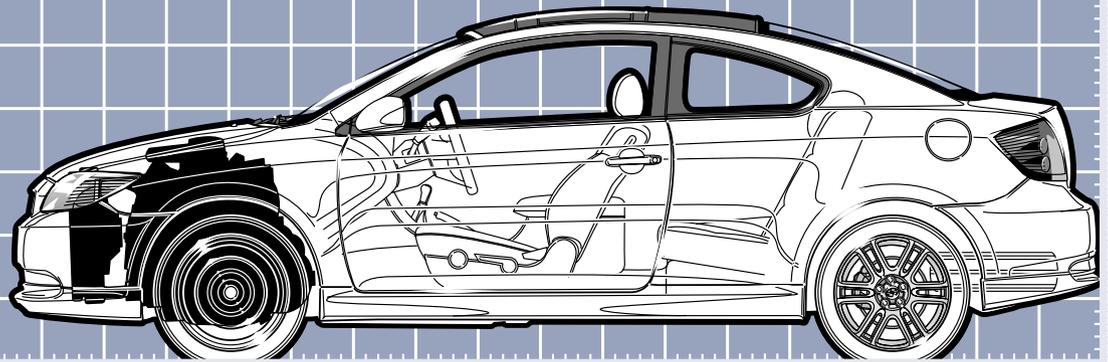


### At a Glance

<b>0-60 mph</b>	<b>7.4 sec</b>
<b>0-¼ mile</b>	<b>15.6 sec</b>
<b>Top speed</b>	<b>est 127 mph</b>
<b>Skidpad</b>	<b>0.82g</b>
<b>Slalom</b>	<b>64.0 mph</b>
<b>Brake rating</b>	<b>good</b>

**List Price: \$15,950**  
**Price as Tested: \$19,374**

Price as tested incl std equip. (ABS, front and driver knee airbags, seatbelt pretensioners, air conditioning, 160-watt Pioneer AM/FM/CD audio system w/6 speakers, panorama glass w/power moonroof, reclining rear seats, keyless entry; power windows, mirrors & door locks), ground-effects kit (\$995), front and rear curtain airbags w/front side airbags (\$650), TRD exhaust (\$525), in-dash 6-disc changer (\$395), floor and cargo mat (\$145), AEM oil cap and battery tie-down (\$120), OBX pedal covers (\$79), dest charge (\$515).



SCALE: 10 IN.(254mm) DIVISIONS  
DRAWING BY TIMI BARKER

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## SPECIFICATIONS

### Engine

Type	aluminum block & head, inline-4
Valvetrain	dohc 4-valve/cyl
Displacement	144 cu in./2362 cc
Bore x stroke	3.48 x 3.78 in./88.5 x 96.0 mm
Compression ratio	9.6:1
Horsepower (SAE)	160 bhp @ 5700 rpm
Bhp/liter	67.7
Torque	163 lb-ft @ 4000 rpm
Redline	6200 rpm
Fuel injection	elect. sequential port
Fuel	regular unleaded, 87 pump octane

### Warranty

Basic warranty	3 years/36,000 miles
Powertrain	5 years/60,000 miles
Rust-through	5 years/unlimited miles

### Chassis & Body

Layout	front engine/front drive
Body/frame	unit steel
Brakes: Front	10.8-in. vented discs
Rear	10.6-in. discs
Assist type	vacuum, ABS
Total swept area	380 sq in.
Swept area/ton	221 sq in.
Wheels	cast alloy, 17 x 7
Tires	Bridgestone Potenza RE92 M+S, 215/45ZR-17
Steering	rack & pinion, power assist
Overall ratio	17.7:1
Turns, lock to lock	3.3
Turning circle	36.1 ft
Suspension	
Front	MacPherson struts, coil springs, tube shocks, anti-roll bar
Rear	multilink, coil springs, tube shocks, anti-roll bar

### General Data

Curb weight	2930 lb
Test weight	3110 lb
Weight dist (with driver), f/r, %	60/40
Wheelbase	106.3 in.
Track, f/r	59.3 in./59.3 in.
Length	174.0 in.
Width	69.1 in.
Height	55.7 in.
Ground clearance	5.2 in.
Trunk space	12.8 cu ft

### Accommodations

Seating capacity	5
Head room: Front	36.5 in.
Rear	33.5 in.
Seat width: Front	2 x 17.3 in.
Rear	49.0 in.
Front-seat leg room	42.5 in.
Seatback adjustment	70 deg
Seat travel	10.0 in.
Rear-seat knee room	27.5 in.

### Drivetrain

Transmission:	5-speed manual		
Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.54:1	14.98:1	(6200) 31
2nd	2.05:1	8.66:1	(6200) 53
3rd	1.33:1	5.65:1	(6200) 81
4th	0.97:1	4.12:1	(6200) 111
5th	0.78:1	3.28:1	est (5650) 127
Final drive ratio	4.24:1		
Engine rpm @ 60 mph in top gear	2700		

### Instrumentation

140-mph speedometer, 8000-rpm tachometer, coolant temp, fuel level

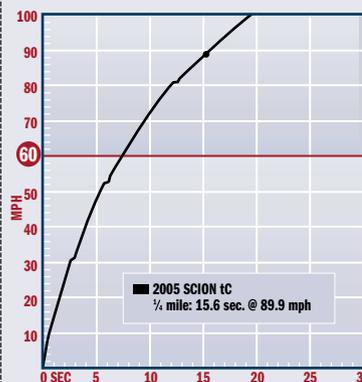
### Safety

front & driver knee airbags  
anti-lock braking  
electronic brake distribution  
seatbelt pretensioners  
(all standard equip.)  
front and rear curtain airbags  
front side airbags

## PERFORMANCE

### Acceleration

Time to speed	Seconds
0-30 mph	2.5
0-40 mph	3.9
0-50 mph	5.4
0-60 mph	7.4
0-70 mph	9.5
0-80 mph	12.1
0-90 mph	15.7
0-100 mph	19.7
Time to distance	
0-100 ft	3.3
0-500 ft	8.6
0-900 ft	12.3
0-1320 ft (¼ mile)	15.6 @ 89.9 mph



### Braking

Minimum stopping distance	
From 60 mph	126 ft
From 80 mph	225 ft
Control	excellent
Brake feel	good
Overall brake rating	good

*Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.*

### Fuel Economy

Our driving	23.8 mpg
EPA city/highway	22/29 mpg
Cruise range	321 miles
Fuel capacity	14.5 gal.

### Handling

Lateral acceleration (200-ft skidpad)	0.82g
Balance	moderate understeer
Speed through 700-ft slalom	64.0 mph
Balance	moderate understeer
Lateral seat support	good

### Interior Noise

Idle in neutral	45 dBA
Maximum in 1st gear	75 dBA
Constant 50 mph	68 dBA
70 mph	73 dBA

### Test Notes:

With no traction control to disable on the Scion tC, standing-start launches are easy. Just hold the engine speed at 2500 rpm, drop the clutch and then feed in the throttle. • Around the skidpad, the tC exhibits moderate understeer, with the

steering having better-than-expected feedback and weighting. • Through the slalom, the front-wheel-drive tC feels nimble and agile. Better tires certainly would have given the car more grip.

### Test Conditions:

Temperature	Humidity	Elevation	Wind
76° F	38%	350 ft	calm