



GR *Supra* GT4

GR TOYOTA
GAZOO
Racing

 *Supra* **GT4**

Pushing the limits



for Better.





Motorsports: Shaping cars and training people

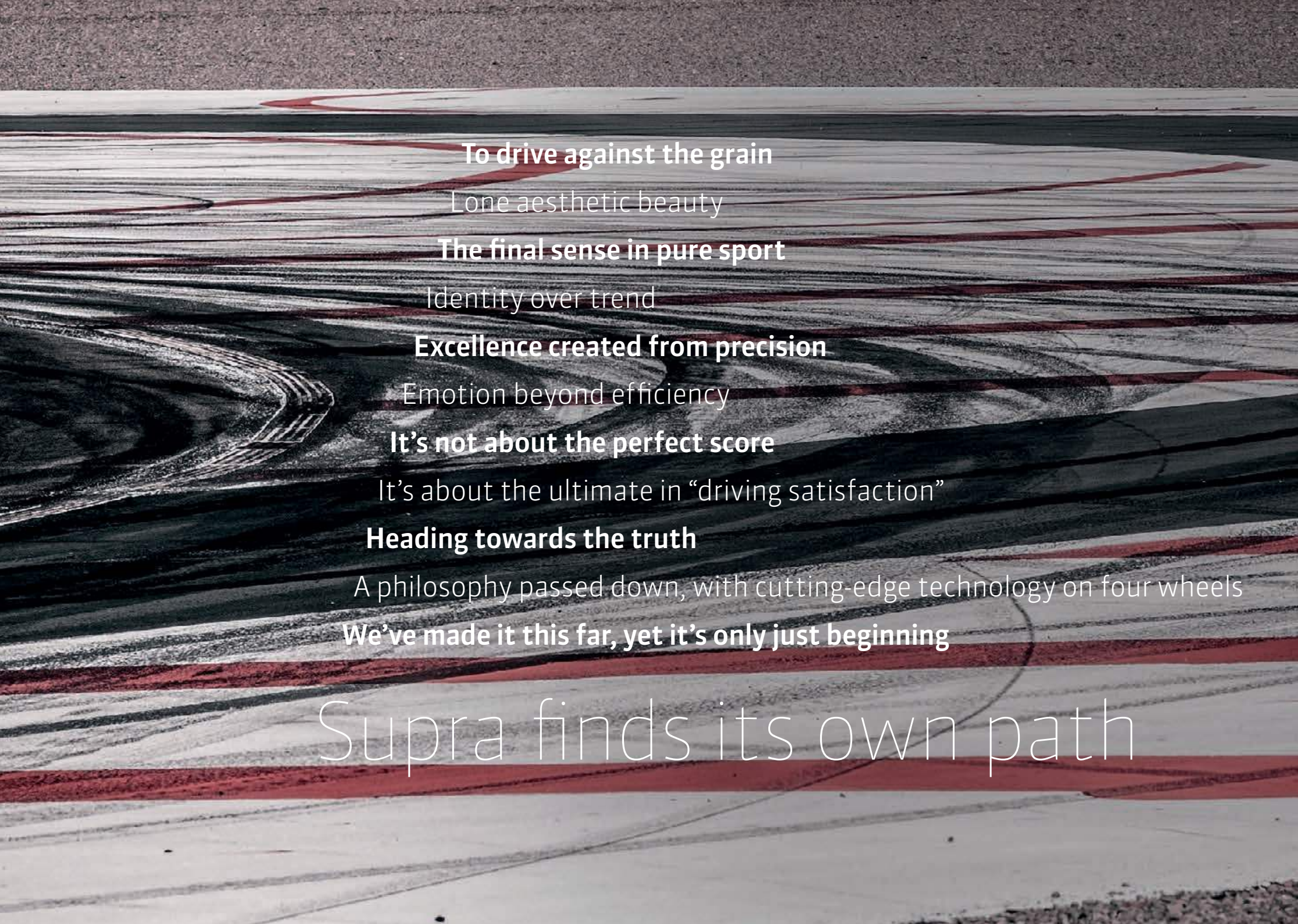
Toyota's participation in motorsport has a special mission: to fine-tune not only our cars but the abilities of the people who make them. This has been Toyota's manufacturing philosophy since the time of our founder Kiichiro Toyoda. The extreme conditions of motorsports reveal the full potential of vehicles. Potential that we don't see in day-to-day driving. Motorsports allow us to test the ultimate limits of a vehicle – and to push those limits even further so that we can make “ever-better” cars.

“Back in the day, my Supra and I spent hours together as I trained to become a master driver, and for me the model is like a cherished old friend,” says Toyota president Akio Toyoda, who is also a master test driver. “Back then, it was so frustrating that we could only drive an old Supra that was an end-of-life model, while drivers of other manufacturers were all piloting their new prototypes around Nürburgring. The many Supra fans around the world were not the only ones eagerly awaiting Supra's revival; I secretly wanted to make it happen too. The GR Supra was born through rigorous testing at Nürburgring. And as a result I can state with confidence that this GR Supra is not just fun to drive ... it's totally the best driving experience.”



The GR Supra is the fifth generation in the series, and returns following a 17-year break after production halted in 2002. Since the Supra debuted in 1978, all generations have had in-line six-cylinder engines up front with rear wheel drive, and the new model is no exception. This time particular attention has been paid to three fundamentals – wheelbase, track width, and low centre of gravity – to impart handling capabilities appropriate to a pure sports car.





To drive against the grain

Lone aesthetic beauty

The final sense in pure sport

Identity over trend

Excellence created from precision

Emotion beyond efficiency

It's not about the perfect score

It's about the ultimate in "driving satisfaction"

Heading towards the truth

A philosophy passed down, with cutting-edge technology on four wheels

We've made it this far, yet it's only just beginning

Supra finds its own path

The greatest drive starts
with the smallest details

DIMENSIONS

Built to measure-up
to your dreams. Just
1250 mm high and
weighing only 1350 kg.





BRAKES

Front six-piston and rear four piston dedicated racing calipers, for drivers dedicated to racing.

SUSPENSION

KW adjustable racing dampers keep you totally in touch with the track.

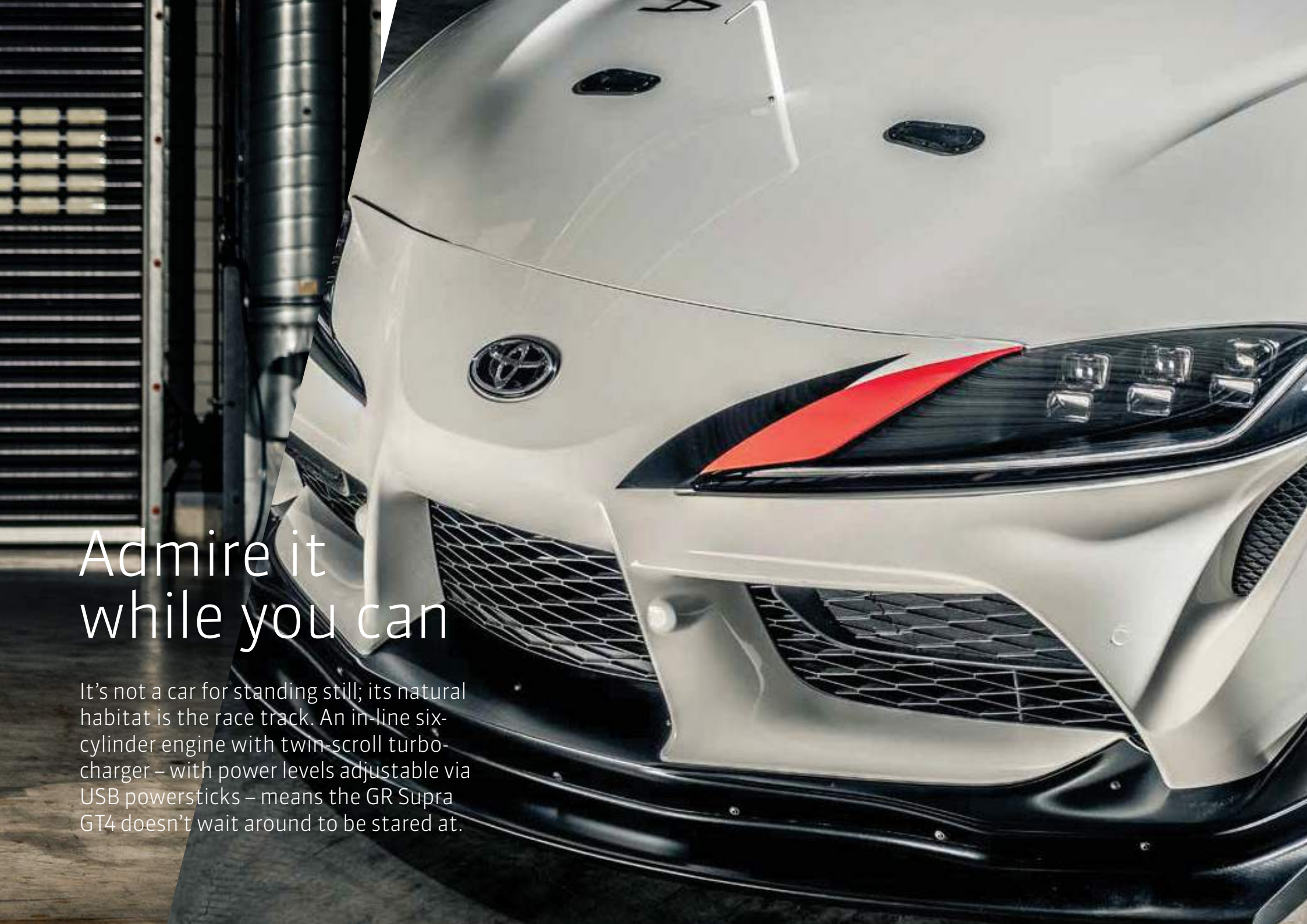
ENGINE

At 2998 cm³, 320 kW/430 hp and 650 Nm maximum torque, we've pushed the limits of engineering. Now it's your turn.

TRANSMISSION

A 7-speed automatic with paddle shift, including pull-and-hold downshift function, converts raw power into blistering performance.



A close-up, low-angle shot of the front of a white Toyota GR Supra GT4. The car's front grille features a black honeycomb mesh. A prominent red stripe runs diagonally across the front fender. The Toyota logo is visible on the front bumper. A black charging cable is plugged into the car's charging port on the left side. The background shows a dark, industrial setting with a metal structure.

Admire it while you can

It's not a car for standing still; its natural habitat is the race track. An in-line six-cylinder engine with twin-scroll turbo-charger – with power levels adjustable via USB powersticks – means the GR Supra GT4 doesn't wait around to be stared at.



TRACTION CONTROL

With all that power at your command, why waste it on wheel spin? 6 TC settings available.

MOTORSPORT ABS

Braking shouldn't stop you having fun. 12 ABS settings available.





ECU

Magneti Marelli engine management system makes the most of every single cc.

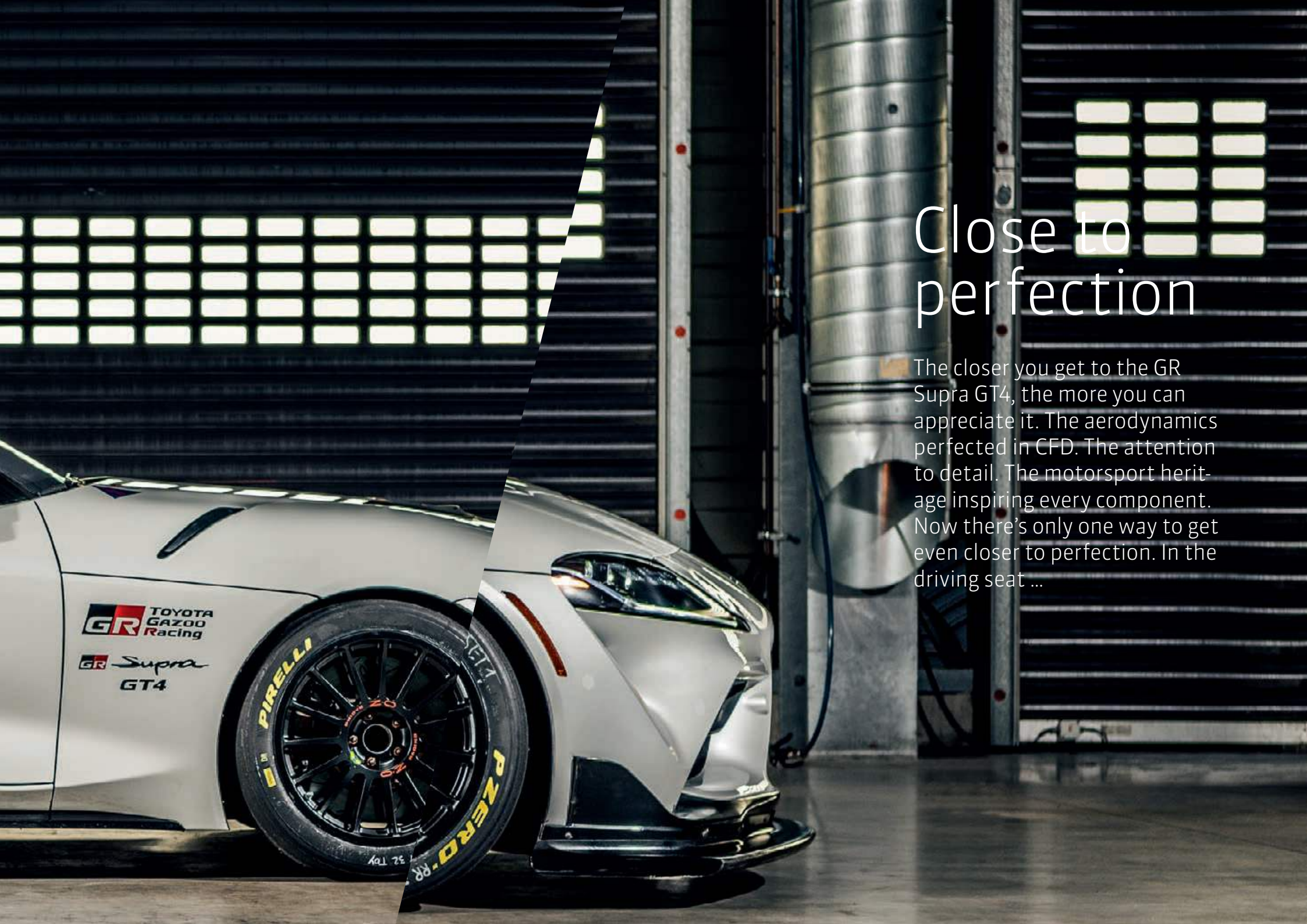
AIR JACK SYSTEM

Speed and convenience; a winning combination in the pits.

Control your excitement

Performance is only part of the story. Using it wisely is what turns a journey into the drive of a lifetime. The GR Supra GT4 helps you harness performance so you can push the limits of what's possible.



A white Toyota Supra GT4 race car is shown from a side-front perspective, positioned inside a wind tunnel. The car features black racing wheels with yellow 'PIRELLI' and 'P ZERO' branding. On the side of the car, there are logos for 'GR TOYOTA GAZOO Racing' and 'GR Supra GT4'. The background consists of a dark, slatted wall with a grid of light openings, and a large, cylindrical metallic duct is visible on the right side of the frame.

Close to perfection

The closer you get to the GR Supra GT4, the more you can appreciate it. The aerodynamics perfected in CFD. The attention to detail. The motorsport heritage inspiring every component. Now there's only one way to get even closer to perfection. In the driving seat ...

Racing with Intelligence

Intuitive and convenient, the GR Supra GT4 incorporates our unique Intelligent GT4 Racing System, with user-friendly electronics and controls. So the driver can focus on the track, not on the display screen.

TYRE PRESSURE MONITORING SYSTEM

Keep track of your connection to the track. Fitted as an option.



INTELLIGENT DISPLAY

Dynamic functions on the high-tech steering wheel and 8" display are designed for clarity at speed and ease of use.

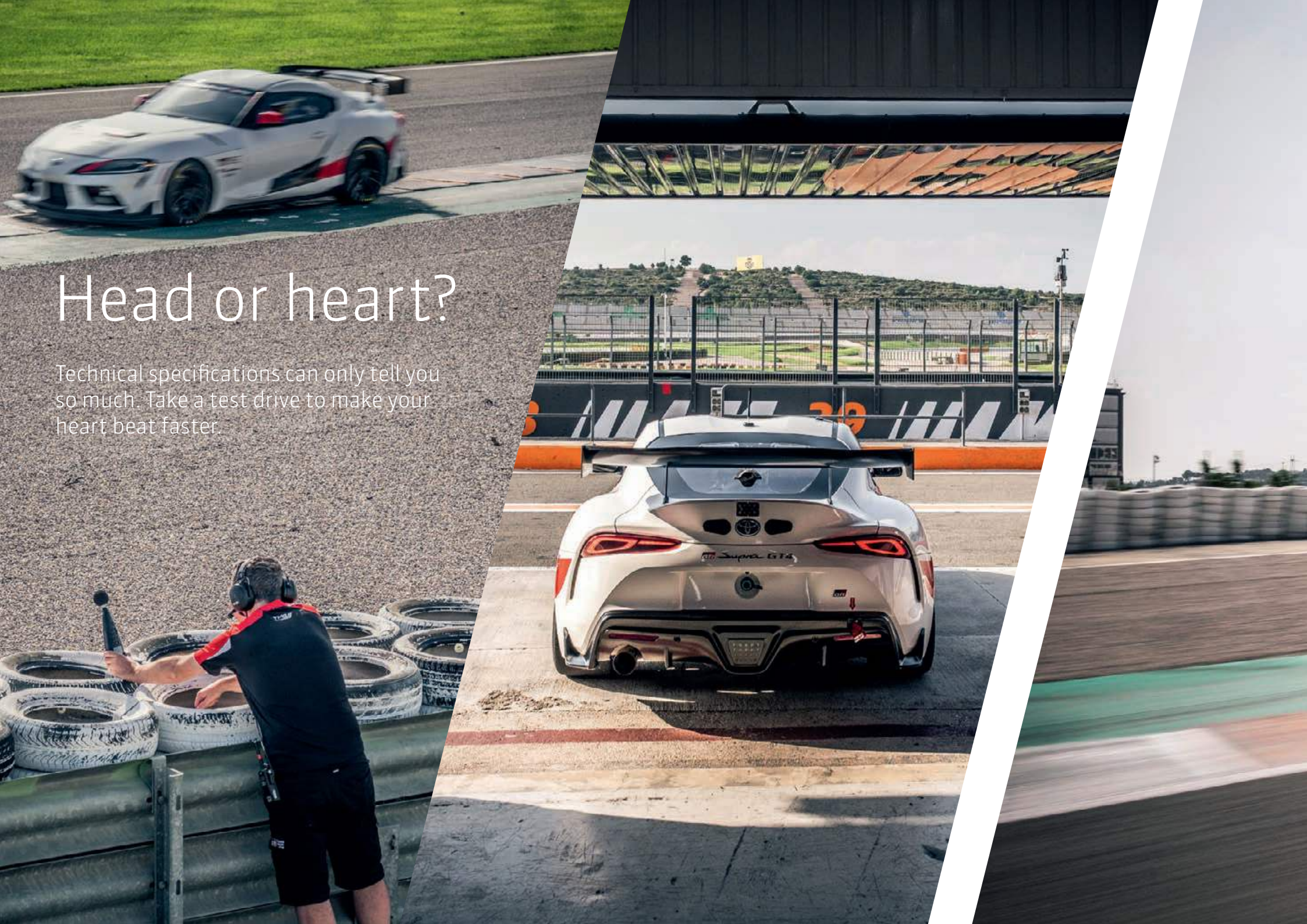
AUTOMATIC FUNCTIONS

Let our clever electronics take the strain with connected functionality, giving the driver more time to drive.



Head or heart?

Technical specifications can only tell you so much. Take a test drive to make your heart beat faster.



Chassis	
Length	4,460 mm
Width	1,855 mm
Height	1,250 mm
Weight	1,350 kg*
Construction	Steel body with high-strength roll cage acc. to FIA regulations
Front splitter	Natural fibre composite
Rear wing	Natural fibre composite
Fuel tank	ATL FT3 safety fuel cell with fast refuelling system (120l)
Driver's seat	OMP racing seat with six-point safety harness (FIA 8862-2009)

Suspension, Steering & Brakes	
Front suspension	MacPherson strut
Rear suspension	Multilink
Shock absorbers	KW adjustable racing dampers
Steering	Electric, rack and pinion
Brakes (Front)	Six-piston racing calipers (Brembo), Steel 390 mm brake discs
Brakes (Rear)	Four-piston racing calipers (Brembo), Steel 355 mm brake discs
Tyres Front/Rear	305/660-18 Front/305/660-18 Rear (Pirelli)
Wheels	OZ five-hole 11 x 18 in

Engine & Transmission	
Type	In line six cylinder, single twin-scroll turbocharger
Displacement	2,998 cm ³
Max. power	320 kW/430 hp* different power levels available to comply with BOP
Max. torque	650 Nm*
Engine management	Magneti Marelli ECU
Exhaust system	Akrapovic racing exhaust system with catalytic converter
Lubricants	Ravenol
Transmission	7-speed automatic with paddle shift, rear-wheel drive
Differential	Motorsport-specification limited-slip differential
Driveshafts	GKN Motorsport high torque spec

Electronic Control System	
Traction control	Standard
Motorsport ABS	Standard
8" Driver display	Standard
Data logger	Standard
Rear view camera	Option
Tyre pressure monitoring system	Option
Illuminated car number	Option

Equipment	
Fire extinguishing system	Standard
Air jack system	Standard
Drinking system	Option
Homologated endurance package	Option

Price: €175,000

*depending on Balance of Performance



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