This press pack accompanied the UK launch of the second generation MR2 in April 1990. Details of the model's history can be tracked using the Timeline feature on the second generation MR2 archive page. Additional assets and information relating to the MR2 range can be obtained from the Toyota press office if required.

TOYOTA

Press Information

NOT TO BE PUBLISHED OR BROADCAST PLEASE BEFORE APRIL 11, 1990

MORE POWER, MORE PRACTICAL, MORE FUN

The new Toyota MR2, on sale from April 11, offers a choice of two 2-litre, twin cam, 16 valve engines, more space in the redesigned interior, greater luggage capacity, more comfort and, for the first time, the option of an electronic four speed automatic transmission. New styling has reduced the drag co-efficient to 0.31, creating a more rounded shape to take Toyota's mid-engined two seater sports car into the 'nineties.

Above all, the MR2 continues to stimulate the senses and reward the driver with racing car like grip and handling, instant response from the steering and throttle pedal and a quick and positive gearbox. It always was, and still is, great fun to drive.

The previous slightly angular styling is replaced with a smoother and more slippery body which retains and emphasises the classic wedge shape of mid-engined sports cars. The new MR2 is slightly longer than the previous model by 230 mm, wider by 35 mm and lower by up to 15 mm.

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Engine capacity is increased from 1.6 litres to 2.0 litres with two fuel injected engines available - the 3S-FE with 119 bhp at 5,600 rpm and the 3S-GE with 158 bhp at 6,600 rpm. The 3S-FE engined MR2 becomes Toyota's fifth model in Britain to be fitted with a standard three-way catalytic converter for the cleanest possible exhaust emissions.

The previous 1.6 litre MR2 was available in two versions: one with a tilt and removable sunroof and the T-Bar model with two removable glass roof panels for more traditional, "targa" style open motoring. These two roof options continue in the new, four model expanded range as follows:

Toyota MR2	-	3S-FE engine with catalytic converter. Tilt and removable glass sunroof. Five speed manual transmission.
Toyota MR2 Auto	-	As above, with four speed, electronic automatic transmission.
Toyota MR2 GT	-	3S-GE engine. Tilt and removable glass sunroof. Five speed manual transmission.
Toyota MR2 GT T-Bar	-	3S-GE engine, five speed manual transmission. T-Bar removable glass roof panels and standard leather upholstery.

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The performance of the MR2 with 3S-FE engine is similar to the previous model with a top speed of 124 mph and a 0-60 mph acceleration time of 9.3 seconds. Flexibility though is greatly improved by the larger capacity with 130 lb ft torque at a low 4,400 rpm (previously 107 lb ft at 5,000 rpm).

Top speed in 3S-GE engined GT versions is 137 mph with 0-60 mph in just 7.6 seconds. Yet fuel consumption can be as low as almost 48 mpg at 56 mph.

For all models central locking and electric windows are standard, along with a seven speaker electronic stereo radio/cassette audio system, with anti-theft coding. A built-in vehicle anti-theft system sounds the horn, flashes the lights and cuts off the ignition in the event of a forced entry.

Mid-engined sports cars are usually notoriously mean when it comes to interior space and luggage capacity, but by using a smaller spare wheel and tyre, luggage capacity has been increased by more than 50 per cent and there is ample storage space in the cabin.

Despite increased performance from larger engines, more space and comfort and a higher standard specification, early rumours of high prices are completely unfounded. In fact, new MR2 prices are, perhaps, surprisingly competitive and represent real value for money:

MR2	-	£14,000.68
MR2 Auto	-	£14,735.72

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MR2 GT	-	£15,440.86
MR2 GT T-Bar	-	£16,650.50

Prices include car tax and VAT, and like all new Toyotas, each new MR2 has a three year (or 60,000 miles) manufacturer's warranty and free membership of Club Toyota, including RAC membership.

The New MR2 - Background and Design Objectives

When it was first introduced to the world in 1984, Toyota's mid-engined sports car caused quite a sensation. Japan's biggest manufacturer had been viewed as a fairly conservative company when it came to design, but the MR2 represented leading edge technology and was Japan's first mid-engined production car.

MR2 - standing for Midship Runabout 2-Seater - was also fast, attractively styled, great fun and, very importantly, affordable.

The production MR2 was preceded by a pre-production car called SV-3 which debuted at the Tokyo Motor Show of 1983. The MR2 made its European debut at the British International Motor Show at Birmingham's NEC in October 1984 and went on sale in Britain a few months later in early 1985.

But the project had really started almost a decade earlier with serious development work in the early 'eighties under chief engineer Seiichi Yamauchi. With careful attention his team created an instantly recognisable two seater body with a cd of

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0.34. Pop-up headlights, alloy wheels and a boot mounted spoiler made the MR2 look as racy as its performance.

Despite its compact dimensions, interior space was perfectly adequate for two and even tall drivers could find an ideal driving position. The car seemed to fit like a glove. Squashy bags or a briefcase could be accommodated under the bonnet and the rear boot easily had space for long weekend luggage or perhaps, two sets of golf clubs.

But above all, the heart of the MR2 was its transversely mounted engine, behind the cockpit and ahead of the rear axle line. The 1587 cc 4A-GE featured twin cams and four valves per cylinder with electronic fuel injection, developing over 120 bhp and good for more than 120 mph. Journalists and customers alike declared that the engine, which had already been seen in the Corolla GT, was a real gem, spinning smoothly and effortlessly to the 7,700 rpm red line. In fact, the 4A-GE was probably unique in that it powered three different cars with different drive train configurations; the Corolla GT Coupe with front engine and rear wheel drive, the Corolla GTi with front engine and front wheel drive and of course, the mid-engine rear drive layout of the MR2.

In the latter months of 1986, the T-Bar version of the MR2 was introduced, with two easily removed glass roof panels which could be neatly stowed behind the seats. Leather upholstery also became an option on the T-Bar.

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During its four-to-five year life, the original MR2 underwent few changes. Minor bodywork modifications tidied things up, braking and suspension were improved, wider wheels were used and for 1988, engine modifications improved the torque spread, economy, quietness and power output.

Total production of the MR2 reached 152,951 by the end of 1988. In Britain, the second biggest market for MR2 after the United States, registrations have been as follows:

1985	-	2116 units
1986	-	2429 units
1987	-	2868 units
1988	-	3159 units
1989	-	3008 units

1985 was not a full year (the on-sale date was in March) and 1989 was effectively the run-out year for the model, with production ceasing during the course of the year.

Toyota (GB)'s sales target for the new MR2 range during the remainder of 1990 is 3,000 units.

The MR2 has carved itself a significant niche in the market place with little real competition over the last few years. Many observers see it as a modern classic and it is likely to be viewed with continued affection by motorists and journalists alike. In considering its replacement, Toyota Motor Corporation

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were well aware of the car's reputation and decisions were only made after very careful consideration.

As one of Toyota's "prestige" models it was vital that the new MR2 should continue to use an exciting blend of high technology and advanced styling. The main objective therefore, was to upgrade the MR2 in all respects, while maintaining its appeal to sports car enthusiasts with its mid-engine layout. Development goals covered styling, quality and, of course, performance.

The MR2's chief engineer, Kazutoshi Arima, set out to infuse the new model with technology and power to create a mid-engined car which could function as an image leader for Toyota. He knew that it was important to instil that special feeling for the driver found only in a sports car of this configuration. But extra steps were taken to satisfy the customer. Development concentrated on the following:

1. Distinctive, exciting and refined styling. While the exterior features the endemic proportions of a mid-engined sports car - low slung, short nose, wedge shape, an advanced high performance look - the interior boasts increased quality and comfort. Ergonomics, seating and overall design are factors in making the driver feel part of the machine.

2. More powerful engines. With the increase from 1.6 to 2.0 litres, more power and low speed torque have been achieved.

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3. Best possible handling. Handling characteristics that achieve a direct feel for the car, enhancing the fun to drive aspects of a sports car.

4. Improved practicality from a true two seater. In response to customer needs, the new MR2 has more space, more luggage capacity and a larger fuel tank.

In redesigning the MR2, Toyota felt the need to create a sports car that stirs up the owner's inner longing for excitement and fun. It would be a car with eye-catching styling, precise handling, and vibrant performance. In contemplating these objectives, Toyota seriously considered how to bring out the best in what was the car's most distinguishing feature, its mid-engine arrangement.

A midship sports car, though limited in its utility, serves a quite specific purpose; one that cannot be fulfilled by conventional sports cars or saloons. For the new MR2 Toyota endeavoured to satisfy the customer who is looking for the kind of performance and styling found only in this unique type of sports car. Styling, of course, is a major factor in highlighting the MR2's midship uniqueness.

An outstanding feature of a midship sports car is its superb handling characteristics. But of course the heart of the sports car is its engine. The MR2's engine displacement for this model change has been increased from 1.6 to 2.0 litres to improve low-range torque and obtain more power.

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The interior, on the other hand, is of high quality and comfort. The instrument panel with ergonomically arranged meters and controls, and the seats with improved hold, are factors that enhance the pleasure and intensity of driving the new MR2.

All of these improvements combine to make the new MR2 a unique, attractive sports car with advanced styling and superior quality which will reflect Toyota's continuing efforts to provide a synthesis of performance and comfort as we enter the 1990s.

The MR2 is available with a choice of roof types, standard sunroof and T-Bar. The MR2's model line-up includes a more powerful 2.0 litre DOHC 16-valve 3S-GE engine which replaces the 1.6 litre 4A-GE. The British market also has the availability of the DOHC 16-valve 3S-FE engine to improve performance in the low and mid ranges. The MR2's transmission is a 5-speed manual with a 4-speed electronically controlled transmission available for the 3S-FE engined MR2.

ENGINES

The new MR2 comes to Britain with two new engines in its line-up. The 1.6 litre engine has been replaced by the 3S-GE engine, a 2.0 litre DOHC arrangement, for greater power and performance. Furthermore, the 2.0 litre, DOHC 3S-FE engine has been added to the line-up for the British market. This engine provides both easy handling and high output in low to mid ranges. Furthermore measures have been taken in both of these cars to reduce vibration and noise for a quieter, more comfortable ride.

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The 3S-GE engine is a new member to the MR2 engine line-up and it brings with it greater output over the entire power band plus increased torque. Maximum output increases from 123 bhp at 6,600 rpm to 158 bhp at 6,600 rpm. Maximum torque also increases significantly from 107 lb ft at 5,000 rpm to 140 lb ft at 4,800 rpm. The major features of this engine include a variable induction system, a high compression ratio, optimised valve timing and valve lifting length, a knock control system for the most appropriate spark timing, and a stainless steel manifold. The variable induction system optimises intake efficiency for powerful performance in all speed ranges. A stainless steel manifold resists higher exhaust gas temperature and allows the engine to run at high speed with a lower fuel-air ratio. This results in far better fuel economy during high-speed driving.

The 3S-FE is another newcomer to the MR2 engine line-up. This DOHC 4-valve engine with its optimised valve timing offers sufficient power and excellent low and mid-range torque and fuel economy.

In addition to the improved performance characteristics these two engines provide for the MR2, various countermeasures have been taken to reduce vibration and noise in the interior. For example, the cylinder block side walls have been reinforced to reduce engine vibration. Also, with the adoption of an intake air resonator and fluid-filled engine mountings, the interior is a much quieter place to be.

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CHASSIS

The new MR2's MacPherson strut front and independent dual link MacPherson strut type rear suspension continues from the previous model. But the wheel alignment and suspension geometry have been optimised, the bushing cushion characteristics have been modified and rigidity of the components has been increased to enhance the nimble, fun-to-drive feeling inherent in a midship sports car.

Specific examples of improvements are numerous. The addition on both the front and rear of ball-joint type anti-roll bars, enlarged low-pressure gas-filled shock absorbers, lower arm bushes with inter-ring and off-set coil springs generate better cornering performance, controllability, stability and ride comfort.

On top of this, utilisation of nachlauf geometry and adjustments to the caster angle and king-pin offset in the front provide better vehicle posture, straight-line stability and cornering performance.

In the rear, anti-lift and anti-squat geometry further enhance vehicle stability and posture.

Chassis upgrading extends beyond the suspension. The gear box has been moved forward to enhance weight distribution. Lateral rods connect the engine to the body, thereby reducing engine vibration and improving engine noise.

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The results are evident when you drive the MR2. The 18 metre slalom test speed has increased from 59.8 km/h in the previous model to 61.8 km/h in the new model. Furthermore, lateral Gs have been upped from 0.84 to 0.89.

BRAKES

Various improvements to the MR2's brake system greatly enhance stopping performance and stability.

Ventilated disc brakes are used on all four wheels for all models. In the front, the thickness of the disc rotor has been changed from 22 mm to 25 mm on all models. Models with the 3S-GE engine have a twin piston disc brake caliper. In the rear, the cylinder diameter of the brake disc caliper has been changed from 36.5 mm to 41.3 mm in order to ensure more powerful braking performance.

TYRES

Different sized tyres are used for the front and rear wheels to achieve the appropriate weight distribution. The front tyres are 195/60 R 14s and the rear tyres are 205/60 R 14s. A spare tyre (185/60, 6J steel) is provided on all models and stored under the bonnet.

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FUEL TANK

Fuel tank capacity has been increased on the new MR2 from 41 to 55 litres for convenience on long drives.

BODY

The MR2 has a newly-designed body shell that further improves its aerodynamic performance. Aerodynamic parts and flush-surfacing have been utilised generously to reduce drag and lift coefficients and enhance appearance. The underfloor has been made flat and flat resin undercovers are used on the front underbody, floor tunnel and engine compartment.

These improvements push the MR2's Cd value down to 0.31 and also greatly improve its coefficient of lift or C1 value to - 0.004 in the front and +0.050 in the rear.

Another important feature of the MR2's unique, flush-surfaced body is its strength and rigidity. The construction, shape and material of each component of the new MR2 have all been carefully and optimally selected and designed to ensure high rigidity appropriate for the car's level of performance. Aspects of the MR2's highly rigid body construction include upper and lower braces for the front and rear suspension, reinforcement in pillar junctions and other body parts, and the extensive use of high-strength steel sheets. These improvements contribute to rust-resistance, reduce vibration and noise, and of course, as mentioned above, improve the car's aerodynamic performance.

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Other important steps have also been taken to enhance the rust-resistance of the new MR2. For example, rust resistant steel sheet is used extensively in the new MR2 and the application of anti-chipping paint and PVC (Polyvinyl Chloride) coatings has been expanded to greatly improve rust-resistant effectiveness.

Countermeasures have also been taken to protect the paint from chipping. A top coat type anti-chipping paint is applied to the rocker panel, and inter-layer type anti-chipping paint is applied inside the wheelhouses and under the doors to improve anti-chipping performance. The underbody has also received substantial anti-chip protection. Vinyl chloride plastisol is coated over the entire area of the flat floor to improve anti-chipping performance.

On top of all these efforts to protect the paint finish of the MR2, the paint itself has also been greatly improved.

The new MR2's interior possesses the simplicity and refinement of a sports car, but its smooth rounded, flowing cockpit and easily accessible, ergonomical instrument panel advance it beyond the previously established norms for a spartan sports car interior arrangement.

In the new MR2, user needs were of the highest priority in expanding utility space. A lockable storage box (9.7 litres) is located behind the right hand seat and shelves are available

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behind both seats for luggage storage. Also, the rear console box has been increased in capacity. Finally, boot capacity has been enlarged by more than 50 per cent from 0.128 cubic metres to 0.188 metres.

The MR2's newly designed seats are slim and suited to a sports car. Their careful design holds the occupant firmly in the lower half of his body but allows an ample freedom of movement for his or her upper body.

The driver's seat adjusts seven ways including fore and aft slide, reclining, front vertical height, lumbar support, side support, headrest fore and aft adjustment, and headrest height, allowing the occupant to achieve the optimal position for secure driving.

The seat cushion has been upgraded by installing a plate in the centre which is supported by four coil springs at the corners. This design minimises sagging at the centre, providing a firm cushioning feel.

The MR2's seat belts have also been newly designed to fit the occupant firmly, but not restrictingly. The seat belt inner buckle is attached to the seat adjuster. The buckle moves with the seat itself as the occupant adjusts the seating position. Also, three-point emergency locking retractors (ELR) seat belts have a door-linked tension reducer for a more comfortable feel when seated. Moreover, a new five step adjustable shoulder belt

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anchorage can be lowered or raised to optimally match the driver's body build.

The design of the instrument panel area has been made more elegant and rounded, but kept simple to maintain the MR2's sports car feel. Reduction in the number of parts and enlargement of the remaining ones provide a cleaner, smoother appearance. Switches are close at hand and organised according to function. White light permeable meters and gauges are large for excellent visibility and needles are self-illuminating for elegant refined looks.

AUDIO SYSTEM

The MR2's audio system is significantly upgraded for this model change. The radio control panels have all been redesigned for operational ease. Furthermore, night-time operation is greatly enhanced with separate illumination for the radio and cassette panels.

The seven speaker system incorporates two full-range 12 centimetre speakers in the doors, two 1.3 centimetre tweeters in the inside mirror brackets, and two 6.5 cm squawkers in the rear quarters. The seventh speaker is a 14 cm woofer behind the left seat for excellent bass reproduction.

The MR2's audio offers the listener superb audio sound with speakers positioned optimally to create a sound chamber type

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effect. The audio system can be personally coded to deter theft and ensure that it cannot be used elsewhere.

Theft deterrence measures

The theft-deterrence system available for the new MR2 helps guard the car against forced entry. If someone attempts to forcibly enter the vehicle or open the engine cover or luggage compartment doors (front or rear) without a key, the theft deterrent system sounds the horn and flashes the headlights and tail-lights for a minute as an alarm. At the same time, it electronically disconnects the starter.

Other theft-deterrent measures include improvements to the door, ignition key cylinder, bonnet, boot and glove box locks and rotors.

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For further information please contact: Simon Small,
Press and Public Affairs Manager on (0737) 768585.

THE NEW MR2 - STANDARD EQUIPMENT

	MR2 (3S-FE)	MR2 GT (3S-GE)	T-Bar (3S-GE)
Front fog lamps	Yes	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	Variable	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 radio/ cassette	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

TOYOTA MR2

Technical Specification

Dimensions	
Length	4180 mm
Width	1700 mm
Height	1240 mm
Wheelbase	2400 mm
Track front/rear	1470 mm/1450 mm
Ground clearance	135 mm
Overhang front/rear	875 mm/905 mm
Approach angle	14°
Departure angle	18°
Luggage capacity	0.232 m^3 (VDA method)
Fuel tank capacity	55 litres
cd	0.31
Weights	
Kerb weight, front	560 kg (MR2, MR2 GT) 565 kg (MR2 auto, MR2 GT T-Bar)
rear	705 kg (MR2) 730 kg (MR2 auto) 715 kg (MR2 GT) 720 kg (MR2 GT T-Bar)
Total	1265 kg (MR2) 1295 kg (MR2 auto) 1275 (MR2 GT) 1285 kg (MR2 GT T-Bar)
Gross vehicle weight	1515 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

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Engines

Compression ratio	10:1 (3S-GE) 9.8:1 (3S-FE)
Power output	158 bhp/6600 rpm (3S-GE) 119 bhp/5600 rpm (3S-FE)
Torque	140 lb ft/4800 rpm (3S-GE) 130 lb ft/4400 rpm (3S-FE)
Oil cooler	Water cooled
Fuel system	Electronic timed injection
Fuel grade	95 RON leaded or unleaded (3S-GE) 95 RON unleaded only (3S-FE)
Ignition	Electronic transistorised

Electrical system

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

Transmission

Clutch		Dry single plate, diaphragm, hydraulic. 224 mm dia.	
Torque converter		Type A241 L, 3-element, 1-step, 2-phase	
Gearbox type		S 54 (manual)	A 241 L (auto)
		5-speed constant mesh	4-speed, hydraulic planetary gear
ratios	1st	3.285	3.643
	2nd	1.960	2.008
	3rd	1.322	1.549
	4th	1.028	0.892
	5th	0.820	-
	reverse	3.153	2.977
Final drive		Integral with transmission. Helical gear	
ratios		3.944	3.034

more...

Suspension

Front -	toe-in	1 mm
	camber	-50'
	caster	2° 45'
	king pin angle	13° 30'
	turning angle	22°
	type	MacPherson strut, coil spring
	spring rate	2.3 kgf/mm
	dampers	gas, double acting
	anti-roll bar	torsion, 17 mm dia.
Rear -	type	MacPherson strut, coil spring
	spring rate	3.8 kgf/mm (3S-GE) 3.7 kgf/mm (3S-FE)
	dampers	gas, double acting
	anti-roll bar	torsion, 18 mm dia.

Steering

Steering wheel dia.	370 mm
Turns lock to lock	3.7
Type	Rack and pinion, 20.5:1 ratio
Turning circle	Tyre 9.8/body 10.6 m

Tyres and wheels

Tyre size	front	195/60R 14 85V
	rear	205/60R 14 88V
Make		Continental
Wheels		Alloy, 14 x 6JJ (front) 14 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		258 mm/263 mm
Master cylinder/servo		Tandem, 9" servo
Handbrake		Mechanical on rear wheels 263 mm disc.

Performance

Max speed	137 mph (MR2 GT and T-Bar)
	124 mph (MR2)
	121 mph (MR2 auto)
0-60 mph	7.6 sec. (MR2 GT and T-Bar)
	9.3 sec. (MR2)
	11.4 sec. (MR2 auto)
0-400 m	15.6 sec. (MR2 GT and T-Bar)
	16.8 sec. (MR2)
	18.0 sec. (MR2 auto)

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 auto	urban cycle	27.4 mpg (10.3 litres/100 km)
	56 mph	47.1 mpg (7.5 litres/100 km)
	75 mph	37.7 mpg (7.5 litres/100 km)
MR2 GT and T-Bar	urban cycle	28.2 mpg (10.0 litres/100 km)
	56 mph	47.9 mpg (5.9 litres/100 km)
	75 mph	37.7 mpg (7.5 litres/100 km)

TOYOTA MR2

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Ignition	Electronic transistorised

Electrical system

	12V
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	2nd	1.960	2.008
	3rd	1.322	1.549
	4th	1.028	0.892
	5th	0.820	-
	reverse	3.153	2.977
Final drive		Integral with transmission. Helical gear	
	ratios	3.944	3.034

more...

Suspension

Front -	toe-in	1 mm
	camber	-50'
	caster	2° 45'
	king pin angle	13° 30'
	turning angle	22°
	type	MacPherson strut, coil spring
	spring rate	2.3 kgf/mm
	dampers	gas, double acting
	anti-roll bar	torsion, 17 mm dia.
Rear -	type	MacPherson strut, coil spring
	spring rate	3.8 kgf/mm (3S-GE) 3.7 kgf/mm (3S-FE)
	dampers	gas, double acting
	anti-roll bar	torsion, 18 mm dia.

Steering

Steering wheel dia.	370 mm
Turns lock to lock	3.7
Type	Rack and pinion, 20.5:1 ratio
Turning circle	Tyre 9.8/body 10.6 m

Tyres and wheels

Tyre size	front	195/60R 14 85V
	rear	205/60R 14 88V
Make		Continental
Wheels		Alloy, 14 x 6JJ (front) 14 x 7JJ (rear)

more...

Brakes

Type		Ventilated discs, with vacuum servo assistance
	front	Floating caliper, twin cylinder
	rear	Floating caliper, single cylinder
Disc size front/rear		258 mm/263 mm
Master cylinder/servo		Tandem, 9" servo
Handbrake		Mechanical on rear wheels 263 mm disc.

Performance

Max speed	137 mph (MR2 GT and T-Bar)
	124 mph (MR2)
	121 mph (MR2 auto)
0-60 mph	7.6 sec. (MR2 GT and T-Bar)
	9.3 sec. (MR2)
	11.4 sec. (MR2 auto)
0-400 m	15.6 sec. (MR2 GT and T-Bar)
	16.8 sec. (MR2)
	18.0 sec. (MR2 auto)

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 auto	urban cycle	27.4 mpg (10.3 litres/100 km)
	56 mph	47.1 mpg (7.5 litres/100 km)
	75 mph	37.7 mpg (7.5 litres/100 km)
MR2 GT and T-Bar	urban cycle	28.2 mpg (10.0 litres/100 km)
	56 mph	47.9 mpg (5.9 litres/100 km)
	75 mph	37.7 mpg (7.5 litres/100 km)