This press pack accompanied the UK launch of the GT-Four version of the sixth generation Celica in May 1994. Details of the model's history can be tracked using the Timeline feature on the sixth generation Celica archive page. Additional assets and information relating to the Celica range can be obtained from the Toyota press office.

TOYOTA

Press Information

FOR IMMEDIATE RELEASE

31 May 1994

TOYOTA'S ROAD-GOING RALLY CAR - THE NEW CELICA GT-FOUR

Developed with the assistance of reigning world rally champions Toyota Team Europe, the new Celica GT-Four adds turbocharging, permanent four wheel drive, the world's most advanced ABS braking system and Super Strut suspension to the sixth generation of Toyota's sports coupe to produce the basis of Toyota's next world championship contender and a fast and immensely safe road going sports car.

But the Celica GT-Four's rally heritage does not mean a lack of creature comforts. The striking coupe not only reaches 153mph and 0-60mph in 6.1 seconds, but offers some of the most advanced safety features of any car along with the kind of comfort and refinement expected of Toyota.

Like the Celica GT, the GT-Four version is faster, more powerful, safer and more spacious than its predecessor. It is also lighter but more rigid with improved handling from redesigned MacPherson strut suspension.

more...

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1993 WRC WORLD RALLY CHAMPIONSHIP for DRIVERS

1993 WRC WORLD RALLY CHAMPIONSHIP for MANUFACTURERS

The previous model GT-Four took Toyota to the World Rally Championship for Makes in 1993 and is leading this year's world rally championship. In order to compete in international rallying, it is necessary for Toyota to make a minimum of 2,500 cars. The GT-Four therefore has a very low production run and only around 100 are likely to find their way to the UK this year, making it a very rare machine here. The new car is expected to make its world championship debut on the 1,000 Lakes Rally in Finland in August.

Looking sleek and purposeful, the front of the car is probably the most dramatic and distinctive visual aspect with four faired-in headlights replacing the pop-up headlights of recent Celica models. These separate high and low beam lamps are efficient too, throwing a wider and more penetrating beam of light than the previous model on dipped and main beam. With the needs of competition very much in mind, the GT-Four also has much larger intakes for the engine compartment and brakes, plus additional air intakes on the aluminium bonnet and louvres for the escape of hot air.

The rear hatch has a slight duck tail upturn with an integrated rear spoiler which not only looks good, but aids stability and reduces the drag co-efficient. This rear spoiler can be raised by using the special spacers provided with the car.

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Under the bonnet, the turbocharged 2.0 litre 3S-GTE four cylinder twin cam 16 valve engine has been substantially modified with a larger water intercooled turbo and reworked valves and ports to give 239bhp at 6,000rpm. (The previous model gave 205bhp.) Torque is also substantially increased, from 203 lb ft at 3,200rpm to 223 lb ft at 4,000rpm with most of it available through the rev range from 2,500rpm.

The bodyshell has been reduced in weight by about 5% but is 20% stiffer in torsional rigidity. Along with new front and rear subframes, this helps minimise noise, vibration and harshness but also aids the operation of the redesigned MacPherson strut suspension to give great stability, handling and grip from the 215/50 Michelin Pilots. The front suspension is a multi-link arrangement called Super Strut, similar to that on the Carina E GTi both for road use and in the British Touring Car Championship. It features a camber control arm which helps to control wheel movement and gives very sharp turn in, steering and responsive handling characteristics.

The ventilated disc brake system is similar to that on the even more powerful and faster Supra. The front discs have spiral ventilation channels to keep the brakes cool through better heat dissipation and less heat build-up. Four piston calipers at the front and two piston at the rear are of aluminium for lower unsprung weight. The electronic anti-lock system (ABS) features lateral G-sensing so that the forces

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acting on each wheel can be independently monitored (via six sensors) and the braking - even at high speeds or in bends - can be safely controlled.

In addition to the crash-absorbing body structure and rigid cabin, side impact protection beams are fitted in the doors and a driver's side airbag is standard.

The GT-Four uses full time four wheel drive with a viscous coupling and a torque sensing rear differential so that power is always fed to the wheels with the most grip and traction. A new five speed manual gearbox is used; automatic transmission is not available.

Inside, the gear lever and important fascia controls have been moved nearer the driver with a wrap-around dashboard design for outstanding clarity and ease of use. In addition to air conditioning, there is an electric tilt and slide sunroof, electric windows, power assisted steering with an adjustable column, central locking and a very sophisticated security system with immobiliser which cannot be 'grabbed'.

The new Celica GT-Four is slightly longer, wider and taller than the outgoing model and provides increased leg and headroom in the rear. There is also a larger glass area for back seat passengers giving a greater feeling of space. The rear seats can be folded forward with a 50/50 split and can be

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locked in place from within the boot for better security. An RDS/EON electronic radio and cassette unit is mated to four full-range speakers and two tweeters.

Through extensive use of galvanealed and zinc iron alloy double layer steel sheet, the Celica is highly corrosion resistant. Like all Toyotas, the Celica needs servicing only every 9,000 miles but for this turbocharged model, an oil change is also necessary at 4,500 mile intervals. The usual Toyota warranty is for three years or 60,000 miles and membership of the RAC and Club Toyota for one year is included. It is on sale now at £29,235.

ends...

For further information, contact Simon Small, Press Office, Tel: 0737 768585.

TOYOTA

Press Information

FOR IMMEDIATE RELEASE

31 May 1994

A BRIEF HISTORY OF THE CELICA GT-FOUR

The Celica name first joined the Toyota line-up in 1970 as a sporting coupe combining performance with refinement and comfort. It was an immediate success and is now sold throughout the world. Conceived as a car for those who wanted more than mere transport, planning began in 1967 with a styling exercise derived from the Toyota EX-1 concept car which gave the first Celica its laminar-flow aerodynamics.

When Toyota introduced the fourth generation in 1985, the Celica had already won an international reputation in world rallying, winning the Safari two years in succession. The new model was the first Celica with front wheel drive and had even higher performance with refinement and considerable style. With a glassy cabin disguising B and C pillars and pop-up headlights, the Celica was a big hit everywhere. Three engines were available; a 1.6, a 1.8 and the new 2.0 litre 3S-GE.

more...

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1993 WRC WORLD RALLY CHAMPIONSHIP for DRIVERS

1993 WRC WORLD RALLY CHAMPIONSHIP for MANUFACTURERS

In the UK, the two litre was later joined by the first GT-Four with permanent four wheel drive and a turbocharged engine. This was the first car to be sold in Britain with a standard three-way catalytic converter. It also had to run on unleaded fuel only and was sold complete with a spare fuel can fitted in the boot to overcome the lack of unleaded pumps at the time. In the hands of David Llewellyn, the GT-Four won two successive British Rally Championships. In 1987 and 1988 the Celica won *What Car's?* awards for the best coupe.

Launched elsewhere in 1989, the fifth generation Celica reached Britain early in 1990 with curvy, advanced styling which still looks fresh today. It used the latest version of the 2.0 3S-GE engine with 154bhp. The GT-Four version featured a twin entry turbocharger and a ceramic turbine wheel to give 201bhp and again offered a high level of standard equipment including a torque sensing LSD and air conditioning.

In 1993, the Celica GT-Four won the World Rally Championship for Manufacturers for Toyota.

<u>The Celica in Britain.</u>

The first Celicas were sold here in 1971 reaching a volume peak of 5,294 in 1979. To the end of 1993, 69,246 Celicas had been registered in Britain (not including Celica Supras). GT-Four versions of the Celica have always been in very short supply. Produced mainly for motor sport

more...

homologation, each production run has been limited and the UK has only had a relatively small allocation. Sales have been as follows:

1988	358
1989	293
1990	493
1991	377
1992	393
1993	45

In 20 years of competing in world championship rallying, Toyota has always finished in the top 10 of the Championship for Makes. Starting in 1973, Toyota has finished as runner-up four times and in third place once and has competed with the Celica model from 1978. Last year, Toyota finally achieved its burning ambition to win the World Rally Championship. With Juha Kankkunen and Didier Auriol, Toyota Team Europe was victorious in Monte Carlo, Kenya, Argentina, Finland, Australia and of course, Great Britain to become the first Japanese make to win the title.

In the World Rally Championship for Drivers, Toyota drivers in Celicas have been placed in the top three places over the past five years. Kankkunen was third in 1989, Carlos Sainz was the champion in 1990, second in 1991 and champion again in 1992, while Kankkunen captured the crown again last year.

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In 1994, Toyota continues to dominate the championships for makes and drivers, initially using the 'old' Celica GT-Four with the new car likely to debut in the 1,000 Lakes rally in Finland in August.

ends...

For further information, contact Simon Small, Press Office, Tel: 0737 768585.

TOYOTA

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31 May 1994

THE NEW CELICA GT-FOUR IN DETAIL

EXTERIOR: *Concept, Design, Aerodynamics And Styling*

For 20 years the Celica has been one of the more extrovertly styled Toyotas. For Takashi Okuda, design chief of the new Celica, traditional, rounded and organic body designs have reached their development potential. The curvy, yet firm and sharply defined body of the new Celica models is the next step.

Okuda's main aim was to create a design in which the tyres widely straddled the road. The premise for the design team was the shape of the wings with the overall design of the body following on. Celica's overall width of 1750mm, with the size of the cabin virtually the same as before, gives the sixth generation car a wider stance, with bulging front and rear wings, thus creating a feeling of stability. The lower body form is designed to convey an impression of a low centre of gravity as well as emphasise the feeling of forward motion.

more...

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The new car is just 5mm longer than the previous model, 45mm wider and 5mm higher sitting on a 15mm longer wheelbase. The front track is 45mm wider and the rear, 60mm wider. All of this applies to the GT model and is further developed on the GT-Four.

The Celica design team also considered that the 'face' of previous Celica models was not strong enough. Therefore, almost from the beginning, they designed in the four headlight system in order to emphasise both function and performance, giving excellent illumination while using only the smallest possible surface. Main and dipped beams give a broader spread and a more penetrating light than on the previous car. The separate low and high beams nestled within the surrounding sculptured form now give the face of the car a penetrating and very distinctive impression. Two 55W halogen fog lamps are standard equipment.

Other important exterior design features of the new Celica include a rear end that starts off narrow at each side and broadens towards the middle. The rear combination lights are vertically divided, for a sporty look.

On the turbocharged model, there is an obvious need to get more cold air into the engine compartment, and hot air out, so the front is very distinctive with a large air intake area and vents and louvres on the bonnet. In the front and rear, one-piece colour-keyed, integrated bumpers are used while the headlights conform to the body shape.

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The level differences at the front pillars and window moulding have been minimised. The rear window is steeply raked and the wheel arches are smoothly moulded, with tightly curved side corners. An aluminium front bumper reinforcement is used to reduce weight while providing a high level of strength. Similarly, the bonnet is also made of aluminium giving an 8kg weight saving. Fog lights and headlight washers are standard equipment. The sharp duck tail accentuates the high boot lid. The rear spoiler is not just cosmetic. It improves the coefficient of lift at the rear from Cl +0.033 to -0.044. On the GT-Four, the customer has the choice of a rear spoiler the same as that on the GT or, by using the special spacers provided, increasing the height of the spoiler.

A power tilt-up and sliding moonroof, providing good ventilation and open air driving, is standard equipment. Made of blue tinted laminated glass, the deflector panel and arm have been redesigned to reduce wind noise. Inside there is a slidable sun shade to reduce glare during daylight hours. The glass area has been made as big as possible, to produce a lighter feel.

The bonnet air guide reduces wiper flutter when driving at high speeds, and improves self-drying and cleaning of the windscreen. Additional roof panel rain gutters reduce rain drips from the sides of the roof. The new Celica GT-Four boasts a Cd of 0.34 - down from the previous model's figure - despite the larger overall dimensions of the body.

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Tyres are 215/50R16 Michelin Pilots on 16 x 7.5JJ alloy wheels.

BODY CONSTRUCTION

The body of the new Celica GT-Four is more rigid, yet lighter than the old model through the optimal allocation of materials, an improved coupling structure, enhanced joint efficiency of integrated materials, and the extensive use of high-strength sheet steel. Body shell rigidity has been improved by 20%, combined with a weight reduction of 5%. The improved torsional rigidity was necessary, with the large open space in the rear. This increased rigidity is also necessary for the cabrio version of the car.

The newest FEM (finite element method) analysis techniques were used to find the optimum in body framework material allocations. Sound insulation technology further reduces the vehicle's vibration and noise. In addition, efforts have been made to provide the body with flush surfaces in order to reduce air resistance.

Celica's body is made highly rigid through the adoption of seamless and unitised body panels such as the side member outer panels and roof side inner panels. The number of spot-welds on the body joints has been reduced from 4274 to 4073.

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Panel joint areas have been reduced through the integration of the side panel sections. Also pillar reinforcements have been effectively allocated for body rigidity and weight reduction. A large integral-type brace is used in the joint areas where the quarter wheel panels, roof side rails and roof header panels meet, for further rigidity. The outer and inner panels of the boot lid are integrated, and the reinforcements are optimally located to increase the rigidity of the rear hatch.

Rust-resistant performance is assured by using anti-corrosion sheet steel and anti-corrosion treatments such as wax, sealer, anti-chipping paint, etc to easily corroded parts.

Two types of anti-corrosion sheet steel are used. Galvannealed sheet steel is used for many inner panels and the engine compartment. Zinc-iron alloy double layer galvannealed sheet steel is used for major outer panels such as the doors and rear hatch. Wax and sealer are applied to the hemmed portions of the door panels and rear hatch to improve rust-resistance.

Anti-chipping paint and PVC (polyvinyl chloride) chipping primer is applied to the under side of the body, the lower door panel area and the line extending from it, around the wheel arches and the sills. The bottom side of the cowl panel, the wing aprons and other parts which are subject to

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damage by flying gravel are given a thick coating for good rust-resistance. In addition, a plastic chipping insert protects the back of the front wheel arches and the back of the rear quarter wheel arches.

LOW VIBRATION AND NOISE

To be able to offer an interior worthy of a fast yet stylish and refined sports car, the vehicle body must offer superior noise suppression characteristics and the Celica GT-Four's body design and subframes effectively reduce the transmission of vibration. Vibration damping sheet steel (first used in the Lexus LS400) is used in the dash panel, front bulkhead and rear wheel arches. Resin binding asphalt sheet and lightweight asphalt sheet are optimally allocated to reduce engine and road noise for quieter vehicle operation. Foamed material is applied onto the front roof panel to reduce wind noise.

Furthermore, a lot of effort has been made to control wind noise by subjecting the body to repeated wind tunnel tests from the initial design stages, with the goal of minimising the generation of turbulence.

CHASSIS AND HANDLING

A high level of driving stability faithfully responding to the driver is achieved not only with four wheel drive but

through newly designed suspension, reliable braking, accurate steering, and a light and highly sturdy body.

The new Celica pursues driving excitement involving the close linking of three elements: suspension, steering and braking. The suspension is a refined independent MacPherson strut type at both the front and the rear. It is refined through a weight reduction of the lower arms, steering knuckles and anti-roll bars. Optimal suspension geometry and wheel alignment are achieved by analysing the component design, materials and characteristics to provide a high level of controlability and ride comfort. The initial camber angle is negative for both front and rear suspension, for better cornering performance.

The front Superstrut suspension features L-shaped lower arms, and camber control arms offering very sharp turn-in, good cornering and directional stability. The independent MacPherson strut rear suspension has dual-links with two suspension arms fitted across the vehicle and strut rods which run longitudinally. The anti-dive rate under heavy braking has been improved from 20.1% to 43.4% while the anti-lift rate has improved to 28.2% from 11.4%. The roll centre height has been raised at front and back.

The support rigidity of the suspension has been realised through the adoption of front and rear subframes, made of steel sheet. They offer excellent driving stability because

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they are directly attached to the body and also reduce road noise. A greater rigidity of the suspension bushes has improved turning stability, also without additional noise. A revised front bracing rod joins the suspension towers for improved body rigidity, steering feel and superior handling characteristics. This rod is 70% more rigid than previously and the rigidity of the upper suspension turrets is increased by 19%.

Direct steering feel, as a key ingredient in driving fun, was a high priority in the development of the new Celica GT-Four. A lightweight and compact rack-and-pinion power steering gear has been adopted with steering effort regulated to an optimal level according to engine speed.

Other features, such as alteration of the rack teeth torsion angle, and the adoption of a bush support to the gear box housing add up to a more neutral feeling, a quicker response and excellent wheel follow.

The Celica uses ventilated disc brakes, similar to those on the even more powerful Supra with spiral ventilation for good cooling performance. A light and compact 7" + 8" tandem type brake booster is used along with an audible pad wear indicator system. ABS is standard equipment and, again like the Supra, features lateral G-sensing. In a conventional brake with straight vents, when the disc spins faster, the air becomes turbulent as it passes between the fins at the front.

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The spiral shaped fins of the GT-Four (and Supra) discs add cooling area and minimise air turbulence, for improved heat dissipation. This is a Toyota innovation.

The excellent braking performance is due to a combination of optimum suspension geometry and a four channel, six sensor G-sensing ABS system. This modulates the brakes independently allowing for better compensation between the different speed and load conditions at each wheel during braking and cornering. This was also a first for Toyota. Front brake pad volume has been increased 26%.

POWER TRAIN AND TRANSMISSION

The 2.0 litre, four cylinder in-line, 16-valve twin cam and turbocharged engine in the Celica GT-Four has undergone large-scale changes in its intake and exhaust systems to increase its power output, and the injection quantity of the fuel injectors, as well as the valve mechanism, have been modified to accommodate the changes. The compression ratio is now 8.5:1. With the substantial increase in power output and the decrease in kerb weight, the Celica has an excellent power to weight ratio.

Toyota's acoustic control induction system (ACIS) helps maintain air intake velocity even at low speeds for good combustion and flexible torque. The system controls a valve inside the surge tank that varies the effective length of the

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intake ports, maintaining sufficient intake velocity throughout the whole rpm range.

The features of this 2.0 3S-GTE engine are:

Emission control system: a dual-head type, metallic catalytic converter is used for the first time by Toyota in Europe.

Engine: the intake/exhaust port configurations in the cylinder head and the intake/exhaust valve lift have been changed.

The intake valve lift is increased from 8.5mm to 9.8mm and the exhaust valve lift is decreased from 8.5mm to 8.2mm. Accordingly, torque in the low-to-medium engine rpm is maintained, while the power output in the high engine rpm range is increased. The intake valves are also lighter and more responsive. The throttle valve bore is increased from 55mm to 60mm. The bore of the intake manifold is now larger at the intake air chamber side and smaller at the cylinder head side. The exhaust manifold pipe is changed in length, with an increased diameter. The connection joint between pipe and exhaust manifold has been changed from stainless steel to cast iron for less pressure loss and quieter operation. Also, the outer shims, which were

more...

previously used in adjusting the valve clearance, are now changed to inner shims, which helps increase the intake valve lift, due to an enlarged contact surface between the cam and the valve lifter. This arrangement has also reduced weight and so minimises power loss. These changes help improve the intake efficiency and make the valve train more responsive.

More rapid cooling is necessary because of increased performance and is accomplished through improved coolant circulation in the vicinity of the exhaust ports.

Lubrication system: an aluminium oil pan, which is connected to the transaxle, is used to improve the engine/transaxle coupling rigidity and reduce noise and vibration. The oil and water pumps have increased capacities.

The fuel injectors have been changed to those with a higher maximum injection capacity.

In the electronic spark advance (ESA) system, it is the electronic control unit (ECU), and not the ignitor, which controls the primary current (ignition coil), energising start timing. The cold-start injector has been discontinued.

more...

A five-gear plus reverse transaxle is used mated to a permanent four wheel drive system using a viscous centre coupling and a Torsen torque sensing rear differential.

INTERIOR

Because the Celica GT-Four is a sports car, the design team wanted to give the cockpit a feeling of wide shoulder space and an open feel. Priority was given to functionality, with either round or square switches.

A clear and clean instrument panel encloses the functional components in a neat arrangement. The smaller gauges have an overlapping design for a more sporty appearance and an electrical analogue speedometer is standard. Sculpted door trims add to the dynamic form through the use of generous surface composites.

Tilt steering is standard equipment. When the tilt lever is kept in the raised position, the steering wheel can be changed to any of eight positions within a range of 15°75'.

Front and rear seats have been improved for greater comfort. A new mechanism has been added so the seat cushion's longitudinal length can be modified in conjunction with the seat cushion's rear vertical height. As the rear of the seat

more...

cushion is raised or lowered (by as much as 40mm) the links and gears cause the seat cushion itself to move backward or forward through 24mm, thus providing an optimum seating position in accordance with the occupant's build.

Seat anchors are relocated from the floor panel to the tunnel and sill panel to increase foot space for the rear passengers. The two-piece rear seats can be folded forward separately and there is both more head and legroom in the rear than in the previous model. The rear seats can also be locked in place from within the boot and the boot lock can be isolated from the interior remote release. This makes it more difficult and time consuming for a criminal to gain access to the boot even if they get into the passenger area. The sport seats combine a modern design with holding ability. They have an adjustable headrest and a stepless vertical adjuster.

Air conditioning is standard using the new refrigerant R134a that does not include chlorofluorocarbon (CFC) or chlorine. A CD player is an option.

The audio system features an electronic RDS/EON radio with network follow and traffic information systems, 18 presets and other functions. The cassette deck includes Dolby noise reduction and automatic metal and chrome tape selection. There are four 16cm full range speakers and two tweeters.

more...

The standard cup holder, inside the centre console box lid, can be pulled out in two steps, for greater utility. A coin holder is also provided as part of the centre console. The gear lever and audio controls are brought closer to hand to improve the ease of operation - the gear lever by 39mm, the audio unit by 76mm.

The SRS airbag (45 litres) on the driver's side is standard. It is installed in the steering wheel centre pad as a restraint system to supplement the driver's seat belt. The steering wheel has a thicker leather rim and a smaller diameter than on the previous Celica.

The very sophisticated security system, standard in the Celica GT and GT-Four, is similar to that in the Toyota Supra and meets all ABI standards. It features dual immobilisers, ultrasonic detection, remote control and random encryption so that it cannot be 'grabbed'.

SAFETY, WEIGHT REDUCTION AND ENVIRONMENT

A variety of safety and environmental measures are provided. Regarding safety as one of the most important issues in car manufacturing, preventive and collision safety have been studied exhaustively. Offset barrier, head-on and side collision crash test results show that all current specifications in Japan, the US and Europe are exceeded.

more...

Active Safety

New and refined MacPherson strut type suspension.
Top class headlight brightness: four halogen headlamps with different reflectors specifically designed for low and high beam.
Four wheel disc brakes with G-sensing ABS.
Lightweight, highly durable body.
Improved comfort and holding of the seat.

Passive Safety

Side protection beams in doors.
Crash impact absorbing structure (CIAS), for the effective dispersion of a crash impact throughout the body frame, to minimise cabin deformation. The front and rear portions of the body absorb the majority of the energy. The force of the collision is further distributed through the under body and pillars, and other parts of the body framework.
Impact absorbing corrugated steering column tube.
Front/rear seat belts provided with 3-point ELR (Emergency Locking Retractor).
Driver side airbag.

To conserve energy and resources, the body weight has been substantially reduced (by around 80kg compared with the previous model), while expanding the body size and improving its performance.

more...

Efforts undertaken with regard to weight reduction were based on the following concept:

(a) no waste materials.

(b) replacement by lighter materials.

(c) simplified functions through improved basic performance.

Some examples:

1. Adoption of aluminium components

front bumper reinforcement (through the realisation of an armless design).

radiator.

bonnet.

2. Making components slim, simple and compact

instrument panel reinforcement using urethane, and polypropylene inside front and rear bumpers. The weight of the instrument panel reinforcement for example has been reduced by 850g.

side impact beam changed from panel to pipe type.

compact design of inner panel reinforcements to achieve a lightweight and highly rigid construction.

the shift lever plate material has been changed from steel plate to plastic.

improved structure of front seat adjusters and slide rails.

straighter and thinner exhaust pipes.

more...

fixed instead of retractable headlamps.

lighter alloy wheels.

smaller anti-roll bars.

3. A restructured body shell (CIAS, sub framing, etc)

From the basic design stage, Toyota seriously considered environmental effects, in terms of resource savings and natural conservation.

Attention to the Environment

Adoption of ozone-friendly R134a refrigerant for the air-conditioning system.

All parts are asbestos free, including the brake pads.

The Toyota engine management system, with EFI (electronic fuel injection), regulating all engine conditions to reduce exhaust emissions, ESA (ignition timing control) and ECU (correcting ignition timing to the maximum retard condition to prevent knocking).

The implementation of a dual-head type metallic catalytic converter used for the first time by Toyota in Europe. The merit of the dual-head type over the single head type is that the efficiency of two smaller converters is higher than one big converter with the same capacity. Production of the smaller

more...

catalytic converters is also easier. The characteristics of metal, as compared with the more classic ceramic, are:

- a surface area that is 20% bigger
- the possibility to resist higher temperatures (+50 to 100°C)
- the metal substrate reduces pressure loss by up to 25%

Recycling

Marking of recyclable plastic and resin parts, based on international standards, for greater recyclability.

Wide use of aluminium components, for example:

- front bumper reinforcement
- oil pan
- radiator
- bonnet

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For further information, contact Simon Small, Press Office, Tel: 0737 768585.

TOYOTA

Press Information

FOR IMMEDIATE RELEASE

31 May 1994

TOYOTA CELICA GT-FOUR

Standard Equipment

Exterior

Alloy wheels

Colour keyed body parts

Tinted glass

Front air dam and rear spoiler

Halogen low and high beam headlights

Front fog lights

Side impact protection beams

Heated door mirrors

Interior

Four-way adjustable driver's seat

Three-way adjustable passenger seat

Power windows

Central locking with remote control

Driver air bag

Anti-theft system with immobiliser

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1993 WRC WORLD RALLY CHAMPIONSHIP for DRIVERS

1993 WRC WORLD RALLY CHAMPIONSHIP for MANUFACTURERS

AM/LW/FM stereo electronic RDS/EON radio plus cassette, six speakers and power aerial

Electric tilt and slide glass sunroof

50/50 folding rear seats

Heated rear window with timer

Tilt adjustable steering column

Cockpit headlamp levelling

Remote fuel flap and boot opening

Air conditioning

Mechanical

Four channel electronic G-sensing (6 sensors) ABS

Speed sensitive power steering

Toolkit

Headlamp washers

Rear wash wipe

Superstrut front suspension

Permanent 4WD with viscous centre diff. and Torsen rear diff.

Option

Single or multiple play CD

ends...

For further information, contact Simon Small, Press Office,

Tel: 0737 768585.

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FOR IMMEDIATE RELEASE

31 May 1994

TOYOTA CELICA GT-FOUR

TECHNICAL SPECIFICATIONS

Dimensions	
Length	4,420mm
Width	1,750mm
Height	1,305mm
Wheelbase	2,540mm
Front/rear track	1,510mm/1,490mm
Ground clearance	135mm
Coefficient of drag	Cd 0.34
Weights/capacities	
Kerb weight	1,400kg
Weight distribution front/rear	61%/39%
Gross vehicle weight	1,785kg
Roof rack load	50kg
Towing weights	1,200kg with brake 600kg without brake

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1993 WRC WORLD RALLY CHAMPIONSHIP for DRIVERS

1993 WRC WORLD RALLY CHAMPIONSHIP for MANUFACTURERS

Fuel tank capacity	68 litres
Boot capacity (VDA method)	208 litres seats up

Engine

	Type 3S-GTE front transverse 4 cyl. in-line, 16 valves, twin cams. Alloy head, cast iron block. Turbocharged with intercooler.
Bore and stroke	86mm x 86mm
Capacity	1,998cc
Compression ratio	8.5:1
Fuel system	95RON unleaded. Electronic D Jetronic fuel injection.
Power output	239 bhp at 6,000rpm
Torque	223 lb ft at 4,000rpm

Electrics

Ignition	transistorised mapped, with anti-knock control.

Transmission

Clutch	hydraulic, single dry plate 236mm dia.
Gearbox	Type E154 manual five speed plus reverse with permanent 4WD.

ratios	
1st	3.384
2nd	1.913
3rd	1.258
4th	0.918
5th	0.731
reverse	3.545

Differential	centre viscous coupling with Torsen rear diff.
final reduction ratio	4.285

more...

Suspension	Independent MacPherson strut with coil springs and gas dampers.
Front	with Superstrut camber control arms.
Rear	with longitudinal tension struts.
Spring rate front/rear	32N/mm / 27N/mm
Anti-roll bars	torsion, 15mm dia front 17mm rear
Front caster	2.73 deg.
Front camber	-0.35 deg.
Front toe-in	0.1mm
Steering	speed sensing power assisted rack and pinion.
Turns lock to lock	2.4
Minimum turning circle	11.2 metres dia.
Brakes	Power assisted with four channel electronic G-sensing (6 sensor) ABS.
Front	ventilated discs 315mm dia. with four piston calipers.
Rear	ventilated discs 315mm dia. with two piston calipers.
Parking brake	170mm dia. drum
Wheels and tyres	
Wheels	alloy, 7.5"JJ x 16"
Tyres	215/50R16 Michelin Pilots
Spare	T135/70D16 space saver

more...

Performance

Maximum speed	153mph
0-60mph	5.9 seconds
0-400m	14 seconds

Fuel consumption

Urban cycle (litres/100km)	22.2mpg (10.1)
at 56mph (litres/100km)	34.9mpg (6.2)
at 75mph (litres/100km)	28.8mpg (8.2)

ends...

For further information, contact Simon Small, Press Office, Tel: 0737 768585.