Ls 570

But while the Land Cruiser has this intrinsic cool factor -- even more so with 's Heritage Edition -- the LX just feels, well, old. The LX competes in the crowded full-size SUV segment, and uses old-school, body-on-frame architecture with full-time all-wheel drive. Only one powertrain is available, consisting of a naturally aspirated, 5. Even with horsepower and pound-feet of torque on tap, the LX isn't exactly quick. This is a big, 6,pound SUV, and it takes 7. A full-size Mercedes-Benz GLS , on the other hand, has less power and torque, but thanks to turbocharging and mild-hybrid technology, it can sprint to 60 mph in 5. On that note, the EPA gives the LX ratings of 12 miles per gallon city, 16 mpg highway and 14 mpg combined. The GLS returns 19 city, 23 highway and 21 combined, and even more powerful competitors like the Land Rover Range Rover and Lincoln Navigator do slightly better, both returning 16 city, 21 highway and 18 combined. During a week of testing, my LX is only averaging The LX's highway ride is mostly smooth but it's easily upset by bumpy pavement. Perhaps the most disconcerting part of the driving experience is the steering, which feels heavy yay! The lack of on-center steering feel means I'm constantly making small corrections just to stay in a straight line. I know owners aren't going to run the Lexus LX through the canyons like they would in a sports car, but the company provides its SUV Sport and Sport Plus modes to change up the throttle and transmission parameters. Even when dialed into Sport Plus, the steering is still vague and there is a ton of body motion. The good news is that the eight-speed transmission shifts nicely in the background, not drawing any attention to itself. Thankfully, there are several standard driving aids, and the adaptive cruise control does a nice job of slowing the LX down once I hit traffic. Unfortunately, the low-speed modulation of the adaptive cruise control is awful. The LX slams on the brakes and stops abruptly, to the point where I'd rather just drive with this tech off. All things considered, the LX is far worse to drive on-road than pretty much any other full-size luxury SUV. But it at least can excel off the beaten path. I didn't have a chance to off-road this tester, but I hit the dirt in an LX in , and the model is essentially the same. A lockable center differential is standard as is a two-speed transfer case and five different terrain modes. The air suspension can give the Lexus over 11 inches of ground clearance and there is some nifty technology that applies the brake to an inside wheel when the trail gets tight. It'll totally stand toe-to-toe with a Range Rover. The interior is comfortable and the materials are great, but the infotainment tech is all kinds of awful. Inside, the LX can be had with two or three rows of seats, and there's a maximum of While there is plenty of room in that third row, it isn't the most comfortable. My rear is lower than my knees, making me feel like I'm sitting in a kindergarten chair, but the second row is supercomfy with available heated and cooled seats, separate climate controls and an available dual-screen DVD system. Unfortunately, there isn't a Wi-Fi hotspot, so your kids can't stream Netflix or Hulu or anything like that. While the cabin is full of luxurious style and it's pretty well insulated from road and engine noise, Lexus needs a full-blown overhaul of its infotainment system. The graphics are outdated, the interface isn't easy to understand and the whole system is just harder than it needs to be. Case in point: When using the in-dash navigation system there is no mute button on the map. Instead I have to exit navigation, go to the general setup menu, find the voice settings and mute the directions from there. It's just not well thought out. At least the LX gains Amazon Alexa integration for The LX has two USB Type-A ports, a wireless charging pad and a volt outlet up front, but second-row passengers only get one volt plug and a volt outlet. Want charging options in the third row? Too bad. That means the LX is priced in line with other full-size luxury contenders, but nice as it is inside, the Lexus offers far less in the way of technology and performance. After all, it's essentially the same thing. Be respectful, keep it civil and stay on topic. We delete comments that violate our policy , which we encourage you to read. Discussion threads can be closed at any time at our discretion. Roadshow editors pick the products and services we write about. When you buy through our links, we may get a commission. Emme Hall. Enlarge Image. View Local Inventory. Like Excellent off-road capability High-quality interior Lots of standard features. Don't Like Poor fuel economy Horrible infotainment tech. Score Breakdown Performance. Specs See full specs. Discuss: Lexus LX review: An off-road champ, but tough to recommend. This page is for personal, non-commercial use. GM's 7. The caveat is that the tech designed to goose the numbers also renders the new crate motor illegal for the street. This is a track weapon only. Hot Rod praised the engine's ease of installation with, "The whole deal plugs together like Xmas lights, fires up instantly, and idles like a dream. There's now an oil pan from GM's F-body cars feeding a specific wet-sump oil pump. The order books are open now. We get it. Ads can be annoying. But ads are also how we keep the garage doors open and the lights on here at Autoblog - and keep our stories free for you and for everyone. And free is good, right? If you'd be so kind as to allow our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. Chevrolet Performance tunes 7. Jonathon Ramsey. Share 0 Comments. Related Video:. Sign in to post. X Sign in to post Please sign in to leave a

at N. Tomoka Farms Rd. If you're tired of other Amarillo car dealerships treating you poorly, come see us. We know there is nothing worse than dealing with rude salespeople, which is why we take a softer approach. We don't like to use high-pressure sales tactics, and we treat each and every customer who sets foot on our lot with respect. If you're seeking a relaxed car buying experience in Amarillo or anywhere in the Texas panhandle, come see the Brown Automotive Group! Serviced Here! Horsepower calculations based on trim engine configuration. Please confirm the accuracy of the included equipment by calling us prior to purchase. Popular searches. My notifications My Account. Save Search. Enter your ZIP code to show only relevant vehicles for sale nearby. Search radius. Home delivery available. Only show local listings. Year s. Engine Details Transmission Automatic Engine Type Gas Drivetrain Four Wheel Drive Cylinders 8 cylinders Fuel Economy. Vehicle Listing Details Recently added listings. Listings with recent price drops. No accidents. Know The Deal. Price Drop. Showing 1 - 18 out of listings. Overall Consumer Rating. I own a LX with all the options except the cooler and rear entertainment system. I'm use to driving larger vehicles. I could see the LX being an intimidating vehicle if you are not accustomed to driving a truck or larger SUV. I don't have any serious complaints about the vehicle. However, I do have a few points of criticism. First, the infotainment system "mouse" is just down right stupid. We live a time where touch screen gesture rich interfaces are a mainstay. Lexus should take not of that fact and consider how to integrate that kind of a platform into the vehicles. You can't get very many replacements wheels for the rims, and with all this offroad capability, you throw it out the window with this setup. This required removing the small front wheel well mudflaps and make a small adjustment to the wheel well plastic to avoid rubbing issues. The vehicle looks to me a lot better and has more utility for luxurious outdoor adventures though the approach angle is still far inferior to the Land Cruiser. Lastly, braking is a bit touchy. There is a point at which the brakes appear to feel underengaging, then rapidly overengage with slightly more pressure. This took some getting use to to avoid stopping faster than I'd like. Maybe it's just related to how little wear the vehicle currently has on the brake pads, etc. All in all, I would highly recommend this, but would advise you to avoid going with the 21inch wheels stock. You have a lot more options with the 20 inch wheels if utility and use, vs around town driving will play an element in your ownership of this vehicle. Read more. Read less. Sign Up. Chevrolet's small-block V-8 engine family is a popular swap candidate for virtually any shadetree performance car build because of its ubiquity and compact, lightweight nature. A small-block Chevy V-8 fits, and doesn't add much weightâ€" so, by all means, what are you waiting for?! It's the most powerful naturally aspirated small-block LS engine available in Chevrolet's performance parts catalog. That "" is a reference to its claimed horsepower peak, ponies, at 6, rpm. Torque is claimed to be lb-ft, peaking at 4, rpm. The latter eliminates the need for installers to set up an external oil tank, lines, and other ancillaries required by the stock LS7's dry sump. Not included? The LS engine controller. Also, Chevrolet describes this engine as being for competition use, although we're sure if you live in a state with lenient inspections or none at all , this may not be entirely trueâ€"check your local laws before doing anything boneheaded. Those two attributes likely mean bulkier engine packagingâ€"meaning a swap into a tight engine bay may be a nonstarter. In any event, the LS is now available to order; we've reached out to Chevrolet for pricing details and will update this space when we hear back. Close Ad. Watch Originals. Join MotorTrend. Alexander Stoklosa Words. Share on Facebook Share on Twitter. Most of you probably like the idea of an LS7 nestled between the fenders of your hot rod or project car. If you do find one, they usually come with a big price tag because there are rare. Another problem, the LS7 has a dry-sump oiling system, which also provides installation headaches and added cost. How

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ever, Chevrolet Performance has just made an announcement that certainly got our attention by introducing a into its crate engine lineup. The wet-sump system will allow for easier installation in cars and trucks while saving room under the hood of your project. This cubic-inch power plant cranks out horsepower and lb-ft of torque, which is an increase of horsepower and 70 lb-ft of torque, thanks to the addition of a higher lift camshaft. We will safeguard your e-mail and only send content you request. We'll send you the most interesting LSX Magazine articles, news, car features, and videos every week. We promise not to use your email address for anything but exclusive updates from the Power Automedia Network. About Us Sponsors Advertising. News All News New Products. What is Pro Touring? Article Sources. Chevrolet Performance. Latest News. More Stories. Late Model LS Power in your inbox. Subscribe Now. We think you might like No thanks. Classic Chevy Magazine. Drag Racing.