Slammed toyota tercel

Starting with the second generation, the Tercel dealership network was changed to Vista Store , as its badge engineered sibling, the Corolla II, was exclusive to Corolla Store locations. The Tercel was the first front-wheel drive vehicle produced by Toyota, establishing a layout and frame that was later used in other popular Toyota models. Also, Toyota designed the then new A series engine for the Tercel, attempting simultaneously to achieve good fuel economy and performance and low emissions. Choice of body styles increased as well, with the addition of a four-door sedan. The name "Tercel" derives from the Latin word for "one third" as the Tercel was slightly smaller than the Corolla [citation needed] â€"much the way " tiercel " refers to a male falcon, which is one-third smaller than its female counterpart. Hino assembled the third generation Tercel from to for the two-door and some three-door models. The hatchback's rear design was the result of using taillights similar in design to those used on the bigger Mark II ; the Tercel was originally intended to be sold through Toyopet Stores , alongside the Mark II. Transmission choices were either a four- or five-speed manual, or a three-speed automatic available with the 1. In this new front-wheel-drive design, the first for Toyota, the engine is mounted longitudinally. The transmission is mounted under the floorpan, as is the case in a rear-wheel-drive car. Unlike a rear-wheel-drive car, the transmission has a ring and pinion gear on the front part of the transmission, underneath the engine. The engine, transmission and differential are located a little off of the centre line of the car. Halfshafts then extend from the transmission to the front wheels. This made for a taller package than usual, making the beltline higher as well, but Toyota felt that traditionalists might be scared off by a transverse setup. As early as , Toyota also hinted that this setup made the conversion to a four-wheel-drive setup easier, [11] although such a version had to wait for the second generation. The Tercel also had rack and pinion steering , the first time such a design was used by Toyota since the GT. In August , the Tercel and Corsa underwent a facelift, with considerable changes to the front and minor ones to the interior and rear. Toyota redesigned the Tercel in May , now called the Tercel in all markets. Its internal model code is the L20 series. It was available in three- or five-door hatchback models or a four-door station wagon, and also as a four-door sedan in Japan. The wagon was also available with four-wheel drive front-wheel-drive wagons were only available in select markets. In Japan, a four-wheel-drive sedan was also available; it, too remained in production alongside the wagon version even after the introduction of the third generation Tercel. Standard front-wheel drive vehicles and four-wheel drive wagons not equipped with the six-speed manual transmission came with either a three-speed automatic or a four- or five-speed manual transmission. The four-speed manual was reserved for the very simplest version in North American markets. In Japan, body styles on offer were different for the different models as they had to suit the lineups of the various dealer networks. As only the first two generations were sold officially in Europe, this was the last generation of the Tercel series available there, with either the hatchback or station wagon bodywork. In Japan, power outputs were as follows:. North American Tercels were all fitted with the 1. In Europe, both the 1. In some markets, engines received minor improvements, such as reformulated combustion chambers to improve emissions and fuel economy , higher compression ratios, and new auxiliary devices for the carburettor assemblies. The four-wheel-drive models chassis code AL25 , only with the 1. The sixth gear it carries is an "extra low" EL first gear, a standard transmission gear with a very low 4. The EL gear generates a It is only available when in four-wheel drive, and because of its low gear-ratio it is suitable only for very low-speed use. Also included with better equipped four-wheel-drive models was an inclinometer above the radio and air conditioner that measures the tilt of the car. The new Tercel 4WD was built from existing pieces in the Toyota inventory. The engine, transaxle and front-wheel-drive system were from the existing Tercel; the longitudinally mounted engine made such a conversion a simple affair. When the driver pulls the 4WD selector lever back into four-wheel drive, or presses a button on the gear selector for the automatic transmission, front and rear differentials are driven at the same RPM via a direct mechanical coupling. There is no conventional center differential , so the four-wheel-drive system can be used only on loose or slippery road surfaces such as snow, gravel, or sand ; otherwise the drivetrain experiences severe wear, and handling is compromised. The third power option which was only available on the six-speed manual is low range. This is not the same as the low-range power option found in a truck or conventional SUV , as the Tercel lacks a high-range-low-range transfer case. When the lever is placed in four-wheel-drive mode it becomes possible to down shift the vehicle from first to EL. In there were minor changes to gear ratios and to the grille design, and the interior was updated in The Tercel wagon and four-door sedan in Japan continued with the same design until February when the Sprinter Carib was replaced by a larger, Corolla-based design , while the sedans and hatchbacks moved on to the newer design. In , Toyota introduced the slightly larger third generation Tercel with a new valve engine which featured a variable venturi carburetor, and later

models with EFI. From this generation on, the engine is mounted transversely, with the transmission mounted on the right side of the engine in a layout developed by Dante Giacosa and earlier popularised in such vehicles as the Fiat and Volkswagen Golf. Other changes included revised rack-and-pinion steering and a newly designed, fully independent suspension. The Tercel continued in North America as Toyota's least expensive vehicle, while it was no longer offered in Europe. In other markets, the smaller Starlet was also offered. The GP-Turbo trim also came with a unique facelift, which included hidden headlamps. This was also when the two-door sedan model was introduced, sometimes referred to as a "coupe" in the United States. In , Toyota also introduced a turbodiesel version with Toyota's 1. This was mainly sold in the Japanese domestic market. The wagon version continued to be of the previous generation, as did the four-door sedan which was not exported to most countries , and continued to be so until it was moved to the Corolla's underpinnings in The variable venturi carburettor reportedly has some problems, especially in the earlier models, such as a too rich mixture, which is caused by the too thin Teflon coating of the fuel-metering needle, which erodes over time due to friction. It also has had problems with the compensator choke device , which can also cause overly rich mixture when not working properly. Non-motorized two-point passive seatbelts for the front-seats were introduced in Toyota introduced the fourth generation Tercel in September , as either a three-door hatchback or as a sedan with either two or four doors. In the North American markets it was powered by either a 1. The hatchback was not offered in North America, while the two-door sedan was not sold in any market outside of the US and Canada. In Japan, the Tercel was also offered in 4WD versions. Hatchback models were VC, Joinus and Avenue. The higher level Japanese sedans have different tail lights and a better-equipped interior than the export models. Color-keyed bumpers, full wheel covers and folded rear seat were optional on the DX, standard on the LE. The LE has red trunk garnish similar to the Japanese model. The model had a minor exterior redesign to the front and rear fascias and the addition of a standard driver's side airbag and available anti-lock brakes. The Tercel was carried over to with no major changesâ€" Haloalkane , a non-CFC refrigerant was used in the air conditioning system. In Chile, the Tercel was introduced in as a four-door sedan with a 1. The "DX" basic version came with tachometer and four spoke steering wheel. It gained moderate success due to the Corolla name. In September , a Canadian-spec version was introduced to Chile to replace the previous one with a new 1. Unlike the previous one, it was simply called "Tercel". It was brought along the Canadian-spec Corolla to meet the new emission standard since no Latin American version of either was yet available with a catalytic converter. Due to the higher trim level of the Canadian-spec versions, the Tercel was initially marketed as a successor of the Corolla E90 , which had just been discontinued. This made it a very successful car. Designed between and , by Shinichi Hiranaka and Yasuhisa Hamano, in September , for the model year, Toyota introduced an all-new Tercel. The new design offered a stiffer body [citation needed] with better handling and was one of only a handful of cars in the US to have OBDII in Retaining its compact packaging and high quality, the new Tercel featured a redesigned exterior and new engine. The Tercel now offered standard driver's and passenger's side airbags in the United States, but only a driver's side bag for Canada. Three-point seatbelts for front and outboard rear passengers and adjustable shoulder-belt anchor points for front seat passengers were installed on four-door models. All models met federal standards for side-impact protection, and offered anti-lock brakes. Standard models came with only a four-speed manual or automatic transmission and grey bumpers, while DX models were offered with the addition of body-colored bumpers and either a five-speed manual or four-speed automatic transmission. Its all-new appearance appears to be influenced by the Japanese-market Toyota Camry V40 series, also introduced that year. Both vehicles were available together at Toyota Corolla Store Japanese dealerships. Design patents were filed at the Japan Patent Office on 12 October , under patent number In Japan, the Tercel was again also offered with the Corsa and Corolla II nameplates, for sale through parallel marketing channels. There was also a three-door hatchback body version offered in addition to the four-door sedan. The two-door sedan was only ever marketed in North America. There was also a four-wheel-drive option available in Japan. The interior design pushed the dash further away, but brought the switches closer. This same dashboard left sided version was shared with the Toyota Starlet and Toyota Paseo of the time. The all-new DOHC 1. For , all North American market Tercels were available only in the CE trim level and incorporated many of the standard and optional items from previous base and DX models. All Tercels came standard with a new inch wheel and tire combination. Inside, the Tercel's dashboard was revised with rotary ventilation controls. All Toyota models had revised seat fabric and door panels. For , the Tercel's styling was updated, highlighted by multi-reflector headlights, a revised grille and front fascia design and clear lens turn signal lights for the front and rear. The Tercel's rear styling was also enhanced with redesigned composite tail-lights and

updated bumper molding. The new molding extended across the entire length of the rear bumper. Production of the Tercel for the American market ended in as the model was superseded by the Echo. Production for Japan, Canada and some other countries continued through Taiwanese production continued until All Tercels featured a 5E-FE 1. With that engine the car took only The car was revolutionary to that market at the time, and it was elected "car of the year" in Chile. The XLi version was basic with no tach, and power steering was an option, The GLi had power steering, four arm steering wheels, trunk and gas cap remote opening; and three pointed rear seat belts standard. It was offered with either a five-speed manual transmission or a four-speed automatic. The model had multi-reflector headlights, new fascia, bumpers and clear turn signal lights; in the rear, new mirror style taillights and new bumper. It was a huge success, becoming the second best-selling car in Chile for four years. In Thailand, a version of the Tercel with different front and rear fascias was sold as the Toyota Soluna. The name "Soluna" is taken from Spanish words sol , meaning "sun" and luna , meaning "moon". The plain Soluna was a big seller in Thailand. A facelifted Soluna appeared in Thailand in late and arrived in Indonesia mid The Tercel is also sold in Taiwan, which was manufactured and assembled by Kuozui Motors. The Tercel remained smaller than the Corolla throughout its production, though by the end of its production the Tercel had become almost the same size as the North American-market â€" Corollas that were current at the time the Tercel was introduced.

From Wikipedia, the free encyclopedia. Motor vehicle. Toyota Paseo Toyota Starlet. Yasuhisa Hamano Shinichi Hiranaka [26]. Retrieved 26 August Catalog No. De AutoGids in Dutch. Brussels, Belgium: Uitgeverij Auto-Magazine. Januaryâ€"February CBS Publications. Tokyo: Nigensha. World Cars Auto Katalog in German. Toyota Motor Corporation. Archived from the original on 14 May Automobil Revue ' Berne, Switzerland: Hallwag, AG. XLIII no. Johnson Publishing Company. Archived from the original on 19 June Retrieved 11 April Retrieved 27 April Japan Platform for Patent Information, Japan: Toyota. Retrieved 11 June Scion WiLL Toyopet. Toyota Financial Services. Dyna Type 73 Medium Truck. Categories : Toyota vehicles Front-wheel-drive vehicles Subcompact cars Hatchbacks Sedans Station wagons Cars introduced in s cars s cars s cars. Hidden categories: CS1 Dutch-language sources nl CS1 Japanese-language sources ja CS1 German-language sources de CS1 Swedish-language sources sv Use dmy dates from June Articles with short description Short description is different from Wikidata Articles containing Japanese-language text All articles with unsourced statements Articles with unsourced statements from March Articles with unsourced statements from December Wikipedia articles needing clarification from October Namespaces Article Talk.

August [1] â€" July [2] extended production as Soluna until August [1] â€"April [3]. Front-engine, front-wheel-drive. May [3] â€"February [13]. Front-engine, front-wheel-drive or four-wheel drive. May [21] â€" Toyota Tercel Standard 2-door in the US. September [21] â€" Yaris Sedan. Tercel 4WD Wagon. Yaris Liftback. Corolla FX. Camry Solara. Sport compact. Paseo C. Sports car. Celica Supra. MR2 Spyder. C Vehicles exclusive to Canada. As the snow began to fall, visibility dropped and all other traffic abandoned the roads. By the time the Corolla-Tercel appeared on the U. Many of these cars were already second generation front-drivers, with the first wave of Fiat s, Renault 16s, Subaru Stars and Saab V4s already fading fast from memory. There were even earlier front-drivers, but they had faded even more quickly, mostly memorable only for their mechanical freakishness. Ultra-conservative Toyota was seemingly late to this front-wheel drive party, but it had its reasons. Front-wheel drive cars of the s possessed some very interesting handling qualities. Torque steer. Even the relatively civilized Le Car might exhibit alarming wheel hop when accelerating on loose or slippery surfaces. Exciting stuff, but not really what the driving public was looking for, and especially not what staid Toyota buyers were looking for. It was not to be, though. Had the Publica been launched with front-wheel drive in , Toyota would have been a pioneer for the layout in Japan. Instead, Suzuki, Subaru, and Honda jumped in while Toyota watched and plotted. By , when the Tercel appeared in Japan as the Corsa, front-drive cars had more or less fallen into a common pattern: The engine was mounted transversely, the transmission sat beside it and unequal-length drive shafts carried power out to the wheels. Toyota, though, would not do it this way. When the Corolla-Tercel finally appeared on these shores in late as a model, Toyota seemed to be doing its damndest to fool buyers into believing it was just another rear-driven Corolla. They even called it a Corolla -Tercel, as if it was just another version of the standard model. When you opened the hood of a new Corolla-Tercel you saw a longitudinally mounted engine, front-to-back like in any standard rear-drive car. When you shifted gears it felt the same as shifting any other contemporary Toyota. No rubbery Honda-esque vagueness in that linkage. The steering was precise tooâ€"this was the first Toyota since the GT to use rack and pinion steering. Power went down through four shafts

before it went to the differential in the basement. This layout, strange then and completely alien today, allowed for a conventional engine bay, with conventional engine accessibility, and a conventionally direct shift linkage. This set up helped reduce front overhang, since the final drive was under the engine, instead of behind it. Further overhang reduction was accomplished by reducing the overall length of the engine by adopting conjoined cylinder walls. The result of all this was a very compact power unit despite its longitudinal orientation. Beyond saving space, the bonus of keeping front overhang to a minimum was it theoretically got rid of a lot of the understeer typical of other front-drivers. So too did doing away with wildly mismatched driveshaft lengths. Torque-steer and other typical transverse front-drive demons were undetectable. Toyota kept the suspension fairly conventional, with MacPherson struts in front and independent coil springs at the rear. Both ends were helped by anti-sway bars, which also gave the car just a hint of lift-off oversteer, at least just enough to be amusing when pushed hard. Clever car. Additionally, the little Tercel was blessed with one more front-wheel drive advantage: excellent traction in snow, thanks to the the weight of the drivetrain resting over the driven wheels. It was something I learned firsthand when I got caught driving my sedan over Raton Pass in those Holiday Blizzards of Snow fell thick and fast. Soon all other traffic had pulled over, leaving me, alone in the Tercel on the highway. A dead heater blower meant I had to keep driving or risk freezing if I pulled over to wait for the plows to show up. Roadside reflectors warned me when I was aimed for driving off the pavement. I spent at least 20 minutes zig-zagging across the lanes, at about 20 to 25 mph, changing course every time I saw another reflector appear in front the the hood. Despite the need for frequent sudden changes of direction, the car handled competently, sure-footedly sure-tiredly? After some time of navigating the highway lanes by dead reckoning, I saw a plow coming up behind. I pulled over to where I thought the shoulder might be, then followed them down the mountain. I made it in the Tercel, pulling up to the house, tired as hell, at around three in the morning. The next day, I awoke to the little Toyota almost up to its door handles in wet, heavy snow. After plows cleared the roads in town, I used the Tercel to pull out several cars which had gotten high-centered when attempting left turns over unplowed sections of road. It never failed to pull through for me or for others for that matter. The Tercel allowed Toyota to advertise popular front-wheel drive, without the risk of spooking off the typical Toyota customer, who might run for the hills if the steering wheel tugged at their hands in a funny way, or if they looked into an engine bay and saw, heaven forbid, an engine mounted the wrong way around. Unlike most of its rivals, the Tercel sacrificed nothing to front-wheel drive, but still raked in all the benefits of the layout. In its effort to make the most conventionally RWD-like front-wheel drive car, Toyota ended up with what was indeed a pretty unique little vehicle. These are cited in the excellent Japanese wikipedia entries for the Tercel and Publica here and here. Additional reading on the Tercel can be found in this good Curbside Classic article and this wonderful history on Driven To Write. Thank you for a well thought-out, well-written, informative, and above all enjoyable piece. The A. Illustration: David Grimshaw. David Grimshaw. Share This Story. Get our newsletter Subscribe. Moe Khan. Privacy Terms. Quick links. Post about yourself, your Tercel, or your Tercel projects in here, share pictures of your Tercel, or post trip threads! I bought it from a local car repair shop that has owned it the last 18years. It was a shop car and maintained by them. Everything in the car works. I drive this car daily 40 miles to work. Haven't seen too many on the road here I'm in Tacoma Wa area. Last edited by irowiki on Sun Feb 08, am, edited 1 time in total. Re: any slammed, stanced, or lowered Tercel Wagons? Just click the edit button on your post. Anyway, I've never seen the point of lowering cars. Former Tercel Enthusiast not a practical family car anymore but they still have a place in my heart Site administrator, if something is broken, PM me! I'm new here and it's took me awhile to figure out the process. I joined this site to look for information and find possible other persons with the same interest. BOOM, right off the back you hit me with a smart ass comment. Not knowing who I am, what I do, what I've driven before, if you're a MOD, please feel free to boot me and delete my multiple posts. I'm sorry that we have a difference of tastes in styles of cars. That was no smart ass comment, I, myself, really see no point in lowering cars, hence none of my cars are lowered and will never be, in answer to your question. If you lower yours that's cool, there's been others too but they aren't active anymore. I Like the deep dish Wheels. Keep posting your up grades and improvements. Keep doing what you do don't follow the masses. I'm with irowiki on the lowering. When I service a stanced car, I'm not afraid to let the owner know how against it I am. All get an automatic hoist set up fee. They all seem to take it in stride though and neither of us takes it personal. I would think you would be at least a little used to smart ass comments by now. Being a 2wd, it's of little concern to me anyways, as is any 2wd vehicle. Nice clean Terc though. Even the front wheel alignment doesn't look completely clown like. It could always be a parts car for a T4. There's a compliment in there somewhere.. Welcome and enjoy the wealth of info that largely applies to your car too.

Ollie how'd you do it? Gonna do any engine mods? Me personaly I'd install a body kit before lowering the chassis, there's godda something something like this But not to a 4WD of course. It takes more fossil fuel resources to produce new vehicles than it would take to maintain and fuel any 70's or 80's vehicle for a million miles. I'm in the process of modifying ae86 suspension to use coilovers. All lowered but still daily driven with no camber issues. This stock motor still runs great and the gas mileage is awesome. Maybe in the future a 20v swap Never mind those ignorant statements by some on the forum I do not think they intended any offense , I have owned a number of cars that I have lowered to improve their ride and handling. That was when I lived in a place that never got snow and had good roads, neither it true now. For those that want to know, lower the car lowers the CG, and greatly improves handling, particularly if changes were made to the suspension to maintain good geometry. Lower body roll, more firm ride, more precise steering inputs, better more postitive feed back feel through the steering wheel. It is lots of fun to drive windy mountain roads with a car like that. FYI, years ago I used to work for fully sponsored factory racing team, and as an engineer, helped develop racing cars from production chassis for Nissan. Which was undefeated during its racing career at the time, early '80's, the drive had the record for the most wins in the history of the series. I also assisted with the testing and development of other parts of the engine, and the suspension. So I know a bit about the topic. The wagon also suffers from somewhat high cg because of the body style and engine installation, it can be greatly improved of course, but it will never be as good as a Honda wagon for example. I do not see the point in doing to a heavy Camry wagon, but perhaps a better handling family car? I doubt the wife and kids would be keen on that! The usefulness of the 4wd is getting around in low traction environments, which usually means slower speeds, and more clearance is necessary. So dry road handling is a secondary consideration for most. I realized I drive 80 to 90 or more of my time on good paved roads, but need 4wd to get home every night on steep gravel roads, sometimes with snow and ice. So I would like improved handling for most of my driving, but really need the improved clearance at times. I am thinking to improve the handling as much as possible but keep the same ride height. So I do not loose any clearance, even so, occationally with deep snow or crossing swollen rivers, a lot for height is very desirable. I even contemplated a system that will raise it up to the limit of travel for those short crossings, or trouble spots, but allow it to settle down to slightly below stock height for normal daily driving. A lot of work, not even sure I want to do that to a daily driver. What kind of struts and springs did you install on that Tercel? If so, how? I want to eliminate in mine, even if I do not change the ride height. Pictures of your suspension would be nice. BTW, have you seen my tread on the Tercel brake up grade? I am very well aware that a lowered center of gravity makes for better handling, my dad had a Dodge Charger for several years that was very low by default, and it was amazing in the mountains by where we lived, it just zipped through the curves. That is all well and good for a performance car but I think such efforts are wasted on cars such as our 4WD wagons, and that is hardly an ignorant statement either, My Dodge Neon's I have owned were also lower than a Tercel, and handled nicely around curves, but still had enough ground clearance to get over things as needed. I think there's a balance here. Around where we live, the roads are terrible, many are rutted and potholed even the paved ones there's a lot of snow, a lot of culverts and dips for water flow when it rains, lowered or "slammed" cars just don't work, and the ones you do see are missing bumpers and mufflers and other underside parts. The ones I see on the road obviously ride poorly and can't keep a straight line. Never mind tire wear. Even if they can be aligned, everything is so far out of whack any

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 positive or negative change in ride height quickly changes that. That can happen hundreds of times per mile. Parts wear is accelerated at extreme angles and can greatly increase the risk of breakage. Reduced travel is dangerous as well. I disagree. It is a dangerous way to modify a car and anyone caught doing it should be ready for the fallout. Lowerd is cool looking and fun to drive, but what is fun about scraping over bumps in the road, driveways and curbs? Who wants to crawl over speed bumps? Look at the pictures in the first post and focus on the wheel and tire package. Since I currently own two cars that run 13" wheels, I can tell you first hand that the only 7" wide tire you can find in a 13" diameter is a racing tire. Because of this, Stance Nation has adopted the "stretched fitment" look. It is dangerous. Look at the tires! They look about ready to debead the moment they meet a decent pot hole! If you can't find a tire that safely fits your wheels, you need to find a new wheel.