

# CENTICA



Sporty but civilized.

TOYOTA





CELICA GT



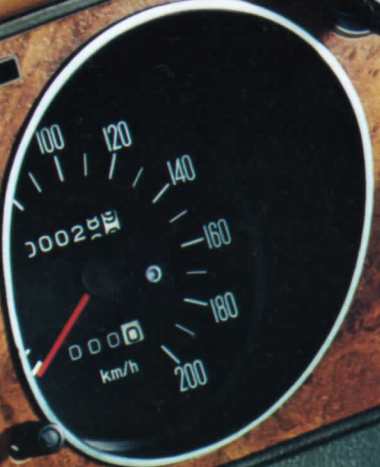


TOYOTA

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GT





TEMP HI  
AIR FRESH  
DEFROST HEAT  
PULL-FAN

TOYOTA

P P

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TOYOTA

TOYOTA





## Instrument panel worthy of a winner.

Behind the wheel of any CELICA, you're immediately aware of a winning combination of features that puts these exciting sporty motorcars in first place for true driving enjoyment. Instrument layout is extremely legible, complete gauges and controls include a rev counter on all models.

**ST:** (shown at left) Simulated woodgrain trimmed instrument panel surrounded with deeply-padded dazzle-free materials. Sporty woodgrained 3-spoke steering wheel and woodgrained shift knob. Sporty woodgrained console, rev counter, oil pressure and ammeter gauges and a steering column lock all standard equipment. A rally-style console mounted electric clock and either an AM or FM/AM radio are options.

**GT:** All gauges and instruments recessed in a textured aluminium coated fascia panel; genuine leather covered steering wheel and shift knob. Console box, rev counter, oil pressure and ammeter gauges and a steering column lock all standard equipment. Rallye style console mounted electric clock and choice of either AM or FM/AM radio are options. The CELICA GT is equipped with a collapsible, energy absorbing steering column for the driver's protection; optional on ST and LT models.

**LT:** Simulated woodgrain trimmed instrument panel. Sporty woodgrained 3-spoke steering wheel and woodgrained shift knob; sporty semi console is standard. Steering column lock, rev counter and warning lights for oil pressure and battery all standard equipment. Electric clock and choice of either AM or FM/AM radio are options.



GT

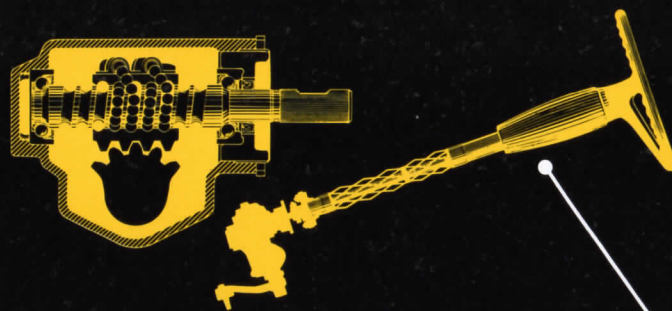


LT

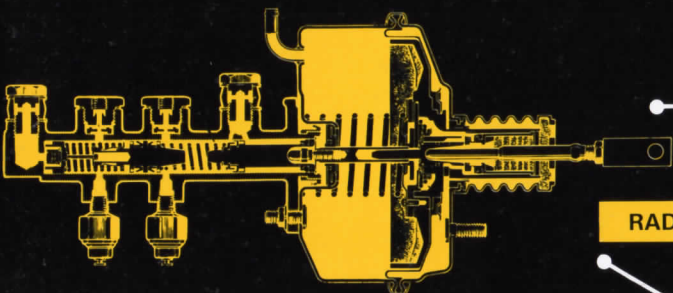


**STEERING SYSTEM:**

Celica's steering system is a recirculating ball type. Quick response and light steering action are assured. Collapsible steering column, standard on GT, optional on LT and ST, will absorb collision forces and prevent driver's injury in combination with optional safety seat belts.

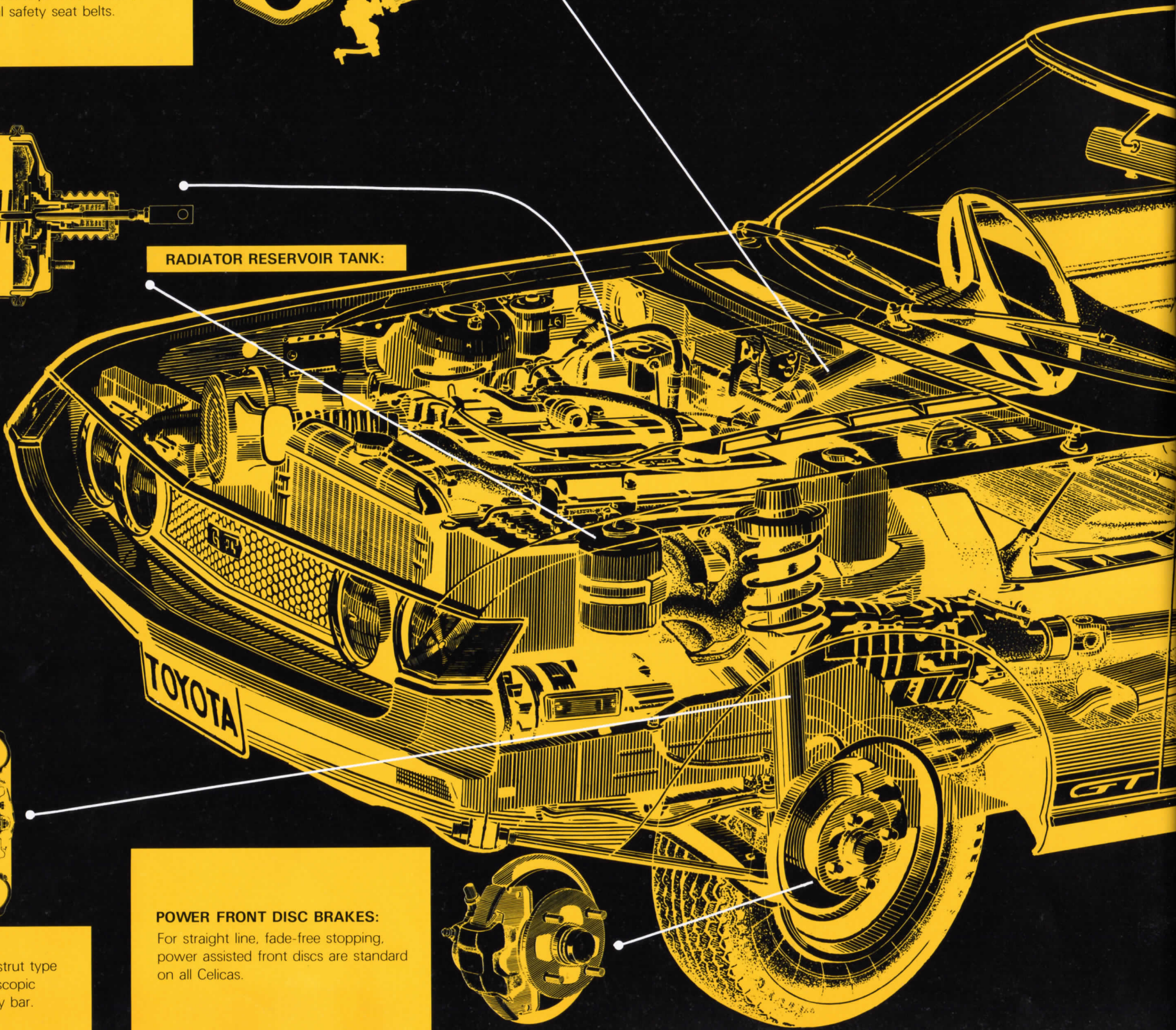


**RADIATOR RESERVOIR TANK:**



**DUAL CIRCUIT POWER BRAKE SYSTEM:**

For safer stopping, even when one brake line fails, a dual circuit type brake system is available as standard equipment on GT and is optional on LT and ST.



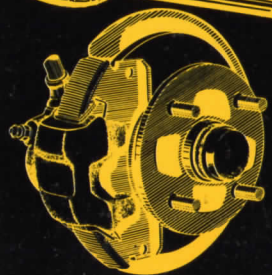
**FRONT SUSPENSION:**

Front suspension is MacPherson strut type with coil springs, long stroke telescopic shock absorbers and an anti-sway bar.



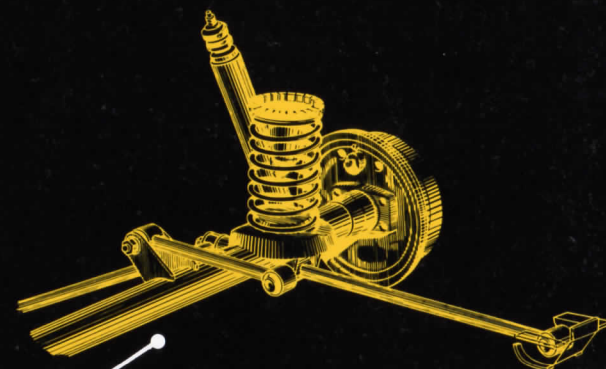
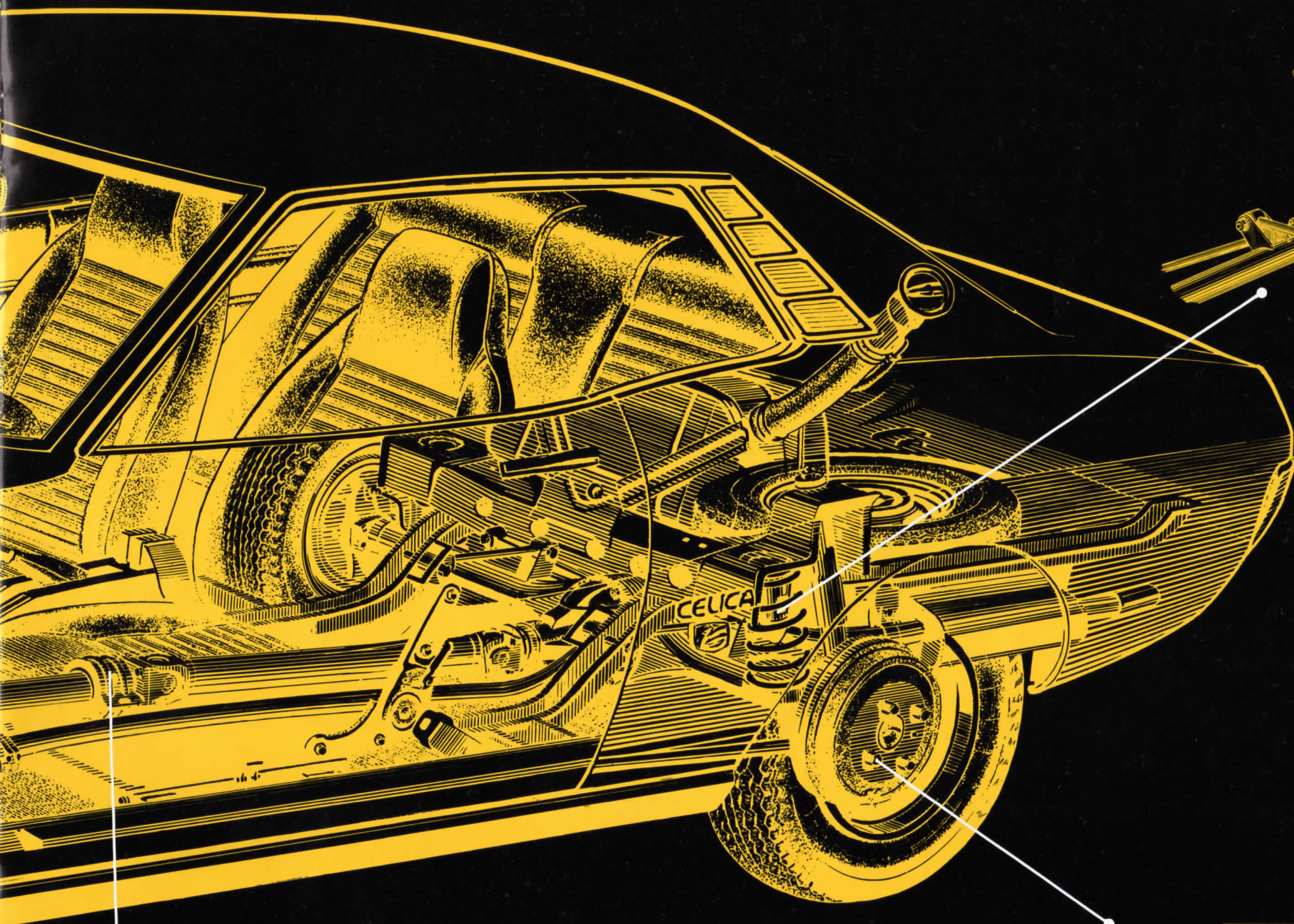
**POWER FRONT DISC BRAKES:**

For straight line, fade-free stopping, power assisted front discs are standard on all Celicas.





Underneath its sporty shell, all these features make the CELICA outstanding in every department.



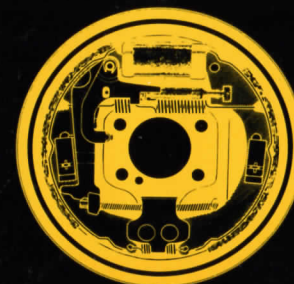
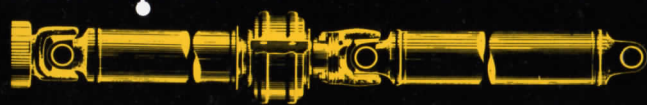
**REAR SUSPENSION:**

Consists of coil springs, four longitudinal links and a lateral track bar.

Rear wheels and axle are supported by upper and lower control arms (longitudinal links), which prevents body-roll, reduces swaying. With the body mounted on coil springs, there is less up-and-down movement and vibration due to road surfaces transmitted to the interior, and long stroke type telescopic shocks also help reduce wheel/axle vibration. Lateral track bar prevents body roll in tight corners, contributing to safer driving and excellent roadholding under any road conditions.

**DRIVE-TRAIN:**

A racy 5-speed manual transmission is available. Gear ratios; 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; 5th, 0.861; Rev., 3.484. ST and GT have a three-jointed propeller shaft, LT has a single section shaft with rubber lining.



**REAR BRAKES:**

Auto-adjusting, leading and trailing shoe type rear brake system. Large, 228 mm. (9 in.) diameter drums assure precise stops. A pressure control valve, also standard equipment, adjusts distribution timing of brake fluid pressure to front and rear wheels preventing rear wheel lockup.





CELICA LT and ST





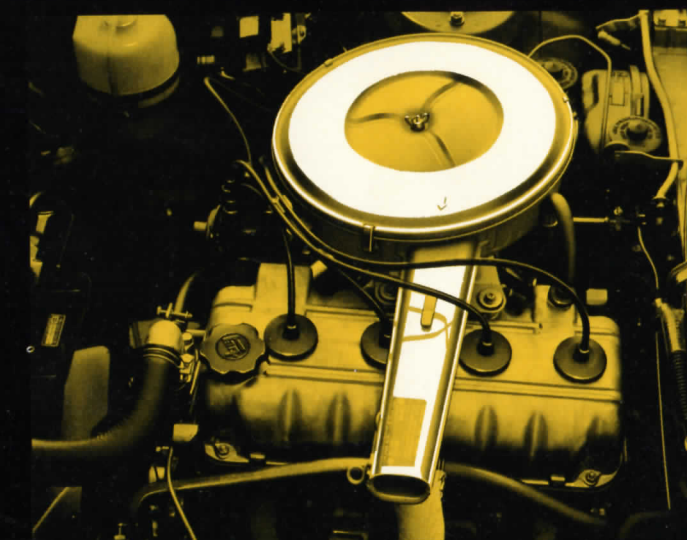
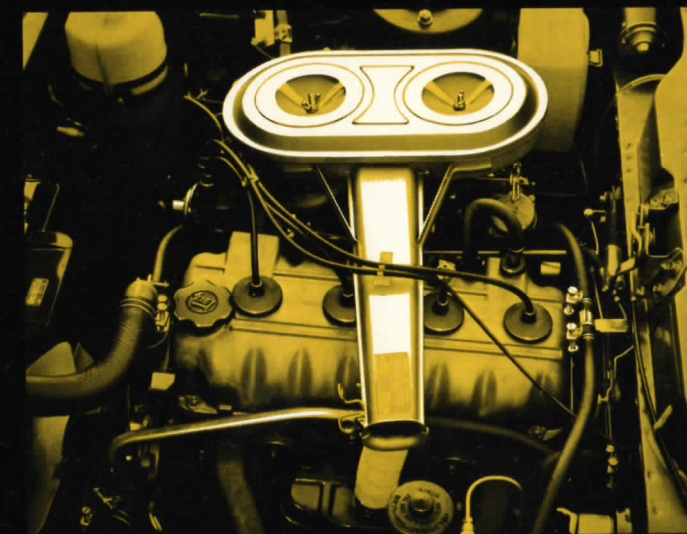
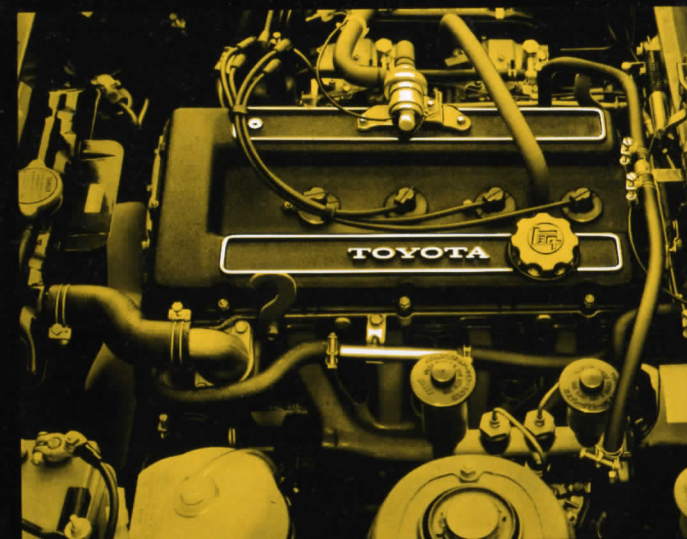




The CELICA GT's power is supplied by a 4-cylinder, in-line DOHC engine displacing 1588 cc's. This powerplant has many advanced technical features usually found only in costly limited production motorcars. Such as: Double overhead camshafts; Cross-flow head with centre sparking plugs; Water jacketed aluminium alloy intake manifolds for quicker warmup and prevention of carburetter icing; Dual Solex "40 PHH" carburetters with idle limiter and double floats for ideal response under hard cornering, quick acceleration, fast stopping; 5-bearing crankshaft for smoothness and added durability; Pistons with a special auto-thermic plate built-in preventing deformation under extreme heat and keeping proper spacing and alignment between piston and cylinder wall—a feature developed through the stresses of racing; A 9.8:1 compression ratio for more power with less fuel. This 2T-G type engine puts out a maximum horsepower of 124 (SAE gross) at 6400 rpm with a maximum torque of 15.6 m-k (SAE gross), (113 ft-lb) at 5200 rpm.

The CELICA ST's 2T-B type engine is an advanced design push-rod type with 4 cylinders displacing 1588 cc's. This engine reflects Toyota's superior engineering and technology. It features: A cross-flow type hemi head for more efficient combustion, intake and exhaust; Centre sparking plugs for even burning, better cooling efficiency of plugs; Double rocker shafts actuating each intake and exhaust valve, giving nearly the same high level performance achieved through use of double overhead cams. This powerplant delivers a maximum output of 113 HP (SAE gross) at 6000 rpm with a maximum torque of 15.1 m-k (109 ft-lb) at 4200 rpm.

The CELICA 2T type engine is essentially identical to the 2T-B type with the exception that it's fitted with a single carburetter of a two-barrel configuration with automatic choke. Its maximum output is 102 HP (SAE gross) at 6000 rpm with a maximum torque of 14.0 m-k (101 ft-lb) at 3800 rpm.





**GT:** Wide (165HR, 13) radial tyres that'll last longer and give a better road grip in all sorts of weather. Super racy styled steel wheels and sporty racing stripes on both body sides. Other sporting touches: air vents on the bonnet; a 5-speed manual transmission. Top speed's 190 km/hr (120 mph).



**ST:** Handsome white sidewall tyres, sporty racing stripes on the body, air vents on the bonnet. Your choice of either a 5-speed or a 4-speed manual transmission. With 5-speed it tops out at 180 km/hr (113 mph); with 4-speed: 175 km/hr (110 mph).



**LT:** Handsome white sidewall tyres, air vents on the bonnet. Choose from three different transmissions; 5-speed or 4-speed manual; 3-speed automatic. Tops out with 5-speed at 175 km/hr (110 mph); with 4-speed at 170 km/hr (106 mph); with 3-speed automatic: 160 km/hr (100 mph).









## CELICA interiors and seating: pure pleasure.

Whether for racing or in ordinary everyday use, proper seating in a car is a most important contribution towards better driving. And a comfortable, roomy interior helps reduce fatigue.

Toyota spent a great deal of care on the

interior design of all the CELICAS, as you'll see the moment you enter one.

The GT interior includes the following niceties: Padded front door armrests on both sides; Passenger assist grips front and rear; Rich wall-to-wall pile carpeting.

The interior of the ST features padded front door armrests, passenger assist grips front and rear and wall-to-wall pile carpeting.

The LT's interior features padded front door armrests, front passenger assist grip and wall-to-wall pile carpeting.

### Seat types and upholstery available:

**GT:** Knitted vinyl\* covered full-reclining front bucket seats with integral head restraints. Contoured seats covered in knitted vinyl in back.

\*Knitted vinyl "breathes" like perforated vinyl with the same soft comfort as fabric.

**ST:** Fabric covered full-reclining bucket seats with integral head restraints in front. Fabric covered contoured seats in back.

(Perforated vinyl covered full-reclining front buckets and contoured rear seat are available in keeping with local climate conditions.)

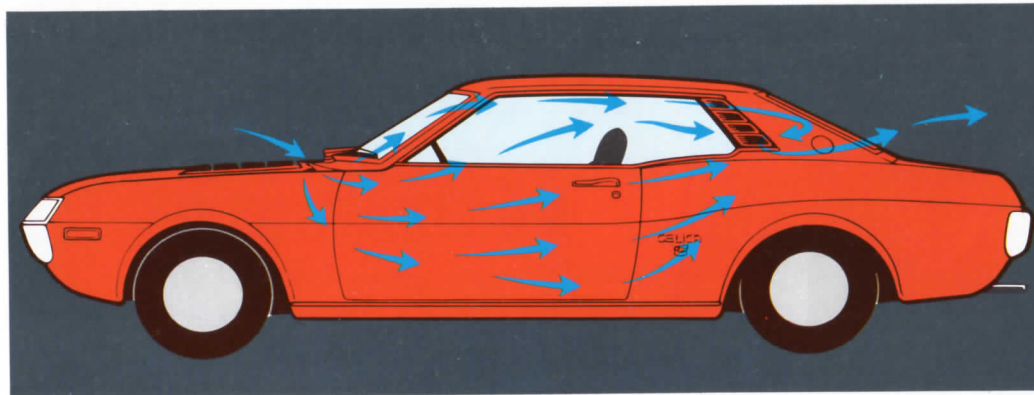
**LT:** Perforated vinyl covered full-reclining buckets with integral head restraints in front and contoured, perforated vinyl covered seats in back.



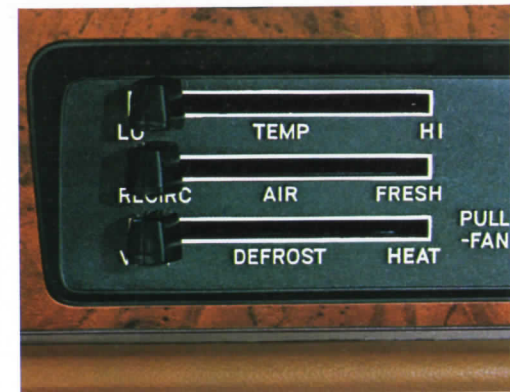
CELICA  




Among the CELICA's amenities and many civilized quality details:



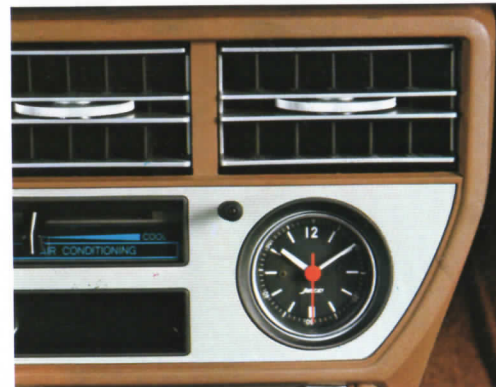
Flow-through ventilation system.



Heater/defroster controls.



Steering column lock.



Console with optional rally-type electric clock.



Ventilation system extractor.



Optional FM/AM push-button radio.



ST's styled steel wheels.



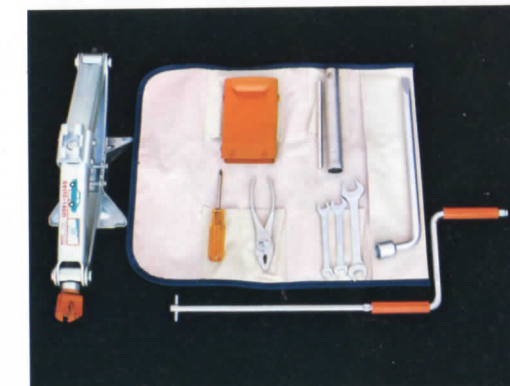
Locking glove compartment and instrument panel undertray.



Stereo tape deck. (optional)



Spacious luggage compartment.



Jack and tool kit.

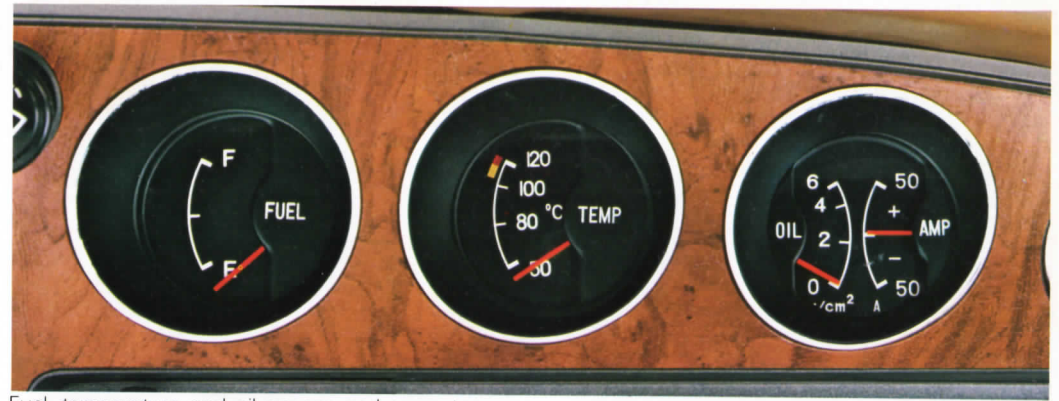




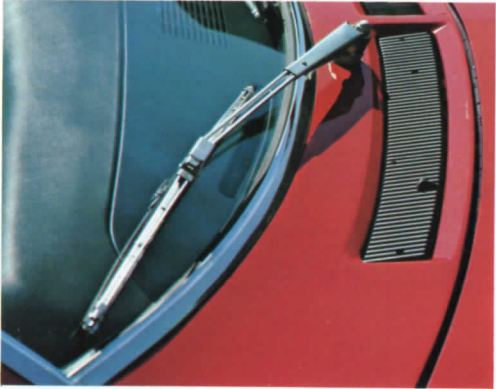
Cigarette lighter.



Rev counter (tachometer) and speedometer.



Fuel, temperature and oil gauges and ammeter.



Windscreen wiper.



Safety seat belt with shoulder harness. (optional)



Handy courtesy pockets on front seat backs.



Padded door armrests.



Console mounted stick shift.



Console mounted 3-speed automatic.



Electric rear window defogger.



## SPECIFICATIONS

### Engines

**GT** Water-cooled, 4-cylinder in-line, DOHC 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85 mm (3.35 in.) Stroke, 70 mm (2.76 in.). Piston displacement, 1588 c.c. (96.9 cu. in.). Compression ratio, 9.8 to 1. Max. HP (SAE), 124 at 6400 rpm. Max. torque (SAE), 15.6m-kp (113 ft.-lb.) at 5200 rpm. Carburetter, Twin Solex carburetters with manual chokes and an idling limiter.

**ST** Water-cooled, 4-cylinder in-line, OHV. 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85 mm (3.35 in.). Stroke, 70 mm (2.76 in.). Piston displacement, 1588 c.c. (96.9 cu. in.). Compression ratio, 9.4 to 1. Max. HP (SAE), 113 at 6000 rpm. Max. torque (SAE), 15.1 m-kp. (109 ft.-lb.) at 4200 rpm. Carburetter, Two down-draft, 2-barrel carburetters with manual chokes.

**LT** Water-cooled, 4-cylinder in-line, OHV. 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85 mm (3.35 in.).

Stroke, 70 mm (2.76 in.). Piston displacement, 1588 c.c. (96.9 cu. in.). Compression ratio, 8.5 to 1. Max. HP (SAE), 102 at 6000 rpm. Max. torque (SAE), 14.0 m-kp. (101 ft.-lb.) at 3800 rpm. Carburetter, one down-draft, 2-barrel with automatic choke.

### Transmissions

**LT** 3-speed automatic, hydraulic torque converter with 3 forward and 1 reverse speed planetary gears. Ratios: Low<sub>1</sub> 2.45; Low<sub>2</sub>, 1.45; Drive, 1.00 and Reverse, 2.22.

**LT & ST** 4-speed, all forward gears synchromesh manual. Gear ratios: 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000 and reverse, 3.484.

**LT, ST & GT** 5-speed, all forward gears synchromesh manual. Gear ratios: 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; 5th, 0.861 and reverse, 3.484.

### Capacities

Fuel tank, 50 litres (11.0 Imp. gal.). Crankcase, (ST & LT) 3.7 litres (3.3 Imp. qts.); (GT) 3.8 litres (3.3 Imp. qts.). Water, (ST & LT) 7.6 litres (6.7 Imp. qts.); (GT) 8.5 litres (7.5 Imp. qts.).

### Electrical

Battery, 12volt, 35 amp. hr. Alternator, 12 volt, 480 watts.

### Clutch

Single dry plate with diaphragm spring and hydraulic actuation.

### Final reduction gear ratio

3-speed automatic, 4.100 to 1.  
4-speed manual, 3.909 to 1.  
5-speed manual, 4.100 to 1.

### Suspension

Front, independent with coil springs, torsion bar stabilizer, long stroke telescopic shock absorbers, anti-sway bars and lower wishbones. Rear, 4 link type with two upper and two lower longitudinal links, coil springs, long stroke telescopic shock absorbers and a lateral track bar.

### Brakes

Hydraulic, operating on all wheels. Front disc and rear drum with vacuum booster. Parking brake operates mechanically on the rear wheels.

### Steering

Recirculating ball type gearbox. Gear ratios, 18.1 to 1 on right hand drive models and 18—20.5 to 1 on left hand drive models. Minimum turning diameter, 9.6 meters (31.5 ft.).

### Body

All welded steel with unit construction and impact absorbing sections front and rear.

### Dimensions

Overall length, 4165 mm (163.9 in.); overall width, 1610 mm (63.4 in.); overall height, 1310 mm (51.6 in.); wheelbase, 2425 mm (95.5 in.); tread front, 1280 mm (50.4 in.); tread rear, 1285 mm (50.6 in.); ground clearance, 170 mm (6.7 in.).

### Kerb weight

**GT** 5-speed manual, 1005 kg. (2215 lb.).

**ST** 4-speed and 5-speed manual, 985 kg. (2170 lb.).

**LT** 3-speed automatic, 980 kg. (2160 lb.); 4-speed & 5-speed manual, 970 kg. (2135 lb.).

### Wheels and tyres

Pressed steel disc wheels; GT & ST.

165HR-13, radial tyres; GT

6.45S-13, 4PR white wall tyres; ST & LT.

*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.*