

Mark II.
The kind of luxury
you wouldn't expect
from an economy
car company.

The Mark II combines a richness of style and luxury with a price that most everyone can afford. Whether you choose our four-door Sedan, sporty two-door Hardtop, or four-door Wagon, you'll be getting a lot of car for your money. The new longer, wider styling on the Mark II's was designed to provide comfort. More comfort for you and for your passengers.

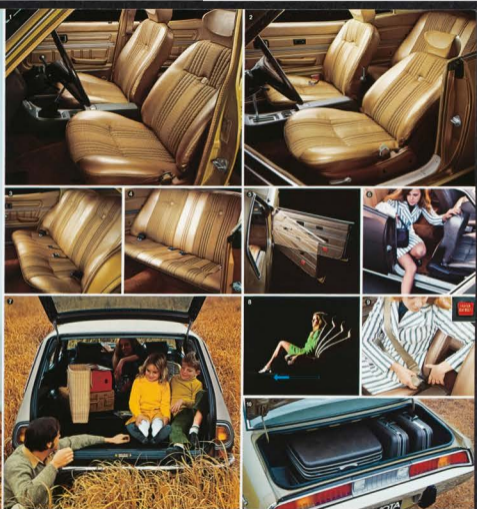
The wider track and longer wheelbase help give the Mark II the look and styling of a true luxury car. The new Mark II's 6 cylinder overhead cam engine has the power . . . power you need, both around town and on the open road. Yet with all this styling, luxury and performance the Mark II still has a Toyota price.

Just as rich inside,
as outside.

It's inside the Mark II, where you spend most of your time, that you'll really see what we mean by luxury.

- 1) We mean comfortable reclining bucket seats. Both in the Sedan, Wagon, . . .
- 2) And the Hardtop.
- 3) We mean wall-to-wall carpeting. And vinyl trimmed, brocade fabric seats. Front and rear. Both in the Sedan, Wagon, . . .
- 4) And the Hardtop.
- 5) We make it easy to get in and out of our Hardtop. First because two-staged doors open wide. . .
- 6) Secondly, our functionally designed front passenger seat folds down and slides forward by simply pulling a lever. It makes it much easier to get in and out

- of our luxury car. . .
- 7) With the back seat down in our wagon, there's a cargo area nearly six feet in length. . .
- 8) Our bucket seats recline as well as move back and forth so you can find the one position that's just right for you. . .
- 9) Up front three point retractable seat and shoulder belts are standard. And our new warning light is designed to alert you if you forget to fasten them. . .
- 10) As you can see, our Sedan trunk can hold a vacation's worth of luggage and still have room left over.



SPECIFICATIONS

Engine:
Type: 6-cyl. in-line SOHC, 7-main bearings
Displacement: 137.5 cubic inches (2253 cc)
Compression Ratio: 8.5:1
Horsepower: 109 hp at 5200 rpm (SAE net)
Torque: 120 ft.-lb. at 3600 rpm (SAE net)
Carburetor: Downdraft 2-bbl. automatic choke

Electrical System:
Battery: 12 volts, 70 amp. 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: 3.900 Hardtop & Sedan with manual & automatic transmission, and Wagon with manual transmission
4.111 Station Wagon with automatic transmission

Suspension:
Type: Front: wishbones, coil springs, anti-sway bar
Rear: 4-link with lateral rod, coil springs. Wagons only leaf springs with telescopic shocks.

Steering:
Type: Recirculating ball, variable ratio of 20-23:5:1 (Power steering optional)
Turning Diameter: 32.8 feet

Brakes:
Type: Power assisted, front disc, rear drum
Diameter: Front Disc: 10.5 inches
Rear Drum: 9.0 inches

Tires:
Type: 4-ply rated tubeless, double white stripe
Size: 6.45 x 14

Dimensions, Weight and Capacities:
Wheelbase: 101.5 inches
Overall length: 174.0 inches
Overall width: 64.0 inches
Overall height: 55.1 in. (Sedan), 54.7 in. (Hardtop),
56.7 in. (Wagon)
Curb weight: Sedan and Hardtop: 2670 lbs. (manual trans.)
2700 lbs. (automatic trans.)
Station Wagon: 2745 lbs. (manual trans.)
2780 lbs. (automatic trans.)
Fuel tank capacity: Sedan, Hardtop, 15.9 gallons
Wagon, 14.5 gallons
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.

TOYOTA
We're quality-oriented

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

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 defroster.
- 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 colors coordinated with interior and exterior.
- 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.
- Bumper guards.
- Lined trunk.
- Reversible keys.
- Front door armrests.
- Inside hood release.
- Front seat belt retractors.
- Column mounted dimmer switch.
- Package tray under dash.
- Recessed door locks.
- Vinyl-trimmed brocade material on seats.

OPTIONS

- 3-speed automatic transmission.
- Power steering.
- Air conditioning.
- AM radio.
- AM/FM search-type radio.
- 8-track stereo.



There are more than 880 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.

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Mark II. The kind of luxury you wouldn't expect—from an economy car company.

Mark II is a luxury car without a luxury price.

The kind of car you'd like to own tomorrow you can now afford to own today. It's the new Toyota Mark II. Because the Mark II combines the richness of style and luxury with a price that most everyone can afford. Smooth flowing body lines. New longer wheelbase. Wider stance. A distinctive, but not ornate grille. Care with details. That's the kind of styling you expect from a luxury car. That's the kind of styling you get on the new Mark II.

You'd also expect a luxury car to have power — power you need both around town and on the open road. And that's why the new Mark II comes with a bigger, six-cylinder overhead cam engine. Whether you choose the four-door Sedan, four-door Wagon or this one, the sporty two-door Hardtop, you can be assured of one thing: More luxury than you thought your dollar could buy.



Just as rich inside as outside.



Your rear seat passengers will enjoy our front 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 we've carried the rich styling you'll find on the outside to the inside as well. The automatic transmission shown is optional.



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. Wall-to-wall nylon carpeting. And lots of room. That's what to expect inside a luxury car. And that's what you get in a Toyota Mark II.

Sporty enough for you. Big enough for the family.

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. The new longer wheelbase and wider track also add up to more comfort. Comfort for you and for your passengers. Yet for all this styling and comfort the Mark II four-door Sedan still has a Toyota price. And that's nice to know.





The Mark II Wagon is elegant enough for Saturday night,
yet big enough for Saturday afternoon.



Here is a wagon that you might use for hauling all day Saturday and drive to dinner on Saturday night.

There's lots of room in our Mark II Wagons. In fact with the rear seat folded down 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 we've installed 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 we've equipped it with leaf springs in the rear and a powerful 6-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 luxury car. It looks so good that you can take it to dinner, even on Saturday night.



The test of a true luxury car is on the inside.



The instrument panel—shown recessed in the padded dash on the Mark II Sedan and Station Wagon—was designed so that everything is within easy reach. But that's how it should be on a luxury car. (The search tuning type AM/FM radio shown is optional.)



It's inside the Mark II, where you spend most of your time, where you will really see what we mean by luxury, padded reclining front bucket seats. Wall-to-wall carpeting. And lots of room all add up to one thing... a comfortable ride for you.



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.



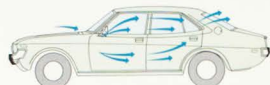
The door locking buttons on the Mark II Sedans and Wagons have been designed to help foil the prying fingers of children. The plunger type lock is recessed within a surrounding well and must be lifted straight up to unlock.

We have fewer options because our standards are higher.

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.

We do have 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 auto search type radio.

Air conditioning is another option that a lot of people feel they can't do without. And we don't blame them at all.



Our 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 work.

We tried to give each model its own personality. For instance here is the difference between our Sedan taillights (on top) and our Hardtop lights (on the bottom)



coupling is employed as part of the Mark II cooling system.

A coil spring front suspension is standard on all Mark IIs. And our front suspension components have been designed to complement the larger engine and increased dimensions of the new Mark II. Variable ratio steering gives precise and easy steering and the optional power steering unit makes parking and maneuvering almost effortless.



All Mark II Hardtop and Sedan models have a rear suspension comprised of coil springs. 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 column 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.

Mark II's 7 main bearing, single overhead cam 6-cylinder engine is smoother and more powerful than the 4-cylinder engine it replaces. 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 reduced emissions and an oil cooler to reduce oil breakdown at high temperature. The water-heated intake manifold improves driveability when cold and reduces 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 6-cylinder overhead cam engine, an exhaust emission control to reduce engine pollutants, and power front disc brakes are all standard on Mark IIs.

With our 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 rear window defroster 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.

We have fewer options because our standards are higher.

The inside of the Toyota Mark II is full of surprises. You'll find things that you'd expect to pay extra for, but they're standard on the Mark II.



A 6-cylinder overhead cam engine and power front disc brakes are standard equipment on all Mark IIs.

You'll find a luxury car under the hood, too.

Mark II's 7 main bearing, single overhead cam 6-cylinder engine is smoother and more powerful than the 4-cylinder engine it replaces. The cylinder head is made of aluminum alloy to reduce engine weight and improve heat dissipation. An exhaust-heated automatic choke improves warmups and reduces emissions, and there's an oil cooler to help prevent oil breakdown at high temperature. The water-heated intake manifold improves drivability when cold and reduces exhaust emissions. The new fuel return system helps prevent vapor lock and reduces power loss. 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. And the front suspension components have been designed to complement the larger engine and increased dimensions of the new Mark II. Variable ratio steering gives precise and easy steering and the optional power steering unit makes parking and maneuvering almost effortless. On all Mark II Hardtop and Sedan models, a new coil spring rear suspension is fitted. On the Station Wagon, durable leaf springs with telescopic shocks help keep loads level and well balanced. The steering column which is the energy absorbing type is designed to collapse upon severe impact. A safety feature that's standard on all Toyota passenger cars. The drive shaft on all Mark IIs is a two piece design with three universal joints instead of the usual two. This is rubber mounted to help reduce noise and vibration coming from the drive shaft into the passenger compartment.

SPECIFICATIONS

Engine:

Type: 6-cyl. in-line SOHC, 7-main bearing
Displacement: 137.5 cubic inches (2263 cc.)
Compression Ratio: 8.5:1
Horsepower: 109 hp at 5200 rpm (SAE net)
Torque: 120 ft.-lb. at 3600 rpm (SAE net)
Carburetor: Downdraft 2-barrel, automatic choke

Electrical System:

Battery: 12 volts, 70 amp./hr

Transmission:

Manual: 4-speed all synchromesh
Ratios: 1st 3.579, 2nd 2.081, 3rd 1.397,
4th 1.000, Reverse 4.339

Optional Automatic: 3-speed with torque converter

Rear Axle:

Ratio: 3.900 Hardtop and Sedan with automatic or manual trans.
Wagon with manual transmission

4.111 Station Wagon with automatic transmission

Suspension:

Type: Front: Wishbones, coil springs, anti- sway bar
Rear: 4-link with lateral rod, coil springs
Wagon only - leaf springs with telescopic shocks

Steering:

Type: Recirculating ball, variable ratio of 20-23.5:1 (Power steering optional)
Turning Diameter: 32.8 feet

Brakes:

Type: Power, front disc, rear drum
Diameter: Front Disc: 10.5 inches
Rear Drum: 9.0 inches

Tires:

6.45 x 14, 4-ply-rated tubeless, double white stripes

Dimensions, Weight, and Capacities:

Wheelbase: 101.8 inches
Overall length: 174.0 inches
Overall width: 64.0 inches
Overall height: 55.1 in. (Sedan), 54.7 in. (Hardtop), 56.7 in. (Wagon)

Curb weight: Sedan and Hardtop: 2670 lbs. (manual trans.) 2700 lbs. (automatic trans.)
Station Wagon: 2745 lbs. (manual trans.) 2780 lbs. (automatic trans.)

Fuel tank capacity: Sedan and Hardtop: 15.9 gallons, Wagon: 14.5 gallons
Oil capacity: 5.5 quarts
Cooling system capacity: 11.4 quarts

Chassis/Body:

Unit Construction



- 1) Like a four-speed fully synchromesh manual transmission, console-mounted. That's standard. But . . .
- 2) If you want a three-speed automatic transmission, we have it too. Optional of course.
- 3) With our newly designed safety 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 accidentally locking.
- 4) Our three speed heater/defroster uses sliding-type controls.
- 5) The instrument panel on the Mark II Sedan and Station Wagon was designed so that everything is within easy reach.
- 6) As you can see the same is true for the instrument panel on our Hardtop, it's just a little sportier.
- 7) All our gauges are lighted at night and glare-resistant during the day. By the way, the clock on the right is standard.

- 8) Our flip-thru ventilation system keeps fresh air flowing through the car.
- 9) Another one of our few options is this 8-track stereo tape deck.
- 10) Adjustable heat and vent louvers allow you to determine the right ventilation.
- 11) This is our AM/FM search-type radio. We also have an AM push button radio. (Both optional.)
- 12) One of our most popular options is air conditioning.
- 13) You'll probably find little things to stick into the handy lidded storage box that's tucked behind the bucket seats.
- 14) This is the rear window defroster control for . . .
- 15) Our rear window defroster. It's standard equipment on all three Mark II models.



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