
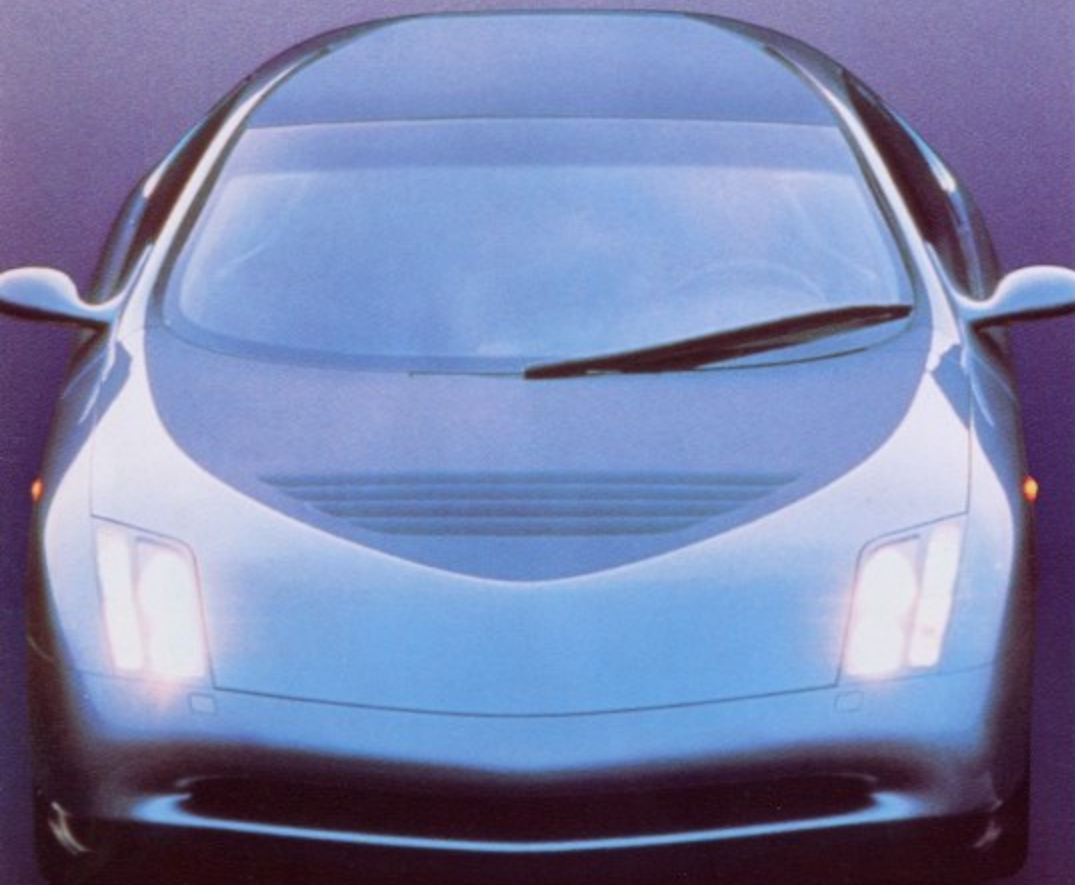
 TOYOTA

CELICA AND MR2



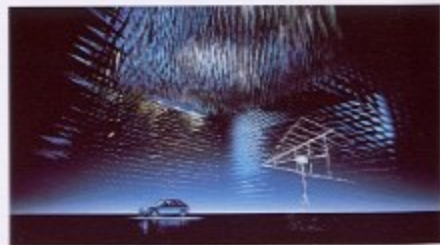
THE CAR IN FRONT IS A  TOYOTA



WHY NO-ONE WILL OVERTAKE THE CAR IN FRONT

No-one can overtake Toyota because every year we put over £2 billion behind our vehicles.

It's this unparalleled investment in research and development which keeps us far ahead of the competition. An investment which ensures our designs are continually becoming safer, more comfortable, more efficient and, of course, better for the environment.



Noise reduction in Toyota's advanced anechoic chamber

We were the first manufacturer in Britain, for instance, to fit catalytic converters as standard. Now we're leading the way in the development of powerful multi-valve engines which deliver true lean-burn fuel efficiency - a breakthrough that puts a Toyota ahead of everything in its class for performance with



Extensive wind tunnel testing is carried out

economy and cleaner exhaust emissions. So the car in front benefits everyone behind.

If you're after reliability, look at our record. Our vehicles continually achieve success in endurance trials and world championship rallies, and leave the competition standing in independent surveys all over the globe. What

other manufacturers have such confidence in their build quality that they back every car with a free 3 year/60,000 mile mechanical warranty and a free 6 year anti-corrosion perforation warranty?

With guarantees like these, you know your Toyota will keep its looks and lively performance for years, and maintain more of its

value than almost any other. No wonder, then, that people who think ahead choose Toyota.

Of course, safeguarding your investment is one thing. But a Toyota protects you and your passengers as well, with side impact beams, rigid steel cabins and crumple zones to absorb bumps and shocks before you do.

Many models also have ABS and driver's side airbags as standard.

Our innovations have earned us respect right across our range, from aerodynamic hatchbacks to elegant saloons, from the sportiest two seaters to the most rugged 4WD vehicles. Each one a pleasure to drive.



Toyota's £800 million manufacturing plant at Burnaston, Derbyshire which builds Carina E's

That's why Toyota is fast becoming the car in front in over 130 countries. We are now the world's third largest car manufacturer with over 30 plants outside Japan.

We are investing over £800 million in our Derbyshire factory where the first British-built Carina E rolled off the line in 1992. Another new development for the UK market is the launch of the 4Runner - our latest example of 4WD technology at its best.

Our competitors have a long way to go to catch us. But our commitment to research is moving us further and further ahead.

Which is why the car in front will always be a Toyota.

MOTORSPORT

*R*allies, races and endurance trials.

In the last few years Toyota has dominated all 3 - and what other manufacturer can say that?

In 1993 we won the Manufacturers' and Drivers' titles in the World Rally Championships. In eleven gruelling events the Celica Turbo 4WD covered all kinds of terrain from the dustbowls of Kenya to the icy trails of the "1000 Lakes" course in Finland, picking up seven individual victories along the way.



Celica GT-Four: Winner of the 1993 World Rally Championship



CELICA GT-FOUR

Few motorsports challenges come any tougher than the Paris-Moscow-Beijing rally. It covers more miles, more difficult conditions than any other - and in 1992 the Landcruisers swept the board in the diesel-powered vehicle class.

An equally famous endurance event is, of course, the Le Mans 24 hour race. In this legendary marathon, the Toyota TS010 picked up the record for the fastest lap, and achieved an overall fourth place in '93.

Even more corks popped for Toyota in the USA where last year Juan Manuel Fangio II

drove the Eagle Toyota Mark III to first place yet again in - take a deep breath - Daytona, Miami, Sebring 12 hours, Road Atlanta, Lime Rock, Mid Ohio, Watkins Glen, and Portland. Meanwhile, the Hilux raced away with the MTEG Off-Road Championships for the second time running.

Is that all, you may ask? Not quite - the MR2 and the Corolla came in first in twelve rounds of the '92 South East Asian Supercars Championship, while nearer home the Carina E was a race winner in the British Touring Car Championship.



So you can appreciate that the last few years have been thrilling for Toyota. But we don't race just to amass titles and trophies, nor demonstrate the superior performance and durability of our cars.

Instead we use our investment in rallying and racing technology, and the experience we gain from pushing our cars to their limits, to refine and improve every Toyota vehicle on the road.

And that's why we take part in Motorsports, because every time we race, you win.



The Carina E is a race winner in the British Touring Car Championship



CELICA GT-FOUR

Twice winner of the World Rally Championship and holder of innumerable other titles, the Toyota Celica GT-Four has earned more than its fair share of laurels. But it certainly hasn't rested on them, as this sixth generation proves.

A WELL-HONED BODY

The shape of the new GT-Four is so

futuristic, it takes this speciality sports car into the next century. The lines are sharp, dynamic, finely honed, the stance strong and confident. From its distinctive front grilles and double headlights to the integrated rear spoiler, this car has the looks which set trends.

But a handsome body is only one of the GT-Four's attributes. Because underneath that gleaming bonnet lies the heart of the legend.

PERFORMING MIRACLES

The GT-Four is something all too rare on the road these days. A car which is fun and

exhilarating to drive. On the straight, around corners, up Alpine passes the GT-Four leaves other vehicles standing - as many of our rivals have discovered.

The thrust which keeps the car ahead comes from the newly upgraded 3S-GTE 4 cylinder engine with a twin-entry turbo-charger for greater output, acceleration and performance. At 6000 rpm this mighty unit produces 239 bhp and 223 lbft of torque at 4000 rpm. Maximum speed is 152 mph, and 0-60 accomplished in 6.3 seconds.

But even so, the GT-Four delivers 34.9 mpg at a constant 56 mph. Naturally it runs on unleaded petrol and has a 3-way catalytic converter as standard.

The new Celica GT-Four is designed for the sporting life - and as Toyota's free 3 year/60,000 mile warranty proves, it's built for a long life, too.

Put yourself behind the wheel of a new legend. Test drive the latest Celica GT-Four soon.



CELICA GT-FOUR



CELICA GT-FOUR



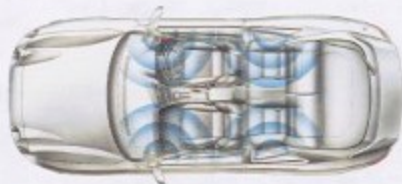
CELICA GT

INSIDE THE CELICA

The new Celicas and the sports car enthusiast are made for each other. Which is why their interiors are so driver-orientated.

The lines are flowing, vibrant, full of character, the cockpit design single-minded in its devotion to exhilaration, control, and comfort. (Yes, here's real emotional satisfaction.)

The seven way adjustable front sports seats beckon. Settle in and you'll discover they're comfortable enough for any endurance trial - yet during fast cornering and deceleration, the seats feel firm and supportive. Behind



A 4-speaker stereo radio cassette with RDS

you, two more passengers can be easily accommodated in the 50/50 split rear seat.

The sculptured dashboard curls sensuously around you with the stylishly integrated instruments so logically laid out, (they can be read at a glance.) As a true sports car, there are no superfluous gauges and gadgets in the Celica.



Curved dashboard with easy-to-read, readily accessible instrumentation (Celica GT shown - not U.K. specification)

But that's not to say that the interior is basic- there is a state of the art 4-speaker stereo radio cassette with RDS, power-assisted



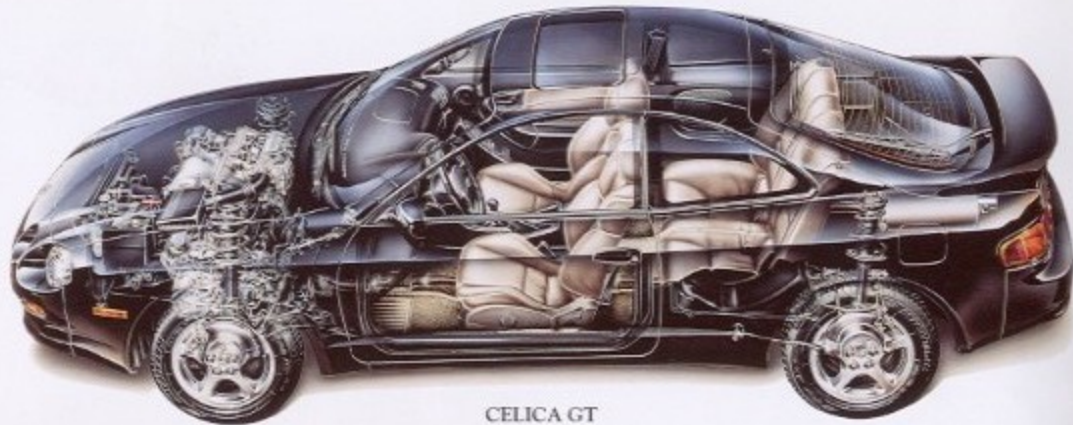
Generous luggage space particularly with the split rear seats folded

steering, electric windows and door locks and handy internal releases for the boot, bonnet and fuel flap. On the GT-Four, air conditioning is standard as well.

Other material benefits of the Celica's quality are very hush-hush. Put the engine through its paces, and you'll be pleasantly surprised that noise levels have been kept to a minimum. Throughout the development of this car, we've eliminated extraneous noise and vibration wherever possible.

Which is perhaps even more reason why you'll like the sound of a Celica.

WHAT'S BEHIND THE CELICA?



CELICA GT

Many of the refinements which put the GT-Four in first place in rallies all over the world have been incorporated into the actual sports cars you can buy.

ENGINEERING TRIUMPHS

The new 3S-GE engine in the Celica GT is an advanced 16 valve, twin overhead cam four cylinder power plant. Its latest refinements include a variable induction and knock control system, increased valve lift, and a higher compression ratio. The result is an outstanding power output for a car in the 2 litre class, power which is readily

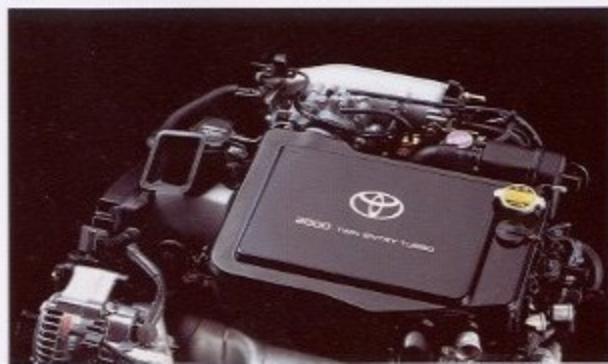
available throughout the rev range. The Celica GT-Four is driven by the new 3S-GTE engine with twin entry turbo-charger which has proved such a winner for Toyota's professional racing drivers.

In an ordinary turbo-charged engine,

there is some overlap in the exhaust valve opening timing which hinders the fuel intake and results in energy loss. By equipping the 3S-GTE with a turbo-charger that has two exhaust ports, interference is eliminated, and low speed performance and acceleration improved. To give even greater responsiveness, the engine also has a water-cooled intercooler, increased valve lift and higher compression ratio.

The Celica GT and GT-Four's performance and fuel economy have been further improved by reducing the weight of the bodysell and components wherever practical.

The Celica GT-Four 2.0 litre twin-entry turbocharged engine



The GT and GT-Four both feature driver's side airbag



TRANSMISSION

When you're changing up or down through the gears, the Celica GT and GT-Four perform smoothly and quietly thanks to the precision engineered transaxle components and minimised cable friction.

A further major advance on the GT-Four is the torque-sensing limited slip differential which provides excellent traction and thoroughly predictable pulling power, no matter how slippery the road surface. It's one reason why, in 1993, Auriol and Ocelli took 1st

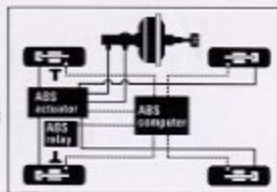
place in Monte Carlo and Kankunnen and Grist won the snowbound RAC rally in the most testing conditions.

SUSPENSION SYSTEM

The Celica GT's pin-sharp handling, secure road-holding and comfortable ride come from the proven independent McPherson strut suspension and optimally tuned springs, shock absorbers and bushings.

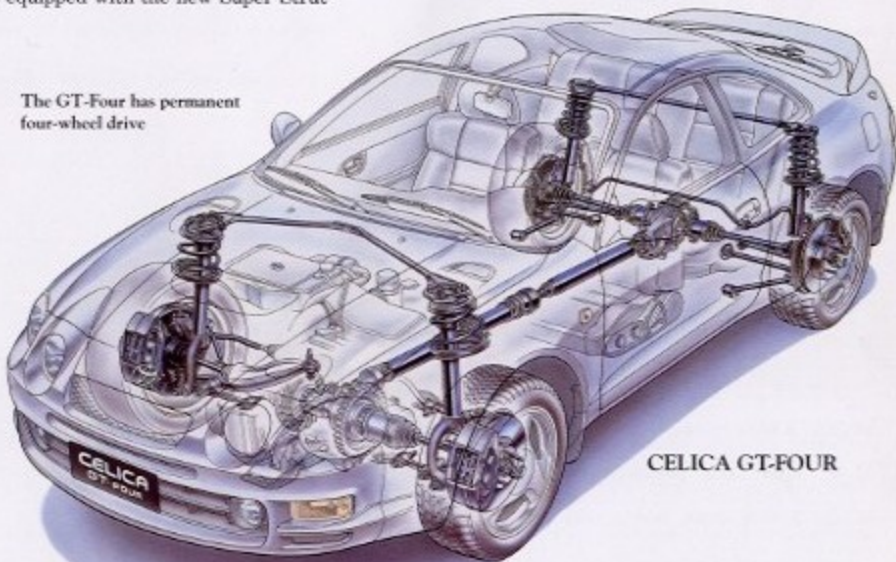
To meet greater challenges, the GT-Four is equipped with the new Super Strut

Enhanced safety results from the GT-Four's advanced computer controlled Linear G ABS, which is fitted as standard



suspension system with a shortened spindle offset, reduced camber change and smaller steering axis inclination angle. All this adds up to less torque steer and flutter, improved cornering performance and steering feel and, in an emergency, even better handling capabilities.

The GT-Four has permanent four-wheel drive



CELICA GT-FOUR

Macpherson strut front suspension on 15" wheels - Celica GT



Super strut front suspension on 16" wheels - Celica GT-Four



TECHNICAL SPECIFICATIONS

		CELICA	CELICA	MR2
		GT	GT-FOUR	GT AND GT-T BAR
Engine	Type	16 valve, twin OHC, four cylinder, 5 bearing crankshaft, aluminium alloy cylinder head, transverse. Petrol. Catalytic converter.	16 valve, twin OHC, four cylinder, 5 bearing crankshaft, aluminium alloy cylinder head, transverse. Petrol. Catalytic converter.	16 valve, twin OHC, four cylinder, 5 bearing crankshaft, aluminium alloy cylinder head, transverse. Petrol. Catalytic converter.
	Capacity (c.c.)	1998	1998	1998
	Bore and stroke (mm)	86 x 86	86 x 86	86 x 86
	Compression ratio	10.3:1	8.5:1	10.3:1
	Max. horsepower (DIN)	173 bhp @ 7000 rpm	239 bhp @ 6000 rpm	173 bhp @ 7000 rpm
	Maximum torque (DIN)	137 lbft @ 4800 rpm	223 lbft @ 4000 rpm	137 lbft @ 4800 rpm
	Fuel system	Electronic Fuel Injection	Twin-Entry Turbo	Electronic Fuel Injection
Gearbox	Transmission	Manual: 5-speed all synchromesh.	Manual: 5-speed all synchromesh	Manual: 5-speed all synchromesh.
Performance**	Max. speed mph (km/h)	137 (220)	152 (245)	137 (220)
	0-60 mph (secs)	7.9	6.3	7.7
Fuel consumption*** in mpg (l/100 km)	Urban cycle	28.0 (10.1)	22.2 (12.7)	27.4 (10.3)
	Constant 56 mph	45.6 (6.2)	34.9 (8.1)	45.6 (6.2)
	Constant 75 mph	34.4 (8.2)	28.8 (9.8)	36.2 (7.8)
	Fuel type	Unleaded only	Unleaded only	Unleaded only
	Tank capacity Litres (imp gallon)	60 (13.2)	68 (15.0)	55 (12.1)
Towing capacity	Trailer with brake kg (lb)	1200 (2645)	1200 (2645)	1000 (2205)
Dimensions mm (ins)	Overall length	4425 (174.0)	4425 (174.0)	4180 (164.7)
	Overall width	1725 (67.9)	1725 (67.9)	1700 (67.0)
	Overall height	1305 (51)	1305 (51)	1235 (48.7)
	Tyre size	205/55 VR15	215/50 VR16	195/55 VR 15 (front) 225/55 VR 15 (rear)
	Kerb weight (kg)	1220	1440	T-BAR: 1305 GT: 1285
Boot capacity*	Seat up/cu ft (VDA)	10.0	6.9	6.6
Turning circle m (ft)	(tyre)	11.2 (37)	11.8 (39)	9.8 (32)
Colours and Trim (m) = Metallic/mica paint		COLOUR: 040 Pure White TRIM: Black 202 Astral Black Black 3L2 Rosso Black 752 Storm Blue (m) Black 199 Lucerne Silver (m) Black 746 Aquamarine (m) Black	COLOUR: 040 Pure White TRIM: Black 202 Astral Black Black 3L2 Rosso Black 752 Storm Blue (m) Black 199 Lucerne Silver (m) Black	COLOUR: 040 Pure White TRIM*: Black 202 Astral Black Black 3E5 Sunburst Red Black 6M1 Goodwood (m) Black 8B6 Caribbean Blue (m) Black *Leather on GT-T Bar

EQUIPMENT

FRONT & REAR DISC BRAKES
ANTI-LOCK BRAKES (ABS)
DRIVER'S SIDE AIRBAG
INERTIA SEAT BELTS
FRONT FOG LAMPS
REAR FOG LAMPS
HEATED REAR WINDOW
POWER ASSISTED STEERING
TILT ADJUSTABLE STEERING COLUMN
FOUR SPOKE STEERING WHEEL
THREE SPOKE STEERING WHEEL
SIDE IMPACT BEAMS
VARIABLE FRONT INTERMITTENT WIPERS
REAR WASH/WIPE WITH INTERMITTENT FACILITY
DIGITAL QUARTZ CLOCK
TACHOMETER
WATER TEMP GUAGE
FUEL METER
OIL LEVEL WARNING LIGHT
OIL PRESSURE WARNING LIGHT
GLASS SUNROOF
GLASS SUNROOF REMOVABLE PANELS
ELECTRIC SUNROOF
ELECTRIC WINDOWS
TINTED GLASS
CENTRAL LOCKING
RDS STEREO RADIO CASSETTE WITH FOUR SPEAKERS
RDS STEREO RADIO CASSETTE WITH EIGHT SPEAKERS
SPACE SAVER SPARE WHEEL
SPORTS SEATS
VERTICAL SEAT ADJUSTER
LUMBAR SUPPORT
SIDE SEAT ADJUSTMENT
50/50 SPLIT REAR SEAT
HEAD RESTRAINTS
CIGAR LIGHTER
REMOTE BOOT RELEASE
REMOTE FUEL FLAP RELEASE
ALARM AND IMMOBILISER
ELECTRIC AERIAL
ALLOY WHEELS
ELECTRIC EXTERNAL MIRRORS
HALOGEN HEADLAMPS WITH LEVELLING
LEATHER PARKING BRAKE LEVER
LEATHER SEATS
REAR SPOILER
AIR CONDITIONING
SINGLE PLAY CD
CD AUTO CHANGER

*Measured up to window level. **Manufacturer's figures. ***Official figures. Fuel consumption depends upon many factors such as varying motoring conditions. A particular car's fuel consumption may therefore vary from those figures shown.