

# 1972 Toyota Land Cruiser FJ40

2dr Soft Top 4x4 . 6-cyl. 3878cc/155hp 2bbl

#1 Concours condition

**\$88,700**

↗ +1%

#2 Excellent condition

**\$47,400**

↗ +13.9%

#3 Good condition

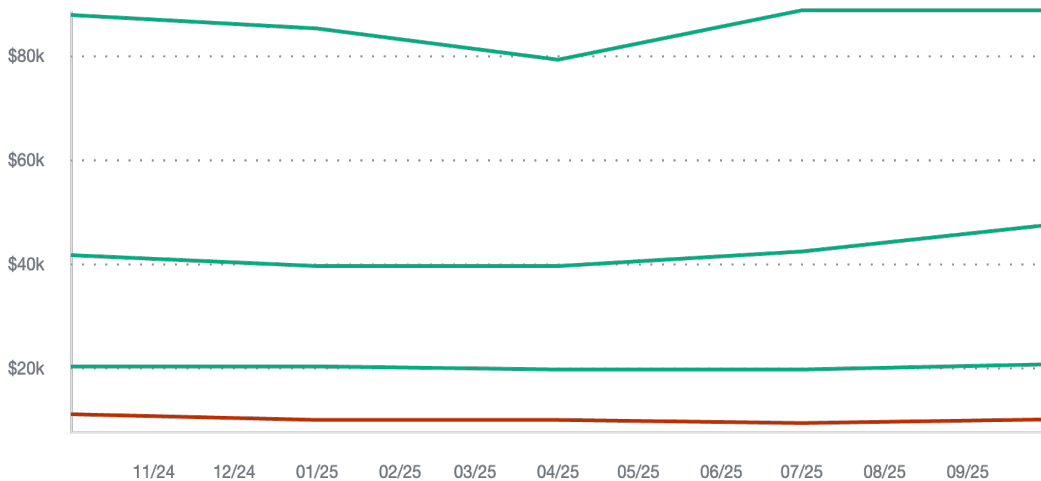
**\$20,600\***

↗ +2%

#4 Fair condition

**\$10,000**

↘ -9.1%



NOTE: The chart displays price changes for the last year.

## Model description

As a Japanese copy of the famed WWII era jeep and with origins dating to the Korean War era, Toyota launched the FJ40 series utility vehicle in 1960. Official importation to the U.S. began in 1963, and within two years the FJ40 Land Cruiser was hands down the best-selling Toyota in America. Cosmetically, the FJ was essentially the same truck until it went out of production in 1983, barring minor trim tweaks; however, it saw a gradual progression of functional improvements and upgrades over the years, shifting from being a bare-bones rock hopper to a commensurately equipped modern SUV 30 years ahead of the curve.

The FJ40 was available as open-bodied or fully enclosed two-door wagon, or the longer wheelbase FJ45 could be had as a two-door or four-door wagon, in addition to a two-door pickup (although they were rarely sold in the U.S. due to the 25 percent "Chicken Tax" on light duty cargo trucks). The FJ45 gave way to the FJ55 in 1967, which for all intents and purposes was the birth of the modern Highlander—a truck-based, fully styled wagon with an emphasis on comfort over utility.

As FJ40s reached the secondary market, it became very common for owners to take on engine swaps, most notably by replacing the FJ's stock six with a small block Chevy V-8. The Chevy engine certainly yielded more power, but Toyota's six-cylinder was essentially a reverse-engineered 235-cid Stovebolt six Chevrolet engine that was indestructible. This is part and parcel why stock power trains will continue to pull big money—few are left versus a fleet of retrofits.

### Body styles

2dr Soft Top 4x4

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

**Engine types**

6-cyl. 3878cc/155hp 2bbl

**1968-1983 Toyota Land Cruiser FJ40 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$286,000</b>	<b>\$4,250</b>	<b>\$26,599</b>	<b>1775</b>

**Vehicle's condition classification****#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.