

# CELICA SUPRA

BY TOYOTA





1983  
CELICA SUPRA.  
THE CAR  
WITH THE  
RIGHT STUFF.

First there was the secret of Celica Supra. A new car was coming, an important car.

Then the rumors: a wind cheating shape, a powerful road car, an enthusiast's machine.

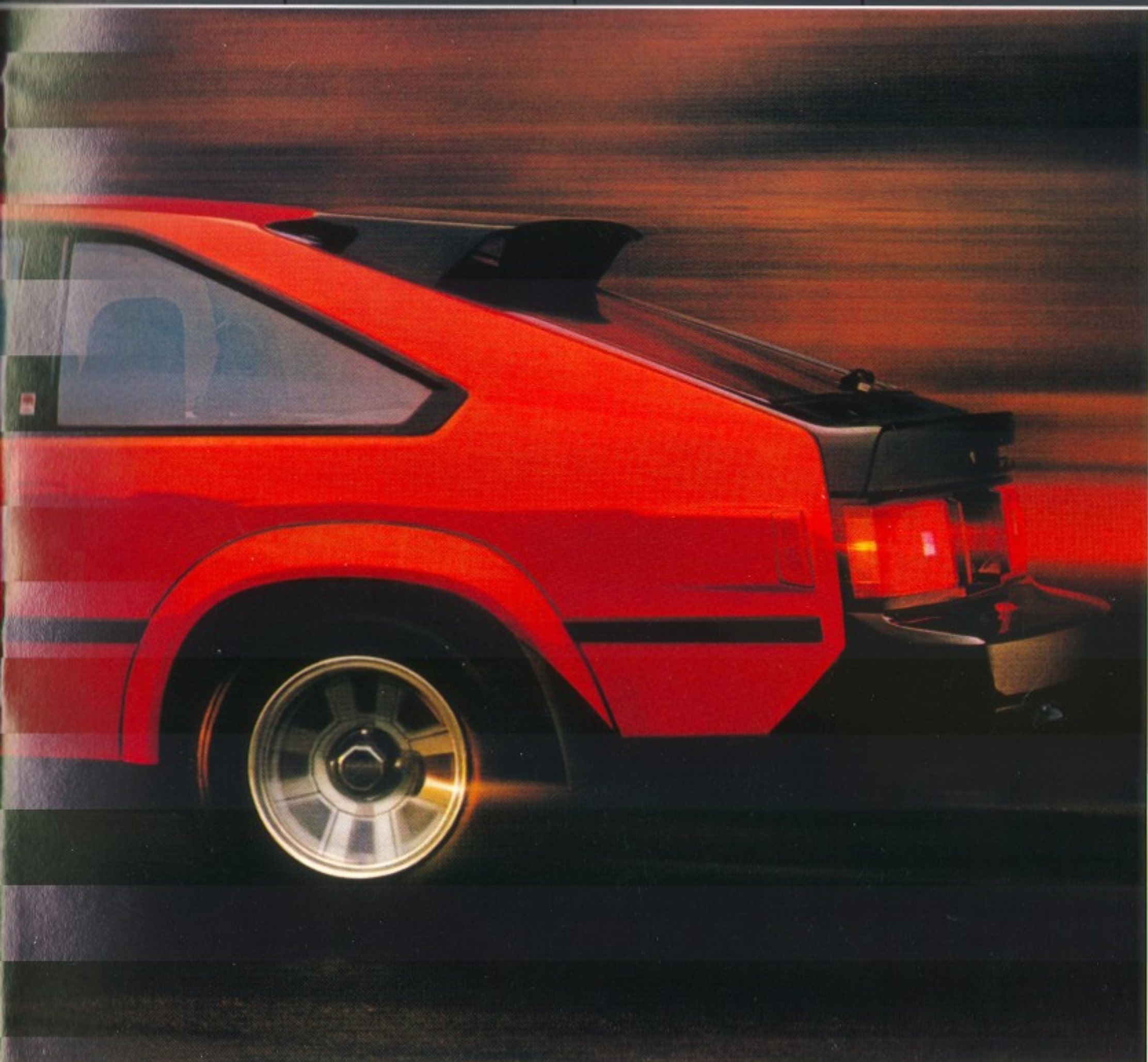
At last, Supra. The car with the right stuff. It evolved from rumor to legend within a year.

Now there is the 1983 Supra. Quicker and more exciting than ever.

Its shape is as aerodynamic and sleek as a hunter's arrow.

Its voice is the full-throated roar of an electronically fuel-injected 2.8 liter Twin Cam 6-cylinder engine.

Its technical specifications quicken the pulse: independent rear suspension (IRS) with limited-slip differential, variable-assist power rack-and-pinion steering, a close-ratio 5-speed overdrive gearbox.



Supra is a thoroughbred, born to run on its 225/60HR14 raised-black-letter radials on 14"x7" aluminum wheels. It has the race-bred stopping power of ventilated and power-assisted disc brakes on all four wheels.

There are significant refinements for 1983. An increase in both horsepower and torque, combined with lower gears in the differential, improves Supra's off-the-line acceleration.

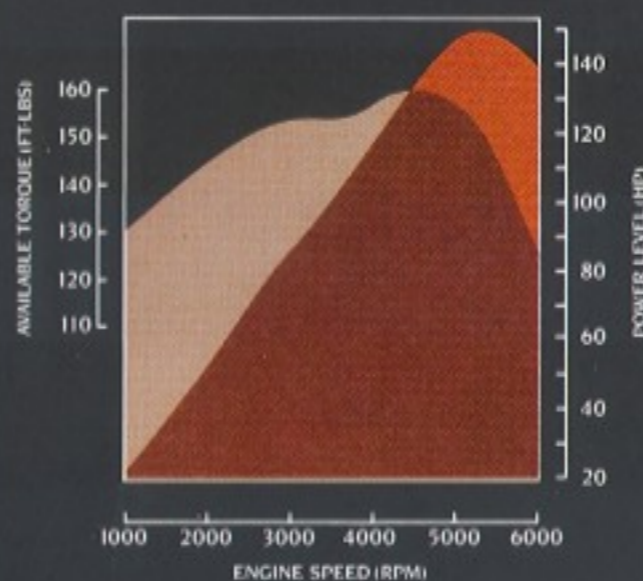
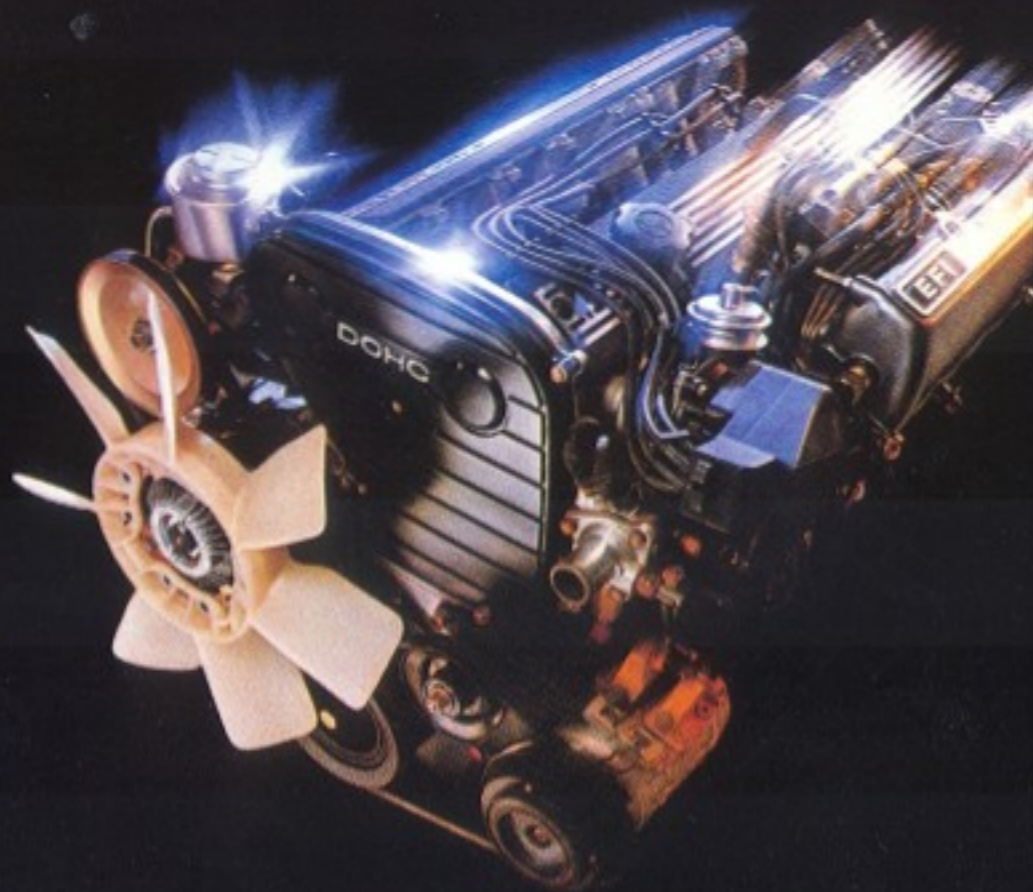
And new for 1983 is the optional Electronically Controlled 4-speed automatic overdrive transmission with lock-up torque converter. Unique in the automotive industry, this "thinking transmission" uses a micro-computer that adjusts the shift pattern for optimal balance between performance and economy. In addition, the driver can tell this transmission,

with the touch of a button, which of two operating modes he needs: "Power" or "Normal."

Supra: this year as last, it is one of the world's most exhilarating high-performance automobiles.

Shown with optional equipment. See Features chart for details.

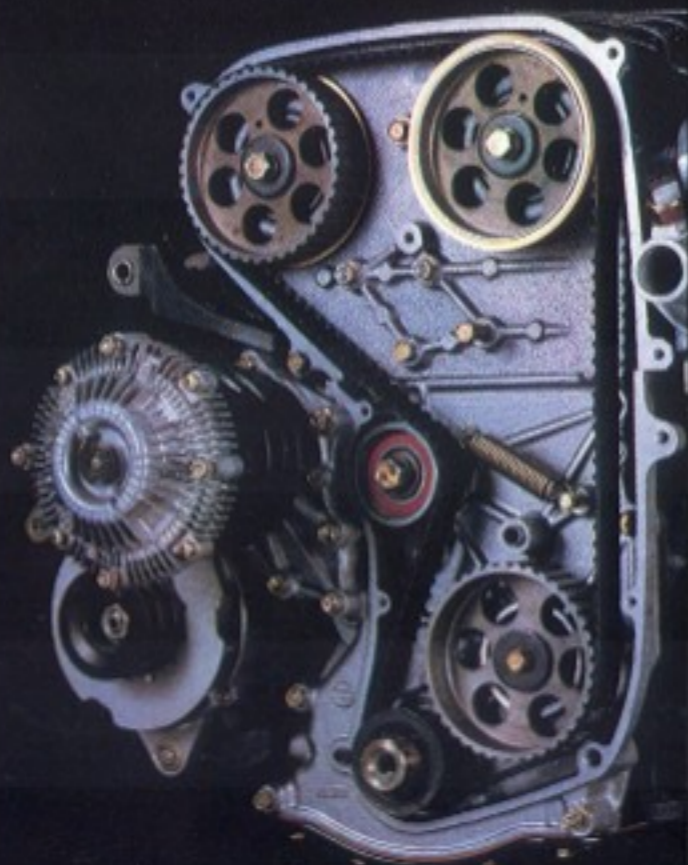




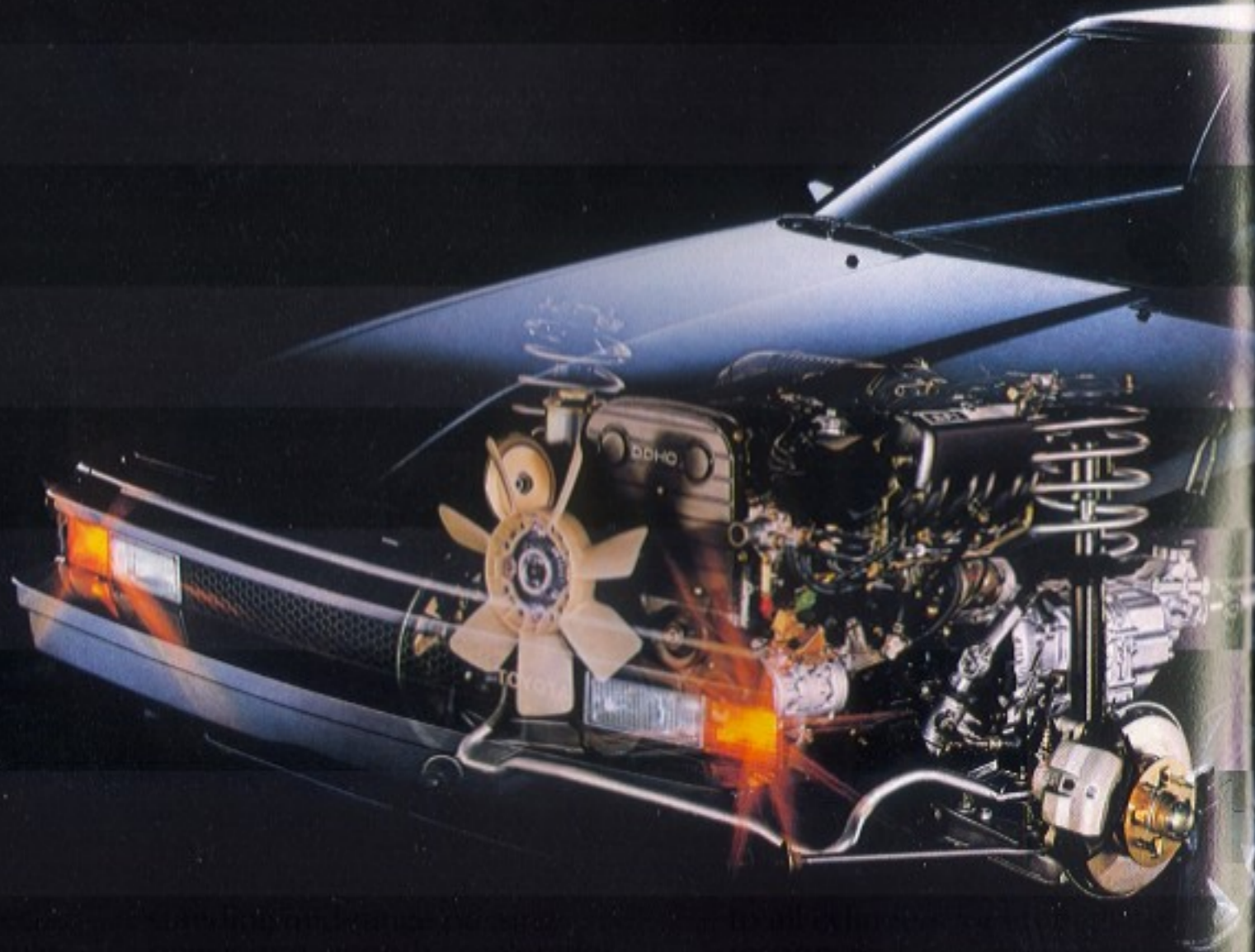
5M-GE TWIN CAM ENGINE MAP

Wind tunnel testing refined Supra's sleek shape resulting in a low drag coefficient of only 0.348.

The Supra Twin Cam engine's horsepower/torque curves show high-performance profile for quick response throughout the rpm range from idle to redline.



Twin camshaft drive system uses a cogged drive belt for exceptionally quiet, smooth running at all engine speeds.



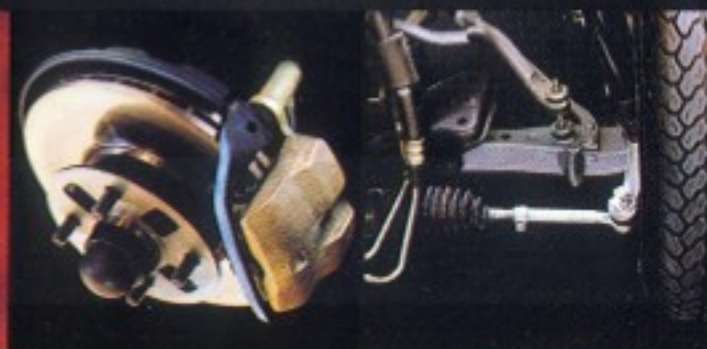
SUPRA ENGINEERING.  
THE ESSENCE OF  
HIGH TECHNOLOGY.

What does it take to make a true performance car? High technology components are essential, with each perfectly matched and engineered to perform to the total system's maximum potential. Supra's 2.8 liter Twin Cam engine delivers 150 horsepower

at 5200 rpm, with 159 ft-lbs of torque at 4400 rpm. It delivers forceful low-end response, outstanding mid-range passing power, and smooth acceleration to cruising speeds. This is state-of-the-art development of the race-bred 6-cylinder Twin Cam design. The advanced Electronic Fuel Injection (EFI) system is

microcomputer controlled, measuring ambient air temperature, inlet flow, vacuum, and other significant factors to deliver the optimum air/fuel mixture evenly to all cylinders for immediate response.

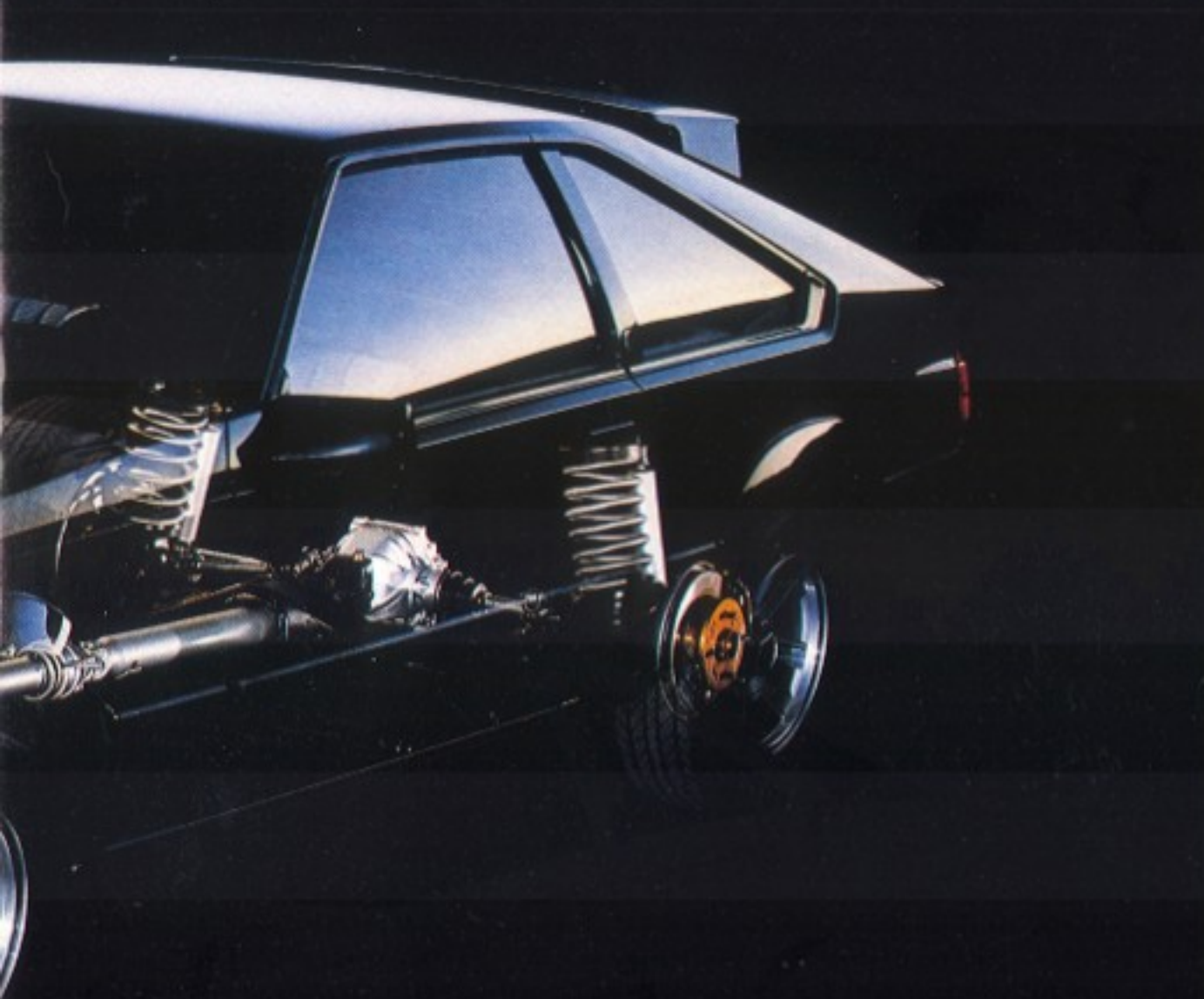
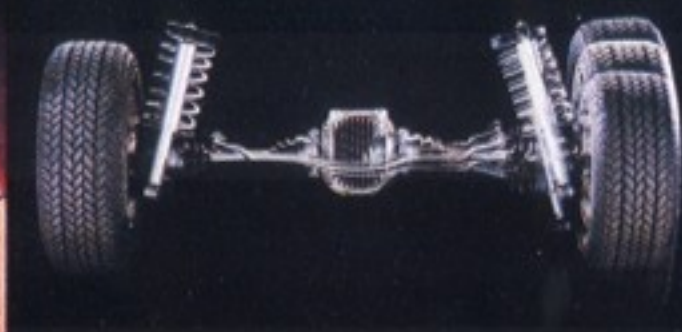
A close-ratio, impeccably-smooth 5-speed overdrive gearbox transmits engine power to the new 4.10:1 ratio limited-slip differential.



Supra's high-performance hallmarks include close-ratio 5-speed overdrive gearbox, 4-wheel ventilated and power-assisted disc brakes and quick-response variable assist power rack-and-pinion steering.



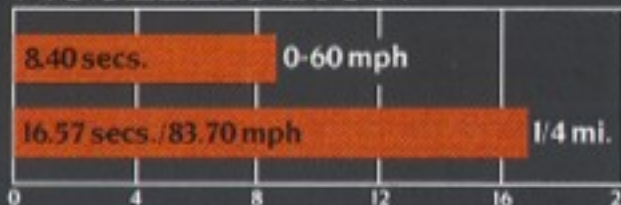
Supra's independent rear suspension provides superior handling and cornering performance.



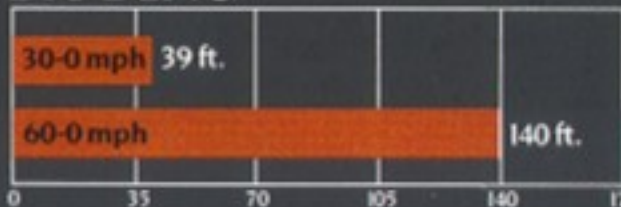
Innovative Electronically Controlled 4-speed automatic overdrive transmission lets driver select shift pattern modes at the touch of a button to suit varying driving conditions.

## PERFORMANCE DATA

### ACCELERATION



### BRAKING



Supra, named 1982 "Import Car of the Year" by Motor Trend Magazine, showed excellent acceleration and braking results in closed-course tests conducted by the magazine. More powerful for 1983, Supra promises even better performance.

Or choose Supra's optional Electronically Controlled 4-speed automatic overdrive transmission with lock-up torque converter—an industry first. This "thinking transmission" uses a microcomputer to control the shift pattern while allowing the driver to select two ranges of transmission performance at the touch of a pushbutton. One setting

provides for optimum acceleration and overall high performance, the other for normal shifting.

Four-wheel independent suspension helps keep Supra's wide, raised-black-letter radials in full contact with the road, applying power to the pavement.

Crisp, precise, rack-and-pinion steering feeds the feel of the road

back to the driver, while variable power assist helps out in low-speed maneuvering.

Supra's powerful potential demands equivalent stopping power. Four-wheel power-assisted disc brakes with metallic brake pads and ventilated rotors are designed for rapid dissipation of heat and resistance to fade under the most rigorous treatment.

Unite these components into one finely honed machine and the result is breathtaking performance. Supra performance!

Shown with optional equipment. See Features chart for details.



SUPRA.  
THE  
AERODYNAMIC  
SILHOUETTE.

The form that best  
cheats the wind also  
delights the eye.

The exacting science of  
aerodynamics is at work  
in every line of the 1983  
Supra's exciting shape.

Supra stands poised  
on its broad, low-profile  
225/60HR14 raised-black-  
letter radial tires on 14"x7"  
aluminum alloy wheels,  
its nose low to the ground,  
ready to spring into life.

With its fully retracting  
halogen headlights,

integrated bumper with  
flush-mounted foglights  
and flared fenders it  
brushes aside the wind  
with a coefficient of drag  
of only 0.348.

The windshield wipers  
are semi-concealed, the  
side mirrors are sail-  
mounted and aerody-  
namically shaped, even  
the door handles are  
flush-fitted so that Supra  
can quickly reach and



sustain cruising speeds with a minimum of airflow disturbance. At the rear, the arrow-shaped body lines sweep upward to a functional tail spoiler.

Supra is, in a wind tunnel term, slippery. The lower the coefficient of

drag, the less power is required to overcome air resistance.

So Supra's shape is a double bonus. Reduced drag means more power on tap for acceleration and cruising, as well as reduced fuel consumption.\* It also means reduced wind noise for hushed, comfortable travel.

But it's not necessary to be an aerodynamicist to appreciate Supra's grace. From any angle, the eye tells you this is the shape of performance.

\*See EPA mileage statement on specifications page. Shown with optional equipment. See Features chart for details.





THE ULTRA-  
PERFORMANCE  
ENVIRONMENT.

In a high-performance car such as Supra, a car that can be driven for long distances at a very quick pace indeed, the

driver's environment should be conducive to hours behind the steering wheel with total concentration on the unrolling highway ahead.

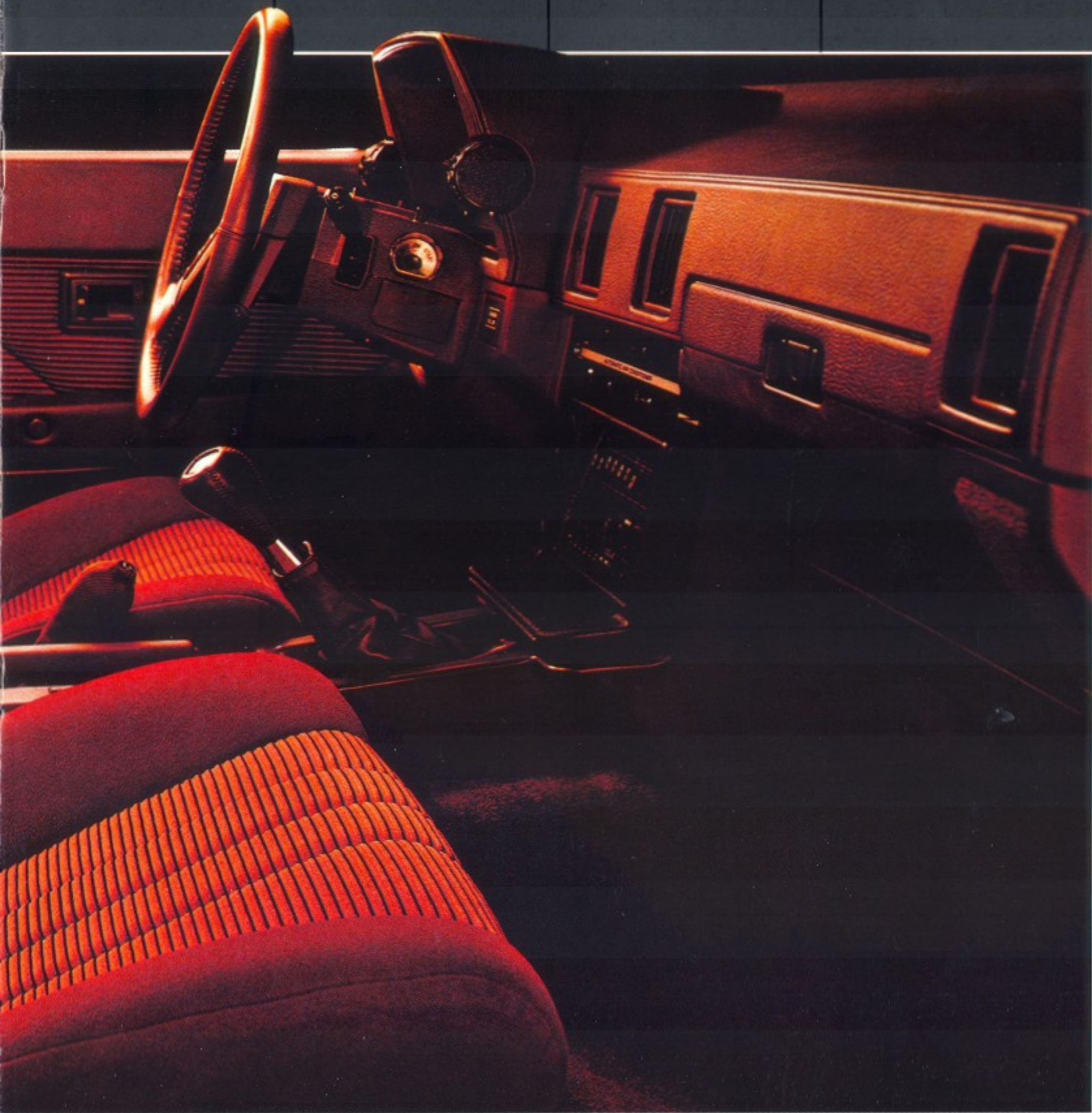
Inside Supra you have a driver's environment. Its designers have paid uncompromising attention to every detail which

contributes to driving ease and concentration.

The handsome color-coordinated interior is accented by the softly padded dash, door panels and sound-absorbing cut-pile wall-to-wall carpeting.

Tailored in richly-patterned fabric, Supra's Sport Seats combine reclining seatbacks, 4-way adjustable head-





rests, and lengthy fore-and-aft adjustment for a maximum of passenger comfort and precise driver compatibility with clutch, brake, throttle, steering wheel, and gear shift lever.

The most critical factor of all, the driver's seat, received exhaustive attention from Supra's

creators. It has an almost limitless range of adjustments: side bolster width, bottom cushion height, thigh support, and a unique pneumatic lumbar support system. It can be tailored to any driver, and adjusted as the trip unfolds for relief from driving fatigue.

In driver comfort, as in all other aspects of driver to machine compatibility, Supra advances the state of the art.

Shown with optional equipment. See Features chart for details.





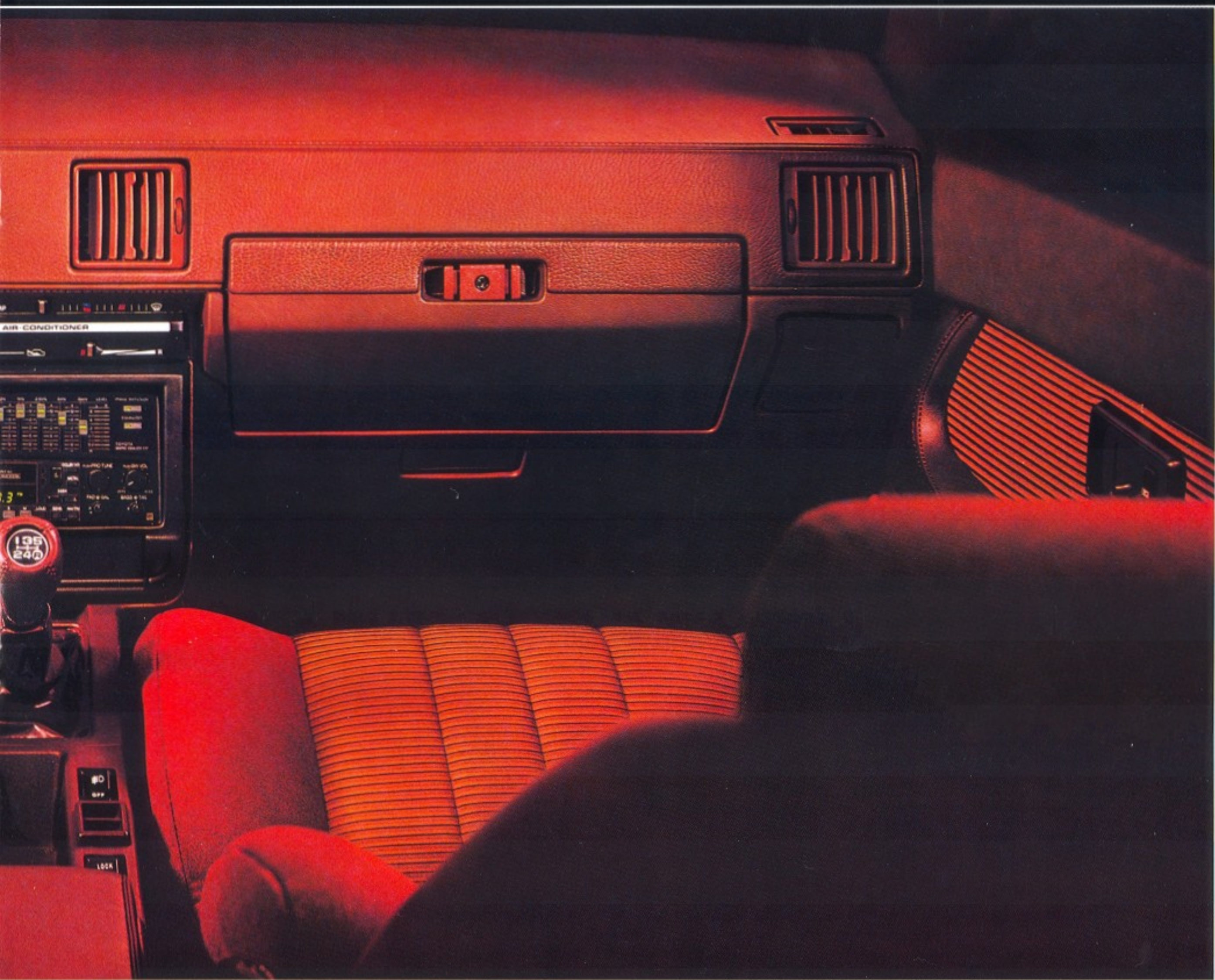
THE SUPRA  
'COMMAND  
PERFORMANCE.'

You can thrill to the shape of Supra. You can appreciate the technical excellence of its mechanical design. But you can't fully appreciate the new Supra until you put yourself in the driver's seat

and prepare to take command of this spirited machine.

The science of ergonomics, the logical interfacing of man with machine, is practiced to a high degree in the interior design of Supra. Driver visibility, front, side and rear, is excellent, due to the thought given to driver positioning and vehicle design.

The two-spoke steering wheel is adjustable for height so you can position your hands and arms at your most comfortable driving level. The leather-wrapped rim fills your grip for secure, firm control. Looking directly forward you can see the unobstructed electric tachometer, redlined at 6,500 rpm, and the speedometer with resettable tripmeter. There too, visible at a glance, are the gauges for engine



oil pressure, coolant temperature, battery voltage, fuel level, and a centrally located digital quartz clock.

Within fingertip distance of the steering wheel are the stalk-mounted controls for lights, wipers, and—new this year—the headlight washers. Within casual reach on the Supra's softly

padded dashboard are the Cruise Control and switches for the rear window wiper/washer and defogger.


On the center console are controls for the power adjustable side mirrors, power door locks, high-intensity foglamps, and extendible maplight.

Both the control panel for Supra's fabulous electronic AM/FM/MPX

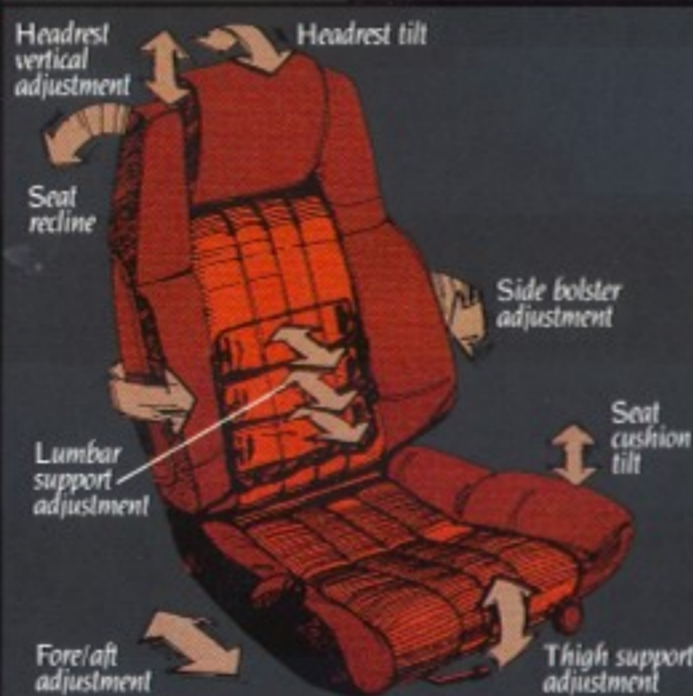
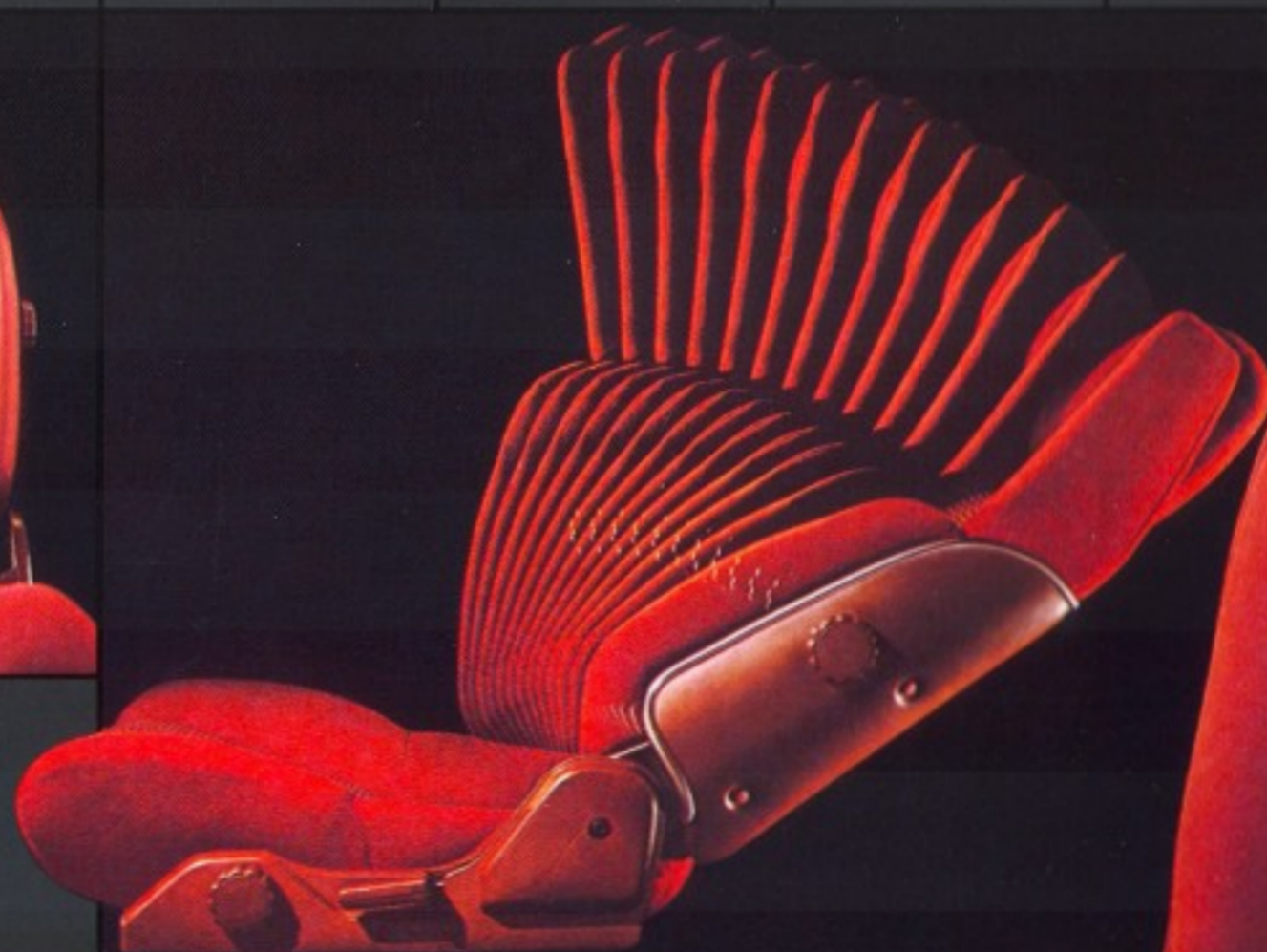
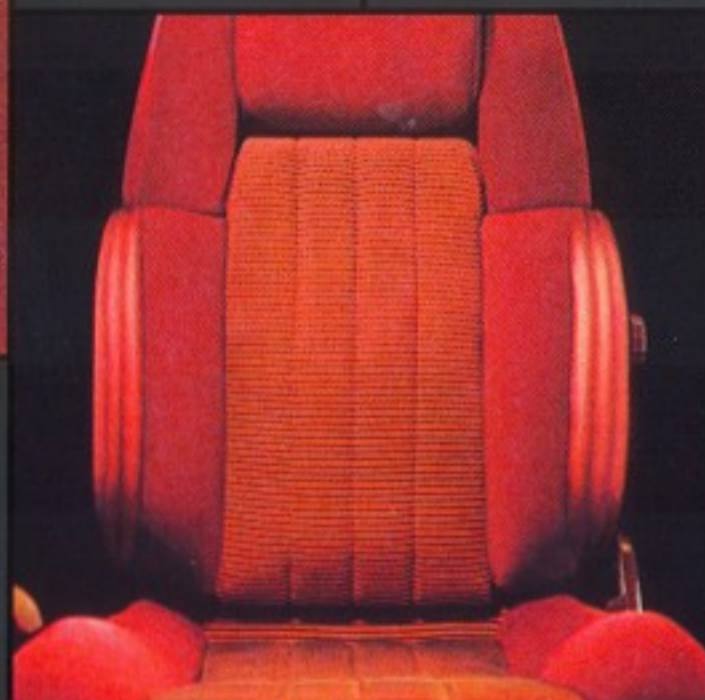
5-speaker stereo receiver and the controls for the automatic temperature control air conditioning system with left/right balance selection are front and center on the instrument panel.

Shown with optional equipment. See Features chart for details.

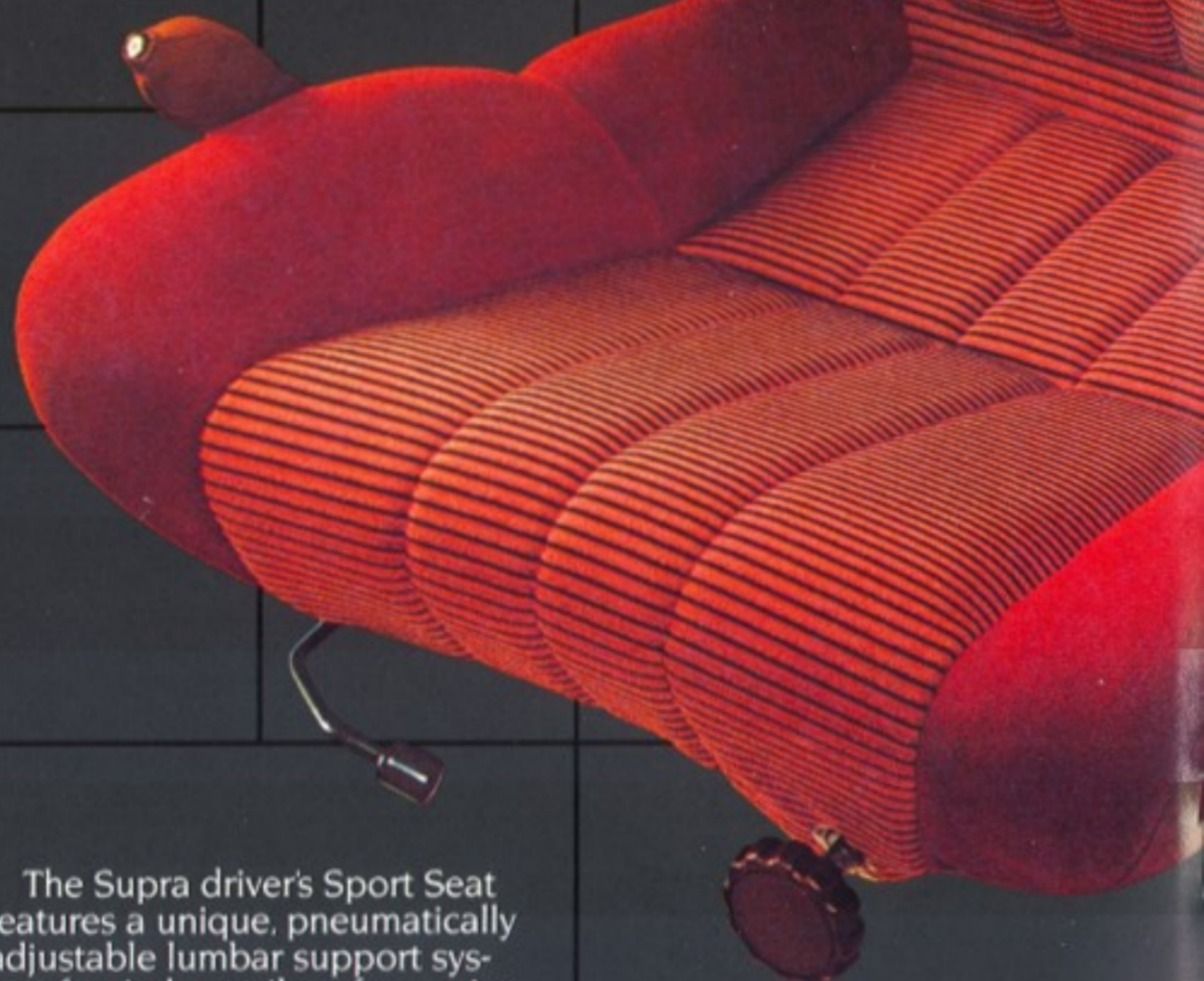




*Supra's anthropometrically designed driver's Sport Seat uses a unique three-pillow lumbar support system for reducing fatigue in the lower back.*



*Supra driver's Sport Seat has full 8-way adjustability, including 4-way adjustable headrest for maximum motoring comfort.*

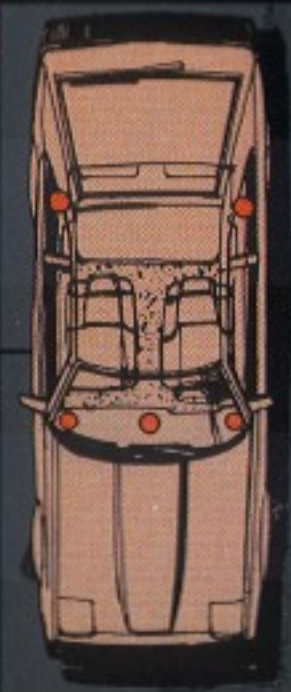


The Supra driver's Sport Seat features a unique, pneumatically adjustable lumbar support system for tireless miles of motoring. An air pump located between the seat and center console is used to inflate three pillows in the lower seatback to increase support against the lower back; to adjust the degree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

the pushbuttons located on the side of the seat, selectively releasing air-pillow pressure. As the miles roll by, you can relieve thigh pressure by altering the degree of support of the forward part of the seat cushion, or by changing the angle of the

THE SUPRA  
SPORT SEAT.  
A DRIVER  
SUPPORT SYSTEM.

Driver positioning and support are all-important in a high-performance automobile. The anthropometrically designed Supra Sport Seat is quite possibly the most sophisticated driver seating system ever offered as original equipment in a production automobile.



*In Supra's 5-speaker audio system, left and right stereo channels go to two pairs of 10-watt speakers, and into a 20-watt center-mounted sub woofer.*



*Supra's Cruise Control maintains your pre-set speed on hills as well as level roads. To accelerate, coast, or change setting, simply touch a switch near the tilt steering wheel.*



*Supra's automatic temperature control air conditioning system maintains the temperature you choose, summer or winter. Balance control directs conditioned air to left or right.*



cushion up or down. The seat-back rake angle is adjustable to any preferred driving position. And to hold you firmly in place on curving roads, the 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 a Sport Seat which features a fully reclining seatback, 4-way adjustable headrest and contoured side bolsters for comfortable support.

To make your driving experience even more relaxing, Supra's standard equipment also includes variable assist power rack-and-pinion steering with tilt wheel, and Cruise Control that lets you

maintain a pre-set speed, accelerate or reduce speed at the touch of a switch.

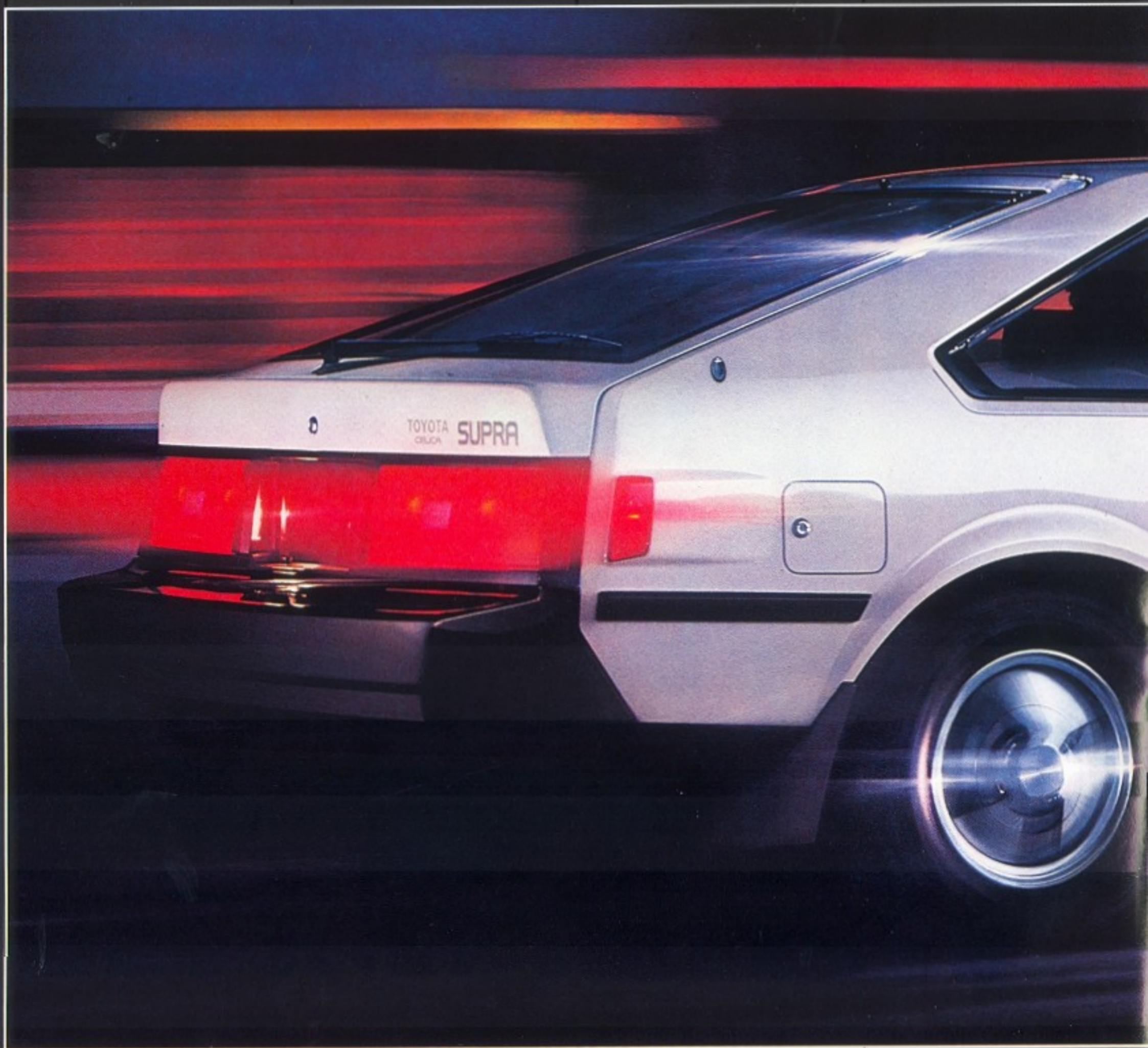
An automatic temperature control air conditioning system maintains the constant temperature you select no matter what the weather.

And to bring added enjoyment to your driving pleasure, 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.

For driver and passenger comfort and convenience in a high-performance automobile, Supra stands alone.

Shown with optional equipment. See Features chart for details.



SUPRA L-TYPE.  
INNOVATIVE  
ELEGANCE,  
SUPRA STYLE.

The Supra L-Type was created for those who demand the utmost in refinement and elegance in a high-performance automobile. No detail,

however slight, has been overlooked in achieving the goal of providing you with the maximum of Grand Touring comfort and luxury. No effort has been spared to ensure impeccable workmanship in even the most minute detail.

Consider for the L-Type one of the most remarkable options offered on any motor car; a genuine breakthrough in automotive engineering; the remarkable new Electronically Controlled 4-speed automatic overdrive transmission with lock-up torque converter. This "thinking transmission" uses a microcomputer to adjust its shift



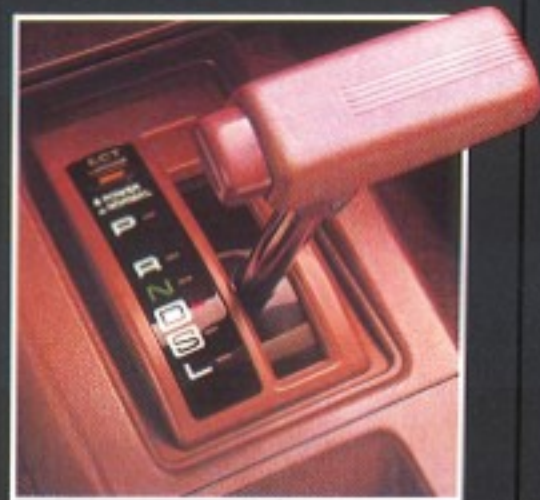
pattern and lock-up points for an optimized balance between performance and economy. The first of its kind in the industry, the Electronically Controlled Transmission also lets the driver choose at the touch of a button either the "Power" shifting mode, for

quickest acceleration and overall high performance, or the "Normal" shifting mode.

For the driver who appreciates the control of a manual transmission but prefers the smoothness and convenience of an automatic transmission, here is the best of both worlds.

The 1983 Supra L-Type proves that the most gracious amenities for comfortable motoring and the promise of stirring performance can go hand-in-hand.

Shown with optional equipment. See Features chart for details.





SUPRA L-TYPE.  
ULTIMATE  
REFINEMENT  
IN TOURING  
LUXURY.

The clean, sleek profile of the Supra L-Type bespeaks a sophistication harmonious with the luxury of its interior appointments. But let no

one mistake its more mannerly nature for meekness. The L-Type's powerful, responsive spirit is only subtly disguised by the refined, sleek lines of its design.

The aerodynamic 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 response of the 2.8 liter electronically fuel-injected 6-cylinder 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 power rack-and-pinion steering provides near-effortless handling at cruising speeds as well as agility in low speed maneuvering. 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 high-response speakers that surround you with realistic sound.

And the epitome of sophisticated technology: an available Electronic Display Instrument Panel with Trip Computer that serves as your computerized navigator in this new

world of grand touring Supra-style.

The Supra L-Type is truly one of the world's very special automobiles.

Shown with optional equipment. See Features chart for details.





THE SUPRA  
L-TYPE  
INTERIOR.  
THE STATEMENT  
OF LUXURY.

The look and feel of luxury surround you in the interior of the Supra L-Type. Here is the elegance of texture and color you would expect

in the world's most expensive luxury sedans, adapted to the Grand Touring environment of the 1983 Supra.

The softly cushioned seats are body conforming, anthropometrically engineered reclining buckets. When tailored

in the supple beauty of optional leather (shown here) they make a sensuous statement of comfort and luxury.

All around you is the comforting feel of softly padded door panels and dash, deep cut-pile carpet, leather-wrapped steering wheel and shift knob. The colors are carefully chosen to heighten the contemporary excitement of Supra's design.



The materials are rich and are selected for their ability to remain fresh looking after countless miles of pleasurable motoring.

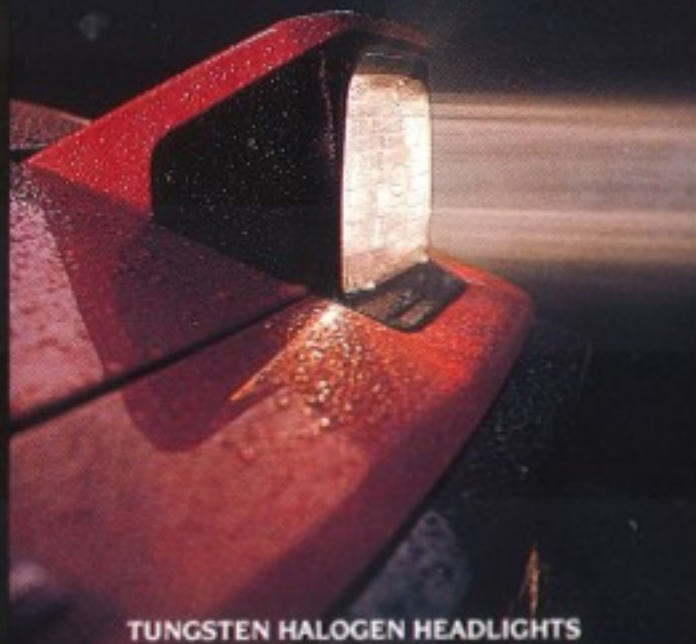
The doors lock with a reassuring click at the touch of a master switch. The dual outside mirrors are electrically controlled from within, positioned to your eye level by the

center console control. The optional power sun-roof opens or closes at the touch of another switch. Windows glide silently up or down at your command. Your environment is heated or cooled automatically to the temperature you have pre-selected.

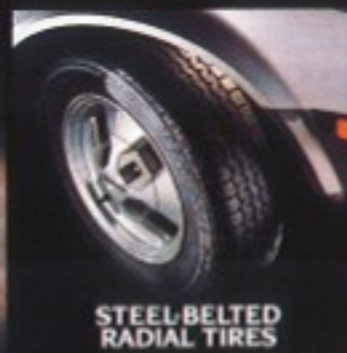
For a trip across town or across country, there is no finer driving environment than that found in the Supra L-Type.

Shown with optional equipment. See Features chart for details.





TUNGSTEN HALOGEN HEADLIGHTS



STEEL-BELTED RADIAL TIRES



ALLOY WHEEL JWL QUALITY MARK

Supra's close-ratio 5-speed overdrive transmission and new higher gear ratio in the limited-slip differential put the driver in charge of very spirited performance.



FULLY RETRACTABLE HEADLIGHTS



SUPRA L-TYPE ALLOY WHEELS



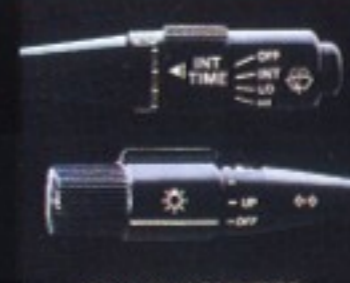
5-SPEED OVERDRIVE TRANSMISSION



FULLY ADJUSTABLE SEATS



CRUISE CONTROL



STALK-MOUNTED CONTROLS



HEADLIGHT WASHERS



RACK & PINION STEERING



OUTSIDE POWER-ADJUSTED MIRRORS



VARIABLE ASSIST POWER RACK-AND-PINION STEERING



POWER WINDOWS



REAR WINDOW WIPER/WASHER & DEFOGGER



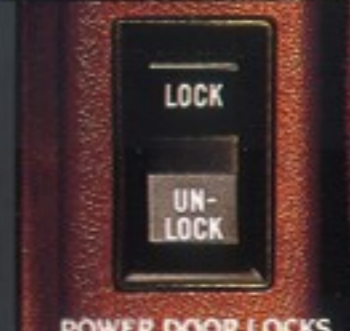
VENTILATED POWER DISC BRAKES



POWER MIRROR CONTROL

## FEATURES

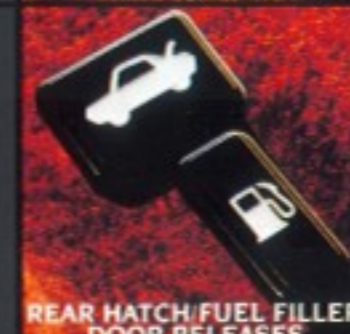
Rear window has electric defogger to help rearward vision. Wiper/washer system has an intermittent wiping cycle activated by the driver at the flick of a switch.



POWER DOOR LOCKS



TILT STEERING WHEEL



REAR HATCH/FUEL FILLER DOOR RELEASES

## SUPRA FEATURES AND OPTIONS

So comprehensive is the list of standard features designed into the 1983 Supra for your driving comfort and convenience that there are but few options available.

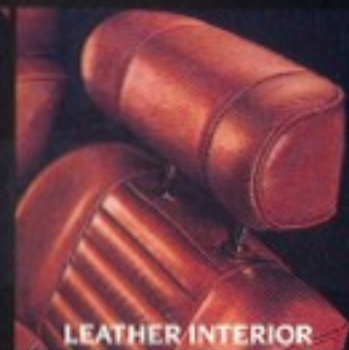
Your Supra L-Type can be finished in a striking two-tone paint scheme. A power sunroof can be fitted to give you direct access to the sun, the moon, the stars, the world full of fresh air. Supra's superb electronic AM/FM/MPX 5-speaker stereo system can be made even more impressive with

the addition of an electronic AM/FM/MPX tuner with cassette and graphic equalizer. Supra may also be equipped with the new Electronically Controlled 4-speed automatic overdrive transmission with lock-up torque converter. This "thinking transmission" uses a microcomputer to adjust its gearshifting pattern for an optimized balance

# OPTIONS



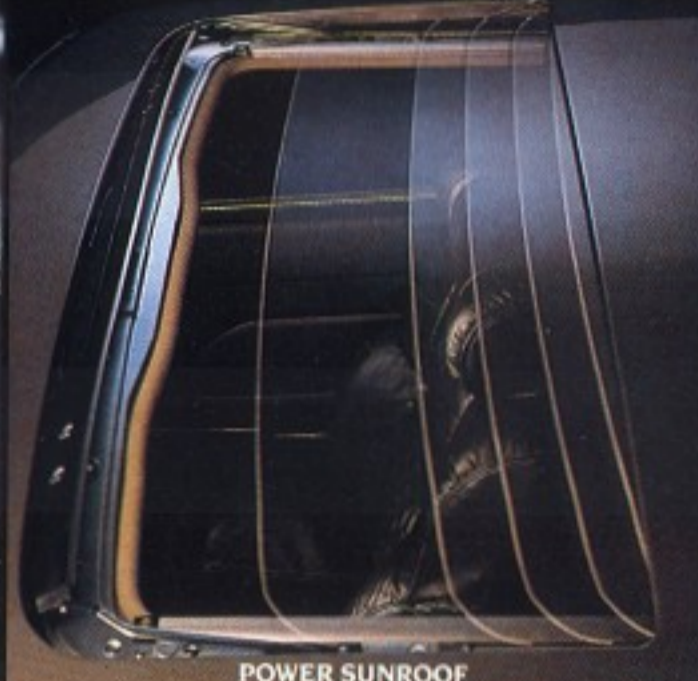
**TOYOTA**  
FOLD-DOWN SPLIT REAR SEATS



LEATHER INTERIOR



ELECTRONIC DISPLAY INSTRUMENT PANEL



POWER SUNROOF

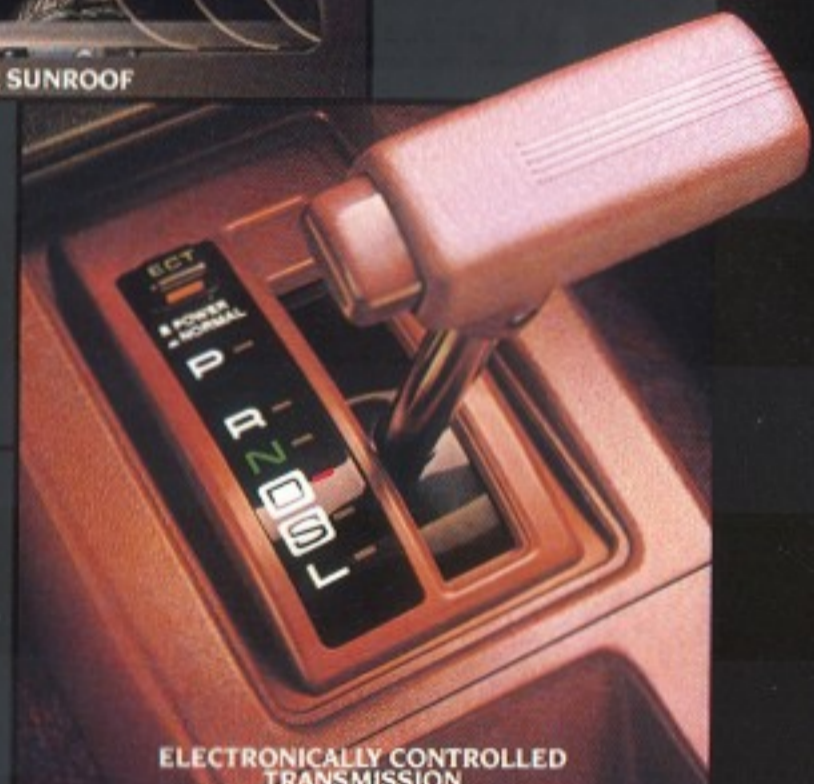


AUTOMATIC TEMPERATURE CONTROL AIR CONDITIONING



TRIP COMPUTER

Optional Trip Computer can calculate and display travel information including fuel economy in miles-per-gallon, ETA, and distance remaining to destination.



ELECTRONICALLY CONTROLLED TRANSMISSION



Optional two-tone paint combinations add even more elegance and flair to Supra's distinctive styling.

between performance and economy. The first of its kind in the industry, the Electronically Controlled Transmission also allows the driver to choose at the touch of a button either the "Power" driving mode or the "Normal" driving mode. It is one

of the few truly high-performance automatic transmissions available in any car.

One of the most advanced motoring accessories on the road, the ultra-sophisticated Electronic Display Instrument Panel with Trip Computer, is available for the Supra L-Type. This remarkable touring aid features an electronic

tachometer, digital speedometer, dual-mode 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 1983 are the stuff of which automotive legends are made; the right stuff.

## FEATURES

	Supra	Supra L-Type
S—Standard O—Optional —Not available		
<b>MECHANICAL</b>		
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
Electronically Controlled 4-speed automatic overdrive transmission with shift pattern selector and lock-up torque converter	O	O
Variable assist power rack-and-pinion steering	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
<b>EXTERIOR</b>		
225/60HR14 RBL radials with 14"x 7" aluminum alloy wheels	S	—
195/70SR14 radials with 14"x 5.5" aluminum alloy wheels	—	S
Retractable tungsten halogen headlights	S	S
Headlight washers	S	—
Halogen foglights	S	S
Color-keyed nose cap	S	S
Dual integrated sail-mounted mirrors with power remote control	S	S
Two-tone paint	—	O
Fender flares	S	—
Wide protective side moldings	S	S
Mud guards front and rear	S	S
Power sunroof	O	O
Sunshade	S	—
Rear window wiper/washer with intermittent control	S	S
<b>INTERIOR</b>		
Tachometer, voltmeter <sup>1</sup> , oil pressure <sup>1</sup> and coolant temperature gauges	S	S
Resettable tripmeter	S	S
Electronic Display Instrument Panel—includes digital speedometer, graphic electronic tachometer, fuel and temperature level indicators and Trip Computer	—	O
Cruise Control	S	S
2-spoke leather-wrapped steering wheel	S	S
Tilt steering wheel	S	S
Steering column-mounted headlight, headlight flasher/washer, windshield wiper/washer and turn signal controls	S	S
Adjustable intermittent windshield wipers	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
Full center console with padded armrest and 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 with driver's side 8-way adjustment and pneumatic lumbar support adjustment	S	—
Sport cloth seat trim	S	—
Velour cloth seat trim	—	S
Leather seat trim	—	O
Cut-pile carpeting	S	S
Electronic AM/FM/MPX 5-speaker stereo receiver	S	S
Electronic AM/FM/MPX 5-speaker tuner with cassette, equalizer	O	O
Automatic power antenna	S	S

<sup>1</sup>Not available with Electronic Display Instrument Panel.

## SPECIFICATIONS

<b>ENGINE TYPE</b>	6-cylinder Twin Cam EFI
<b>DISPLACEMENT</b>	2.8 liters (2759 cc)
<b>HORSEPOWER (SAE NET)</b>	150 HP @ 5200 rpm
<b>TORQUE (SAE NET)</b>	159 ft-lbs @ 4400 rpm
<b>BODY/FRAME CONSTRUCTION</b>	Unitized body
<b>SUSPENSION FRONT</b>	MacPherson strut with non-coaxial coil springs, stabilizer bar and hydraulic shock absorbers
<b>SUSPENSION REAR</b>	Independent rear suspension with coil springs and stabilizer bar
<b>STEERING TYPE</b>	Variable assist power rack-and-pinion steering
<b>BRAKES</b>	Ventilated and power-assisted 4-wheel disc

	Supra	Supra L-Type
<b>EXTERIOR DIMENSIONS (inches)</b>		
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
(rear)	56.7	55.1
<b>INTERIOR DIMENSIONS (inches)</b>		
Head room (front)	37.4	37.4
(rear)	35.5	35.5
Leg room (front)	43.0	43.0
(rear)	25.4	25.4
Shoulder room (front)	53.3	53.3
(rear)	52.1	52.1
<b>CURB WEIGHT (lbs.)</b>		
5-speed overdrive transmission	2970	2970
Electronically Controlled 4-speed automatic overdrive transmission	3000	3000
<b>CAPACITIES</b>		
Cargo area, rear seat down (cu. ft.)	21.0	21.0
Fuel tank capacity (gallons)	16.1	16.1
<b>TIRES</b>		
Type	Steel-belted radial raised-black-letter	Steel-belted radial blackwall
Size	225/60HR14	195/70SR14

<b>EXTERIOR COLORS<sup>†</sup></b>		
<u>Solid</u>	<u>Metallic (Clear Coat)</u>	<u>Optional (Clear Coat)</u>
Super White	Haze Gray	Rose Gray Metallic/
Super Red	Mahogany	Mahogany Metallic
Terra Cotta	Blue	Haze Gray Metallic/
Gloss Black	Rose Gray	Gray Metallic

<sup>†</sup>Some colors not available on all models.

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

\*Remember: Compare the mileage 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 foglights on various vehicles lighted for illustration purposes only.

## BUCKLE UP... IT'S A GOOD FEELING!

We believe that the easier and more comfortable seat belts are to use, the more people will use them. So Toyota wants to make it easy for you and your passengers to get into "the seat belt habit," and we urge you to use your belts every time you drive.

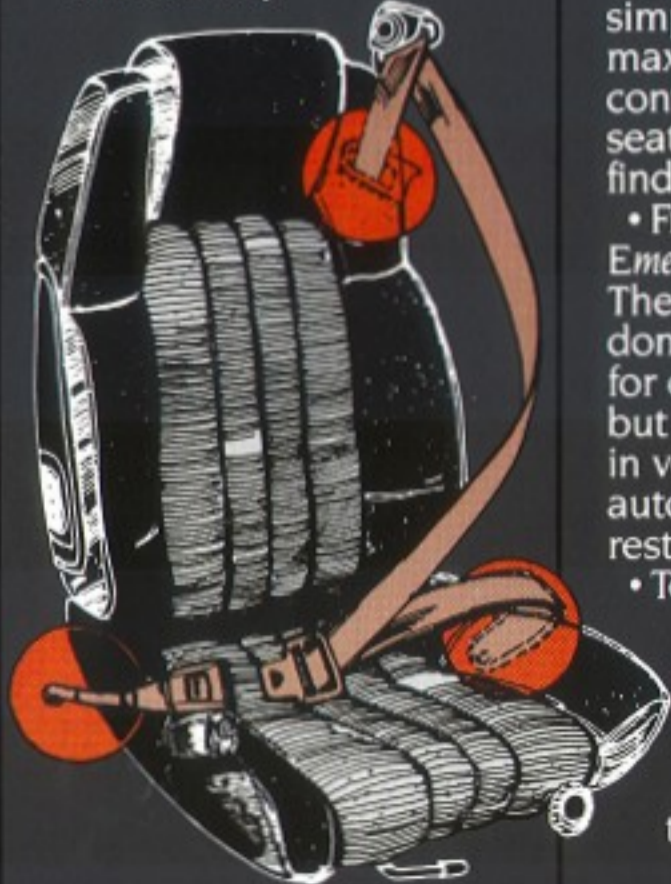
### THE EXPERTS SAY, BUCKLE UP!

The importance of using seat belts cannot be over-emphasized. Safety experts from government and private organizations say, "Buckle up!" Here are a few good reasons why:

- Properly adjusted seat belts can help reduce driving fatigue and help the driver maintain better vehicle control.
- Studies show that generally the safest place in a

collision is inside your vehicle. Seat belts can help keep you there.

- Eight out of 10 injury accidents occur at speeds under 40 mph, but even below 5 mph, children can be injured during quick turns or sudden stops. Children who are too small to wear regular seat belts should always be provided with a child restraint system dynamically tested to meet federal standards. Select one carefully.



### FOR YOUR SECURITY AND COMFORT

Toyota seat belts not only are designed to meet or exceed all government requirements for effectiveness, but they are also engineered for simple operation and maximum comfort and convenience. Here is the seat belt system you'll find in the 1983 Supras:

- Front seat belts feature *Emergency Locking Retractors*. They allow complete freedom of normal movement for driver and passenger, but under severe changes in vehicle motion, they automatically lock to restrain body movement.
- Toyota's new *Seat Belt Tensioner System* helps draw the front seat belts out of the way for easier entry and exit when the doors are opened.

- Rear seat belts feature *Automatic Locking Retractors* which self-lock in position after the user buckles up. They are designed to allow easy installation of child restraint systems. It is recommended that these systems be installed in the rear seat. (Follow manufacturer's recommendation for installing these systems).

### GET THAT GOOD FEELING

Before you drive off in your new Toyota, familiarize yourself with the operation of your seat belts, and encourage those who ride with you to do the same.

And remember: for peace of mind, buckle up... it's a good feeling!

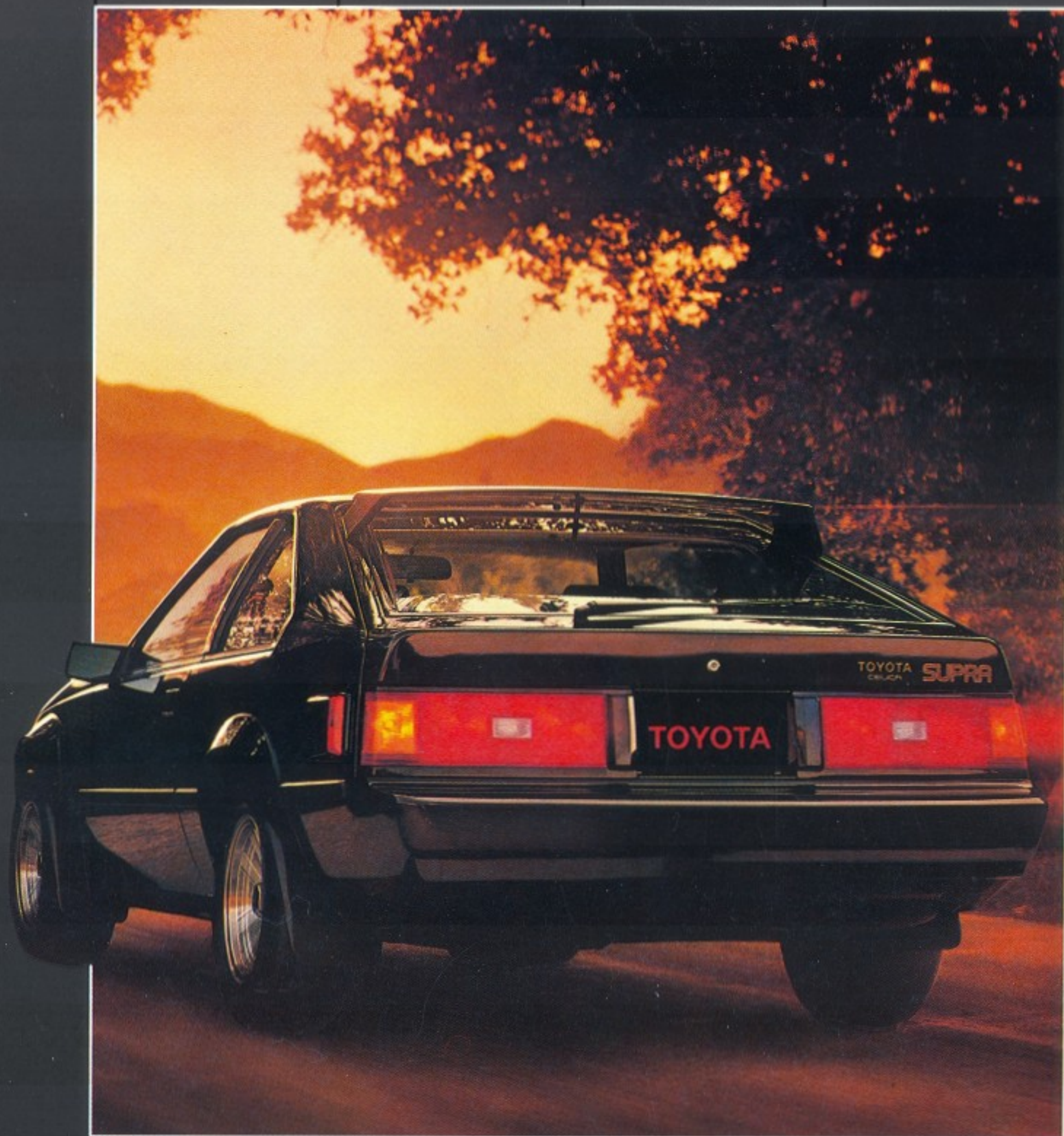
## QUALITY CARS, PARTS & SERVICE

Toyotas are designed and built for dependable operation. Each vehicle is tested and inspected inside and out at every stage of manufacture. But the quality story does not end there.

Nearly 1,100 dealers throughout the U.S. can help you keep that Toyota feeling mile after mile, year after year. Toyota uses a computerized parts inventory control system to help make sure Genuine Toyota and Toyota-approved Parts will be on hand when needed, or are readily available from one of Toyota's regional parts warehouses. It's one of the best "parts pipelines" in the entire automotive industry. And our dealers have Toyota-trained service technicians—many of them specially certified by the National Institute for Automotive Service Excellence (NIASE).

Wherever you drive, you can count on Toyota dealers to reflect the same level of quality and dependability found in the 1983 Toyotas.

Toyota **25** Years of  
USA Quality



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