

TOYOTA
CELICA





DARING

EXCITING CELICA:
TOYOTA'S ALL-NEW SPORTSCAR,
A BOLD STYLING STATEMENT
WITH DRAMATIC FRONT-WHEEL DRIVE
PERFORMANCE FROM
A POWERFUL MULTI-VALVE ENGINE.

RESPONSIVE

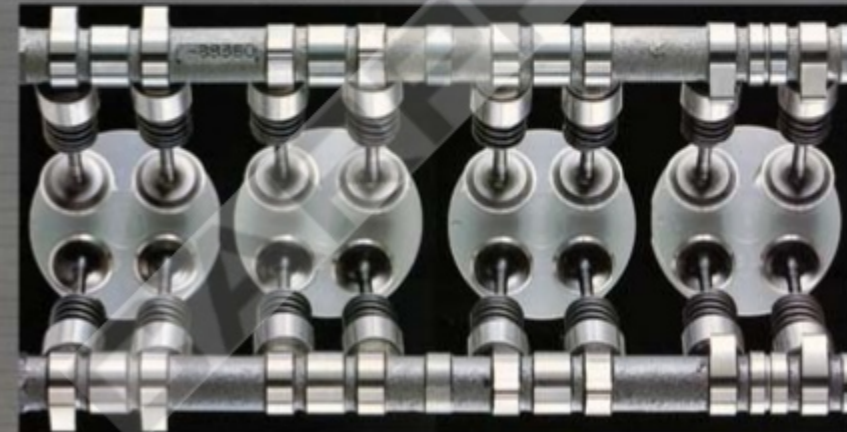
GET READY FOR ACTION. INSTANTANEOUS 2.0-LITRE, FOUR-CYLINDER 16-VALVE EXCITEMENT THE MINUTE YOU WANT IT. ANOTHER GREAT TOYOTA ENGINE.

Under Celica's new modern hood excitement begins with Toyota's sophisticated engine technology. A hot, new twin cam engine with electronic fuel injection and Toyota's latest crossflow cylinder head delivers astounding power over a wide range plus top fuel efficiency. It's an engine created by Toyota for sports tuning and proven in competition. Advanced multi-valve design with pentroof combustion chambers permits high rpms and complete utilization of fuel. This assures power on demand, blazing acceleration and in-town reliability.

Celica also has a broad power band and pleasing economy: results of Toyota's Variable Induction System (T-VIS). This design increases low-end torque, while delivering high rpms for



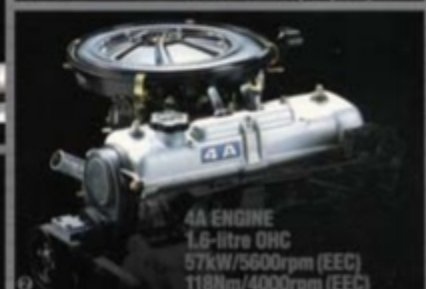
3S-GE ENGINE
2.0-litre Twin Cam 16-valve
110kW/6400rpm (EEC)
180Nm/4800rpm (EEC)



maximum upper-end power. It's the best of both engine worlds, adding greatly to overall engine flexibility. Toyota's engine technology, known the world over, once again proves that driving pleasure is a result of flexible, durable, instantly-available power built for years of performance.



4A-GE ENGINE
1.6-litre Twin Cam 16-valve
88kW/6600rpm (EEC)
138Nm/5000rpm (EEC)



4A ENGINE
1.6-litre OHC
57kW/5600rpm (EEC)
118Nm/4000rpm (EEC)



T-VIS

①-② Also available in the new Celica are Toyota's famed 1.6-litre, four-cylinder, twin cam, 16-valve with Electronic Fuel Injection and 1.6-litre, four cylinder, OHC engine.

Photos and illustration may differ from actual ones.



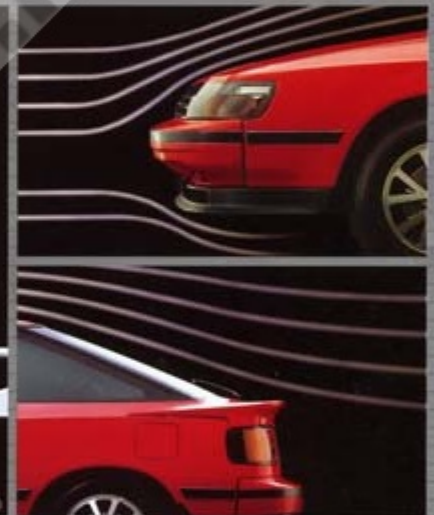
SURE-FOOTED

DRIVE THE NEW CELICA.
BE PART OF THE ROAD. TOYOTA SUSPENSION TECHNOLOGY
AND AERODYNAMIC EQUALS DRIVING CONFIDENCE.

Celica's new wedge-shape features latest aerodynamics: front air dam, optional rear spoiler, fully-retractable headlamps, flared front and rear fenders, sharply-slanted nose, steeply-raked windshield and new low roof line. It all joins a sophisticated front-wheel drive chassis with MacPherson front struts aided by a new upper



cowl brace for extra rigidity, newly-designed L-shaped lower arms anti-dive and -lift geometry, and ball-joint type stabilizer bar. Rear is all-new fully-independent with dual transversely-mounted suspension arms and strut rods to minimize alignment changes. Negative rear camber gives more cornering performance, offset coils improve ride. Also new are four-wheel disc brakes ventilated in front for extra stopping power; solid rear discs incorporate drum-type parking brake. Tyres on 2.0-litre GT are high-performance 195/60VR14 on 6-inch aluminium wheels. Power-assist, rack and pinion steering completes an extra-rigid chassis design for excellent road holding.



- 1 Newly-designed front-wheel drive suspension.
- 2 All-new independent rear suspension.
- 3 Ventilated front disc brakes for sure, fast stops.
- 4 Solid rear discs with integrated drum for parking brake.
- 5 Road-gripping high-performance tyres and restyled alloy wheels.

Aerodynamics photos show European model.



SUPERBLY-FITTED

CELICA FRONT-WHEEL DRIVE CREATES EVEN MORE INTERIOR SPACE;
LOADED WITH QUALITY AND LATEST FEATURES FOR SPORTS-MINDED DRIVERS.



Toyota's front-wheel drive expertise did it; Celica's new, expanded, restyled interior is more exciting in every way—more head, leg and shoulder room—and in a sportscar with more compact overall dimensions. Settle into Celica's new contoured bucket seats and take command of one of the most stylish cockpits on the road. An advanced instrument panel gives you information you'll need; analog gauges, important warning lights and finger-tip controls make being behind Celica's new three-spoke steering wheel a pleasure in any driving situation.

Drivers who like driving will smile sitting in Celica's new 8-way sport



seat (Option on GT models). As with some of the world's best auto seats you can make it suitable for you with electric adjustments for lumbar and side supports and then adjust it further with manual controls for high, back, leg and headrests. These features join exciting new luxury items like an electric tilt and slide sunroof, new fully-instrumented analog dash, air conditioning, interior storage and the latest multi-vent, bi-level ventilation. Celica proves a sportscar can be comfortable and have high performance.

INTELLIGENT

A SMARTLY-STYLED SPORTSCAR LOADED WITH CONVENIENT FEATURES FOR DEMANDING DRIVERS WHO INSIST ON THE BEST IN COMFORT AND CONTROL.

① - ② Drivers will thrill to Celica's new tilt and telescopic three-spoke steering wheel—the tilt mechanism even has a memory. Adjust it for tilt and length with full 40mm of travel. Then program it. No matter who drives your Celica its steering position will always be right for you. Accelerate or cruise by touching a button (opt. on 2.0-litre GT) conveniently-located on Celica's steering wheel—it makes long trips shorter. ③ Relax in a perfect atmosphere created by Celica's powerful bi-level, multi-vent interior ventila-



tion system. Regardless of outside weather conditions, Celica maintains interior comfort and good visibility. ④ All this plus Celica's new expanded luggage space and folding rear seats. ⑤ Celica gives you a choice of three transmissions: an Electronically-Controlled (ECT), 4-speed automatic for best combined power and economy, a 4-speed automatic with overdrive or a fast-shifting 5-speed manual. ⑥ AM/FM Multiplex radio; electronic tuning, four speakers. Can be ordered with or without cassette player.



Options and specifications may differ according to market. Get details from your Toyota dealer.



Coupe 2.0GT

| SPECIFICATIONS | Liftback | | | Coupe | | |
|---------------------------------|--|---------------------------|-------------|--|---------------------------|-------------|
| | ST | GT | 2.0GT | ST | GT | 2.0GT |
| DIMENSIONS & WEIGHTS | | | | | | |
| Overall length | mm 4365 | | | 4410 | | |
| Overall width | mm 1690/1710** | 1710 | | 1690/1710** | 1710 | |
| Overall height | mm 1295 | | | | | |
| Wheelbase | mm 2525 | | | | | |
| Track | Front | mm 1455 | 1465 | 1455 | 1465 | |
| | Rear | mm 1420 | 1430 | 1420 | 1430 | |
| Ground clearance | mm 165 | | | | | |
| Kerb weight | kg 1015/1056** | 1065 | 1140/1170** | 1005/1040** | 1055 | 1125/1155** |
| Gross vehicle weight | kg 1490 | 1530 | 1620 | 1490 | 1530 | 1620 |
| ENGINES | | | | | | |
| Type | 4-cyl. in-line GNC | 4-cyl. in-line Twin Cam | 18-valve | 4-cyl. in-line GNC | 4-cyl. in-line Twin Cam | 18-valve |
| Piston displacement | cc 1587 | | 1998 | 1587 | | 1998 |
| Bore and stroke | mm 81.0 x 77.0 | | 86.0 x 86.0 | 81.0 x 77.0 | | 86.0 x 86.0 |
| Compression ratio | to 1 9.0 | 9.4 | 9.8 | 9.0 | 9.4 | 9.8 |
| Max. horsepower (BEC) | kW/rpm 57/5600 | 88/6600 | 110/6400 | 57/5600 | 88/6600 | 110/6400 |
| Max. Torque (BEC) | Nm/rpm 118/4000 | 138/3000 | 180/4800 | 118/4000 | 138/3000 | 180/4800 |
| Fuel system | Down-draft, 2-barrel, Single carburettor | Electronic Fuel Injection | | Down-draft, 2-barrel, Single carburettor | Electronic Fuel Injection | |
| Fuel tank capacity | litres 60 | | | | | |



| CHASSIS | | | | | | |
|-----------------------------|--|---|------------------------------|---------------|------------------------------|------------|
| Clutch | Single dry plate with diaphragm spring (Manual transmission) | | | | | |
| Suspension | Front | MacPherson struts with stabilizer | | | | |
| | Rear | MacPherson struts dual-link with stabilizer | | | | |
| Brakes | Front | Ventilated disc | | | | |
| | Rear | Drum | Disc | Drum | Disc | |
| Transmission | 5-speed manual | 1st: 3.166, 2nd: 1.904, 3rd: 1.310, 4th: 0.969, 5th: 0.815, Rev: 3.250 (ST and GT models) | | | | |
| | 4-speed automatic (ECT) | 1st: 2.810, 2nd: 2.041, 3rd: 1.322, 4th: 0.945, 5th: 0.731, Rev: 3.153 (2.0-GT models) | | | | |
| Final reduction gear ratio | to 1 | 4.058/2.821** | 4.312 | 4.176/3.944** | 4.058/2.821** | 4.312 |
| Steering | | Rack & pinion | Power assisted rack & pinion | Rack & pinion | Power assisted rack & pinion | |
| Min. turning radius (lyres) | m 5.0 | 5.4 | 5.0 | 5.0 | 5.4 | |
| Tires | 165SR13 | 185/70HR13 | 195/60VR14 | 165SR13 | 185/70HR13 | 195/60VR14 |

** With side protective mouldings.
** Automatic transmission models.

• Toyota Motor Corporation reserves the right to alter 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: Vehicles pictured in this catalogue may vary from models available in your area. Vehicle body colour might differ slightly from the printed photos in this catalogue.

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