

This press pack accompanied the UK introduction of the Celica Turbo 4WD Carlos Sainz, a special rally homologation model, in March 1992. Additional assets and information relating to the Celica range may be obtained from the Toyota press office if required.



Press Information

FOR IMMEDIATE RELEASE

March 25, 1992

THE TOYOTA CELICA TURBO 4WD CARLOS SAINZ

In developing this latest version of the Celica GT-Four, Toyota set out to provide Toyota Team Europe (TTE) and its leading drivers, Carlos Sainz and Markku Alen, with reliable and ultra-competitive machinery with which to contest the 1992 World Rally Championship. The previous GT-Four rally car had already set the highest standards, winning five championship rallies last year and five more in 1990, the year in which Spaniard Carlos Sainz lifted the World Championship.

In homologating the Celica Turbo 4WD Carlos Sainz for international rally competition, Toyota had to produce 5000 examples of which 3000 have been allocated to Europe and of these, only 440 are available in the UK.

The car obviously had to be relatively easy to convert into an effective rally machine, capable of winning in the snow and ice of Europe as well as the heat, dust and mud of Australia, Argentina and Kenya. Considerable attention was therefore paid to keeping the engine and turbocharger cool as well as to the suspension.

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But for the road-going version of this already successful rally car, great comfort, practicality and easy driveability were top priorities as well as performance.

The Turbo 4WD Carlos Sainz is instantly recognisable from its redesigned front bumper and air dam which not only looks very purposeful, but also allows adequate cooling air to reach the water and oil radiators. Front fog lights (standard on the GT-Four) are not fitted. The bonnet is also a new body pressing with a small air inlet specifically to cool the engine timing belt and three separate air outlet ducts designed to evacuate hot air from the engine compartment. At the rear, the bumper has also been redesigned to reduce weight and there are small changes to the rear light clusters.

The 3S-GTE 2-litre engine with 16 valves and twin overhead camshafts is largely unchanged, but the turbocharger now features a water (instead of air) cooled intercooler increasing power from 201 to 205 bhp at 6000 rpm. To improve heat dissipation in the valve area next to the valve seat, the 3S-GTE cylinder head uses the world's first laser-clad seats. Welded by laser beam, the one-piece structure allows heat to dissipate more evenly. Although peak torque remains the same at 203 lb ft, the characteristics have changed to give a much flatter torque curve for even better mid-range performance. As a further aid to engine cooling, the electronic radiator fan power has been increased from 120 watts to 160 watts.

Underneath, the oil sump protector has been redesigned to
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save weight and is now welded to the chassis centre member. In a further effort to reduce weight, the exhaust system is not fitted with a dynamic damper and the rear exhaust silencer has been changed to reduce pressure loss and add a sportier exhaust note. Noise, vibration and harshness have been reduced though, by fitting a dynamic damper to the central prop shaft of the four wheel drive transmission system.

To make for even quicker gear changes, the clutch stroke has been reduced from 145 mm to 125 mm and the gear lever throw has been reduced from 68 mm to 55 mm.

The Celica GT-Four already has a fine reputation for stability, exceptional grip and outstanding handling but, for the Carlos Sainz version, the suspension came under renewed scrutiny. MacPherson struts are retained front and rear but the dampers are new and reduce friction. At the front, Vorlauf geometry is used, the kingpin offset is reduced and the lower L arms are anchored to a front chassis member for greater rigidity. There is now greater negative camber at the rear and the dampers include valves which allow them to effectively damp even very low velocity wheel shocks. Straight line stability, cornering and handling characteristics are all improved by these apparently small but important changes.

Elsewhere, the rigidity of the steering column has been increased with a new rubber coupling on the intermediate shaft. The centre differential of the 4WD transmission now incorporates a viscous coupling, and a torque sensing (Torsen) LSD continues

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to be used at the rear. This LSD consists of two worm gears and six worm gears with spur gears on them. These use gear friction to create bias and, with a higher bias than conventional LSDs, the time lag is shorter. Not only does the Torsen differential split torque left and right, but it makes it possible for accomplished drivers to control the torque split with adroit use of the accelerator.

Further improvements to the transmission include triple cone synchro on second gear and double cone synchro on third for improved durability and ease of shifting.

Inside, the Celica Turbo 4WD Carlos Sainz is identified by a special numbered plaque on the centre console bearing Sainz's signature. The steering wheel has a thicker leather cover, and the shorter throw gear lever and knob are a new design. New cloth trim is practical as well as sporty, and a coin slot on the console is convenient for loose change.

Like the Celica GT-Four, the Carlos Sainz version has the kind of luxury features a rally driver would love to have. Air conditioning, and electric sunroof, electric windows and central locking are all there along with a six-speaker RDS stereo radio and cassette system. The steering wheel is tilt adjustable and steering is power assisted. A three-way catalytic converter is standard.

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For further information, contact Simon Small, Press Office,
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TOYOTA CELICA TURBO 4WD CARLOS SAINZ

Technical Specification

ENGINE	3S-GTE 4 cylinder, in-line. Turbocharger with water cooled intercooler
Valve mechanism	4 valves per cylinder. DOHC
Bore and stroke	86 mm x 86 mm
Capacity	1998 cc
Compression ratio	8.8:1
Fuel system	Electronic fuel injection
Fuel type	95 RON unleaded (3-way catalytic converter)
Ignition	Transistorised
Power output	205 bhp at 6000 rpm
Torque	203 lb ft at 3200 rpm
Battery	12V 48 amp hr
Alternator	12V 80A
Maximum speed	143 mph
0-60 mph	7.6 secs
0-400 m	15.4 secs
Speeds in gears - 1st	34.8 mph
2nd	61.5 mph
3rd	93.8 mph
4th	128.6 mph
Fuel consumption - urban	23.3 mpg (12.1 litres/100 km)
56 mph	37.7 mpg (7.5 litres/100 km)
75 mph	30.1 mpg (9.4 litres/100 km)

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Towing capacity with/
without brake 1200 kg/600 kg

Fuel tank capacity 68 litres

DIMENSIONS

Length 4425 mm

Width 1745 mm

Height 1300 mm

Wheelbase 2525 mm

Track Front - 1475 mm
Rear - 1445 mm

Overhang Front - 1000 mm
Rear - 900 mm

Ground clearance 150 mm

Angle of approach 14°

Angle of departure 20°

Kerbweight Front - 910 kg
Rear - 610 kg
Total - 1520 kg

Gross vehicle weight Front - 1015 kg
Rear - 875 kg
Total - 1890 kg

Luggage capacity 0.2156 m³ (7.7 cu ft) - VDA method

Cd 0.35

TRANSMISSION

Clutch Diaphragm spring, single plate

Transaxle type E151F

Ratios 1st - 3.583
2nd - 2.045
3rd - 1.333
4th - 0.972
5th - 0.731
Reverse - 3.545

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TOYOTA CELICA TURBO 4WD CARLOS SAINZ

Standard Equipment

Alloy wheels
Front and rear mudflaps
Colour keyed bumpers and door mirrors (electrically adjusted)
Headlamp washers
Tinted glass with laminated screen
Rear wash wipe with intermittent
3-speed wipers plus variable intermittent
Rear spoiler
Locking fuel filler with internal release
Electric aerial
Illuminated boot with tool kit
Heated rear window
50/50 split rear seats
Inertia rear seatbelts
Electronic stereo radio cassette with RDS, Dolby, 18 pre-set stations and six speakers
Centre console/armrest with cassette storage
Cigarette lighter
Cup holder
Illuminated, lockable glove box
Sun visors with vanity mirror
Central locking
Electric windows
Tilt and slide electric sunroof
Map light
Digital clock

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Panel light rheostat

Cockpit headlamp adjustment

Push button heater/ventilation controls with four speed blower

Internal releases for bonnet and boot

Tilt adjustable steering column

Passenger grab handle

Full carpeting

Cloth velour upholstery

5-way adjustable driver's seat

Lights-on audible warning

ABS braking

Power steering

Air conditioning

Leather rimmed steering wheel

Memory tilt away steering column

3-way catalytic converter

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