< Reference for the 1st Quarter of FY2014 Consolidated Financial Results >
(Yen in 100 Millions, Units in Thousands)

|  |  | $\begin{array}{\|c\|} \hline \text { RESULTS } \\ \text { FY2013 Q1 } \\ \text { 2012. 4-6 } \end{array}$ | RESULTS <br> FY2014 1st Qtr 2013.4.1-6.30 |  |  | FORECASTS <br> FY2014 1st Half <br> 2013.4.1-9.30 |  |  | FORECASTS <br> FY2014 Full Year 2013.4.1-2014.3.31 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Change | \% |  | Change | \% |  | Change | \% |
| Net sales |  |  | 4,289 | 5,469 | 1,180 | 27.5 | 10,600 | 1,620 | 18.0 | 20,800 | 1,670 | 8.7 |
|  | Japan | 1,427 | 1,577 | 151 | 10.6 | 3,100 | 3 | 0.1 | 6,081 | (638) | (9.5) |
|  | Overseas | 2,862 | 3,892 | 1,030 | 36.0 | 7,500 | 1,617 | 27.5 | 14,719 | 2,308 | 18.6 |
| Operating income |  |  |  | 523 | 301.8 | 1,130 | 697 | 161.2 | 1,980 | 776 | 64.4 |
|  | Profit margin (\%) | 4.0 | 12.7 |  |  | 10.7 |  |  | 9.5 |  |  |
| Ordinary income |  | 191 <br> 4.5 | $\begin{array}{r}645 \\ 11.8 \\ \hline\end{array}$ | 454 | 237.2 | $\begin{array}{r} 1,105 \\ 10.4 \end{array}$ | 652 | 144.0 | $\begin{array}{r} \hline 1,930 \\ 9.3 \\ \hline \end{array}$ | 924 | 91.8 |
| Net income Profit margin (\%) |  | 164 3.8 | $\begin{array}{r} 485 \\ 8.9 \end{array}$ | 321 | 196.4 | $\begin{array}{r} 680 \\ 6.4 \end{array}$ | 276 | 68.2 | $\begin{array}{r} 1,210 \\ 5.8 \end{array}$ | 14 | 1.2 |
| Change Factors in Operating income |  |  | Gain on currencyexchange 401 |  |  | Gain on currencyexchange |  |  | Gain on currency exchange |  | 819 |
|  |  |  | Improvements on model mix |  | 138 | Improvements on model mix |  | 162 | Cost reduction effort |  | 120 |
|  |  |  | Cost reduction effort |  |  | Cost reductioneffort 90 |  |  | Improvements on model mix |  | 37 |
|  |  |  | Decrease in R\&Dexp |  |  | Increase in SG\&A (143) |  |  | Increase in SG\&A |  |  |
|  |  |  | Increas exp, etc | in SG\&A | (98) | Increas exp | in R\&D | (39) | Increas <br> exp | in R\&D | (99) |
| Exchange rates |  | $\begin{array}{c\|} \hline \text { 81/US\$ } \\ \text { 106/EUR } \\ \hline \end{array}$ |  | $\begin{gathered} \hline \text { 98/US\$ } \\ \text { 127/EUR } \\ \hline \end{gathered}$ |  |  | 94/US\$ 124/EUR |  |  | $\begin{gathered} \hline \text { 92/US\$ } \\ \text { 122/EUR } \end{gathered}$ |  |
| Capital expenditures |  | 113 | 124 |  |  | 352 |  |  | 670 |  |  |
| Depreciation and amortization |  | 119 | 133 |  |  | 259 |  |  | 550 |  |  |
| R\&D expenses |  | 130 | 128 |  |  | 288 |  |  | 590 |  |  |
| Interest bearing debts |  | 3,381 | 2,967 |  |  | - |  |  | 2,800 |  |  |
| Performance description |  |  | - Net Sales, Operating Income and Ordinary Income increased for 2nd straight yr. <br> - Quarterly record Net Sales, Operating Income and Ordinary Income <br> - 1st-qtr record Unit Sales and Net Income |  |  | - Net Sales and all profits to increase for 2nd straight yr. <br> - Half-year record Unit Sales, Net Sales, Operating Income and Ordinary Income <br> - 1st-half record Net Income |  |  | - Net Sales and all profits to increase for 2nd straight yr. <br> - Full-year record Unit Sales, Net Sales and Profits |  |  |
| Unit sales (Japan) |  | 31 | 41 | 10 | 31.9 | 81 | 9 | 12.4 | 156 | (8) | (4.7) |
|  | Passenger Cars | 18 | 29 | 11 | 62.4 | 55 | 10 | 21.3 | 102 | (11) | (9.8) |
|  | Minicars | 13 | 12 | (1) | (9.0) | 26 | (1) | (2.8) | 54 | 3 | 6.9 |
| Unit sales (Overseas) |  | 135 | 150 | 15 | 11.4 | 303 | 27 | 9.6 | 596 | 35 | 6.2 |
|  | North America | 89 | 116 | 27 | 29.9 | 229 | 49 | 26.9 | 420 | 30 | 7.7 |
|  | Europe | 18 | 10 | (9) | (46.7) | 21 | (15) | (41.5) | 54 | (7) | (11.0) |
|  | China | 11 | 6 | (5) | (46.9) | 21 | (6) | (21.9) | 51 | 1 | 2.0 |
|  | Other | 17 | 19 | 2 | 13.8 | 32 | (1) | (3.4) | 70 | 10 | 17.1 |
| Unit sales total |  | 166 | 191 | 25 | 15.3 | 384 | 35 | 10.2 | 752 | 27 | 3.7 |
| Production units total |  | 182 | 197 | 16 | 8.6 | 384 | 24 | 6.6 | 758 | (6) | (0.8) |
|  | Japan | 137 | 153 | 16 | 12.0 | 293 | 21 | 7.7 | 594 | 10 | 1.8 |
|  | U.S. | 45 | 44 | (1) | (1.9) | 90 | 3 | 3.2 | 164 | (17) | (9.3) |
| Net sales by business segment | Automobile | 3,963 | 5,133 | 1,169 | 29.5 |  |  |  |  |  |  |
|  | Aerospace | 184 | 243 | 59 | 32.3 |  |  |  |  |  |  |  |  |  |  |
|  | Industrial Products | 84 | 77 | (6) | (7.5) |  |  |  |  |  |  |  |  |  |  |
|  | Other | 58 | 16 | (42) | (72.5) |  |  |  |  |  |  |  |  |  |  |
| Operating income by business segment | Automobile | 156 | 649 | 493 | 315.9 |  |  |  |  |  |  |  |  |  |  |
|  | Aerospace | 2 | 39 | 37 | 1,604.8 |  |  |  |  |  |  |  |  |  |  |
|  | Industrial Products | 3 | 2 | (2) | (51.5) |  |  |  |  |  |  |  |  |  |  |
|  | Other | 11 | 6 | (5) | (45.6) |  |  |  |  |  |  |  |  |  |  |
|  | Elimination \& Corporate | 1 | 1 | 0 | 1.8 |  |  |  |  |  |  |  |  |  |  |

* Exchange Rates are the rates used for FHI's non-consolidated sales recording.
* Unit Sales include retail sales of Japanese consolidated dealers, wholesale sales of overseas consolidated distributors, and deliveries from FHI to non-consolidated distributors/dealers.
* Domestic Production includes production units of the 86/FR-S models for Toyota.
< Forward-looking statements in this document are based on the information available at the time of the announcement and are subject to various risks and uncertainties that could cause actual results to vary materially. >

