

Get your hands on a Toyota. You'll never let go.

If you've read this far, you've probably found a Toyota that you like pretty much.

But maybe, like a lot of people, you're worried about finding parts and service for an imported car. Especially away from the big cities.

Well, we've spent the past 10 years building one of the finest parts and service organizations in the U.S. So you won't have to worry.

There are nearly 1,000 Toyota dealers throughout America.

There are trained Toyota mechanics in every state.

And there are 9 Toyota parts dis-

tribution centers around the country — all linked by computer and telex — to keep Toyota dealers well-stocked. So whatever part you need, your Toyota dealer probably has it on hand. If not, he can get it fast. The system's so efficient it fills most orders within 24 hours.

And Toyotas are designed to be easy to service. You don't have to take apart half the engine to change a spark plug.

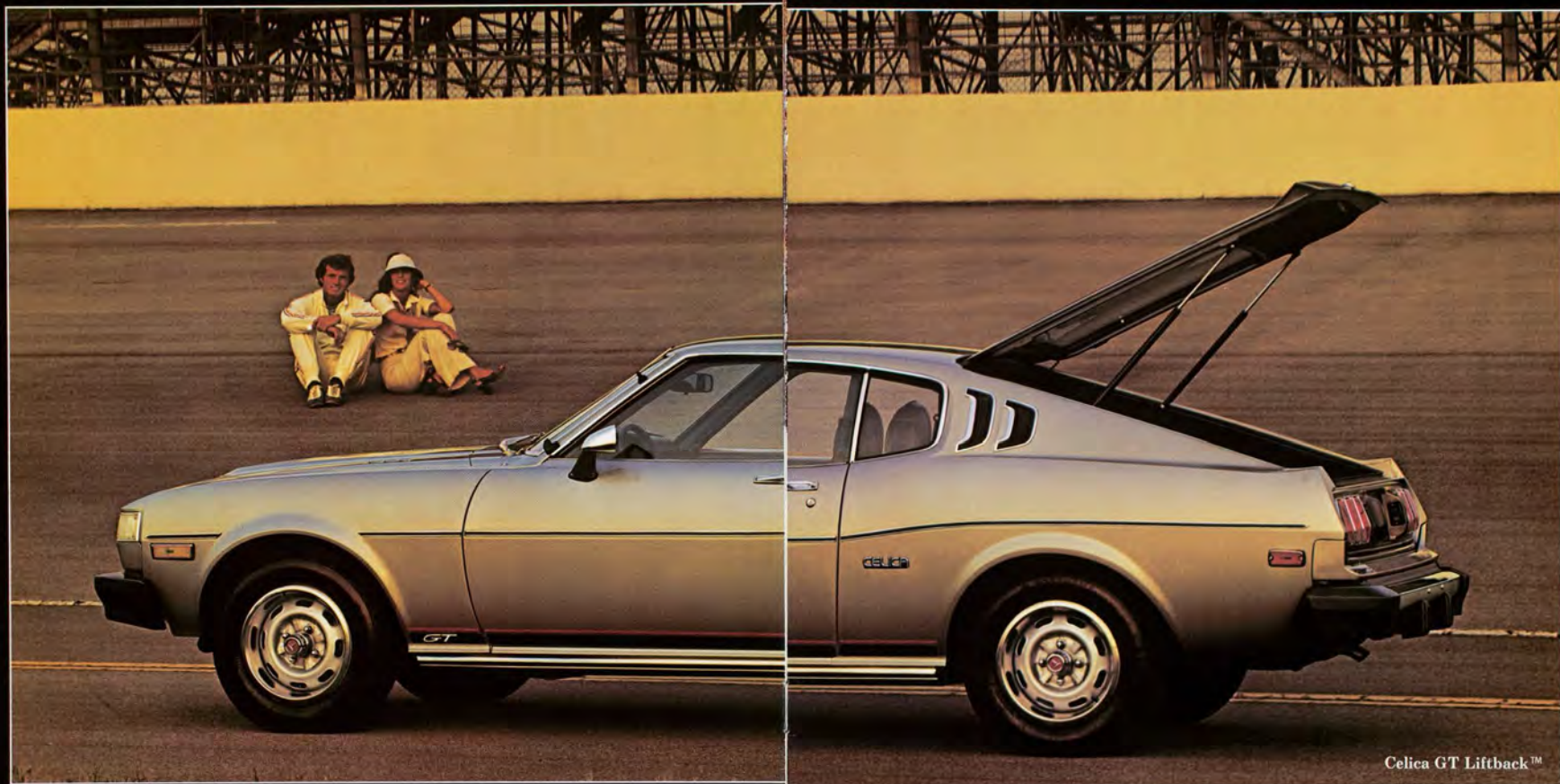
Good cars that are easy to service. And good service that's easy to find. Maybe that's why 94% of the Toyota cars sold in this country since 1958 are still on the road.

TOYOTA Celica



Practically a sports car but much more practical.

Just hatched.



Celica GT Liftback™

1976 Celica GT Liftback™

Our newest Celica not only has lots of pizzazz, it's very practical.

For openers, the rear hatch lifts up and the back seat folds down. So there's space enough for such things as groceries, luggage and sports gear.

Also practical and also fun is the 5-speed overdrive transmission. It helps to save gas. And helps to reduce engine wear. Because the

5th gear allows the engine to run slower at cruising speeds. (Our smooth shifting 3-speed automatic transmission is also available.)

Other items at no extra cost include an AM/FM stereo radio, fully reclining Hi-back front bucket seats, wall-to-wall carpeting, electric tach, styled steel wheels with wide steel belted radial tires, and a spunky but economical 2.2 liter engine—among other nice things.

One of those other nice things is quality workmanship. Every Celica that rolls off the assembly line is meticulously inspected and tested. Inside and out.

For instance, to make sure your Celica won't leak when the skies leak, we drench every one with over 3 tons of water before it is shipped to the United States.

And because engine repairs can be costly,

we put every engine through 10 tough inspections. Before we put it into a Celica.

And because one tiny short can stop a car dead, we check out the entire electrical system.

Fact is, every single Celica goes through 17 different tests and inspections *after* it's driven off the assembly line. Sure, it's a tough way to make cars. But it's our way of making sure you end up with a tough car.

**As you can see,
we put a lot into our new Liftback™.**



Dashing dashboard.

This beautifully designed instrument panel is a study in form and function.

It's trimmed in a vinyl reproduction of rich-looking woodgrain. And houses such welcome items

as an AM/FM stereo radio, electric tach, electric clock, resettable trip odometer, separate fuel and water temperature gauges, and a cigarette lighter.

All at no extra cost.



Brains as well as brawn.

Only Toyota offers a unique built-in early warning device called ESP™ (Electro Sensor Panel). It monitors 8 vital functions of the car. Covering the brake system, lights and fluid levels.

How does it work? Well, let's say your brake pads show signs of excessive wear. ESP™

will immediately flash. Then you push a button. Presto! The problem will be spelled out on the panel much like a digital calculator. Thus, giving you time to fix the brakes while there are still brakes left to fix.

In short, ESP™ warns you of little problems. So you'll have time to prevent big trouble.

Racy stuff.

There are some good reasons why our newest Celica looks, performs and handles like a sports car.

Reasons like: New 14" low profile steel-belted radial tires for better handling, corner-hugging MacPherson strut suspension, smooth-stopping power front disc brakes, sporty mag-type wheels, gas-saving 5-speed gearbox and a new longer wheel base for improved weight distribution and handling.

Snazzy stuff, sure.

But just remember, underneath it all, it's an economical Toyota.



Make yourself comfortable.

Spacious interior includes soft fully reclining knitted vinyl Hi-back front bucket seats.

Thick, feet-pleasing nylon carpeting.

Racy hand-pleasing leather wrapped steering wheel and molded shift knob.

And eye-pleasing tinted glass.



Secret Compartment.

When you open the hatch, and flip the seat down you'll discover more than enough cargo space to carry a couple of sleeping bags, a pup tent and provisions for a week in the wild. You'll also find built-in luggage tie-down straps.

And then, under the carpeted cargo deck there's a hidden compartment. It contains the spare steel belted radial tire—and space for binoculars or whatever else you want to secretly carry.



You can get a Celica GT without a Liftback™.

And a Celica ST for less greenbacks.



Celica GT

Celica ST

The Celica GT has everything our Liftback™ has except a back that lifts.

Other than that, our two well-built GT models are built the same.

Same gas-saving 5-speed overdrive transmission. Same gutsy but economical engine. Same racing type suspension. Same innovative ESP™ system. Same everything—from an AM/FM stereo radio on the inside to wide

steel belted radial tires on the outside.

(And, of course, the same quality workmanship that goes into our GT Liftback™ goes into our GT Hardtop.)

So the question is, do you want a Celica GT™ with a liftback or a trunk?

Either way, you get a lot of car that's designed to give you lots of good service for a good long time.

Above is our lowest priced Celica, the ST. So you might wonder if it's low on standard features.

Fact is, it's loaded with extras that don't cost extra.

Inside, for instance, you'll find reclining Hi-back front bucket seats, wall-to-wall carpeting, tinted glass, AM/FM radio, electric clock, rear window defogger, electric tach, and vinyl woodgrain trimmed instrument panel.

Outside, you'll be pleased to know that the power front disc brakes, steel belted radials and styled steel wheels also come at no extra cost.

Power is supplied by a 2.2 liter engine. And the transmission is a smooth-shifting 4-speed synchromesh. (Durable 3-speed automatic is available.)

So you see, our racy little ST is not only well-priced, it's well-equipped.

You're going to feel comfortable driving our sporty cars.



Some folks seem to be under the impression that a sporty car might cramp their style. Not to mention their arms, legs and back.

Not so in a Celica.

There's plenty of room to seat two adults up front and a couple of kids in back. And plenty of nice features (at no extra cost) to keep everybody comfortable.

Celica models feature fully reclining Hi-back front bucket seats. Wall-to-wall nylon carpeting. Power boosted flo-thru ventilation. AM/FM (GT: AM/FM/stereo) radio. Electric clock. Electric tach. Electric rear window defogger. Tinted glass. And vinyl woodgrain trimmed instrument panel and console. "GT" racing mirror. (GT only.)

Since everything we've mentioned on this page is standard equipment, you might ask if anything is optional.

Not much. Not much more than factory air conditioning, a stereo tape player and a durable 3-speed automatic transmission. (ST and GT Liftback™)

Celica comes with practically everything standard. So practically nothing is optional.



CELICA STANDARDS

2.2 liter hemi-head engine
 AM/FM radio Electric clock Hi-back bucket seats with passenger side walk-in device Transistorized ignition system Tinted glass Power boosted flo-thru ventilation system Electric tachometer Separate oil pressure and amp warning lights Separate fuel and water temperature gauges



Electric rear window defogger
 Resettable trip odometer Reversible ignition and lock key Heater/defroster w/3-speed fan Padded armrests 2-stage door opening Wall-to-wall carpeting Power front disc brakes Unit body construction Lockable glove compart-



ment Padded dash and assist grip Day/Night inside rear view mirror Recessed interior door handles 2-speed washer/wiper Rich-looking wood-grain instrument panel and console Inside hood release Styled steel wheels 4-speed full synchromesh transmission 175 SR x 14 radial tires (ST only) Knit-type vinyl seat fabric Molded headliner



STANDARD ON THE GT AND GT LIFTBACK™

5-speed full synchromesh overdrive transmission Leather-wrapped 4-spoke steering wheel, simulated leather on shift knob 185/70 HR x 14 Steel belted radial tires Racing stripes Body side moldings

STANDARD ON THE GT LIFTBACK™

ESP™ Glove box light Deck carpet Fold down rear seat Cargo compartment lamp



OPTIONS:

Factory air conditioning with 3-speed blower 8-track stereo tape system AM/FM stereo radio 3-speed automatic transmission (ST and GT Liftback™)

Additional options may be available at your local Toyota dealer.

EXTERIOR COLORS:

White Silver metallic Red Orange metallic Dark brown metallic Yellow Light green metallic Light blue metallic Beige



Mileage claims in this brochure are based on 1978 E.P.A. tests. Celica models got up to 36 MPG on the highway and up to 21 MPG in the city. Remember these mileage claims are estimated. Your actual mileage will vary depending upon the type of driving you do, your driving habits, how well you maintain your car, optional equipment installed, and road and weather conditions. EPA mileage results for individual models are available at your Toyota dealer.

Specifications, equipment and prices are subject to change without notice.



SPECS:

Exterior Dimensions:

Wheelbase	98.3"
Length	174.6"
Width	63.8"
Height: ST	51.4"
GT	51.2"
Tread (ST): Front	52.6"
Rear	51.0"
Curb Weights (pounds):	
ST	2545
GT	2580
GT Liftback™	2620
Capacities	
Luggage Compartment (ST & GT)	5.5 cu. ft.
Fuel Tank	14.5 gallons



Specifications

MODEL	Celica				Celica Liftback		
	2000 ST	1600 GT	1600 ST	1600 LT	2000 GT	2000 ST	1600 ST
ENGINE							
Type	4 cyl., in-line, SOHC	4 cyl., in-line, DOHC	4 cyl., in-line, OHV	4 cyl., in-line, DOHC	4 cyl., in-line, SOHC	4 cyl., in-line, OHV	4 cyl., in-line, OHV
Bore and stroke	88.5x80 (3.48x3.15)	85x70 (3.35x2.76)	85x70 (3.35x2.76)	85x70 (3.35x2.76)	88.5x80 (3.48x3.15)	85x70 (3.35x2.76)	85x70 (3.35x2.76)
Piston displacement	cc (cu. in.)	1988 (120.0)	1588 (96.9)	1588 (96.9)	1988 (120.0)	1588 (96.9)	1588 (96.9)
Compression ratio	8.5 to 1	9.8 to 1	9.4 to 1	9.4 to 1	8.5 to 1	9.4 to 1	9.4 to 1
Max. horsepower	DIN	80 PS/5000 rpm	108 PS/6200 rpm	80 PS/5000 rpm	75 PS/5200 rpm	86 PS/5000 rpm	86 PS/5000 rpm
Max torque	DIN	14.5 kg-m (105 ft-lb) @ 3000 rpm	17.5 kg-m (127 ft-lb) @ 2000 rpm	12.0 kg-m (87 ft-lb) @ 4000 rpm	11.0 kg-m (81 ft-lb) @ 3000 rpm	14.5 kg-m (105 ft-lb) @ 3000 rpm	12.0 kg-m (87 ft-lb) @ 4000 rpm
Carburetor	One, down-draft	Two, Solex 40PHH side draft twin barrel	Two, Solex 40PHH side draft twin barrel	Two, down-draft	Two, Solex 40PHH side draft twin barrel	One, down-draft	Two, down-draft
Fuel tank	(lites (imp. gals.))	58 (17.0)	44	44	44	44	44
CHASSIS							
Chassis	Single dry plate with diaphragm spring and hydraulic actuation	4	4	4	4	4	4
Brakes	Front	discs	4	4	4	4	4
	Rear	drums	4	4	4	4	4
Suspension	Front	MacPherson strut type with coil springs	4	4	4	4	4
	Rear	Coil springs with 4-links and a lateral rod	4	4	4	4	4
Steering	Recirculating ball	4	4	4	4	4	4
Tyres	165 SR14 radial	185/70 HR13 radial	165 SR14 radial	165 SR14 radial	165 SR14 radial	165 SR14 radial	165 SR14 radial
Transmissions	5-speed manual	1st 3.287, 2nd 2.043, 3rd 1.394, 4th 1.000, 5th 0.853, Reverse 4.039	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, 5th 0.861, Reverse 3.484	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484	1st 3.287, 2nd 2.043, 3rd 1.394, 4th 1.000, 5th 0.853, Reverse 4.039	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, 5th 0.861, Reverse 3.484
	4-speed manual	1st 3.579, 2nd 2.081, 3rd 1.397, 4th 1.000, Reverse 4.399	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484	1st 3.579, 2nd 2.081, 3rd 1.397, 4th 1.000, Reverse 4.399	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484	1st 3.587, 2nd 2.022, 3rd 1.384, 4th 1.000, Reverse 3.484
	3-speed automatic	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22	1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.22
DIMENSIONS							
Overall length	mm (in.)	4260 (167.7)	4260 (167.7)	4260 (167.7)	4260 (167.7)	4260 (167.7)	4260 (167.7)
Overall width	mm (in.)	1620 (63.8)	1620 (63.8)	1620 (63.8)	1620 (63.8)	1620 (63.8)	1620 (63.8)
Overall height	mm (in.)	1330 (52.0)	1310 (51.6)	1310 (51.6)	1295 (51.0)	1285 (50.6)	1285 (50.6)
Wheelbase	mm (in.)	2495 (98.2)	2495 (98.2)	2495 (98.2)	2495 (98.2)	2495 (98.2)	2495 (98.2)
Front overhang	mm (in.)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)
Rear overhang	mm (in.)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)	1330 (52.0)
curb weight	kg (lbs)	*1055 (2326)	1015 (2238)	*965 (2144)	*980 (2161)	*1075 (2370)	*1025 (2260)

* 4-speed transmission models.
 • Toyota Motor reserves the right to alter prices and 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: Vehicle body colour might differ slightly from the picture shown in this advertisement.

TOYOTA CELICA

CELICA & CELICA LIFTBACK



CELICA



CELICA 1600GT



A Racy-looking Sporty Car That's Second to None

At the Top of the Celica 1600 c.c. Marquee ... Now, the 1600GT's Better Than Ever!

When you step into this excitingly styled motorcar you'll see what we mean. Slight increases in length, width and wheelbase have given it even greater road stability and increased riding comfort. The potent 100PS (DIN) double overhead cam engine and racy, smooth 5-speed synchromesh transmission make running through the gears sheer pleasure: we've moved the shifter closer to the driver to make the pleasure easier to

reach. By the way, that fifth gear lets the engine loaf at cruising speeds saving you valuable fuel. And to let you enjoy all this driving pleasure without interruption, we've increased the fuel tank's capacity from 50 to 58 litres so you can keep on going all day long across country or across town. Once behind the racy steering wheel, you're faced with an instrument panel and controls that are extremely well laid out for efficient driving. Everything's been designed for perfect legibility and complete instrumentation

includes a rev counter and an oil pressure gauge. Things you need to reach such as the headlamp and windscreen wiper controls are placed in convenient stalks on the steering column. Here's some of the Celica 1600GT's outstanding no extra cost standard equipment. Steering wheel and shift knob covered in genuine leather, Handsome console box, Reclining front bucket seats upholstered with luxurious knit tape yarn, One-piece wall-to-wall carpeting*, Radial tyres and servo-assisted front disc brakes. If you wish, you

may add an optional air conditioner, an AM-FM radio or a stereo tape player. With all this going for it, it's no wonder the Celica 1600GT makes the going better than ever. Why it also makes better sense than ever, too.

**Standard on all LHD models.*



CELICA 1600ST

A Beautiful Blend of Function and Comfort

Sporty looking, sporty performing, the Celica 1600ST's power is supplied by a peppy 86PS (DIN) OHV engine. You can choose either a 4-speed transmission or a super sporty 5-speed that gives you the bonus of a fuel-saving overdrive. Inside are the usual Celica luxuries, such as fully reclining front bucket seats covered in elegant fabric. There's one-piece, plush wall-to-wall carpeting.* The instrument panel's simulated woodgrain trim surrounds the speedometer, rev counter, fuel, temperature and oil pressure gauges: the full instrumentation

you need for sporty driving. The sporty theme is further carried out by the woodgrained 3-spoke steering wheel, woodgrained shift knob and woodgrain covered console box. All standard equipment, of course, at no extra charge. You may want to add a few options: a 5-pushbutton AM/FM radio, an air conditioner or a cassette tape player.

* Standard on all LHD models.



CELICA 2000ST

Just a Little More... 400cc's Worth!

Here's the new Celica 2000ST with its larger displacement SOHC, 86PS (DIN) engine. This powerplant lets you level out the hills and cruise effortlessly down the highway. Economically, too. You've a choice of a 4-speed, a sporty, fuel-saving 5-speed overdrive or a 3-speed automatic transmission. And this car's exterior has the sort of flair its performance deserves. Keeping the power in contact with the pavement are 165SR-14 radial tyres for superlative road holding; servo assisted front disc brakes provide you with plenty of stopping

power. The 2000ST comes with all the Celica niceties, all standard at no extra cost. Fully reclining fabric covered front bucket seats; One-piece wall-to-wall carpeting*. Woodgrain trimmed instrument panel with full instrumentation; Woodgrained, sporty 3-spoke steering wheel and woodgrained shift knob; Full console box. As options, you can choose: Air conditioning; AM or AM/FM radio; Stereo tape player.

* Standard on all LHD models.





CELICA 1600LT

A Sporty, Economical Personal Car

This is the Celica economy model, with a thrifty OHV, 75PS (DIN) engine that still provides surprisingly sparkling performance. Fade-free stopping power is provided by the servo-assisted front disc brakes. There are three types of transmission you can choose from: 4-speed manual, or 3-speed automatic, or 5-speed overdrive that's not only sporty but is tops for economical cruising. Inside, the 1600LT's luxuries belie the fact that it's an economy car. Perforated vinyl covered full reclining front bucket seats; One piece wall-to-

wall carpeting*; Woodgrain trimmed instrument panel; Sporty woodgrained 3-spoke steering wheel and woodgrained shift knob; Handsome console box; Steering column lock. All standard equipment. Options you may add include an air conditioner, either an AM or an AM-FM radio and a stereo tape player.

* Standard on all LTD models.

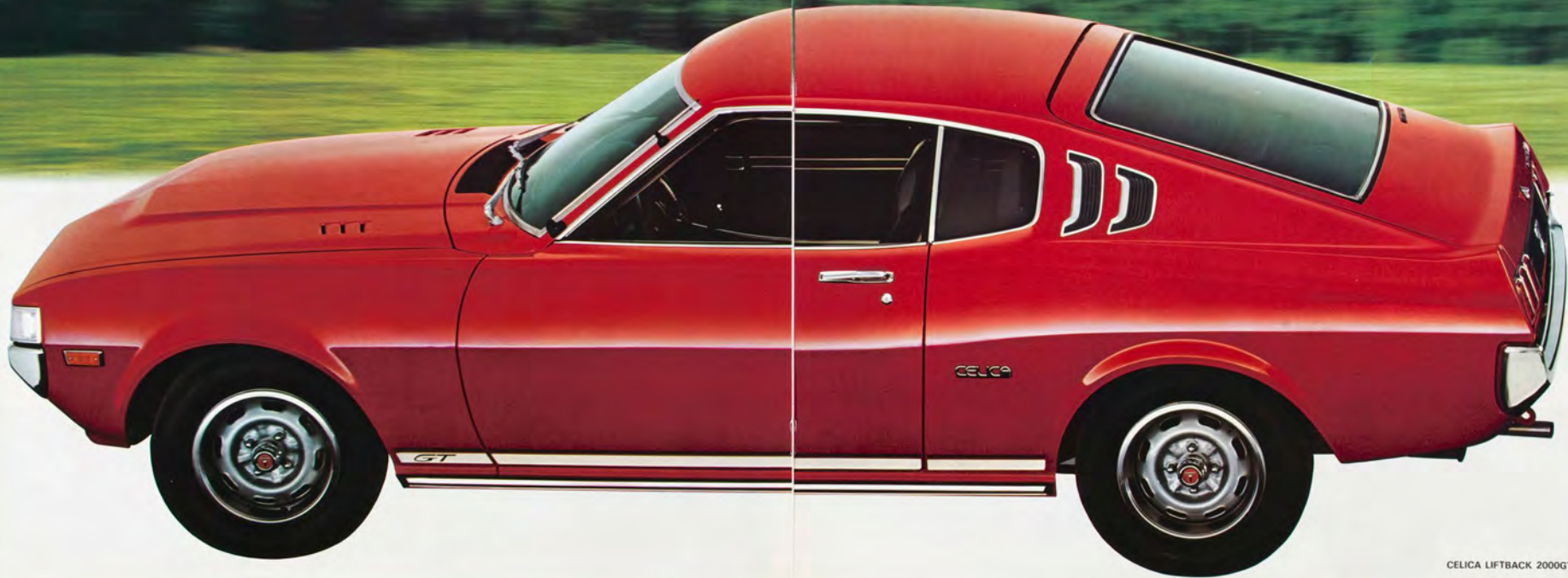


Luxurious equipment that makes the Celica even better than ever.

- 1) Shift knob and parking brake lever.
- 2) Steering column stalk-mounted switches, controls.
- 3) Jack and tool kit.
- 4) Heater/defroster controls.
- 5) Ventilation system extractor.
- 6) Flow-through ventilation system.
- 7) Rear window defogger (optional).
- 8) Steering column lock (optional).
- 9) Electric clock (optional).
- 10) AM-FM push-button radio (optional).
- 11) 1600 ST's wheels.
- 12) Cartridge tape player (optional).
- 13) Cassette stereo tape deck (optional).
- 14) Spacious luggage compartment.
- 15) Padded door armrests.
- 16) Windscreen wiper.
- 17) 3-point seat belt (optional).

Please check with your dealer as to standard and optional equipment.

CELICA LIFTBACK



CELICA LIFTBACK 2000GT



A New All-purpose, Sporty Personal Car



Here's the newest Celica from Toyota: the 3-door Celica Liftback. And this Liftback 2000GT's the top-of-the-line in our new series of exciting motorcars. Note the sweeping lines of the body, the low, wide stance. Under that long nose lies a powerful, advanced design double overhead cam engine that puts out a healthy 118PS (DIN). Right at your hand is the shifter for the smooth, all-synchro 5-speed overdrive transmission that lets you not only drive in sporty fashion, but also saves you fuel because the engine turns fewer rpms at cruising speeds. All this means you have super sporty performance to go with this car's super sporty looks. What's more, it's a tremendously practical car, too. Because that third door flips up to reveal a capacious luggage space. If you need even more room, the rear seat flips down to create a continuous flat stretch of space reaching all the way from the back of the front seats almost to the back bumper. We've even installed tie-down straps in this deck area so things won't slide around back there. Up front, there are full reclining bucket seats covered in a knit tape yarn that's cool to the touch. An instrument panel that's legibly laid out with full instrumentation required for sporty driving. One piece wall-to-wall carpeting front and rear*. Sporty 4-spoke steering wheel and shift knob covered in genuine leather. All standard

no extra cost equipment. Options you may add: Air conditioner, Rear window defogger, AM-FM radio, Cassette tape player.

* Standard on all LHD models.



- 1 Rear window defogger, (optional)
- 2 Air conditioning, (optional)
- 3 5-pushbutton AM radio, (optional)

Please check with your dealer as to standard and optional equipment.



CELICA LIFTBACK 1600ST



Our Economy-minded Liftback

Here's the car that makes the most of both practicality and economy. It's got the same exciting styling and extremely practical third door in back. It's up front where it differs, under the bonnet's a fuel-saving, 86PS (DIN) OHV engine that still gives the car peppy performance. Front disc brakes are standard, too, for excellent stopping performance. Also standard: Fabric covered full reclining front bucket seats, One-piece wall-to-wall carpeting*. Sporty woodgrained 3-spoke steering wheel and shift knob. Woodgrain trimmed instrument panel that's legibly laid out, with full instrumentation including a rev counter and an oil pressure gauge. You can choose between either a 4-speed or a 5-speed overdrive transmission. As options, you may add radial tyres, an air conditioner, an AM radio or a stereo tape player.

* Standard on all LHD models.

A Versatile, Practical Sporty Car

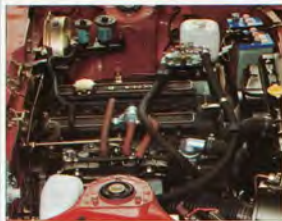
This is the car that rounds out our Celica Liftback lineup: the 2000ST's designed to provide lots of driving pleasure. Performance's plenty brisk with its larger displacement, 96PS (DIN) SOHC engine. Yet it runs economically. Servo-assisted front disc brakes and radial tyres let you handle the performance with confidence. You can choose either a 4-speed manual or a sporty 5-speed overdrive transmission that's a real fuel-saver at cruising speeds. Standard no extra cost equipment includes: Full reclining front bucket seats covered in fabric; One-piece wall-to-wall carpeting*. Woodgrain trimmed instrument panel with legible layout and full instrumentation, including a rev counter and oil pressure gauge; Sporty woodgrained steering wheel and shift knob. Options include an air conditioner, an AM/FM radio and a stereo tape player.

* Standard on all LHD models.



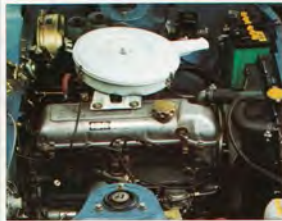
CELICA LIFTBACK 2000ST

These are the Celica's potent, economical running engines.



18R-G type engine.

The Celica Liftback 2000 GT's power is supplied by a 4-cylinder, in-line DOHC engine displacing 1968 cc. This engine delivers a maximum output of 118PS (DIN) at 5800 rpm with a maximum torque of 15.5 kg-m (112 ft-lb) at 5200 rpm. It is highly durable even in continuous high-speed cruising. Carburetors are dual Solex type.



18R type engine.

In the Celica Liftback 2000 ST and the Celica 2000 ST, 1968 cc, 4-cylinder, in-line SOHC engine delivering a maximum output of 86PS (DIN) at 5000 rpm with a maximum torque of 14.5 kg-m (105 ft-lb) at 3600 rpm.



2T-G type engine.

In the Celica 1600 GT, 1588 cc, 4-cylinder, in-line DOHC Dual Solex carburetors. Maximum output, 109PS (DIN) at 6200 rpm. Maximum torque, 13.5 kg-m (97 ft-lb) at 5200 rpm.



2T-B type engine.

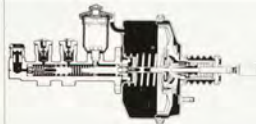
In the Celica 1600 ST, Liftback 1600 ST, 1588 cc, 4-cylinder, in-line OHV. Dual carburetors with a two-barrel configuration. Maximum output, 80PS (DIN) at 5600 rpm. Maximum torque, 12.0 kg-m (87 ft-lb) at 4000 rpm.



2T type engine.

The Celica 1600 LT's 2T type engine is essentially identical to the 2T-B type with the exception that it's fitted with a single carburetor of a two-barrel configuration. Its maximum output is 75PS (DIN) at 5200 rpm with a maximum torque of 11.8 kg-m (85 ft-lb) at 3800 rpm.

Under cover of its racy-looking exterior... Celica's hard working advanced mechanism



TANDEM MASTER CYLINDERS:

For safer stopping, even when one brake line fails, a dual circuit type brake system is standard equipment on all models.



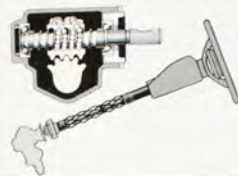
FRONT SUSPENSION:

Front suspension is an independent layout of the MacPherson strut type with deep coil springs extending high into the wings, extra long stroke telescopic shock absorbers, a torsion bar stabilizer, an anti-sway bar and lower wishbones.



REAR SUSPENSION:

Consists of coil springs, four longitudinal links and a lateral track bar. Rear wheels and axle are supported by upper and lower control arms (longitudinal links) which prevent body roll, reduce swaying. With the body mounted on coil springs, there is less up-and-down movement and decreased vibration due to road surfaces transmitted to the interior. The long stroke type telescopic shocks also help reduce wheel/axle vibration. Lateral track bar prevents body roll in hard cornering, contributing to safer driving and excellent roadholding under any road conditions.



STEERING SYSTEM:

Celica's steering system is a recirculating ball type. Quick response and light steering action are assured. Collapsible steering column, standard on GT, optional on LT and ST, will absorb collision forces and prevent driver's injury in combination with optional safety seat belts.



POWER FRONT DISC BRAKES:

The Celica will stop quickly in a straight line without swerving from side to side thanks to these servo assisted front discs that are standard on all models. These heavy discs also minimize the danger of brake fade because of their good heat dissipation characteristics.



REAR BRAKES:

Auto-adjusting, leading and trailing shoe type rear brakes. Large, 228 mm. (9 in.) diameter drums assure precise stops. A pressure control valve, also standard equipment, adjusts distribution timing of brake fluid pressure to front and rear wheels preventing rear wheel lockup.



DRIVE-TRAIN:

A racy 5-speed manual transmission is available. Gear ratios (all Celicas with 1600 cc engine): 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; 5th, 0.861. Rev., 3.484. ST and GT have a three-jointed propeller shaft, LT has a two-jointed propeller shaft.