

1986 Toyota MR2 Mk I

2dr Coupe . 4-cyl. 1587cc/122hp EFI

#1 Concours condition

\$34,100

↗ +231.1%

#2 Excellent condition

\$25,500

↗ +254.2%

#3 Good condition

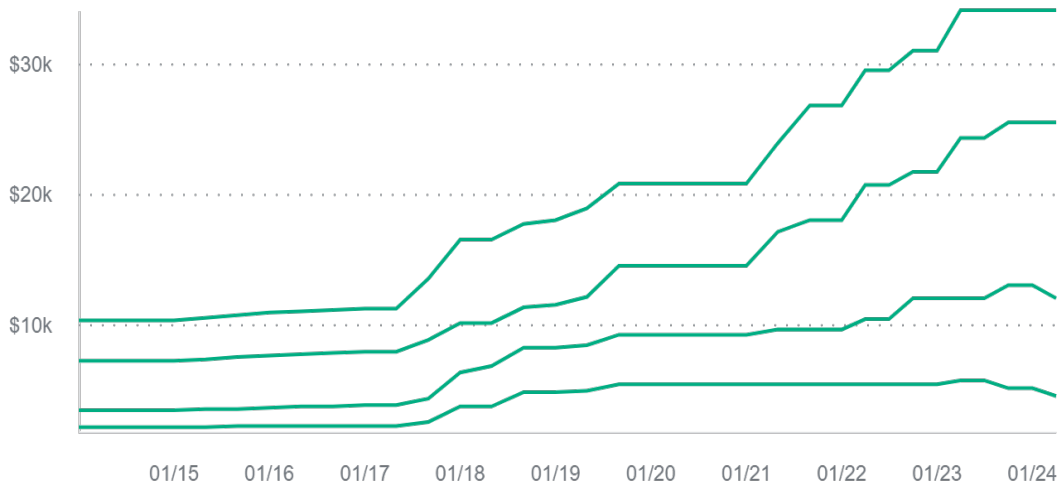
\$12,000*

↗ +252.9%

#4 Fair condition

\$4,500

↗ +114.3%



Value adjustments

-20%
for auto trans.

Model description

At the 1983 Tokyo Motor Show, Toyota unveiled an interesting little sports car. It was a mid-engine, wedge shaped vehicle exactly like the supercars of the day, just on a smaller scale. After a few minor changes to the prototype, it soon went into production as the MR2 (Midship Runabout 2-Seater), although it was internally known as the W10. The MR2 was the first mass-produced mid-engine Japanese sports car and indeed one of only a handful of truly affordable mid-engine cars ever built.

Weighing in at about 2,300 pounds, the Toyota MR2 Mk I featured the 1,587cc 4A-GE twin-cam four found in the E80 series Corolla and the popular AE86. 0-60 mph took a little over eight seconds and the quarter-mile in the high 16-second range. While those are not earth-shattering figures, the MR2 was fast for a small, cheap sports car at the time and the it was among the quicker cars per dollar in the 1980s.

Things got even more interesting in 1986 with the introduction of a supercharged model, which *Car and Driver* called "deceptively quick." Visually, it was distinguished by raised vents on the engine cover and small "Supercharged" decals that were fairly subtle, at least by '80s standards. The first supercharged car offered in the U.S. in two decades, the blown MR2 bumped up performance significantly. With 145hp and 140 lb-ft of torque, 0-60 dropped by over a second and top speed was 130 mph. For efficiency and in low load situations, the supercharger had a clutch system that disengaged it from the engine and an air-bypass valve allowed the air intake to flow around it. 1986 U.S. market cars also added a T-bar roof to the options list.

Over 160,000 Toyota MR2 Mk Is were produced before Toyota updated the range with the larger, faster and altogether more elegant W20 model for the 1990s. Many people of course credit the Mazda Miata with heralding the return of the small, fun, cheap sports car and adding Japanese reliability to the mix. The MR2 may not have ever developed the same enthusiastic following as the MX-5, but the Toyota beat the Mazda to it by several years.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

When shopping for a Mk I MR2, the biggest challenge is simply finding a good one. Toyota made a lot of these cars, but they've always been cheap, so over the years many have been driven hard, heavily modified, crashed or left outside in the elements where they are known to rust in the usual spots. A clean, low-mileage example is a real find.

While the doorstop-like styling hasn't aged particularly well, the MR2 is a very rewarding car to drive, plus it has the mid-engine cachet that you just don't get with a Miata. The most collectible version is of course the supercharged model, although any solid first generation Toyota MR2 is worth owning.

Body styles

2dr Coupe

Engine types

4-cyl. 1587cc/122hp EFI

1984-1989 Toyota MR2 stats

Highest sale	Most recent sale	Sales
\$51,700	\$26,400	135

Equipment

Standard Equipment

- 5 Speed Manual
- AM/FM
- Active (Manual) Belts
- None
- Power Brakes
- Tilt Steering Wheel

Optional Equipment

- AM/FM CASS
- Air Conditioning
- Power Windows

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 15
- Front Tire Size: 14R185
- Manufacturer Code: C175
- Manufacturer MSRP: 11298
- Market Segmentation: Compact Sport
- Shipping Weight: 2231
- Wheel Base Longest - Inches: 91.3
- Wheel Base Shortest - Inches: 91.3

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.