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Now what is immobilizer system. This system is directly concerned with the car security system. But users often find themselves in a situation where they are unable to drive their car. This is just because of the fact that users don't really read the instructions given in the factory manual. The service manual is compiled with all the necessary details that allow the users to make their car more secure. One of the excellent features that Lexus have got, these cars won't start unless until the correct key is inserted into the ignition. But in some cases these key is either not used properly or transponder chip doesn't allow the ignition to be initiated. These issues are discussed in the repair manual, either you have to replace the keys or they might be some intervention with the car security system. There is an indication given at the side of the AC console, if there is something wrong with the keys, the indication will automatically turn on. The engine control unit will verify that correct key is entered or it, working capacity of the ECU is discussed in repair manual pdf. Once you have knowledge about the operative conventions of your car, it would be easier for you to find out what is wrong with your car using service manual pdf. The advantage of using service manual download is that one can verify if there is something wrongly input. Otherwise it would be sufficient to use repair manual download. This 1991-2001 LEXUS SC300 SC400 Z30 Service Manual pays much attention to practicality from the view point of users, and the content is reasonably arranged. No matter you are the end user or distributor, or professional technician, we have perfect guidance for you. Purposes of This Manual are to let users of 1991-2001 LEXUS SC300 SC400 Z30 understand the construction, basic maintenance and repair of the 1991-2001 LEXUS SC300 SC400 Z30 product and professional major repair methods.

If you have this manual, you will have Easy component identification; Careful disassembly; Accurate adjustments; Correct routine maintenance repairs; Lots of photographs, illustrations and procedure, detailed maintenance and operation instructions, information etc. Operating according to the manual allows you To understand the composition of your 1991-2001 LEXUS SC300 SC400 Z30 and function of each part; To keep your 1991-2001 LEXUS SC300 SC400 Z30 in the best performance all along; To keep your 1991-2001 LEXUS SC300 SC400 Z30 in good condition to guarantee your safety; To obtain the best warranty to the greatest extend; To be equipped with skills and knowledge to do repair and maintenance; To guarantee your safety and make the most use of your 1991-2001 LEXUS

SC300 SC400 Z30, please read the manual carefully. Only in this way, you could fully enjoy the fun of using. Pay Today and Download the complete manual instantly. Select a vehicle using the navigation menu above to view modelspecific Owners Manual, Warranty and Services Guide or Navigation and Multimedia Systems Manual. Please select another vehicle. Please access this site using a different browser. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.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 coupe, and the Toyota Store exclusive Crown coupe.In 2001, Toyota introduced a convertibleonly 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.

All versions of the Soarer featured a unique winged lion emblem often mistakenly called a Griffin as the logo throughout the vehicle.The Z10 series Toyota Soarer was produced from February 1981 to December 1985, with 2.0L, 2.8L or 3.0L DOHC I6 variants.The vehicle also came with selfdiagnosis maintenance reminders.Some of the difference are listed below.The 7MGTE in the Toms C5 Soarer saw the power upgrades similar to those seen in the TurboA Supra of the same year.This came with only 2 seats and an electric folding roof. The Aerocabin came with the same specs as the GTLimited and were only available with the 7MGTE engine, 4speed automatic transmission, tan leather interior and pearlescent paint.The grill and rear taillights were redesigned and minor interior changes were made climate control, dash. Other than that engines were improvedHowever, all models built from May 1989 including the Aerocabin did have a revised crossmember.The Z30 series Soarer shared the body and key components with the Lexus SC, with different interior features, powertrain configurations, and enhanced performance.It was also one of the first cars in the world to feature a factory GPS automotive navigation system via CDROM. 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. 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.In addition, the sportier JZZ30 Soarer could be had with a 5speed manual transmission. All models were available with a Torsen torquesensing differential. Unlike their US Lexus equivalents, the Z30series Soarer lineup never received a 5speed automatic, and only the sixcylinder versions received variable valve timing VVTi engines, in 1996.

External changes were shared with the U.S Lexus models. Changes wereAs 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 GTT and the betterequipped GTTL which added electric seats, wood trim, cruise control and Toyotas TEMS electronic damper adjustment to the list of standard features.Initially featuring two identical small turbos running together unlike the sequential twin turbo systems of the Supra and Mazda RX7, for example, it was officially rated at 208 kW 283 PS; 279 hp and 363 Nm 268 lbft of torque at 4800 rpm. This was in keeping with the Japanese Manufacturers advertised power limit agreement, however realworld power outputs were somewhat higher. In August 1996, the engine received Toyotas variable valve timing system VVTi and in conjunction with a single, more efficient turbocharger, produced much better high and midrange torque and better fuel economy. Official power output remained limited to 280 PS, although torque was now 378 Nm 279 lbft at 2400 rpm.The black interior scheme became the prominent interior scheme for all Japanese Soarers by the end of production.Like the JZZ30 the engine also received Toyotas VVTi system in 1997 which increased output to 169 kW 230 PS; 227 hp at 6,000 rpm and 304 Nm 224 lbft at 4,000 rpm while

simultaneously improving fuel economy. 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. The UZZ30 also came without sunroof or rear wiper. 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 to 1993 only. The latter was highly sophisticated, with balanced signal digital signal processing, 12 disc CD stacker and 7 speakers with subwoofer. While rated at marginally less power and torque than the turbocharged JZZ30 counterpart 191 kW 260 PS; 256 hp at 5,400 rpm, 353 Nm 260 lbft at 4,600 rpm the V8, called the 4.0GTL was renowned for its smoothness and refinement. Although receiving a minor update in 1995 which improved responsiveness and bumped outputs to 195 kW 265 PS; 261 hp 363 Nm 268 lbft, production of the V8 equipped Soarers ended before the powerplant received VVTi which substantially increased outputs in the Lexus SC400 and other models. 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. It is not known how many nonEMV UZZ31s were made, although they were offered from the very start of production in 1991. These nonEMV UZZ31 Soarers are uncommon, with only the UZZ32 more rare.

This did away with conventional springs and antiroll 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. As a result, only 873 UZZ32s were made and are typically the most sought after model in righthand drive markets such as the Japan, UK, Australia and New Zealand. Models in 3k3 could have grey or tan interiors. Models with paint codes 4k9, 051 19911998 and 057 19982000 came with tan interiors exclusively. Similarly, those with paint code 176 and 6M3 came with spruce interior colour exclusively. From 19942000 cars with external paint code 202 came exclusively with the black interior. Models in 3L2 were available with either black or tan interiors. Roughly 199 SC300s were imported into the US with this exterior paint code with tan only interior, and 256 SC400. The spruce interior was discontinued in 1998. 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 3UZFE VVTi variable valve timing 4.3 litre V8 engine, as was available in the Lexus LS 430 luxury sedan. 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. 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. By using this site, you agree to the Terms of Use and Privacy Policy. Disclaimer Sedo maintains no relationship with third party advertisers.

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