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ClarkeAll content on the site is taken from free sources and is also freelyThe site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. All materials posted on this site forIf you are the copyright owner of the materials posted on this site contact us. It was introduced as a sedan counterpart of the Celica, of which it originally shared a platform. Later, it was realigned to the Corona platform, but retained its performance image, with distinctive bodywork and interior — aimed at the youth market and remaining exclusive to Japanese Toyota dealerships Toyota Store. It was replaced in Japan by the Toyota Allion in 2000 and succeeded in Europe by the Toyota Avensis.The Carina filled the size gap between the smaller Corolla and the larger Corona.Excepting the anomalous RA16 hardtop, A16 and 19 were used on vans utility wagons. Beginning in 1975, A30series numbers were used for some hardtop coupes.The specification was once again revised in 1974 including sealed cooling system, improved brakes, restyled wheels with flared wheel arches, and restyled interior fittings.The new rear end uses the cargo door of the 30series Corolla wagon.The option of automatic transmission was new to many

export markets. In 1980, all models had revised front and rear styling and headlights, and also received improved interiors. The following year, saloon and coupe models but not the estate were fitted with five-speed gearboxes as standard, still with optional automatic transmissions. In November 1977, the 3TU 1,800 cc engine emissions are updated. In May 1978, the GT 1600 cc was added, and a three-speed automatic transmission became available. The 1600GT 2TGEU engine was made to comply with the Showa 53 1978 emissions regulation, while output improved from 110 PS 81 kW; 108 hp to 115 PS 85 kW; 113 hp. The options list was updated to include a urethane bumper for impact improvement.

At the same time, the 2000GT with DOHC 18RGU and the 18RGEU EFI engine, fit 1978 exhaust emission regulations, as did the 18RU and 21RU engines. The 2000GT hardtop coupe shared a platform with the Celica, which gave Toyota the ability to sell the Celica at a different Japanese Toyota dealership called Toyota Store as the Celica was exclusive to Toyota Corolla Store locations. The rear received a changed license plate mounting to give it a new style. 3TEU and 21RU engines were now available with the four-speed automatic transmission. These two, along with the 18RGEU, were now the only engines offered in Japan. The rear suspension became of the semitrailing type, becoming the A50 series Carina in the process. The Super Deluxe two-door sedan was discontinued, as was the 1400 Van. The 1600 Van received the 12TJ engine and the option of an automatic transmission, along with a chassis code now in line with the remainder of the Carina range TA49V. Positioned as the sedan counterpart to the Toyota Celica A40 and A50 two-door coupe and three-door liftback, the Celica Camry shared few components with this model. During its model cycle, over 100,000 units were sold in Japan. The Celica Camry was also exported to a number of markets using the Carina name, replacing the front-end styling of the second-generation Carina in these markets. These export market hybrids used a different rear-end design and were also available with station wagon bodywork. The performance image of the Celica Camry was shared with the Toyota Chaser, which was exclusive to Toyota Vista Store Japanese dealerships. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. October 2012 Learn how and when to remove this template message The car followed its predecessors in retaining a front-engine rear-wheel drive configuration even though by then competitor manufacturers were following a trend of switching to front-wheel drive in this class.

In addition to the petrol-engined versions, the Carina was later February 1982 offered with the option of an 1839 cc 1C diesel engine, for which a power output of 65 PS 48 kW at 4500 rpm was claimed in markets where fuel pricing and availability rendered this model appropriate. This was the last Carina to use rear-wheel drive. The RWD Corona shared its chassis with this vehicle, with the Corona being updated the succeeding year. The Carina was famously used by private teams racing for Japan in the Dakar Rally in the two-wheel drive class for both 1981 and 1982. The Carina managed to achieve four championships in the marathon class divisions. In export markets, wagons had been available since the introduction of the van model. The 1C diesel engine was also added to the lineup at this time. In May 1982, the better equipped 1500 SE trim level was added. Celica and Corona were released with the same powerplant simultaneously. Conversely, the 18RGEU-engined 2000GT hardtop coupe was no longer available, and was replaced by the next-generation Carina ED four-door hardtop in 1985. Power mirrors were added, while the front grille and the taillights were redesigned. The 1600GT sports model replaced the 2TGEU engine with the all new 4AGEU engine, also a 1600 cc DOHC unit but now with 16 valves. The 3TEU engine was no longer offered. Coupe, Surf Wagon, and vans were sold continuously. Minor changes also took place, including body-coloured bumpers for higher grade models. In August 1985, the trim levels were changed to shift the Sports models 1600GT, 1600GTR, 1800GTT, 1800GTTT into the front-wheel drive range. Rear-wheel drive coupe sales were terminated. The sedan lineup was now reduced to 1500 standard, DX, SG, and 1800 SG trim levels. Surf and van sales continued as heretofore. Front-engine, rear-wheel drive Carinas continued to be produced alongside the new T150 series until May 1988 in Surf, Van, and sedan

models. Please help improve this article by adding citations to reliable sources.

Unsourced material may be challenged and removed. October 2012 Learn how and when to remove this template message The Carina continued to be exclusive in Japan to Toyota Store locations, while the Corona remained exclusive to Toyopet Store locations. The styling echoed that of the previous generation, using four headlights and grille setup. The upper trim level model has aerodynamic headlight option. Rather than replace the entire lineup all at once because sales of the previous generation were still good, Toyota gradually introduced the replacement Coupe, Van wagon models in stages. The 1,800 cc engine is electronically controlled distributorless ignition, and a 2,000 cc diesel is added. The 1800SE models were still offered. The sport models had altered chassis, also the wheels were upgraded from four lug nuts to five. The design of the grille and taillights was changed. Due to the success of the 1800SE trim level, the similarly equipped but smaller engined 1500SG Extra was added. It was positioned as the 4-door Celica coupe, ushering in a new styling and appearance direction for Toyota products. Its design sought to emulate the hardtop styling of large American and European sedans, resulting in a small, low cabin with longer front and rear ends. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. October 2012 Learn how and when to remove this template message The exterior sheet metal received rounded contours, as was in line with the fashionable design of products at that time. The Surf wagon and Van versions also underwent a full model change to bring them in line with their siblings. 4SFi is an 1800 cc engine type, 1600 cc of the 4AGE and the specification for higher power higher cam 4AFHE car, 1500 cc of the 5AF type, 2000 cc diesel 2C. The 1587 cc 4AFE is the only engine available for this new AWD model.

The Toyota emblem in the back is changed to a bright tail lamp lenses bulging from three places and was changed from the previous split design. The front of the van was not changed. The previous generation was a gasoline car engine and is still using the 1800 cc the 4SFE, 1500 cc with a 5AFE type. For the front wheel drive vehicle 1600 cc 4AFHE the horsepower is increased from 105 to 110 PS 77 to 81 kW; 104 to 108 hp. 4WD vehicles are still equipped with the 4AFE type. Surf Wagon 2,000 cc 2C has been changed to a diesel CT170G type. It could be fitted with a driver side airbag as an option. Four wheel steering appeared on the top level offering and styling was updated more closely resemble the Corona EXiV. Electronic fuel injection was made standard on all engines offered. The car shared few similarities with its sister model the Corona Premio which was marketed in some Asian countries. In 1998, the GT was equipped with a 6 speed C160 manual transmission. The Ipsum offered front wheel drive, with optional AWD, borrowed from the Caldina. Suspension parts was shared with the Caldina ST215 4WD. The 7AFE engine was an 1800 cc type RINBAN, the 5AFE was 1500 cc, and the 2CTE series was equipped with a 2000 cc turbodiesel. The headlamps and tail lights were given a makeover for a refreshing look and feel. Slight alterations were also made to the bumpers. The 2000 cc diesel engine of the Ti model was expanded to 2200 cc. The diameter of the disc brake was increased and the wheel diameter was increased to 15 inches 380 mm. Tyre size for the stock GT was 195/55R15. Along with a front strut bar, reinforcements to the rear part of the vehicle were added to bind the left and right rear sash to a support and the rear back head. These came stock and were aimed to improve overall stiffness and handling of the vehicle. The GT version came with a stylish stock front bumper body kit, side skirts and rear bumper spoilers and an optional large rear spoiler. Retrieved 20121003.

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