

This press information supported the introduction of the Cabriolet version of the sixth generation Celica in 1995. More details about the model's history can be tracked using the Timeline feature on the sixth generation Celica archive page. Additional assets and information about the Celica range can be obtained from the Toyota press office.

May, 1995

CELICA CABRIOLET SETS THE SCENE FOR SUMMER

THE new Toyota Celica Cabriolet is set for peak sales in the Summer of '95 following its sales debut this January. The first convertible Celica for six years, this is a luxuriously appointed model with an electrically-powered roof and black leather upholstery.

Its body resembles the GT version of the sixth generation Celica model which debuted in the UK in 1994, although it is actually based on the GT Coupé, a model not sold in Europe which has a redesigned rear with new light clusters.

The cabriolet conversion is undertaken by the specialist American firm, ASC, with whom Toyota has worked for some ten years.

As the Celica is a purpose-built sports coupé, not a re-bodied or two-door version of a saloon, it is ideal for conversion as a cabriolet. Sleek and purposeful, the Celica is aesthetically dramatic and distinctive. Fifteen inch alloy wheels further enhance the visual appeal.

Front faired-in headlights provide a smooth front appearance as well as a wide, penetrating beam of light with separate high and low beam lamps. Rear visibility is excellent too with large, curved quarter windows, and the rear screen in tinted glass featuring a demister.

Unlike many cabriolets, the Celica is unbelievably quiet on the road, with the snugly fitting tonneau cover minimising noise. Twin electric motors power the all new gear-driven hood mechanism to ensure precise control, whilst easy to operate vertical latches secure and release the top.

Set to automatic mode, a simple switch swings the hood into action quickly and quietly. As the hood folds back, the roof frame moves the side rails outwards resulting in maximum shoulder room within the rear of the car. The die-cast alloy frame uses permanently-lubricated bushings with fine tolerances to minimise squeaks and rattles.

The roof itself is made from a durable cloth, with a headliner to provide sound insulation. Weather stripping adds further protection against wind noise and water ingress, whilst the overlapping top cover seams prevent rain dripping onto the side windows.

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The Cabriolet body has been strengthened with improved vibration-damping. Reinforcements have been added around the doors, front pillars and roof stowage area, which also features cross-rods. Front and rear suspension sub-frames add further rigidity.

Powerful performance is assured by a 2.0 litre (1998cc), four-cylinder, twin-cam, 16 valve 3S-GE engine matched to a 5-speed all synchromesh manual gearbox. The engine has a high compression ratio and produces 173bhp at 7000rpm. Torque is 137 lb ft at 4800rpm and is maintained at high revs, with a flat torque curve. Top speed (where legal) is 139mph, and 0-60mph is achieved in just 7.9 seconds.

Despite the exhilarating performance, the Celica Cabriolet returns 28.0mpg on urban cycle, 45.6mpg at a constant 56mph and 34.4mpg at a steady 75mph. Remote release for the fuel flap secures access to the 13.2 gallon fuel tank.

Inside the cabin, a tilt adjustable steering column, leather trimmed four-spoke steering wheel, sports seats (with vertical seat adjustment) and head restraints provide a luxurious environment.

MacPherson strut suspension gives excellent stability, handling and grip. Brakes are ventilated discs at the front and solid discs at the rear with electronic ABS. In addition, to the crash-absorbing body structure and rigid cabin, side-impact protection beams are fitted in the doors. Naturally, power steering, inertia seat belts, and a driver's airbag are standard.

The interior is luxuriously appointed with leather upholstery, electric windows, an RDS/EON radio/cassette system with four full-range speakers and an electric aerial. A compact disc player is available as an option.

There's also a map light, variable front intermittent wipers, adjustable sun visors and a tinted windscreen. Push the remote boot release and reveal a surprisingly spacious boot providing 6.8 cu ft of luggage area, lit by a handy luggage lamp.

The Celica Cabriolet includes remote central locking and an advanced security system with immobiliser. Air conditioning is an optional extra.

The Celica Cabriolet is backed by Toyota's 3 year/60,000 miles mechanical warranty, 6 year anti-corrosion perforation warranty and provides the benefits of Club Toyota which include one year's free membership of the RAC.

TECHNICAL SPECIFICATION

		Celica Cabriolet
Engine	Type	16 valve, twin OHC, four cylinder, 5 bearing crankshaft, aluminium alloy cylinder head, transverse. Petrol. Catalytic Converter
	Capacity	1998 cc
	Bore and stroke	86 x 86 mm
	Compression ratio	10.3:1
	Maximum horsepower	173 bhp @ 7000rpm
	Maximum torque	137 lbft @ 4800rpm
	Fuel system	Electronic fuel injection
Gearbox	Transmission	5 speed manual all synchromesh
Performance	Maximum speed	134 mph
	0-60mph	8.5 secs
Fuel consumption	Urban cycle	28.0 mpg
	Constant 56mph	45.6 mpg
	Constant 75mph	34.4 mpg
	Fuel type	Unleaded only
	Tank capacity	60 litres (13.2 gallons)
Towing capacity	Trailer with brake	1200 kg
Dimensions	Overall length	4495 mm
	Overall width	1750 mm
	Overall height	1325 mm
	Tyre size	205/55 VR15
	Kerb weight	1295 kg
Boot capacity	Seat up	6.8 cu ft (VDA)
Turning circle	(tyre)	11.2 m
Brakes		Front and rear disc brakes
Price		£27,975

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