

Supra

1993-2013
20TH ANNIVERSARY

THE CAR IN FRONT IS A
 **TOYOTA**



The new Supra draws on a sporting heritage going back 25 years to the 2000 GT, the first true Japanese sports car, whose double-wishbone suspension and twin-cam, triple-carb, 6-cylinder engine took it to numerous speed and endurance records. Today, Toyota is a regular feature of the World Rally Championship – and a fixture on the victory rostrum.

BEYOND THE SPORTS CAR Cast your mind back to the original sports car. Now pass through the era of the fragile, impractical supercar, to a new vision. Toyota's vision. One that uses technology to refine response, sensitise communication and shed weight. One that recalls what the sports car is really about. The all-new Toyota Supra.

What it promises with a sleek body, it delivers in a surge of acceleration, boosted by twin sequential turbos. The fascia wraps around and all but hands you the speed-sensitive, rack-and-pinion power steering. F-1 double-wishbone suspension marries you to the road as it dips, twists and turns. A Torsen limited-slip differential instantly and accurately divides its 326 bhp between the rear wheels. Traction control is there to negate wheelspin. Massive, spirally vented disc brakes bring the whole awesome performance to a calm, straight-forward conclusion.

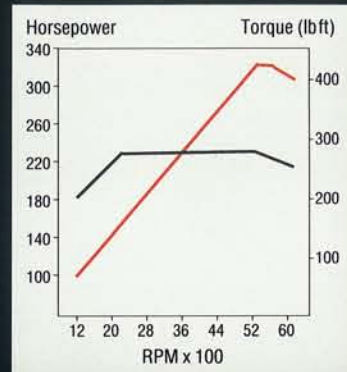
The sports car has returned. Refined, of course. Aerodynamic, naturally. But something more. Something explosive. Aerodynamite.



Supra's attainments are race-bred, drawing on the database of 11 years' involvement in Group C competition in the US and Europe. Development concentrated on moulding form with function, eliminating excess weight and racetrack-testing with a team of Top Gun competition drivers until handling, balance and braking matched the car's awesome output.



Vehicle shown is US specification.



Supra demonstrates the ideal combination of long, steep power curve and wide, fat torque curve, which translates into outstanding performance characteristics; effortless and docile in town or traffic, eager and responsive on the open road.

FROM LEARNING CURVE TO POWER CURVE Toyota's Sports Car story began 25 years ago with a car that beat all existing speed and endurance records for its class. Now it is set once more to rewrite the rule-book.

Too often the accent in sports car design has been in performance through power. But the paradox of increasing power is increasing weight. Throughout an intensive four-year development programme, Toyota targeted weight as the enemy and ruthlessly pared it from every component. Even from the carpet, which has hollow fibres.

Finite Element Analysis showed how best Supra's body could be built, and where reinforced to increase torsional rigidity without penalty. Plastic was used for the fuel tank, and aluminium for a whole range of parts from the bonnet to the heater core. One result is a power-to-weight ratio of just 10.9 lb per hp, the leanest in its class. The other is a torque curve that drives Supra deep into supercar territory with the brio of a superbike.

POWER WITHOUT COMPROMISE Supra's engine is tailor-made to transform lightweight contender into heavyweight performer.

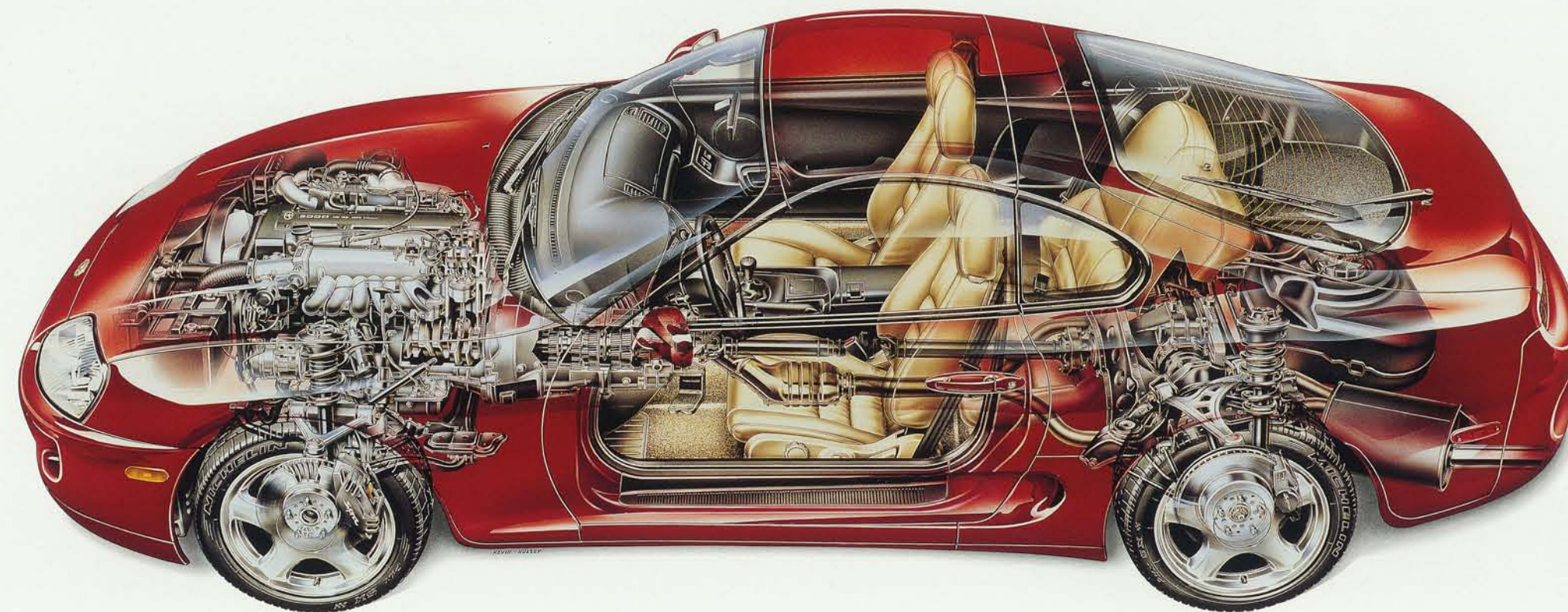
Twin sequential turbos turn the 24-valve, in-line six into a 326 bhp racing stable, with a muscular 325 lbft of torque. Yet 90% of this pulling-power is available in the crucial rev range from 2,000 to 5,500 rpm, and the delivery is effortless.

The two turbos work like a sprint relay team. The first accelerates response at low revs, the second joins it in the mid-range and boosts power in an explosive surge to the 6,800 rpm red-line. 0-60 in 4.9 seconds, a maximum speed of 155 mph (manual).

A true supercar.



Toyota pioneered four-valve-per-cylinder technology. Supra takes this technology into a new era with a 3-litre, in-line six, which features Acoustic Controlled Induction as well as twin overhead cams and sequential turbos for instant, lag-free response.





Front and rear spoilers counter lift, using the air-flow at high speeds to create downforce. The front spoiler deploys automatically at speeds over 50 mph. The rear wing is made of a new hollow-bead lightweight resin and high mounted for unobstructed vision.

Supra's wind-cheating aerodynamics are compounded by light weight. Throughout the four-year development programme, experts "fought the flab" as a priority, eliminating electronic overkill, and introducing tubular for solid, aluminium or plastic for steel, until Supra weighed in at a trim 1620kg (manual), with the best power-to-weight ratio in class.



SHAPING THE FUTURE Even standing still, Supra seems fast. Like a sleek and muscular jungle cat about to pounce. Look closely, though, and you will see that form has been perfectly harmonised with function.

The grille-less front intake swallows all the air the engine needs to cool it without the extra weight and energy requirement of a fan. The active front and large rear spoilers create downforce at speed without obstruction. Overhangs have been minimised, and wheel-arches sculpted to curve air-flow past the huge 17" wheels. Drag is a slippery Cd 0.33, thanks to flush-fitted headlamps, windscreen and to unitised body construction which cuts down both the number of panels and the gaps between them.

Nothing has escaped the microscope – not even the front disc brakes, which have innovative spiral fins to soothe air turbulence and dissipate heat faster.

Supra is where leading-edge aerodynamics meets traditional perfectionism.



In line with its capability, Supra has exceptional night-vision. The flush-fitted, triple headlamp set-up uses new halogen projection-beam technology, the brightest available. The separation of fog, high and low-beam functions greatly improves penetration.

Every scoop, duct or bulge has a function dictated by performance, aerodynamics, cooling or economy. This bonnet-mounted inlet directs cooling air through the exhaust manifold to improve fuel consumption at high speeds.



CONTROLLING THE PASSION As you start to move, there is adrenalin in the instant throttle response, the short, easy throw of the gear-lever through its six* close ratios.

But the real reward of Supra lies in the confidence it inspires to control and direct such awesome potential.

The speed-sensitive, rack-and-pinion power steering provides immediate, two-way communication with the road. A torque-sensing, limited-slip differential manages the horsepower, dividing it between the rear wheels, depending on available grip. The anti-lock disc brakes work in tandem with switchable traction control, which responds to any hint of wheelspin by cutting power output until stability is regained. And underpinning it all is a chassis which capitalises on the body's inherent strength and rigidity to provide forgiving, failsafe handling.

Suspension is by double wishbones all round, F-1 style. With a degree of front caster and rear camber angle that counters bump-steer and keeps the wheels perpendicular, tyres flat on the road. The centre of gravity is low, and stays low. In corners, over switchbacks, under acceleration or braking, Supra effectively thinks for you.

The difference is, it uses geometry, not gadgetry, to extend the limits and minimise roll, float, squat and dive. Supra is the handling superlative missing from the sports-car lexicon.

*The Electronically Controlled automatic Transmission with intelligence offers four speeds.



Exploring the range of Supra's performance is a true adventure. The smooth, short throw of the gear-lever keeps the revs up and eyes on the road. The ratios of the six-speed manual transmission are close – so close you can run up and down the gears while keeping engine speed in the most usable power spectrum.

Supra will not let go in a hurry. With the double-wishbone suspension fully extended and traction-control on, the specially developed 235/45 ZR 17 (front) and 255/40 ZR 17 (rear) tyres stick to the road like superglue. They sit on alloy wheels with angled spokes to help cool the massive disc brakes behind.





Appreciating that it takes muscle to stop muscle, Supra features 12.6" diameter disc brakes all round. Activated by four and two-piston calipers, front and rear, they help the car stop without fade from 60 mph inside 120 feet. The front brakes include a first from Toyota: spiral ventilation fins that use airflow to dissipate trapped heat.

Supra's double-wishbone suspension naturally counters a car's tendency to roll in corners as its centre of gravity moves upwards. Using geometry to create a slight wheel offset, it keeps the centre of gravity low, and handling neutral right up to very high limits. ABS monitors all four wheels for deviation and works with the Traction Control to keep Supra in control and in a straightline.



THE FASTER, THE SAFER Supra stands for power with responsibility. Designed with both a passive and active approach to safety adding up to a total commitment, inside and outside the car. By maximising driver control and ensuring linear, stable response, Supra actively promotes passenger safety. No function is further than the casually extended arc of the driver's arm. The supportive sports driver's seat is infinitely adjustable to provide the ideal, long-distance driving position.

If necessary, the car will stop faster than it accelerates, thanks to 12.6" all-disc brakes. More surely too, because those brakes are governed by four-channel, four-sensor ABS, including a lateral-g-sensor which modulates rear-brake pressure to counter any slippage in cornering.

Supra reassures with the strength of its passive engineering. A rigid steel passenger cell. Integral front and rear crumple zones, with energy-absorbing bumpers. Side-impact protection beams. A padded instrument panel and trim. And airbags for both driver and passenger are standard equipment.

For Supra, safety is not an issue – it is the issue.



Supra is equipped with driver and passenger-side airbags, which will inflate in a split-second.







A powered tilt-and-slide driver's seat is standard, with 240 mm of travel to accommodate drivers from small to tall. The design moulds itself to the torso and provides crucial lumbar and lateral support. A hip-point 2cm lower than the old Supra creates a sporty, legs-out driving position.

Supra has borrowed from motorcycle and aircraft design to create a cockpit which integrates effortlessly with the driver. Controls are grouped logically, either side of clear, analogue dials. All functions come easily to hand or eye, minimising time away from wheel or road.



COCOONED IN COMFORT To enter Supra is to realise how far the sports car has come from the noise, heat, vibration and discomfort of the past. Feel for the road through wheel, seat and pedals remains paramount. But thanks to the ultra-stiff body and suspension mounted on sub-frames; together with liquid-filled engine mounts, differential-gear mounts and thorough insulation of the rear wheel-arches, floor and fascia – the old vices of shake, rattle and roar are no more. You sit low and snug in the contoured, bolstered sports seat, legs straight out F-1 style. The sculpted dash wraps around you like good tailoring.

Tilt-adjustable steering. Cruise control. Outside temperature monitor. Stepless air conditioning for precise temperature control. High-mount, six-speaker stereo radio/cassette. Vehicle and audio anti-theft systems. Remote boot and filler-flap release.

No longer is sports-car driving synonymous with sacrifice.

INFORMED, IN TOUCH, IN CONTROL Roomy though it is, Supra's interior is like a pilot's cockpit, or mission control.

High in the large, centrally placed rev counter, where the eye barely dips from the road, a master warning light is triggered when any of the nine others comes on. It typifies a layout in which every detail serves the sports car ideal of maximum communication, minimum distraction.

Switches are classified by function and frequency of use. The small, tilt-adjustable sports-wheel sits easily and naturally in the hands. The close ratios of the gearbox are matched by the short throw of the lever and a light clutch action, eased by flywheel damping.

With every function to hand or eye; with its sureness of touch and sharpness of reflex, Supra becomes an extension of your will, the realisation of your driving ambition.



Available as a no cost option, Supra's Electronically Controlled Automatic Transmission with Intelligence (ECTi) automatically computes the variables of mechanical wear, driving style and road conditions to create the optimum shift pattern. This versatile 4-speed automatic offers a switchable mode enabling manual gear changing with automatic convenience.

The stereo radio/cassette with RDS surrounds you with sound from the six speakers, perfectly positioned for optimum performance.



EXTERIOR COLOURS



INTERIOR



Ivory Leather

(m) Denotes metallic finish.
(p) Denotes pearlescent finish.

TECHNICAL

ENGINE	
Type	6 cylinder, twin OHC, 24-valve inter-cooled two-way twin sequential turbochargers
Capacity	2997
Bore and stroke (mm)	86 x 86
Compression ratio	8.5:1
Max horsepower (DIN)	326 bhp @ 5600 rpm
Max torque (DIN)	325 lbf. @ 4800 rpm
Fuel system	Electronic fuel injection with two-way twin sequential turbochargers and air-to-air intercooler

GEARBOX	
Transmission	Manual: 6-speed all synchromesh Auto: 4-speed Electronically Controlled Transmission with intelligence (ECTi) and manual shift mode Both versions also offer Traction Control and a Limited Slip Differential

PERFORMANCE	
Max speed mph (km/h)	Manual: 155 (250) Auto: 155 (250)
0-60 mph (secs)	Manual: 4.9 Auto: 5.6

FUEL CONSUMPTION (mpg)	
Urban cycle	19.1/20.6
Constant 56 mph	36.2/34.0
Constant 75 mph	27.4/26.2
Tank capacity litres (imp galls)	80 (17.6)
Fuel type	Unleaded only

EXTERIOR DIMENSIONS mm (ins)	
Overall length	4515 (178)
Overall width	1810 (71)
Overall height	1275 (50)
Tyre size	235/45 ZR 17 (FR) 255/40 ZR 17 (RR)
Kerb weight (kg)	Manual: 1620 Auto: 1580

BOOT CAPACITY	
Seat up/cu ft (VDA)	10.1

EQUIPMENT

EXTERIOR
Electronic Traction Control (TRAC) • Limited Slip Differential (LSD) • Alloy wheels • Front fog lamps • Headlamp washers • Active front spoiler • High mounted rear spoiler • Colour keyed bumpers • Colour keyed external heated door mirrors • Tinted glass • Electric aerial • Anti-Lock Brakes with 'G' sensor

INTERIOR
• Leather upholstery • Heated front sports seats • Height and lumbar adjustable driver's seat • Electric slide and recline control for driver's seat • Central locking • Remote control alarm and immobiliser with panic feature • Driver and passenger airbags • Headlamp levelling • Variable intermittent wash/wipe • Intermittent rear wash/wipe • Electric heated door mirrors • Electric front windows • Tilt adjustable power steering with leather steering wheel • Cruise control • Electronic RDS stereo radio/cassette with 6 speakers and Traffic Information • Remote boot and fuel flap releases • Outside temperature gauge • Air conditioning



As part of Toyota's commitment to improved customer service we now offer, free of charge, a very comprehensive warranty

package for every new Toyota passenger car.

This warranty includes:

• **3 year mechanical warranty.** A warranty covering the vehicle for 3 years (or 60,000 miles, whichever occurs first) against mechanical fault which is attributable to a manufacturing or assembly defect. Also included is vehicle towing to the nearest Toyota dealer in the event of mechanical breakdown.

• **3 year paintwork and surface rust warranty.** This is a 3 year unlimited mileage warranty which covers the vehicle against paintwork defects and surface rust occurring as a result of a manufacturing or assembly defect in the vehicle.

• **6 year anti-corrosion perforation warranty.** This is a 6 year unlimited mileage warranty which covers the vehicle against rust perforation through any sheet metal body panel (subject to certain exclusions specified in the warranty booklet), occurring as a result of a manufacturing or assembly defect in the vehicle.

Full details of this warranty are included in the warranty booklet supplied with each new vehicle. This warranty is also transferable to subsequent owners.

EXTENDED NEW VEHICLE WARRANTY
When you register your new Toyota, you can extend your Free 3 Year/60,000 mile warranty, to give outstanding protection against failure of virtually any mechanical component. What's more, you'll enjoy several additional benefits over and

CUSTOMER SERVICES

above the comprehensive protection afforded by the standard 3 year warranty. These include:

- Contribution towards Car Hire
- Contributions towards Tow-in Charges
- Hotel or Onward Travel Expenses
- Continental Cover
- Free Transfer of the Extended Warranty to a new owner

Extended Warranty Options	
Up to 60,000 miles in 3 years	FREE
Up to 100,000 miles in 3 years	£190
Up to 100,000 miles in 6 years	£390



This superb package provides you with 3 years

full RAC membership, including European cover and other motoring benefits from Toyota which are exclusive to Club members. Club Toyota provides a travel service and cultural and leisure activities for its members.

Everyone purchasing a new Supra automatically becomes a member of Club Toyota for a period of 3 years and is therefore entitled to all the benefits the Club can offer.



Toyota Terms is the new, flexible way for private motorists to acquire the car in front today, allowing you to have:

- A new Toyota every 2 years.
- Servicing and maintenance included (optional).
- More accessories.
- A higher specification car.
- For full details and a written quotation contact Toyota Finance Ltd at The Quadrangle, Redhill, Surrey, RH1 1PX.



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Vehicles shown are US specification. Please consult your Supra dealer for confirmation of UK specification.

The new Supra is exclusively available from selected Toyota dealers.
Call 0800 777555 for your nearest dealer.

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