

TOYOTA CELICA  
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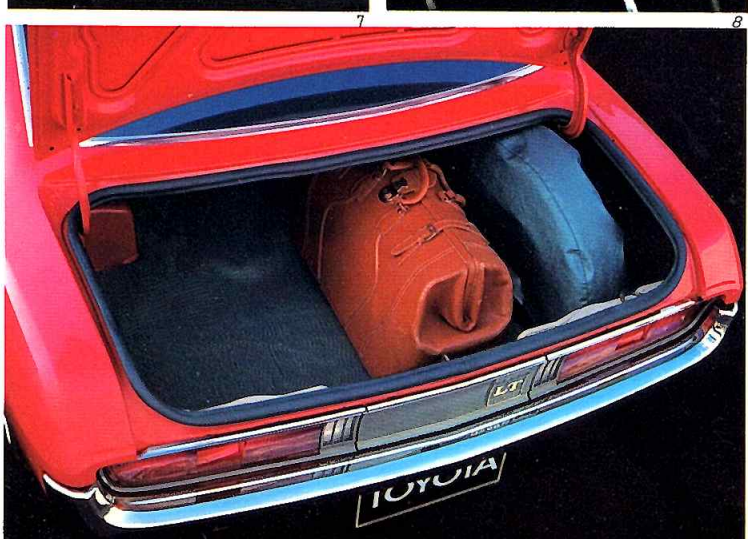
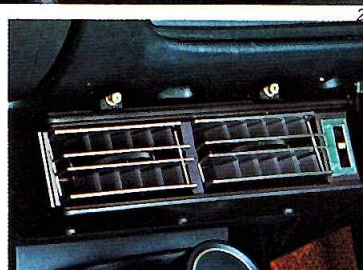
# All the thrilling excitement of a real GT car!

The design of the instrument panel fully carries out the GT theme. Safety recessed in the simulated walnut, circular gauges include a rev-counter and trip-odometer. In addition, fuel gauge, temperature gauge and oil/amp gauges are independently situated on the panel. The upper instrument panel and the glove compartment door are both heavily padded for safety and have a dark matt finish to reduce glare and reflections. The combination of wood-grained steering wheel rim and shift lever knob also gives a GT-like flavour to the interior.



There's a flow-through ventilation system that circulates fresh air throughout the interior from three louvres—two located on each end of the instrument panel and one located under the panel's centre. The stale air is drawn out through extractors on both rear quarter panels. Thanks to a booster fan, fresh air circulates even when the car is standing still with all the windows rolled up.

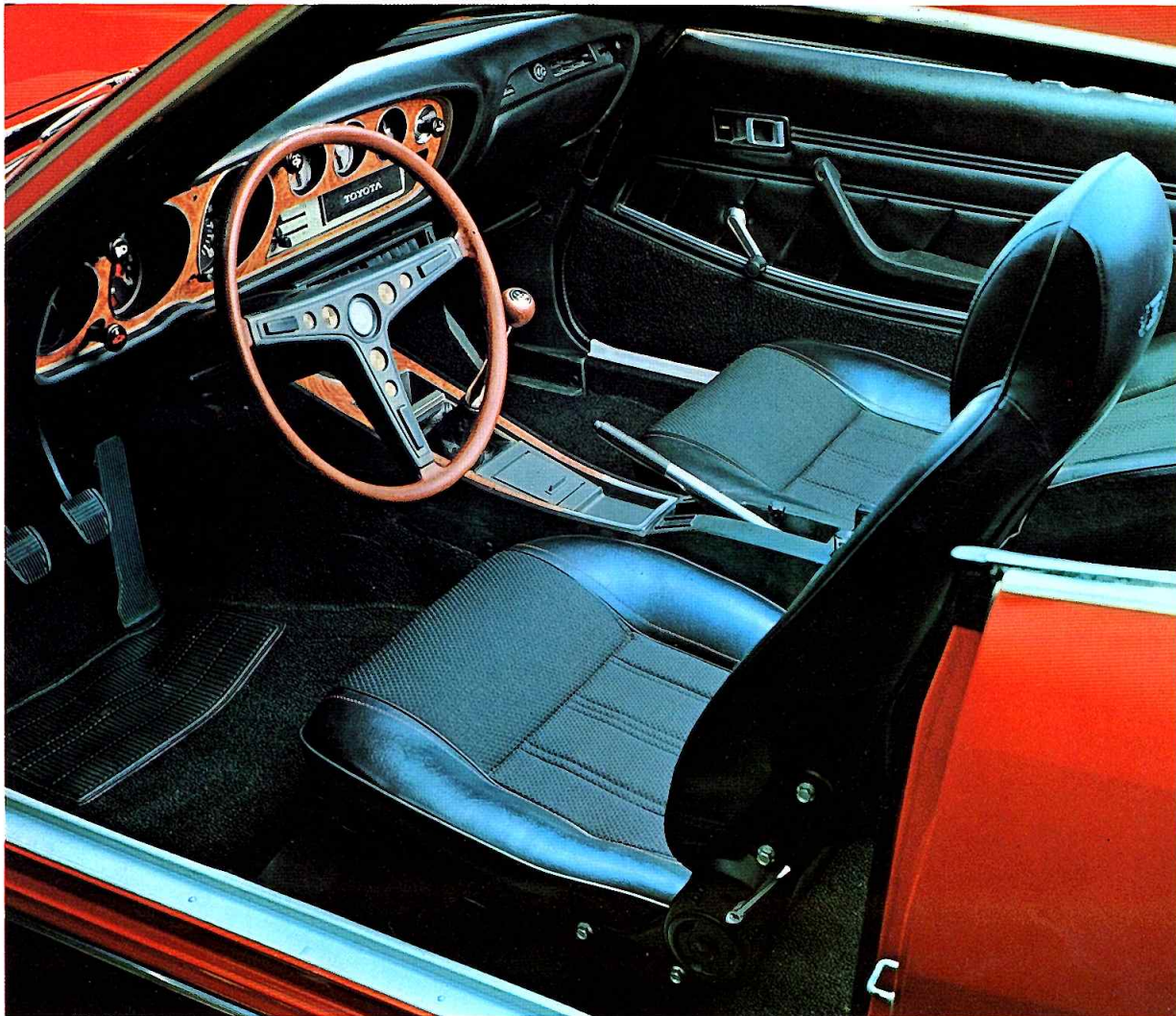
You can choose from among three different transmissions for the CELICA, all console-mounted: 4-speed manual for normal touring; 5-speed manual for true sporty driving; 3-speed automatic for easy no-clutch motoring pleasure. In addition there are two types of engine to choose from. This means you can really almost build your CELICA around your own individual driving preferences. Here's a list of the engine/transmission combinations available and the performance figures for each: (A) 102 HP engine with 4-speed manual; Max. speed 170 km/hr. (106 mph). (LT ornament on front grille) (B) 102 HP engine with 5-speed manual; Max. speed 175 km/hr. (110 mph). (LT ornament on front grille) (C) 102 HP engine with 3-speed automatic; Max. speed 160 km/hr. (100 mph). (LT ornament on front grille) (D) 113 HP engine with 4-speed manual; Max. speed 175 km/hr. (110 mph). (ST ornament on front grille) (E) 113 HP engine with 5-speed manual; Max. speed 180 km/hr. (113 mph). (ST ornament on front grille) Last, but by no means least, you get superb Toyota quality. Since CELICAs are manufactured to the highest standards under Toyota's justly famed quality controls, every component of the car and its beautiful finish and detailing inside and out can be expected to give long years of service trouble-free.



1. Roomier interior measuring 1625 mm (64 in.) from instrument panel to back of rear seat.
2. Simulated walnut instrument panel. Heater/defroster, available as optional equipment.
3. 4-speed manual transmission
4. 5-speed manual transmission
5. Air-conditioner (optional)
6. 3-speed automatic
7. AM or AM/FM radio (optional)
8. Stereo tape player (optional)
9. Large luggage compartment

The new Toyota CELICA *As luxurious as a custom car.* embodied into the armrests, providing comfort while keeping protrusions to a minimum for safety. Driver and passengers are pampered with ideally contoured, soft seats. Full-reclining front buckets with multi-stage adjustment angles that adjust fore and aft 160 mm (6.3 in.), provide real stretch out comfort. There's plenty of leg and shoulder room and the high seat backs are especially designed as head restraints. Extra wide doors that open in two stages afford maximum ease getting in and out.

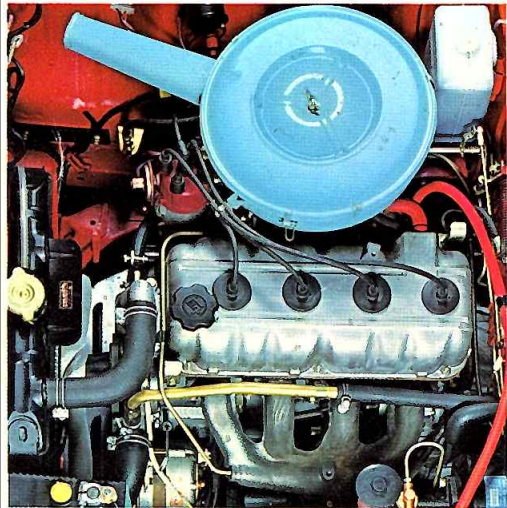
has all the dynamic qualities of a custom Grand Touring car: body styling especially appealing to the sports-car-minded plus additional details like console-mounted floor shift, simulated wood rim steering wheel with 3 racy spokes. The sumptuous interior is a perfect blend of GT elegance and superb comfort. Doors, walls and ceiling, carefully fitted with fine vinyl leatherette and thick nylon pile carpeting wall-to-wall, make it luxurious and outstandingly quiet in motion. The inside door handles are



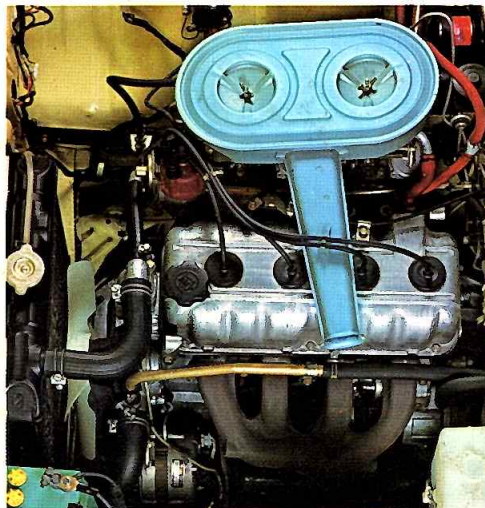
A car for tomorrow — that's the Toyota CELICA. Its body style evolved from the Toyota EX-1, an experimental car of the future designed by the Toyota Technical Centre. The longer, lower body with its aerodynamic lines has the kind of looks rarely found in today's mass produced motorcars. For safety, the body shell has an extremely strong passenger compartment with impact absorbing sections front and rear.

For added safety, there are power assisted front disc brakes and a collapsible steering column is optional. The recirculating ball type steering makes for effortless, precise handling. Turning circle: 9.6 meters (31.5 ft.). CELICA's roadholding is also outstanding. Coil spring suspension all-around gives a firm grip on the road surface, assuring safer cornering and straight line driving. And the suspension never needs lubrication. Stability is further enhanced by CELICA's low centre of gravity and better balanced weight distribution.

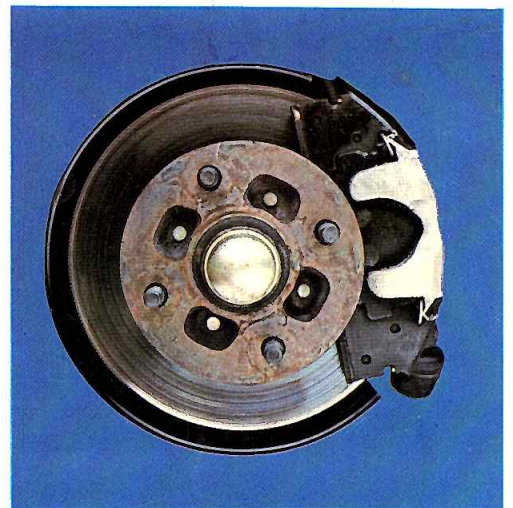




1.6 litre 102 HP engine with single carburettor.



1.6 litre 113 HP engine with twin carburettors.



Power assisted front disc brakes.

Under the bonnet, the CELICA has loads of power, giving it plenty of zip in acceleration and a high cruising speed. There are two types of engine available: a 1.6 litre 4-cylinder with single carburettor delivering 102 HP, or a 1.6 litre with twin carburettors that puts out 113 HP. Both feature

**SPECIFICATIONS**

**Engine:** Water-cooled, 4-cylinder in line, OHV. Bore, 85 mm (3.35 in.), Stroke, 70 mm (2.76 in.). Piston displacement, 1588 cc (96.9 cu. in.). Compression ratio, 8.5 to 1 (2T engine on LT models), 9.4 to 1 (2T-B engine on ST models). Maximum output (SAE), 102 HP at 6000 rpm (2T engine), 113 HP at 6000 rpm (2T-B engine). Maximum torque (SAE), 14.0 m·kg (101 ft·lb) at 3800 rpm (2T engine), 15.1 m·kg (109 ft·lb) at 4200 rpm (2T-B engine). 12-volt, 35-amp. hr. battery. 480-watt alternator. One down-draft 2-barrel carburettor with automatic choke on 2T engine. Two down-draft, 2-barrel carburettors with manual chokes on 2T-B engine. Fuel tank capacity, 50 litres (11.0 Imp. gal.). Full-pressure, force-feed type lubrication by trochoid pump. Cartridge type oil filter. Crankcase capacity, 2.8 litres (2.5 Imp. qts.).  
**Clutch:** Single dry plate with diaphragm spring and hydraulic actuation.  
**Transmission:** All-synchromesh, 4- or 5-speed manual. Shift lever; floor-mounted and direct control. Gear ratios: 4-speed — 1st 3.587; 2nd 2.022; 3rd 1.384; 4th 1.000; reverse 3.484. 5-speed — 1st 3.587; 2nd 2.022; 3rd 1.384; 4th 1.000; 5th 0.861;

aluminum alloy cylinder heads with hemispherical combustion chambers, centre sparking plugs and cross-flow type inlet/exhaust manifolds for greater efficiency. Together with V-arranged valves operated by shorter pushrods and dual rocker shafts that assure nearly

reverse 3.484. Console-mounted 3-speed automatic transmission available on LT models. Final reduction gear ratio: 3.900 on 4-speed manual transmission models; 4.111 on 5-speed manual and 3-speed automatic transmission models.  
**Suspension:** Front — Independent with coil springs, telescopic shock absorbers, struts, lower wishbones and torsion bar stabilizer. Rear — 4-link type with coil springs, upper and lower arms, telescopic shock absorbers and a lateral track bar.  
**Brakes:** Hydraulic brakes operating on all wheels. Front disc brakes and rear drum brakes with power booster and pressure control valve. Parking brake operates mechanically on rear wheels.  
**Steering:** Recirculating ball type gearbox.

ideal breathing. Duplex chain driven camshafts and 5-bearing crankshafts are other outstanding features of these up-to-the-minute powerplants: they mean extra quiet operation and long, trouble-free life.

**Gear ratio:** 18.18 to 1 on RHD models, 18~20.5 to 1 on LHD models.  
**Minimum turning circle** 9.6 m (31.5 ft.).  
**Body:** Unit construction, all-welded steel body with impact-absorbing front and rear ends.  
**Dimensions and weight:** Overall length, 4165 mm (163.9 in.); Overall width, 1600 mm (63.0 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, 175 mm (6.9 in.); Kerb weight, LT model 880 kg (1935 lb.), ST model 885 kg (1950 lb.).  
**Wheels and tyres:** Pressed steel disc wheels. 6.45S-13, 4 PR white wall tyres. Radial tyres 165SR-13 optional.

| Performance:                        | Max. speed                   | Max. cruising speed |
|-------------------------------------|------------------------------|---------------------|
| LT models, 4-speed manual . . . . . | 170 km/h (106 mph) . . . . . | 136 km/h (85 mph)   |
| 5-speed manual . . . . .            | 175 km/h (110 mph) . . . . . | 140 km/h (87 mph)   |
| Automatic . . . . .                 | 160 km/h (100 mph) . . . . . | 128 km/h (80 mph)   |
| ST models, 4-speed manual . . . . . | 175 km/h (110 mph) . . . . . | 140 km/h (87 mph)   |
| 5-speed manual . . . . .            | 180 km/h (113 mph) . . . . . | 144 km/h (90 mph)   |

*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's for details and availability of local equipment.*