

# Heavyweight Royalty

## Twin-Turbo Power Meets Old-School Lexus Opulence in Hybrid LX

By Derek Price

CARGAZING.COM

There's a certain kind of confidence that comes with driving a Lexus LX.

It's not flashy or loud. It's the quiet assurance that you're insulated from just about everything: traffic, weather, bad pavement, even your own stress. After a week behind the wheel of the 2025 Lexus LX 700h Overtrail, I understood why so many owners keep these for years.

This is Lexus' flagship SUV done the modern way. The old V8 is gone, replaced by a twin-turbo 3.4-liter V6 and an electric motor producing a combined 457 horsepower and 583 pound-feet of torque. On paper, that sounds like a break from tradition. From the driver's seat, it feels like a natural evolution.

There's a deep well of torque from a stop, and the electric motor smooths out most of the turbo lag. Merging onto the highway takes barely a tap of your right foot. Passing slower traffic happens with the kind of effortless authority you expect in something that costs \$118,510 as tested. Power flows through a 10-speed automatic and full-time four-wheel drive, and it all feels cohesive rather than complicated.

This hybrid is tuned more for muscle than mileage. At 17 mpg city and 22 highway,



The 2025 Lexus LX 700h Overtrail combines bold styling with genuine trail-ready hardware.

it's no efficiency champ, and anyone expecting a dramatic gain over the non-hybrid LX 600 may be disappointed. The payoff is refinement. Around town, the powertrain is hushed and creamy, and even in the off-road-focused Overtrail trim, the cabin stays impressively quiet.

The adaptive suspension deserves real credit. Lexus has long had a knack for ride quality, and the LX 700h might be one of its best efforts. Body roll is controlled for something this tall and heavy, yet the ride never turns brittle. It feels composed in corners and silky on the highway, the kind of tuning that

makes long drives feel shorter than they are.

And yes, it's genuinely capable off-road. The Overtrail grade adds front and rear locking differentials, skid plates and serious all-terrain tires. Most buyers will never test its limits, but it's reassuring to know this big luxury SUV can back up its rugged image.

Inside, indulgence is the point. The semi-aniline leather seats in my tester offered multiple massage programs, and after a long day they felt less like a novelty and more like a necessity. The center console cool box is one of those small luxuries that

becomes indispensable on a road trip.

Materials are rich, the cabin is vault-like and the available Mark Levinson audio system delivers superb clarity. The dual-screen layout can feel busy at first, but it becomes intuitive after a few days.

There are compromises. Cargo space behind the third row is tight considering the LX's exterior size, which could frustrate families who regularly travel fully loaded.

Then there's the durability question. Previous LX models built a reputation on naturally aspirated V8 longevity. This twin-turbo hybrid setup is more complex, and only time will

tell whether it achieves the same bulletproof status. Lexus' engineering track record earns it some trust, but it's a fair question at this price.

Starting at \$114,000 and pushing close to \$120,000 as tested, the LX 700h Overtrail plays in rarefied air alongside the Range Rover and Mercedes-Benz GLS. It feels less showy than those rivals, more quietly confident.

That's ultimately the appeal. The LX 700h isn't about making a statement to strangers. It's about knowing you can cross a mountain trail or three states in a day, wrapped in serene comfort either way.

### AT A GLANCE

#### WHAT WAS TESTED?

2025 Lexus LX 700h Overtrail 4WD (\$114,000). Options: Mark Levinson premium audio (\$2,660), premium paint (\$500). Price as tested (including \$1,350 destination charge): \$118,510

#### BY THE NUMBERS

Wheelbase: 112.2 in.  
Length: 200.2 in.  
Width: 78.35 in.  
Height: 74.21 in.  
Power: Turbocharged 3.4-liter V6 and electric motor (combined 457 hp, 583 lbs. ft.)  
Transmission: 10-speed automatic  
MPG: 17 city, 22 highway

#### RATINGS

Style: 9  
Performance: 9  
Price: 4  
Handling: 7  
Ride: 9  
Comfort: 10  
Quality: 9  
Overall: 8

#### WHY BUY IT?

The LX 700h delivers authentic off-road capability paired with true flagship-level comfort and power.





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The LX's cabin features rich materials, dual displays and available massaging front seats for long-haul comfort.

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### A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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