



# Scion xD 2.0





From its inception in 1985, the MR2 has been singular in its purpose — to be driven. The lightweight structure, rear-wheel drive, mid-engine layout flat out worked. So we kept a good thing going. Our passion has led us to the latest iteration of this concept — the MR2 Spyder.



1985-1989



1991-1995



MR2 Spyder

#### ENGINEERING OBJECTIVE

- CREATE A VEHICLE THAT IS BASED ON THE PRINCIPLE THAT CARS ARE BUILT, FIRST AND FOREMOST, FOR THE DRIVER'S ENJOYMENT.
- TRANSPORTATION BUILT WITH PASSION FOR THE JOURNEY.

#### PLAN

- MAKE IT LIGHT — LOW INERTIA FOR A GREATER LEVEL OF AGILITY.
- KEEP IT SIMPLE — AN ORIGINAL DESIGN VERSATIVE ENOUGH TO BECOME UNIQUELY INDIVIDUAL.
- MID-ENGINE PLACEMENT AND REAR-WHEEL DRIVE — SUPERIOR BALANCE FOR CONTROL AND A GREATER ROAD FEEL.
- LONG WHEELBASE — ADVANCED STABILITY, SAFETY AND BOLD STYLING.

#### ADDED BENEFITS

- MAKE IT ENVIRONMENTALLY SOUND IN ITS COMPONENTS AND EMISSIONS.
- PRICE IT TO BRING PURE SPORTS CAR PERFORMANCE TO ANY ENTHUSIAST.

#### MISSION

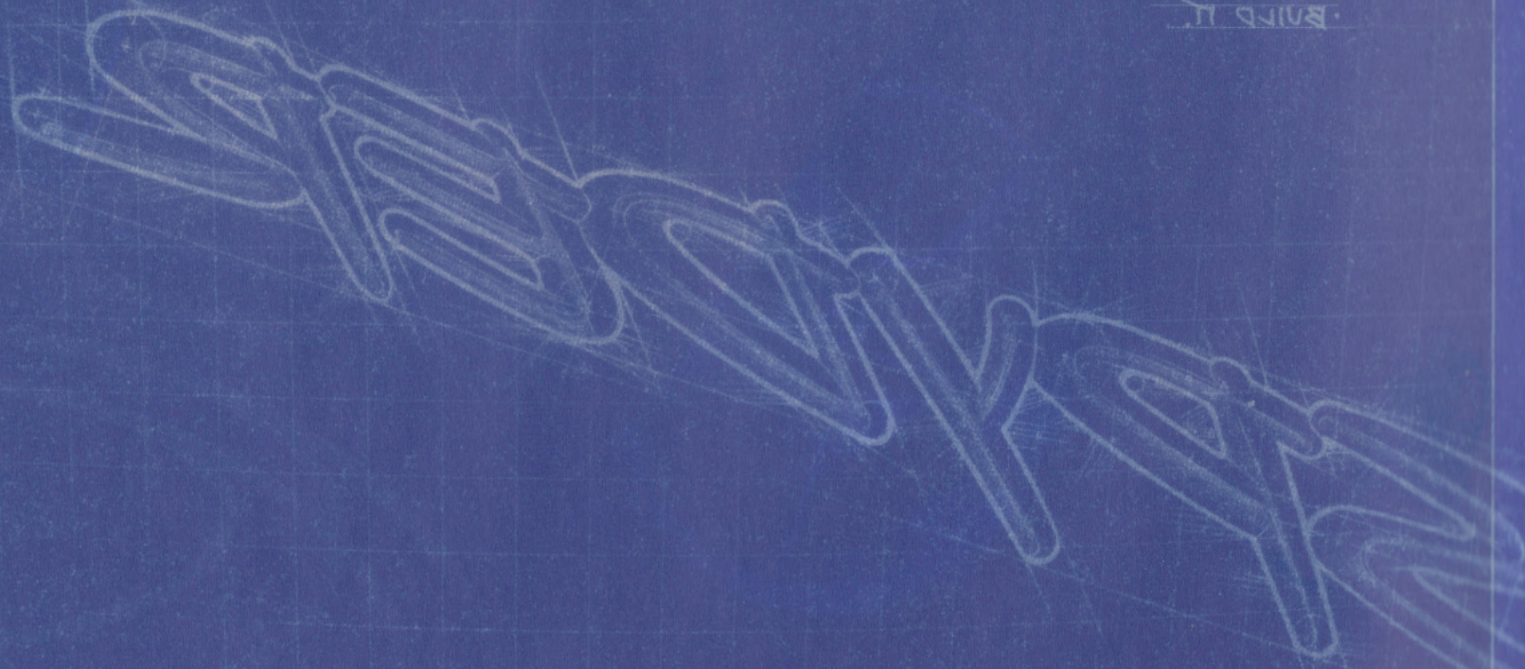
- BUILD IT.



INTRODUCING THE NEW MR2 SPYDER



INTRODUCING THE NEW MR2 SPYDER



#### MISSION

- BUILD IT.
- PRICE IT TO BRING PURE SPORTS CAR PERFORMANCE TO ANY ENTHUSIAST.
- MAKE IT ENVIRONMENTALLY SOUND IN ITS COMPONENTS AND EMISSIONS.

#### ADDED BENEFITS

- LONG WHEELBASE — ADVANCED STABILITY, SAFETY AND BOLD STYLING.
- BALANCE FOR CONTROL AND A GREATER ROAD FEEL.
- MID-ENGINE PLACEMENT AND REAR-WHEEL DRIVE — SUPERIOR BECOME UNIQUELY INDIVIDUAL.
- KEEP IT SIMPLE — AN ORIGINAL DESIGN VERSATILE ENOUGH TO MAKE IT LIGHT — LOW INERTIA FOR A GREATER LEVEL OF AGILITY.

#### PLAN

- TRANSPORTATION BUILT WITH PASSION FOR THE JOURNEY.
- ARE BUILT FIRST AND FOREMOST FOR THE DRIVER'S ENJOYMENT.
- CREATE A VEHICLE THAT IS BASED ON THE PRINCIPLE THAT CARS

#### ENGINEERING OBJECTIVE

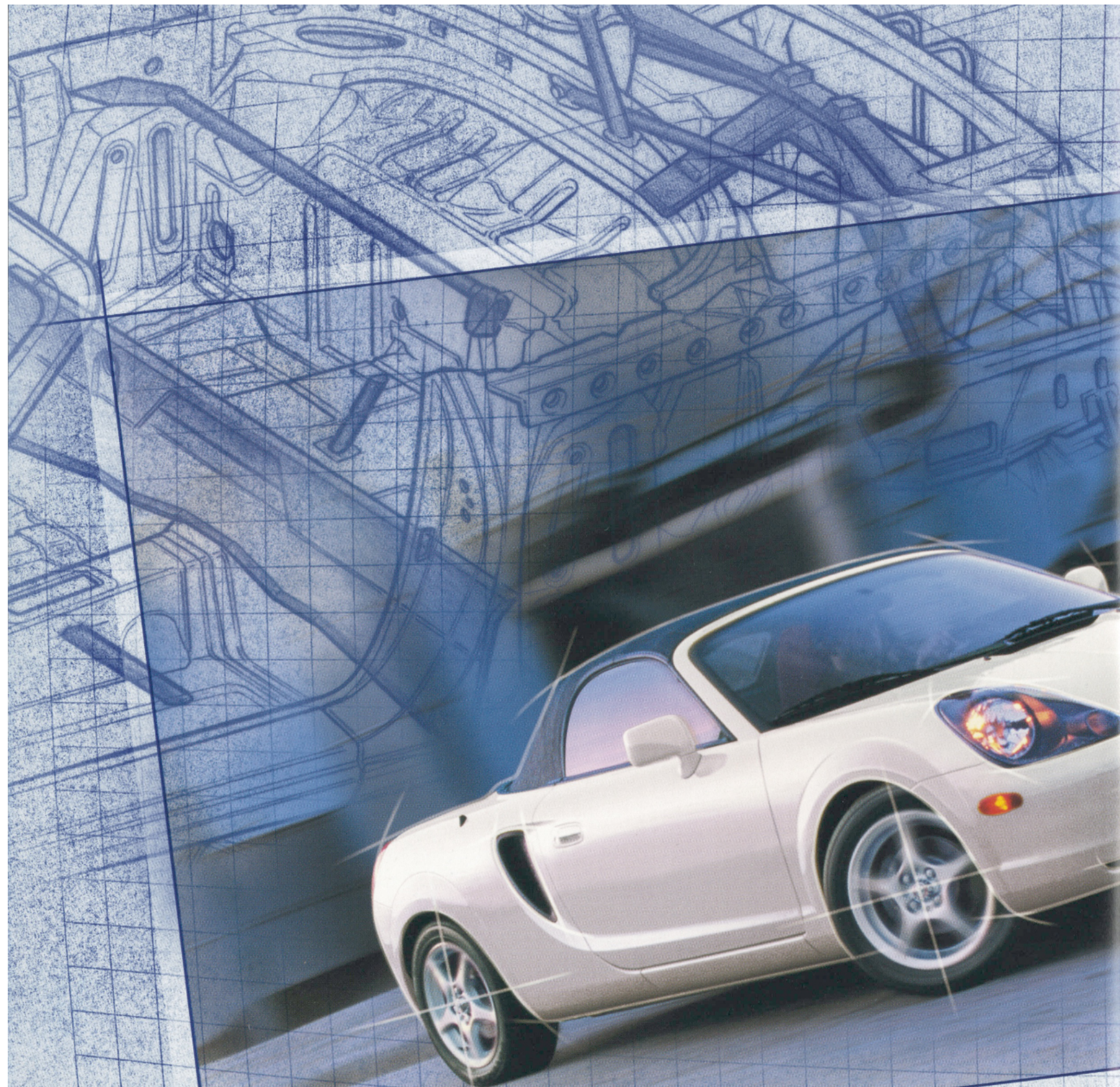






You can never learn too much about the new MR2 Spyder, so  
log onto [isthistoyota.com/mr2club](http://isthistoyota.com/mr2club)

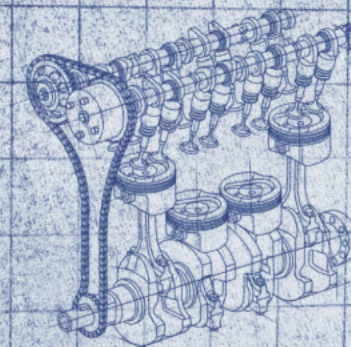




3.882"

Since no self-respecting sports car would be seen without an engine, let's start there. The MR2 Spyder comes with an all-aluminum, 1.8-liter, 4-cylinder powerplant creating 138 hp using two cams, 16 valves and Variable Valve Timing with intelligence (VVT-i) technology that adjusts intake cam timing to achieve the best balance of power, economy and emissions. Now, where to put said engine? Hmmm. We chose the middle of an incredibly lightweight yet rigid chassis that was designed as a convertible from the beginning. But that's just us — we enjoy driving well-balanced cars that turn really quickly.

VVT-i — It's not just a bunch of letters.  
See how it works at [isthistoyota.com/mr2club/vvti](http://isthistoyota.com/mr2club/vvti)

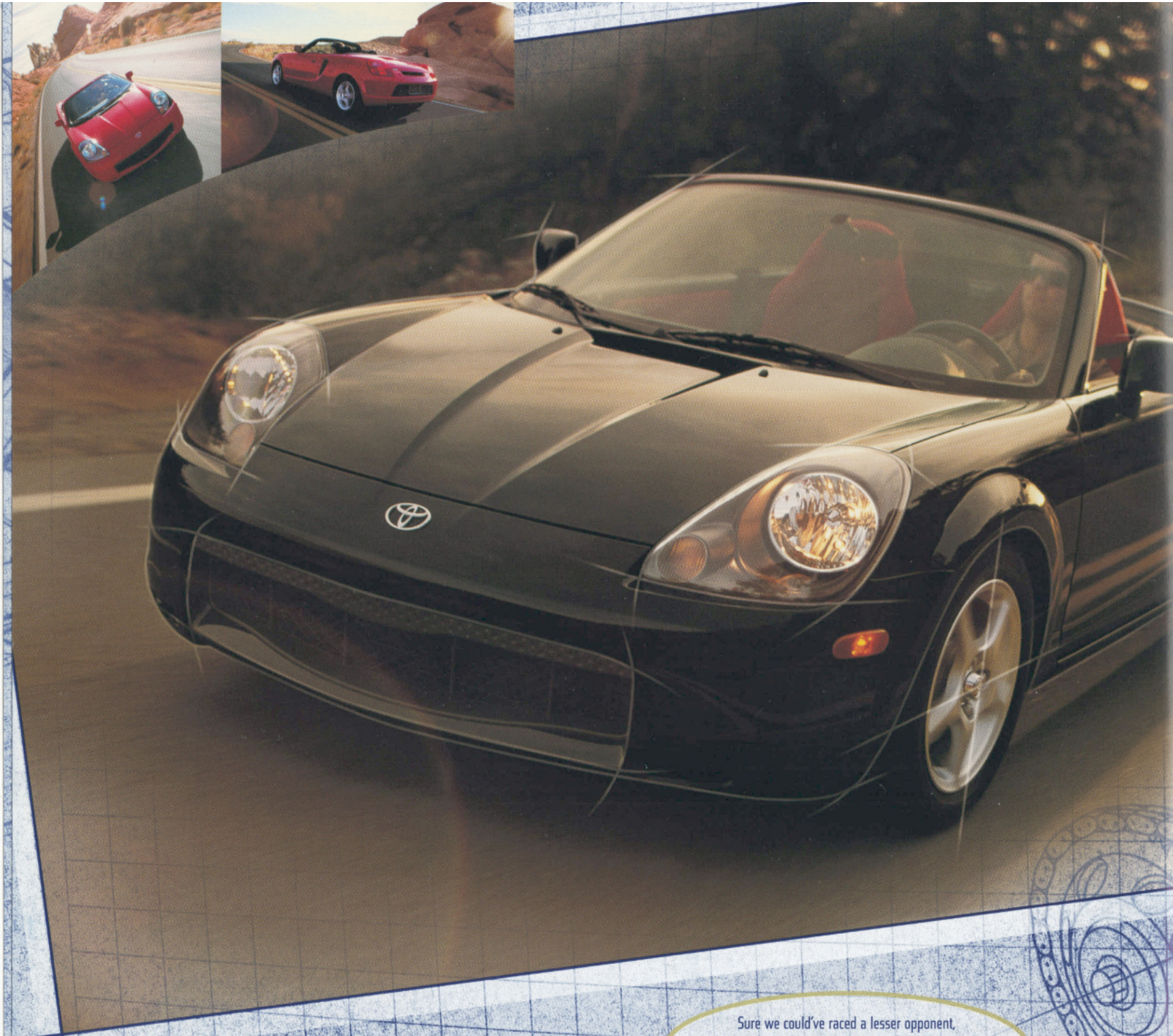


43.5 %

56.5 %

WEIGHT DISTRIBUTION

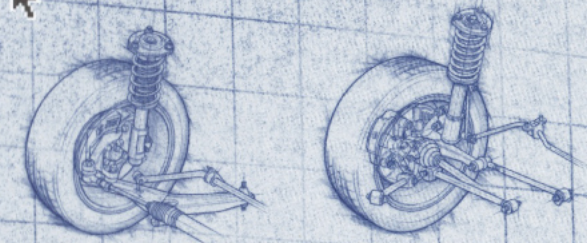




Sure we could've raced a lesser opponent, but we decided to test it against a Boxster instead. See how we did at [isthistoyota.com/mr2club/amci](http://isthistoyota.com/mr2club/amci)



See this shot come to life at [isthistoyota.com/mr2club/video](http://isthistoyota.com/mr2club/video)



FRONT

REAR

3.432"

As if placing the engine near the middle of the chassis didn't make the MR2 Spyder handle well enough, we went ahead and gave it a long wheelbase and short overhangs. (It's diagrammed below for our more visually oriented enthusiasts.) Then we put MacPherson struts and ventilated disc brakes with ABS at all four corners. And to make sure you can squeeze every bit of performance out of the MR2 Spyder and maintain control at high speeds, we designed tire spats to divert air smoothly under the car and suck it to the ground.

WIND DEFLECTOR

LONG WHEELBASE



TIRE SPATS



SHORT OVERHANGS



3.834"

If you're driving a great-handling sports car, you should look good doing it. Hence, we bolted on 5-spoke 15" aluminum alloy wheels, designed side vents that aren't just for show — they direct cool air into the engine compartment — and installed a manually operated soft top with a real glass window. The MR2 Spyder also has distinctive taillamps and oversized headlights just in case you want to drive a twisty two-lane road at night.



See the convertible top in action at  
[isthistoyota.com/mr2club/top](http://isthistoyota.com/mr2club/top)

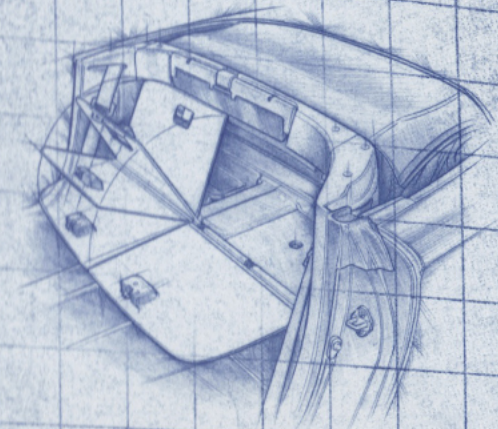


If you'd like to walk around the MR2 Spyder  
but don't have one handy, see it at  
[isthistoyota.com/mr2club/exterior](http://isthistoyota.com/mr2club/exterior)





See all of the interior at  
[isthistoyota.com/mr2club/interior](http://isthistoyota.com/mr2club/interior)



3.563"

Inside the MR2 Spyder you'll find racing-inspired, weight-saving, drilled aluminum sport pedals and a 3-in-1 sound system. You'll also find a few storage spaces capable of holding enough stuff for a weekend. And since you can't truly appreciate the MR2 Spyder's driving experience while standing, we've provided seats in a choice of three colors.

Yellow interior available with all exterior colors except Absolutely Red and Spectra Blue Mica.

Red interior available with all exterior colors except Solar Yellow and Spectra Blue Mica.

Black interior available with all exterior colors.

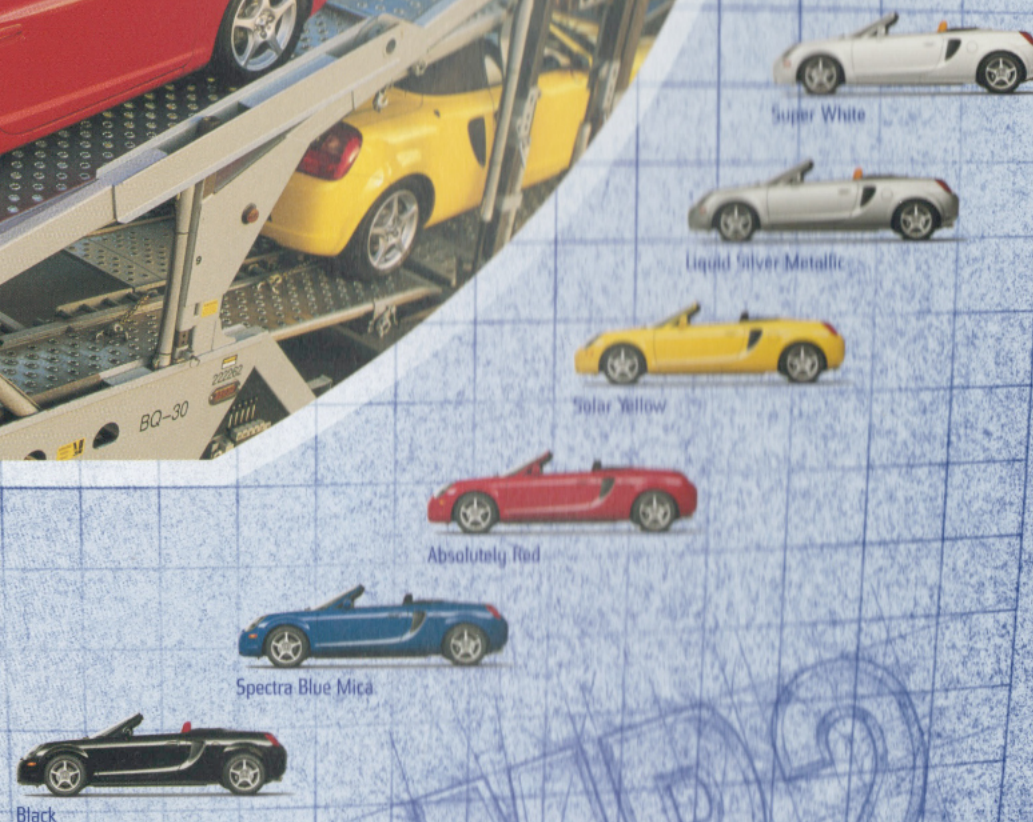






\*Availability of interior/exterior color combinations may vary regionally.

- Floor mats (available in three colors)
- Front-end mask
- Wheel locks



- Aerodynamic multi-reflector halogen headlamps with Daytime Running Lights (DRL)
- Color-keyed bumpers and door handles
- Washer-linked variable intermittent windshield wipers
- High Solar Energy-Absorbing (HSEA) glass
- Dual color-keyed power outside mirrors
- P185/55R15 front, P205/50R15 rear tires on 15" aluminum alloy wheels
- Anti-lock Brake System (ABS)
- Manual folding black cloth convertible top with glass rear window and electric defroster
- Wind deflector
- Functional side air intake ducts
- Instrument cluster with analog speedometer, tachometer and fuel gauge; LCD odometer with twin tripmeters; and seatbelt disconnect, air bag, door ajar, battery, oil pressure, brake, check engine and low-fuel level warning lights
- Digital quartz clock
- Defroster-linked CFC-free air conditioning
- Dual sun visors
- Covered dashboard storage compartment
- Maplight
- Drilled aluminum sport pedals
- Leather-wrapped tilt steering wheel and gear shift lever
- Driver and passenger front air bag Supplemental Restraint System (SRS) with passenger-side air bag cutoff switch
- Fabric-trimmed 4-way adjustable sport seats
- Fabric-trimmed doors with integrated speakers and map pockets
- Power windows with retained-power and driver's auto-down feature
- Power door locks with anti-lockout feature
- Center console
- Dual cup holder
- Dual lockable storage compartments behind the seats
- Remote hood, engine cover and fuel-filler door releases
- Deluxe 3-in-1 AM/FM ETR/Cassette/CD with 4 speakers

- Front and rear energy-absorbing crumple zones
- Side-impact door beams
- 5-mph front and rear bumpers
- Daytime Running Lights (DRL)
- Hood hold-down hooks
- Standard Anti-lock Brake System (ABS)
- Driver and front passenger air bag Supplemental Restraint System (SRS) with passenger-side cutoff switch
- 3-point seatbelts with Emergency Locking Retractor (ELR) on driver's belt; Automatic/Emergency Locking Retractors (ALR/ELR) on passenger's belt
- Seatbelt pretensioners with force limiters
- Center high-mount stop lamp (CHMSL)

Drivetrain:	Mid-engine, rear-wheel drive with 5-speed manual transmission
Engine:	1.8-liter double overhead cam (DOHC) 16-valve 4-cylinder with Variable Valve Timing with intelligence (VVT-i)
Displacement:	1.8 liters (1,794 cc)
Bore x stroke:	79.0 mm x 91.5 mm
Compression ratio:	10.0:1
Induction system:	Multi-point EFI
Ignition system:	Electronic, with Toyota Direct Ignition system (TDI)
Horsepower:	138 hp @ 6,400 rpm
Torque:	125 lb.-ft. @ 4,400 rpm

Front: Independent MacPherson strut  
Rear: Independent dual-link MacPherson strut

Type:	Rack-and-pinion with electro-hydraulic power-assist
Turning circle (ft.):	17.4

**BRAKES** Power-assisted ventilated disc brakes with Anti-lock Brake System (ABS)

Front: P185/55R15  
Rear: P205/50R15

Overall height:	48.8
Overall width:	66.7
Overall length:	153.0
Wheelbase:	96.5
Tread width, front/rear:	58.1/57.5
Ground clearance:	4.9
Coefficient of drag (Cd):	0.35

Head room:	37.3
Shoulder room:	51.0
Hip room:	49.8
Leg room:	42.2
Seating capacity:	2

Curb weight (lbs.):	2,195
Passenger vol. (cu. ft.):	48.0
Cargo volume, f/r (cu. ft.):	0.4/1.5
Fuel tank (gal.):	12.7

## City/highway: 25/30

The Toyota driver and front passenger air bags are Supplemental Restraint Systems (SRS). The driver and front passenger air bags are designed to inflate in a severe frontal collision. In all other accidents, the air bags will not inflate. To decrease the risk of injury from a deploying air bag, always wear seatbelts, sit upright in the middle of the seat and do not lean against the door. Do not put objects in front of an air bag. Do not use rearward-facing child seats in any front passenger seat without switching off the passenger-side air bags. The force of a deploying air bag SRS may cause serious injury or death. Please see your Owner's Manual for further instructions.

Specifications, standard features and available equipment are based upon information available at the time of printing and are subject to change without notice.

<sup>2</sup>Preliminary EPA mileage estimates determined by Toyota. Final EPA mileage estimates not available at time of printing.

Specifications, standard features and available equipment are for mainland U.S.A. vehicles only and may differ in the state of Hawaii and in other regions. See your Toyota dealer for details.



## STANDARD EQUIPMENT AND SAFETY FEATURES

## SPECIFICATIONS