MR2

OUTLINE OF NEW FEATURES

1. Exterior and Interior

The exterior and interior have been changed to direct a new presence. For details, refer to page 76.

2. 1ZZ-FE Engine

- The fuel tank for the Europe model has been made lead-free to address environmental concerns.
- The soft logic of the engine ECU has been changed to match the adoption of the 6-speed sequential manual transaxle, and adoption of the brake control system (ABS with EBD, Brake Assist, TRC, VSC).
- In order for the engine ECU of the Europe model to comply with the OBD-II regulations, all the DTC (Diagnostic Trouble Code) have been made to correspond to the SAE controlled codes. Some of the DTC have been further divided into smaller detection areas than in the past, and new DTC have been assigned to them. For details, see the 2003 General Features section.

3. Manual Transaxle (only for Europe Model)

The Europe model of the new MR2 has been changed from the C52 5-speed manual transaxle to the C66 6-speed manual transaxle.

4. Sequential Manual Transaxle

- In the new MR2, the Europe model has been changed from the C52M 5-speed sequential manual transaxle to the C66M type, and the Australia model has been changed from the C56M 5-speed sequential manual transaxle to the C65M type 6-speed sequential manual transaxle.
- To comply with the OBD-II regulation, the DTC (Diagnostic Trouble Code) of the sequential manual transaxle have been changed to match the SAE control codes.

5. Suspension

Newly developed front and rear shock absorbers have been adopted to ensure the responsiveness of the damping force.

6. Brake

- The brake control system has been changed using the following equipment:

Destination		Europe				Australia	
Transaxle		MT		SMT		SMT	
Model		New	Previous	New	Previous	New	Previous
Brake Control System	ABS	STD	←	—	STD	—	STD
	ABS, Brake Assist, TRC, and VSC	—	—	STD	—	STD	—

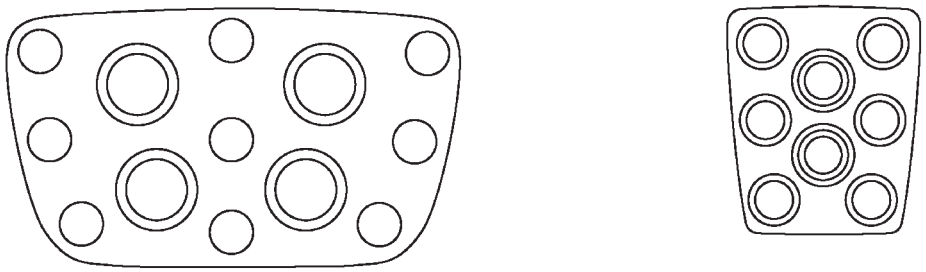
MT: Manual Transaxle, SMT: Sequential Manual Transaxle
ABS: Anti-lock Brake System, TRC: Traction Control, VSC: Vehicle Stability Control

- The brake actuator in the brake control system (ABS) is integrated with the skid control ECU, ABS solenoid relay and ABS motor relay.
- The brake actuator in the brake control system (ABS, Brake Assist, TRC, and VSC) is newly developed. In this system, a motor cut off relay is added.

Service Tip

The bleeding procedure has been changed due to use of this brake actuator in the brake control system (ABS, Brake Assist, TRC, and VSC). For details, refer to the MR2 Chassis & Body Repair Manual Supplement (Pub. No. RM982E).

- On the sequential manual transaxle model, the brake pedal size has been changed for easier pedal operation.



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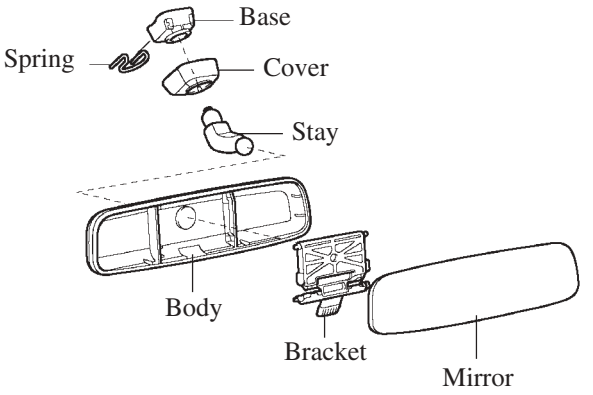
7. Steering

- The main shaft support portion has been changed from a bushing to a needle bearing type. The needle bearing is used to reduce the friction that occurs during steering operation.
- The shape of the steering column bracket has been changed in order to ensure its mounting rigidity.

8. Inside Rear View Mirror

The construction of the inside rear view mirror has been simplified and the number of parts has been reduced. As a result, the mirror installation method has changed. For details, refer to the MR2 Chassis & Body Repair Manual Supplement (Pub. No. RM982E).



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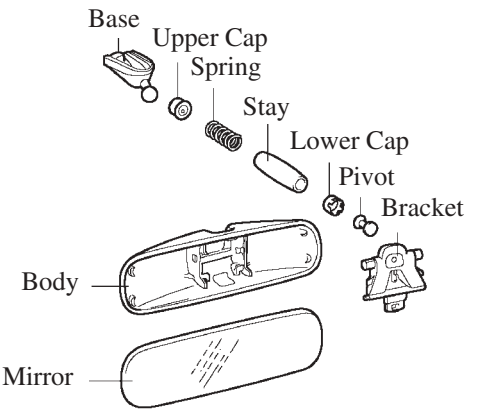

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