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Base engine type: Gas: Gas: Gas:
Base engine size: 1.8 l: 2.2 l: 1.8 l:
Horsepower: 110 hp @ 5600 rpm: 135 hp @ 5400 rpm: 110 hp @ 5600 rpm:
Cylinders: Inline 4: Inline 4: Inline 4

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This One-Owner 1994 Celica GT Might Be the Cleanest One Left Most

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of these cars were driven into the ground or modified to death. This one looks like it rolled off the showroom floor.

~~This Might Be the Cleanest Celica Left
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The 2.4 L became the biggest 4-cylinder engine offered in any Celica ever. Other engines were the 1.6-liter 4A, 1.6-liter 2T, 1.8-liter 3T, 1.8-liter 4T, 1.8-liter 1S, 2.0-liter 2S, 2.0-liter 18R-G and 2.0-liter 21R, depending on the particular market. Trim levels for the Japanese market were SV, ST, ST-EFI, SX, GT, and GT Rally.

~~Toyota Celica — Wikipedia~~

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According to the car class, all the engines of Toyota Celica are the straight-4 engines with displacement 1.6, 1.8, 2.0, 2.2-liter. The elder Celica models were equipped with other engines also. The last models had the high-efficiency 1.8-liter 2ZZ engines – 192 HP. The elder versions had the turbo-charged 3S-GTE engines and 4 wheel drive.

~~Toyota Celica Engine | Specs, problems, tuning, etc.~~

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used cars daily.

This is a comprehensive study of the career of the Toyota Celica GT-Four. Starting in 1988, three generations of this effective turbocharged four-wheel-drive car – known by enthusiasts as ST165, ST185 and ST205 types – fought for World Championships, and were amazingly successful for almost a decade. All types combined high-performance, great reliability, and superb preparation by Toyota Team Europe (based in Cologne, Germany), their 300bhp/four-wheel-drive chassis package being among the best in the world. Over the years, the cars won some of the roughest events in the world (such as the Safari and the Acropolis), and were also supreme on

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tarmac, snow and ice, including Monte Carlo. After fighting a running battle with Lancia for years, the Celicas won the World Manufacturers' Championship twice. Its famous drivers included Carlos Sainz (World Champion in 1990 and 1992), Juha Kankkunen (Champion in 1993) and Didier Auriol (Champion in 1994). Never far from controversy, and at times embroiled in technical and regulatory disputes, these cars brought real glamour to the colourful sport of rallying, and were only replaced by an even higher-tech Toyota – the Corolla World Rally Car – in 1997.

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p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 11.0px Arial} The Celica, as well as a much-loved road car, was the first Japanese model to claim the World Rally Championship crown. This book tells the full story of the seven Celica generations (from 1970 to date), and that of its close cousin the Supra with detailed coverage of all the road cars from the world's leading markets, and the story surrounding the many race and rally models based on the two vehicle lines. Written with the full co-operation of the factory in Japan (and various official sales organizations from around the globe), this truly is the definitive history of these sporting Toyotas. Written by an acclaimed motoring historian with full co-operation from the factory this is an extremely comprehensive reference

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