

TOYOTA TOUCH

TOYOTA TOUCH IS A PHILOSOPHY IN ACTION. IT'S OUR EFFORT TO MAKE ALL YOUR EXPERIENCES WITH TOYOTA THE VERY BEST. FROM THE TIME OF YOUR INITIAL CONTACT, DURING THE SALE AND THROUGHOUT YOUR ENTIRE OWNERSHIP PERIOD, OUR FOCUS IS YOUR COMPLETE SATISFACTION.

IF YOU EVER HAVE ANY QUESTIONS, CONTACT YOUR DEALER'S CUSTOMER RELATIONS MANAGER. FOR ADDITIONAL INFORMATION, CALL OUR CUSTOMER ASSISTANCE CENTER AT 1-800-331-4331 (WEEKDAYS 9 A.M. TO 9 P.M. EST).

WARRANTY INFORMATION

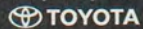
A 36-MONTH/36,000-MILE BASIC NEW VEHICLE LIMITED WARRANTY APPLIES TO ALL COMPONENTS OTHER THAN NORMAL WEAR AND MAINTENANCE ITEMS. ADDITIONAL 60-MONTH LIMITED WARRANTIES COVER YOUR POWERTRAIN (FOR 60,000 MILES) AND CORROSION PERFORATION (FOR UNLIMITED MILES). SEE YOUR TOYOTA DEALER FOR COMPLETE DETAILS. IN ADDITION, THERE MAY BE TIMES WHEN WE WILL ESTABLISH A SPECIAL POLICY ADJUSTMENT WHICH WILL FURTHER DEFRAY REPAIR COSTS.

BUCKLE UP!

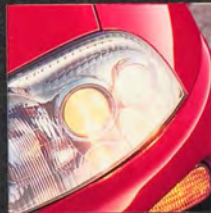
DO IT FOR THOSE WHO LOVE YOU.


PCS-279 (5/93) 00616-93107
1 also in U.S.A. (200M)
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"I love what you do for me."




Supra

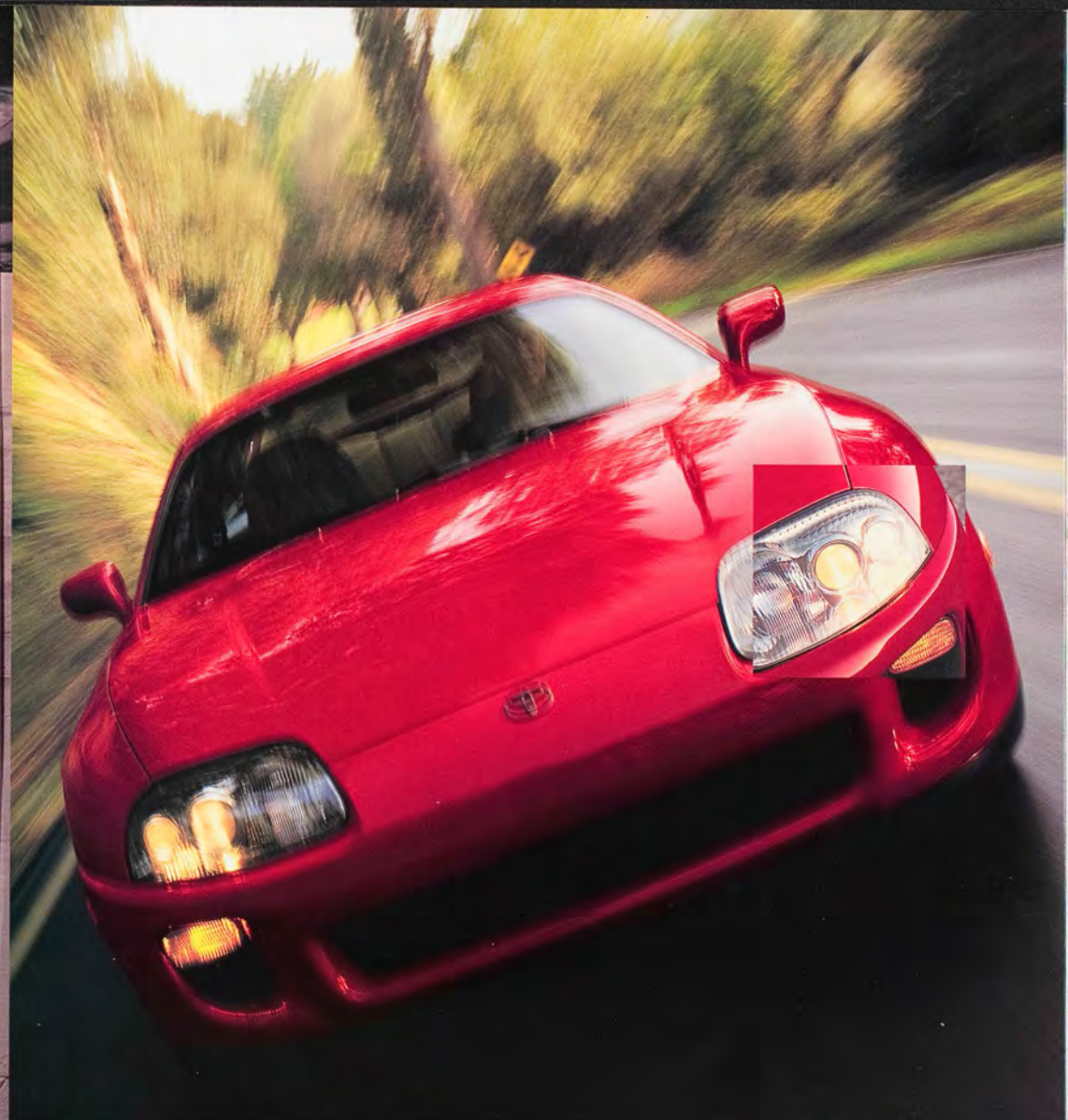


 TOYOTA

THE LINE HAS BEEN CROSSED. IN AN EMPHATIC BREACH OF ESTABLISHED CONVENTION, A RACETRACK-INSPIRED SPORTS CAR HAS BEEN TAUGHT STREET MANNERS. ITS LOOKS ARE A COMBINATION OF IN-YOUR-FACENESS AND ELEGANCE. ITS HANDLING IS PRECISE, ITS PERFORMANCE IS SPECTACULAR, ITS ERGONOMICS AND SAFETY ASPECTS ARE IMPECCABLE. IT CROSSED THE LINE THAT SEPARATES WORLD-CLASS ELITE FROM THE MERELY EXCEPTIONAL, LIKE IT CROSSES THE MARKER IN THE QUARTER-MILE; AN UNHESITATING, UNAPOLOGETIC BLUR.

THE NEW TOYOTA SUPRA, TWIN-TURBO OR NORMALLY ASPIRATED, IS NO TRANSITORY MODEL-YEAR TREND. IT'S TIMELESS. IT DATES BACK TO WHEN SPORTS CARS HAD PURITY OF PURPOSE—AND AHEAD TO TECHNOLOGY AND REFINEMENT THAT ARE TRULY BREATHTAKING. POINT-BLANK, BRUTE POWER CONCENTRATED THROUGH SEQUENTIAL TWIN-TURBOCHARGERS THAT ELIMINATE LAG AND COMPETITION. A WEIGHT-LOSS PROGRAM SO EXHAUSTIVE IT INCLUDED SPECIAL HOLLOW-CORE CARPET FIBERS. MASSIVE SPIRALLY VENTED FRONT DISC BRAKES (TURBO MODEL) AND ABS THAT HELP BRING SUPRA TO A STRAIGHT, CALM CONCLUSION. STRONG, YET SENSITIVE SUSPENSION GEOMETRY THAT FACILITATES MAGIC LANE CHANGES AND TAMES SWITCHBACKS INTO POLITE SUBMISSION. DETAILS LIKE HEADLAMPS THAT OUTSHINE ALMOST ANYTHING ELSE ON THE ROAD. THE GOAL WAS TO RETURN TO THAT FREE-SPIRITED TIME WHEN SPORTS CARS WERE, INDEED, SPORTS CARS AND BRING TO IT WORLD-CLASS TECHNOLOGY AND DYNAMICS SO REFINED THAT TO DRIVE THE ALL-NEW SUPRA IS TO LUST FOR IT. AND WE CAUTION YOU, THE GOAL WAS FULLY REALIZED, AND THEN SOME. DRIVE IT AND YOUR WORLD WILL BE ALTERED. FAIR WARNING; READ ON.

 TOYOTA





"We turned a corner and there it was, a husky-shouldered, squatting, angry-looking car with a big hungry face... a raucous contender..."

ROAD & TRACK

"...power, handling, and braking...the new Supra Turbo has a message for the opposition: Don't look back, something might be gaining on you—and flashing its lights to pass."

MOTOR TREND

"...the big rounded rear-wheel arches telegraph rear-drive horsepower in no uncertain terms. The nose is a grand slam...guaranteed to provoke double takes in many a rearview mirror."

ROAD & TRACK



"The Supra Turbo has no trouble painting impressive black stripes...exciting second-gear corners on Atlanta Motor Speedway's tricky roadcourse."

CAR AND DRIVER



Development started with an uncompromising attitude and a hard eye toward the merely cosmetic. Everything had to work as part of an organic, precisely functioning whole. Four years and miles of black tire marks on the raceways of two continents

produced a precise balance between racing and styling, a perfect blend of advanced technology and accurate handling. The shape is beautiful because nature loves a truly functional form; the body exhibits an extremely low lift coefficient, and the



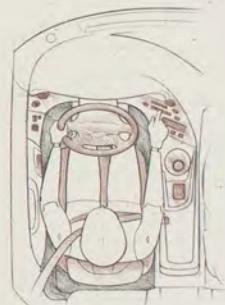
overall aerodynamics are as functionally impressive in a wind tunnel as they are aesthetically pleasing to the eye. The all-new Supra's silhouette has the muscular grace of a Group C racer with the timeless appeal of a classic sports car.

A CASE OF ACCELERATED DEVELOPMENT. LONG HOURS OF PERFORMANCE DRIVING, OFTEN AT BLISTERING SPEEDS, HELPED REFINE AND DEVELOP THE NECESSARY AREAS OF COMMUNICATION BETWEEN SUPRA AND DRIVER. THE SPORT SEAT, FORMULA-CAR LOW, YET COMFORTABLE, IS CONTOURED AND BOLSTERED FOR PERFORMANCE DRIVING. ALL CONTROLS ARE CLOSE TO HAND AND EYE, AND THE LINK OF HUMAN TO MACHINE BECOMES INDISTINGUISHABLE WITH THE REVVING OF THE POWERFUL ENGINE, AND THE SUBSEQUENT SWEEP OF THE TACH NEEDLE. THROUGHOUT THE DEVELOPMENT PROCESS, THE COMMUNICATIVE FEEL BETWEEN SUPRA AND DRIVER WAS PRECISELY PLANNED; EACH OF THE CAR'S PERFORMANCE CHARACTERISTICS—HANDLING, BRAKING, SHIFTING—ARE ERGONOMICALLY CHANNLED AND SAFETY-ENGINEERED TO BE AN EXTENSION OF THE DRIVER. AN EXAMPLE OF THIS LINEARITY IS THE STEERING. VEHICLE SPEED-SENSING PROGRESSIVE POWER STEERING, COMBINED WITH A SMALL-DIAMETER PRECISION STEERING WHEEL, PLUS INCREASED RIGIDITY OF THE ADVANCED, DOUBLE-WISHBONE SUSPENSION AND A LIGHTER BODY...ALL WORK TO BETTER COMMUNICATE THE FEELING OF THE ROAD. THE REQUIREMENTS FOR INTEGRATING HUMAN USE WITH A SOPHISTICATED, PRECISION PERFORMANCE MACHINE HAVE BEEN EXCEEDED.

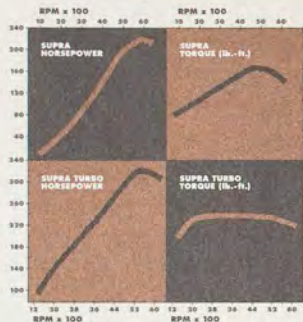
SEAT-OF-THE-PANTS INFORMATION AND CONTROL ARE NOT PARANORMAL EXPERIENCES IN THIS ALL-NEW SUPRA—THEY'RE A VIRTUAL REALITY THROUGHOUT, THANKS TO EXACTING DEVELOPMENTAL DISCIPLINES AT EVERY STAGE. THIS FEELING OF TOTAL COMMUNICATION IS A NECESSITY IN A PERFORMANCE AUTOMOBILE THAT CAN WIND-SPRINT FROM ZERO TO 60 IN 4.6 SECONDS.*



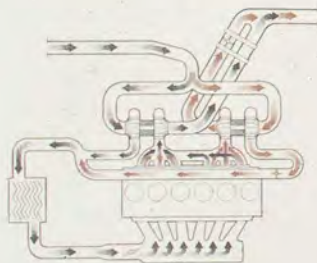
The power driver's sport seat is standard in the new Supra, with leather seat trim optional on both models. The hip point is low with the object being to make the driver a more organic part of the car's control module. The seat has a power slide length that easily accommodates normal to tall drivers.



The Supra cockpit has been designed similarly to a motorcycle cowling, "wrapping" the driver in the instrument cluster for maximum control and input. The shift lever is in a position of natural hand-fall from the steering wheel, and shift stroke is short for precise, quick shifting.



Greatly increased horsepower and torque are charted in the extraordinarily wide power bands of the twin-turbo and the normally aspirated models. 4-valve-per-cylinder design and dual overhead cams on both models, and a high-compression ratio on the non-turbo deliver wallowing performance without excessive fuel consumption.*

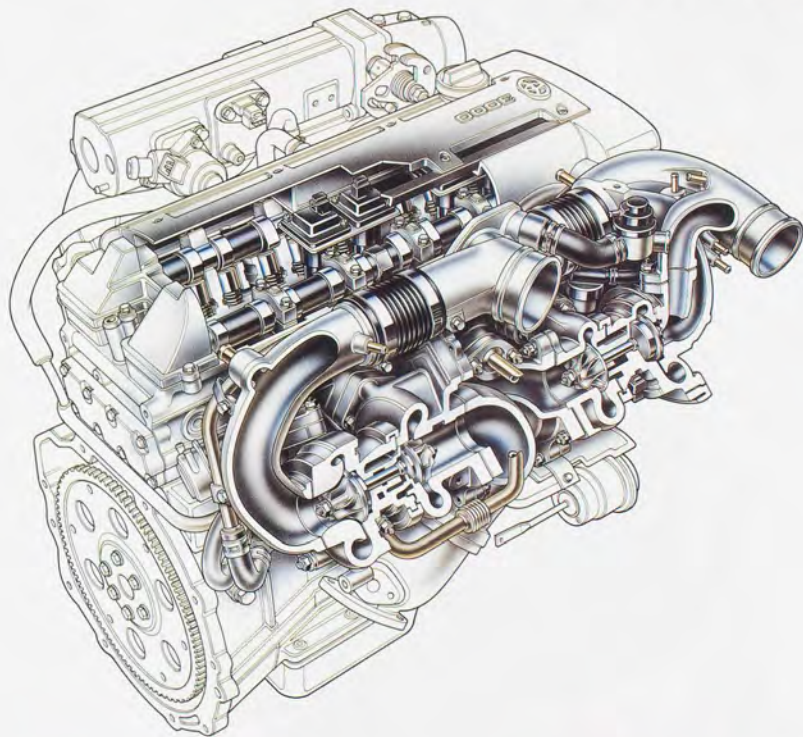


Sequential twin-turbochargers eliminate "turbo lag" providing boost at all RPMs. One turbo spools up in the low-RPM range, improving torque and response using less exhaust energy. As it approaches mid-range, the other turbo joins the fun, overlapping the first one, smoothly augmenting it for power at higher speeds.

WATCH OUT FOR FALLING ICONS. THE NEW SUPRA TURBO OUTFRONS, OUTCORNERS AND SIMPLY OUTPERFORMS SOME VERY SACRED COWS, NOT TO MENTION SOME VERY PRICY ONES. ONE POWERFUL REASON IT STANDS PROUD AMONG THE WORLD'S ELITE SUPERCARS IS NEARLY 3 LITERS OF TWIN-TURBOCHARGED INLINE-6 WITH 24 VALVES. NEVER SHORT OF BREATH, THIS DOHC POWERPLANT DEVELOPS 320 HP @ 5,600 RPM AND ITS TORQUE CURVE RIVALS MANY A V8. POWER-TO-WEIGHT RATIO IS A TRIM, LITHE 10.7 LBS. PER HP, THANKS TO A WEIGHT-LOSS PROGRAM THAT WOULD HAVE PREPARED A HUMVEE FOR A RALLY COURSE. THE TURBO SUPRA PROVIDES ENTHUSIASTIC BOOST AT ALL RPM RANGES BECAUSE OF THE SEQUENTIALLY STAGED INTERCOOLED TURBOCHARGERS. ONE IS EMPLOYED FOR QUICK RESPONSE DURING LOW-RANGE RPM, AND THE OTHER, ALREADY IDLING AND READY TO TAKE THE BATON, JOINS IT, KICKING IN MORE POWER FOR THE MID-RANGE. ABOVE THAT, THEY DOUBLE-TEAM ALL THE WAY TO REDLINE. THERE IS NO TURBO LAG OR LOW-END SLUGGISHNESS—THERE IS AN AWESOME, BLISTERING PACKAGE OF PURE POWER.

AND DON'T BET ANY PINK SLIPS AGAINST THE NORMALLY ASPIRATED SUPRA WHICH CAN EXERCISE SOME BRUTE FORCE OF ITS OWN. ITS ACOUSTIC CONTROL INDUCTION SYSTEM SPECIAL-DELIVERS LOW-END AND HIGH-END TORQUE, AND V8-LIKE POWER BY USE OF A GATED INTAKE MANIFOLD, CLOSED AT LOW RPMs, WIDE OPEN AT HIGH RANGES. SUPRA'S TWIN-CAM, 24-VALVE, INLINE-6, EFI ENGINE IS A STUDY IN DEEP-BREATHING TECHNOLOGY. SO, YOU ARE OFFERED A CHOICE WITHIN THE SUPRA LINE: FORMIDABLE OR MORE FORMIDABLE.

CAR AND DRIVER	ACCELERATION TESTS	0-60	1/4 MILE
Toyota Supra Turbo	March '93	4.6 sec.	15.1 @ 109 mph
Porsche 911	March '92	5.6 sec.	14.2 @ 98 mph
Porsche 911 Carrera 2	January '90	4.8 sec.	13.3 @ 106 mph
Chevrolet Corvette ZR-1	April '91	4.9 sec.	13.2 @ 108 mph
Mazda RX-7	February '92	5.0 sec.	13.7 @ 101 mph
Acura NSX	September '90	5.2 sec.	13.8 @ 102 mph
Nissan 300ZX Turbo	February '92	5.0 sec.	13.7 @ 102 mph
Mitsubishi 3000GT	December '91	5.2 sec.	13.9 @ 99 mph



The raw, brute power of this heavy-breathing twin-turbo will, literally, take your breath away. What Supra is taking to the streets and highways is the performance technology and racing savvy that has brought win after win to the Toyota racing teams.

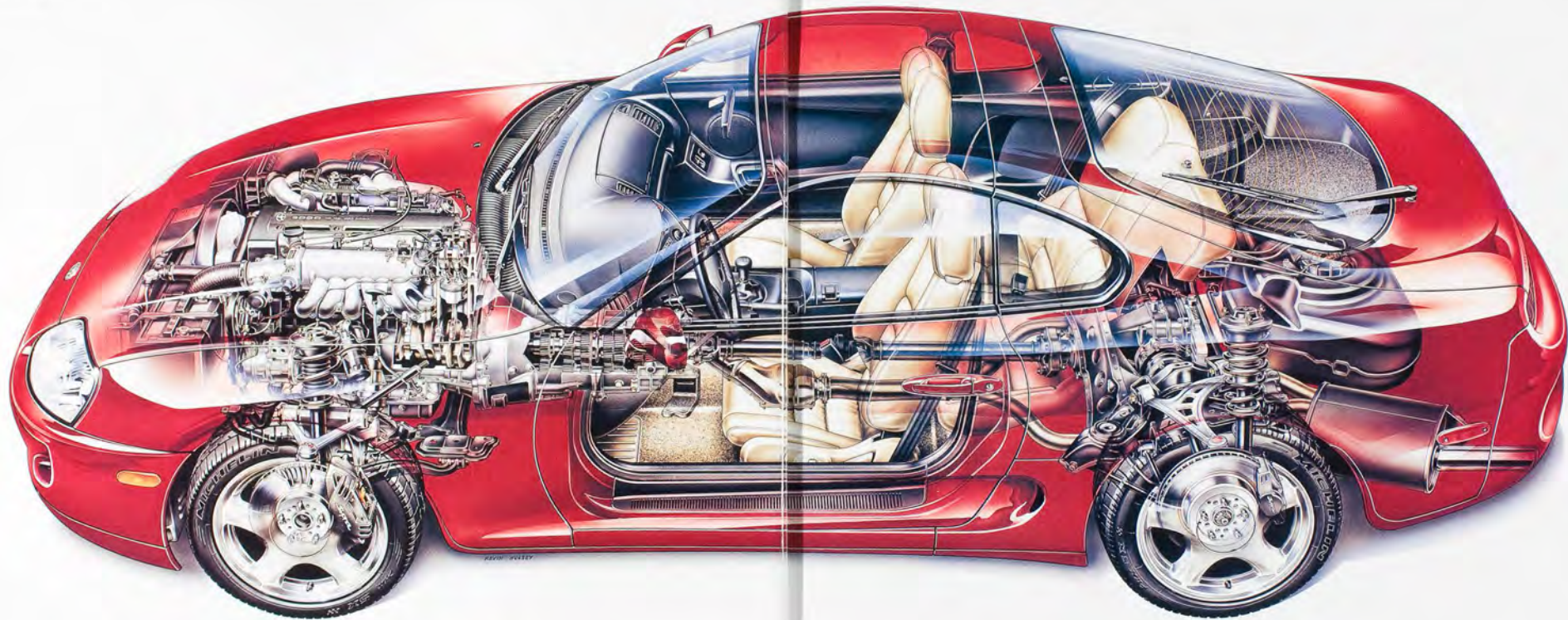


It's like a race car with street wisdom. And as you are pressed down and back into the seat, you'll be impressed with the precision and dispatch with which it responds to your wishes. The thunderous energy that is generated by this big inline-6 would



be useless if not channeled and harnessed to a superb set of checks and balances. As it is, you can put it through its paces and know every nuance of the running dynamics with an absolutely seat-of-the-pants feeling of control. You're part of Supra, not just in it.

*See EPA mileage statement on page 31 for details.



The new Supra underwent extensive roadwork and weight reduction in its successful bid for supercar status. Specially developed hollow-core carpet fibers helped lighten the load against power's enemy: weight. 950 meetings over two years and



a ton of weight reduction: pros who measured loss in micrograms, accomplished a substantial amount of "hollow-core" construction using magnesium, aluminum and tubular construction. Turnwell to Far City. A diet bonus: the top power-to-weight ratio in the



3-liter sports car class. Several methods of exhilarating through the gears are available, all top-notch. Pictured left is the 4-speed electronically controlled automatic overdrive with "intelligence" (I.C.T.) which varies the shift points according to driving

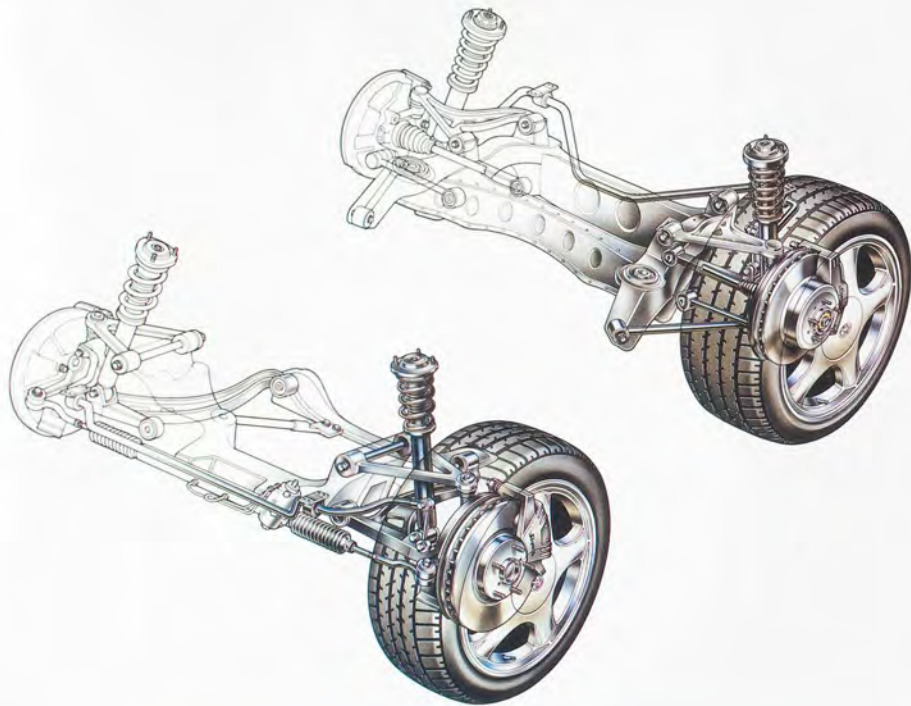
demands. Or, for clutchless manual shifting at your own pace, just push a button for the manual shift mode. Then there's the slick, 6-speed** manual overdrive transmission. The Getrag! Toyota design has short positive throws and close gear ratios,



perfect for the track or weekend heel-and-toeing down the 2-lane blacktop. To help keep it on track, a torque-sensing, Torsen-type limited-slip differential is standard on Supra Turbo, selected because of its smooth and positive application of Supra's



power to the road. All 315 lb.-ft. of torque simply convert to smooth forward motion, due to the unique ability of the Torsen-type gear-driven system to transfer power to the wheel with the most traction, or split the power between both wheels equally.



The topflight design teams left no curves unturned, no test questions unanswered. Since their work space was often hot-lapping a test track at truly attention-getting speeds, they kept coming up with such advances as a freshly engineered front and



rear double-wishbone suspension that is more rigid for improved handling and road feel. A traction control system on the Supra Turbo employs front- and rear-wheel speed sensors and a computer to improve acceleration when poor traction



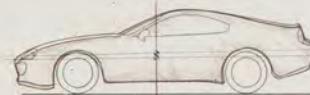
tries to ruin your day. Supra Turbo's meaty, surface tires are mounted on 9.5" x 17" rear wheels and 8" x 17" front wheels for exceptionally sure-footed rail-like maneuvers. Accuracy in communication between driver and car are paramount in Supra.

ACCURATE AND PRECISE COMMUNICATION BETWEEN CAR AND DRIVER IS THE OVER-RIDING PHILOSOPHY THAT CRAFTED THE HANDLING COMPONENTS. SUPRA'S EXCEPTIONAL SKILLS ADDED TO YOURS MAKE FOR AN UNCANNY DRIVING INTERCHANGE. TO ACCENTUATE THE SUPERB HANDLING CHARACTERISTICS OF THE SUPRA, RIGIDITY OF BODY AND SUSPENSION HAS BEEN GREATLY INCREASED. THE DOUBLE-WISHBONE SUSPENSION HAS BEEN REENGINEERED TO MORE CLOSELY TRANSMIT THE FEEL OF THE ROAD TO THE DRIVER. ALUMINUM ALLOY UPPER A-ARMS IN FRONT, MOUNTED TO AN ALUMINUM CROSS MEMBER, AND IN BACK, ALUMINUM UPPER A-ARMS, TWIN LOWER LATERAL LINKS AND ANGLED TRAILING LINKS HELP SUPRA TURBO PULL AN INCREDIBLE 0.98G AROUND THE SKID PAD, 66.0 MPH THROUGH THE SLALOM.*

UNPRECEDENTED HARMONY OF FINELY TUNED ELEMENTS AND INNOVATIVE SUSPENSION ADVANCES RESULT IN PREDICTABLE, YET BREATHTAKING, RESPONSIVENESS TO THE LIGHTEST TOUCH OF HAND OR FOOT. MASSIVE FRONT BRAKE DISCS WITH SPIRALLY VENTED COOLING FINES** MAKE POSSIBLE THE NO-FADE STOPPING DISTANCE OF 120 FT. FROM 60 MPH.† THE 4-SENSOR 4-CHANNEL ANTI-LOCK BRAKE SYSTEM (ABS) EMPLOYS A LATERAL G-SENSOR TO CONTROL RIGHT- AND LEFT-REAR BRAKE PRESSURES DURING VIGOROUS CORNERING, INTENSIFYING BOTH CONTROL AND ROAD INPUT. THE CAR'S HANDLING CHARACTERISTICS ARE FORGIVING, YET TAUT AND PRECISE, INSPIRING DRIVER COMPOSURE OVER A VARIETY OF ROAD SURFACES AND WEATHER CONDITIONS. SUPRA TURBO'S TRACTION CONTROL SYSTEM IS YET ANOTHER MEASURE BY WHICH SAFETY, PERFORMANCE AND HANDLING ARE UNDERLINED, HELPING TO STABILIZE THE REAR END DURING HARD ACCELERATION. SUPRA: IT'S RIGHT NEXT TO AGILITY AND HANDLING IN THE BOOK OF SYNONYMS.

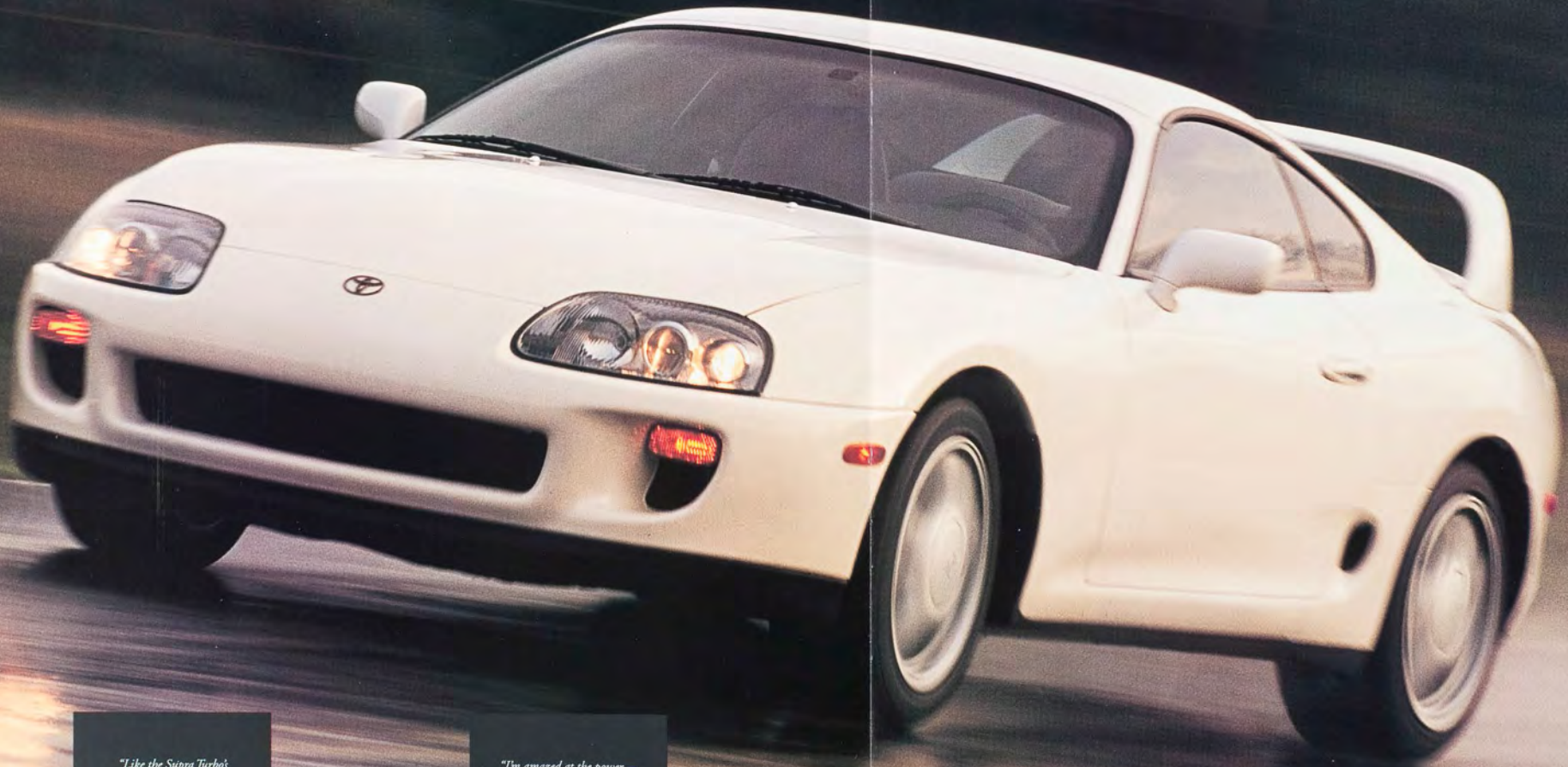
ROAD & TRACK HANDLING TESTS

	SKID PAD
Toyota Supra Turbo March '93	.98 g
Porsche 968 March '92	.90 g
Porsche 911 Carrera 2 April '90	.85 g
Chevrolet Corvette ZR-1 August '92	.81 g
Mazda RX-7 April '92	.91 g
Acura NSX August '90	.93 g
Nissan 300ZX Turbo December '89	.91 g
Mazda Miata 3000GT September '90	.86 g



Spirited maneuvering is Supra's metier; poise and stability are hallmarks of this race-bred sports car. Supra's lower center of gravity and optimized road-going geometry have decreased dive and rear lift dramatically during deceleration, and brought even more precision to wheel control throughout a varied spectrum of handling dynamics. Lane changes can be accomplished with agility, and cornering is stable due to increased tire surface area and suspension rigidity.

*Road & Track, March 1993.
**Supra Turbo only.



*"Like the Supra Turbo's
acceleration, its handling
and braking prowess are
close to the best we've ever seen,
regardless of cost."*

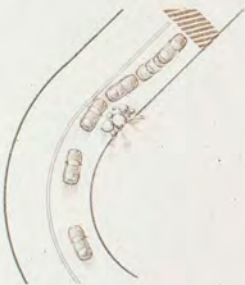
ROAD & TRACK

*"I'm amazed at the power—
and it's very surefooted.
A great success in my opinion.
It expands the envelope
for cars of this sort."*

DAN GURNEY



Someone had to put a stop to what the power-hungry engineers had started; muscular brakes to match muscular power. It was discovered that straight vents held inert air while spirally shaped vents* improved cooling by channeling the air through. It's another first for Toyota.



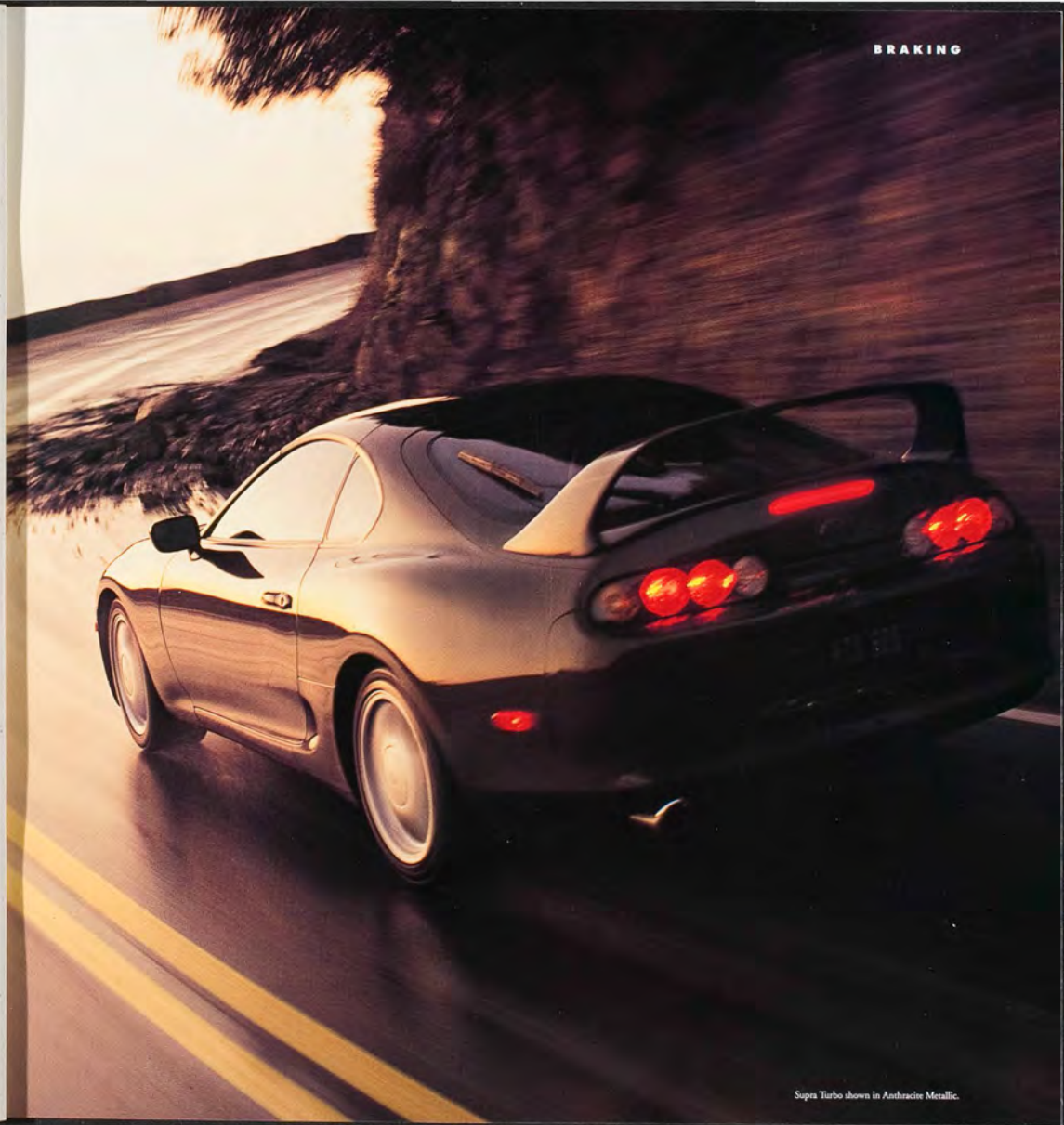
Braking under lateral forces can be tricky. Supra turned the corner on that problem with a 4-sensor, 4-channel ABS with a lateral G-sensor that fine-tunes the rear brakes during cornering. At low speeds, the right and left brake pressures are independently controlled as in conventional ABS. If pressure drops in one wheel, at low speeds, the pressure is adjusted slightly downward in the other wheel. At high speeds, if the pressure drops in one wheel, the pressure in the other wheel is dropped by the same amount, resulting in greater control and braking effectiveness.

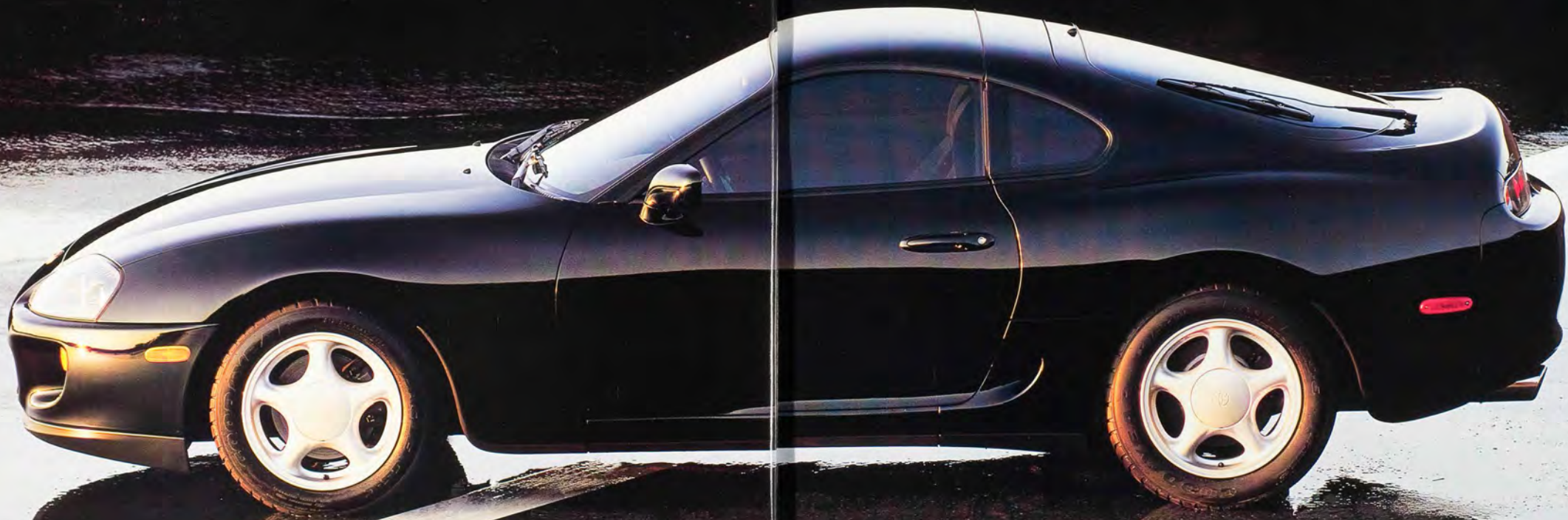
IS THERE NO STOPPING US? NEVER HAS THERE BEEN SO MUCH FORWARD PROGRESS IN THE BRAKING DEPARTMENT. BIG POWER NEEDS BIG BRAKES. ON THE TEST TRACK, SOME ENTHUSIAST MAGAZINE SKEPTICS TRIED TO ELICIT BRAKE FADE IN THREE SUCCESSIVE INTENSE RIGHT-ANGLE TURN SITUATIONS. THERE WAS NONE, THEY REPORTED. HERE ARE SOME BIG REASONS; THE TURBO'S LARGE FRONT SPIRALLY VENTED DISCS ARE 12.6 INCHES IN DIAMETER, AS ARE THE REAR. 4-PISTON FRONT CALIPERS HELP THE MASSIVE DISCS EVEN MORE. THE OVERSEER OF THE ENTIRE BRAKING NETWORK IS A HIGHLY REFINED 4-WHEEL ANTI-LOCK BRAKE SYSTEM (ABS) WITH FOUR SEPARATE SENSORS AND FOUR CHANNELS. THE 4-CHANNEL CONTROL CIRCUITRY INCLUDES A BIG ENGINEERING BONUS: A LATERAL G-SENSOR THAT MODULATES PRESSURE TO ONE OR BOTH OF THE REAR BRAKES, MORE OR LESS INDEPENDENTLY AS CONDITIONS DICTATE. THUS FINE-TUNING EACH REAR BRAKE DURING CORNERING.

YOU EVEN USE SUPRA'S BRAKES TO GO FORWARD—WITHOUT REALIZING IT. SUPRA'S TRACTION CONTROL SYSTEM (TRAC)* WHEN ACTIVATED, USES THE BRAKES TO ACCELERATE SMOOTHLY IN SLIPPERY CONDITIONS BY SELECTIVE APPLICATION OF ABS BRAKE PULSES WHILE IMPERCEPTIBLY REDUCING THROTTLE FOR MAXIMUM ADHESION.

EVEN THE AERODYNAMICS WORK TO SLOW YOU DOWN. NOTE THE SCOOPS BENEATH THE HEADLAMPS—THESE INTAKES HELP CHANNEL COOLING AIR THROUGH THE WHEELWELLS AND FRONT SPIRALLY VENTED* DISC BRAKES FOR MORE EFFICIENT DECELERATION. THE AIR INTAKES ON THE SIDE, IN FRONT OF THE REAR WHEELS, LIKEWISE FUNCTION TO HELP COOL THE REAR BRAKES AND DIFFERENTIAL. SUPRA: IMPRESSIVE LINEAR PERFORMANCE, WHICHEVER PEDAL YOU'RE STEPPING ON.

ROAD & TRACK BRAKING TESTS	(60-0)
Toyota Supra Turbo March '93	120 ft.
Porsche 968 March '92	138 ft.
Porsche 911 Carrera 2 April '90	136 ft.
Chevrolet Corvette ZR-1 August '92	142 ft.
Mazda RX-7 April '92	123 ft.
Acura NSX August '90	128 ft.
Nissan 300ZX Turbo December '89	132 ft.
Mitsubishi 3000GT September '90	135 ft.





"Big, fast, surefooted fun. The non-turbo Supra gets off the line well. ...We preferred the manual box so we could stay in the sweet spot of the engine, roughly between 4,000 and 6,000 rpm. The powertrain is that smooth and refined."

AUTOMOBILE MAGAZINE

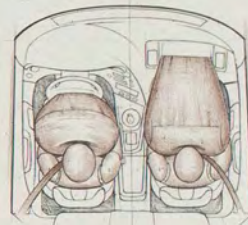
"Also unexpected was the swiftness of the unblown Supra. Featuring a better power-to-weight ratio...it's certain to give the Mitsubishi 3000GT VR-4 and Dodge Stealth R/T Turbo tag team a run for its money."

MOTOR TREND

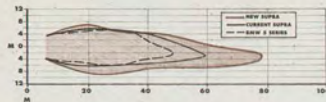


SAFETY TAKES A FRONT SEAT. THE NEW SUPRA COMES EQUIPPED WITH DUAL AIR BAGS—NOT A COMMON OFFERING IN A HIGH-PERFORMANCE SPORTS CAR. ADDING A PASSENGER-SIDE AIR BAG REFLECTS THE COMMITMENT FUNNELED INTO THE SAFE SIDE OF SUPRA. SO DO SIDE-DOOR IMPACT BEAMS, PADDED INSTRUMENT PANEL AND KNEE-BOLSTERS, AND FRONT- AND REAR-IMPACT CRUMPLE ZONES. OTHER SUPRA SAFETY FEATURES INCLUDE 3-POINT FRONT AND REAR LAP AND SHOULDER BELTS, THE SUPERB 4-SENSOR, 4-CHANNEL ANTI-LOCK BRAKE SYSTEM (ABS), AND FRONT-RUNNING HEADLAMPS THAT ARE AMONG THE BRIGHTEST-PROJECTING, HIGHEST-PERFORMANCE ROAD LIGHTING UNITS IN THE WORLD, WITH SEPARATE LENSES FOR HIGH BEAMS, LOW BEAMS AND FOGLAMPS.

THERE'S SAFETY IN PERFORMANCE. SAFETY IS INTEGRAL TO THE ENTIRE PERFORMANCE/ERGONOMIC/HANDLING ENVELOPE. SUPERIOR DIRECTIONAL STABILITY AND ROAD-HOLDING QUALITIES OWE A GREAT DEAL TO THE TORSIONAL RIGIDITY OF THE BODY, FOR EXAMPLE. EVEN WITH THE OPTIONAL SPORT ROOF REMOVED, THERE'S 49% MORE UNDEVIATING TORSIONAL TOUGHNESS THAN EVER. THE REASSURING FEEL OF WORLD-CLASS STRUCTURAL INTEGRITY SURROUNDS YOU. EVERYTHING YOU SEE IS AN EXTENSION OF YOUR SENSES. THROUGH THE SMALLER, MORE NEGOTIABLE STEERING WHEEL, THE CENTRAL TACHOMETER REGISTERS THE SEAMLESS FLOW OF POWER TO A 6,800 RPM REDLINE. OTHER GAUGES, SWITCHES AND CONTROLS ARE CLUSTERED FOR EASE OF REACH, SIGHT AND OPERABILITY—THE SHIFT LEVER IS CLOSER, TO FIT NATURALLY INTO YOUR HAND FOR QUICK, SHORT-THROW OPERATION. THE COWLING-TYPE INSTRUMENT PANEL FLOWS SMOOTHLY INTO THE DOOR TRIM. THE SUPRA COCKPIT IS AN INVITING SHOWCASE OF ERGONOMIC EXCELLENCE, EFFICIENCY AND COMFORT.



The Supra driver-side and passenger-side Supplemental Restraint System (SRS) helps protect front-seat occupants during a frontal impact of enough magnitude to inflate the bags. In a moderate collision, primary protection is provided by the 3-point lap and shoulder belt system and the air bags may not inflate. So safety belts should be worn at all times by all occupants.



Supra's headlamp grouping (high, low, fog—from inside to out) is one of the highest-performing units of its kind in the world and is now a standard-setter for all other sports cars and road sedans.



*"Twist the ignition key.
A quick whir of the Turbo
version's starter and
320 horsepower throb to life.
Now we're talking."*

ROAD & TRACK



The stalk-mounted cruise control system includes settings to hold speed, adjust it up or down, or cancel. A light touch of the brake or clutch pedal cancels it also, and it remembers your previous speed.



Nicely weighted switches clustered conveniently in the door armrest, control the power windows with driver-side "auto-down" feature and power door locks.



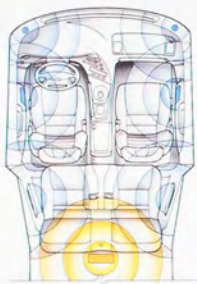
The driver's sport seat is bolstered against lateral movement and features power slide and recline with a manual seat cushion height adjustment. Black fabric front seats are standard, with leather-trimmed seats optional on both Turbo and non-turbo models.

SPORTSWEAR FOR THE DISCRIMINATING. THE DEFINITIVE SPORTS CAR INTERIOR—NO SUPERFLUOUS GADGETRY. EVERYTHING IN ITS OPTIMUM PLACE, YOU BEING AT THE TOP OF THE LIST. YOU SIT DOWN IN SUPRA LIKE A FORMULA RACER. WHILE FORMULA RACERS ARE SOMEWHAT MORE SPARTAN, THE SIGNIFICANCE OF A LOW, ALMOST STRAIGHT-LEGGED POSITION AND ITS RELATIONSHIP TO ENDURANCE WAS NOT LOST ON THE ERGONOMICS TEAMS. THE STANDARD FABRIC IS RICH, BREATHABLE AND IT GRIPS WELL—THE COMPLETE BOLSTERS, INCLUDING BOLSTERED HEADRESTS, REASSURINGLY CRADLE BOTH DRIVER AND PASSENGER. THE SEATING IS AMPLY ADJUSTABLE AND SUPPORTIVE TO HELP YOU STAY COMFORTABLY RELAXED, AND CONTOURED FOR DRIVER POISE DURING SPIRITED DRIVING EXERCISES. THE DOORSILLS ARE LOW FOR EASE OF ENTERING AND EXITING—THE LATTER, WITH REGRET. FUNCTIONALLY COMFORTABLE FOR BOTH PERFORMANCE DRIVING AND LONG-DISTANCE TRIPS, RACE-BRED ERGONOMICS ASSURE THAT EVERYTHING IS IDEALLY SITUATED FOR DRIVER ACCESS WITHOUT INTERFERING WITH THE DRIVING EXPERIENCE.

HOW SUPRA HELPS YOUR FORM TO FUNCTION: "SEAT-OF-THE-PANTS" INFORMATION IS THAT COMMUNICATION BETWEEN CAR AND DRIVER THAT IS FELT THROUGH THE DRIVER'S SEAT, THE STEERING WHEEL, THE CHASSIS BENEATH, AND THE WHEELS' MOVING CONTACT WITH THE ROAD. MANY LONG HOURS OF TESTING HELPED BRING SEATS, STEERING ANGLE, STEERING WHEEL SIZE AND GRIP, DRIVING POSITION AND ROAD INPUT TO A CONSUMMATE COMMUNICATION PEAK, SO "SEAT-OF-THE-PANTS" INFORMATION JOINS COCKPIT-LIKE INSTRUMENTATION FOR AN UNPARALLELED DIALOGUE BETWEEN YOU AND SUPRA.



AUDIO



Audiophiles are offered two attractive choices of audio systems: one is the standard Premium ETR/Cassette, with programmable equalization, theft-deterrent system, and power antenna with diversity-type reception. Four individual amplifiers deliver a total of 120 maximum watts of power to 6 speakers. The other is an optional Premium 3-in-1 ETR/Cassette/CD with 7 speakers, featuring a subwoofer in the rear of the car with 50 watts of power all its own.

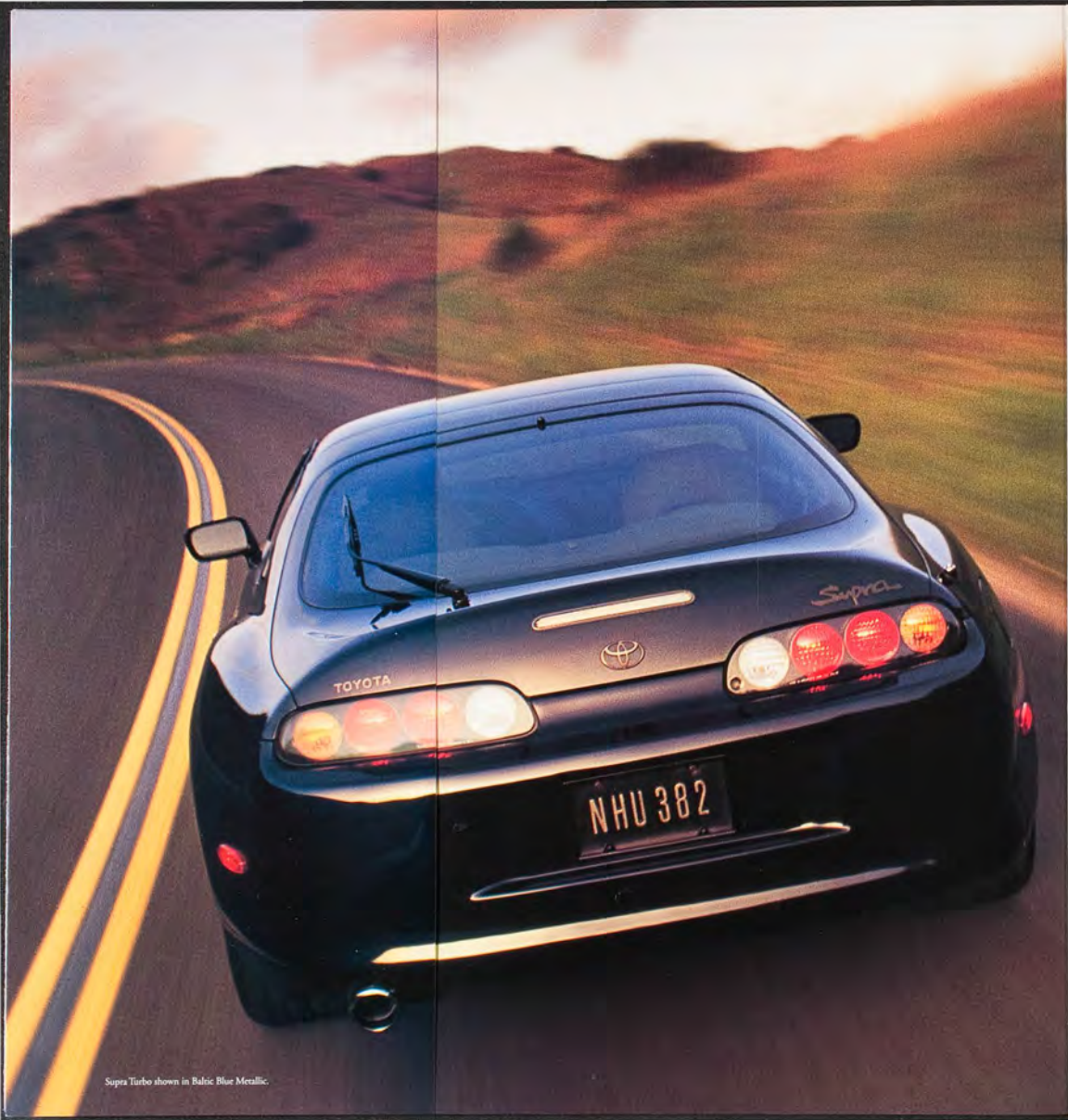
INTERIOR DESIGN



Optional Black/Ivory Leather Trim Package

"...the interior is clean, comfortable, and purposeful, surrounding the driver like a single-seat aircraft...seats are supportive in high-divergent maneuvers, yet comfortable when not hot-lapping."

MOTOR TREND



Supra Turbo shown in Baltic Blue Metallic.

FEATURES

MECHANICAL	Supra	Supra Turbo
3.0-liter 6-cylinder twin-cam 24-valve electronically fuel-injected (EFI) engine	S	—
Twin-sequential turbocharged 3.0-liter 6-cylinder twin-cam 24-valve electronically fuel-injected (EFI) engine with air-to-air intercooler	—	S
Engine oil cooler	—	S
5-spd. manual overdrive transmission	S	—
6-spd. manual overdrive transmission	—	S
4-spd. electronically controlled automatic overdrive trans. (ECT) with manual shift mode	O	—
4-speed electronically controlled automatic overdrive transmission with intelligence (ECT) and manual shift mode	—	O
Vehicle speed-sensing progressive power rack-and-pinion steering	S	S
Traction control (TRAC)	—	S
Lower limited-slip differential	O	S
Power 4-wheel ventilated disc brakes with 4-sensor, 4-channel Anti-lock Brake System (ABS) and Logic Control	S	S
235/50ZR16 front and 245/50ZR16 rear "Z" speed-rated steel-belted radial tires	S	—
235/45ZR17 front and 235/40ZR17 rear "Z" speed-rated steel-belted radial tires	—	S

EXTERIOR	Supra	Supra Turbo
Projector low-beam headlights and integrated projector foglamps with auto-off feature	S	S
Dual color keyed power heated outside mirrors	S	S
Tinted glass with upper-shaded windshield band	S	S
Removable Sport Roof with rear cargo area storage	O	O
Color-keyed rear spoiler	—	O
16-inch 5-spoked aluminum alloy wheels	—	S
17-inch 5-spoked aluminum alloy wheels	—	S
Front-end mask with storage bag	A	A
Alloy wheel locks	A	A

INTERIOR	Supra	Supra Turbo
3-way adjustable fabric driver's sport seat with power fore/aft, tilt/recline and manual seat cushion height adjustment and front 2-way manually adjustable fabric passenger seat	S	S
Fold-down rear seat back	S	S
Rear cargo area cover	S	S
Driver-side and passenger-side air bag Supplemental Restraint System (SRS)	S	S
3-point front and rear seatbelts	S	S
Tilt steering wheel	S	S
Leather-wrapped steering wheel, shift knob/selector and parking brake handle	S	S
Variable intermittent front windshield wipers	S	S
Intermittent rear window wiper	S	S
Cruise control	S	S
Power windows with driver-side "auto-down" feature	S	S
Power door locks with "anti-lockout" feature	S	S
Automatic illuminated entry/exit fade-out system	S	S
Digital quartz clock	S	S
Heavy-duty rear window defogger with timer and side window demisters	S	S
Automatic air conditioning with soft-touch climate controls	S	S
Center console with storage area	S	S
Lockable glove compartment	S	S
Remote hood, rear hatch and fuel-filler door releases	S	S
Speedometer, tachometer, digital odometer, dual tripmeters, coolant temp. and fuel gauges	S	S
Seatbelts, air bag, door ajar, low fuel level, oil pressure, brake, battery, tailgates, engine warning, master warning and traction control indicator (Turbo model) lights	S	S
Integrated Toyota Theft Deterrent System with security light	S	S
Carpeted floor mats	A	A
Theft Deterrent System Enhancement (TDSE) (Remote arm/disarm and power door lock/unlock)	A	A

AUDIO SYSTEMS	Supra	Supra Turbo
Premium Electronically Tuned Radio (ELTR)/Cassette with programmable equalization, 6 speakers and power diversity-type antenna	S	S
Premium 3-in-1 ELTR/Cassette/CD with programmable equalization, 7 speakers (with subwoofer) and power diversity-type antenna	O	O

PACKAGES	Supra	Supra Turbo
Leather Trim Package—includes leather seating surfaces and armrest	O	O

S—Standard O—Factory option A—Dealer-installed accessory —Not available. —N/A—Not applicable

Available with Sport Roof model only.
1993 preliminary EPA mileage estimates determined by Toyota. 1993 EPA mileage estimates not available at time of printing. See your Toyota dealer for details.

Some vehicles are shown with optional equipment.

For details on 1993 vehicle specifications and standard and optional features in your area, contact your Toyota dealer. A vehicle with particular specifications may not be available at the dealership. Ask your Toyota dealer to help you try to locate a specifically equipped vehicle. Vehicle specifications and standard and optional features are based upon information available at the time of printing and are subject to change without notice. Specifications and standard and optional features are for mainland U.S.A. vehicles only and may differ in the state of Hawaii and in other regions.

SPECIFICATIONS

MECHANICAL/PERFORMANCE	Supra	Supra Turbo
Body/frame construction	Unitized body with modular suspension subframe	
Steering type	Vehicle speed-sensing progressive power rack-and-pinion	
Gear ratios	17.5:1	17.5:1 *
Turns, lock-to-lock	3	3
Turning circle diameter, curb to curb	(ft.) 35.4	35.4
Brakes, power	4-sensor, 4-channel Anti-lock Brake System (ABS) and logic control	

Suspension	(front)	Twin-piston 11.6" vented discs	Four-piston 12.6" vented discs
	(rear)	Single-piston 12.0" vented discs	Twin-piston 12.6" vented discs

Engine type	(front)	Independent double wishbone with gas-filled shock absorbers and spherical ball-joint type stabilizer bar	Independent double wishbone with gas-filled shock absorbers and spherical ball-joint type stabilizer bar
	(rear)	Independent double wishbone with gas-filled shock absorbers and spherical ball-joint type stabilizer bar	Independent double wishbone with gas-filled shock absorbers and spherical ball-joint type stabilizer bar

Displacement	3.0 liters (2,997cc)	3.0 liters (2,997cc)
Horsepower (SAE net)	220 @ 5,800 rpm	320 @ 5,600 rpm
Torque (SAE net)	210 lb.-ft @ 4,800 rpm	315 lb.-ft @ 4,400 rpm
Compression ratios (1)	10.0	8.5
Weight distribution	(front) 51%	53%
	(rear) 49%	47%
Coefficient of drag (cd)	0.31	0.32

ELECTRICAL	Supra	Supra Turbo
Alternator (manual transmission)	12 volt, 90 amps	12 volts, 90 amps
(automatic transmission)	12 volts, 90 amps	12 volts, 100 amps
Ignition system	Electronic	Electronic distributorless
Battery	Maintenance-free 65-amps/hr	

EXTERIOR DIMENSIONS (in.)	Supra	Supra Turbo
Wheelbase	100.4	100.4
Overall length	177.7	177.7
Overall width/height	71.3/50.2	71.3/50.3
Tread width (front/rear)	59.9/60.1	59.9/60.1

INTERIOR DIMENSIONS (in.)	Supra	Supra Turbo	
Head room	(front)	37.5	37.5
	(with Sport Roof)	37.3	37.3
Lag room	(front/rear)	42.2/23.8	42.2/23.8
	(front/rear)	54.2/43.8	54.2/43.8
Hip room (front/rear)	56.8/41.6	56.8/41.6	

GEAR RATIOS (1)	Supra	Supra Turbo		
Transmission type	5-spd. man.	4-spd. auto.	6-spd. man.	4-spd. auto.
(1st)	3.285	2.804	3.827	2.804
(2nd)	1.894	1.531	2.360	1.531
(3rd)	1.275	1.000	1.685	1.000
(4th)	1.000	0.705	1.312	0.705
(5th)	0.783	N/A	1.000	N/A
(6th)	N/A	N/A	0.793	N/A
(reverse)	3.268	2.391	3.280	2.393
(differential ratio)	4.272	4.272	3.115	3.769

CURB WEIGHTS (lbs.)	Supra	Supra Turbo
7-speed manual overdrive	3,215	N/A
(with Sport Roof)	3,275	N/A
6-speed manual overdrive	N/A	3,415
(with Sport Roof)	N/A	3,475
4-speed automatic overdrive	3,215	N/A
(with Sport Roof)	3,315	3,485

CAPACITIES	Supra	Supra Turbo
Luggage capacity, rear seat up	(cu. ft.) 10.1	10.1
Fuel tank	(gals.) 18.5	18.5

WHEELS/TIRES	Supra	Supra Turbo
Wheel type, 5-spoke aluminum alloy	—	—
(front, inches)	8.16	8.17
(rear, inches)	9.16	9.317
Tire type	"Z" speed-rated steel-belted radial bias-ply	
Size	225/50ZR16	235/45ZR17
	245/50ZR16	255/40ZR17
Season	Temporary	

MILEAGE ESTIMATES*	Supra	Supra Turbo
EPA estimated MPG city/highway	18/23	N/A
(5-speed manual overdrive)	N/A	17/23
(6-speed manual overdrive)	N/A	19/23
(4-speed automatic overdrive)	18/24	—

EXTERIOR COLORS



FABRIC / LEATHER



The Supra Turbo maintains assertive air management with the optional rear spoiler (not available on non-turbo). Helping to increase downforce and stability at higher speeds, the rear spoiler is also a smart-looking addition just sitting still.



A fitted, black front-end mask not only emphasizes the lean, mean look of Supra's aggressive front end, it helps preserve it from the nicks and dings of road debris. Other accessories include shaped floor mats to help protect carpeting, locking lug nuts for Supra's sparty alloy wheels, and TDSE (Theft Deterrent System Enhancement), which augments the standard alarm with a remote transmitter that operates the power door locks and arms/disarms the system automatically.

Toyota vehicles are built with popular option combinations. Not all options are available separately. Your Toyota dealer can help find the Supra that is right for you.

*Available with optional Leather Trim Package only.
 **Four seats only; rear seating surface is vinyl.