

This press kit accompanied the UK launch of the GS F in October 2015. Some changes were made to the model range during its time on sale, which can be tracked using the Timeline feature available on the Lexus GS archive web page. Additional assets and information relating to the GS F may be obtained from the Lexus press office if required.

LEXUS GS F

INTRODUCTION

The GS F is the newest addition to Lexus's stable of F-branded high-performance models, models which emphasise and strengthen the dynamic and emotional characteristics of the brand.

F stands for Fuji Speedway, the Japanese circuit that's the spiritual home and development centre for all the F models, a line which began with the IS F in 2008, followed by the LFA the following year and the RC F in 2014.

The GS F, a five-seat, four-door saloon is powered by the same potent 471bhp naturally aspirated 5.0-litre V8 featured in the RC F coupe and benefits from handling tuned in testing on some of the world's most demanding circuits, including the Nürburgring.

Its elegant-yet-powerful styling captures the essence of what Lexus 'F' models are about, reflected in the commanding frontal design with race-inspired air inlets, low and wide stance, brilliant orange brake callipers, carbon fibre rear spoiler and distinctive quad tailpipe arrangement. In terms of character, the GS combines its exceptional performance and handling with comfort and practicality that make it a great companion for everyday driving. It seats five in a spacious cabin appointed to Lexus's established standards of premium quality and equipped with advanced technologies, including the Lexus Safety System+, to make journeys safer and more enjoyable.

Semi-aniline leather upholstery, carbon fibre interior trim, a high-efficiency dual-zone climate control system and the Lexus Premium Navigation system with 12.3-inch multimedia display are all provided as standard.

Lexus's commitment to delivering driver rewards is supported by the eight-speed Sports Direct Shift automatic transmission and Drive Mode Select, with four modes that allow performance to be tailored for any driving scenario – from fuel-saving Eco to ultimate Sport S+.

The GS F is designed to offer the best of both worlds: it's a car that can deliver the thrills and excitement on challenging roads, while being able to take you there and back in style and race-tuned luxury.

Yukihiko Yaguchi, Chief Engineer, says: "As Lexus's F-brand vehicles continue to evolve and grow in number, it is important that these models bring different and unique driving characteristics to their market segments.

"The GS F is a very capable performance saloon that offers excitement behind the wheel in all kinds of performance driving. It's a car that's fun to drive, no matter who is at the wheel, or where it's being driven. It embraces the virtues of sound, response and power that are all part of Lexus's F-brand identity."

The GS F is available to order now, price £69,995 on the road. Deliveries to UK customers will begin in February 2016.

POWERTRAIN

- Powerful yet highly refined, race-bred, normally aspirated 5.0-litre V8 engine
- Smooth eight-speed Sports Direct Shift transmission
- New Active Sound Control with improved sound reproduction

High-output V8 engine

The heart of the GS F is its naturally aspirated 5.0-litre V8, an engine that has been fine-tuned to deliver excellent power and responsiveness.

Lexus has deployed a number of different engine technologies to achieve the desired high performance. For example, lightweight forged connecting rods and titanium intake and exhaust valves are used to help reduce mass and achieve a 7,300rpm red line. Free-breathing, 32-valve cylinder heads take full advantage of the reduced internal friction.

The camshaft's working angle and lift have been designed to achieve ample torque generation to allow continuous acceleration throughout the rev range. Add to the mix optimised intake and exhaust manifolds and high-performance tuned electric intelligent variable valve-timing (VVT-iE) and the result is an engine that delivers 471bhp (351kW) at 7,100rpm and 530Nm of torque between 4,800 and 5,600rpm.

As well as being powerful, the GS F's V8 is also remarkably efficient, thanks in part to the tuning of its high-pressure D-4S direct injection system. This allows the engine to run at a very high 12.3:1 compression ratio. Another important factor in maximising power and efficiency is the inclusion of a precision-engineered exhaust system. The GS F's system has a wider cross section and larger joint sections to help reduce backflow pressure. Additionally, to help create a deeper sound quality in the exhaust note, a high-function baffle has been placed near the exhaust tips, containing both stainless steel wool and glass wool.

The design of the exhaust tips themselves has a pleasing aesthetic, featuring a stylish end cap that's integrated into the surrounding low-slung rear bumper.

Great aural quality is one of the fundamental qualities of Lexus's F-designated models and this is further witnessed in the GS F's Active Sound Control. This sophisticated system electronically synthesises and assists the sound of the engine and exhaust as they respond to accelerator inputs and gear shifts, broadcasting a pleasing note through speakers located front and rear in the cabin. When activated, sound output from the front speaker rises in line with engine speed to emphasise the high tone of the air intake and the mechanical sounds from the engine. At the same time, the rear speaker delivers a strong, low-frequency sound that captures the powerful exhaust note. Both front and rear speakers operate when the car is being driven in Sport S+ mode; only the rear speakers operate in Sport S mode and ASC is automatically turned off in Normal and Eco modes.

When there is a sudden change in engine rpm, for example when there's a quick up or downshift, ASC responds instantaneously to add an extra dimension to the dynamic driving experience. The system can be turned off manually, using a switch on the instrument panel.

Chief Engineer Yaguchi explains: "The GS F's V8 delivers a high level of performance that's worthy of a Lexus 'F' model. Painstaking tuning of the intelligent variable valve-timing, a high static compression ratio and the use of the Atkinson cycle have further resulted in fuel economy beyond the usual range of a large-capacity engine, particularly during high-speed cruising.

"Furthermore, with features that go as far as to control idling speed in response to the load on the air conditioning system, the GS F achieves practical fuel economy comparable to cars that use stop-start systems in urban driving."

Eight-speed Sports Direct Shift automatic transmission

The GS F's V8 is matched to an equally efficient gearbox, the eight-speed Sports Direct Shift automatic transmission. This offers a smooth shift feel, excellent driveability and linear acceleration in all driving conditions.

The unit is remarkably light and compact, thanks to its die-cast aluminium case and internal components. Operation and fuel efficiency are enhanced by the inclusion of a high-efficiency oil pump and an ultra-compact, high-pressure, large flow volume solenoid that have both been designed for lower friction and mechanical losses.

The first gear ratio has been calculated to provide excellent response from standstill. Conversely the middle close-gear ratios have been selected for their combination of fuel efficiency and ability to enable brisk acceleration at intermediate speeds. At the far end of the transmission spectrum, eighth (top) gear is optimised for better fuel economy at high speed.

The transmission's performance is further supported by the adoption of Lexus G-force Artificial Intelligent Shift Control – G AI-SHIFT. When driving in Sport S mode, the system selects the appropriate ratio for sporty driving by monitoring the vehicle's G-sensor and simultaneously tracking the degree of throttle opening. If the driver invokes a higher degree of throttle (ie they want to accelerate more briskly), the high-response shifting will perform a quicker upshift. The G-AI SHIFT control also intuitively blips the throttle on downshifts.

Performance when driving in top-flight Sport S+ mode is further aided by the system allowing the engine to maintain a higher rpm, ideal for high-load conditions such as on a winding mountain road.

DRIVING DYNAMICS

- Drive Mode Select with Normal, Eco, Sport S and Sport S+ modes
- Torque Vectoring Differential

The GS F has been designed to provide a rewarding experience for drivers of all kinds, from pure enthusiasts to daily commuters. It's a practical and luxurious four-door saloon, but its main mission is to deliver exhilarating performance in a wide range of driving conditions.

Drive Mode Select

The Drive Mode Select system lets the driver access performance to suit the driving conditions and personal preference. They can choose from Normal, Eco, Sport S and Sport S+, changing their selection as they wish during the course of any journey.

Normal mode provides the smoothest and most balanced ride quality and drivetrain performance. Engine output and the throttle opening operate comfortably for everyday urban and highway driving. Nonetheless, the driver will feel the increase in G-forces as they work the accelerator pedal harder.

Eco mode helps improve fuel consumption by optimising throttle opening, engine output and operation of the climate control system. Any excessive throttle input at low speeds is automatically adjusted and suppressed and the climate control system's heating and cooling capacity and airflow are adjusted lower. If the outside temperature is 20°C or higher, the air conditioner will automatically switch to its recirculating mode for a certain time.

Sport S mode produces more powerful acceleration characteristics for performance-oriented driving, with control of engine output and throttle opening. Simultaneously, the engine, transmission and other key drive elements become more powerful and responsive.

Sports S+ mode opens up the car's full performance driving potential, not only extracting the maximum from the powertrain (as in Sport S mode) but also modulating the electric power steering to provide the driver with the greatest degree of feel and feedback.

Torque Vectoring Differential

Lexus's Torque Vectoring Differential has been honed through many hours of test driving on some of the world's most renowned race tracks. It improves the car's dynamic performance by precisely controlling rear-wheel torque, giving better control when cornering. The system has been tuned to provide a natural feel.

The Torque Vectoring Differential transfers an ideal amount of torque between the right and left side rear tyres, according to data including throttle input, braking, yaw rate, longitudinal and lateral G-force and other relevant parameters. Torque is transferred almost instantaneously between the rear wheels, with optimal control, regardless of whether the accelerator pedal is being pressed or not. The system lets the driver work with more confidence than ever before, accentuating driving enjoyment well beyond what a traditional rear-wheel drive car can offer.

The system has three settings the driver can select to suit personal driving style or conditions, using a switch on the centre console. **Standard** gives a high level of stability and agility; **Slalom** places extra emphasis on steering response, giving the car a more agile character, akin to one with a smaller wheelbase; and **Track** provides additional stability when driven at higher speed, letting the driver accelerate with confidence.

Drive Power Control is a unique feature of the Torque Vectoring Differential. By using high-response motors as the ECU calculates the ideal amount of torque transfer, a speed-multiplying planetary gear instantaneously adjusts the left/right torque distribution by engaging a multi-plate clutch. This highly advanced system can fine-tune torque distribution in a thousandth of a second.

Vehicle Dynamics Integrated Management – Sport mode evolution

Lexus's Vehicle Dynamics Integrated Management (VDIM) co-ordinates the usually separate ABS, Vehicle Stability Control and traction control functions to give proactive, seamless control of basic "drive-turn-stop" vehicle performance. It anticipates any loss of traction and provides smooth control right up to the limits of the vehicle's performance.

Similar to the RC F, the GS F has new Sport and Expert modes for its VDIM system – functions that remain exclusive to 'F' models.

Sport mode prioritises driver control, offering greater safety and enjoyment when driving on track, with optimum VSC and traction control mapping.

Normal mode is for smooth driving and a high degree of active safety under normal driving conditions.

Expert mode is designed to allow the driver to make full use of their driving skills in a similar fashion to VDIM-Off mode, but with an extra layer of protection to prevent a spin. When Sport S+ drive mode is selected, Expert mode is active by using the VSC off switch.

In addition, Lexus has extended the VDIM co-operative control function, allowing the system to delegate two brake control functions to the Torque Vectoring Differential: drive-force distribution and yaw-movement control. VDIM controls the torque transfer co-operatively with the TVD for more seamless control of driving and turning.

PRECISION-TUNED CHASSIS

- High-rigidity body designed to maximise handling capability and ride comfort
- Performance-tuned double wishbone front/multi-link rear suspension
- Brembo performance braking system with front cooling ducts
- Electric Power Steering tuned for sharper responsiveness and driver feedback

Higher driving pleasure

The GS F corners securely and has excellent straight-line stability thanks in part to a new chassis with a rigid structure, responsive yet compliant suspension and a performance braking system.

Lexus developed new parts to achieve the required high stability and performance, including highly rigid front and rear body braces (the front brace has a closed section to gain an even higher degree of stiffness), additional front brace attachment points and new rear suspension mounts.

The double wishbone front suspension has lightweight, high-rigidity forged upper and lower aluminium control arms, with coil springs, bushes and anti-roll bar. The multilink rear suspension also uses forged aluminium control arms, with increased torsional rigidity and optimised suspension arm bushes. To enable faster cornering speeds, notably through high-speed sweeping bends, the GS F has been fitted with wide, large-diameter tyres that can handle high lateral G-loads, and proven-quality ZF Sachs shock absorbers.

Stopping power is courtesy of a Brembo system that features brakes with front 380mm ventilated discs with lightweight, rigid, opposed six-piston aluminium monoblock callipers and rear 345mm ventilated discs with four-piston callipers. Slots on the discs' braking surface provide stable performance with high fade resistance, while spiral fins give excellent cooling. The combination of a large-diameter master cylinder and a booster helps to achieve highly responsive brake feel with a short, performance-oriented brake pedal stroke.

Engine and transmission oil cooling performance is supported by a pair of stylish but fully functioning brake ducts set just below the headlights at the car's front corners.

The electric power-assisted steering is tuned for excellent dynamic performance and feel. Intensive testing and calibration of the power-assistance curve have ensured steering feel

matches vehicle characteristics. A damper-less intermediate shaft has been added to the steering column, to increase rigidity and give high responsiveness to inputs.

DESIGN

- Powerful evolution of GS styling
- Strong frontal design includes functioning cooling ducts
- Carbon fibre rear spoiler
- Driver-focused interior with bespoke instrumentation, steering wheel, seats and trim
- Advanced on-board technologies

Performance-oriented aerodynamics

Aerodynamics played a key role in the origination of GS F's design as a high performance car. One of the most challenging areas to reduce drag was around the front tyres, where a great deal of air turbulence occurs. To help create freer airflow, the attention to detail included designing special groove-shaped front bumper liners.

Overall efficiency has been achieved by using specially designed undercovers beneath the engine compartment and lateral undercovers located under the mid-section of the vehicle floor. These channel cooling air towards the rear differential, while a rear undertray rises at an angle to act like a diffuser. Aerodynamic stabilising fins have been added to different sections of these panels to further suppress airflow turbulence and reduce drag.

The front of the car is defined by a particularly strong rendition of the signature Lexus spindle grille with an F-logo mesh pattern. More visual impact is provided by the large air inlets set beneath the headlights, which channel airflow into ducting behind the grille to cool the engine oil. The grille also features a lower moulding made from Lexus's Carbon Fibre Reinforced Plastic, which increases front downforce. The wings have a wide flare and large air outlets that allow any excess airflow to escape down the sides of the vehicle. These combine with sculpted sills to give the car extra visual muscle.

Viewed in profile, the GS F's flowing silhouette is amplified by the aerodynamically styled door mirrors and centre pillars finished in a contrast metallic paint finish. The bright orange brake callipers, emblazoned with the Lexus F logo, are another stand-out feature. The 19-inch forged aluminium wheels are manufactured using weight-reduction technology and are fitted with 255/35ZR19 tyres at the front and 275/35ZR19 tyres at the rear.

The rear end carries through the powerful themes displayed at the front, not least in the F-brand's distinctive quad tailpipe arrangement. Other highlights include a bootlid-mounted CFRP spoiler, rear diffuser and aerodynamic fins added to the lower edge of the bumper to improve airflow and reduce drag. The rear light clusters have an organic shape and feature black plated mouldings that match the trim garnish on the boot.

Although the GS F is based on the current Lexus GS platform, its dimensions are different, being longer and wider due to extended front and rear overhangs. It also sits lower to the ground. There has been no compromise in interior or load space – the boot is big enough to hold up to four golf bags. A handy boot hatch is provided to help with carrying longer items, such as skis, and the bootlid is power-operated.

The GS F is available in eight exterior colours: F Sport White, Mercury Grey, Sonic Silver, Sonic Titanium, Graphite Black, Mesa Red, Solar Flare and Azure Blue.

Interior design

The GS F's cabin tastefully melds craftsmanship with world-class ergonomics and functionality, but true to its status as a high-performance model, special emphasis was placed on creating a driver-centric cockpit. This is witnessed in the design and layout of the instrumentation and switchgear. Special attention has been paid to the size and legibility of the graphics to ensure instant recognition of information and data.

The central TFT analogue tachometer has a large diameter and silver detailing. The appearance and information presented in the central meter changes according to which drive mode is selected (further details in the Driving Dynamics section, above). The GS F also provides a colour head-up display which allows the driver to see key data such as speed, rpm and gear shift position without having to take their eyes off the road.

An authentic Lexus 'F' ambience is supported by highly supportive seats. The high-backed front sports seats – in a design exclusive to 'F' models – have bolsting to support the thighs, hips and back and an ergonomic design to provide a particularly comfortable shoulder section. Even the upholstery stitching and panel arrangement on the front seats have been designed to mirror human bone and muscle patterns to help secure the best possible comfort and body-holding performance and minimise fatigue on long journeys.

The rear seats use the same upholstery technique and feature specially designed headrests that mirror the high seatback shape of the front seats. High-quality semi-aniline leather is used as standard and the front seats have electric adjustment and heating and cooling functions, with position memory settings on the driver's seat.

The GS F's special status as a Lexus 'F' model is witnessed by the exclusive three-spoke, leather-trimmed steering wheel with short-stroke shift paddles, gear shift knob and foot pedals.

High quality trim materials are used, including Alcantara for the upper section of the instrument panel. The attention to detail extends to special rivets featuring the Lexus emblem being used to secure the Alcantara to the dash. Elsewhere there are genuine carbon fibre elements on the doors, instrument panel and console box.

A new white LED interior lighting system combines warmth with brightness. The system uses specially adapted LEDs to maintain a uniform light through the cabin.

Customers can choose from three interior colours: grey, black and red, each combined with carbon fibre trim.

ADVANCED ON-BOARD TECHNOLOGIES

In addition to its handling and power credentials, the GS F also benefits from the kind of useful, advanced on-board technologies that have become a trademark of Lexus models.

Audio system

The team which designed the GS F's audio system sought to replicate the sensation of sound experienced in a concert hall or cinema. Even the GS F's door panels have been designed to support that aim, housing key audio components.

Two systems are available: a fully digital 12-speaker system with a high-efficiency 299-watt amplifier and Coherent Source Transducer that smoothly blends high and mid-range sound while suppressing phase deviation; and a 17-speaker Mark Levinson surround sound system with a 705-watt-equivalent amplified and energy-saving GreenEdge speaker technology – double the sound output for the same amount of power.

Navigation and telematics

The GS F is equipped as standard with Lexus Premium Navigation, with a 12.3-inch high-definition central display screen and Remote Touch Interface controller which is intuitive to use, like a computer mouse.

Air conditioning

The GS F's climate control system incorporates S-FLOW, an energy-saving mode that limits operation to the front of the cabin when the system detects there are only two people on board. This gives better cooling or heating efficiency, as well as reducing fuel consumption.

The dual-zone air conditioning system automatically co-ordinates and controls heating devices, seat heaters and seat ventilation airflow. It also removes pollen, dust and any exhaust gas from the ambient air.

SAFETY AND DRIVER ASSISTANCE

- Comprehensive safety and driver assistance features, including Lexus Safety System+
- Additional safety features include Blind Spot Monitor and Rear Cross Traffic Alert

Lexus Safety System+

Lexus Safety System+ brings together a number of active safety and driver assistance features that can help prevent an accident happening, or mitigate the force of a collision. It is one of the most advanced and comprehensive safety packages of its kind, developed by Lexus as part of Toyota's progress towards the elimination of vehicle accident casualties.

Fitted as standard to the GS F, it provides a Pre-Crash System with pedestrian detection function, Adaptive Cruise Control, Lane Keep Assist, Adaptive High-beam System and Road Sign Assist.

Pre-Crash Safety system

Lexus's Pre-Crash Safety system uses a camera and a millimetre-wave radar to monitor the road ahead for any vehicles or pedestrian's in the car's path. If it determines there is the risk of a collision, it triggers a warning buzzer and light on the multi-information display, and prepares the brakes with Pre-Crash Brake Assist to provide additional stopping power (in line with calculated level of collision risk) the moment the driver presses the brake pedal.

As an extra layer of protection, the Pre-Crash Brake Assist activates the GS F's brake lights to warn following vehicles before the driver actually begins to apply the brakes, reducing the likelihood of a rear-end impact.

If the driver fails to brake, or the system determines that there is a high probability of a collision, the system will automatically operate the brakes, slowing the vehicle or potentially bringing it to a stop before any impact occurs.

PCS operates at speeds above 6mph, with the brake assist function available from 18mph. The relative speed between the car and the vehicle in front needs to be at least 6mph; the pedestrian detection function works at a closing speed of 49mph or lower.

Adaptive Cruise Control

The Adaptive Cruise Control uses the same front-mounted camera and radar system as the Pre-Crash Safety System to help the driver maintain a safe distance from the vehicle ahead.

Lane Keep Assist

Lane Keep Assist helps the driver maintain the car's correct path, monitoring white line marking and activating a warning light and vibrating the steering wheel to encourage the driver to take action if it detects the vehicle is moving out of its lane without the turn indicators being used.

Adaptive High-beam System

The system uses a camera located behind the windscreen to detect the lights of vehicles ahead and oncoming and automatically adjust headlamp light distribution to avoid dazzling other drivers, while maintaining the best possible forward illumination.

Road Sign Assist

This function uses a windscreen-mounted camera to detect a range of international-standard road signs (including electroluminescent and flashing signs). The signs' warnings or commands are presented on the car's multi-information display to reinforce their message and reduce the risk of the driver not noticing them.

Additional safety features

Lexus Safety System+ is only one aspect of the features provided on the GS F for safer driving.

Drive Start Control intervenes if the driver operates the shift lever while pressing on the accelerator, suppressing engine power output to keep vehicle speed and acceleration below a predetermined level, reducing the risk of damage from a collision. At the same time, a warning will appear on the multi-information display.

There is also an **Auto Location Tyre Pressure Warning System** which monitors pressure at each wheel and warns the driver if any is running low. A sensor in each tyre allows pressure values to be shown on the instrument display. When low pressure is detected, the value on the display is highlighted in amber. The system can be reset using a switch on the steering wheel, or via the multi-information display.

The **Blind Spot Monitor** uses a rear-mounted millimetre-wave radar to detect vehicles travelling in an adjacent lane and warn the driver with a flashing light in the near or off-side door mirror, as appropriate. The same camera and radar are used by the **Rear Cross Traffic Alert**, which warns of vehicles approaching from either side, for example when the car is being reversed out of a parking space.

The GS F is further equipped with a **Rear View Monitor** and parking sensors. The monitor helps with reverse parking manoeuvres by providing a real-time view of the area behind the car, overlaid with guidelines showing the vehicle's path in line with movement of the steering wheel. The parking sensors provide both a display and warning buzzer to indicate how close the car is to other vehicles or obstacles when manoeuvring in tight spaces.

Passive safety and security

The GS F's passive safety equipment includes dual-stage driver and front passenger airbags, front and rear seat side airbags and curtain airbags. The car is also fitted with a security alarm with ultrasonic break-in and tilt sensors.

LEXUS GS F TECHNICAL SPECIFICATIONS

ENGINE	
Engine code	2UR-GSE
Cylinders and arrangement	V8
Valve mechanism	32 valve DOHC, Dual VVT-iE
Displacement (cc)	4,969
Bore x stroke (mm)	94.0 x 89.5

Compression ratio		12.3:1
Fuel injection system		EFI, D-4S
Euro emissions standard		Euro 6
Max. power (bhp/kW @ rpm)		471/351 @ 7,100
Max. torque (Nm @ rpm)		530 @ 4,800 – 5,600
PERFORMANCE		
Max. speed (electronically limited, mph)		168
Max. cruising speed (mph)		150
Acceleration 0-62mph (sec)		4.6
FUEL CONSUMPTION, EMISSIONS, VED, INSURANCE & SERVICING		
Fuel consumption	Urban (mpg)	17.0
	Extra-urban (mpg)	34.9
	Combined (mpg)	25.2
CO ₂ emissions	Urban (g/km)	385
	Extra-urban (g/km)	187
	Combined (g/km)	260
Fuel tank capacity (l)		66
Benefit in Kind tax rate (2014/15)		37%
VED band		M
Insurance group		TBC
Servicing		10,000 miles/annually
TRANSMISSION		
Type		8-speed Sports Direct Shift automatic
Driveline		Front engine/rear-wheel drive
Gear ratio	1 st	4.596
	2 nd	2.724
	3 rd	1.863
	4 th	1.464
	5 th	1.231

	6 th	1.000
	7 th	0.824
	8 th	0.685
	Reverse	2.176
Differential gear ratio (rear)		2.937
BRAKES		
Type	Front	Brembo ventilated and slotted discs
	Rear	Brembo ventilated and slotted discs
Diameter/thickness (mm)	Front	380/34
	Rear	345/28
Parking brake		Electronic
SUSPENSION		
Front		Double-wishbone
Rear		Multi-link
STEERING		
Type		Electric power assisted
Turns lock to lock		2.84
Min. turning radius	Tyre (m)	5.6
	Body (m)	6.0
DIMENSIONS		
Overall length (mm)		4,915
Overall width – without mirrors (mm)		1,845
Overall width – with mirrors (mm)		2,085
Height (mm)		1,440
Wheelbase		2,850
Front track (mm)		1,555
Rear track (mm)		1,560
Front overhang (mm)		930
Rear overhang (mm)		1,135
Min, running ground clearance (mm)		130
Effective headroom	Front (mm)	988
	Rear (mm)	959
Interior length (mm)		2,025
Interior width (mm)		1,540

Interior height (mm)		1,190
Couple distance (mm)		945
Seating capacity		5
Load space volume (l)		520
WEIGHTS		
Kerb weight (min/max, kg)	Front	970 - 980
	Rear	820 - 870
	Total	1,790 – 1,850
Gross weight (kg)		2,320

LEXUS GS F EQUIPMENT SPECIFICATIONS

SAFETY & DRIVING DYNAMICS	GS F
Lexus Safety System+ (Pre-Crash Safety, Adaptive Cruise Control, Lane Keep Assist, Traffic Sign Recognition, Adaptive High-beam System)	✓
Driver dual-stage airbag	✓
Front passenger dual-stage airbag	✓
Front and rear side airbags	✓
Driver & front passenger knee airbags	✓
Curtain shield airbags	✓
ABS with Brake Assist System and Electronic Brakeforce Distribution	✓
Vehicle Stability Control	✓
Traction Control	✓
Vehicle Dynamics Integrated Management	✓
Torque Vectoring Differential	✓
Hill-start Assist Control	✓
8-speed Sports Direct Shift transmission with selectable drive modes	✓
Drive Mode Select	✓
Blind Spot Monitor	✓
Rear Cross Traffic Alert	✓
Emergency Brake Signal	✓
SECURITY	
Alarm with incline and glass breakage sensors	✓
Engine immobiliser	✓
Double door locks with power locking	✓
VIN etching	✓
COMFORT & CONVENIENCE	

Power windows	✓
Power bootlid opening	✓
Rain-sensing wipers	✓
Steering column power adjustment and easy entry function	✓
Active Sound Control	✓
Smart entry and push-button start	✓
Frameless auto-dimming rear-view mirror	✓
TFT combination meter	✓
Analogue speedometer	✓
Analogue clock	✓
Front and rear parking sensors	✓
VENTILATION	
Dual-zone climate control with auto recirculation	✓
Sunroof	Opt
SEATING, UPHOLSTERY & TRIM	
High-back sports front seats	✓
Semi-aniline leather upholstery	✓
Heated and ventilated front seats	✓
Power front seat adjustment – 10-way driver, 8-way passenger, with memory function on driver's seat	✓
Driver's seat lumbar adjustment	✓
Fixed rear seats with luggage hatch	✓
F-brand steering wheel with leather trim	✓
F-brand gear lever with leather trim	✓
Aluminium pedals and footrest	✓
F-brand aluminium scuff plates	✓
F-brand carbon fibre trim	✓
AUDIO, COMMUNICATION & INFORMATION	
Colour head-up display	✓
High-resolution 12.3in multimedia screen	✓
Remote Touch Interface controller	✓
10-speaker Pioneer sound system with CD and DVD player, DAB Tuner	✓
17-speaker Mark Levinson premium hifi	Opt
Lexus Premium Navigation with connected services and parking monitor	✓
Remote Touch touchpad control	✓
USB x2 and Aux-in x1	✓
Bluetooth	✓
EXTERIOR	
19in lightweight multi-spoke alloy wheels	✓
Auto-dimming, power-folding door mirrors with integrated turn indicators	✓
LED rear lights and high-level brake light	✓
LED headlights with Adaptive High Beam system	✓
LED daytime running lights	✓

Spindle grille with F-motif mesh	✓
CFRP carbon rear spoiler	✓
Metallic paint	✓