

1980 Corolla by Toyota.



OH
WHAT
A
FEELING

TOYOTA

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P1001 (10/79)
00600-01150
1.8 liter in U.S.A.
(450M)



The 1980 Corollas. Totally new, totally streamlined...



Shown with various optional equipment. See Features chart for details.

PROPERTY OF PRODUCE
PLANNING DEPARTMENT

The 1980 Corollas. Totally new, totally streamlined...

Toyota Total Economy—right down the line.



Shown with various optional equipment. See Features chart for details.

PROPERTY OF PRODUCE
PLANNING DEPARTMENT

Corolla SR-5 Hatchback

Corolla Tercel SR-5 Hatchback

This is the bright, new era of Toyota Corolla. New from the inside out... and out to lengthen its lead as the best-selling car on Earth. Because now Corollas are wrapped in one of the most keenly engineered,

most highly styled packages on the road. Yet Corolla retains the traditional practicality and value that have made it a world favorite. And what better way for Corolla to enter this exciting new decade

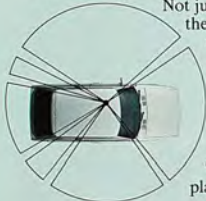
than with the introduction of the all-new front wheel drive Corolla Tercel. Toyota Corollas for 1980. More than ever—just what the world ordered.

The Corolla Liftback. Uptown styling with down-home practicality.

Presenting the pleasure car you've been waiting for, the stylish and sporty 1980 Corolla Liftback—SR-5 (shown below) or Deluxe models. It looks to all the world like you really splurged this time... but you'll know you didn't, because this is a Corolla, with its traditional Toyota practicality and value.

What's new with the Corolla Liftbacks? Everything. Starting with their stunning, slipstream styling.

Not just for show, they're for go, too... designed to reduce drag and increase fuel economy.* "Panoramic" planning gives



you over 300 degrees of wide-open visibility. And Corolla's computer designed suspension helps add another important ingredient for happy motoring: one of the smoothest rides of any car in its class.

What else is new? Both models



come sporting a heftier, higher-torque engine than any Corollas before them—a 1.8 liter, 4-cylinder powerplant that gets right down to business whether you're cruising through city traffic or smoothing out a country road. Yet in spite of its increased size, the Corolla Liftback engine—like all Corolla engines for 1980—delivers the high mileage* you're looking for.

The beauty of the Liftback includes, of course, a rear hatch for easy access to the cargo area and

versatile fold-down split rear seats. But the depth of this beauty carries on and on... with a long list of standard no-extra-cost features starting with 5-speed overdrive transmission, power-assisted front disc brakes, fully transistorized ignition and ending many, many standard luxuries later.

Whichever you choose—the sporty luxury of the SR-5 model,

or the sleek styling of the Deluxe—you'll find the Corolla Liftback delivers driving pleasure few cars in its class can equal.



*See EPA mileage statement on specifications page.

Shown with various optional equipment. See Features chart for details.

The cockpit of the Corolla SR-5 Liftback. Complete and convenient to keep you happily in command.

Here is an interior so well-appointed and so sensitive to you and your driving comfort, that you'll want to exclaim, "this is *my* kind of car!" when you settle in behind the wheel of the Corolla SR-5 Liftback.

A dash of elegant simulated woodgrain centralizes the array of driving instruments. Tachometer. Resettable tripmeter. Low-fuel warning lamp. Digital quartz clock. Voltmeter. Door-ajar warning light. Most every gauge you'll need for

monitoring the performance of your SR-5 Liftback. And everything there at a glance or within easy reach.



For your listening pleasure you'll find the soothing sounds of a quality, state-of-the-art AM/FM/MPX stereo sound system (left). For your non-listening pleasure, the Liftback—like all 1980 Corollas—is padded with extra sound-proofing for remarkable quiet.

There's more...lots more...that

comes standard. And even some very comfortable options. Like air conditioning. Power steering. And for fans of the great outdoors, an exciting sun/moon roof that flips up for fresh air and filtered sun or is removable for full sunlight or starlight.

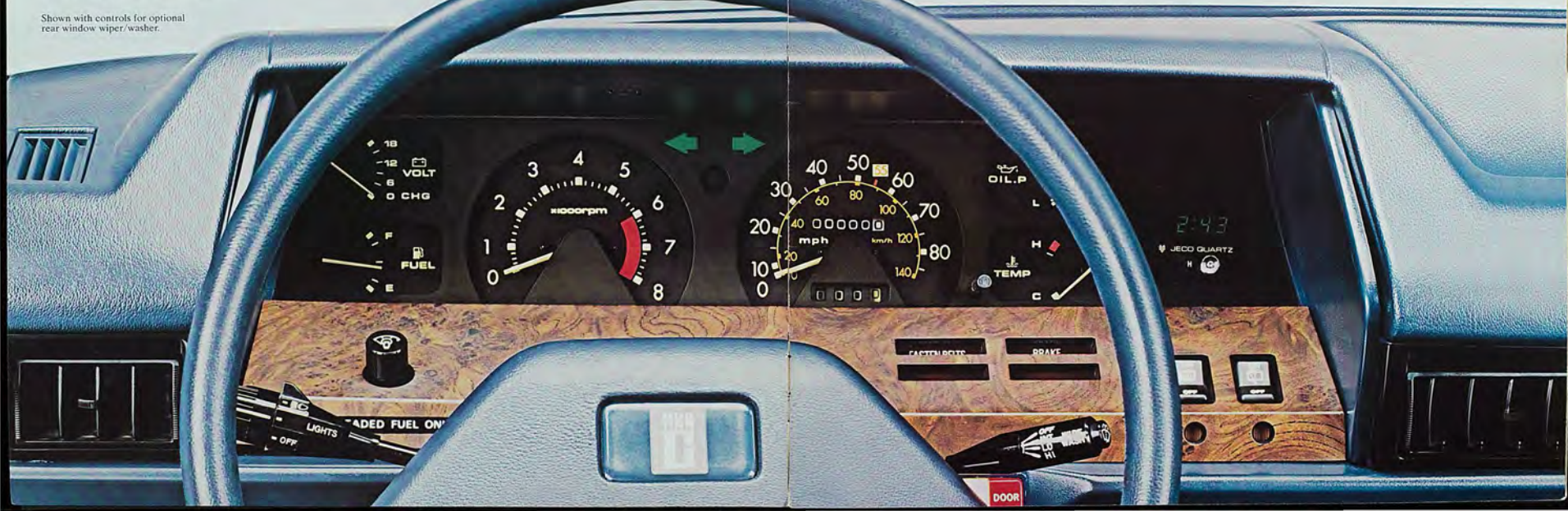
The Corolla SR-5 is big on

comfort. That's why it has more overall spaciousness than ever before. And that's why the soft fabric seats have been completely reshaped for optimum driving comfort. We've even increased the front seat travel to please people of all sizes.

With the 1980 Corolla SR-5 Liftback and its value-packed running mate, the Corolla Deluxe Liftback, driving takes on a whole new touch of class.



Shown with controls for optional rear window wiper/washer.



The Corolla Sport Coupe. Sleek, bold and beautifully affordable.

If you've yearned for a sports car but you're far too wise to pay the price... behold the 1980 Corolla Sport Coupe.

Like the Liftbacks, both Sport Coupes—SR-5 and

that's designed to control the airflow still further. A 1.8 liter 4-cylinder engine and 5-speed overdrive manual transmission—both standard—team up to add to the gas-saving* picture.

Sports-car styling doesn't mean sports-car cramp. Because both models offer roominess for four, and



the practicality of an easy-loading rear hatch. What's more, fold down the split rear seats one at a time or

together, and you open up all kinds of opportunities for packing in all kinds of fun. To conceal your precious cargo, the SR-5's rear deck cover automatically opens and closes with the hatch. Or it can be removed completely for added cargo space.

Both SR-5 (below) and Deluxe models are a complete sporty

package. If your lifestyle calls for an extra dash of flair, then you'll find the SR-5 Sport Coupe's distinctive black exterior accents and textured ebony-toned instrument panel trim

are for you. But the best part of both Sport Coupes is that they're practical in every sense. Price-wise, mileage-wise* and quality-wise it's a great way to go sporty.



Deluxe—are shaped for good mileage* with a front wedge that slices through the wind, front air dam that deflects it, and flush-fitting side pillars and windows that result in minimal wind resistance. But the Sport Coupe's aerodynamics go on from there... to a rakish, spoiler-shaped rear hatch



*See EPA mileage statement on specifications page.

The Corolla Deluxe Sedan. Family-style fun on a family-style budget.

For all those suffering the "family car blahs," here come two exciting eye-openers...the brand new Corolla 4-Door and 2-Door Deluxe Sedans. No ho-hum, half-hearted economy cars these, but a breath of fresh air for the budget-minded.

The exciting new body lines of the Deluxe Sedans take their shape from hours of wind-tunnel testing. By reducing air drag, the sleek shape helps improve mileage.* In keeping with the Deluxe Sedan's sunny character, the large glass area lets more sunshine in...and gives greater visibility. The large convenient separate trunk is perfect for concealing several pieces of luggage or bundles of paraphernalia. Body side moldings, tinted glass,

locking fuel door, even white sidewall steel-belted radial ply tires are all standard.

Performance is part of the package. Both Deluxe Sedans come standard equipped with a tough, dependable 1.8 liter 4-cylinder overhead valve engine and 5-speed overdrive transmission that work together to scoot you in and out of traffic, along

backwoods byways, and past beckoning gas stations.* Unitized body construction and extra sound insulation add up to the soothingest ride Corolla has ever delivered. Fully transistorized ignition helps



reduce maintenance. Plus, power-assisted front wheel disc (shown at left) and rear drum brakes come through with smooth, fade-resisting stopping.

For families looking for driving fun, economy,* practicality and value, the Corolla Deluxe Sedans deliver all that. And more...the unchanging high quality that has made Corolla the world leader.



*See EPA mileage statement on specifications page.
Shown with optional radio.

The Corolla Deluxe Sedan interior. Roomy, practical, quality-crafted for a free and easy ride.

What you'll find inside the Deluxe Sedan—4-Door and 2-Door models—is a masterpiece of space-age design. Solid planning, solid materials and solid craftsmanship make it what may just be the most carefree ride you can take.

Wall-to-wall comforts begin with plush brushed nap carpeting.

Fully-reclining front bucket seats are newly designed to keep you comfortable even after hours on the road. A spacious interior gives more leg room than ever before.

Everything is in its place and easy



to reach. For example, the handsome instrument panel with indirect lighting of gauges makes for quick at-a-glance monitoring. The flip of a lever releases the hood. Levers to control turn signals, headlights, windshield wipers and washer are mounted right on the steering column. There's even a tripmeter

for easy tracking of point-to-point mileage.

Corolla's power-booster Flo-thru ventilation (at right) system delivers streams of fresh air to both front and rear passenger areas.

And here's something you'll like best of all: all those features are yours at no extra cost.



And if that's not enough, the Deluxe Sedans give you options like air conditioning, even 3-speed automatic transmission. All of which goes to show you... The 1980 Corolla Deluxe Sedan has outdone itself.

Shown with optional automatic transmission and air conditioning.

The Corolla 2-Door Sedan. The bright side of driving in a money-minded world.

Now you can pinch every red cent... and know you're not dreaming. Because now there's the new Corolla 2-Door Sedan to drive you happy every mile. Built with all the extra care and quality of our most expensive Toyota, yet priced for the very budget-minded.

The 2-Door Sedan, with 4-speed manual transmission, sports most of the quality features of the Corolla Deluxe Sedan. The same economical* 1.8 liter 4-cylinder engine comes standard, as do power-assisted front disc brakes. And, of course, the Corolla no-extra-cost features... like fully reclining front bucket seats, contemporary black bumpers, transistorized ignition for easy maintenance, styled steel wheels,



and locking fuel door. There's even MacPherson strut suspension (shown below) up front and 4-link rear suspension with coil springs and lateral track rod... the secret to "vanishing potholes" along the way.

While a lot of cars in its price range offer little more than basics, the 2-Door Sedan comes complete with features even some more expensive cars neglect. For example, a seat track with memory

that allows the front passenger seat to come forward for rear seat loading, then return to the pre-set position.

Corolla's solid unitized body is welded together to help eliminate rattles. Rust-proofing goes even places you won't see to help keep

your Corolla protected over the years ahead. Body seams line up. Materials are tough and durable. And everything about the 2-Door Sedan points to value. And that's the sunniest side of driving in today's economy-minded world.



*See EPA mileage statement on specifications page.

The Corolla Deluxe Wagon. The roomy way to carry on in style.

This spacious 5-Door Wagon is tough to top from beginning to end. That's because the 1980 Corolla Deluxe Wagon carries not only a family-size load of people and cargo, but it also carries the exciting new front-end styling, peppier engine and no-extra-cost features of the Corolla Deluxe Sedans, too.

Raise the wide-opening rear door with its easy-up, easy-down gas-filled support struts and fold down the rear bench seat for 55.6 cubic feet of fully carpeted cargo area. Load it up... then take it for a ride! The Wagon's 1.8 liter 4-cylinder engine

comes alive. The 5-speed overdrive transmission makes its moves with precision. Power-assisted front disc

brakes offer fade-resisting stopping. And if you like, you can enjoy optional air conditioning, 3-speed

automatic transmission, and distinctive simulated woodgrain siding to dress up your Wagon.

The Corolla 5-Door Deluxe Wagon. When you've got a family to carry, it's a great way to go.



Shown with optional rear window wiper/washer and simulated woodgrain side paneling.

Corolla Tercel Liftbacks. The sporty editions of our brand new front wheel drive Corolla.

Mission 1980: The creation of a highly economical* car with maximum interior space and minimum exterior dimensions. Mission accomplished: The remarkable new Corolla Tercel... with its roomy interior and the pull-through power of front wheel drive.



A "blank slate" approach allowed engineers to apply virtually every known principle of advanced design in the development of the new Corolla Tercel. Its front wheel drive results in excellent traction, outstanding agility, and elimination of a space-consuming driveshaft tunnel within the passenger compartment.

The unique fore/aft positioning of Corolla Tercel's front wheel drive engine results in easier serviceability. And new, fully independent 4-wheel suspension delivers one of the smoothest small-car rides to be experienced.

The sportiest of the Corolla Terrels—SR-5 (below) and Deluxe Liftbacks—feature all these engineering achievements, and more. The SR-5 Liftback boasts sleek black accents and brazen side striping.

The Deluxe Liftback

offers almost all the high spirit of the SR-5, plus a special optional 3-speed automatic transmission** and a price that belies its good looks.



*See EPA mileage statement on specifications page.
**3-speed automatic not available in California.
Shown with optional dual mirrors.

Corolla Tercel's space-efficient interior. Where economy takes on a whole new dimension.

A step inside the Corolla Tercel Liftback—SR-5 (below) or Deluxe—reveals an economy concept full of big surprises. You'll be greeted by more leg space and seat travel up front than any car in its class. In fact, no other front wheel drive of any size has more front leg room than Corolla Tercel. And because of this all-new Corolla's long wheelbase,

there's no wheel well intrusion into the rear seat area, resulting in almost as much hiproom in the back seat as in the front. Rear passengers also have added elbow room due to special recesses in the inside walls.

Innovative, ingenious fore/aft engine design has also resulted in one of the few front wheel drive cars that positions the driver straight ahead (rather than offset) for more

comfortable driving. Additionally, the gas-saving* easy-on-the-engine 5-speed gearbox provides one of the most precise shift linkage feels of any front wheel drive car. And a standard 1.5 liter 4-cylinder single overhead cam engine responds with all the energy and economy* you could want in your travels with Corolla Tercel.

Comforts of the Corolla Tercel

SR-5 Liftback include sporty cloth interior and carpeting throughout, even in the cargo area, AM/FM/MPX stereo radio with advance micro-electronic circuitry is standard on the SR-5. A handy, split-back, fold-down rear seat and a special air-mix heater/defroster, to keep your temperature at the comfort

level all year round, are standard on both the SR-5 and Deluxe Liftbacks. The Deluxe Liftback even offers an optional 3-speed automatic transmission** for those who prefer it. All in all, we think you'll find Corolla Tercel the most exciting, most advanced front wheel drive on the market...and the



answer to those who think the energy squeeze also means a body squeeze.



*See EPA mileage and other specifications page.

**3-speed automatic not available in California.

Shown with optional air conditioning.

Corolla Tercel Sedans. Big on room, small on price, just right on mileage.*



Herein lies automotive value in the most complete sense of the word, where the lowest price and highest mileage figures* of any Toyota are only a beginning.

The Corolla Tercel Sedans... available in 2-Door and 2-Door Deluxe (shown) models... are built for those who want a small car with exceptional interior space, but prefer the convenience of a separate trunk. They deliver most of the

outstanding engineering achievements of the Corolla Tercel Liftbacks... including a peppy, economical* 1.5 liter 4-cylinder engine, the superb traction of front wheel drive, and exceptional interior space. The responsiveness of rack and pinion steering and the fade-resisting stopping ability of power-assisted front disc brakes are also standard on the Sedans. New fully independent suspension

—with MacPherson struts up front, trailing arms with coil springs at rear—allows the suspension, rather than the riders, to absorb the bumps. This, in conjunction with Corolla Tercel's long wheelbase, provides sure, smooth going.

In the knowledge that little things mean a lot, we've equipped the 2-Door and 2-Door Deluxe Sedans with a little price. But we've also equipped them with big no-extra cost features. Like 5-speed

overdrive manual transmission, standard on the Deluxe Sedan. And 4-speed manual transmission standard on the most economical* of all Toyotas, the 2-Door Sedan, also available with 3-speed automatic transmission!*

On both models, you'll also find a lot of the little things that make driving a pleasure. They're listed at the end of this book. And they lead to one conclusion: never has a car offered so much for so little.



*See EPA mileage statement on specifications page.

**3-speed automatic not available in California.

Dash shown with optional radio and air conditioning.

Corolla Standard Features and Options.

Standard Features



AM/FM/MPX stereo radio. For your listening pleasure, this high-quality unit with advanced micro-electronic circuitry is standard on SR-5 models. Speakers are located for fullest stereo sound. Standard on the SR-5, a quartz clock is only one of many useful features of your Corolla. Pulsating digits keep time with space-age accuracy.



Dual outside mirrors add an extra-sporty appearance to the SR-5 Liftback and Sport Coupe.



Stylized wheels. On the SR-5 Sport Coupe and Liftback models, molded wheel covers (left) are standard. Deluxe Sedan models feature their own distinctive sculptured steel wheels (right). Handsome styled steel wheels (not shown) come standard on the 2-door Sedan and the Wagon.

Remote control lever allows driver to adjust the outside mirror from inside. SR-5 Liftback and Sport Coupe only.



Options



Sun/moon roof. This Liftback extra comes with glass and metal panels to let in sunlight or starlight as you like it. Enjoy filtered light with the glass panel in place. Fresh air with the panel flipped up. A wide-open view day or night with the panel removed. And privacy, if you prefer, with the metal panel closed in place.

Aluminum alloy wheels. Never before available on Corolla, now optional on the SR-5 Sport Coupe and Liftback.

These wheels combine the beauty of light weight with sporty good looks.

Air conditioning. An efficient, superbly designed system that keeps you riding in year-round



comfort. Available on all but the 2-Door Sedan.



Power steering. Available on many Corollas for the first time, it's perfect for tight parking but still keeps a good sense of the road at highway speeds. Not available on the 2-Door Sedan.



Rear window wiper/washer. For greater visibility in inclement weather. Available on all Corollas except Sedans.

Automatic transmission. Let your Corolla do the work, with smooth 3-speed performance. Not available on 2-Door Sedan and SR-5 models.



Corolla Tercel Standard Features and Options.

Standard Features



Front wheel drive, 1.5 liter 4-cylinder engine. Mounted longitudinally for improved driving ease

and easier serviceability.

5-speed overdrive transmission. Standard on all SR-5 and Deluxe models, it's a fun-to-drive feature that lends a hand in saving gas,* too.



Rack and pinion steering (shown above). For nimble, responsive handling of your new Corolla Tercel, rack and pinion helps you in and out of tight places and breezes you through traffic.

Power-assisted front disc brakes and rear drum brakes for fade-resisting stopping. Dual diagonal brake lines are designed to



assure balanced braking at all times.

Steel-belted radial ply tires come standard on most models for better road control, better mileage* and longer tire life.



Reclining front bucket seats. On both front driver and passenger sides, designed for the ultimate in driving comfort. Seatbacks adjust to almost any position.



AM/FM/MPX state-of-the-art stereo radio. Standard on SR-5 Liftback models for keeping you in constant tune with the sounds that suit you.



Body side moldings. Deluxe and SR-5 models feature this sleek and functional protection to keep your Corolla Tercel in tip-top shape.



Options

Automatic transmission. If you want your Corolla Tercel to do the shifting for you, smooth, efficient 3-speed automatic transmission is available on 2-Door Sedan and Deluxe Liftback models only. Not available in California.



Air conditioning. With Corolla Tercel's efficient system, cool fresh air is available at the flip of a knob. Available on Corolla Tercel SR-5 and Deluxe models only.

Aluminum alloy wheels. To dress up your SR-5 Liftback, these specially designed wheels give a distinct look of 'fast'.



Rear window wiper/washer. Corolla Tercel gives you this special option on Liftback models.



*See EPA mileage statement on specifications page.

Corolla Features

				COROLLA				COROLLA TERCEL							
S-Standard	O-Optional	—Not Available		SR-5 Liftback	Deluxe Liftback	Sport Sport Coupe	Deluxe Sport Coupe	4-Door Deluxe Sedan	2-Door Deluxe Sedan	2-Door Sedan	5-Door Deluxe Wagon	SR-5 Liftback	Deluxe Liftback	2-Door Deluxe Sedan	2-Door Sedan
1.8 liter OHV engine	S	S		S	S	S	S	S	S	S	S				
1.5 liter SOHC engine												S	S	S	S
5-speed overdrive transmission	S	S		S	S	S	S	S	S	S	S	S	S	S	S
4-speed synchromesh transmission										S					S
3-speed automatic transmission		O		O	O	O	O	O	O	O	O	O*	O*		O*
Power steering	O	O		O	O	O	O	O	O	O	O	O	O	O	O
Factory air conditioning	O	O		O	O	O	O	O	O	O	O	O	O	O	O
Fully transistorized ignition system	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Power-assisted front disc brakes, rear drum	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Steel-belted radial ply tires	S	S		S	S	S	S	S	S	S	S	S	S	S	S**
Stylized steel wheels		S		S	S	S	S	S	S	S	S	S***	S	S	S
Polycast wheel covers	S			S		S		S		S		S		S	
MacPherson strut front suspension	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Unitized body construction	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Contemporary black bumper	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Body side protective molding	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Rust-inhibiting front fender liners	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Electric rear window defogger	S	S		S	S	S	S	S	O	S	S	S	S	O	S
Side window defroster											S	S	S	S	S
Locking fuel filler door	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Cargo compartment light	S			S		S		S		S		S		S	
Tinted glass	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Brushed nap wall-to-wall carpeting	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Flip-out rear quarter windows								S		S		S		S	
Reclining hi-back front bucket seats				S		S		S		S		S		S	
Reclining low-back front bucket seats	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Cloth seats	S			S		S		S		S		S		S	
Vinyl seats		S		S	S	S	S	S	S	S	S	S	S	S	S
Power-assisted Flo-thru ventilation	S	S		S	S	S	S	S	S	S	S	S	S	S	S
AM/FM/MPX stereo radio	S	O		S	O	S	O	S	O	S	O	S	O	S	O
Electric tachometer	S			S		S		S		S		S		S	
Voltmeter, oil temp., oil press., and water temp. gauges	S			S		S		S		S		S		S	
Resettable tripmeter	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Digital quartz clock	S			S		S		S		S		S		S	
Remote hatch release	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Rear deck cover	S			S		S		S		S		S		S	
Intermittent windshield wipers	S			S		S		S		S		S		S	
Inside hood release	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Day/night rear view mirror	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Dual outside mirrors	S			S		S		S		S		S		S	
Remote control outside mirror on driver's side	S			S		S		S		S		S		S	
Steering column-mounted headlight, headlamp flasher with lane changer, windshield wiper/washer controls	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Passenger walk-in device with memory	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Passenger walk-in device											S	S	S	S	S
Rear quarter trim pocket											S	S	S	S	S
Low-fuel warning lamp	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Fold-down rear seat	S††	S††		S††	S††	S††	S††	S††	S††	S††	S††	S††	S††	S††	S††
Woodgrain instrument panel	S			S		S		S		S		S		S	
Vanity mirror	S	S		S	S	S	S	S	S	S	S	S	S	S	S
Seat back pocket	S			S		S		S		S		S		S	
Door ajar warning light	S	S		S	S	S	S	S	S	S	S	S	S	S	S

*Not available in California **Not available with 3-speed automatic transmission ***With Trim Rings †Not available with simulated woodgrain sliding option ††Split

Corolla Specifications

COROLLA							
BODY/FRAME CONSTRUCTION				COROLLA			
SUSPENSION FRONT				Unitized body construction			
SUSPENSION REAR				MacPherson strut			
STEERING				4-link rear suspension with lateral track rod and coil springs. (Wagon has leaf springs)			
BRAKES				Recirculating ball, collapsible shaft			
ENGINE TYPE				Power-assisted front disc, rear drum			
DISPLACEMENT				4-cylinder in-line OHV			
HORSEPOWER (SAE NET)				1.8 liter (1770 cc)			
TORQUE (SAE NET)				75 @ 5000 rpm (Fed.) 73 @ 5000 rpm (Cal.)			
				95 ft./lbs. @ 2600 rpm (Fed.) 90 ft./lbs. @ 2600 rpm (Cal.)			
SR-5 Liftback	Deluxe Liftback	Sport Sport Coupe	Deluxe Sport Coupe	Deluxe 4-Door Sedan	Deluxe 2-Door Sedan	2-Door Sedan	5-Door Wagon
EXTERIOR DIMENSIONS (inches)							
Wheelbase	94.5	94.5	94.5	94.5	94.5	94.5	94.5
Overall Length	168.3	168.3	168.3	168.3	166.3	166.3	168.9
Overall Width	64.0	64.0	64.0	64.0	63.4	63.4	63.4
Overall Height	50.8	50.8	50.8	50.8	53.0	53.0	53.0
Tread Width (Front)	52.8	52.2	52.8	52.2	52.2	52.2	52.2
Tread Width (Rear)	53.1	52.6	53.1	52.6	52.6	52.6	52.6
CAPACITIES							
Trunk or Cargo Area, rear seat up (cu. ft.)	11.5	11.5	11.3	11.3	10.7	10.7	19.4
Trunk or Cargo Area, rear seat down (cu. ft.)	23.2	23.2	25.0	25.0	23.2	23.2	55.6
Fuel tank (gallons)	13.2	13.2	13.2	13.2	13.2	13.2	12.4
TIRES							
Type	Steel-belted radial ply Blackwall 185/70SR13	Steel-belted radial ply WhiteWall 165SR13	Steel-belted radial ply Blackwall 185/70SR13	Steel-belted radial ply WhiteWall 165SR13	Steel-belted radial ply WhiteWall 165SR13	Steel-belted radial ply WhiteWall 165SR13	Bias ply Blackwall 6.45 x 13 WhiteWall 165SR13
Size	185/70SR13	165SR13	185/70SR13	165SR13	165SR13	165SR13	6.45 x 13 WhiteWall 165SR13
EXTERIOR COLORS**							
	White Beige	Silver Metallic Dark Blue Metallic	Red Yellow	Red Metallic Green Metallic	Orange Metallic Light Blue Metallic	Copper Metallic Black Metallic	
COROLLA TERCEL							
BODY/FRAME CONSTRUCTION				Unitized body construction			
SUSPENSION FRONT				MacPherson strut			
SUSPENSION REAR				Independent, with trailing arms, coil springs and front and rear stabilizer bars			
STEERING				Rack and pinion, collapsible shaft			
BRAKES				Power-assisted front disc, rear drum			
ENGINE TYPE				4-cylinder in-line SOHC			
DISPLACEMENT				1.5 liter (1452 cc)			
HORSEPOWER (SAE NET)				60 @ 4800 rpm			
TORQUE (SAE NET)				73 ft./lbs. @ 2800 rpm			
SR-5 Liftback	Deluxe Liftback	Deluxe 2-Door Sedan	2-Door Sedan				
EXTERIOR DIMENSIONS (inches)							
Wheelbase	98.4	98.4	98.4				
Overall Length	160.0	160.0	160.0				
Overall Width	61.2	61.2	61.0				
Overall Height	52.8	52.8	52.6				
Tread Width (Front)	52.4	52.4	52.4				
Tread Width (Rear)	51.8	51.8	51.8				
CAPACITIES							
Trunk or Cargo Area, rear seat up (cu. ft.)	8.9	8.9	9.3				
Trunk or Cargo Area, rear seat down (cu. ft.)	25.6	25.6	25.6				
Fuel tank (gallons)	11.9	11.9	11.9				
TIRES							
Type	Steel-belted Radial ply WhiteWall 165/70SR13	Steel-belted Radial ply WhiteWall 145SR13	Steel-belted Radial ply WhiteWall 155SR12				
Size	165/70SR13	145SR13	155SR12				
EXTERIOR COLORS**							
	White Beige	Silver Metallic Black Metallic	Red Yellow	Red Metallic Green Metallic	Orange Metallic Light Blue Metallic		

*EPA STATEMENT: EPA mileage figures not available at time of printing. Consult your Toyota dealer.
 **Remember: Compare this estimate to the EPA "Estimated MPG" of other cars. You may get different mileage depending on how fast you drive, weather conditions and trip length.
 ***Some colors not available on all models.
 Specifications and equipment are based on the available information at time of printing and are subject to change without notice. Cover vehicle and others shown with various optional equipment. See Features chart for details. For information on additional options and accessories, contact your Toyota dealer.