



Every Toyota's strong point is quality. And it's built in at the very beginning.

Every Toyota's production is friction, dust-free, stainless-steel, polished-in wind tunnels, and air-dried. Each part is checked every conceivable driving condition. They put through design, loaded and mechanical tests. So there's no question: You're getting a quality car that's had a lot of attention from a lot of people.

That's why we offer one of the longest

maintenance intervals in the industry: six months or 6,000 miles under normal conditions.

Over 900 Toyota dealers are located coast to coast with parts departments for fast, dependable service. Ten regional service schools are available for the training of their service people.

The Toyota policy of continual improvement in design and manufacture requires that models, specifications, equipment and price be subject to change without notice.

TOYOTA

Toyota Motor Sales, U.S.A., Inc., 2055 West 190th Street, Torrance, California 90504

See how much car your money can buy.

TOYOTA COROLLA

LET THE
GOOD TIMES ROLL

TOYOTA



1200 2-Door Sedan
1600 4-Door Sedan



1600 2-Door Wagon
1600 4-Speed Coupe



1600 2-Door Sedan
1600 5-Speed Coupe

ROLLIN' IN ECONOMY

Spending a couple thousand dollars or so doesn't have to be a drag. Not when you get something you really like.

Something fun.

Which immediately leads us to our six different Toyota Corollas.

And some good times to come.

What makes us think our car is particularly fun?

Well, besides the fact that it just looks fun, we know it's easier to relax and enjoy yourself when you know you can afford what you're doing. And what you're driving.

And it's easier to have a good time when your money's not all tied up in expensive transportation.

We've got lots of specific reasons why Corollas let the good times roll too. And each is included in the price. (Buying

something is fun when the value's there, right where you can see it.) Reclining bucket seats. Nylon loop-pile carpeting. Vinyl interior. Whitewall tires (blackwall radial tires on the 5-speed). And many more.

You also get Toyota's concern for safety and quality in all their products. That won't hurt your peace of mind any.

Remember. When you can manage it, you enjoy getting your money's worth.

And if there's one thing about a Toyota Corolla, it's meant to be enjoyed.

COROLLA 1600 2-DOOR AND 4-DOOR SEDANS

ROLLIN' IN POWER

Most little economy sedans don't start talking power. But Corolla 1600s come with a hemi-head engine. The kind in expensive racing cars.

Without getting technical, the hemi-head design should not only mean highly efficient fuel combustion, but should also translate into lots of zip around town and on the open road. It means optional automatic transmission and factory air conditioning can be added.

Speaking of options, there aren't many. Because what some cars offer as "exterior trim packages" or "interior decor groups", Corollas offer as standard equipment.

Things like whitewalls, full wheel covers, power front disc brakes, nylon carpet, electric rear window defogger. Front reclining bucket seats. And, of course, a hemi-head engine.



ENGINE:

Type: 4-cyl. in-line OHV
 Displacement: 96.9 cu. in.
 Compression ratio: 8.5:1
 Horsepower: 88 hp at 6000 rpm (SAE net)
 Torque: 91.3 lb. ft. at 3800 rpm (SAE net)
 Carburetor: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 60 amp/hr

TRANSMISSION:

Manual: 4-speed synchromesh
 Ratios: 1st 3.587
 2nd 2.022
 3rd 1.384
 4th 1.000

Reverse: 3.454

Automatic: 2-speed

REAR AXLE:

Ratio: 3.909 (manual)
 4.100 (automatic)

SUSPENSION:

Type: Front: Independent with coil springs, telescopic shock absorbers, lower wishbones and torsion bar stabilizer
 Rear: Semi-elliptic leaf springs and telescopic shock absorbers

STEERING:

Type: Recirculating ball, ratio 18:1
 Turning diameter: 29.6 ft.

BRAKES:

Type: Power front disc, rear drum
 Diameter: Front disc: 9.0 in.
 Rear drum: 9.0 in.

TIRES:

Type: Tubeless
 Size: 6.15 x 13, 4PR

CAPACITIES:

Fuel tank: 11.9 gal.
 Oil: 3.9 qts.

Cooling system: 6.9 qts.

DIMENSIONS AND WEIGHTS:

Wheelbase: 91.9 in.
 Overall length: 139.4 in.
 Overall width: 59.3 in.
 Overall height: 54.1 in.
 Curb weight: 4-door sedan: 2020 lbs.
 2-door sedan: 1960 lbs.

CHASSIS, BODY:

List construction

Electric rear window defogger

Hemi head engine

Optional air conditioner



Recessed door lock and handle

Three point front seat belts



Power assisted front disc brakes

Optional automatic transmission

Rear seat storage area (2-door sedan and coupe only)



THE COROLLA WAGON

ROLLIN' IN ROOM

If you're thinking about an economy wagon, you want a lot of room for a little price. Well, congratulations. A car has been designed just for you.

Fold down our Corolla wagon's rear seat and... surprise... you suddenly have usable cargo space, from tailgate to front seat.

To make it easier to fill, the tailgate opens up, up, and out of the way. And the rear deck is padded to not only make it look better but to protect the car.

Of course, the 1600 hemi-head engine comes in handy when you're rollin' along with a load. And the smallness of the Corolla wagon on the outside helps out when you parallel park. The usual Toyota standard equipment is here in full force too. Nylon carpeting. Tinted windshield and door glass. Vinyl upholstery. And more.

You see, we left plenty of room for comfort too.



ENGINE:

Type: 4 cyl. in-line, OHV
 Displacement: 96.9 cu. in.
 Compression ratio: 8.5:1
 Horsepower: 88 hp at 6000 rpm (SAE, net)
 Torque: 91.3 lb. ft. at 3800 rpm (SAE, net)
 Carburetor: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 50 amp-hr

TRANSMISSION:

Manual: 4 speed synchromesh
 Ratios: 1st 3.987
 2nd 2.022
 3rd 1.384
 4th 1.000
 Reverse 3.484
 Automatic: 2 speed

REAR AXLE:

Ratios: 2.909 (manual)
 2.100 (automatic)

SUSPENSION:

Type: Front: Independent with coil springs, telescopic shock absorbers, lower wishbones and torsion bar stabilizer
 Rear: Semi-elliptic leaf springs and telescopic shock absorbers

STEERING:

Type: Recirculating ball, ratio 18:1 to 1
 Turning diameter: 29.6 ft.

BRAKES:

Type: Front: front disc, rear drum
 Diameter: Front disc: 9.0 in.
 Rear drum: 9.0 in.

TIRES:

Type: Tubeless
 Size: 6.15 x 13-4PR

CAPACITIES:

Fuel tank: 10.6 gal.
 Oil: 3.9 qts.

Cooling system: 6.9 qts.

DIMENSIONS AND WEIGHT:

Wheelbase: 91.9 in.
 Overall length: 140.2 in.
 Overall width: 59.3 in.
 Overall height: 56.3 in.
 Curb weight: 2043 lbs.

CHASSIS/BODY:

Unit construction

Corolla wagon (ready)



Corolla wagon (rolling)



Corolla wagon (load able)



Tool Kit



Steering wheel lock and anti-theft device



Map light



Electric window defogger
 Impact absorbing front bumper



THE COROLLA 1600 4-SPEED AND 5-SPEED COUPES

ROLLIN' IN STYLE

For a few extra bucks, you can get Corolla economy in a fancier package.

Like our 4-speed coupe. (Also available with optional automatic transmission.) It gives you styling, something you don't find every day on every compact car. Plus special features like the electric rear window defogger and a woodgrain look to the steering wheel and shift knob. (We'd call that fancy.)

Both coupes are loaded with standard equipment. Including the 1588cc hemi-head engine.

Or take our Corolla 5-speed super coupe. You heard it. Five forward speeds. On a compact car. It also has a woodgrain instrument panel, shift knob, new body stripes, a tachometer and radial tires, no less.

When we say sporty, we're not just kidding around.



ENGINE:

Type: 4-cyl. in-line, OHV
 Displacement: 96.9 cu. in.
 Compression ratio: 8.5:1
 Horsepower: 88 hp. at 6000 rpm (SAE net)
 Torque: 91.3 ft.-lb. at 3600 rpm (SAE net)
 Carburetor: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Batteries: 12 volt, 60 amp. hr.

TRANSMISSION:

Manual: 4-speed synchromesh
 Ratio: 1st 1.587, 2nd 2.022, 3rd 1.384, 4th 1.000. Reverse 3.484
 Manual: 5-speed synchromesh
 Ratio: 1st 1.587, 2nd 2.022, 3rd 1.384, 4th 1.000, 5th 0.861. Reverse 3.484
 Automatic: 2-speed

REAR AXLE:

Ratio: 2.92 (manual)
 4:10 (automatic and 5-speed manual)

SUSPENSION:

Type: Front: Independent with coil spring, telescopic shock absorber, lower wishbones and torsion bar stabilizer
 Rear: Semi-elliptic leaf spring and telescopic shock absorber

STEERING:

Type: Recirculating ball, ratio 18:1 to 1
 Turning diameter: 29.6 ft.

BRAKES:

Type: Power front disc, rear drum
 Diameter: Front disc: 9.0 in.
 Rear drum: 9.0 in.

TIRES:

Type: Tubeless
 Size: 6.15 x 1.1, 4PR, Corolla 5-speed 1505 x 1.1

CAPACITIES:

Fuel tank: 11.9 gal.
 Oil: 3.5 qt.

Cooling system: 6.9 qt.

DIMENSIONS AND WEIGHTS:

Wheelbase: 91.1 in.
 Overall length: 159.8 in.
 Overall width: 59.3 in.
 Overall height: 53.0 in.
 Curb weight: 4-speed and automatic coupe: 1960 lbs.
 5-speed coupe: 1950 lbs.

CHASSIS/BODY:

Unit construction

Corolla 5-speed emblem:

Radial tires

Two-stage door (first stage)

Two-stage door (second stage)



Four speed synchromesh (standard on four speed model)

Five speed synchromesh (standard on five speed model)

Optional automatic transmission (1400 series only)

Optional AM/FM radio

Optional stereo tape deck



Corolla 5-speed only stripe

Woodgrain effect on five-speed steering wheel and dashboard (with optional radio)



THE NEW COROLLA 1200

ROLLIN' IN EVEN MORE ECONOMY



The new Corolla 1200 is Toyota's lowest priced model.

In fact, no car offered in America has a lower manufacturer's suggested retail price.

But the really nice thing about the Corolla 1200 is that it has the same Toyota concern for high standards. The same Toyota quality (through extensively testing all Toyota prototypes). The same safety features (like the steel reinforcements in the doors). Many of the same comfort features (reclining bucket seats, vinyl interior), and other standard equipment (whitewalls, front

disc brakes, bright windshield and rear window moldings, even a tool kit).

The major difference between our Corolla 1200 and the six Corolla 1600s is engine size. Maybe you don't need as much. Maybe you don't want as much.

And maybe you like the rock bottom price while still getting a quality-made car. So get the Corolla 1200. That's what it's there for.

ENGINE:

Type: 4 cyl. in-line, OHV
 Displacement: 71.2 cu. in.
 Compression ratio: 9:1
 Horsepower: 65 hp at 6000 rpm (SAE net)
 Torque: 67 ft. lb. at 3800 rpm (SAE net)
 Carburetor: Downdraft 2 barrel, manual choke
ELECTRICAL SYSTEM:
 Battery: 12 volt, 60 amp/hr

TRANSMISSION:

Manual: 4 speed synchromesh
 Ratio: 1st - 3.684
 2nd - 2.050
 3rd - 1.383
 4th - 1.000
 Reverse - 4.316

REAR AXLE:

Ratio: 4.222

SUSPENSION:

Type Front: Independent with coil springs, telescopic shock absorbers, lower wishbones and torsion bar stabilizer

Rear: Semi-elliptic leaf springs and telescopic shock absorbers

STEERING:

Type: Recirculating ball, ratio 18:1 to 1
 Turning diameter: 29'6"

BRAKES:

Type: Hydraulic front discs, rear drums
 Diameter: Front disc: 7.87 in.
 Rear drum: 7.87 in.

TIRES:

Type: Tubeless
 Size: 6.00 x 12, 4PR

CAPACITIES:

Fuel tank: 11.9 gal.
 Oil: 3.7 qts.
 Cooling system: 5.1 qts.

DIMENSIONS AND WEIGHT:

Wheelbase: 91.9 in.
 Overall length: 159.4 in.
 Overall width: 55.3 in.
 Overall height: 54.1 in.
 Curb weight: 1810 lbs.

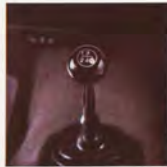
CHASSIS/BODY:

Unit construction

Frunk trunk
 Steering wheel & dash
 Glove compartment



Cigarette lighter, heater and optional radio
 Flo-flo ventilation (air)
 Flo-vent ventilation (air)
 4-speed manual transmission



Reclining bucket seats
 Vinyl interior
 Tool kit and touch-up paint



SPECIFICATIONS

Engine:

Corolla 1200

Type: 4-cyl. in-line, OHV, 5-main bearings
Displacement: 71.2 cubic inches
Compression Ratio: 9.0 to 1
Horsepower: 65hp at 6000rpm (SAE net)
Torque: 67ft-lb at 3800rpm (SAE net)
Carburetor: Downdraft 2-barrel

Corolla 1600

Type: 4-cyl. in-line, OHV, 5-main bearings
Displacement: 96.9 cubic inches
Compression Ratio: 8.5:1
Horsepower: 88hp at 6000rpm (SAE net)
Torque: 91.3ft-lb at 3800rpm (SAE net)
Carburetor: Downdraft 2-barrel, automatic choke

Electrical System:

Battery: 12 volt, 60amp. hr

Transmission:

Manual: 4-speed all synchromesh

(1600 series) (1200 2-door sedan)

| | | |
|-------------|-------|-------|
| Ratios: 1st | 3.587 | 3.584 |
| 2nd | 2.022 | 2.050 |
| 3rd | 1.384 | 1.383 |
| 4th | 1.000 | 1.000 |
| Reverse | 3.484 | 4.316 |

Manual: 5-speed all synchromesh (5-speed coupe)

(model only)

| | |
|-------------|-------|
| Ratios: 1st | 3.587 |
| 2nd | 2.022 |
| 3rd | 1.384 |
| 4th | 1.000 |
| 5th | 0.861 |
| Reverse | 3.484 |

Automatic: 2-speed with torque converter

Rear Axle

| |
|-------------------------------------|
| Ratios: 4.222 (1200 2-door sedan) |
| 3.909 (4-speed manual trans) |
| 4.100 (5-speed and automatic trans) |

Suspension:

Type: Front: MacPherson strut, coil springs, anti-dive bar
Rear: Semi-elliptic leaf springs

Steering:

Type: Recirculating ball
Turning Diameter: 29.6 feet



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Brakes:

Type: Power brakes (1600 models only), front disc, rear drum

| | |
|-------------------------------|-------------------|
| Diameter: 1600 series | 1200 2-door sedan |
| Front Disc: 9.0 inches | 7.87 inches |
| (effective dia.) (7.2 inches) | (6.30 inches) |
| Rear Drum: 9.0 inches | 7.87 inches |

Tires:

Type: 4-ply rated tubeless
Size: 155 x 13/16, 15 x 13 for Corolla 1600 models;
6.00 x 12 for 1200 2-door sedan;
155 x 13 radial ply blackwall for coupe 5-speed

Dimensions, Weight and Capacities:

Overall height: 54.1 inches (sedan), 55.3 inches (station wagon), 53.0 inches (coupe)
Curb weight: 1810 lb. (1200 2-door sedan)
1960 lb. (2-door sedan and coupe)
1995 lb. (coupe 5-speed)
2020 lb. (4-door sedan)
2045 lb. (wagon)

Fuel tank capacity: 11.9 gal. (coupe & sedan); 10.6 gal. (wagon)

Oil Capacity: 3.9 quarts (3.7 quarts for 1200 2-door sedan)

Cooling system capacity: 6.9 quarts (5.1 quarts for 1200 2-door sedan)

Chassis/Body: Unit construction

TOYOTA COROLLA

2-door Sedan, 4-door Sedan, Coupe, Station Wagon



Everywhere you look
there's something to like.

TOYOTA
We're quality oriented

Toyota Motor Sales, U.S.A., Inc. 2055 West 190th Street Torrance, California 90504

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There's something to like inside, outside, all around the car.

At a glance, Toyota Corollas look impressive. Beautiful styling. Sensible prices. But wait until you really get to know them. Learn about the money you'll save. Get to know the comfortable interiors. Find out about the standard equipment on each. The Corolla 1600 2-door coupe features things like nylon carpeting, fully reclining bucket seats, tinted glass, whitewall tires, and much more. The Corolla 5-speed, for just a little more, has all of the above, plus five forward speeds, sporty stripes, woodgrain styled instrument panel, steering wheel and shift knob as well as blackwall radial tires instead of whitewalls. And both models have the 1588cc hemi-head engine. When you get to know the 2-door coupe and 5-speed models, you'll see why they don't just look good. They look great.

1. Sports styling is only one of the things the Corolla 5-speed coupe has going for it. 2. Power and performance in the Corolla 1600 are brought to you by its 1588cc hemi-head engine. (The Corolla 1200 sedan features a 1166cc engine). 3. An uncommon virtue among economy cars. 4. Eachometer (standard on the Corolla 5-speed). 5. Five forward speeds, right in the palm of your hand. (Standard on the Corolla 5-speed). 6. Among the Corolla 5-speed's special features are a woodgrain styled instrument panel, steering wheel and shift knob.





1600 4-door Deluxe Sedan



There's even some things to like you can't see.

Like quality. All Toyotas, including our lowest priced Toyota, the 2-door Corolla 1200 sedan, had a prototype that survived a rugged series of tests to insure quality. There's more to like that you can't see. Like the way Toyotas are hard to break into. (Our anti-theft features include a 2-stage steering column lock for example. Or the double-locking type rear door locks on our 4-door Corolla 1600.) Now take safety. It's an overall confidence in your car, normally hard to pinpoint. But not with Toyotas. All of our Corollas have 3-point front seat belts, a collapsible steering column, front disc brakes, energy absorbing bumpers, reinforced doors, and flame retardant interior material. The Corolla has some special virtues, that can be seen only in action. Like responsive handling. (Minimum turning diameter is only 29.6 feet.) Of course, some Toyota qualities can be seen. Like the cars. Beautiful styling makes Corolla's attractive versions of Toyota safety and quality.

1. Combining comfort and safety, all Corollas feature fully-reclining bucket seats and 3-point safety belts.
2. The Corolla 1600's optional automatic transmission has its shift lever attractively mounted on a console.
3. The rear seat utility bin holds more for long trips or short hauls.
4. The Corolla's large glove compartments can hold a lot more than gloves.
5. More room, more convenience, and more doors are available in the Corolla 1600 4-door sedan.





1600 Station Wagon



There's something to like here too. Like having fun.

The Corolla 1600 wagon (besides Toyota safety, quality and standard equipment) offers you room for fun everywhere you look. It's an ideal vehicle for fishing, camping, skiing or sun-fing. With room for family and equipment. This is one wagon that's a real sport, complete with features like a flat-floored area for extra room, and storage compartments on each side of the 2-door wagon. The Corolla wagon's great for work or play. Only play a more fun with this extra storage space. (There's even a large glove compartment.) Take a lot of stuff and a lot of family, and go where you want in style and comfort. In a Corolla 1600 wagon.



- 1. The cargo area of the station wagon features a rear seat that folds down, extra room for extra fun.
- 2. The Corolla sedan features a spacious trunk.
- 3. You can always play it cool with optional air conditioning.
- 4. Another popular Corolla option: an AM/FM radio.
- 5. For the selectivel ear, the optional stereo tape deck.
- 6. The Corolla's trunk is designed to make the spare tire a stowaway, not an in-the-way (the spare's under the mat).



COROLLA SR-5

ROLLIN' IN MORE STYLE

Maybe you want the wildest Corolla ever made. Good. Because that's why we made the Corolla SR-5.

It comes with racing stripes, radials, reclining front bucket seats, woodgrain-like steering wheel, shift knob and instrument panel. And other good things our other low-priced 5-speed has. Like a low price. And 5-speeds.

But the SR-5 has more. Styled wheels. Flaired wheel wells. Special suspension. Wider tires. A 4:11 to 1 final gear ratio. And even a black interior, just for class. They're all reasons why you might choose the sporty Corolla SR-5.

It all depends on how wild a package you want around some nice performance.

ENGINE:

Type: 4 cyl. in-line OHV
Displacement: 96.9 cu. in.
Compression Ratio: 8.5:1
Horsepower: 88hp at 6000 RPM (SAE net)
Torque: 91.3 ft./lb. at 3800 RPM (SAE net)
Carburetor: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 60 amp/hr.

TRANSMISSION:

Manual: 5-speed synchromesh

Ratios: 1st 3.587

2nd 2.022

3rd 1.384

4th 1.000

5th 0.861

Reverse 3.484

REAR AXLE:

Ratio: 4.111

SUSPENSION:

Type: Front: Independent with coil springs, telescopic shock absorbers, lower wishbones and torsion bar stabilizer.

Rear: Semi-elliptic leaf springs and telescopic shock absorbers.

BRAKES:

Type: Power front disc, rear drum

Diameter: Front disc: 9.0 in.

Rear drum: 9.0 in.

TIRES:

Type: Tubeless

Size: 175/70 HR-13

CAPACITIES:

Fuel Tank: 11.9 gal.

Oil: 3.9 qts.

Cooling System: 6.9 qts.

DIMENSIONS AND WEIGHTS:

Wheelbase: 91.9 in.

Overall Length: 159.4 in.

Overall Width: 62.8 in.

Overall Height: 52.6 in.

Curb Weight: 1960 lbs.

CHASSIS/BODY:

Unit construction.

SR-5 emblem.



Black interior.



5-speed transmission.



Woodgrain-like full console: shift knob, instrument panel and steering wheel.



Styled wheels and flaired wheel wells.

