GR Supra GT4 EVO2
GR Customer Racing
THE PICTURES SHOW A PROTOTYPE WHICH MAY DIFFER FROM THE FINAL SPECIFICATION.

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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 fun-damentals – 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 chairman Akio Toyoda. “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.

Admire it while you can.

Since the launch of the GR Supra GT4 in 2020, thanks to the support of race organizers and customers, cumulative sales of the model have surpassed 120 units. The efforts of racing teams and drivers have enabled it to win races in 11 countries and regions, earn more than 500 podium finishes, and become class champion in three regions: Asia, the United States, and Europe. The GR Supra GT4 EVO2 has been introduced to meet our customers' expectations and continue delivering competitive race cars.

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Made for satisfaction.

"Since it first raced on track in the hands of our customers, GAZOO Racing has drawn on feedback from competitors around the world to shape the next evolution of the GR Supra GT4."

Kazuki Nakajima
3X LE MANS 24 HOURS WINNER
VICE CHAIRMAN, TOYOTA RACING

Listening. Developing. Performing.

Our priority is to satisfy our customers and, since the beginning of the GR Supra GT4 project, we have delivered engineering support to customers at races. With no end to our efforts to make ever-better motorsports-bred cars, GAZOO Racing travelled to tracks around the world to directly receive valuable feedback from teams and drivers that can only be obtained under the extreme conditions of racing. Advancing its “driver-first car-making” approach for leveraging these insights into development, the GR Supra GT4 EVO2 focuses on improved performance, reliability and operability.

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GR Supra GT4 EVO2 Upgrades

BRAKES

Cooling efficiency has been improved by changing air flow to the brakes and modifying the brake ducts to increase air intake.

ENGINE & DRIVETRAIN

Cooling system efficiency has been improved by modifying the radiator position and adding cooling fans.

GEAR SHIFT BEHAVIOUR

Down-shifting time has been reduced by fine-tuning the rev matching through a software update, delivering enhanced deceleration control during braking for increased cornering speed.

Performance. Reliability. Operability.

The greatest drive starts with the smallest details.

We aimed to ensure excellent performance even in harsh conditions. Improvements make the GR Supra GT4 EVO2 easier to drive not only for professional racers but also for amateur drivers who ambitiously compete in GT4 races worldwide.

ABS SETTINGS

We meticulously retuned ABS maps through extensive driving by various drivers on circuits in Europe and Japan to enable optimal braking and cornering based on tyre type and wear, and circuit conditions.

WHEEL STUDS

Redesigned wheel studs have been introduced to increase service life and reliability.

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Closer to perfection

We aimed to create a faster and more customer-friendly car, easy and reliable to drive so all drivers can push the limits of what's possible. Enjoy the driving experience with the GR Supra GT4 EVO2, which reflects our motorsport heritage in every component. Now, there's only one way to get even closer to perfection. In the driving seat...

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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 worldwide.

Pirelli is a tyre manufacturer and world leader in the automotive industry, with a long and illustrious history in endurance racing. Since its first laps on the test track, the GR Supra GT4 and both of its evolutions have been developed on Pirelli P Zero tyres that are run in most major GT4 championships world-wide.

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GR Supra GT4 EVO2 Technical Specifications

CHASSIS

Length	4,460mm
Width	1,855mm
Construction	Steel/aluminium body with high-strength roll cage acc. to FIA regulations
Front Splitter	Natural fibre composite
Rear Wing	Natural fibre composite
Fuel Tank	ATL FT5 safety cell with fast refuelling system (120litres)
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	2,998cm³
Max. Power	Depending on Balance of Performance (power sticks provided)
Max. Torque	Up to 660Nm
Engine Management	Marelli ECU
Exhaust System	Akrapovic racing exhaust system with catalytic converter
Lubricants	RAVENOL
Transmission	Modified ZF automatic transmission with paddle shift
Differential	DREXLER Motorsport-specification limited-slip differential
Driveshaft	GKN Motorsport high torque spec

SUSPENSION, STEERING & BRAKES

Front Suspension	MacPherson strut
Rear Suspension	Multilink
Shock Aborbers	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
Tires Front/Rear	Pirelli 305/660-18 Front / 305/660-18 Rear
Wheels	OZ 11 x 18in

ELECTRONIC CONTROL SYSTEM

Traction Control	Standard
ABS	Standard
Digital Display Unit	Standard
Data Logger	Standard
Rear View Camera	Option
Tyre Pressue Monitoring System	Option
Suspension Travel Sensors	Option

EQUIPMENT

Fire Extinguishing System	Standard
Air Jack System	Standard
Drinking System	Option
Homologated Endurance Package	Option

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The GR Supra GT4 Project is supported by the following partners:

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