

This press pack accompanied the UK launch of the revised second generation MR2 in March 1992. Details of the model's history can be tracked using the Timeline feature on the first generation MR2 archive page. Additional assets and information relating to the MR2 range can be obtained from the Toyota press office if required.

FOR IMMEDIATE RELEASE

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Press Information

THE LATEST MR2

These revisions of the MR2 range represent the first important changes to the model since its introduction early in 1990 and enhance the areas of performance, safety, comfort and cleaner exhaust emissions.

The automatic transmission version with 3S-FE 119 bhp engine has been discontinued and the line-up with manual transmission only, is now:

MR2	2 litre, 3S-FE engine with 119 bhp
MR2 GT	2 litre, 3S-GE engine with 154 bhp
MR2 GT T-Bar	2 litre, 3S-GE engine with 154 bhp and removable glass roof panels

The simplest way to differentiate these models is to remember that the GT and T-Bar are fitted with a rear spoiler which is not a standard item on the entry level MR2.

This new MR2 range boasts a new front bumper and air dam with full integration giving a smoother and cleaner look. The

front fog lamps (GT and T-Bar only) now have clear lenses rather than the previous yellow tint.

A new design of five-spoke alloy wheel of 15" diameter (up from 14") is now fitted with larger and lower profile tyres specially developed for the MR2 by Yokohama. (These replace the previous Bridgestones). At the front, 195/55 VR 15 tyres (previously 195/60 VR 14) are fitted with 225/50 VR 15s at the rear. (Earlier models have 205/60 VR 14s).

The Yokohama A022 tyres also differ front to rear in other areas. The front tyres have a two-step radii tread pattern with a pitch of 50. Viewed in profile head-on, the rear tyres have a three arc radii pattern with a pitch of 33. Yokohama's brief was to develop tyres with improved driveability and better high speed performance with quick steering response and a positive feel. The cornering performance had to provide even higher levels of grip, control and smooth throttle steer transition on a variety of road surfaces. Ride comfort and rolling resistance were to be appropriate for a performance car of this type. By achieving a well balanced contact area through the adoption of a multi-tread radius at the rear, the latest MR2 achieves even higher cornering forces along with better wet road performance, improved grip and control at all speeds, better steering feel and greater wear resistance. All this has been achieved with negligible effect on ride comfort, rolling resistance, noise and, on rare occasions, the tyres' performance in snow.

Yokohama studied profiles, tread patterns, construction, rubber compounds and used computer simulation in the tyre's development. There is a slight difference in tyre construction between front and rear, but very high grip and improved feel is achieved with a relatively hard tread compound and greater lateral rigidity. The size of the space-saver spare tyre housed under the bonnet has been changed to a T135/70 D 16.

There are several significant mechanical and technical changes on the latest MR2. The GT and T-Bar models gain electronic, speed sensitive power steering as standard, with a reduction in steering ratio from 20.5:1 to 17.6:1. This translates into a reduction in turns of the steering wheel from lock to lock from 3.7 to 3.1. The steering wheel itself is of smaller diameter.

The steering has also been improved with revised castor (from 2° 45' to 2° 50'), greater trail and increased bush rigidity. A stiffer anti-roll bar at the front has increased in diameter from 17 mm to 18 mm. Spring rates remain the same but the double acting gas filled front dampers have been retuned with a rate of 112/28 kgf/mm, up from 96/33 kgf/mm. The front tie rod is also bigger at 15 mm (up from 13.7 mm) and camber has gone from -50' to -1°.

The ride height and, therefore, the ground clearance has been reduced by 10 mm and there are also changes to the rear

suspension. Again, yaw response is improved with more rigidity and stiffer bushes.

Spring rates have not changed but the anti-roll is stiffer and increases in diameter by 1 mm. Dampers are now 155/33 kgf/mm (previously 154/38 kgf/mm) and toe-in has increased by 1 mm. The rear-most lower suspension arm has been lengthened to improve control at very high cornering speeds.

Braking efficiency has also come in for attention with front ventilated discs increasing in size from 258 mm to 275 mm and rear solid discs from 263 mm to 281 mm. The discs are also correspondingly thicker.

Whereas the 3S-FE engined MR2 was always fitted with a catalytic converter, the 3S-GE models were not. A full three-way catalytic converter is now fitted to all models. Quicker gear changes are aided by a shorter clutch stroke of just 125 mm, and driver and passenger safety is enhanced by the inclusion of side impact beams in the door assemblies.

Inside, the handbrake lever is now leather trimmed and the seven original speakers for the audio system have been supplemented by an additional bass speaker mounted behind the driver's seat.

Fuel consumption figures for the MR2 are unchanged while the use of a catalytic converter on GT and GT T-Bar models has had a negligible effect. Prices including car tax and VAT are now:

MR2	£15125.68
MR2 GT	£17058.31
MR2 GT T-Bar	£18394.87

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For further information, contact Simon Small, Press Office,
Tel: 0737 768585.

Press Information

TOYOTA MR2

TECHNICAL SPECIFICATION

DIMENSIONS

Length	4180 mm
Width	1700 mm
Height	1230 mm
Wheelbase	2400 mm
Track front/rear	1470 mm / 1450 mm
Ground clearance	125 mm
Overhang front/rear	875 mm / 905 mm
Approach angle	13°
Departure angle	17°
Luggage capacity	0.237 m ³ - VDA method
Fuel tank capacity	55 litres
Cd	0.31

WEIGHTS

Kerbweight	1265 kg (MR2) 1285 kg (MR2 GT) 1305 kg (MR2 GT T-Bar)
Gross vehicle weight	1570 kg

ENGINES

	Mounted transversely, mid-engined
Types	3S-FE (MR2) and 3S-GE (MR2 GT and T-Bar). In-line four cylinder; double overhead camshafts, belt driven; pentroof combustion chambers; five main bearings

Bore and stroke	86 mm x 86 mm
Capacity	1998 cc
Compression ratio	10:1 (3S-GE) 9.8:1 (3S-FE)
Power output	154 bhp at 6600 rpm (3S-GE) 119 bhp at 5600 rpm (3S-FE)
Torque	137 lb ft at 4800 rpm (3S-GE) 130 lb ft at 4400 rpm (3S-FE)
Oil cooler	Water cooled
Fuel system	Electronic timed injection
Fuel grade	95 RON unleaded
Ignition	Electronic transistorised

ELECTRICAL SYSTEM

	12V
Battery capacity	60 Ah
Alternator	12 V 70A
Starter	12 V 1.4 kW (3S-GE) 12 V 1.0 kW (3S-FE)

TRANSMISSION

Clutch	Dry single plate, diaphragm, hydraulic. 224 mm dia	
Gearbox type	S 54 (manual) 5-speed constant mesh	
	Ratios	
	1st	3.285
	2nd	1.960
	3rd	1.322
	4th	1.028
	5th	0.820
	Reverse	3.153
Final drive	Integral with transmission. Helical gear	
	Ratio	3.944

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SUSPENSION

Front: toe-in	1 mm
camber	-1°
castor	2° 50'
king pin angle	13° 50'
turning circle	21° / PAS 22°
type	MacPherson strut, coil spring
spring rate	2.3 kgf/mm
dampers	gas, double acting
anti-roll bar	torsion, 18 mm dia
Rear: type	MacPherson strut, coil spring
spring rate	3.6 kgf/mm
dampers	gas, double acting
anti-roll bar	torsion, 19 mm dia

STEERING

Steering wheel diameter	365 mm
Turns lock to lock	3.1
Type	Rack and pinion, 17.6:1 ratio
Turning circle	Tyre 9.8 / body 10.6 m

TYRES AND WHEELS

Tyre size	Front - 195/55 VR 15 Rear - 225/50 VR 15
Make	Yokohama
Wheels	Alloy, 15 x 6JJ (front) 15 x 7JJ (rear)

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BRAKES

Type	Ventilated discs, with vacuum servo assistance
	Front - floating caliper, twin cylinder
	Rear - floating caliper, single cylinder
Disc size front/rear	275 mm / 281 mm
Master cylinder/servo	Tandem, 7in x 8in
Handbrake	Mechanical on rear wheels, 281 mm disc

PERFORMANCE

Max speed	137 mph (MR2 GT and T-Bar) 124 mph (MR2)
0-60 mph	7.7 secs (MR2 GT and T-Bar) 9.3 secs (MR2)
0-400 m	15.7 secs (MR2 GT and T-Bar) 16.8 secs (MR2)

FUEL CONSUMPTION

MR2	Urban cycle	29.7 mpg (9.5 litres/100 km)
	56 mph	47.1 mpg (6.0 litres/100 km)
	75 mph	37.2 mpg (7.6 litres/100 km)
MR2 GT and GT T-Bar	Urban cycle	27.4 mpg (10.3 litres/100 km)
	56 mph	47.1 mpg (6.0 litres/100 km)
	75 mph	36.2 mpg (7.8 litres/100 km)

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THE NEW MR2 - STANDARD EQUIPMENT

	MR2 (3S-FE)	MR2 GT (3S-GE)	T-Bar (3S-GE)
Front fog lamps	No	Yes	Yes
Rear fog lamps	2	2	2
Heated rear window	Yes	Yes	Yes
Tilt adjustable steering	Yes	Yes	Yes
Leather steering wheel	No	No	Yes
Intermittent wipers	Yes	Variable	Variable
Digital quartz clock	Yes	Yes	Yes
Glass tilt and removable sunroof	Yes	Yes	No
T-Bar roof	No	No	Yes
Electric windows	Yes	Yes	Yes
Tinted glass	Yes	Yes	Yes
Central locking	Yes	Yes	Yes
Coded stereo RDS radio/ cassette with 8 speakers	Yes	Yes	Yes
Leather upholstery	No	No	Yes
Seat side adjustment	No	Yes	Yes
Vertical seat adjustment	Yes	Yes	Yes
Lumbar support	No	Yes	Yes
Remote boot & fuel releases	Yes	Yes	Yes
Security system	Yes	Yes	Yes
Rear spoiler	No	Yes	Yes
Electric aerial	Yes	Yes	Yes
Alloy wheels	Yes	Yes	Yes
Door mirrors	Electric	Electric	Electric
Cockpit headlamp levelling	Yes	Yes	Yes
Power steering	No	Yes	Yes
Cigarette lighter	Yes	Yes	Yes

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