

SPECIFICATIONS

Engines In-line, carburetor, 4 cylinders in-line, 1200. Base, 2.9 liter, model, 2000. Motor displacement, 70 cubic centimeters extra. 90-hp. Maximum output, 75 HP (54) at 5000 rpm. Maximum torque, 74.2 lb-ft (100) at 3300 rpm. 12-volt 40-amp-hr. battery. 90-watt alternator.

Driveshaft, 2-speed automatic.
Fuel tank capacity, 19.4 gallons.
Rear suspension, 10-leaf springs.
Washer/Wiper, 10-leaf springs.
Full-pressure lubricated type.
Lubrication by mechanical pump.
Three-way type air filter.
Combustion capacity, 3.7 gals.

Clutch, Single dry plate with diaphragm spring and mechanical activation.

Transmission, All synchromesh, 4-speed type. Gear ratios—1st, 1.984, 2nd, 1.295.

Std., 1.285, 4th, 1.000, reverse, 4.7th.
Control, mounted automatic transmission available on 2-door Sedan and Coupe. Wheel reduction gear ratio, 4.227 to 1 on automatic transmission models, 4.484 to 1 on conventional transmission models. Clutch/Wiper, 4.484 to 1.

Suspension, Front—Independent with coil springs telescopic shock absorbers, strut, lower wishbones and tension bar stabilizer. Rear—leaf-spring leaf springs and telescopic shock absorbers. Steer/Wiper, Progressive type, semi-elliptic leaf springs with helix springs and telescopic absorbers.

Brakes, Front brake operates hydraulically on all wheels. Front disc brake and rear drum brake with pressure control valve. Parking brake operates mechanically on rear wheels.

Steering, Recirculating ball type gearless. Gear ratio, 18 to 1. Minimum turning circle, 20.0 ft.

Wheels and tires, Threaded steel disc wheels, 600-13, 4PR rubber tires.

Dimensions and Weight

	4-Door Sedan	Coupe	Station Wagon
Overall length	161.0 in.	161.0 in.	161.0 in.
Overall width	58.0 in.	58.0 in.	58.0 in.
Overall height	53.1 in.	53.0 in.	53.0 in.
Wheelbase	91.0 in.	91.0 in.	91.0 in.
Front overhang	29.0 in.	29.0 in.	29.0 in.
Rear overhang	29.0 in.	29.0 in.	29.0 in.
Ground clearance	6.7 in.	6.7 in.	6.7 in.

Curb weight—1,550 lb., 1,710 lb., 1,610 lb.

Performance - Manual transmission

0-60 mph, 10 to 1. Maximum turning circle, 20.0 ft.
75 mph, Acceleration 8 to 10 mph, 16.0 sec.; 80 mph, 20.0 sec.; Fuel consumption, 26.1 mpg.

Coupe, Maximum speed, 75 mph. Maximum turning speed, 75 mph. Acceleration 0 to 10 mph, 16.0 sec.; 80 mph, 20.0 sec.; Fuel consumption, 27.4 mpg.

Station Wagon, Maximum speed, 75 mph. Maximum turning speed, 75 mph. Acceleration 0 to 10 mph, 16.0 sec.; 80 mph, 20.0 sec.; Fuel consumption, 27.1 mpg.

*The Toyota policy of continual improvement and standard fare requires you to check equipment and price for subject to change without notice.



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TOYOTA COROLLA

4-Door Sedan • Coupe • Station Wagon







TOYOTA COROLLA
2-door Sedan

Corolla covers the country with ease. And at 28.5 miles to the gallon, you'll pass a lot of gas stations along the way. Economy's important when you're just starting out. In fact, it's always important. And at Toyota, we never take economy for granted. The result: a Corolla that's undervalued and a choice that never needs a filler—things that save you money day in and day out.

Yet the Corolla Sedan can also feel its extravagance—steel interior, fully reclining bucket seats, nylon pile carpeting—extragance in keeping with economy because you don't pay extra for these extras.

Steering is standard, too. Front disc brakes. Built-in head restraints. Seat belts and shoulder straps. Padded dash.

They all come with the Corolla Sedan.

And above all, quality. A 73 hp engine that can top 95, an engine with 3 main bearings instead of the usual 1.

A 4 on the floor synchromesh transmission or an optional automatic. Unit construction. Five-thru ventilation.

In the long run, quality is economy. And despite all its style and performance, the Corolla Sedan is, first and foremost, an economical car.





TOYOTA COROLLA Coupe

We added some *fast* to our muggy performer and came up with the Corolla Coupe—a little faster that really gets around. In fact, it gets around 27.4 miles to the gallon. And it gets it from a 2.1 hp engine that hits 60 in 16.3 seconds. Top speed—110 mph. Cruising speed—83 mph.

And that's carrying things like fully reclining bucket seats, nylon carpeting, vinyl interior, and more—plenty of plush at the extra cost. Features that mean something to people looking for fun.

Some Corolla quality, too. Understeering. Link construction. Super-floor cycle-to-cycle transmission. And front disc brakes, a big safety plus that's common to the Corolla, uncommon to most other economy imports.

And all the little things that always make a big difference. Electric ventilation. Buckle-in head restraints. Armrests all around. Seat belts and shoulder straps. A standard cigarette lighter. And a simulated woodgrain steering wheel that looks like you're atop the engine.

Plenty of plush. Plenty of power. Altogether, the Corolla Coupe is a lot of car for a little money—the kind of car that shows up where things are happening.

TOYOTA COROLLA Station/Wagon

Good it for a week or a weekend. It's easy to do, because Corolla has put an end to the cumbersome wagon. That's by making the Corolla Wagon just a inch longer than the Corolla Hatchback and Sedan. By keeping the same tight turning circle—23feet! And by keeping all the great maneuverability of the other Corolla models.

Yet with all this maneuverability, the Corolla Wagon gives you surprising space—space that makes for more to do. The secret? We did some efficient shuffling of the rear seats. And for people who really want more, we put in a foldback that folds down, for easy in and out, we added a swing-up tailgate.

No wonder why a wagon can't be good, either. So we kept the complete Corolla package of plush vinyl interior, fabric carpeting, fully reclining bucket seats. The works.

And, of course, all the Corolla quality to have, too. Undercoating. A chassis that never needs a tune. An engine with 5 main bearings instead of the usual 3. And front disc brakes, instead of strong steel bar-pressed inputs.

But our big surprise is a wagon that can equal the economy of our other Corolla models: up to 27.1 miles to the gallon from a 73 hp engine that can top 84. The Corolla Wagon carries you in comfort. And gives you more to spend when you get where you're going.



Concilia the inside story

You live inside the Concilia during every mile you drive. We've made it worth the trip.

We put an exciting bucket seat to keep you Concilia custom fitting just the way you want it, from side-to-side or day-to-day. It'll back all the way and you can even take a nap. Our bucket adjust here and all the way to allow plenty of legroom.

And we keep the interior coming. You'll find vinyl all around. Acoustic on every wall. Nylon pile from door to door.

And safety first - padded dash, built-in head restraints, seat belts and shoulder straps.

Scrubber instruments, too. Clear-proof. Reversed. Right where you expect to see them.

The Concilia feedback is better still, with a woodgrain steering wheel.

And tinted windows give you a nice outlook on all Concilia models. That's the Concilia from the inside out - pretty nice for the price.



Some people tend to prejudge the Corolla. They think in terms of a small-car stereotype — 4 wheels, cramped quarters, not much to look forward to. But the Corolla refuses to fit the typecast. It has the 4 wheels, alright. But that's where the similarity stops.

Vinyl interior. Nylon carpeting. Fully reclining bucket seats. That's car quality. Undercoating. 30 miles to the gallon. A chassis that never needs a lift. That's getting the edge for savings. Good control from front air brakes. 4-speed synchromesh transmission. That's Corolla's promise of continuing performance.

And we do it all at a price that's the envy of every dealer in town. No wonder the Corolla is a hot seller across all over the country. It's a big reason why Toyota is already the #1 best selling import in the U.S.

Somebody out there likes us.



Steering wheel and instrument cluster with vinyl trim.



4-cyl. engine with 13 main bearings, and 3



Front passenger bucket seat with vinyl trim.



Rear passenger bucket seat with vinyl trim.



Trunk space with 10 tie-downs.



Steering column with vinyl trim.



AM/FM stereo with 6 speakers.



Low drag coefficient.



Power windows.



Optional automatic transmission.



AM/FM stereo with 6 speakers.



Power door open on 2 doors.



Power Disc Brake/Lockers/Steering System.

