

# 1997 Toyota Land Cruiser FJ80

4dr Station Wagon 4x4 · 6-cyl. 4477cc/212hp MPI DOHC

#1 Concours condition

**\$172,000**

0%

#2 Excellent condition

**\$59,400**

-15.1%

#3 Good condition

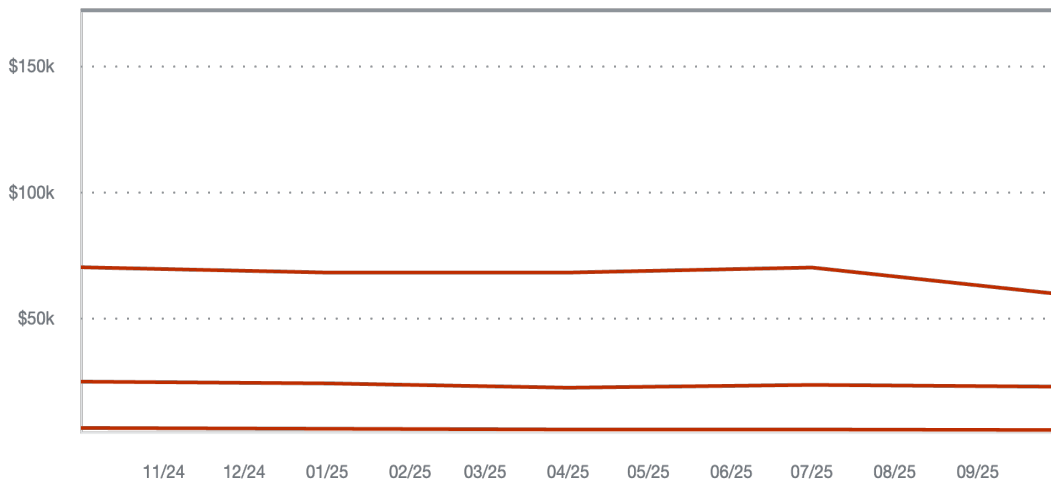
**\$22,600\***

-8.1%

#4 Fair condition

**\$5,400**

-12.9%



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

## Model description

By the time the J80-series Toyota Land Cruiser debuted for 1991, the Land Cruiser had already been tackling rough terrain all over the world for 40 years. Even so, the J80 was a considerable leap forward, as Toyota moved the Land Cruiser in a more luxurious direction with air conditioning, airbags, ABS and a leather interior. And while the Land Cruiser wasn't cheap, buyers could literally purchase two Land Cruisers for the cost of a single Range Rover.

Fit and finish were refined, with gauges that looked like they came from a Lexus, and improved sound-proofing insulated passengers from road and wind noise. An optional third seat upped passenger capacity from five to eight and split in the middle to fold up against the sides.

The new Land Cruiser FJ80 had coil spring front suspension and a fulltime 4WD system with a locking central differential for extreme conditions. Power door locks and windows were standardized for 1992, and intermittent wipers were also fitted.

The big news arrived in 1993. Testers had grumbled about the 155 bhp engine struggling to move the 4600-pound wagon and it was replaced by a new 212 bhp 4.5-liter powerplant. As a result, 0-60 mph dropped from 14.1 seconds to 12 seconds, though gas mileage remained in the 11-13 mpg range. Towing capacity was now 5000 pounds. A new option offered front and rear differential locks and antilock brakes – now with front and rear discs. ABS was also available separately. Side door impact beams were added.

Few changes occurred in 1994 and early 1995 models were carryovers. However mid-year saw the introduction of dual airbags, and ABS became standard. Lexus offered its own version of a Land Cruiser for 1996, called the LX450. It was the first Lexus SUV. The Model 80 was replaced by the J100 in 1998 as the 6-cylinder engine gave way to a Lexus V-8. Although FJ80 production was concluded in Japan in 1997, the Toyota factory in Venezuela continued to make the model until 2007.

\*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.

In 1997 "40th Anniversary Limited Editions" were offered in the U.S. and 4,744 buyers snapped them up. They were available in Antique Sage Pearl or Emerald Green. These included keyless entry, badges, embroidered floor mats automatic climate control, two-tone brown leather interiors. Locking differentials were commonly fitted with running boards and roof racks. There was also a "Collector's Edition" with gray side molding, black pearl badges and embroidered mats.

**Body styles**

4dr Station Wagon 4x4

**Engine types**

6-cyl. 4477cc/212hp MPI  
DOHC

## 1991-1997 Toyota Land Cruiser FJ80 stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$177,500</b>	<b>\$5,669</b>	<b>\$33,075</b>	<b>665</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.

**#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.

**#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.

**#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.