





**3**

### デフギヤの取り付け Differential Gear Installation

1~4の順番に組み立ててください。  
Assemble with order.

ボックスアートの車輛

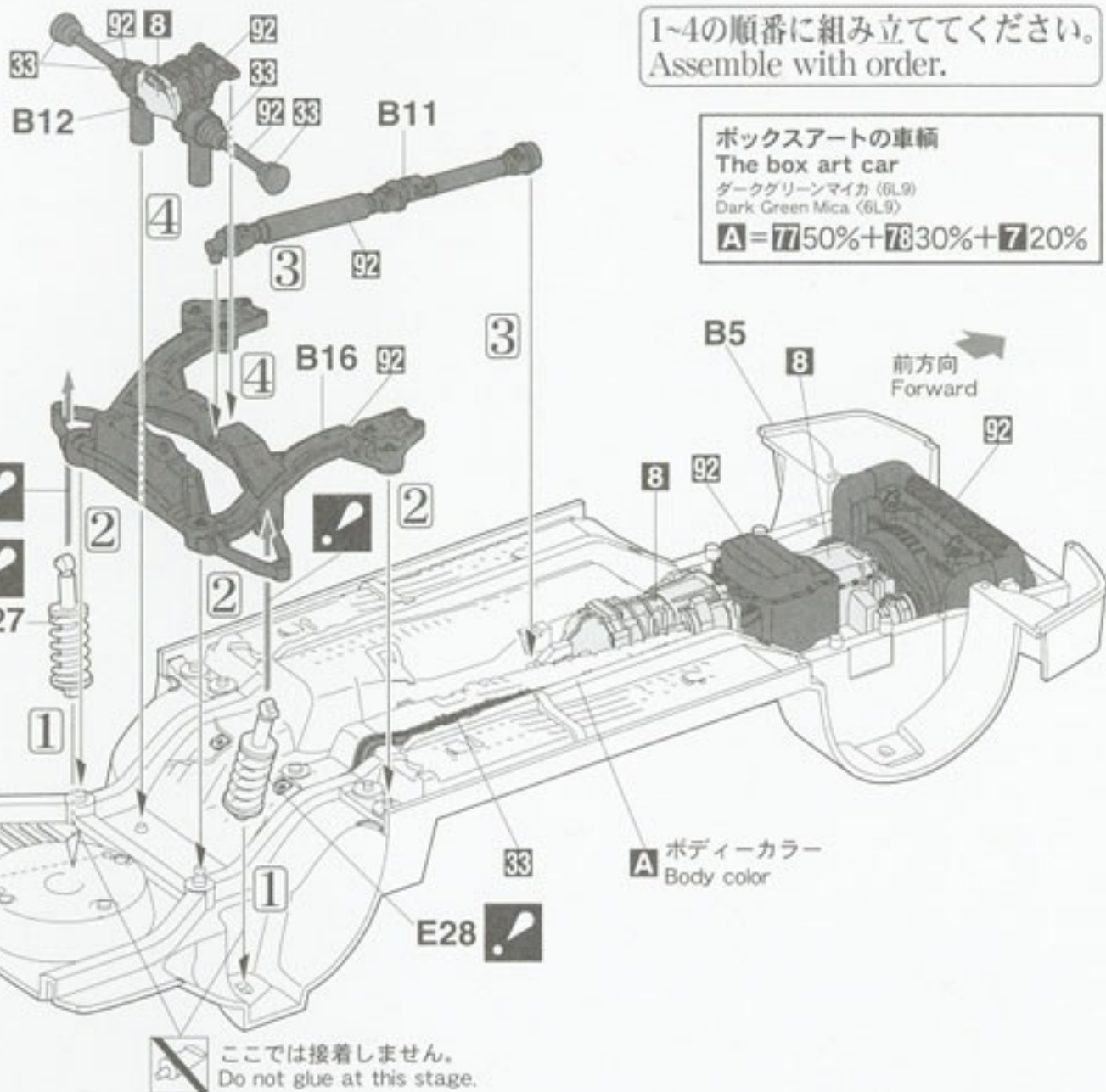
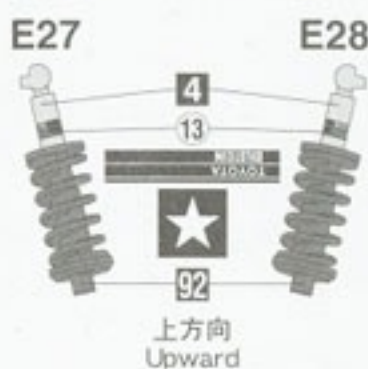
The box art car

ダークグリーンマイカ (6L9)

Dark Green Mica (6L9)

**A** = **77**50% + **78**30% + **7**20%

❗ 向きに注意してください。  
Please note the direction.

**4**

### ブレーキディスクの組み立て Brake Disk Assembly

❗ 左右に注意してください。  
Please be careful on the  
left and right.

リヤディスク R  
Rear disk R

E16

8+9少量

P1

E20

前方向  
Forward

E19

リヤディスク L  
Rear disk L

E15

8+9少量 8

右側も同様に  
Same the right side

上方向  
Upward

E20

E19

フロントディスク L  
Front disk L

E14

8+9少量

P1

E17

上方向  
Upward

E18

フロントディスク R  
Front disk R

E13

8+9少量 8

左側も同様に  
Same the left side

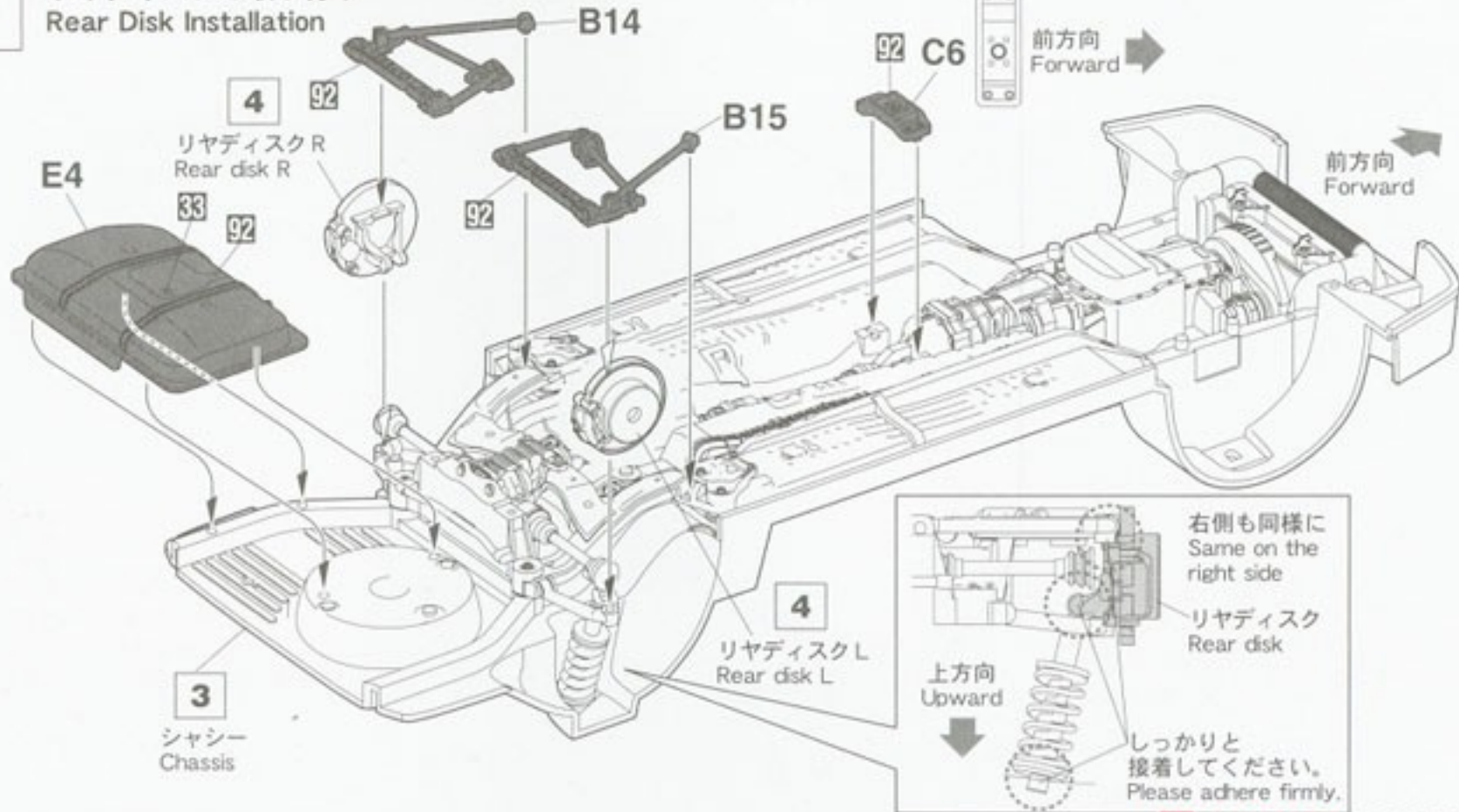
前方向  
Forward

E17

E18

**5**

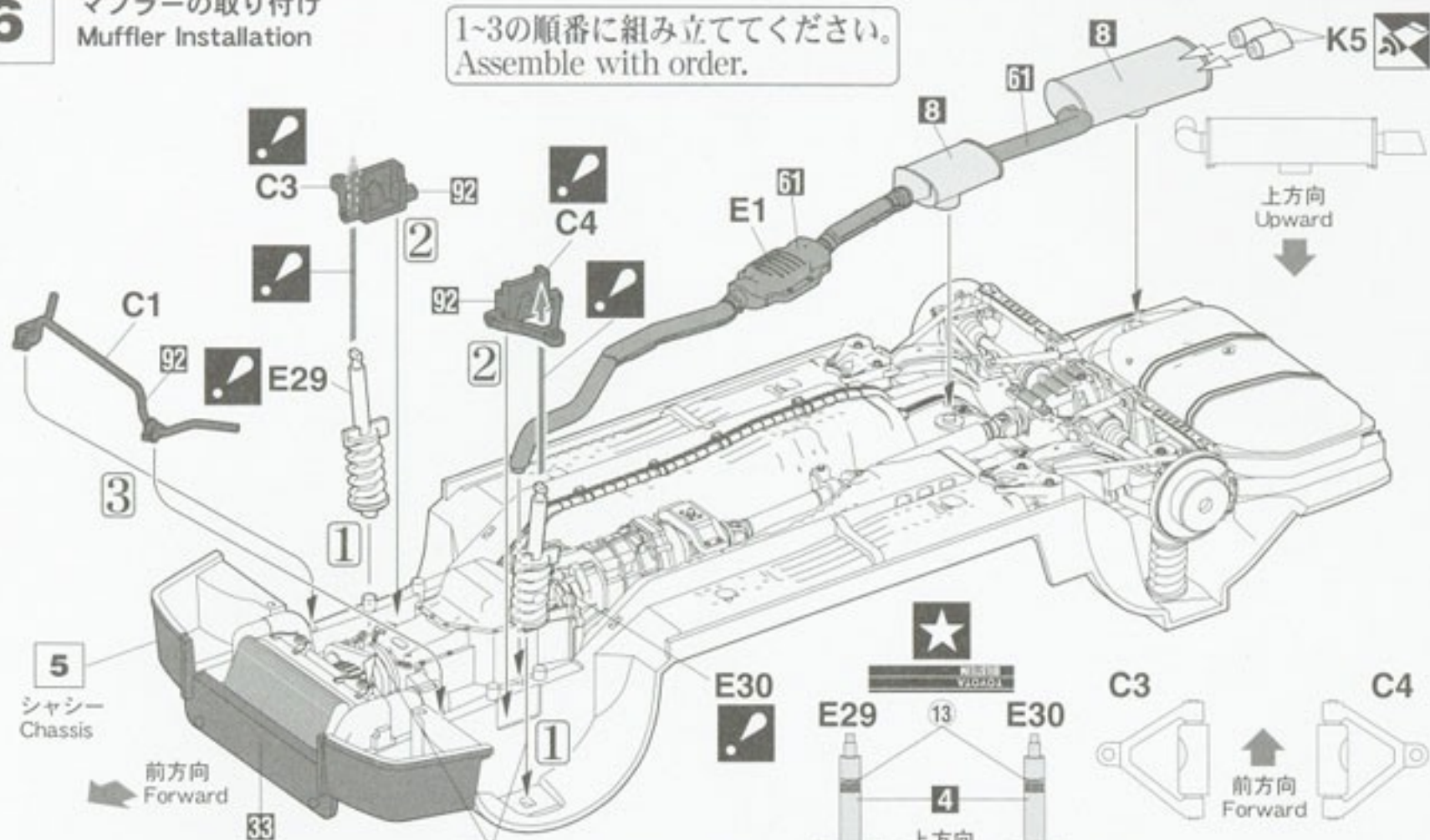
### リヤディスクの取り付け Rear Disk Installation





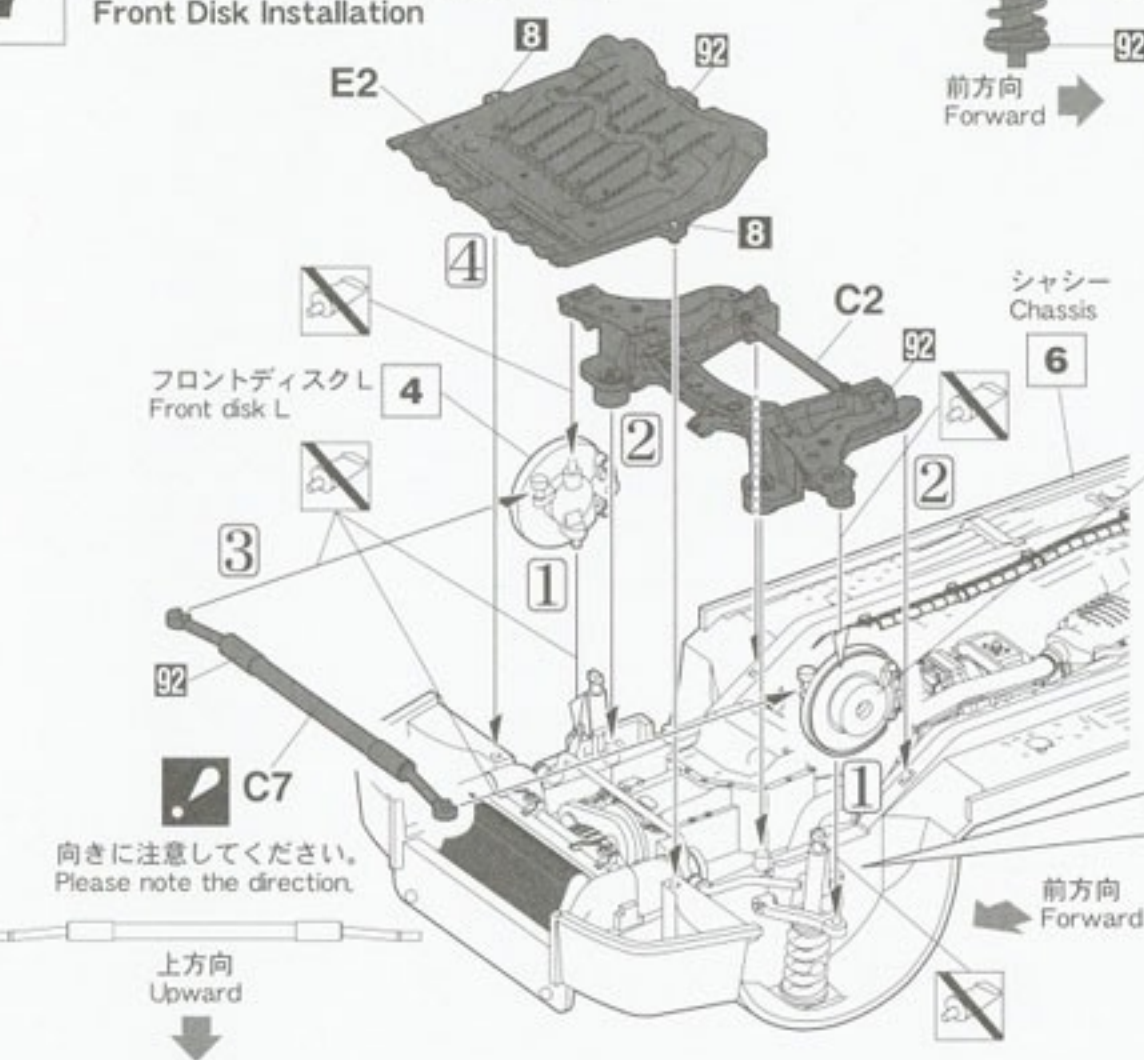
## 6 マフラーの取り付け Muffler Installation

1~3の順番に組み立ててください。  
Assemble with order.



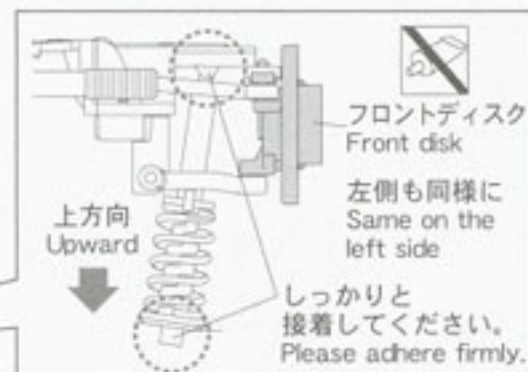
## 7 フロントディスクの取り付け Front Disk Installation

ここでは接着しません。  
Do not glue at this stage.

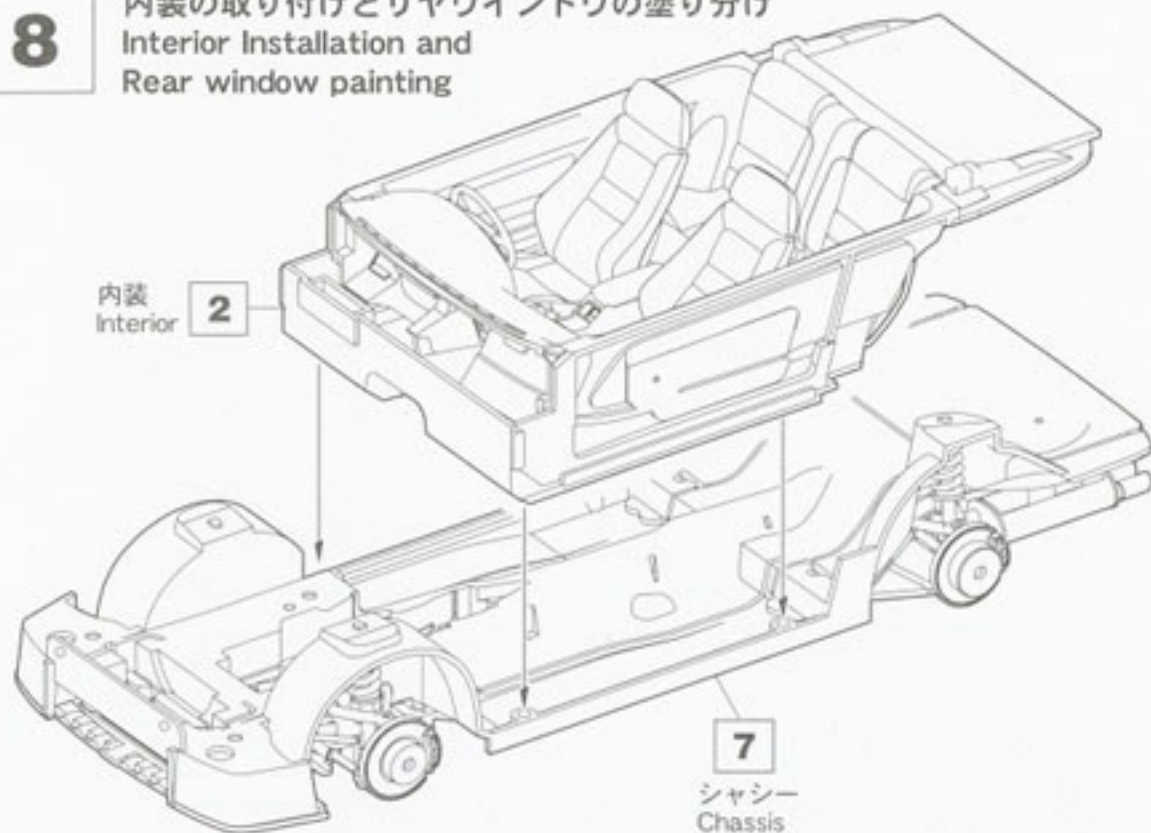


1~4の順番に組み立ててください。  
Assemble with order.

4 フロントディスク R  
Front disk R

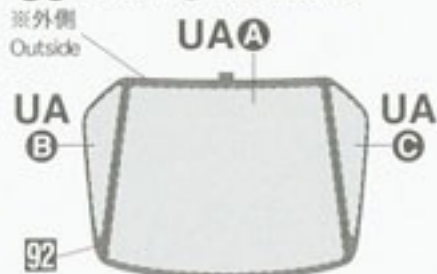


## 8 内装の取り付けとリヤウインドウの塗り分け Interior Installation and Rear window painting

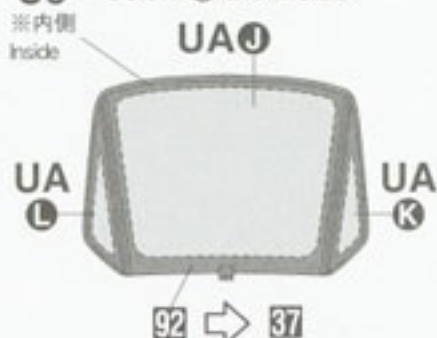


リヤウインドウの塗り分け  
Rear window painting

U8 外側の塗り分け  
Coloring the outside



U8 内側の塗り分け  
Coloring the inside



※ 92 が乾燥後に、37 で塗装します。  
After 92 dries, paint with 37.

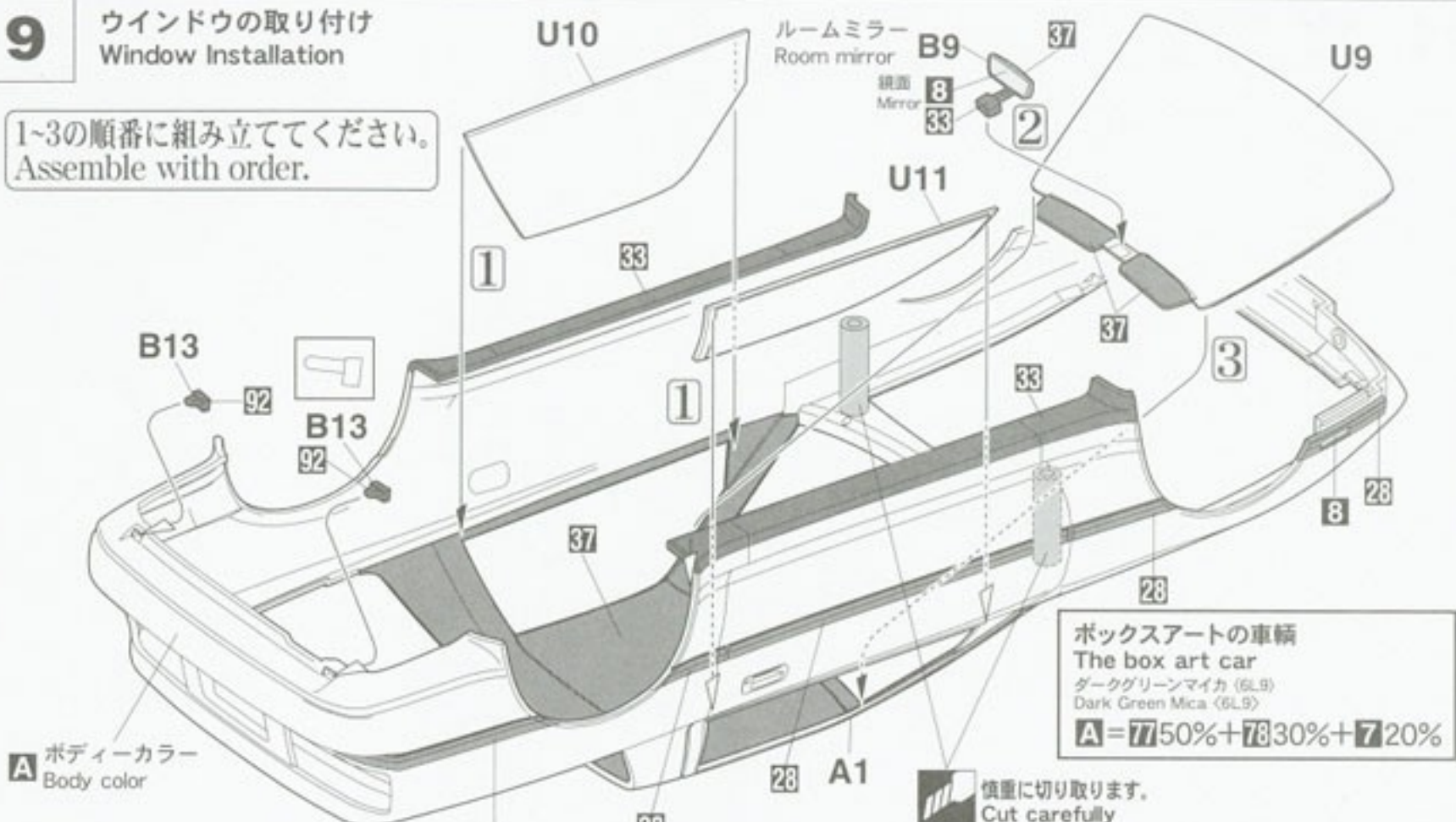
※ 37 が乾燥してからマスキングを  
はがしてください。  
Please remove tightly after drying.



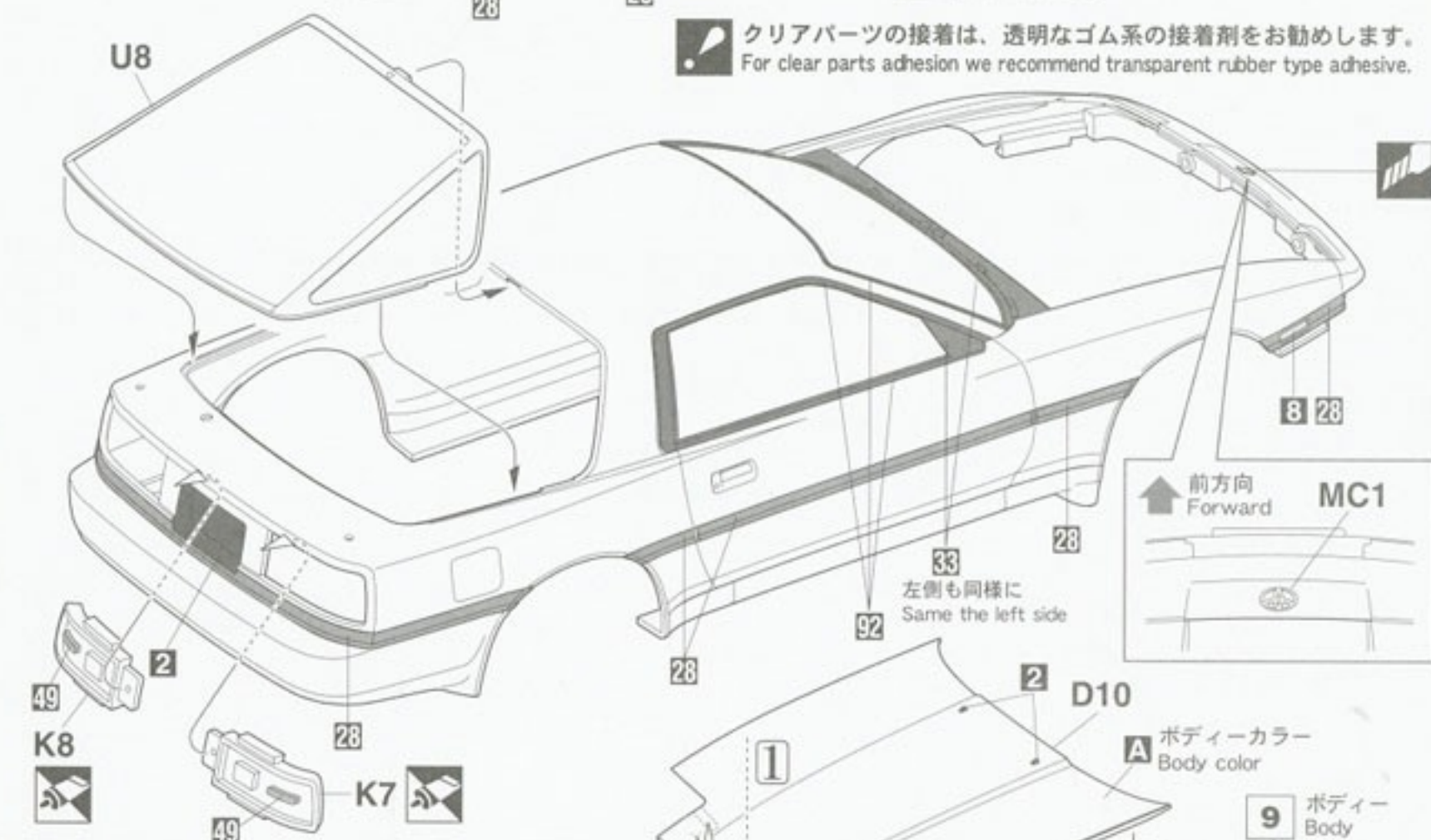
# 9

## ウインドウの取り付け Window Installation

1-3の順番に組み立ててください。  
Assemble with order.



クリアパーツの接着は、透明なゴム系の接着剤をお勧めします。  
For clear parts adhesion we recommend transparent rubber type adhesive.

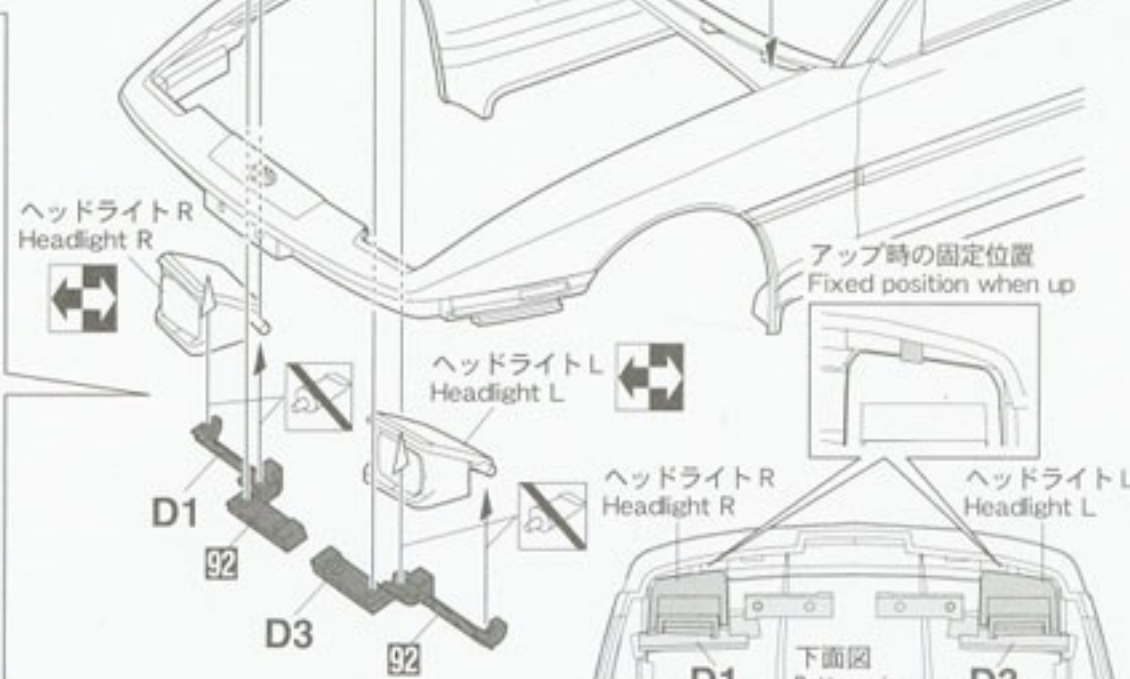
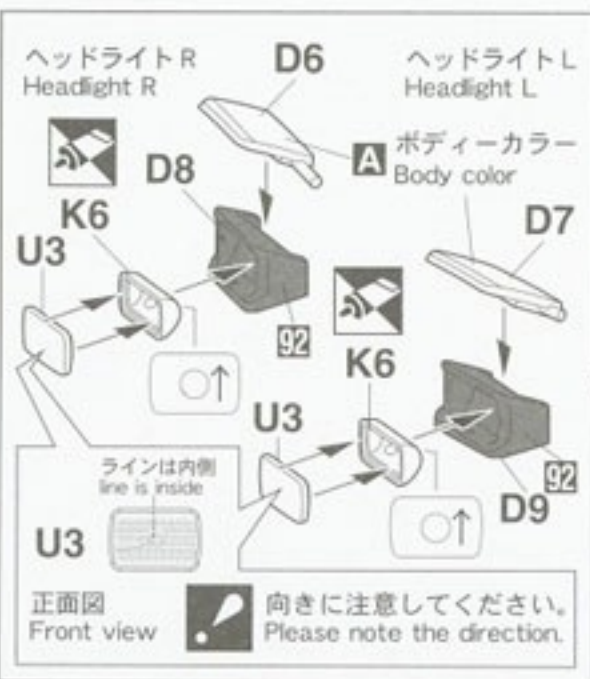


# 10

## ボディの組み立て Body Assembly

1-3の順番に組み立ててください。  
Assemble with order.

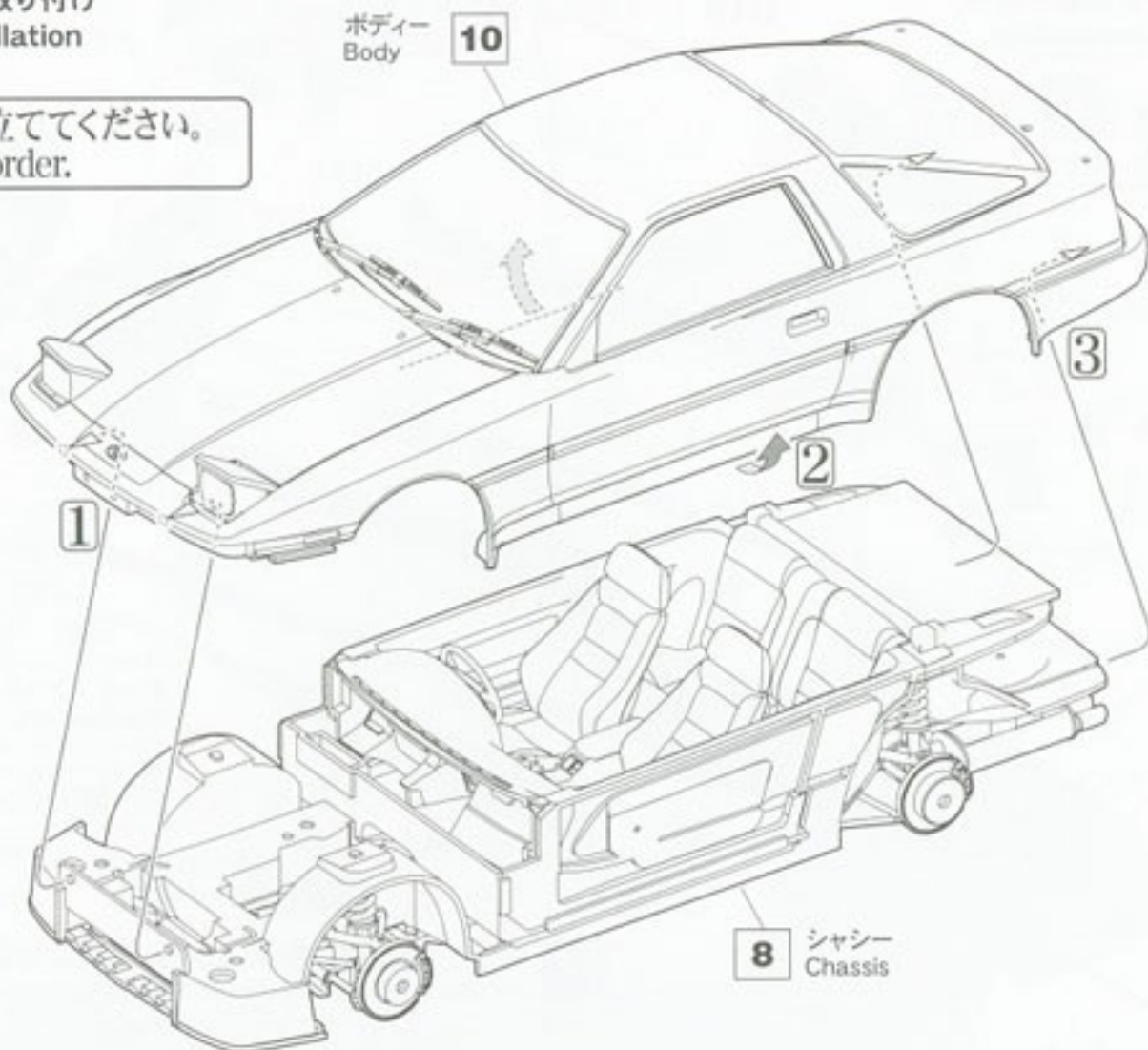
ヘッドライトは、アップ、ダウンが可能です。  
The headlights can be up and closed.





# 11 ボディーの取り付け Body Installation

1-3の順番に組み立ててください。  
Assemble with order.



# 12 サイドミラーの取り付け Side Mirror Installation

ボックスアートの車輛  
The box art car  
ダークグリーンマイカ (6L9)  
Dark Green Mica (6L9)

A = 7750% + 7830% + 720%

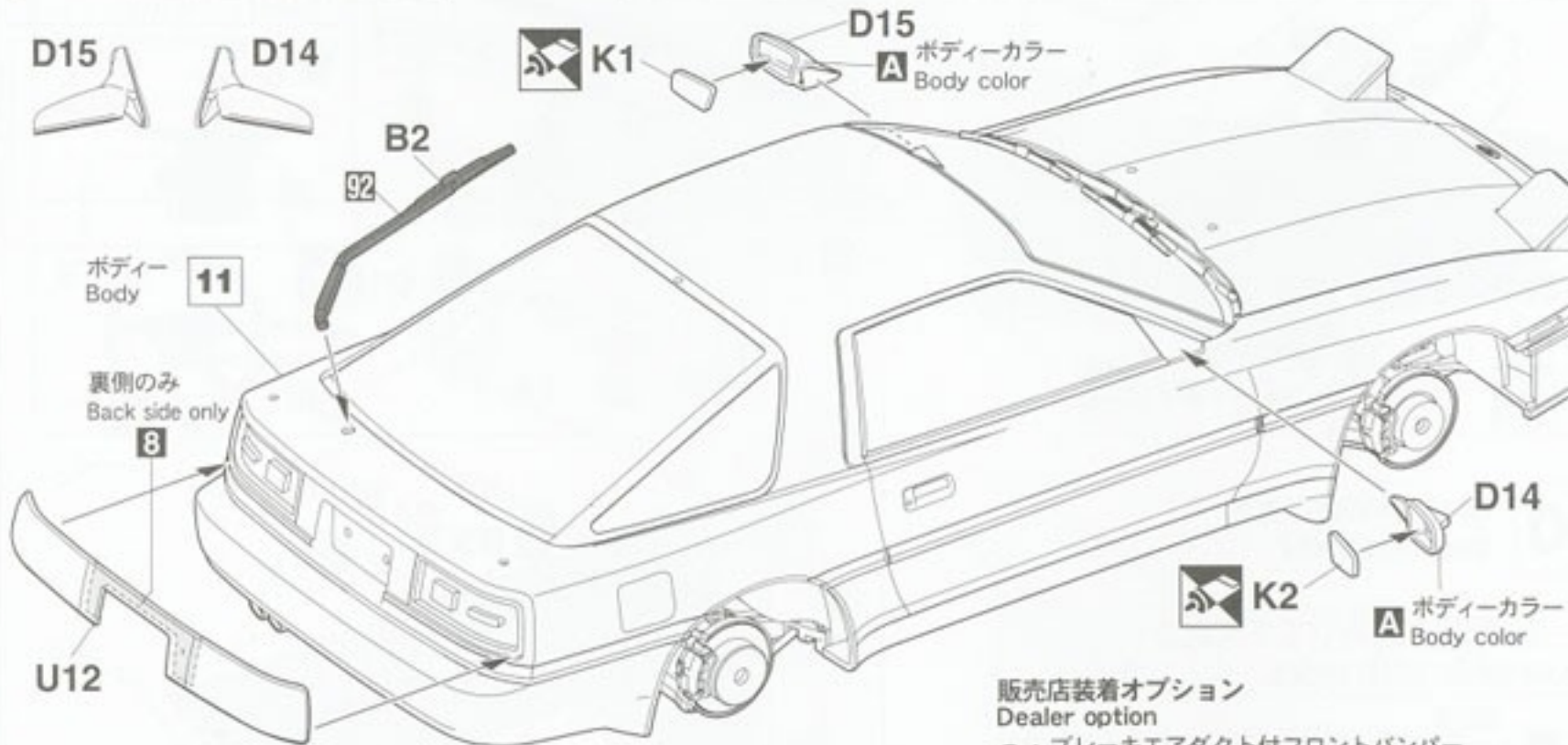
テールライトの塗り分け  
Tail light painting



❗ しっかり乾燥してからマスキングをはがしてください。  
Please remove tightly after drying.



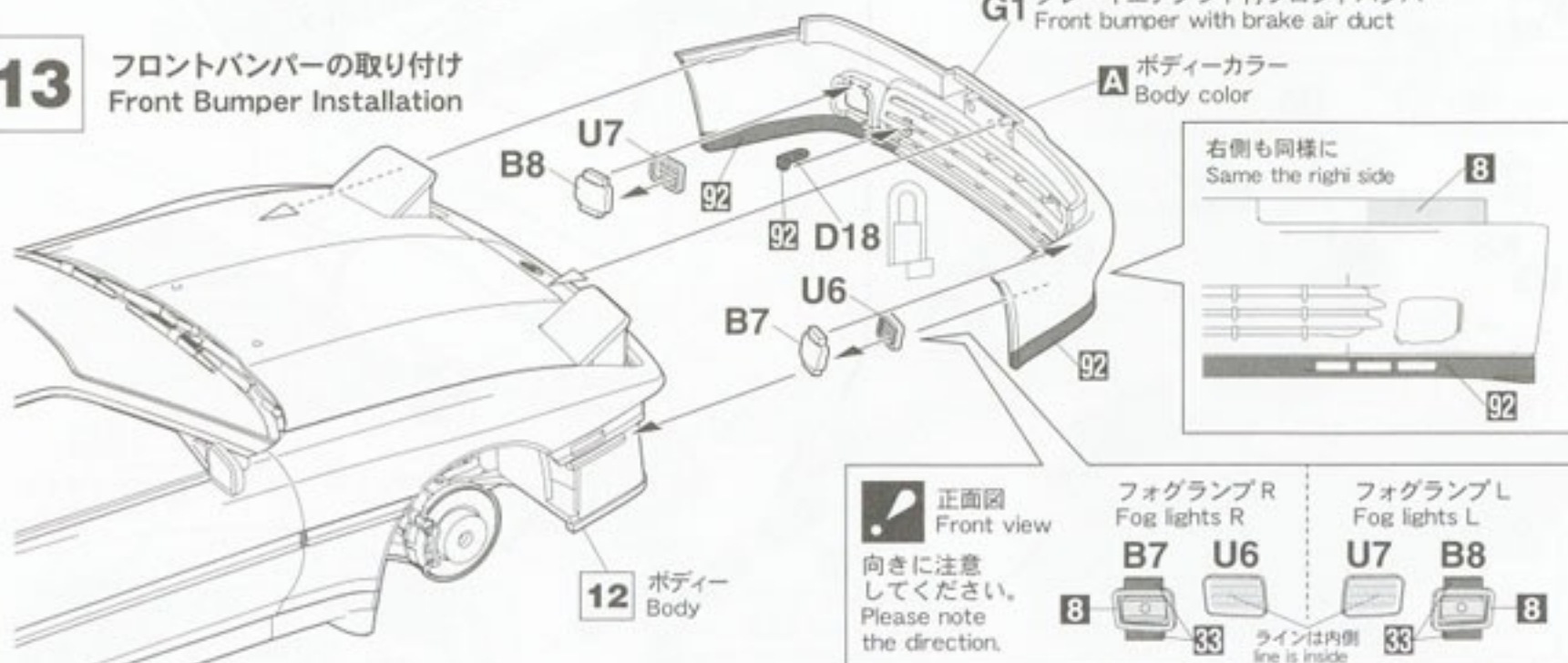
D15 A ボディーカラー  
Body color



A ボディーカラー  
Body color

販売店装着オプション  
Dealer option  
G1 ブレーキエアダクト付フロントバンパー  
Front bumper with brake air duct

# 13 フロントバンパーの取り付け Front Bumper Installation



フォグランプ R  
Fog lights R

フォグランプ L  
Fog lights L

B7 U6

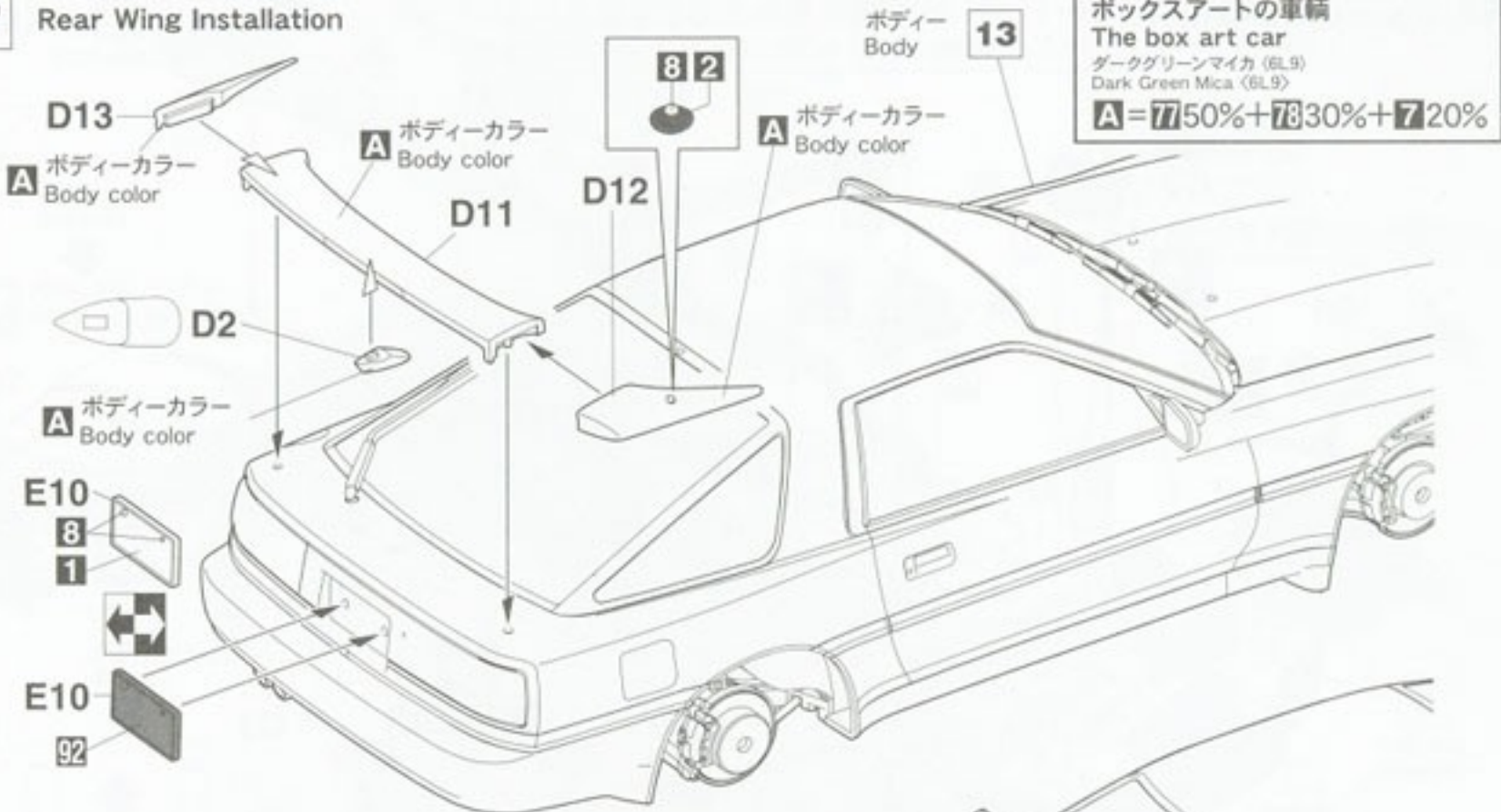
U7 B8

33 ラインは内側  
line is inside



# 14

## リヤウィングの取り付け Rear Wing Installation

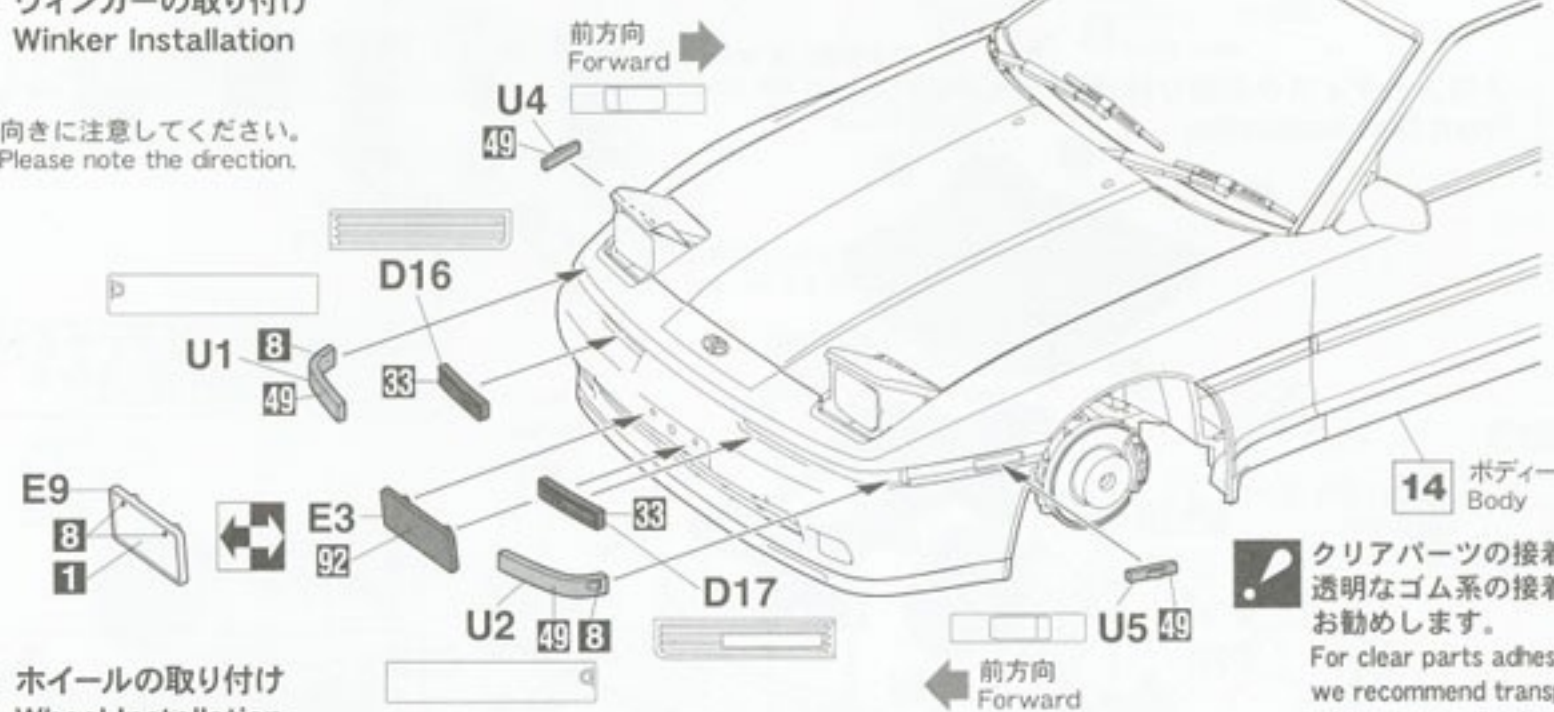


ボックスアートの車種  
The box art car  
ダークグリーンマイカ (BL9)  
Dark Green Mica (BL9)  
**A** = 77 50% + 78 30% + 7 20%

# 15

## ウィンカーの取り付け Winker Installation

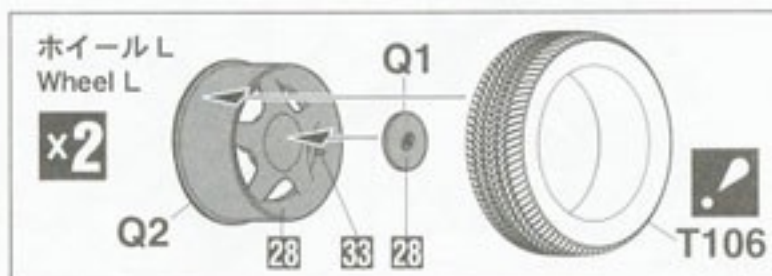
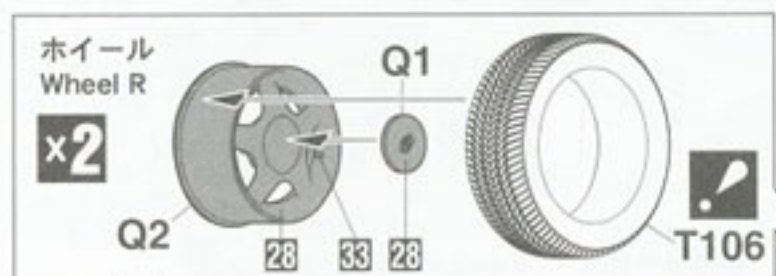
向きに注意してください。  
Please note the direction.



クリアパーツの接着は、  
透明なゴム系の接着剤を  
お勧めします。  
For clear parts adhesion  
we recommend transparent  
rubber type adhesive.

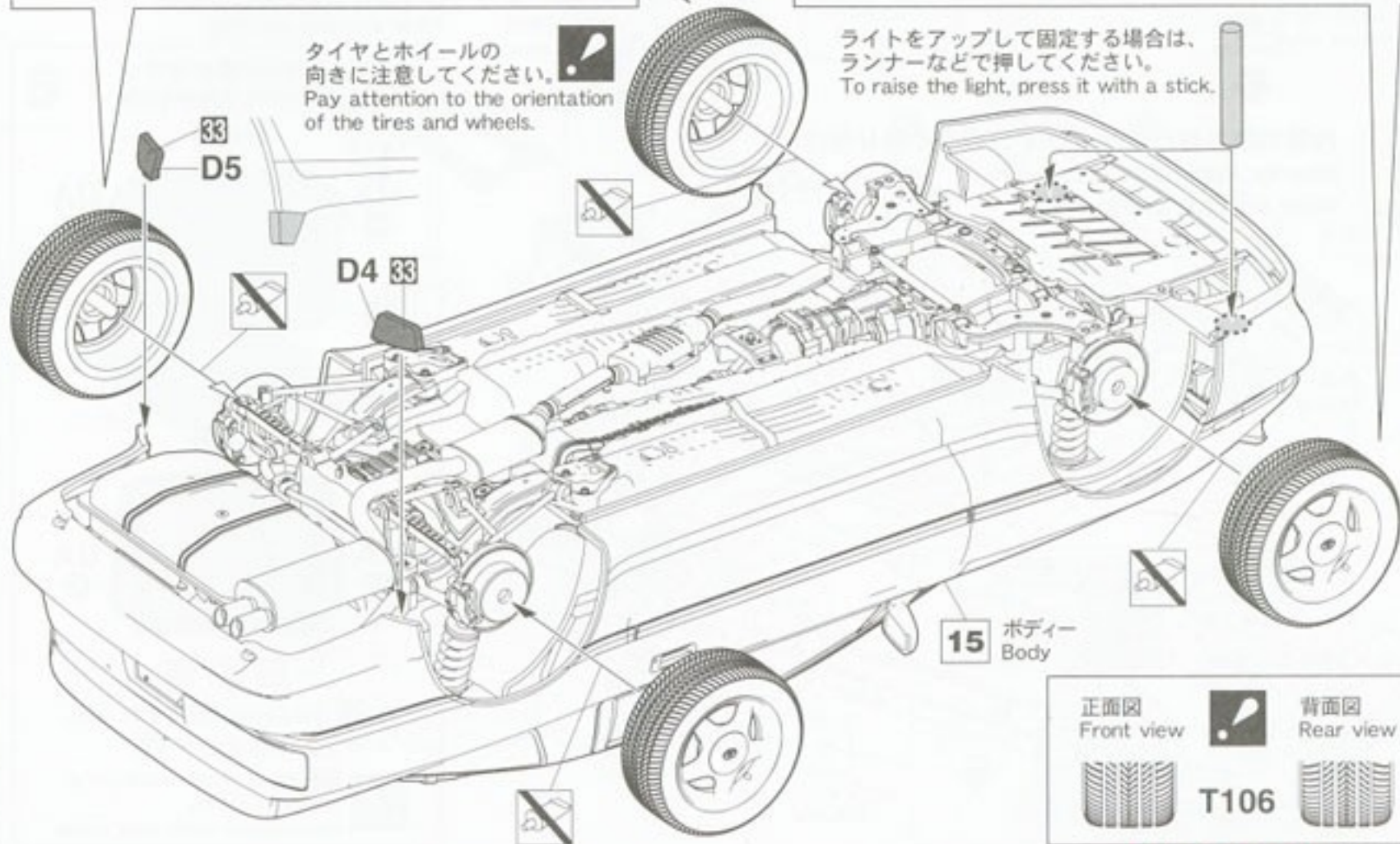
# 16

## ホイールの取り付け Wheel Installation

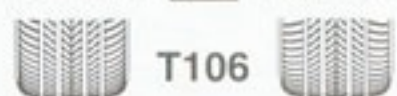


タイヤとホイールの  
向きに注意してください。  
Pay attention to the orientation  
of the tires and wheels.

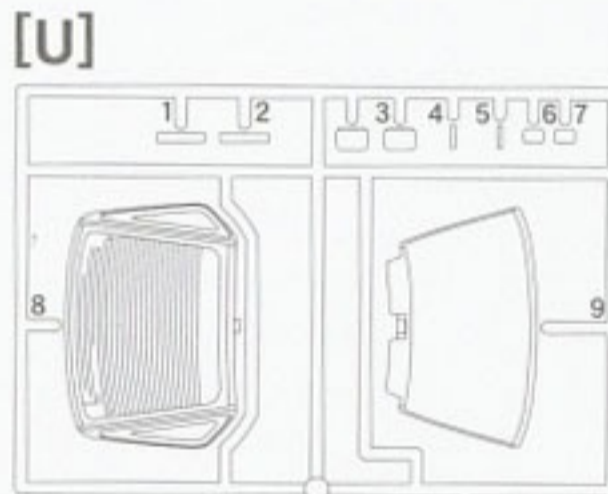
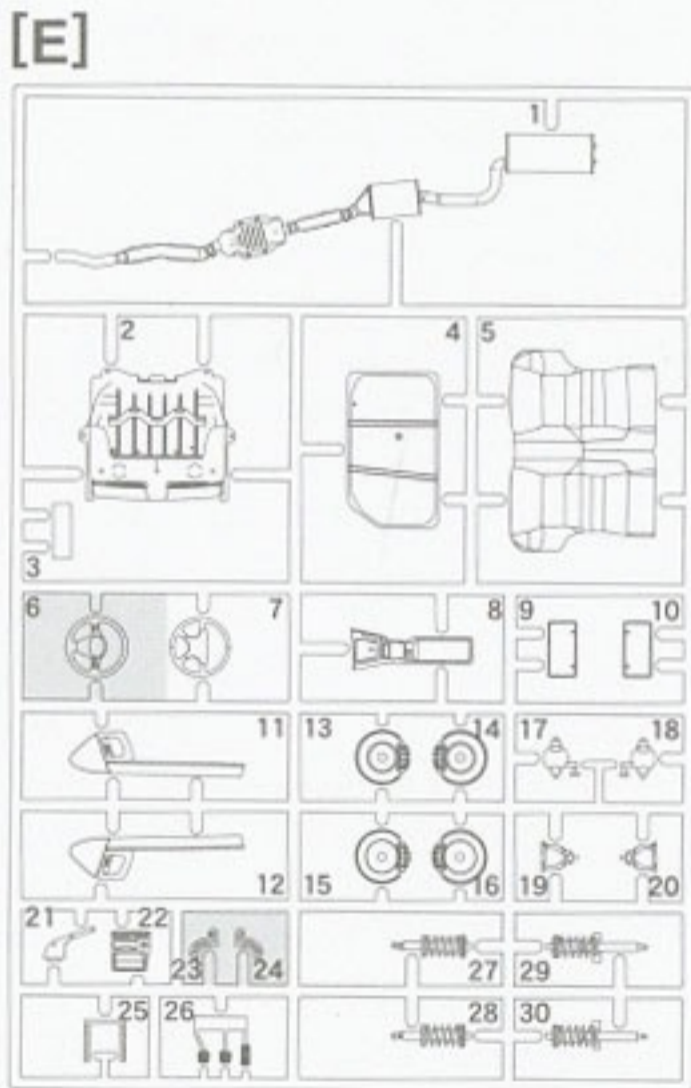
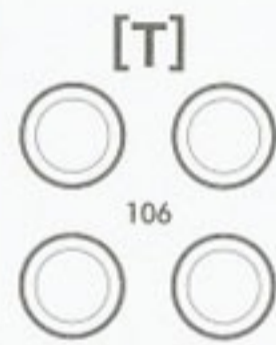
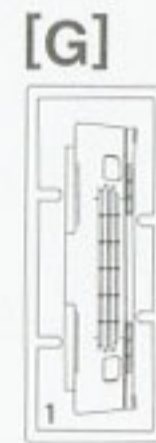
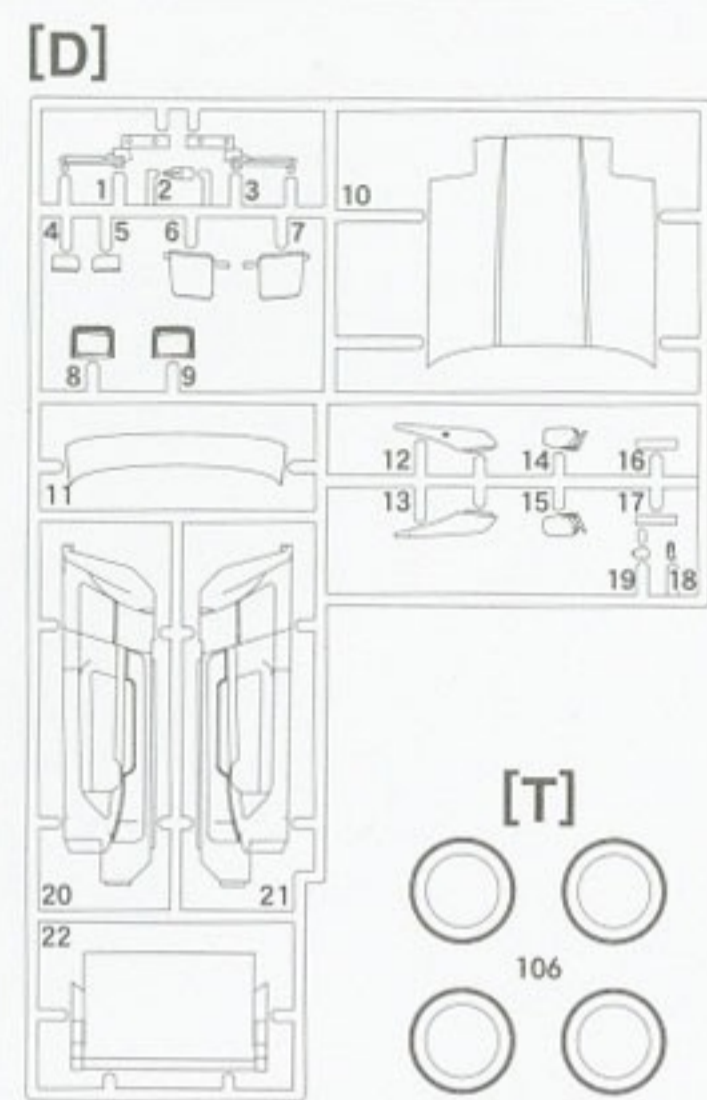
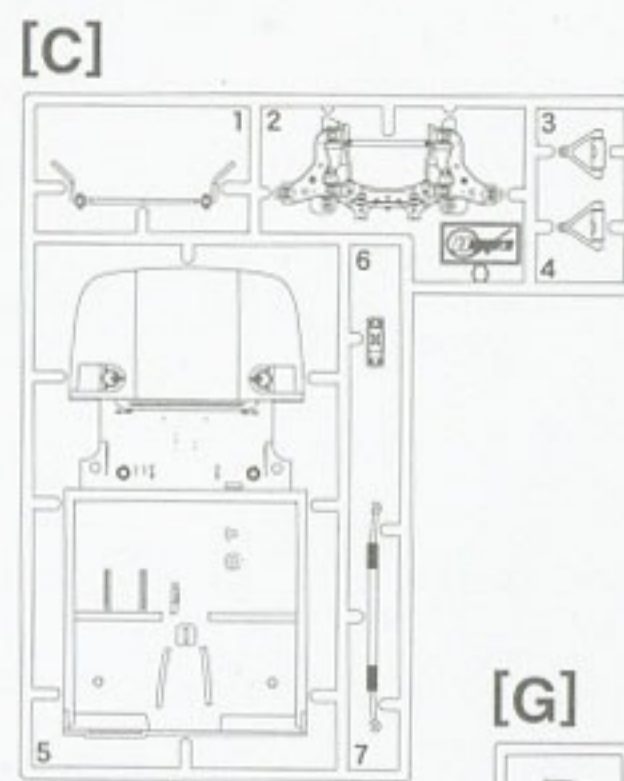
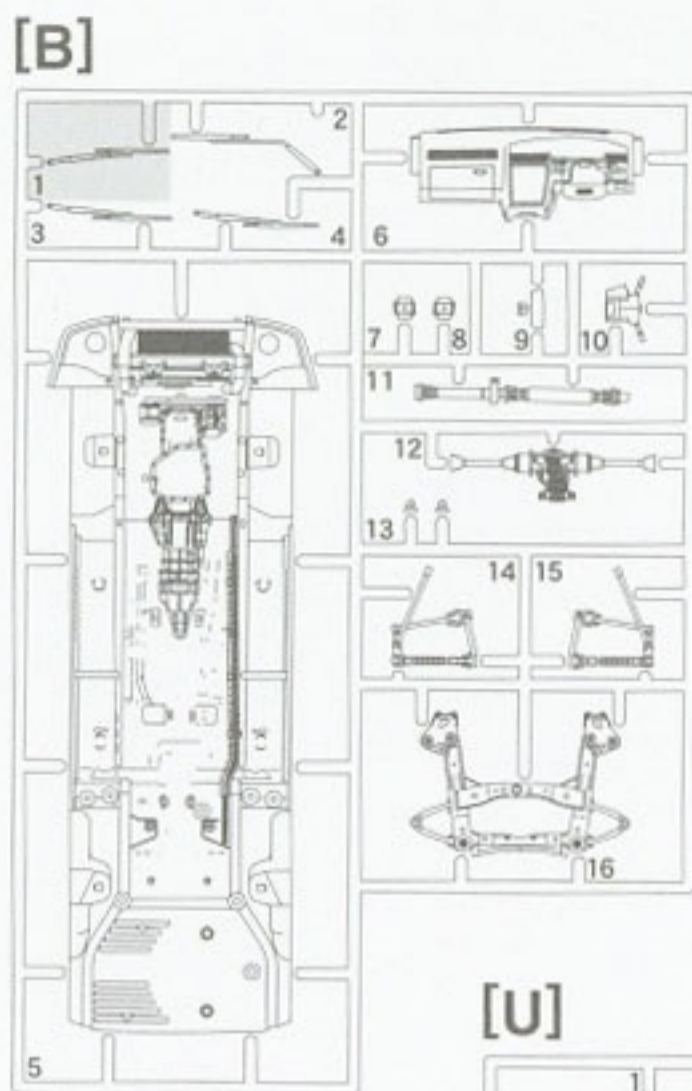
ライトをアップして固定する場合は、  
ランナーなどで押してください。  
To raise the light, press it with a stick.



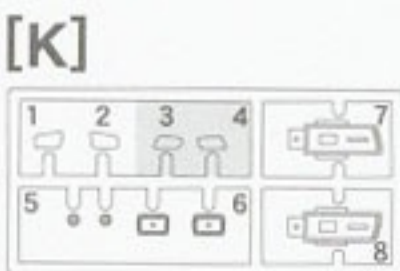
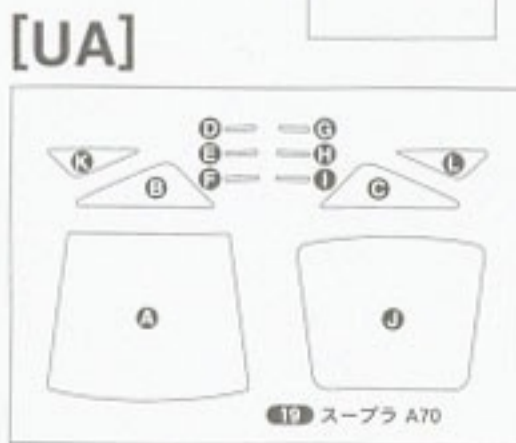
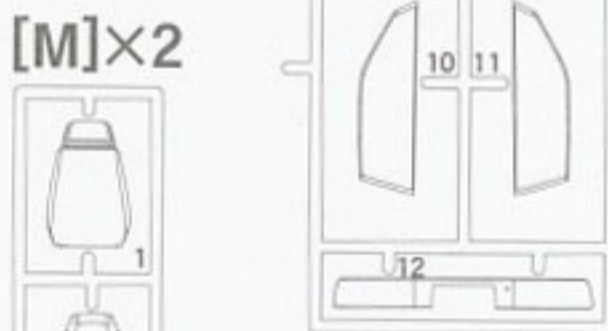
正面図 Front view 背面図 Rear view







の部品は使用しません。  
Parts not for use.  
Teile werden nicht verwendet.  
Pièces à ne pas utiliser.  
Parti non per uso.  
Partes para no usar.  
不需要使用的部件





In 1981, the Japanese car scene finally began to emerge from the dark clouds of the oil crisis and emissions regulations in which it had found itself through most of the 1970s. Leading the way in this re-emergence of high performance automobiles was a new Toyota design with a sporty attitude: the third generation of the Celica line. At the time, the upper end of Toyota's mature driver target market was left to the high-class Gran Turismo Soarer line, while a younger driving market was targeted with a shift to the sporty new Celica, with its straight-6 XX ( "Double X" ) engine. Celica first generation notchback and liftback (LB) lines kept the straight-4 engine, and from 1982, the lineup was joined by the 1800GT-T, which featured Japan's first twin cam turbo 1.8-liter (3T-GTEU) engine.

The Celica XX was based around an LB chassis with a lengthened wheelbase and an elongated trunk large enough for the new straight-6 engine. The top-of-the-line 2800GT, which used the same straight-6 DOHC 2.8-liter (5M-GEU) engine used by the Soarer models, was the fastest Japanese car in production at the time, and as such, was widely sought after by younger drivers. This was followed in 1982 by the so-called "Lasre  $\alpha$ " ( "Lasre Alpha" ) 2000GT, which was mounted with a high-spec straight-6 DOHC24 valve 2-liter (1G-GEU) engine. With its Japanese auto tax-friendlier chassis size, the model quickly achieved a high degree of market popularity.

The first generation Supra so-named for the Japanese market ( "Supra" was originally a name used for export models) appeared in 1986 as the result of a full model change for the Celica XX, which was now being developed independently from the main Celica line. Beginning with the chassis and engine, many of the mechanical components were shared with the second-generation Soarer line, and it featured rear-wheel drive. When it first went on sale, the top model was powered by a straight-6 DOHC24 valve engine producing 240ps and mounted with a 7M-GTEU 3-liter intercooler turbo. This was joined in the lineup by a model featuring Japan's first twin turbo 2-liter 1G-GTEU. In 1990, instead of the 3-liter turbo, we introduced a 2.5-liter twin turbo 1JZ-GTE that generates 280ps, which was the upper limit of the self-regulation of output at that time, and made many changes and improvements. Ad copy for the top grade 3.0GT at the time of its debut named the car the "TOYOTA 3000GT" – a naming which symbolically linked the new model with its proud 2000GT lineage and highlighted the Supra in its new role as the flagship of Toyota sports models.

(E-JZA70-BLMQZ, 2.5GT TWIN TURBO R)

length: 4,620mm; width: 1,745mm; height: 1,300mm; wheel base: 2,595mm; vehicle weight: 1,520kg; engine: 1JZ-GTE straight 6 DOHC; displacement: 2,491cc; maximum output: 280ps/6,200rpm (NET); maximum torque: 37.0kg-m/4,800rpm rpm; fuel system: EFI electronic fuel injection; suspension (front/rear): Double wishbone type coil spring; passenger capacity: five.