

This press pack accompanied the UK launch of the 4WD estate version of the sixth generation Corolla in April 1988. Details of the model's history can be tracked using the Timeline feature on the sixth generation Corolla archive page. Further information about the Corolla range can be obtained from the Toyota press office.

TOYOTA

NOT FOR PUBLICATION OR BROADCAST PLEASE
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TOYOTA COROLLA 4WD ESTATE

Apart from a completely new chassis and body, the Corolla 4WD Estate scores over the model it replaces with more power, full time four wheel drive and considerable comfort and refinement. It can be an ideal means of car transport, or can be used for leisure activities including towing a small horse trailer or caravan, carrying sports equipment or even moving the furniture. Permanent 4WD provides sure footed traction in all conditions - even when venturing off-road.

This new Corolla has followed the same design concept as the Tercel but is 40mm wider, 75mm longer and 60mm lower for a much more modern, sporting look. Drag coefficient is down from 0.38 to 0.37. The very original and distinctive body styling hides a greater luggage capacity; 4 per cent more with rear seat backs in place and 21 per cent more with them folded down. Passenger space is the same as in the other latest Corolla models, but with more headroom.

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PRESS INFORMATION

The Tercel's 1.5 litre engine (71 bhp) has been replaced by the latest Toyota twin cam, 16 valve 4A-F engine, specifically developed for family car use and providing 94 bhp. This engine is used in the Corolla Executive and new Carina GL models.

The new full time 4WD system has a centre differential to absorb rotational speed differences between the front and rear wheels, eliminating the braking effect when making tight turns.

The high body rigidity and quality of fit and finish of the Corolla are carried over. Torsional rigidity is increased by 29 per cent over the Tercel and mechanical refinement, such as a four-joint propeller shaft, contributes to enhanced ride comfort and reduced noise, vibration and harshness to a level comparable with that of the Corolla saloon. The interior noise level has been reduced by 5dB compared with the Tercel.

Drivetrain

The Corolla 4WD Estate features full time four wheel drive, offering a high level of driving ease, stability and traction regardless of road conditions. The system includes a bevel gear-type centre differential with mechanical lock.

The drivetrain is based on the Corolla's transversely mounted, front-drive transaxle in contrast to the

longitudinal layout of the Tercel. Drive is transmitted equally (50:50) to the front and rear differentials. The transaxle is particularly compact with the centre differential, front differential and transfer all arranged on the same triple axis axle. The system does not encroach on interior space and saves weight.

A newly developed five speed manual transmission has a strengthened housing. Clutch diameter has been enlarged from the Tercel's 190 mm to 224 mm to cope with heavy duty usage.

A manual lock system for the centre differential is activated by a push button switch. The transfer uses a hypoid gear. Driveshafts are of equal length and whereas the Tercel used a three-joint propeller shaft, the Corolla uses four including a cross groove type constant velocity joint to absorb noise and vibration.

Chassis and body

Front suspension is by MacPherson struts similar to those in the Corolla saloon with the addition of an anti-roll bar. The rear suspension is new with a four-link rigid axle and lateral control rod. There is also an anti-roll bar.

Ventilated front disc brakes are fitted, with drums at the rear.

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Body rigidity was a major consideration in the development of the latest Corolla and this is also true of the 4WD Estate. Through extensive use of finite element method (FEM) reinforcement measures, a very rigid bodyshell has resulted.

Engine

In response to market demands, the 4A-F 1.6 litre engine provides considerably more power. It is one of Toyota's latest generation four valve per cylinder, twin camshaft units with pentroof, cross flow combustion chambers and centrally located spark plugs. The cylinder head and combustion chambers are very compact as a result of the narrow included valve angle ($22^{\circ} 9'$) and the scissors-gear driven valvetrain.

Exterior

The Tercel was always a distinctive looking car and the Corolla 4WD Estate continues this tradition but is more sleek and dynamic. It is also very practical.

A most notable feature is the roof which is raised just aft of the front screen to create a unique and distinctive look while providing passengers with more headroom, even though overall height is 60 mm less than for the Tercel.

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The electric sunroof is 40 per cent larger than that of the Tercel and extends 200 mm further to the rear.

Interior

The basic interior design is the same as in the Corolla hatchback, saloon and liftback models with the emphasis on quality and convenience. Dimensions are the same as in other Corolla models but there is more headroom.

Rear seats have a 60/40 split facility and the luggage compartment floor is flat, even when the rear seats are folded down. There is considerably more stowage space than in the Tercel and, from the end of June, the Corolla 4WD Estate will be available with an interior, roof mounted storage bin above the luggage area. This bin will open, and is therefore accessible, from the rear seat or the open rear door and will carry some 5kg in weight.

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Please note that for an initial two month period, this vehicle will not be available with the roof mounted spoiler and interior, roof mounted storage bin. Production schedules in Japan will enable us to incorporate these items in models sold in the UK from the end of June.

From then, models so equipped will be priced as follows:

basic	£ 9,470.00
car tax	£ 789.16
VAT	£ 1,538.87

TOTAL	£11,798.03

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SpecificationsBody

Overall Length	4250 mm
Overall width	1665 mm
Overall height	1450 mm 1485 mm (with spoiler)
Wheelbase	2430 mm
Track, front/rear	1440/1380 mm
Overhang, front/rear	810/1010 mm
Ground clearance	150 mm

Luggage space

Volume (VDA)	0.327 m ³ (seat up) 0.618 m ³ (seat down)
Length	719 mm (seat up) 1480 mm (seat down)
Width	1310 mm
Height	830 mm

General

Type and structure	Monocoque, five seat passenger estate car
General arrangement	Four wheel drive, transversely mounted engine and transmission
Frontal area	1.94 m ²
Cd	0.37
Fuel tank	50 litres

Weights

Kerb weight	1185 kg
Max. gross vehicle weight	1590 kg

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Engine

Type	4A-F. Four stroke petrol. Four cylinder, in line, four valve per cylinder
Bore and stroke	81 x 77 mm
Displacement	1587 cc
Compression ratio	9.5:1
Fuel	Leaded 95 RON or unleaded
Power	94 bhp at 6,000 rpm
Torque	100 lb ft at 3,600 rpm
Valve operation	Two overhead cams driven by cogged belt
Ignition	Fully transistorized
Fuel system	Downdraught two stage, two barrel carburettor

Transmission

Clutch	Single dry plate, hydraulic with diaphragm spring
Gearbox	Type E57, five speed with alloy casing. Twin cable operating
Ratios	1st 3.833
	2nd 2.045
	3rd 1.333
	4th 0.918
	5th 0.755
	reverse 3.583
	final drive 4.562

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Chassis

Front suspension	MacPherson strut with coil springs, telescopic shock absorbers and anti-roll bar
Rear suspension	Four-link rigid axle with anti-roll bar. Coil springs and telescopic shock absorbers
Brakes	Ventilated discs at front, drums at rear. Split diagonal circuit
Wheels and tyres	Steel, with 165 SR13 radials
Steering	Rack and pinion. 18.7:1 ratio, power assisted
Turns lock to lock	3.27

Performance

Max. speed	102 mph
Acceleration 0-60 mph	12.2 sec

Fuel consumption

Urban cycle	28.8 mpg (9.8 litres/100 km)
Constant 56 mph	44.8 mpg (6.3 litres/100 km)
Constant 75 mph	32.8 mpg (8.6 litres/100 km)

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