

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

Toyota Motor Sales, U.S.A., Inc.
2055 West 190th Street, Torrance, California 90504



Corolla



SR-5



S-5



1600 COUPE



1600 4-DOOR SEDAN



1600 2-DOOR SEDAN



1200 2-DOOR SEDAN



1600 WAGON



TM-4-3008-00 DA-15/74
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TOYOTA

The new Corolla SR-5. The double driving system.



The Corolla SR-5 is a combination of two automotive systems. One gives you sportiness. The other saves you money. Like a lot of more expensive sports cars, the SR-5 has special features for handling and performance. A five-forward speed transmission. 1588cc hemi-head engine. MacPherson strut front suspension. Anti-sway bar. Power front disc brakes. 8000 rpm tachometer. And wide oval radial tires. So wide we had to add fender flares to keep it street legal.

But like a money-saving small car, the SR-5 has a fifth gear for cruising. It acts like an overdrive to reduce engine wear and help save on gas.

So, if you're after a sporty little car that doesn't cost a bundle to operate, take a good look at the SR-5.

Behind the racing stripes and exciting colors, lies a Toyota.



Air conditioning shown, optional at extra cost.



The rest of the Corolla line.

SR-5

The less expensive version of the double driving system. But still with all the fun of five forward speeds. And a lot of the SR-5's more exceptional features. Reclining bucket seats. Radial tires. Beautiful woodgrain-like instrument panel, and much, much more. When you see it, you'll notice we couldn't keep the sportiness from showing through.



1600 Coupe

The Toyota Corolla 1600 2-door coupe is simple transportation with a flair. Which takes the form of special features like reclining bucket seats, electric rear window defogger, and a woodgrain-look to the steering wheel and shift knob. And the 1588cc hemi-head engine, teamed up with either a 4-speed synchromesh or an optional 3-speed automatic transmission.



1600 4-door Sedan

Four-door means extra convenience, and on the Corolla 1600 4-door it means a lot of standard equipment, too. Which is also pretty convenient. Like some of the safety features: recessed door lock and handles, new energy-activated front seat belts, a new collapsible steering column, and recoverable bumpers. And the comfort features: tinted glass, vinyl interior, carpet, front reclining bucket seats and more. And a hemi-head engine, that lets you take long trips or steep hills, at a comfortable speed.



1200 2-door Sedan

Our Toyota Corolla 1200 2-door is in a special class by itself. Because if you're looking for a Toyota, you're trying to save some money. And if you're interested in a Corolla, you're trying to save a lot. Here's the way to save the most on a Toyota. The Corolla 1200. When it comes to Toyota prices, it's the lowest of the low. But not when it comes to Toyota quality. Or safety. Or those thoughtful Toyota standard features, like a fool kit, or a can of touch-up paint, just to let you know how much pride we still take in the lowest Toyota sticker-price there is.



1600 Wagon

It will take you a while to finally find all the room we put inside our Corolla wagon. Behind the back seat is lots of empty space, waiting to be filled up with whatever you want. But for even more room, fold down the back seat and you've got a usable cargo space from tailgate to front seat. And the rear deck has a vinyl mat, for both looks and protection. There are other nice features. Like carpeting. Whitewalls. And more. You see, we left room for the usual Toyota standard equipment, too.



1600 2-door Sedan

Besides reclining bucket seats, whitewalls, and power front disc brakes, the 1600 2-door gives you a hemi-head engine. So what? It puts a little extra zip in your engine. It's a peppy way to get you where you're going.

The Corolla standard equipment. The most value yet.

- 4-speed full synchromesh transmission
- Reclining bucket seats with head restraints
- Flo-thru ventilation
- Tinted glass on 1600s (Wagon—windshield and door windows only)
- Reversible key for door & ignition
- Electric rear window defogger
- Resettable trip odometer (except 1200)
- Heater/defroster with 2-speed fan
- Tool kit and touch-up paint
- Fold-down rear seat on station wagon
- Spare tire recessed into floor of trunk (except wagon)
- 2-stage door opening
- Padded armrests (except 1200)
- Cigarette lighter
- Rear utility storage pockets (1600 coupe only)
- Wall-to-wall snap-out carpeting (except 1200)
- White sidewall tires
- Deluxe wheel covers (except 1200)
- Deluxe door panels (except 1200)

- Front disc, rear drum brakes for all Corollas (power assisted on 1600 series; SR-5 and S-5)
- Unit body construction
- Safety recessed door handles inside and outside
- Glove compartment
- Padded dash
- 2-speed washer/wipers
- Inside hood release
- Breakaway rear view mirror
- Passenger assist grips.

Corolla S-5:

- 5-speed full synchromesh manual transmission
- AM radio
- Simulated woodgrain console, shift knob, instrument panel and steering wheel
- Tachometer
- Separate gauges for fuel and water temperature.
- 155 SR x 13 radial tires
- Deluxe wheel covers
- Sporty 5-speed tape stripe

Corolla SR-5:

- 5-speed full synchromesh manual transmission
- AM radio (except Calif.)
- Fender flares
- Simulated woodgrain shift knob, instrument panel and steering wheel
- Full center console with simulated woodgrain trim
- Wide, 175/70 HR x 13 radial tires
- 5J x 13 styled steel wheels
- Tachometer
- Separate gauges for fuel and water temperature.
- Special suspension

Corolla options:

- Automatic transmission (except 1200; S-5 and SR-5)
- Air conditioning
- AM radio (standard on S-5 and SR-5)
- AM/FM radio
- AM/FM, multi-plex
- 8-track stereo tape deck.

Specifications:

Corolla 1200:

ENGINE:
Type: 4-cyl. in-line, OHV, 5-main bearings
Displacement: 1166cc
Compression ratio: 9.0:1
Horsepower: 65 hp at 4000 rpm (SAE net)
Torque: 67 ft/lb at 3800 rpm (SAE net)
Carburetor: Downdraft 2-barrel

Corolla 1600:

ENGINE:
Type: 4-cyl. in-line, OHV, 5-main bearings
Displacement: 1588cc
Compression ratio: 8.5:1 (California: 9.0:1)
Horsepower: 88 hp at 6000 rpm (SAE net)
Torque: 91.3 ft/lb at 3800 rpm (SAE net)
Carburetor: Downdraft 2-barrel, automatic choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 50 amp/hr

TRANSMISSION:

Manual 4-speed all synchromesh:
Ratios: (1600 series) (1200 series)
(1st) 3.587 3.684
(2nd) 2.022 2.050
(3rd) 1.384 1.383
(4th) 1.000 1.000
(Reverse) 3.484 4.316

Manual 5-speed all synchromesh (S-5 & SR-5 only):

Ratios:
(1st) 3.587
(2nd) 2.022
(3rd) 1.384
(4th) 1.000
(5th) 0.861
(Reverse) 3.484

Automatic: 2-speed with torque converter (1600 series 2-door & 4-door sedans):

Ratios:
(Low) 1.82
(Drive) 1.00
(Reverse) 1.82

Automatic: 3-speed with torque converter (coupe & station wagon):

Ratios:
(Low) 2.450
(Intermediate) 1.450
(Drive) 1.000
(Reverse) 2.220

REAR AXLE:

Ratio: 4.222 (1200 2-door sedan)
3.909 (4-speed manual trans.)
4.100 (5-speed & all automatic trans.)

SUSPENSION:

Type: Front: MacPherson strut, coil springs, anti-dive bar
Rear: Semi-elliptic leaf springs

STEERING:

Type: Recirculating ball
Turning diameter: 29.6 ft.

BRAKES:

Type: Power brakes (1600 models only), front disc, rear drum

Diameter: (1200) 11.9 in.
Front disc: 9.0 in. 7.87 in.
Rear drum: 9.0 in. 7.87 in.

TIRES:

Type: 4-ply rated tubeless
Size: 6.55 x 13 (1600 models)
6.00 x 12 (1200 2-door sedan)
155 SR x 13 radial ply blackwall (S-5 coupe)
175/70 HR x 13 radial ply blackwall (SR-5 coupe)

DIMENSIONS:

Wheelbase: 91.9 in.
Overall length: 163.5 (165.5 Wagon)
Overall width: 59.3 (62.8 SR-5)
Overall heights: 53.0 (Sedan)
53.0 (52.6 SR-5)
55.3 (Wagon)

Tread width:
Front: 49.6 in. (SR-5: 50.0 in.)
Rear: 49.0 in. (SR-5: 51.0 in.)

*Curb weights:

(1200 2-door sedan) 1815 lbs.
(2-door sedan & coupe) 2005 lbs.
(S-5) 2015 lbs.
(SR-5) 2050 lbs.
(4-door sedan) 2050 lbs.
(wagon) 2055 lbs.

Fuel tank capacity:
11.9 gal. (coupe & sedan)
10.6 gal. (wagon)

Oil capacity: 3.7 qts. (1600 series)
3.7 qts. (1200 2-door sedan)

Cooling system capacity:
6.9 qts. (1600 series)
8.1 qts. (1200 2-door sedan)

CHASSIS/ BODY:

Unit construction
*Add 15 lbs. more for Calif. models.

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