
RC F



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

RC F CHIEF ENGINEER
YUICHI TSURUMOTO



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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 saloon. 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.

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

CHIEF ENGINEER
YUKIHIKO YAGUCHI

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 extraordinary 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 that 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.

"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" that 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 saloon 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
- 02 Full-size Lexus cars are tested in the 22-metre high, 260-metre long loop
- 03 Front and side aerodynamic refinements on the new Lexus RC F



02



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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, focusing on the science of how airflow affects a car's performance. The perfect place, therefore, to develop the aerodynamic package for the Lexus RC F.

"Right from the first super-refined LS 400 flagship saloon, 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 60 mph, 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 the wheels 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 150 mph. All the time, a team of engineers monitor each minute aspect of the RC F's behaviour, tweaking, reacting, adjusting and fine-tuning.

Chief Engineer Yuuichi Tsurumoto describes the RC F as "honed to perfection in the wind tunnel". By simulating racetrack conditions in the laboratory, Lexus could bank on immediate feedback 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."



RC F

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 inserts 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

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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 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 a 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 that he drove the 24-hour race here in 2007 and 2013, the latter in the Lexus LFA supercar. Perhaps more importantly for the RC F, he was also five-times Lexus Chief Race Mechanic at the world's most gruelling motorsport event.

In the garage is the RC F Track Edition performance 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 Launch Control system. We turn to a monitor tracking the position of the car around the 13-mile 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 155 mph - 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 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 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, natural, 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.



RC F Track Edition

RC F TRACK EDITION



TITANIUM EXHAUST
Lightweight titanium silencers and tailpipes are fitted to the 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.

CARBON LOWER ROCKER PANEL
Contributing to enhanced aerodynamics and handling characteristics, a carbon lower rocker panel is featured on the Track Edition and RC F models equipped with the carbon aero package.

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.

CARBON FRONT SPOILER
Lexus engineers achieved their 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 produce down force.

CARBON COMPONENTS
On the Track Edition, carbon 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 carbon bonnet is thicker in certain areas yet reduces weight by 2.9 kg, while the super rigid carbon roof is approximately 6.1 kg lighter than its steel counterpart.

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-Fibre 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 Alcantara leather and rear seat design has been optimised to further reduce weight.



CARBON 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" lightweight BBS forged aluminium wheels are fitted to the Track Edition as standard, 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 matched with silicon to improve effectiveness in cold or wet conditions and reduce wear. The brake calipers are painted in an exclusive red colour.

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 RC F performance 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°C 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 6 miles 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.

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 LEXUS



RC F Track Edition



ENGINEERED FOR EXHILARATION

The 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 raises the benchmark 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 6,000 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.

COMPUTED 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 computed 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 Lexus Takumi craftspeople. In addition, to polish areas inside the aluminium block, which the robots could not reach, they created an abrasive paste that uses a solution containing ultra-fine aluminium particles.

STETHOSCOPE / 18-MILE TRACK TEST

To ensure only V8 engines of perfect quality make it to the racetrack, a Takumi master craftsman uses a stethoscope to check the powerplant for the most minute abnormalities in rotation and sound. In addition, the RC F undergoes a demanding 18-mile final test drive at speeds up to 125 mph, during which experienced drivers listen for the slightest indication of vibration or harshness and then make adjustments where necessary.

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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 visible keyhole to disrupt their pure design. Once inside, relax and feel confident around fast corners in the RC F's intricately 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 Sound 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" multimedia display. This also functions as a Reversing Camera for trouble-free manoeuvring. Lexus Premium Navigation features vivid 3D graphics.



RC F Track Edition

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 Optitron central meter is a stunning piece of precision engineering that choreographs both 'old school' analogue and 'high-tech' digital components. Comprised of a motor-powered ring and a digital display, the ring slides to the side when the driver wishes to view information such as miles driven or a music playlist. The display can be changed simply by using the switch on the steering wheel.

"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 7,000 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.



RC F Carbon | White Accent Semi-Aniline Leather

*Available on selected grades and packs.

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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, the car is equipped with Lane Keep Assist (LKA) and Dynamic Radar Cruise Control (DRCC).

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

Driving through bustling city centres, you'll be thankful for the RC F's Pre-Collision System (PCS). 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.



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THE RC F

Whether you're driving on the racetrack or open road, the RC F performance coupé delivers incredible V8 performance right up to 168 mph. Now sharper and more exhilarating than ever before, the RC F's 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 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.



RC F, 19" forged alloy wheels, V8 engine under the bonnet



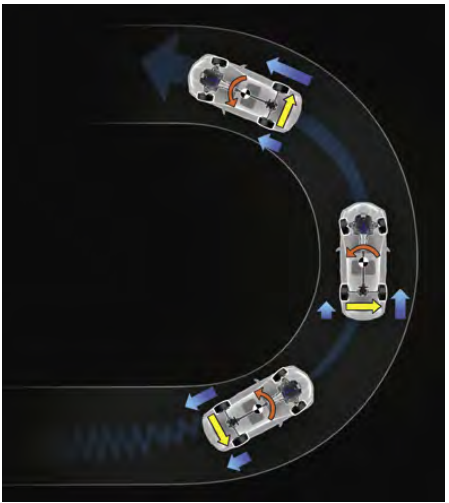
01. V8 ENGINE

Hand-built and stethoscope-tuned, this naturally aspirated 5.0-litre V8 petrol engine develops 464 DIN hp and 520 Nm of torque and is thrilling to drive. The advanced sound engineering creates a deeply resonant tone up to 2,800 rpm, and a higher-pitched roar as revolutions rise above 6,000 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 (TVD)* 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.

* Available on selected grades and packs.

GRADE LINE-UP



GRADE LINE-UP



RC F

As you'd expect from Lexus, the RC F has an amazing level of equipment as standard.

- Lexus Safety System +
- 19" forged alloy wheels, 7-twin-spoke design
- Orange Brembo Brake Callipers
- Body-coloured front spoiler
- 3-Eye LED Headlights with Automatic High Beam (AHB)
- Apple CarPlay® and Android Auto®

- Adaptable Variable Suspension (AVS)
- Semi-aniline leather upholstery
- Heated and ventilated front seats
- Heated steering wheel
- 10.3" Lexus Navigation with 10 speakers



CARBON

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

In addition to RC F grade:

- 19" polished, darkened forged alloy wheels, 10-spoke design
- Carbon-fibre front spoiler, bonnet and roof

- Active carbon rear spoiler with switch
- Carbon inlay



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 BBS forged alloy wheels, 10-spoke design
- Carbon-fibre front spoiler, bonnet and roof.
- Carbon-fibre fixed rear wing
- 3-Eye LED Headlights

- Red Brembo Brake Callipers
- Flare Red Alcantara® upholstery
- 17-speaker Mark Levinson® Premium Surround Sound system
- Card key
- Blind spot monitor (BSM) and Rear cross traffic alert (RCTA).



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01. 19" 7-TWIN-SPOKE FORGED ALLOYS

This muscular 7-twin-spoke wheel is both lightweight and rigid, fitted with low-profile tyres.

02. 19" BBS POLISHED 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 matte finish and is designed to accommodate large carbon-ceramic disc brakes.

03. 19" POLISHED FORGED ALLOYS*

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

04. 19" POLISHED DARKENED FORGED ALLOYS*

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

05. 3-EYE LED HEADLIGHTS

Jewel-like, 3-Eye 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.

*Available on selected grades and packs.
Images used for indicative purposes only.

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. For colder mornings the steering wheel can also be heated*.

03. DRIVER-FOCUSED COCKPIT

The RC F's driver-focused cockpit will keep you perfectly relaxed and concentrated on the road or track ahead.

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. Both driver and passenger have 8-way electrically adjustable front seats with 2-way driver lumbar support.

* Available on selected grades and packs.



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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 Sound 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" LEXUS PREMIUM NAVIGATION

Lexus Premium Navigation comes with the 10.3" display shown here. The display is operated by the touchpad and can be adjusted to show route maps, audio and climate options. Compatible smartphones can be 'mirror linked', letting you view and control certain elements of your phone.

05. REVERSING CAMERA

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. SMARTPHONE INTEGRATION

With Apple CarPlay® and Android Auto®, the RC F allows you to easily access and display some of your smartphone's compatible apps. For more details on handsets compatibility and features, please visit the official Apple CarPlay® and Android Auto® website.

01. RIGID CHASIS / 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 VEHICLE DYNAMICS INTEGRATED MANAGEMENT (VDIM)

Sports 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 (AVS)

For an even more dynamic drive, the latest AVS 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.



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*Available on selected grades and packs.
Images used for indicative purposes only.

* Available on selected grades and packs.

LEXUS SAFETY SYSTEM +

01. LEXUS SAFETY SYSTEM +

The RC F performance coupé comes with our breakthrough Lexus Safety System + as standard. It combines the Pre-Collision System (PCS), Dynamic Radar Cruise Control (DRCC), Lane Keep Assist (LKA), Road Sign Assist (RSA) and Automatic High Beam (AHB) in one powerful package.

02. PRE-COLLISION SYSTEM (PCS) / 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 PCS, if an object or a pedestrian is detected in front of the RC F, automatic braking will activate when the car is travelling between about 6 and 48 mph to help avoid a collision.

03. LANE KEEP ASSIST (LKA) / AUTOMATIC HIGH BEAM (AHB)

A front facing camera mounted behind the rear-view mirror enables LKA to warn you if you inadvertently drift out of lane. In addition, should LKA judge you are deviating from course, it will also apply steering force to help keep you in lane. At night, AHB 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 (DRCC)

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

05. ROAD SIGN ASSIST (RSA)

The 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.
Images used for indicative purposes only.

01. EIGHT AIRBAGS

RC F occupant safety is aided 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 (BSM)*

Radar devices mounted in the rear bumper detect vehicles in adjacent lanes that are not visible in the door mirrors. If a vehicle enters the blind spot, a warning signal appears in the relevant door mirror.

03. REAR CROSS TRAFFIC ALERT (RCTA)*

When reversing, for instance in a busy car park, RCTA uses BSM 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.

View Offers

Build Your RC F

Find a Centre

Book a Test Drive



* Available on selected grades and packs.
Images used for indicative purposes only.



This image shows a body-coloured door edge protector*

* Subject to colour availability

01. 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. 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. TRACKER

The Tracker product utilises a range of technology and helps to recover the vehicle in the unfortunate event of a car theft.

04. FRONT AND REAR-FACING DASH CAM

Full HD 1080p front and rear dash cams to record the road in front and behind of you, giving you a peace of mind when you drive.

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.

06. BOOT LINER

Designed to fit the boot space of your vehicle and provide protection against dirt and spills. The design features a special anti-slip surface pattern to help stop luggage moving.



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DEVELOPING A NEW LEXUS PAINT COLOUR TAKES A SMALL ARMY OF EXPERTS



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.

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.

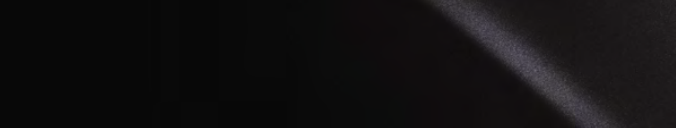
Selecting the final colour is not easy. A colour that is dazzling on a summer morning can appear sickly in the shade or under showroom lights. Designers also have to contend with the vagaries of their own preferences. “The odd thing about colour is that your perception of it can change depending on the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

METALLIC COLOURS

F SPORT WHITE | 0831



GRAPHITE BLACK | 223



SPECIAL METALLIC COLOURS

SONIC GREY | 1L1



SONIC RED | 3T5¹



NAPLES YELLOW | 5C1¹



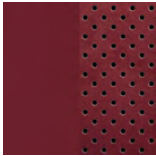
AZURE BLUE | 8X1¹



¹ Not available on Track Edition grade.

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

ALCANTARA®¹



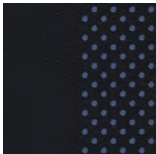
Flare Red

INLAYS³

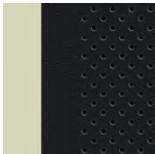


Red Carbon

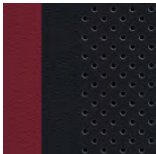
SEMI-ANILINE LEATHER²



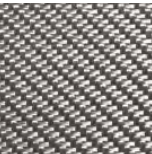
Black



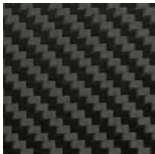
Black and White
Accent



Black and Flare
Red Accent



Silver



Carbon

¹ Alcantara is only available on Track Edition grade.

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

³ Please note the Carbon inlay is standard on the Carbon grade and optional for the RC F grade. The Silver inlays are standard and only available on the RC F grade. The 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



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

EXTERIOR	RC F	CARBON	TRACK EDITION
Carbon ceramic brakes front and rear, red brake callipers with F logo	■	■	■
Disc brakes front and rear, orange break callipers with F logo	■	■	–
Auto-levelling headlights	■	■	■
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 spoiler	–	–	■
Carbon-fibre, retractable rear spoiler with switch	–	■	–
Daytime running lights (DRL), LED	■	■	■
Door mirrors, Auto-folding, Auto-dimming, Heated, with turn indicators and memory function.	■	■	■
Automatic headlights with dusk sensor	■	■	■
Front turn signal indicators, LED	■	■	■
Headlight cleaners	■	■	■
3-Eye LED Headlights with Auto High Beam (AHB)	■	■	■
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	–	–	■
Windscreen glass, UV-reducing, noise insulating green tinted glass	■	■	■
Door glass, UV-reducing green tinted water-repellent glass	■	■	■
WHEELS*			
19" 7-twin spoke alloy wheels (with orange brembro brake callipers)	■	–	–
19" Polished forged alloy wheels (with orange brembro brake callipers)	○	–	–
19" Polished dark premium metallic forged alloy wheels (with orange brembro brake callipers)	–	■	–
19" lightweight BBS forged alloy wheels (matte finish - with red brembro brake callipers)	■	■	■
Tyre repair kit	■	■	■
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)	○	○	■
Drive Mode Select (ECO/ NORMAL / CUSTOM / SPORT S / SPORT S+)	■	■	■
Dynamic Radar Cruise Control (DRCC)	■	■	■
Electric Power Steering (EPS)	■	■	■
Electronic Brake-force Distribution (EBD)	■	■	■
Hill-start Assist Control (HAC)	■	■	■
Lane Keep Assist (LKA)	■	■	■
Launch Control	■	■	■

* All wheel measurements are 255/35 (fr) 275/35 (rr) R19 tyres

■ Available as standard.
○ Available as an option.
■ Available as part of the Track pack.
– Not available.

ACTIVE SAFETY AND DRIVING DYNAMICS	RC F	CARBON	TRACK EDITION
Pre-Collision System (PCS)	■	■	■
Road Sign Assist (RSA)	■	■	■
Torque Vectoring Differential (TVD)	■	■	■
Torsen® Limited Slip Differential (LSD)	■	■	■
Traction Control (TRC)	■	■	■
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	■	■	■
Airbags, front and rear curtain shield	■	■	■
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 – alarm and immobiliser / intrusion sensor / tilt sensor / glass breakage sensor	■	■	■
Auto door locking	■	■	■
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	■	■	■
Active Sound Control (ASC)	■	■	–
Analogue clock with GPS function	■	■	■
Apple Car Play and Android Auto	■	■	■
AUX socket, front centre console	■	■	■
Bluetooth® mobile phone and audio connectivity	■	■	■
In-dash, single slot CD/DVD player	■	■	■
Lexus Navigation	■	■	■
Optitron instrumentation	■	■	■
Reversing camera monitor with on-screen guides	■	■	■
Steering wheel mounted controls, audio / display / phone / voice / DRCC / LDA	■	■	■
Touch Pad operation for multimedia display	■	■	■



EQUIPMENT GRADES			
INTERIOR COMFORT & CONVENIENCE	RC F	CARBON	TRACK EDITION
3-spoke, perforated leather-trimmed steering wheel	■	■	■
8-way electrically adjustable front seats	■	■	■
Boot lid, electrically operated	■	■	■
Card Key	□	□	■
Electronic climate control, 2-zone with auto-recirculation	■	■	■
Sports (F line) front seats	■	■	■
Fixed rear seats with access to the boot	■	■	–
Fixed rear seats without access to the boot	–	–	■
Upholstery, Alcantara® leather	–	–	■
Upholstery, semi-aniline leather	■	■	–
Glass sunroof, electric tilt/slide	○	–	–
Inlay, Carbon	○	■	–
Inlay, Silver	■	–	–
Inlay, Red Carbon	–	–	■
Heated and ventilated front seats	■	■	–
Rear seat centre armrest and tray with 2 cup holders	■	■	–
Illuminated entry system	■	■	■
Integrated headrests, front and rear	■	■	■
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 gear lever	■	■	■
Rear-view mirror, Auto-dimming	■	■	■
Smart and easy entry, smart key and push button start	■	■	■
Heated steering wheel	■	■	–

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

PACKS	RC F	CARBON	TRACK EDITION
Track Pack	○	○	■
• 19" lightweight BBS forged alloy wheels			
• Carbon Ceramic Brakes with Red Brembo Brake Callipers			
• Torque Vectoring Differential (TVD)			
OPTIONS			
Sunroof	○	–	–
Mark Levinson® Premium Surround Sound System with 17 speakers & Card Key	○	○	■
19" Polished Forged Alloy Wheels	○	–	–
Carbon Inlay	○	■	–
Blind Spot Monitor (BSM)	○	○	■

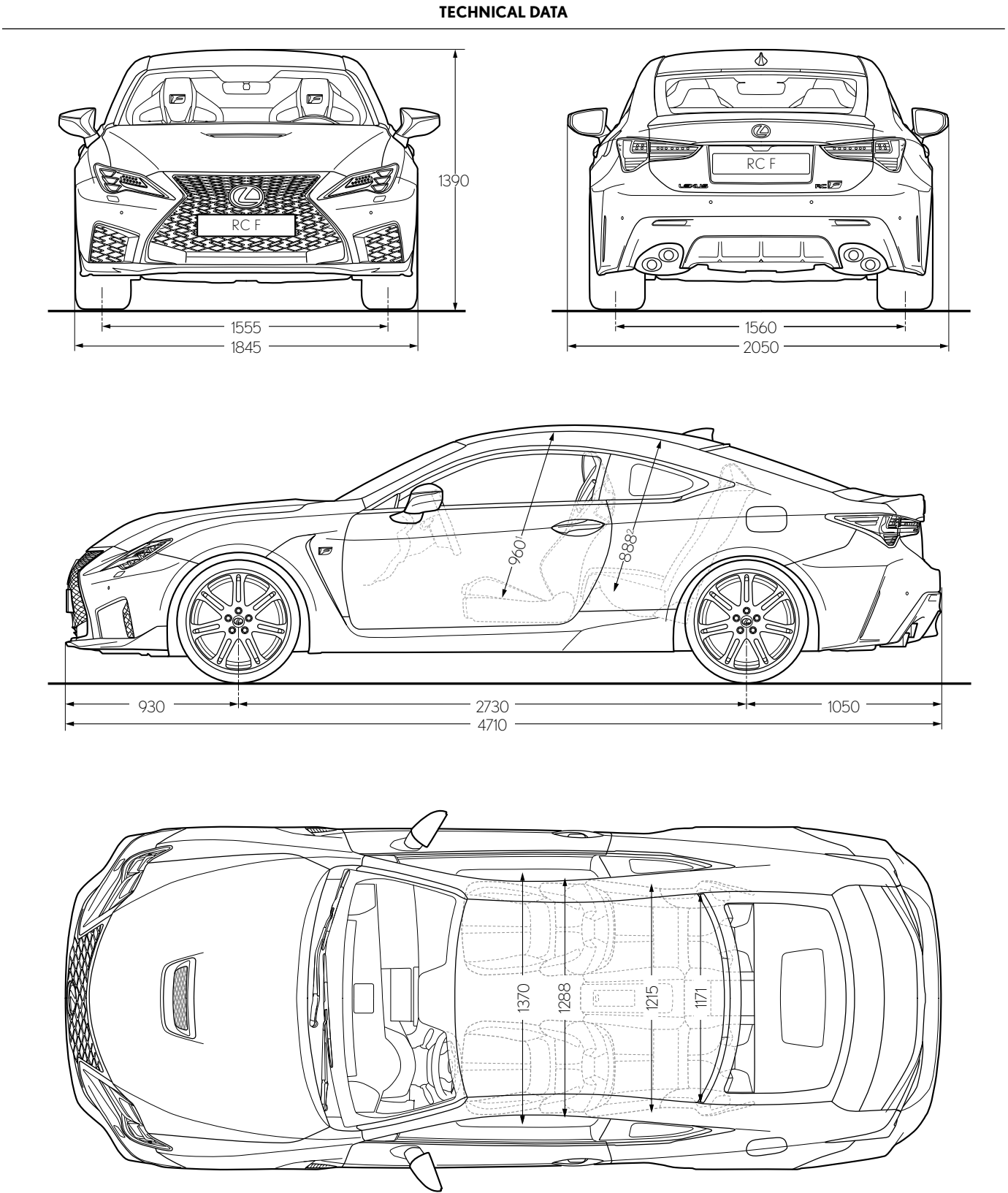
■ Available as standard.
○ Available as an option.
□ Available as part of pack.
– Not available.

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
PERFORMANCE	
Maximum speed mph (km/h)	168 (270)
Acceleration 0-62 mph (s)*	4.3
FUEL CONSUMPTION†	
Combined mpg (l/100km)	23.9 (11.8)
CO ₂ EMISSIONS†	
Combined (g/km)	268
WEIGHTS (kg)	
Gross vehicle	2250
Kerb weight (min. - max.)	1715 - 1825
CAPACITIES**	
Luggage volume (l)	366
Fuel tank capacity (l)	66

†Figures are provided for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results.
All vehicles are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP). CO₂ figures (and hence car tax and recommended 'on the road' prices) may differ from information printed before 1 April 2020, due to a change in the official method of calculation. This date may change, please visit www.vehicle-certification-agency.gov.uk/tcb/wltp.asp for the latest information.
For details of your preferred model and grade derivative, please contact your local Lexus Centre. Choice of options and accessories fitted (pre-registration) may affect the official CO₂ figures, car tax and 'on the road' price.

* Acceleration 0-62 mph differs by the grade. The given figure is applicable for the Track Edition.
** Luggage volume is calculated as per the VDA method. The figure quoted includes the maximum underfloor 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.co.uk



¹ Figure quoted is for RCF models equipped with standard roof. For models with optional sunroof, the figure is 928.
² Figure quoted is for RCF models equipped with standard roof. For models with optional sunroof, the figure is 878.

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



THREE YEARS' FREE LEXUS ROADSIDE ASSISTANCE

Whatever the situation, when you're driving your Lexus, we're just one call away from expert support at the roadside, 24 hours a day, every day of the year.

Free for three years from initial purchase of a new vehicle, 24 hour a day, 365 days a year assistance anywhere in the UK.

Home Start

- One in four breakdowns happen at the home address. Home Start allows you to enjoy all the benefits of Lexus Roadside Assistance from your home address.

Personal assistance

- Lexus Roadside Assistance is designed to look after you - not just your vehicle. So even if you are a passenger in someone else's car you can still receive Lexus Roadside Assistance.

Replacement vehicle

- A replacement vehicle will be provided free of charge (excluding petrol and other consumables) for up to three days, provided we have taken your vehicle to a Lexus Centre for repairs following a breakdown.

Hotel accommodation

- If a replacement vehicle is unavailable, we will arrange a hotel for you and your family for up to £150 per person to a maximum of £500, for one night.

Onward travel

- If a replacement vehicle is unavailable and you would like to make your own travel arrangements following a breakdown, we will reimburse the cost of this up to £150 per person, to a maximum of £500.

European travel

- If you travel across Europe, your Roadside Assistance will travel with you, whether you are driving your Lexus or another car.

Medical assistance

- If the driver of the car is certified ill, we will take you and your passengers to any single destination in the UK.

Lost or broken keys

- If you lose or break your keys, Lexus Roadside Assistance will arrange for recovery of your vehicle to a local Lexus Centre. You will be responsible, however, for the cost of replacement keys.





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 30 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 RCF:
lexus.co.uk/RCF
GBNGL-RCF21-VB
September 2020

Lexus creates vehicles born from imaginative design, pioneering technology and craftsmanship. Only behind the wheel of one of our models can you truly experience amazing. Simply consult your local Lexus Centre to arrange a test drive at your convenience. To find out more about Lexus vehicles or to locate your local Lexus Centre, please visit our website www.lexus.co.uk or call 0845 278 8888 (calls cost 2p per minute plus your phone company's access charge.)

Accuracy and specification

All information contained in this brochure was correct at the time of going to print. Please note that while every effort is made to reproduce accurate information, we reserve the right to change specification, equipment and availability without prior notice. Images shown in this brochure may not be of UK models (for example, they may show left-hand drive vehicles) and may illustrate equipment that is only available on selected grades. Therefore, this brochure cannot be regarded as infallible and, as such, does not constitute an offer for sale of any particular vehicle shown.

Fuel consumption and emissions data

*Figures are provided for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results. Fuel consumption and CO₂ produced varies significantly depending on a number of factors, including the accessories fitted (post-registration), driving style, conditions, speed and vehicle load.

All models and grades are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP). All mpg and CO₂ figures quoted are full WLTP figures.

The official CO₂ figures for vehicles have changed, due to a change in the official method of calculation. CO₂ figures are used in the calculation of Vehicle Excise Duty (car tax) for new cars during their first year of registration. As a result, all CO₂ figures, car tax and 'on the road' prices for new vehicles, which were provided or displayed prior to 1 April 2020, may now have changed for vehicles which were not registered before that date. These dates may change, please visit www.vehicle-certification-agency.gov.uk/lcb/wltp.asp for the latest information.

Choice of options and accessories fitted (pre-registration) may affect the official CO₂ figures, car tax and 'on the road' price.

For details of your preferred model and grade derivative, please contact your local Lexus Centre.

Safe driving

Lexus is committed to promoting safe and responsible driving at all times. None of the images contained in this brochure should be taken to promote any unsafe driving practice. All sound, entertainment and navigation accessories that may be included in our vehicles should always be used alongside legal and attentive driving. Additionally, any driver assistance and other safety features included in our vehicles are not designed to substitute safe and careful driving.

End-of-life vehicles

Taking care of the environment is a priority for Lexus. We strive to minimise the environmental impact of our vehicles throughout their life cycle - from design, production, distribution, sales and service to end-of-life. For more detailed information on environmental performance, please visit www.lexus.co.uk/environment

About Lexus

Lexus is a division of Toyota (GB) PLC registered in England & Wales with company number 0916634 with its registered office at Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UX. Toyota (GB) PLC is an appointed representative of Toyota Insurance Management Limited and Toyota Financial Services (UK) PLC, both of which are authorised and regulated by the Financial Conduct Authority.

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