TOYOTA SPRINTER TRUENO

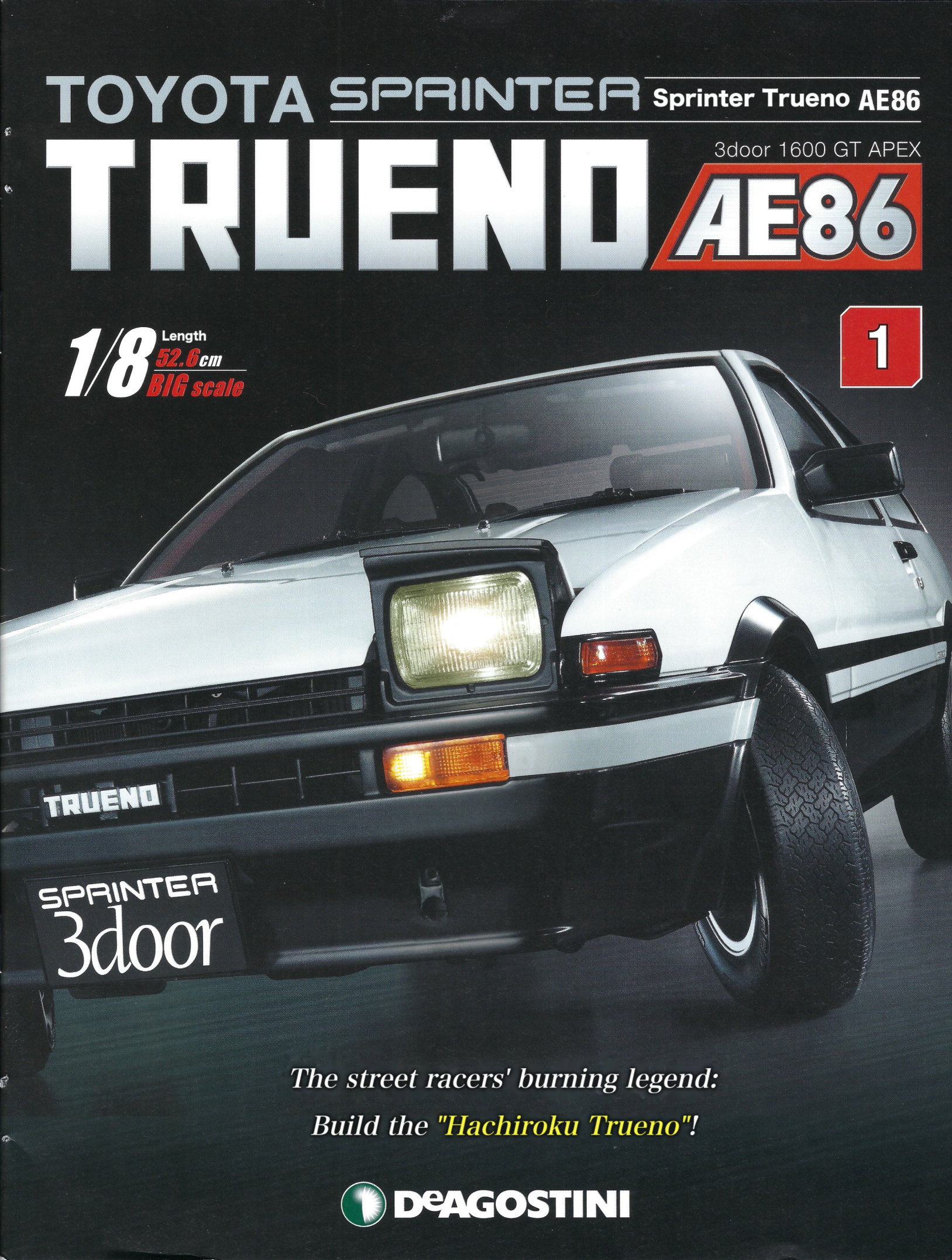
Sprinter Trueno AE86

3door 1600 GT APEX

AE86

1/8 Length 52.6cm BIG scale

1



The street racers' burning legend:

Build the "Hachiroku Trueno"!

DeAGOSTINI

TOYOTA SPRINTER Sprinter Trueno AE86
TRUENO 3door 1600 GT APEX AE86

Weekly Sprinter Trueno AE86 Issue 1

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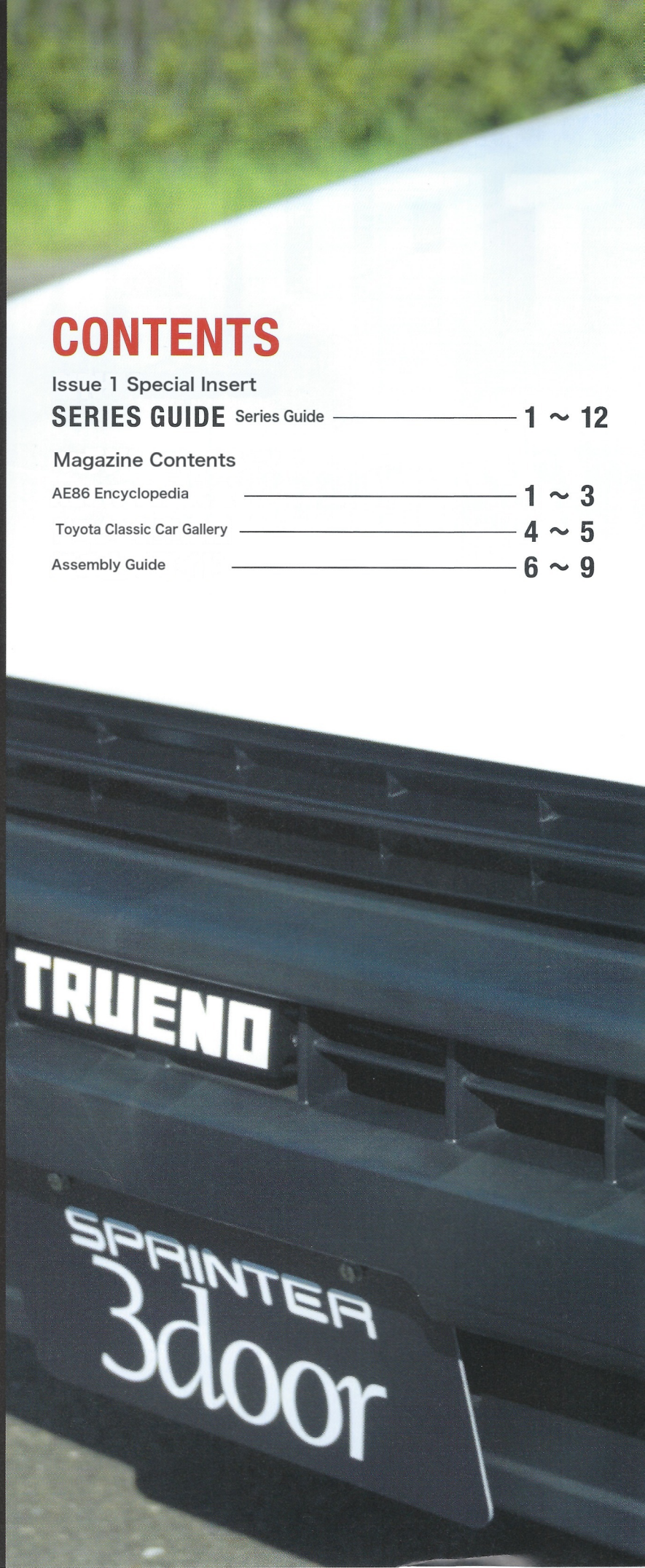
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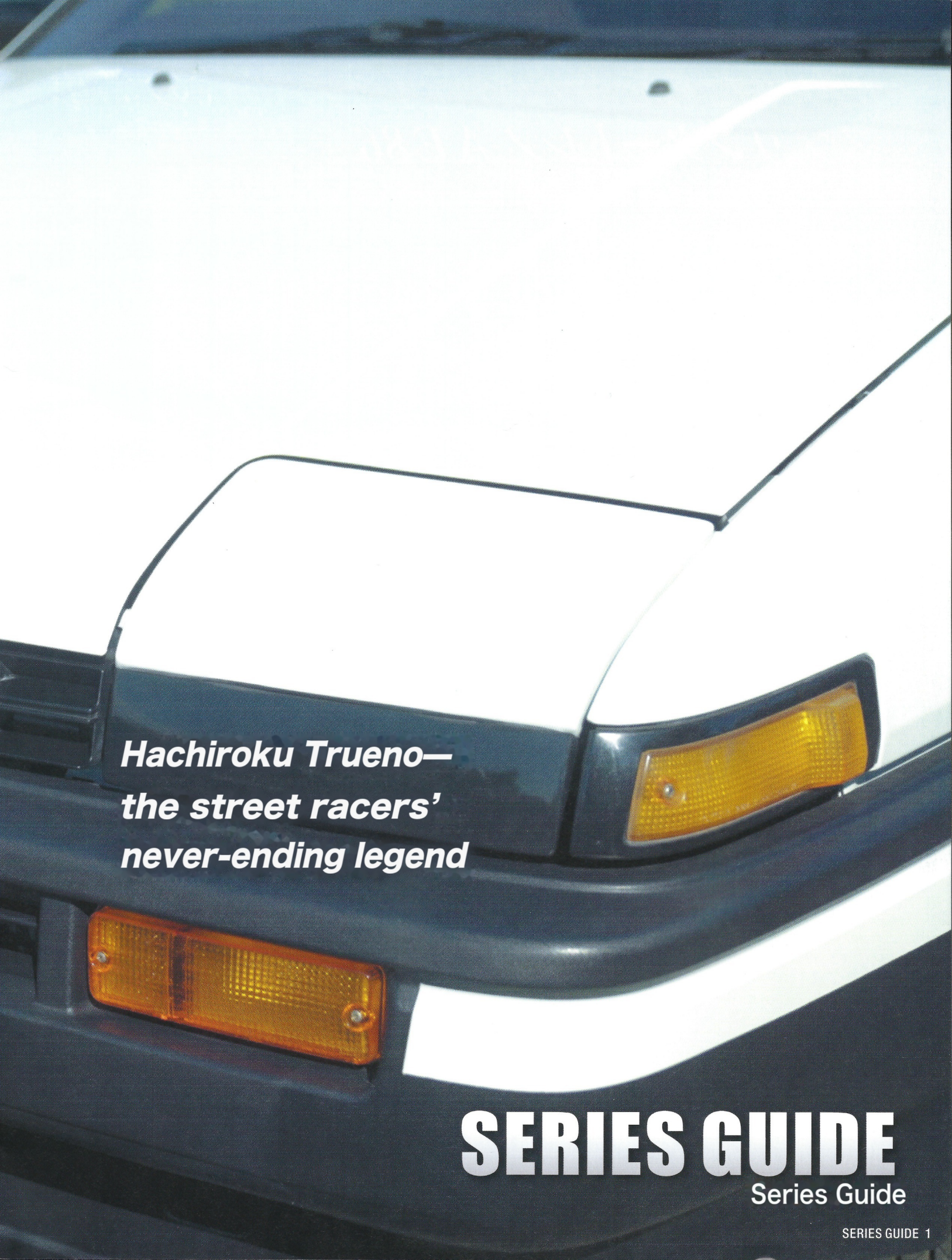
Issue 1 Special Insert

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Hachiroku Trueno—
the street racers'
never-ending legend

SERIES GUIDE

Series Guide

A rare classic that still enthralls street racers, Sprinter Trueno AE86, in your own hands!

Thirty-nine years after its launch, one car still holds an unshakable reputation among car lovers. Its name: the "Hachiroku," the nickname of the Corolla Levin / Sprinter Trueno (AE86) that debuted in 1983. From winding mountain roads to the circuit, its engine response teaches drivers the joy of driving, and its simple construction lets owners savor the fun of tuning and customizing. This series recreates in precise 1/8 scale the 1983 early-model GT APEX "Sprinter Trueno AE86," whose popularity is surging again in markets around the world. Build it and discover why it is called a once-in-a-generation classic!

1/8 Length 52.6cm BIG scale

Recreating the rare 1983 early model!

This recreates the early-model Sprinter Trueno GT APEX, which sells for high prices on the used-car market. Faithful to stock spec, it is the keepsake model fans have been waiting for. Even the AE86's heart, the 4A-GEU engine, is built up from parts.



Know the Hachiroku Trueno inside out!

Structure and parts true to the real car

The retractable headlamps unique to the Trueno AE86 pop up and retract. Turn signals, rear combination lamps, the digital display meter found only on the early model and more: a meticulous design faithful to the real car's specs and structure.

This series is complete in 110 issues.

Light & sound gimmicks inside!

Powered gimmicks are built in, for enjoyment long after the model is finished. The front and rear lights, interior light and instrument-panel backlight switch on and off, and it can even play the engine sound from start-up through acceleration.

Customizing is fun, too!

With custom parts (sold separately) such as Watanabe eight-spoke wheels, a carbon-look hood, bucket seats and a steering wheel, you can convert it into a sharp sports spec!

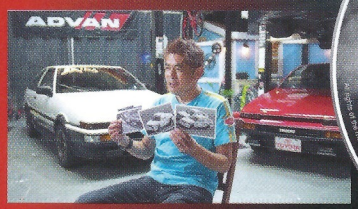
SERIES GUIDE 13 → See page for details

Feel thrilling runs and the Hachiroku's heartbeat! Loaded with gimmicks

Manabu Orido attacks the pass in an ultra-rare stock Hachiroku!







Issue 1 Bonus

DVD



*The model's design may differ slightly from the actual car.

*Model specifications, materials, etc. are subject to change. Thank you for your understanding.

TOYOTA SPRINTER

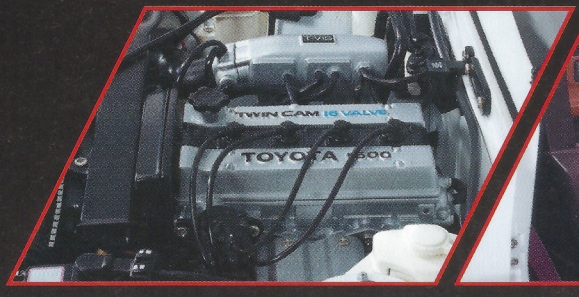
Sprinter Trueno AE86

TRUENO AE86

3door 1600 GT APEX

Savor a 52.6 cm-long big-scale Hachiroku Trueno to the full!

Enjoy the roar of its 4A-GEU engine



1983 early-model cockpit, fully recreated

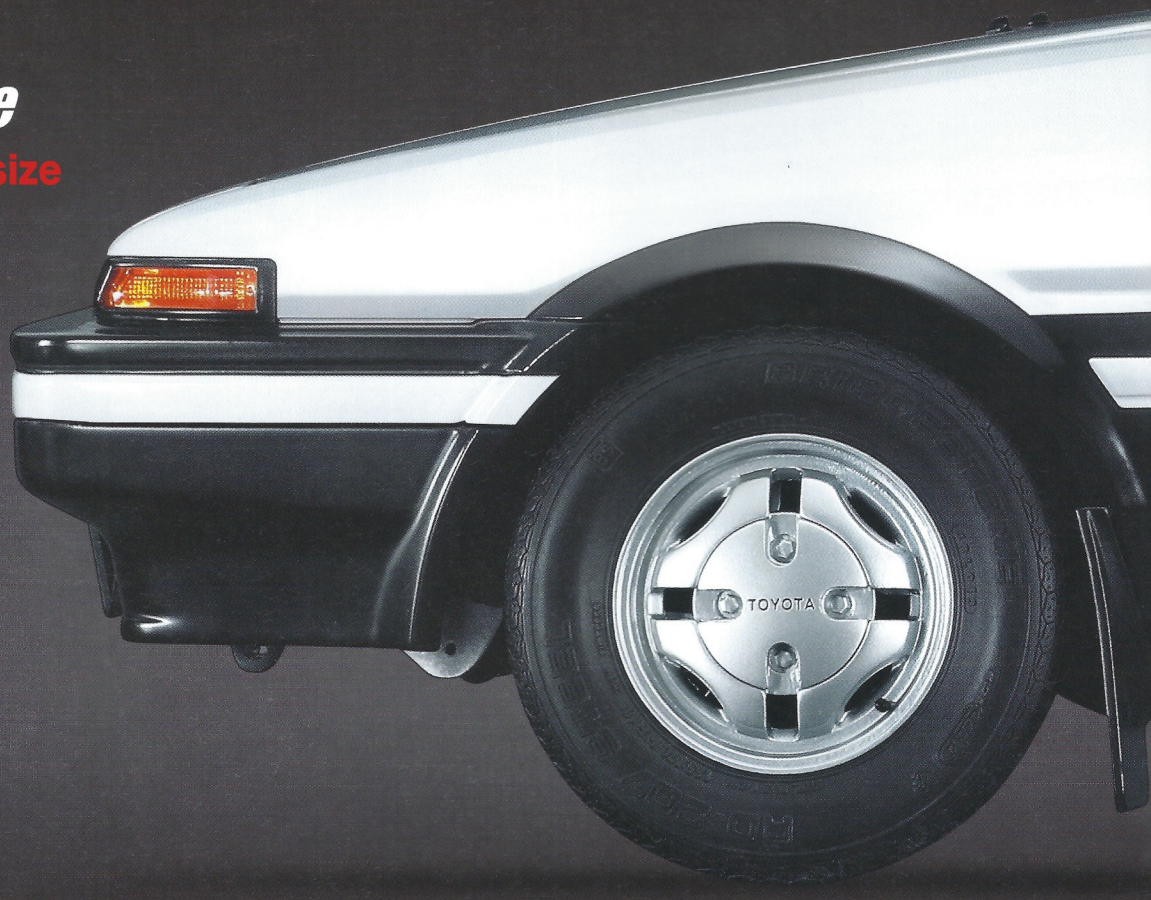


Retractable lamps pop up by remote control



1/8 scale

actual size



Remote-Controlled Powered Gimmicks

Retractable headlamps open/close, lights on/off
Front and rear turn signals flash
Front and rear position lamps on/off
Rear combination lamps on/off
Electronic display meter and interior light on/off
4A-GEU engine sound (start, cruise, accelerate, stop)
Horn and turn-signal relay sounds, and more

Model Specifications

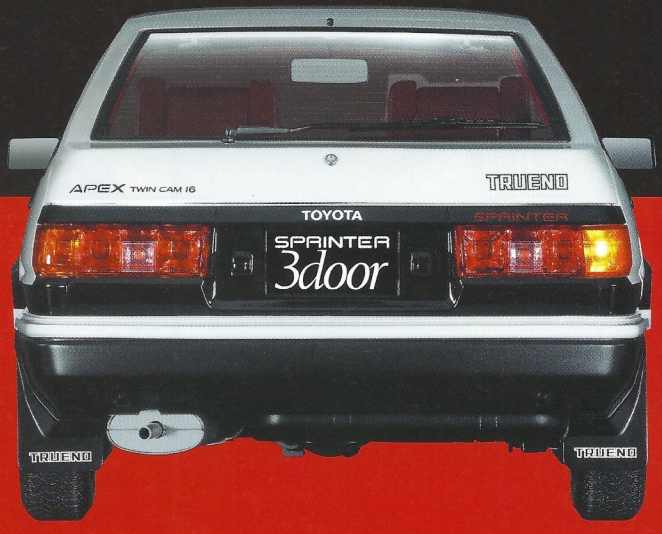
Scale	1/8
Finished size	Length 52.6 cm Width 22.3 cm Height 16.7 cm
Materials	Die-cast and mixed materials



52.6 cm

22.3cm





FRONT

REAR



16.7cm

*The model's design may differ slightly from the actual car.
*Model specifications, materials, etc. are subject to change. Thank you for your understanding.

Steering turns the front wheels: even a drift can be recreated

Rear combination lamps that switch on and off like the real car's

A hatch that opens and closes, with even the trunk interior recreated

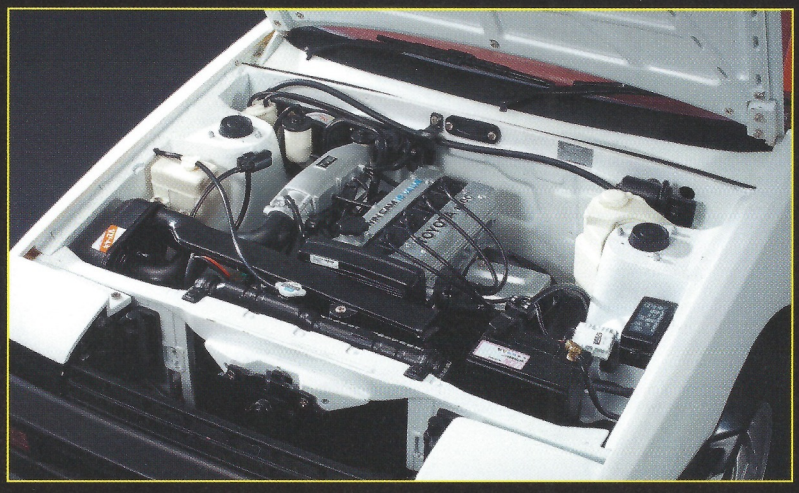




Length approx. 52.6 cm

Open the page and feel the impact of the actual-size model!

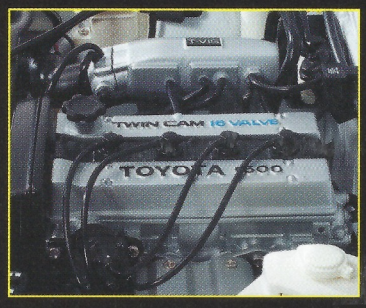
Discover the essence of the Hachiroku Trueno!



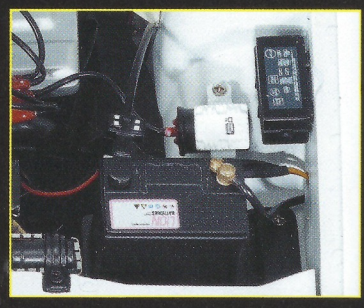
Not just the Trueno AE86's heart, the 4A-GEU engine unit: the plug cords, distributor, exhaust manifold and other intake and exhaust parts are realistically reproduced too.

The 4A-GEU engine and engine bay

Open the hood and the legendary 4A-GEU engine makes its presence felt. The engine block, exhaust manifold and radiator are made from parts designed as precisely as the real thing. Enjoy the Hachiroku while feeling like a mechanic.



The metal cylinder cover carries the lettering TOYOTA 1600 and TWINCAM 16 VALVE.



Even the battery and fuse box labels and the maker logos are faithfully reproduced.

The Hachiroku Trueno's hallmark: retractable headlamps

Retractable headlamps were all the rage in the 1980s. On the AE86 only the Trueno had them, setting it apart from the Levin.

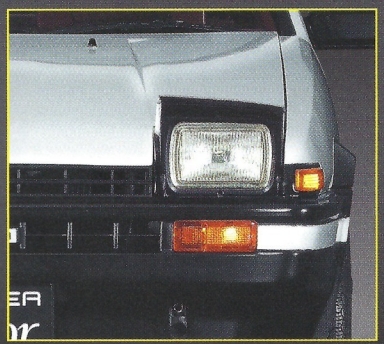




The retractable headlamps open and close with a built-in electric motor. Switch ON with the remote and they pop up and light at the same time. You can also turn the lamps OFF and leave them open.

Front and rear signals blink with a relay click

Front and rear turn signals blink at the touch of the remote, and the relay click plays from the built-in speaker.



Up front, the lamps under the headlamps and on the corners blink together.



The rear turn signals sit inside the combination lamps.

Brake lights work too: the rear combination lamps

The Hachiroku Trueno's rear lights are laid out in a combination panel. The stop lamps and position lamps can also be switched on and off at will with the remote.

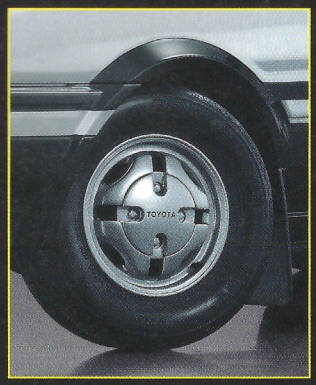


The rear combination lamps light up just like the real car's, giving the finished model a different look on display.

The early 3-door GT APEX's details and gimmicks

Fitted with the high-grade GT APEX's tires and wheels

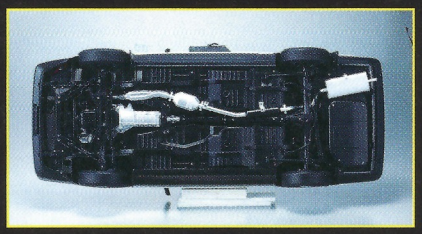
The tires and wheels are the standard equipment of the GT APEX, the top grade of the 1983 early-model Trueno 3-door. The GT APEX's standard TYPE D aluminum wheels wear Bridgestone "RD-207 Steel" radial tires. The setup sticks faithfully to the stock spec of the 1983 launch.



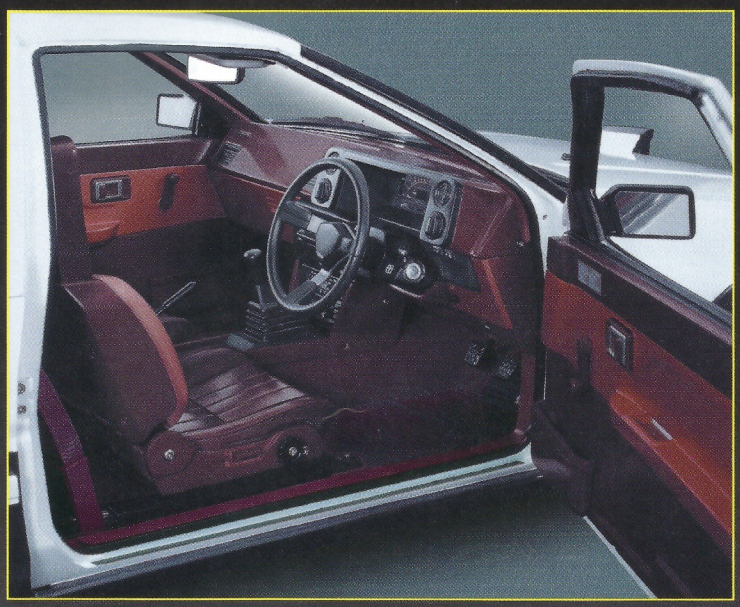
It wears the GT APEX's standard tires and wheels, made for tougher driving.

Chassis and body like the real car, suspension precisely reproduced

The main body panels and the base of the chassis and suspension are strong metal parts. Even the coil-spring suspension is shown.



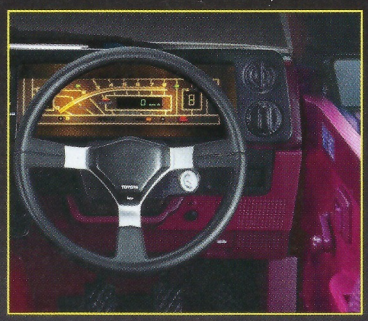
The chassis and front and rear axles match the real car's design. The built model shows the suspension too.



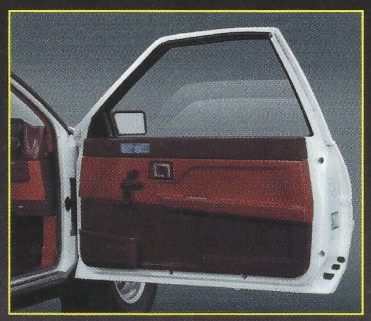
The two-tone interior offered only on the early GT APEX. Even the textures of the steering wheel, shift knob and seats are reproduced.

Dash, interior, even the trunk: packed with Hachiroku Trueno detail

Light and simple as a 1.6-liter FR sports car, the Hachiroku Trueno still has a high-grade feel. The interior is finished in a wine-red two-tone color scheme offered only on the GT APEX. The electronic display meter, standard on the early-model Trueno, is reproduced too.



Besides the electronic display meter, the instrument panel gauges are early-model spec. The display meter lights up from the remote.

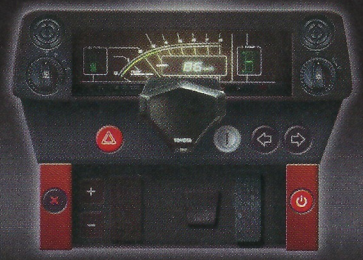


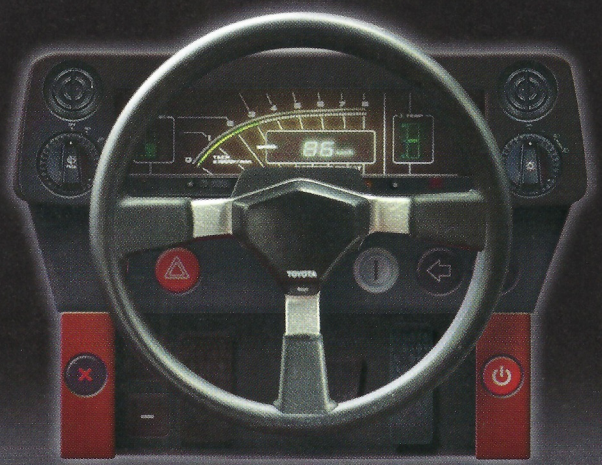
The side windows wind up and down with the crank handle.

With the dedicated remote, control the lights and sound!

The remote, modeled on the Hachiroku Trueno's cockpit, carries an array of switches. Besides popping up and lighting the retractable headlamps and blinking the turn signals, it plays powerful engine sounds to match the drive mode through a speaker built into the body. Feel like the driver as your Hachiroku tears down the road!

Steering wheel is removable too!





Remote size H 60 mm × W 90 mm × D 30 mm

*The remote's steering wheel does not operate the model's gimmicks.

*The model's design may differ slightly from the real car.
*Model specifications, materials, etc. are subject to change. Thank you for your understanding.

The Story of the "Hachiroku"

The true masterpiece of light FR sports cars — the truth about the Sprinter Trueno AE86

Deliberately sticking with FR: the AE86 Levin/Trueno

Launched in 1966, the first Corolla became the star of Japan's family-car market. In 1970 it moved to its second generation and set off on its own sports-car path. In 1972 the "Corolla Levin," with the 2T-G 1.6-liter DOHC engine used in the Celica and others, joined the lineup, and at the same time the Sprinter, released in 1968 as the Corolla's sister car, got the same spec as the "Sprinter Trueno." From then on, both settled in as the sports models of the Corolla/Sprinter range, and with the third-generation Levin/Trueno the body switched to a 3-door hatchback. But as ever-stricter emission rules sapped the potential of the world's high-performance cars year after year, the Levin/Trueno, too, was forced into a temporary halt in production.

Then came 1983. Toyota fully redesigned the Corolla/Sprinter. The sedans switched to FF to keep pace with the small-car trend of the day, while the coupes, devoted to fun driving, deliberately kept FR and gained even sharper sports performance.

This was the fourth-generation Corolla Levin/Sprinter Trueno.

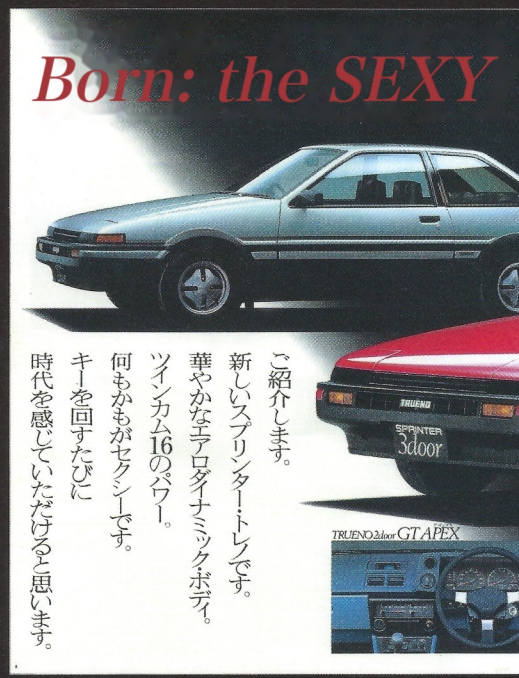
From its model code "AE86," it came to be known among fans by the nickname "Hachiroku" ("eight-six").

Just as Levin means "lightning" in English and Trueno means "thunder" in Spanish, the Corolla Levin and Sprinter Trueno are, needless to say, sister cars. The Levin was sold at Toyota Corolla dealers and the Trueno at Toyota Auto dealers, which targeted a somewhat younger crowd, so the Trueno got a more youth-oriented spec. That is also why only the Trueno got retractable headlamps.

"The car that trains drivers" — what the pros call this classic

The 4A-GEU engine fitted to the 1983 Levin/Trueno is a "great engine" acknowledged even by pros, still sometimes seen racing on circuits nearly 40 years after its debut. On top of this engine performance, the AE86 Levin/Trueno paired a light body, thanks to its simple construction, with the fine handling only an FR can offer. And because it carried over its suspension and more from the previous-generation TE-71, it was also easy to modify and tune.

For these reasons, the AE86 Levin/Trueno won steady popularity as an entry car for sport driving. And after production ended,



The 1983 catalog, from the ad campaign built on the catchphrase "SEXY Trueno."

there was a period when used ones sold for relatively low prices, so young drivers could maintain their own cars and enjoy drives on winding roads. Many also raced the AE86 and set their sights on becoming pro racers, which gave rise to the phrase "the car that trains drivers."

In an era when cars grew bigger and more luxurious, it was no muscle car, and at a glance just an ordinary family car, yet it let you feel the thrill of chasing down bigger game. Even today, the pros call it a "tenroku (1.6-liter) FR sports

Family Tree of the Sprinter Trueno and AE86

1970

1966 Toyota Corolla launched. The archetypal family car that brought mass motoring to Japan. Fitted with a 1.1-liter water-cooled inline-4 engine.



1970 Sprinter is born from the Corolla.

1972 Corolla Levin (TE27) debuts.



1972 Sprinter Trueno (TE27) debuts.

1973 Corolla Levin (TE37) debuts.

1974 Sprinter Trueno (TE47) debuts.

1975 Emission rules Levin/Trueno gone for a time

1977 Levin/Trueno return as the TE61, meeting the 1976 emission standards.

1978 Levin TE55 debuts.

1978 Trueno TE65 debuts.

1979 TE71 Corolla Levin/Sprinter Trueno announced. Restyled into a handsome wedge shape, and the body became a 3-door hatchback. Fitted with the 2T-GEU engine; suspension and comfort also greatly improved.

masterpiece," truly a classic in every sense of the word.

The Legend Never Ends: A New Generation of Hachiroku Fans

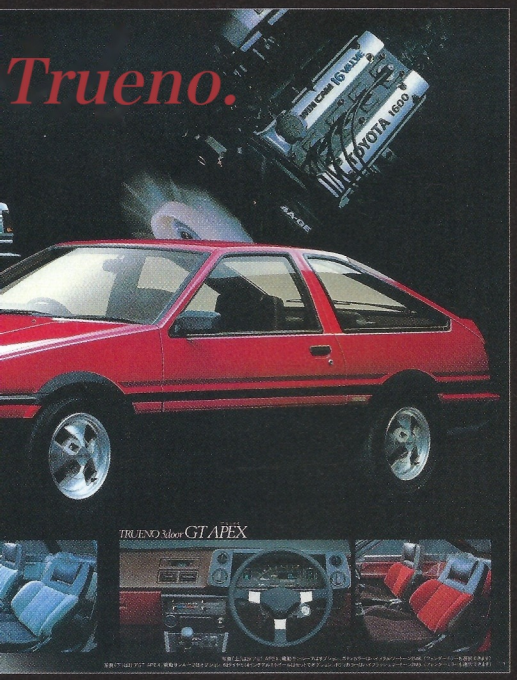
In the 1987 model change, the AE86 Levin/Trueno was replaced by the AE92, the fifth-generation Levin/Trueno. The drive layout also switched to FF here, and the "Hachiroku" that refers to the AE86 came to its final curtain.

Even after that, the AE86 remained active in amateur-participation motorsports, and in the used-car market it kept its popularity among fans particular about driving.

Then a new chapter was added to the story of the "Hachiroku." In 1995, thanks to "Initial D," which began serialization in Weekly Young Magazine, the protagonist's black-and-white panda Hachiroku Trueno came into the spotlight around the world. Not a few young people who became fans through this comic have become Hachiroku drivers alongside a parent, two generations behind the wheel. The comic and the anime also crossed the sea, and in recent years demand for used cars from China, Europe and the U.S. has suddenly grown.

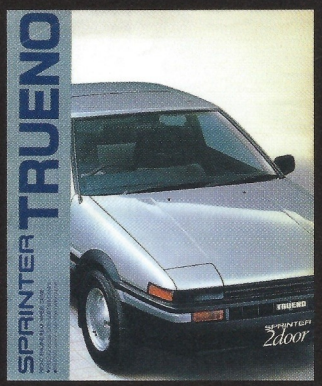
Furthermore, in 2012 Toyota announced the "86," developed jointly with Subaru around the spirit of the Hachiroku. In 2021 this 86 was refined as the "GR86," aiming for further evolution and a broader world view.

The AE86 Levin/Trueno has a presence that carries the spirit and pride of street racers, a different flavor altogether from high-spec cars that are simply fast. Its story is far from over.



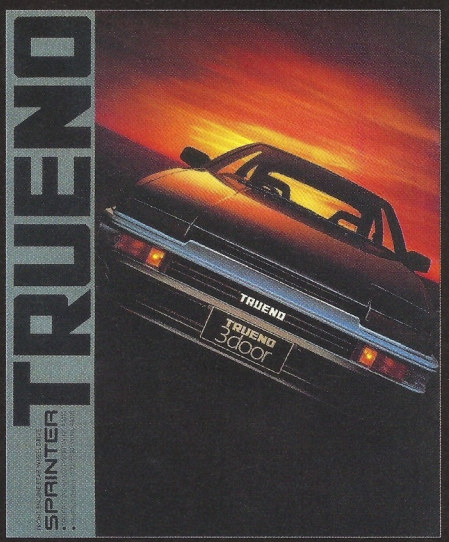
Toyota and Subaru jointly developed the "Toyota 86" around the spirit of the "Hachiroku," the classic of affordable FR sports cars.







Catalog for the 1985 mid-model Trueno, centered on the 3-door hatchback coupe.



Catalog for the 1986 late-model Trueno, with an increased specialty-car feel. Emotionally rich visuals are used.

1980

1983
The AE86 Corolla Levin/Sprinter Trueno (4th gen.) debuts. Lightweight 4A-GEU engine; compact interior on an improved TE71 chassis. Two body styles: 2-door coupe and 3-door hatchback. Top GT APEX grade added. Models through 1984 are called early models.

1984
Minor change for both the Corolla Levin/Sprinter Trueno, with door mirror and optional-equipment spec changes. Models from this period are also called Series II or mid-model.

1985
Minor change. New front/rear bumpers and rear combination lamps; improved front seats and interior colors. Better fit and finish inside and out; AT added to GT and GT APEX. Models until end of sales are called Series III or late model.

1986
The AE86's only special edition, the "Black Limited," limited to 400 units, goes on sale.

1987
Model change to the AE92. From here both the Levin and Trueno are FF, and the body is unified into a 2-door notchback coupe.

1988
Sales end for the AE86 Levin/Trueno, the last ones remaining for North America.

1990

1991
Full model change to the AE101.

1995
Model change to the AE111. The last model with the 4A-GE engine.

1995
"Initial D" begins serialization in Weekly Young Magazine (to 2013). It rekindles the Hachiroku revival.

2000~

2000
Levin/Trueno production and sales end.

2012
Toyota 86 and Subaru BRZ go on sale, co-developed with SUBARU.

2021
"GR86" goes on sale.

The Trueno AE86's lineage, its burning legend, and its side stories

Explore the world of "Hachiroku" in 4 Sections

AE86 Encyclopedia





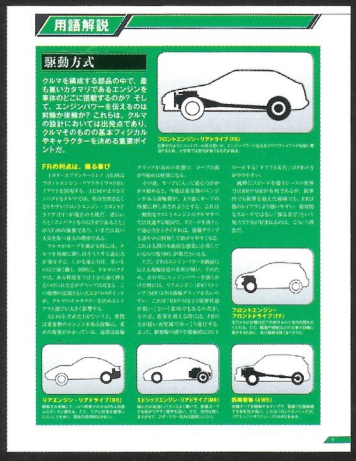
The AE86 Trueno, launched in 1983, and its sibling the Levin. Thirty-nine years on, why are street racers around the world still passing them from hand to hand? Tracing the history and lineage of the "AE Hachiroku," the car behind countless legends, we explain the secrets of its finely honed mechanics in depth.

Toyota Classic Car Gallery



A careful look back, in field-guide style, at the masterpiece sports cars Toyota has launched in Japan and abroad over the years. Packed with photos and detailed spec data.

Glossary of Terms



Using the Hachiroku Trueno as a textbook, we explain the basic terms of sports driving and mechanics in plain language.

Assembly Guide

You can also check the assembly steps in support videos.

Easy to follow, with photos in step order. Screw points and things to watch for are explained carefully.

The Assembly Guide explains how to build each issue's parts. You can follow the steps while comparing the parts in your hands with the photos.



A list of the numbered parts. We also tell you which tools you need as you go.



Also includes the basics you need for assembly, plus techniques to take your finish up a notch.

*Contents included may vary from issue to issue.

Evolve the Trueno AE86

Custom Parts Sold separately Full lineup!

Dress your Hachiroku Trueno up as a "street-racer spec" with hand-picked custom parts sets, coming soon!



For details on the custom parts sold separately, please see our website or the subscription order form.

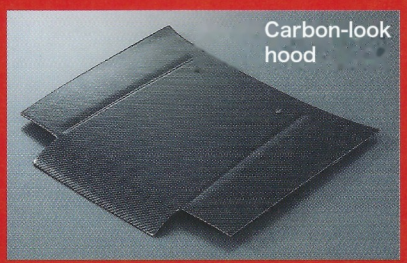
Carbon-Look Black Front Customization Set

A weight-saving item popular with street racers: a set recreating the carbon-black hood and retractable headlamp covers. The fog lamps that add a tougher look to the front end can be wired up to switch on and off.

Carbon-look retractable headlamp covers



Carbon-look hood



Fog lamps



Racer-Type Full Bucket Seat & Steering Wheel Set

The coveted carbon-look full bucket seat even recreates the safety belts. Set it up together with an authentic sports steering wheel, essential for aggressive driving!

Steering wheel



Bucket seats (set of 2)



Spoiler & Muffler Rear Dress-Up Set

A set with the rear spoiler for the Trueno AE86 GT APEX and a single-tail muffler that evokes a "Hachiroku" running the winding roads. Your rear view gets an upgrade!



Single-tail muffler

Rear spoiler



RS Watanabe Eight-Spoke Custom Wheel Set

When it comes to the running gear of an aggressive car, nothing beats RS Watanabe eight-spokes! Under RS Watanabe's supervision, we selected eight-spokes that suit this series' "Hachiroku Trueno." A set of four fitted with Bridgestone POTENZA wide tires. The wheel caps carry the RS Watanabe logo with real presence.



RS Watanabe eight-spoke + POTENZA wide tires

Supervised by Racing Service Watanabe! Eight spokes mark a car built to attack

Starting from racing-car design and manufacturing, and making and selling magnesium wheels for auto racing since the 1970s: Racing Service Watanabe Co., Ltd. (RS Watanabe). Its kamaboko-profile eight-spoke wheels, cast in one piece since the company's founding, enjoy overwhelming support from classic-car fans who care about performance.

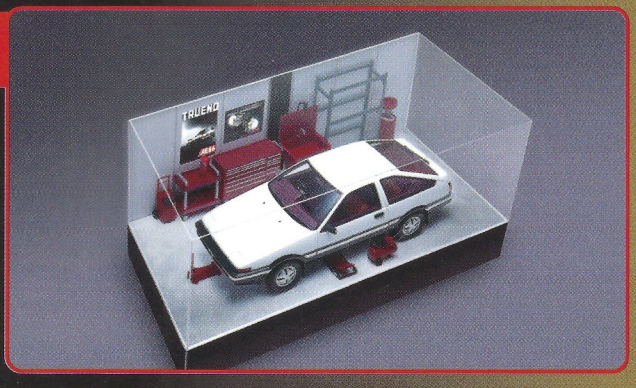
*Parts sold separately are mail-order items and are not sold in bookstores. *Set contents, design and specifications may change without notice.

《Dedicated Display Case》 Coming Soon!

Show off your finished model in style with dedicated display items! The display case and a garage display kit are planned for sale in the second half of the series! Details will be announced at the "DeAgostini Select Shop."

DeAgostini Select Shop

https://deagostini.jp/select/



Coming Soon

On sale every Tuesday Price ¥1,890 (incl. 10% tax)

*Release dates may vary by region. *Contents and cover are subject to change.

No. 2 On sale Tue, July 12

Magazine Contents



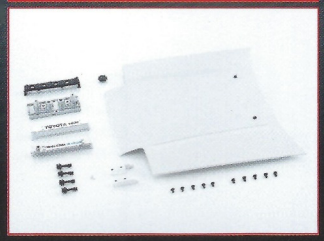
AE86 Encyclopedia
AE86 Mechanisms Dissected
Secrets of the 4A-GEU engine

Glossary
Drive layouts

Toyota Classic Cars
Corolla Levin (TE27)

Assembly Guide
Assemble the hood
Assemble the cylinder head cover

Issue 2 Parts



No. 3 On sale Tue, July 19

Magazine Contents



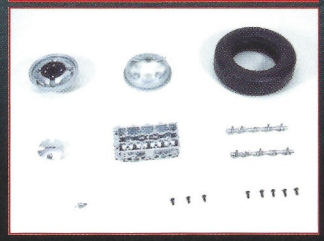
AE86 Encyclopedia
The Toyota & Hachiroku Story, Part 1
The Toyota FR lineage

Glossary
DOHC

Toyota Classic Cars
Toyota 2000GT

Assembly Guide
Assemble the left front wheel
Set the camshaft

Issue 3 Parts



No. 4 On sale Tue, July 26

Magazine Contents



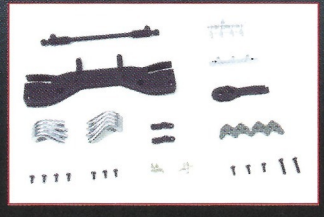
AE86 Encyclopedia
AE86 Mechanisms Dissected
Retractable headlamps and the electronic display meter

Glossary
Tire Secrets (1)

Toyota Classic Cars
Soarer

Assembly Guide
Assemble the left front suspension
Attach the intake manifold

Issue 4 Parts



No. 5 On sale Tue, Aug. 2

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AE86 Encyclopedia
AE86 Mechanisms Dissected
Suspension

Glossary
Hakone Turnpike

Toyota Classic Cars
MR2

Assembly Guide
Assemble the suspension
Attach the ventilation hose to the right cylinder block

Issue 5 Parts

