



1982 TOYOTA CELICA SUPRA

1982 CELICA SUPRA ENTER THE WORLD OF HIGH PERFORMANCE

The tach needle flicks upward at your tentative touch on the accelerator. Quietly, the race-bred engine tells you it is eager to respond.

Clutch in. Handbrake off. You slip the leather-wrapped shifter into first.

Then, with an exhilarating rush of Twin Cam power, you feel it happen: the totally new driving experience that is Celica Supra, 1982.

Here, at last, is the right stuff.

The shape of these completely new automobiles is, in a word, stunning.

Every smooth contour, each bold angle, is wind tunnel-tested to lessen power-robbing wind resistance.

From concealed headlights and flared fenders to upswept tail spoiler, the effect is positively *Suprasonic!*

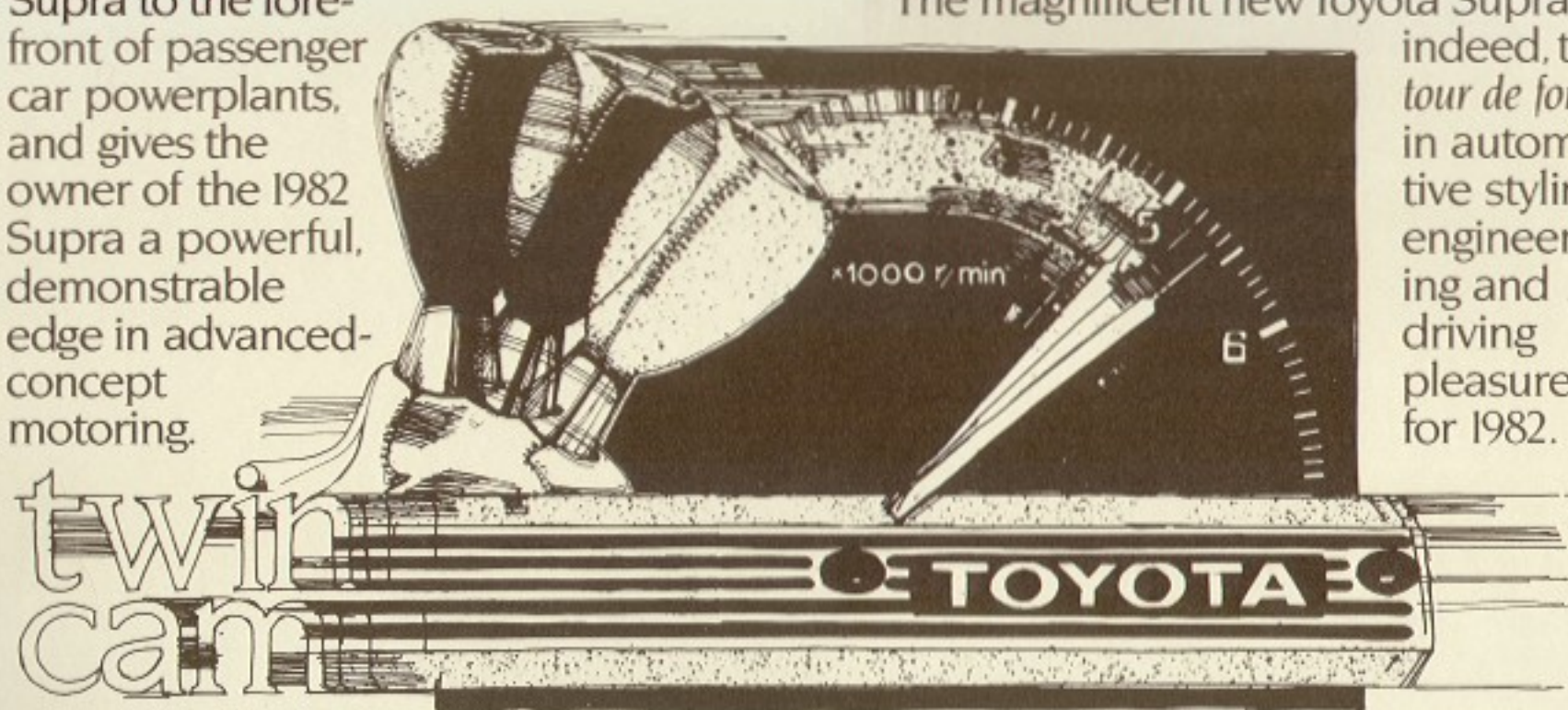
Under that low hood lies an electronically fuel-injected 2.8 liter Twin Cam 6-cylinder engine which thrusts Toyota Supra to the forefront of passenger car powerplants, and gives the owner of the 1982 Supra a powerful, demonstrable edge in advanced-concept motoring.

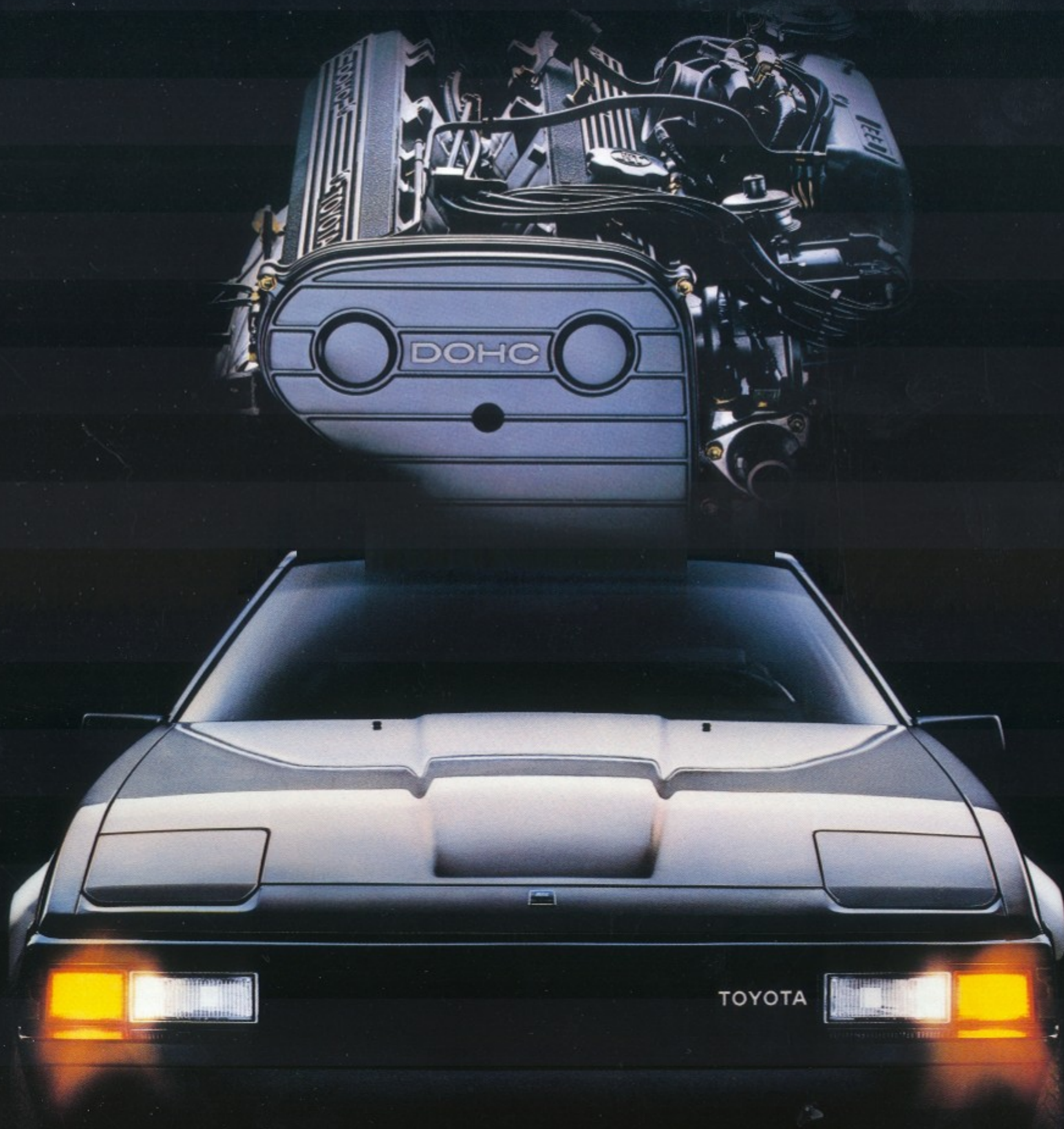
Only the highest-technology running gear could match the performance potential of the new Supra's powerful Twin Cam engine and the low drag coefficient of its body shape.

You'll feel the confident control of rack-and-pinion steering with variable power assist. You'll also sense the stability and traction of the new Supra's independent rear suspension, limited-slip differential, and the 225/60HR14 steel-belted radial tires on 7" wide aluminum alloy wheels. Gear changing is through a close-ratio 5-speed over-drive transmission. And you'll experience stopping power that only ventilated and power-assisted 4-wheel disc brakes can provide.

Inside, there's a cockpit with fatigue-reducing comforts and automated conveniences all designed with the driver in mind.

The magnificent new Toyota Supra is, indeed, the *tour de force* in automotive styling, engineering and driving pleasure for 1982.







1982 Supra
The ultimate performance Toyota



Its bold stance tells you that this is, by any measure, a thoroughbred road machine, an automobile as much at home on a serpentine European mountain road as on an interstate highway stretching arrow-straight to the horizon.

This is a design whose wind-piercing coefficient of drag—a mere 0.348—properly belongs in a class with styling studio exoticars. And the performance

extras you see? They are an integral part of form and function that bring back driving for the sheer sport of it.

Notice the high-powered halogen foglamps tucked into the integrated bumper. They supplement Supra's retractable tungsten halogen headlights to help give you a clearer look ahead in any weather. The fenders are widely flared to accommodate road-grabbing

225/60HR14 steel-belted radial tires mounted on wide-rim aluminum alloy wheels specially designed and tested to match the new Supra's suspension and running gear. An optional spoiler-styled sunshade, mounted high atop the rear window, adds a truly distinctive flair of sportiness.

The 1982 Supra. It is the ultimate performance Toyota.

1982 SUPRA TWIN CAM ENGINE A POWERFUL HERITAGE OF PERFORMANCE

Racing car builders and competition drivers know the advantages of twin cam (DOHC) engine design: from Formula One and road racing circuits to high-speed closed course and round-the-clock endurance contests, it is the premier powerplant for successful teams and winning drivers the world over.

Toyota Twin Cams have powered passenger cars and racers for more than 15 years; today, Toyota is one of the world's leading builders of high-performance twin cam engines.

The new 6-cylinder 2.8 liter Supra Twin Cam engine produces 145 horsepower at 5200 rpm, with 155 ft-lbs of torque at 4400 rpm.

A modern-day descendant of the competition-tested Twin Cam engine which powered the famous, limited-production Toyota 2000 GT sports car, the new Series 5M-GE Twin Cam represents an increase of 25 percent more horsepower than in previous Supra powerplants.

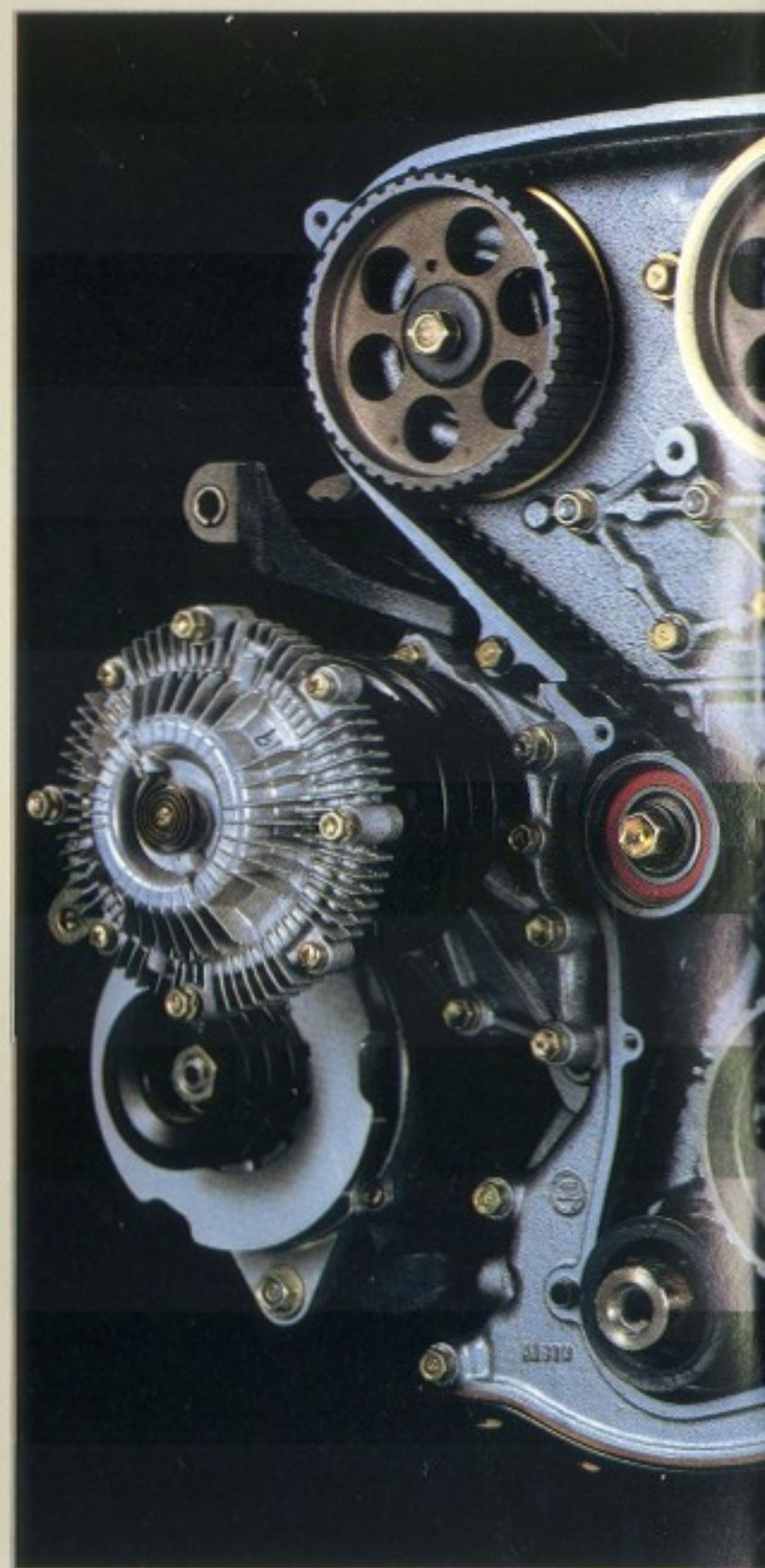
It delivers strong, forceful low-end response for merging into fast-moving traffic, outstanding mid-range passing power, and smooth acceleration to cruising speeds.

Toyota engineers have retained all the advantageous design factors that make twin cam engines preeminent in racing. In addition, they have introduced such refinements as hydraulic valve lash adjusters and belt-driven cams for reduced noise, added reliability, and reduced maintenance.

The valve stems ride below the overhead camshaft's lobes, thus eliminating many of the reciprocating valve-train components that can require added maintenance in some designs. Spark plugs are located in the center of the aluminum cylinder head's hemispherical combustion chambers to promote more complete burning of the air/fuel mixture. This, plus the free-breathing characteristics of Supra's cross-flow type cylinder head, adds up to excellent thermal and volumetric efficiency—a key measure of engine performance.

At the heart of the engine's power management system is a mini-computer that directs the Electronic Fuel Injection (EFI) system to precisely meter fuel to the cylinders for optimum performance and efficiency. You get immediate, no-lag response.

Toyota's remarkable new Twin Cam is at the leading edge of automotive powerplant technology. And that puts you out in front, too.



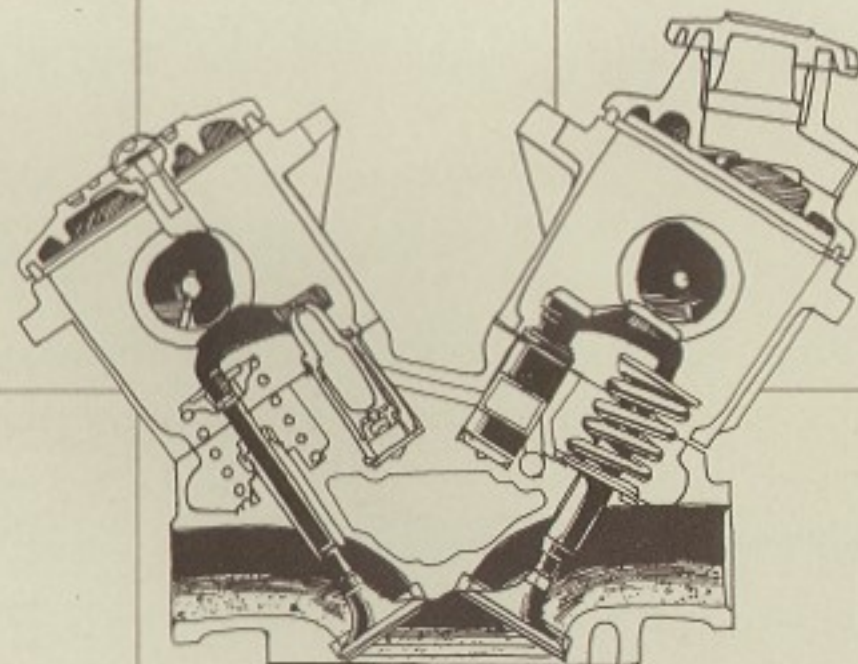
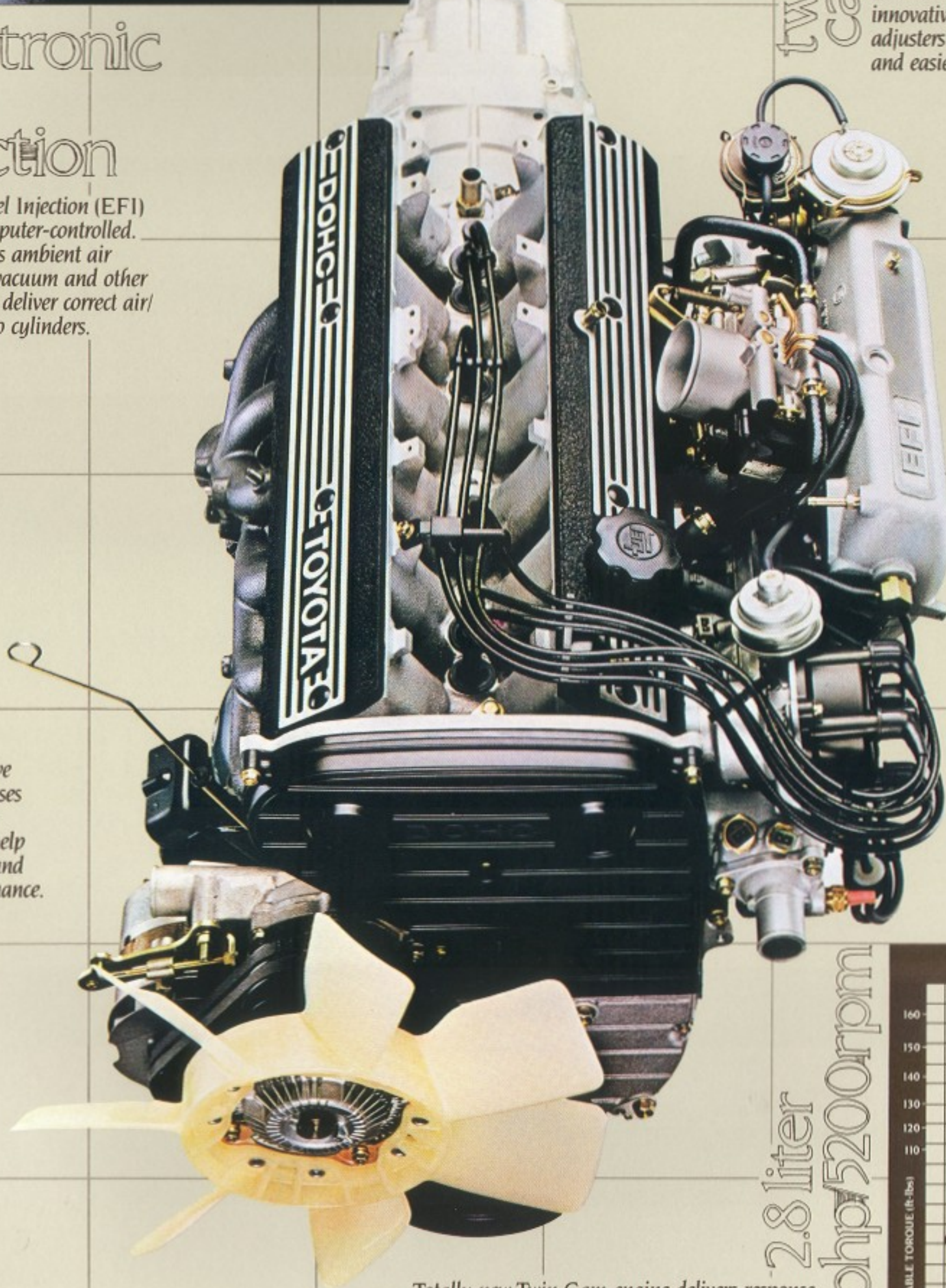


electronic fuel injection

Electronic Fuel Injection (EFI) system is computer-controlled. Unit measures ambient air temperature, vacuum and other parameters to deliver correct air/fuel mixture to cylinders.



Camshaft drive system (left) uses fabric/rubber drive belt to help reduce noise and lower maintenance.

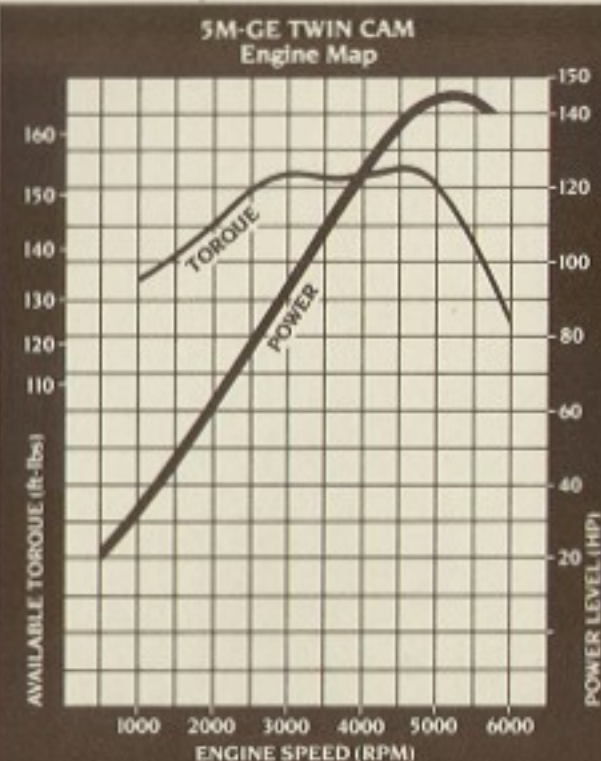


twin
cam

Cutaway drawing shows Twin Cam's simple, efficient valvetrain. Low-inertia rocker arms use innovative hydraulic valve lash adjusters for quieter operation and easier maintenance.

2.8 liter
145bhp/5200rpm

Totally new Twin Cam engine delivers response from idle to redline without lag. Horsepower/torque curves show high-performance capability at low end, mid-range and cruising speeds.



SPORTS TOURING TECHNOLOGY DRIVE THE STATE OF THE ART

Ask automotive engineers, performance car builders or motorsports drivers what they would blueprint into a winning design, and you'll have the 1982 Supra's formula for success.

Steering is via rack-and-pinion gear for sure, responsive control. A variable assist power steering system allows easy steering for parking and low-speed maneuvering; as engine speed increases, power assist is reduced to give the Supra driver better "road feel" at higher speeds.

You don't have to be a professional racing car driver to appreciate the many benefits of Supra's 4-wheel independent suspension for high-performance touring or when simply driving about town.

Up front, there is the strength and simplicity of MacPherson struts, with precision-calibrated shock absorbers, performance-tuned coil springs and a stabilizer bar to help control body roll in turns. At the rear, separate suspensions help reduce unsprung weight for

better handling, and allow improved wheel tracking over uneven road surfaces and through curves. This independent suspension with shock absorbers, coil springs and an anti-sway bar is designed to give Supra agile handling and a smooth ride with minimal body lean and sway. A limited-slip differential helps increase rear wheel traction to put more Twin Cam power to the road.

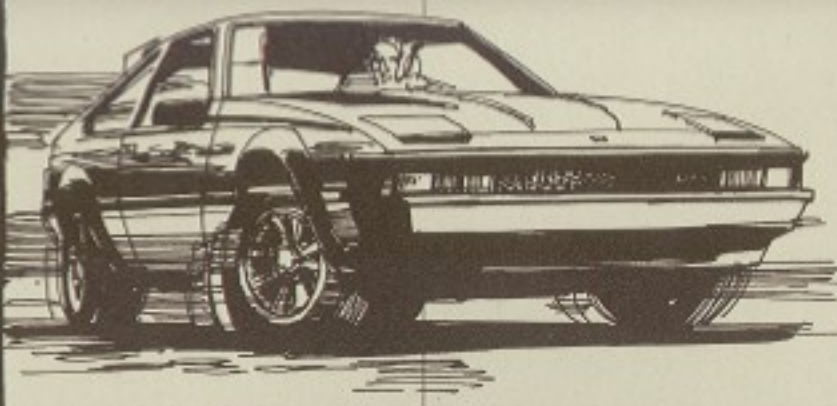
Racing-caliber 225/60HR14 steel-belted radial tires are mounted on 7-inch wide aluminum alloy wheels; their extra-wide footprint and aggressive tread pattern make the most of Supra's performance potential.

Braking receives special attention, too. Supra's fade-resisting 4-wheel disc brakes have internally ventilated rotors to help dissipate heat for consistent, reliable stopping power.

To the automotive engineer, this is where the state of the art is in 1982.

To the Supra owner, it's the right stuff.





4-wheel
independent
suspension

rack &
pinion
steering

4-wheel independent suspension uses trailing arms, coil springs and stabilizer bar at rear (right); because ride comfort is independent from roll stiffness, both handling and ride are improved. Front suspension with responsive, variable assist power rack-and-pinion steering (above), has MacPherson struts with wide front track to help decrease understeer and promote more neutral handling characteristics.



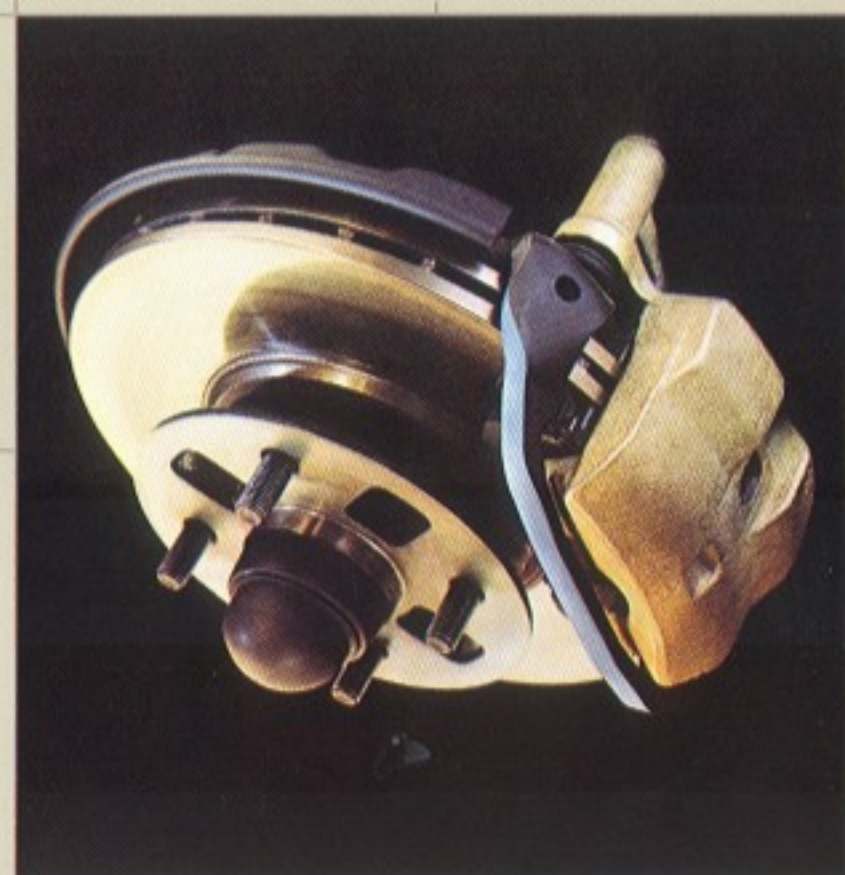
Exceptionally sleek shape of Supra body results in a low, energy-efficient drag coefficient. Wind tunnel-tested design includes a low nose with integrated bumper, concealed halogen headlights, semi-concealed windshield wipers, and rear deck spoiler to help smooth and control the airflow.



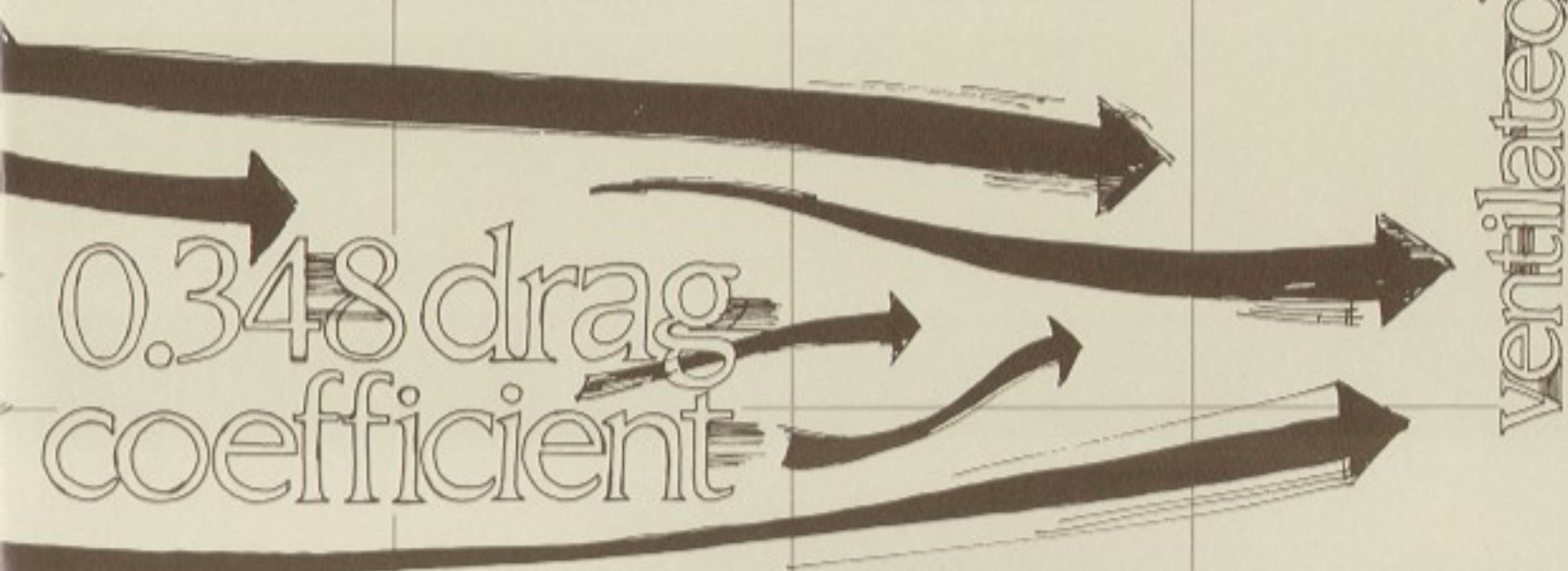
aluminum
alloy wheels

Strong, lightweight aluminum alloy wheels bear the JWL quality mark to show wheels have passed stringent testing to meet exacting standards.

4-wheel disc brakes



High-performance Supra uses stopping power of 4-wheel power-assisted disc brakes. Metallic brake pads and ventilated rotors dissipate heat rapidly, help resist brake fade under hard or continuous braking.



0.348 drag
coefficient

ventilated



Supra
A study in form and function



What appears at first glance to be a striking blend of sweeping lines and smartly-styled angles created solely to please the eye is also a shape carefully created to reduce wind resistance.

Your new Supra will cruise more quietly and with less effort, because Toyota engineers created a smooth body shape with fully retracting headlights and flared fenders. Wind-

shield wipers are semi-concealed to help smooth and control the airflow over the wind-cheating body. Supra's uncluttered aerodynamic design also features drag-reducing integrated sail-mounted side mirrors and flush-fitted door handles. At the rear, the wedge-shaped body lines flow upward to a functional tail spoiler.

The resulting low drag coefficient

helps your new Supra quickly reach and sustain cruising speeds with less resistance, eliminating the need for a higher-displacement engine to achieve the same performance. Plus, lower energy demand means a bonus in reduced fuel consumption.*

The 1982 Celica Supra is designed to move gracefully and efficiently at any speed. And it looks it.



Bred for the road...every road



When you put yourself behind the wheel of the 1982 Supra, possibly for the first time in your driving experience you'll have the same feeling of confidence in your automobile that professional drivers have in their racing machines.

The new Supra exhibits road manners that are as impressive along a windy straightaway as they are on a twisting canyon road or in traffic.

When you need controlled response, Supra's breeding comes through.

Steering is crisp and precise; where you point your Supra, it unhesitatingly goes with predictable accuracy. You'll also feel its superb ride control through a suspension system that minimizes body lean during hard cornering and resists nose-dive under hard braking.

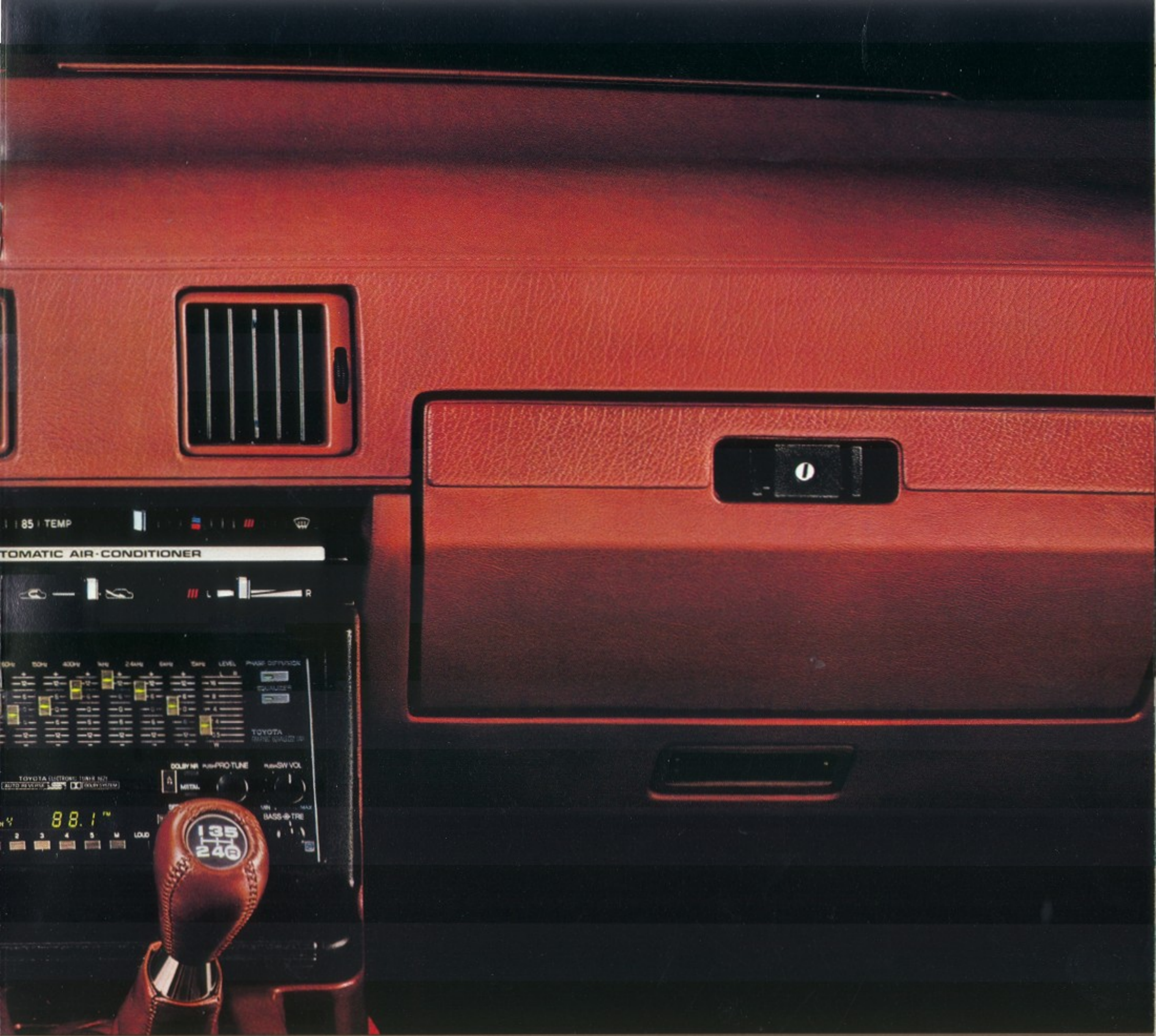
Supra's independent rear suspension

and limited-slip differential put a full measure of Toyota Twin Cam power to those massive tires that help give you added adhesion for accelerating, cornering, stopping.

If it's been too long since you've driven an automobile built from the ground up for sure-footed maneuverability and responsive handling, then the new Supra will bring back the feeling.



A dash with dash



One glance at Supra's cockpit, with its sensibly designed, softly padded dashboard, tells you that you're about to fire-up a driver's kind of machine.

The two-spoke steering wheel, fully adjustable for height, is leather-wrapped for a comfortable grip. Set into the functionally arranged panel are an electric tachometer and a speedometer with resettable tripmeter;

you can see them with just a glance. There, too, are gauges for engine oil pressure, coolant temperature, battery voltage and fuel level, and a centrally located digital quartz clock.

At your fingertips are stalk-mounted controls for lights and wipers. Nearby, on the dash panel, are controls for Cruise Control and rear window wiper/washer and defogger.

Convenient, too, is the control center for Supra's incredible 5-speaker electronic AM/FM/MPX stereo receiver. For "set it and forget it" convenience, there's the automatic temperature control air conditioning system with left/right balance control for comfortable traveling, summer or winter.

Supra's cockpit layout puts you, the driver, in command.



Supra interior...touring in comfort



Enter the 1982 Supra and you enter a world created expressly for sports touring. The color-coordinated interior is highlighted by softly padded dash and door panels, and by sound-absorbing cut pile wall-to-wall carpeting.

On the center console is a leather-wrapped gear shifter, the extendible maplight, and controls for the power-adjustable side mirrors, power door

locks and the high-intensity foglamps. Master controls for the power windows are on the driver's door armrest. The controls for Supra's optional power sunroof with dual maplight controls are located overhead.

To make any trip less fatiguing, Supra's front Sport Seats, tailored in richly-patterned fabric, have reclining seat backs, 4-way adjustable headrests,

and lengthy fore-and-aft adjustment for added comfort.

In addition, the driver's Sport Seat has a virtually limitless range of adjustments—including side bolster width, bottom cushion height and thigh support. The driver's seat also has a unique pneumatic lumbar support system.

For short or long trips, Supra has the right stuff for uncompromised comfort.

SUPRA'S COCKPIT THE RIGHT STUFF

Racing teams go to great lengths to favor their drivers with custom-fitted seats for comfort and support. Toyota's design team has done the same for you, with a body-conforming anthropometrically engineered driver's seat available only in the new Supra for 1982.

The Supra driver's Sport Seat features a unique, pneumatically adjustable lumbar support system for tireless miles of motoring. An air pump located between the seat and center console is used to inflate three pillows in the lower seat back to increase support against the lower back; the driver simply presses one or more of the push-buttons located on the side of the seat to adjust the degree and position of lumbar support.

As the miles build up, you can relieve thigh pressure by altering the firmness of the forward part of the seat cushion, or the seat back rake angle is adjustable to any preferred driving position. And to hold you firmly in place on curving roads, the seat side bolsters adjust inward or outward for upper torso support. Even the Sport Seat's headrest is fully adjustable back and forth, up and down.

Of course, the Supra's front seat passenger is also treated to pleasurable motoring with a Sport Seat that features a fully reclining seat back, 4-way adjustable headrest and contoured side bolsters for comfortable support.

To make your touring experience

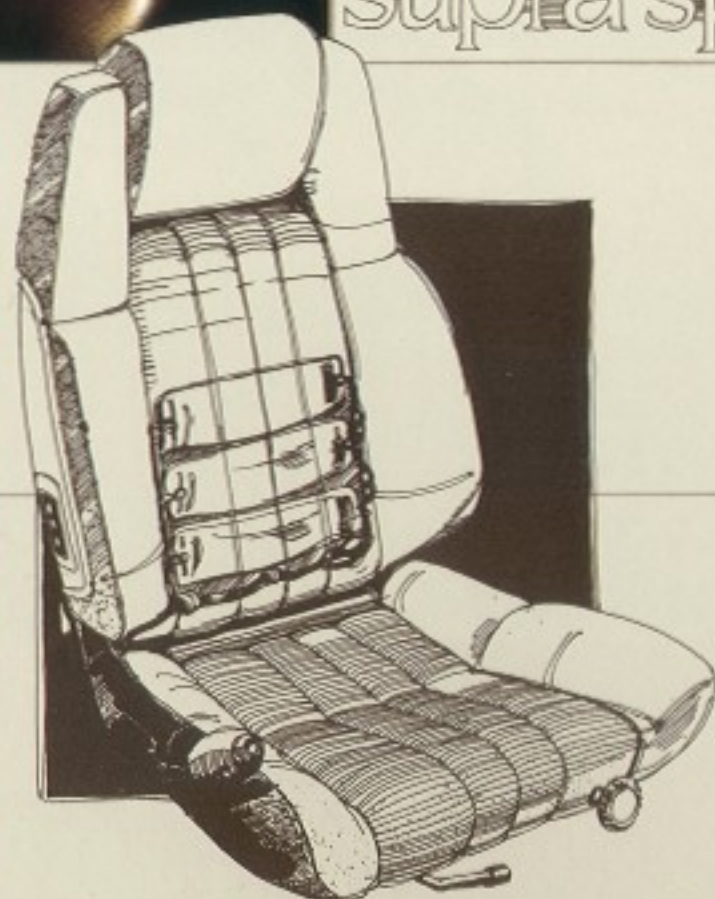
even more relaxing, Supra standard equipment also includes variable assist power steering with tilt wheel, power-assisted brakes, and Cruise Control that lets you maintain a pre-set speed, accelerate or reduce speed at the touch of a switch.

And to help while-away those pleasurable hours behind the wheel, Supra surrounds you with the sound of a superbly designed electronic AM/FM/MPX stereo receiver with five speakers. It rivals the reproduction quality of a fine home audio system.

The real beauty of the new Supra is that sportiness you want, without sacrificing one touch of comfort.



the supra sport seat



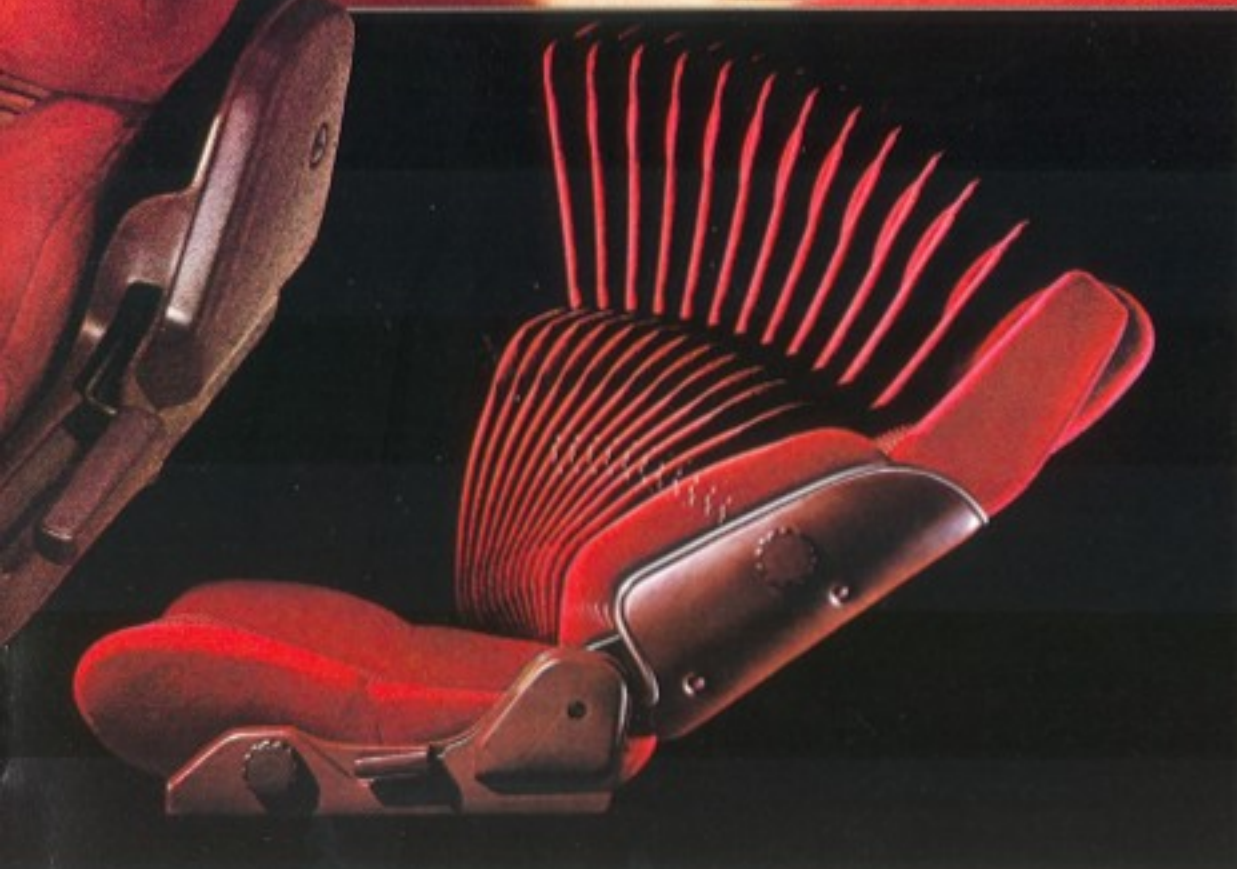
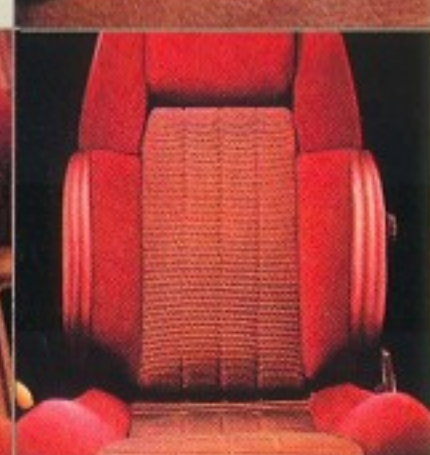
Anthropometrically designed driver's Sport Seat is an exclusive feature in the 1982 Supra. Unique three-pillow lumbar support system is infinitely adjustable for reducing fatigue in the lower back. Pneumatic pump, conveniently located next to seat, is used to increase the size of the pillows. To change lumbar position or degree of support, driver adds air or releases it with the buttons at the right side of the seat.



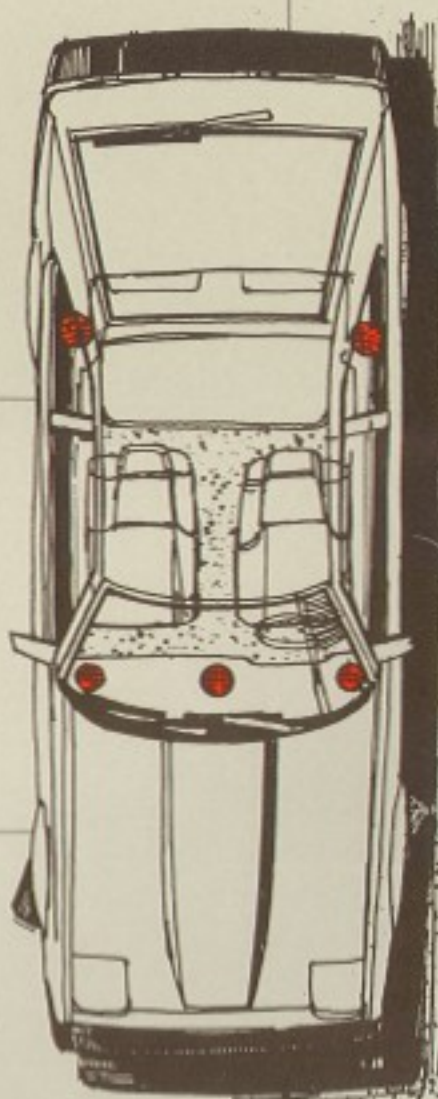
Supra's automatic climate control system maintains constant temperature summer or winter. Balance control directs conditioned air to left or right. Dash-mounted vents, plus vents beneath steering wheel and glove compartment, provide full-flow effectiveness.



Supra's Cruise Control maintains pre-set speed uphill, downhill and on level roads. To accelerate, slow down or change speed setting, driver simply touches a switch close to tilt steering wheel. A touch of a switch or a tap on the brake pedal disengages system.



New Supra's front Sport Seats have generous fore-and-aft adjustment, full-range tilting seat backs, and 4-way adjustable headrests for comfortable motoring. Driver's Sport Seat has pneumatic lumbar support system and adjustable side bolsters for upper torso support.



With 5-speaker positioning, signals from left and right stereo channels are fed to two 10-watt front speakers, two 10-watt rear speakers, and into a 20-watt center-mounted sub-woofer to surround you with richer, fuller sound. Optional system shown above has electronic tuner, graphic equalizer/amplifier and cassette.



Supra L-Type
Touring in the grand tradition



The 1982 Celica Supra L-Type was created to let you experience high performance motoring in tastefully refined, luxuriously appointed comfort.

The sleek body, crafted into an energy-efficient wedge shape, helps reduce wind noise for hushed, comfortable travel at cruising speeds.

Of course, Supra L-Type performance is on a par with its Supra running mate.

There is the same dynamic feel of a 2.8 liter, electronically fuel-injected Twin Cam engine; the same stopping power of 4-wheel, power-assisted ventilated disc brakes; and the same aplomb with which it handles any road, thanks to its independent rear suspension.

Variable assist rack-and-pinion power steering provides near-effortless handling. Cruise Control is a relaxing

asset on the Interstate. There is fuss-free automatic temperature control air conditioning. And an electronic AM/FM/MPX stereo receiver with five speakers that surround you with sound.

And the *piece de resistance*: an available Digital Electronic Display instrument panel with a Trip Computer that serves as your computerized navigator in this new world of grand touring, Supra style.



Comfort zone
The Supra L-Type interior



The 1982 Supra L-Type fulfills your every whim for comfort and convenience. Softly cushioned striped velour seats provide a lush, inviting environment. And when tailored in the sensuous beauty of optional leather (shown here), the look and feel of luxury are heightened even further.

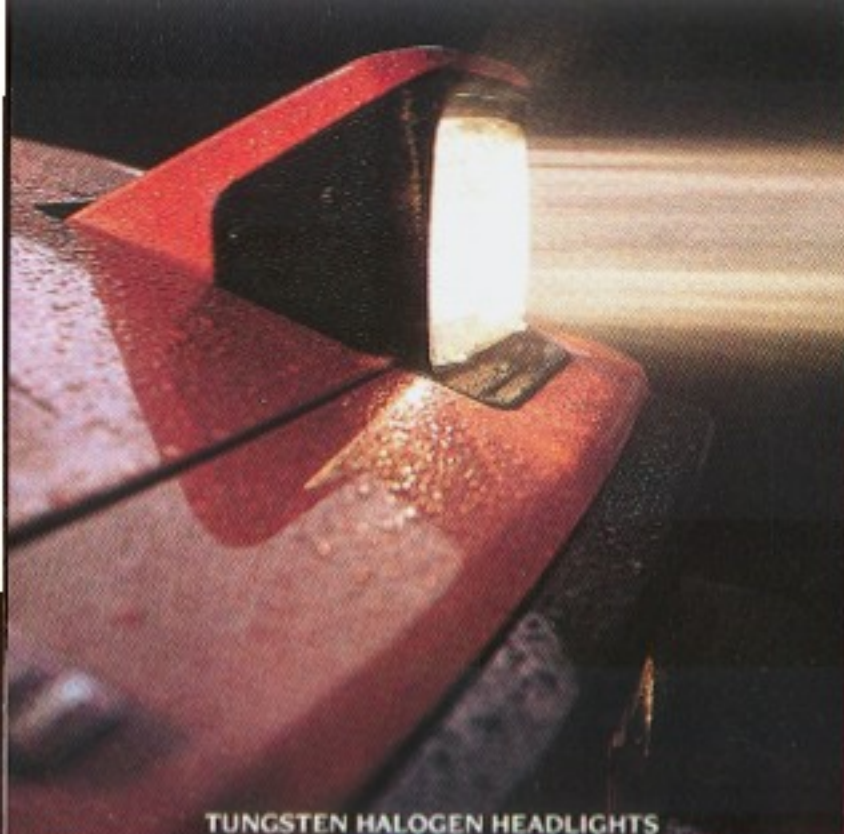
Automated amenities are the rule, not the exception. Touch a switch, and

the doors lock with a hushed click. Touch another to precisely position the dual outside mirrors, or to open or close the optional power sunroof.

The steering wheel and 5-speed transmission shift knob are wrapped in soft leather for a comfortable grip. Supra L-Type can be equipped with the innovative 4-speed automatic overdrive transmission that automatically

shifts into a fuel-saving* overdrive mode at approximately 35 miles per hour. In overdrive, the transmission's torque converter locks up to eliminate driveline slippage for better, more fuel-efficient performance.

The new Supra is more than a serene environment for long-distance motor-ing; it makes even everyday driving a Grand Touring experience.



TUNGSTEN HALOGEN HEADLIGHTS



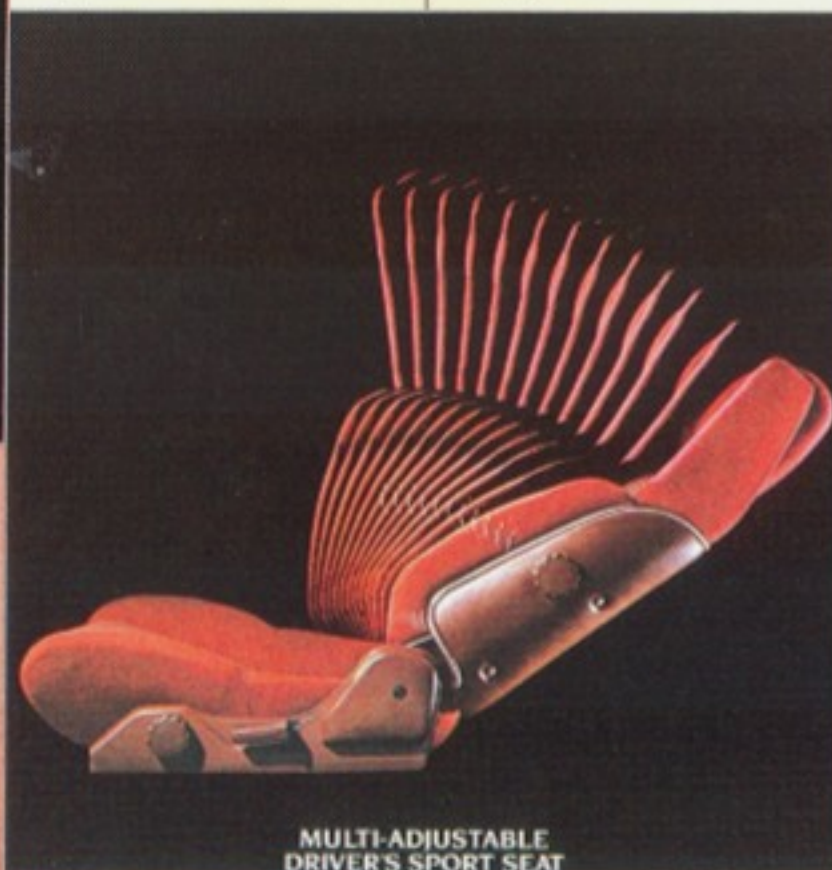
POWER DOOR LOCKS

POWER WINDOWS



AUTOMATIC TEMPERATURE CONTROL AIR CONDITIONING

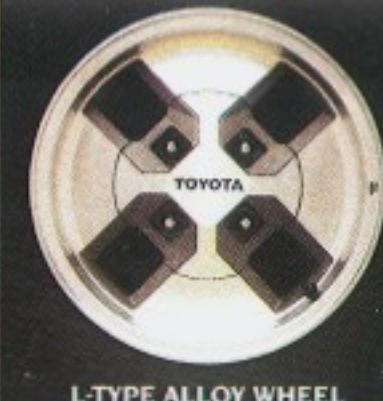
Anthropometrically engineered Supra Sport Seat has wide range of seat back, headrest and thigh adjustments to help reduce driver fatigue. Lower back (lumbar) area has unique, pneumatically adjustable support.



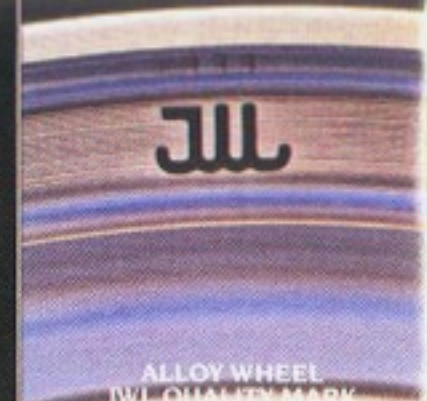
MULTI-ADJUSTABLE DRIVER'S SPORT SEAT



TILT STEERING WHEEL



L-TYPE ALLOY WHEEL



ALLOY WHEEL WITH QUALITY MARK



RETRACTABLE HEADLIGHTS

feature

supra & features & options

Everything you want for confident, comfortable driving is designed into the driver-engineered 1982 Celica Supra and Supra L-Type. These incredible machines can also be personalized with such options as two-tone paint, a power sunroof, or a sound system with electronic AM/FM/MPX stereo tuner with graphic equalizer/amplifier and tape cassette.

You can equip your Supra L-Type with one of the most advanced motor-ing accessories on the road today: the sophisticated Digital Electronic Display

instrument panel with Trip Computer.

This remarkable touring aid features an electronic LED tachometer, digital speedometer, electronic fuel level and coolant temperature indicators. The Trip Computer can calculate and display such information as estimated time of arrival (ETA), fuel consumption in miles-per-gallon and the distance remaining to reach your destination.

The Celica Supra and Supra L-Type for 1982. They are beautifully equipped to complement both your driving prowess and your lifestyle.

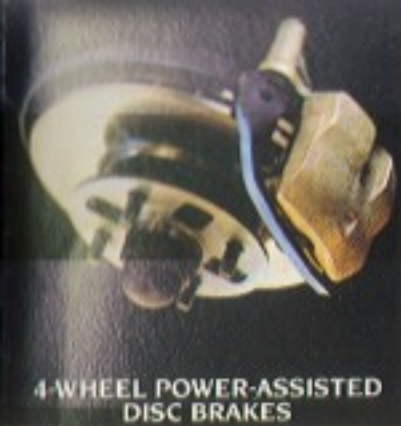


Distinctive two-tone paint combinations are available to add still more flair to the new Supra.



LEATHER SEAT TRIM

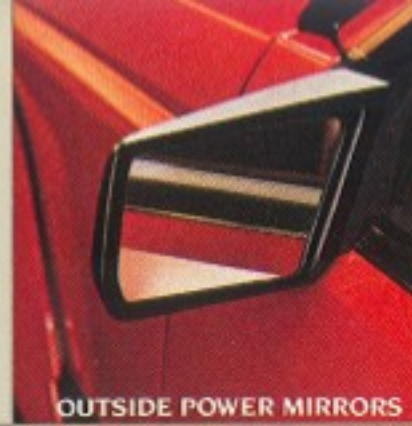
Trip Computer can be programmed to display various travel information, including fuel economy in miles-per-gallon at any speed.



4-WHEEL POWER-ASSISTED DISC BRAKES

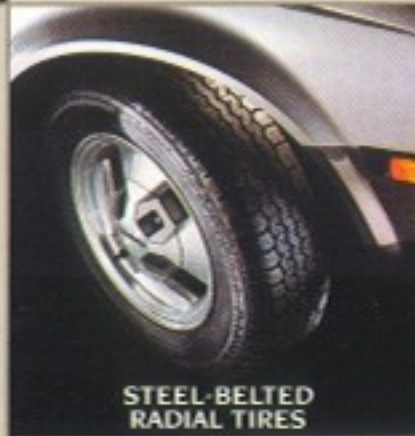


VARIABLE ASSIST RACK-AND-PINION POWER STEERING



OUTSIDE POWER MIRRORS

Rear window has electric defogger to help rearward vision. Wiper/washer system has intermittent wiping cycle.



STEEL-BELTED RADIAL TIRES



CRUISE CONTROL

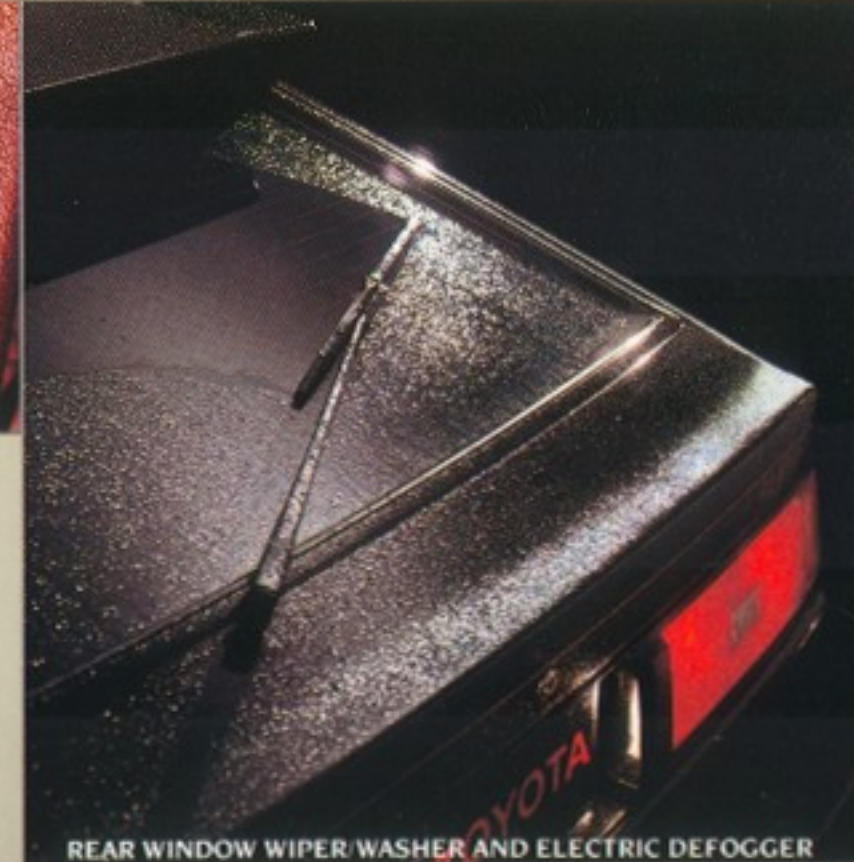


COLUMN-MOUNTED WINDSHIELD WIPER/WASHER, HEADLIGHT CONTROLS

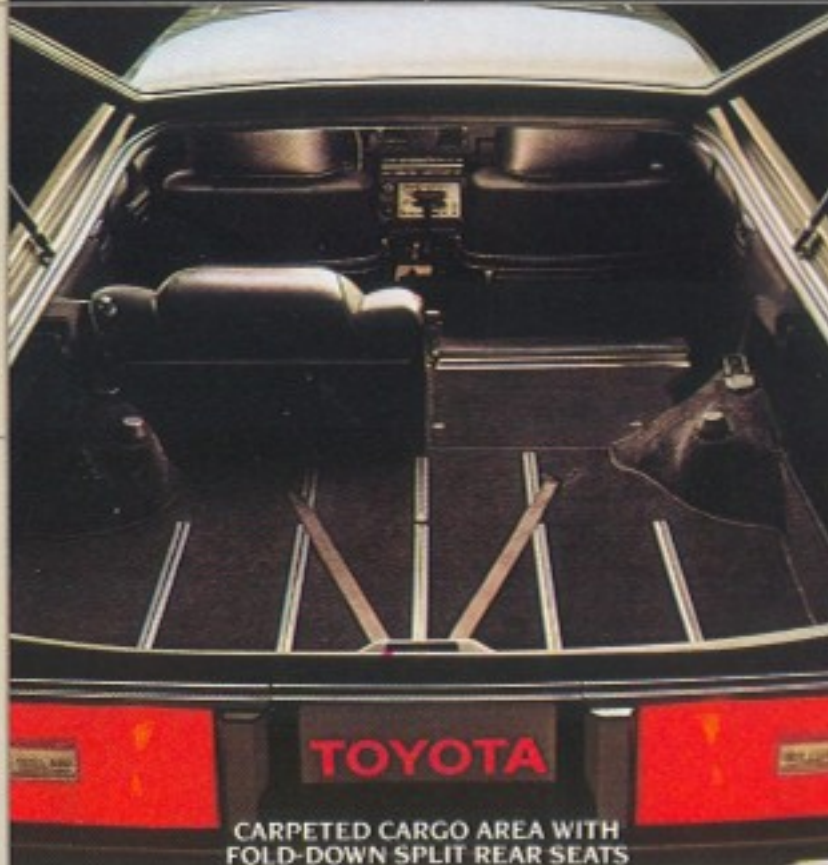


POWER MIRROR CONTROL

Controls for windshield wiper/washer and lights are stalk-mounted on the steering column. Cruise Control switch is close at hand, and switch for remote mirrors is on the center console.



REAR WINDOW WIPER/WASHER AND ELECTRIC DEFOGGER



CARPETED CARGO AREA WITH FOLD-DOWN SPLIT REAR SEATS



5-SPEED OVERDRIVE TRANSMISSION

Close-ratio 5-speed transmission has a leather-wrapped shift knob to provide a comfortable grip.

options

Stereo system has electronic tuner, cassette, 7-channel graphic equalizer for tone control and 105-watt power amplifier.



DIGITAL ELECTRONIC DISPLAY INSTRUMENT PANEL

Graphic tachometer displays rpm with color-coded indicators on a rising curve. Alternate fuel gauge mode displays last four gallons in 1/2-gallon increments.



4-SPEED AUTOMATIC OVERDRIVE TRANSMISSION



ELECTRONIC AM/FM/MPX TUNER, CASSETTE, GRAPHIC EQUALIZER/AMPLIFIER



TRIP COMPUTER

DATA FULL LIGHT
CLOCK MI-MPG ARRIVE SET
X100 X10 X1 SET
H 10M M 0:00



CELICA SUPRA FEATURES

S—Standard O—Optional —Not available	Supra	Supra L-Type
MECHANICAL		
2.8 liter 6-cylinder Twin Cam engine	S	S
Electronic Fuel Injection	S	S
Fully transistorized ignition	S	S
5-speed overdrive transmission	S	S
4-speed automatic overdrive transmission	—	O
Rack-and-pinion steering w/variable power assist	S	S
MacPherson strut front suspension	S	S
Independent rear suspension	S	S
Limited-slip differential	S	—
Ventilated and power-assisted 4-wheel disc brakes	S	S
Steel-belted radial tires	S	S
EXTERIOR		
7" wide aluminum alloy wheels with 225/60HR14 tires	S	—
Aluminum alloy wheels with 195/70SR14 tires	—	S
Retractable headlights	S	S
Tungsten halogen headlights	S	S
Halogen foglamps	S	S
Color-keyed nose cap	S	S
Dual integrated sail-mounted mirrors w/power remote control	S	S
Two-tone paint	O	O
Fender flares	S	—
Wide protective side moldings	S	S
Mud guards front and rear	—	S
Electric sunroof	O	O
Spoiler-type sunshade	O	—
Rear window wiper/washer w/intermittent control	S	S
INTERIOR		
Tachometer, voltmeter, oil pressure and coolant temperature gauges	S	S
Resettable tripmeter	S	S
Digital Electronic Display Package—includes digital speedometer, graphic electronic tachometer, fuel and temperature level indicators and Trip Computer	—	O
Cruise Control	S	S
Power steering w/variable assist	S	S
2-spoke leather-wrapped steering wheel	S	S
Tilt steering wheel	S	S
Steering column-mounted headlight, headlight flasher, windshield wiper/washer and turn signal controls	S	S
Intermittent windshield wipers w/timing control	S	S
Automatic temperature control air conditioning	S	S
Electric rear window defogger	S	S
Tinted glass with shaded windshield band	S	S
Digital quartz clock	S	S
Fully padded instrument panel w/full center console with extendible maplight	S	S
Remote rear hatch and locking fuel filler door releases	S	S
Power windows and door locks	S	S
Reclining front bucket seats	S	S
Driver's seat adjustable height and lumbar support	—	S
Sport Seats w/driver's side 8-way adjustment and pneumatic lumbar support adjustment	S	—
Sport cloth seat trim	S	—
Striped velour cloth seat trim	—	S
Leather seat trim	—	O
Cut pile wall-to-wall carpeting	S	S
5-speaker electronic AM/FM/MPX stereo receiver	S	S
5-speaker electronic AM/FM/MPX tuner, cassette, equalizer/amplifier	O	O

SPECIFICATIONS

ENGINE TYPE	6-cylinder in-line Twin Cam EFI	
DISPLACEMENT	2.8 liters (2759 cc)	
HORSEPOWER (SAE NET)	145 hp @ 5200 rpm	
TORQUE (SAE NET)	155 ft-lbs @ 4400 rpm	
BODY/FRAME CONSTRUCTION	Unitized body	
SUSPENSION FRONT	MacPherson strut with non coaxial coil springs, stabilizer bar and double-acting shock absorbers	
SUSPENSION REAR	Independent rear suspension with trailing arms, coil springs and stabilizer bar	
STEERING TYPE	Rack-and-pinion w/variable power assist	
BRAKES	Ventilated and power-assisted 4-wheel disc	
	Supra	Supra L-Type
EXTERIOR DIMENSIONS (inches)		
Wheelbase	102.9	102.9
Overall length	183.5	183.5
Overall width	67.7	66.3
Overall height	52.0	52.0
Tread width (front)	57.9	56.3
Tread width (rear)	56.7	55.1
INTERIOR DIMENSIONS (inches) (Without sunroof)		
Head room (front)	37.4	37.4
Head room (rear)	35.5	35.5
Leg room (front)	43.0	43.0
Leg room (rear)	25.4	25.4
Shoulder room (front)	53.3	53.3
Shoulder room (rear)	52.1	52.1
CURB WEIGHT (lbs.)		
5-speed overdrive	2932	2932
4-speed automatic overdrive	—	2960
CAPACITIES		
Cargo area, rear seat down (cu. ft.)	21.0	21.0
Fuel tank capacity (gallons)	16.1	16.1
TIRES		
Type	Steel-belted radial blackwall	Steel-belted radial blackwall
Size	225/60HR14	195/70SR14
EXTERIOR COLORS†		
Super White		
Silver Gray Metallic††		
Red Metallic		
Terra Cotta		
Light Blue Metallic††		
Beige Metallic††		
Gloss Black		
Red/Gloss Black Two-Tone¹		
Silver Gray Metallic/Dark Gray Metallic Two-Tone¹		

*EPA STATEMENT: EPA mileage figures not available at time of printing. Consult your Toyota dealer.

*Remember: Compare this estimate to the EPA "Estimated MPG" of other cars. You may get different mileage depending on how fast you drive, weather conditions and trip length.

Specifications and equipment based on the available information at time of printing and subject to change without notice.

Cover vehicle and others shown with optional equipment. See Features chart for details. For additional options and accessories, contact your Toyota dealer.

Headlights, parking lights and foglamps on various vehicles lighted for illustration purposes only.

—Not available. †Some colors are not available on all models. ††Clear coat paint finish.

¹Optional.

DEPENDABLE CARS, PARTS & SERVICE

Toyotas are designed and built for dependable operation. On the Toyota assembly lines, for example, each vehicle is tested and inspected, inside and out, at every stage of manufacture. Even after the completed Toyotas leave the factory, the quality control checks continue, including thorough, bumper-to-bumper inspections at the port of entry, and again at your Toyota dealer.

But the story doesn't end there. To help keep your Toyota performing reliably and at peak efficiency, more than one thousand Toyota dealers throughout the U.S. give you the added reassurance of having quality parts and service available should you need them.

Genuine Toyota Replacement Parts, like the original parts in your new car, are manufactured to fit right and run right. From air filters and batteries, to spark plugs and brake parts, Genuine Toyota Replacement Parts are the best way to keep your Toyota all Toyota.

Toyota, its dealers and distributors have an inventory of parts valued at more than a quarter of a billion dollars. A sophisticated, computerized inventory control system keeps Toyota's parts supply "pipeline" moving smoothly.

We believe this results in one of the best parts "fill rates"

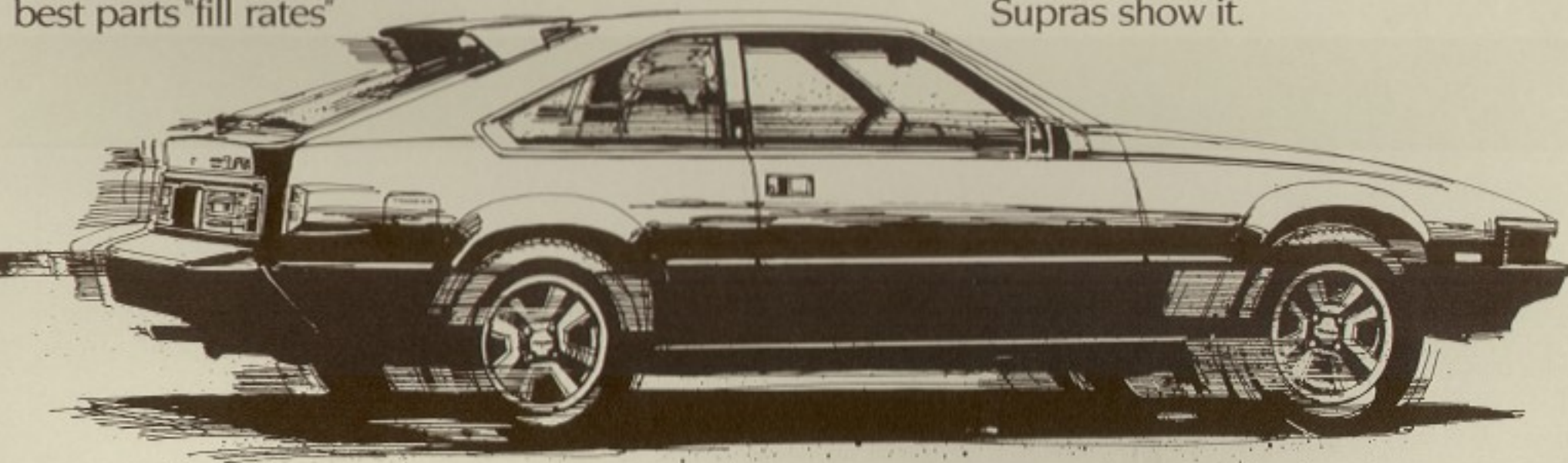
in the automotive industry. If a needed part isn't already on the shelf at your nearby Toyota dealer, it should be readily available from one of the many regional Toyota parts warehouses located from coast to coast; a critical part usually can be shipped within a day to a dealer anywhere in the country.

As a Toyota owner, you'll not only want parts with original equipment quality, but also top-notch service personnel and modern facilities when it's time to have your Toyota serviced.

Toyota dealers have the up-to-date equipment and the special service tools needed to do the job efficiently, and they have skilled technicians who are factory-trained in the latest methods for servicing your Toyota.

Additionally, over 90 percent of Toyota dealers voluntarily participate in a special program for their technicians that certifies their professional training by the National Institute for Automotive Service Excellence (NIASE), an independent service training and testing organization.

Quality and dependability—in our cars, parts and service—is our never-ending goal. Millions of satisfied Toyota owners know it. And the 1982 Celica Supras show it.





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WHAT
A
FEELING

TOYOTA