Updated: March 2024

THE ALL-NEW TOYOTA GR86

- New GR86 coupe is the third global Toyota GR model, developed with technical expertise from Toyota Gazoo Racing
- Designed for pure driving pleasure, an “analogue car for the digital age”
- An evolution of the qualities that defined the acclaimed GT86 coupe, retaining a classic front engine/rear-wheel drive drivetrain
- New 2.4-litre naturally aspirated “boxer” engine delivers significant increases in power and torque
- Manual and automatic transmissions tuned to secure smooth, powerful acceleration up to high engine rpm
- Focus on increased body rigidity, lighter weight and lower centre of gravity for more agile performance and responsiveness
- Design retains cues referencing Toyota’s sports car heritage while adopting motorsports-sourced aerodynamic features

The GR86 is Toyota’s third global GR model, creating a “power of three” range of pure-bred sports cars, alongside GR Supra and GR Yaris. Like them, it benefits directly from Toyota’s multi-championship-winning involvement in top-level international motorsport with Toyota Gazoo Racing.

The coupe is the entry point to Toyota’s GR range, bringing the rewards of sports-focused handling and performance to a wider audience. An evolution of the previous GT86, the model which signalled Toyota’s renewed commitment to sports car engineering, it retains the classic configuration of a front-mounted engine and rear-wheel drive. The engine remains a high-revving, four-cylinder “boxer” unit, but with displacement increased to gain a significant increase in power and torque. Technical adjustments to the engine and transmissions ensure that this extra potential is realised with smooth, powerful acceleration across the rev band.

Chassis development focused on reducing weight and a further lowering of the car’s centre of gravity to secure even sharper handling and responsiveness. There is wider use of aluminium and other light-but-strong materials and strategic strengthening of the car’s frame to achieve greater rigidity all-round. The suspension systems also benefit from detailed

adjustments to optimise handling performance, while the designers received support from their motorsport colleagues in developing new aerodynamic features for the bodywork.

POWERTRAIN

- GT86's "boxer" engine is upgraded with capacity increased to 2.4 litres, for extra power, more torque and faster acceleration
- 231bhp/172kW at 7,000rpm, 250Nm at 3,700rpm and 0-62mph in 6.3 seconds (with manual transmission)
- Naturally aspirated engine gives smooth acceleration feel from the bottom to the top of the rev band
- Six-speed manual and automatic transmissions revised to provide smoother, powerful acceleration across the full rev spectrum

2.4-litre "boxer" engine

Just as with GT86, a horizontally opposed "boxer" engine is a defining element of GR86, the heart of its performance and a key contributor to its low centre of gravity. The basic structure and every part of the engine has been optimised, but its dimensions and weight are unchanged. Steps have been taken to ensure the higher performance doesn't have a negative impact on durability; likewise, heat treatment from the increased exhaust volume has been carefully managed.

The naturally aspirated 16-valve DOHC four-cylinder unit uses the same cylinder block as before, but displacement has been increased from 1,998 to 2,387cc. This has been achieved by increasing the bore diameter, from 86 to 94mm.

Retaining the same high, 12.5:1 compression ratio, the engine delivers more power: maximum output has risen by around 17 per cent from 197bhp/147kW to 231bhp/172kW at 7,000rpm. As a result, the 0-62mph acceleration time has been cut by more than a second, to 6.3 seconds (6.9 seconds automatic). The GR86's maximum speed is 140mph with manual transmission, 134mph for the automatic.

Torque has also been increased, with performance tuned so that the peak 250Nm is delivered earlier – at 3,700rpm compared to 205Nm at 6,600rpm in GT86. This helps deliver smooth, powerful, stress-free acceleration up to high engine speeds (max. 7,500rpm), giving rewarding performance, particularly when accelerating out of a bend. Torque output is the same with both manual and automatic transmission.

Detailed changes have been made to reduce the engine's weight and ensure performance appropriate for the engine's higher output. These include thinner cylinder liners, optimisation of the water jacket components and a switch from aluminium to a resin material for the rocker cover – which also reduces vibration. Vibration and noise have also been reduced by using iron-base sintered front and rear journals.

Changes to increase the bore diameter have been designed so that reliability and high-speed range are not impacted. The crankshaft pin diameter has been increased, connecting rods have been made stronger and the shape of the con-rod bearing and the combustion chamber have been optimised.

The D-4S fuel injection, which uses both direct and port injection, has been retuned for quicker response to the driver's throttle inputs. The direct injection has a cooling effect in the cylinders, which supports using a high compression ratio; port injection operates under light and medium engine loads, maximising efficiency.

The engine's breathing has been improved with changes to the diameter and length of the intake manifold port, contributing to more linear torque delivery (with no drop-off in medium speed torque) and elastic acceleration up to high speeds. The air intake has been redesigned to optimise air flow, with curved surfaces throughout to suppress any radiated sound.

The inlet valves have a larger diameter to accommodate the increased air volume. To counter the subsequent increase in weight, the valves now have hollow shafts and their shape has been optimised. A new valve spring design has been adopted, with a set length and three unequal pitch levels to suppress any surging effect at high speed. Increasing the diameter of the throttle body contributes to the engine's higher output, as have design tweaks to the air intake system, including a streamlining plate to prevent turbulence.

Further benefits are gained from a new fuel pump design, to ensure consistent flow when cornering, and a smaller, high-speed water pump designed for performance at high speeds, with a better flow rate and reliability. A new five-level-type water-cooled oil cooler has been added – more compact but delivering better performance.

Radiator performance has been improved without compromising GR86's sports car design. It is thicker, to give better performance, and angled 17 degrees forward so that it can be

accommodated within the space available. The radiator motor power has increased from 120 to 200W and air guides have been fitted, to increase the amount of air drawn into the unit. The motor is brushless, reducing the amount of space it requires and allowing for quieter three-step (off/low/high) control.

To combat noise and vibration, there is a new aluminium engine mount bracket and the damping characteristics of the liquid-filled mounts have been optimised, contributing to passenger comfort, particularly on long journeys. There is also a revised, stiffer oil pan structure with a new cross-rib shape and engine mount attachment points.

The comprehensive reassessment of powertrain components includes moving the alternator 10mm lower, a change that enhances pedestrian protection in the event of an impact. The alternator has a new damper pulley, which reduces the load on the drive belt system, improving reliability and reducing noise and vibration levels. The voltage generated by the alternator is monitored and optimally controlled by the car's ECU according to the driving conditions.

Exhaust system

As well as meeting all emissions regulation requirements, GR86's exhaust system is engineered for higher output and excellent noise and vibration performance. The manifold shape and front pipe diameter have been revised to handle the engine's larger displacement and higher output, and the bellows have been revised for better heat resistance when handling the hotter exhaust gas.

The exhaust produces a satisfying "growl" under acceleration, augmented by an Active Sound Control (ASC) system that transmits the sound of the engine to the cabin through a dedicated speaker in the centre of the instrument panel. ASC volume in the GR86 automatic is adjusted according to the drive mode selected – higher for Sport than Snow or Normal mode.

Transmissions

The six-speed manual and automatic transmissions available in GR86 have both been revised in line with the engine's increased power and torque and to play their part in the car's essential fun-to-drive quality.

The close-ratio manual transmission is designed to handle the car's higher output and make controlling the vehicle more enjoyable. Clutch capacity and gear strength have been

increased and clutch operation has been calibrated to handle the increase in engine torque. Using a new low-viscosity oil and new bearings ensures shift smoothness is maintained with the higher engine output. Introducing a carbon synchroniser gives the frequently used fourth gear a light shifting feel.

The shift lever has been redesigned for a short, precise stroke and snug fit in the driver's hand, while using low-viscosity oil and strut bearings in the mechanism reduces operation force by around 30 per cent in low temperatures.

To fully exploit the car's performance potential, the driver can switch to Track mode, or switch off the Vehicle Stability Control.

The electronically controlled, intelligent automatic transmission features paddle controls for the driver to take manual control of gear shifts. Its performance can be adapted in four different drive modes: Normal, Sport, Snow and Track. In Sport mode, the transmission automatically selects the optimum gear in line with the driver's use of the brake and throttle and the vehicle's dynamic behaviour. To ensure smooth harnessing of the engine's higher power, additional clutch discs and a new high-capacity torque converter have been introduced.

Noise and vibration

To reduce noise and vibration levels in the cabin, the use of sound-absorbing and insulating materials has been revised with a larger transmission tunnel insulator (on the manual model) and changes to the specification of the transmission undercover. Bonnet and instrument panel insulators are also used, together with new sound insulation sheets in the floor mats adjacent to the centre tunnel (manual model).

CHASSIS AND HANDLING

- Lightweight, highly rigid chassis gives precise handling and sharp, faithful response to driver inputs
- New, strong and lightweight materials used strategically throughout the body structure
- Kerb weight almost unchanged compared to GT86

- Focus on lowering the coupe's centre of gravity, reducing weight and achieving the optimum front/rear weight balance
- Steering, suspension and braking tuned and revised for improved performance and capacity to handle the increased engine output

Lightweight, highly rigid chassis

Superb handling was a hallmark of GT86, a quality Toyota wanted to take to an even higher level with GR86, to deliver the thrill of a car that moves exactly how the driver wants it to. To ensure the engine's extra power translates into rewarding handling and responsiveness, the chassis and body have been reworked with the use of light but high-strength materials to provide extra rigidity while reducing weight, and the addition of reinforcements in key areas.

At the front, diagonal cross-members have been added to the joints between the suspension and car's frame, improving load transmission from the front tyres and reducing lateral bending. More rigid nut fastenings have been introduced to connect the front side member and the suspension cross-member, helping prevent localised deformation and contributing to the car's overall stability and controllability. The bonnet has a new internal diagonal frame, in place of the previous honeycomb design. With these measures, front body lateral rigidity has been increased by 60 per cent.

At the rear, a new full ring structure connects the upper and lower chassis and, as at the front, new fasteners linking the frame and suspension mounts give better handling under the G-forces generated when cornering. With the inner panel now connected to the platform, a continuous frame structure has been created. With these measures, overall body rigidity has been increased by 50 per cent.

The focus on weight reduction and bringing down the car's centre of gravity is reflected in the use of strong and lightweight materials in key areas; this has helped lower the centre of gravity by 1.6mm and shift 0.05 per cent of the weight distribution to the rear of the car. These include high-strength and hot-stamped steels and aluminium, which help control roll and pitch behaviour. More extensive application of structural adhesives throughout the underbody adds to the taut, connected quality of the car's frame.

Aluminium is now used for the roof panel and front wings as well as the bonnet, with further weight savings from new front seat, silencer and prop shaft designs. These are key in giving GR86 a 53:47 front/rear weight balance and making it the lightest four-seat sports car on the market, with the lowest centre of gravity.

In fact, GR86 is almost equal in weight to GT86, despite its adoption of extra features for safety and collision protection.

Drivetrain

The front axle has been revised to improve its durability and reliability, while on the rear axle, a lightweight but powerful driveshaft has been adopted to handle the engine's higher torque output. Likewise, a new propeller shaft has been introduced to give strength, durability and quiet operation, but with reduced component weight. Its constant velocity joint is also quieter and lighter.

The rear Torsen limited-slip differential is based on the GT86 unit and provides reassuring traction when cornering. Heat dissipation fins have been added to the casing to assist with cooling and the rubber used for the differential mounts has been optimised for better heat resistance, in line with the increased engine output.

Suspension

GR86 carries forward the suspension systems featured on GT86 – front independent MacPherson struts and rear double wishbones, with performance tuned for an even higher level of response and stable handling.

Shock absorber damping and coil spring characteristics have been optimised throughout to give the car planted, predictable handling. At the front, a rebound spring and an aluminium engine mount bracket have been added and the steering gearbox mount has been made more rigid.

With more torque being generated by the 2.4-litre engine, the rear suspension has been reinforced with the anti-roll bar now connected directly to the subframe to gain maximum stability. The subframe itself has been made more rigid and the connection position of the lower strut has been changed. The result is a more rigid set-up, but with reduced weight to support sports car-style light handling performance.

Steering

The new electric power steering system (EPS) has a 13.5:1 ratio and requires just 2.5 turns of the three-spoke steering wheel to move from lock to lock, giving easy manoeuvrability. The wheel has a tactile genuine leather trim and features the GR logo on the bottom edge.

Switches are integrated into the wheel for frequently used functions – audio and phone controls to the left and meter operation and voice recognition to the right. These are shaped for a natural feel and intuitive operation. The automatic model has additional black cast-metal paddles mounted on the wheel.

The EPS has a new column-mounted integrated motor that reduces weight and takes up less space, while also improving responsiveness and the car's "light" handling. The gearbox mount has been made more rigid with hard rubber bushing and a reshaped mounting washer.

Braking

Ventilated disc brakes are fitted front and rear, with 294 and 290mm diameters respectively, and the brake pad friction material has been optimised. The floor-mounted, lever-type parking brake is appropriate for the car's performance profile.

Braking control systems – ABS, Brake Assist (BA), Traction Control (TRC), Vehicle Stability Control (VSC), Hill-start Assist Control (HAC) – are provided as standard, together with an emergency brake signal system. These have been refined to improve performance and safety.

The VSC can be adjusted in five different modes to suit the driver's preference or the driving conditions. These include a sport driving mode with no VSC support and traction control turned off.

<table>
<tr><th colspan="2">Mode</th><th>VSC OFF Switch</th><th>VSC TRACK Switch</th><th>VSC Function</th><th>TRC Function</th></tr>
<tr><td>1</td><td>Normal driving</td><td>OFF</td><td rowspan="2">OFF (NORMAL)</td><td rowspan="2">NORMAL VSC</td><td>ON</td></tr>
<tr><td>2</td><td>Start off on rough roads, freeing the vehicle when stuck</td><td>ON</td><td>OFF (1)</td></tr>
<tr><td>3</td><td>Sports driving (with VSC support)</td><td>ON</td><td rowspan="3">ON (TRACK)</td><td rowspan="3">TRACK VSC</td><td>ON</td></tr>
<tr><td>4</td><td>Starting off / accelerating during sports driving</td><td>ON</td><td>OFF (1)</td></tr>
<tr><td>5</td><td>Sports driving (no VSC support, TRC function OFF)</td><td>Long Press</td><td>---</td><td>OFF</td><td>OFF</td></tr>
</table>

		OFF			

(1) TRC function will automatically turn on if the vehicle speed exceeds 50km/h (31mph)

DESIGN

- "Functional beauty" design concept marrying the functional quality of a race car with appealing road car styling
- An evolution of the GT86 design, expressing the classic front engine/rear-wheel drive sports car proportions
- Aerodynamic features drawn from Toyota Gazoo Racing's motorsport experience
- Interior design focuses the driver's attention on the business of driving
- Flexible load compartment – large enough to carry a set of track tyres with the rear seats folded

Exterior and aerodynamics

The design concept for GR86 is "functional beauty," a marriage between functionality, which can make the difference between winning and losing on the track, and a stylish look that communicates highly responsive performance and customer appeal.

GR86's exterior design is an evolution of the taut, low-slung look of GT86, expressing its classic front engine/rear-wheel drive set-up. Short overhangs add to the agile look, together with a wide and low stance, while the front and rear wings and cabin are individually accentuated, generating the dynamic feel of an authentic sports car. Design details reference some of Toyota's great sports cars of the past, such as the 2000GT and AE86 Corolla.

The overall dimensions are close to those of GT86, but notably the height has been lowered by 10mm (to 1,310mm) and 5mm have been added to the wheelbase (2,575mm). The successful lowering of the centre of gravity (by 1.6mm) is central to the car's handling and the driving experience – supported by a 5mm lowering of the driver's hip-point.

The parabola-shaped LED headlights have an internal L-shaped arrangement like those on GR Supra, while the grille has a GR-exclusive "G" motif mesh pattern. The front bumper has a new textured moulding that is functional as well as sporty, helping to reduce drag; it also features deep air ducts at each side, which aid manoeuvrability. Together, the low-set grille and front ducts form the "functional matrix grille" that is a trademark design feature of Toyota's GR models.

In side view, the powerful front wings and large rocker mouldings form side skirts, while the horizontally aligned underbody, running across the top of the wings and through the doorline, projects a strong front-to-rear posture. The rear wings are equally powerful in appearance, while the tapered rear cabin emphasises the car's wide stance and low centre of gravity. The rear light clusters have a strong three-dimensional form and blend into a garnish that runs across the width of the car; the licence plate has been moved down to the bumper – another detail in the drive for a lower centre of gravity. The rear wheel arches are pulled in more tightly, emphasising the car's wide stance.

A series of aerodynamic features has been introduced, including a front air dam and fully functioning air vents, created with Toyota Gazoo Racing's motorsport expertise. These are located behind the front wheel arches to manage airflow and reduce turbulence around the tyres, enhancing steering stability. The front bumper structure is designed for superior cooling efficiency and the surface area of the front grille aperture has been optimised, with wind deflectors added to each side. The floor beneath the lower front bumper has been inclined at 45 degrees and designed with a streamlining flange to aid stable performance.

The new black-finished door mirrors have a gently curved design and the mirror mounting posts are also slightly curved, to prevent the air flow being blocked. The rocker mouldings have a fin shape to streamline the flow of air down the side of the vehicle; this kicks up towards the rear, so there is less disturbance when the air reaches the rear wheels.

Fins added to the rear wheel arches and aero fins on the lower rear bumper help control the air flow over and away from the car's body, aiding stability. There is also a ducktail spoiler on the boot.

Wheels and tyres

GR86 uses 18-inch matt black alloy wheels, shod with Michelin Pilot Sport 4 rubber. The rims' slim, blade-like spokes are inspired by a Japanese sword motif.

The tyre pressure warning system gives individual pressure readings for each tyre in the multi-information display and can be calibrated for two different sets of tyres.

Exterior colours

The exterior colour choices for the GR86 include three GR-specific finishes inspired by Toyota Gazoo Racing's famous white, red and black competition livery: Pearl White, Crystal

Black and a new shade, Ignition Red, with high colour saturation achieved using a new three-coat multi-layering technique.

Interior – cabin and load space

Toyota's interior design goal was to deliver the best possible layout for usability and operation of the car's systems, with a strong horizontally configured instrument panel that gives the driver a wide field of vision and helps them focus on the business of driving. Throughout, there is a sense of harmony in the design.

Around the driver, function controls are designed and located for intuitive recognition and operation, including an air conditioning panel in the centre console with large LED-illuminated dials and piano key switches, and door armrests with integrated release handles and long pull handles. The functionality of the centre armrest has been improved with cup/small bottle holders, two USB ports and an AUX socket. The cupholder has a new split-opening lid that can be used as an armrest when closed. The eight-inch multimedia display is angled for easy viewing from the driver's seat.

The new-shape front sports seats feature supportive pads that are independent of each other, ensuring a slim design and good body-holding. A walk-in release lever on the front seat shoulder makes for easy access to the rear. The new seat frame weights 3kg less than in GT86, making a significant contribution to the car's weight reduction programme.

The left side of the display presents the multi-information data, audio and tyre pressure information and the driver assistance function settings.

The seat upholstery is a combination of Ultrasuede, which gives good body-holding performance, and genuine leather.

Detail changes in the cabin include new-shape air vents for a better direction control and spread of air flow. Handy touches include a 25 per cent increase in the size of the glove box and the addition of a bottle holder in the door panel. Overhead front map lamps and courtesy lamps on the lower edge of the doors have also been installed.

The two rear seats can be folded down using release catches in the cabin, or a release strap in the boot. When folded, there is load space big enough to take four wheels – ideal for those driving their GR86 to and from track days.

The luggage compartment door has been engineered to open (to a higher point) and close with ease and at a constant speed, so items can be loaded or unloaded more easily. The light inside the boot has been made brighter and moved to the centre so that it is easier to check items and luggage at night.

MULTIMEDIA AND INFORMATION

- Faster, more powerful multimedia system with eight-inch display
- Smartphone connection via Apple CarPlay and Android Auto
- Driver's instrument display adapts according to the drive mode selected, including a race car-style read-out for Track mode when circuit driving

GR86's special sports car status is acknowledged in details such as GR branding in the start-up animations for the eight-inch centre touchscreen and the driver's seven-inch multi-information display.

The multimedia system has increased CPU computing power, giving faster response. Standard features include DAB reception, Bluetooth and Apple CarPlay and Android Auto smartphone integration. USB ports and an AUX socket are also provided for device connection and recharging. Equipped with a new Data Communications Module, GR86 has an eCall function in the event of an accident or emergency.

The centre screen can display a real-time view from the car's reversing camera, with steering guidelines.

The driver's instrument binnacle features a multi-information display to the left of the single-dial tachometer with central speed read-out. The display contents can be selected, reset and scrolled using switches on the steering wheel. In Sport mode, the meter gains red highlights.

When the driver switches to Track mode, a different display appears, designed with help from Toyota Gazoo Racing's professional drivers. The read-out shows a central bar display of the engine rpm, plus the selected gear, speed and oil and water temperatures, allowing the driver to instantly recognise the car's status and achieve better shift timing.

The display has an opening animation which builds the GR logo before presenting the meters, adding a sporting prologue to every journey.

SAFETY

- Body structure strengthened for enhanced impact performance
- Seven SRS airbags provided as standard
- Safety and driver assistance package available for a high level of driver support

Passive safety

GR86's body structure has impact-absorbing elements to soak up and channel forces in the event of an impact. At the front, a crush box structure has been adopted in front of the A-pillar and the reaction support components – torque box, upper front pillar and rocker panel – have been strengthened, giving better performance in front-overlap collisions.

Side impact protection includes the use of high-strength materials around the cabin: a hot-stamped steel place door ring framework and door beam, plus a new inner frame structure with reinforced connections.

Seven airbags are provided as standard in the cabin: front side and curtain shield airbags, plus a driver's knee airbag.

Safety and driver assistance

A package of safety and driver assistance systems is available, designed to react and operate like a human: looking, thinking and acting.

A front stereo camera constantly monitors the road ahead, recognising vehicles, pedestrians and road markings. It has a wide viewing angle and long visibility range. It can also recognise the brake lights of other vehicles in its monitoring of the distance between the GR86 and traffic ahead.

This information is assessed by software – the system's brain – which then determines what action needs to be taken, controlling the vehicle accordingly.

The safety and driver assistance package, provided on the GR86 with automatic transmission, provides a high level of driver support, providing a range of collision damage mitigation braking, lane departure warning, full-speed following cruise control and automatic high beam.

The functions include:

- Pre-Collision Braking with Pre-Collision Brake Assist

- Lane Departure Warning
- Lane Sway Warning
- Adaptive Cruise Control
- Automatic High Beam
- Lead Vehicle Start Alert
- Pre-Collision Throttle Management
- Reverse Automatic Braking

All GR86 models are equipped with Rear Cross Traffic Alert with auto braking and a Blind Spot Monitor.

UK sales

Sales in UK markets in 2023: 1,316

Total UK sales since launch (2022): 1,496

Up to 10 years/100,000 miles warranty

In common with every new Toyota, GR86 is eligible for Toyota warranty protection for up to 10 years or 100,000 miles (whichever comes first). This comprises an initial three-year manufacturer warranty, followed by up to a further seven years of service-activated warranty. For the first three years of the car's life, owners can have it serviced at a place of their choice. When the new car warranty period expires, they can then benefit from an additional 12 months (or 10,000 miles) warranty when their vehicle has a qualifying service at an authorised Toyota workshop. The warranty is provided at no extra cost, up to a limit of 10 years/100,000 miles. Terms and conditions apply; full details are available at www.toyota.co.uk.

TOYOTA GR86 TECHNICAL SPECIFICATIONS

ENGINE			
Type		4-cylinder horizontally opposed (boxer)	
Valve mechanism		16-valve DOHC	
Fuel system		Toyota D-4S direct and port injection	
Capacity (cc)		2,387	
Bore x stroke (mm)		94 x 86	
Compression ratio		12.5:1	
Max. power (bhp/DIN hp/kW @ rpm)		231/234/172 @ 7,000	
Max. torque (Nm @ rpm)		250 @ 3,700	
TRANSMISSION			
Type		6-speed manual	6-speed automatic
Gear ratios	1st	3.626	3.538
	2nd	2.189	2.060
	3rd	1.541	1.405
	4th	1.213	1.000
	5th	1.000	0.713
	6th	0.767	0.582
	Reverse	3.438	3.168
Final drive ratio		4.100	3.909
PERFORMANCE		**6MT**	**6AT**
Max. speed (mph)		140	134
0-62mph acceleration (sec)		6.3	6.9
FUEL ECONOMY, EMISSIONS & INSURANCE		**6MT**	**6AT**
Fuel consumption – WLTP combined (mpg)		32.1	32.1
CO_2 emissions – WLTP combined (g/km)		200	199
Insurance group		45D	39D
Manufacturer's warranty		3 years/60,000 miles	
SUSPENSION			
Front suspension		MacPherson strut	
Rear suspension		Double wishbone	
STEERING			
Type		Electric power steering, rack and pinion	

Turns lock-to-lock	2.5	
Min. turning circle – body (m)	5.7	
Min. turning circle – tyre (m)	5.4	
BRAKES		
Front	Ventilated discs	
Rear	Ventilated discs	
TYRES		
Tyre size	215/40R18	
DIMENSIONS – EXTERIOR		
Overall length (mm)	4,265	
Overall width (mm)	1,775	
Overall height (mm)	1,310	
Wheelbase (mm)	2,575	
Front track (mm)	1,520	
Rear track (mm)	1,550	
Front overhang (mm)	860	
Rear overhang (mm)	830	
DIMENSIONS – INTERIOR		
Length (mm)	1,625	
Width (mm)	1,480	
Height (mm)	1,060	
Load space – VDA (l)	226	
WEIGHTS	**6MT**	**6AT**
Kerb weight – max-min (kg)	1,276 – 1,316	
Gross weight (kg)	1,670	1,700

These specifications are intended as a guide for media. Customers wishing to confirm the specifications of a specific vehicle should check details with their Toyota Centre or visit Toyota.co.uk.

TOYOTA GR86 EQUIPMENT SPECIFICATIONS

SAFETY & HANDLING	**GR86 manual**	**GR86 automatic**
ABS with EBD and brake assist	✓	✓
Vehicle Stability Control	✓	✓
Traction Control	✓	✓
Hill-start Assist Control	✓	✓
Pre-Collision System	×	✓
Lane Departure Alert	×	✓
Intelligent Adaptive Cruise Control	×	✓
Cruise control	✓	×
Automatic High Beam	×	✓
Rear Cross Traffic Alert with brake assist	✓	✓
Driver and front passenger airbags	✓	✓
Driver's knee airbag	✓	✓
Front side airbags	✓	✓
Curtain airbags	✓	✓
Passenger airbag on/off switch	✓	✓
Emergency brake-light signal	✓	✓
Blind Spot Monitor	✓	✓
Seatbelt warning – front and rear seats	✓	✓
ISOFIX child seat anchor points	✓	✓
Tyre pressure warning system – calibration for two sets of wheels	✓	✓
Torsen limited-slip differential	✓	✓
SECURITY	**GR86 manual**	**GR86 automatic**
Immobiliser	✓	✓
Remote central locking	✓	✓
COMFORT & CONVENIENCE	**GR86 manual**	**GR86 automatic**
Electric power steering	✓	✓
Automatic air conditioning	✓	✓
Reach & rake steering column adjustment	✓	✓
Steering wheel audio and multimedia controls	✓	✓
Illuminated entry system	✓	✓
Dusk-sensing headlights	✓	✓
Power windows	✓	✓
Power boot release	✓	✓
Light in load space	✓	✓
Paddle shifts on steering wheel	×	✓
MULTIMEDIA & CONNECTIVITY	**GR86 manual**	**GR86 automatic**
8in multimedia display	✓	✓

Smartphone integration via Apple CarPlay and Android Auto	✓	✓
Bluetooth	✓	✓
6-speaker audio system with DAB	✓	✓
7in multi-information display	✓	✓
2 x USB ports, 1 x Aux socket	✓	✓
SEATING, UPHOLSTERY & TRIM	**GR86 manual**	**GR86 automatic**
Ultrasuede and leather seat upholstery	✓	✓
Leather gear shift and handbrake trim with silver stitching	✓	✓
Leather-trimmed 3-spoke steering wheel with GR badging	✓	✓
Driver's seat height adjustment	✓	✓
Heated front seats	✓	✓
50:50 split-folding rear seats	✓	✓
Aluminium sports pedals	✓	✓
Scuff plates	✓	✓
Suede-effect front door trims	✓	✓
EXTERIOR	**GR86 manual**	**GR86 automatic**
18in 10-spoke black alloy wheels	✓	✓
Tyre repair kit	✓	✓
Auto-retracting, heated door mirrors	✓	✓
LED daytime running lights	✓	✓
LED headlights with Adaptive Front-lighting System	✓	✓
Body-coloured doorhandles	✓	✓
Ducktail rear spoiler	✓	✓
Dual exhaust	✓	✓
Shark fin antenna	✓	✓
Metallic/pearlescent paint	Opt	Opt

These specifications are intended as a guide for media. Customers wishing to confirm the specifications of a specific vehicle should check details with their Toyota Centre or visit Toyota.co.uk.

ENDS