

GR *Supra* GT4 EVO



 *Supra* **GT4 EVO**

Motorsports: Shaping cars and training people

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.

“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.”

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.



Pushing the limits for Better.



Made for Satisfaction

Our customers are our priority and we listened to their feedback to create the GR Supra GT4 EVO; it has evolved according to their needs. The GR Supra GT4 EVO is created to satisfy all our customers, from driving enthusiasts to demanding professionals.

Kazuki Nakajima

Three-time Le Mans 24 Hours winner





Listening, developing, performing

Some knowledge can only be learned the hard way, via the heat of on-track competition, so TOYOTA GAZOO Racing fed insights from our customers directly into development of the GR Supra GT4 EVO.

That's the TOYOTA GAZOO Racing commitment to continuous improvement and making ever-better motorsports-bred cars for our customers.

This unique first-hand feedback helped set specific targets and, as a result, the GR Supra GT4 EVO is easier to drive for ambitious amateurs whilst also providing the precise performance demanded by professional racers. A perfect compromise.



Hunting the perfect lap

The GR Supra GT4 may have over 50 class wins to its name already, but the push for performance never stops and development of the EVO version focused on three areas: suspension, powertrain and bodywork.



GR SUPRA GT4 EVO Upgrades

SUSPENSION

- Introduction of the latest KW damper technology offering improved damping characteristics and easier adjustments of the damper settings
- Updated anti-roll bar specification at the front and rear for better cornering performance
- Front brake update featuring improved ABS settings and reinforced front calipers

POWERTRAIN

- Increased power output and an optimised torque curve thanks to an updated turbocharger featuring an improved compressor wheel configuration
- Introduction of the new chiller system improving the engine's air intake cooling efficiency
- Optimised cooling for engine, gearbox and differential oil thanks to an improved air flow and a new oil coolers
- New fuel pump featuring a higher flow rate
- Improved gearbox support thanks to reinforced gearbox mounts

BODYWORK

- New bonnet louvre for improved air flow
- Introduction of front dive planes creating additional downforce on the front axle
- New rear wing adjusters allowing faster changes of the rear wing setting

The greatest drive starts with the smallest details

DIMENSIONS

Built to measure-up to your dreams. Just 1250 mm high and weighing only 1370 kg.

SAFETY

Even an exciting choice can be a safe one, with a high-strength roll cage and FIA-standard racing seat.



BRAKES

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

SUSPENSION

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

ENGINE

At 2998cm³, 330kW/450ps and 660Nm 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.



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 turbocharger – with power levels adjustable via USB powersticks – means the GR Supra GT4 EVO 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

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 EVO helps you harness performance so you can push the limits of what's possible.



Close to perfection

The closer you get to the GR Supra GT4 EVO, 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 ...

INTELLIGENT DISPLAY

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

Racing with Intelligence

Intuitive and convenient, the GR Supra GT4 EVO 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.

AUTOMATIC FUNCTIONS

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

TYRE PRESSURE MONITORING SYSTEM

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

Temperatures		Pressures		Other Sensors	
TOil	12 °C	pOil	1.0 bar	Gear	N
TWater1	18 °C	pWater	1.3 bar	TFuel	17 °C
TWater2	15 °C	pAmbient	1001 mbar	Battery Voltage	13.0 V
TGearbox	19 °C	pRail	6.0 bar	Lambda	0.600 -
TDiff	15 °C	TAirbox	14 °C	RPM	0 rpm
TExhaust	10 °C	pAircon	0.9 bar	Oil level	6.5 L
Boost/L21	4 °C	Boost/P21	1001 mbar	rPedal	0 %
Inlet/P22	16 °C	Inlet/P22	1001 mbar	Thermo Angle	21 °

GR TOYOTA
GAZOO
Racing
EUROPE

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RAVENOL®

RAVENOL is proud to be the official lubricant partner and first-fill provider, delivering high-performance lubricants to the GR Supra GT4 car.

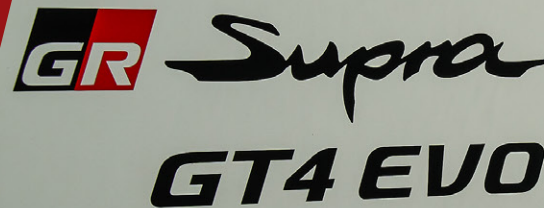
With their RAVENOL brand, Ravensberger Schmierstoffvertrieb GmbH have actively been involved in motor racing for decades, as technology partner and consultant in many national and international race series of different disciplines, establishing the brand as a constant in the motor racing world.

Today, Ravenol's extensive motor racing involvement comprises more than 100 race series world-wide.



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	1,370 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)

Engine & Transmission	
Type	In-line six-cylinder, single twin-scroll turbocharger
Displacement	2,998 cm³
Max. power	330 kW/450 ps* different power sticks available to comply with BOP
Max. torque	Up to 660 Nm*
Engine management	Marelli ECU
Exhaust system	Akrapovic racing exhaust system with catalytic converter
Lubricants	Ravenol
Transmission	Modified ZF automatic with paddle shift, rear-wheel drive
Differential	Drexler Motorsport-specification limited-slip differential
Driveshafts	GKN Motorsport high torque spec

Suspension, Steering & Brakes	
Front suspension	MacPherson strut
Rear suspension	Multilink
Shock absorbers	KW adjustable racing dampers
Steering	Rack and pinion, electrical supported
Brakes (Front)	Brembo six-piston racing calipers, Steel 390 mm brake discs
Brakes (Rear)	Brembo four-piston racing calipers, Steel 355 mm brake discs
Tyres Front/Rear	Pirelli 305/660-18 Front/305/660-18 Rear
Wheels	OZ 11 x 18 in

Electronic Control System	
Traction control	Standard
ABS	Standard
Digital display unit	Standard
Data logger	Standard
Rear view camera	Option
Tyre pressure monitoring system	Option
Suspension travel sensors	Option

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

*depending on Balance of Performance



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