2000 lexus is 300

The first-generation models were powered by an inline-6 engine and available in sedan and wagon variants. The IS designation stands for "Intelligent Sport". Produced as a direct competitor to the luxury sports sedans of the leading European luxury marques, the XE10 series Toyota Altezza and Lexus IS was designed with a greater performance emphasis than typically seen on prior Japanese luxury vehicles. The engineering work was led by Nobuaki Katayama from to under the T program code, who was responsible for the AE86 project. Design work by Tomoyasu Nishi was frozen in and filed under patent number on 5 December , at the Japan Patent Office. At its introduction to Japan, it was exclusive to Japanese dealerships called Toyota Netz Store , until Lexus was introduced to Japan in The 2. The different size engine choices gave Japanese buyers a choice of which annual road tax obligation they wanted to pay, and the larger engine offered more standard equipment as compensation. 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In the US, the Environmental Protection Agency listed the IS as a subcompact car ; although it technically had enough overall volume to be called a compact, rear seat room exhibited subcompact dimensions. For the first-generation IS in the North American market, sales hit a high of 22, units in ; subsequent sales years were less than forecast, and below the 10,unit mark in This trend was indicative of Lexus' smaller global status; while Lexus' range of cars was very successful in North America, the marque's sales lagged behind its German rivals in Europe. The kit was initially available as an aftermarket fitment, but could also be obtained as OEM Lexus accessory on newer cars through the official Lexus dealer network and was fully covered by the standard warranty. In for the model year, the IS line received a minor facelift designed by Hiroyuki Tada. On the exterior, was a redesigned spoke wheel design, redesigned fog lamps, and smoked surrounding trim for the headlamps and taillamps. On the interior, a 2-position memory function was added for the driver seat, a maintenance indicator lamp, automatic drive-away door locking system, a storage compartment on the dash for models without the navigation system and updated trim highlights. Sales of the sedan began worldwide in September and October as a model, with the Toyota Altezza name discontinued due to the introduction of the Lexus marque in Japan, and the slow-selling SportCross station wagon version discontinued from the lineup altogether. The second-generation IS marked the next introduction of Lexus' L-finesse design philosophy on a production vehicle, following the premiere of the GS executive sedan. Production of the sedan commenced in September at the Miyata plant in Miyawaka, Fukuoka , [21] supplemented in October with the Tahara plant at Tahara, Aichi. All second-generation IS models offered a more typical Lexus interior compared to the previous generation with a focus on luxurious amenities. The interior is equipped memory leather seats, lightsaber-like electroluminescent instrument display lighting and LED interior lighting accents, the choice of faux-metallic or optional Bird's Eye Maple wood trim aluminium composite on the IS F , and SmartAccess keyless entry with push-button start. On 6 December , Lexus officially confirmed the existence of a high-performance variant of the second-generation IS called the IS F. In its first year of sales, the IS sold over 49, units, making it one of the ten best-selling luxury cars in the US. In , the IS line received a facelift, and the suspension and steering were retuned for improved stability and control. The mid-cycle refresh in saw slight styling revisions to the interior. F SPORT performance accessories include inch forged wheels set of four , with hardware: brake upgrades, front axle set, rear axle set, carbon fibre engine cover, carbon fibre leather shift knob, floor mats four-piece set , lowering spring set, performance air intake, performance dual exhaust, shock set set of four , sway bar set. Japan models went on sale on 22 August Changes to IS F include a carbon fibre rear spoiler, front LED fog lamp, all sports seats include embossed 'F' logo at head rests, Alcantara upholstery at door trim and center console, standard Intelligent Transport Systems and Dedicated Short Range Communication unit. Safety equipment on the IS models ranged from multiple airbags to stability control systems. NHTSA crash test results rated the second-generation IS the maximum five stars in the Side Driver and Rollover categories, and four stars in the Frontal Driver, Frontal Passenger, and Side Rear Passenger categories; [56] Insurance Institute for Highway Safety scores were "Good" overall score for all fourteen measured categories in the front and side impact crash tests. Main features include a 2. Exterior

design work was done by Masanari Sakae [68] during â€" and the F Sport models were styled by Yuki Isogai in Not only does the F Sport models handle differently, but they are more aggressively styled to set them apart from the base production models. F-Sport styling includes an edition specific F-Sport pattern front grille, F-Sport logo badges, and five spoke split graphite wheels; the cabin includes carbon fibre-like trim, extra bolstered performance seats, an all-black headliner, and a moving vessel gauge cluster inspired by the Lexus LFA that displays navigation and audio information. The model year also served as the first year to offer all-wheel drive in the IS F Sport line up. International models went on sale in mid The hybrid IS h model is sold in Europe, Japan, and select international markets. US models went on sale as model year vehicles on 28 June The IS is only offered with all-wheel drive, while the top of the line IS can be ordered with either drivetrain. 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The F Sport is only for the IS The engine is same with Lexus RC F. Toyota Racing Development TRD F Sport parts for Japanese IS sedan included a front spoiler, side skirts, rear spoiler, sport muffler and rear diffuser, diamond-like carbon fibre shock absorbers, inch aluminium wheels measuring 19x8. Vehicle shakedown began at the Suzuka Circuit. Production at Tahara plant in Japan began on 25 April As of June , sales of the Lexus IS has reached 1, units. The 'Crowd' ad emphasizes that things designed to draw a crowd are good, but leaving the crowd behind is more rewarding. The 'Color Shift' ad shows it's more fun and exciting to blend out than blend in. As part of the Lexus IS sports sedan launch in the US, Lexus invited more than followers on Instagram, along with their smartphones, to make a commercial of the Lexus IS using hundreds of their photos of the car strung together into a video. As part of the Lexus IS sport sedan launch in the US, Lexus created and hosted a MADE Fashion Week event in debuting a first-ever live holographic performance art experience titled 'Lexus Design Disrupted', featured supermodel Coco Rocha and a bold retrospective from the archives of designer Giles Deacon in a creative concept inspired by the IS and the brand's commitment to design and technology. The ads took advantage of real-time marketing by allowing viewers to contribute ad concepts via social networks to influence the creative for the Lexus advertisements. The campaign featured a series of live, improvisational short comedy ads that will run in the commercial pods during NBC's Late Night with Jimmy Fallon. Every Thursday night for four weeks beginning 19 September, as part of an early commercial break on NBC's Late Night with Jimmy Fallon, improv comedians asked viewers to suggest ad concepts with the LexusIS hashtag via social media platforms. 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Sales data for Lexus IS generations are as follows, with chart numbers sourced from manufacturer yearly data. Lexus IS. Lexus IS 3rd gen. Front-engine, rear-wheel-drive Front-engine, all-wheel-drive. Tomoyasu Nishi exterior: [6] facelift: Hiroyuki Tada Petrol : 2, Petrol: 2. Australia: Lexus. Archived from the original on 1 February Retrieved 12 July Retrieved 15 July Archived from the original on 27 July Retrieved 11 October Archived from the original on 28 November Retrieved 4 April Retrieved 27 August The New York Times. Archived from the original on 15 June The Albuquerque Tribune. Retrieved 21 May Retrieved 26 January Bloomberg BusinessWeek. Retrieved 3 February Archived from the original on 13 May Retrieved 10 December Sport Compact Car. Source Interlink Media, Inc. Archived from the original on 2 March Toyota Motor Corporation. Retrieved 14 February Chiba University. Archived from the original on 4 March Retrieved 21 June Europa

web portal. Credit Suisse. Archived from the original PDF on 17 June Mountain Climber: Lexus unveils the next IS sport sedan. AutoWeek , 21 March Archived from the original on 10 February Retrieved 6 May Car and Driver. Retrieved 1 October Archived from the original on 29 March Retrieved 16 July Archived from the original on 17 July Retrieved 20 February Motor Trend. Retrieved 23 April Automobile Magazine. Retrieved 2 October Archived from the original on 5 December Archived from the original on 22 February Archived from the original on 17 September Motor Authority. Retrieved 3 June Japan: Toyota. Archived from the original on 18 March US: Lexus. Archived from the original on 6 March Retrieved 2 March Japan: Lexus. Retrieved 10 April US: Toyota. Retrieved 6 June China: Lexus. Archived from the original on 23 October Retrieved 2 July Retrieved 21 April Retrieved 15 June Lexus Enthusiast. Retrieved 30 May Club Lexus. Retrieved 2 December Archived from the original on 4 January Retrieved 20 May Team Lexus. Archived from the original on 21 August Endurance Info WebSite. Archived from the original on 14 August Retrieved 26 July Retrieved 4 January ADAC Westfalenfahrt", Archived from the original on 22 December Retrieved 5 April Archived from the original on 4 June Archived from the original on 27 September Gran Turismo Official Website. Archived from the original on 29 September Retrieved 28 January Archived from the original PDF on 29 December Archived from the original PDF on 6 March Archived from the original PDF on 30 December Archived from the original PDF on 12 June Archived from the original PDF on 12 July Archived from the original PDF on 9 July USA: Toyota. Archived from the original on 3 February Retrieved 22 June Archived from the original on 22 July Retrieved 3 January Retrieved 23 September Toyota USA Newsroom. Archived from the original on 7 January Retrieved 6 January Retrieved 16 March Retrieved 5 January Archived from the original on 4 February Retrieved 19 January Archived from the original on 27 December Archived from the original on 7 July Retrieved 4 December Archived from the original on 1 July Archived from the original on 25 November Lexus Toyota.

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Lexus , a division of Toyota Motor Corporation , vehicle production timeline. LC RC. GX LX. Categories : Lexus vehicles Cars introduced in s cars s cars s cars Compact executive cars Sedans Station wagons Hardtop convertibles Rear-wheel-drive vehicles All-wheel-drive vehicles Sports sedans Hybrid electric cars Partial zero-emissions vehicles Euro NCAP large family cars. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Lexus Toyota. Compact executive car D. No equivalent. RWD 5-speed automatic AE. Toyota N platform [32]. April â€" present [60]. Kei car. Pixis Epoch LA Pixis Space L Subcompact car. Porte AP Aygo AB Duet M Passo AC Etios AK Starlet P Yaris XP Soluna L Vios XP Sprinter Carib L FunCargo XP Ractis XP Compact car. Corolla Axio E Allex E Auris E Corolla FX E Corolla RunX E Prius XW Compact luxury car. Altezza XE Blade E Sai AZK Brevis XG Compact wagon. Corolla Van wagon E Corolla Fielder E Sprinter Carib E Altezza Gita XE Nadia XN Opa XT Carina Surf T Caldina T Mid-size car. Corona T Premio T Camry Solara XV

Avensis T Camry XV Windom XV Aurion XV Mark X X Aristo S Mirai JPD Mid-size wagon. Mark II Wagon X Mark II Blit X Camry Gracia XV Full-size car. Avalon XX Crown S Crown Majesta S Celsior XF Century G Sport compact car. Celica A Celica T Curren T Carina A Cavalier TJG Carina T Allion T Carina ED T Zelas AT Sports car. Celica Supra A Supra A Grand tourer. Soarer Z MR2 W MR-S W Crown Comfort XS Limited edition. Sera EXY Classic YN Origin JCG Non-Toyota platform. Hatchbacks CT. The most prominent feature of the ES is its aggressive snout, which juts forward with a large lower air dam and prominent fog lamps. The ES 's deep character lines along the hood and door panels work well, giving this car a distinguished appearance. This is backed up by a Lexus claim that 75 percent of its major components, including engine, transmission and interior components, are unique to the ES or other Lexus models. Last year, the ES received a more-powerful 3. It produces horsepower and foot-pounds of torque. Even more impressive is the variable valve timing system called VVT-i , capable of making 80 percent of peak torque available at 1, rpm. A four-speed automatic transmission uses computer control to adjust upshift and downshift patterns for improved responsiveness when climbing hills and enhanced engine braking when traveling down steep inclines. For example, a twist of the key fob will lower both front windows and open the power moonroof. A seven-speaker audio system with watts of amplification is standard, and a watt Nakamichi sound system is optional. Then there's the usual array of heated mirrors, automatic climate control, way power-adjustable driver's seat, and California walnut wood throughout the interior. Front and side airbags, standard electronic traction control, daytime running lights, and three-point safety belts in all seating locations are the main safety features. It's nice to see the people at Lexus taking their entry-level car seriously. Be aware, however, that many of the options on the ES are standard on other vehicles, such as the Acura TL. Adding these features can quickly jack up the ES 's price past its competitors. Available styles include 4dr Sedan. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Lexus ES Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Many of the features are optional, no GPS navigation system offered. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. The Lexus ES sports new front-end styling and taillights. The rearview and driver-side mirrors are now electrochromatic for improved nighttime performance. The mirrors are added to the memory seat function. High-intensity discharge headlights are optional, as are inch wheels. BrakeAssist is included in the Vehicle Skid Control option. A particle-and-odor air filter is a new option. The ES also receives child seat-anchor brackets and three new colors. Read more. Write a review See all 37 reviews. Straying from European Imports. I am 26 years old and have already owned 15 cars and 9 motorcycles. It was a Toyota Celica and was a great car that I bought in a pinch because I wrapped my Mercury Grand Marquis around a telephone pole during a bad ice storm, had barely any money to my name, and needed something that was cheap to purchase, maintain, insure, and operate. Kinda like a FWD Miata , and that was it. I did look back however and really missed the driving experience that the Toyota gave me, and yes, even over the bimmer. I actually had someone make me an offer on the BMW of about twice what I paid for it one day while pumping gas, and given the fact that I was managing a car dealership at the time, I was under that mentality of "everything is for sale" and of course, sold it that same day. I've never liked trucks and a couple months ago, received a service truck through my current job and was informed I no longer needed a truck for work. I couldn't wait to get out of the truck and traded it almost immediately for my current car, a Lexus ES I drove many Lexus cars while working the dealership and the one thing that always blew my mind was how it simply didnt matter how many miles these cars had on them, they always look, felt, drove, and even smelled new. You take what are arguably the most reliable cars on earth Toyota and then put EXTRA attention to detail, sparing no expense to build quality. My ES has quickly become my 2nd favorite car I've owned behind the Volvo S70 and I just cannot believe at almost k miles, how pristine and perfect the car still is inside and out. Sure, it wont win any races and in fact, it's actually rather sluggish, handles alright, stops decent, but boy is it quiet and holy crap does it

ride well. The stock stereo sounds great with all sorts of music, everything is easy to figure out and control, I guess the punchline of the car to me is that everything just makes sense. I changed out every single light on the outside of the car, high beams, fogs, HID's and all the rear lights, in about 45min combined with no tutorial or anything. Its a solid, great, reliable daily driver that has aged extremely well. Still looks modern and sleek and sexy even at 18 years old. Read less. Just purchased this car with , miles and short of the clunky struts and wind noise above 60 it is like driving a marshmellow dream. Decent acceleration if you can wait for it. Did I mention how awful the cupholders are - talking awful! If I can figure out how to install an audio input I will like it even more. The Lexus es is one of the best cars I've owned. After 8 years I have had no problems with it. It drives smooth and is pretty fast. The seats are comfortable and it's quiet and gets decent fuel economy. What Can You Say? It's a Lexus. There are few cars in ones lifetime that one buys that you look back and say to yourself "Why didn't I do this sooner? The ES is one of those cars. The legendary quality of a Toyota is kicked up a notch with the Lexus. Don't be fooled, this is NOT a rebadged Camry. Well, I think Lexus is getting pretty darn close to the finish line. See all 37 reviews of the Used Lexus ES Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the ES Sign Up. Toyota 's way-upscale marque has now set its sights on the 3 Series and C-Class, with the introduction of the IS sedan. Since this is all-new territory for Lexus, we grabbed one for our fleet to see how well it'd done. So far, so very well. Lexus claims its target buyer is younger than the average 3 and C client, and the IS 's edgy style and attitude-laden interior design bear that out. After a few break-in miles, we used this exact car to represent the IS in our '01 Car of the Year competition. And we don't expect it to sit around much after that. We're surprised at the initial low fuel mileage-something to watch. Logbook Quote"Gear ratios are perfect for both acceleration and highway cruising, and the chassis is super-tight. Our last report noted a taillight bulb that kept blowing out. We'd been buying our replacement bulbs from the auto parts store, much as many owners would, checking to make sure we were using the right part number, and we were. Someone had the bright idea sorry about that to try a factory BMW replacement bulb from the dealer. The bulbs looked exactly the same, and we couldn't imagine there would be a difference. Guess what? End of problem-go figure. Otherwise, the Bimmer remains drum tight, extremely satisfying to drive, and problem free. Tire wear has been reasonable, considering the performance nature of the in. The engine only gets sweeter with every mile we put on it. Kiewicz drove the car from Los Angeles to Sacramento and back for a quick photo shoot, and registered And, no, he wasn't going Logbook Quote"Got the trip computer to read '1 mile to empty'-I'm the Man! Long, nighttime drives really made our traveling editors appreciate the bright, easy-on-the-eyes gas-discharge headlights and excellent audio system. Acuras are known for trouble-free service, and this car has been mechanically flawless since our last update. We like the sequential shift mode for the four-speed automatic transmission, while we often wished for a fifth cog. Now that we've tested a model with the five-speed automanual, we can tell you it only makes the car that much more fun to drive aggressively, but that would be no reason to dump your ' Those staffers who are tall from hip to head complain of lack of vertical space in the cabin. One comment: "Dear Acura : Make the sunroof an option for those who either want the extra headroom or want to save a few bucks. Logbook Quote"Value. Value, value, value. That's the message this car sends, perhaps better than any other Vpowered mid-luxury sedan. Say what you will about the "minivan image"-or lack thereof-these things just work. There's just no better way to move people and stuff. But it's tougher getting people and stuff in and out of them. They get much worse fuel mileage, cost more to buy and insure, and few people really use them to climb rocks. Although the tires on our Windstar have worn well, they started getting noisy at around 25, miles, and if we owned this rig, we'd say it's time for new rubber. The power doors continue to draw mixed reviews. When your hands are full, they're really handy. But if you don't work the remote just right, they may close, or may not, and you have to have the trans in Park, etc. But they do seem to be engineered to operate safely. One editor who hadn't driven the van in a while commented: "It feels much 'looser' than when it was new-not as tight and rattle-free as our One-Year Test Honda Odyssey did at the same mileage. No service issues to report. Logbook Quote" Honda 's Odyssey is a better performer, but I like the Windstar interior features and appearance more-it's still the one I'd buy. Close Ad. Watch Originals. Join MotorTrend. David Newhardt photographer John Kiewicz photographer C. Van Tune photographer. Share on Facebook Share on Twitter. Comparison Bmw i Sport Cadillac Catera Sport Lexus is It's been rumored for years, expected for months, and it's finally here-a compact Lexus sport sedan to go up against the reigning "alpha-car" of the breed-the BMW i Sport. But does the German sedan still live up to its hard-earned reputation? Is the Japanese car's sporting motivation driven enough, and its

hardware dedicated enough to compete? Or is it a copy cat, a poseur, or near miss? We wanted to find out. We also tossed a German-American sport sedan in the midst of this feud to see how it compares to the two obvious contenders. Built in Germany, the Cadillac Catera Sport model finds its peer set to be formidable competition. So which is the fastest, the best handling, the best value, or just the best one for you? Who's Who? We selected each of these three manufacturer's sportiest "Sport" version of its as-close-to-compact sedan as we could, which means we requested a five-speed manual transmission in the BMW-because they offer one. The others don't. In fact, almost 40 percent of all 3 Series sold are equipped with a manual transmission, so we're making no apologies. The Lexus, however, has a trick, electronic button-shifted five-speed "manu-matic," and the Caddy has GM's electronic shift Hydra-matic four-speed automatic. It might appear to be an apples to kumquats comparison, but if you want to compete as a true sport sedan, we believe a manual gearbox is one key element. Since the introduction of the original of the '60s, BMW's been hard at work literally defining the compact sport sedan, continually upgrading, refining, and perfecting the segment. During the 3 Series' lifetime, there have been coupe, hatchback, wagon, convertible, "Comfort," "Luxury," "Lightweight," all-wheel-drive, and motorsport or M versions. Right now, it's on track to sell almost 80, units across the current 3 Series line. Looking over past comparison tests, the BMW has an impressive track record. Despite being criticized as a bit pricey, conclusions over the years share a similar theme: You get what you pay for, and if you want the best, it'll cost you a bit more. It's no surprise, then, that the EPA-classified "compact" BMW 3 Series has become the target and benchmark for other manufacturers' attempts to enter the compact sport sedan arena. Because Cadillac's Seville had become, among other things, a front-driver and a larger car than when it was introduced, GM looked to its European models for a capable candidate to enter the rear-drive compact sport sedan market in the U. Not simply an MV6 with Cadillac badges and fake wood tacked on, the German-bred-and-built Catera underwent a thorough Americanization program with added noise-abetting materials, firmer structure, more upscale appointments, and general refinement to cope with our image of what a Cadillac is or should be. Sales have been moderately good, hovering around 25, units a year-although it often took hefty incentives to accomplish. The introduction of the Sport version in '99 was exactly what the model needed-but is it enough to go up against the BMW 3 Series? Our new kid on the block comes from Lexus, the division of Toyota already known for quick, quiet, and comfy, but not necessarily sporty, cars. That said, this rear-drive EPA subcompact sport sedan just shy of the compact rating by 0. Lexus' goal is to sell 25, cars this year-target BMW. Being a Good SportWhat makes a good Sport package depends on who's asking and what its mission is. Although both the BMW i Sport and Cadillac Catera Sport have dedicated packages to that end, the Lexus IS comes in one flavor only and includes, at no extra charge, the same equipment the other two offer. So what level of sport equipment do you get for your money? Ouch, but that includes almost every option in the book. The Lexus IS has no specific sport package, but is already equipped with 17x7. Finding the sweet spotThe best part of this kind of comparison test is leaving the freeways behind for our favorite mountain roads. Thus, we have an opportunity to rotate numerous times through all three cars, back to back to back, often noting that what seems an unpleasant ride or handling aspect in one car shows up immediately as a strength in another. Besides, if these vehicles are aiming at a BMW 3 Series, why not give them an equal shot in all road conditions? Not so fast, we had to take freeways to get there. We found the Catera Sport very well suited to long-distance travel with its large, luxurious cabin, comfortable seats, and quiet, gentle ride character. It earned the best grades in highway ride and interior comfort. To be fair, though, the i was praised for "the usual BMW chassis wonderfulness," providing the best combination of a firm yet not jarring ride and predictable, hard-core handling. Not far off the BMW's balancing act, the Lexus' highway ride was hampered by a shorter wheelbase and slightly narrower tires, surrendering the harshest ride of the three. We never would've been able to ascertain the subtle differences between the Lexus and the BMW if we hadn't driven them back to back. But here's where the story takes a turn-literally and figuratively. Arriving at the roads that make us glad there are such people as ride-and-handling engineers and such things as sport-tuned suspensions, manual gearboxes, and low-profile tires, each of our drivers drove each car along the challenging route. As if by instinct, the BMW and Lexus took to the curves like an Australian shepherd takes on a field of terribly unorganized sheep. There's no need to tell the dog what to do, it just knows. Ah-ha, here's the sweet spot in the BMW, rounding a mph sweeper, balancing rear wheelspin with the throttle at will. Hey, wait a minute. Is that a bright yellow Lexus on my tail? Sometimes the IS would lead and the i would chase, and, vice versa. Between the absolute limits of the BMW and the Lexus stands the mettle of their drivers and, to a greater degree, the metal of the machines themselves. All things being equal as they never are the IS loses points for lacking that man-to-machine connection only a

manual transmission can deliver. While we enjoyed the IS 's F1-style button shift in theory and in city traffic , we also found it wouldn't hold the selected gear while accelerating to a near-redline engine speed. Imagine approaching a corner at a good clip: If you were to upshift to avoid hitting a rev limiter, you'd only need to downshift again right before you enter to keep with the BMW at the exit, and you'll understand. We'd rather bump the rev limiter for a nano-second than have the car upshift itself just before a corner. Yes, it's a lightning quick and intelligent system that won't allow a downshift if it decides that would over-rev the engine a really good thing to avoid , but it also never lets you near the engine's rev limiter while accelerating either. It seems those two tasks should have separate computations that could be dialed in for an even more enthusiastic driver. Better yet, how about a manual tranny? Hear tell they're already engineering one for the 'model IS Luckily, the IS 's brakes are so incredibly good, its steering response so quick, precise, and communicative that it keeps up with the i Sport on sheer athleticism. To borrow a motorcycling term, the IS is eminently "flickable" in the corners and feels light on its feet-although it's actually heavier than the BMW by about 70 lb. If you have the guts and the talent, you can drive the Lexus deeper into a corner than the BMW, and it responds telepathically to midturn steering corrections, like a sports car. The unshakable BMW rarely needs corrections, and in a sprint to the next corner, the i will win. One editor wrote, "What a lean, mean Lexus! A great sport package: Engine, drivetrain, steering, brakes, even its styling add up to a strong statement for sport driving. It holds its own in at-the-limit sport driving with wonderful precision, a balanced feel, and confidence-inspiring control. Yet, its firm suspension is tuned to be liveable in everyday driving, unlike the Lexus. The BMW is still all about refinement, control and poise, eternally giving the feeling there's a giant magnet buried underground, pulling you down the highway. It's a beautiful, rolling, kinetic work of art, and we still love it. And just in time to stave off next year's Lexus IS with its forthcoming manual gearbox, BMW just introduced the '01 i with a 3. Although we were all reasonably happy in the Catera Sport, any pace quicker than a moderate one made the nose feel heavy, the automatic transmission confused despite pressing the Sport button atop the shift knob , and the comparatively overboosted steering less communicative. The faster the pace, the more befuddled the car became, and it was continually falling behind. In its defense, one editor wrote, and all agreed, "Quite good for a 'sporty' sedan, but not so hot for a 'sport' sedan. Despite conceding 22 hp to the Lexus, the i was able to claim the top spot with a mph run of 6. The IS came in second place at 7. But in the slalom, the IS nudged the i out of first place with a really quick Still, the BMW's best of On the ft skidpad, the Lexus and Cadillac were locked in a virtual tie at 0. As we witnessed in our mountain driving loop, the Lexus IS 's brakes are about as good as they come, stopping the car from 60 mph in only ft-4 ft shorter than a Ferrari Modena. The BMW was less than a car-length longer at ft, while the heaviest sedan of the bunch, the Catera, halted in ft. This is a perfect time to point out to bench-racing readers who quote measured test results to win disputes that, although our test numbers are a good indication of a car's abilities, they cannot be interchanged with real world driving results. The Final JudgmentPicking a winner in a test like this is a little like picking the best on-screen performance of the year. Each player is different, each context is different, and each judge is different. But we didn't issue the challenge, the marketplace did. In terms of instrument-tested performance, the Lexus IS is the best handler of the threesome, while the BMW i Sport is the best drag racer. In terms of real life performance, the i Sport is still the king of canyon carving-by a narrow margin. If we were to drive with two or three passengers from Los Angeles to San Francisco, it would have to be in the larger, comfortable Cadillac Catera Sport. But when it comes to choosing a sport sedan based solely on price, the Lexus is a clear winner. After all the driving and instrumented testing was completed, equipment levels checked again, and value arguments raised, and my colleagues asked me, "Well, who won? Yes, the IS proved itself a tremendously capable car, and a brilliant first foray into this esteemed segment. And Cadillac's much-improved Catera Sport flat-out surprised everyone with how well it scored in the report cards. However, in terms of absolute sports car prowess tempered with just enough refinement to make it an everyday compact sedan-combined with a measure of safety and feature content unmatched by the others-we'd find a way to pay the extra money for the BMW i Sport over the Lexus IS and Cadillac Catera Sport. The much anticipated I-6 powerplant puts out hp and lb-ft of torque. That's a meaningful increase over the hp and lb-ft of torque of the current 2. The new engine's power delivery is typical BMW-extremely smooth and satisfying. We expect it to run mph in about 6. Vehicles with the 3. BMW says 3. BMW indicates its system transmits 62 percent of the power to the rear wheels and 38 percent to the front wheels, which helps minimize torque steer while maintaining the BMW rear-drive feel. On a rutted gravel road, the xi sedan provided excellent traction and control. AWD 3. No word yet on whether BMW will build all-wheel-drive coupes or convertibles. Has Lexus unleashed a legitimate power player in the entry lux sport

sedan segment with its new IS ? You bet. But for me, trendy sheetmetal and clockwork instrumentation only go so far when it comes to dethroning a reigning champ. Would I take an IS for the weekend? In a heartbeat. Could I live with it just as comfortably as with the BMW? Truthfully, no. Maybe I'm just out of the age demographic. Not so far removed that the Catera-Sport or standard-would be my pick; but sufficiently on the periphery that the IS embodies a bit more gratuitous "edge" than I really crave on a daily basis. And not just visually. There's something about the way the i responds to driver input and the way it feels as it effortlessly drifts through a corner that appeals more directly to my particular automotive tastes. No question that the new IS is going leave its mark on the competitive set. But for the moment, give me a i. Or better yet, tack on a few months and make it a i. Despite their diverse personalities, the Catera Sport and IS , when boiled down to their essence, are both i wannabes. And why not? The Bavarians have just about perfected the art of the sport sedan, while molding an image that's synonymous with driving enthusiasm. Who wouldn't want to be a card-carrying member of this crowd? Despite their shared intent, though, the Cadillac and Lexus are light-years apart in personality. The Catera is a comfortable car with a sporty side. It can be fun on a curvy road, but doesn't like to be pushed. The IS begs to be pushed to its limits, and answers with razor-sharp responsiveness. Still, its sports-car ride can be downright harsh on rough pavement. The Catera and IS could learn a little something from each other. Then there's the original. The i is all about balance. It's an absolute thrill to thread through a mountain road, yet civil enough to work as an inviting luxury vehicle, as well. It may cost a little more, but delivers the most good stuff in one package. There's a reason why the others are wannabes. For direct links to these and other manufacturers' Web sites go to motortrend. Close Ad. Watch Originals. Join MotorTrend. Is the IS a player or a pretender in the compact sport sedan market? John Kiewicz photographers Chris Walton writers. Share on Facebook Share on Twitter. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I had the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search. Make Model Year. Price and Payment. Vehicle History. Engine and Drivetrain. Vehicle Listing Details. Post purchase, the vehicles go through a step by step procedure in order to attain the finest quality. Our vehicles are sent for mechanical inspection and repaired as needed. Majority of the vehicles passed the Virginia Safety Inspection before they are offered for sale. When the vehicles come into our inventory they are detailed thoroughly and prepared for demonstration. After the hard work put into our vehicles we finally put them up for sale making sure our customers are fully satisfied. Service Contracts are issued by a 3rd party which gives you the flexibility to take the vehicle to any certified mechanic shop of your choice. You also have an option to upgrade the Service contract for up to but not limited to 4 years. Different coverage options are also available, please consult with a sales representative for additional information. Service contracts vary from 3 months to 4 year time frame. Prices depend on the coverage you are looking to purchase. Service contracts are an option to purchase at the time of sale, it may help to protect your future investment. Call us for further details. Our listed prices of the vehicles are for cash transaction only. For financing vehicles through our lenders the price is subject to change as they do not includes any finance

charges. Upon loan application submission, our JDM Auto team will work persistently towards an approval. Call for Full Details. We will represent the vehicle to the best of our knowledge but are not responsible for human error. Service contract is available for purchase at the time of sale. Dealership is not responsible for misprints on prices or equipment. Description: Used Lexus ES Call the Kendall Value Lot at How to protect your purchase? This Lexus ES has such low mileage it has been parked more than driven. You could keep looking, but why? You've found the perfect vehicle right here. This is about the time when you're saying it is too good to be true, and let us be the one's to tell you, it is absolutely true. This Lexus ES 4dr 4dr Sedan features a 3. It is equipped with a 4 Speed Automatic transmission. It is offered As-Is, extended warranty is available. As you do your comparison shopping, you will see Napleton River Oaks Honda offers some of the best values in the market. We will provide you a Carfax, Comprehensive Vehicle Inspection, and a market report on how we arrived at the price. Serving the Greater Chicago, Il Area. Out of town buyer's free pick-up at the airport. We can help arrange delivery right to your front door too! Plus tax, title, license, and Napleton certification fees. Call, inquire online or come see us for a test drive today! Most vehicles are subject to reconditioning fees and costs for dealer installed accessories. These fees and costs are not included in the advertised price. Second key, floor mats, or owners manual may not be available on all pre-owned vehicles. While every reasonable effort is made to ensure the accuracy of this data, we are not responsible for any errors or omissions contained on these pages. Prices subject to change. Vehicles are subject to prior sale. This vehicle is being sold AS-IS, with no warranty or claims made by the dealer. Come see why we have the cleanest cars in the Cove! Call us today at or visit us on the web at Looking for a used car at an affordable price? Sensibility and practicality define the Lexus ES ! This vehicle embraces a bold stylistic philosophy while retaining craftsmanship and elegance! Lexus infused the interior with top shelf amenities, such as: power front seats, front bucket seats, and more. It features a front-wheel-drive platform, an automatic transmission, and a 3 liter 6 cylinder engine. Our sales reps are knowledgeable and professional. We'd be happy to answer any questions that you may have. We are here to help you. Check out this gently-used Lexus ES we recently got in. The ES has been lightly driven and there is little to no wear and tear on this vehicle. The care taken on this gently used vehicle is reflective of the ,mi put on this Lexus. Look no further, you have found exactly what you've been looking for. Driven by many, but adored by more, the Lexus ES is a perfect addition to any home. Come in and bid to get crazy deals! Come during the week or early Saturday to sit in, start up, and inspect the vehicles before you bid. Gates open at 9AM. You can even test drive this car to your own mechanic for inspection on weekdays Mon-Fri. Its Automatic transmission and Gas V6 3. Best of all the price you see is the price you pay. No haggling. No back and forth. No pressure. And this price is so good it is guaranteed. Subject to certain terms and conditions. See store for details. Some restrictions apply. Disinfectant methods or claims should not be deemed to state or imply these products can eliminate or prevent transmission of any virus, illness or disease. Here at Driver's Way, we choose the best of our trade-ins like this silver Lexus ES that is available to customers on a budget. Features: 3. Porsche Irvine is honored to present a wonderful example of pure vehicle design Recent Arrival! Odometer is miles below market average! You can also call us at Quebedeaux Buick GMC has been open and serving our community for over 60 years and we stand behind our service to our customers and our community. 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. Price and Payment Loan Price. Trim Base Engine and Drivetrain Transmission Automatic Engine Type Gas Drivetrain Front Wheel Drive Cylinders 6 cylinders Fuel Economy. Vehicle Listing Details Listings with recent price drops. Recently added listings. Are You Getting a Good Deal? No accidents. Know The Deal. Price Drop. New Listing. Showing 1 - 18 out of 38 listings. Overall Consumer Rating. Straying from European Imports. I am 26 years old and have already owned 15 cars and 9 motorcycles. It was a Toyota Celica and was a great car that I bought in a pinch because I wrapped my Mercury Grand Marquis around a telephone pole during a bad ice storm, had barely any money to my name, and needed something that was cheap to purchase, maintain, insure, and operate. Kinda like a FWD Miata , and that was it. I did look back however and really missed the driving experience that the Toyota gave me, and yes, even over the bimmer. I actually had someone make me an offer on the BMW of about twice what I paid for it one day while pumping gas, and given the fact that I was managing a car dealership at the time, I was under that mentality of "everything is for sale" and of course, sold it that same day. I've never liked trucks and a couple months ago, received a service truck through my current job and was informed I no longer needed a truck for work. I couldn't wait to get out of the truck and traded it almost immediately for my current car, a Lexus ES I drove many Lexus cars while working the dealership and the one thing that always blew my

mind was how it simply didnt matter how many miles these cars had on them, they always look, felt, drove, and

wiring diagram of air conditioning
rx8 side mirrors
harley accessory plug wiring diagram

 even smelled new. You take what are arguably the most reliable cars on earth Toyota and then put EXTRA attention to detail, sparing no expense to build quality. My ES has quickly become my 2nd favorite car I've owned behind the Volvo S70 and I just cannot believe at almost k miles, how pristine and perfect the car still is inside and out. Sure, it wont win any races and in fact, it's actually rather sluggish, handles alright, stops decent, but boy is it quiet and holy crap does it ride well. The stock stereo sounds great with all sorts of music, everything is easy to figure out and control, I guess the punchline of the car to me is that everything just makes sense. I changed out every single light on the outside of the car, high beams, fogs, HID's and all the rear lights, in about 45min combined with no tutorial or anything. Its a solid, great, reliable daily driver that has aged extremely well. Still looks modern and sleek and sexy even at 18 years old, Read more. Read less. Sign Up.