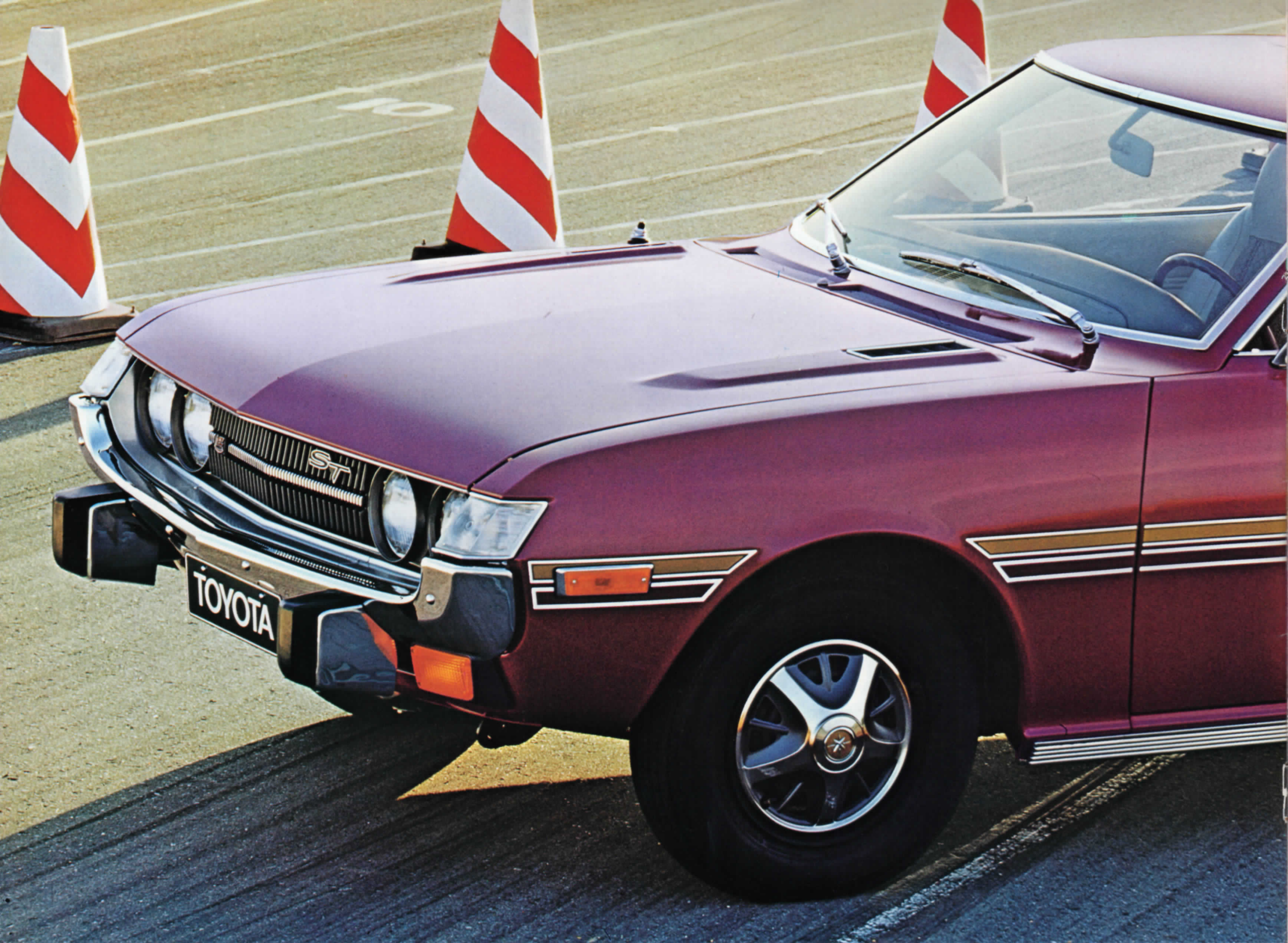




**TOYOTA CELICA ST**



It doesn't look like everyone else's car.  
It doesn't even look like everyone else's Toyota.



How can we tell you this is an economy car when it looks so much like a sports car? Radial tires. Rally stripes. Hood vents. And it certainly handles like a sports car. So what we've got

here is a very different combination of class, looks, style, and economical operation. The Toyota Celica ST is our independent streak. At a price that won't run away with you.



LIGHTS

WIPE  
WASH

30 40 50 60 70 80  
20 10 0  
x100 rpm  
FASTER  
BEAT BELTS

50 60 70 80 90 100 110 120  
30 20 10 0  
00097  
000  
mph  
BRAKES

TEMP  
AIR

HAZARD

15

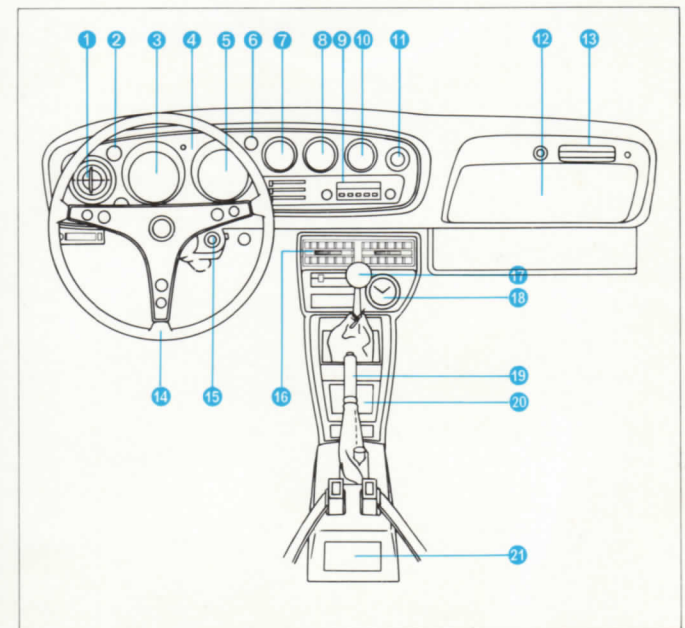
REAR DEF

ON START



## The inside looks like you expect it to look. Sporty.

The sleek Celica is no mere facade. When you take the controls, you know it. A padded dash mounts a glare reducing instrument panel with most everything you want already built in. An 8000rpm tachometer that's red-lined at 6300rpm. Speedometer with resettable trip odometer. Gauges for fuel, temperature, oil pressure and an ammeter. All framed by paneling grained with the look of mellowed wood to match the steering wheel and trim on the console. Standard transmission is a slick short-throw 4-speed. If you'd rather have automatic, the Celica offers you that option. Either way you're in an environment that makes an adventure out of the dullest trip.



- ① Ventilation louver
- ② Headlight switch.
- ③ Tachometer
- ④ Simulated wood-grain dash.
- ⑤ Speedometer with resettable trip odometer
- ⑥ 2-speed windshield wipers and washer
- ⑦ Fuel gauge.
- ⑧ Temperature gauge.
- ⑨ Standard AM radio/heater-defroster controls.
- ⑩ Oil pressure gauge/Ammeter
- ⑪ Cigarette lighter
- ⑫ Glove box.
- ⑬ Ventilator louver
- ⑭ Simulated wood grain steering wheel
- ⑮ Steering column lock/ignition switch
- ⑯ Optional air conditioner
- ⑰ 4-speed synchromesh transmission (or optional automatic.)
- ⑱ Electric clock.
- ⑲ Parking brake
- ⑳ Console storage tray
- ㉑ Ash tray



You see how good it looks  
Now find out how good it feels.

The Celica seats in front and rear are contoured to hold you in easy comfort on the longest trips. Up front, the bucket seats recline at 18 different angles, move forward or backward for convenient entry and allow plenty of leg space for almost any body. Nylon carpeting, wall to wall. Tinted glass all around. Door mounted arm rests. Ash trays, front and rear. Seat/shoulder belts and all other government required safety equipment.



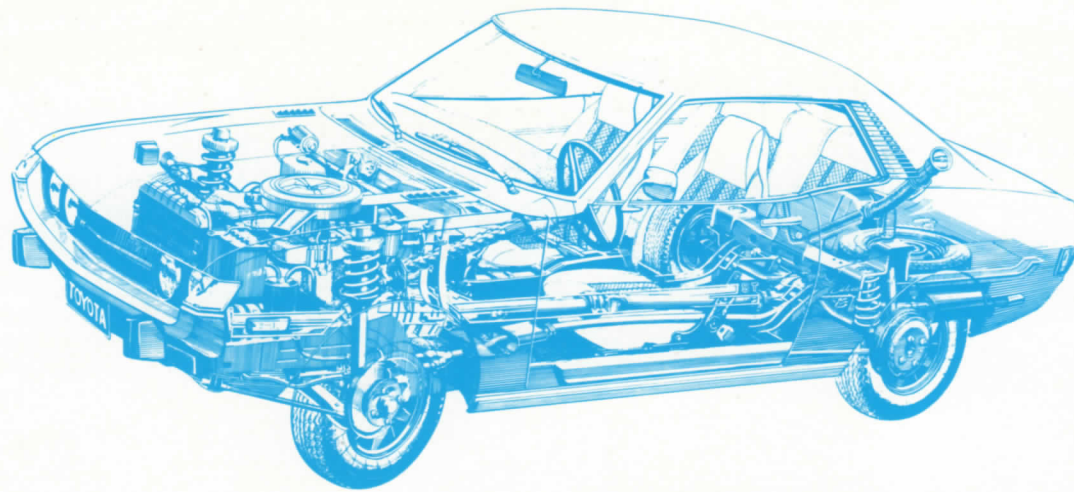
Celica ST standard 4-speed all-synchromesh transmission.



Celica ST optional automatic transmission.

## You can't go by looks alone.

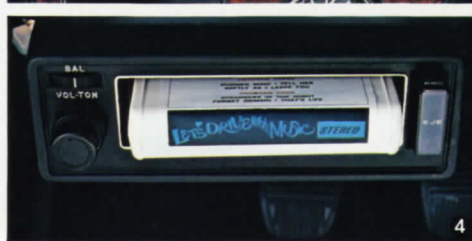
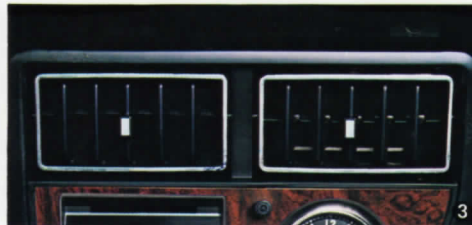
The Celica ST doesn't. Its 2litre SOHC engine can use low lead gasoline and powers the Celica to some very smart speeds. The engine has five main bearings. Forward, there's an independent coil suspension system consisting of MacPherson struts, telescopic shocks and an anti-sway bar



to help reduce body roll when cornering. In back, there's a rear suspension system with four longitudinal links and a lateral

track bar plus coil springs and telescopic shocks. The Celica's recirculating-ball type steering and variable gear ratio delivers immediate response and allows

the Celica to turn a circle only 31.5 feet in diameter. Unit construction helps cut down the rattle factor. Power brakes with front discs. Put all this together with a smooth 4-speed all synchromesh transmission and that's Toyota's answer to anyone who says looks aren't everything.



The Celica has a lot of standards, not a lot of options.

(1) The push button AM radio is standard. So is the defogger (2) The flo-thru ventilation system is standard, and (3) so is the heater (4) An 8-track stereo tape deck, (5) air conditioning and automatic transmission are about the only options. (6) Radial ply tires are standard. So are the sporty wheel covers. (7) Seat pockets are standard and (8) so is the electric

rear window defogger and (9) the vinyl lined trunk. The Celica standard list rambles on with more great things like an electric clock with a sweep second hand. Emergency light. Tool kit. Touch up paint. All the way including rally stripes and hood vents.

## SPECIFICATIONS

### Engine:

Type: 4-cyl. in-line, SOHC, 5-main bearings  
Displacement: 120.1 cubic inches  
Compression Ratio 8.5:1  
Horsepower: 97hp at 5500rpm (SAE net)  
Torque 106ft-lb at 3600rpm (SAE net)  
Carburetor: Downdraft 2-barrel, automatic choke

### Electrical System:

Battery: 12 volt, 60amp.hr

### Transmission:

Manual 4-speed all synchromesh

### Rear Axle:

Ratio: 3.700 (manual transmission)  
3.900 (automatic transmission)

### Suspension:

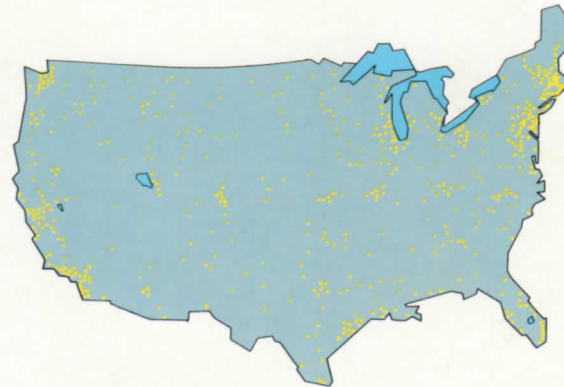
Type: Front: MacPherson strut, coil springs,  
anti-sway bar  
Rear: 4-link with lateral track bar coil springs

### Steering:

Type: Recirculating ball, variable ratio  
Turning Diameter: 31.5 feet

### Brakes:

Type: Power assisted, front disc, rear drum  
Diameter: Front Disc: 9.0 inches  
(7.2 in effective dia)  
Rear Drum 9.0 inches



*Over 900 Toyota dealers are located coast-to-coast for fast, dependable service. Ten regional service schools are available for the training of their service people. As for parts, nine computerized parts depots are strategically located to supply the nation-wide network of dealer service departments. All this, so that wherever you are, wherever you're going, your Toyota will always be at home.*

### Tires:

Type Radial ply  
Size 165 SR X13

### Dimensions, Weight and Capacities.

Wheelbase	95.5 inches
Overall length	168.0 inches
Overall width	63.0 inches
Overall height	51.6 inches
Curb weight.	2324 lbs. (manual trans.) 2365 lbs. (automatic trans.)
Fuel tank capacity:	13.0 gal
Oil capacity:	5.6 qts.
Cooling system capacity	8.3 qts.

### 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