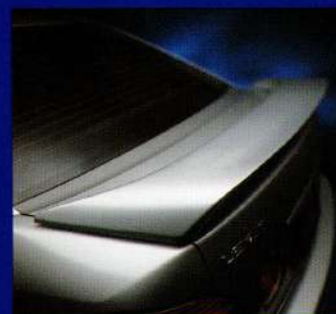




THE OPTIONAL LEXUS NAVIGATION SYSTEM KEEPS TRACK OF WHERE YOU ARE, HELPS YOU SELECT YOUR DESTINATION, AND THEN GUIDES YOU THERE WITH VOICE AND ON-SCREEN INSTRUCTIONS. SEE YOUR LEXUS DEALER FOR DETAILS.



Accessories and options are available to help personalize your GS. The luxury of leather interior trim (standard on the GS 400) is available on the GS 300. There's an optional power moonroof. A premium Nakamichi audio system and the in-dash, six-disc CD auto-changer that Lexus pioneered can improve your



TO GIVE THE GS 400 AN EXTRA DASH OF SPORTY ATTITUDE, A REAR-DECK SPOILER IS AVAILABLE.

A SELECTION OF LEXUS CELLULAR PHONES OFFERS THE FINEST WAY TO KEEP IN TOUCH.



music. New this year is the Lexus Navigation System, and you have a choice of cellular phones. The High-Intensity Discharge (HID) headlamp option improves night visibility, and the GS 400 features an available tire and wheel upgrade, to 17x8.0-inch aluminum-alloy wheels with 235/45R17 high-performance tires<sup>1</sup>.



## EXTERIOR COLORS



ANTIQUE BRONZE MICA

IVORY OR BLACK LEATHER



BLACK ONYX

LIGHT CHARCOAL, IVORY OR  
BLACK LEATHER  
LIGHT CHARCOAL FABRIC



ALPINE SILVER METALLIC

LIGHT CHARCOAL OR  
BLACK LEATHER  
LIGHT CHARCOAL FABRIC



BURNISHED GOLD METALLIC

IVORY LEATHER



CINNABAR PEARL

LIGHT CHARCOAL, IVORY OR  
BLACK LEATHER



DIAMOND WHITE PEARL

LIGHT CHARCOAL, IVORY OR  
BLACK LEATHER  
LIGHT CHARCOAL FABRIC



IMPERIAL JADE MICA

LIGHT CHARCOAL, IVORY OR  
BLACK LEATHER  
LIGHT CHARCOAL FABRIC



SPECTRA BLUE MICA

LIGHT CHARCOAL, IVORY OR  
BLACK LEATHER  
LIGHT CHARCOAL FABRIC

## INTERIOR COLORS



LIGHT CHARCOAL LEATHER



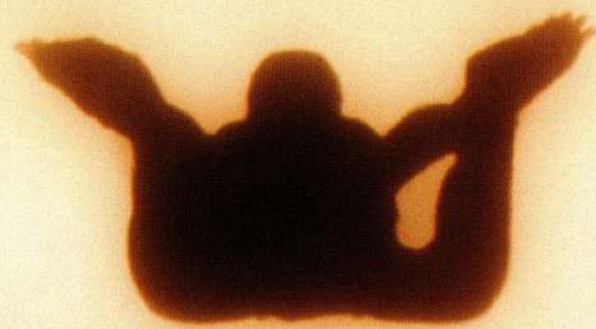
IVORY LEATHER



BLACK LEATHER

NOTE: FABRIC IS STANDARD ON GS 300. LEATHER TRIM IS STANDARD ON GS 400, OPTIONAL ON GS 300.







SOME DAYS SHOULD COME WITH A REWIND BUTTON. ◀◀



LEXUS

