

You asked for it. You got it. Toyota.

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 distribution

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 most parts from the nearest parts distribution center.

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.



Corona Hardtop

PP/76-112-(75M-6/76)
Litho in U.S.A.
00600-01305-02

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

TOYOTA Corona



Corona 4-Door Sedan Deluxe

The car that built our reputation.



Corona 4-Door Sedan Deluxe

The good, safe feeling of driving a well-built car.

Of the six different series of Toyotas we make, Corona is the one that comes to mind when most people think of Toyota. That's because Corona was one of the first passenger cars we brought to America, way back in 1965.

Since then, we've sold more than half a million Coronas. It's the car that built Toyota's reputation for quality.

Quality you can see for yourself. Look at how well the trim lines up. How the sheet metal is free of ripples. How straight the upholstery seams are sewn.

And there's quality you can't see. Like double-wall channel steel reinforcements inside the doors to help protect you from the outside world (See illustration below).

The body is unitized, fused into one piece to help it stay in one piece and to help keep squeaks and rattles to a minimum. It's submerged in a vat of



Try it at 55.

special primer so every square inch is covered. And then it's spray-painted. Twice.

You can hear the quality. Listen to the solid thunk of a door slamming tight. The even turning of the engine.

You can feel the quality. The Corona's interior is precisely engineered to give you plenty of head, leg and shoulder room. Lean back in one of the

reclining Hi-back front bucket seats. (bench seats in 4-Door Sedans and Wagons with A/T) You'll find they're exceptionally comfortable.

Most important, you can depend on Corona's quality. Big things, like the reliable 2.2 liter engine and smooth 4-speed synchromesh transmission to give it plenty of zip. Power front disc brakes and steel belted radial

tires (except 2-Door Sedan Custom) for excellent handling and quick, smooth stops.

And you'll find quality you can depend on in little things. Like a courtesy light, to help you find a gear or read a map at night. A transistorized ignition system, for dependable starts. An electric rear window defogger. And on every Corona

(except the 2-Door Sedan Custom) you even get full tinted glass and an electric tuning fork clock.

All at no extra cost.

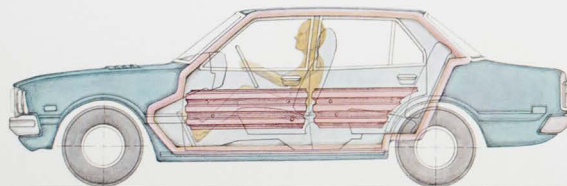
And every Corona passes through hundreds of quality test-points during its manufacture. Then a final inspection checks the entire car—brakes and tires, steering and instruments, everything from emissions to appearance.

That 2.2 liter engine we mentioned is tested 10 different ways, while it's actually running, before it finds its way into a new Corona.

That body is drenched with over three tons of water outside, to help make sure it stays dry inside.

And every single Corona goes through 17 different tests and inspections after it's completely assembled.

We want your new Corona to be as well-built and long lasting a car as you can get for the money.



The Corona 2-Door Sedan Custom. It's our lowest-priced Corona, yet it's built with the same care and pride as the top of the line. It comes with the same 4-speed transmission, 2.2 liter

engine, power front disc brakes as other Coronas. And some of the same extra touches, like wall-to-wall carpeting, a rear window defogger and full wheel covers, at no extra cost.



Big 2.2 liter engine.



Power front disc brakes and steel belted radial tires (except 2-Door Sedan Custom) at no extra cost.

We made our 5-door wagon just a little longer and a little higher than our other Coronas to give you more room inside. The big rear door swings up and out of the way for easy access to the fully-carpeted cargo area.

With the rear seat in place, there's plenty of room for a family of four, and all their vacation paraphernalia in back. Or fold down the rear seat, and you've got more than enough room for 10 full bags of groceries.



Corona Wagon



Lots of room...for lots of things.



Interior of Corona Wagon with optional automatic transmission (includes bench seat and column-mounted shift) and simulated wood-grain panel package.



Optional 5-speed overdrive transmission helps save gas,* and wear and tear on the engine.



Optional rear window wiper/washer (Wagon only)



AM/FM Stereo is available.

The wagon has everything going for it that our other Coronas have. Solid construction. Careful attention to detail. Reliable mechanical parts. A surprisingly comfortable ride. And all the standard features listed on page 7.

The 4-speed synchromesh transmission is standard, 3-speed automatic transmission is available. (includes bench seat and column-mounted shift lever) Or you can order our gas-saving* 5-speed overdrive transmission.

Tough and solid on the outside. Roomy and comfortable on the inside.

*See EPA statement on specification page.



Corona Wagon with optional simulated woodgrain paneling.

We took out the center post and gently swept back the roof line to make the Corona Hardtops a little sportier than the 2-Dr. Sedan Custom and 4-Dr. Sedan Deluxe.

But it's basically the same solid Toyota, with all the no-extra-cost equipment listed on Page 7. And when you're not carrying passengers, you can flip down the back seat and carry a five-foot pair of skis.



Back seat up.



Back seat down.



Reliable electric tuning fork clock is standard equipment on all Corona models (except on 2-Dr. Sedan Custom).



Reclining front bucket seats.

A little change in the angle of your seat-back can make a big difference in comfort. Especially on long trips. So all Corona models with manual transmission come with reclining Hi-back front bucket seats that can be adjusted to more than a hundred positions. Upholstery is soft and durable vinyl (shown here).

Equipped like a much more expensive car.



Handsome instrumentation includes an electric tachometer on the SR-5. Resettable tripmeter is standard on all Coronas. Besides a peppy 2.2 liter engine and wide steel-belted radials, the SR-5 comes with a map light, full center console, ESP™ (Electro Sensor Panel), styled steel wheels—even an AM radio.



The Corona SR-5 comes with ESP™ (Electro Sensor Panel), to help you keep it dependable over the years. ESP™ is an early warning system that constantly monitors 11 key service areas of the car. For example, if your brake fluid or windshield washer fluid is getting low, or if you need water in the radiator or the battery, ESP™ tells you.

The Corona SR-5 comes with a sporty 5-speed overdrive transmission, standard. In 5th gear the engine runs slower than in 4th gear, while the car maintains its speed. This makes the engine quieter, helps make it last longer and gives you better gas mileage. See EPA mileage statement.



Standard features on all Coronas:

- Aluminized muffler • Body side protective molding (except Wagon with simulated woodgrain siding option) • Cigarette lighter • Color-keyed interior
- Day/night, non-glare, inside rear-view mirror* • Deluxe wheel covers (except SR-5)
- Door-ajar warning light • Electric fuel pump • Electric rear window defogger • Electric "tuning fork" clock* • Energy-absorbing bumpers with rubber guards • Fold-down rear seat (except 2-Dr. Sedan Custom and 4-Dr. Sedan Deluxe) • Reclining, Hi-back front bucket seats (except on 4-Dr. Sedans and Station Wagons equipped with A/T) • Heater/defroster with 3-speed fan
- Inside hood release • Lockable glove compartment* • Molded headliner • Power front disc brakes; rear drum
- Power-boosted flo-thru ventilation • Resettable tripmeter • Reversible ignition and lock key • Sound insulation package • Steel-belted radial ply whitewall tires, 175 SRx14 (except SR-5 and 2-Door Sedan Custom) • Transistorized ignition • Unit body construction • Vinyl upholstery

- *Walk-in* device on passenger side (2-Door Sedan Custom and Hardtops) • Wall-to-wall nylon carpeting • Tinted glass (not available on Wagon side quarter windows and 2-Dr. Sedan Custom) • 2-speed wipers/washer • 2.2 liter engine • 3-position interior light • 4-speed synchromesh transmission (except SR-5 and Deluxe Hardtop)

Specifications:

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

Exterior dimensions

Wheelbase	98.4"
Length (overall)	173.2"
Wagon	176.4"
Width (overall)	63.8"
(Wagon w/ woodgrain pkg.:	63.4")
Height (overall): Sedan	55.1"
Wagon	56.3"
Hardtops	54.1"

Curb weights †

4-Door Sedan Deluxe	2640
2-Door Sedan Custom	2615
Hardtop	2675
SR-5	2710
Wagon	2770

Capacities

Luggage compartment:

Sedan	9.1 cu. ft.
Hardtops	8.3 cu. ft.
Wagon	60.2 cu. ft.
Fuel tank	15.5 gallons
Oil	5.3 quarts
Cooling system	8.5 quarts

*Add 25 lbs. for vehicles sold in California.

EPA Statement:

In 1976 EPA tests, Corona models got up to 34 MPG on the highway, and 21 MPG in the city. These mileage figures are estimates. The actual mileage you get will vary depending on your driving habits and your car's condition and equipment. Individual Corona model results will vary, see your Toyota dealer. California EPA results differ.

SR-5:

- All Corona standard features, plus the following: AM radio • ESP™ (Electro Sensor Panel) • Fold-down rear seat • Full center console with armrest • Sporty styled steel wheels • Tachometer • 5-speed overdrive transmission • 185/70 HRx14 Blackwall steel-belted radial ply tires

Options:

- All Weather Guard Package, including heavy-duty battery, alternator heater and starter motor (except California)
- AM/FM/FM stereo radio
 - AM radio (Standard on SR-5)
 - Factory air conditioning
 - Rear window wiper/washer (Wagon only) • Simulated woodgrain siding package—AM radio, full console, simulated leather steering wheel and shift knob included (Wagon only) • 3-speed automatic transmission (except SR-5 and 2-Door Sedan Custom) Includes bench seat, column-mounted shift lever, foot operated emergency brake on 4-Door Sedan and Wagon • 5-speed overdrive transmission (Standard on SR-5*) • 8-track stereo tape system.

Additional options may be available at your local Toyota dealer.

*Not available on 2-Door Sedan Custom

Exterior Colors:

- White • Silver Metallic
- Orange Metallic • Maroon
- Red • Dark Brown Metallic
- Yellow • Light Green Metallic
- Light Blue