

TOYOTA CELICA GT/ST/LT





**CELICA
GT**







Special 185/70 HR 13 radial tires with wide wheel rims.

CELICA GT

This is Toyota's new luxury sports car. The Celica GT. It comes equipped with those little extras that add up to high performance and custom design.

The powerful 2000cc SOHC, 110h.p. (S.A.E. Gross) engine, for instance. It can perform for the most demanding driver, and do it in style.

The new 5-speed synchromesh transmission makes this the car for setting the pace down those long stretches on the highway or over those winding roads in the country.

For quick stops you get safe, sure power assisted front disc/rear drum brakes with a dual master cylinder.

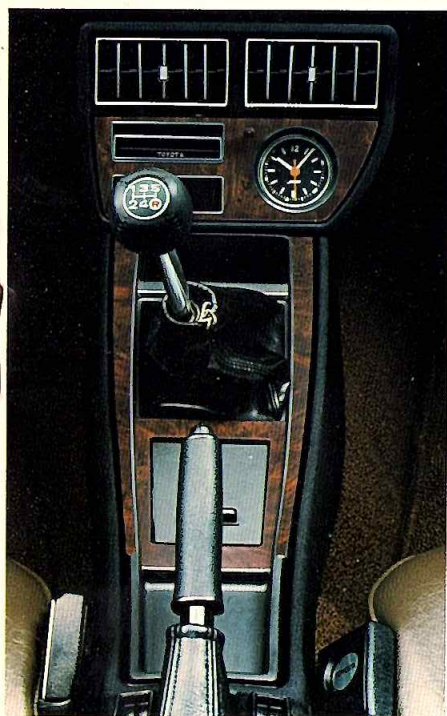
And you get the true feel of the road with the extra wide 185/70 HR 13 radial tires. The tough, dependable MacPherson strut independent front suspension is like they use on racing cars. You can really push the Celica through the turns.

Inside you get fully reclining, contoured bucket seats up front and contoured bench seats in the back.

Carpeting is wall-to-wall and all the glass is tinted. And, as you can see on the opposite page, the instrumentation is complete. Your own private cockpit.

A heater/defroster is powered by a 3-speed fan that works instantly and effectively no matter what the outside temperature may be. And the electric rear window defroster keeps rear vision clear during those cold Canadian winters.

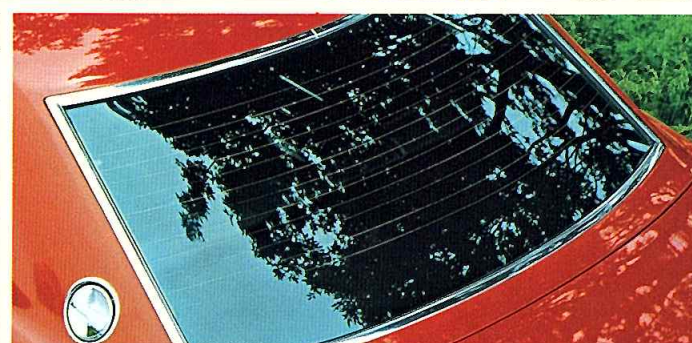
The sizeable trunk even has a removable mat covering for easy cleaning.



5-speed manual transmission—GT model only.



Optional 3-speed automatic transmission is available on all models.



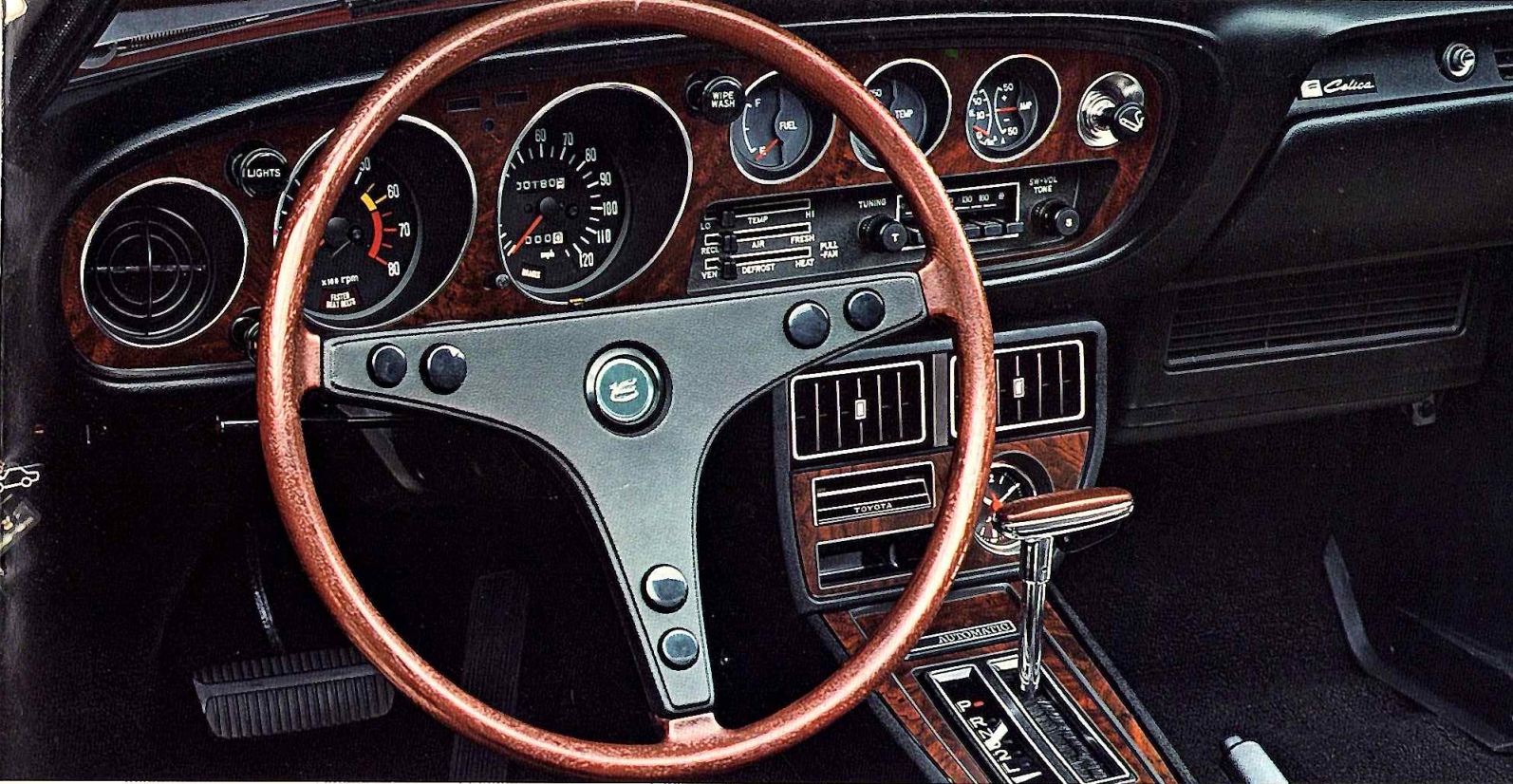
Electric rear window defroster.



Sizeable trunk with removable mat that conveniently hides the spare tire.



CELICA
ST



CELICA ST

At first, you might think that a car like the Celica ST has a long list of expensive options. Not at all. In fact the only option is an automatic 3-speed transmission. Everything else is standard.

The 2000cc SOHC, 110h.p. (S.A.E. Gross) engine is standard. So are the radial tires. And the sporty racing stripes.

Sit down inside the Celica ST. The steering column, designed to collapse under heavy impact is standard. So are the fully reclining front bucket seats. And the AM/FM radio and the electric clock. Even the 8,000rpm electric tachometer.

Toyota's Fresh-Flow ventilation system has a powerful booster fan to provide fresh air at face level even when the Celica ST is standing still.

But the best standard feature of every Celica ST is that it's built for economy and performance. (Which happens to be a standard feature of every car Toyota makes.)

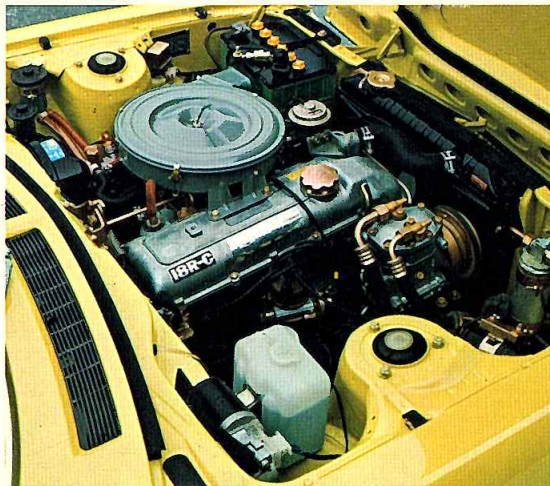


CELICA LT

Here's the sports car for the person who wants sports car performance without spending a lot to get it.

The Celica LT.

It has the same Toyota quality built in. And that means built-in Toyota economy, too.



SPECIFICATIONS

Engine:

4-cylinder in-line, single overhead camshaft, 5-main bearing crankshaft. Displacement: 1968 cc's (120.1 cu. ins.). Maximum horsepower: S.A.E. net, 97hp at 5500rpm; S.A.E. gross, 110hp at 5500rpm. Maximum torque: S.A.E. net, 106 ft-lb at 3600rpm; S.A.E. gross, 118 ft-lb at 3600rpm. Carburetor: down-draft 2 barrel with automatic choke; regular or low lead gasoline; fuel tank capacity, 11.0 imperial gallons. Cooling system: water cooled; corrugated fin and tube type pressurized radiator with reservoir tank; centrifugal pump circulation controlled by thermostat; coolant capacity, 7.0 quarts. Electrical system: 12 volt, 60amp.hr. battery; 12 volt, 540 watt alternator. Lubrication system: full pressure force-feed by trochoid pump; full-flow type oil filter; crankcase capacity 3.0 quarts. Clutch: Single dry plate and diaphragm spring with hydraulic actuation.

Transmission:

4-speed manual—all forward gears synchromesh; ratios: 1st 3.579, 2nd 2.081, 3rd 1.397, 4th 1.000, reverse 4.399.

5-speed manual—all forward gears synchromesh; ratios: 1st 3.287, 2nd 2.043, 3rd 1.394, 4th 1.000, 5th 0.853, reverse 4.039.

Rear axle:

Semi-floating hypoid gear drive; final reduction ratio 3.727 for 4-speed, 3.909 for 5-speed or automatic.

Optional on all models:

3-speed automatic—hydraulic torque convertor with three forward and one reverse speed planetary gears; ratios: Low₁ 2.45, Low₂ 1.45, Drive 1.00, Reverse 2.22.

Suspension:

Front—independent with coil springs on MacPherson struts with built-in telescopic shock absorbers. Rear—4-link with coil springs, telescopic shock absorbers and lateral track bar.

Steering:

Recirculating ball type gearbox with variable ratio of 18.0-20.5 to 1; minimum turning diameter, 31.5 feet.

Brakes:

Front disc and rear drum brakes with tandem master cylinder and vacuum booster; parking brake operates mechanically on rear wheels.

Tires:

ST & LT 165 SR-13 radial ply. GT 185/70 HR 13 radial ply.

Dimensions and weights:

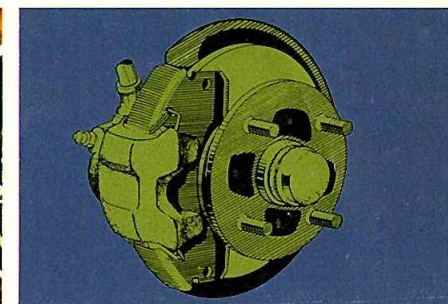
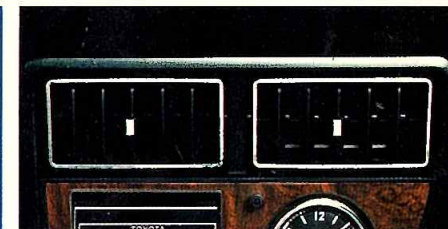
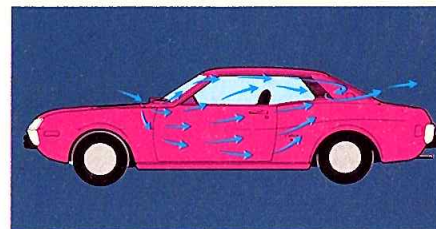
Overall length, 169.2 inches; Overall width, 63.0 inches; overall height, 51.6 inches. Curb weight, 2359 pounds, ST & LT 2403 pounds, GT with 5-speed; 2392 pounds, GT with automatic.

Chassis/body:

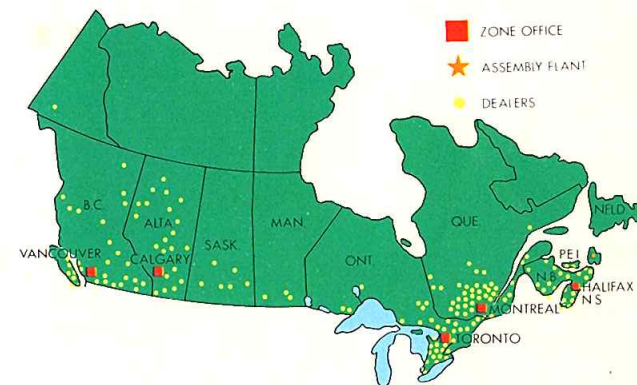
Unit construction, collapsible body structure.

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

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The Celica GT's and ST's standard equipment list reads like someone else's option list: The simulated woodgrain dash houses an 8000rpm tachometer. The push button AM/FM radio is standard. So are the power assisted front disc brakes. And our Fresh-Flow ventilation system features a powerful booster fan, to provide fresh air at face level even when your Celica is standing still.



WE CARE ABOUT QUALITY, WORLDWIDE
We service what we sell in over 140 countries
around the world and from coast to coast in Canada.
We think that after-sales service is the most important part
of our job and we firmly stand behind our warranty
of 12 months or 12,000 miles.

TOYOTA



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Zone offices in Dartmouth, Montreal, Toronto, Calgary, Vancouver.