

SPECIFICATIONS

Engine

Type: 6-cylinder in-line SOHC, 7-main bearings
Displacement: 156 4cu.in. (2563cc)
Compression Ratio: 8.5:1
Horsepower: 122 @ 5200rpm (SAE net)
Torque: 141ft.-lb @ 3600rpm (SAE net)
Carburetor: Downdraft 2-barrel, automatic choke

Electrical System

Battery: 12 volts, 70amp. hr.

Transmission

Manual: 4-speed, all synchromesh
Ratios: 1st - 3.579; 2nd - 2.081; 3rd - 1.397; 4th - 1.000.
Reverse - 4.399
Automatic: 3-speed with torque converter

Rear Axle

Ratio: All Sedan and Hardtop - 3.900; Wagon w/manual transmission - 3.900; Wagon/automatic transmission - 4.111
Suspension

Type: Front - double wishbones, coil springs, anti-sway bar
Rear - Sedan and Hardtop - coil springs; Wagon - leaf springs

Steering

Type: Recirculating ball, variable ratio
Turning Diameter: 32.8 feet

Brakes

Type: Power front disc, rear drum
Diameter: Front Disc: 10.5in. (8.68in., effective dia.)
Rear Drum: 9.0in.

Tires

Type: 4-ply rated tubeless, double white stripe
Size: 6.45x14

Dimensions, Weight and Capacities

Wheelbase: 101.8 inches
Overall length: 175.4 inches (Hardtop & 4-door Sedan)
176.8 inches (Station Wagon)
Overall width: 64.0 inches
Overall height: 4-door Sedan - 55.1 inches; Hardtop - 54.7 inches; Station Wagon - 56.7 inches
Curb weight: 2730 (4-door Sedan and Hardtop), 2795 (Wagon) add 20lbs for automatic transmission

Fuel Tank capacity: 15.9 gallons (14.5 gallons - Wagon)
Oil capacity: 5.5 quarts
Cooling system capacity: 11.4 quarts

Chassis, Body Unit Construction

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

STANDARD FEATURES

- 4-speed fully synchromesh manual transmission
- 6-cylinder SOHC engine
- Double white stripe tires
- Wheel covers
- Engine oil cooler
- Power front disc/rear drum brakes
- Tinted glass
- Nylon pile carpets
- Reclining front bucket seats
- Electric clock
- Electric rear window defogger
- Engine compartment light
- 3-position dome light
- Collapsible steering column
- Variable ratio steering
- Dual headlights
- Trip odometer
- Cigarette lighter
- Ashtrays front and rear
- Dual horns
- Heater defroster with 3-speed blower
- Instrument panel color coordinated with interior and exterior color
- Adjustable front head restraints
- Padded dash
- Padded sun visors
- Inside rear view mirror breaks away on severe impact
- Lighted locking glove box
- 4-way hazard warning light
- Tool kit and touch-up paint
- Unit body construction
- Individually fused headlights
- Energy absorbing bumpers
- Lined trunk
- Reversible keys
- Front and rear armrests
- Inside hood release
- Front and rear seat belt retractors
- Column mounted dimmer switch
- Package tray under dash
- Recessed door locks
- Vinyl-trimmed brocade material on seats
- Side door reinforcement beams

OPTIONS

- 3-speed automatic transmission
- Power steering
- Air conditioning
- AM/FM radio. (Standard on hardtop.)
- AM radio. (Optional on sedans and wagons)
- 8-track stereo.



There are more than 900 Toyota dealers across the country. And ten service training centers are available for the training of their service people. There, the technicians work to become experts on the ins and outs of your Toyota.

As for parts, nine computerized parts depots located throughout the U.S. help to keep your dealer well stocked.

We can't make getting your car serviced enjoyable. But we're doing the best we can to insure that you get fast, professional service on your Toyota virtually anywhere in the country.



Mark II. The most Toyota

TOYOTA
We're quality oriented

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

MX/E-7210/0/Printed in Japan/No. 77225-73



The Mark II offers the most size, the most power, the most comfort and the most luxury of any Toyota car.

Mark II Hardtop. The most stylish of the most.

There's no hiding the fact that the Mark II Hardtop was designed to appeal to the eyes, as well as the pocketbook. The smooth flowing body lines are highlighted by a sloping rear deck that gives the Mark II Hardtop the look of a sporty fastback. Styling touches of bright trim, wheel covers and double-striped whitewall tires add to the overall attractiveness. And in typical Toyota fashion,

these extra styling features are all standard. Going along with its sporty appearance, the Mark II Hardtop, like all Mark II models, comes with a spirited 156 4cu in. six cylinder engine. The biggest engine you'll find in any Toyota passenger car. The Mark II Hardtop also offers a beautifully styled interior. That can be proved by simply turning the page



Inside the Hardtop.



You rear seat passengers will enjoy our front passenger seat that folds down and slides forward at the touch of a lever. Makes it easier to get in and out.



As you can see the rich styling you saw on the outside has been carried to the inside as well. The automatic transmission and air conditioning are optional. AM/FM radio is standard on Hardtop only.

Lidded console storage box. Four speed synchromesh transmission. Beautifully illuminated instrument panel with electric clock. These are just some of the things that are standard on the Mark II.

Brocaded vinyl-trimmed fabric. Reclining bucket seats. And wall-to-wall nylon carpeting. All standard, of course. (The automatic transmission shown is optional.)

Mark II Sedan. The most practical of the most.

Consider the problem. You want a car that's sporty and elegant enough that you'll feel good driving it. Yet you need a car that's big enough to hold the whole family, comfortably. Whether you're driving across town or across the country. Oh yes, you don't want to have to pay a fortune for it either. What you want is the Toyota Mark II four-door Sedan. It's designed for four-door convenience, yet retains the long, low, wide look of an elegant sporty car. And not only can a family fit in the Mark II Sedan, the Mark II Sedan can fit in a family budget. Even though it's the most Toyota, it still doesn't take a lot to buy it. Or to run it.



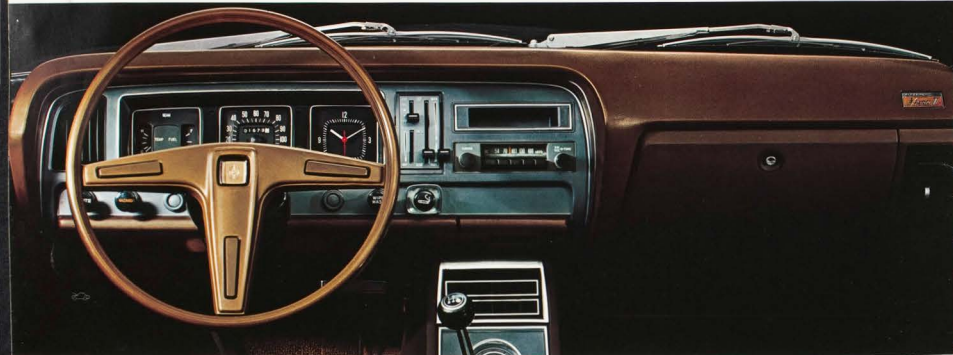


Mark II Wagon. The most of the most.



Welcome to the wide open spaces. That's what you get when you fold down the rear seat of Toyota's biggest wagon. There's nearly six feet of clear cargo area from the back of the front seat to the tailgate. And that should be big enough for just about anything you can find at a Saturday sale. And to make it even easier to get things into and out of your new Toyota Mark II Wagon, it comes with a one piece, top hinged rear gate. That way the gate will move up and out of your way. Because you'll probably be using your Mark II Wagon like a wagon, you'll be happy to know it's equipped with leaf springs in the rear and a powerful six cylinder engine to carry the load at legal speeds. But even with all these practicalities the Mark II Wagon still retains the look of a top-of-the-line car. And that's exactly what it is.

Room for most everything.



The instrument panel, shown in the padded dash on the Mark II Sedan and Station Wagon, was designed so that everything is within easy reach. (The AM radio shown is optional.)



It's inside the Mark II where you spend most of your time. Here you'll find foam padded reclining front bucket seats, wall-to-wall carpeting and lots of room ... to make living quieter and easier.



With all that space inside you'll be surprised to know that the Mark II Sedan still has room enough for all this and more in the trunk.



The door locking buttons on the Mark II Sedans and Wagons have been designed to help foil the prying fingers of children. The plunger type lock is recessed within a surrounding well and must be lifted straight up to unlock.

The most Toyota is mostly standard.

As you can see by now, most of the things that you'd want on your new car and would expect to have to pay extra for are already standard equipment on the Mark II. (On the back cover there's a complete standard equipment list.)

There are a few options though that will give a personal touch to your new Mark II. Like this 8-track stereo tape deck. Or the AM/FM radio.

Air conditioning is another option that a lot of people feel they can't do without. And that's easy to understand.



A flo-thru ventilation system keeps fresh air flowing through your car.

Adjustable heat and vent louvers allow you to determine the right ventilation for you. Standard equipment of course.



Four-way flashers are standard on all new cars today. This illustrates how ours works.

Each Mark II model has its own personality. For instance here is the difference between the Sedan taillights (on top) and our Hardtop lights (on the bottom).

The most under the hood. Six cylinders.

(The Mark IIs have a big 156 4 cu. in. six cylinder engine.) The cylinder head is made of aluminum alloy to reduce engine weight and improve heat dissipation. The Mark II has an exhaust heated automatic choke for quick warmups and an engine oil cooler to help control oil temperature. The water-heated intake manifold improves drivability when cold and helps

reduce exhaust emissions. The new fuel return system helps prevent vapor lock and percolation. To minimize power loss and reduce fan noise during high speed operation, a light-weight but durable fan driven by a fluid coupling is employed as part of the Mark II cooling system.



A coil spring front suspension is standard on all Mark IIs. Variable ratio steering gives precise and easy steering and the optional power steering unit makes parking almost effortless.

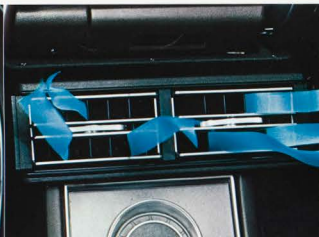
All Mark II Hardtop and Sedan models have coil spring rear suspension. On the Station Wagon, durable leaf springs with telescopic shocks help keep loads level and well balanced. Mounted on the steering column are the three-spoked steering wheel,



the turn signals and dimmer switch, the ignition and the steering wheel lock button. The energy absorbing steering column is designed to collapse upon severe impact. A safety feature that's standard on all Toyota passenger cars.



A 6-cylinder overhead cam engine, an exhaust emission control system to reduce engine pollutants, and power front disc brakes are all standard on Mark IIs.



With this new safety designed steering column lock you have to push a button before the ignition key can be removed. This is designed to prevent the steering wheel from locking accidentally.

3-point front seat belts are standard, of course. But a new warning light that is designed to alert the driver to fasten his belt when the engine starts and the parking brake is released is now standard, too.

The rear windows of all Mark IIs come with an electric defogger as standard equipment.

You might expect double-striped whitewall tires and wheel covers like these to cost extra. But they don't, not on the Mark II.