

This press pack accompanied the UK launch of the revised second generation MR2 in March 1994. Details of the model's history can be tracked using the Timeline feature on the second generation MR2 archive page. Additional assets and information about the MR2 can be obtained from the Toyota press office.

Press Information

FOR IMMEDIATE RELEASE

18 March 1994

NEW MR2 GAINS MORE POWER AND ABS

The latest version of Toyota's mid-engined two seat sports car, the MR2, now has the more powerful 3S-GE engine found in the new Celica GT, plus anti-lock (ABS) brakes, improved suspension and a host of revisions to the bodywork and interior. Available with either a tilt-and-removeable glass sunroof (MR2 GT) or in T-Bar form with two removable glass roof panels (MR2 GT T-Bar) the new car is on sale now at £19,275 and £20,760 respectively.

Both versions of the MR2 get a substantial increase in power from 154bhp to 173bhp at 7,000rpm - good for 137mph and just 7.7 seconds for the dash to 60mph, yet fuel consumption is not compromised. Torque is the same as before at 137 lb. ft. but with a slightly more useable rev range. This engine is the same as that found in the new Celica GT which also went on sale this month. (The Celica has already been clocked at 7.1 seconds from 0 to 60mph).

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In addition to the engine changes, the new MR2 is a safer car with an electronic anti-lock (ABS) system added to the all-ventilated disc brakes, side impact protection beams and improved suspension and steering. Recognisable by a redesigned rear spoiler and rear light clusters, the new MR2 also has better interior fabrics and new exterior colours.

Standard equipment carried over includes the eight speaker RDS/EON radio and cassette system, an alarm and immobiliser security system, central locking and electric windows. The T-Bar has leather upholstery and trim as standard.

The Changes in Detail

The second generation MR2 was introduced in 1990 with this being the second important revision of the car after (mainly) wheel, suspension and tyre changes two years ago.

The 3S-GE engine is transversely mounted behind the driver and ahead of the rear axle line for classic mid-engine weight distribution and handling. The 2.0 litre, four cylinder in-line, 16-valve twin cam engine has undergone large-scale changes in its intake and exhaust systems to increase its power output, and the injection quantity of the fuel injectors, as well as the valve mechanism, have been modified to accommodate the changes. The compression ratio has been increased to 10.3:1. With the substantial increase in

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power output but no increase in kerb weight, the MR2 has an excellent power to weight ratio.

Toyota's acoustic control induction system (ACIS) helps maintain air intake velocity even at low speeds for good combustion and flexible torque. The system controls a valve inside the surge tank that varies the effective length of the intake ports, maintaining sufficient intake velocity throughout the whole rpm range.

The key modifications to this 2.0 3S-GE engine are:

The intake/exhaust port configurations in the cylinder head and the intake/exhaust valve lift have been changed. The intake valve lift is increased from 8.5mm to 9.8mm and the exhaust valve lift is decreased from 8.5mm to 8.2mm. Accordingly, torque with low-to-medium engine revs is maintained, while the power output in the high engine rpm range is increased. The intake valves are also lighter and more responsive. The throttle valve bore is increased from 55mm to 60mm. The bore of the intake manifold is now larger at the intake air chamber side and smaller at the cylinder head side. The exhaust manifold pipe is changed in length, with an increased diameter and the connection joint between pipe and exhaust manifold has been changed from stainless steel to cast iron for less pressure loss and quieter operation. Also, the outer shims, which were previously used in adjusting the valve clearance, are now changed to inner

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shims, which helps increase the intake valve lift, due to an enlarged contact surface between the cam and the valve lifter. This arrangement has also reduced weight and so minimises power loss. These changes help improve the intake efficiency and make the valve train more responsive.

More rapid cooling is necessary because of increased performance and is accomplished through improved coolant circulation in the vicinity of the exhaust ports.

Lubrication system: an aluminium oil pan, which is connected to the transaxle, is used to improve the engine/transaxle coupling rigidity and reduce noise and vibration. The oil and water pumps have increased capacities.

The fuel injectors have been changed to those with a higher maximum injection capacity. In the electronic spark advance (ESA) system, it is the electronic control unit (ECU), and not the igniter, which controls the primary current (ignition coil), energising start timing. The cold-start injector has been discontinued.

Some small but important suspension changes have been made to improve the handling and responsiveness of the MR2. At the front, the lower suspension arm brackets have been redesigned. Toe-in and camber remain as before but there is now slightly more caster. At the rear, suspension brackets have been redesigned and there is 2mm less toe-in. The gas

filled dampers have also been changed and include two-stage low velocity leaf valves which generate high damping forces even at low shock absorber piston speeds.

The tyres are still 195/55 VR15 Yokohamas at the front with 225/50 VR15s at the rear of the same make. They also have slightly different tread patterns front and rear and were specially developed for the MR2. The latest tyres have a new compound for greater durability.

Like all naturally aspirated Toyotas, the MR2 needs servicing only every 9,000 miles and is warranted for three years or 60,000 miles. New owners also get one year's free membership of the RAC and Club Toyota.

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

TOYOTA MR2

Technical Specification

DIMENSIONS

Length	4180 mm
Width	1700 mm
Height	1230 mm
Wheelbase	2400 mm
Track front/rear	1470/1450 mm
Ground clearance	125 mm
Luggage capacity	0.237 m ³ - VDA method (6.6 cu ft)
Fuel tank capacity	55 litres
Cd	0.31

WEIGHTS

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

ENGINE

	Mounted transversely, mid-engined
Type	In-line four cylinder; double overhead camshafts, belt driven; pentroof combustion chambers; five main bearings
Bore & stroke	86 mm x 86 mm
Capacity	1998 cc
Compression ratio	10:3
Power output	173 bhp at 7000 rpm
Torque	137 lb ft at 4800 rpm
Oil cooler	Water cooled
Fuel system	Electronic timed injection
Fuel grade	95 RON unleaded
Ignition	Electronic transistorised

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ELECTRICAL SYSTEM

	12 V
Battery capacity	60 Ah
Alternator	12 V 70A
Starter	12 V 1.4 kW

TRANSMISSION

Clutch	Dry single plate, diaphragm, hydraulic. 224 mm dia
Gearbox	Type S54 (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

SUSPENSION

Front

Type	MacPherson strut, coil spring
Spring rate	2.3 kgf/mm
Toe in	1 mm
Camber	-1°
Caster	3° 15'
King pin angle	13° 50'
Dampers	Gas, double acting
Anti-roll bar	Torsion, 18 mm dia

Rear

Type	MacPherson strut, coil spring
Spring rate	3.6 kgf/mm
Toe in	4 mm
Camber	-1° 35'
Dampers	Gas, double acting
Anti-roll bar	Torsion, 19 mm dia

STEERING

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

WHEELS AND TYRES

Wheels	Alloy, 15 x 6JJ (front) Alloy, 15 x 7JJ (rear)
Tyres	Yokohama 195/55 VR 15 (front) 225/50 VR 15 (rear)

BRAKES

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

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PERFORMANCE

Maximum speed	137 mph
0-60 mph	7.7 secs
0-400 m	15.7 secs

FUEL CONSUMPTION

Urban cycle	27.4 mpg (10.3 litres/100 km)
Constant 56 mph	45.6 mpg (6.2 litres/100 km)
Constant 75 mph	36.2 mpg (7.8 litres/100 km)

TOYOTA MR2

Standard Equipment

	MR2 GT	MR2 GT T-Bar
Front fog lamps	Yes	Yes
Rear fog lamps	2	2
ABS brakes	Yes	Yes
Tilt adjustable steering	Yes	Yes
Leather steering wheel	No	Yes
Intermittent wipers	Variable	Variable
Glass tilt and removeable sunroof	Yes	No
T-Bar roof	No	Yes
Electric windows	Yes	Yes
Tinted glass	Yes	Yes
Central locking	Yes	Yes
Coded stereo RDS/EON radio/ cassette with 8 speakers	Yes	Yes
Leather upholstery	No	Yes
Seat side adjustment	Yes	Yes
Vertical seat adjustment	Yes	Yes
Lumbar support	Yes	Yes
Remote boot & fuel releases	Yes	Yes
Security system	Yes	Yes
Rear spoiler	Yes	Yes
Electric aerial	Yes	Yes
Alloy wheels	Yes	Yes
Door mirrors	Electric	Electric
Cockpit headlamp levelling	Yes	Yes
Power steering	Yes	Yes
Side impact beams	Yes	Yes