

RCC

FF

 LEXUS
EXPERIENCE AMAZING



Whether you're driving on the racetrack or a twisting mountain pass, the new RC F sports coupé delivers razor-sharp handling. It can reach a top speed of 270 km/h and take you to 100 km/h in just 4.3 seconds, yet this car is about much more than performance data. Chief Engineer Yuuichi Tsurumoto and his team left no stone unturned in developing the new F line flagship. So while a new aerodynamic package increases downforce at high speeds, even the car's pedals have been redesigned to help the driver switch more smoothly between brake and accelerator.

The heart of the RC F is a naturally aspirated, craftsman-tuned V8 petrol engine that delivers an awesome 464 hp DIN of power to the rear wheels. Weight has been saved everywhere: extra machining to the engine's intake manifold, for example, has shaved 700 grammes at a height crucial for a low centre-of-gravity. For even further weight reduction, the RC F is available with a carbon fibre package. All control systems have been updated too. A new Launch Control function allows for quicker starts while pioneering artificial intelligence algorithms predict your next gearshift intention based on past driving data. In search of faster lap times, the RC F sports ultra-light forged alloy wheels supplied by BBS, for which bespoke Michelin PILOT SPORT 4 S tyres were developed.

For the driver who covets the ultimate in performance, Lexus now also offers the RC F Track Edition. Featuring motorsport technologies like carbon-ceramic disc brakes and titanium exhausts, overall weight has been reduced by an impressive 55 kg compared to the standard RC F. Fittingly, the Track Edition was fine-tuned on the world's most demanding racetrack, the Nürburgring - with Lexus Chief Branding Officer and 'Master Driver', Akio Toyoda, at the wheel.

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"Benefiting greatly from our experience with the Lexus RC F GT3 race cars, we've improved the new RC F in every single area and for the first time offer a Track Edition."

RC F CHIEF ENGINEER
YUICHI TSURUMOTO



A DREAM CALLED 'F'

It began in 2004 when, inspired by their shared love of cars and motorsport, a small group of Lexus engineers led by Chief Engineer Yukihiko Yaguchi dreamt of creating a new high-performance Lexus sedan. Working after hours, outside all corporate structures, they developed a car that could push back frontiers on the racetrack yet offer Lexus refinement on public roads.

After hundreds of hours testing on the Fuji Speedway in Japan, they were ready to share their "skunk works" project with senior Lexus executives. The car's hand-built V8 engine and amazing handling generated so much excitement that the project was quickly given the green light. And so the Lexus IS F, and with it the F line, were born. The team went on to test and tune the IS F at the legendary Nürburgring Nordschleife, Circuit Paul Ricard, Zolder and Laguna Seca, before it was launched at the 2007 Detroit Auto Show.

Look closely at the F line badge and you can trace the racetrack origin in its shape, which mirrors Fuji Speedway's most demanding curves. Every F line car remains true to this high performance heritage, delivering extreme driver engagement through immense responsiveness and seemingly limitless acceleration, with a sound to raise any heartbeat.

Many car enthusiasts see the F line as a wonderful "mad streak" in the Lexus psyche. Nothing illustrates this more vividly than the awesome LFA supercar, which made its debut in 2010 - the fullest

expression yet of a determination to create the ultimate connection between car and driver.

Taking a decade to bring to fruition and requiring enormous resources to develop, with pioneering engineering technologies which had to be created for it alone, the LFA seems to defy all corporate logic. Even today the final cost of the LFA project remains a closely-guarded secret. That it exists is a tribute to the persistence of one man - Akio Toyoda - and his personal passion for performance. Although a member of the influential Toyoda family (and the only board member with a racing driver's licence), Toyoda-san was initially unable to persuade top management of the project's importance.

"Lexus F line models are engineered to be enjoyed by all car enthusiasts, whatever their degree of expertise."

CHIEF ENGINEER
YUKIHIKO YAGUCHI

"Everyone argued against the LFA proposal," Akio Toyoda recalls. "By supporting the LFA, I became isolated in my own company. Today they give me credit, but back then they said 'Are you crazy?'"

In time Toyoda-san won people over with his belief that the LFA could be "the secret sauce" which would add extra spice to every new Lexus.

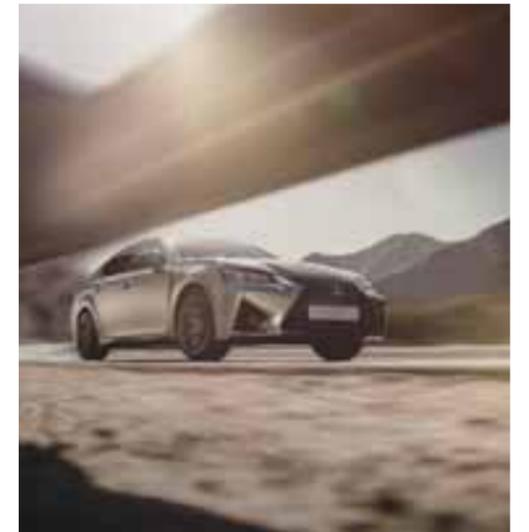
Hand-built in carbon fibre and fitted with a V10 engine delivering a Formula One soundtrack, this first Lexus supercar was extensively developed and tuned on the racetrack - initially by legendary test driver Hiromu Naruse - and later proven at multiple Nürburgring 24-hour races to perfect reliability, aerodynamics and handling. LFA production was limited to just 500 units. To say that the owners of these cars are lucky is something of an understatement, given that the LFA was lauded by one leading motoring journalist as "the best car I have ever driven".

The cars which followed in the slipstream of the LFA have had an immense amount to live up to. Expectations were high, pushing engineers to deliver the next amazing Lexus. The RC F, launched in 2014, has been described as one of the most exhilarating sports coupés ever created. Its performance was then injected into the GS F sedan in 2015. The craftsman-tuned V8 engine in both these F line cars is nothing short of audacious, yet inside they embody the sophisticated refinement, finish and luxury you expect from a Lexus. Whether on a thrilling country road or on a routine business trip, they deliver a driving pleasure that is extraordinary.

Now, the Lexus F line story begins a new chapter. Stories are told in words, but no words will prepare you for the enthralling experience that awaits at the wheel of the new RC F.



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SHAPED FOR THE RACETRACK



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- 01 Opened in 2013, the Lexus wind tunnel is one of the most advanced of its kind
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02



03

The first thing that strikes you about the Lexus aerodynamic laboratory is its size. Situated in Japan's Aichi prefecture, close to the Lexus Design Centre, the lab's custom-built wind tunnel is a cavernous, 22-metre high, 260-metre long loop. If it were stretched out and tipped on its end, it would be as tall as many of Tokyo's highest skyscrapers.

Its opening in 2013 was a significant moment for Lexus. It set the signal for the brand as a global automotive leader in the field of aerodynamics, the science of how airflow affects a car's performance. The perfect place, therefore, to develop the aerodynamic package for the new Lexus RC F.

"Right from the first super-refined LS 400 flagship sedan, through to the LS 430 (developed in the same wind tunnel as the Shinkansen Bullet Train), Lexus has always considered aerodynamics one of the most important areas of research," says Toshiyuki Murayama, group manager of thermal management and aerodynamics at Lexus.

In the wind tunnel, Lexus engineers analysed the airflow around the RC F's wheels, bodywork, rear diffuser, bumpers and underbody. "The most important function is to generate a very steady flow of air towards the car so we can

understand precisely how air travels around it," says Murayama-san. To maintain this airflow, the tunnel's loop is punctuated by metal slats, which are slanted at a precise angle to guide the air through smoothly. How the air flows around a vehicle is key to measuring the drag and downforce - the less drag and more downforce there is, the better a car will perform on the road or racetrack.

"When a normal car is cruising at 100 km/h, drag accounts for as much as 70 percent of the forces affecting driving performance," says Murayama-san. "With a high-performance Lexus like the RC F GT3 race car, aerodynamics can make the difference between victory or failure."

So what goes on inside the lab? First, the car is wheeled onto a turntable weighing scale in the central testing room. "Weight distribution to each of the four wheels changes depending on how the wind travels around the car, affecting its aerodynamics, so we closely monitor that too," explains Murayama-san. The turntable also acts as a treadmill, with five belts (four for each wheel and one in the centre) allowing the car to reach top speeds without moving a centimetre.

A thick, fast-moving stream of smoke is released to reveal how air travels around the RC F. Next, the wind turbine is put into action, unleashing winds that can reach hurricane speeds of up to 250 km/h. All the time, a team of engineers monitors each minute aspect of the RC F's behaviour, tweaking, reacting, adjusting and fine-tuning.

Chief Engineer Yuuichi Tsurumoto describes the new RC F as "honed to perfection in the wind tunnel". By simulating racetrack conditions in the laboratory, Lexus could bank on immediate feedback in the development without having to leave the premises. What's more, innovative prototype parts, such as small stabiliser fins made with on-site 3D printers, could be quickly and easily put to the test.

"Each part of the RC F aero package is designed to within a millimetre. We go through every possible layout of the ducts and the sizing of the aerodynamic parts. All the details and conditions must be taken into consideration so that each car can cope with any kind of road or any kind of weather. It's no easy job, but it's worth it."

**FRONT**

A newly designed Lexus signature grille with a larger mesh provides enhanced cooling and aerodynamic performance. Triple canards on the front spoiler generate a vortex around the bumper and direct air out of the front wheel housings, contributing to an agile steering feel. Brake ducts on the bumper and side radiator underline the racetrack-bred styling.

SIDE

The side vent opening on the front wing has been enlarged and a duct installed inside the front wheel housing. Together with a Lexus-first air breather duct, they channel air out of the front wheel housing and engine compartment, making for a sharper steering sensation. Fins have been added to the rocker panel for increased vehicle stability, while the sweeping shape directs airflow past the rear tyres.

UNDERBODY

Carefully positioned aluminium tape on the bumpers and underbody discharges static electricity, thus helping suppress airflow separation from the vehicle body surface.

REAR

The rear bumper and diffuser have been optimised, sharpening the corners and adding air ducts for more responsive handling. Vertical fins on the concave area of the diffuser contribute to improved performance.

THE TEST

They've landed. A frisson of excitement unfolds as we wait for two Japanese business travellers at Frankfurt International Airport. Ten minutes later they appear in 'Arrivals' with their carry ons. One in a dark business suit, the other more relaxed, in chinos and polo shirt. This is Yasuo Hirata, one of our elite 'Takumi' master drivers. A cheerful smile accompanies his introductory bow. The two Lexus men are shown to a chauffeur-driven LS 500h limousine while we follow behind.

Instead of tailing the business commuters to downtown Frankfurt, however, we head west towards the green Eifel Mountains and the legendary Nürburgring. Here Hirata-san and Chief Engineer Yuuichi Tsurumoto - that's the gentleman in the suit - are on a mission to ensure the next Lexus RC F sports coupé delivers truly exhilarating performance.

We arrive in weak sunshine and to deserted grandstands. The iconic Nürburgring is eerily quiet this morning. A few faint voices and mechanical sounds echo around the vast emptiness. An engine rumbles into life and is almost immediately silenced. The beer and bratwurst stands are boarded up. We are by the pitlane when Hirata-san and his colleague emerge, both kitted out in flameproof underwear and Lexus racing overalls. Hirata-san looks very much at home and so he should. Over coffee we learn he drove the 24-hour race here in 2007 and 2013, the latter in the Lexus LFA supercar. Perhaps more importantly for the new RC F, he was also five-times Lexus Chief Race Mechanic at the world's most gruelling motorsport event.

In the garage is the new RC F 'Track Edition' sports coupé, complete with a motorsport-inspired aerodynamic package and bespoke Michelin tyres. With the heady smell of warm engine oil and high-octane fuel, there's not one of us who isn't itching to drive.

But today we have a watching brief. As Tsurumoto-san pores intently over data screens, Hirata-san slips on his gloves and helmet. The car is pushed onto the track, engineers darting from wheel to wheel, as our driver is strapped in. The 464 DIN hp V8 fires up and the RC F roars off using its new Launch Control system. We turn to a monitor tracking the position of the car around the 21 km Nordschleife. The race for excitement is on.

The RC F has been in development for more than three years. Chief Engineer Yuuichi Tsurumoto and his team have pushed hard to make the car lighter and more responsive, using a blend of advanced carbon fibre composites, wind tunnel science and engineering skill.

Their efforts are paying off. Every five laps, Hirata-san returns to the pitlane and the crew swarm around the car as minute adjustments are made to the front and rear spoilers. Tsurumoto-san takes his turn behind the wheel, but the bulk of the driving is done by the 'Takumi' master driver. After more than two hours of driving - reaching speeds of over 250 km/h - the car skims back into the pit and the engine splutters to a rest. The team has tested three different aerodynamic set-ups, two sets of tyres and the new Sachs internal linear solenoid Adaptive Variable Suspension (AVS). The RC F Track Edition is rolled into the garage and the engineers begin downloading the driving data.

Hirata-san returns, showered and smiling. He jokes about wishing every test session could be like this one. Steaming bowls of 'ramen' noodles appear but everyone holds back until he himself starts handing out the food. We sit. An unspoken question hangs in the air. "It's a really great car," says a beaming Hirata-san. "The new AVS is amazing on the undulating straights and banked corners of 'The Ring'" he adds with a nod to his Chief Engineer, who fairly glows with a mix of elation and relief.

After some technicalities, talk turns more generally to cars and motorsport, then to German food and local customs. The atmosphere is relaxed, human, fun. But soon lunch is over and there's work to be done: a long list of improvements from Chief Engineer Tsurumoto. But somehow little of this seems to matter, as we sense we've just witnessed the birth of the next great Lexus.



MOTORSPORT TECHNOLOGY

Built for exhilarating performance on the racetrack, the Track Edition is a substantial 55 kg lighter than the standard RC F. Fitting lightweight titanium silencers, carbon-ceramic disc brakes, CFRP (Carbon Fiber Reinforced Plastics) body parts and forged alloy wheels has contributed to this weight saving. Inside the car, the rear centre armrest has been removed, while the semi-aniline leather and rear seat design has been optimised to further reduce weight.



CFRP REAR WING

The Track Edition's rear wing was inspired by that of the RC F GT3 race car. This type of wing is fitted not only to produce downforce, but also to improve the laminar (smooth layered) flow of air over the car, helping reduce both drag and unwanted lift.

BBS FORGED ALLOY WHEELS

19-inch forged aluminium wheels are fitted to the Track Edition, fusing high levels of craftsmanship with weight-reduction technology. As well as creating a super-sharp F line look, they also accommodate large diameter carbon-ceramic brake calipers.

CARBON-CERAMIC DISC BRAKES

Using technology first developed for the LFA supercar, the Track Edition benefits from carbon-ceramic disc brakes, which are in total 22 kg lighter than those on the standard RC F. Carbon-ceramic is impregnated with silicon to offset the material's inherent weaknesses, such as low effectiveness in cold or wet conditions and shorter wear life. The brake calipers are painted in an exclusive red colour.

RC F TRACK EDITION



TITANIUM EXHAUST

Lightweight titanium silencers and tailpipes are fitted to the new RC F Track Edition. Reducing the inertia of components located further away from the vehicle's centre contributes significantly to the car's excellent handling. The baffles have been painted blue to differentiate from standard tail pipes, while exhaust sound properties have been tuned to vary in relation to engine speed.

CFRP ROCKER PANEL

Contributing to enhanced aerodynamics and handling characteristics, the Track Edition and those RC F models equipped with the CFRP aero package feature a CFRP lower rocker panel.

UNSPRUNG WEIGHT

Reducing unsprung weight by 30 kg at the front of the Track Edition has substantially enhanced high-speed handling. As a secondary benefit, decreasing the mass of large rotating parts, such as disc brakes and drive shafts, also improves overall vehicle acceleration and braking, by lessening the 'flywheel' effect of these parts.

CFRP FRONT SPOILER

Lexus engineers set a development target of improving front downforce at high speeds, by optimizing lift balance between front and rear. The RC F Track Edition introduces a chin lip spoiler and air dam to provide lower air pressure under the vehicle, which pushes the front tyres onto the road.

CARBON FIBRE REINFORCED PLASTICS

On the Track Edition, CFRP is used for the bonnet, roof, front spoiler, fixed rear wing, lower rocker panel and diffuser. Many of these parts are manufactured by the same master craftspeople that made the LFA supercar's carbon fibre components. For safety and rigidity considerations, the CFRP bonnet is thicker in certain areas yet reduces weight by 2.9 kg, while the super rigid CFRP roof is approximately 6.1 kg lighter than its steel counterpart.

MASTERS OF FORGING



Each morning, Masato Sawada, production manager at BBS Japan Co. Ltd., walks the factory floor to ensure that all is running smoothly and that only the very best wheels are being produced. The Takaoka facility is renowned for its quality, which is why it was selected to forge the wheels for the Lexus LFA supercar and now the new RC F sports coupé.

"My main job is to make sure all the different pieces of our wheel-making puzzle fit precisely and work flawlessly together. That includes the machines - and most importantly - the craftspeople themselves," says Sawada-san.

Most luxury cars are equipped with aluminium wheels, which are manufactured using one of two processes: casting or forging. Cast aluminium wheels, which account for the majority of wheels, are made by melting metal into liquid form, then pouring it into a mould, where it is left to cool. Sawada-san and his team specialise in forged wheels, which are stronger and significantly lighter than their cast counterparts.

HEATED, FORGED, SPUN, STRETCHED, COOLED

So how is an RC F wheel made? First, a round piece of aluminium billet is heated to around 480 degrees Celsius and then transferred to a hydraulic press the height of a three-storey office building. Similar to the effect of a blacksmith's hammer, the press applies around 9,000 metric tons of force onto the billet, pressing the aluminium into a mould. This process is repeated twice until the wheel takes shape. Then, the half-finished wheel travels via an automatic conveyor to another part of the facility, where it undergoes the "spinning" process. It's here that the outer rim of the aluminium cylinder is formed into shape.

"I love cars," says Masato Sawada, "so I want to make sure that each wheel is perfect, and all of our customers, as well as our employees, are happy."

After roughly four to six minutes on the spinning machine, the once cylindrical billet, now resembling something closer to a wheel, undergoes a heating and cooling process to allow the molecules in the metal to bond, followed by a cleaning/deoxidisation process. A final inspection takes place under careful human supervision. Here, the wheels are subjected to a process called 'shot peening', which adds a compressive residual stress layer to the metal by blasting it with metallic sand.

Kazuhiro Oshima checks the quality of every Lexus wheel: "One wheel takes me about 15 minutes to inspect, but for someone fairly new to the job it can take up to an hour. That's how meticulous the process is."

The RC F wheels require even more steps in the manufacturing process. The general manager of the OEM Sales Department, Akihisa Miyoshi, explains how "after these wheels are coated in paint, they undergo either a partial buffing or diamond-cutting process." The partial buffing process is executed by a subcontractor, he says, who buffs part of the spoke "to create a samurai sword-like shape and finish to the metal. This is an expensive procedure reserved for our finest wheels. The diamond-cutting procedure, which is performed at our Oyabe plant, about ten kilometres away, consists of the spokes and rims being shaved by a specialised cutter with diamond blades to produce a smooth, clean metallic surface with sharp edges."

As another day for Sawada-san draws to a close, he welcomes workers arriving for the evening shift. The Takaoka facility operates 24 hours a day, from Monday to Friday, with three separate shifts. His team produces 600 wheels per day, or roughly 144,000 a year. Sawada-san says it's very hard work, detailed and precise - but the 26-year veteran of the Takaoka plant wouldn't have it any other way.





ENGINEERED FOR EXHILARATION

The new RC F is fitted with the most powerful V8 engine that Lexus has ever built. Tested at the gruelling Nürburgring 24-hour race and Pikes Peak Hill Climb in Colorado, this naturally aspirated 5.0-litre powerplant resets benchmarks for brute power. Developing 464 DIN hp and 520 Nm of torque, it creates an amazing soundtrack, delivering a low tone up to 2,800 rpm and a higher-pitched roar above 6000 rpm. The cylinder head and other moving parts are engineered by Yamaha Motorsport (who supplied the LFA's V10 engines), while assembly and tuning take place at the Lexus Tahara plant.

PRECISION ENGINEERING

All engine parts are meticulously cleaned and inspected before assembly, while sensitive electronic components are stored separately in a dust-free atmosphere. To eliminate noise which might distract the Lexus craftsmen from giving their full attention to your engine, the V8 engine assembly area at the Tahara plant has been fully sound-proofed.

ALUMINIUM ENGINE BLOCK

To minimise overall engine weight, the V8 cylinder block is die-cast in a lightweight, yet immensely strong aluminium alloy. The cylinder head is made of lightweight alloy to further reduce weight and lower the engine's centre of gravity.

COMPUTER TOMOGRAPHY

Because cavity bubbles within the aluminium engine casting allow metal deformation at the high temperatures experienced on the racetrack, both block and cylinder head are checked for metallurgical uniformity using an X-ray inspection device and a computer tomography scan similar to those used in hospitals. This information helps ensure that, for each engine unit, deformation occurs within precise parameters, meaning you get a smoother engine with a longer life.

INTERNAL POLISHING

The desire to achieve a finer degree of internal polishing on the RC F V8 led Lexus engineers to conceive a number of new techniques. For precise polishing they developed dual arm robots and taught them to mimic the expert skills of a Lexus Takumi craftsman. In addition, to polish areas inside the aluminium block which robots could not reach, they created an abrasive paste that uses a solution containing ultra-fine aluminium particles.

STETHOSCOPE / 30 KM TRACK TEST

To ensure only V8 engines of perfect quality make it to the racetrack, a 'Takumi' master craftsman uses a stethoscope to check each powerplant for the most minute abnormalities in rotation and sound. In addition, each RC F undergoes a demanding 30 km final test drive at speeds up to 200 km/h, during which experienced drivers listen for the slightest indication of vibration or harshness and then make adjustments where necessary.

CENTRE OF ATTENTION

Approach the RC F with the key in your pocket and both door handles will illuminate to greet you, unlocking when touched. Beautifully engineered, they have no keyhole to disrupt their pure design. Once inside, relax and feel confident around fast corners in the RC F's beautifully crafted highback sports seats. Inspired by innovative sportswear, they are manufactured using an integrated foaming technique for a very supportive fit. Soft-touch materials, a precision analogue timepiece and LED ambient lighting complete the impressive interior.

When temperatures rise, you and your passengers will appreciate the powerful yet efficient air conditioning that can be adjusted using electrostatic controls on the centre console. The RC F is also the perfect place to enjoy the 17-speaker Mark Levinson® Premium Surround system. It delivers a peerless 7.1-channel digital home-theatre experience, enhanced by Clari-Fi™ that rebuilds sound lost in MP3 digital compression.

Wherever you drive, you'll navigate easily in the RC F. Its innovative Touch Pad lets front seat occupants interact intuitively with the central 10.3-inch multimedia display. This also functions as a Parking Assist Monitor for trouble-free reversing. Lexus Premium Navigation features vivid 3D graphics and can even generate a QR code for your smartphone, to help you reach your final destination on foot.



INSTRUMENTAL CHANGE



Developed for the racetrack, the RC F's driving instruments represent a further advancement of the LFA supercar's amazing central dial. Information shown includes a large tachometer, digital and analogue speed readouts, a Torque Vectoring Differential monitor, a G-Force meter and even a stopwatch.

The RC F's central meter is a stunning piece of precision engineering that choreographs both 'old school' analogue and 'high tech' digital components. Comprising a large thin film transistor liquid-crystal display (TFT-LCD), framed by a ring-shaped element mounted on the screen, the motor-powered ring acts as the gauge's outer rim and slides to the side when the driver uses the switch on the steering wheel to call up information such as kilometres driven or music playlists.

"Installing a digital tachometer makes logical sense for high-performance models, such as the LFA and RC F, because the digital hand of the electronic meter can display the engine's capability to rev from idle to its 7000 rpm red zone far more accurately than its analogue counterpart," explains Naoki Kobayashi, deputy chief engineer at Lexus. "Up to now, no one had tried to combine a digital tachometer with analogue physical parts to build an instrument cluster of such engineering excellence. You would be forgiven for assuming that the tachometer is entirely digital, though, because it's so well put together."

It is no secret that Lexus engineers went to great lengths fine-tuning the workings of the tachometer, and their attention to detail has been meticulous. The rim's surface accentuates its metallic texture, while its interior wall is polished to mirror the graphics of the tachometer, a novel engineering treatment that allows the two-dimensional digital meter to appear almost three-dimensional inside the rim. In practice, the rim could be subject to the effects of G-forces when the car speeds into a tight corner with massive velocity, but the engineers, anticipating this in the early stages of development, have designed the ring's motor to generate a subtle magnetic field around the rim, preventing it from slipping sideways when G-forces take hold.

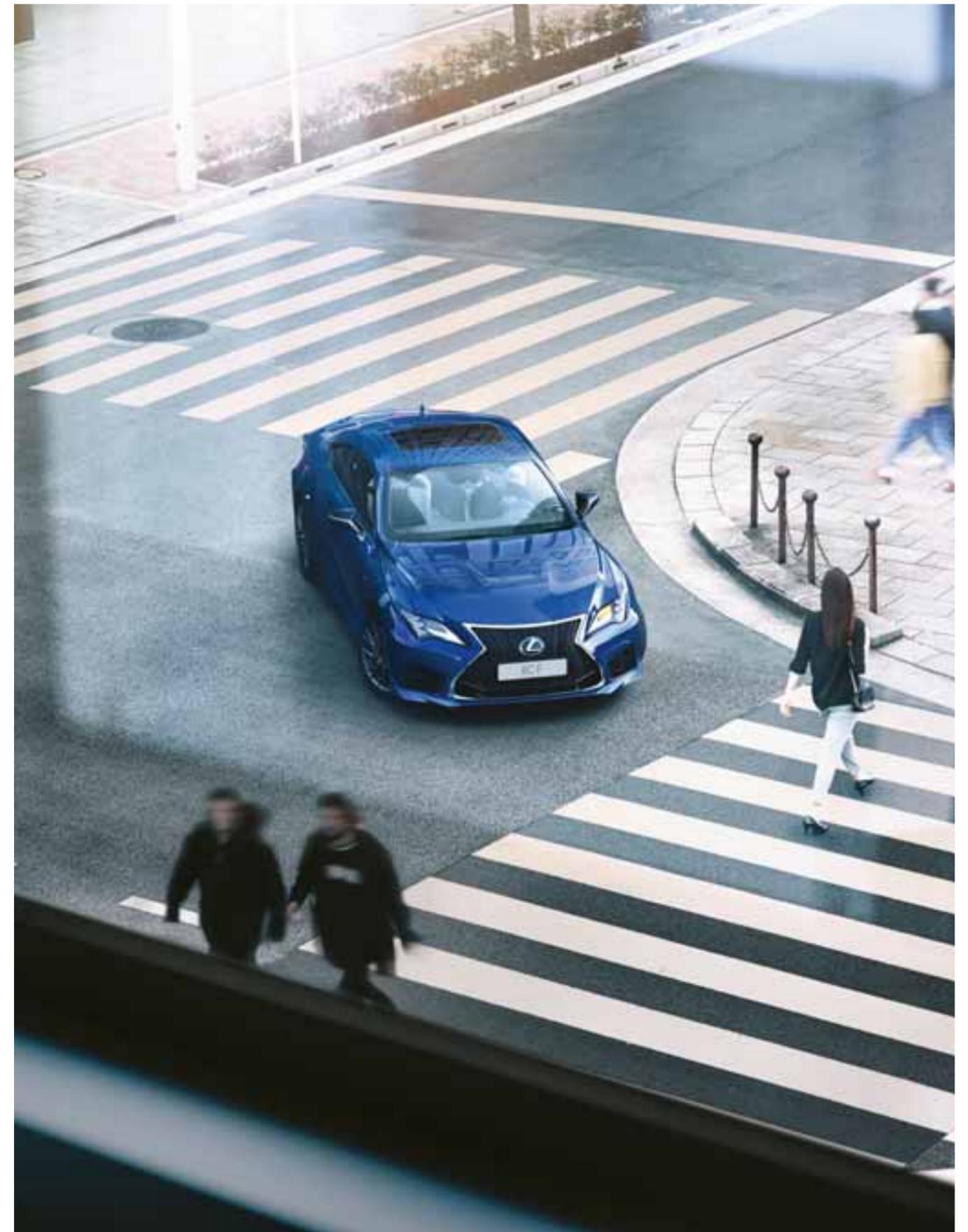
SAFETY CAR

Whether you're on the racetrack or on a business trip, it's reassuring to know that you're driving in one of the safest cars ever built. All RC F models are equipped with Lexus Safety System +, comprising advanced technologies that help prevent three of the most common accident types: rear-end collisions, lane departures and collisions involving pedestrians.

Driving on busy motorways, or when commuting to and from work, the main dangers are drifting into another lane or failing to notice that the traffic ahead has slowed down. For this reason, when you start to change lane, the RC F instantly monitors vehicles behind using Blind Spot Monitor. Or slows down using Dynamic Radar Cruise Control if the vehicle ahead brakes.

The RC F also features Road Sign Assist, which gathers information from road signs ahead; Automatic High Beam, which senses vehicles ahead at night; and Lane Departure Alert, which is particularly helpful when cornering or driving on motorways.

Driving through bustling city centre areas, you'll be thankful for the RC F's Pre-Collision System. It uses millimetre-wave radar combined with a camera and can now detect even pedestrians in front. If it senses danger, you receive a visible warning so you can take appropriate measures to avoid an impact. And if you still don't take action, the RC F will increase brake pressure to help prevent a collision.



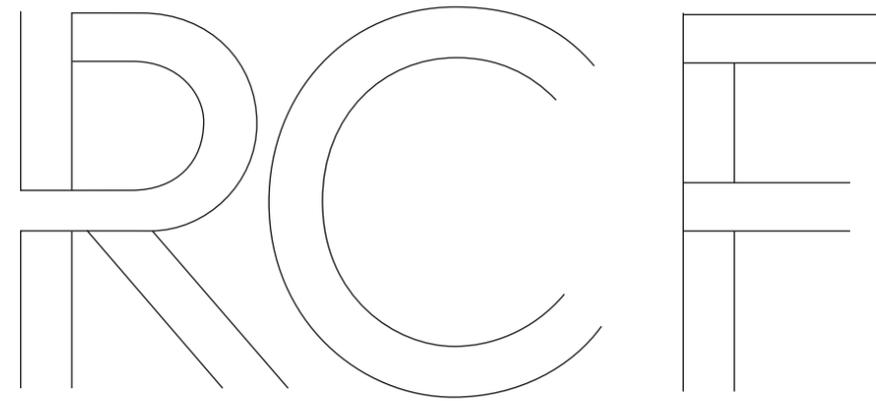


In this brochure we invite you to prepare for the excitement of choosing your new Lexus RC F sports coupé. Showcasing the latest in race-bred design, the RC F features a bold signature grille with distinctive LED headlights. Behind the wheel, you'll experience amazing V8 performance, both on and off the racetrack.

The RC F's driver-focused cockpit is more sophisticated than ever before, with a large 10.3-inch multimedia display that is easy to read and intuitive to control using a Touch Pad. Finely crafted leather sports seats give the cabin an air of modern elegance and refinement.

The new RC F is equipped with the breakthrough Lexus Safety System +. This includes a Pre-Collision System with pedestrian detection; Lane Departure Alert with Sway Warning function to help you stay on course; Automatic High Beam for enhanced vision at night; Road Sign Assist that recognises traffic signs and Dynamic Radar Cruise Control.

For the ultimate in exhilarating performance, drivers can order the RC F Track Edition that is 55 kg lighter than the standard RC F. Equipped for life on the racetrack, it's fitted with a titanium exhaust system, carbon-ceramic disc brakes and a motorsport-inspired aero package.



01. MODEL

Discover more about the powerful new Lexus RC F.

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02. GRADES

What kind of RC F best fits your driving style? Select from Luxury, Carbon and Track Edition grades.

Pages 30-31



03. FEATURES

Discover the amazing level of standard and exciting optional features available for your RC F sports coupé.

Pages 32-33



04. TECHNOLOGY

Learn more about RC F technologies such as Lexus Safety System + and Lexus Premium Navigation.

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05. ACCESSORIES

Explore the great range of accessories created by Lexus to enhance your enjoyment of the RC F.

Page 38-39



06. COLOURS

Select your favourite exterior colour and specify a 'Takumi'-crafted interior that will make you feel at home every time you drive your RC F.

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07. EQUIPMENT

The RC F comes with a wide range of equipment as standard. Learn more about the extras you can add.

Pages 44-47



08. TECHNICAL DATA

Study all the key RC F technical data before ordering your sports coupé.

Pages 48-49

THE RC F

Whether you're driving on the racetrack or open road, the new RC F sports coupé delivers awesome V8 performance right up to 270 km/h. Now sharper and more exhilarating than ever before, the RC F's new look was inspired by the Lexus RC F GT3 race cars. Developed at our technical centre near Fuji Speedway, the car features an extraordinarily rigid chassis and race-tuned suspension. For the sharpest standing start acceleration, the new RC F is also equipped with electronic launch control as standard, a system which automatically adjusts the traction and throttle for maximum take-off from standstill.



Nebula Grey bodywork, 19" forged alloy wheels, V8 engine under the bonnet



01. V8 ENGINE

Hand-built and stethoscope-tuned, this naturally aspirated 5.0-litre V8 petrol engine develops 464 DIN hp and 520 Nm of torque. Thrilling to drive, advanced sound engineering creates a deeply resonant tone up to 2800 rpm, and a higher-pitched roar as revolutions rise above 6000 rpm.



02. 8-SPEED TRANSMISSION

The V8 engine delivers power via an 8-speed Sport Direct Shift sequential transmission with manual override. Select Manual mode and use shift paddles to enjoy rapid sports performance. When paddle downshifting (in just 0.2 seconds) you'll experience the awesome sound of the throttle 'blipping' between gears.



03. TORQUE VECTORING DIFFERENTIAL

Designed to further heighten driving enjoyment, the RC F features an optional Torque Vectoring Differential with three operating modes: STANDARD, for a balance of agile performance and high-speed stability, SLALOM, for an emphasis on nimble response to steering inputs, and TRACK, for consistent, stable cornering behaviour while circuit driving.



LUXURY

As you'd expect from Lexus, the Luxury package on the new RC F has an amazing level of equipment.

19" forged alloy wheels, 7-twin-spoke design, 255/35 (fr)
275/35 (rr) R19 tyres
Body-coloured front spoiler
Headlights, triple LED

Semi-aniline leather upholstery
6-speaker Pioneer® audio system
7" Lexus Media Display



CARBON

To reduce weight, the Carbon package uses lightweight yet enormously strong carbon fibre for the front spoiler, roof, lower rocker panel and active rear wing.

19" forged alloy wheels, 10-spoke polished, 255/35 (fr)
275/35 (rr) R19 tyres
Carbon-fibre front spoiler
Carbon-fibre bonnet and roof
Headlights, triple LED

Semi-aniline leather upholstery
17-speaker Mark Levinson® Premium Surround Sound system
10.3" multimedia display
Lexus Premium Navigation



TRACK EDITION

For the ultimate in exhilarating performance, the RC F Track Edition features carbon-ceramic disc brakes, titanium exhaust components and an exclusive aero package in carbon fibre.

19" lightweight forged alloy wheels, 10-spoke, 255/35 (fr)
275/35 (rr) R19 tyres
Carbon-fibre front spoiler and fixed rear wing
Carbon-fibre bonnet and roof
Headlights, triple LED

Flare Red Alcantara® upholstery
17-speaker Mark Levinson® Premium Surround Sound system
10.3" multimedia display
Lexus Premium Navigation
Lightweight components



01



02

01. 19" FORGED ALLOYS

This muscular 7-twin-spoke wheel is both lightweight and rigid, fitted with 255/35 R19 (front) and 275/35 R19 (rear) low profile tyres.

02. 19" FORGED ALLOYS

Inspired by those on the RC F GT3 race cars and forged by BBS in Japan, this ultra-lightweight alloy wheel has a sporty matt finish and is designed to accommodate large carbon-ceramic disc brakes.

03. 19" FORGED ALLOYS

This hand-polished wheel features Lexus 'L'-motif spokes that combine Takumi craftsmanship with advanced weight reduction technology.

04. 19" FORGED ALLOYS

Featuring distinctive Lexus 'L'-motif spokes with a dark metallic finish, this wheel is forged for extreme structural strength and lightness.



03



04

05. TRIPLE LED 'L' BEAMS / LED DRL

Jewel-like, triple 'L' LED headlights use the same light source for high and low beam, with the RC F's impressive aura enhanced by L-shaped full LED daytime running lights.

06. LED REAR LIGHTS

The rear light cluster combines elegant LEDs arranged in Lexus signature 'L' form. Thick-wall moulding technology gives a strikingly bold presence.

07. REAR DESIGN

Featuring twin tailpipes left and right, the rear bumper and diffuser have been optimised by sharpening the corners, with air ducts and fins for improved handling.



05



06



07

01. ANALOGUE CLOCK

This distinctive analogue clock was developed especially for the LC flagship coupé and features a three-dimensional frame and luminous hands.

02. SPORTS STEERING WHEEL

The RC F features an elliptical cross-section, thick grip steering wheel that offers greater control during performance driving. The placement, shape and operation of the wheel's paddle shifts have also been optimised for fast, accurate gear changes.

03. DRIVER-FOCUSED COCKPIT

The RC F's driver-focused cockpit will keep you perfectly relaxed and concentrated on the road or track ahead. Behind the beautifully crafted steering wheel, the sumptuous front seats offer 8-way electric adjustments.

04. LEATHER SPORTS SEATS

High-back leather seats are made using the 'integrated foaming' technique, which gives an incredibly supportive fit. This motorsport-inspired technology allows greater comfort and lateral support than is possible with conventional upholstery.

05. HEATED / VENTILATED SEATS

The driver and front passenger can heat or ventilate their leather seats. This adds to the sense of luxury, especially in extreme weather conditions.



01



02



03



04



05



01. CENTRAL INSTRUMENTS

The RC F's central meter represents a further development of the LFA's switchable dial. Information includes a large tachometer that alters according to driving mode. There are also digital and analogue speed readouts, a Torque Vectoring Differential monitor, a G-force meter, oil and water temperature gauges, fuel consumption information and even a stopwatch.



02. MARK LEVINSON®

The RC F's 17-speaker, 835 Watt Mark Levinson® Premium Surround system is tailored to the acoustic properties of the cabin. It delivers a peerless 7.1-channel digital home-theatre experience, enhanced by Clari-Fi™ that rebuilds sound lost in MP3 digital compression.

03. TOUCH PAD

Touch Pad with Remote Touch Interface lets front seat occupants interact intuitively with the central display. Ergonomically designed, it is as easy to use as a smartphone or tablet.

04. 10.3-INCH OR 7-INCH DISPLAY

Whilst Lexus Premium Navigation comes with the 10.3-inch display shown here, Lexus Media Display features a 7-inch screen, both operated by a touchpad. You are able to adjust audio and climate settings via this display. Compatible smartphones can be 'mirror linked', letting you view and control certain elements of your phone.



05. PARKING ASSIST MONITOR

Engage reverse and the view behind the car is relayed to the Lexus Media Display. On-screen guides are also displayed to assist parking.

06. DIGITAL CONNECTIVITY

Multiple digital applications can be synchronised to the Lexus Media Display. For example, simply download your smartphone's entire address book and then scroll through it. Different screens let you view and operate an iPhone or other multimedia devices.

07. LEXUS PREMIUM NAVIGATION

With vivid 3D graphics and many mapping options, the 10.3-inch screen is operated by Touch Pad or voice commands. The system will even generate a QR code for your smartphone, to help you reach your final destination on foot.

08. LEXUS CONNECTED SERVICES

The RC F offers services like Online Search, Google Street View®, Panoramio® or Connected Traffic. For extra convenience you can even forward a route from your laptop or tablet to the RC F's navigation system.



01. RIGID CHASSIS / WEIGHT REDUCTION

The foundation for the RC F's outstanding handling is its high-rigidity body. Numerous specialised manufacturing techniques further enhance strength, including body adhesives, laser-screw welding and multi-spot welding. On top of this, our engineers worked to reduce weight without compromising the RC F's sense of refinement and solidity. For instance at the rear, hollow half shafts are now used while up front a lighter intake manifold and a smaller air conditioning compressor remove weight too.

02. ADVANCED AERODYNAMICS

The RC F has superb aerodynamics thanks to details like a near-flat underbody, triple canards on the front spoiler, fins on the rocker panel for increased vehicle stability, vertical fins on the diffuser and an active rear wing.

03. DRIVE MODE SELECT

Vehicle performance can be fine-tuned using Drive Mode Select. ECO mode reduces emissions and conserves fuel while, for everyday driving, NORMAL provides an ideal balance of power, economy and ride comfort – and CUSTOM lets you adjust the RC F to suit your mood. For enhanced drivetrain responsiveness, simply switch to SPORT S or SPORT S+ mode.

04. SPORTS VDIM

Sports Vehicle Dynamics Integrated Management (VDIM) adjusts throttle, steering and suspension settings to provide sportier performance, and expands the permissible range of centrifugal force before the VDIM system intervenes. If you're ready to push the RC F to the extreme, you can switch Sports VDIM off completely.

05. FRONT SUSPENSION

Featuring forged aluminium components, the double wishbone front suspension is lightweight and responsive. Innovative suspension geometry delivers excellent handling stability and ride comfort.

06. REAR SUSPENSION

Straight-line and cornering stability is guaranteed by a multi-link rear suspension setup. A combination of high-tensile steel and die-cast/forged aluminium components keeps weight low but ensures vibration-free precision. To further refine the feel of the RC F, there are now stiffer bushings for the rear suspension arms and steering rack mounts.

07. ADAPTIVE VARIABLE SUSPENSION

For an even more dynamic drive, the latest Adaptive Variable Suspension intelligently controls the damping force on all four wheels. This not only improves ride comfort, but also increases handling stability – especially during higher-speed cornering.

08. CARBON CERAMIC BRAKES

Using technology first developed for the LFA supercar, the Track Edition benefits from carbon-ceramic disc brakes, which are 22 kg lighter than those on the standard RC F.





01. LEXUS SAFETY SYSTEM +

The RC F sports coupé can be ordered with our breakthrough Lexus Safety System + that combines Pre-Collision System, Dynamic Radar Cruise Control, Lane Departure Alert, Road Sign Assist and Automatic High Beam in one powerful package.

02. PRE-COLLISION SYSTEM / PEDESTRIAN DETECTION

Millimetre-wave radar and an on-board computer calculate collision risk ahead. If the risk is high, the driver is alerted by audible and visual warnings and brake pressure is increased. When a collision is deemed unavoidable, the brakes will be applied automatically as necessary and the front seatbelts tightened. As part of the Pre-Collision System, if an object (such as a pedestrian) is detected in front of the RC F, automatic braking will activate when the car is travelling between about 10 and 80 km/h to help avoid a collision.

03. LANE DEPARTURE ALERT / AUTOMATIC HIGH BEAM

A front facing camera mounted behind the rear-view mirror enables Lane Departure Alert (LDA) to warn you if you inadvertently drift out of lane. In addition, should LDA judge you are deviating from course, it will also apply steering force to help keep you in lane. At night, Automatic High Beam uses the same camera to automatically switch to low beam when it detects the lights of either an oncoming or preceding vehicle. This reduces the chance of accidentally dazzling other drivers should you forget to switch off the high beam headlights.

04. DYNAMIC RADAR CRUISE CONTROL

For a more relaxing drive, Dynamic Radar Cruise Control maintains a set distance between the RC F and the vehicle ahead, even if that vehicle varies its speed.

05. ROAD SIGN ASSIST

The Road Sign Assist (RSA) system on the RC F recognises traffic signs using the windscreen-mounted camera, and provides information to the driver in the multi-information display. RSA can detect signs that are compliant with the Vienna Convention (including electroluminescent and flashing signs).



Under no circumstances should Lexus Safety System + be used to replace your driving skills at the wheel. Please read the instructions very carefully before operating the system and remember the driver is always responsible for safety. Details of specifications and equipment are subject to change to suit local conditions and requirements. Please enquire at your local Lexus Authorised Retailer.

01. EIGHT AIRBAGS

RC F occupant safety is provided by eight airbags. The driver and front passenger are protected by 2-stage head airbags, as well as knee and side airbags. Curtain shield airbags run the full length of both cabin sides. All seatbelts are also specified with pre-tensioners.

02. BLIND SPOT MONITOR

Radar devices mounted in the rear bumper detect vehicles in adjacent lanes that are not visible in the door mirrors. If the driver is indicating to change lane and a vehicle enters the blind spot, Blind Spot Monitor instantly activates a warning signal in the relevant door mirror.

03. REAR CROSS TRAFFIC ALERT

When reversing, for instance in a busy car park, Rear Cross Traffic Alert (RCTA) uses Blind Spot Monitor radar to identify cars approaching the difficult-to-see area behind the RC F. When a vehicle is detected, the RCTA function alerts you with a visual display in the door mirrors and a buzzer.



03



01. KEY COVER

A stylish pouch for your car's Smart Key. Made of dark grey simulated leather with decorative stitching, the Lexus logo is embossed on the reverse.



01

02. RUBBER FLOOR MATS

The ultimate solution for your car's carpets, protecting them from muddy or wet shoes and the ingress of dirt, sand or dust. The driver's mat has dual safety fixings to hold it firmly in place.



02

03. TEXTILE FLOOR MATS

Luxurious yet protective black or red textile floor mats. Made of sound-absorbing acuvellour, they are shaped for a perfect fit. The driver's mat has dual safety fixings to prevent it slipping.



03



03

04. VERTICAL CARGO NET

Enjoy added practicality and a tidy boot. The net clips on to factory-fitted hooks on the side of the luggage compartment and has two pockets for storing smaller items, while keeping them easily accessible.



04

05. HORIZONTAL CARGO NET

A convenient solution to the distraction of luggage sliding around in the boot. The net attaches to factory-fitted hooks in the boot space and is ideal for securing a bag or briefcase.



05

06. ILLUMINATED SCUFF PLATES

Genuine Lexus scuff plates for the door sills create an immediate impression of style while also serving a very practical purpose of protecting the sill paintwork from dirty marks and scratches.



06

DEVELOPING A NEW LEXUS PAINT COLOUR IS BOTH COMPLEX AND TIME CONSUMING



Lexus designers never use off-the-shelf colours, preferring instead to develop their own, from scratch, a process that can take up to two years. The Lexus paint palette totals some 30 different colours including metallic finishes like Sonic Titanium and Graphite Black.

There are no shortcuts to creating a new Lexus colour: a designer's decision comes only after going through hundreds of samples. "When developing a new colour I see so many shades of paint that I sometimes can't see straight at the end of the day," says Megumi Suzuki, one of our most experienced colour designers. To do her job, it takes a grasp of chromogenics and a keen eye.

"Every time I meet someone or walk into a shop or go to someone's house, I check out colours and materials," she says. "There are a lot of people like me in our division."

Even after a colour has been decided upon, there's plenty to do. At various stages during development, Suzuki had to enlist a small army of experts: lab technicians who mix the paint, clay sculptors, engineers and the assembly-line paint shop crew who would give each car a flawless, uniform coat. Every few weeks Kansai Paint (a Lexus paint supplier) produces a new batch, and Lexus designers give the samples a thorough look-over, bending the test panels to mimic the contours of a car. All are scrutinised indoors and outdoors, under floodlights, in sunlight, shade and overcast conditions, and at different times of the day and months of the year.

Selecting the final colour is not easy. A colour that is dazzling on a summer morning can appear sickly in the shade or under showroom lights. Designers also have to contend with the vagaries of their own preferences. "The odd thing about colour is that your perception of it can change depending on the season, how you feel that day and the trends you're seeing," says Suzuki.

F WHITE | 083



SONIC TITANIUM | 117



NEBULA GREY | 1K7¹



GRAPHITE BLACK | 223



RADIANT RED | 3T5²



FLARE YELLOW | 5C1³



SAPPHIRE BLUE | 8X1²



¹ Matt colour, exclusive to Track Edition grade.

² Not available on Track Edition grade.

³ Exclusive to Carbon grade.

Please note: due to printing variances, actual paintwork colours may vary slightly from those illustrated.

ALCANTARA®¹



Flare Red

SEMI-ANILINE LEATHER



Black



F White Accent



Flare Red Accent

INLAYS³



Glass Fibre, Silver



Carbon



Red Carbon

¹ Alcantara is only available on Track Edition grade.

² Semi-aniline leather is standard on Luxury and Carbon grades.

³ Please note the Carbon inlay is standard on the Carbon grade and optional for the Luxury grade. The Glass Fibre and Silver inlays are standard on the Luxury grade and optional on the Carbon grade, while Red Carbon is exclusive to and the only inlay available on the RC F Track Edition grade.

The images on the following page illustrate a selection of the interior combinations available. Your local Lexus Authorised Retailer will be pleased to provide you with any further help



01



02



03



04

- 01 Flare Red Alcantara with Red Carbon inlays (Track Edition)
- 02 Black semi-aniline leather with Carbon inlays
- 03 F White Accent semi-aniline leather with Carbon inlays
- 04 Flare Red Accent semi-aniline leather with Carbon inlays

EXTERIOR	LUXURY	CARBON	TRACK EDITION
19" carbon ceramic brakes front and rear, red brake callipers with F logo	□	□	■
19" discs brakes front, 18" disc brakes rear, black brake callipers with F logo	■	■	-
19" discs brakes front, 18" disc brakes rear, orange brake callipers with F logo	○	○	-
Auto-levelling headlights, dynamic	■	■	■
Black window frame moulding	■	■	■
Body-coloured front spoiler	■	-	-
Body-coloured rear diffuser	■	-	-
Body-coloured, retractable rear spoiler	■	-	-
Carbon-fibre front spoiler	-	■	■
Carbon-fibre rear diffuser	-	■	■
Carbon-fibre roof and bonnet	-	■	■
Carbon-fibre, fixed rear wing	-	-	■
Carbon-fibre, retractable rear spoiler	-	■	-
Daytime running lights (DRL), LED	■	■	■
Door mirrors, electrically adjustable with memory, heated	■	■	■
Door mirrors, electro chromatic (auto-dimming), auto-folding	■	■	■
Dusk sensor	■	■	■
Front turn signal indicators, LED	■	■	■
Headlight cleaners	■	■	■
Headlights, triple LED	■	■	■
Parking assist sensors, front and rear	■	■	■
Rain sensing windscreen wipers	■	■	■
Rear bumper with quad exhaust	■	■	■
Rear combination lights, LED	■	■	■
Rear fog lights, LED	■	■	■
Titanium exhaust	-	-	■
Ultra Violet (UV) and heat insulating tinted glass	■	■	■
Water-repellent glass, front door windows	■	■	■

WHEELS

19" lightweight forged alloy wheels, 10-spoke, 255/35 (fr) 275/35 (rr) R19 tyres	□	□	■
19" forged alloy wheels, 7-twin-spoke design, 255/35 (fr) 275/35 (rr) R19 tyres	■	-	-
19" forged alloy wheels, 10-spoke design, 255/35 (fr) 275/35 (rr) R19 tyres	-	○	-
19" forged alloy wheels, 10-spoke polished, 255/35 (fr) 275/35 (rr) R19 tyres	○	■	-

ACTIVE SAFETY AND DRIVING DYNAMICS

Active brake lights	■	■	■
Adaptive Variable Suspension (AVS)	■	■	■
Anti-lock Braking System (ABS)	■	■	■
Automatic High Beam (AHB)	□	□	□
Blind Spot Monitor (BSM) with Rear Cross Traffic Alert (RCTA)	■	■	■
Cruise Control	■	■	■
Drive Mode Select (ECO/ NORMAL / CUSTOM / SPORT S / SPORT S+)	■	■	■
Dynamic Radar Cruise Control (DRCC), high-speed	□	□	□
Electric Power Steering (EPS)	■	■	■
Electronic Brake-force Distribution (EBD)	■	■	■
Hill-start Assist Control (HAC)	■	■	■
Lane Departure Alert (LDA)	□	□	□
Launch Control	■	■	■

■ Available as standard.
○ Available as an option.
□ Available as part of a pack.
- Not available.

ACTIVE SAFETY AND DRIVING DYNAMICS	LUXURY	CARBON	TRACK EDITION
Pre-Collision System (PCS)	□	□	□
Road Sign Assist (RSA)	□	□	□
Torque Vectoring Differential (TVD)	□	□	-
Torsen® Limited Slip Differential (LSD)	■	■	■
Traction Control (TRC)	■	■	■
TVD Mode Select, STANDARD / SLALOM / TRACK	□	□	-
Tyre Pressure Warning System (TPWS) with auto-location	■	■	■
Vehicle Dynamics Integrated Management (VDIM)	■	■	■
Vehicle Stability Control (VSC)	■	■	■

PASSIVE SAFETY

Airbag cut-off switch, front passenger	■	■	■
Airbags, driver and front passenger; head, side and knee / full-length curtain shield / rear side	■	■	■
Audible and visual front seatbelts reminder, front and rear seats	■	■	■
ISOFIX attachment, rear seats	■	■	■
Seatbelt pre-tensioners, front and rear seats	■	■	■

SECURITY

Anti-theft system - horn	○	○	○
Anti-theft system - siren / intrusion sensor / glass breakage sensor	○	○	○
Anti-theft system - siren / intrusion sensor / inclination sensor / glass breakage sensor	○	○	○
Auto door locking	■	■	■
Double door lock	■	■	■
Wireless door lock	■	■	■

AUDIO, COMMUNICATION & INFORMATION

10.3" multimedia display	□	■	■
10-speaker Pioneer® audio system	□	■	■
17-speaker Mark Levinson® Premium Surround Sound system	□	□	□
2 USB ports, front centre console	■	■	■
4.2" colour multi-information display	■	■	■
6-speaker Pioneer® audio system	■	-	-
7" Lexus Media Display	■	-	-
Active Sound Control (ASC)	■	■	-
Analogue clock with GPS function	■	■	■
AUX socket, front centre console	■	■	■
Bluetooth® mobile phone and audio connectivity	■	■	■
In-dash, single slot CD player	■	-	-
In-dash, single slot CD/DVD player	□	■	■
Lexus Premium Navigation	□	■	■
Optitron instrumentation	■	■	■
Parking assist monitor with on-screen guides	■	■	■
Steering wheel mounted controls, audio / display / phone / voice	■	■	■
Steering wheel mounted controls, audio / display / phone / voice / DRCC / LDA	□	□	□
Touch Pad operation for multimedia display	■	■	■

INTERIOR COMFORT & CONVENIENCE	LUXURY	CARBON	TRACK EDITION
3-spoke, perforated leather trimmed steering wheel	■	■	■
8-way electrically adjustable front seats	■	■	■
Black roof lining	■	■	■
Boot lid, electrically operated	■	■	■
Card key	○	○	○
Door panel finish, Alcantara®	■	■	■
Electronic climate control, 2-zone with auto-recirculation	■	■	■
F exclusive front seats	■	■	■
Fixed rear seats	■	■	■
Glass sunroof, electric tilt/slide	○	-	-
Glove box inlay, Carbon	○	■	-
Glove box inlay, Glass-fibre, Silver	■	○	-
Glove box inlay, Red Carbon	-	-	■
Heated front seats	■	■	-
Illuminated entry system	■	■	■
Integrated headrests, front and rear	■	■	■
Machined aluminium sports pedals and footrest on driver's side	■	■	■
Memory for driver seat, steering wheel position and door mirrors	■	■	■
Paddle-shift controls	■	■	■
Perforated leather trimmed gearshift knob	■	■	■
Rear-view mirror, electro chromatic (auto-dimming)	■	■	■
Smart entry and start system	■	■	■
Smart key	■	■	■
Stainless steel scuff plates with LEXUS inscription	■	■	■
Steering wheel heater	■	■	-
Temporary spare wheel ¹	■/-	■/-	■/-
Tyre repair kit ²	-/■	-/■	-/■
Upholstery, Alcantara®	-	-	■
Upholstery, semi-aniline leather	■	■	-
Ventilated front seats	■	■	-

- Available as standard.
- Available as an option.
- Available as part of a pack.
- Not available.

¹ The standard availability differs by country and is not available for models equipped with Carbon ceramic brakes pack.

² The standard availability differs by country and is not available for models equipped with Temporary spare tyres.

PACKS	LUXURY	CARBON	TRACK EDITION
Carbon ceramic brakes pack			
19" carbon ceramic brakes front and rear and red brake callipers with F logo	□	□	■
19" lightweight forged alloy wheels, 10-spoke, 255/35 (fr) 275/35 (rr) R19 tyres	□	□	■
Lexus Safety System +			
Automatic High Beam (AHB)	□	□	□
Dynamic Radar Cruise Control (DRCC), high-speed	□	□	□
Lane Departure Alert (LDA)	□	□	□
Pre-Collision System (PCS)	□	□	□
Rain sensing windscreen wipers	■	■	■
Road Sign Assist (RSA)	□	□	□
Steering wheel mounted controls, audio / display / phone / voice / DRCC / LDA	□	□	□
Multimedia pack			
10.3" multimedia display	□	■	■
10-speaker Pioneer® audio system	□	■	■
In-dash, single slot CD/DVD player	□	■	■
Lexus Premium Navigation	□	■	■
Mark Levinson® Premium Surround Sound system pack			
10.3" multimedia display	□	■	■
17-speaker Mark Levinson® Premium Surround Sound system	□	□	□
In-dash, single slot CD/DVD player	□	■	■
Lexus Premium Navigation	□	■	■

TECHNICAL DATA

ENGINE	RC F
Capacity (cm ³)	4969
Cylinders / Valves	V8 / 32
Maximum power (DIN hp @ rpm)	464 @ 7100
Maximum power (kW @ rpm)	341 @ 7100
Maximum torque (Nm @ rpm)	520 @ 4800
TRANSMISSION	
Type	8-speed Sport Direct Shift Automatic
Drive	Rear-Wheel Drive
TOTAL SYSTEM OUTPUT	
Total power (DIN hp)	464
Total power (kW)	341
PERFORMANCE	
Maximum speed (km/h)	270
Acceleration 0-100 km/h (s) [*]	4.3 / 4.5
FUEL CONSUMPTION** (l/100km)	
Combined	11.8
CO ₂ EMISSIONS** (g/km)	
Combined	268
EMISSION STANDARD	
Euro Class	EURO 6d-TEMP
WEIGHTS (kg)	
Gross vehicle	2250
Kerb weight (min. - max.)	1715 - 1825
CAPACITIES***	
Luggage volume (l)	366
Fuel tank capacity (l)	66

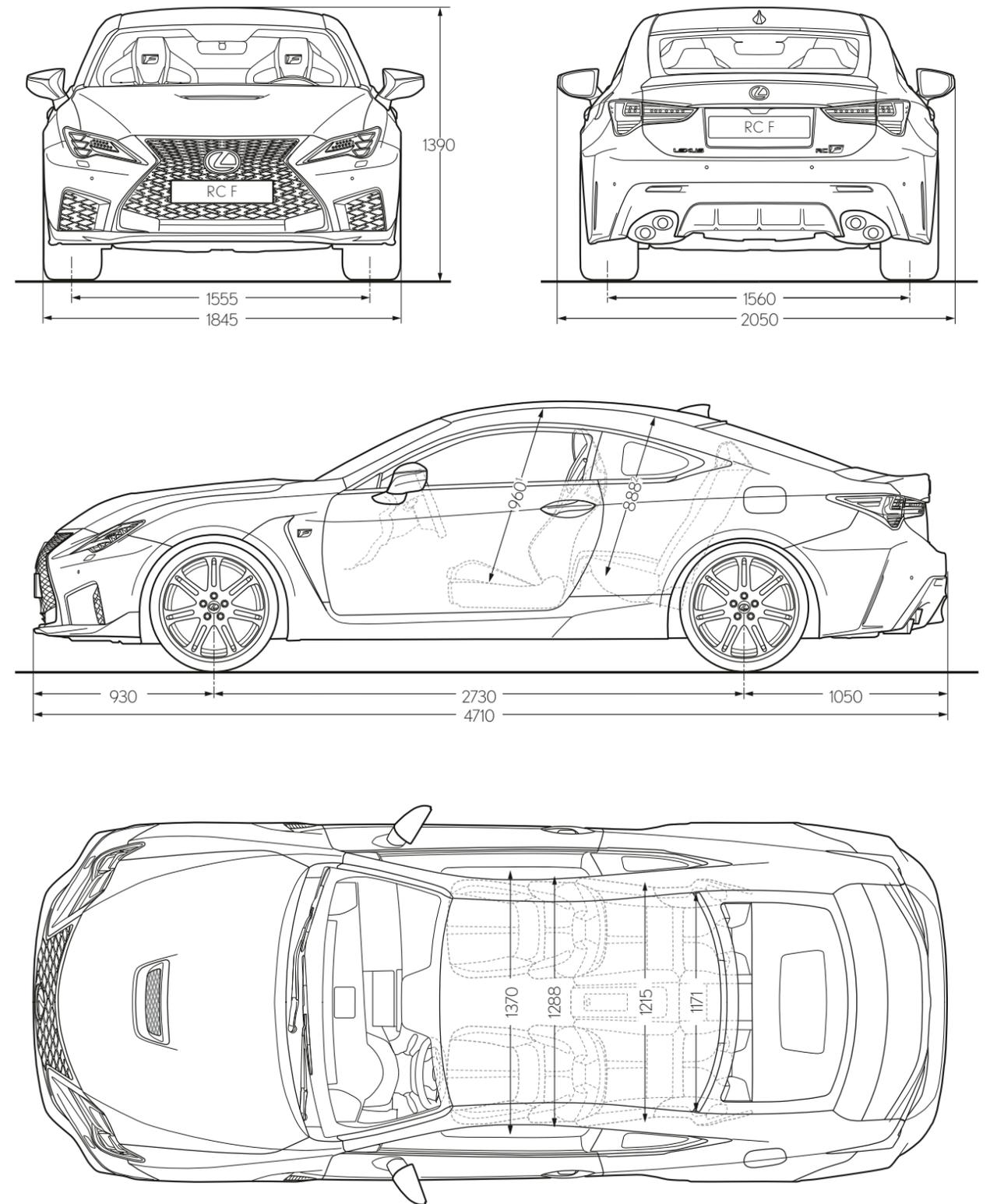
^{*} Acceleration 0-100 km/h differs by the grade. The 1st figure is applicable for the Track Edition, the 2nd figure is for other grades.

^{**} The fuel consumption and CO₂ values are measured in a controlled environment on a representative production model, in accordance with the requirements of the new WLTP European Regulation EC 2017/1151 and its applicable amendments. For each individual vehicle configuration, the final fuel consumption and CO₂ values may be calculated based on the ordered optional equipment. The fuel consumption and CO₂ values of your vehicle may vary from those measured or calculated values, as driving behaviour as well as other factors (such as road conditions, traffic, vehicle condition, tyre pressure, load, number of passengers, etc.) have an influence on a car's fuel consumption and CO₂ emissions. For more information regarding the new WLTP test method, please visit: www.lexus.eu/wltp#nedc

^{***} Luggage volume is calculated as per the VDA method. The figure quoted includes the maximum under floor storage area in the luggage compartment. The available underfloor storage area may differ with optional Torque Vectoring Differential (TVD) or temporary spare wheel.

Please note: further Technical Data, including any updates, can be found at www.lexus.eu

TECHNICAL DATA



¹ Figure quoted is for RC F models equipped with standard roof. For models with optional sunroof, the figure is 928.

² Figure quoted is for RC F models equipped with standard roof. For models with optional sunroof, the figure is 878.

Please note: the dimensions illustrated / noted are measured in millimetres.



Throughout your vehicle's life, we'll endeavour to ensure an amazing ownership experience, offering unequalled service and seamless maintenance work, all orchestrated to provide complete satisfaction and total peace of mind. When you visit our showrooms, we strive to anticipate your every need and make available the finest facilities for you to enjoy in a warm and relaxed atmosphere. In the modern Lexus lounge, you can catch up on news, browse the Internet, or enjoy refreshments. While you relax, Lexus technicians will work with precision and efficiency to get you back on the road with minimum interruption to your day.



WE AIM TO TREAT EVERY CUSTOMER AS IF THEY WERE A GUEST IN OUR OWN HOME

Ever since we launched the first Lexus, we have always gone 'the extra mile' for our customers. Evidenced by countless awards over the last 25 years, we aim to treat every customer as if they were a guest in our home. But which other factors contribute to our peerless level of customer service? The answer lies in our Japanese heritage and one word: 'Omotenashi'

Omotenashi translates from the Japanese as 'hospitality and polite service'. However, Omotenashi is much more than excellence of service; it is an ancient Japanese concept that describes one's ability to anticipate the needs of another, even before they arise.

Omotenashi is a way of life and thinking for every single Lexus employee. Importantly, it also influences how we design and engineer cars like the RC F. This is Omotenashi in physical form.

More about the new RC F:
lexus.eu/RCF
youtube.com/LexusEurope
twitter.com/Lexus_EU

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Note: vehicles pictured and specifications detailed in this brochure may vary from models and equipment available in your area. Vehicle body colour might differ slightly from the printed photos in this brochure.

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