



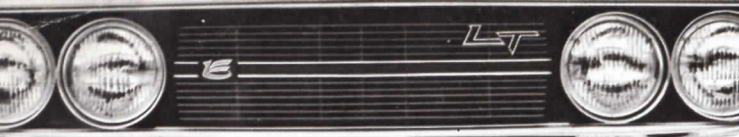
TOYOTA **CELICA**



Celica. Double Overhead Camshaft.

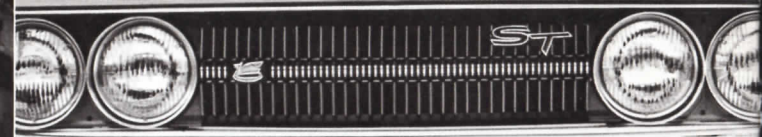
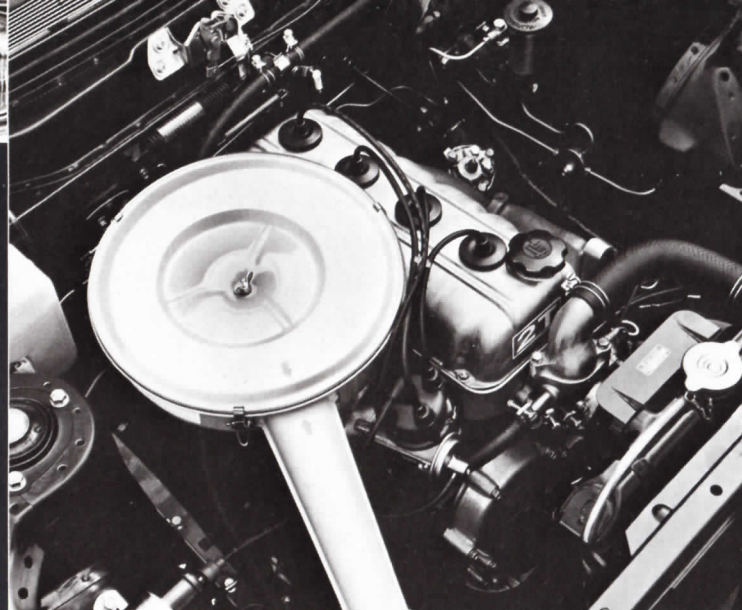


Double Excitement.

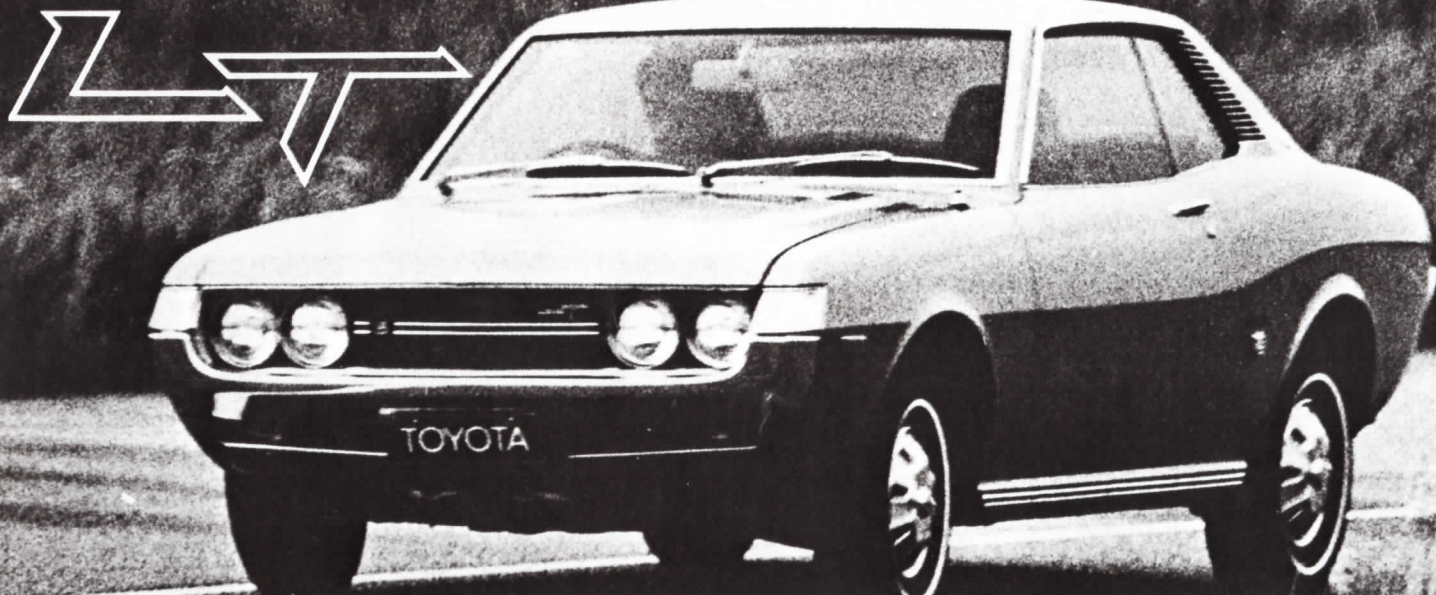


LT is for those of you who want a different and exciting car that is also luxurious. A car that has clean lines. A car that looks like it was custom made for you.

Although it is the tamest of the three Celicas available, it is by no means a weakling. Under the bonnet lies a powerful, 4-cylinder engine that produces 102HP at 6000rpm. All from 1588c.c. (96.9cu.in.).



ST is for those of you that like the idea of owning a Celica because of its great styling and luxury but thought the Celica LT was a bit tame. Even though the engine under ST's bonnet is basically the same as the one that comes in the LT, there are two major differences. One is the two, 2-barrel carburettors for metering the fuel and the other is a compression ratio of 9.4 to 1. These two differences add up to 113HP at 6000rpm. And from only 1588c.c. (96.9cu.in.). That is high performance.



A single two-barrel carburetter, 5-main bearing crankshaft, cross-flow type intake/exhaust manifolds, hemispherical combustion chambers and centre sparking plugs all contribute to this great power. Power that doesn't cost a lot. With a compression of 8.5 to 1, you can use regular or low-lead gasoline. You can also choose the degree of performance you want. There's a 3-speed automatic transmission that definitely takes all the strain out of shifting. A smooth 4-speed and 5-speed manual (all forward gears synchromesh).

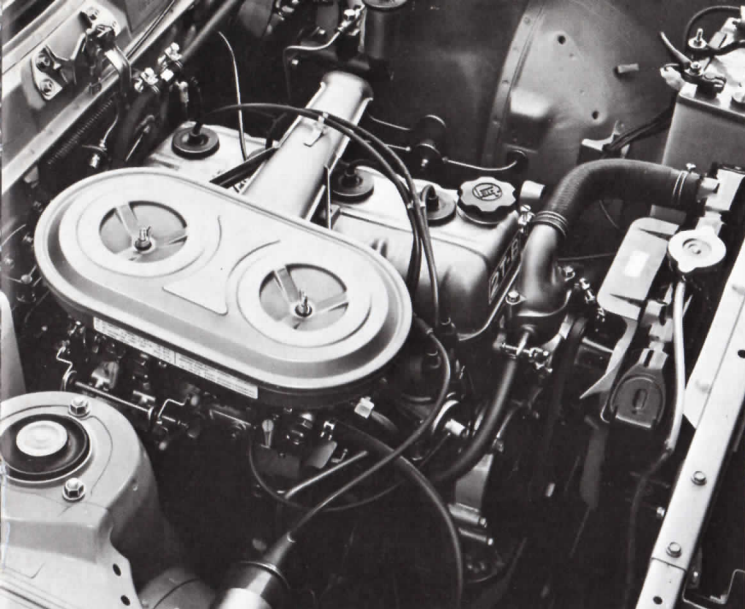
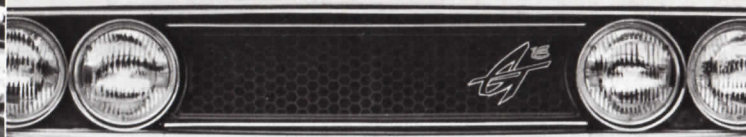
So, if you wanted to get away from the standard type sedans, hardtops and coupes but found moving a bit too expensive, take another look. A look at a Celica LT.

LT's Performance

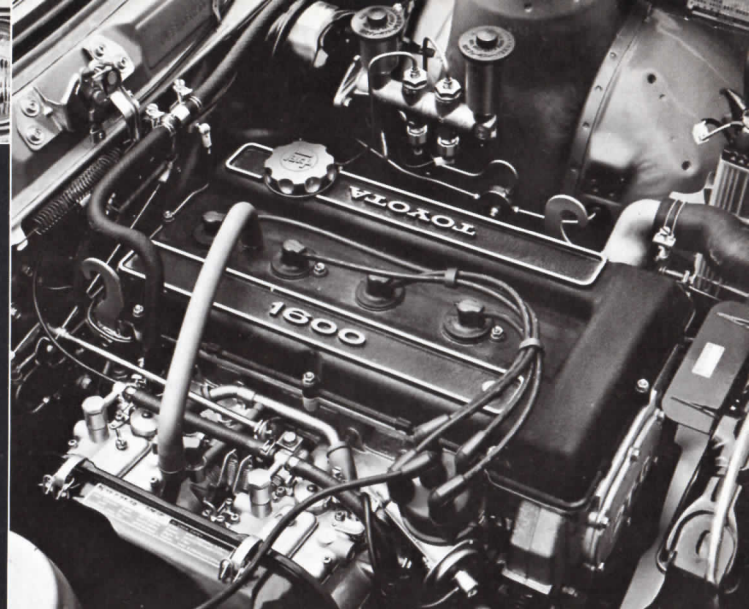
With the automatic transmission, the Celica LT has a fast maximum speed: 160km/h (100mph). And it will cruise at a maximum speed of 128km/h (80mph). The 4-speed manual will move you along even faster: top speed, 170km/h (106mph). And it will cruise faster too: maximum, 136km/h (85mph). But, for the best performance, the choice should be the 5-speed manual: maximum speed, 175km/h (110mph). Maximum cruising speed, 140km/h (87mph).



With this extra performance, you can get a 4-speed, all forward gears synchromesh transmission. But for even better performance, you can get the 5-speed manual (all forward gears synchromesh). Toyota is sure that you wouldn't want to spoil ST's power, so the 3-speed automatic is not available. So, if you wanted to get away from regular sedans, hardtops and coupes, and you liked the Celica LT except for the amount of power, take another look. A look at a Celica ST.

GT is for what?
 With LT for people who want to get away from stereotype automobiles and ST for people who want high performance, what else can there be? Celica GT!
 For those of you who want an ultimate performance Celica.
 Double overhead camshaft (like most racing engines), twin Solex carburetters and a compression ratio of 9.8 to 1 all add up to maximum performance.
 124HP at 6400rpm from a mere 1588c.c. (96.9cu.in.).



ST's Performance

The 4-speed manual connected to the Celica ST will give you a top speed of 175km/h (110mph) and a maximum cruising speed of 140km/h (87mph). But with the 5-speed manual, it will top out at 180km/h (113mph). Maximum cruising speed with the 5-speed is 144km/h (90mph).

There's also a water-heated intake manifold to prevent carburettor icing and give you quicker starting action.

This is a car for a driver. No holds barred. Only one transmission and that's the 5-speed, all forward gears synchromesh manual to give you the top in performance. Very low elapsed times to any speed. Radial tyres are standard equipment.

GT is a car built to drive; extraordinary performance, extraordinary luxury. The best of both worlds. All in the beautiful, distinguished Celica GT.

So, if you really wanted to get away from the ordinary and you found moving difficult, take another look. A look at a Celica GT.

GT's Performance

Because Celica GT is built to be driven, the only transmission available is the 5-speed manual. And it does move you along: top speed, 190km/h (120mph). Maximum cruising speed, 152km/h (95mph).

ST



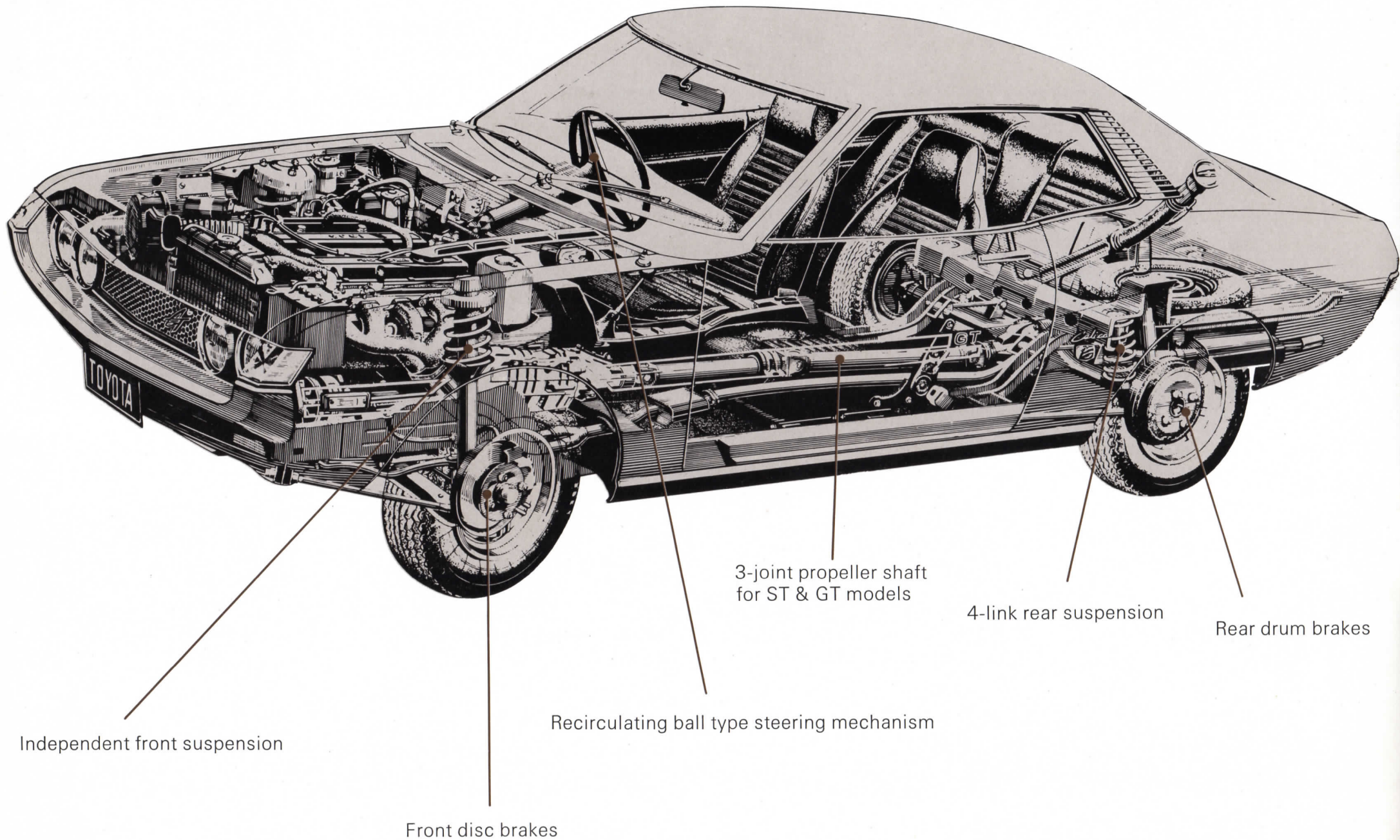
Get out of the ordinary.

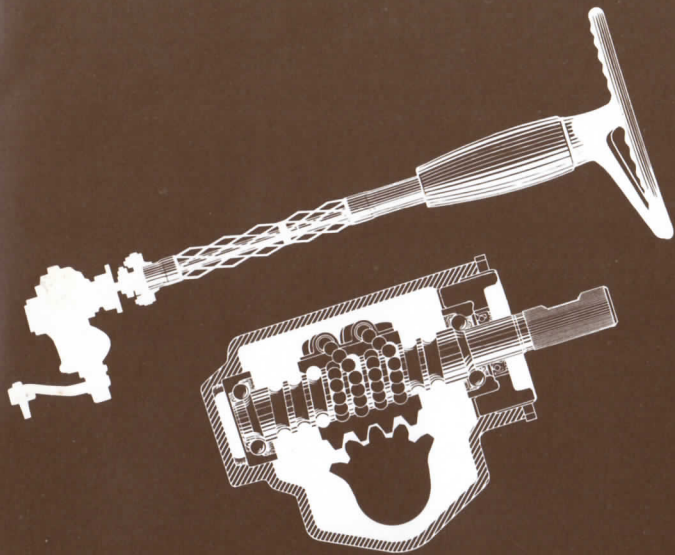
LT



Get into a Celica.

Celica. Beautiful outside. Beautiful mechanically.



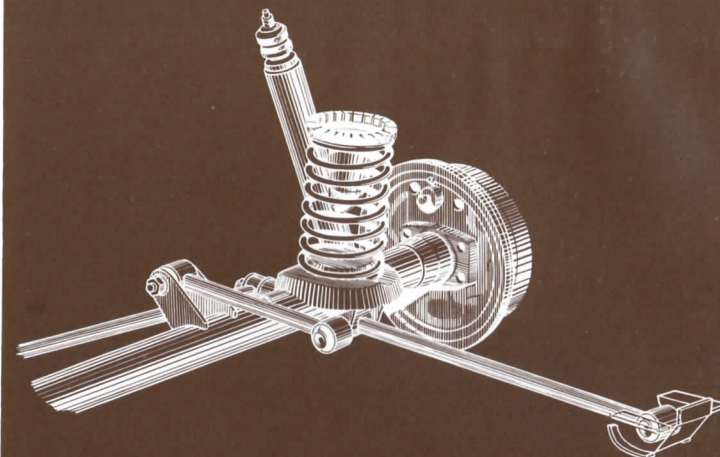


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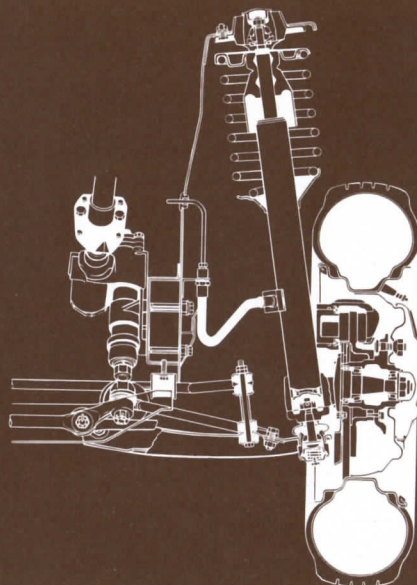
❶ Recirculating ball type steering system with a fixed ratio of 18.18 to 1 for right hand drive models. Gives light, precise steering at all times. Left hand drive models have an automatically varied ratio of 18~20.5 to 1 for almost effortless steering even while parking. And for those of you who are safety conscious, there's collapsible steering column that is optional. (Standard on the GT.)

❷ The independent front suspension system consists of coil springs, double-acting hydraulic telescopic shock absorbers, strut bars and a stabilizer for comfortable, smooth and stable motoring.

❸ The 4-link suspension system for the rear features a lateral control rod, coil springs and double-acting hydraulic telescopic shock absorbers. This system provides smooth, comfortable straight line tracking even at high speed with a cross wind.



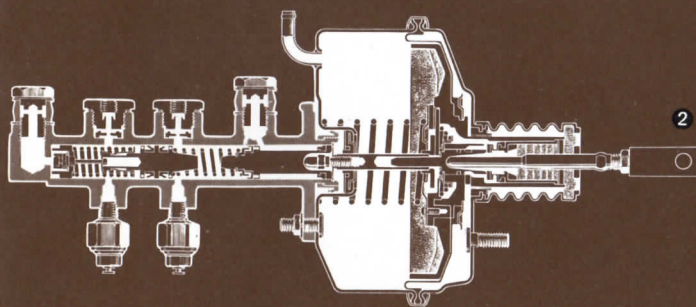
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❹ Front disc brakes are standard on all models. You can be sure that every Celica will stop quickly and in a straight line without pulling to the side.

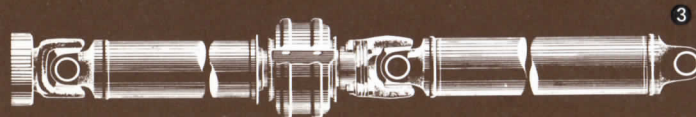
❺ Drum brakes on the rear are of the leading-trailing type with an auto-adjuster. The auto-adjuster helps prevent locking of the rear wheels during heavy braking.



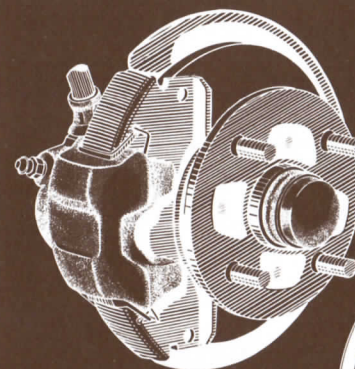
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❷ Standard on the GT model (optional on LT and ST) is a tandem master cylinder for the brakes. The LT and ST models have a single master cylinder. All three have a vacuum booster to assure you of powerful braking action with minimum pedal pressure.

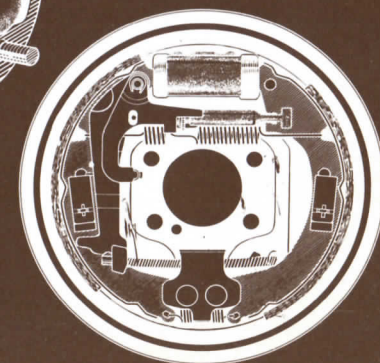
❸ ST and GT models have a three joint propeller shaft to reduce drive train vibrations to a minimum. LT has a single section, rubber lined propeller shaft.



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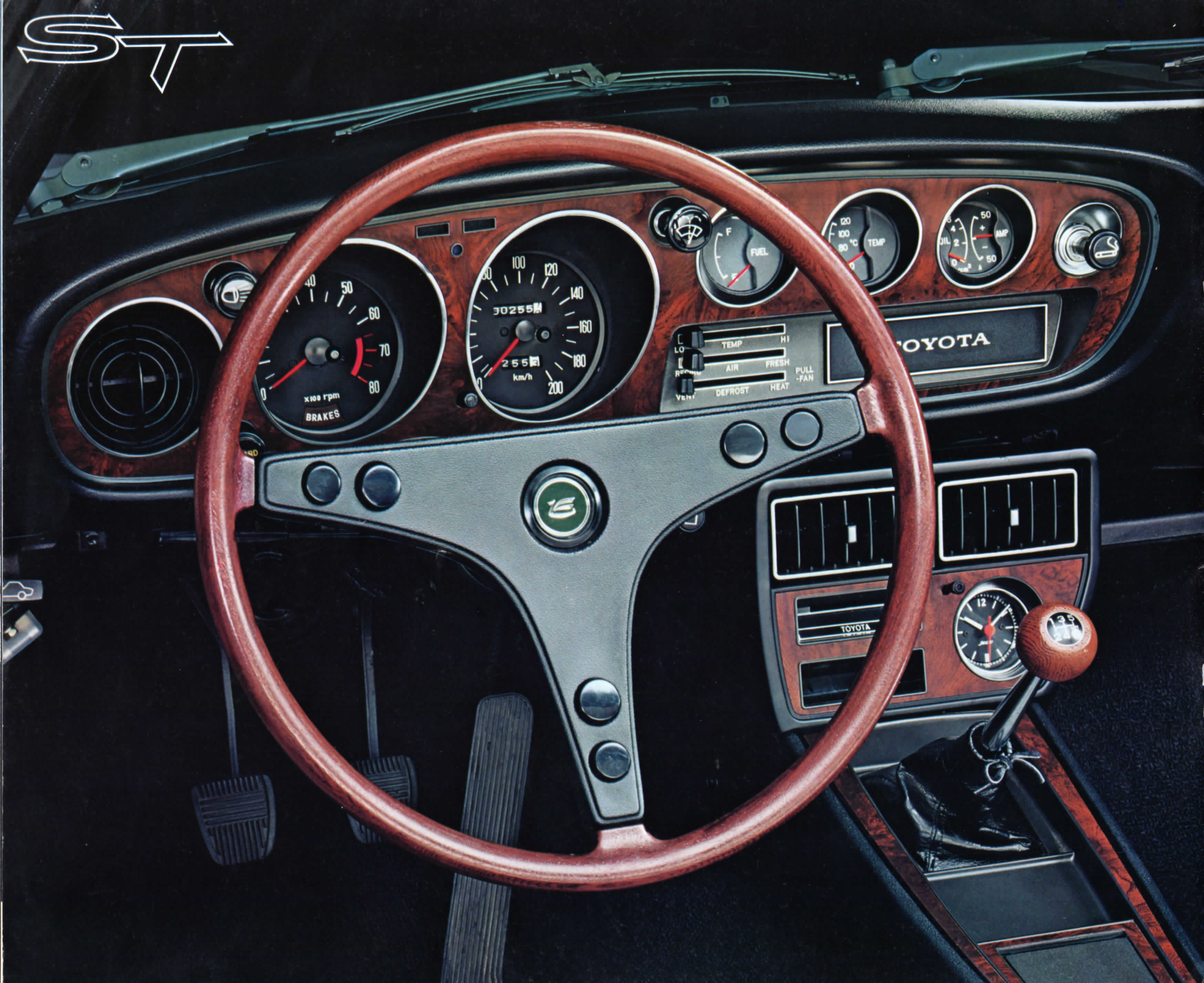


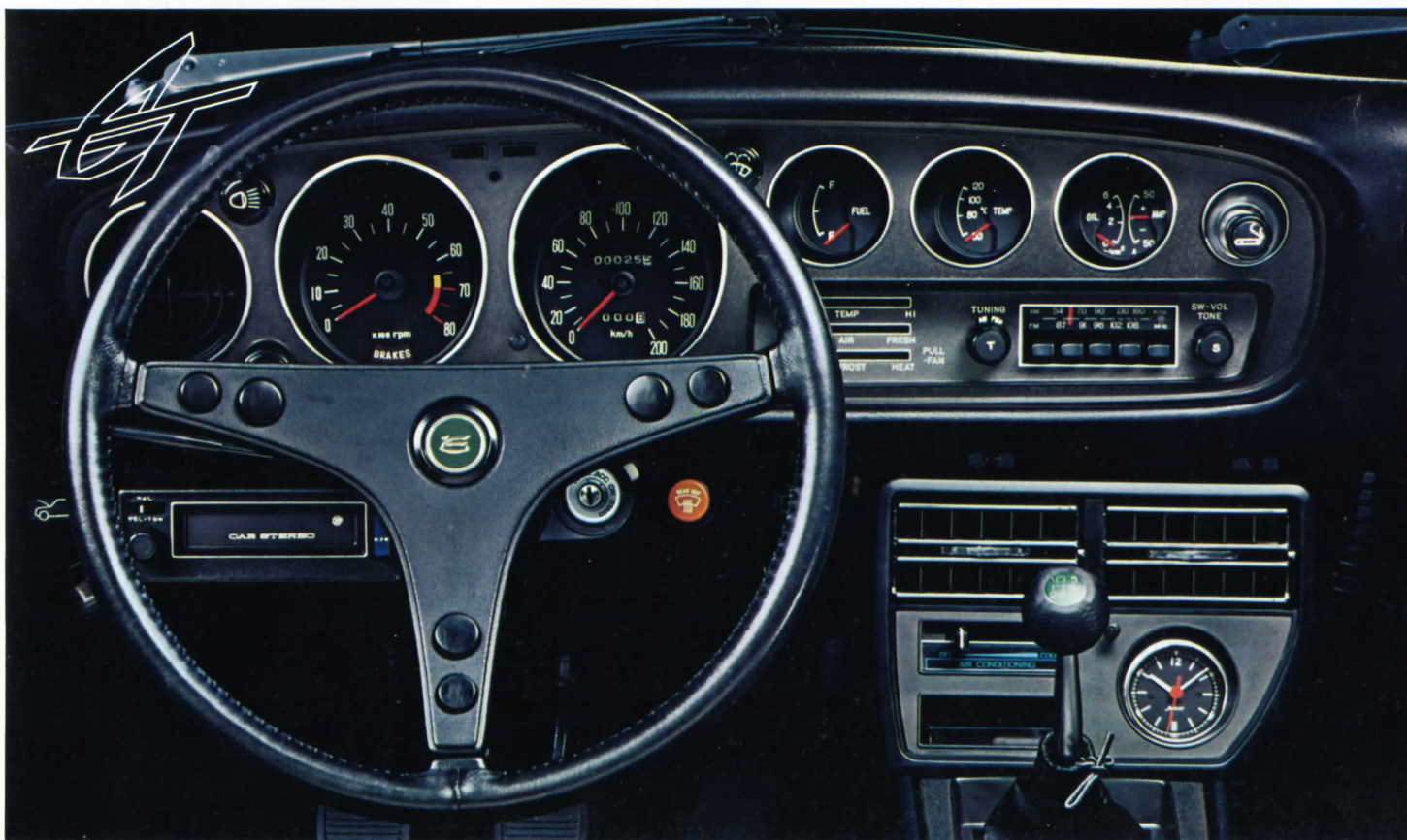
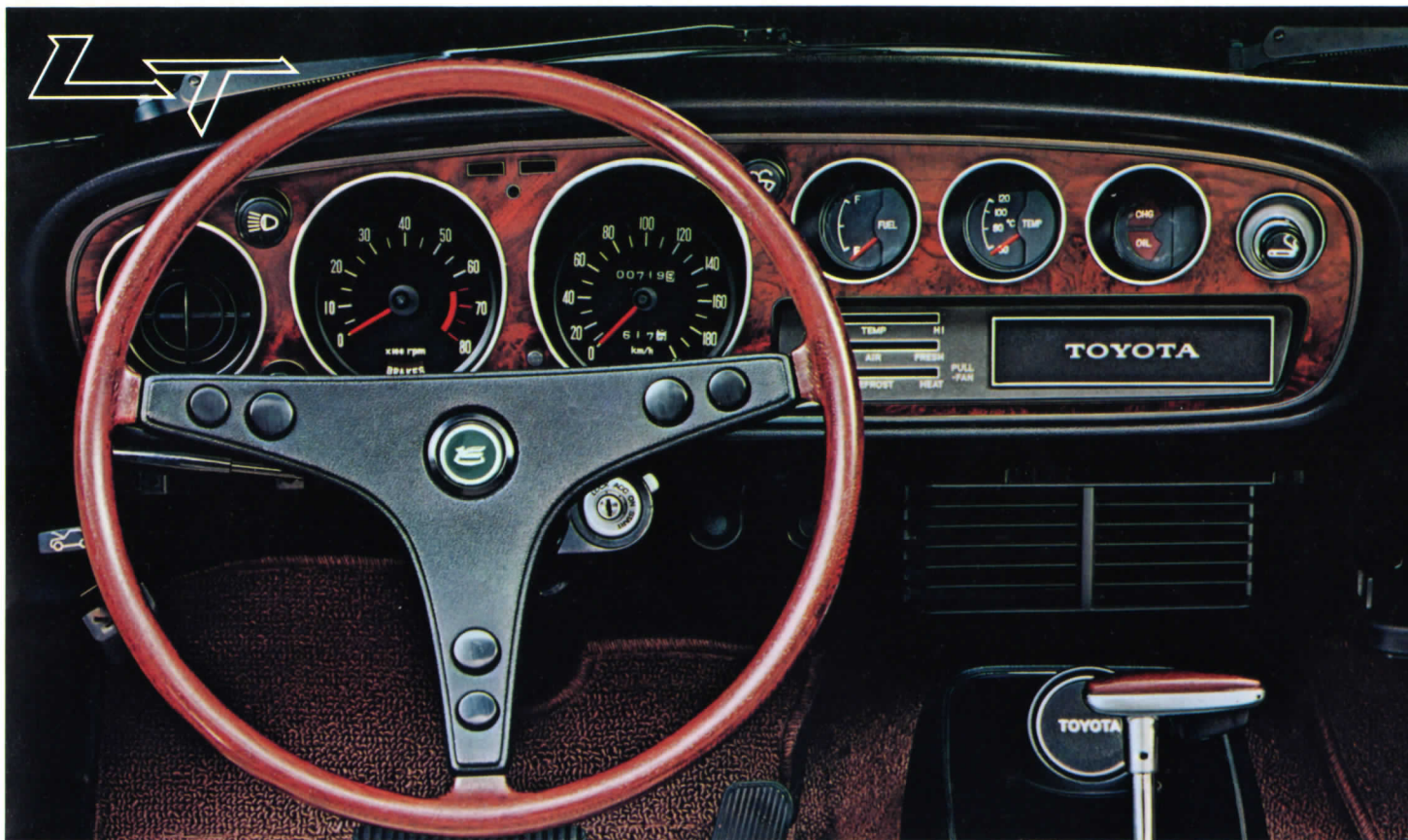
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ST





You're at the controls.

Sitting behind the steering wheel in a Celica is almost like being behind the controls of an expensive Grand Prix car.

All gauges are large and easy to read for fast, accurate checking. And they're on the instrument panel, not down in the console where they might be hard to locate at a glance.

The safety-soft controls are picture-identified and well spaced so that you don't make a mistake and manipulate the wrong knob.

So, do yourself a favour and get behind the wheel of a Celica. It could be one of the most exciting experiences of your life.

Standard equipment

LT Simulated walnut instrument panel, shift lever knob and three spoke steering wheel (horn button on each spoke). Engine tachometer. Speedometer with resettable trip meter. Semi-console box. Lockable glove compartment with courtesy light. Fan boosted flow-through ventilation system. Cigarette lighter. Ash tray. Instrument panel undertray. 2-stage steering column lock. 2-speed electric windscreen wiper/washer system. Fuel gauge. Water temperature gauge. Oil pressure warning lamp. Ammeter warning lamp.

ST Simulated walnut instrument panel, shift lever knob and three spoke steering wheel (horn button on each spoke). Engine tachometer. Speedometer with resettable trip meter. Full, simulated walnut console box. Lockable glove compartment with courtesy light. Fan boosted flow-through ventilation system. Cigarette lighter. Ash tray. Instrument panel undertray. 2-stage steering column lock. 2-speed electric windscreen wiper/washer system. Fuel gauge. Water temperature gauge. Oil pressure gauge. Ammeter gauge.

GT Vinyl leatherette covered instrument panel, shift lever knob and three spoke steering wheel (horn button on each spoke). Engine tachometer. Speedometer with resettable trip meter. Full, black console box. Lockable glove compartment with courtesy light. Fan boosted flow-through ventilation system. Cigarette lighter. Ash tray. Instrument panel undertray. 2-stage steering column lock. 2-speed electric windscreen wiper/washer system. Fuel gauge. Water temperature gauge. Oil pressure gauge. Ammeter gauge.





You're in the lap of luxury.

Just sitting in a Celica will give you the feeling that you're in a very plush hotel. The kind of hotel with custom made furniture and wall-to-wall carpeting. The kind of hotel with that quiet air of elegance that just makes you feel relaxed and good.

This feeling can be yours in a Celica because of the deep pile floor carpeting and contoured front bucket seats. Even the rear seat is contoured so that you and your passengers will enjoy riding in comfort and luxury.

The interior sides and doors are covered in handsome vinyl leatherette. Behind the vinyl leatherette is sound deadening material so that you not only ride in comfort but also in quiet comfort.

You can keep the windows up even in warm weather and still keep cool with fresh air circulating throughout the entire cabin area. Fan boosted, flow-through ventilation does the job completely. Get into a Celica and put yourself in the lap of luxury. You'll be glad you did.



Standard equipment

LT Padded door arm rests. Padded sun visors. Door courtesy lights. Wall-to-wall carpeting. Front seat assist grip. Fully reclining front bucket seats with integral head restraints. Extra pocket on the back of each bucket seat. Ventilation perforated, vinyl leatherette covered seats front and rear. Padded instrument panel. Illuminated gauges.

ST Padded door arm rests. Padded sun visors. Door courtesy lights. Wall-to-wall carpeting. Front seat assist grip. Rear seat assist grips. Fully reclining front bucket seats with integral head restraints. Extra pocket on the back of each bucket seat. Fabric/vinyl leatherette covered seats front and rear. Padded instrument panel with gauge illumination control system. Illuminated control knobs.

GT Padded door arm rests. Padded sun visors. Door courtesy lights. Wall-to-wall carpeting. Front seat assist grip. Rear seat assist grips. Fully reclining front bucket seats with integral head restraints. Extra pocket on the back of each bucket seat. Knit-tape yarn/vinyl leatherette covered seats front and rear. Padded instrument panel with gauge illumination control system. Illuminated control knobs. Electric rear window defroster.

Toyota Celica

ery personal car with many
itstanding standard equipment
features. And a few options to
make it even more personalized to
your own individual taste.

❶ Fan-boosted, flow-through ventilation system will keep fresh air circulating throughout the entire cabin area even with the car stationary and all the windows closed.

❷ To keep cool on the hottest days, you can order the optional air conditioning unit.

❸ Tune in to your favourite stations with an AM or FM/AM push button radio. (Both are optional.)

❹ You can also get the optional 8-track stereo system for uninterrupted listening pleasure of your favourite music.

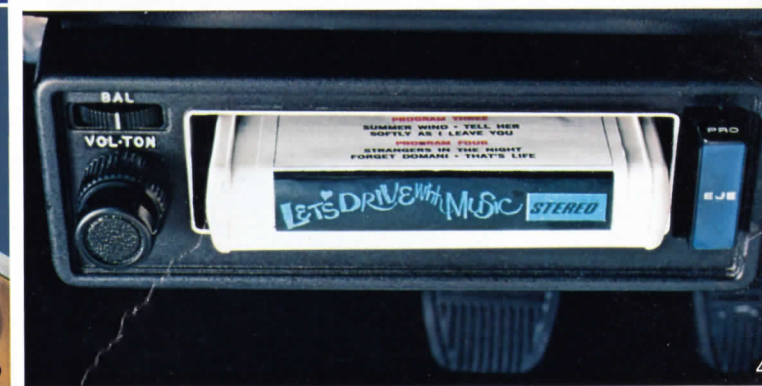
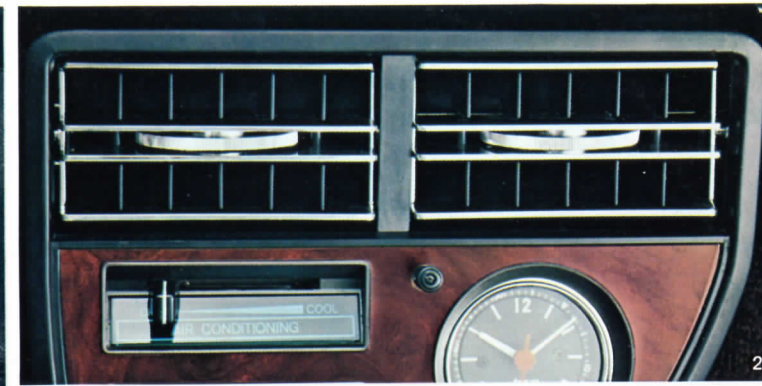
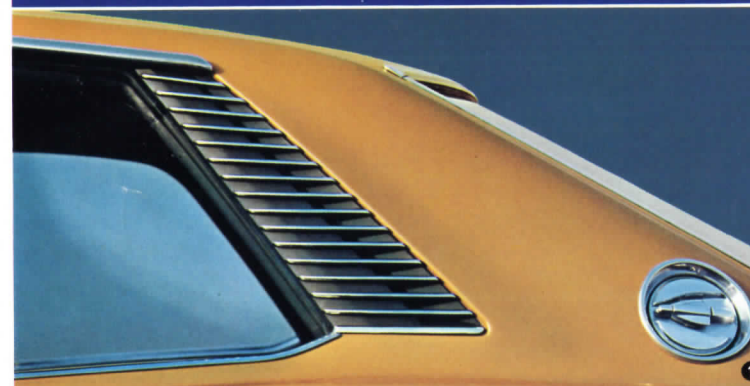
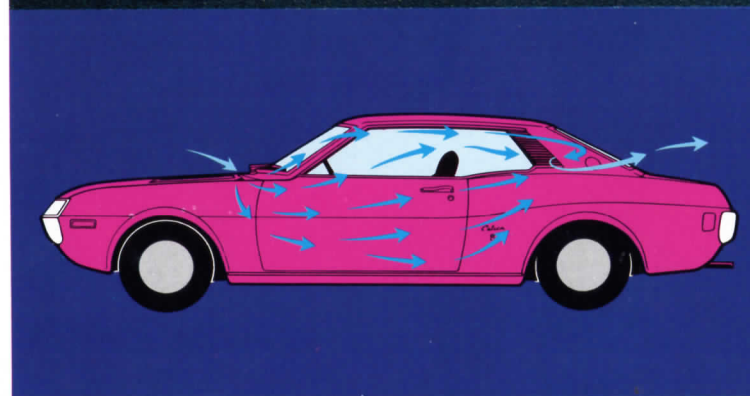
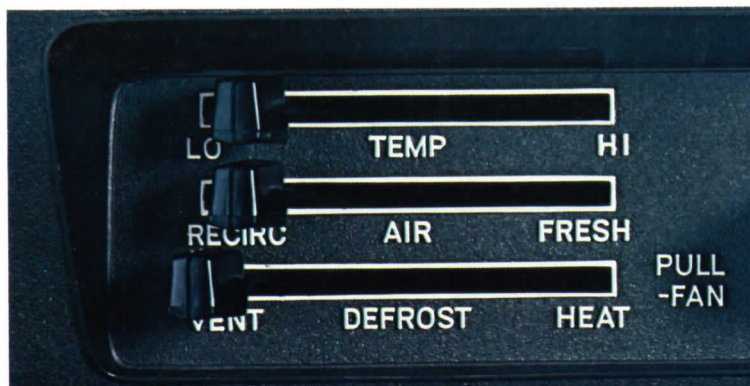
❺ There's plenty of room in the luggage compartment because the spare tyre is mounted horizontally under the vinyl floor mat.

❻ Celica's jack and tool set are kept out of the way of luggage by the unique tool box that is recessed into the floor of the luggage compartment.

❼ A great safety option is the seat belt system with a push button type release: 3 point front and 2 point rear.

❽ On the back of each front seat is a handy pocket for storing many things such as maps, magazines, etc.

❾ To make entering or leaving your Celica much easier at night, the LT, ST and GT models have door courtesy lights as standard equipment.

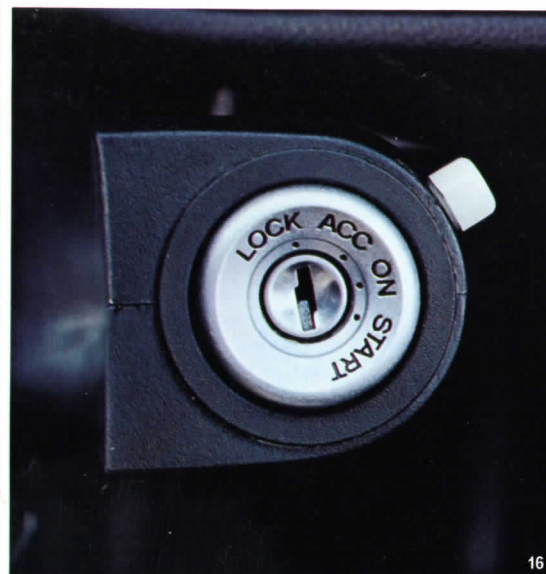




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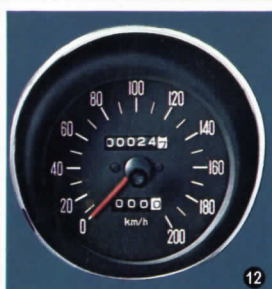
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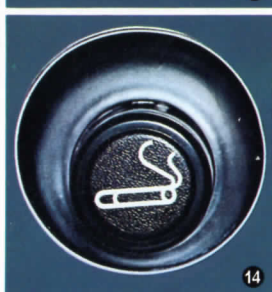
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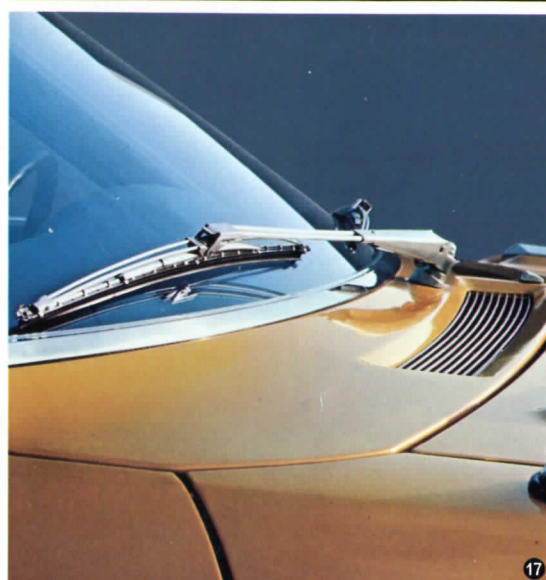
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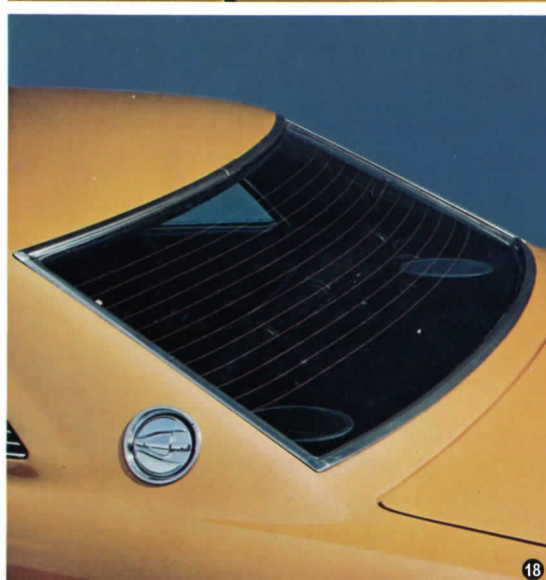
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10 All three models have a handy console box with an ash tray. Celica LT has a black, semi-console; Celica ST has a full console box of simulated walnut; Celica GT has a black, full console box.

11 Every Celica comes with an accurate engine tachometer so that you will know exactly how fast your engine is revving at all times.

12 And, of course, every car has a speedometer. But Celica's speedometer has something extra: a resettable trip meter.

13 To be on time wherever you are going, there's an optional electric clock with a sweep second hand.

14 Standard equipment on all Celica models is a conveniently located cigarette lighter.

15 Standard equipment on the Celica GT is a set of long-lasting radial tyres. Optional for LT and ST.

16 The steering column locking mechanism that comes on all Celicas is a new, 2-stage device: you have to push a button before you can turn the key to the "LOCK" position.

17 Every Celica has a 2-speed, electric windscreen wiper/washer system that is standard equipment.

18 Standard equipment on the Celica GT is an electric rear window defroster. Optional on LT and ST.

SPECIFICATIONS

Engine

LT Water-cooled, 4-cylinder in-line, OHV. 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85mm (3.35in.). Stroke, 70mm (2.76in.). Piston displacement, 1588c.c. (96.9cu.in.). Compression ratio, 8.5 to 1. Max. HP (SAE), 102 at 6000rpm. Max. torque (SAE), 14.0m-kp. (101ft.-lb.) at 3800rpm. Carburetter, one down-draft, 2-barrel with automatic choke.

ST Water-cooled, 4-cylinder in-line, OHV. 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85mm (3.35in.). Stroke, 70mm (2.76in.). Piston displacement, 1588c.c. (96.9cu.in.). Compression ratio, 9.4 to 1. Max. HP (SAE), 113 at 6000rpm. Max. torque (SAE), 15.1m-kp. (109ft.-lb.) at 4200rpm. Carburation, Two down-draft, 2-barrel carburetters with manual chokes.

GT Water-cooled, 4-cylinder in-line, DOHC. 5-main bearing crankshaft. Cross-flow intake/exhaust manifold system. Hemispherical combustion chambers. Bore, 85mm (3.35in.). Stroke, 70mm (2.76in.). Piston displacement,

1588c.c. (96.9cu.in.).

Compression ratio, 9.8 to 1. Max. HP (SAE), 124 at 6400rpm. Max. torque (SAE), 15.6m-kp (113ft.-lb.) at 5200rpm. Carburation, Twin Solex carburetters with manual chokes and an idling limiter.

Transmissions

LT 3-speed automatic, hydraulic torque converter with 3 forward and 1 reverse speed planetary gears. Ratios: Low₁, 2.400; Low₂, 1.479; Drive, 1.000 and Reverse, 1.920.

LT & ST 4-speed, all forward gears synchromesh manual. Gear ratios: 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000 and reverse, 3.484.

LT, ST & GT 5-speed, all forward gears synchromesh manual. Gear ratios: 1st, 3.587; 2nd, 2.022; 3rd, 1.384; 4th, 1.000; 5th, 0.861 and reverse, 3.484.

Capacities

Fuel tank, 50litres (11.0Imp.gal.). Crankcase, 2.8litres (2.6Imp.qts.). Water, 6.5litres (5.7Imp.qts.) for LT & ST; 7.4litres (6.5Imp.qts.) for GT.

Electrical

Battery, 12volt, 35amp.hr. Alternator, 12volt, 480watt.

Clutch

Single dry plate with diaphragm spring and hydraulic actuation.

Final reduction gear ratio

3-speed automatic, 4.111 to 1.

4-speed manual, 3.900 to 1.

5-speed manual, 4.111 to 1.

Suspension

Front, independent with coil springs, torsion bar stabilizer, long stroke telescopic shock absorbers, anti-sway bars and lower wishbones.

Rear, 4 link type with two upper and two lower longitudinal links, coil springs, long stroke telescopic shock absorbers and a lateral track bar.

Brakes

Hydraulic, operating on all wheels. Front disc and rear drum with vacuum booster. Parking brake operates mechanically on the rear wheels.

Steering

Recirculating ball type gearbox. Gear ratios, 18.18 to 1 on right hand drive models and 18~20.5 to 1 on left hand drive models. Minimum turning diameter, 9.6 meters (31.5ft.).

Body

All welded steel with unit construction and impact absorbing sections front and rear.

Dimensions

Overall length, 4165mm (163.9in.); overall width, 1600mm (63.0in.);

overall height, 1310mm (51.6in.); wheelbase, 2425mm (95.5in.); tread front, 1280mm (50.4in.); tread rear, 1285mm (50.6in.); ground clearance, 170mm (6.7in.).

Kerb weight

LT 3-speed automatic, 950kg. (2095lb.); 4-speed & 5-speed manual, 935kg. (2060lb.).

ST 4-speed and 5-speed manual, 950kg. (2095lb.).

GT 5-speed manual, 970kg. (2140lb.).

Wheels and tyres

Pressed steel disc wheels. LT & ST, 6.45S-13, 4PR white wall tyres; GT, 165HR-13, radial tyres.

**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 printed photos in this catalogue.*