

Celica



GT



ST



TOYOTA



Celica ST



Not exactly a family car.

The Celica is more of a private affair. More of a personal belonging.

It doesn't look like every other car. It doesn't even look like every other Toyota.

The new GT has a 5-speed transmission; racing stripes; fat radials; styled steel wheels; molded headliner; knitted vinyl seats; simulated leather wrapped 4-spoke steering wheel and shift knob; its own specially tuned suspension.

The original Celica ST is snappier than ever. With a new grille, bumper, wheel covers, console, trim and colors. Standard 4-speed synchromesh transmission. Or optional 3-speed automatic.

Some people take it for a sports car, because it looks and handles like one. But it doesn't cost like one.

So it's not exactly a sports car or family car (unless it's your second).

You can't classify a Celica any more than you can its owner. Both have sort of an independent streak.



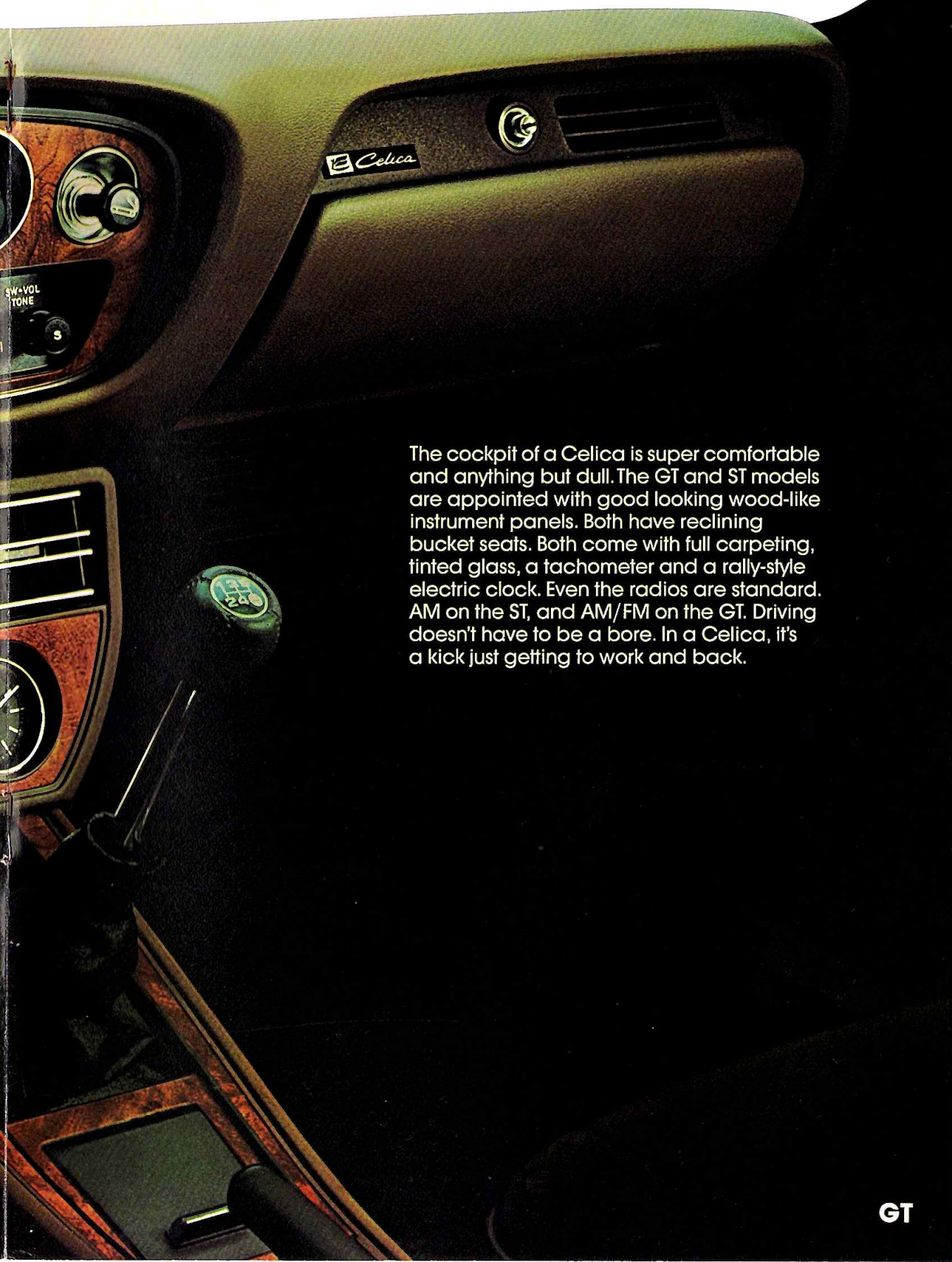
Celica GT

Not very tame inside,



either.

Some accessories shown, optional at extra cost.

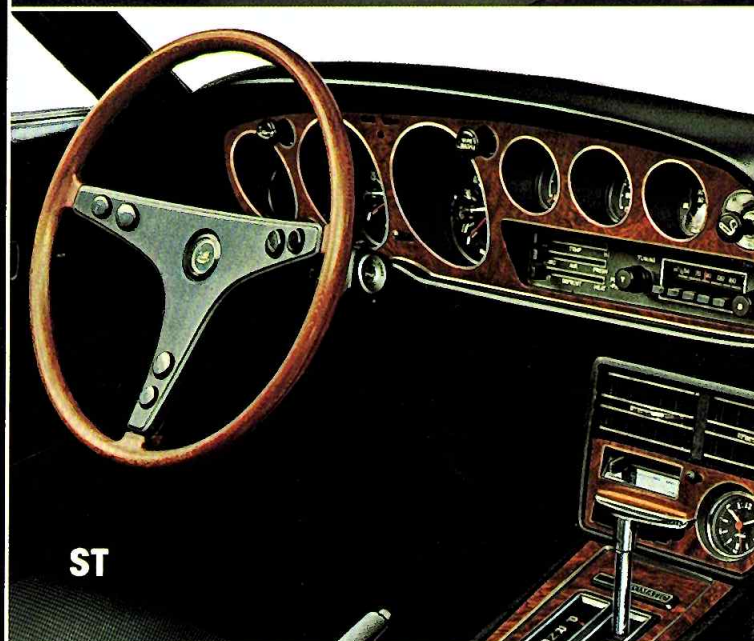


The cockpit of a Celica is super comfortable and anything but dull. The GT and ST models are appointed with good looking wood-like instrument panels. Both have reclining bucket seats. Both come with full carpeting, tinted glass, a tachometer and a rally-style electric clock. Even the radios are standard. AM on the ST, and AM/FM on the GT. Driving doesn't have to be a bore. In a Celica, it's a kick just getting to work and back.

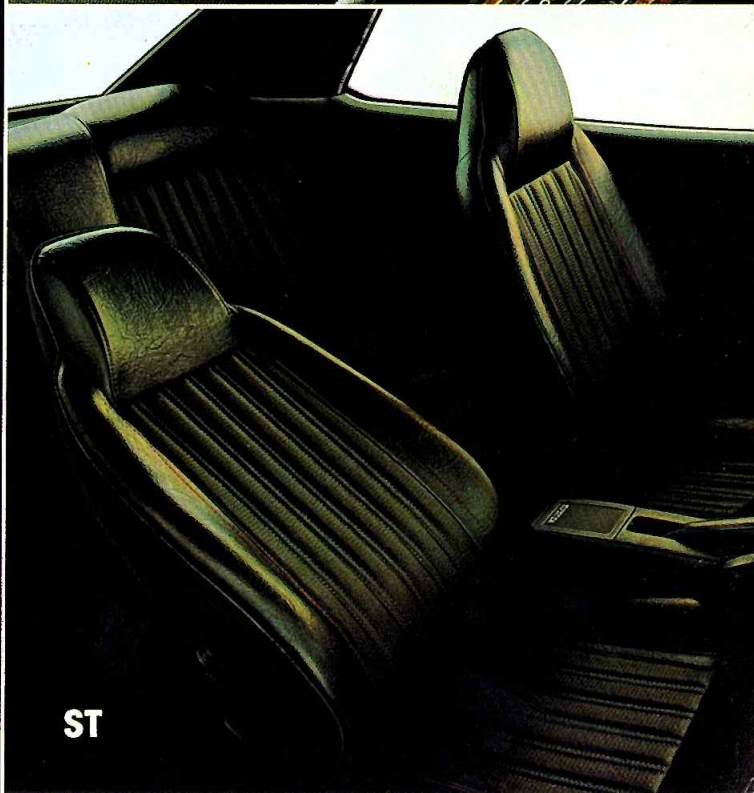
GT



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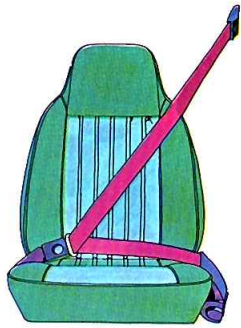


ST



ST

Looks aren't everything.

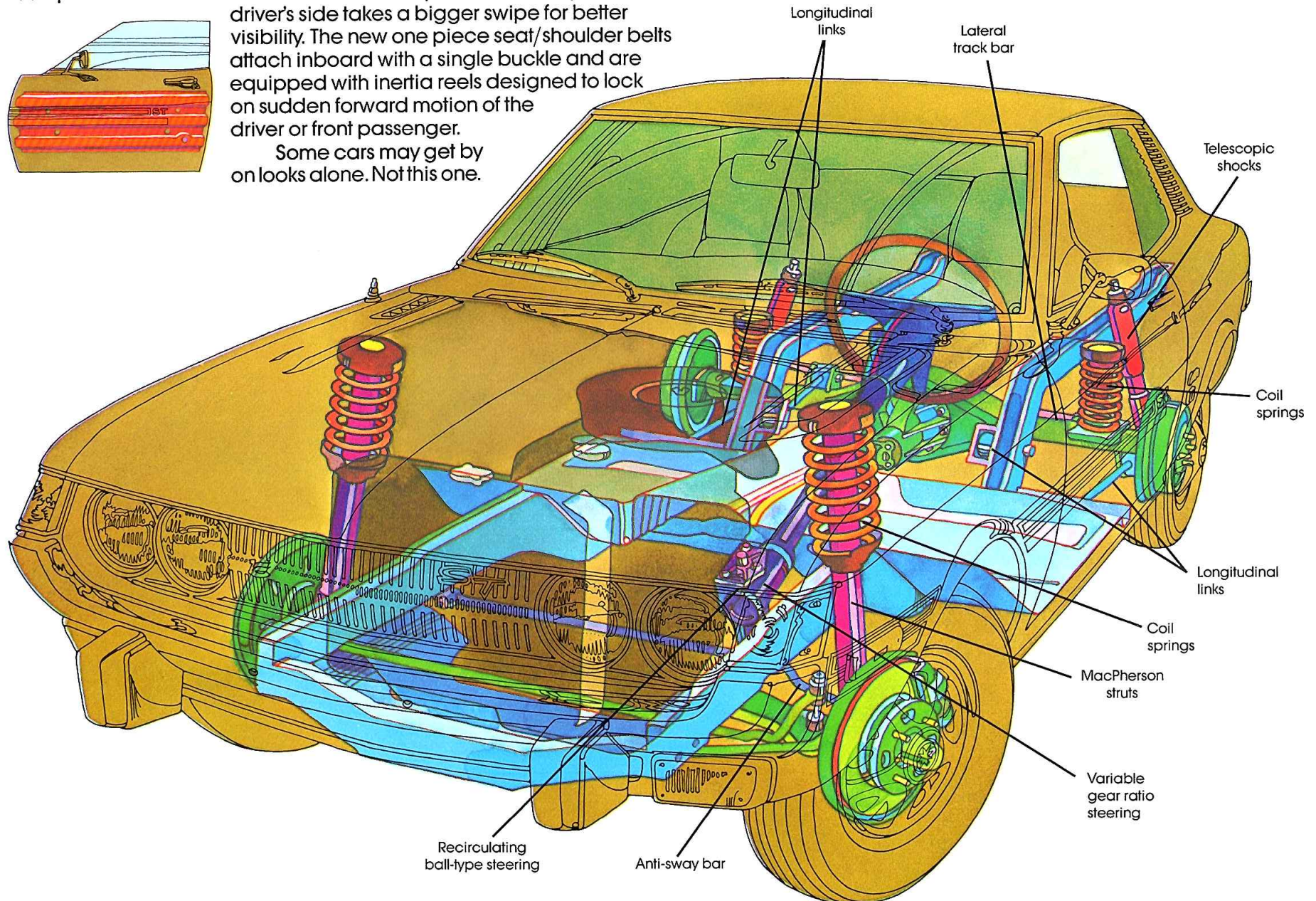
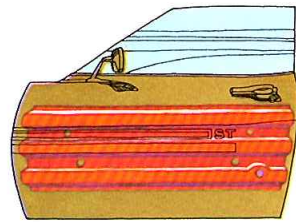
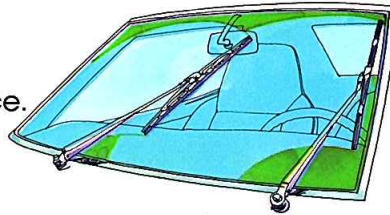


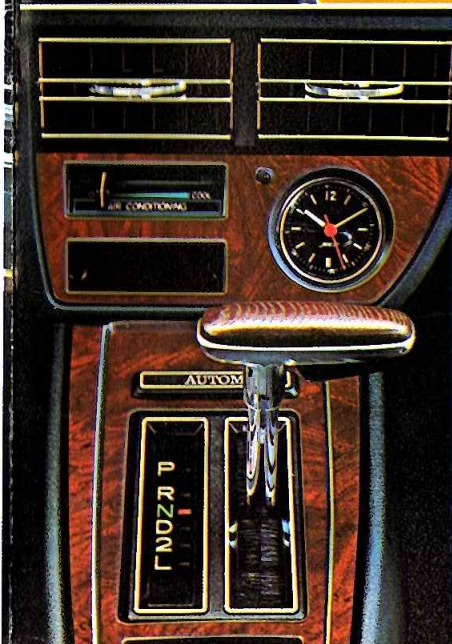
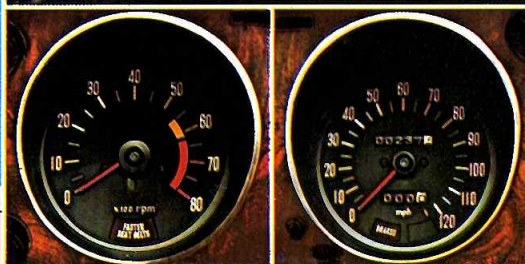
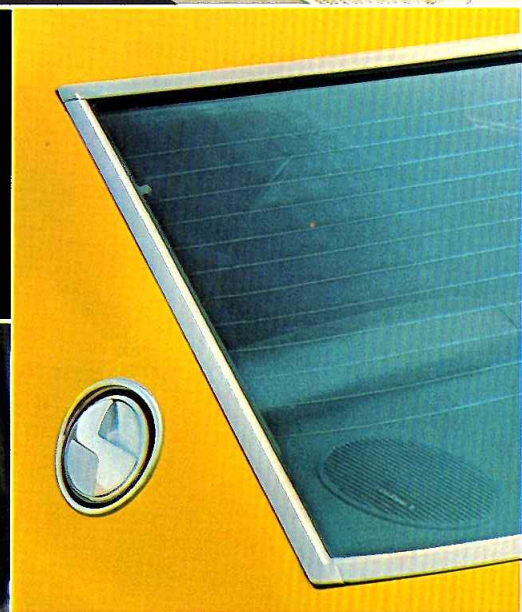
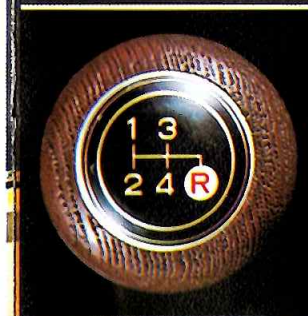
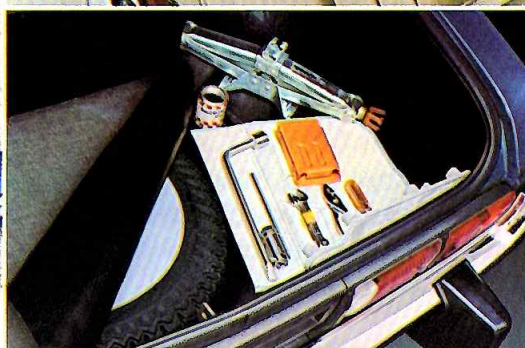
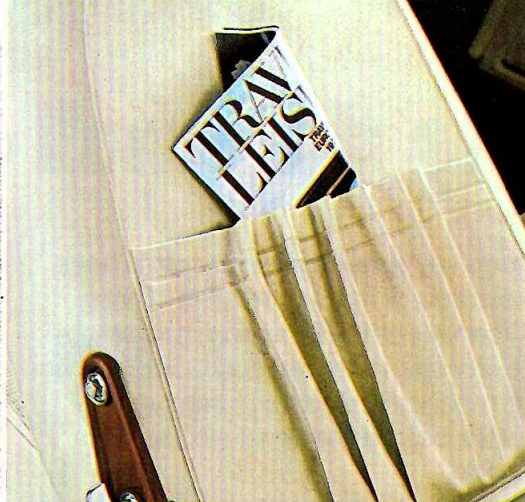
Under all the snazzy stuff, the Celica is all business. The suspension system is built with MacPherson struts and anti-sway bar up front; four longitudinal links and lateral track bar in back; coil springs and telescopic shocks at each wheel. The steering system is a recirculating ball type with a variable gear ratio. You get a quick responder. The turning diameter is a tight 31.5 feet. You can park short. The engine is a 1968cc SOHC of the 2 liter class. You get performance.

The Celica is long on standard equipment and strong on safety features. From its welded plate reinforced doors to its impact absorbing bumpers. The new side mounted wide-sweep windshield wiper on the driver's side takes a bigger swipe for better visibility. The new one piece seat/shoulder belts attach inboard with a single buckle and are equipped with inertia reels designed to lock on sudden forward motion of the driver or front passenger.

Some cars may get by on looks alone. Not this one.

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SPECIFICATIONS:

ENGINE:

Type: 4-cyl. in-line, SOHC
 Displacement: 1968 cc
 Compression ratio: 8.5:1
 Horsepower: 97 hp at 5500 rpm (SAE net)
 Torque: 106 ft/lb at 3600 rpm (SAE net)
 Carburetor: Downdraft 2-barrel, automatic choke.

ELECTRICAL SYSTEM:

Battery: 12 volt, 50 amp/hr

TRANSMISSIONS:

Standard GT Manual 5-speed synchromesh
 Ratios: (1st) 3.287, (2nd) 2.043, (3rd) 1.397, (4th) 1.000,
 (5th) 0.853, (Reverse) 4.039.

Standard ST Manual 4-speed synchromesh

Ratios: (1st) 3.579, (2nd) 2.084, (3rd) 1.397, (4th) 1.000,
 (Reverse) 4.399.

Optional ST Automatic 3-speed

Ratios: (Low) 2.45, (Intermediate) 1.45, (Drive) 1.00, (Reverse) 2.22.

REAR AXLE:

Ratio: 3.727 (4-speed), 3.909 (5-speed and automatic)

SUSPENSION:

Type: Front: MacPherson struts, coil springs, anti-sway bar.

Rear: 4-link with lateral track bar, coil springs.

STEERING:

Type: Recirculating ball, variable ratio

Turning diameter: 31.5 feet.

BRAKES:

Type: Power front disc; rear drum.

Diameter: Front disc: 9.1 in.; rear drum: 9.0 in.

TIRES:

Type: Radial ply. Size: 165 SR x 13 (ST); 185/70 HR 13 (GT)

DIMENSIONS AND WEIGHT:

Wheelbase: 95.5 in.

Tread Front: 50.4 in. (GT: 51.2 in.)

Tread Rear: 50.6 in. (GT: 51.4 in.)

Overall length: 169.2 in.

Overall width: 63.0 in.

Overall height: 51.6 in.

Curb weight: ST—2425 lbs. GT—2469 lbs.

CAPACITIES:

Fuel tank: 13.2 gal. Oil: 4.6 qts. Cooling system: 8.3 qts.

CHASSIS/BODY: Unit construction

Standard equipment on both Celicas:

Independent front suspension · Reclining multi-angle bucket seats with head restraints · Tinted glass · Flow-thru ventilation system w/booster fan · Separate oil, water, amp. and fuel gauges · Rally-style electric clock with full sweep second hand · Electric rear window defogger · Resettable trip odometer · Reversible ignition and door lock key · Tool kit and touch-up paint · Heater/defroster w/3-speed fan · Padded armrests · 2-stage door opening · Glove compartment light · Parcel tray below instrument panel · Cigarette lighter · Wall-to-wall loop pile carpeting · 8000 rpm tachometer · Vinyl covering for spare tire and entire trunk floor · Power front disc, rear drum brakes · Unit body construction · Steering column lock with ignition buzzer · Locking glove compartment · Padded dash and assist grip · Recessed interior door handles · 2-speed washer/wiper · Inside hood release lever · Torsion-type stabilizer.

Standard on the GT: Short throw 5-speed full synchromesh floor shift · Push button AM/FM radio · Simulated woodgrained console · Vinyl-wrapped 4-spoke steering wheel and shift knob · Simulated walnut instrument panel · 185/70 HR 13 radial ply tires · Specially tuned suspension · Sporty racing stripes · Styled steel wheels.

Standard on the ST: Short throw 4-speed full synchromesh floor shift · Push button AM radio · Simulated woodgrain console, steering wheel rim and shift knob · Simulated walnut instrument panel · 165 SR-13 radial ply tires · Sporty racing stripes · Deluxe wheel covers.

Standard Safety features: Side door guard reinforcement · 5-mph front and rear energy-absorbing bumpers · Collapsible steering column · Fire retardant materials for interior soft trim · 4-way hazard warning light · Illuminated control knobs (light, wiper & hazard switch) · Safety interlock front seat belts · Break-away inside rear-view mirror.

Optional Equipment: Air conditioning with 3-speed blower · 8-track stereo tape system w/FM stereo cartridge tuner · 3-speed automatic transmission (ST only). Floor mats · Rear deck luggage rack.

Some accessories shown, optional at extra cost.

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

What makes Toyota the small car specialist?

The largest roster of small cars and trucks you'll find under one dealer's roof (2-doors, 4-doors, wagons, pickups, 4-wheel drives and 5-speeds).

And each has a character all its own. With special features you don't find standard on most cars, small or otherwise. Like the 5-speed transmission on the Corolla S-5 and SR-5, Corona SR and Celica GT. Or the extra-long bed on one of the half-ton pickup trucks. Or fully reclining bucket seats on all car models. Or the 6-cylinder engine on the Mark II. Or roll bars and skid plates on the Land Cruiser. There's even an Electro Sensor Panel (ESP) on the Corona hardtops that constantly monitors

eleven key systems of your car to help take some of the worry out of driving.

When it comes to testing, prototypes of every single model go through extensive mechanical, design and safety checks before they ever go into production.

And when it comes to service, nearly 1,000 dealers stand behind every Toyota sold. In all 50 states. And one of the longest service intervals in the industry. Six months or 6,000 miles.

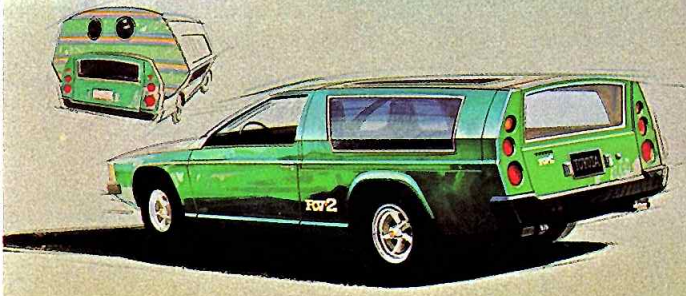
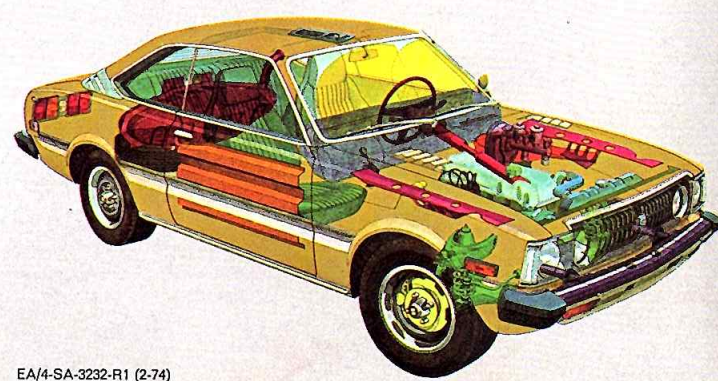
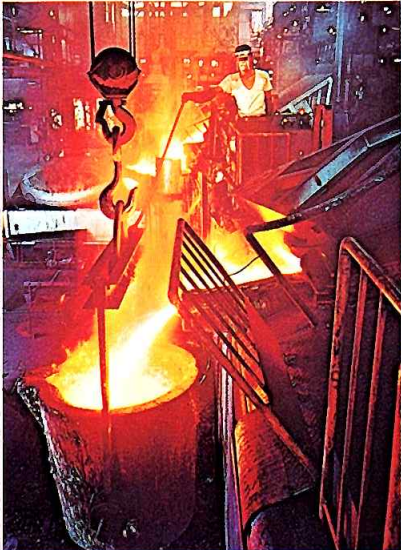
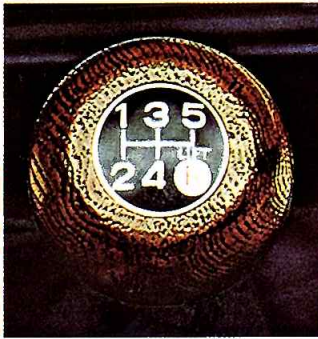
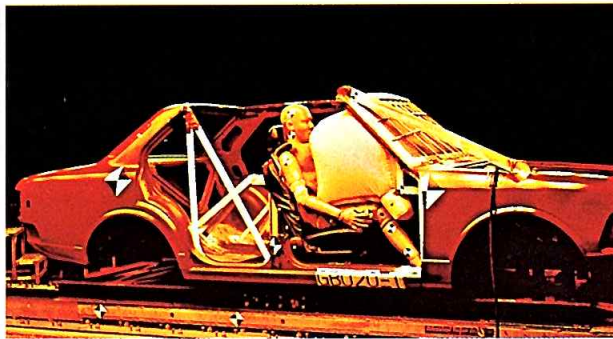
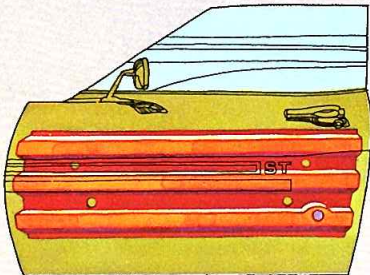
Oh, yes, there's one thing more that makes us small car specialists.

Forty years' experience making small cars.

TOYOTA

Small car specialists for 40 years

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