

**Value.
Built in,
not
added on.**

Value is a car that goes through extensive mechanical, design and safety tests. Before it ever goes into production.

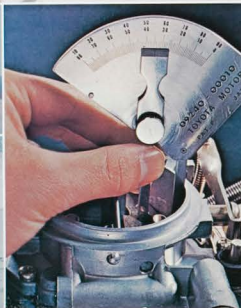
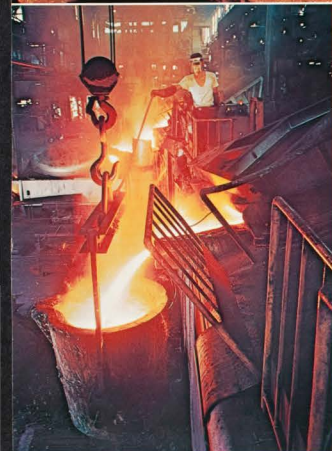
Value is a car that is long on standard features. And short on options.

Value is a car that is designed to go six months or 6000 miles between recommended maintenance checkups.

Value is a car that has over 900 dealers behind it in all 50 states.

Value is a car that gets good gas mileage.

Value is a Toyota.



TOYOTA

See how much car your money can buy.

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Celica



GT



ST



TOYOTA



Celica ST

Two with a wild streak.

To go all out, go with the racy new GT. It comes with a 5-speed standard transmission, racing stripes, fat radials, styled steel wheels, molded headliner, and knitted vinyl seats that breathe. You get a good, non-slip grip on the 4-spoke steering wheel and shift knob. Both are wrapped in leather-look vinyl. Down under, it has its own special suspension system. The GT has more of everything to make it the all-out Celica.

The showy, lower-priced ST is the original Celica. And it's snappier than ever, decked out with a new grille, bumper, wheel covers, console, trim, and sparked with new colors.

4-speed synchromesh transmission is standard. Or you can have optional 3-speed automatic.

Both Celicas are such dazzlers, we have to keep reminding people that they're Toyotas. That means value. Designed to go 6 months or 6000 miles between recommended maintenance checks. And it means economy. When you buy a Celica, and when you drive it.



Celica GT

Not very tame inside, either.

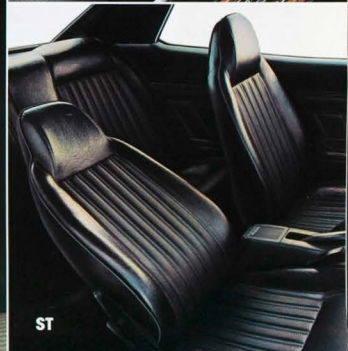
Some accessories shown, optional at extra cost.



GT



ST



GT

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

Looks aren't everything.

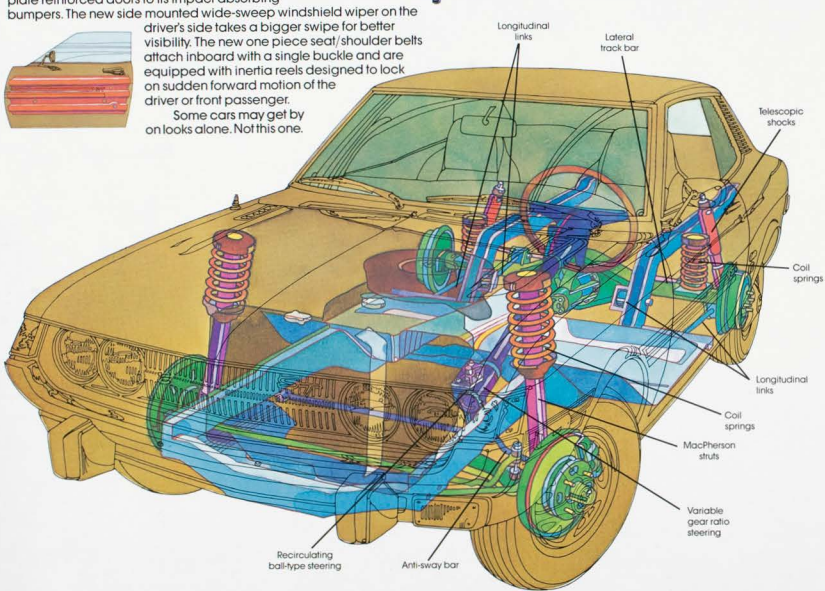
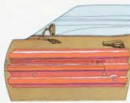


Under all the sizzly stuff, the Celica is all business. The suspension system is built with MacPherson struts and anti-sway bar up front; four longitudinal links and lateral track bar in back; coil springs and telescopic shocks at each wheel. The steering system is a recirculating ball type with a variable 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.



Longitudinal links
Lateral track bar
Telescopic shocks
Coil springs
Longitudinal links
Coil springs
MacPherson struts
Variable gear ratio steering
Recirculating ball-type steering
Anti-sway bar

Some accessories shown, optional at extra cost



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)
Catalyzer: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 60 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) 2.081, (3rd) 1.397, (4th) 1.000, (Reverse) 4.399

Optional AT Automatic 3-speed
Ratios: (Low) 2.45, (Intermediate) 1.45, (Drive) 1.00, (Reverse) 2.22

REAR AXLE:

Ratios: 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.

TILES:

Type: Radial ply. Size: 165 SR x 13 (ST), 185, 70 HR x 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: 2324 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 and fuel gauges - Electric rear window defogger - Resettable trip odometer - Reversible ignition and door lock key - Tool kit and touch-up paint - Heater/defogger w/ 3-speed fan - Spare tire stored in recessed well - Padded armrests - 2-stage door opening - Glove compartment light - Padded 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 - Anti-sway bar

Standard on the GT:

Short throw 5-speed full synchromesh floor shift - Push button AM FM radio - Rally-style electric clock with full sweep second hand - Simulated woodgrained console - Vinyl-wrapped 4-spoke steering wheel and shift knob - Simulated walnut instrument panel - 185, 70 HR x 13 radial ply tires - Special suspension - Sporty racing stripes - Shyed steel wheels

Standard on the ST:

Short throw 4-speed full synchromesh floor shift - Push button AM radio - Rally-style electric clock with full sweep second hand - 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-mpg 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 (GT only)

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