



Toyota GT86 Brings Rear-wheel Drive Back to Rallying

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GT86 CS-R3 secures FIA homologation for international competition

The Toyota GT86 CS-R3 has become the first new rear-wheel drive rally car to gain homologation from motorsport's governing body, the FIA, in the 21st century.

It marks the culmination of an extended development programme in which Toyota Motorsport overcame the challenge of making the coupe the first rear-wheel drive car to meet the requirements of rallying's R3 category, which up to now has been contested exclusively by front-wheel drive cars.

Homologation means the GT86 CS-R3 is eligible to compete in any rally which runs to FIA regulations, including the World Rally Championship.

Inspired by Toyota's great rallying heritage, the GT86 CS-R3 is designed to offer excitement for both drivers and fans. Toyota Motorsport's early forays in world rallying produced memorable performance from the great Toyota Team Europe cars, such as the rear-wheel drive Celica Twin-cam Turbo – hailed as the "King of Africa" for its multiple Safari Rally successes.

The new car is designed for private customers, combining the racy good looks of the road-going GT86 with a development of its

two-litre naturally aspirated boxer engine. Part of the challenge faced by Toyota Motorsport was reduce the engine's compression ratio to meet the R3 category requirements. Thanks to state-of-the-art development tools and changes to the engine's internal parts and software, maximum power has been increased to 232hp with peak torque of 235Nm.

The unit is matched to a six-speed sequential transmission produced by gearbox specialists Dreth and designed for use in a rear-wheel drive powertrain, with a limited-slip rear differential.

The GT86's nimble handling has been further improved through a weight-optimisation programme and the use of upgraded suspension, brakes and exhaust. The safety provisions include a roll cage, fitted as standard.

Toyota Motorsport will demonstrate the CS-R3 on selected events this year, ahead of the inaugural season of the HJS R3 Trophy, a competition that forms part of the German Rally Championship programme for 2016.

TOYOTA GT86 CS-R3 TECHNICAL SPECIFICATIONS

ENGINE

Engine code	FA20
Layout	Flat four (boxer)
Displacement (cc)	1,998
Max. power (hp)	232
Max. torque (Nm)	235
Exhaust	HJS racing exhaust and manifold
Fuel tank	70-litre FT3 safety cell

CHASSIS

Body	Steel monocoque bodyshell with roof vent
Roll cage	FIA-homologated R3 safety cage

TRANSMISSION

Type	Rear-wheel drive
Gearbox	Dreth 350 6-speed sequential
Differential	Limited slip differential with variable ramp settings
Final drive	Short final drive (options available)
Clutch	Racing clutch and lightweight flywheel
Steering	Electric power steering (with set-up options)

SUSPENSION

Type	Front	MacPherson-type
	Rear	Multi-link
Shock absorbers	Tarmac	Reiger, 3-way adjustable
	Gravel	Reiger, 3-way adjustable
Anti-roll bar		Different options available

Wheels	Tarmac	OZ, 7 x 17
	Gravel	OZ, 6 x 15

BRAKES

Front discs	Tarmac (mm)	330 x 30
	Gravel (mm)	300 x 30
Rear discs	Tarmac (mm)	295 x 10
	Gravel (mm)	280 x 10
Callipers	Front	Alcon 4-piston
	Rear	Alcon 2-piston

DIMENSIONS

Length (mm)	4,240
Width (mm)	1,775
Wheelbase (mm)	2,570
Min. weight (kg, by regulation)	1,080