

Quality.
You asked for it. You got it.
TOYOTA

1978 TOYOTA

CELICA

*A few
Important Questions
You should ask yourself
before buying your
New Car.*



Most people approach the purchase of a new car feeling just a bit uneasy. Perhaps they should. For most people, it's a big decision; there's a lot to think about on the way to purchasing a new car. If we can, we'd like to help make it easier.

To do that, we created the brief set of questions and answers you see here. The questions were designed to help start you thinking about your new car purchase. The answers should tell you something about Toyotas. We hope you'll consider them both before buying any new car.

We're pretty certain you'll end up buying a Toyota, once you've discovered Toyota quality. In fact, we're certain enough to issue a challenge you've probably heard a few times before. If you can find a better built small car or truck than a Toyota, buy it.



Celica GT Sport Coupe

Can I count on the car to hold up?

At Toyota, we believe dependability to be the single most important quality a car can have.

The all-new 1978 Celicas, for example, were designed from the inside out to be dependable. It's the car for the '80's, with specifications that meet or exceed all 1980 federal fuel economy and safety standards. And a body that was wind-tunnel tested into its unique, aerodynamic shape to improve Celica's stability, acceleration and overall efficiency.

It takes more than a great design, of course, to build dependability into a car. It takes craftsmanship. For example, examine the paint on a new Toyota and you'll find it smooth and free of ripples. There's a good reason why; it's put on to last. Because at Toyota, paint is more than just a pretty color—it's protection.

But in the end, perhaps the best way to find out about Toyota dependability is to ask someone who owns a Toyota. Go ahead, ask! They'll tell you in their own words how dependable Toyotas are. You see, they have a great story to tell—and we'd have a hard time improving on that.



Does the car come well-equipped?

If two cars sell for about the same price, it stands to reason that the better value of the two is the one that's better equipped.

Toyotas come very well equipped, especially the new Celicas. They're the cars for the '80's—here now—designed from the inside out to provide increased interior room, reduced interior noise, and overall improved visibility. Plus all the comfort, convenience, and safety features you might expect to find only on cars costing more.

For example, every 1978 Celica comes standard equipped with MacPherson strut front suspension, 5-speed overdrive transmission, steel-belted radial tires, fully transistorized ignition, power-assisted front disc brakes, AM/FM radio, reclining front bucket seats—all included in the base sticker price.

In addition, the Celica GT Liftback comes with some special features of its own; wide-opening rear hatch, fold-down split rear seat, simulated brushed aluminum instrument panel, and over one-third more glass area all around, for better visibility.

There's a good reason why we equip Toyotas with so much built-in value. It's because research has shown us that that's the way you want a quality automobile equipped. And when you ask for it at Toyota, it's a good bet you'll get it.



Celica GT Liftback



Is the car economical?

There's a lot to economy than good gas mileage. At Toyota, we call this other type of economy *total economy*.

Total economy includes things like choosing a car that's well equipped from the start, so you don't end up paying extra for a lot of costly options. And getting a car that has long service intervals intended to cut down on the amount of regular servicing your car requires. Plus, you'll want a car that's dependably built, so it'll keep its value in the long run.

But don't think we consider good gas mileage unimportant; at Toyota, it's one of the things we're most proud of. See the estimated EPA mileage figures for all Celica models on the specifications page. Sometimes even numbers speak louder than words.



Are parts and service easily available?

At Toyota, we believe that good after sales service is an especially important part of selling quality automobiles.

That's why more than 1000 Toyota dealers spread out all across the country make up the Toyota network of quality parts and service departments. With so many to serve you, you're never likely to be far away from one.

Next time you visit your local Toyota dealership, take a look around. You'll find it well equipped and efficiently run with special tools, skilled service technicians, and original Toyota replacement parts. In addition, you'll find the same care and pride that goes into the crafting of all Toyota cars and trucks.

For more information on Toyota parts and service, please see the story on your Toyota dealer near the back of this brochure.



Celica ST Sport Coupe

THE TOYOTA CHALLENGE

*"If you
can find a Better Built
Small Car or Truck
than a Toyota,
Buy it."*

What does the Toyota Challenge mean to me?

It means simply this: At Toyota, we have enough confidence in the cars we build to invite you to compare them with others.

If you do, we think you'll find that Toyotas offer the best combination of quality, value and dependability offered in the marketplace.

Today, Toyota offers a car or truck to suit almost everybody; twenty-nine different models. No other import offers such a wide selection.

For example, there are three new different Celicas to choose from, and each one comes very well equipped. Celica also delivers just the right combination of sportiness, performance and practicality, to put it in a class of its very own.

But most important of all, remember—a Celica is a Toyota, and that name has come to mean quality, value and dependability. If you can find a better built small car than a Toyota, buy it.



As a professional photographer, I think the design of the new Celica GT Liftback is exciting — years ahead of its time. It fits my lifestyle — picture perfect.



There's more to the new Liftback design than its beautiful aerodynamic shape. This rear hatch unlocks by remote control from the driver's seat. It opens wide to make loading a snap, and inside there's a split rear seat that folds down half at a time to make as much room as I need — up for passengers, down for camera equipment, or half-up and half-down for both.



The new Liftback must have been designed from the inside out, with plenty of room to stretch out up front. And the driver's bucket seat even comes with separate adjustments that help provide lumbar support for the back and thigh support for the legs.



The GT's cockpit-type dash and simulated brushed aluminum instrument panel give the appearance of being race car designed. Instruments include an electric tach and a full set of gauges to let me check engine performance at a glance.



What I liked most about the new Celica design was its surprising attention to detail. Take these handy levers next to the driver's seat, for instance. They let me open the rear hatch and the fuel filler door from inside the car.



Everything considered — the sleek, aerodynamic styling, an interior with loads of room for both people and packages, plus the overall appearance of quality — the new Celica GT Liftback is the perfect car for me.

DAYMON'S

DAYMON'S

DAYMON'S



Celica GT Liftback

STANDARD FEATURES

- Toyota Celica GT Liftback
- 2.2 Liter SOHC engine
- 5-Speed overdrive transmission
- Fully transistorized ignition system
- Power-assisted front disc brakes
- Steel-belted radial ply tires
- Styled steel wheels w/trim rings
- MacPherson strut front suspension
- Unibody construction
- Dual outside sport mirrors (remote control on driver's side)
- Wide-opening rear hatch with remote release
- Fold-down split rear seat
- Cut pile wall-to-wall carpeting
- Fully adjustable reclining front bucket seats
- Power-boosted Flo-thru ventilation
- Simulated brushed aluminum instrument panel
- AM/FM/MPX stereo radio
- Electric tachometer
- Quartz crystal clock
- Genuine leather-wrapped steering wheel

For the complete list of standard features plus optional equipment, please see specifications page.

Exterior Colors

- White • Red • Orange • Beige • Pure Yellow
- Silver Metallic • Gold Metallic • Copper Metallic • Light Green Metallic • Light Blue Metallic • Black Metallic (Special Order Color).

GT Liftback shown with optional aluminum wheels and rear window wiper/washer.



My wife and I both love sporty cars, but what we really needed was a family sedan. Our new Celica GT Sport Coupe gave us all the room we needed and European styling to boot.

We're constantly on the go, so our tires rack up a lot of miles. These steel-belted radials came standard, just like the sporty styled steel wheels they're mounted on.

The whole family loves the GT's AM/FM/MPX stereo radio—two speakers add an extra touch of class. One thing we don't agree on—which station to listen to.

When it comes to car interiors—like rugby shirts—I usually take an extra-large. Celica's reclining front bucket seats adjust to so many positions, even a big guy like me can get comfortable.

We thought the new Sport Coupe design was elegant, and we learned it has other advantages, too. The aerodynamic shape helps to reduce wind resistance, improve stability and increase overall efficiency.

I never thought we'd have enough money to buy a car that's as rich-looking as our Celica GT Sport Coupe. It's not just about everything the expensive European sport sedans do—except high price.



Celica GT Sport Coupe

STANDARD FEATURES

Toyota Celica GT Sport Coupe

- 2.2 liter SOHC engine
- 5-Speed overdrive transmission
- Fully transistorized ignition system
- Power-assisted front disc brakes
- Steel-belted radial ply tires
- Styled steel wheels w/trim rings
- MacPherson strut front suspension
- Unitized body construction
- Dual outside racing mirrors (remote control on driver's side)
- Tinted glass
- Flip-out rear windows
- Cut pile wall-to-wall carpeting
- Fully adjustable reclining front bucket seats
- Power-boosted Flo-thru ventilation
- Simulated brushed aluminum instrument panel
- AM/FM/MPX stereo radio
- Electric tachometer
- Quartz crystal clock
- Genuine leather-wrapped steering wheel

For the complete list of standard features plus optional equipment, please see specifications page.

Exterior Colors

- White • Red • Orange • Beige • Pure Yellow
- Silver Metallic • Gold Metallic • Copper Metallic
- Light Green Metallic • Light Blue Metallic • Black Metallic (Special Order Color)



I wanted a sport sedan complete with all the extras—but my funds were limited. Getting a Celica ST Sport Coupe helped me avoid a downhill race with my budget.



It may be the lowest priced Celica, but it's surprisingly well equipped. And look at this rear-end styling—contemporary in every sense of the word.



The ST's well equipped on the inside, too, with features like this beautiful simulated woodgrain dash and a full set of instruments. Now driving to the slopes is near as much fun as skiing down them.



Here's real economy for you—steel-belted radial tires that come as standard equipment on all Celicas.



Celica's 2.2 liter engine offers a great combination of both economy and power—hooked up to the ST's standard 5-speed, it's powerful enough to make moguls out of the meanest mountains.



Celica ST Sport Coupe? It came with everything I wanted in a car—trendy sport sedan styling, good handling and performance, plus lots of standard features—all at a price I could afford to ski with.



Celica ST Sport Coupe

STANDARD FEATURES

- Toyota Celica ST Sport Coupe
 - 2.2 Liter SOHC engine
 - 5-Speed overdrive transmission
 - Fully transistorized ignition system
 - Power-assisted front disc brakes
 - Steel-belted radial ply tires
 - Styled steel wheels
 - MacPherson strut front suspension
 - Unitized body construction
 - Electric rear window defogger
 - Tinted glass
 - Flip-out rear windows
 - Cut pile wall-to-wall carpeting
 - Fully adjustable reclining front bucket seats
 - Power-boosted Flo-thru ventilation
 - Simulated woodgrain instrument panel
 - AM/FM Radio
 - Electric tachometer
 - Simulated woodgrain steering wheel
 - Day/night non-fog rear view mirror
- For a complete list of standard features plus optional equipment, please see specifications page.

Exterior Colors

- White • Red • Orange • Beige • Bright Yellow
- Silver Metallic • Gold Metallic • Cassiopeia Metallic • Light Green Metallic • Light Blue Metallic

Shown with optional automatic transmission.

CELICA FEATURES

S - Standard
O - Optional
- Not Available

ST Sport Coupe
GT Liftback

2.2 Liter Single Overhead Cam Engine	S	S	S
3-Speed Overdrive Transmission	S	S	S
3-Speed Automatic Transmission	O	-	O
Fully Transistorized Ignition	S	S	S
Power-assisted Front Disc, Rear Drum Brakes	S	S	S
Steel-belted Radial Ply Tires	S	S	S
Styked Steel Wheels	S	S	-
Wheel Trim Rings	S	S	-
MacPherson Strut Front Suspension	S	S	S
Unitized Body Construction	S	S	S
Body Side Protective Mouldings	S	S	-
Wheel Arch Mouldings	S	S	-
Black Urethane Bumpers	S	S	S
Electric Rear Window Defogger	S	S	S
Dual Outside Rearview Mirrors	S	S	-
Driver's Outside Remote Control Mirror	S	S	-
Wide-opening Rear Hatch w/Inside Remote Release	S	-	-
Split Fold-down Rear Seat	S	-	-
Tinted Glass	S	S	S
Resettable Tripmeter	S	S	S
Intermittent Windshield Wiper Control	S	S	S
Inside Hood Release	S	S	S
Locking Fuel Door with Inside Remote Release	S	S	-
Locking Glove Compartment	S	S	S
Package Shelf	S	S	S
Day/Night Non-glare Rear View Mirror	S	S	S
Molded Headliner	S	S	-
Reversible Ignition Key	S	S	-
Steering-column-mounted Headlight, Headlamp Flasher, Windshield Wiper/Washer and Lane Change Controls	S	S	S
Simulated Woodgrain Steering Wheel	-	-	S
Genuine leather-wrapped Steering Wheel	S	S	-
Pin Stripes	S	-	-
Windshield w/ Shaded Soft Ray Band and Integrated Radio Antenna	S	S	S
Cargo-door-operated Compartment Lamp	S	-	-
Cut Pile Wall-to-wall Carpeting	S	S	S
Parcel Retention Strap	S	-	-
Fip-out Rear Windows	-	-	S
Rear Seat Passenger Air Vents	S	-	-
Side-window Hemstitchers	S	S	S
Reclining Front Bucket Seats	S	S	S
Knitted Vinyl Seat Trim	S	S	-
Vinyl Seats	-	-	S
Driver's Seat Adjustable Lumbar Support	S	S	-
Driver's Seat Tilt Mechanism	S	S	-
Power-booster Flo-thru Ventilation	S	S	S
Simulated brushed Aluminum Instrument Panel and Console	S	S	-
Simulated Woodgrain Instrument Panel and Console	-	-	S
AM/FM Pushbutton Radio	-	-	S
AM/FM/MPX Stereo Radio	S	S	-
Electric Tachometer	S	S	S
Quartz Crystal Clock	S	S	S
Ammeter, Oil Pressure and Coolant Temperature Gauges	S	S	S



Responsive 2.2 Liter Single Overhead Cam Engine



Power-assisted Front Disc Brakes



Gas Saving* 3-Speed Overdrive Transmission



MacPherson Strut Front Suspension



Fold-down Split Rear Seat



Quartz Crystal Clock



Reclining Front Bucket Seats



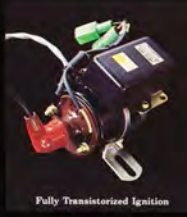
AM/FM/MPX Stereo Radio



3-Speed Automatic Transmission



Intermittent Windshield Wipers



Fully Transistorized Ignition



Rear Seat Air Vents



Cut Pile Wall-to-wall Carpeting



One-third Mesh Glass for Improved Visibility



Optional Sliding Steel Sunroof



Handy Side Window Defroster



Fully Carpeted Trunk Area



Genuine Leather-wrapped Steering Wheel



Adjustable Lumbar Support (Driver's seat)



Black Urethane-covered Front Bumpers



Optional Power Steering

CELICA OPTIONS

Automatic Transmission—A durable, handless, 3-speed for people who don't like to shift. Optional on the GT Liftback and ST Sport Coupe.

Factory Air Conditioning—To keep you cool and comfortable in any summer weather from mildly warm to sweltering hot.

Sliding Steel Sunroof—Lets the sun and stars shine in and the fun begin. Operates by manual crank. Available in January 1978, on the GT models.

Power Steering—Reduces steering effort for greater driver comfort.

3 Track or Cassette Stereo Tape Decks—Good companions to standard-equipped Celica radios for the ultimate in personal listening pleasure.

Additional Options and Accessories—Aluminum alloy sport wheels (GT's only) • Rear window wiper/washer (Liftback only) • Door edge guards • Floor mats • Rocker panel strips • Cargo area covers • Rear window shade kits.

See your local Toyota dealer's complete line of Celica accessories.

CELICA SPECIFICATIONS

BODY/FRAME CONSTRUCTION
SUSPENSION FRONT Unitized Body Construction
 MacPherson Strut w/Coil Springs, Stabilizer Bar and Double Acting Shock Absorbers

SUSPENSION REAR Four Bar Link w/Coil Springs, Lateral Track Bar and Double Action Shock Absorbers

STEERING TYPE Recirculating Ball, Collapsible Shaft

BRAKES Power-assisted Front Disc, Rear Drum

ENGINE
 Displacement and Type 2100cc L-Cylinder In-Line Single Overhead Cam

Horsepower (SAE Net) 93 hp @ 4800 rpm

Horsepower (SAE Net) 90 hp @ 4800 rpm

Torque (SAE Net) 122 ft.-lbs. @ 2400 rpm

EXTERIOR DIMENSIONS (inches)

GT Liftback GT Sport Coupe ST Sport Coupe

Wheelbase 98.4 98.4 98.4

Overall Length 173.6 173.6 173.6

Overall Width 64.6 64.6 64.4

Overall Height 59.8 53.2 51.2

Track Front/Rear 53.7/53.8 53.7/53.8 53.7/53.8

CURB WEIGHT (lbs.) 2405 2395 2375

FUEL TANK CAPACITY (gals.) 16.1 16.1 16.1

TYPE/SIZE/TYRE 185/70SR14 185/70SR14 175 SR14

Steel Steel Steel

Belted Belted Belted

Radial Ply Radial Ply Radial Ply

*EPA STATEMENT

Transmission	49 States	California
5-Speed	34	32
Automatic	27	27

*Remember EPA gas mileage figures are estimates. The actual mileage you get will vary depending on your driving habits and your vehicle's condition and equipment.

Specifications, equipment and prices are subject to change without notice. The names and situations portrayed in this brochure are fictional and are not intended to represent actual persons.



Your local Toyota dealership is undoubtedly the best place to begin shopping for a new Toyota.

You'll have a chance to examine the Toyota models first hand, and if you like, have a chat with one of the sales staff about your car-buying needs. They can provide just the kind of no-nonsense answers new car and truck shoppers need to help them arrive at an intelligent buying decision.

Toyota salespersons do much more than sell new Toyotas. They're Toyota information experts, trained to help new car shoppers solve their car-buying problems. You'll find them loaded with facts and figures on things like model selection, features, options, prices, trade-ins, servicing, warranties, and just about anything else you might want to know about Toyotas.

So next time you have a question concerning your new car or truck purchase, or if you just want to have another look at the new Toyotas—drop by, or just call your local Toyota dealership. You'll find them waiting to serve you.

Toyota service departments are well equipped and efficiently run, with a broad assortment of tools, many designed specifically for work on Toyotas.

Toyota service technicians, too, are specially schooled and trained in the finer aspects of Toyota service techniques. Many have gone on to achieve certification by the National Institute for Automotive Service Excellence (NIASE), an independent organization supported by the automobile industry as a whole.

So when it comes time to have your new Toyota serviced, remember, nobody is as well equipped and well informed on Toyotas as a Toyota service department.

Toyota parts departments stock original factory replacement parts. This insures that Toyota owners receive the same outstanding quality in their parts purchases as originally went into their new Toyota.

If your Toyota ever needs a replacement part, chances are your Toyota dealer has it in stock. If he doesn't, he can get it for you fast, from Toyota's 100 million dollar parts inventory.

Toyota original replacement parts are readily available because parts are pre-stocked for all new models, including a large inventory of factory approved options.

Toyota original factory replacement parts—the best way to keep your new Toyota all Toyota.

Toyota pre-delivery preparation starts with an inspection of all features, fluid levels and running gear. If the service department finds a discrepancy, adjustments are made until everything is brought up to proper standards of performance. Next, the vehicle is cleaned inside and out, until the vehicle is detailed to perfection.

Finally—once final inspection just to make sure everything's been done. Only then is a new Toyota considered ready for delivery to the buyer.

At Toyota, we want you to be happy with your new car or truck—right from the very first day you own it. Toyota pre-delivery preparation makes certain you are.

Toyota new vehicle inventories include a wide range of Toyota models to choose from.

You may be surprised to learn that Toyota makes twenty-nine different models—from sporty cars to trucks and luxury sedans, to 4-wheel drive off-road vehicles.

You'll have a wide selection of interior-exterior colors and a choice of several transmissions to choose from, too.

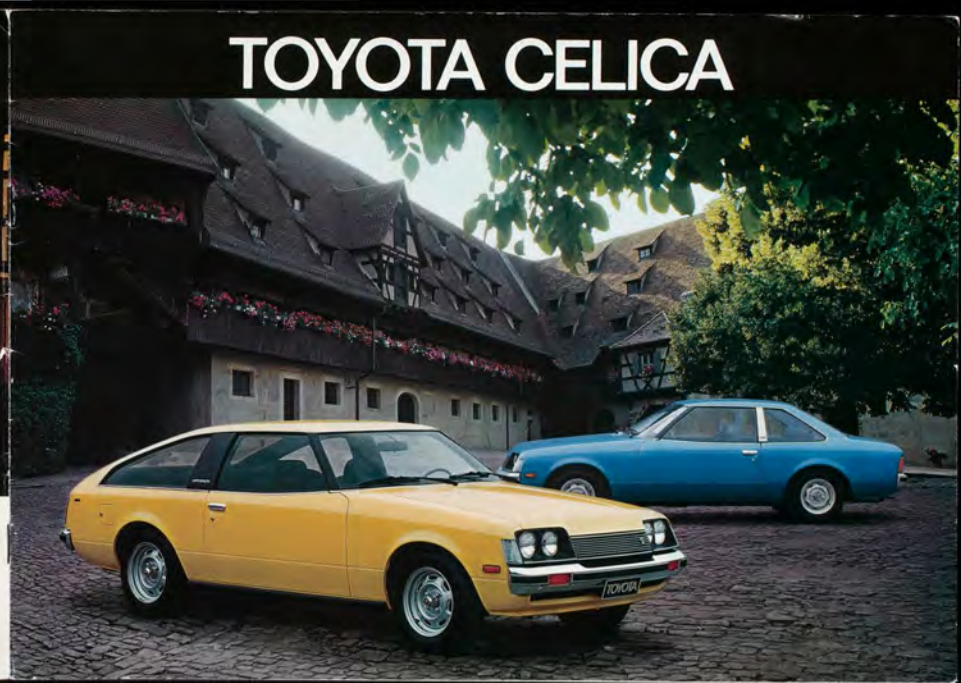
There's a good reason why Toyota dealers are such dedicated professionals. It's because they've learned that the best way to sell quality cars and trucks is to offer efficient, no-nonsense, quality service right along with them. It's a package deal—quality service for quality cars and trucks—you got it, at Toyota.





● Toyota Motor reserves the right to alter prices and any details of specifications and equipment without notice. Details of specifications and equipment are also subject to change to suit local conditions and requirements. Please inquire at your local dealer for details of any such changes that might be required for your area.
● Note: Vehicle body colour might differ slightly from the printed photos in this catalogue.

TOYOTA CELICA





INTRODUCING THE ALL NEW AERODYNAMIC CELICA

Sleek carefree new CELICA is aerodynamically designed and wind-tunnel tested. The smooth new CELICA lines are computer faired for minimum drag and maximum high speed stability. Less drag means greater power efficiency, better performance. Aerodynamic stability means safer driving at any speed.

The new AERODYNAMIC CELICA has other design-based improvements such as greater visibility due to over one-fourth more glass area; increased inside space, particularly at the shoulders, because of three-dimensionally contoured side window glass that conforms to the overall aerodynamic cross section of the cabin.

Yes, CELICA is all new. *Aerodynamically* new. That's why we call this car the AERODYNAMIC CELICA.

Read on. And find out just how much the trend-setting new AERODYNAMIC CELICA offers you.





THE AERODYNAMIC CELICA IS PRACTICAL

Practicality is important. Intelligent people demand it, even in a specialty car. And the AERODYNAMIC CELICA is practical.

Take the all new CELICA Liftback for instance. Practicality is where it counts.

The hatch swings wide open on hydraulic struts that make it stay open, closed, or anywhere in between. Instant access.

Inside, the luggage deck is fully carpeted; aesthetically pleasing while providing practical cushioning to protect your luggage. And there

is a practical standard luggage strap to keep things from bouncing around. When you have lots to carry, the rear seats fold down, more than doubling the luggage deck area. Practical? Aerodynamically!

Practical CELICA liftback features include optional sunroof, luggage cover, and mud guards; standard black skeleton-blade windshield wipers with a washer nozzle on each blade, center pillar vents for rear passenger comfort, and automatic luggage space courtesy lamp for safe nighttime loading.



LIFTBACK
ST



LIFTBACK
GT



THE AERODYNAMIC CELICA GIVES PERFORMANCE PLUS

The new CELICA's carefully calculated low-drag design helps engine performance. Plus lighter kerb weight means lightning acceleration and effortless high-speed cruising.

The high-performance CELICA GT series offers a choice of 1588 cc or 1968 cc DOHC engines, and the XT features a 1968 cc SOHC.



LIFTBACK
XT



A mere touch of the accelerator sends the perfectly balanced engine up to 6000 RPM. Effortless. Smooth. Beautiful. And the tachometer shows every tick of that vital CELICA heart.

Celica XT and GT standard features include, intermittent wiper and protective side moulding. Optionally available sculpted aluminum wheels add a touch of class.

Other CELICA Liftback options include rear window washer/wiper and rear window defogger/antenna.





The picture above is of the CELICA XT interior.

THE AERODYNAMIC CELICA IS LUXURIOUS

The epitome of CELICA high-performance luxury is the XT. The cast-wood steering wheel and bucket front seats herald CELICA high performance while velvety moquette fabrics and deep cut-pile carpeting exude opulent luxuriousness.

The specially designed driver's seat has a three-position lumbar support and seat height adjuster that help make driver fatigue a thing of the past. And the color-coordinated interior — all in shades of the same color — is easy on the eyes because there are no glaring contrasts.



The picture above is the CELICA XT instrument panel.

THE AERODYNAMIC CELICA HANDLES MAGNIFICENTLY

The CELICA variable ratio recirculating ball steering assures the driver of positive, predictable response. And every control necessary to operate the new CELICA is clustered on the collapsible safety steering column.

Fingertip-light shifting with the precision CELICA transmissions brings out the sportsman in any driver. And you can drive more safely with the larger windshield and wider field of vision.



COUPE
LT



THE AERODYNAMIC CELICA IS BRIGHT AND AIRY INSIDE

Whether you choose the CELICA LT, ST, XT, or GT, you will find the cabin unbelievably bright and airy. It should be, for the glass area is much larger. There is more room too, especially at the shoulders where it counts. And the CELICA is no longer 2 + 2: There is plenty of room for two adults in the redesigned rear seats. All this extra room is a product of aerodynamics, three-dimensionally contoured glass and the oval CELICA cross sections.

Strategically placed insulation keeps noise out, quiet in. And the larger trunk space means more luggage space for the things you'll want to take on that wonderful CELICA vacation.



COUPE
ST



COUPE
GT



THE AERODYNAMIC CELICA IS UTTERLY RELIABLE

The roar of engines on the international rallye circuit is matched only by the roar of the crowds. Thousands watch with their hearts in their throats as Toyota CELICA proves its reliability time after time. And that rallye-proven trustworthiness is built into every CELICA engine; 2000 cc or 1600 cc. With the new AERODYNAMIC CELICA, performance comes naturally.



Now CELICA has improved rear suspension, widened to match the front. This widening gives better roll dampening and improved high speed handling. The 4-link system is complemented with a stabilizer bar on the GT models, and all new CELICAS have standard radial tyres except LT. Optional sculpted aluminum wheels for XT and GT models add an extra touch of class.

COUPE
XT



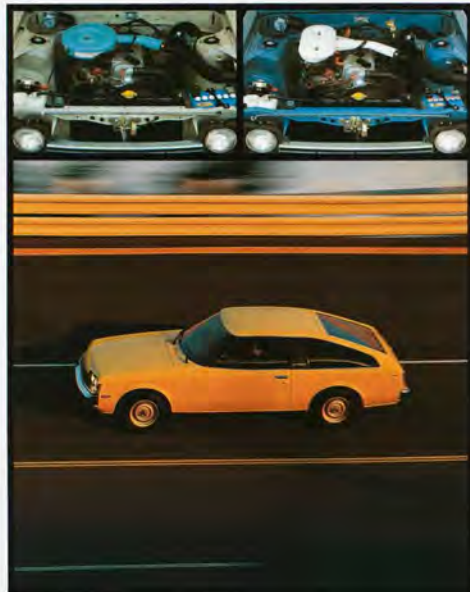
THE AERODYNAMIC CELICA: RELIABLE PERFORMANCE, OPULENT LUXURY, SURPRISING ECONOMY

CELICA reliability is a product of Toyota engineering, design, and quality control. The monocoque body is precision arc-welded to computer-controlled specifications. It is also given a rust-preventative undercoating.

Rallye-proven front and rear suspension promise years of superior handling and riding comfort.

On-track competition helped us develop the CELICA engines to give the best performance of any car in the CELICA class.

And, despite the high-performance image, CELICA is more economical than ever with a lowered drag coefficient and lighter kerb weight.



Suspension System



SPECIFICATIONS & DIMENSIONS

MODEL	COUPE								LIFTBACK			
	LT	ST	XT	GT	ST	ST	XT	GT	GT			
ENGINE												
Type	4-cyl. in-line, OHV								4-cyl. in-line, OHV			
Bore and stroke	85.0 (3.3) x 70.0 (2.8)								88.5 (3.5) x 80.0 (3.2)			
Piston displacement	1588 (96.5)								1968 (120)			
Compression ratio	9.0 to 1								9.4 to 1			
Max. horsepower (SAE net)	73 HP/5200 rpm		83 HP/5600 rpm		85 HP/5000 rpm		104 HP/6200 rpm		83 HP/5600 rpm		85 HP/5000 rpm	
Max. torque (SAE net)	11.8 (85.4)/3800 rpm		11.8 (85.4)/4000 rpm		14.3 (103.4)/3600 rpm		13.1 (94.8)/5200 rpm		11.8 (85.4)/4000 rpm		14.3 (103.4)/3600 rpm	
Carburettor	Down-draft Single		Down-draft Twin		Down-draft Single		Down-draft Twin		Down-draft Single		Down-draft Twin	
ELECTRICAL SYSTEM												
Battery									12 V, 35 AH (Option 12v 40AH, 12v 60AH)			
Alternator									45 Amp 540 watts			
CHASSIS												
Clutch									Single dry plate 4 and 5-speed manual transmission with 2T engine: 7.5 in. with 1BR engine: 9.0 in.			
Transmission & differential	3-speed automatic 1st, 2.450; 2nd, 1.450; 3rd, 1.000; Reverse, 2.222; Final reduction gear ratio, 4.100 (Option 4.300, 1600cc Only)		4-speed manual (600 cc) 1st, 3.187; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; Reverse, 3.484; Final reduction gear ratio, 3.909 (Option 4.100)		4-speed manual (2000 cc) 1st, 3.187; 2nd, 2.081; 3rd, 1.397; 4th, 1.000; Reverse, 4.299; Final reduction gear ratio, 3.909		5-speed manual (1600 cc) 1st, 3.187; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; Reverse, 3.484; Final reduction gear ratio, 4.100		5-speed manual (2000 cc) 1st, 3.287; 2nd, 2.043; 3rd, 1.394; 4th, 1.000; Reverse, 4.036; Final reduction gear ratio, 4.100		5-speed manual (2000 GT) 1st, 3.126; 2nd, 2.054; 3rd, 1.396; 4th, 1.000; Reverse, 3.755; Final reduction gear ratio, 3.909	
Suspension	Front		Rear		Front		Rear		Front		Rear	
Brakes	Front		Rear		Front		Rear		Front		Rear	
Steering	Type		Ratio		Type		Ratio		Type		Ratio	
Tyres	Front		Rear		Front		Rear		Front		Rear	
DIMENSIONS	Overall length		Overall width		Overall height		Min. turning diameter		Wheelbase		Tread	
Ground clearance	Kerb weight		Gross Vehicle Weight		CAPACITY		Cooling system		Crankcase		Fuel tank	