

## 2. New Model Outline

## MAJOR COMPONENTS

The basic components of the SC400 are as follows.

Item		Type and Specifications
Drive System		FR (Front Engine, Rear Wheel Drive)
Engine	Type	1UZ-FE : V8, 4.0 Liter, Gasoline
	Displacement      cm <sup>3</sup> (cu.in.)	3969 (242.1)
	Valve Mechanism	32 Valves, DOHC
	Fuel System	EFI
	Max. Output [SAE-NET] kW @ rpm (HP @ rpm)	186 @ 5600 (250 @ 5600)
	Max. Torque [SAE-NET] N·m @ rpm (ft·lbf @ rpm)	353 @ 4400 (260 @ 4400)
Automatic Transmission		A340E : 4-Speed (ECT-i* <sup>1</sup> with Lock-Up)
Differential		Hypoid Gear
Brake		4-Wheel Ventilated Disc with ABS
Suspension		4-Wheel Double Wishbone
Steering	Gear Type	Rack and Pinion
	Power Steering	Vehicle Speed Sensing Hydraulic Reaction Type Electronically Controlled PPS* <sup>2</sup>

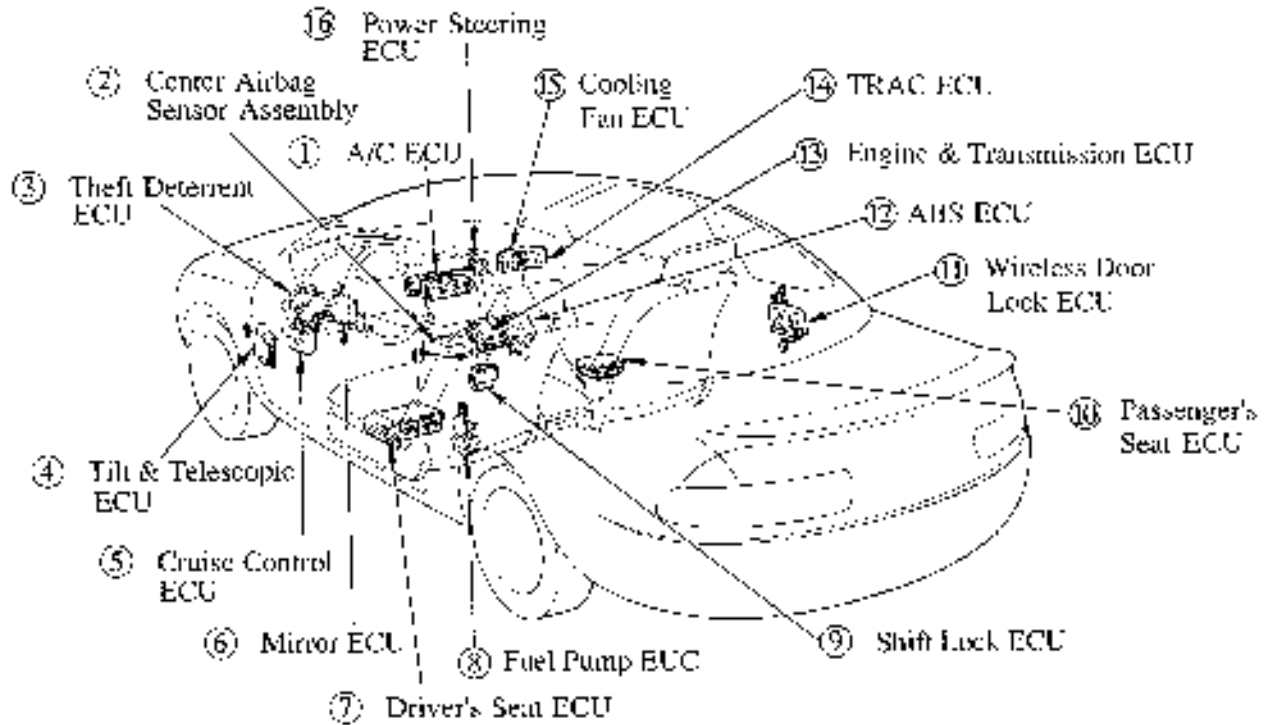
\*<sup>1</sup> ECT-i: Electronically Controlled Transmission with an intelligent control system

\*<sup>2</sup> PPS: Progressive Power Steering

## HIGH TECHNOLOGY

### ECU CONTROLLED SYSTEMS

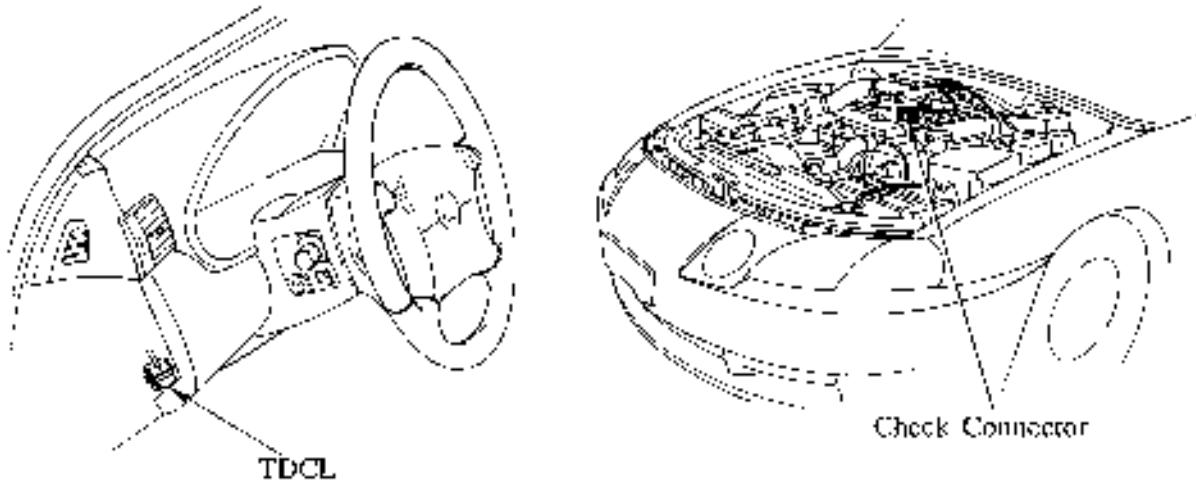
- In the SC400, many of the systems have an ECU to provide precise control. For increased serviceability, many of the systems have a self-diagnosis system, and a connector exclusively for diagnostic purposes; TDL (Total Diagnostic Communication Link) is provided inside the cabin compartment.



No.	System	Self-Diagnosis
①	Air Conditioner	YES
②	SRS Airbag	YES
③	Theft Deterrent and Door Lock Control	—
④	Tilt and Telescopic Steering	—
⑤	Cruise Control	YES
⑥	Electronic Control Rear View Mirror	—
⑦	Power Seat	—
⑧	Fuel Control	—
⑨	Shift Lock	—
⑩	Power Seat	—
⑪	Wireless Door Lock Remote Control	—
⑫	ABS Control	YES
⑬	Engine and Transmission Control	YES
⑭	Traction Control (Option)	YES
⑮	Electronically Controlled Hydraulic Cooling Fan	—
⑯	Power Steering	—

## HIGH TECHNOLOGY

- As in the LS400, the TDLC in the SC400 is provided inside the instrument panel left hand lower side as a connector exclusively for diagnosis of the data from the engine & transmission ECU, and ABS etc., to improve serviceability. By connecting the TDLC to a diagnosis monitor specifically designed for use with the TDLC, the diagnosis result for each system can be read easily. The check connector inside the engine compartment is also used for engine adjustment.



### NOTICE

Never make a mistake with the terminal connection position as this will cause a malfunction.

## ENGINE

### ENGINE LINE-UP

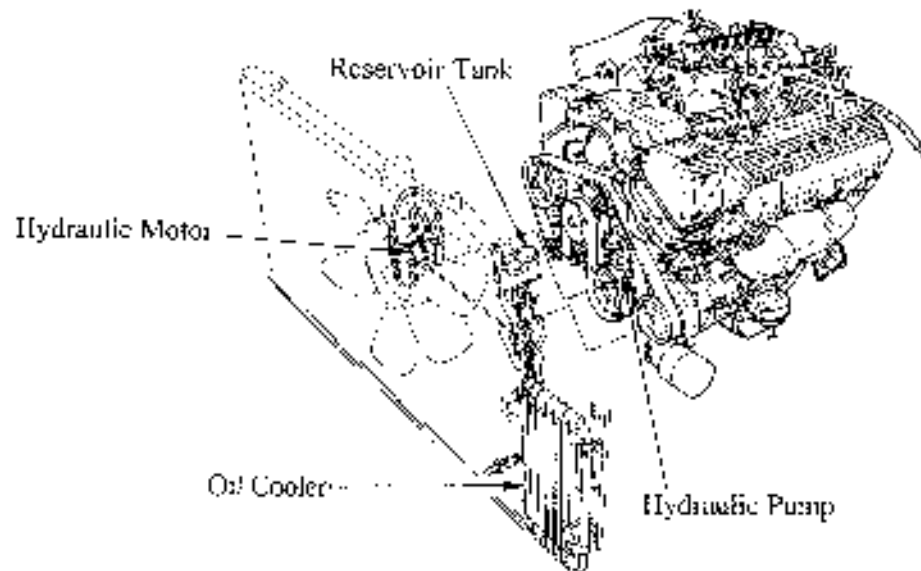
The engine used is the 4.0-liter, V8 90° bank, 4 camshaft, 32-valve 1UZ-FE gasoline engine used in the LS400.

Displacement	Engine Type	Max. Output [SAE-NET]	Max. Torque [SAE-NET]	Features
4.0 L	1UZ-FE	186 kW @ 5600 rpm (250 HP @ 5600 rpm)	353 N·m @ 4400 rpm (260 ft·lbf @ 4400 rpm)	High torque and high power engine, yet compact and lightweight. It is utilitarian and also provides high speed performance.

### ■ 1UZ-FE ENGINE

The 1UZ-FE engine in the SC400 is basically the same as the 1UZ-FE engine in the LS400. However, the following changes have been made to improve its quietness and serviceability.

- An electronically controlled hydraulic cooling fan system is used. This system reduces fan noise and improves cooling performance. Hydraulic pressure generated by the oil pump which is used solely for this system drives the motor which turns the fan. The fan's rotation is controlled steplessly by the cooling fan ECU (Electronic Control Unit) in accordance with the engine coolant temperature.
- A fuel pump ECU is used for fuel pump control to reduce electric power loss.
- A cap has been added to the air cleaner case for easy replacement of the air cleaner element and increased serviceability.
- The shapes of the oil pan and engine mounting, etc. have been optimized for the SC400.



**Electronically Controlled Hydraulic Cooling Fan System**

## CHASSIS

The chassis of the SC400 includes a suspension that offers sporty steering stability and riding comfort, responsive steering, a transmission suited to the V8 4.0-liter engine, and brake performance and other features which are worthy of a luxury sports coupe.

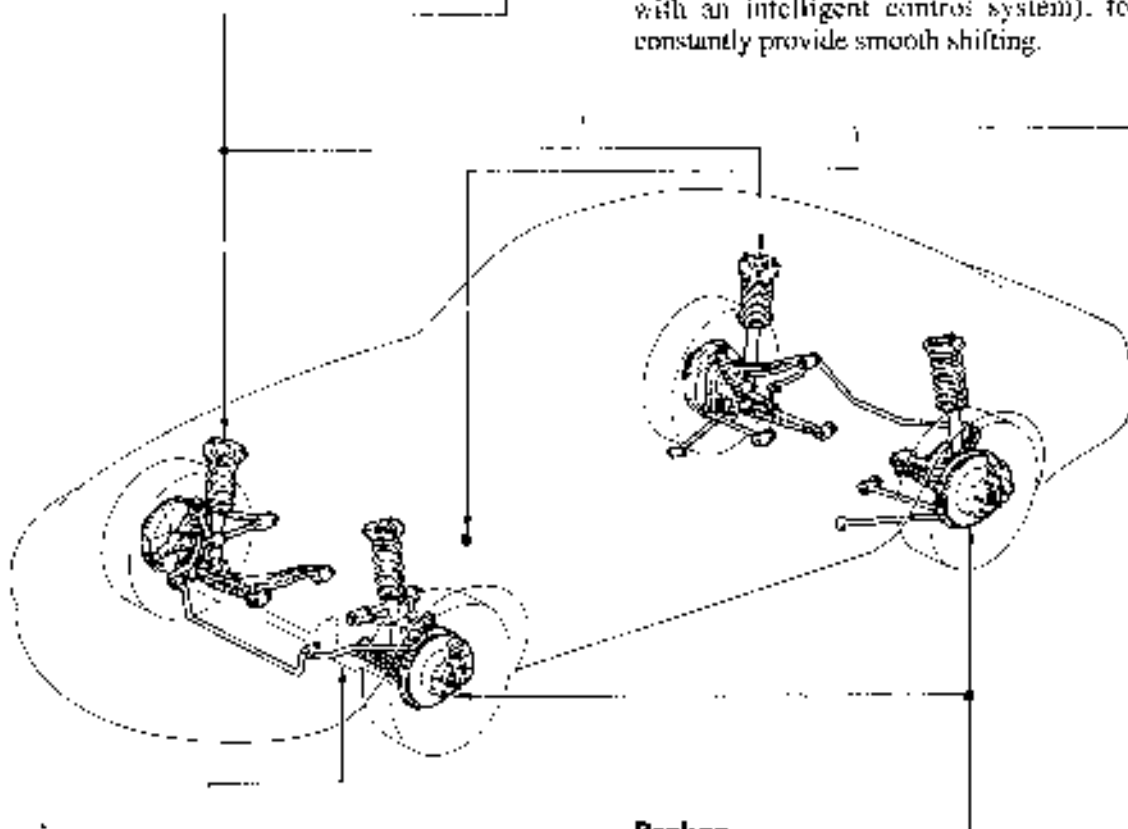
### MAJOR COMPONENTS

#### Suspension

Double wishbone type suspension is used for all wheels, providing both steering stability and ride comfort.

#### Transmission

The A340E automatic transmission is a 4-speed automatic transmission with over drive and lock-up clutch which uses ECT-i (Electronically Controlled Transmission with an intelligent control system), to constantly provide smooth shifting.



#### Steering

The steering is highly rigid rack and pinion type with vehicle-speed-sensing hydraulic reaction type electronically controlled PPS (Progressive Power Steering).

#### Brakes

Ventilated disc brakes are used on all wheels and the brake booster is the 9" x 9" tandem type. All vehicles are fitted with ABS (Anti-Lock Brake System) as standard equipment. The traction control system is offered as an option. The traction control system helps prevent spinning of the drive wheels which is likely to occur when starting off or accelerating on slippery road surfaces. As well as helping keep the vehicle stable, the system provides drive power most suited to the road conditions.

## CHASSIS

### ■ A340E (ECT-i) AUTOMATIC TRANSMISSION

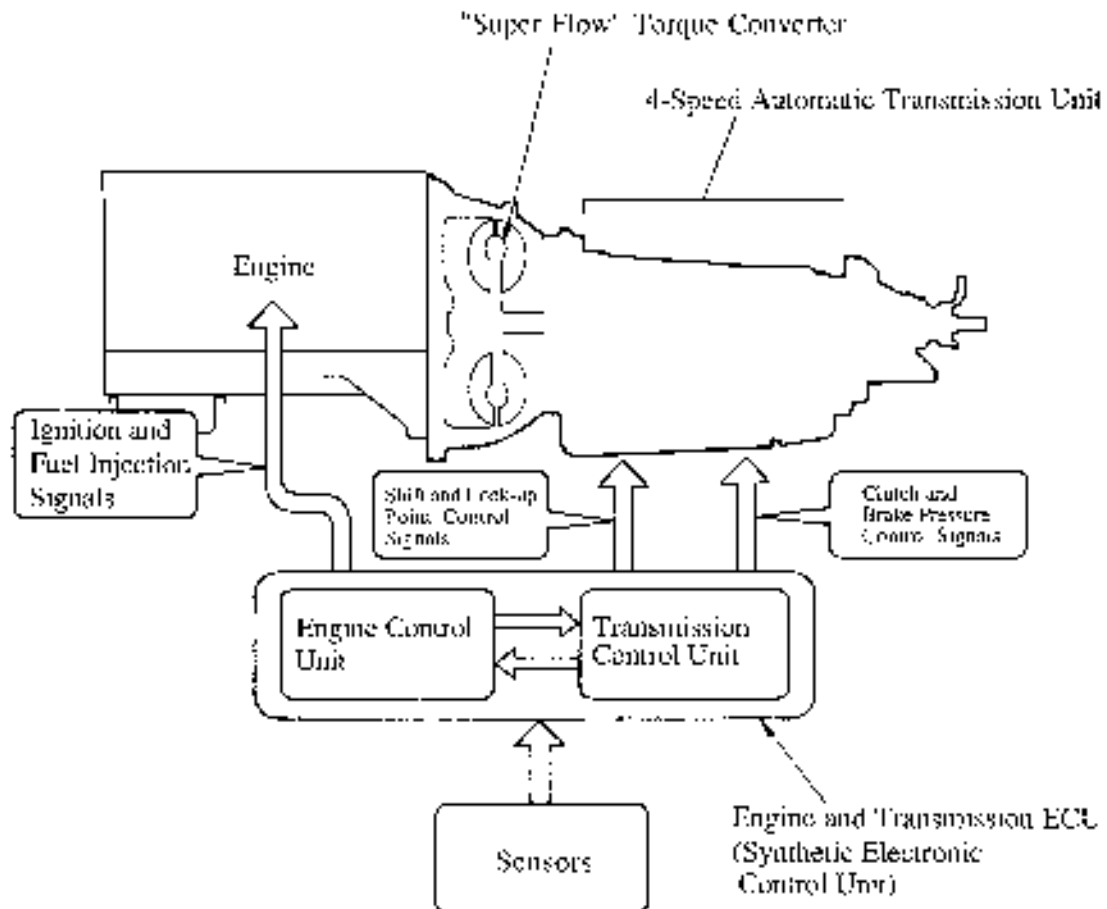
The A340E automatic transmission matches the engine characteristics, and provides smooth driving responsive to the driver's control.

The construction and operation of the A340E automatic transmission are basically the same as those of the 4-speed ECT-i (Electronically Controlled Transmission with an intelligent control system) A341E automatic transmission in the LS400 with overdrive.

This ECT-i uses an ECU to control the shift-point, lock-up point, and clutch and brake pressure to maintain optimum operating conditions.

The A340E has the following features for smooth shifting and driving:

- ECUs for the engine and the transmission are combined for unified control of both engine and transmission.
- Optimum shift patterns.
- The ECU controls the clutch and brake pressure to reduce shock when shifting up or shifting down.
- Use of high performance automatic transmission fluid (Fluid Type: A.T.F. Type T-II).
- High efficiency "Super-Flow" torque converter with optimally designed blade shape.

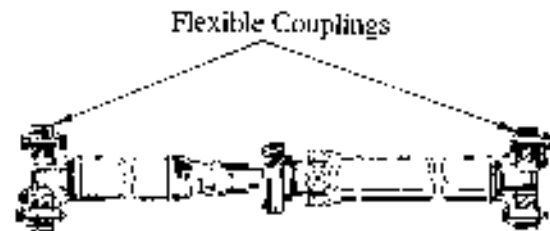
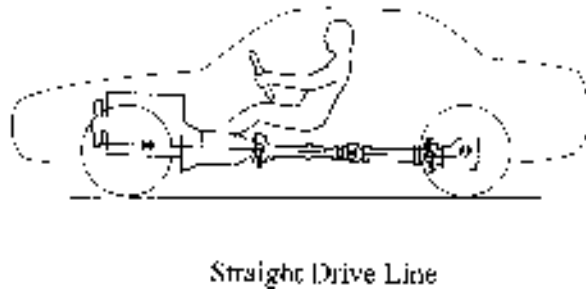


## CHASSIS

### ■ PROPELLER SHAFT

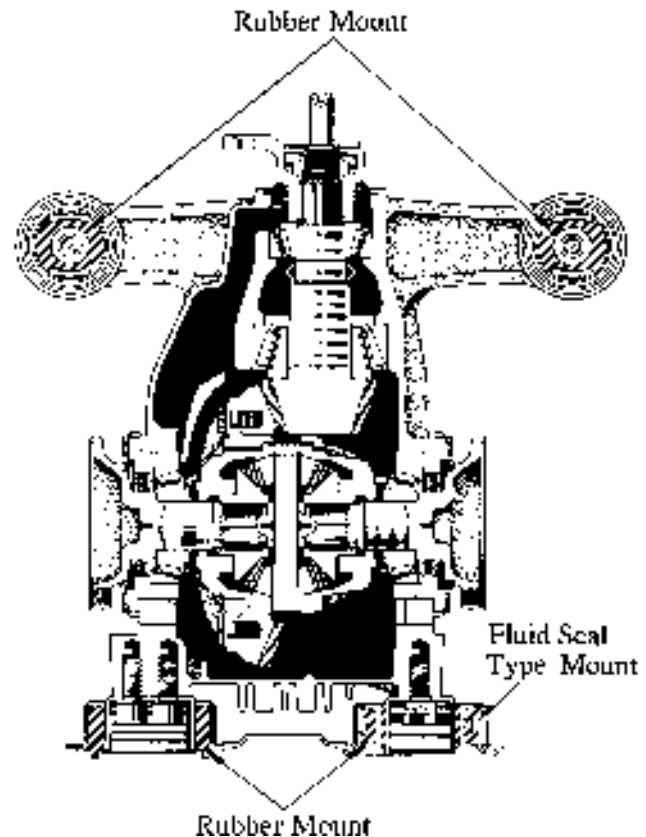
To reduce noise and vibration, twin flexible couplings and a straight drive line are used as in the LS400.

- A flexible coupling with low spring characteristics is used for the first and third joints.
- During transmission of power, the drive line is a straight line from the engine to the differential for smooth power delivery.



### ■ DIFFERENTIAL

- The differential is a 2-pinion hypoid gear. Precise tolerances of machining and assembly are incorporated to enhance the smoothness and quietness of its operation.
- The differential is installed to the rear suspension member with rubber mounts for increased quietness.
- The basic construction, function and operation of the differential are the same as for the LS400. The differential of the LS400 cannot be overhauled, but the differential of the SC400 can be.





## CHASSIS

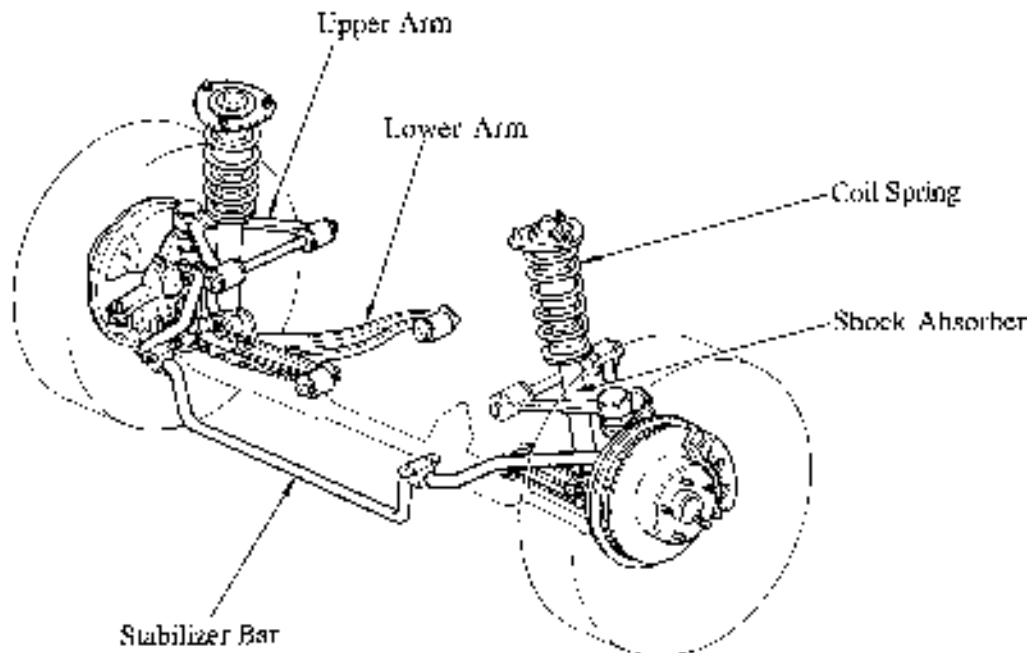
### ■ FRONT SUSPENSION

The front suspension is a double wishbone type suspension which offers sporty steering stability and riding comfort. The suspension geometry and bushings have been optimized and use of an aluminum front suspension member, etc. improves cornering performance.

The front suspension main features are as follows:

● : Effect

Features	Effect	Vehicle Stability	Cornering Performance	Steering Stability	Riding Comfort	High Rigidity
Small caster vorlauf geometry			●			
Small king-pin offset		●				
Low compliance steer characteristics		●				
Upper arm and lower arm with short mounting span				●		
Ball joint type stabilizer bar		●				
Inner ring type upper and lower arm bushing					●	
Lower mount front upper arm and aluminum front suspension member				●		●
Anti-dive geometry		●				



CHASSIS

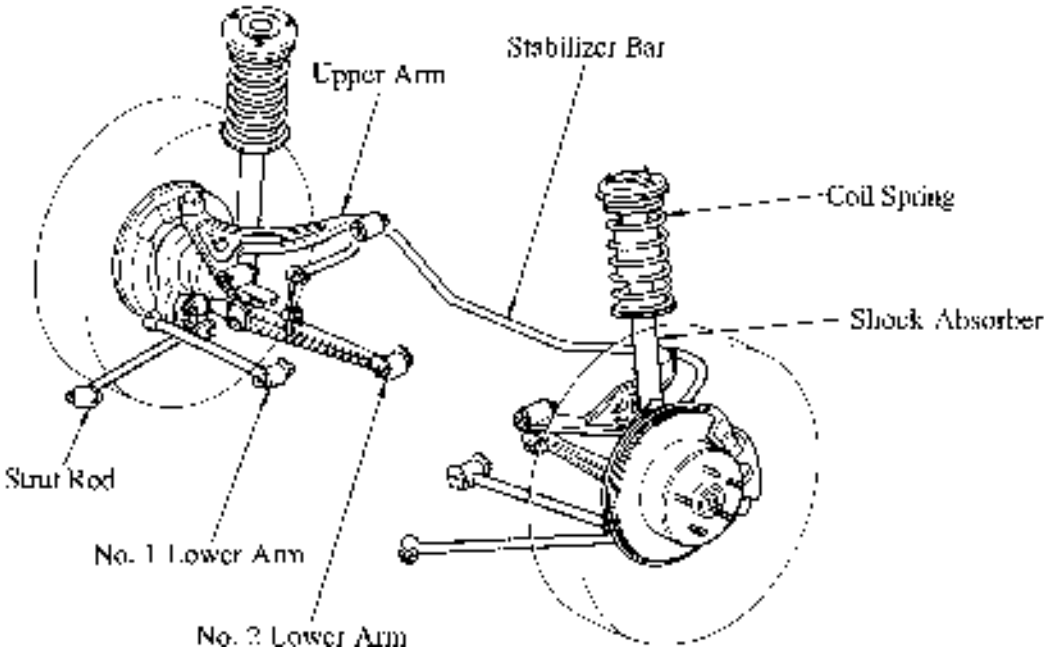
REAR SUSPENSION

The rear suspension has the same double wishbone type suspension as the front suspension. The straight line stability and cornering performance of this suspension have been improved by optimizing the wheel alignment and lower arm mount shock absorbers are used to reduce noise and vibration.

The rear suspension main features are as follows:

● : Effect

Effect	Vehicle Stability	Cornering Performance	Riding Comfort	High Rigidity	Reduced Road Noise
Features					
Low compliance steer characteristics	●				
Negative camber and wide tread rear wheel alignment		●			
Anti-lift and anti-squat geometry	●				
Lower arm mount shock absorber				●	●
Ball joint type stabilizer bar	●				
Pillow ball type upper arm bushing			●		
Rear suspension member	●			●	

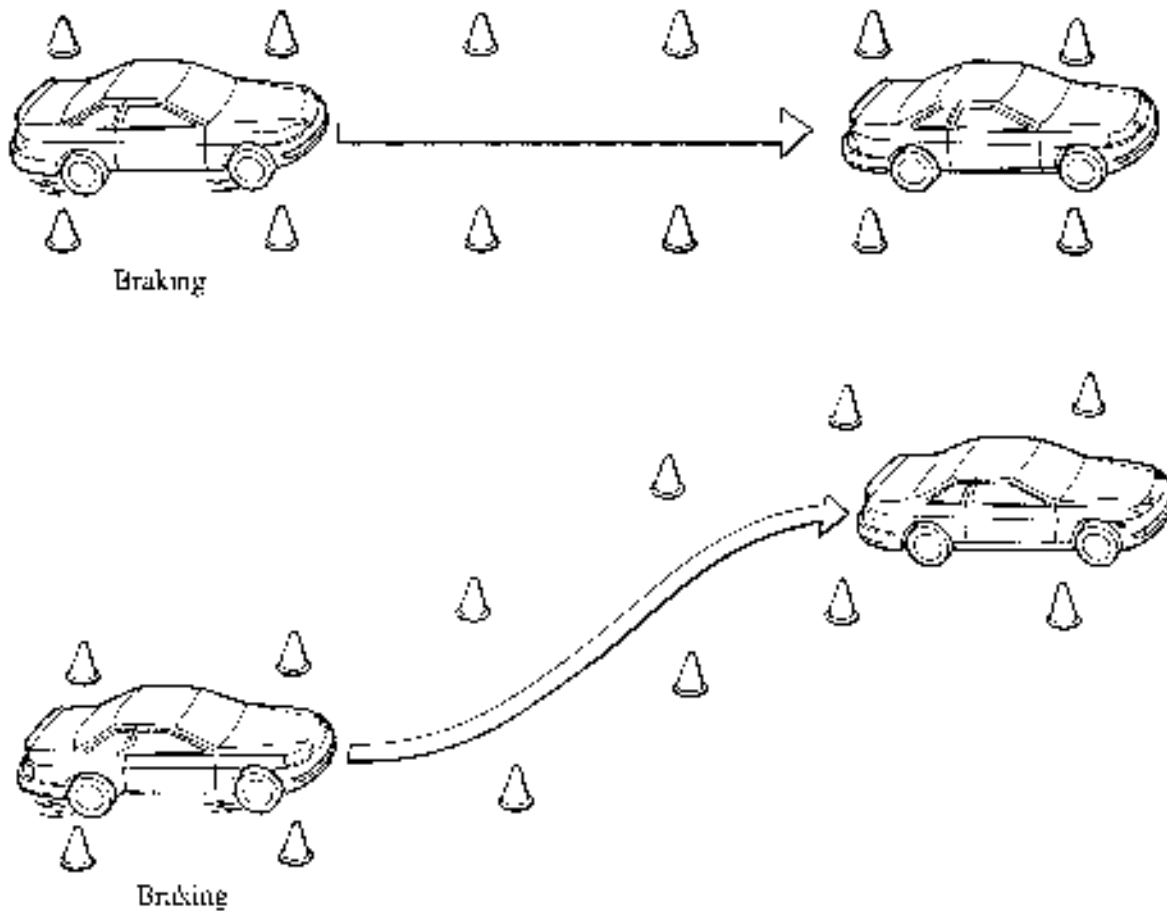


## CHASSIS

### ■ ANTI-LOCK BRAKE SYSTEM (ABS)

ABS which prevents wheel lock during sudden braking is standard. If a wheel speed sensor indicates that there is a possibility of locking, the ECU controls the brake pressure on each front wheel independently and on both rear wheels simultaneously to prevent the wheels from locking. The ABS has the following features:

- It helps to maintain vehicle stability and steerability during sudden braking.
- Even during sudden braking, there is a greater likelihood of being able to avoid obstacles with the ABS system.



## CHASSIS

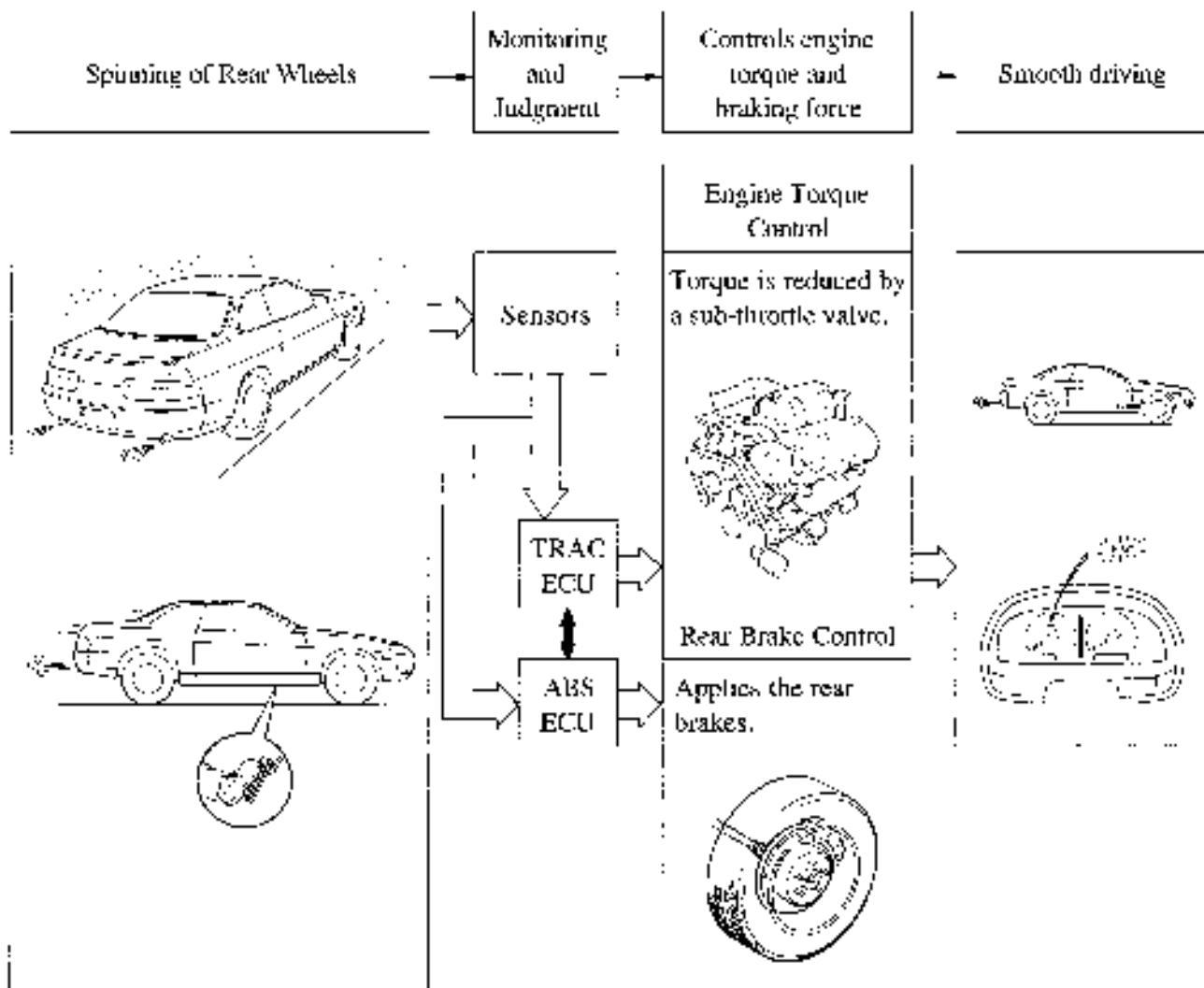
### ■ TRACTION CONTROL SYSTEM (TRAC)

Available as an option, the traction control system acts at all times to transmit the optimum driving force to the road surface and help maintain the stability of the vehicle.

Traction control is carried out by the TRAC ECU which utilizes a sub-throttle valve in the throttle body to carry out torque control and the ABS ECU controls the hydraulic pressure at the rear wheel cylinders by means of a TRAC brake actuator.

The traction control system has the following features:

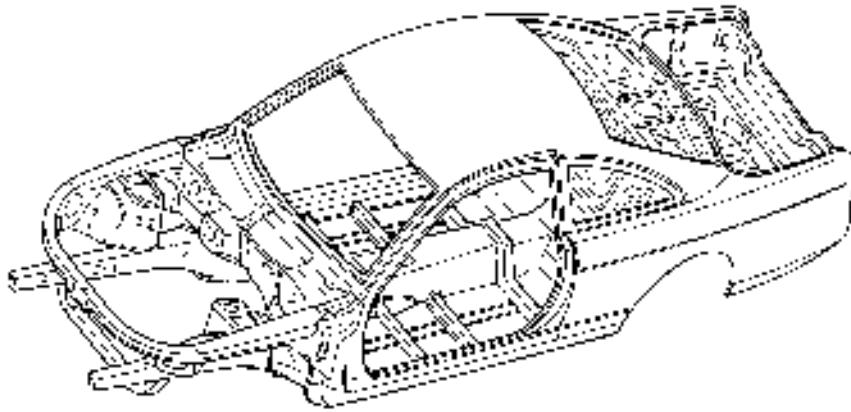
- Improved vehicle stability during starting off and acceleration on slippery roads.
- Through independent left and right rear brake control, spinning of one wheel is prevented and acceleration performance on slippery roads is improved together with the vehicle's ability to get out of muddy spots, etc.
- During operation of traction control, an indicator light flashes to inform the driver.
- The use of diagnosis and fail-safe features when a malfunction occurs improves reliability and serviceability.



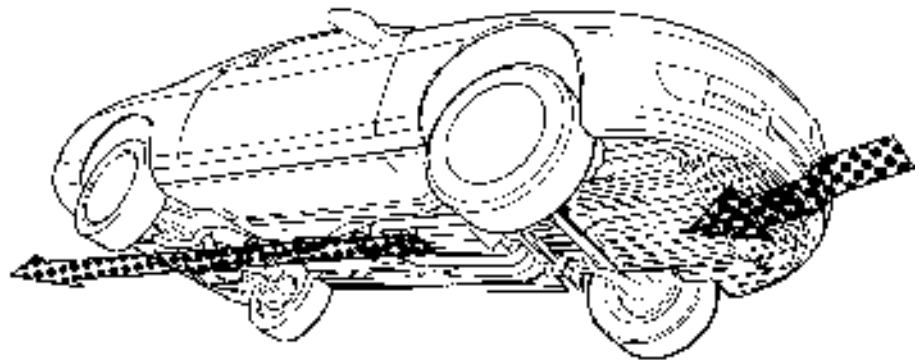
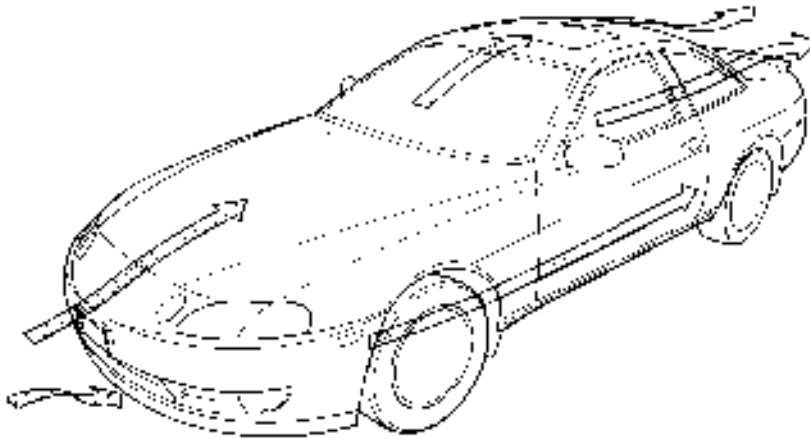
## BODY

Not only has the body construction been made light in weight and highly rigid through optimization of the frame construction and use of aluminum suspension members, but panels have been unified and anti-corrosion steel sheets are used to improve rust-resistant performance and improve the vehicle's appearance. Also, the body surface has been unitized, and the under body has been made flat to improve aerodynamic performance.

### ►Body Shell◀



### ►Aerodynamics◀



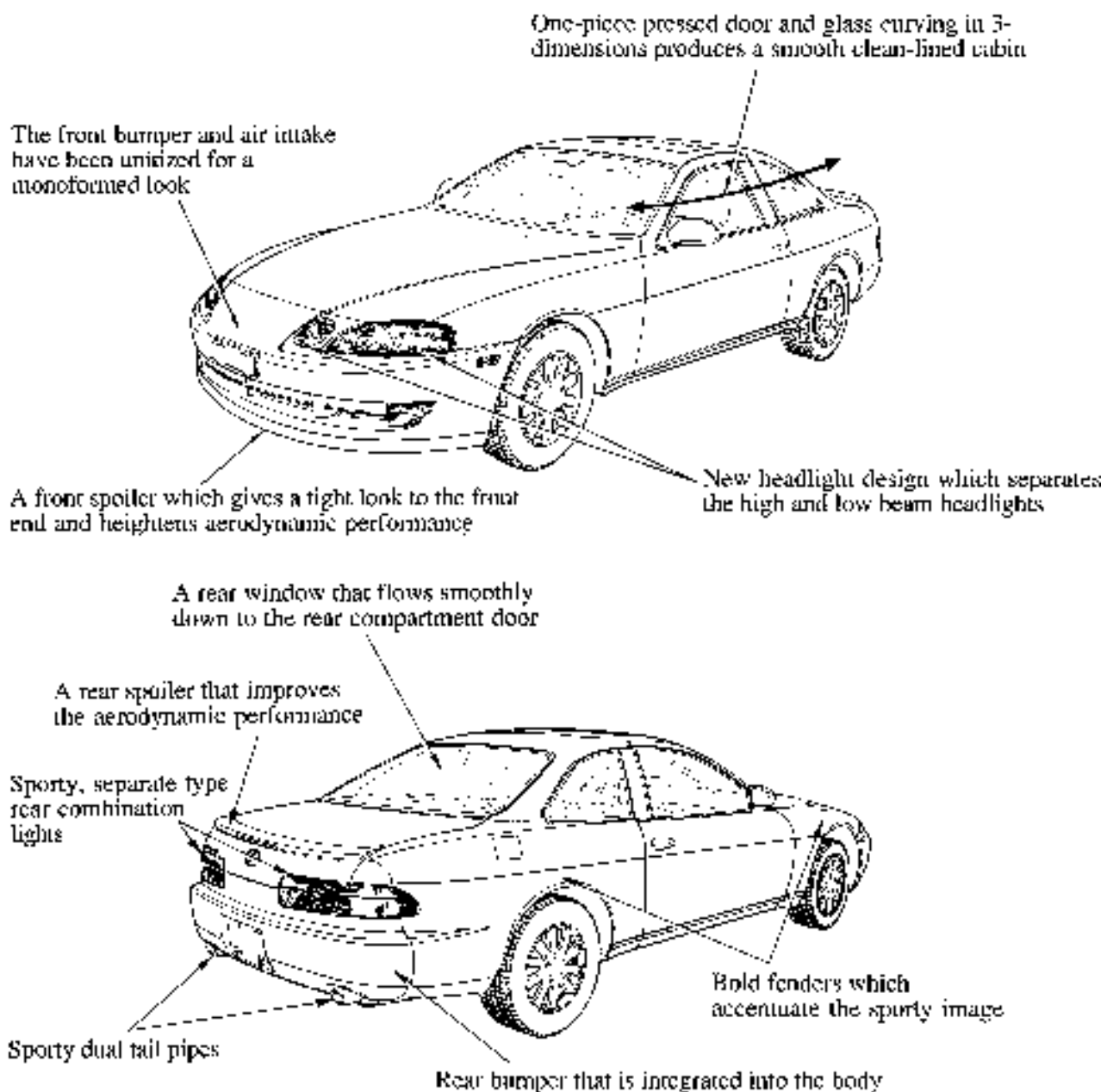
## EXTERIOR

### STYLING

The exterior of the SC400 is designed to be a trend setter in the 1990s. It has been given an intellectual form which is sporty and adds to its status as an advanced, high class car.

The styling has the following features.

- A natural rounded shape and a generously curved construction which extends over the entire vehicle.
- A sleek silhouette that is carefree and flows from the front to the rear.
- An active side silhouette and front and rear view which gives a feeling of stability.



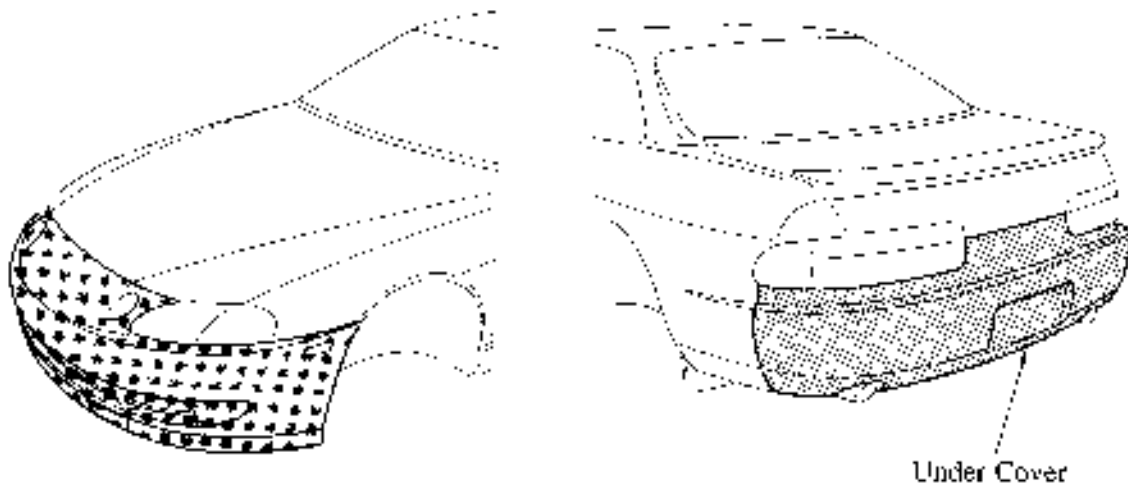
## EXTERIOR

### EXTERIOR EQUIPMENT

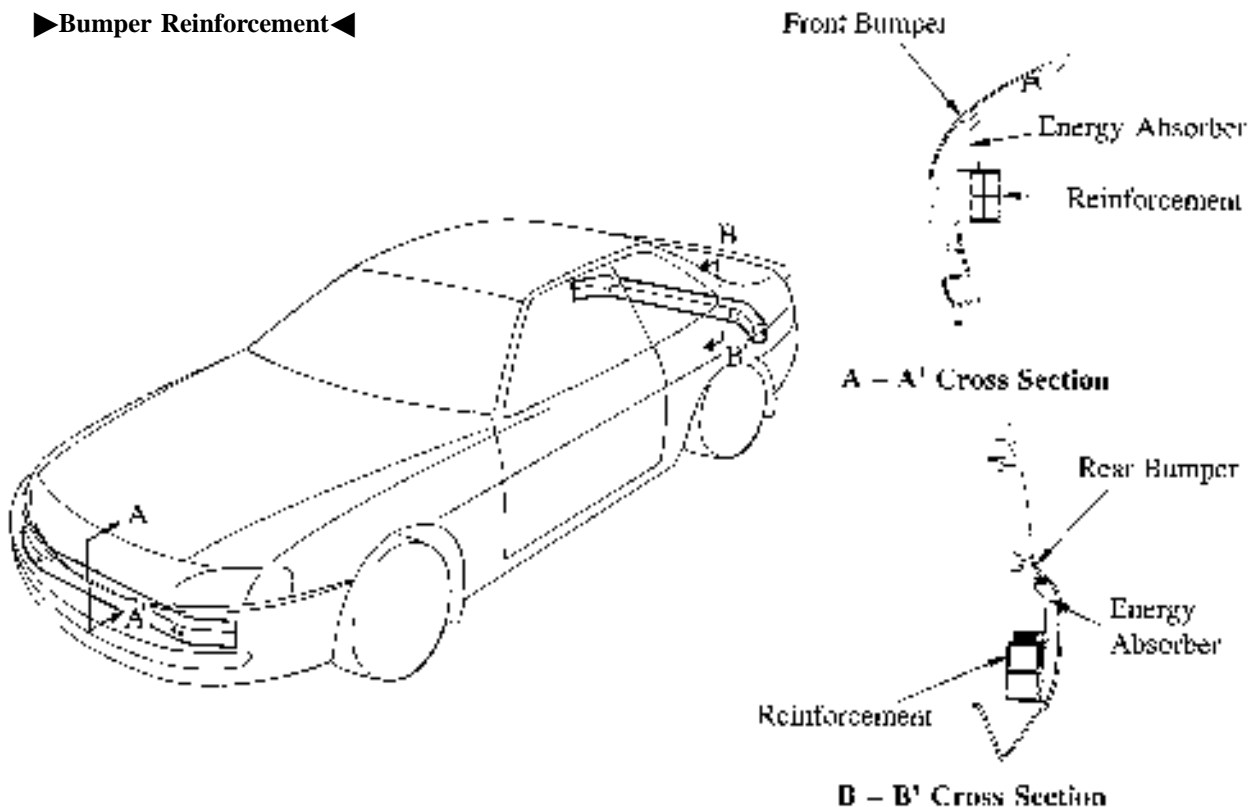
#### ■ BUMPER

- For the front and rear bumpers, a large one piece color-keyed bumper is used which gives a feeling of integration with the body.
- An aluminum bumper reinforcement is used to reduce the weight while increasing the strength.

##### ►Large One Piece Color-Keyed Bumper◄



##### ►Bumper Reinforcement◄



## EXTERIOR

### ■ SPOILER

For increased aerodynamic performance, a front spoiler is standard and a rear spoiler is available as an option.



Front Spoiler

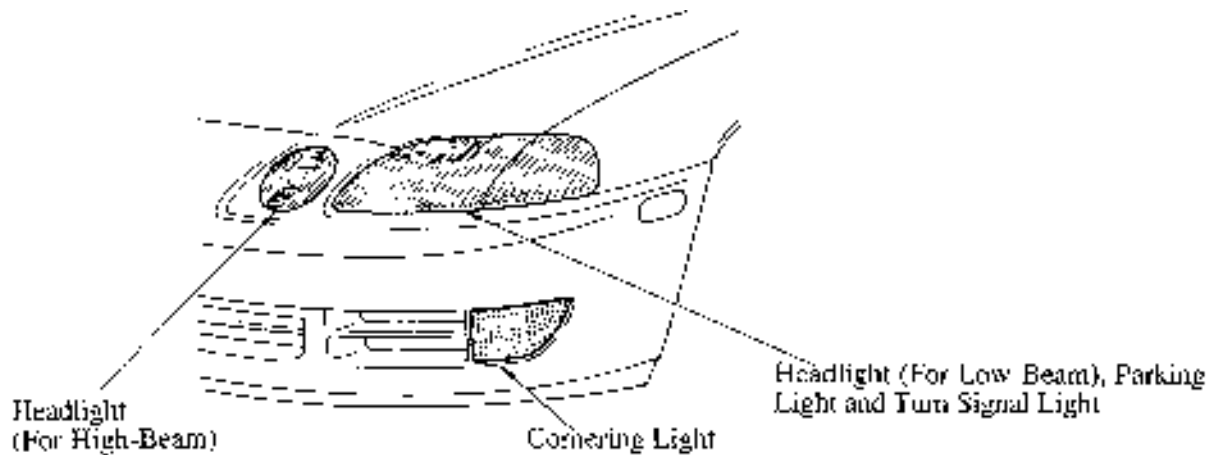


Rear Spoiler

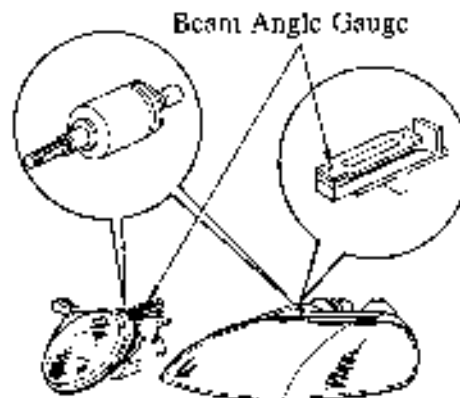
### ■ LIGHT

#### 1. Front Lights

- For the front lights, the low beam headlights, parking lights and front turn signal lights are integrated and the high beam headlights have been made independent for a unique design. Cornering lights are also included on the bottom side of the front bumper.
- Projector type headlights, which feature little reflection due to rain, etc. when driving at night, are used for the low-beam headlights.



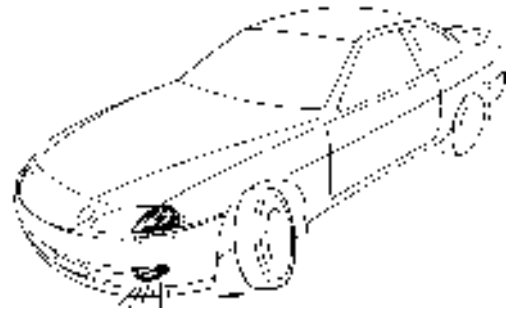
- The headlights are equipped with beam angle gauges as an aiming device.





## EXTERIOR

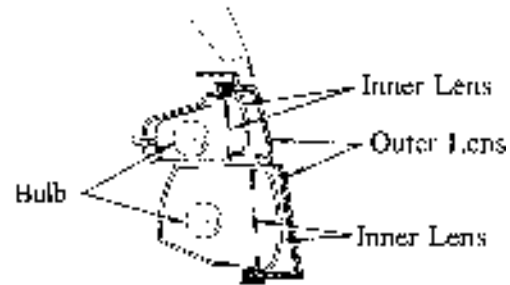
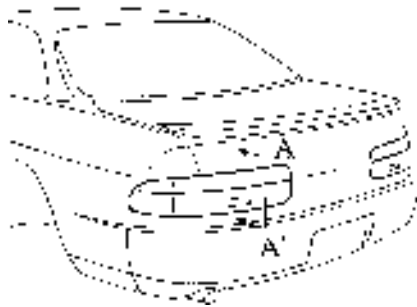
- If the headlights are switched on Low or High beam when the ignition switch is in the ON position, the cornering light, which is connected to the turn signal switch, lights up for increased visibility in the direction the vehicle is turning.



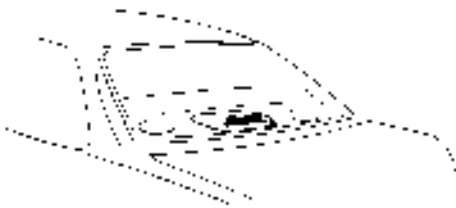
- The daytime running light system is standard for Canada. The headlight and taillights are turned on when the parking brake is released after the engine is started.

### 2. Rear Lights

- The rear combination light is a large light with a wide horizontal emphasis, flush-surfaced with the body. It has a built-in rear side marker light. The lens is a triple-lens type with a three-dimensional inner lens which produces an attractive light.



- A high-mounted stoplight, located in the middle of the rear package tray trim, is standard equipment. When a rear spoiler is installed, an LED (Light Emitting Diode) type stoplight is built into it.



Without Spoiler (Standard)

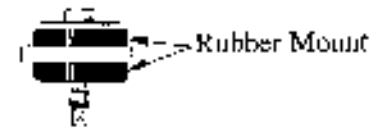
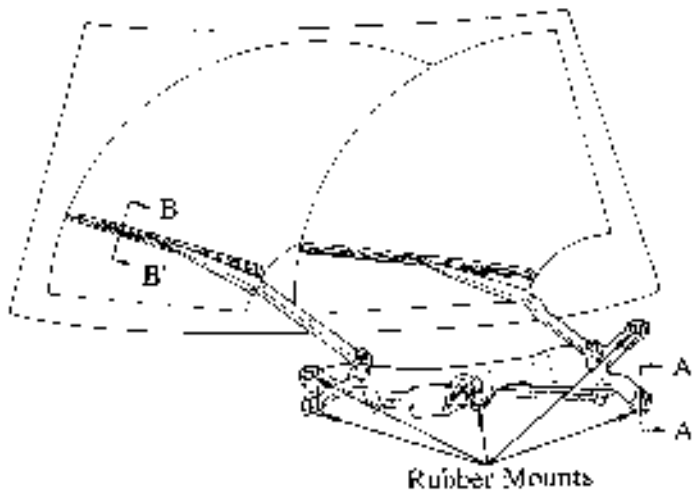


With Spoiler (Option)

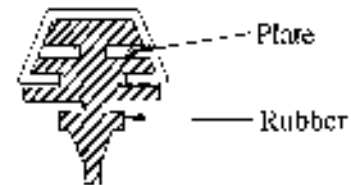
## EXTERIOR

### ■ WIPERS

- Semi concealed front wipers are used. When snow, etc. accumulates below the lower edge of the wiper arm, the wiper arm is automatically reduced (by up to approx.  $5^\circ$ ) to prevent excessive strain on the motor and links.
- To reduce the noise produced during wiper operation, floating mount wipers are used whereby the wiper mount and link are attached to a frame mounted on the body by means of rubber mounts.
- The wiper blades are constructed so that the inside of the lever is packed tight with rubber to limit movement of the plate and reduce operating noise.



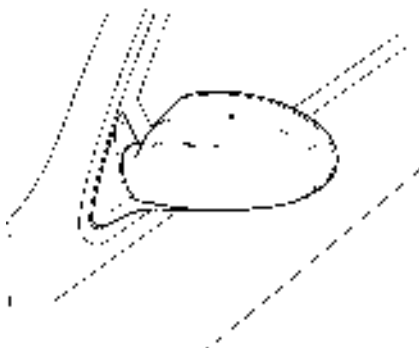
A - A' Cross Section



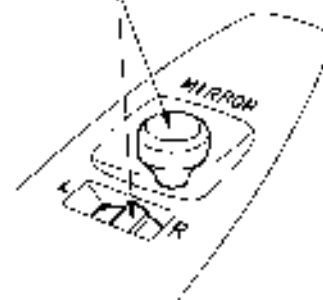
B - B' Cross Section

### ■ OUTSIDE REAR VIEW MIRRORS

- The rear view mirror is oval shaped and air resistance of the newly designed aerodynamic shape is reduced.
- Electrical remote-control mirrors are standard equipment and so are the mirror heaters. If the rear window defogger is operated, the mirror heaters are also automatically turned on.
- The outside rear view mirrors include a memory system. This memory system adjusts the mirror's position automatically to a previously set position with one-touch operation of the remote-control mirror switch.



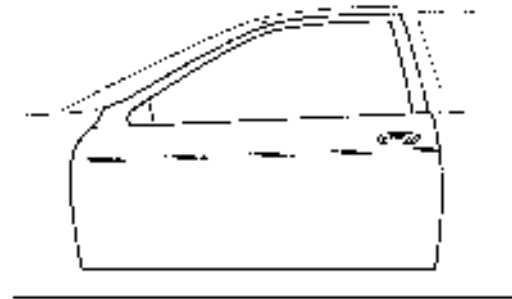
Remote-Control Mirror Switch



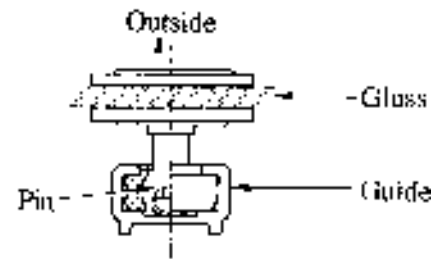
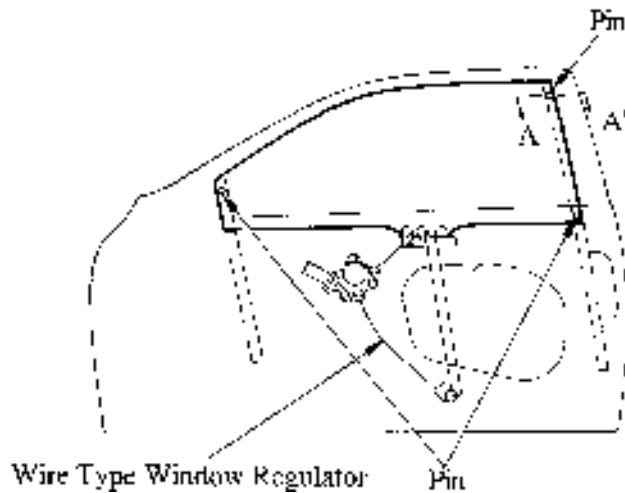
## EXTERIOR

### ■ DOORS

- One-piece pressed doors give the cabin smooth, clean lines. Also, the outside door handle is made flush with the door panel as much as possible and color keyed for an attractive external appearance.

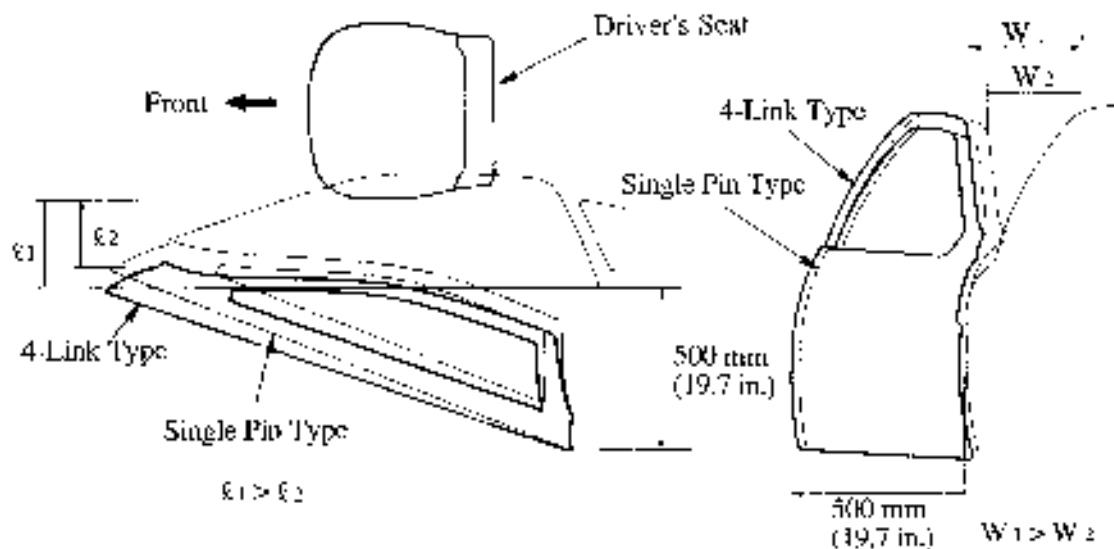


- Wire type window regulators are used to reduce weight.
- Pin guides are used for the door glass to provide firmer support.



A - A' Cross Section

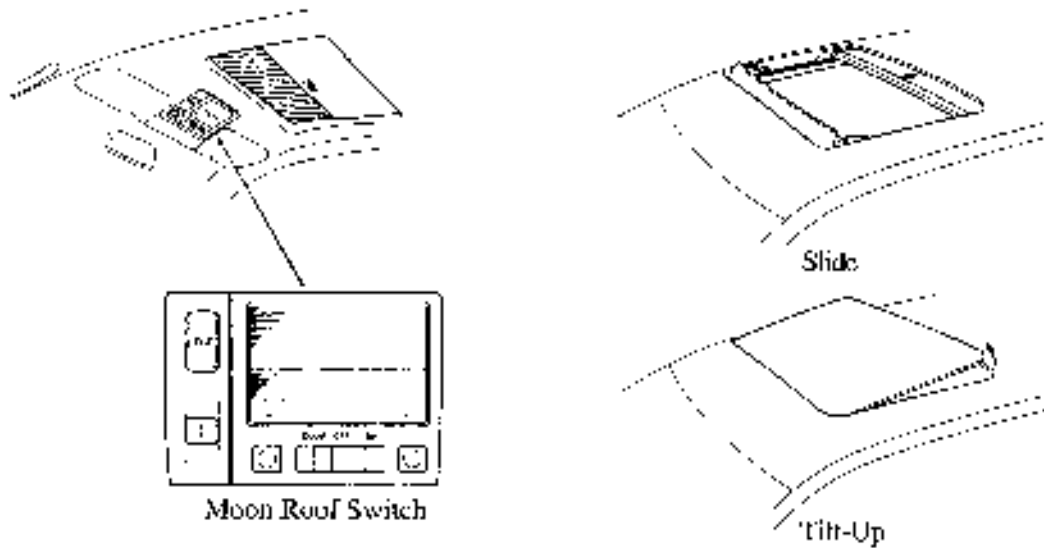
- 4-link type door hinges are used. This increases the room for the legs and torso when the doors are open and improves accessibility for passengers.



## EXTERIOR

### ■ MOON ROOF

- A power tilt-up and sliding moon roof which provides good ventilation and exhilarating open air driving is optional equipment. In the interior of the vehicle, there is a slidable sun shade to reduce glare during daylight hours.
- A tilt-up reminder function is incorporated, which sounds a warning buzzer if the ignition key is turned to ACC or LOCK when the moon roof is in the tilt-up position.
- The glass area is made as big as possible to produce a feeling of freedom. Use of plastic parts and aluminum materials allow a wide opening area while reducing the weight.



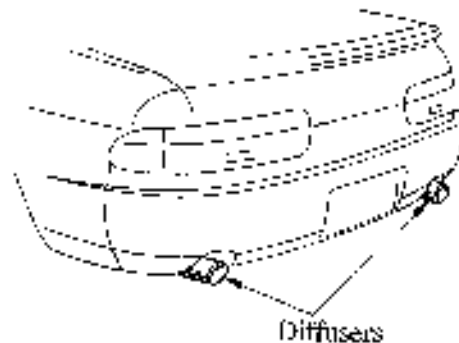
### ■ DISC WHEELS

16-inch 7JJ aluminum alloy wheels with a spoke design are used. To match this, 225/55 R16 93V tires with an aspect ratio of 55% are used, providing both good riding comfort and steering stability.



### ■ TAILPIPE DIFFUSERS

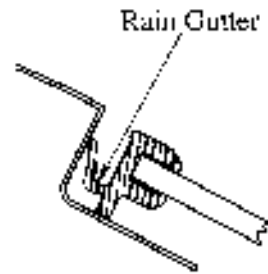
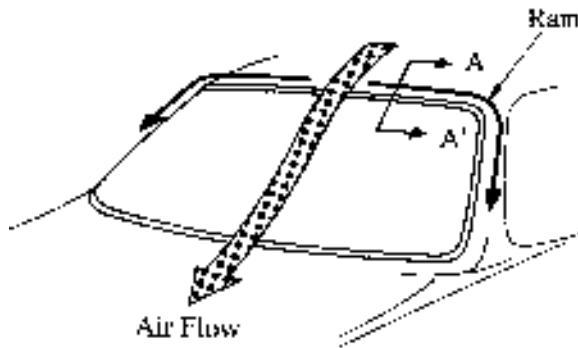
Oval-shaped stainless steel diffusers are fitted to the left and right tailpipes to produce a sporty appearance.



## EXTERIOR

### ■ RAIN GUTTER

A rain gutter is provided between the back window molding and the body to reduce rain flow over the back window and give a good rear view even when it rains.



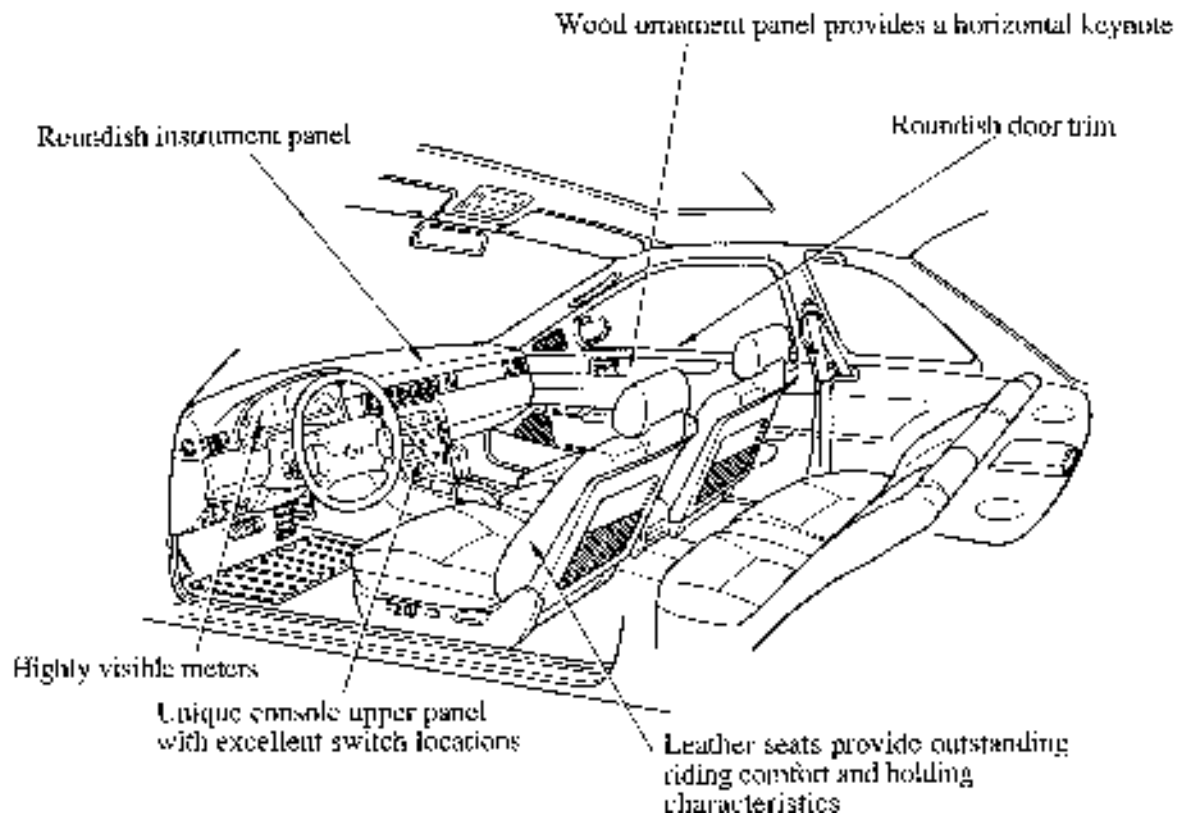
A – A' Cross Section

## INTERIOR

Not only does the SC400 offer a high class, advanced cabin interior, but the console upper panel, which is independent of the instrument panel, and the continuous instrument panel and door trim, etc. make the interior sporty as well as elegant. In addition, the positioning of the panel controls within easy reach make the control panel highly functional, while the use of leather, wood and other high class materials give the SC400 a feeling of genuine quality.

### CABIN

- The roundish instrument panel provides a feeling of stability and safety.
- A wood ornament panel (bird's eye maple) running from the instrument panel to the door trim provides a horizontal keynote.
- The roundish door trim uses materials which match the instrument panel.
- The main switches used most often are positioned close to the driver in the ergonomically designed instrument panel and distinctive separate console upper panel.
- Highly visible meters give the interior a clean, high tech image.
- Genuine leather seats, with outstanding comfort and holding characteristics, are sporty and elegant.
- The use of high class materials such as the wood ornament panel (bird's eye maple) and genuine leather seats give the SC400 a feel of genuine quality.

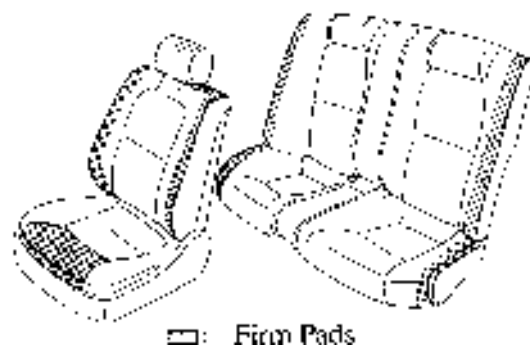


# INTERIOR

## SEAT

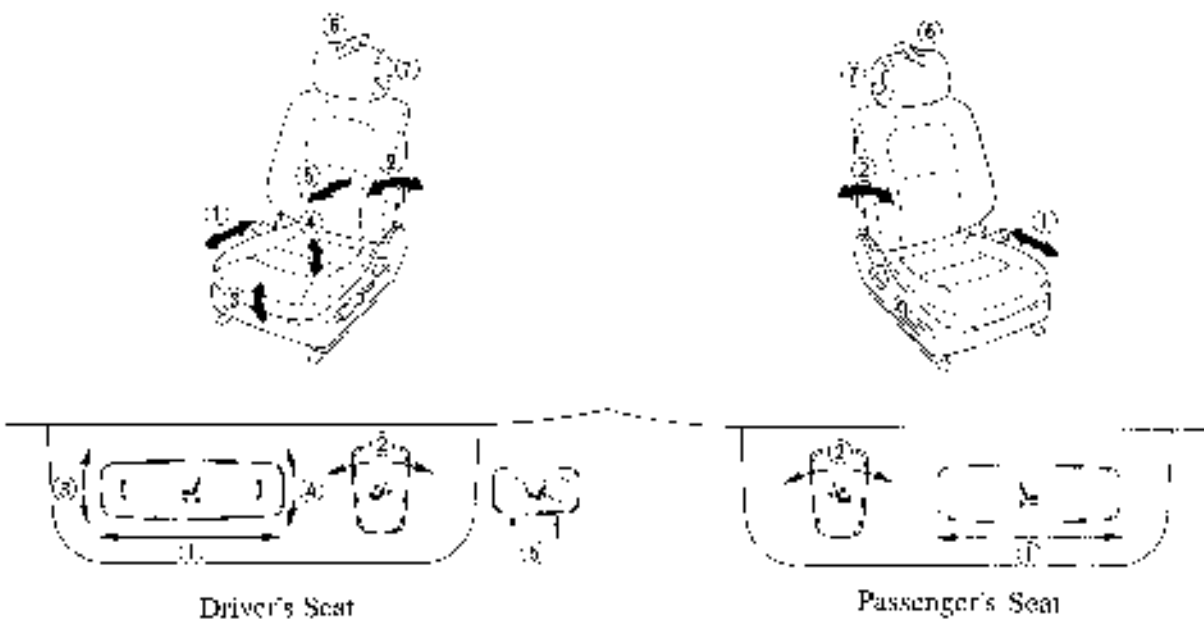
### 1. General

- The front and rear seats are made of genuine leather.
- The firmness of the seat pads varies according to the location of the pad to provide good seating comfort.



### 2. Front Seat

- Power seats are standard equipment for the front seats. These seats include the following adjustment controls.



● : Power, ○ : Manual

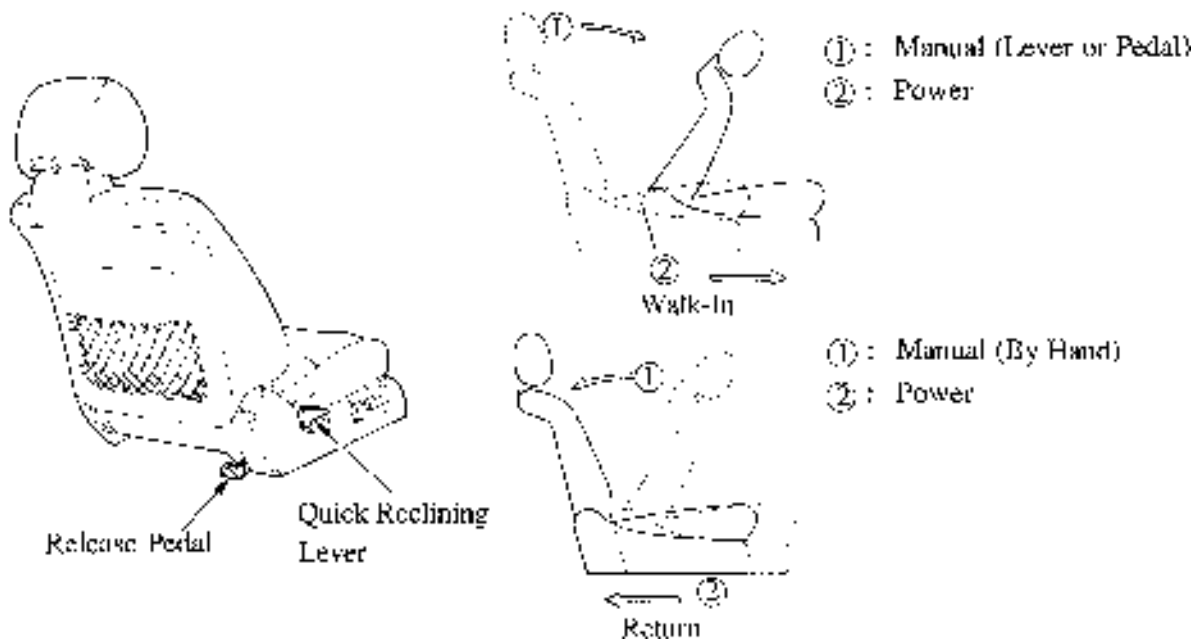
Adjustment Function		Driver	Passenger
①	Fore-and-aft Slide	●	●
②	Reclining	●	●
③	Front Vertical Height	●	—
④	Rear Vertical Height	●	—
⑤	Lumbar Support	●	—
⑥	Headrest Fore-and-aft	○	○
⑦	Headrest Height	○	○

## INTERIOR

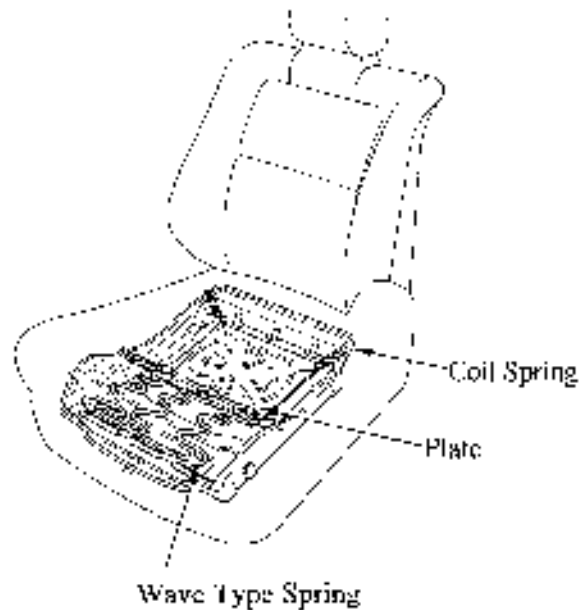
- The driver's seat has a memory system. The memory system adjusts the seat position to a previously set position with a one-touch operation.
- The power walk-in mechanism is standard equipment. It is designed to improve ease of entry and exit for rear seat passengers.

The power walk-in mechanism operates independently of the ignition switch position when the seat belt for the front passenger seat is in the released condition. To use the walk-in mechanism—stepping on the release pedal or raising the quick reclining lever causes the seat back of the front passenger seat to recline forward and the seat to slide forward. In the case of return operation, if the reclined seat back is returned to the original upright position, the seat slides aft.

Depending on the original seat position, the seat may not slide all the way back to its original position, thus providing more leg room for the rear passenger.



- A wave type spring is used for the seat cushion springs on the front side and a plate is supported by 4 coil springs at the rear of the cushion to provide improved riding comfort and optimum rigidity.



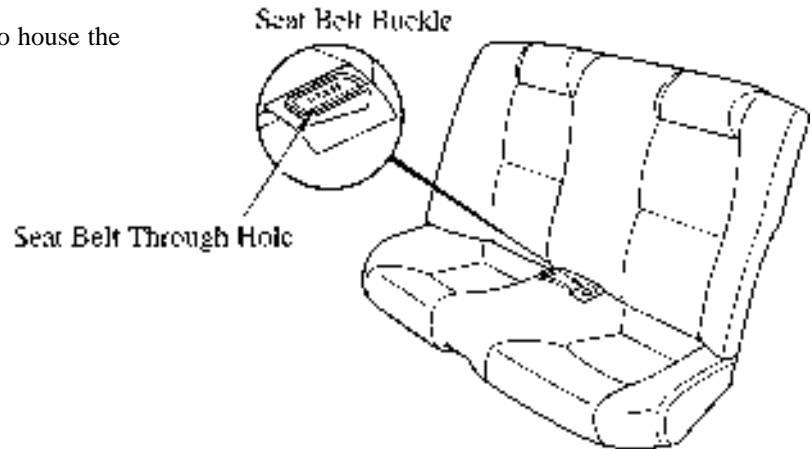
- Seat heaters are available as an option for both front seats.



## INTERIOR

### 3. Rear Seat

- The rear seat cushion has recesses to house the seat belt buckle.

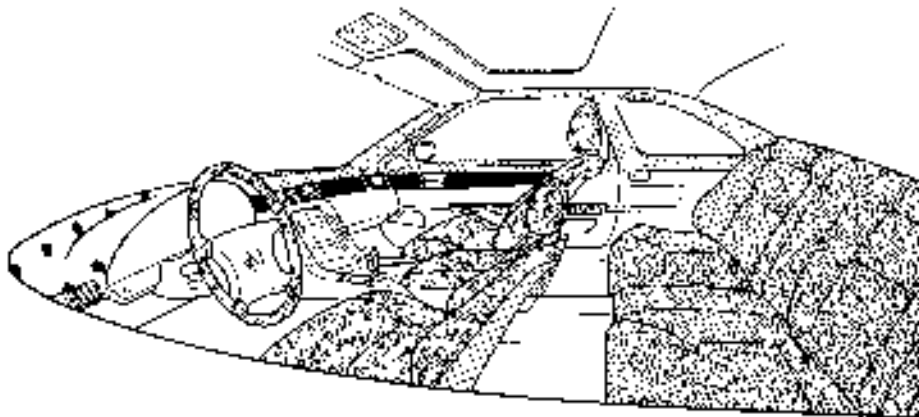


### ■ SEAT BELT

- A 3-point ELR (Emergency Locking Retractor) is used for the front seats and rear seats.
- The rear seat belt inner buckle is built into the seat cushion. This increases its utility and improves its appearance.

### ■ TRIM

- To maintain the surface quality and eliminate color variation due to the passing of the years, the materials and manufacturing methods of the major parts have been standardized.
- The use of luxurious leather and wood enhances the distinctive luxury feeling.



▨ Vacuum Forming PVC\* Sheet

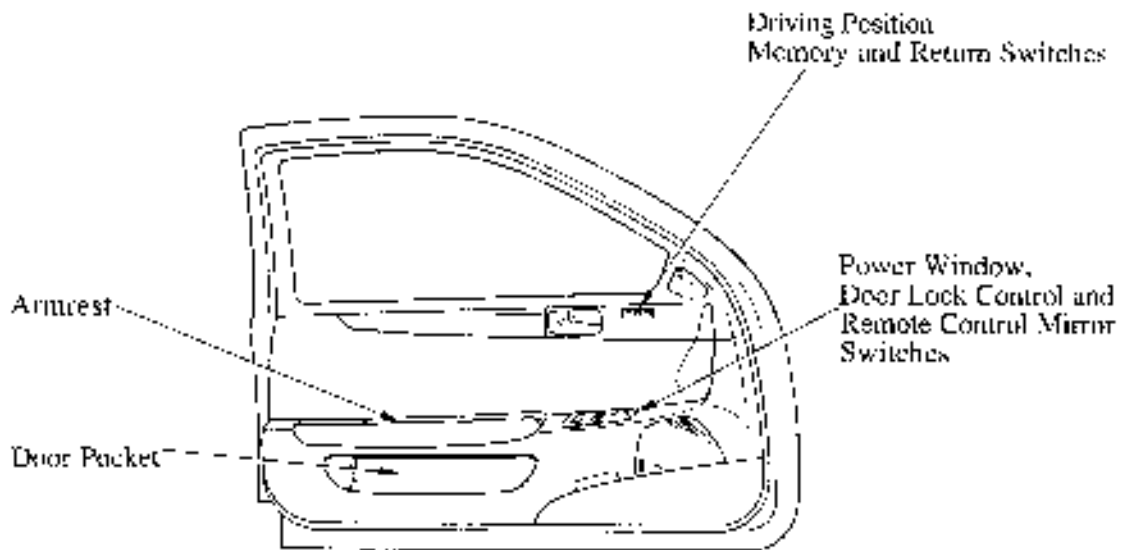
▨ Leather

■ Wood (Bird's Eye Maple)

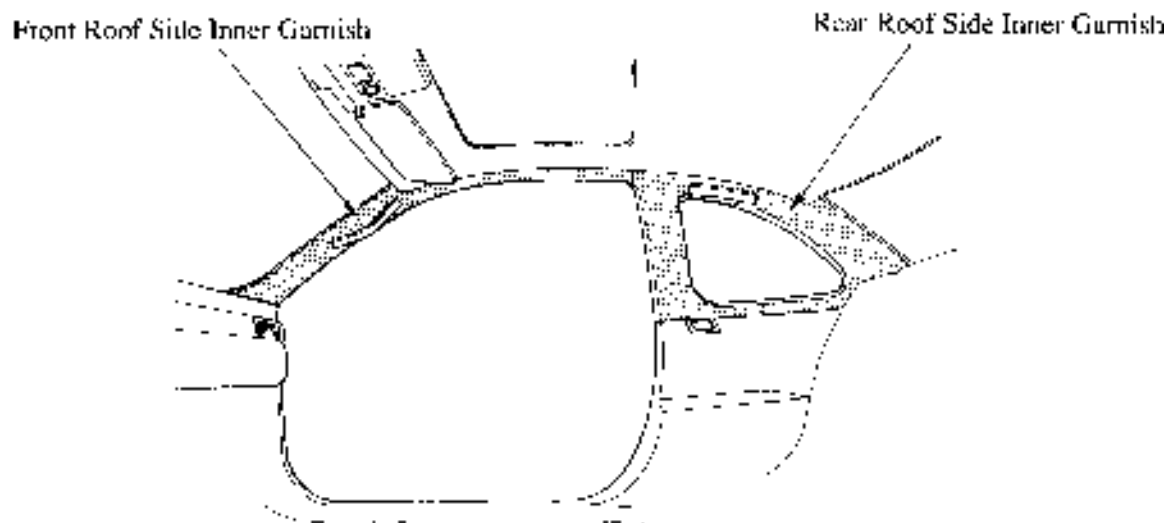
PVC\*: Polyvinyl Chloride

## INTERIOR

- In order to coordinate it with the construction and materials of the instrument panel, the door trim has been given a roundish shape and the switch layout has been improved for better utility. A large open armrest and a door pocket capable of holding full size magazines are provided.



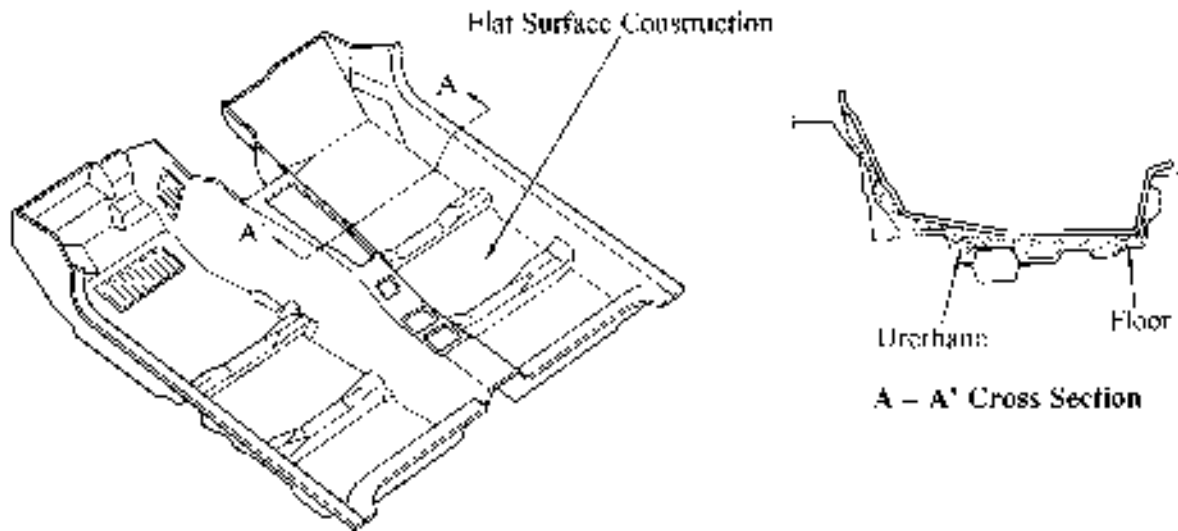
- The front and rear roof side inner garnishes have been unified for a more attractive appearance.



## INTERIOR

### ■ FLOOR CARPET

The floor carpet is one piece from the front to the rear. The floor carpet is filled with urethane on the under side. This not only gives the surface a flat structure but also improves noise damping.

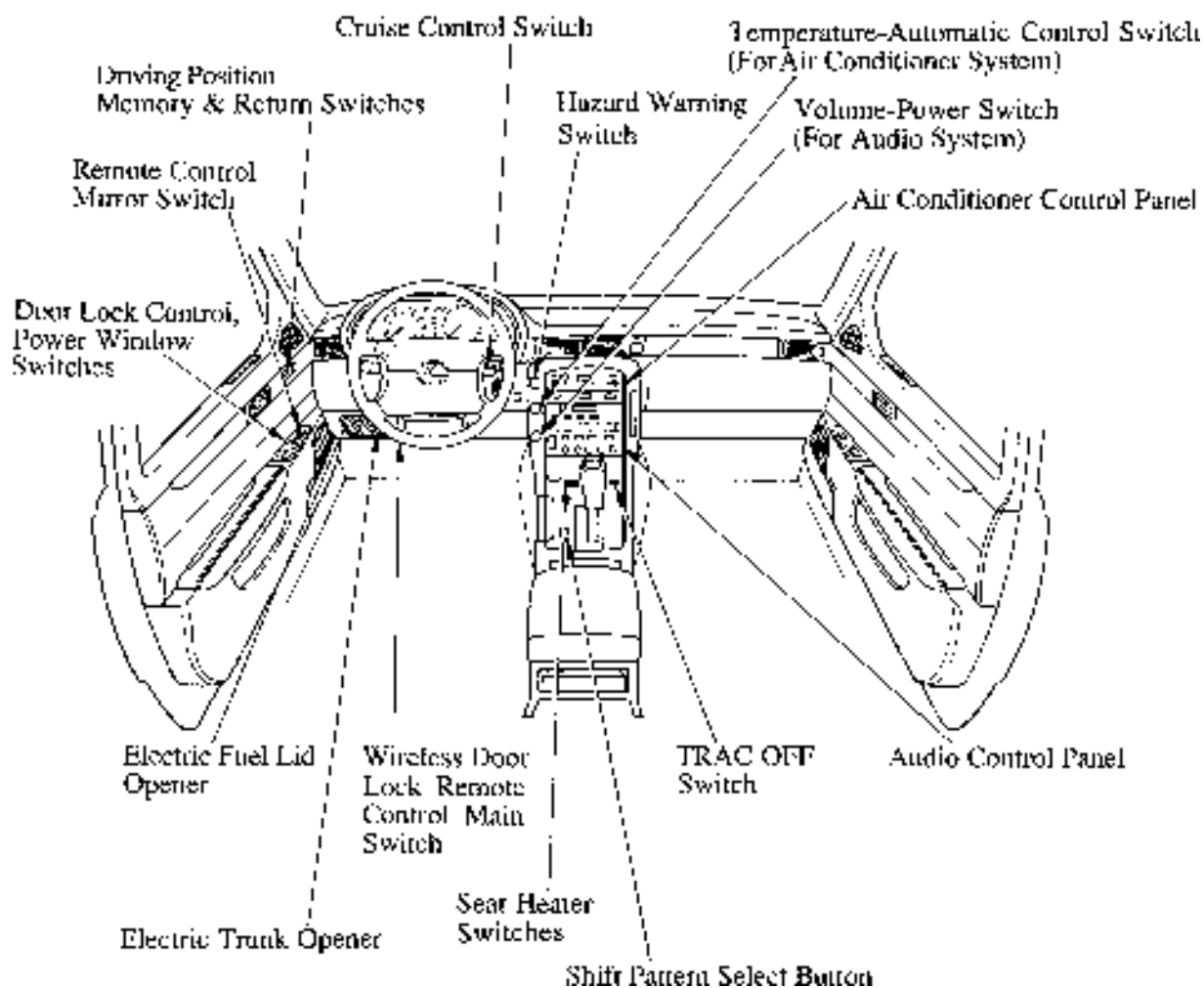


## INTERIOR

### INSTRUMENT PANEL, SWITCH LAYOUT AND EQUIPMENT

The area around the instrument panel has a roundish shape which flows smoothly to the door trim and conveys a feeling of stability. This area also includes the distinctive separate console upper panel.

The meters and switches are easy to see and they have been given a location, shape and size which make them more easily operable. In particular, the air conditioner's temperature-automatic control switch and the audio's volume-power switch, which are used frequently, have been placed in a location on the console upper panel near the driver. This unique and advanced design provides excellent functionality.



## INTERIOR

### ■ COMBINATION METER

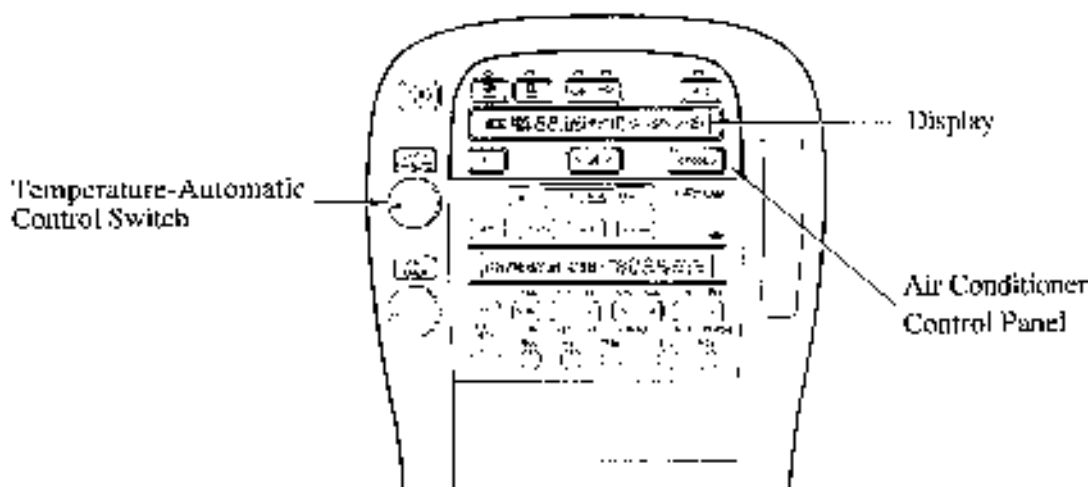
- An electronic analog meter with superb visibility and high-tech appearance is used. The needles of the speedometer, tachometer and gauges are amber colored and sharply luminescent, and the dials themselves are shiny white, giving the meters a fresh, high precision distinctive look.
- When the ignition switch is off, the meter panel is fully blacked out, conveying a strong high-tech appearance, remote from the images of ordinary analog meters.
- An electronic twin-trip meter and an electronic odometer are used for convenience and good visibility.



### ■ AIR CONDITIONER

An ECU controlled fully automatic air conditioning system which has sufficient heating and cooling capacity as well as low fan noise is used.

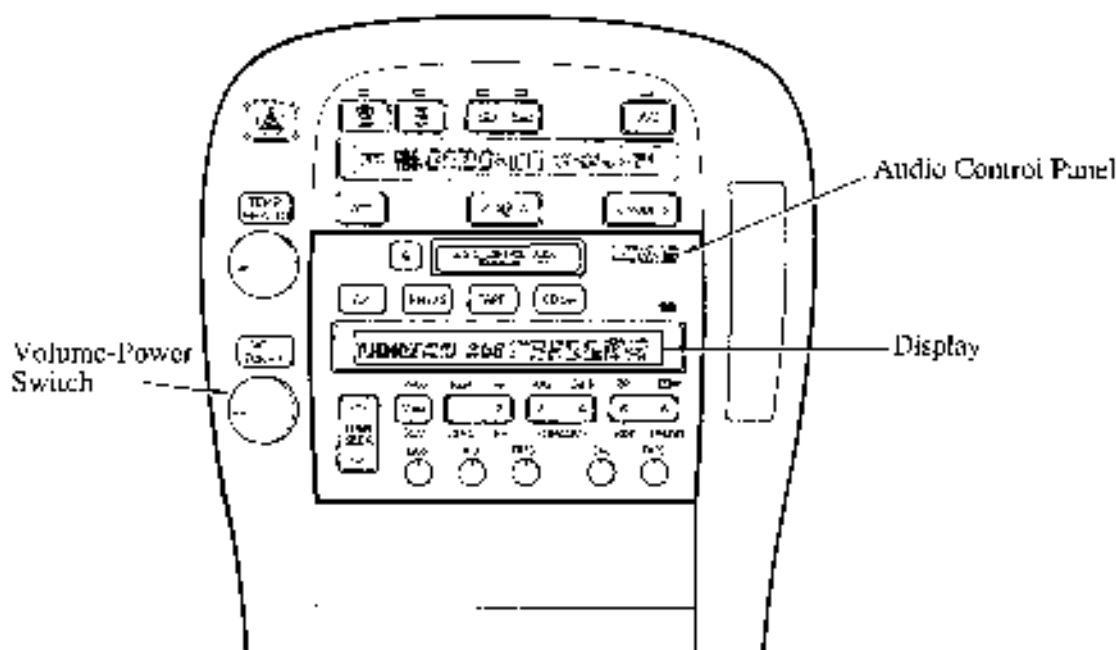
- The control panel is an easy-to-use push button type panel. Controls such as the temperature-auto control switch, which are used frequently, are located on the driver's side of the console upper panel to improve their operability.
- The temperature and air flow status, etc. are displayed in the center of the air conditioner control panel, making adjustment and checking easy.



## INTERIOR

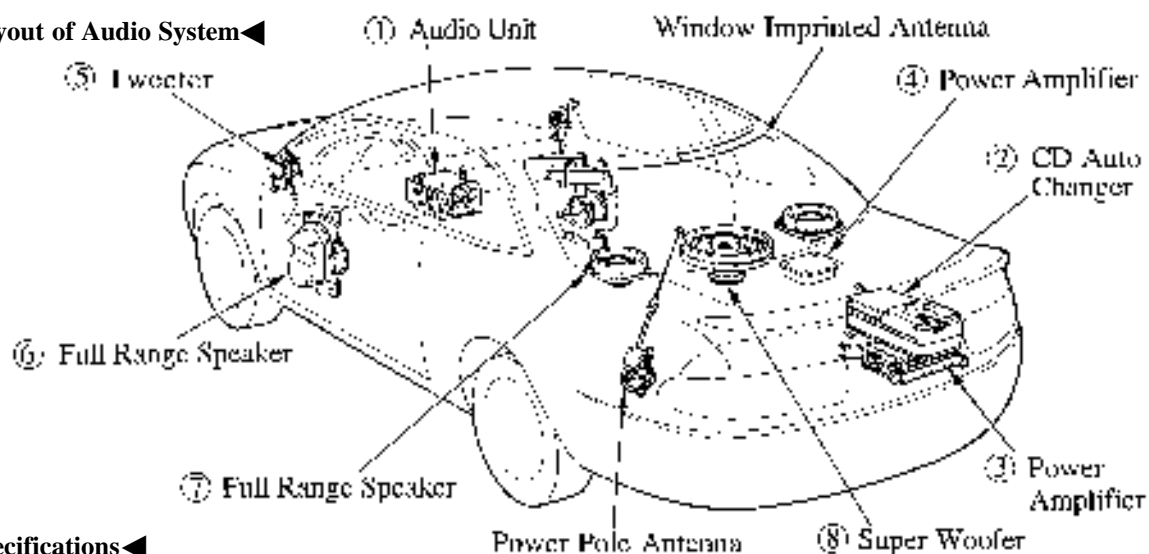
### ■ AUDIO SYSTEM

- An AM/FM multiplex ETR (Electronic Tuning Radio) with cassette deck is standard, and a CD (Compact Disc) player with automatic changer is an option. The CD auto changer can be set with 12 discs at one time. To provide even higher quality sound reproduction, the Nakamichi and Pioneer brands are available as an option.
- A 7-speaker system is utilized to provide high quality sound across all sound ranges.
- A diversified antenna system, with a back window imprinted antenna and power pole antenna which changes to the most appropriate length in response to the reception bands, is used to always provide the best reception.
- The audio control panel is mounted simply in the center cluster together with the air conditioner control panel, improving its appearance. In addition, the volume-power switch, which is used frequently, is mounted on the driver side of the console upper panel to improve utility.
- In the center of the audio control panel, a display which indicates the operating condition of the radio, cassette deck and CD player is included. This display makes adjustment and checking easier.
- The anti-theft system used for the LS400 audio system is not offered in the SC400 because the volume-power switch is separate.


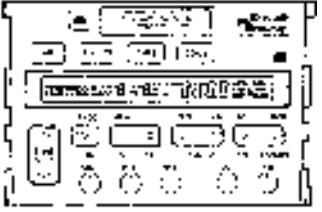

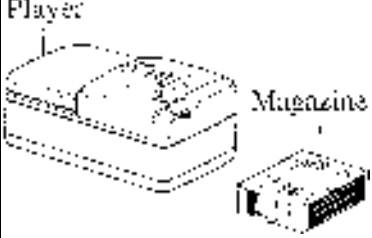


## INTERIOR

### ► Layout of Audio System ◀



### ► Specifications ◀

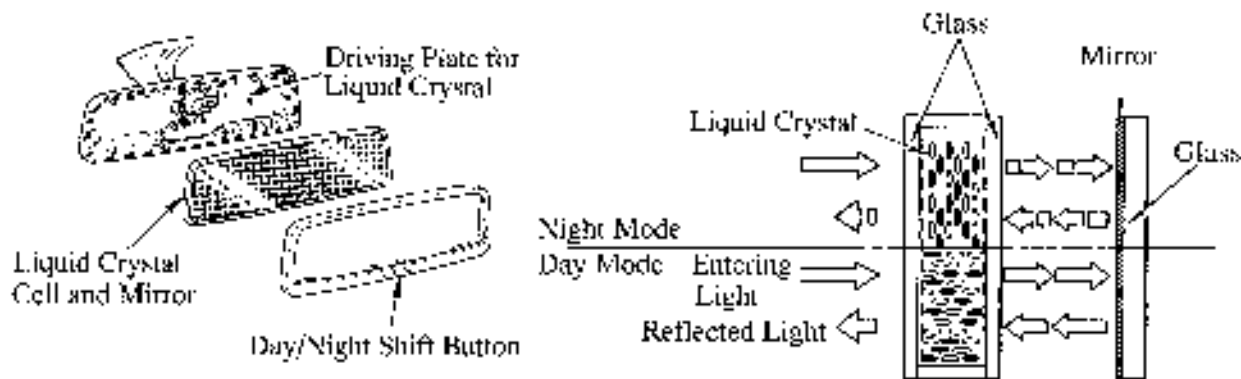
Availability	Standard	Option	Option
Components			
① Audio Unit	 <ul style="list-style-type: none"> <li>• AM-FM ETR with Cassette Deck</li> <li>• Built-in Power Amplifier</li> <li>• Make: PIONEER</li> </ul>	 <ul style="list-style-type: none"> <li>• AM-FM ETR with Cassette Deck and CD Player</li> <li>• Separate Power Amplifier</li> <li>• Make: PIONEER</li> </ul>	 <ul style="list-style-type: none"> <li>• AM-FM ETR with Cassette Deck and CD Player</li> <li>• Separate Power Amplifier</li> <li>• Make: NAKAMICHI</li> </ul>
② CD Auto Changer	—	 <ul style="list-style-type: none"> <li>• Takes up to 12 compact discs.</li> <li>• Use 12 cm (4.7 in.) discs only.</li> <li>• Make: MATSUSHITA</li> </ul>	
③ Power Amplifier	<ul style="list-style-type: none"> <li>• 46W (Max.) x 1 Channel (For Super Woofer)</li> </ul>	<ul style="list-style-type: none"> <li>• 31W (Max.) x 4 Channel (Except for Super Woofer)</li> </ul>	<ul style="list-style-type: none"> <li>• 40W (Max.) x 4 Channel (Except for Super Woofer)</li> <li>• 120W (Max.) x 1 Channel (For Super Woofer)</li> </ul>
④ Power Amplifier	—	<ul style="list-style-type: none"> <li>• 89W (Max.) x 1 Channel (For Super Woofer)</li> </ul>	—
⑤ Tweeter	<ul style="list-style-type: none"> <li>• 25 mm (1 in.), 20W, 2 Pieces</li> </ul>		<ul style="list-style-type: none"> <li>• 25 mm (1 in.), 25W, 2 Pieces</li> </ul>
⑥ Full Range Speaker	<ul style="list-style-type: none"> <li>• 120 mm (4.7 in.), 20W, 2 Pieces</li> </ul>		<ul style="list-style-type: none"> <li>• 120 mm (4.7 in.), 25W, 2 Pieces</li> </ul>
⑦ Full Range Speaker	<ul style="list-style-type: none"> <li>• 120 mm (4.7 in.), 20W, 2 Pieces</li> </ul>		<ul style="list-style-type: none"> <li>• 120 mm (4.7 in.), 25W, 2 Pieces</li> </ul>
⑧ Super Woofer	<ul style="list-style-type: none"> <li>• 200 mm (7.9 in.), 40W, 1 Piece</li> </ul>	<ul style="list-style-type: none"> <li>• 250 mm (9.8 in.), 50W, 1 Piece</li> </ul>	<ul style="list-style-type: none"> <li>• 250 mm (9.8 in.), 80W</li> </ul>

\* Indicates the rated speaker output (W).

INTERIOR

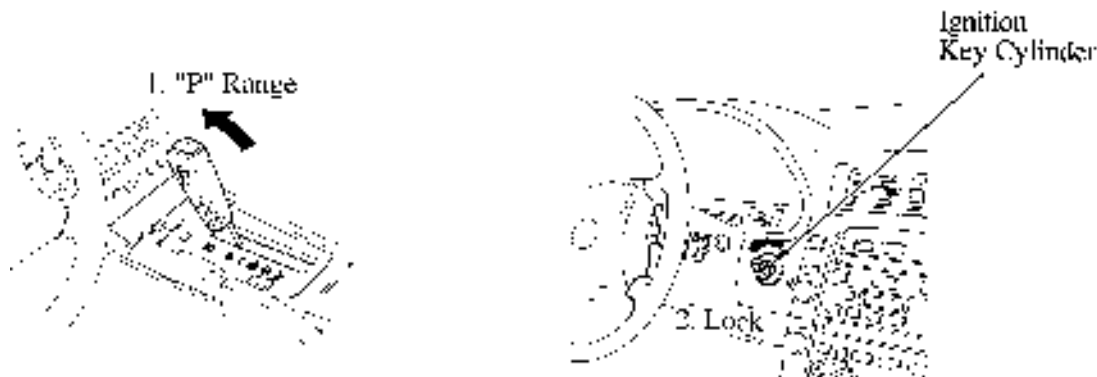
■ INNER REAR VIEW MIRROR

- A liquid crystal inner rear view mirror is used. With this mirror, there is no change in the field of view between the day and night modes, and there is no double reflection in night mode.



■ IGNITION KEY




- The ignition switch is located on the instrument panel for easy use.
- A shift lock system is used whereby the ignition key cannot be removed unless the shift lever is in "P" range.



- The key plate has three master keys and one sub key. One of the master keys is a card holder type, flat key for convenient portability.

These keys are the inner groove type, which is hard to duplicate and is already being used with the LS400.

- The wireless door lock remote-control system is standard equipment, so the remote control switch is installed in two of the master keys.

Master Key		Sub Key
<div>Wireless Door Lock Remote Control Switch</div> <div></div> <div>2 Pieces</div>		<div></div>
<div></div> <div>(Flat Key)</div>		

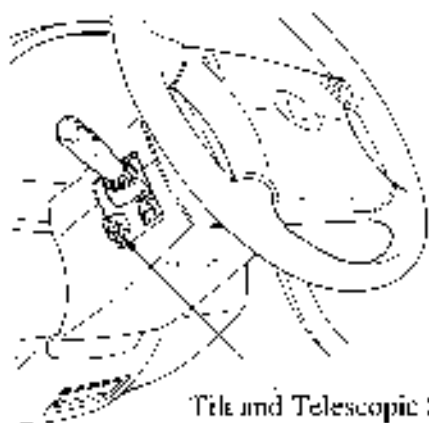


## INTERIOR

### ■ TILT AND TELESCOPIC STEERING

- Power tilt and telescopic steering with memory function is standard equipment.
- An auto set function is built-in to make it easier to get in and out of the vehicle. When the ignition key is removed with the AUTO set switch on, the steering wheel automatically tilts up to the highest position and automatically telescopes to the foremost position. When the ignition key is inserted with the AUTO set switch on, the steering wheel automatically returns to its original position.

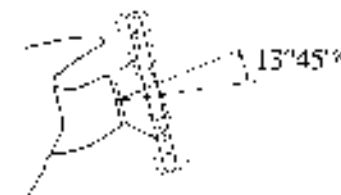
#### ►Tilt and Telescopic Function◄



Tilt and Telescopic Switch



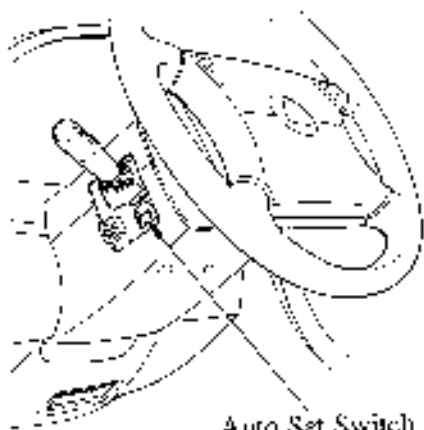
41 mm (1.61 in.)\*



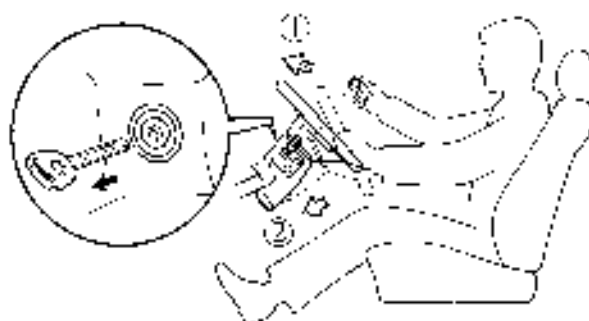
13°45'

\* 1st Time After Battery Reconnection :  
45mm (1.71in.), 13°15'

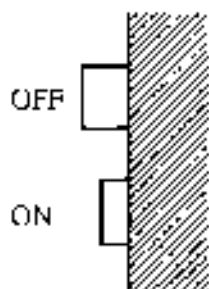
#### ►AUTO Set Function◄



Auto Set Switch

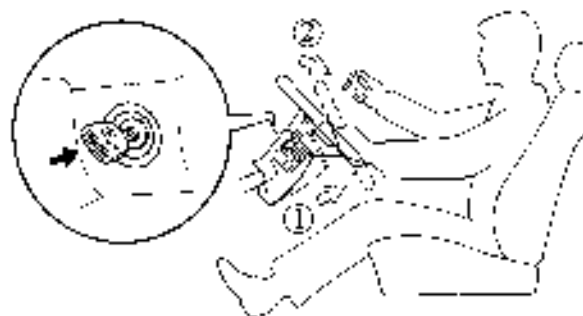


IG Key Pulled Out



OFF

ON



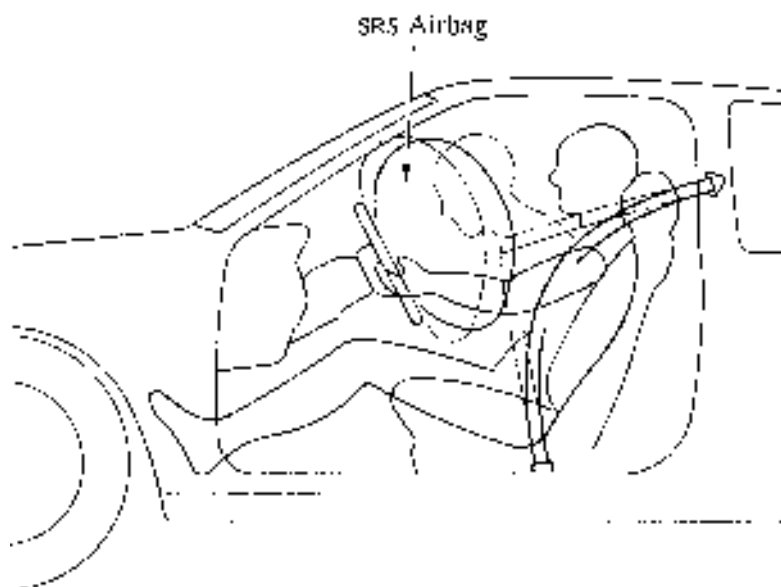
IG Key Inserted

## INTERIOR

### ■ SRS AIRBAG

An SRS AIRBAG is installed in the steering wheel center pad as a restraint system to supplement the driver's seat belt, lessening the shock to the driver's upper body in the event of a frontal impact in a collision.

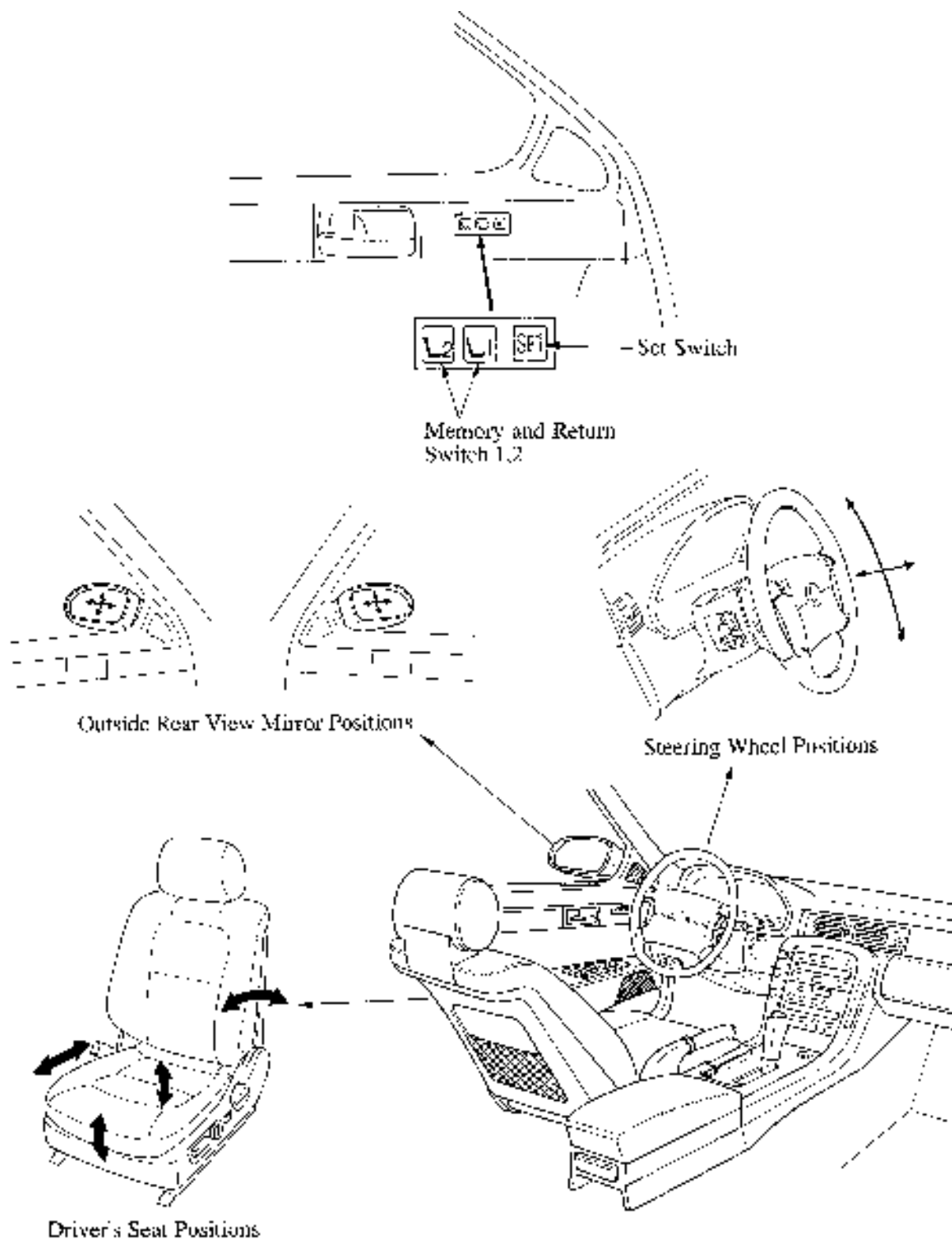
The airbag system detects the frontal impact via sensors and when the force of the impact exceeds a set level, the airbag inside the steering wheel pad is momentarily inflated to reduce the shock to the driver.



## INTERIOR

### ■ MEMORY SYSTEM

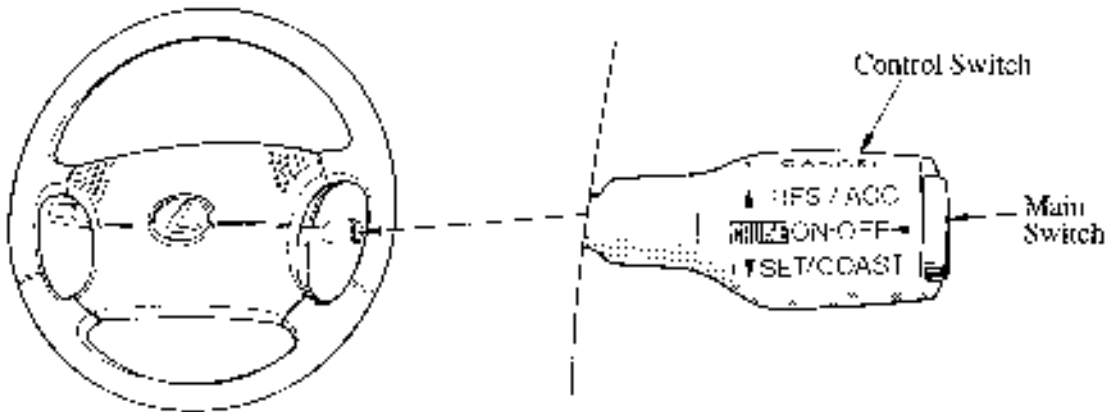
With the memory system, the desired position of the driver's seat, steering wheel and outside rear view mirrors can be stored in the ECU memory. Then, by pressing switch 1 or 2, the positions can be automatically returned to the memorized position. Two driving position profiles can be memorized in the ECU.



## INTERIOR

### ■ CRUISE CONTROL SYSTEM (CCS)

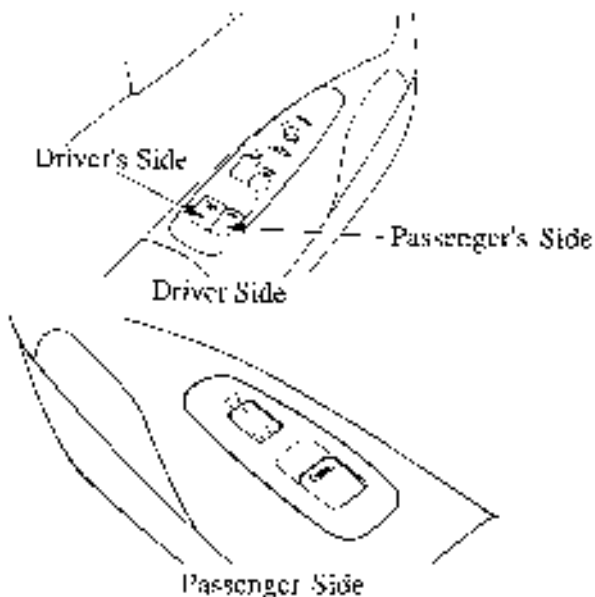
- The cruise control system is standard equipment.
- The main switch and control switch are on the one lever, which is installed on the steering column and can be operated without removing your hand from the steering wheel.
- A motor-type actuator is used.



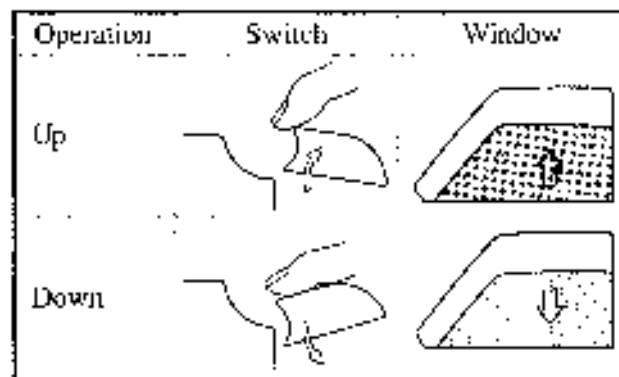
### ■ POWER WINDOW SYSTEM

- A power window system is standard equipment. The power window system includes one-touch auto down and key-off operation functions. The one-touch auto down function automatically opens the driver's side window fully. The key-off operation function makes it possible to operate the power windows for approximately 60 seconds after the ignition key is turned to the ACC or LOCK position, provided that both doors are closed.
- The shape of the power window switches is improved to make them easy to operate and the movements of the switches are matched with the motion of the windows. Thus, the window is lowered by pushing the switch down and raised by pulling the switch up.

#### ►Power Window Switch◄



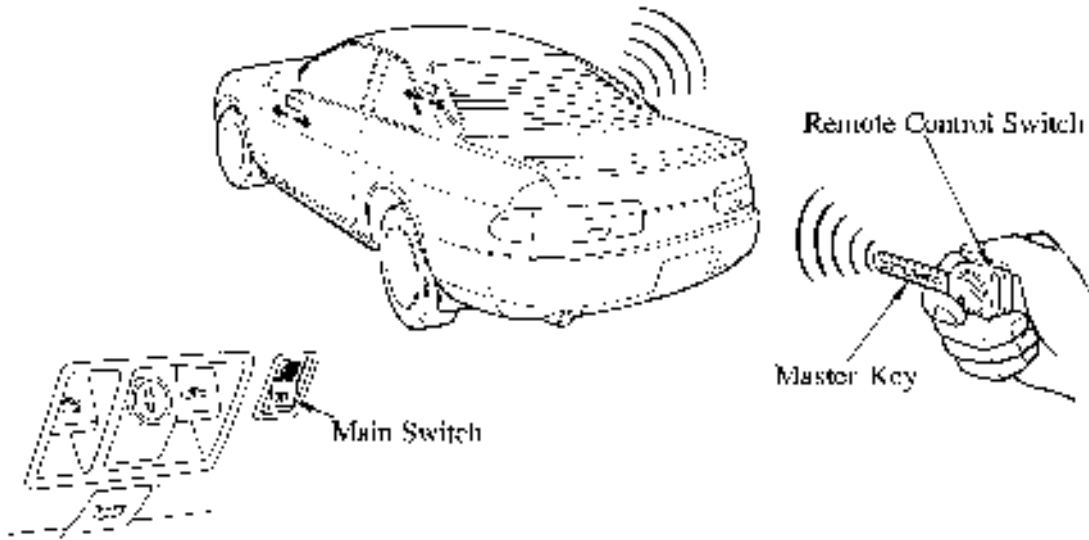
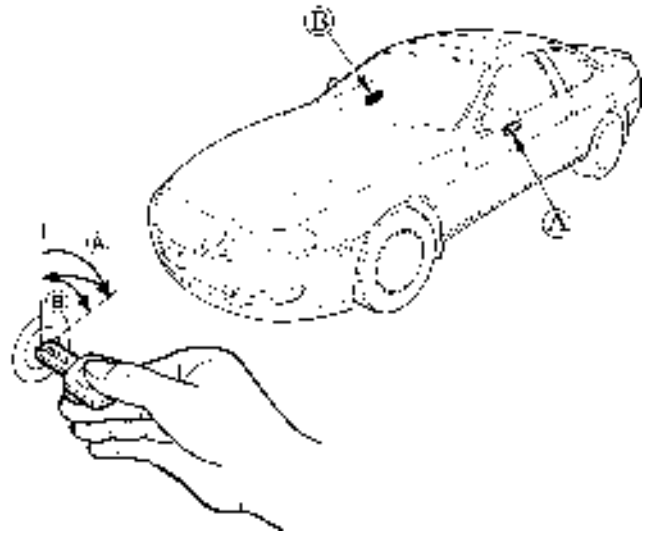
#### ►Power Window Operation◄



## INTERIOR

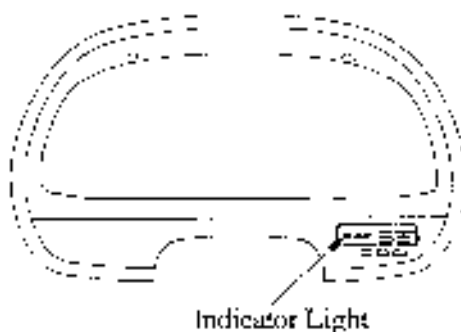
### ■ DOOR LOCK CONTROL SYSTEM

- The door lock control system with 2-step unlock function is standard equipment. With the 2-step unlock function, turning the key in the driver's side door once will unlock the driver's side door only, and turning it twice unlocks both doors.
- When the door is opened and the door lock button is at LOCK position with the key still inserted in the ignition key cylinder, a key confinement prevention mechanism soon turns the door lock button to UNLOCK to prevent inadvertently locking the key inside the car.
- A wireless door lock remote-control system is standard equipment. With the wireless door lock remote-control system, all the doors can be locked and unlocked by signals emitted by the transmitter built into the grip of the master key.



### ■ THEFT DETERRENT SYSTEM

- A theft deterrent system is used to prevent vehicle theft. When the system is set, the horn and headlights operate if the door, hood or trunk is forcibly opened.



When the system is set  
- flashes



When the system has been activated  
lights up



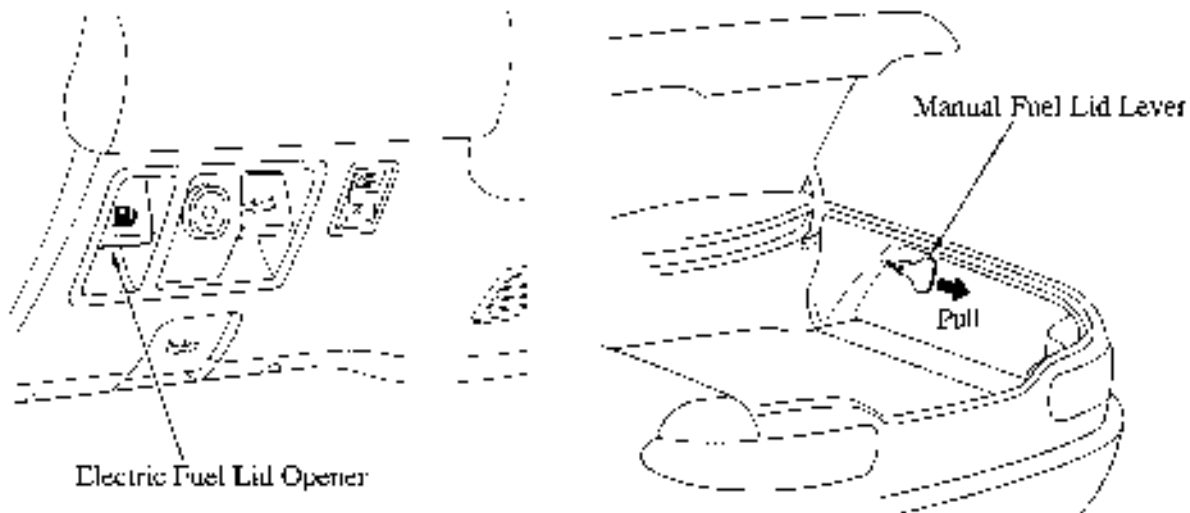
## INTERIOR

### ■ ILLUMINATED ENTRY SYSTEM

- An illuminated entry system is standard equipment in all models. This system makes it easy to enter and exit the SC400 at night, etc.
- The illuminated entry system turns on the dome light and the foot and ignition key illumination lights for 15 seconds after either door is closed when passengers are entering or leaving the vehicle. During the 15 seconds that these lights are on, if the ignition switch is turned to the ACC or ON position, or if both doors are locked, the dome light and all other illumination lights go off immediately.

### ■ ELECTRIC FUEL LID OPENER

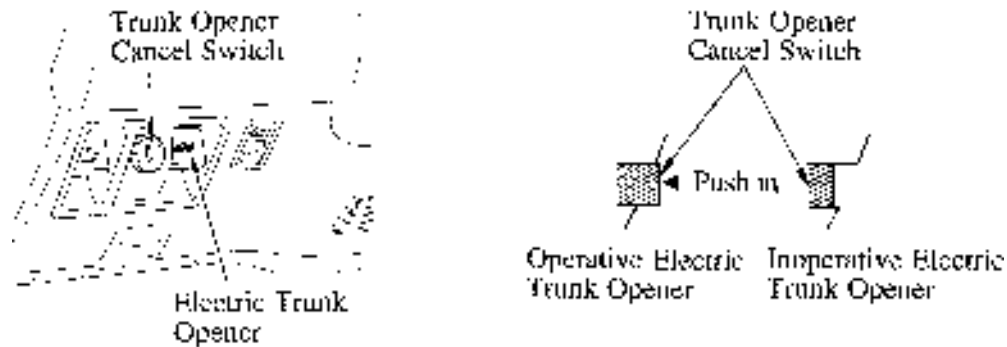
- An electric fuel lid opener switch is located on the lower left part of the instrument panel.
- A manual fuel lid lever is provided on the right side of the rear luggage compartment so that if the electric fuel lid opener does not operate for any reason, it is possible to operate the fuel lid manually.



## INTERIOR

### ■ ELECTRIC TRUNK OPENER

- An electric trunk opener switch is located on the lower left part of the instrument panel.
- A trunk opener cancel switch is also provided. When the switch is pushed in, the trunk opener will not operate. To release the cancel switch, the master key is inserted in the trunk opener cancel switch and turned counterclockwise.



### ■ CELLULAR MOBILE TELEPHONE

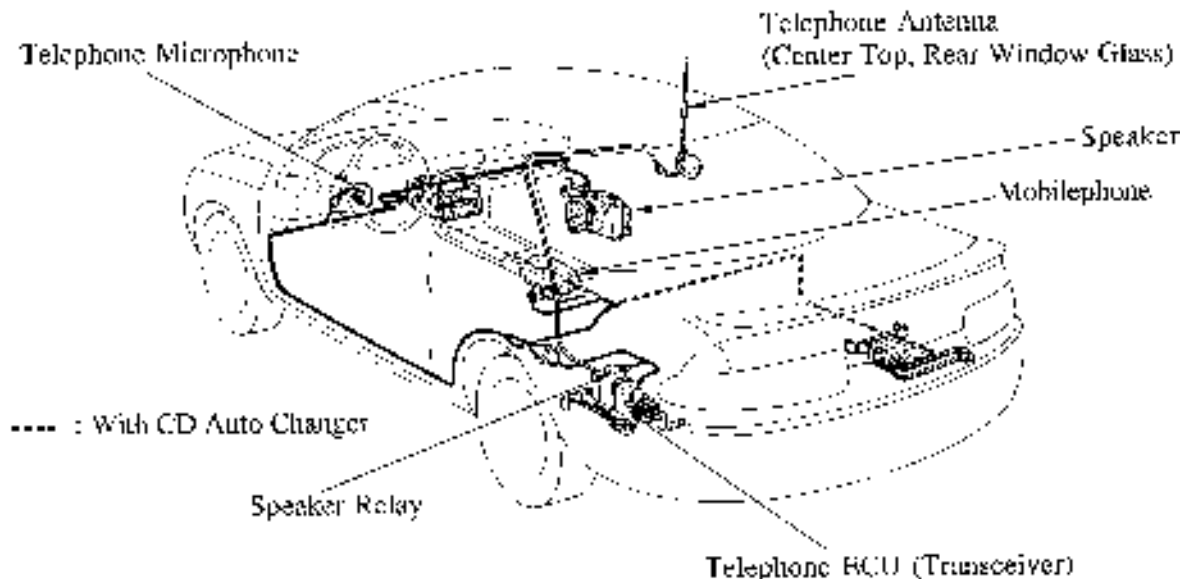
A cellular mobile telephone system produced by Motorola Inc. is available as a dealer option. There are two types of operation to choose from; a hand-free telephone with microphone built into the steering column, or a hand-set telephone stored in the console box.

#### 1. Hand-Free Telephone

- A switch built into the microphone on the steering column, and the passenger's door speaker, which is also used for the audio system, are used so that communication can occur without picking up the telephone receiver and with both hands on the steering wheel.

#### 2. Hand-Set Telephone

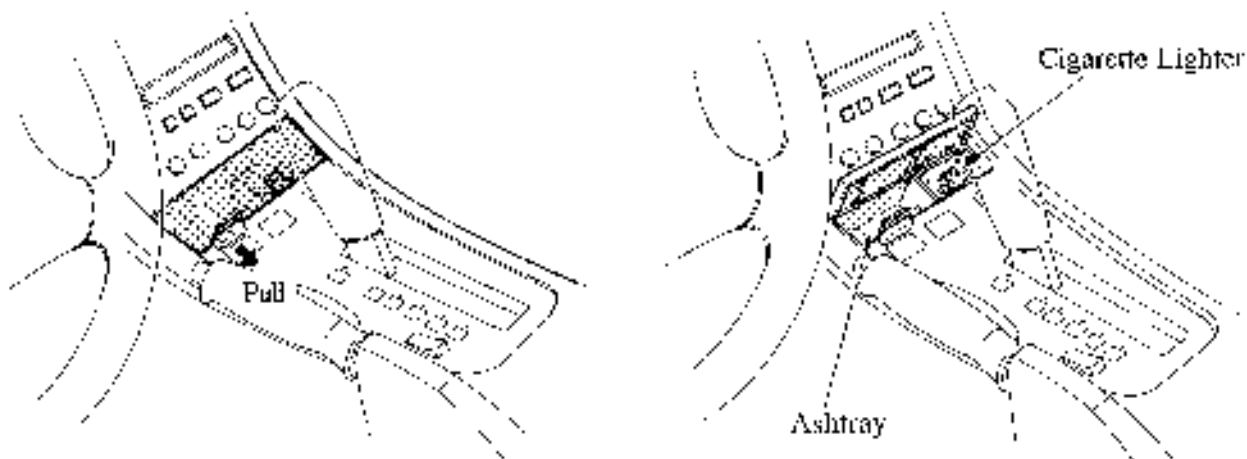
- A small, light telephone fits snugly inside the console box.
- It is possible to use the hand-set telephone by itself, or in combination with the hand-free telephone.



## INTERIOR

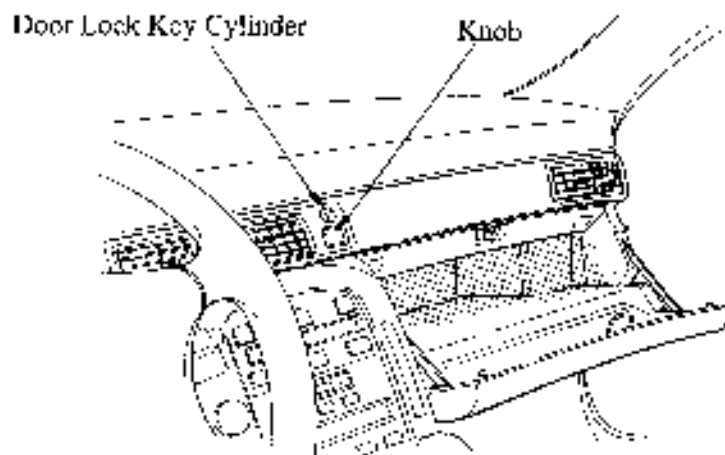
### ■ ASHTRAY

The ashtray is the pull open type with a built-in cigarette lighter.



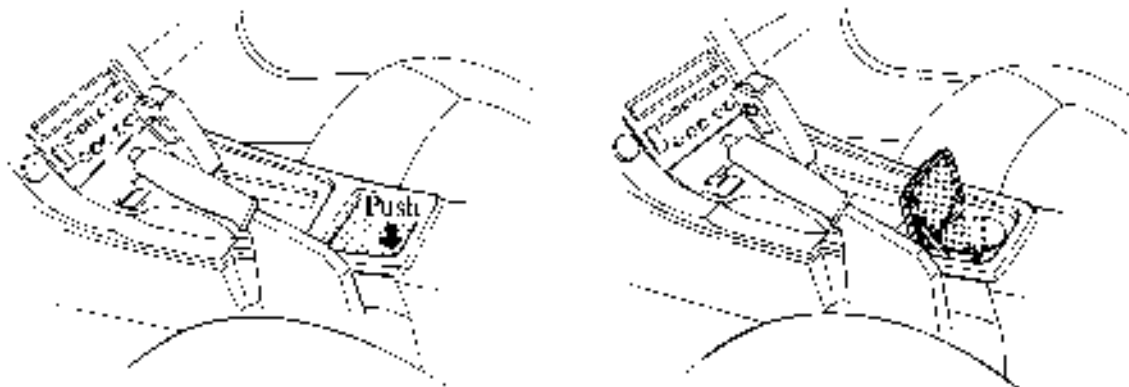
### ■ GLOVE BOX

The knob and door lock key cylinder for the glove box are located near the center vent to improve the glove box's utility for the driver.



### ■ CUP HOLDER

A push open type cup holder is located at the front of the console box.

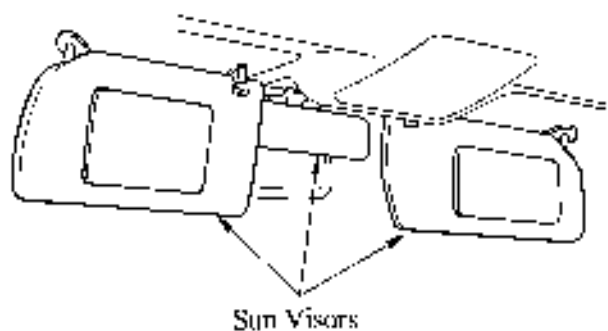




## INTERIOR

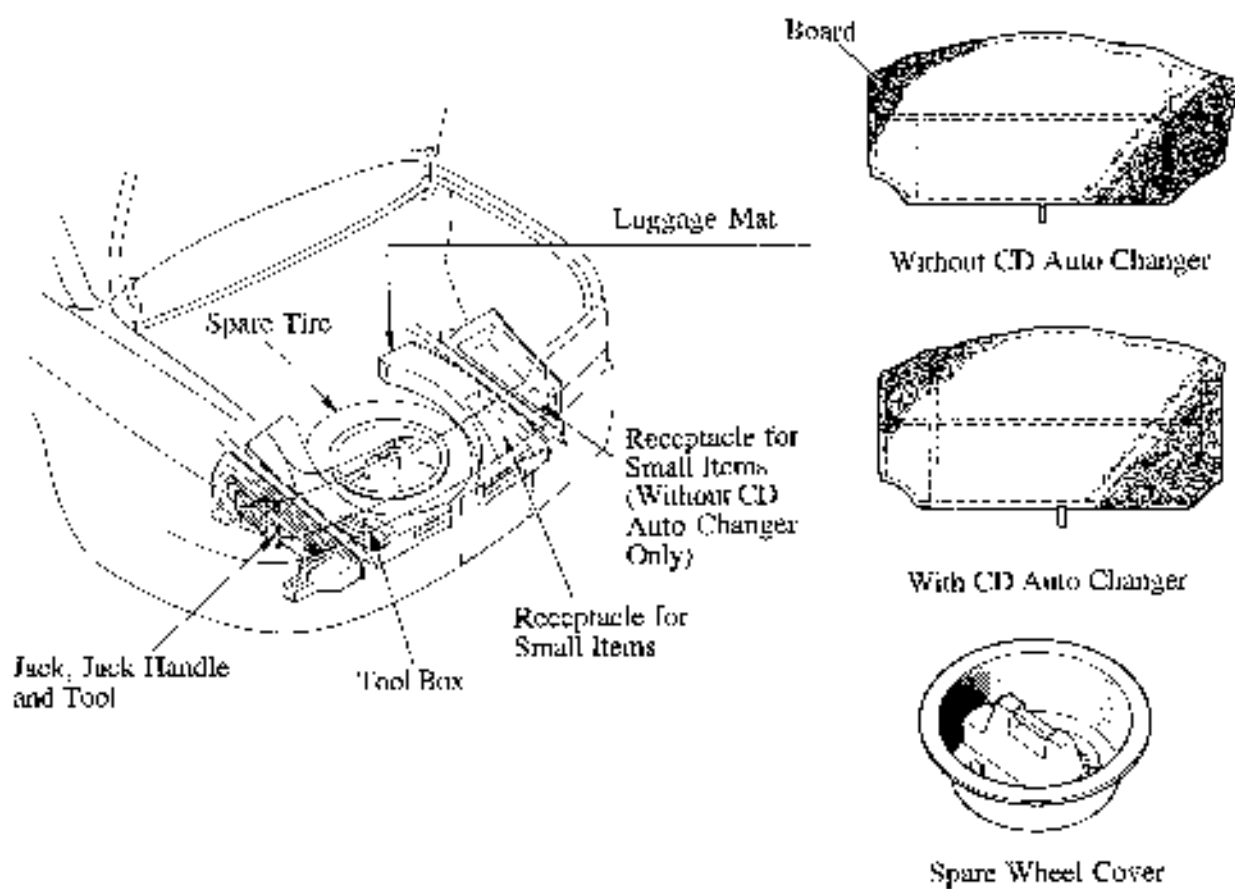
### ■ SUN VISORS

Sun visors in 3 places effectively cut out glare from the sun.



### ■ LUGGAGE COMPARTMENT

- Receptacles for storage of tools and other small objects are provided in the luggage compartment to improve its utility. The luggage compartment floor mat incorporates sections of board for greater rigidity and to make the luggage area flat.



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– MEMO –