M R 2 D A T A

BUCKLE UP...IT'S A GOOD FEELING!

Safety experts say, "Buckle up!" Here's why:

- Properly adjusted seat belts can help the driver maintain better control.
- Studies show that generally the safest place in a collision is inside your vehicle. Seat belts can help keep you there.

The seat belts in the 1985 Toyota MR2 are designed to meet or exceed all government requirements, and are also engineered for simple operation and maximum comfort.

Familiarize yourself with the operation of your Toyota's seat belts and remember: for peace of mind, buckle up....it's a good feeling!

QUALITY CARS, PARTS & SERVICE

Toyota stands for quality cars, parts, and service. Consumer surveys show Toyota receives the highest ratings for product quality and overall owner satisfaction.

Every Toyota is tested and inspected inside and out at every stage of manufacture and is covered by Toyota's 2-year/24,000-mile limited powertrain warranty.[1]

But the Toyota quality story doesn't end when you take delivery of your Toyota. Nearly 1100 dealers throughout the United States can help you keep that Toyota feeling mile after mile, year after year. Toyota uses a computerized parts inventory control system to help make sure Genuine Toyota and Toyota-approved Parts will be on hand or are readily available.

Wherever you drive, you can count on Toyota dealers to reflect the same level of quality and dependability you'll find in your 1985 Toyota.

[1]See your Toyota dealer for details.

FEATURES

S—Standard O—Optional	MR2
MECHANICAL	
1.6 liter 4-cylinder Twin Cam 16-valve engine	S
Computer Controlled Electronic Fuel Injection and ignition systems	S
Toyota Variable Induction system (T-VIS)	S
Engine oil cooler	S
Dual tipped exhaust	S
Close-ratio 5-speed overdrive transmission	S
4-wheel independent suspension	S
MacPherson strut front suspension with gas-filled shock absorbers	S
Independent dual-link rear suspension with gas-filled shock absorbers	S
Front and rear spherical joint-type stabilizer bars	S
Quick-ratio rack-and-pinion steering	S
Power 4-wheel disc brakes with ventilated front rotors	S
EXTERIOR	
Aluminum alloy wheels	S
185/60HR14 high-performance low profile steel-belted radial tires	S
185/60HR14 M&S all-weather low profile steel-belted radial tires	O[1]
Color-keyed anti-lift front air dam	S
Color-keyed front and rear bumpers	S
Aerodynamic flush-mounted tinted side glass	S
Dual integrated power remote controlled mirrors with wide-view passenger-side convex mirror	S
Retractable tungsten halogen headlights	S
Wide protective side moldings	S
Anti-chip protectors	S
Rear spoiler	O
Semi-concealed vented anti-lift windshield wipers	S
Front and rear mudguards	O
Intrusion Monitoring System	O
Removable tinted moonroof with sunshade	O
Fuel filler door with remote release	S
INTERIOR	
Electric tachometer, voltmeter, coolant temperature and oil pressure gauges	S
Resettable tripmeter	S
Cruise Control	O
Leather-wrapped 2-spoke steering wheel and shift knob	S
Tilt steering wheel	S
Intermittent windshield wipers	S
Tinted glass with upper shaded windshield band	S
Power Package—including power windows and door locks	O
Power-boosted Flo-thru ventilation system	S
Automatic temperature control air conditioning with "Economy" mode	O
Digital quartz clock	S
Automatic-off headlight system	S
Electric rear window defroster	S
Reclining bucket Sport Seats	S
7-way adjustable driver's Sport Seat	S
Sport cloth seat trim	S
Full carpeting	S
Carpeted floor mats	O
AM/FM/MPX stereo receiver with 3 speakers	S
Electronic AM stereo/FM/MPX stereo receiver with 3 speakers and auto-reverse cassette with Dolby and CrO_2 capability	O
Dual large integrated door pockets	S
Front glove compartment	S
Interior console storage compartment	S
Front and rear luggage compartments	S
Remote front hood/rear deck/engine compartment releases	S

SPECIFICATIONS

ENGINE TYPE	4-cylinder Twin Cam 16-valve EFI
DISPLACEMENT	1.6 liters (1587 cc)
HORSEPOWER (SAE NET)	112 @ 6600 rpm
TORQUE (SAE NET)	97 ft-lbs @ 4800 rpm
BODY/FRAME CONSTRUCTION	Unitized body
SUSPENSION FRONT	MacPherson strut with offset coil springs, low-pressure gas-filled shock absorbers and spherical joint-type stabilizer bar
SUSPENSION REAR	Independent dual-link with MacPherson struts, offset coil springs, low-pressure gas-filled shock absorbers and spherical joint-type stabilizer bar
STEERING TYPE	Rack-and-pinion, collapsible shaft
TURNING CIRCLE DIAMETER	31.5 ft.
WEIGHT DISTRIBUTION	45% Front/55% Rear
BRAKES	Power 4-wheel discs with ventilated front rotors and audible alert wear indicators

		MR2	
EXTERIOR DIMENSIONS (inches)			
Wheelbase		91.3	
Overall length		154.5	
Overall width		65.6	
Overall height		48.6	
Tread width	(front)	56.7	
	(rear)	56.7	
INTERIOR DIMENSIONS (inches)			
Head room	Driver-side	37.4	
	Passenger-side	37.2	
Leg room	Driver-side	43.0	
	Passenger-side	43.1	
Shoulder room		53.2	
CAPACITIES			
Luggage capacity (cu. ft)	(front)	2.6	
	(rear)	5.2	
Fuel Tank capacity (gallons)		10.8	
CURB WEIGHT (lbs.)		2282	
TIRES			
Type		Steel-belted radial blackwall	Steel-belted radial blackwall all-weather
Size		185/60HR14	185/60HR14 Mud & Snow rated

EXTERIOR COLORS (INTERIOR COLORS)	
Solid	Metallic Clear Coat
Super White (Black/Gray)	Super Silver (Black/Gray)
Super Red II (Black/Red)	Light Beige (Black/Beige)
	Light Blue (Black/Blue)
MILEAGE ESTIMATES*	
CITY MPG/HWY MPG	27/32

[1]All performance and handling data contained in this brochure are for the MR2 with standard tires. Performance data for MR2 equipped with optional all-weather radial tires will vary.

*Remember: compare these mileage estimates to the EPA estimates of other vehicles. Actual mileage will vary depending upon the vehicle's options, driving conditions, driving habits and vehicle's condition.

Specifications and equipment based on information available at time of printing and are subject to change without notice. Cover vehicle and others shown with optional equipment; see Features chart. For more details on options, accessories and specifications in your area, contact your Toyota dealer.

OH WHAT A FEELING!

TOYOTA

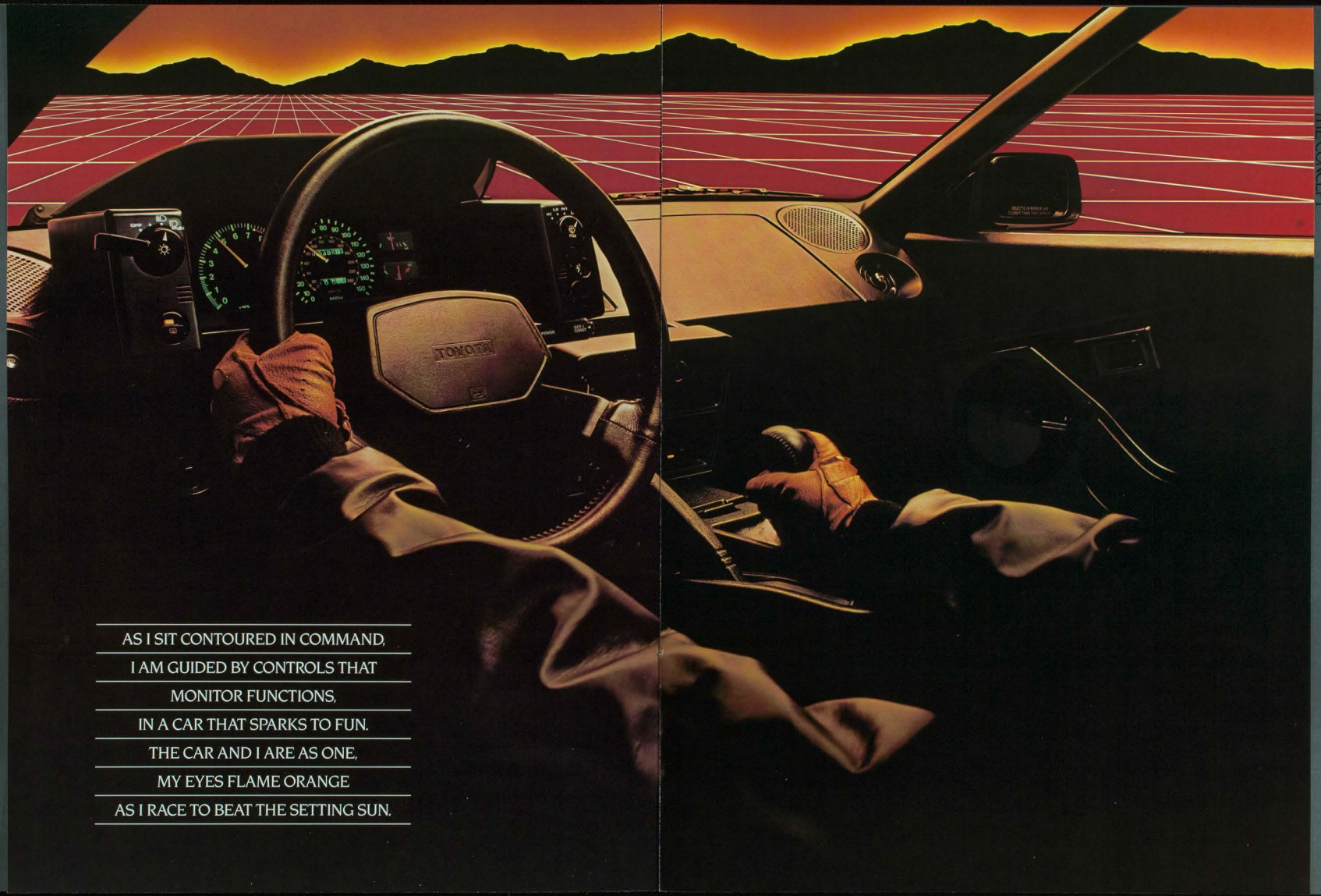
[illegible]

B Y T O Y O T A

MR2

ONCE BEFORE I SAW THIS CAR
BUT ONLY IN MY MIND.
IT DID NOT EXIST
YET I COULD FEEL ITS POWER
AND NOW THAT IT'S REAL
IT RACES WITH MY SOUL.

A TOUGH TWO-SEATER
HUNGRY
TO SLICE THE WIND
AND EAT UP THE ROAD.
RESPONSIVE,
FAST.



AS I SIT CONTOURED IN COMMAND,
I AM GUIDED BY CONTROLS THAT
MONITOR FUNCTIONS,
IN A CAR THAT SPARKS TO FUN.
THE CAR AND I ARE AS ONE,
MY EYES FLAME ORANGE
AS I RACE TO BEAT THE SETTING SUN.

TOYOTA MR2

THE CONCEPT

The all-new 1985 Toyota MR2. The fun is back!

From concept to reality, the MR2 captures the pure driving fun of high-performance sports machines and puts it within the realm of affordability.

It's a tough two-seater, built for fun. As sure-footed as the turns are tight. With the reflexes of a cat and the fit of a glove. Yet underneath its racetrack breeding lies the stamina, strength and dependability to take day-to-day living in stride.

Go ahead, test the performance. The exhilaration begins with the TC-16, an electronically fuel-injected Twin Cam 16-valve engine that has won the applause of the automotive world because it enters the turf once reserved for expensive sports machines—a muscle-packed 4-valves-per-cylinder design—with unprecedented efficiency. Where the typical engine finds its redline, the TC-16 is just beginning to come on strong. It winds eagerly all the way up to its 7500 rpm redline without missing a beat.

For quick handling, the gutsy TC-16 engine is located in the most advantageous position—midship. This mid-engine placement allows the MR2 to achieve optimum fore and aft weight distribution for good handling. The MR2 has an ideal sports car design with a near-perfect wheelbase-to-tread ratio, a low center of gravity, and wind-worthy aerodynamics. All to provide performance worthy of the toughest track.

The MR2 takes to the pavement with a newly developed 4-wheel independent suspension system with MacPherson struts up front and dual-link rear suspension with MacPherson struts. This advanced suspension system also includes offset coil springs, low-pressure gas-filled shocks all around and spherical joint-type stabilizer bars, front and rear. The more demanding the driving, the more the anti-dive, anti-lift, anti-squat suspension geometry makes itself evident.

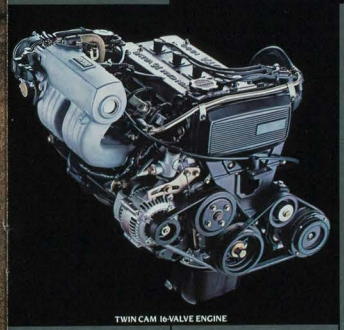
Lateral acceleration tests give the MR2 an impressive .85g rating. To complete the performance picture there's a smooth-shifting close-ratio 5-speed overdrive transmission and 4-wheel power disc brakes with ventilated front rotors. And true to its high-performance nature, the MR2 is lean, clean, and unencumbered—from its sleek lines outside to its contoured comforts inside.

The interior is very much a high-performance driving environment. The driver's Sport Seat is 7-way adjustable and both seats are contoured for excellent lateral support and maximum comfort. The MR2's interior dimensions provide legroom and comfort not always found in a true two-seater sports machine.

The MR2—it's a world of fun that awaits your command.

Shown with optional equipment. See Features chart for details.

MR2 STYLING SKETCH



TWIN CAM 16-VALVE ENGINE

LATERAL ACCELERATION

DESIGN

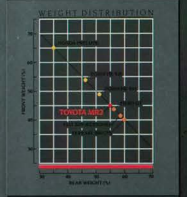
TWIN CAM

FEATURES & OPTIONS

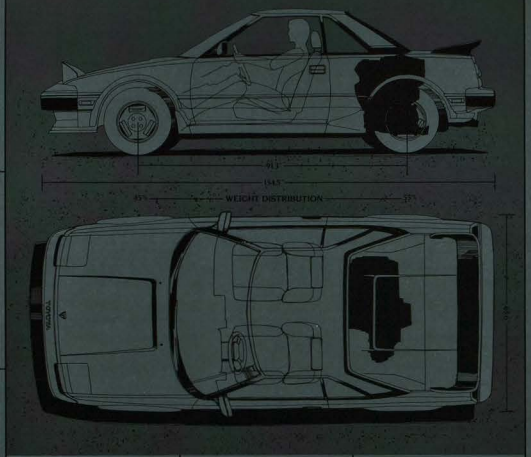
E N G I N E E R I N G

Designed to claim the road. Engineered to give you the response and handling to run with the wind. The MR2 delivers it all with its advanced design and innovative engineering.

For starters, its mid-engine placement results in a virtually ideal weight distribution of 45%/55% front-to-rear. Arrangement



of major components near the center of the MR2 helps achieve a low "polar moment of inertia," which contributes to the MR2's outstanding handling characteristics and quick, sharp steering response. Take the MR2 out for a drive and feel the rubber bite the road, as you straighten a few curves. The MR2

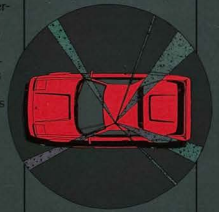


takes you through them with a lateral acceleration figure of .85g, a figure that challenges the best and gives the MR2 agility through the corners that few production cars can match.

The MR2 sports an ideal wheelbase-to-tread ratio of 1.6, a proportion not unlike those of Lotus or Ferrari, and its stability and maneuverability are further fine-tuned by a low center of gravity. High performance low profile 185/60HR14 tires on special lightweight aluminum alloy wheels help put you in command.

For high-performance handling that doesn't sacrifice riding comfort, the MR2 is specially equipped with a modified 4-wheel independent suspension system featuring MacPherson struts up front and dual-link rear suspension with MacPherson struts.

This advanced suspension system also includes offset coil springs, low pressure gas-filled shocks all around, and spherical joint-type stabilizer bars front and rear. When you ask the MR2 to perform, it wastes no moves. The anti-dive, anti-squat, anti-lift suspension geometry,



quick-ratio rack-and-pinion steering, and fade resistant 4-wheel disc brakes with ventilated front rotors see to that.

With its deep front air dam, flush surface design and optional rear spoiler it achieves a drag coefficient of just .35, a figure that places the MR2 among the world's most aerodynamically efficient cars.

The MR2's lowered front-end design, and unique angled quarter pillars give the driver a remarkable 309° field-of-vision and help eliminate blind spots commonly found in other mid-engine sports cars. And for your comfort and command, the 7-way adjustable driver's Sport Seat puts you in the best possible driving position with all controls at your fingertips.

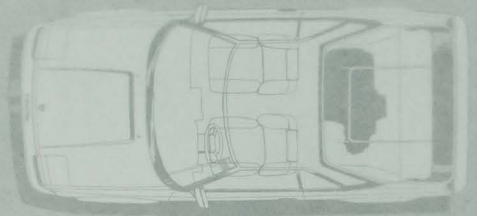
Designed and engineered to be responsive and fun to drive, the MR2 lives up to its promise, so go ahead—unwind the mountain roads, eat up the straightaways, slip through the city streets. You and the MR2 can handle it all.

Shown with optional equipment. See Features chart for details.

Designed to take the road. Engineered to give you the response and handling to run with the wind. The MR2 delivers it all with its advanced design and innovative engineering.

For starters, its mid-engine placement results in a virtually ideal weight distribution of 45%/55% front-to-rear. Arrangement

of major components near the center of the MR2 helps achieve a low "polar moment of inertia," which contributes to the MR2's outstanding handling characteristics and quick, sharp steering response. Take the MR2 out for a drive and feel the rubber bite the road as you straighten a few curves. The MR2



takes you through them with a lateral acceleration figure of .85g, a figure that challenges the best and gives the MR2 agility through the corners that few production cars can match.

The MR2 sports an ideal wheelbase-to-tread ratio of 1.6, a proportion not unlike those of Lotus or Ferrari, and its stability and maneuverability are further fine-tuned by a low center of gravity. High performance low profile (185/60HR14 tires on special lightweight aluminum alloy

For high-performance handling that doesn't sacrifice riding comfort, the MR2 is specially equipped with a modified 4-wheel independent suspension system featuring MacPherson struts up front and dual-link rear suspension with MacPherson struts.

This advanced suspension system also includes offset coil springs, low-pressure gas-filled shocks all around, and spherical

joint-type stabilizer bars front and rear. When you ask the MR2 to perform, it wastes no moves. The anti-dive, anti-squat, anti-lift suspension geometry,

Shown with optional equipment.
See Features chart for details.

SR5

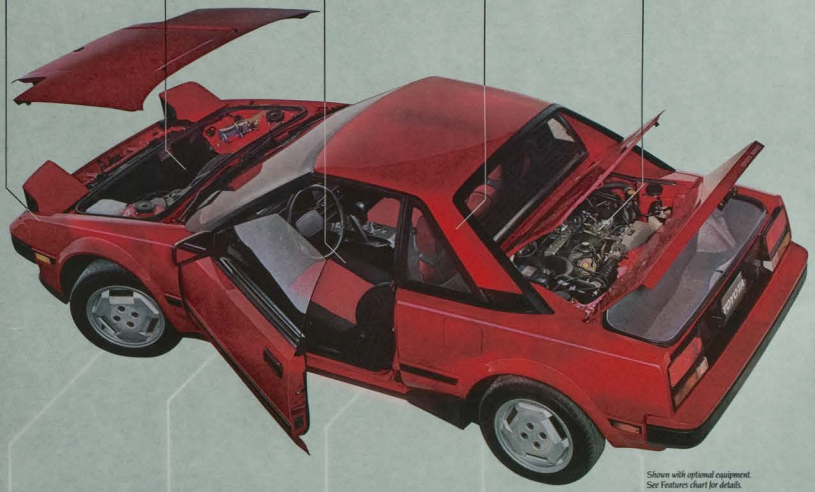
The wind-piercing low-profile wedge design creates a drag coefficient of only .36.

Cargo compartments in the rear and under the hood are designed for convenient storage uncommon in a two-seater sports car.

The comfortable interior features a race-inspired 7-way adjustable driver's Sport Seat.

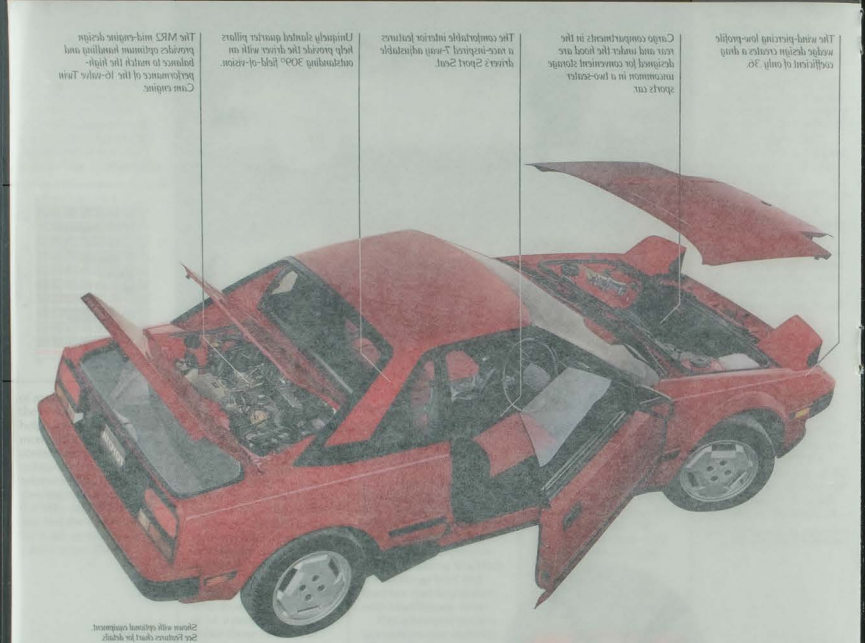
Uniquely slanted quarter pillars help provide the driver with an outstanding 309° field-of-vision.

The MR2 mid-engine design provides optimum handling and balance to match the high-performance of the 16-valve Twin Cam engine.



Shown with optional equipment.
See Features chart for details.

To increase riding comfort, low pressure gas-filled shock absorbers and offset coil springs help soak up the bumps.



State-of-the-art engineering includes 4-wheel power disc brakes ventilated in front and quick-ratio rack-and-pinion steering.

Unitized construction and high rigidity design help provide a solid feel in a high-performance two-seater.

High strength, lightweight materials, special body reinforcements, and anti-corrosion features help the MR2 stand tough against the miles.

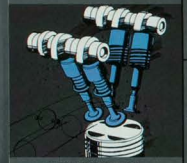
MacPherson struts on all four corners team with spherical joint-type stabilizer bars front and rear. Anti-lift, anti-dive, anti-squat suspension geometry provide optimum control in high-performance driving situations.

To increase riding comfort, low pressure gas-filled shock absorbers and offset coil springs help soak up the bumps.

EXHILARATING

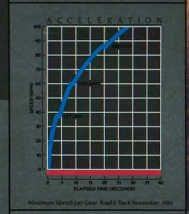
At the heart of this nimble machine lies one of the most sophisticated powerplants to appear in any production automobile—the Toyota TC-16, a 1.6 liter electronically fuel-injected Twin Cam 16-valve engine. It's so powerful yet so efficient *Road & Track* said it "...may be the best-running 4-cylinder engine made today."*

Part of the reason for this engine's acclaim is that it features a design once reserved for exotic sports machines—four-valves-per-cylinder instead of two.



4-VALVES-PER-CYLINDER

With its smaller, lighter valves—two intakes and two exhausts per cylinder—the engine "breathes" easier, resulting in a reduced load on the entire valve operating mechanism and the extraction of more energy from every ounce of gasoline. The TC-16 is, in short, one of the first engines of its kind in the automotive world to reconcile high performance and high efficiency. Toyota developed and refined the technological and manufacturing skills necessary to bring you exhilarating power and response, while maintaining reliability, fuel efficiency,** and affordability.

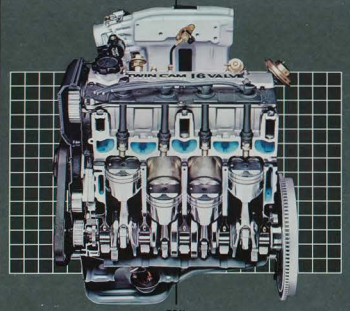


Maximum Speed per Gear. Road & Track November, 1983

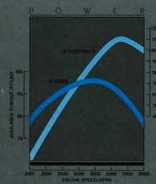
The TC-16's advanced technology includes Toyota's exclusive Variable Induction System (T-VIS) that automatically tunes the intake charge according to engine RPM. Additionally, a Toyota Computer Control System controls Electronic Fuel Injection, electronic spark advance, and air intake for optimum air/fuel mixture and power at all operating speeds.

The MR2's TC-16 engine produces a horsepower-per-liter output that ranks with the world's most respected high-performance engines—without compromise in fuel efficiency. It's a gutsy machine that unleashes 112 spirited horses as it eagerly winds to its 7500 rpm redline. And it delivers the dependability, low maintenance and great gas mileage you've come to expect from Toyota.

To put its power to the road—and the fun at your command—the MR2's TC-16 engine works in concert with a close-ratio 5-speed overdrive transmission specially designed to minimize noise and provide crisp, accurate shift feel. A front-end radiator and racing-type engine oil cooler work together to assure that the engine runs at its most efficient temperature, no matter how spirited the driving.

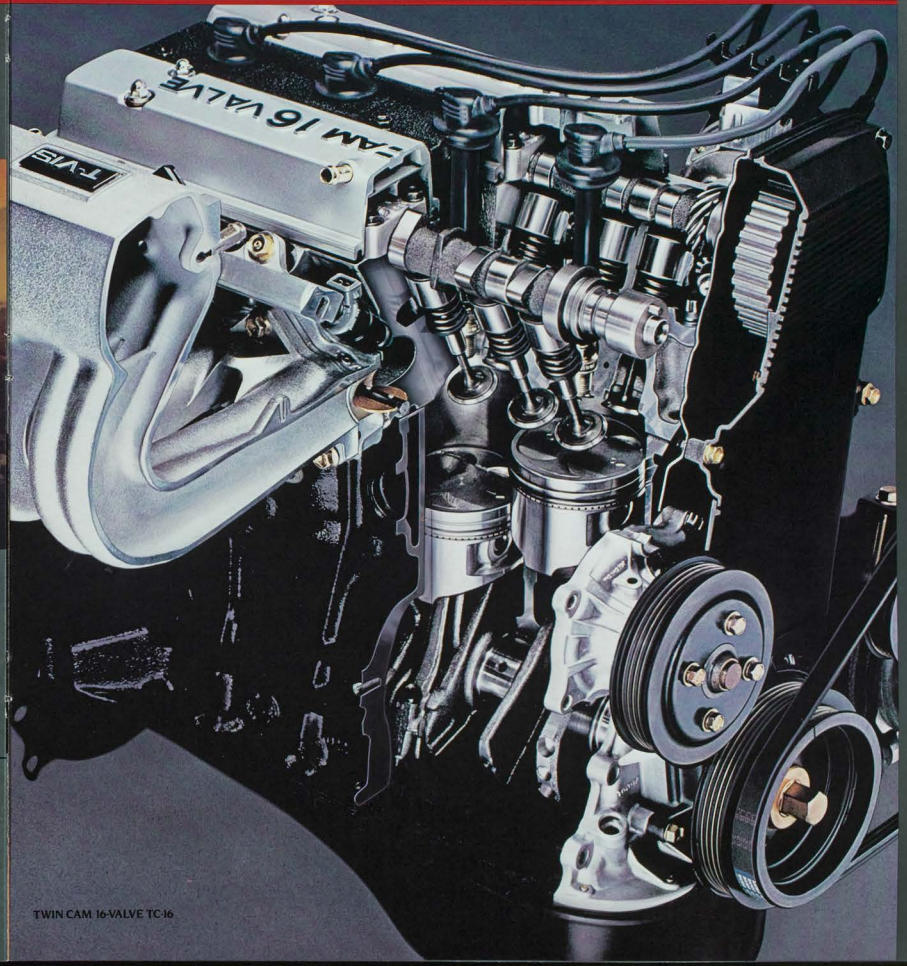


TC-16



The 1985 Toyota MR2. It's affordable performance, made to take your lead, to take on the roads. One sunset at a time.

Road & Track, September, 1984.
**See EPA mileage statement on Specifications page.
Shown with optional equipment. See Features chart for details.



TWIN CAM 16-VALVE TC-16

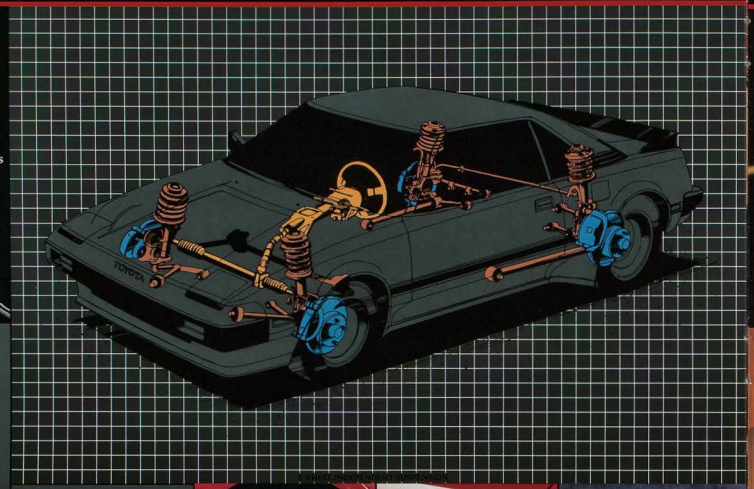
I N N O V A T I V E

FRONT VENTILATED 4-WHEEL DISC BRAKES

RACK-AND-PINION STEERING

QUICK RESPONSE

For split-second driving response the MR2 features quick-ratio rack-and-pinion steering and fade-resisting four-wheel power disc brakes with ventilated front rotors.



ADVANCED SUSPENSION

With modified 4-wheel independent suspension, the MR2 features MacPherson struts up front and dual link rear suspension with MacPherson struts. This advanced suspension system also includes offset coil springs, low pressure gas-filled shock absorbers all around and spherical joint-type stabilizer bars front and rear.

ALUMINUM ALLOY WHEELS & STEEL-BELTED RADIAL TIRES

ENGINE COOLING VENT

RACE INSPIRED

To assure proper engine cooling, the MR2 has a special side vent with fan to control engine compartment temperatures. A racing-type engine oil cooler helps assure the most efficient operating temperature.

REMOTE RELEASES

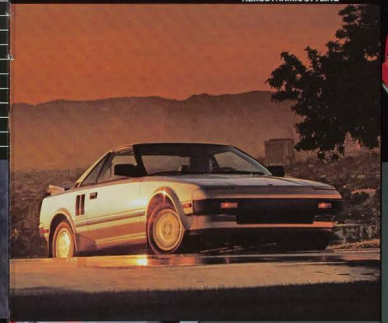
5-SPEED OVERDRIVE TRANSMISSION

CRISP SHIFTING

A smooth-shifting 5-speed overdrive transmission lets you make the most of the MR2's high-revving power. The leather-wrapped shift handle is specially contoured for a firm, comfortable grip.

FEATURES

AERODYNAMIC STYLING



DUAL POWER REMOTE CONTROLLED MIRRORS

AERO ENGINEERING

The MR2's wind-slipping, racebred design is as functional as it is sleek-looking. Its aerodynamic surfaces give it a coefficient of drag of only .35. The MR2 comes equipped with aerodynamically designed dual power remote controlled mirrors.*

**With optional rear spoiler. Shown with optional equipment. See Features chart for details.*

REAR STORAGE COMPARTMENT

MR2 with 5-speed overdrive transmission.

Remember, compare these mileage estimates to the EPA estimates of other vehicles with manual transmission. Actual mileage will vary depending upon the vehicle's options, driving conditions, driving habits and the vehicle's condition.

EXTRA STORAGE

An exceptionally roomy rear storage area is big enough to easily handle two golf bags. Unlike most sports cars, the front deck contains a roomy storage compartment for the spare tire and has plenty of room left over.

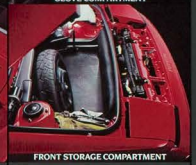
ELECTRIC REAR WINDOW DEFROSTER

RETRACTABLE HALOGEN HEADLIGHTS

CONVENIENCES

Standard conveniences include an electric rear window defroster for better visibility, retractable tungsten halogen headlights and a large glove box.

GLOVE COMPARTMENT



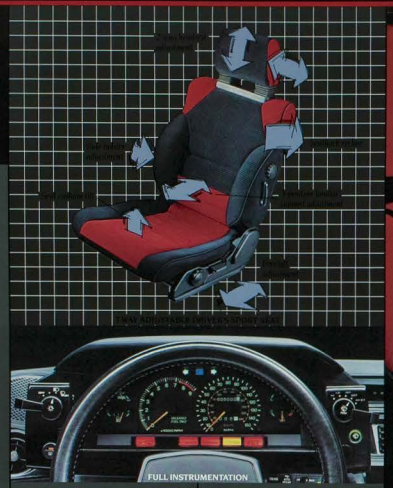
FRONT STORAGE COMPARTMENT

C O M M A N D I N G

TILT STEERING WHEEL

CUSTOM FIT

For the sports car enthusiast there's a race-type 7-way adjustable driver's Sport Seat. Capable of being contoured to most any body shape, it provides maximum driver comfort and control. A leather-wrapped tilt steering wheel adjusts to the most comfortable driving position and facilitates easier entry and exit.



FULL INSTRUMENTATION

QUICK DATA

The MR2 features full instrumentation, including electric tachometer, voltmeter, oil pressure and coolant temperature gauges. Headlight controls and intermittent windshield washer/wiper are located at your fingertips.

MR2 INTERIOR

CONTOURED COMFORT

Here's a driver's environment the experts applaud. According to Road & Track, it "... gets the highest marks for ergonomics" (that's the relationship of fit and comfort between man and machine. The MR2 provides a comfortable ride with a personal fit. The passenger seat and the 7-way adjustable driver's Sport Seat are molded for excellent lateral support. The MR2's interior dimensions provide outstanding legroom and comfort all around. And you'll find such "comforts" as sporty cloth seat trim and carpeting throughout.

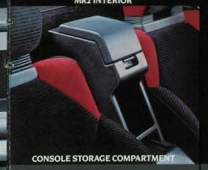
*Road & Track, November, 1984

Shown with optional equipment. See Features chart for details.

DIGITAL QUARTZ CLOCK

SPECIAL TOUCHES

Special conveniences include a digital quartz clock and console storage compartment. The center tunnel is padded and serves as a comfortable armrest.



CONSOLE STORAGE COMPARTMENT

AM/FM/MPX STEREO RECEIVER WITH 3 SPEAKERS

SUPER SOUND

Standard on the MR2 is the command performance of an AM/FM/MPX stereo receiver with 3 speakers.

MOONROOF WITH SUNSHADE

POWER PACKAGE

ELECTRONIC AM STEREO/FM/MPX STEREO RECEIVER WITH 3 SPEAKERS AND AUTO-REVERSE CASSETTE

AUTOMATIC TEMPERATURE CONTROL AIR CONDITIONING

CRUISE CONTROL

FRONT AND REAR MUDGUARDS

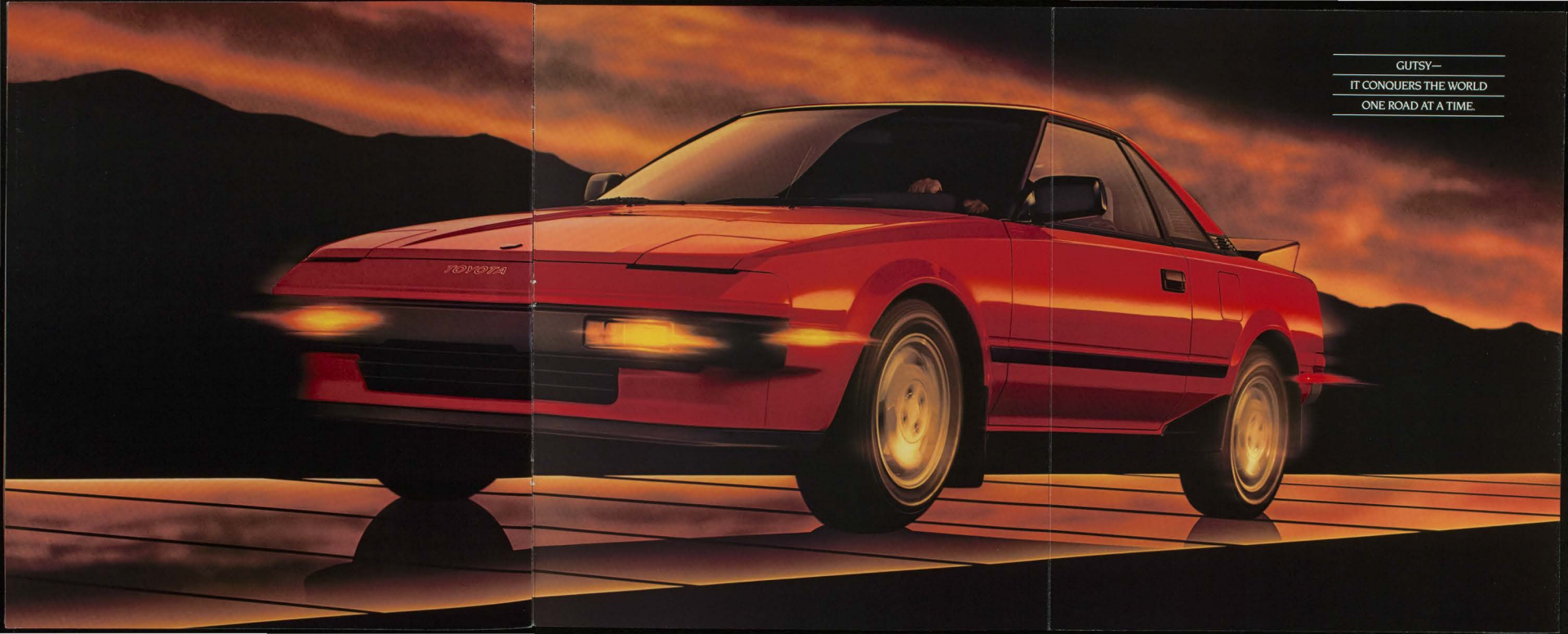
CHOICE EXTRAS

You may want to add a few personal extras to your MR2. Convenience options include a Power Package and Cruise Control. A tilt up removable moonroof and automatic temperature control air conditioning are also available. For added aerodynamics, choose the optional rear spoiler.

REAR SPOILER

FEATURES

OPTIONS



GUTSY—
IT CONQUERS THE WORLD
ONE ROAD AT A TIME.