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## Lexus ls400 manual transmission 2019

Specifications only tell part of the LS story. It operates with a laid-back attitude that's completely lost in more modern cars with six, eight, or sometimes 10 forward gears. In this 1990 Lexus, all of these are superb. When I pushed the pedal down more aggressively, I was able to comfortably take it as far up as 140 km/h in a purely scientific quest to see how the car fares after 30 years of existence. The back row is basically a pair of business-class seats, with tons of legroom and a central touchscreen for all your multimedia needs and even small mirrors on the ceiling for a quick face check. Lexus released the LS400 with a naturally-aspirated, 4.0-liter V-8 tuned to deliver 250 horsepower at 5300 rpm and 260 pound-feet of torque at 4500 rpm. Fourteen-hundred engineers, 2300 technicians, and 60 designers joined forces to create the original LS, and the immense amount of effort they put into making it a comfortable place to travel remains impressive. 2019 Lexus LS Ronan Glon 2019 Lexus LS Ronan Glon 2019 Lexus LS Ronan Glon The six doesn't sound as sweet as the old eight, but the engine's character isn't all that different. More buttons equaled more features. Going on 30 years later, the cheapest LS 500 commands \$75,450 (while the Mercedes S-Class starts at \$92,245). All things considered, \$75K is a small price to pay for three decades' worth of progress. Lexus still builds its flagship with top-notch materials, but I'd argue the LS 500 feels more luxurious in 2019 than the LS400 did in 1989. Do I even need to add that the most engaging one is the Sport+ mode? The LS defined the Lexus identity, and the torch it lit has passed through the hands of four generations of flagship sedans developed to topple the Germans. The dashboard, the door panels, and the center console are all much higher than in the LS400. Besides, an armada of buttons certified the car was well equipped. Next up in the range is a 500h-badged model powered by a gasoline-electric hybrid powertrain that teams a detuned V-6 with two electric motors to place 354 horses at the command of the driver's right foot. But the seating there is a pleasant as it is up front. To start the car, you need the old-school physical key of course. It's also much quicker in a straight line; yet it burns less fuel. The best way to gauge how far the nameplate has come over the past three decades is to drive a 1989 LS400 and a 2019 LS 500 back-to-back. Steering is notably crisper than in the 1990 LS 400, but at the same it feels more disconnected from the last century still can lord it over its contemporary descendant, simply because the drive it offers is far less antiseptic. The contemporary sedan doesn't feel cramped—it's much too big for that—but it doesn't feel as airy. Above all, the LS400 is an easy, relaxing car to drive. As for the seating in back, the space it offers is equivalent of that of a modern-day midsize sedan - at most. Oh, I'm forgetting the ashtray of course. What's more, for those sentimentalists who put a lot of value in reliability, the first-generation LS 400 should be on your shortlist of all-time greats! Skip to today... and the LS 500Sitting next to its oldest ancestor, the new 2019 Lexus LS 400 Ronan Glon 2019 Lexus LS Ronan Glon The doors close with a sturdy thump in both versions of the LS but the sound resonates in two very different atmospheres. The cabin immediately exudes timeless serenity. While the current LS (inevitably) offers a Sport mode, it's not a car that likes to be rushed around a corner. I say this while fully acknowledging that the 2019 Lexus LS 500 is superior in all respects to the older model, the one that paved the way forward for the brand back in the 90s. Truth is the industry as a whole has made immense progress in the past three decades, and that includes the good ol' Lexus LS. What's more, occupants of both rows get heated AND ventilated seats, and can submit to a soothing massage to boot. Instead of the naturally aspirated V8, the LS 500 actually lost two cylinders later, though of course the current V6 twin-turbo delivers a meaty 416 hp. While the original LS was designed to cruise under the radar, this one was penned to make a statement. They were clearly aiming for the royalty-tested, dictator-approved comfort of a 1980s Mercedes-Benz, not for the trackbred, enthusiast-oriented performance of a 1980s BMW. In lieu of the old 4-speed automatic, the LS 500 makes use of a 10-speed unit and offers the possibility of changing them manually. Large glass surfaces allow natural light to flood the space, the dashboard's layout is refreshingly straightforward, and most of the materials feel top-notch even after 30 years. 1989 Lexus LS 400 Ronan Glon 1989 Lexus LS 400 Ronan Glon 1989 Lexus LS 400 Ronan Glon In the 1980s, automakers weren't skewered by self-appointed tech pundits when they released a car with dozens of buttons on the center console. They didn't need to be hidden, stylized, chromed, and/or backlit. There too, everything was impeccable, as if we'd been transported back in time. To properly grasp the experience of driving a Lexus in the company's early years, best to climb in this grand dame of a sedan brought over from Japan to conquer the North American market. We got the smart idea to do a comparison of the very first LS and the new 2019 edition. First there was the LS 400If you're thinking this early LS model looks to be in pretty darn good shape, you're right. It's a concession Lexus made in the name of design. The drivetrain still feels peppy, even with the air conditioning on full blast, and the transmission notches off buttery-smooth shifts. It has a more extroverted personality than any of its predecessors. In keeping with the exterior, the dashboard design is more assertive; it's curved, decorated, and digital. Engineers had no real alternative because touchscreen technology was still in its infancy and consumers weren't ready for it; just ask General Motors. The two overlap in one important and surprising area: pricing. You can barely hear the V8 growl when in "normal" driving situations. Like a train, I thought...Of course, that 250-hp output reminds you you're dealing with a car from another era. I'm surprised there isn't a compartment for me to deposit my shoes. The suspension continues to prioritize comfort, which means there's some roll when cornering too aggressively. True to its reputation, the car continued to inspire confidence. The leather is soft and the carpets look like they were installed a month ago. The instrument cluster looks almost Toyota-like. Since the 400 represented a 4.0-liter v-8 on the original LS, you could reasonably assume 500 denotes a 5.0-liter engine; you'd be wrong. Sitting in the unrestored, 17,000-mile, firstgeneration Lexus carefully keeps tucked away in its collection feels like stepping into a time machine made for a sultan. Engage it and the LS stiffens up while the engine gets more expressive in response to your commands. The LS 500 is actually a pretty heavy car, but that doesn't prevent it using that big powertrain to produce very quick accelerations. Still, the cars' specifications don't line up, which isn't surprising given the 30 years of space in between. In that respect, it's as impressive as ever. The brand set up shop officially in 1989, though only after the project gestated for a number of years within the walls of Toyota HQ.For this special anniversary event, Lexus even brought with a few models that have marked its history, including this magnificent ivory-coloured 1990 LS 400 Ronan Glon 1989 Lexus LS 400 R Glon 1989 Lexus LS 400 Ronan Glon 1989 Lexus Glon 1989 Lexus LS 400 Ronan Glon 2019 Lexus LS Ronan Glon 2019 Lexus L LS Ronan Glon 2019 Lexus LS Ronan Glon 2019 Le naturally aspirated V8 generating 250 hp. The current, fifth-generation LS released in 2016 manages to simultaneously feel very similar and very different, depending on your vantage point. No fobs for this baby. Accelerations are not a biting as those of a similar-type car today. While the old LS 400's contours are classic sedan all the way, the LS 500 is all aerodynamics and led by a fascia you'd expect to see on the front of a futuristic concept car, what with the hourglass-shaped front grille. It odometer sits at only 27,000 miles (43,000 km) and change, and it clearly has been meticulously maintained. Proper upkeep is one thing, but there are other elements that are just indicative of the quality of a model and of a brand, for instance the shine of the paint job or the state of the chrome bands framing the windows. Instead, the entry-level engine is a twin-turbocharged, 3.5-liter V-6 that provides 416 horsepower and 442 pound-feet of torque. Rear-wheel drive at an extra cost. It's also much roomier inside, and in fact it's worth pointing out that the LS is now offered only in extended-wheelbase version. That fact is quickly apparent when you look inside. Then again, the prime focus of the LS 400 back in the day was not to drag race but to transport its occupants in the greatest comfort possible. The new edition is refined and advanced - it's also available as a hybrid, by the way - but it owes its existence to the pioneering big premium sedan of old. Guanacaste, Costa Rica at the invitation of Lexus for a special media event, held to mark the 30 years of existence of Toyota's luxury marque. Despite its age, the 1990 LS 400 delivers a very quiet ride; one of Lexus' big selling points for the model back in the day was that it was the quietest sedan on the market. Little details start to appear after a few minutes behind the wheel. Once settled in the plush seat, I found myself face to face with a streamlined dashboard, with most of the buttons clustered in its centre. This is old-school luxury! Which means, cassette deck, big buttons for the automatic transmission is the only other element worthy of note. In front, the organic shaping of the dashboard is really impressive, as is the large 12.3-inch infotainment screen - to be controlled using that infamous Lexus touchpad down by the right hand of the driver, still as knotty to use as ever. The new LS has fully retained the comfort characteristics of its ancestor, however. Rampant downsizing chased the V-8 from the specifications sheet. Thick pieces of chrome trim bump up its bling-bling quotient. Above the dashboard, the cylinder on the right side of the steering wheel, allows the driver to choose the driver to choo which luxury was best delivered in understated fashion. The LS 500 also puts more things to look at and to touch in front of the driver than the LS400. The big sedan, the job of which was to take on the likes of the Mercedes-Benz S-Class, BMW 7 Series and Jaguar XI, was actually the first vehicle to be created entirely by Lexus (the ES 250 sedan also available at the dawn of the 90s was in fact essentially a Toyota Camry in a tux. Also along for the ride for this event marking the thunderous shockwaves the original Lexus LS sent across the automotive industry. There are two more in the back as well, integrated in the armrests on the doors. At 4700 pounds, the 2019 LS weighs about 1000 pounds more than the 1989 model. Light and slow, the steering says a lot about how engineers envisioned the LS. No trace of a nav screen of buttons to adjust the level of the heating for the seat. In 1989, Lexus charged \$35,000 for a base LS400, a figure which represents approximately \$73,000 when adjusted for inflation. Air vents were just that: air vents were just that: air vents were just that: air vents were just that approximately \$73,000 when adjusted for inflation. The pillowy suspension delivers a ride for which Aladdin would trade his magic carpet, and wind noise only begins to enter the beige leather upholstery shows no signs of advanced wear. Just look at it: its front end is dominated by Z-shaped headlights and a gigantic spindle grille with intricate detailing. Sound familiar? The LS 500 is better suited to a smooth, laid-back driving style. Unveiled at the 1989 Detroit Auto Show after a lengthy, no-expenses-spared development process, it sent executives from rival brands running back to their respective board rooms to completely overhaul their product plans.

