

Gas station information

Hood release:

- Except station wagon—
Push down the hood latches at each side of the hood.
- Station wagon—
Pull the handle under the dash.

Fuel:

- Gasoline engine—
Use gasoline with 91octane rating or higher (Research Octane Number).
- Diesel engine—
Use diesel fuel with 40 cetane rating or higher.

Fuel tank capacity:

- Except station wagon 85 liters (18.7 Imp. gal.)
- Station wagon 90 liters (19.8 Imp. gal.)

Recommended engine oil:

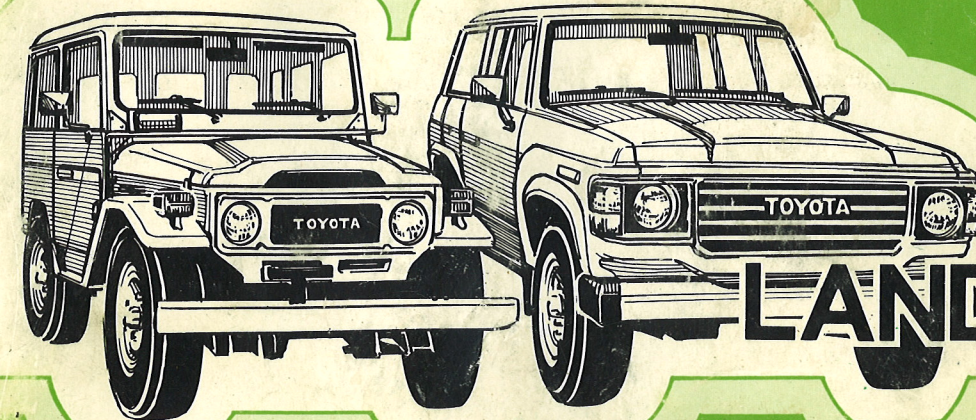
- Gasoline engine—
Europe API grade SD, SE or better
Except Europe API grade SC, SD, SE or better
 - Diesel engine— API grade CC, CD or better
- Use SAE 10W-30 or 10W-40 if normal temperatures are above -23°C (-10°F). For other viscosity recommendations, see page 153.

Tire information: See pages 145 through 150.

Tire pressure: See pages 146 and 147.

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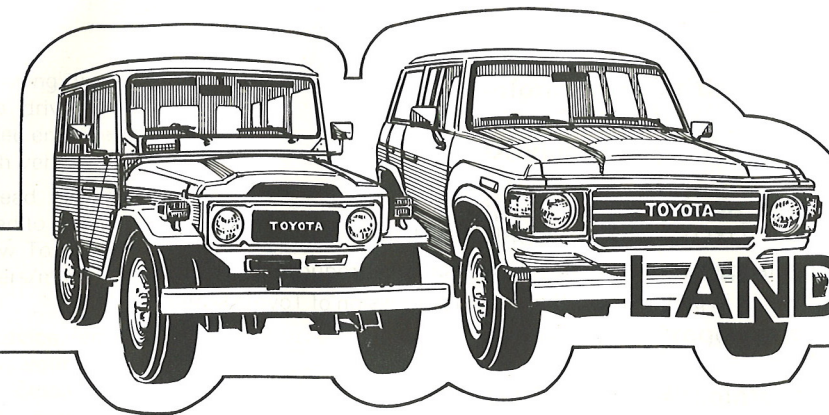


LAND CRUISER

Owner's Manual

non skidowag
? 5.85 km → 1L.

TOYOTA



LAND CRUISER

Owner's Manual Maintenance Operation

All information and specifications in this manual are current at the time of printing. However, because of Toyota's policy of continual product improvement, we reserve the right to make changes at any time without notice. Please note that this manual applies to all models and explains all equipment, including options. Therefore, you may find some

TOYOTA

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Foreword

Welcome to the growing group of value-conscious people who drive Toyotas. We are proud of the advanced engineering and quality construction of each vehicle we build.

We invite you to read through this Owner's Manual. It is designed to acquaint you with the features of your new Toyota and to help you enjoy many kilometers/miles of motoring pleasure.

When it comes to service, remember that your Toyota dealer knows your vehicle best and is interested in your complete satisfaction. He will provide quality maintenance and any other assistance you may require.

TOYOTA MOTOR CORPORATION

Please leave this Owner's Manual in this vehicle at the time of resale. The next owner will need this information also.

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Modification of your Toyota

Please be aware that any modification of your Toyota could affect its performance, safety, durability or warranty, and may even violate governmental regulations.

Off-road vehicle precautions

Your vehicle does not handle like a standard passenger car. It is designed for both highway and off-road use. It has a high center of gravity. As a result, the handling, braking, cornering, and high-speed driving characteristics are different than a standard passenger car. So drive cautiously—and use good judgement in both on-road and off-road driving.

NOTICE

To Australian Owners (Gasoline-powered vehicles only)

The specifications, maintenance schedule and service procedures relating to the engine are different from the information contained in this Owner's Manual. Please refer to the separate booklet "Toyota Emission Control and Maintenance Guide".

Information for the new owner—Section 1

Body style



Model...FJ40RV, FJ40LV
BJ40RV, BJ40LV
BJ42RV, BJ42LV
Body style...HARDTOP

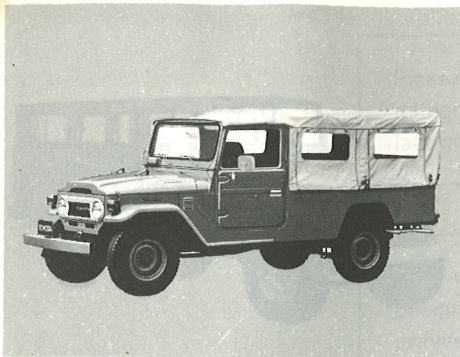


Model...FJ40R, FJ40L
FJ43R, FJ43L
BJ40R, BJ40L
BJ42R, BJ42L
BJ43R, BJ43L
BJ46L
Body style...SOFT-TOP

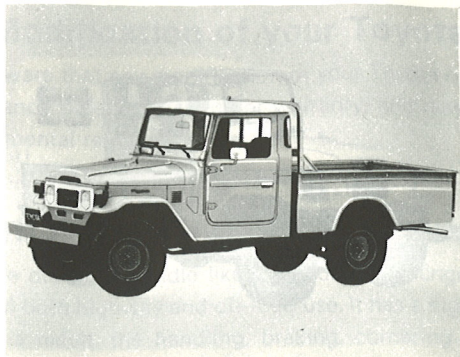


Model...FJ45RV, FJ45LV
BJ45RV, BJ45LV
HJ47RV, HJ47LV
Body style...HARDTOP

Body style (cont.)



Model...FJ45L
Body style...SOFT-TOP

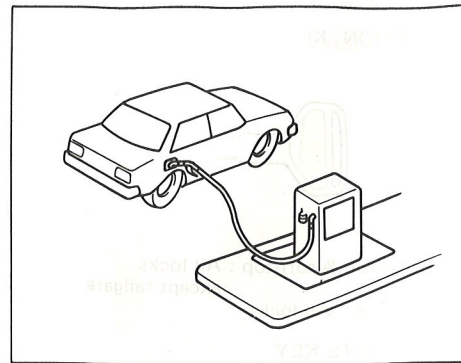


Model...FJ45RP, FJ45LP
BJ45RP, BJ45LP
HJ47RP, HJ47LP
Body style...PICK-UP



Model...FJ60RV, FJ60LV
FJ60RG, FJ60LG
BJ60RV, BJ60LV
HJ60RV, HJ60LV
HJ60RG, HJ60LG
Body style...STATION WAGON

Fuel recommendation



Gasoline engine: Use gasoline with 91 octane rating or higher (Research Octane Number).

Diesel engine: Use diesel fuel with 40 cetane rating or higher.

Fuel tank capacity:

All models except station wagon
85 liters (18.7 Imp. gal.)

Station wagon
90 liters (19.8 Imp. gal.)

Operation in foreign countries

If you plan to drive your Toyota in another country ...

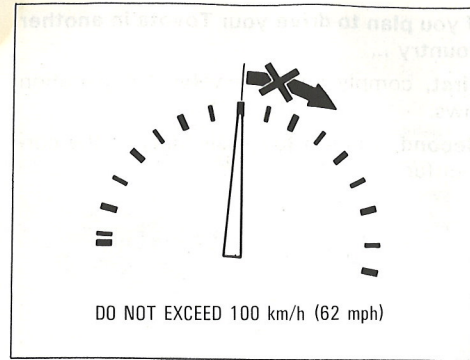
First, comply with the vehicle registration laws.

Second, confirm the availability of the correct fuel.

If a poor-quality fuel is used, pinging or knocking may result. Such conditions may cause engine overheating and damage. If you notice such symptoms, use a higher octane or cetane fuel.

Engine damage caused by use of improper fuels is not covered under Toyota's new vehicle warranty.

**Tips for driving
the first 1000 km (600 miles)**



Drive gently and avoid high speeds.

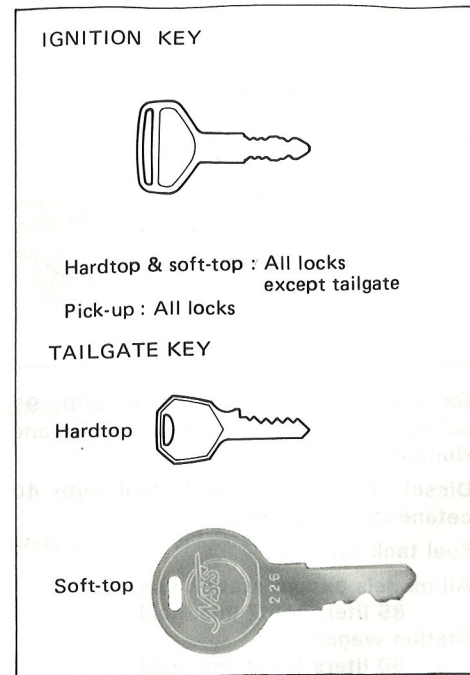
You need not follow a break-in schedule with your new Toyota. But following a few simple tips for the first 1000 km (600 miles) can add to the future economy and long life of your vehicle:

- Do not drive over 100 km/h (62 mph).
- Avoid full-throttle starts.
- Try to avoid hard stops during the first 300 km (200 miles).
- Do not drive slowly with the transmission in a high gear.
- Do not drive for a long time at any single speed, either fast or slow.
- Do not tow a trailer during the first 800 km (500 miles).

For the first 500 km (300 miles):

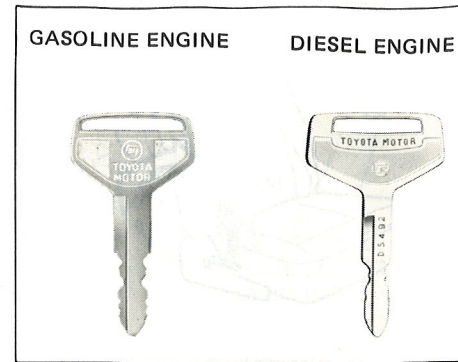
We recommend that you use high range, 2-wheel drive, with both front hubs set to "LOCK". After that, set the hubs to "FREE" to reduce noise and wear. (For information on the 4-wheel drive system and the front hubs, see "Operating the four-wheel drive system" and "Free-wheeling hubs" in Section 2.)

**Keys for your vehicle
(except station wagon)**



Since the doors can be locked without a key, you should always carry a spare key in case you accidentally lock your keys inside the vehicle.

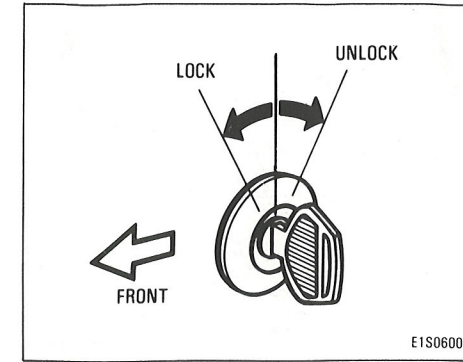
**Key for your vehicle
(station wagon)**



The key works in every lock.

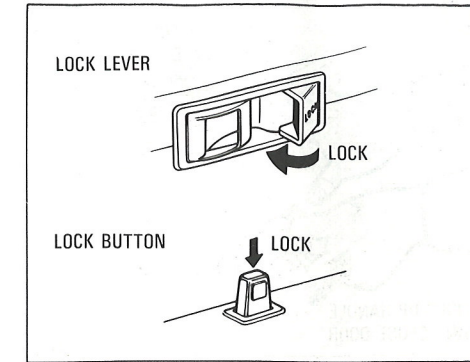
Since the doors can be locked without a key, you should always carry a spare key in case you accidentally lock your keys inside the vehicle.

**Door locks—
Locking and unlocking with key**



Turn the key towards the front of the vehicle to lock and towards the back to unlock.

Locking from the inside

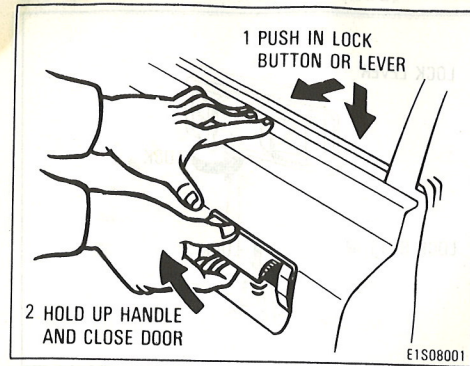


After closing the door, push in the lock lever or button.

The door then cannot be opened with either the outside or inside door handle.

Before driving, be sure that the doors are closed and locked, especially when small children are in the vehicle. Along with the proper use of seat belts, locking the doors helps prevent the driver and passengers from being thrown out from the vehicle during an accident. It also helps prevent the doors from being opened unintentionally.

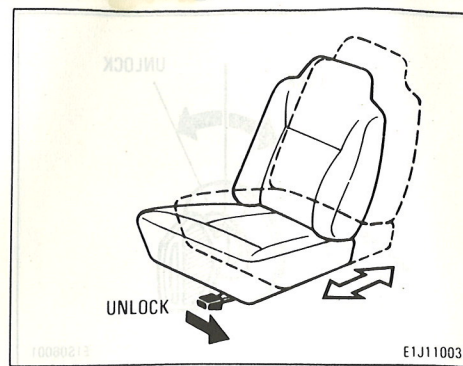
Locking from the outside without key



Push in the lock lever or button. Then hold up the handle as you close the door.

You need not hold up the handle when locking the rear doors. *Be careful not to lock your keys in the vehicle.*

Front seats— Adjusting seat position



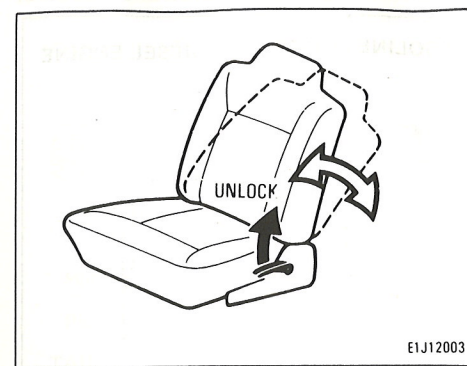
Pull the lock release lever sideways. Then slide the seat to the desired position with slight body pressure and release the lever.

After adjusting the seat, try sliding it forward and backward to make sure it is locked in position.

This adjustment should not be made while the vehicle is moving.

Do not place anything under the front seats. It might interfere with the seat-lock mechanism.

Adjusting seatback angle

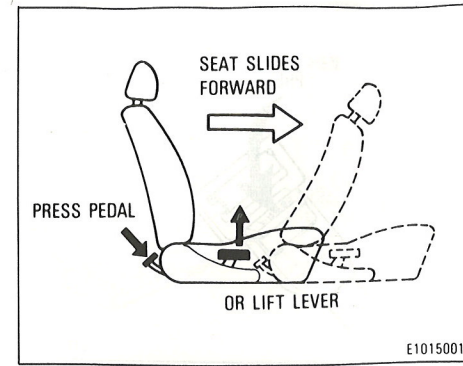


Lean forward and pull the lock release lever. Then lean back to the desired angle and release the lever.

If desired, the seatbacks may be fully reclined. They return to the upright position when the lever is lifted and no weight is on them.

This adjustment should not be made while the vehicle is moving, as the seatback may unexpectedly move backward and cause the driver to lose control of the vehicle.

Front passenger's seat (hardtop and soft-top)

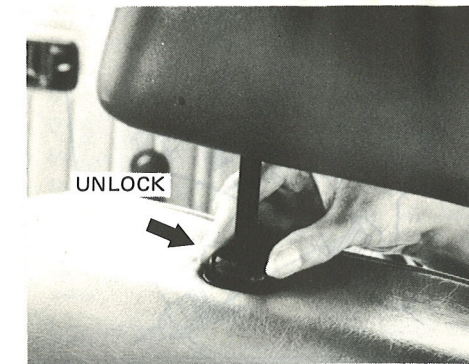


Lift the seatback lock release lever or press the release pedal—the passenger's seat will automatically slide forward.

This allows passengers to get into or out of the rear seat easily. After passengers are in, lift up on the seatback and slide the seat rearward. It will lock at the mid-way point.

Passengers sitting in the rear seat must be careful not to accidentally press the pedal while the vehicle is in motion.

Headrests (except station wagon)

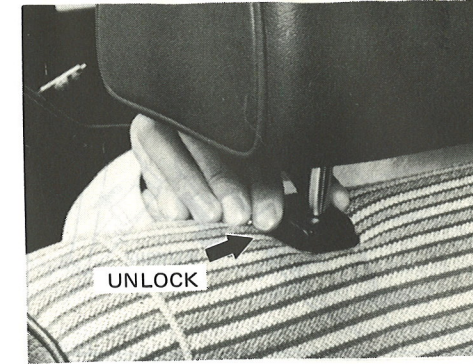


The headrest can be pulled up freely to the second notch. To raise it further or lower it, press in the lock release button and pull up or press down on the headrest.

Adjust the top of the headrest so that it is closest to the top of your ears, and lock it into position. Do not drive with the headrests removed.

The headrest is most effective when it is close to your head. Therefore, using a cushion on the seatback is not recommended.

Headrests (station wagon)

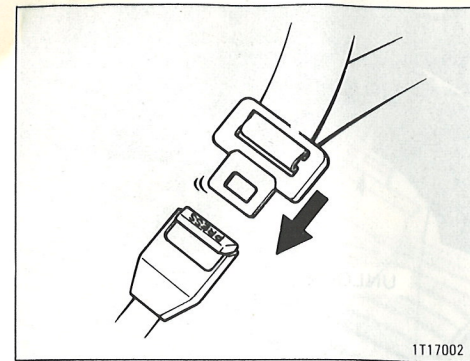


To raise: Pull up on the headrest. To lower: Press down on the headrest while holding the lock release button.

Adjust the top of the headrest so that it is closest to the top of your ears, and lock it into position. Do not drive with the headrests removed.

The headrest is most effective when it is close to your head. Therefore, using a cushion on the seatback is not recommended.

Seat belts (3-point emergency locking retractor type)

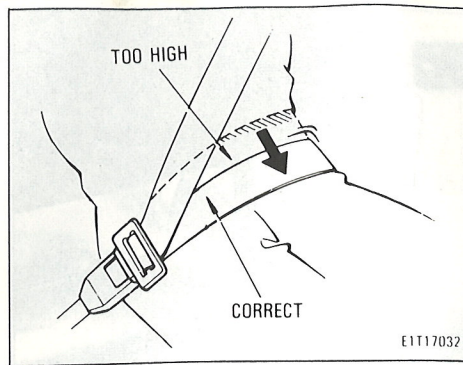


To fasten your belt, pull it out of the retractor and insert the tab into the buckle.

You will hear a click when the tab locks into the buckle. Make sure that the connection is secure and the belt is not twisted.

The seat belt length automatically adjusts to your size and the seat position.

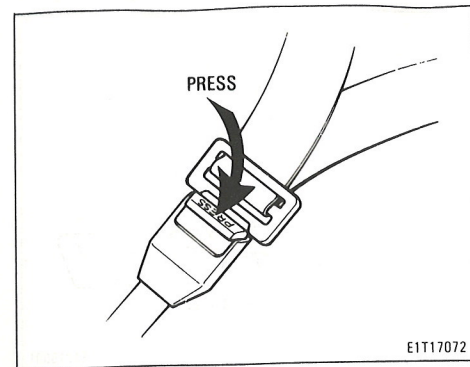
The retractor will lock the belt during a sudden stop or on impact. On station wagons sold in Australia and Europe and all hardtops, it also may lock if you lean forward too quickly. A slow, easy motion will allow the belt to extend, and you can move around freely.



Adjust the position of the lap and shoulder belts.

To reduce the risk of sliding under the belt during an accident, *the lap belt should be as low as possible on your hips*—not on your waist.

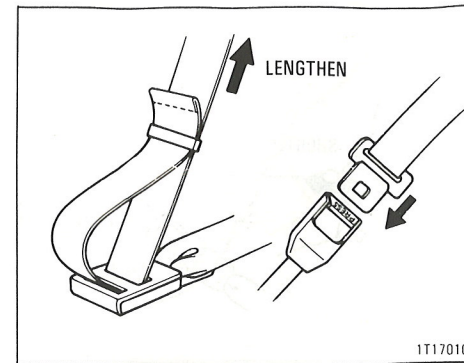
For your safety, do not place the shoulder belt under your arm.



To release the belt, press the buckle-release button and allow the belt to retract.

If the belt does not fully retract, pull it out and check for kinks or twists. Then make sure that it remains untwisted as it retracts.

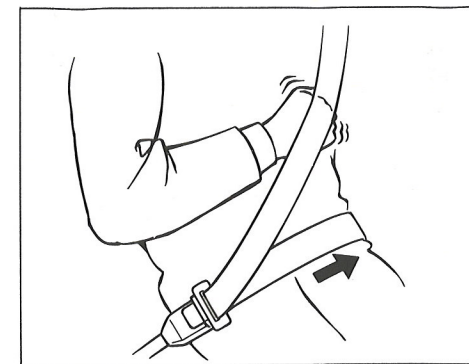
Seat belts (3-point non-retractor type)



To fasten your belt, insert the tab into the buckle.

You will hear a click when the tab locks into the buckle. Make sure the connection is secure and the belt is not twisted.

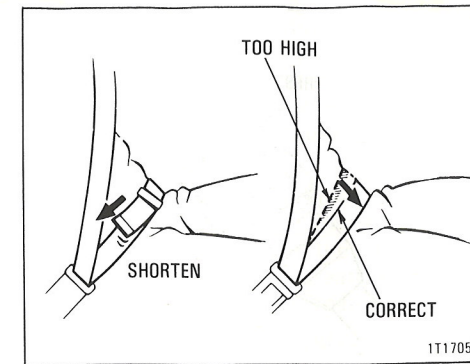
If the belt is not long enough for you, hold the belt at a right angle to the adjuster and pull the belt.



Remove excess length of the shoulder belt.

The shoulder belt should have no more slack than which you can insert a clenched fist between your chest and the belt. Too much slack will render the belt ineffective in an accident.

For your safety, do not place the shoulder belt under your arm.

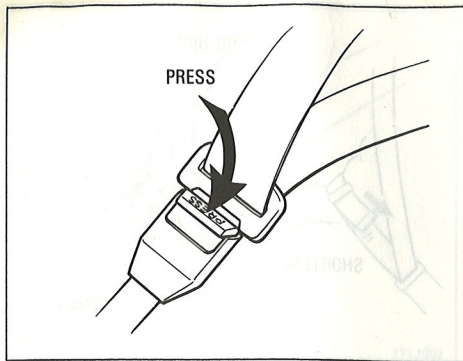


Remove excess length of the belt and push the belt down over your hips.

To shorten the belt, pull the free end of the belt.

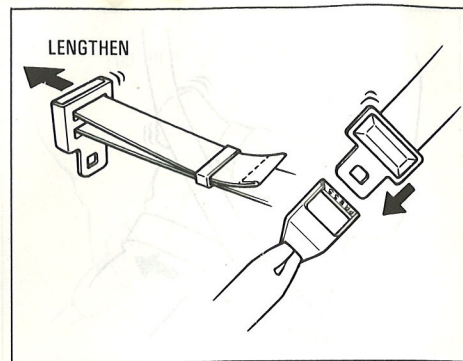
To reduce the risk of sliding under the belt during an accident, *the lap belt should fit snugly as low as possible on your hips*—not on your waist.

Seat belts (3-point non-retractor type) (cont.)



To release the belt, press the buckle-release button.

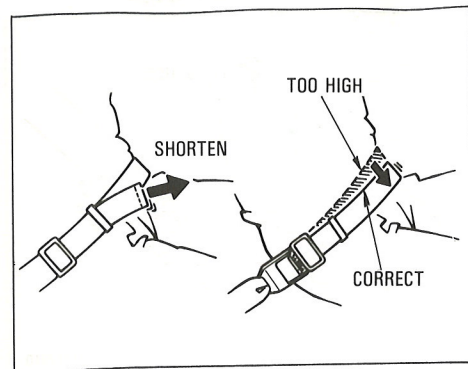
Seat belts (2-point type)



To fasten your belt, insert the tab into the buckle.

You will hear a click when the tab locks into the buckle. Make sure the connection is secure and the belt is not twisted.

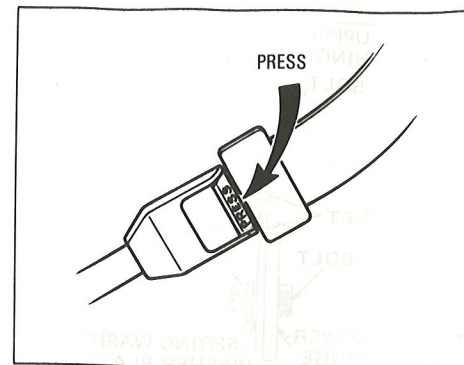
If the belt is not long enough for you, hold the tab at a right angle to the belt and pull on the tab.



Remove excess length of the belt and push the belt down over your hips.

To remove excess length, pull the free end of the belt.

To reduce the risk of sliding under the belt during an accident, *the lap belt should fit snugly as low as possible on your hips* — not on your waist.



To release the belt, press the buckle-release button.

Seat belt tips

- **Baby or small child.** Child safety seating systems are available. We recommend the use of a type which fits your vehicle. Before installation, always read the manufacturer's instructions.
- **Pregnant woman.** Toyota recommends the use of a seat belt. Ask your doctor for specific recommendations. The lap belt should be worn securely and as low as possible over the hips and not on the waist.
- **Injured person.** Toyota recommends the use of a seat belt. Depending on the injury, however, first check with your doctor.
- **The driver and all passengers should fasten their seat belts whenever the vehicle is moving.**

WARNING:

Seat belts are designed to bear upon the bony structure of the body, and should be worn low across the front of the pelvis, or the pelvis, chest and shoulders, as applicable; wearing the lap section of the belt across the abdominal area must be avoided.

No modifications and additions should be made by the user which will either prevent the seat belt adjusting devices from operating to remove slack, or prevent the seat belt assembly from being adjusted to remove slack.

Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.

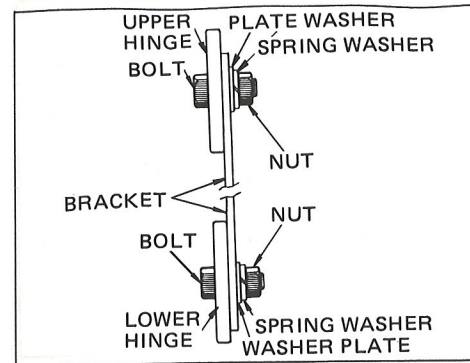
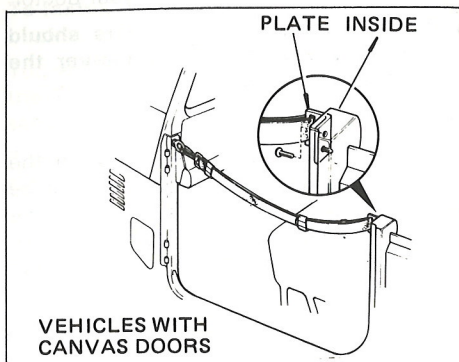
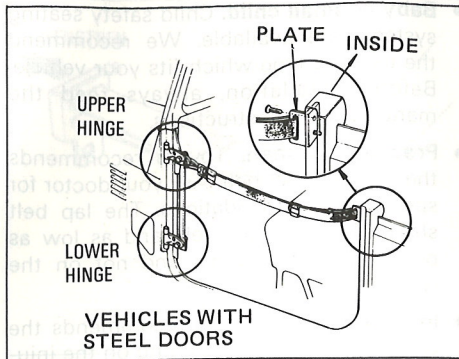
Care should be taken to avoid contamination of the webbing with polish, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The belt should be replaced if webbing becomes frayed, contaminated or damaged.

It is essential to replace the belt assembly and to inspect the belt anchorages after it has been worn in a severe impact even if damage to the belt assembly is not obvious. Belts should not be worn with straps twisted.

Seat belt tips (cont.)

Each seat belt assembly is designed to be used by only one occupant; it is not intended for children under six years old. It is dangerous to put a belt around a child being carried on the occupant's lap.

- If seat belt regulations exist in the country where you reside, please contact your Toyota dealer for seat belt replacement or installation.

Safety straps (except station wagon)

These straps are provided for additional protection when the vehicle is being driven with the doors removed. *Always wear your seat belts as well.*

To install the straps after the doors are removed:

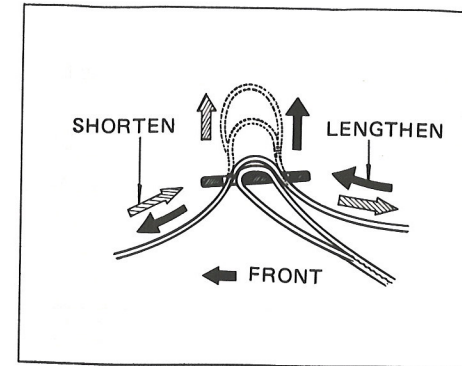
Vehicles with steel doors

- Position the tab end of the bracket on the upper door hinge and install the retaining bolt, washers and nut finger tight.

- Remove the two striker plate screws, and remove the striker plate. Position the safety strap plate in place, and install the striker plate screws.
- Latch the hook in the hole of the tab. Make sure the strap is not twisted when fastened.

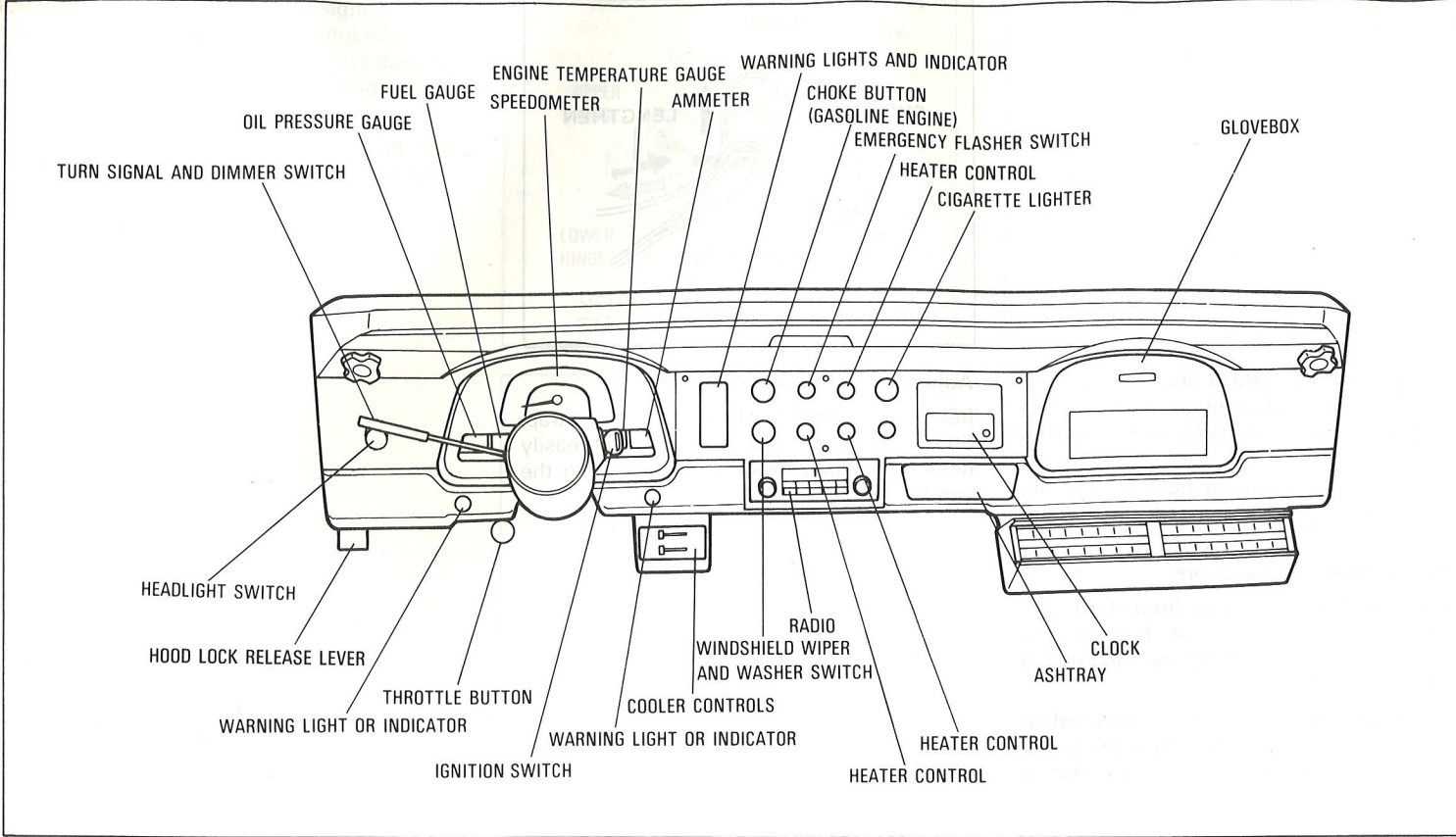
Vehicles with canvas doors

- Remove the two screws from the upper portion of the door post. Position the safety strap plate to the panel, and install the two screws.
- Latch the hook in the ring bolt installed on the upper part of the front body pillar. Make sure the strap is not twisted when fastened.

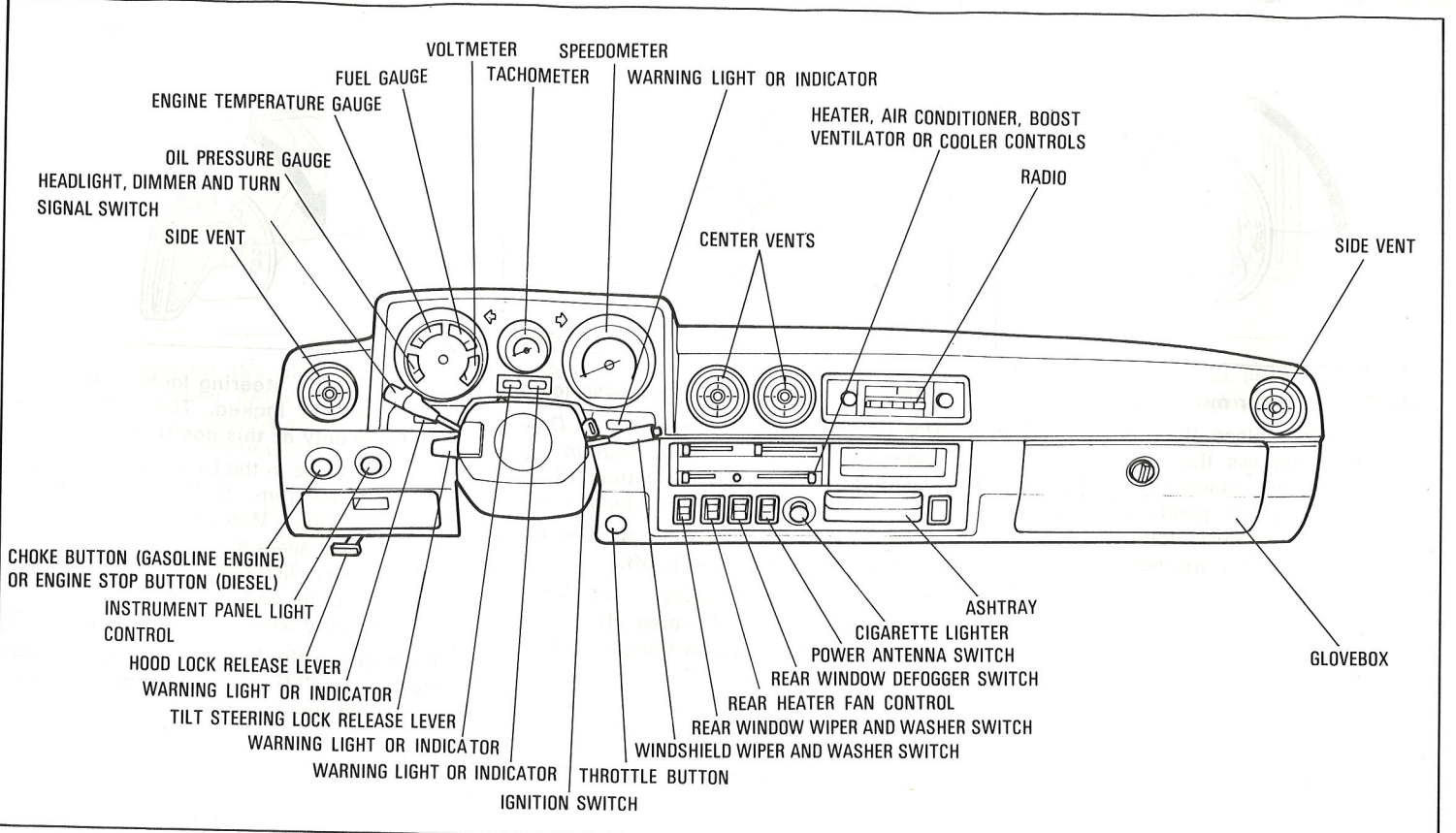
**Adjusting the strap length:**

Remove all excess slack from the strap. Shorten it just until you can still easily detach the strap for entering or exiting the vehicle.

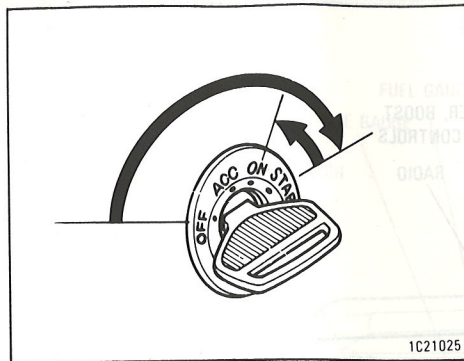
Overview of the instruments and controls (except station wagon)



Overview of the instruments and controls (station wagon)

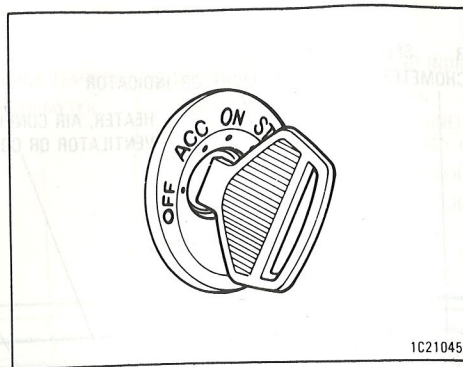


Combination ignition switch and steering lock—gasoline engine



"START"—Starter motor on.

Before starting, place the transmission in neutral and depress the clutch pedal. As soon as the engine starts, release the key. It will return to the "ON" position. Do not crank the starter continuously for more than 15 seconds. (For starting tips, see Section 2.)

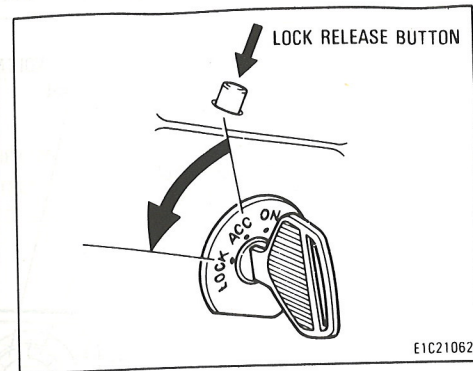


"ON"—Engine on and all accessories on.

This is the normal driving position. *Do not leave the key in the "ON" position if the engine is not running.* The battery will discharge and the ignition could be damaged.

"ACC"—Accessories such as the radio operate, but the engine is off.

"OFF" (without steering lock)—Accessories are also off. The key can be removed only at this position.

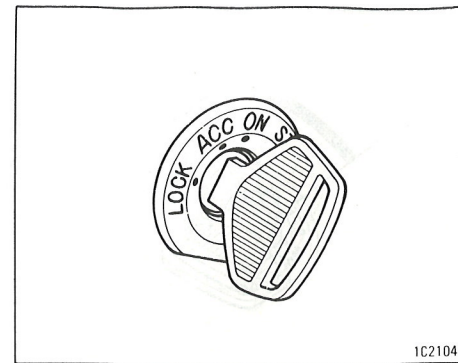


"LOCK" (with steering lock)—The steering wheel is locked. The key can be removed only at this position.

You must press in the lock release button to turn the key from "ON" or "ACC" to the "LOCK" position. When starting the engine, the key may seem stuck at the LOCK position. To free it, first be sure the key is pushed all the way in, and then rock the steering wheel slightly while turning the key gently.

Never press the lock release button, turn the key to "LOCK" and remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control. If you must turn the engine off while the vehicle is in motion, turn the key only to "ACC". *Never press down the lock release button and remove the key.*

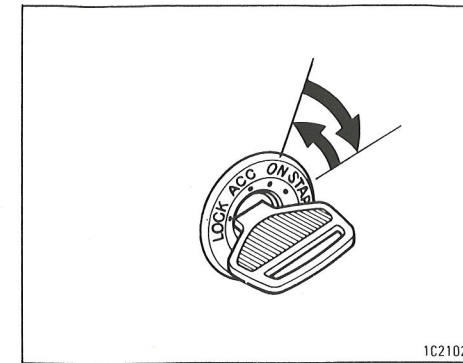
Combination ignition switch and steering lock—diesel engine (Europe and Australia)



"ON"—To turn on the glow plugs and preheat the engine before starting the engine. After starting the engine, the key will return to this position and all accessories can be operated.

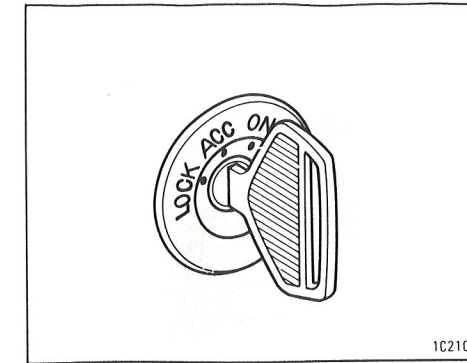
When you turn the key to "ON", the glow plug indicator light will come on. It will go off when the glow plugs preheat the engine enough for it to start.

This is the normal driving position. *To prevent battery discharge, do not leave the key in the "ON" position if the engine is not running.*



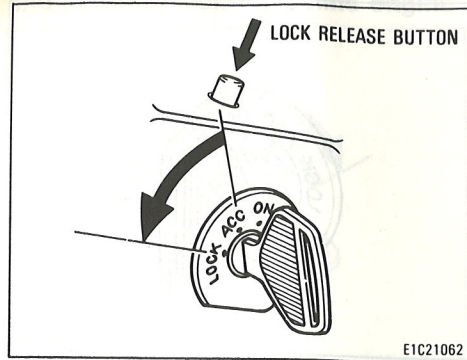
"START"—Starter motor on.

Before starting, place the transmission in neutral and depress the clutch pedal. As soon as the engine starts, release the key. It will return to the "ON" position. Do not crank the starter continuously for more than 30 seconds. (For starting tips, see Section 2.)



"ACC"—Accessories such as the radio operate, but the engine is off.

Combination ignition switch and steering lock—diesel engine (Europe and Australia) (cont.)



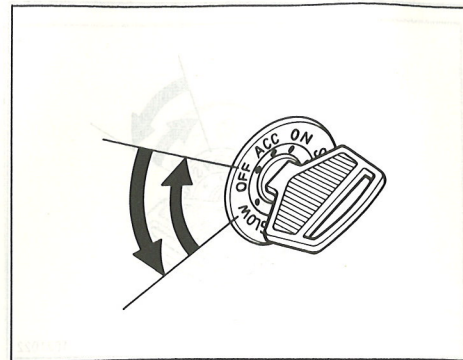
E1C21062

“LOCK”—The steering wheel is locked. The key can be removed only at this position.

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Never press the lock release button, turn the key to “LOCK” and remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control. If you must turn the engine off while the vehicle is in motion, turn the key only to “ACC”. *Never press down the lock release button and remove the key.*

Ignition switch—diesel engine (hardtop, soft-top and pick-up sold outside Europe and Australia)

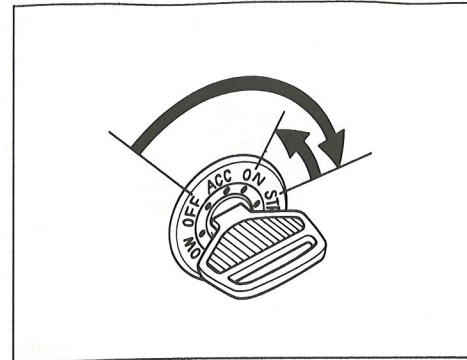


“GLOW”—Glow plugs on and engine preheated.

The key will return to the “OFF” position when you release it.

The glow plug indicator will glow red when the engine is preheated so that the fuel can be ignited. This will take about 15 seconds.

When the indicator glows red, turn the key to “START”. Do not hold the key in the “GLOW” position for more than 30 seconds.



“START”—Starter motor on.

Before starting, place the transmission in neutral and depress the clutch pedal. As soon as the engine starts, release the key. It will return to the “ON” position. Do not crank the starter continuously for more than 30 seconds. (For starting tips, see Section 2.)

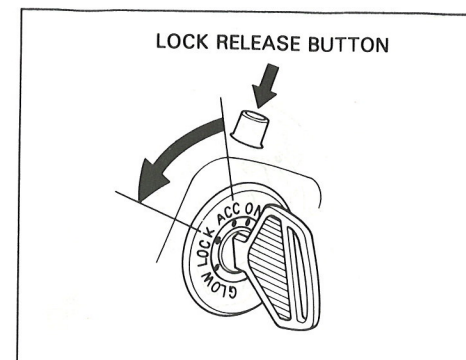


“ON”—Engine on and all accessories on.

This is the normal driving position. *To prevent battery discharge, do not leave the key in the “ON” position if the engine is not running.*

“ACC”—Accessories such as the radio operate, but the engine is off.

“OFF” (without steering lock)—Accessories are also off. The key can be removed only at this position.

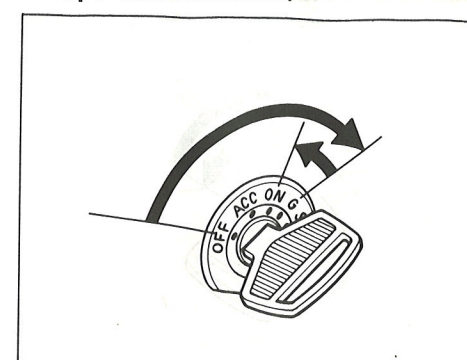


“LOCK” (with steering lock)—The steering wheel is locked. The key can be removed only at this position.

You must press in the lock release button to turn the key from “ON” or “ACC” to the “LOCK” position. When starting the engine, the key may seem stuck at the “LOCK” position. To free it, first be sure the key is pushed all the way in, and then rock the steering wheel slightly while turning the key gently.

Never press the lock release button, turn the key to “LOCK” and remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control. If you must turn the engine off while the vehicle is in motion, turn the key only to “ACC”. *Never press down the lock release button and remove the key.*

Ignition switch—diesel engine (station wagon sold outside Europe and Australia)

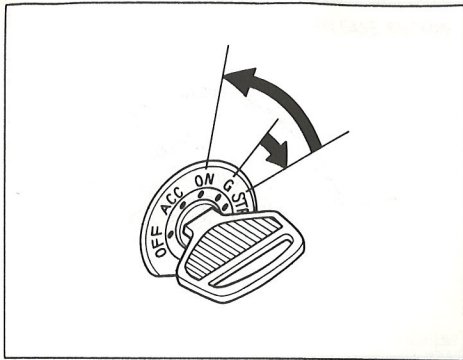


“G”—Glow plugs on and engine preheated.

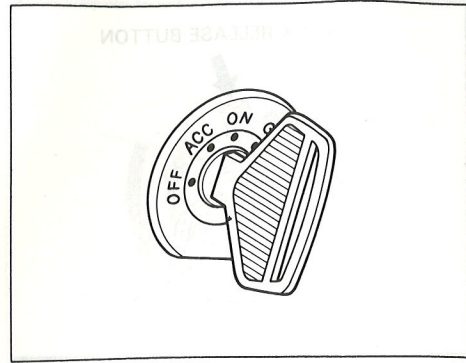
When you turn the key to “G”, the glow plug indicator light will come on. It will go off after about 15 seconds to indicate that the engine is preheated and the fuel can be ignited.

The key will return to the “ON” position when you release it.

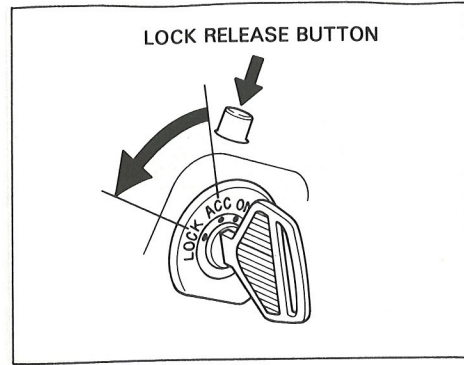
Ignition switch—diesel engine (station wagon sold outside Europe and Australia) (cont.)



“START”—Starter motor on.
Before starting, place the transmission in neutral and depress the clutch pedal. As soon as the engine starts, release the key. It will return to the “ON” position. Do not crank the starter continuously for more than 30 seconds. (For starting tips, see Section 2.)



“ON”—Engine on and all accessories on.
This is the normal driving position. *To prevent battery discharge, do not leave the key in the “ON” position if the engine is not running.*
“ACC”—Accessories such as the radio operate, but the engine is off.
“OFF” (without steering lock)—Accessories are also off. The key can be removed only at this position.



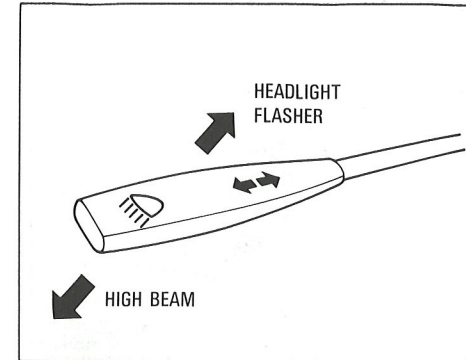
“LOCK” (with steering lock)—The steering wheel is locked. The key can be removed only at this position.
You must press in the lock release button to turn the key from “ON” or “ACC” to the “LOCK” position. When starting the engine, the key may seem stuck at the LOCK position. To free it, first be sure the key is pushed all the way in, and then rock the steering wheel slightly while turning the key gently.
Never press the lock release button, turn the key to “LOCK” and remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control. If you must turn the engine off while the vehicle is in motion, turn the key only to “ACC”. *Never press down the lock release button and remove the key.*

Headlight switch (except station wagon)



To turn the lights on, pull the knob out.

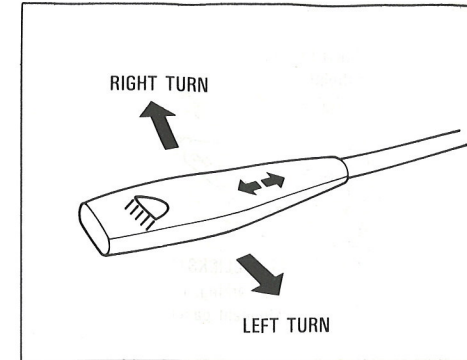
Combination turn signal and dimmer switch (except station wagon)



For high beam, push the lever forward. Pull it back for low beam. For the headlight flasher, pull it further back.

A blue light on the dashboard indicates high beam.

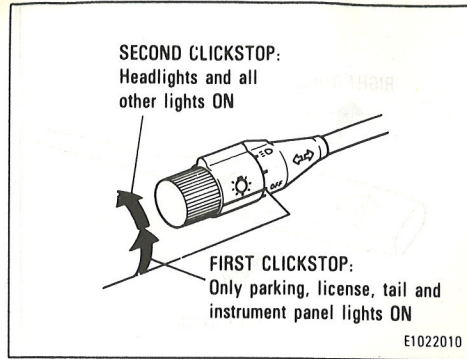
The headlight flasher works even when the headlight switch is off.



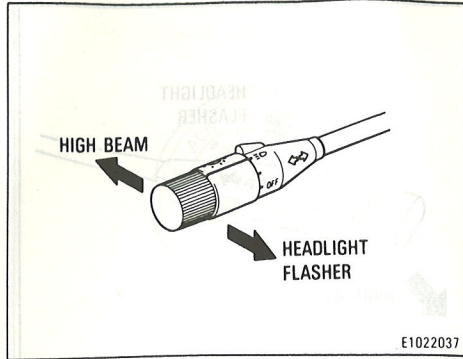
For signaling turns, move the lever up or down in the conventional manner.

The turn signal is self-cancelling after a turn, but after a lane change, you may have to cancel it by hand. If the green dashboard light comes on but does not flash, it indicates that the front or rear turn signal bulb has burned out. If the dashboard light does not come on, the fuse or the indicator light itself has probably failed. You may change headlight beam even while the turn signal lights are flashing.

Combination headlight, dimmer and turn signal switch (station wagon)



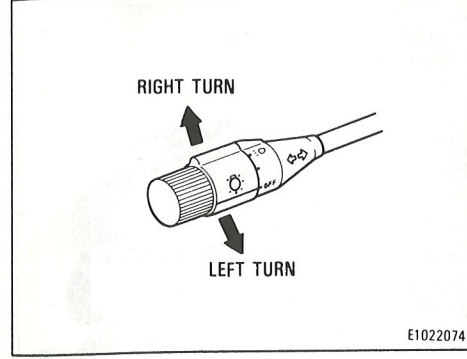
To turn the lights on, twist the knob on the end of the lever.



For high beam, push the lever forward. Pull it back for low beam. For the headlight flasher, pull it further back.

A blue light on the dashboard indicates high beam.

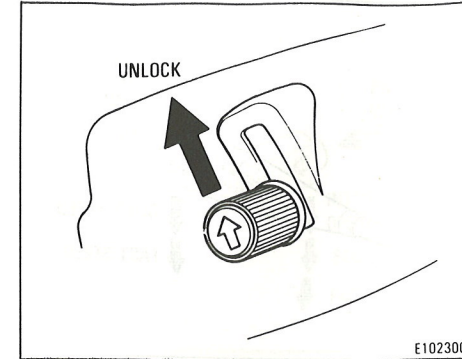
The headlight flasher works even when the headlight switch is off.



For signaling turns, move the lever up or down in the conventional manner.

The turn signal is self-cancelling after a turn, but after a lane change, you may have to cancel it by hand. If the green dashboard light comes on but does not flash or if it flashes faster than normal, it indicates that the front or rear turn signal bulb has burned out. If the dashboard light does not come on, the fuse or the indicator light itself has probably failed. You may change headlight beam even while the turn signal lights are flashing.

Tilt steering wheel (station wagon)

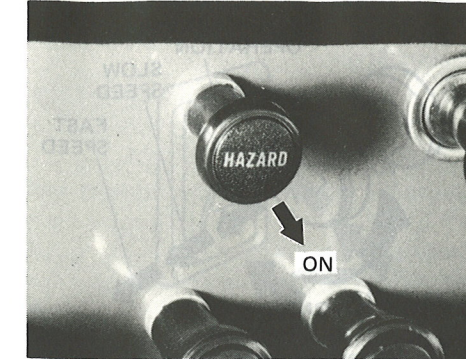


To change the steering wheel height, push up the lock release lever, tilt the steering wheel to the desired height and release the lever.

After adjusting the steering wheel, try moving it up and down to make sure it is locked in position.

Never make this adjustment while the vehicle is moving.

Emergency flasher switch (except station wagon)



To turn on the emergency warning lights, pull the switch out.

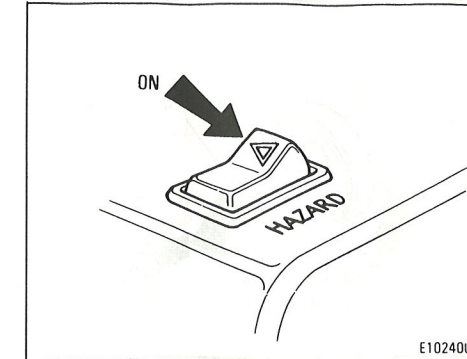
All the turn signal lights will flash. The emergency warning lights will work with the engine running or off without the ignition key.

Turn on the emergency flashers to warn other drivers if your vehicle must be stopped where it might be a traffic hazard.

Always pull as far off the road as possible.

The turn signal lights will not work when the emergency flashers are operating.

Emergency flasher switch (station wagon)



To turn on the emergency warning lights, push the switch down.

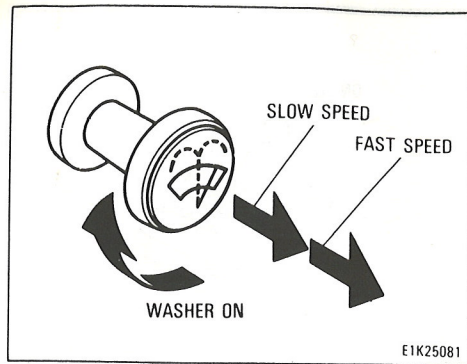
All the turn signal lights will flash. The emergency warning lights will work with the engine running or off without the ignition key.

Turn on the emergency flashers to warn other drivers if your vehicle must be stopped where it might be a traffic hazard.

Always pull as far off the road as possible.

The turn signal lights will not work when the emergency flashers are operating.

Windshield wiper and washer switch (except station wagon) — Conventional type



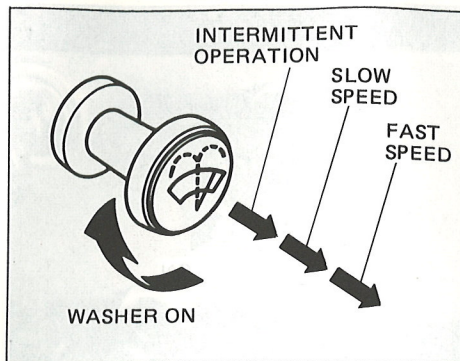
To turn the wipers on, pull the knob out. To make the washer squirt, turn the knob clockwise.

Do not run the wipers if the windshield is dry. It may scratch the glass.

If the washer does not work, check to see whether the washer tank is empty. For information on adding washer fluid, see "Adding washer fluid" in Section 6.

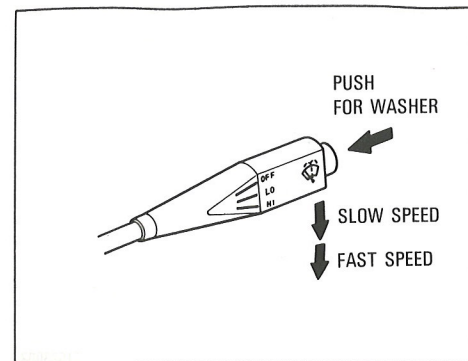
In cold weather, warm the windshield with the defroster before using the washer. This will help prevent icing, which could block your vision.

Intermittent type



To operate the wipers at intervals, pull the knob to the first clickstop.

Windshield wiper and washer switch (station wagon) — Conventional type



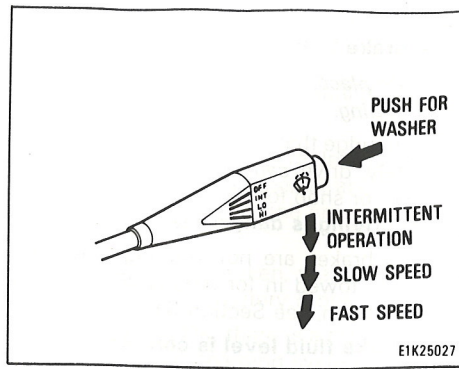
To turn the wipers on, pull the lever down. To make the washer squirt, push the button on the end of the lever.

Do not run the wipers if the windshield is dry. It may scratch the glass.

If the washer does not work, check to see whether the washer tank is empty. For information on adding washer fluid, see "Adding washer fluid" in Section 6.

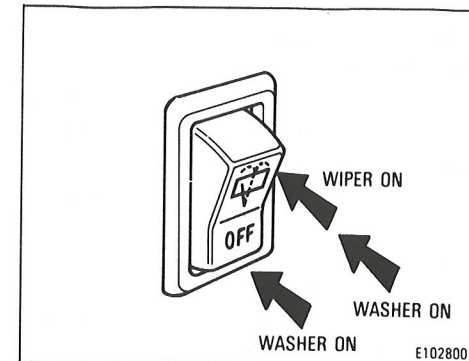
In cold weather, warm the windshield with the defroster before using the washer. This will help prevent icing, which could block your vision.

Intermittent type



To operate the wipers at intervals, place the lever in the "INT" position.

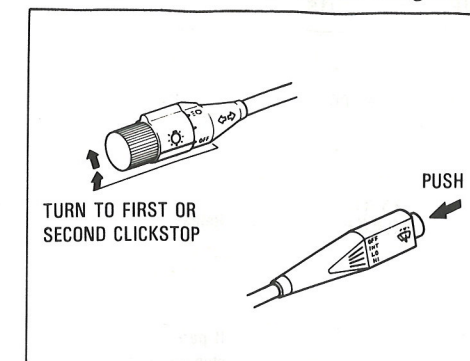
Rear window wiper and washer switch (station wagon)



To turn the rear wiper and washer on, push the switch.

If the washer does not work, check to see whether the washer tank is empty. For information on adding washer fluid, see "Adding washer fluid" in Section 6.

Headlight cleaner (station wagon)







To spray fluid on the headlights, turn the headlight switch on and push the windshield washer switch in.

Check the fluid level of the see-through headlight cleaner tank every so often. **Do not turn the headlight cleaner on with the tank empty.** It may cause the cleaner motor to overheat.

Use windshield washer fluid for replenishment. For information on adding fluid, see "Adding washer fluid" in Section 6.

Warning lights

	IF THE LIGHT COMES ON ...	DO THIS.
1	 PARK BRAKE	Release parking brake.
2	 BRAKE	If parking brake is off, stop and check. (except Australia) Stop and check. (Australia)
3	 CHARGE	Stop and check.
4	 CHOKE	If engine is warm, push in the button.
5	FILTER	Drain water.

1. Parking Brake Reminder Light (Australia only)
If this light is on, make sure the parking brake is fully released. The light should go off.

2. Brake System Warning Light
This light has the following separate functions:

Parking brake reminder (Except Australia)
If this light is on, make sure the parking brake is fully released. The light should go off.

Low brake fluid level warning and Low vacuum warning (diesel-powered vehicles)
If this light comes on and stays on while you are driving, slow down and pull off the road. Then stop the vehicle carefully. Remember that stopping distance and pedal effort may be increased. There may be a problem somewhere in the brake system. Check the fluid level of the see-through reservoir.

NOTE: To make sure that the parking brake has not caused the warning light to come on, check to see that the parking brake is fully released. (This is not necessary for vehicles sold in Australia.)

If the brake fluid level is low...
At a safe place, test your brakes by starting and stopping.

- If you judge that the brakes still work adequately, drive *cautiously* to your nearest dealer or shop for repairs. **Continued normal driving is dangerous.**
- If the brakes are not working, have the vehicle towed in for repairs. (For towing information, see Section 3.)

If the brake fluid level is correct...
Gasoline-powered vehicles
Have the warning system checked by your Toyota dealer.

Diesel-powered vehicles (low vacuum warning)
Test your brake booster by following the instructions given in Section 6.

- If you judge that the brakes booster still works adequately, have the warning system checked by your Toyota dealer.
- If the brake booster is not working, have the vehicle towed in for repairs. (For towing information, see Section 3.) **Continued driving is dangerous.**

3. Discharge Warning Light (station wagon)
This light warns that the battery is being discharged.

If it comes on while you are driving, *stop the vehicle, turn off the engine*, and check for the cause. Look first at the engine drive belt (alternator belt).

- If it is loose or broken, the alternator will not charge the battery properly.
- If the belt is OK, there is a problem somewhere in the charging system.

The engine ignition will continue to operate, however, until the battery is discharged. Turn off the air conditioner, blower, radio, etc., and drive directly to the nearest Toyota dealer or repair shop.

Do not continue driving if the engine drive belt (alternator belt) is broken or loose. The engine will overheat.

4. Choke Button Reminder Light (gasoline-powered vehicles)
This light comes on when the ignition switch is turned on and the choke button is pulled out. If it is on after the engine warms up, push the choke button in fully. For information on how to use the choke button, see Section 2.

5. Sedimenter Water Level Warning Light (diesel-powered vehicles)
The light warns that the amount of accumulated water in the sedimenter has reached the specified level.

If it comes on, drain the water immediately. (See Section 6 for instructions for how to drain the water.)

Never drive the vehicle with the warning light on. Continued driving with water accumulated in the sedimenter will damage the fuel injection pump.

How to check all the warning lights:

Vehicles sold outside Australia—

1. Apply the parking brake.
2. Pull out the choke button.
3. Turn the ignition key to "ON", but do not start the engine.

All the warning lights should come on.

Vehicles sold in Australia—

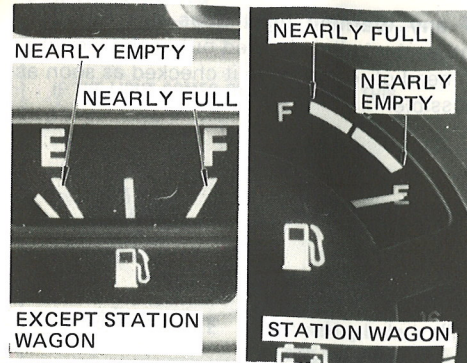
1. Apply the parking brake.
2. Pull out the choke button.
3. Turn the ignition key to "ON", but do not start the engine.

All the warning lights except the brake system warning light should come on.

4. Turn the key to "START".
The brake system warning light should come on.

If any warning light does not function, either the bulb is burned out or the circuit is in need of repair. Have it checked as soon as possible.

Fuel gauge

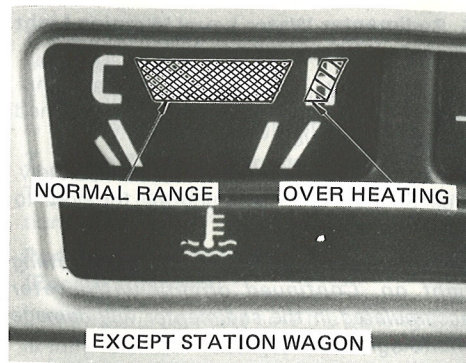


The gauge works when the ignition switch is on and indicates approximate quantity of fuel remaining in the tank.

It is a good idea to keep the tank over 1/4 full.

The needle moves when braking, accelerating or making turns. This is caused by the movement of the fuel in the tank.

Engine temperature gauge

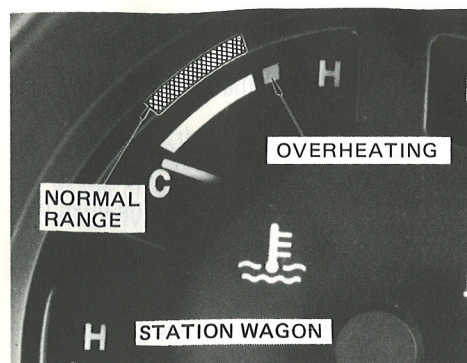


If the needle points to the red zone or higher, stop your vehicle and allow the engine to cool.

The gauge indicates the engine coolant temperature when the ignition switch is on. The engine operating temperature will vary with changes in weather and engine load.

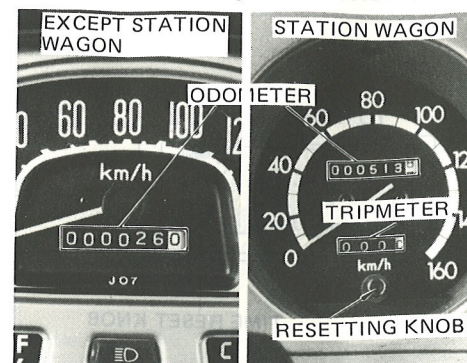
Your vehicle may overheat during severe operating conditions, such as:

1. Driving up a long hill on a hot day.
2. Reducing speed or stopping after high speed driving.
3. Idling for a long period with the air conditioner on in stop-and-go traffic.
4. Towing a trailer.
5. Lugging the engine by driving slowly in a high gear.



Do not continue driving with an overheated engine. See "If your vehicle overheats" in Section 3.

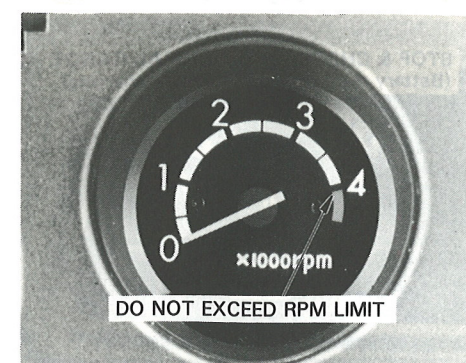
Odometer and trip meter



The odometer records the total distance the vehicle has been driven. The trip meter may be set to 000.0 to record the distance on each trip. To set the trip meter, press the knob in and release it.

The last digit of the odometer and trip meter indicates tenths of a kilometer or mile.

Tachometer

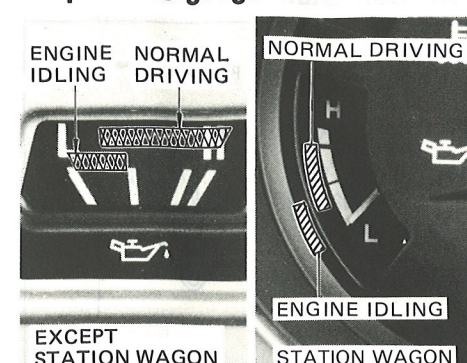


The tachometer indicates engine speed in thousands of rpm (revolutions per minute). Use it while driving to select correct shift points and to prevent engine lugging and overrevving.

Driving with the engine running too fast causes excessive engine wear and poor fuel economy. Remember, in most cases the slower the engine speed, the greater the fuel economy.

Do not run the needle into the red zone. This may cause severe engine damage.

Oil pressure gauge

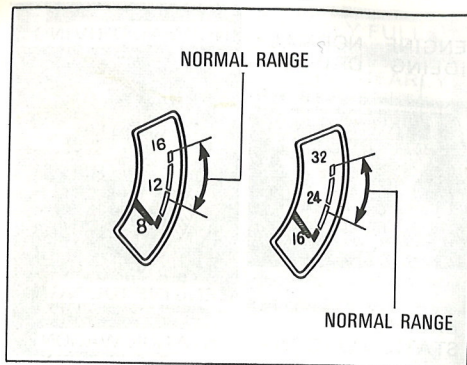


Check the oil pressure gauge to make sure the engine is receiving proper lubrication.

If the oil pressure should stay below the normal range, *pull off the road immediately and stop the engine.* The oil level is probably low. If adding oil does not restore normal oil pressure, turn the engine off and call a Toyota dealer or repair shop for assistance.

Do not drive the vehicle until the cause is fixed—it may ruin the engine.

Voltmeter (station wagon)

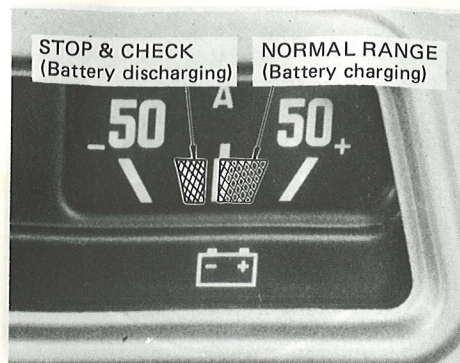


The voltmeter tells whether the battery is charged or discharged. Check it while the engine is running—the needle should always indicate as shown above.

If the needle reads below or above the normal range while the engine is running, it indicates the charging system needs immediate repair.

However, it is normal for the needle to drop below the normal range during engine starting.

Ammeter (except station wagon)

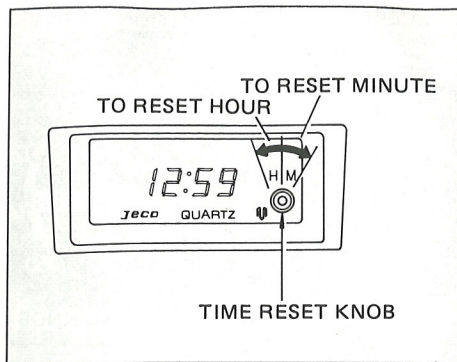


The ammeter tells whether the battery is charging or discharging. Check it while driving—the needle should always indicate a slight charge (+).

If the needle indicates discharge (—) while driving, stop and check the engine drive belt (alternator belt). If the belt is not loose or broken, the charging system needs immediate repair. The engine ignition will continue to operate until the battery is fully discharged. So turn off all electrical accessories and drive directly to the nearest Toyota dealer or repair station.

Do not continue driving if the engine drive belt (alternator belt) is broken or loose. The engine will overheat.

Clock (except station wagon)



The digital clock indicates the time with the ignition key at the "ACC" or "ON" position.

When the headlight switch is on, the brightness of the time indication will be reduced.

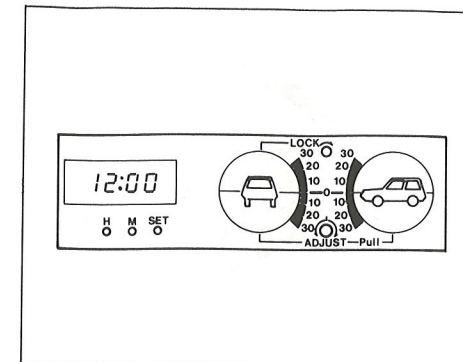
To reset the time:

- To reset the hour, depress and turn the reset knob counterclockwise.
- To reset the minute, depress and turn the reset knob clockwise.

Electrical power disconnection warning

Once the electrical power source has been disconnected from the clock, the time is automatically set to 1:00 (one o'clock).

Clock (station wagon)



The digital clock indicates the time with the ignition key at the "ACC" or "ON" position.

When the headlight switch is on, the brightness of the time indication will be reduced.

To reset the time:

- To reset the hour, depress the "H" knob.
- To reset the minute, depress the "M" knob.

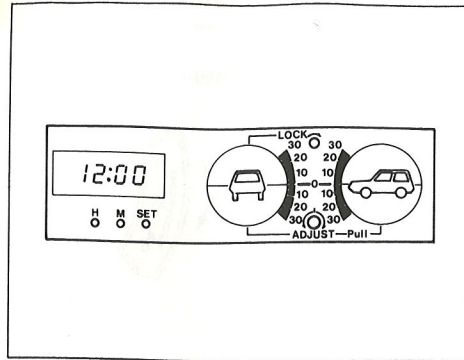
Electrical power disconnection warning

Once the electrical power source has been disconnected from the clock, the time is automatically set to 1:00 (one o'clock).

Adjusting the time (on the hour only)

Time adjustment can be made by depressing the "SET" knob. For example, if the knob is depressed when the time is between 1:01—1:29, the time will change to 1:00. If the time is between 1:30—1:59, the time will change to 2:00.

Clinometer (station wagon)

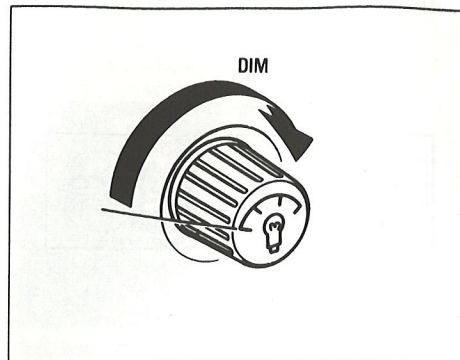


The clinometers show the horizontal and longitudinal inclination of the vehicle.

To adjust the horizontal clinometer, turn the "ADJUST" knob. To adjust longitudinal clinometer, pull and turn the "ADJUST" knob. To lock the horizontal clinometer in the level position, turn the "LOCK" knob clockwise.

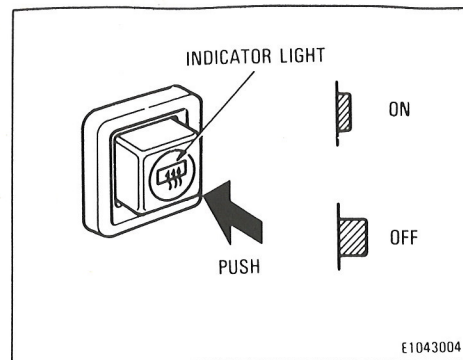
NOTE: The clinometers show the correct angle of inclination when the vehicle is stopped.

Instrument panel light control (station wagon)



To dim the instrument panel lights, turn the knob clockwise.

Rear window defogger switch (station wagon)



To turn on the electric defogger, push in the switch. Another push will turn it off.

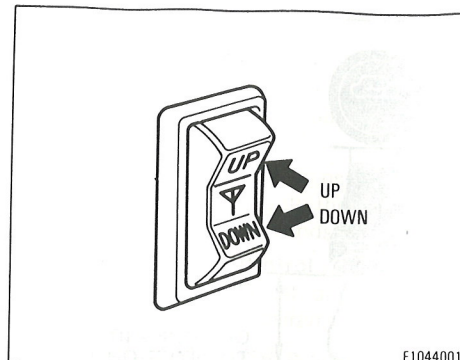
The thin heater wires on the inside of the rear window will quickly clear the glass.

Use it only when the engine is running.

When the glass has cleared, turn the defogger off. Continuous use may cause the battery to discharge, especially during stop-and-go driving. The defogger is not designed for drying rain water or for melting snow.

When cleaning the inside of the rear window, be careful not to scratch or damage the heater wires.

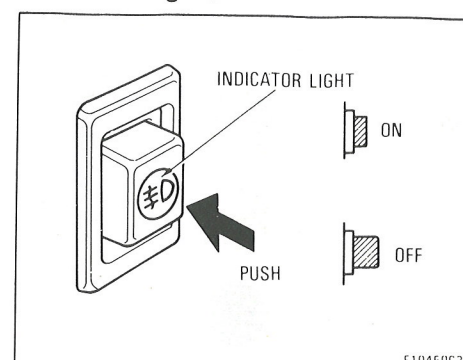
Power antenna switch (station wagon)



To adjust the antenna height, push the switch.

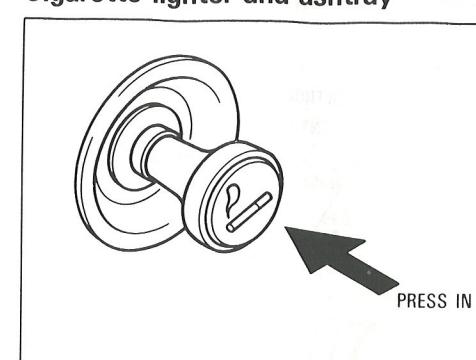
Clean antenna mast periodically with a clean dry cloth.

Rear fog light switch (station wagon)



To turn on the rear fog light, push the switch. It will come on when the headlights are on low beam.

Cigarette lighter and ashtray



To operate the cigarette lighter, press it in. When it becomes heated, it automatically pops out ready for use.

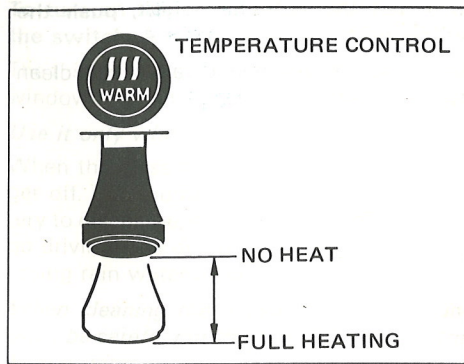
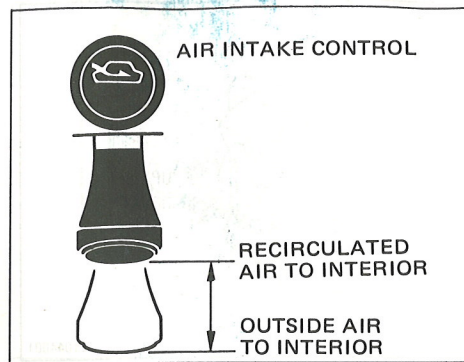
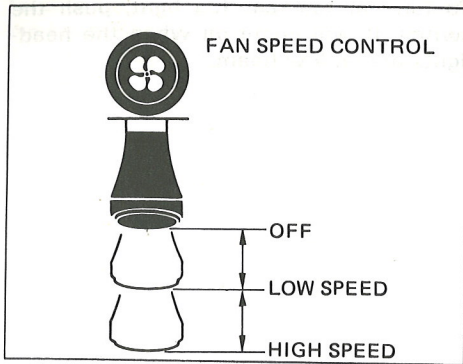
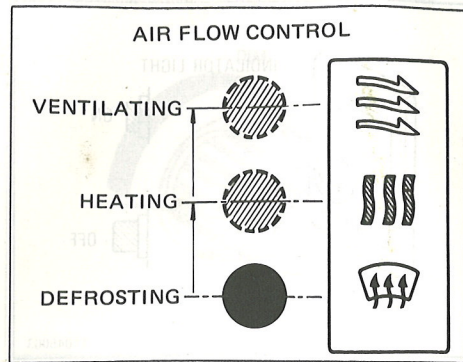
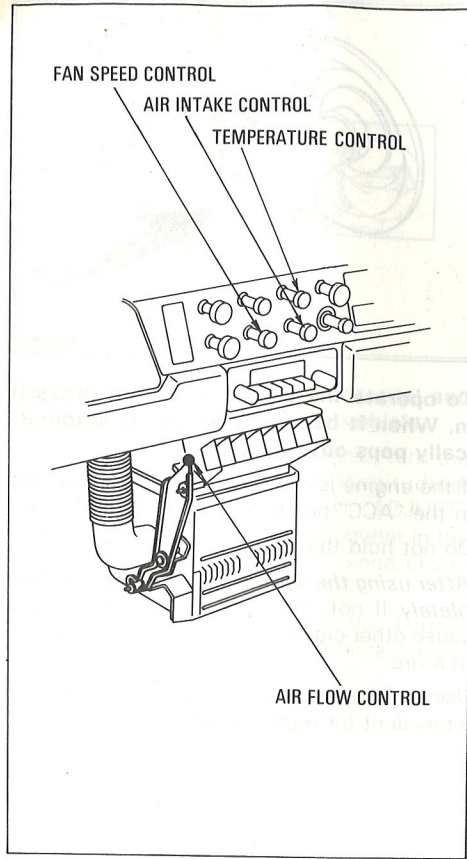
If the engine is not running, the key must be in the "ACC" position.

Do not hold the cigarette lighter pressed in.

After using the ashtray, push it back in completely. If not, the flame of a cigarette may cause other cigarette butts to burn, resulting in a fire.

Use a Toyota genuine cigarette lighter or equivalent for replacement.

How the heater controls work (except station wagon)



Heater and fan

Operation of the four controls is simple:

- The **air intake control** is used to select where the air is coming from (recirculated or fresh air from outside).
- The **air flow control** is used to select where the air is going (to the floor, to the center vent or to the windshield).
- The **temperature control** is used to turn the heater on and off and select the amount of heating desired.
- The **fan speed control** is used to turn the fan on and off and to select either of the two fan speeds.

HEATING

- Move the **air flow control** to the HEATING position. This switches back the system to the heater.
- Pull the **temperature control** fully out.
- Pull the **air intake control** out for *normal* heating with fresh air passing through the heater. Push it back in for *fast* heating with no outside air coming in.
- Turn on the **fan speed control**. Higher speed will warm up the vehicle faster.

VENTILATION (NO HEAT)

- Make sure the heater is off. The **temperature control** should be fully pushed in.
- Move the **air flow control** to the VENTILATING position. This switches the system to ventilator.
- Pull the **air intake control** out.
- If desired, turn on the **fan speed control** for additional fresh air.

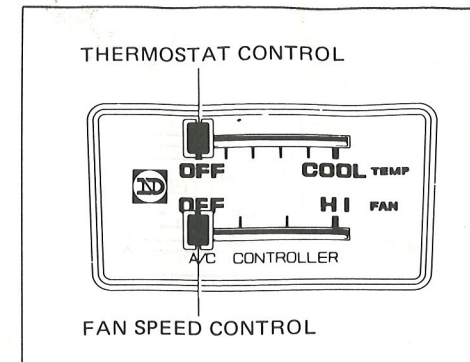
DEFROSTING AND DEFOGGING

- Move the **air flow control** to the DEFROSTING position. This directs most of the air to the windshield. On vehicles equipped with the side defrosters, a portion of the air is directed to the side defroster outlets.
- Pull the **temperature control** fully out.
- Pull the **air intake control** out.
- Set the **fan speed control** on high speed. Once the windshield is cleared, the fan speed may be reduced.

OPERATING TIPS

- When heating the vehicle, make sure the side vents and windows are fully closed.
- Under driving on dusty roads, push the air intake control in to prevent outside air from entering.

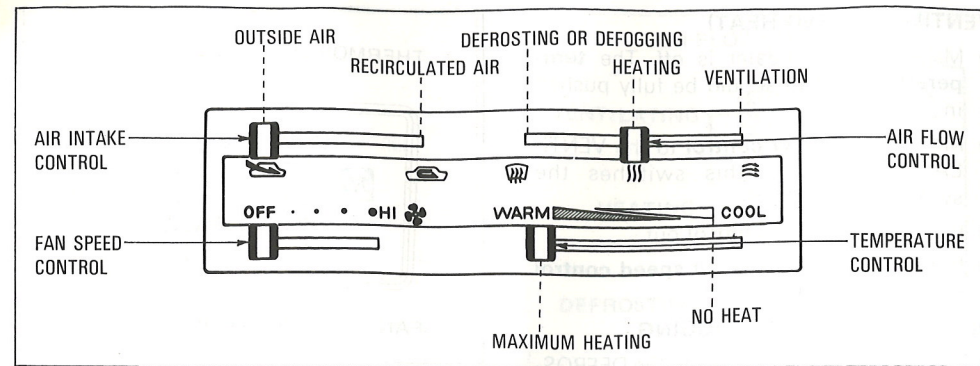
How the cooler controls work (except station wagon)



Turn on the fan and move the thermostat to the right to select the desired amount of cooling.

The system will automatically cycle to deliver cooled air at the temperature you have selected.

How the heater controls work (station wagon)



Operation of the four controls is simple:

- The **air intake control** is used to select either fresh air from outside or recirculated air.
- The **air flow control** is used to select the air flow outlet (to the floor, to the center and side vents, or to the windshield).
- The **temperature control** is used to turn the heater on and off and to select the amount of heating desired.
- The **fan speed control** is used to turn the fan on and off and to select one of the four fan speeds.

HEATING

- Move the **air intake control** to the OUTSIDE AIR position for *normal* heating or to the RECIRCULATED AIR position for *faster* heating. Remember the windows fog up easier when the air intake control is in the RECIRCULATED AIR position.
- Move the **air flow control** to the HEATING position. This directs most of the air to the floor outlets.
- Adjust the **temperature control** for the most comfortable setting. The "WARM" position gives maximum heating.
- Turn on the **fan speed control**. Higher speeds will warm up the vehicle faster.

VENTILATION (NO HEAT)

- Move the **air intake control** to the OUTSIDE AIR position.
- Move the **air flow control** to the VENTILATING position. This directs all the air to the center and side vents.
- Move the **temperature control** to the "COOL" position. This turns off the heater.
- Turn on the **fan speed control**.

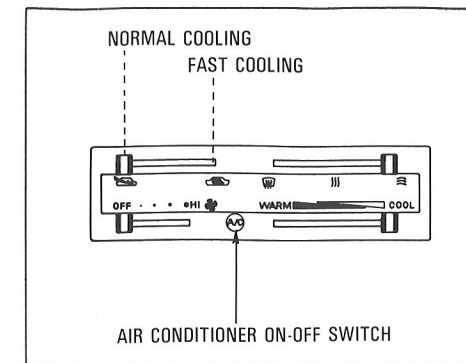
DEFROSTING OR DEFOGGING

- Move the **air intake control** to the OUTSIDE AIR position.
- Move the **air flow control** to the DEFROSTING position. This directs most of the air to the windshield. On vehicles with side defroster outlets, the air also flows to the side windows.
- Move the **temperature control** to the middle or the "WARM" position. The "WARM" setting will give the fastest results.
- Set the **fan speed control** on high speed. Once the windshield is cleared, the fan speed and heater temperature may be reduced.

OPERATING TIPS

- Be sure the air inlet grilles in front of the windshield are not blocked by leaves, snow, ice, etc.
- When driving on dusty roads, keep the air intake control at the RECIRCULATED AIR position to prevent outside air from entering.

How the air conditioner controls work (station wagon)



Air Conditioner On-Off Switch

This is the only visible control added to the heater when your vehicle is equipped with air conditioning. Push the switch to turn the system on. Another push will turn it off.

COOLING

- Push the **air conditioner switch** on. The indicator light shows that the air conditioner is working.
- Move the **air intake control** to the OUTSIDE AIR position for *normal* cooling or to the RECIRCULATED AIR position for *faster* cooling.
- Move the **air flow control** to the VENTILATING position.

- Adjust the **temperature control** for the most comfortable setting. The "COOL" position gives maximum cooling.
- Turn on the **fan speed control**. Medium or high speed works best.

DEHUMIDIFIED HEATING

- Push the **air conditioner switch** on.
- Move the **air intake control** to the OUTSIDE AIR position.
- Move the **air flow control** to the HEATING position.
- Turn on the **fan speed control**. Medium or high speed works best.
- Adjust the **temperature control** for the most comfortable setting.

VENTILATION (NO COOLING), HEATING, DEFROSTING OR DEFOGGING

- Push the **air conditioner switch** off.
- Use all the controls in the same way as described in "How the heater controls work".

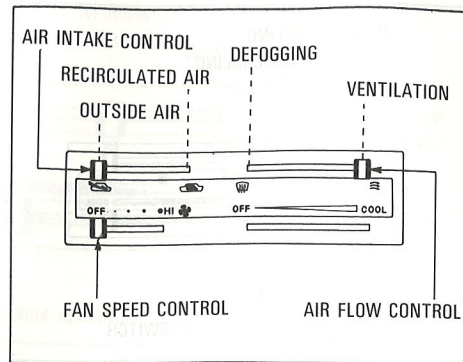
AIR CONDITIONING TIPS

- After parking in the hot sun, drive for the first few minutes with the windows open. After the excess heat has blown away, roll up the windows to keep out hot air.

How the air conditioner controls work (station wagon) (cont.)

- For best cooling efficiency keep the windows closed.
- Move the air intake control to the OUTSIDE AIR position for normal air conditioning. For maximum cooling, place the control in the RECIRCULATED AIR position. However, since this does not allow fresh air to enter the vehicle, move the control to the OUTSIDE AIR position from time to time to change the air in the vehicle.
- On long uphill drives, the additional load of the air conditioner may cause engine overheating. Watch the engine temperature gauge carefully. If the needle moves into the red zone, turn the air conditioner off.
- When not in regular use, turn the air conditioner on for a few minutes once a week. This will keep the compressor and seals lubricated.

How the boost ventilator controls work (station wagon)



Operation of the three controls is simple:

- The **air flow control** is used to select the air flow outlet (to the center vent or to the windshield).
- The **air intake control** is used to select either fresh air from outside or recirculated air.
- The **fan speed control** is used to turn the fan on and off and to select one of the four fan speeds.

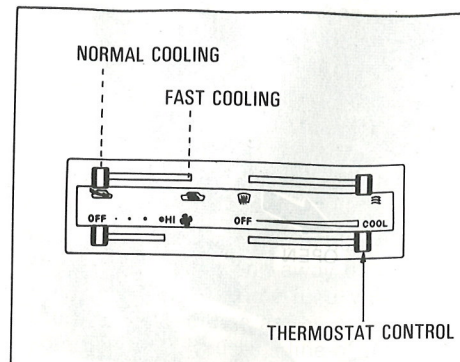
VENTILATION OR DEFOGGING

- Move the **air intake control** to the OUTSIDE AIR position.
- Move the **air flow control** to the VENTILATING position for ventilating or to the DEFOGGING position for defogging.
- Turn on the **fan speed control** for additional fresh air.

OPERATING TIP

- When driving on dusty roads, keep the air intake control at the RECIRCULATED AIR position to prevent outside air from entering.

How the cooler controls work (station wagon)



Cooler Thermostat Control

This is the only visible control added to the boost ventilator when your vehicle is equipped with a cooler.

The cooler thermostat is used to turn the system on and off and to control the temperature of the cooled air.

COOLING

- Move the **air intake control** to the OUTSIDE AIR position for *normal* cooling or to the RECIRCULATED AIR position for *faster* cooling.
- Move the **air flow control** to the VENTILATING position.

- Turn on the **fan speed control**. Medium or high speed works best.
- Adjust the **cooler thermostat** for the most comfortable setting.

VENTILATION (NO COOLING)

- Move the **cooler thermostat** to the "OFF" position.
- Use the other controls in the same way as described in "How the boost ventilator controls work".

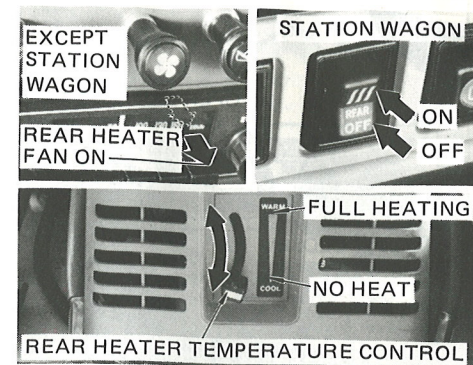
DEFOGGING

- Move the **cooler thermostat** for the most comfortable setting.
- Use the other controls in the same way as described in "How the boost ventilator controls work".

COOLING TIPS

- See "Air conditioning tips" in "How the air conditioner controls work".

How the rear heater controls work



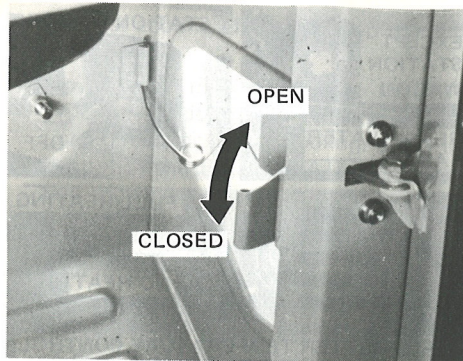
Operation of the two controls is simple:

- The **fan switch** is used to turn the fan on and off.
- NOTE: On models other than station wagons, the rear heater fan is controlled by the front heater fan control.
- The **temperature control** is used to select the amount of heating desired.

REAR HEATING

- **EXCEPT STATION WAGON:** Pull the **fan switch** fully out.
- **STATION WAGON:** Push in the **fan switch**. To operate the rear heater fan, the front heater fan must be turned on.
- Adjust the **temperature control** for the most comfortable setting.

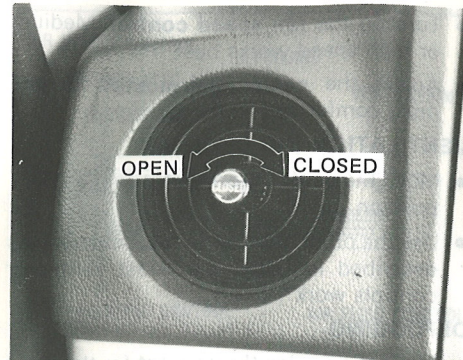
Side vents (except station wagon)



These two vents may be pushed open or closed.

They allow fresh outside air to flow directly into the vehicle. The amount of air entering the vehicle through these vents depends on vehicle speed.

Side vents (station wagon)

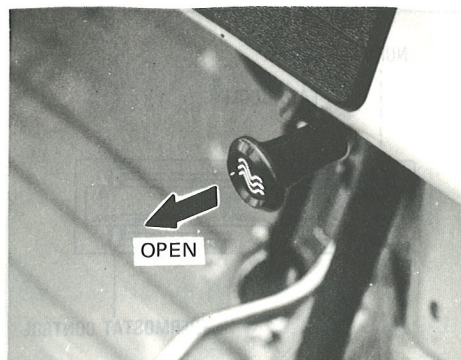


The side vents may be opened or closed as shown.

They allow fresh outside air to flow directly into the vehicle. The amount of air entering the vehicle through these vents depends on vehicle speed.

However, if your vehicle is equipped with a heater or air conditioner, outside air does not enter directly through these vents. Instead, it is directed through the heater/air conditioner unit first. Thus, you can have heated or cooled air through these side vents.

Center vent knob (hardtop, soft-top and pick-up with no heater)



To allow fresh outside air directly into the vehicle through the center vent, pull the knob out.

The amount of air entering the vehicle through the center vent depends on vehicle speed.

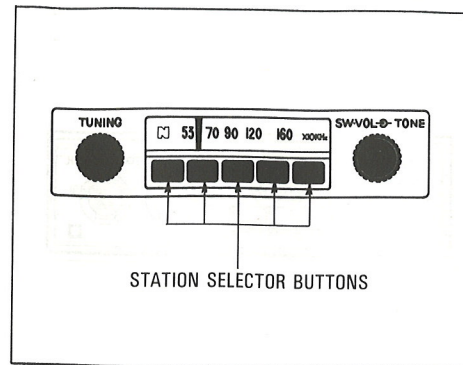
Radio—

You can listen to the radio when the ignition key is at "ON" or "ACC". However, if the engine is not running, the key must be in the "ACC" position.

Adjust the length of your antenna for best reception. Usually a short length is best in large cities and a fully extended antenna is best for distant reception.

FM broadcasts have a range of about 40 km or 25 miles. When driving away from a station you may have to fine-tune your radio and turn up the volume as the station gets weaker. Because FM uses a line-of-sight signal, tall buildings or hills may sometimes block reception. These are all normal characteristics of FM reception and do not indicate any problem with the radio itself.

AM radio



Push the "SW VOL" knob to turn the radio on and tune in the desired station with the "TUNING" knob.

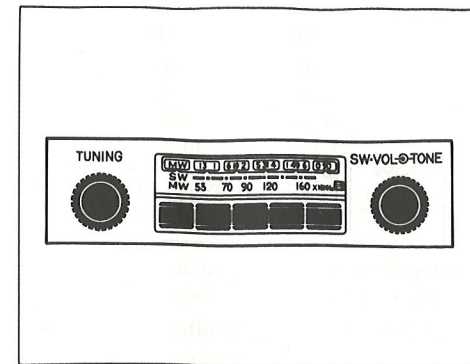
To set the station selector buttons:

1. Pull a button out as far as it will go.
2. Tune in the desired station.
3. Push the button in as far as it will go.
4. Repeat this operation for the other buttons.

To adjust the volume, turn the "SW VOL" knob.

To adjust the tone, turn the "TONE" knob.

To turn the radio off, push the "SW VOL" knob once again.



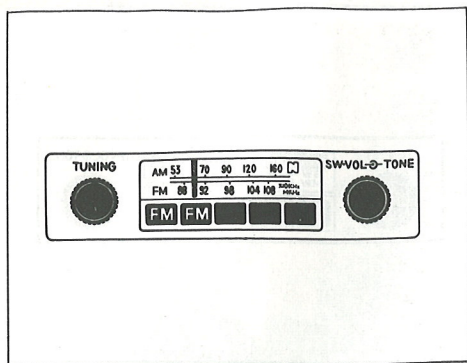
On AM multi-band radios, push in the "MW" button to receive medium wave broadcasts. To receive short wave broadcasts, push in the proper numbered button.

If you want to select a short wave band covered by two adjacent numbered buttons, push both of them in simultaneously.

All other controls are the same as for AM radio controls.

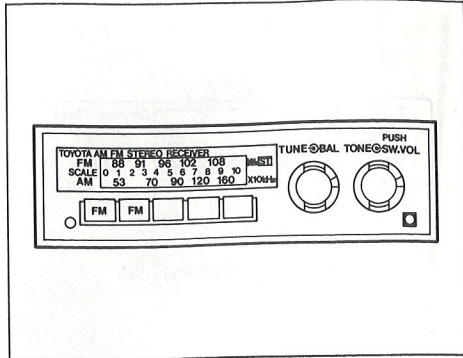
The station selector buttons can be used to preset broadcasts on only one wave at a time.

AM-FM radio



To receive FM broadcasts, push in one of the "FM" station selector buttons. To receive AM broadcasts, push in one of the unmarked buttons.

All other controls are the same as for AM radio controls.

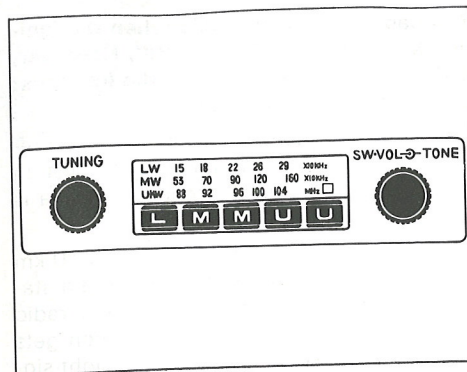


On AM-FM multiplex radios, reception will automatically change to stereo when an FM stereo broadcast is being received. At the same time, the "ST" light will come on.

If a stereo broadcast becomes weak with lots of static, the radio will automatically switch over to monaural reception.

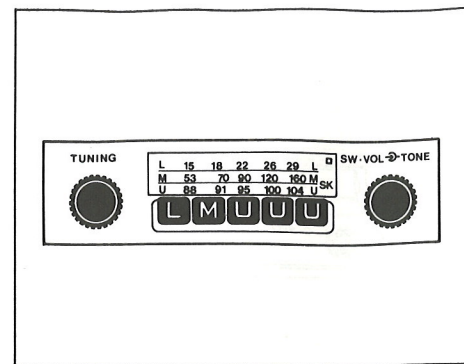
To balance the sound between the right and left speakers, turn the "BAL" or "BALANCE" knob.

All other controls are the same as for AM-FM radio controls.



On AM-FM three-band radios, push in the "L" station selector button to receive long wave broadcasts. To receive medium wave broadcasts, push in one of the "M" station selector buttons. To receive FM broadcasts, push in one of the "U" station selector buttons.

All other controls are the same as for AM-FM radio controls.



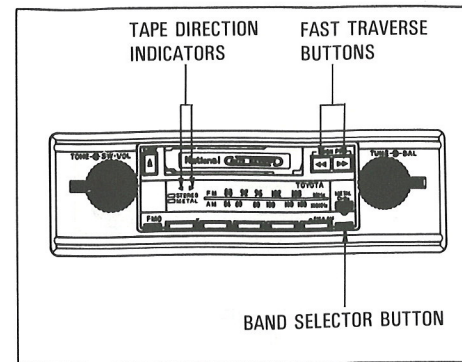
On AM-FM three-band radios with a "SK" indicator, push in the orange "U" station selector button to tune in FM stations that broadcast ARI (traffic information) quickly.

Only ARI stations will be received. The "SK" indicator lights up only when tuning in stations that broadcast ARI.

It is, therefore, recommended that the orange "U" station selector button be preset for one of these stations.

All other controls are the same as for AM-FM three-band radio controls.

AM-FM radio with cassette tape player



Turn the "SW.VOL" knob to turn the radio on and tune in the desired station with the "TUNE" knob. To receive FM broadcasts, push in the band selector button. To receive AM broadcasts, push it once again.

The radio will change automatically to stereo reception when an FM stereo broadcast is being received. At the same time, the "STereo" light will come on.

When listening to an FM broadcast, push the "FM" button in. At times of a weak frequency wave, when noise interferes with a stereo broadcast, this reduces the degree of stereo separation and, at the same time, screens out high-pitched tones for a clear sound.

To set the station selector buttons:

1. Pull a button out as far as it will go.
2. Tune in the desired station.
3. Push the button in as far as it will go.
4. Repeat this operation for the other buttons.

To adjust the volume, turn the "SW.VOL" knob.

To balance the sound between the right and left speakers, turn the "BAL" knob.

To turn the radio off, turn the "SW.VOL" knob fully counterclockwise.

To listen to a cassette tape, simply insert the cassette, with the tape side to the right, into the slot as far as it will go.

This will automatically turn on the tape player and turn off the radio. The player will automatically change directions at the end of the tape to play the other side.

When using a metal or chrome tape, push the "METAL CrO₂" button in. Another push will return it for normal tape.

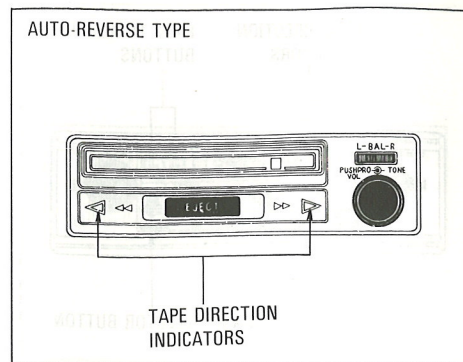
To fast forward or rewind the tape, first note the direction the tape is turning by the direction indicator. Then push in one of the fast traverse buttons for the direction desired. To stop either fast forwarding or rewinding, lightly push the opposite button. The tape will resume playing.

AM-FM radio with cassette tape player (cont.)

To change to the other side of the tape, push both fast traverse buttons simultaneously.

To eject the cassette, push the "EJECT" button all the way in.

Cassette tape player



Auto-reverse type: To listen to a cassette tape, simply insert the cassette into the slot as far as it will go.

This will automatically turn on the tape player and turn off the radio. The player will automatically change directions at the end of the tape to play the other side.

To fast forward or rewind the tape, first note the direction the tape is turning by the direction indicator. Then slide the "EJECT" button either to the right or left. To stop fast forwarding or rewinding, lightly push the "EJECT" button. The tape will resume playing.

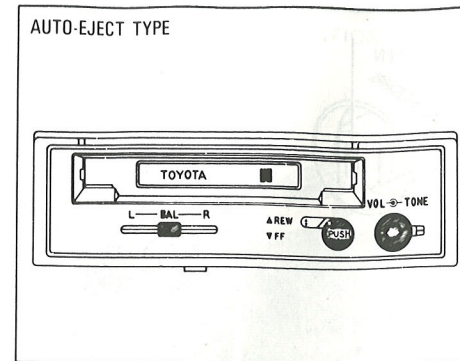
To change to the other side of the tape, push the "PRO" button.

To eject the cassette, push the "EJECT" button all the way in.

To adjust the volume, turn the "VOL" knob.

To balance the sound between the right and left speakers, use the "BAL" knob.

To adjust the tone, turn the "TONE" knob.



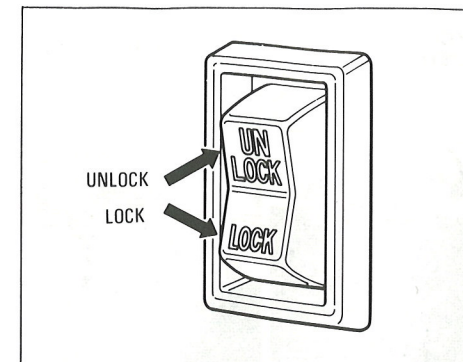
Auto-eject type: The cassette will automatically pop out at the end of the tape. Except for the following controls, operation of this player is similar to the auto-reverse type.

To fast forward or rewind the tape, turn the select lever on the "PUSH" knob either down or up. To stop fast forwarding or rewinding, lightly push the "PUSH" knob. The tape will resume playing.

To eject the cassette, push the "PUSH" button all the way in.

To change to the other side of the tape, eject the cassette, turn it over (end-to-end) and reinsert it.

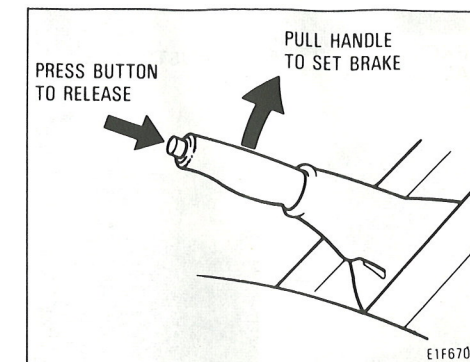
Magnetic tailgate lock switch (station wagon)



To lock the tailgate, push the switch on the "LOCK" side. To unlock the tailgate, push the switch on the "UNLOCK" side.

You can, of course, lock and unlock the tailgate manually.

Parking brake



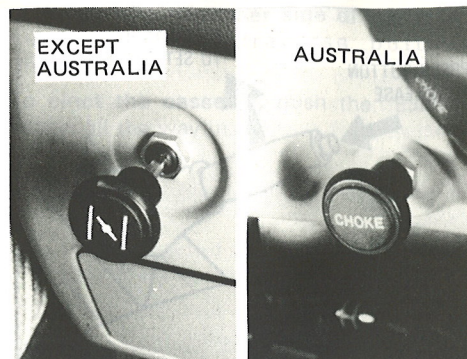
To set: Pull up the lever.
To release: Pull up slightly, press the thumb button, and lower..

Before leaving your vehicle, *firmly apply the parking brake*. For better holding power, first depress the brake pedal and hold it while setting the parking brake.

As a reminder, the parking brake reminder light will come on if the parking brake is not fully released when the ignition is on.

Before driving, be sure that the parking brake is fully released and the parking brake reminder light is off.

Choke button (gasoline engine)

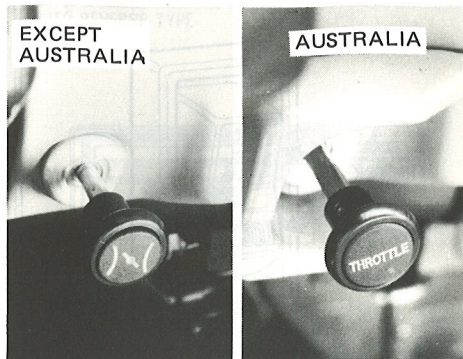


Pull the choke button out when starting a cold engine.

This supplies richer air-fuel mixture to start the engine easier. For starting tips, see Section 2.

Never forget to push in the choke button when the engine warms up.

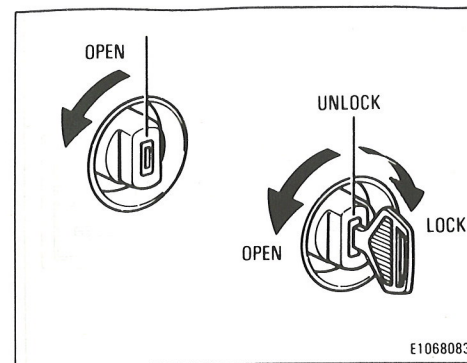
Throttle button



Pull out the throttle button to increase engine speed. To return the engine to the normal idle speed, turn the button counterclockwise and push it in.

Use the throttle button when using the winch. **Do not use it when the vehicle is moving. This could result in longer stopping distance.**

Glovebox (station wagon)

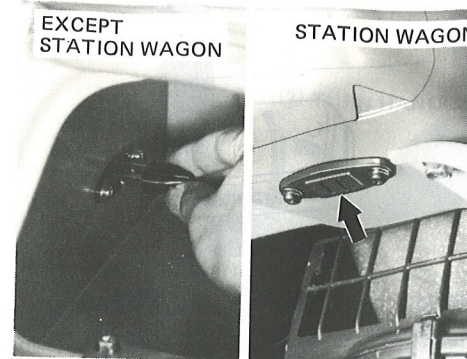


To lock and unlock the glovebox door, use your key.

With the headlight switch on, the glovebox light will come on when the door is open.

To reduce the chance of injury in case of an accident or a sudden stop, always keep the glovebox door closed while driving.

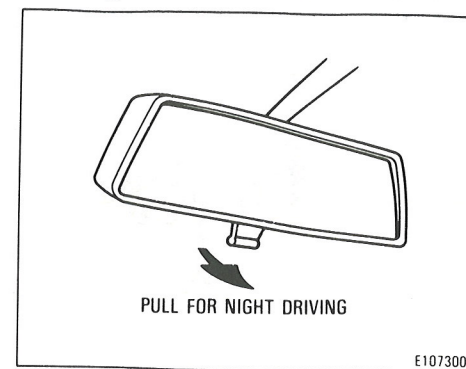
Inspection light socket



This is a power outlet for the inspection light. Plug the inspection light connector into the socket. The light will come on regardless of the headlight switch or ignition switch position.

Do not connect your inspection light to a power supply of higher voltage than your vehicle's electrical system. Exceeding inspection light voltage limit can cause the bulb to explode.

Day-night rear view mirror

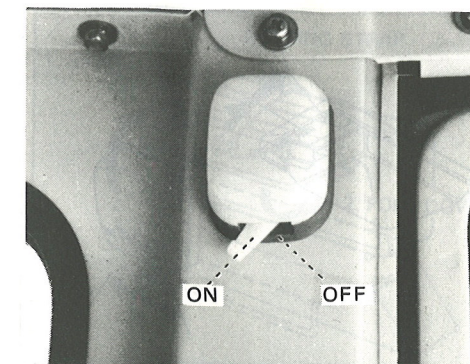


Pull the lever backward to reduce glare from the rear vehicle headlights during night driving.

Before adjusting the mirror to the position with most clarity, push the day-night change lever forward (daylight driving position).

Remember that by reducing glare you also lose some rear view clarity.

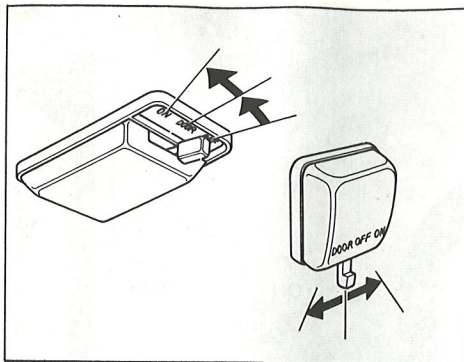
Interior light (hardtop, soft-top and pick-up sold outside Europe and Australia)



To turn the interior light on, push the switch to the left. To turn it off, push the switch to the right.

Make sure the switch is off when you get out of the vehicle. If the light remains on, the battery will discharge.

Interior light (hardtop, soft-top and pick-up sold in Europe and Australia and station wagon)



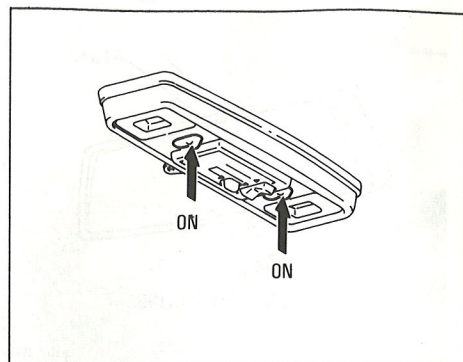
The interior light switch has three positions.

"ON": The light stays on with the door opened or closed regardless of any other switches.

"DOOR": The light comes on while any door is opened.

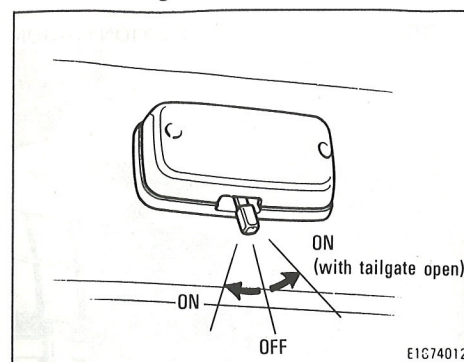
"OFF": The light remains off even with a door opened.

Personal lights (station wagon)



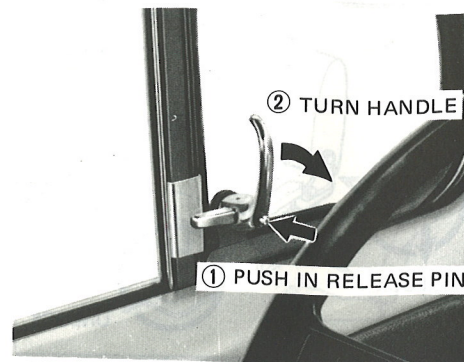
To turn on your personal light, push the switch.

Luggage compartment light (station wagon)



To turn the luggage compartment light on, push the switch to the left.

Door vent windows

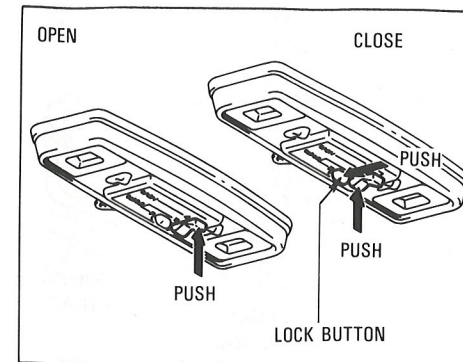


To open: Push in the release pin, turn the handle forward and push the window outward.

To close: Pull the window inward and turn the handle until it locks against the window frame.

To protect things in the vehicle when you leave the vehicle unattended, be sure to lock the vent windows as well as the doors.

Electric sun roof (station wagon)



To open the sun roof, push the switch in on the "OPEN" side with the ignition switch on. To close it, push the switch in on the "CLOSE" side while pushing the lock button.

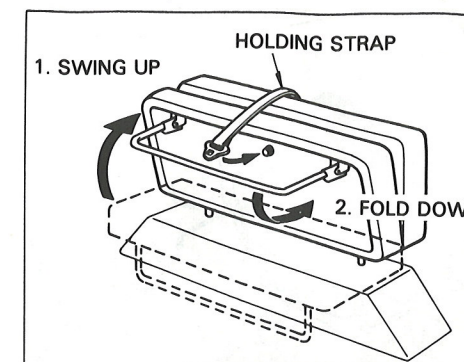
The sun roof will move while the switch is being pushed and stop when released.

You may open the sun roof to any desired position. Do not stick your head, arms, etc. out of the opening while the vehicle is moving.

Do not sit on top of the vehicle around the opening.

If the sun roof does not close, see Section 3 for emergency information.

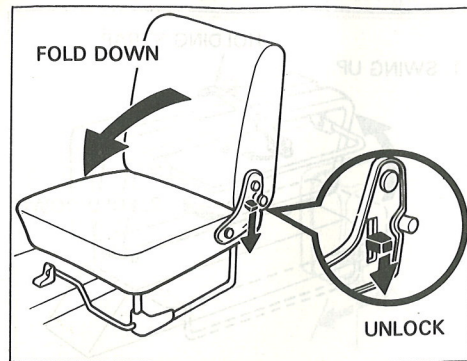
Folding rear seats (longitudinal type—hardtop and soft-top)



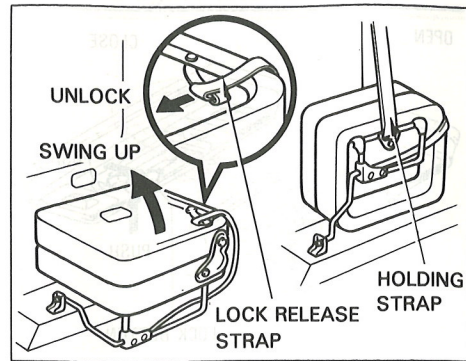
Swing the seat cushion fully up, fold the seat support down and secure the whole seat with the holding strap.

Do not use the seat without first extending the leg as this will place too much stress on the hinges and mounts.

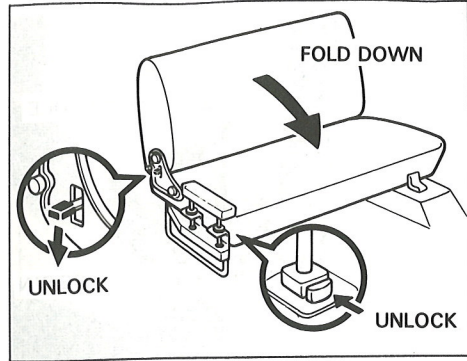
**Folding rear seats
(transverse type—hardtop)**



1/3 seat—
1. Press down on the seatback lock release lever and fold the seatback down.

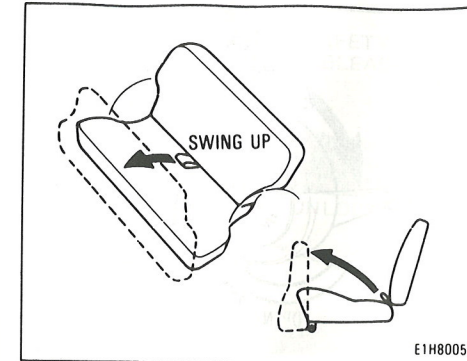


2. Pull the seat support lock release strap forward, swing up the whole seat and secure it with the holding strap.



2/3 seat—
Press down on the seatback lock release lever, fold the seatback down and lower the arm rest.

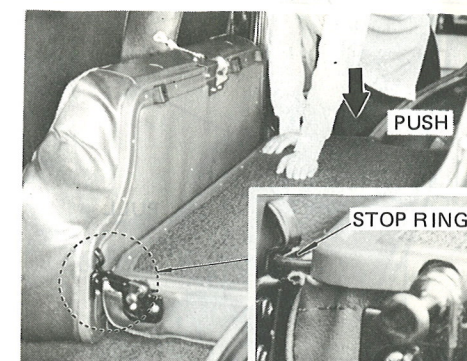
**Fold-down rear seat
(station wagon)**



1. Swing the bottom cushion up.
 It is hinged at the front edge, so just lift it up.



2. Unlock the seatback, and fold it down.
 Lift either of the seatback levers up to unlock the seatback.



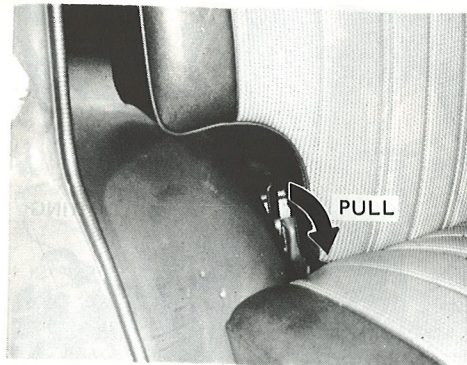
3. Push the seatback down firmly till the stop rings engage with the tabs.

Make sure the seatback is locked into place. *Never allow anyone to ride in the cargo area. It is not designed for passengers. They could be injured in sudden braking.*

To prevent luggage or packages from sliding forward during braking, do not stack anything in the cargo area higher than the seatbacks.

When unfolding the rear seat, be careful to keep the rear seat belts clear of seat parts. Make sure the rear seat belts are in correct place.

Entry into the third seat (station wagon)

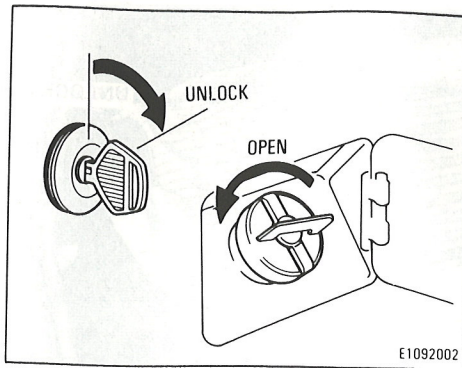


Pull the second seat lock lever forward to unlock and swing the whole seat up.

The seat is hinged at the front edge, so just lift it up.

After entering, simply let the seatback down. Make sure it is locked into place.

Fuel tank cap (except pick-up)



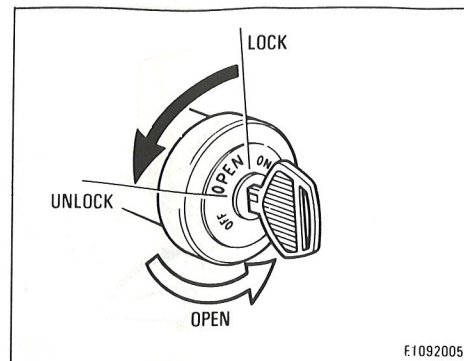
To remove the cap, unlock the fuel filler door with your key, turn the cap counterclockwise, and lift it off.

It is not unusual to hear a slight swoosh when the cap is opened. When installing, make sure the tabs in the cap are properly aligned with the cutouts in the tank opening.

Make sure that the cap is tightened securely to prevent fuel spillage in case of an accident.

Use only a genuine Toyota fuel tank cap for replacement. It has a built-in check valve.

Fuel tank cap (pick-up)



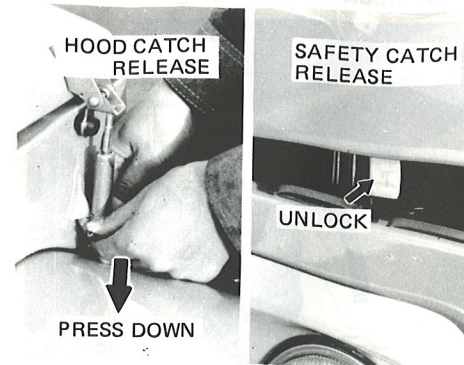
To remove the cap, unlock it with your key, turn it counterclockwise, and lift it off.

It is not unusual to hear a slight swoosh when the cap is opened. When installing, make sure the tabs in the cap are properly aligned with the cutouts in the tank opening.

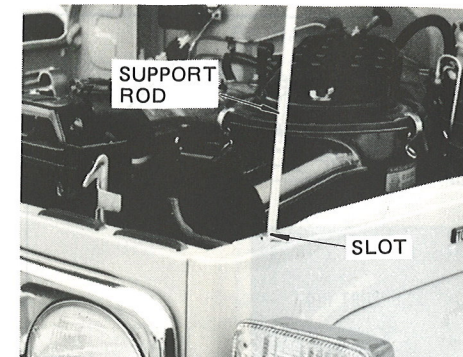
Make sure that the cap is tightened securely to prevent fuel spillage in case of an accident.

Use only a genuine Toyota fuel tank cap for replacement. It has a built-in check valve.

Hood release (hardtop, soft-top and pick-up sold in Europe)



First, unlatch the hood catch at each side of the hood by pushing down on them. Then, in front of the vehicle, push in the safety catch lever and lift the hood.



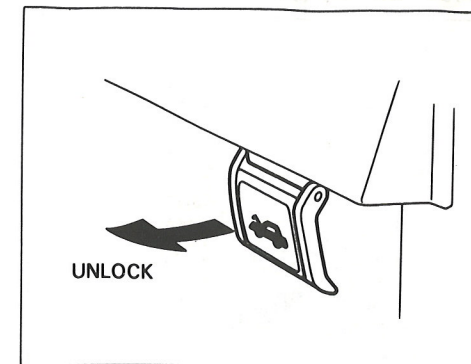
After lifting the hood up, hold it open with the support rod as shown. Insert the end of the rod in the slot in the hood side panel.

You may rest the hood against the windshield instead of supporting it with the rod. However, we recommend using the support rod because the hood may accidentally close by strong wind or other reasons.

Before closing the hood, check to see that you have not forgotten any tools, rags, etc. and return the support rod to its clips—this prevents rattles. Then lower the hood and latch the catches.

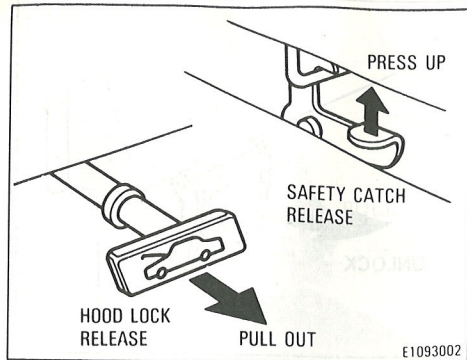
It is a good habit to make sure that the hood is latched before driving.

Hood release (hardtop, soft-top and pickup sold outside Europe)



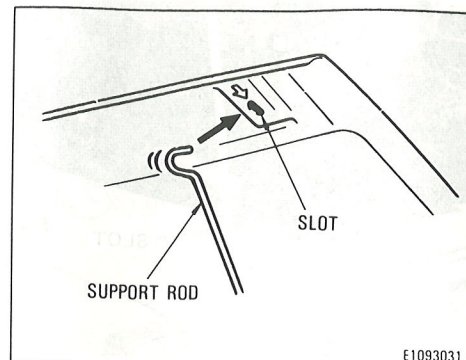
Pull the hood lock release lever under the dash and follow the hood releasing procedure for vehicles sold in Europe.

Hood release (station wagon)



E1093002

Pull the hood lock release lever under the dash and the hood will spring up slightly. In front of the vehicle, press up on the safety catch lever and lift the hood.



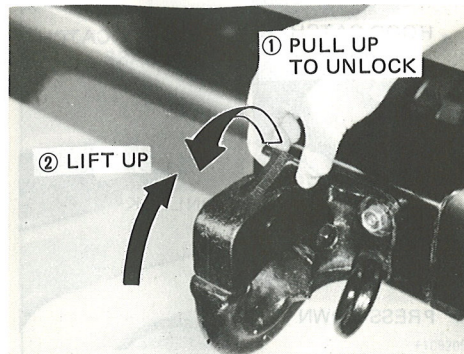
E10930031

After lifting the hood up, hold it open by inserting the support rod into the slot.

The end of the rod should be inserted into the slot in the front edge of the hood. **Make sure the rod supports the hood securely.**

Before closing the hood, check to see that you have not forgotten any tools, rags, etc. and return the support rod to its clip—this prevents rattles. Then lower the hood and make sure it locks into place. If necessary, press down gently on the front edge to lock it.

Pintle hook



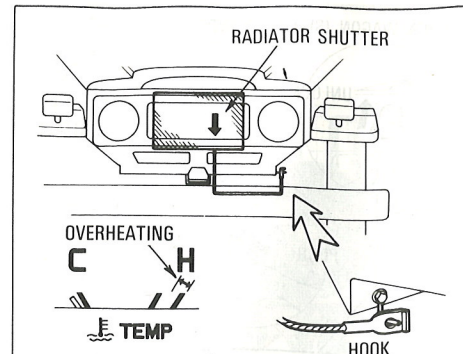
Pull the pintle hook lock lever up and lift the upper half of the hook up. After hooking, let the upper half back down.

The pintle hook can be used for towing.

As a double safety measure, attach the vehicle being towed to the eyelet bolt with a cable or rope.

Attach the vehicle being pulled to the pintle hook so that the pulling force is horizontal.

Radiator shutter—diesel engine (hardtop and pick-up)

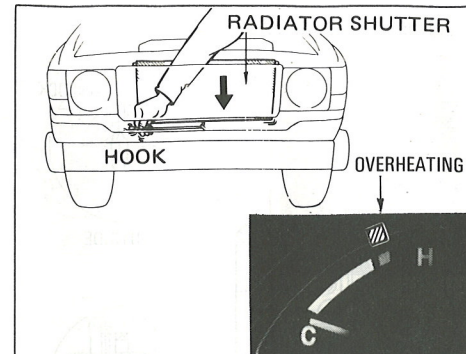


To use the radiator shutter, pull the string as far as it will go and hook it to the catch.

This sets up a windscreen before the radiator, thereby preventing the engine from losing too much heat. Using the radiator shutter in extremely cold weather will warm up the engine faster, increase heater efficiency and give better fuel economy.

Do not use the radiator shutter when the needle on the engine temperature gauge is in the range shown above.

Radiator shutter—diesel engine (station wagon)

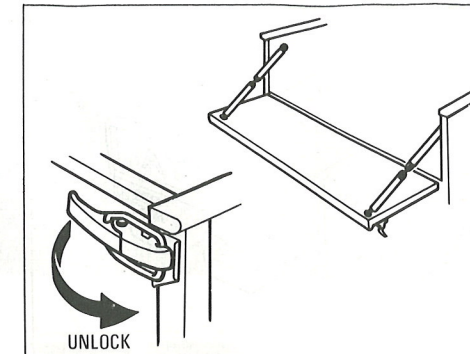


To use the radiator shutter, pull the tab as far as it will go and hook it to the catch.

This sets up a windscreen before the radiator, thereby preventing the engine from losing too much heat. Using the radiator shutter in extremely cold weather will warm up the engine faster, increase heater efficiency and give better fuel economy.

Do not use the radiator shutter when the needle on the engine temperature gauge is in the range shown above.

Tailgate (pick-up)



To unlock the tailgate, pull both levers on the gate out toward you.

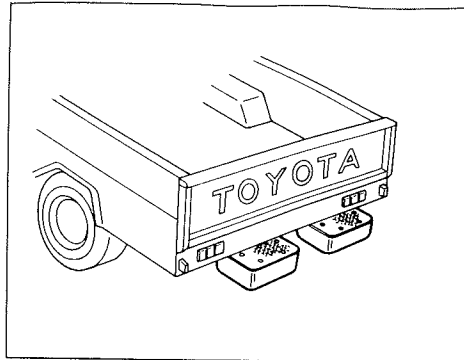
The chains will hold the gate in a straight open position as shown.

When closing the gate, make sure that it is securely latched.

Never allow anyone to ride in the rear deck. It is not designed for passengers. They could be injured in sudden braking.

Avoid driving with the tailgate open.

Rear step bumper (pick-up)

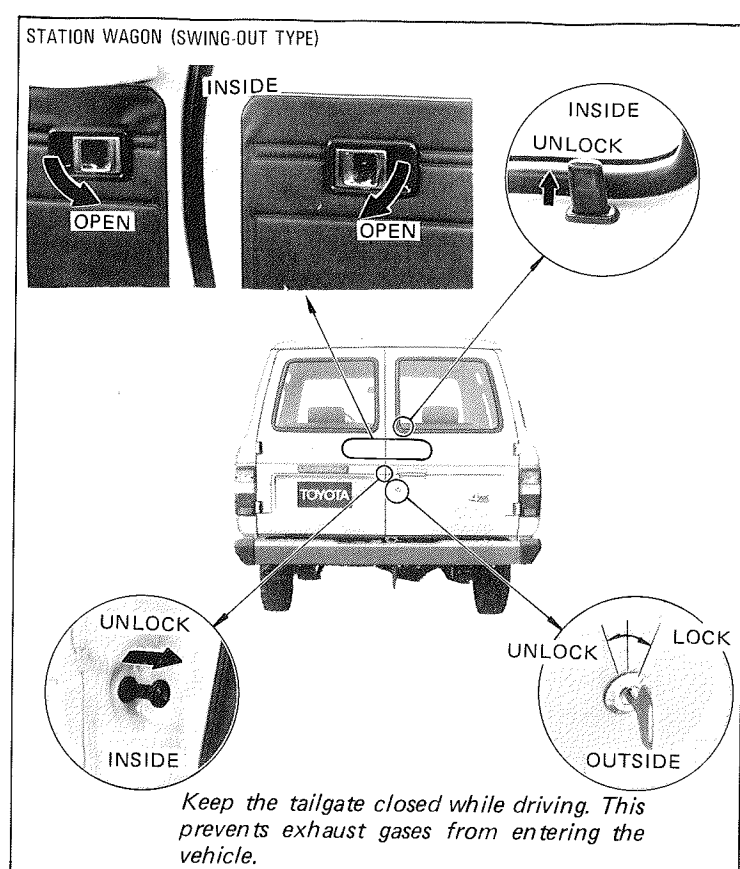
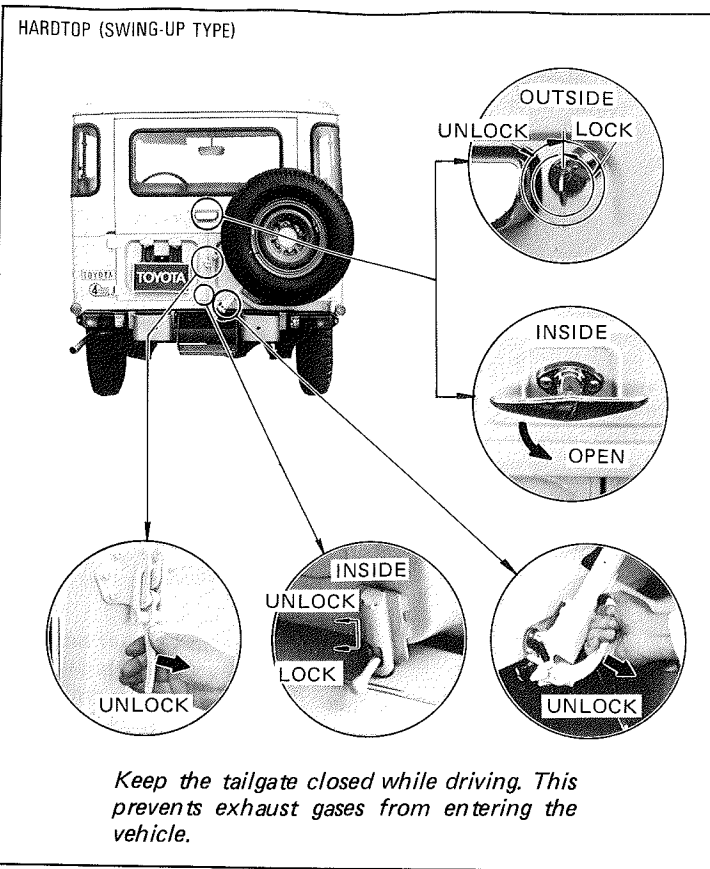
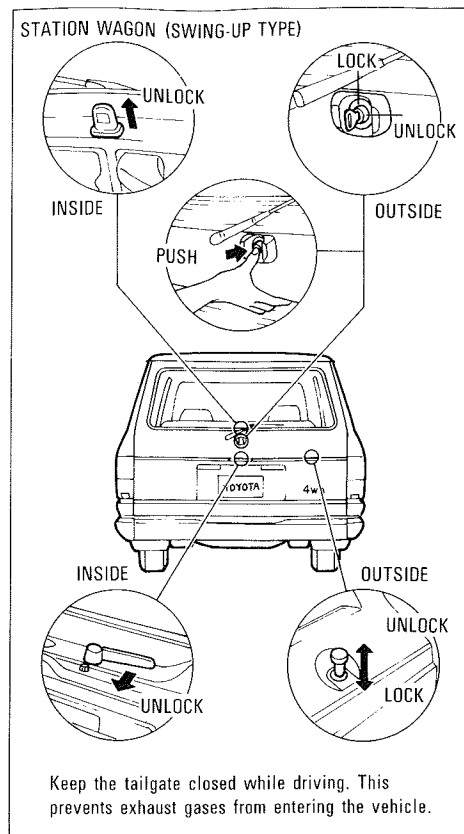
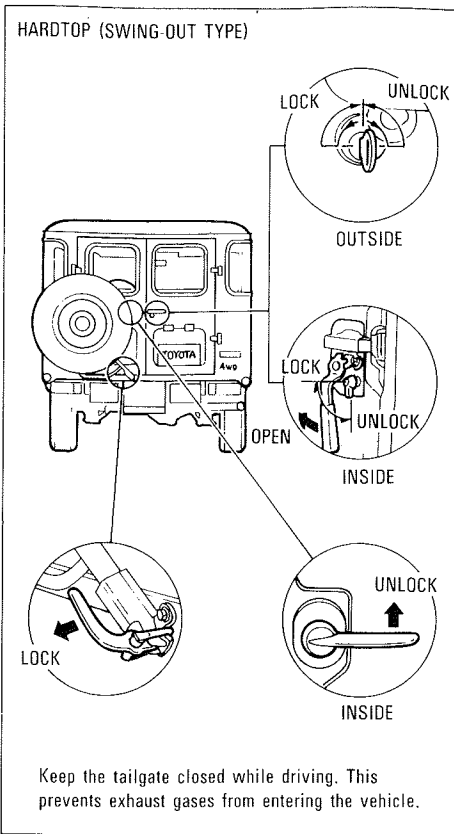


The rear step bumper is for rear end protection and easier step-up loading.

Do not allow more than one person to get on the bumper at a time. It is designed for only one person.

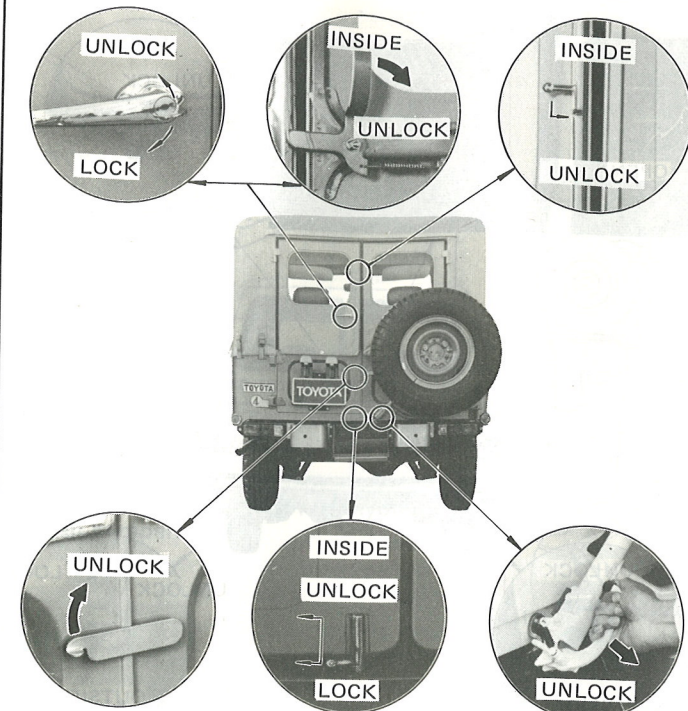
Never drive the vehicle with anyone on the step bumper.

Tailgate (except pick-up)



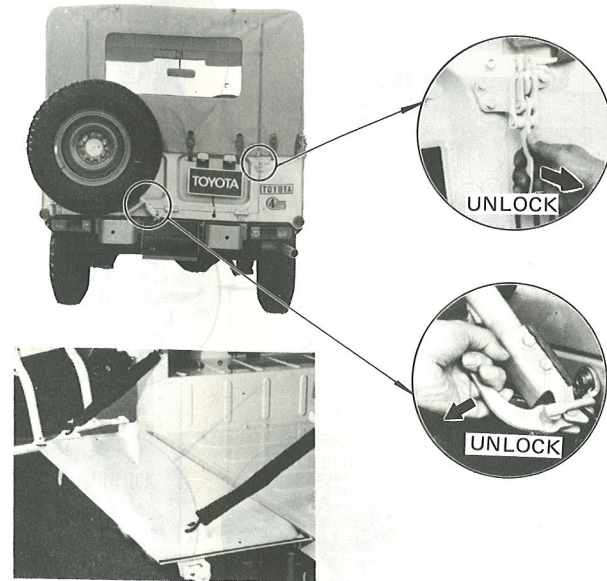
Tailgate (except pick-up) (cont.)

SOFT-TOP (SWING-OUT TYPE)



Keep the tailgate closed while driving. This prevents exhaust gases from entering the vehicle.

SOFT-TOP (SWING-DOWN TYPE)



Always drive with the tailgate and tail flap closed to prevent exhaust gases from being drawn into the vehicle.

An important warning about the engine exhaust

Avoid inhaling the engine exhaust. It contains carbon monoxide, which is a colorless and odorless gas. It can cause unconsciousness or even death.

Make sure the exhaust system has no holes or loose connections. The system should be checked each time the oil is changed or the vehicle is raised. If you hit something, or notice a change in the sound of the exhaust, have the system checked immediately.

Do not run the engine in a garage or enclosed area except for the time needed to drive the vehicle in or out. The exhaust gases cannot escape, making this a particularly dangerous situation.

Do not remain for a long time in a parked vehicle with the engine running. If it is unavoidable, however, do so only in an unconfined area and adjust the heating or cooling system to force outside air into the vehicle.

Keep the tailgate closed while driving. An open tailgate may cause exhaust gases to be drawn into the vehicle.

Toyota does not recommend occupying the rear cargo area when it is fitted with a slide-in camper, camper shell or other type cover while the engine is running. This caution applies to both driving and stopped or parked situations with the engine running. Particular care should be taken to prevent exhaust gases from entering camper bodies, trailers or other enclosures on or around your vehicle. If exhaust fumes are detected, open all windows and thoroughly ventilate the area.

To allow proper operation of your vehicle's ventilation system, keep the inlet grilles in front of the windshield clear of snow, leaves, or other obstructions.

If you smell exhaust fumes in the vehicle, drive with the windows down and the tailgate closed. Have the cause immediately located and corrected.

Driving a four-wheel drive vehicle safely

Because your four-wheel drive vehicle is also designed for off-road use, it is not the same as a standard passenger car. Always observe the following precautions:

- *Drive carefully when off the road. Do not take unnecessary risks by driving in dangerous places.*
- *Do not drive horizontally across steep slopes. Driving straight up or straight down is preferred. Your vehicle (or any similar off-road vehicle) can tip over sideways much more easily than forward or backward.*
- *Do not make sharp turns at high speeds. Off-road vehicles that have a high center of gravity can tip over more easily than a standard passenger car. Avoid loading any items on the roof that will make the center of gravity even higher.*
- *If possible, do not make sudden hard stops from high speeds. Vehicles with a short wheelbase require extremely quick steering correction if a sideways skid begins to develop. So be ready to make fast corrections in an emergency stop.*
- *Do not grip the steering wheel spokes when driving off-road. A bad bump could jerk the wheel and injure your hands. So keep both hands and especially your thumbs on the outside of the rim.*

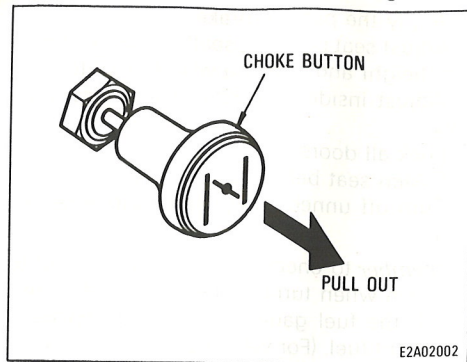
- *The driver and all passengers should fasten their seat belts whenever the vehicle is moving.*
- *Avoid touching the floor of the vehicle with your bare feet or skin as the floor may become hot. Always drive with the floor mats in place.*
- *Always check your brakes for effectiveness immediately after driving in sand, mud, or water.*
- *Always slow down in gusty crosswinds. Because of its high center of gravity and large side area, your vehicle is more sensitive to side winds than a standard passenger car. Slowing down will allow you to have much better control.*
- *When driving off-road or in rugged terrain, do not drive at excessive speed, jump, strike objects, etc. This may cause misalignment of the front end or, in extreme case, chassis damage.*
- *Always perform a maintenance inspection after each day of off-road driving that has taken you through sand, mud, or water. (See Section 5.)*
- *When driving through water such as when crossing shallow streams, drive slowly and avoid deep water. Water entering the engine air intake will cause severe engine damage.*

Before starting the engine

1. Apply the parking brake.
2. Adjust seat position, seatback angle, headrest height and steering wheel height.
3. Adjust inside and outside rear view mirrors.
4. Lock all doors.
5. Fasten seat belts.
6. Turn off unnecessary lights and accessories.

Remember to check that the warning lights function when turning the key to "ON", and check the fuel gauge to see that you have sufficient fuel. (For vehicles sold in Australia, check that the brake system warning light comes on when turning the key to "START" to crank the engine.)

How to start the gasoline engine



Normal starting procedure (engine cold)

1. Shift the transmission into neutral and hold down the clutch pedal until the engine is started.
2. Press the accelerator pedal *once* and release it. Pull the choke button out fully.
3. *With your foot off the accelerator pedal*, crank the engine by turning the key to "START". Release it when the engine starts. Do not crank for more than 15 seconds at a time if the engine does not start immediately. After the engine has started, push the choke button in halfway.

4. After allowing the engine to warm up for about 10 seconds, you are ready to drive. *Do not race a cold engine.*

Push the choke button in fully within a few seconds after driving off.

If the weather is below freezing or if the vehicle has not been driven for several days...

- Before cranking the engine, fully depress and release the accelerator pedal *two or three times*. This gives a richer mixture for cold starting. Pull the choke button out *fully*.
- Crank the engine *with your foot off the accelerator pedal*.
- After the engine runs for about 30 seconds, push the choke button in to where the engine runs smoothly.
- Let the engine warm up for a few minutes before driving. *Do not leave the vehicle while the engine is warming up.*

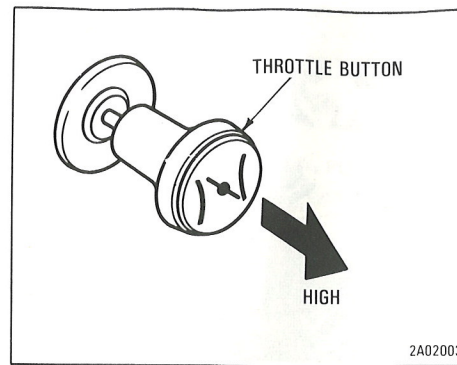
If the engine is warm...

- Hold the accelerator pedal about halfway down while cranking the engine. *Do not pump the pedal.*
- If the engine is hot, press the accelerator pedal fully to the floor while cranking.

If the engine is warm or hot and will not start, it may be flooded...

- Depress the accelerator pedal and hold it to the floor for 15 or 20 seconds.
- *While holding the accelerator pedal to the floor*, crank the engine. It may take 20 or 30 seconds of continuous cranking to clear the excess fuel and start the engine. If the engine does not start, wait a few minutes and try again. Do not pump the accelerator pedal—just keep it held to the floor.

How to start the diesel engine (all models sold in Europe and Australia)



Normal starting procedure (engine cold)

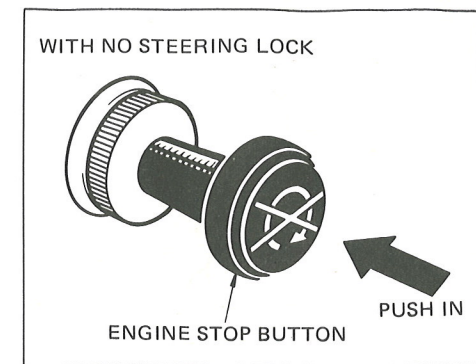
1. Shift the transmission into neutral and hold down the clutch pedal until the engine is started.
2. Turn the key to "ON" and verify that the glow plug indicator light has come on.
3. Depress the accelerator pedal fully down to the floor.
4. When the glow plug indicator light goes off, crank the engine by turning the key to "START". Release the key and the accelerator pedal when the engine starts. Do not crank for more than 30 seconds at a time.

5. After the engine warms up for about 10 seconds, you are ready to drive. If the engine runs rough, pull out the throttle button so that the engine runs smoothly. *Do not race a cold engine.* After the engine warms up, be sure to push back the throttle button fully in.

If the engine is warm...

- Hold the accelerator pedal about halfway down and crank the engine. Release it when the engine starts. If the engine does not start, try the above normal starting procedure.

How to start the diesel engine (hardtop, soft-top and pick-up sold outside Europe and Australia)

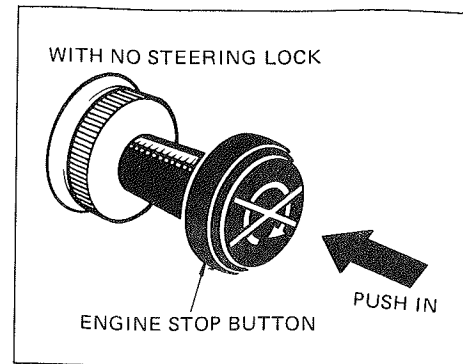


Normal starting procedure (engine cold)

1. Without steering lock: Make sure that the engine stop button is fully pushed in.
2. Shift the transmission into neutral and hold down the clutch pedal until the engine is started.
3. Turn the key and hold it in the "GLOW" position. Do not keep the key in "GLOW" for more than 30 seconds.
4. Depress the accelerator pedal fully down to the floor.
5. When you see the glow plug indicator reddening, crank the engine by turning the key to "START". Release the key and the accelerator pedal when the engine starts. Do not crank for more than 30 seconds at a time.

How to start the diesel engine (hardtop, soft-top and pick-up sold outside Europe and Australia) (cont.)

How to start the diesel engine (station wagon sold outside Europe and Australia)



Normal starting procedure (engine cold)

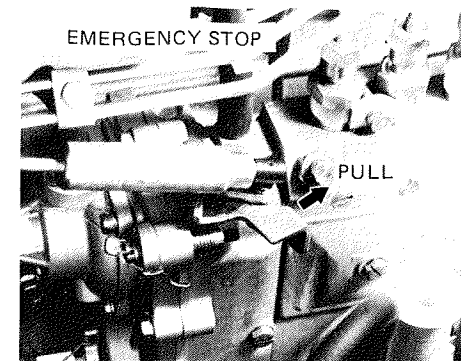
1. Without steering lock: Make sure that the engine stop button is fully pushed in.
2. Shift the transmission into neutral and hold down the clutch pedal until the engine is started.
3. Turn the key to "G" and verify that the glow plug indicator light has come on.
4. Depress the accelerator pedal fully down to the floor.
5. When the glow plug indicator light goes off, crank the engine by turning the key to "START". Release the key and the accelerator pedal when the engine starts. Do not crank for more than 30 seconds at a time.

6. After the engine warms up for about 10 seconds, you are ready to drive. If the engine runs rough, pull out the throttle button so that the engine runs smoothly. *Do not race a cold engine.* After the engine warms up, be sure to push back the throttle button fully in.

If the engine is warm...

- Hold the accelerator pedal about halfway down and crank the engine. Release it when the engine starts. If the engine does not start, try the above normal starting procedure.

How to stop the diesel engine (with steering lock)



Simply turn the key to the "ACC" position.

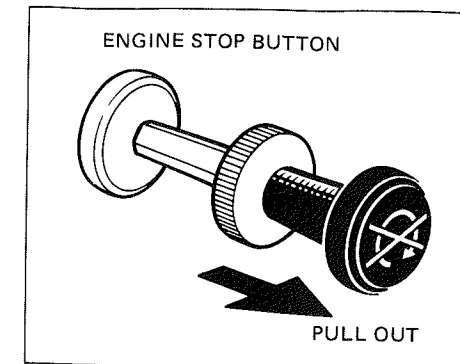
If this should fail to stop the engine, open the engine hood and pull the injection pump fuel control lever. There may be trouble in the fuel control system. Have it repaired by your Toyota dealer.

6. After the engine warms up for about 10 seconds, you are ready to drive. If the engine runs rough, pull out the throttle button so that the engine runs smoothly. *Do not race a cold engine.* After the engine warms up, be sure to push back the throttle button fully in.

If the engine is warm...

- Hold the accelerator pedal about halfway down and crank the engine. Release it when the engine starts. If the engine does not start, try the above normal starting procedure.

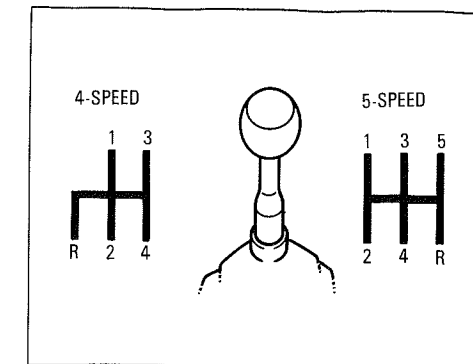
How to stop the diesel engine (without steering lock)



Pull the engine stop button fully out.

Do not leave the key in the "ON" position. The accessories continue to operate until the battery is fully discharged.

Driving with a manual transmission



The shift pattern is conventional as shown above.

Use the clutch correctly.

Press the pedal down fully while shifting, and then release it slowly. Do not rest your foot on the clutch while driving, because it will cause needless wear. And do not slightly release the clutch to hold the vehicle when stopped on an uphill grade—use the parking brake.

Recommended shifting speeds.

- For good fuel economy and long engine life, you should upshift at the following speeds:

Driving with a manual transmission (cont.)

gear	4-speed	5-speed	km/h(mph)
1 to 2	20 (12)	20 (12)	
2 to 3	30 (19)	30 (19)	
3 to 4	50 (31)	50 (31)	
4 to 5	—	65 (40)	

Shifting too soon will cause lugging and, possibly, pinging. Regularly revving the engine to maximum speed in each gear will cause excessive engine wear and high fuel consumption. Make sure the vehicle is completely stopped before shifting into reverse.

- If you slow down such as when cornering and uphill driving, downshift to the next lower gear. Downshifting too late will also cause the same troubles as in shifting too soon. The transmission is fully synchronized and downshifting is easy.

Good driving practice.

- When driving down a long hill, reduce your speed and downshift to a lower gear. The engine will provide a braking effect. Remember, if you ride the brakes, they may overheat and not work properly.
- Avoid overrevving the engine by slowing down before downshifting—especially on wet, icy, or snow covered roads—because it could cause a loss of traction.

- Always slow down in gusty crosswinds. Slowing down will allow you much better control.
- Make sure the vehicle is completely stopped before shifting into reverse. If it is difficult to shift into reverse, put the transmission in neutral, release the clutch pedal momentarily, and then try again.
- Be careful when accelerating, upshifting, downshifting or braking on a slippery surface. The abrupt change in engine speed, such as sudden acceleration or engine braking, could cause the drive wheels to spin or skid.
- If you must drive through deep water, loosen the belt first to avoid damaging the fan. As soon as you have crossed the water, retighten the fan belt.
- Do not use four-wheel drive for normal driving on dry, hard roads. It will cause unnecessary noise and wear.
- To get on a highway or to pass slower traffic, maximum acceleration may be necessary. Make sure you observe the following maximum allowable speeds in each gear:

EXCEPT STATION WAGON

Europe	km/h (mph)
FJ series	
1 st	30 (19)
2 nd	57 (35)
3 rd	98 (61)
BJ series	km/h (mph)
1 st	24 (15)
2 nd	45 (28)
3 rd	77 (48)
4 th*	117 (73)
Australia	km/h (mph)
FJ series	
1 st	28 (17)
2 nd	53 (33)
3 rd	92 (57)
4 th*	140 (37)
BJ and HJ series	km/h (mph)
1 st	25 (16)
2 nd	46 (29)
3 rd	80 (50)
4 th*	122 (76)
others	km/h (mph)
FJ40 and FJ43 series	
1 st	29 (18)
2 nd	55 (34)
3 rd	95 (59)
4 th*	144 (89)
FJ45 series	km/h (mph)
1 st	32 (20)
2 nd	59 (37)
3 rd	102 (63)
BJ and HJ series	km/h (mph)
1 st	23 (14)
2 nd	43 (27)
3 rd	75 (47)

*: 5-speed transmission only

Do not downshift if you are going faster than the maximum allowable speed for the next lower gear.





STATION WAGON

Europe	km/h (mph)
FJ series	
1 st	27 (17)
2 nd	49 (30)
3 rd	85 (53)
4 th	136 (85)
HJ series	km/h (mph)
1 st	26 (16)
2 nd	48 (30)
3 rd	83 (52)
4 th	126 (78)
Australia	km/h (mph)
FJ series	
1 st	25 (16)
2 nd	47 (29)
3 rd	81 (50)
4 th	123 (76)
HJ series	km/h (mph)
1 st	23 (14)
2 nd	43 (27)
3 rd	75 (47)
4 th	113 (70)
others	km/h (mph)
FJ series	
1 st	28 (17)
2 nd	52 (32)
3 rd	91 (57)
4 th*	142 (88)
BJ series	km/h (mph)
1 st	24 (15)
2 nd	43 (27)
3 rd	75 (47)
HJ series	km/h (mph)
1 st	27 (17)
2 nd	50 (31)
3 rd	86 (53)

*: 5-speed transmission only

Do not downshift if you are going faster than the maximum allowable speed for the next lower gear.

Operating the four-wheel drive system

THE FOUR TRANSFER FUNCTIONS – WHAT THEY ARE USED FOR	FRONT DRIVE CONTROL
HIGH RANGE, 2-WHEEL DRIVE (H2). Use this for normal driving on dry hard-surfaced roads. This position gives greater economy, quietest ride and least wear.	 "4WD" LIGHT OFF
HIGH RANGE, 4-WHEEL DRIVE (H4). Use this for normal driving on wet, icy or snow-covered roads. This position provides greater traction than two-wheel drive. The free wheeling hubs must be set at "LOCK."	 "4WD" LIGHT ON
NEUTRAL (N). Use this position only for operating a winch or other optional equipment. The Land Cruiser must be stopped.	 "4WD" LIGHT ON
LOW RANGE, 4-WHEEL DRIVE (L4). Use this for maximum power and traction. Top speed is limited to 65 km/h (40 mph). Use "L4" for climbing or descending steep hills, off-road driving, and hard pulling in sand, mud or deep snow. The free-wheeling hubs must be set at "LOCK."	 "4WD" LIGHT ON

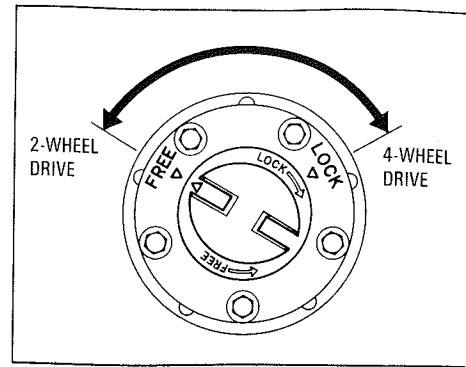
Operating the four-wheel drive system (cont.)

Your vehicle comes with a mechanical front drive control.

The function of each of the front drive control lever positions is described in the table. The "4WD" indicator light in the instrument panel shows when the front drive control lever is in the "H4", "N" or "L4" position.

To use the front drive control, bring your vehicle to a *complete stop* before shifting the transfer control lever. If you have trouble shifting, put the transmission in gear and release the clutch pedal slightly while pushing the front drive control lever.

Free-wheeling hubs (front wheels)



For 2-wheel drive, turn the hubs to "FREE". For 4-wheel drive, turn the hubs to "LOCK".

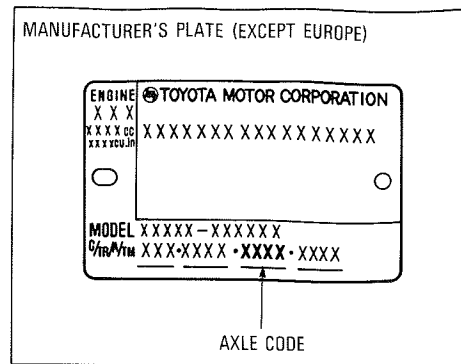
The purpose of the free-wheeling hubs is to allow you to disengage the front axle and driveshaft so that they are not revolving when the vehicle is in 2-wheel drive. This reduces noise and wear.

Never shift to four-wheel drive without making sure that both hubs are in "LOCK". And never drive with only one hub in "LOCK".

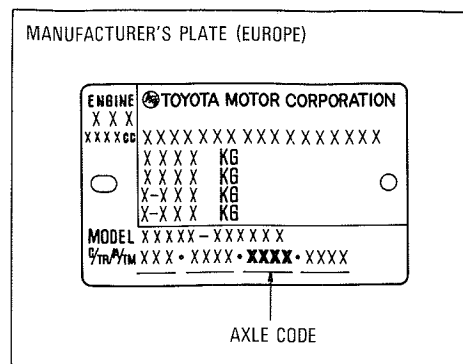
You should drive with the hubs in "LOCK" for at least 16 km (10 miles) each month. This will assure that the front drive components are lubricated.

Make sure that the triangle mark on the hub aligns with the other one at the side you wish to set.

Limited-slip differential

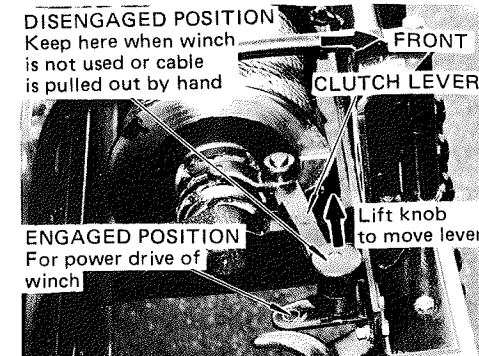


Some Toyotas are equipped with a limited-slip differential. If one rear wheel begins to spin on a slippery surface, the limited-slip differential is designed to aid traction by automatically transmitting driving force to the other wheel. If your vehicle is equipped with a limited-slip differential, the differential gear housing has a label with the letters "LSD". In event the label is torn off or illegible, you can ask your Toyota dealer, or check the manufacturer's plate in the engine compartment. If the last digit of the axle code is a "3" or "5", your vehicle has a limited-slip differential.



WARNING: Do not start or run the engine while your vehicle is supported by a jack. The vehicle could be driven off the jack and could pose a danger or result in serious injury.

Power take-off winch

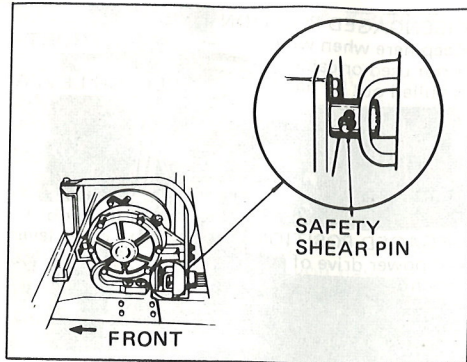


First, confirm that the winch clutch lever is in the disengaged position. Then pull out the cable by hand. To operate the winch, place the lever in the engaged position.

Lift the knob and move the lever into place. Make sure it is locked. In the disengaged position, you can pull out the cable by hand. *Do not pull out the cable completely—leave at least 5 turns on the drum. Do not wind the cable by hand. Using the engine, wind the cable with some tension on it.* You can operate the winch when it is in the engaged position.

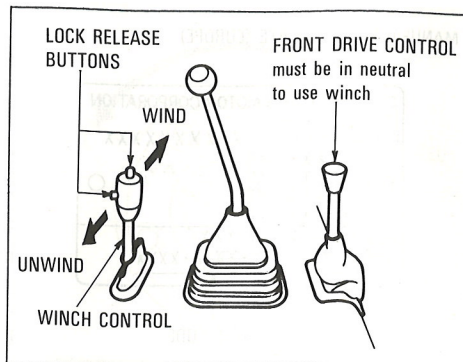
To attach the cable to an object, pass the chain around it once and attach the hook to the chain.

Power take-off winch (cont.)



The winch has a safety pin which is designed to shear if the winch is overloaded.

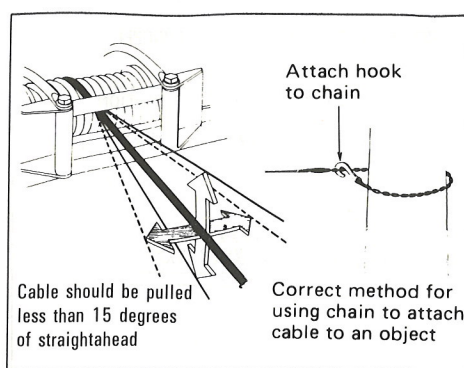
If the pin should shear, replace it only with a genuine Toyota part (part number 90255-04001). Do not use a substitute. It is a good idea to carry an extra shear pin with you—especially for back-country use.



To control the winch, use the front drive control lever, the winch control lever, the gearshift, and the engine.

To operate the winch: (1) Shift the front drive control lever into neutral, (2) press in the lock release buttons on the winch control lever (side button first and top button next), (3) place the winch control lever in the desired position ("W" for winding and "UNW" for unwinding).

Start the engine, depress the clutch pedal and shift the transmission into the fourth gear. Then release the clutch pedal slowly and control the winch speed with the accelerator pedal.

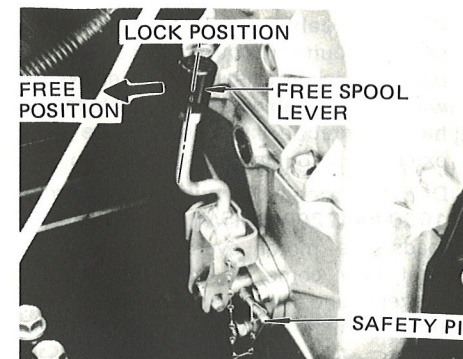


When not in use: (1) Place the winch clutch lever in the disengaged position, (2) tie down the hook with a wire or rope, (3) place the winch control lever in neutral.

Operating hints and precautions:

- **Never use the hook to attach the cable to an object.** Always wrap the chain around it and attach the hook to the chain.
- **Keep the cable straight ahead of the winch while under load.** Do not pull if the cable is more than 15 degrees to either side.
- **Do not exceed the winch capacity of 1500 kg (3300 lb.).** Pulling heavier loads may cause the safety pin to shear off.

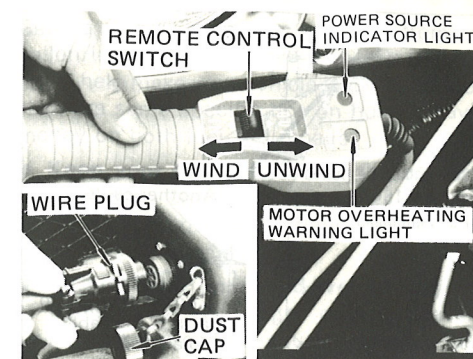
Electric winch



To pull out the winch cable, first remove the safety pin and shift the free spool lever to the "FREE" position. The cable can then be pulled out by hand. To operate the winch, shift the lever to the "LOCK" position and insert the safety pin.

When the lever is in the "FREE" position, you can pull out the cable by hand. *Do not pull out all of the cable—leave at least 5 turns on the winch drum.* The winch can be operated when the lever is in the "LOCK" position, but first make sure the pin is inserted into place securely.

When attaching the cable to an object, first pass another cable around the object and then attach the winch cable to the other cable.

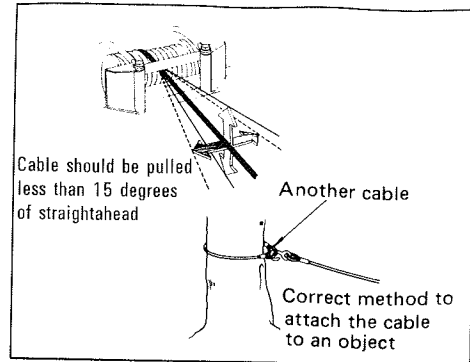


To control the winch, use the winch remote control.

To operate the winch: (1) Remove the dust cap of the terminal on the winch motor, (2) connect the remote control wire plug to the terminal securely and (3) shift the transmission into neutral.

Start the engine and run it at about 1200 rpm. *Confirm that the power source indicator light comes on.* Then pull the remote control switch to the "IN" position (wind) or push it to the "OUT" position (unwind). The winch will stop automatically when you release your hand from the remote control switch.

Electric winch (cont.)



When not in use: (1) Disconnect the remote control wire plug from the terminal, (2) install the dust cap to the terminal and keep the free spool lever in the "LOCK" position with the safety pin inserted.

Operating hints and precautions:

- **Never use the hook to attach the winch cable directly to an object.** First pass another cable around the object and then attach the winch cable to the other cable.
- **Keep the cable straight ahead, in line with the vehicle, when the winch is under a load.** Do not pull anything with the cable slanted more than 15 degrees to either side.

- **Wind the cable tightly.** If the cable is loosely wound, it could be crushed and damaged when a load is applied. When winding the cable by the winch motor, have someone keep the cable fully extended by pulling on the hook.
- **Do not exceed the winch capacity of 1000 kg (2200 lb.).** When pulling heavy loads, the motor overheating warning light may come on and the warning buzzer sound. If this happens, stop operation and allow the winch motor to cool.
- **Avoid prolonged use of the winch.** Prolonged use will cause the battery to discharge. If the power source indicator light dims noticeably, stop operation and allow the battery to recharge.
- **Be careful not to drop the remote control or hit it against an object.**
- **Do not place a heavy object on the winch.**
- **Prevent gasoline, thinner, etc. from getting on the wire plug, remote control switch, etc.**

Braking tips

Driving with the Toyota tandem master cylinder brake system. The Toyota tandem master cylinder brake system is a hydraulic system with two separate sub-systems. If either sub-system should fail, the other will still work. However, the pedal will be harder to press, and your stopping distance will be longer. Also, the brake system warning light may come on. *Do not rely on a single brake system. Have your brakes fixed immediately.*

Driving with the brake booster. The brake booster uses vacuum to power-assist the brakes. If the engine should quit while you are driving or if the engine drive belt is broken (diesel engine only), you can bring the vehicle to a stop with normal pedal pressure. There is enough reserve vacuum for one or two stops—but no more!

Do not pump the brake pedal if the engine stalls. Each push on the pedal uses up your vacuum reserve.

Even if the power assist is completely lost, the brakes will still work. But you will have to push the pedal hard—much harder than normal. And your braking distance will be longer.

Good braking practice

- Washing your vehicle or driving through deep water may get the brakes wet. If they are wet, your vehicle will require a longer stopping distance, and it may pull to one side when the brakes are applied. To see whether they are wet, check for no traffic near you, and then press the pedal lightly. If you do not feel a normal braking force, the brakes are probably wet. To dry them, drive the vehicle cautiously while lightly pressing the brake pedal. If they still do not work safely, pull to the side of the road.
- To drive down a long or steep hill, reduce your speed and downshift. Remember, if you ride the brakes excessively, they may overheat and not work properly.
- Do not rest your foot on the brake pedal while driving. It can cause dangerous overheating, needless wear, and poor fuel economy.
- If you have a flat tire while driving, do not brake suddenly. Keep a straight line while reducing speed. Then slowly move completely off the road to a safe place.

How to save fuel and make your vehicle last longer, too

Getting more kilometers/mileage from a gallon/liter of fuel is easy—just take it easy. It will help make your vehicle last longer, too. Here are some specific tips on how to save money on both fuel and repairs:

- **Keep your tires inflated at the correct pressure.** Check the pressure at least once a month. Under-inflation causes tire wear and wastes fuel.
- **Do not carry unneeded weight in your vehicle.** Excess weight puts a heavier load on the engine, causing greater fuel consumption.
- **Avoid lengthy warm-up idling.** Once the engine is running smoothly, begin driving—but gently. Remember, however, that in cold winter days this may take a little longer.
- **Accelerate slowly and smoothly.** Avoid jackrabbit starts. Get into high gear as quickly as possible.
- **Avoid long engine idling.** If you have a long wait and you are not in traffic, it is better to turn off the engine and start again later.
- **Avoid engine lug or overrevving.** Use a gear range suitable for the road you are travelling on.

How to save fuel and make your vehicle last longer, too (cont.)

- **Use your air conditioner only when absolutely necessary.** The air conditioner puts an extra load on the engine.
- **Avoid continuous speeding up and slowing down.** Stop-and-go driving wastes fuel.
- **Avoid unnecessary stopping and braking.** Maintain a steady pace. Try to time the traffic signals so you only need to stop as little as possible or take advantage of through streets to avoid traffic lights. Keep a proper distance from other vehicles to avoid sudden braking. This will also reduce wear on your brakes.
- **Avoid heavy traffic or traffic jams whenever possible.**
- **Do not rest your foot on the clutch or brake pedal.** This causes needless wear, overheating and poor fuel economy.
- **Maintain a moderate speed on highways.** The faster you drive, the greater the fuel consumption. By reducing your speed, you will cut down on fuel consumption.
- **Keep the front wheels in proper alignment.** Avoid hitting the curb and slow down on rough roads. Improper alignment not only causes faster tire wear but also puts an extra load on the engine, which, in turn, wastes fuel.

- **Keep the bottom of your vehicle free from mud, etc.** This not only lessens weight but also helps prevent corrosion.
- **Keep your vehicle tuned-up and in top shape.** A dirty air cleaner, carburetor out of adjustment, improper valve clearance, dirty plugs, dirty oil and grease, brakes not adjusted, etc. all lower engine performance and contribute to poor fuel economy. For longer life of all parts and lower operating costs, keep all maintenance work on schedule, and if you often drive under severe conditions, see that your vehicle receives more frequent maintenance (See Section 5).

NOTE: Never turn off the engine to coast down hills. Your power steering and brake booster will not function without the engine running. Instead, downshift to an appropriate gear to utilize engine braking effect.

Pretrip safety check

It is a good idea to review the safety check before starting out on a trip. A few minutes of checking can help ensure safe and pleasant driving. Just a basic familiarity with your vehicle is required and a careful eye! Or, if you would like, your Toyota dealer will be pleased to make this check for you at a nominal cost.

If you make this check in an enclosed garage, make sure there is adequate ventilation. **Engine exhaust is poisonous.** (See carbon monoxide warning in Section 1.)

BEFORE STARTING THE ENGINE

Outside the vehicle

Tires (spare included). Check the pressure with a gauge and look carefully for cuts, damage, or excessive wear.

Wheel nuts. Make sure no nuts are missing or loose.

Fluid leaks. After the vehicle has been parked for a while, check underneath for leaking fuel, oil, water, or fluid. (Water dripping from the air conditioner after use is normal.)

Windshield wiper blades. Look for wear or cracks.

Lights. Make sure that the headlights, stop lights, tail lights, turn signals and other lights are all working. Check the headlight aim.

Inside the vehicle

Jack and wheel nut wrench. Make sure you have your jack and wheel nut wrench.

Seat belts. Check that the buckles lock securely. Make sure that the belts are not worn or frayed.

Horn. Does it work?

Instruments and controls. Especially make sure that the warning lights, instrument lights, and defroster are working.

Wipers and washer. Make sure that they both work and that the wipers do not streak.

Brakes. Make sure that the pedal has enough clearance. (See Section 6 for instructions.)

Spare fuses. Make sure you have spare fuses. They should cover all the amperage ratings designated on the fuse box lid.

Under the hood

Coolant level. It should be near the upper mark on the see-through reservoir tank. (See Section 6 for instructions.)

Radiator and hoses. Make sure the front of the radiator is clean—not blocked with leaves, dirt, or bugs. Check the hoses for cracks, kinks, rot, and loose connections.

Battery and cables. All the battery cells should be filled to the proper level with distilled water. Look for corroded or loose terminals and a cracked case. Check the cables for good condition and connections.

Wiring. Look for damaged, loose, or disconnected wires.

Brake and clutch fluid levels. Make sure that the brake fluid level is near the upper level line on the see-through reservoir. The clutch fluid level should be up to the top of the narrow neck of the see-through reservoir.

Engine drive belts. Check all belts for fraying, cracks, wear or oiliness. Apply thumb pressure between the pulleys. The deflection of each belt should be within the specified limits. (See Section 6 for instructions.)

Fuel lines. Check the lines for leaks or loose connections.

AFTER STARTING THE ENGINE

Exhaust system. Look for cracks, holes and loose supports. Listen for any leakage. Have any leaks fixed immediately. (See carbon monoxide warning in Section 1.)

Power steering fluid. With the engine idling, give the steering wheel several end-to-end turns and check the dipstick. (See Section 6 for instructions.)

Engine oil level. Stop the engine and check the dipstick with the vehicle parked on a level spot. (See Section 6 for instructions.)

WHILE DRIVING -

Instruments. Make sure that the speedometer and gauges are working.

Brakes. At a safe place make sure the brakes do not pull.

Anything unusual? Look for loose parts and leaks. Listen for abnormal noises.

If everything looks O.K., set your mind at ease and enjoy your trip!

Does your vehicle need repairing?

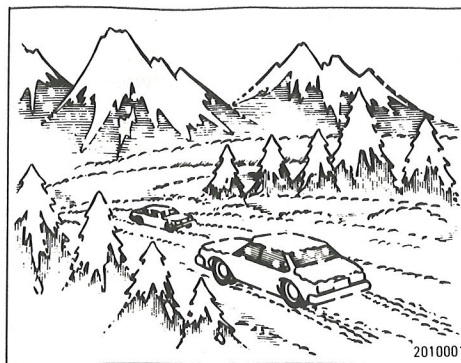
Be on the alert for changes in performance, sounds, and visual tip-offs that indicate service is needed. Some important clues are as follows:

- Engine missing, stumbling, or pinging
- Appreciable loss of power
- Strange engine noises
- A leak under the vehicle (however, water dripping from the air conditioner after use is normal.)
- Change in exhaust sound (This may indicate a dangerous carbon monoxide leak. Drive with the windows down and have the exhaust system checked immediately.)
- Flat-looking tire; excessive tire squeal when cornering; uneven tire wear
- Vehicle pulls to one side when driving straight on a level road
- Strange noises related to suspension movement
- Loss of brake effectiveness; spongy feeling brake or clutch pedal; pedal almost touches floor; vehicles pull to one side when braking
- Engine temperature continually higher than normal

- Engine continually runs hot; oil pressure gauge stays low
- Ammeter indicates higher charging than normal (battery weak)

If you notice any of these clues, take your vehicle to your Toyota dealer as soon as possible. It probably needs adjustment or repair.

Winter driving tips



Make sure you have antifreeze in the radiator.

There are two types of antifreeze in common use: ethylene-glycol and alcohol.

The ethylene-glycol type is the antifreeze your new Toyota is delivered with and the type your dealer will always use. In addition to preventing freezing and subsequent damage to the engine block, this type will prevent corrosion and lubricate the water pump.

The alcohol type is the antifreeze for use only in winter season. If this type is to be used, remember to flush the cooling system completely when winter is over and refill with clean water.

Check the condition of the battery and cables.

Cold temperatures reduce the capacity of any battery, so it must be in top shape to provide enough power for winter starting. Section 6 tells you how to visually inspect the battery. Your Toyota dealer and most service stations will be pleased to check the level of charge.

Make sure the engine oil viscosity is suitable for the cold weather.

See Section 6 for recommended viscosity. Leaving a heavy summer oil in your vehicle during winter months may cause harder starting. If you are not sure about which oil to use, call your Toyota dealer—he will be pleased to help.

Check the spark plugs and ignition system.

Make sure the plugs are not worn, fouled, or incorrectly gapped. (Section 6 has instructions for inspecting.) Visually check the rest of the system for loose connections or obvious damage.

Keep the door locks from freezing.

Squirt lock de-icer or glycerine into the locks to keep them from freezing. To open a frozen lock, try heating the key before inserting it.

Use a windshield washer fluid containing an antifreeze solution.

This product is available at your Toyota dealer and most auto parts stores. Follow the manufacturer's directions for how much to mix with water. Do not use engine antifreeze or any other substitute because it may damage your vehicle's paint.

Do not use your parking brake when there is a possibility it could freeze.

Put the transmission into first or reverse when parking and do not use the parking brake.

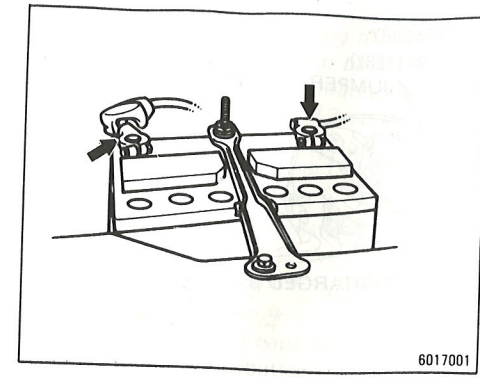
Keep ice and snow from accumulating under the fenders.

Ice and snow built up under your fenders can make steering difficult. During bad winter driving, stop and check under the fenders occasionally.

Depending on where you are driving, we recommend you carry some emergency equipment.

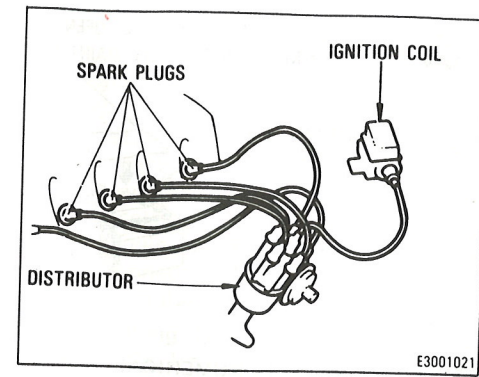
Some of the things you might put in the vehicle are tire chains, window scraper, bag of sand or salt, flares, small shovel, jumper cables, etc.

If your vehicle will not start— Simple checks



If the engine is not turning over or is turning over too slowly—

1. Check that the battery terminals are tight and clean.
2. Switch on the interior light. If it is out, dim, or gets dim when the starter is cranked, the battery is discharged. You may try jump starting or push starting.



If the engine turns over at its normal speed but will not start—

1. Check the fuel gauge.
2. Check that all the push-on connectors are tight at the coil, distributor, and spark plugs.
3. If the engine is warm or if you smell raw gasoline, the engine may be flooded—see the starting instructions. If it still will not start, remove and dry the spark plugs. Crank the engine for about 20 seconds, and reinstall the plugs.
4. If the engine still will not start, it needs adjustment or repair. Call a Toyota dealer or qualified repair shop for assistance.

Push starting

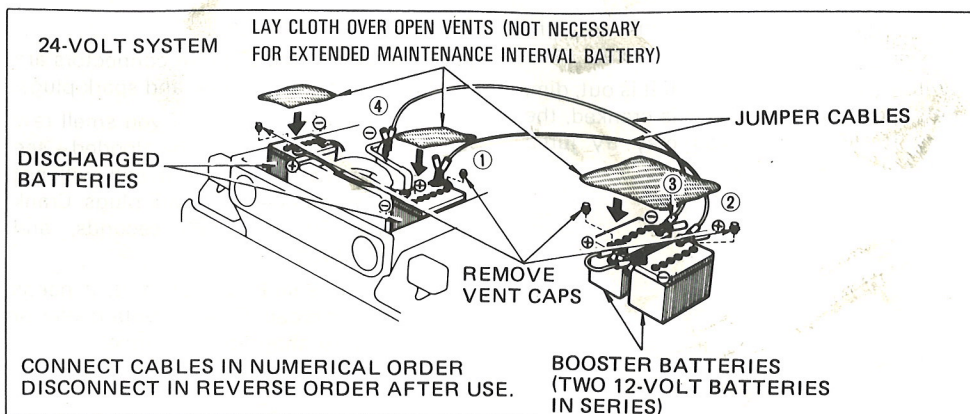
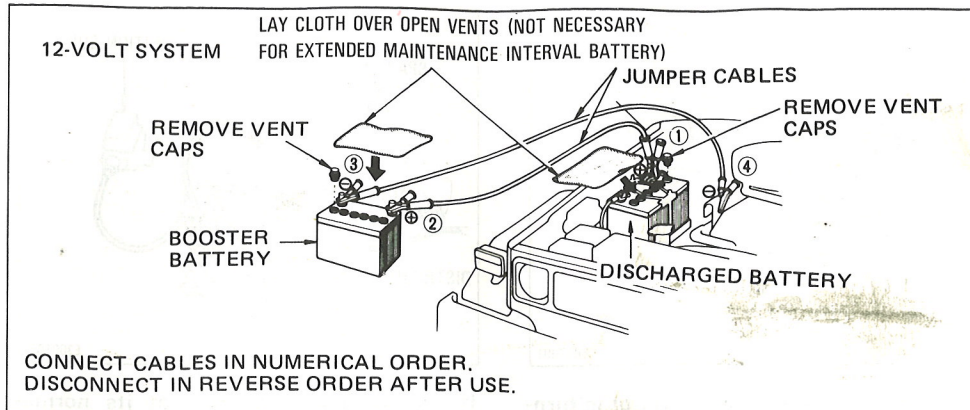
1. Make sure the bumpers of the push vehicle and your vehicle match for a solid push. *Mismatched bumper height may lead to one bumper overriding the other, causing damage or an accident.*
 2. Turn the ignition key to "ON", and shift into second gear.
 3. Hold in the clutch and let the push vehicle slowly accelerate your vehicle to about 15 km/h (10 mph). *Be aware that the brakes will be much harder to press when the engine is not running.*
 4. At 15 km/h (10 mph), hold the accelerator about halfway down, and slowly release the clutch to start the engine.
 5. As the engine starts, signal the push-vehicle driver to stop and at the same time accelerate away from the push vehicle to avoid a collision.
- Never tow a vehicle to start it.* When the engine starts, the vehicle may jump forward and hit the vehicle towing it.

Jump starting

To avoid serious personal injury and damage to your vehicle which might result from battery explosion, acid burns, electrical burns, or damaged electronic components, these instructions must be followed precisely. If you are unsure about how to follow this procedure, we strongly recommend that you seek the help of a competent mechanic or towing service.

WARNING: Batteries contain sulfuric acid, which is poisonous and corrosive. Wear protective safety glasses when jump starting, and avoid spilling acid on your skin, clothing, or vehicle. If you should accidentally get acid on yourself or in your eyes, remove any contaminated clothing and flush the affected area with water for at least 15 minutes. Then get immediate medical attention. If possible, continue to apply water with a sponge or cloth while enroute to the medical office.

The gas normally produced by a battery will explode if a flame or spark is brought near. Therefore, do not smoke or light a match while jump starting.



The battery used for boosting must be 12-volt. If your vehicle has two batteries connected in series, the power source for boosting must be 24-volt (two 12-volt batteries connected in series). Do not jump start unless you are sure that the booster battery is correct.

1. If the booster-battery is installed in another vehicle, make sure that the vehicles are not touching. Turn off all unnecessary lights and accessories.

2. Remove all the vent caps from the booster and the discharged batteries. Lay a cloth over the open vents on both batteries. (This helps reduce the explosion hazard.)

NOTE: If your Toyota is equipped with an extended maintenance interval battery, it is not necessary to remove the filler caps. (If you are unsure about whether you have an extended maintenance interval battery, see "Checking battery condition and fluid level" in Section 6.)

3. If the engine in the vehicle with the booster battery is not running, start it and let it run for a few minutes. During jumping run the engine at about 2000 rpm.

4. Connect the jumper cables in the exact order shown in the illustration: *positive-to-positive(+), and negative-to-engine or body ground(-)*. Note that you first connect the positive cable to the discharged battery and then to the booster battery. Next, connect the negative cable to the booster battery and then to a solid, stationary, metallic point (e.g. engine hanging hook) away from the battery. Do not connect it to or near any part that moves when the engine is cranked.

When making the connections, do not accidentally let the jumper cables or clamps touch anything except the correct battery terminals or the ground. Do not lean over the battery when making the connections.

5. Start your engine in the normal way. After starting, run it at a fast idle speed (2000 rpm) for several minutes.

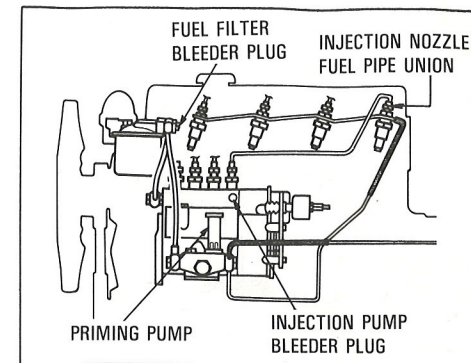
6. Carefully disconnect the cables in the exact *reverse* order: the negative cable and then the positive cable.

7. Carefully dispose of the battery cover cloths—they may now contain sulfuric acid.

8. Replace all the battery vent caps.

If the cause of your battery discharging is not apparent (for example, lights left on), you should have it checked.

Bleeding the fuel system (diesel engine)



If you fill an empty tank with fuel, air may enter the fuel system. This may cause the engine to stall. Bleed the system by following this procedure:

1. Loosen the fuel filter bleeder plug and move the priming pump plunger up and down. To free the priming pump plunger, turn the plunger knob counterclockwise. When no air bubbles appear at the bleeder plug, tighten it.

2. Loosen the injection pump bleeder plug and operate the priming pump plunger until no air bubbles come out of the plug.

Bleeding the fuel system (diesel engine) (cont.)

3. Lock the priming pump plunger and then tighten the injection pump bleeder plug.
4. Start the engine and loosen the No. 1 injection nozzle fuel pipe union. Tighten it when no air bubbles appear at the union. Repeat this operation for the other unions. If the engine does not start, you need a helper. Perform this operation while he cranks the starter motor.

If your vehicle overheats

If your temperature gauge indicates overheating, if you experience a loss of power, or if you hear a loud knocking or pinging noise, the engine has probably overheated. You should follow this procedure...

1. Pull safely off the road, stop the vehicle, put the transmission in neutral and apply the parking brake. Turn off the air conditioner if it is being used.
2. If coolant or steam is boiling out of the radiator or reservoir, stop the engine. Wait until the steam subsides before opening the hood. If there is no coolant boiling over or steam, leave the engine running.

3. *Visually* check to see if the engine drive belt (water pump belt) is broken or loose. Look for obvious coolant leaks from the radiator, hoses, and under the vehicle. However, note that water draining from the air conditioner is normal if it has been used. **When the engine is running, keep hands and clothing away from the moving fan and engine drive belts.**

4. If the engine drive belt is broken or the coolant is leaking, stop the engine immediately. Call a Toyota dealer for assistance.

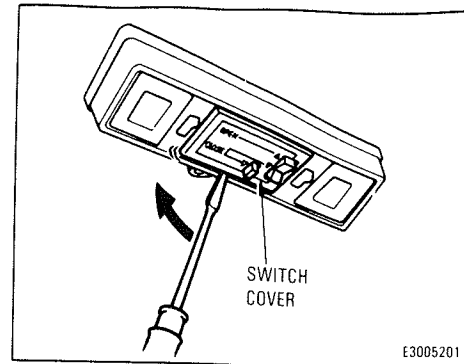
5. If the engine drive belt is O.K. and there are no obvious leaks, you may help the engine cool down more quickly by running it at a fast idle speed (about 1500 rpm) for a few minutes.

6. Check the coolant reservoir. If it is dry, add water to the reservoir while the engine is running. Fill it about half full.

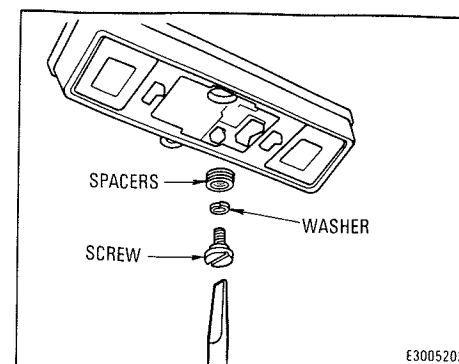
WARNING: Do not attempt to remove the radiator cap when the engine and radiator are hot. Serious injury could result from scalding hot fluid and steam blown out under pressure.

7. After the engine temperature has cooled to normal, again check the coolant level in the reservoir. If necessary, bring it up to half full again. Serious coolant loss indicates a leak in the system. You should have it checked as soon as possible at your Toyota dealer.

If the electric sun roof does not close

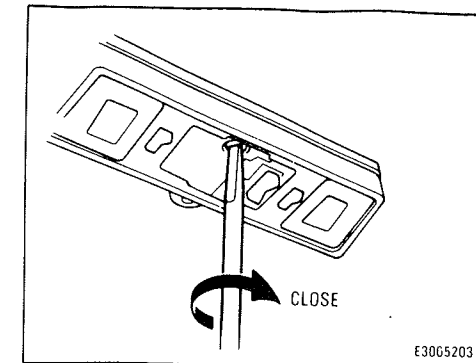


1. Using a flat edge screwdriver, remove the switch cover of the sun roof control box.



2. Unscrew the screw inside.

Be careful not to lose this screw, the washer or the spacers as the sun roof will not operate electrically without them.



3. Close the sun roof by hand as far as it will go. Then insert a screwdriver into the hole and turn the drive shaft until the sun roof is completely closed.

Be sure to have the system checked by your Toyota dealer as soon as possible.

If you have a flat tire—

First, make sure you are completely off the road—well away from the traffic. Avoid stopping on the center divider of a highway. Park on a level spot with firm ground.

Second, stop the engine and turn on your emergency flashers.

Third, firmly set the parking brake and put the transmission in reverse.

Fourth, have everyone get out of the vehicle on the side away from traffic.

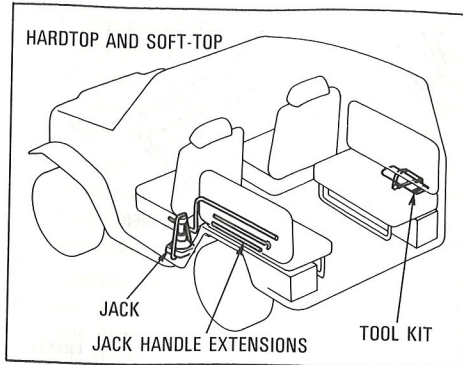
Fifth, read the following instructions thoroughly. They are designed to help a person who has never before changed a tire.

Jacking precautions

To reduce the possibility of personal injury:

- Follow jacking instructions.
- Use a jack only for lifting your vehicle during wheel changing.
- Never get beneath the vehicle when supported by a jack.
- Do not start or run the engine while your vehicle is supported by a jack.

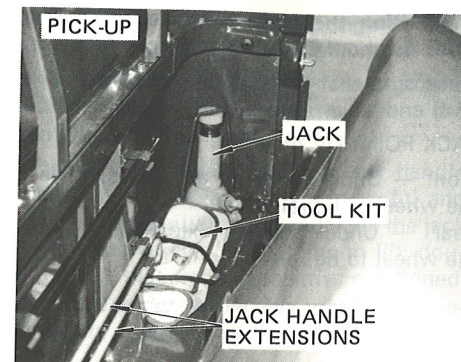
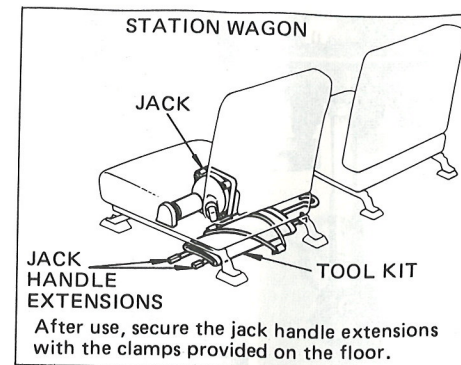
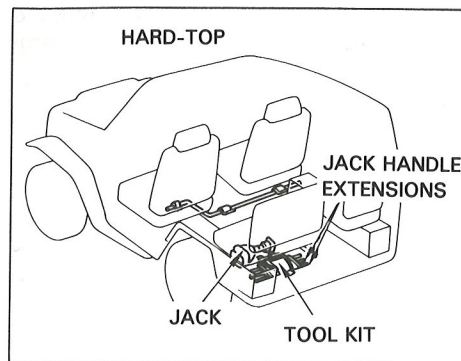
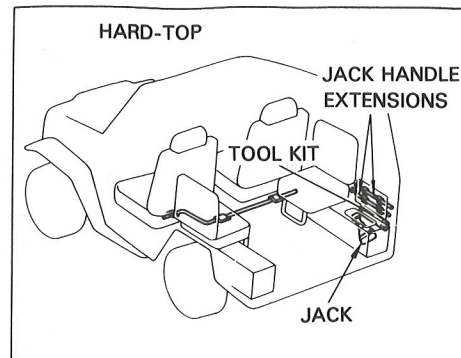
Required tools



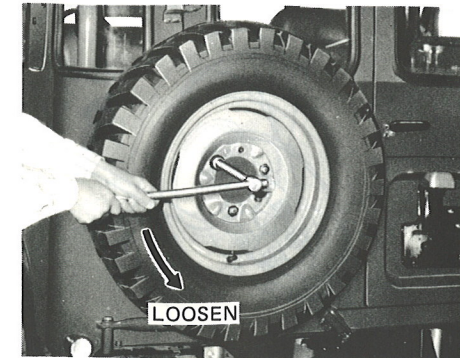
1. Get the tool kit, jack and jack handle extensions.

The jack handle and wheel nut wrench are in the tool kit.

Their locations are shown in the illustrations.

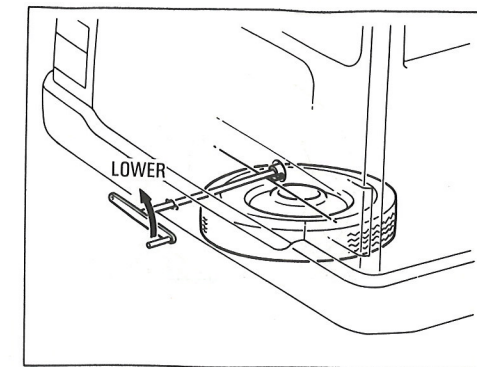


Spare tire



2. HARDTOP & SOFT-TOP: Behind the vehicle, remove the three hold-down nuts and lift off the spare tire.

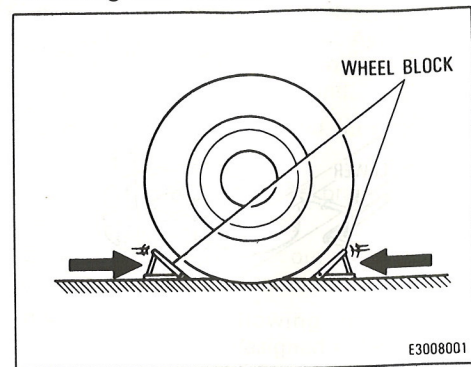
Use the wheel nut wrench in your tool kit to loosen the nuts. They turn *counterclockwise to loosen*.



PICK-UP & STATION WAGON: Insert the end of the jack handle extension into the lowering screw, turn it counterclockwise with the handle and lower the tire.

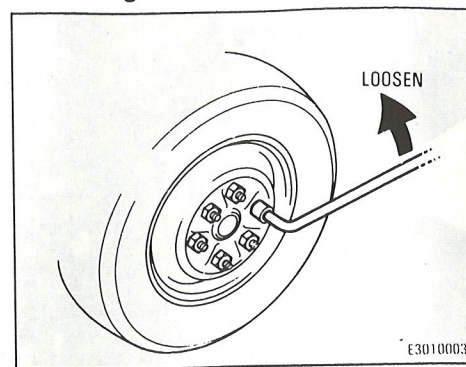
Remove the lifting plate and pull the spare out from under the vehicle. When you put a tire back on the winch, protect the valve stem by turning the tire so that it faces *up*.

Blocking the wheel



3. Using a suitable stopper, block the wheel diagonally opposite the flat tire to keep the vehicle from rolling when it is jacked up. This is a good safety precaution.

Loosening wheel nuts



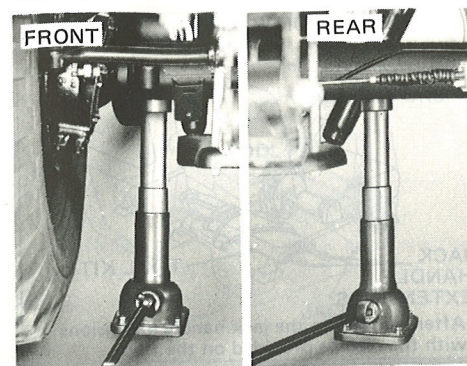
4. Loosen all the wheel nuts.

Always loosen the wheel nuts *before* raising the vehicle.

The nuts turn *counterclockwise* to loosen. To get maximum leverage, fit the wrench to the nut so that the handle is on the right side, as shown above. Grab the wrench near the end of the handle and pull up on the handle. Be careful that the wrench does not slip off the nut.

Do not remove the nuts yet—just unscrew them about one-half turn.

Jack points



5. Position the jack at the correct jack point as shown.

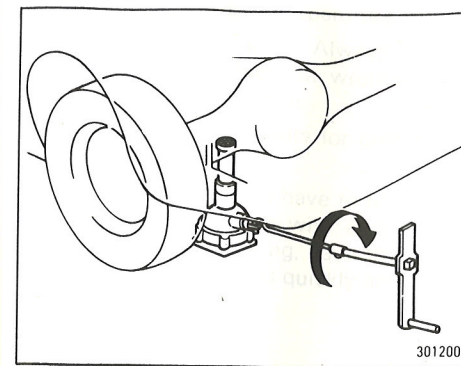
Make sure that the jack is positioned on a level and solid place.

JACK POINTS:

Front — Under the front axle housing near the wheel to be raised

Rear — Under the rear axle housing near the wheel to be raised

Raising your vehicle

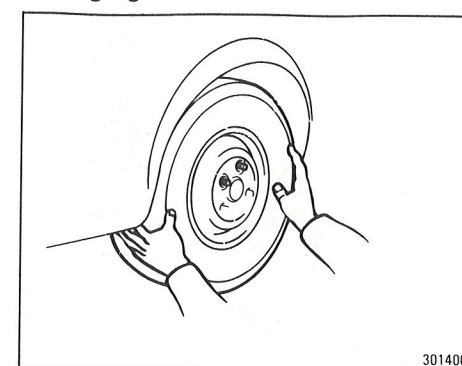


6. Raise the vehicle high enough so that the spare tire can be installed.

Remember that you will need more ground clearance when putting on the spare tire than when removing the flat tire.

To raise the vehicle, insert the jack handle extension into the jack (it is a loose fit) and turn it *clockwise* with the handle. As the jack touches the vehicle and begins to lift, double-check that it is properly positioned. **Never get under the vehicle when it is supported by a jack alone.**

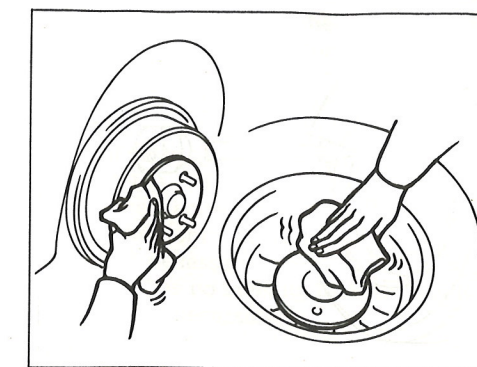
Changing wheels



7. Remove the wheel nuts and change tires.

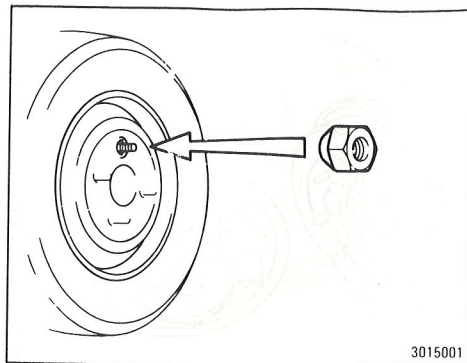
Lift the flat tire straight off and put it aside.

Roll the spare wheel into position and align the holes in the wheel with the bolts. Then lift up the wheel and get at least the top bolt started through its hole. Wiggle the tire and press it back over the other bolts.



NOTE: Before putting on wheels, remove any corrosion on the brake drum or hub and wheel hub surface with a wire brush or such. Installation of wheels without good metal-to-metal contact at the mounting surface can cause wheel nuts to loosen, and eventually cause a wheel to come off while driving. Therefore after the first 1600 km (1000 miles), check to see that the wheel nuts are tight.

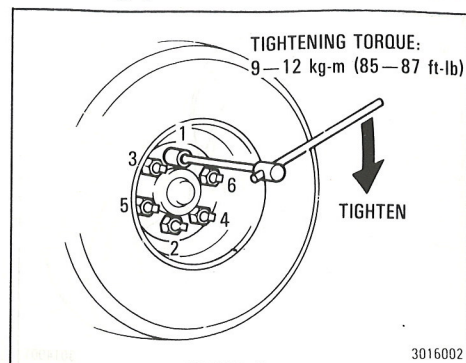
Reinstalling wheel nuts



8. Reinstall all the wheel nuts finger tight.

Reinstall the wheel nuts (tapered end inward) and tighten them as much as you can by hand. Press the tire back and see if you can tighten them more.

Lowering your vehicle



9. Lower the vehicle completely and tighten the wheel nuts.

Turn the jack handle *counterclockwise* to lower the vehicle.

Use only the wheel nut wrench to tighten the nuts. Do not use your foot on the wrench or a pipe as an extension to the wrench. Make sure the wrench is securely engaged over the nut.

Tighten each nut a little at a time in the order shown. Repeat the process until all the nuts are tight.

As soon as possible after changing wheels, have a technician tighten the wheel nuts to the proper torque with a torque wrench.

Check the air pressure of the replaced tire and adjust to the specified pressure. If the pressure is lower than specified, drive slowly to the nearest service station and fill to the correct pressure.

Do not forget to reinstall the tire inflation valve cap as dirt and moisture could get into the valve core and possibly cause air leakage. If the cap is missing, have a new one put on as soon as possible.

After changing wheel

Return the flat tire to the spare tire carrier.

That is all there is to it! Always securely restow the jack, wheel nut wrench, wheel block, etc. into the vehicle.

This is the same procedure for changing or rotating your tires.

If, in an emergency, you have to temporarily replace a flat front tire with a spare of a different size or ply rating, have the flat tire repaired and replaced as quickly as possible.

If your vehicle needs to be towed—

If towing is necessary, we recommend you have it done by your Toyota dealer or a commercial tow truck service.

Proper equipment will help ensure that your vehicle is not damaged while being towed. Commercial operators are generally aware of the state and local laws pertaining to towing.

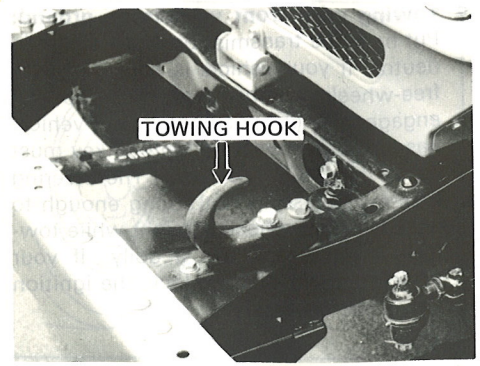
Your vehicle can be damaged if it is towed incorrectly. Although most operators know the correct procedure, it is possible to make a mistake. Rather than risk damage to your vehicle, why don't you make sure that the following few precautions are observed. If necessary, show this page to the tow truck driver.

TOWING PRECAUTIONS:

- Use a safety chain system for all towing, and abide by the state and local laws.
- **General precaution:** The vehicle may be towed from either the front or rear. The wheels and axle on the ground must be in good condition. If they are damaged, use a towing dolly.
- **Towing with rear wheels on ground:** Release the parking brake and put both the transmission and transfer in neutral.

- **Towing with front wheels on ground:** Put both the transmission and transfer in neutral. If your vehicle is equipped with free-wheeling hubs, they must be disengaged ("FREE" position). If your vehicle has a steering lock, the ignition key must be in the "ACC" position. The steering lock mechanism is not strong enough to hold the front wheels straight while towing. If necessary, use a dolly. If your vehicle has no steering lock, the ignition key is not necessary.

Emergency towing



For emergency towing, secure a cable to the towing hook on the front frame.

Use it only when your vehicle must be towed on hard-surfaced roads. A driver must be in the vehicle to steer it and operate the brakes. *If the engine is not running, the power assist for the brakes and steering will not work so steering and braking will be much harder than usual.* Towing in this manner must not be done if the wheels, axles, drive train, steering or brakes are damaged.

Before towing, release the parking brake and put the transmission in neutral. *The key must be in "ACC" (engine off) or "ON" (engine running).*

Towing hook precautions

1. Before towing, check that the hook installation bolts are not loose.
2. Fasten the towing rope or cable securely to the hook.
3. Do not jerk the hook.
4. Freeing a vehicle stuck in sand, mud, a ditch or such requires a great pulling force. Therefore, always pull straight ahead to avoid breaking the hook. Do not pull from the side or at a vertical angle.

Protecting your Toyota from corrosion

Toyota, through its diligent research, design and utilizing the most advanced technology available, has done its part to help prevent corrosion and has provided you with the finest quality vehicle construction. Now, it is up to you. Proper care of your Toyota can help ensure long-term corrosion prevention.

The most common causes of corrosion to your vehicle are:

- The accumulation of road salt, dirt and moisture in hard-to-reach areas under the vehicle.
- Chipping of paint, or undercoating caused by minor accidents or by stones and gravel.

Care is especially important if you live in a particular area or operate your vehicle under certain environmental conditions:

- *Road salt or dust control chemicals* will accelerate corrosion, as will the presence of salt in the air near the sea-coast or in areas of industrial pollution.
- *High humidity* accelerates corrosion especially when temperatures range just above the freezing point.
- *Wetness or dampness* to certain parts of your vehicle for an extended period of time, may cause corrosion even though other parts of the vehicle may be dry.

- *High temperatures* will cause corrosion to those components of the vehicle which are prevented from quick-drying due to lack of proper ventilation.

The above signifies the necessity to keep your vehicle, particularly the underside, as clean as possible and to repair any damage to paint or protective coatings as soon as possible.

To help prevent corrosion on your Toyota, follow these guidelines:

Wash your vehicle frequently. It is, of course, necessary to keep your vehicle clean by regular washing, but to prevent corrosion, the following points should be observed:

- If you drive on salted roads in the winter or if you live near the ocean, you should hose off the undercarriage at least once a month to minimize corrosion.
- High pressure water or steam is effective for cleaning the vehicle's underside and wheel housings. Pay particular attention to these areas as it is difficult to see all the mud and dirt. It will do more harm than good to simply wet the mud and debris without removing them. The lower edge of doors, rocker panels and frame members have drain holes which should not be allowed to clog with dirt as trapped water in these areas can cause corrosion.

- Wash the underside of the vehicle thoroughly when winter is over.

After washing your vehicle, make sure the brakes are fully dry before driving. (See "Washing and waxing your Toyota" for more tips.)

Check the condition of your vehicle's paint and trim.

If you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through the bare metal, have a qualified body shop make the repair.

Check the interior of your vehicle.

Water and dirt can accumulate under the floor mats and could cause corrosion. Occasionally check under the mats to make sure the area is dry. Be particularly careful when transporting chemicals, cleansers, fertilizers, salt, etc., and these should be transported in proper containers. If a spill or leak should occur, immediately clean and dry the area.

Use mud shields on your wheels.

If you drive on salted or gravel roads, mud shields help protect your vehicle. Full-size shields, which come as near to the ground as possible, are the best. We recommend that the fittings and the area where the shields are installed be treated to resist corrosion. Your Toyota dealer will be happy to assist in supplying and installing the shields if they are recommended for your area.

Protecting your Toyota from corrosion (cont.)

Do not park your vehicle in a damp, poorly ventilated garage. If you wash your vehicle in the garage, or if you drive it in covered with water or snow, your garage may be so damp it will cause corrosion. Even if your garage is heated, a wet vehicle can corrode in it if the ventilation is poor.

Washing and waxing your Toyota

Wash your vehicle in the shade when the body is not hot to the touch. Use a mild car-wash soap and rinse it well.

Dirt can cause small scratches in the paint and the chemicals in some dirt and air pollutants can cause deterioration of the paint and trim. Therefore, frequent washing is recommended. If you park or drive your Toyota near the ocean or on salted roads, it is especially important to prevent corrosion.

Begin by rinsing all loose dirt off the vehicle with a hose. If the underside has picked up mud or road salt, use a hard, direct stream from a hose to remove it.

Wash with a commercial car-wash product available at your Toyota dealer or auto parts store. Follow the manufacturer's mixing instructions carefully. Do *not* use a strong household soap, detergent, gasoline or strong solvents. Dip your sponge or cloth into the wash bucket frequently and do not rub too hard—let the soap and water remove the dirt.

To clean white sidewall tires, use a stiff brush or a household steel-wool scouring pad.

Rinse the vehicle thoroughly. If any soap dries on the vehicle, it may cause streaking. In hot weather, you may have to rinse each section of the vehicle right after you wash it.

Dry the vehicle with a moist chamois or soft towel. The main purpose of drying is to remove excess water so that the vehicle will air dry without water spots. So do not rub or press hard, which might scratch the paint.

If you detect any stone chips or scratches in the paint, touch them up immediately to protect the bare metal from corrosion.

Polishing and waxing is recommended to maintain the original beauty of your Toyota's finish.

Always wash and dry the vehicle before you begin waxing, even if you are using a combined cleaner and wax. Road tar may be removed with turpentine. Use warm water and car-wash soap for insects and tree sap. Commercial products are also available.

Do not use gasoline or strong solvents, which may be toxic or cause damage.

Use a good quality polish and wax. If the finish has become extremely weathered, use a car-cleaning polish, followed by a separate wax.

Carefully follow the manufacturer's instructions and precautions.

Be sure to polish and wax the chrome trim as well as the paint.

Wax the vehicle again when water does not bead but remains on the surface in large patches.

The touch-up paint which came with your Toyota may be used to cover small chips or scratches.

Apply the paint soon after the damage occurs or corrosion may set in. To do a good job, use a small artist's brush and stir the paint well. Make sure the area is clean and dry. To apply the touch-up paint so it is hardly noticeable, the trick is to apply it only to the bare spots. Apply only the smallest amount possible and do not paint the surface around the scratch or chip.

Cleaning the interior

The vinyl upholstery may be easily cleaned with a mild soap or detergent and water.

First vacuum over the upholstery to remove loose dirt. Then, using a sponge or soft cloth, apply the soap solution to the vinyl. After allowing it to soak in for a few minutes to loosen the dirt, remove the dirt and wipe off the soap with a clean damp cloth. If all the dirt does not come off, repeat the procedure. Commercial foaming-type vinyl cleaners are also available which work well. Follow the manufacturer's instructions. **Do not use solvent, thinner, gasoline or window cleaner on the interior.**

Use a good foam-type shampoo to clean the carpets.

Begin by vacuuming thoroughly to remove as much dirt as possible. Several types of foam cleaners are available; some are in aerosol cans and others are powders or liquids which you mix with water to produce a foam. To shampoo the carpets, use a sponge or brush to apply the foam. Rub in overlapping circles. Do not apply water—the best results are obtained by keeping the carpet as dry as possible. Read the shampoo instructions and follow them closely.

The seat belts may be cleaned with mild soap and water or with lukewarm water.

Use a cloth or sponge. As you are cleaning, check the belts for excessive wear, fraying, or cuts. **Do not use dye or bleach on the belts—it may weaken them.**

When cleaning the inside of the windows, be careful not to scratch or damage the heater wires on the rear window.

You may use any household window cleaner, but be careful not to damage the heater wires.

If you have any questions about the cleaning of your Toyota, your local Toyota dealer will be pleased to answer them.

Maintenance facts



Regular maintenance is essential.

We urge you to protect your new vehicle by having your Toyota serviced according to the maintenance schedule given on the following pages. Regular maintenance will aid:

- Good fuel economy
- Long vehicle life
- Driving enjoyment
- Safety
- Reliability
- Warranty coverage
- Compliance with government regulations

Your Toyota has been designed for economical driving and economical maintenance. Many formerly required maintenance items are no longer required or are not required as often. To make sure that your vehicle runs at peak efficiency, follow the maintenance schedule.

Where to go for service?

It makes good sense to take your vehicle to your local Toyota dealer for service.

Toyota technicians are well-trained specialists. And they are receiving the latest service information through technical bulletins, service tips, and in-dealership training programs. They learn to work on Toyotas **before** they work on your vehicle, rather than **while** they are working on it. Doesn't that seem like the best way?

Your Toyota dealer has invested a lot of money in special Toyota tools and service equipment. It helps do the job better and at less cost.

Your Toyota dealer's service department will perform **all** of the scheduled maintenance on your vehicle—reliably and economically.

What about do-it-yourself maintenance?

Many of the maintenance items are easy to do yourself if you have a little mechanical ability and a few basic automotive tools. These items are indicated on the maintenance schedule, and simple instructions for how to perform them are presented in Section 6.

Note, however, that some maintenance tasks require special tools and skills. These are best performed by qualified technicians. Even if you are an experienced do-it-yourself mechanic, we recommend that repairs and maintenance be conducted by your Toyota dealer who will keep a record of maintenance on your Toyota. This record could be helpful should you ever require Warranty Service.

Toyota maintenance schedule

An odometer reading or time interval determines when service is necessary.

For most people, the odometer reading will indicate when service is needed. If, however, you drive very little, your vehicle should be serviced at least every 6 months, as shown on the schedule. *Under severe driving conditions*, maintenance is required more frequently than listed in the table.

Maintenance items for which do-it-yourself instructions are given in this manual (Section 6) are indicated by an asterisk (*).

You can use the asterisks to quickly locate those items you may wish to do yourself. Be sure to mark down those items that you have completed. If you are going to have your Toyota dealer complete the scheduled maintenance by doing the more skilled tasks, he will need exact information on what has already been done.

**To Australian owners:
(Gasoline-powered vehicles only)**

The following maintenance schedule does not apply to your vehicle. Read the separate booklet "Toyota Emission Control and Maintenance Guide" for full details of maintenance schedule.

Because driving, road and natural environmental conditions may vary according to the country, this maintenance schedule may be different from that recommended by your Toyota distributor. If so, please disregard this schedule and follow that of the Toyota distributor.

For continued periodic maintenance beyond the last period, restart at 7500 km (4500 miles) for Europe or 5000 km (3000 miles) for other countries.

Rubber hoses (for cooling and heater system, brake system and fuel system) are particularly important maintenance items. They will deteriorate, swell, chafe and crack with time. So they should be inspected by a qualified technician in accordance with the Toyota maintenance schedule.

Replace any deteriorated or damaged hoses immediately.

Whenever you drive off-road through sand, mud or water, check the following items daily and perform maintenance or repair as required.

- Brake linings and drums
- Brake pads and discs
- Brake lines and hoses
- Transmission, transfer and differential oil
- Wheel bearings
- Air filter

Grease the following items daily when you drive off-road through sand, mud or water.

- Steering linkage and knuckles
- Propeller shafts

All models for Europe

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary; R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km	1	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	
		x 1000 miles	0.6	4.5	9	13.5	18	22.5	27	31.5	36	40.5	45	49.5	54
		Months	—	6	12	18	24	30	36	42	48	54	60	66	72

BASIC ENGINE COMPONENTS

1	Engine bolts													
	Gasoline engine	T												
	Diesel engine	T	T	T	T	T	T	T	T	T	T	T	T	T
2	Valve clearance	A	A	A	A	A	A	A	A	A	A	A	A	A
3*	Drive belts													
	Gasoline engine	I	I	I	I	R	I	I	I	I	I	I	I	R
	Diesel engine (B and 3B engines)	I	I	I	I	R	I	I	I	I	I	I	I	R
	Diesel engine (2H engine)	I	I	I	R	I	R	I	I	I	I	I	I	R
4*	Engine oil*													
	Gasoline engine (grade SD, SE or better)		R	R	R	R	R	R	R	R	R	R	R	R
	Diesel engine		Change every 5000 km (3000 miles) or 4 months.											
5*	Engine oil filter*													
	Gasoline engine (oil grade SE or better)			R	R	R	R	R	R	R	R	R	R	R
	Gasoline engine (oil grade SD)		R	R	R	R	R	R	R	R	R	R	R	R
	Diesel engine		Change every 10000 km (6000 miles) or 8 months.											
6	Cooling and heater system hoses and connections				I					I				I
7*	Engine coolant													
	With year-round coolant									R				
	Without year-round coolant					R		R		R		R		R
8	Vacuum pump oil hoses			I		I		I		I		I		I
9	Vacuum fittings, hoses and connections									I				I
10	Exhaust pipes and mountings*			I		I		I		I		I		I

IGNITION SYSTEM

11*	Battery	I	I	I	I	I	I	I	I	I	I	I	I	I
12*	Spark plugs	I	R	I	R	I	R	I	R	I	R	I	R	I
13	Ignition wiring		I		I		I		I		I		I	
14	Distributor cap and rotor		I		I		I		I		I		I	
15	Distributor breaker points		I		R		I		R		I		R	
16	Ignition timing and dwell angle			I		I		I		I		I		I

Toyota maintenance schedule

(cont.)

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary;
R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km	1	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90
	x 1000 miles	0.6	4.5	9	13.5	18	22.5	27	31.5	36	40.5	45	49.5	54
	Months	—	6	12	18	24	30	36	42	48	54	60	66	72

FUEL SYSTEM

17 Fuel filter														
Gasoline engine										R				
Diesel engine						R				R				R
18* Water sedimenter			I			I				I				I
19 Feed pump filter						I				I				I
20 Pneumatic governor diaphragm (lubrication)				R		R		R		R		R		R
21* Air filter*														
Paper type														
Gasoline engine			I			R		I		R		I		R
Diesel engine			I	I	I	R	I	I	I	R	I	I	I	R
Oil bath type														
Gasoline engine				R		R		R		R		R		R
Diesel engine														
22 Inlet air temperature control system														
23 Choke system														
24 Idle speed, fast idle speed and idle mixture	A		A		A		A		A		A		A	
25 Diesel smoke														
26 Fuel tank cap, fuel lines and connections														
27 Fuel vapour check valve														

CRANKCASE EMISSION CONTROL SYSTEM

28 Positive crankcase ventilation valve, ventilation hoses and connections														
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

EXHAUST EMISSION CONTROL SYSTEM

29 Spark control system														
30 Throttle positioner system														

CHASSIS AND BODY

31* Clutch pedal*, brake pedal and parking brake														
32 Brake linings and drums														

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary;
R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km	1	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90
	x 1000 miles	0.6	4.5	9	13.5	18	22.5	27	31.5	36	40.5	45	49.5	54
	Months	—	6	12	18	24	30	36	42	48	54	60	66	72

33 Brake pads and discs*														
34* Brake fluid						R				R				R
35 Brake line pipes and hoses														
36 Steering gear box														
37* Power steering fluid														
38 Steering wheel and linkage*														
39 Front wheel alignment (side slip)														
40* Steering knuckle grease														
41* Manual transmission, transfer and differential oil*		R	R	R	R	R	R	R	R	R	R	R	R	R
42* Propeller shaft grease*						R				R				R
43* Chassis grease			R	R	R	R	R	R	R	R	R	R	R	R
44 Wheel bearing grease						R				R				R
45 Front and rear suspensions and universal joints*														
46 Bolts and nuts on chassis and body*	T		T		T		T		T		T		T	
47 Tires and inflation pressure														
48 All lights, horns, wipers and washer														

ROAD TEST

Items with a star (*) require more frequent maintenance in accordance with the table following the schedule.

Toyota maintenance schedule (cont.)

All models except for Europe

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary; R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km x 1000 miles Months	1	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
		0.6	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		—	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48

BASIC ENGINE COMPONENTS

1	Engine bolts																	
	Gasoline engine	T																
	Diesel engine	T				T												
2	Valve clearance	A				A				A				A				A
3*	Drive belts	I				I				R				I				R
4*	Engine oil★																	
	Gasoline engine (grade SE or better)				R		R		R		R		R		R		R	
	Gasoline engine (grade SD or SC)		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
	Diesel engine		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
5*	Engine oil filter★				R		R		R		R		R		R		R	
6*	Centrifugal engine oil filter			I		I		I		I		I		I		I		I
7	Cooling and heater system hoses and connections					I				I				I				I
8*	Engine coolant																	
	With year-round coolant									R								R
	Without year-round coolant						R							R				R
9	Vacuum pump oil hoses					I								I				I
10	Vacuum fittings, hoses and connections																	
11	Radiator shutter					I								I				I
12	Exhaust pipes and mountings★					I				I				I				I

IGNITION SYSTEM

13*	Battery		I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
14*	Spark plugs					R				R				R				R
15	Ignition wiring					I				I				I				I
16	Distributor cap and rotor					I				I				I				I
17	Distributor breaker points					R				R				R				R
18	Ignition timing and dwell angle			I		I				I				I				I

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary; R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km x 1000 miles Months	1	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
		0.6	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		—	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48

FUEL SYSTEM

19	Fuel filter																	
	Cartridge type																	
	Gasoline engine																	
	Diesel engine									R				R				R
	Replaceable element type									R				R				R
20*	Water sedimenter									I				I				I
21	Feed pump filter									I				I				I
22	Pneumatic governor diaphragm (lubrication)									R				R				R
23*	Air filter★																	
	Paper type																	
	Gasoline engine									I				I				I
	Diesel engine									I				I				I
	Oil bath type																	
	Gasoline engine									R				R				R
	Diesel engine									R				R				R
24	Choke system																	
25	Idle speed, fast idle speed and idle mixture									A				A				A
26	Diesel smoke																	
27	Fuel tank cap, fuel lines and connections																	
28	Fuel vapor check valve																	

CRANKCASE EMISSION CONTROL SYSTEM

29	Positive crankcase ventilation valve, ventilation hoses and connections																	
----	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CHASSIS AND BODY

30*	Clutch pedal, brake pedal and parking brake																	
31	Brake linings and drums★																	
32	Brake pads and discs★																	
33*	Brake fluid																	

Toyota maintenance schedule (cont.)

Maintenance operations: A = Check and/or adjust as necessary; I = Inspect and correct or replace as necessary; R = Replace, change or lubricate; T = Tighten to specified torque.

SERVICE INTERVAL: (Odometer reading or months, whichever comes first.)	x 1000 km x 1000 miles Months	1	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
		0.6	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
34 Brake line pipes and hoses		I		I		I		I		I		I		I		I		I
35 Steering gear box				I		I		I		I		I		I		I		I
36* Power steering fluid				I		I		I		I		I		I		I		I
37 Steering wheel and linkage*		I		I		I		I		I		I		I		I		I
38 Front wheel alignment (side slip)				I		I		I		I		I		I		I		I
39* Steering knuckle grease			R		R		R		R		R		R		R		R	
40* Manual transmission, transfer and differential oil*			I		I		R		I		I		R		I		I	
41* Propeller shaft grease*			R		R		R		R		R		R		R		R	
42* Chassis grease		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
43 Wheel bearing grease				I		I		I		I		I		I		I		I
44 Front and rear suspensions and universal joints*		I		I		I		I		I		I		I		I		I
45 Bolts and nuts on chassis and body*		T		I		T		I		T		I		T		I		T
46 Tires and inflation pressure				I		I		I		I		I		I		I		I
47 All lights, horns, wipers and washer				I		I		I		I		I		I		I		I

ROAD TEST

Items with a star (★) require more frequent maintenance in accordance with the table following the schedule.

Required maintenance under severe driving conditions

If your vehicle is normally used under any of the following severe driving conditions, the maintenance items listed below should be performed according to the following table.

"Severe driving conditions"

- A — Pulling a trailer
- B — Repeated short trips
- C — Driving on rough and/or muddy roads
- D — Driving on dusty roads
- E — Driving in extremely cold weather and/or on salted roads

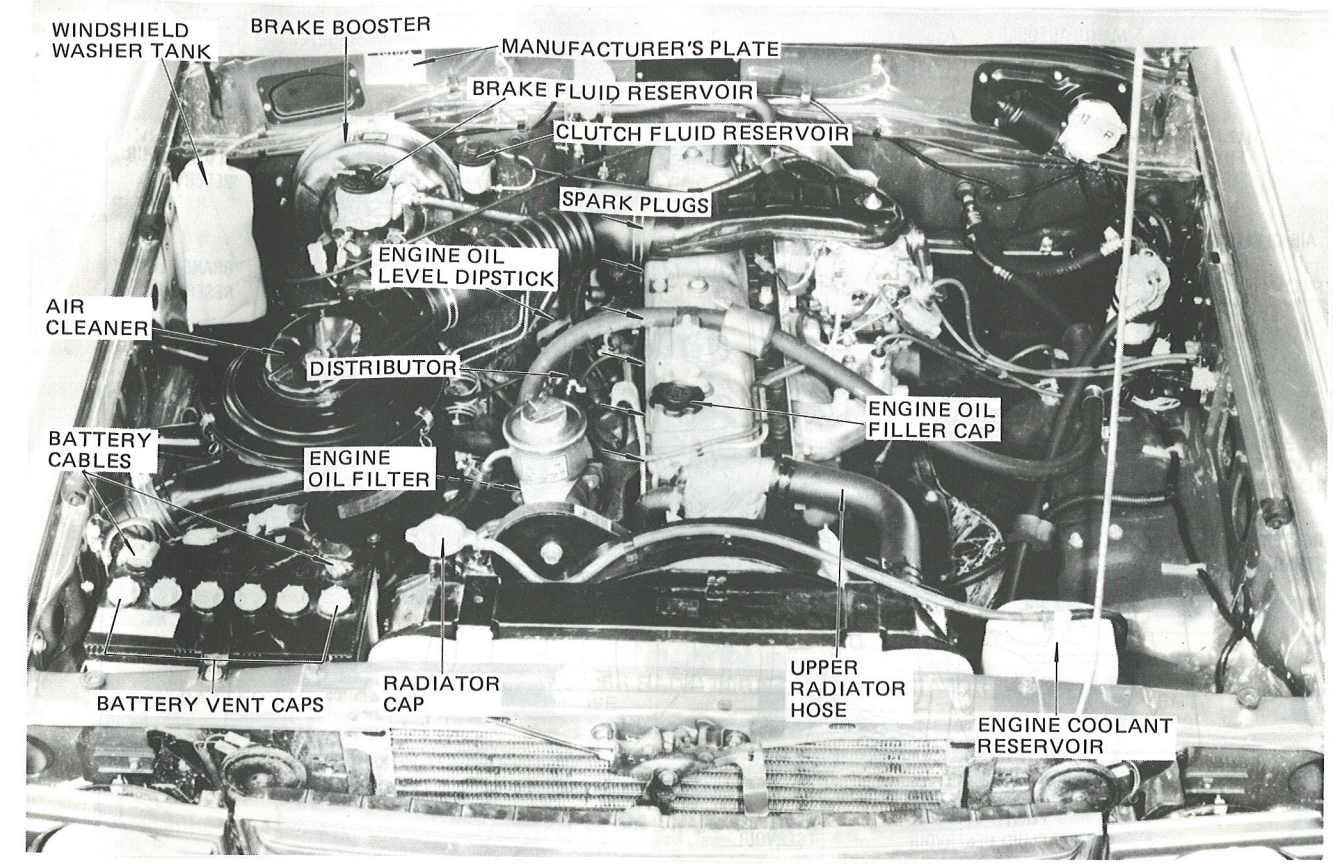
F — Repeated short trips in extremely cold weather

"Maintenance operations"

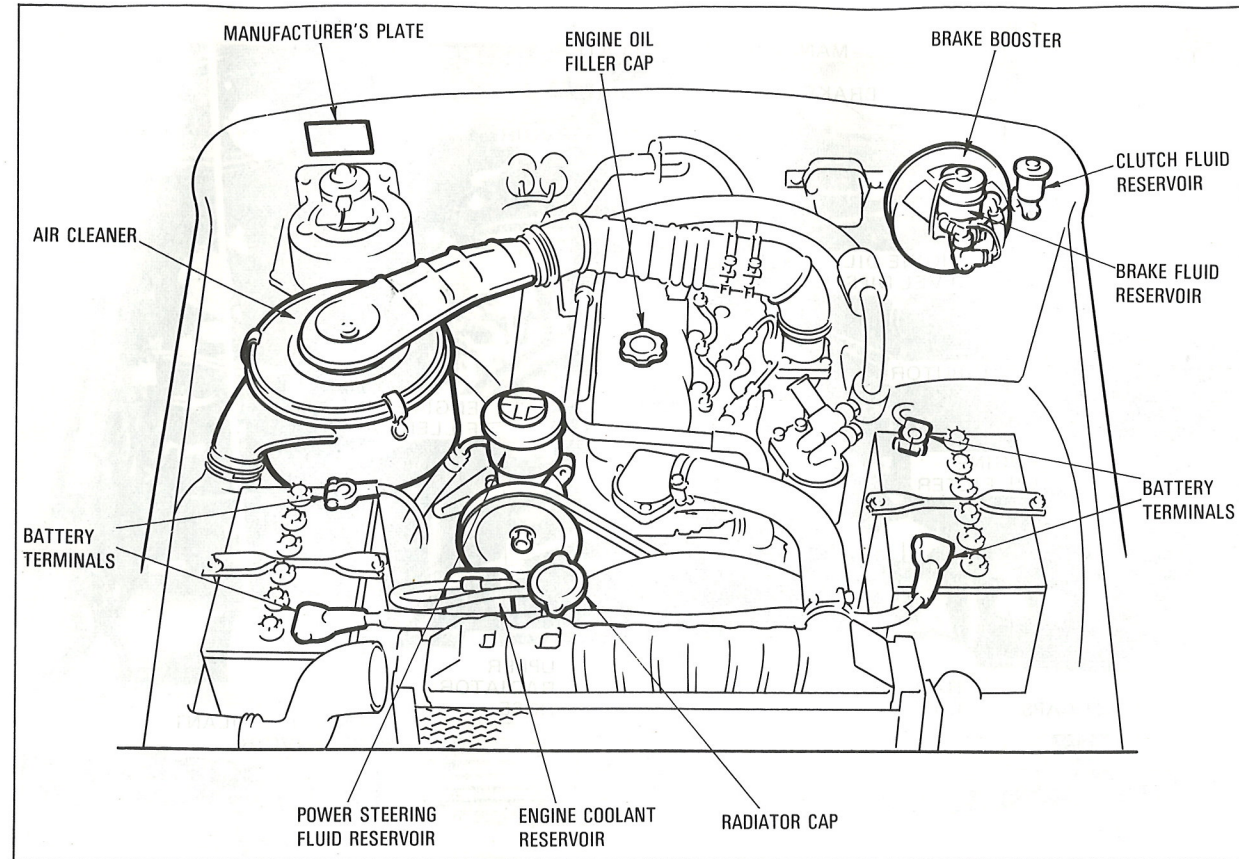
- I — Inspect and correct or replace as necessary
- R — Replace, change or lubricate
- T — Tighten to specified torque

Condition	Item	Maintenance operation	For Europe	Except for Europe
A . . . D . . F	Engine oil			
	Gasoline engine (grade SE or better)	R	Every 3750 km or 2250 miles	Every 5000 km or 3000 miles
	Gasoline engine (grade SD or SC)	R	Every 3750 km or 2250 miles	Every 2500 km or 1500 miles
	Diesel engine	R	Every 2500 km or 1500 miles	Every 2500 km or 1500 miles
A . . . D . . F	Engine oil filter			
	Gasoline engine (oil grade SE or better)	R	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
	Gasoline engine (oil grade SD or SC)	R	Every 3750 km or 2250 miles	Every 5000 km or 3000 miles
	Diesel engine	R	Every 5000 km or 3000 miles	Every 5000 km or 3000 miles
A B C . . E .	Exhaust pipes and mountings	I	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
. . . . D . . .	Air filter			
	Paper type	I	Every 2500 km or 1500 miles	Every 2500 km or 1500 miles
	Oil bath type	R	Every 2500 km or 1500 miles	Every 2500 km or 1500 miles
A . C	Clutch pedal	I	Every 3750 km or 2250 miles	—
A B C D . . .	Brake linings and drums	I	—	Every 10000 km or 6000 miles
A B C D . . .	Brake pads and discs	I	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
. . C	Steering wheel and linkage	I	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
A . C	Manual transmission, transfer and differential oil	R	Every 15000 km or 9000 miles	Every 20000 km or 12000 miles
A . C D . . .	Propeller shaft grease	R	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
. . C	Front and rear suspensions and universal joints	I	Every 7500 km or 4500 miles	Every 5000 km or 3000 miles
A B C	Bolts and nuts on chassis and body	T	Every 7500 km or 4500 miles	Every 10000 km or 6000 miles

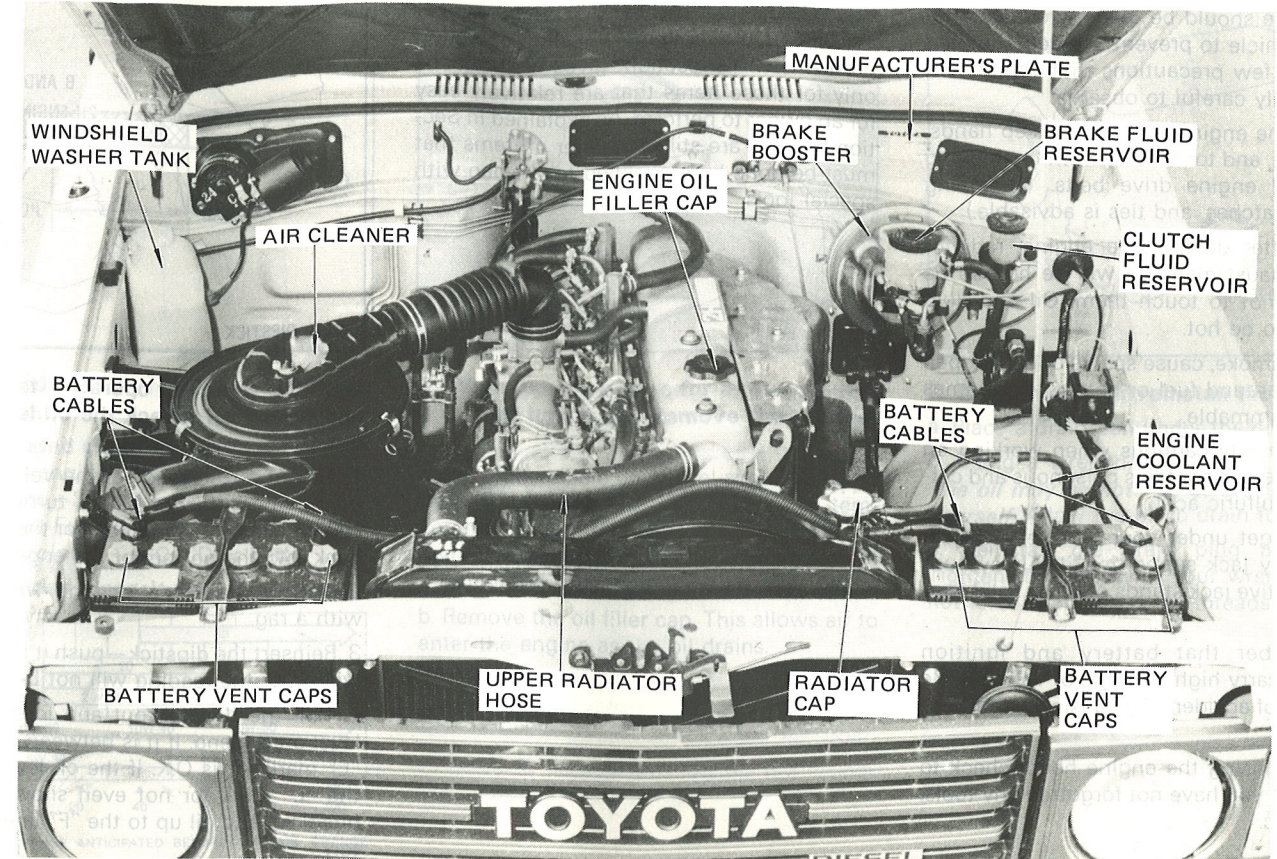
2F engine



3B engine



2H engine



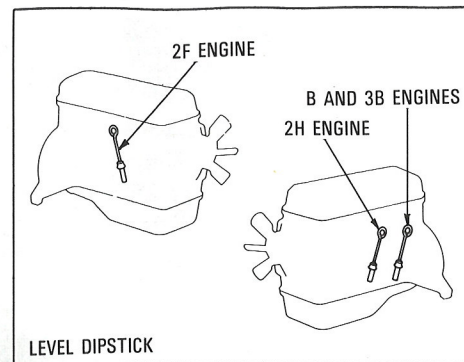
Do-it-yourself service precautions

Utmost care should be taken when working on your vehicle to prevent accidental injury. Here are a few precautions that you should be especially careful to observe:

- When the engine is running, keep hands, clothing, and tools away from the moving fan and engine drive belts. (Removing rings, watches, and ties is advisable.)
- Right after driving, the engine, radiator and exhaust manifold will be hot, so be careful not to touch them. Oil and fluid may also be hot.
- Do not smoke, cause sparks or allow open flames around fuel or battery. The fumes are inflammable.
- Be extremely cautious when working on the battery. It contains poisonous and corrosive sulfuric acid.
- Do not get under your vehicle with just the body jack supporting it. Always use automotive jack stands or other solid supports.
- Remember that battery and ignition cables carry high currents or voltages. Be careful of accidentally causing a short circuit.
- When closing the engine hood, check to see that you have not forgotten any tools, rags, etc.

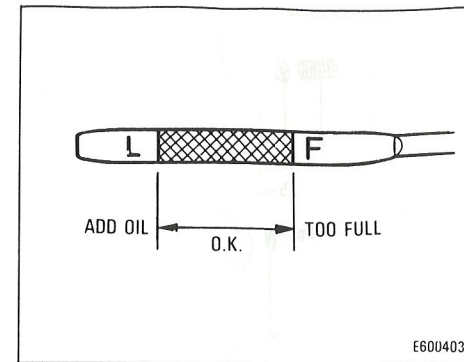
You should be aware that improper or incomplete servicing may result in operating problems. This section gives instructions only for those items that are relatively easy for an owner to perform. As explained in Section 5, there are still a number of items that must be done by a qualified technician with special tools.

Checking the engine oil level



With the engine at operating temperature and turned off, check the oil level on the dipstick.

1. To get a true reading, the vehicle should be on a level spot. After turning off the engine, wait a few minutes for the oil to drain back into the bottom of the engine.
2. Pull out the dipstick, and wipe it clean with a rag.
3. Reinsert the dipstick—push it in as far as it will go or the reading will not be correct.
4. Pull the dipstick out and look at the oil level on the end. If it is between the "F" and "L" marks, it is O.K. If the oil level is below the "L" mark (or not even showing on the dipstick), add oil up to the "F" line immediately.



Oil grade and viscosity recommendations are given below.

Recommended grade (API):

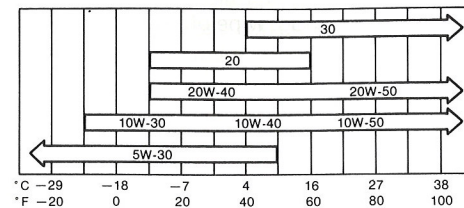
Gasoline engine

Europe—SD, SE or better

Except Europe—SC, SD, SE or better

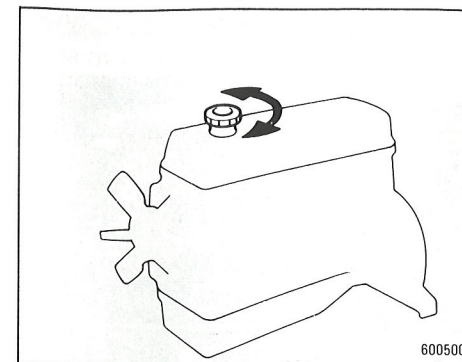
Diesel engine — CC, CD or better

Recommended viscosity (SAE):



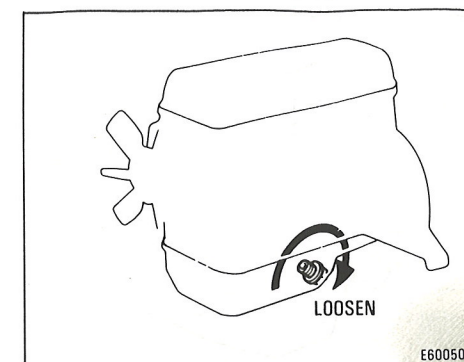
TEMPERATURE RANGE ANTICIPATED BEFORE NEXT OIL CHANGE

Changing the engine oil



1. Warm up the engine for a few minutes and then turn it off. Remove the oil filler cap.

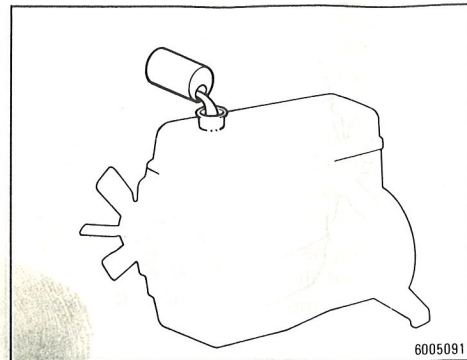
- a. Park the vehicle on a level spot. Warm up the engine until the needle on the temperature gauge is at least above the bottom mark. (Warm oil will drain faster and more thoroughly.) Turn the engine off.
- b. Remove the oil filler cap. This allows air to enter the engine as the oil drains.



2. Drain the oil and reinstall the drain plug.

- a. Place a drain pan under the drain plug.
- b. Using a wrench, remove the drain plug. *The oil may be hot—be careful not to burn yourself.* Allow the oil to drain fully.
- c. Reinstall the drain plug and gasket. Tighten the plug with your wrench, but do not force it and strip the threads.

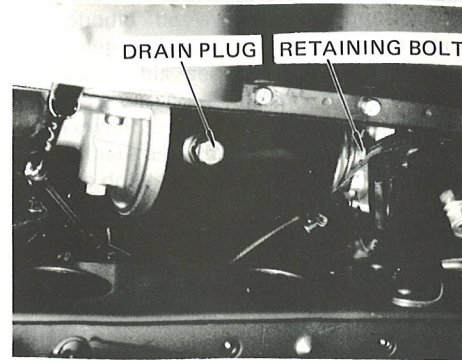
Changing the engine oil (cont.)



3. Add oil and install the filler cap. Start the engine and check for leaks at the drain plug.

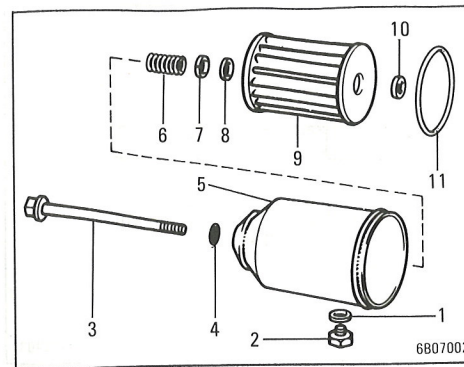
- After adding the oil, make sure that the filler cap is installed hand-tight. You should double-check the oil level on the dipstick. Engine oil additives are neither needed nor recommended.
- With the engine running, look carefully for any small leaks from around the drain plug. Any leak indicates a faulty installation.
- Turn the engine off and wait a few minutes. Check the oil level again and add oil if necessary.

Changing the engine oil filter (paper element type)



1. Drain the oil, remove the case retaining bolt and take off the element.

- Place a drain pan under the drain plug.
- Remove the drain plug. Allow the oil to drain into the drain pan.
- Remove the retaining bolt and take off the case. Hold up the case until you have removed the retaining bolt.
- Discard the old element and use a new one.

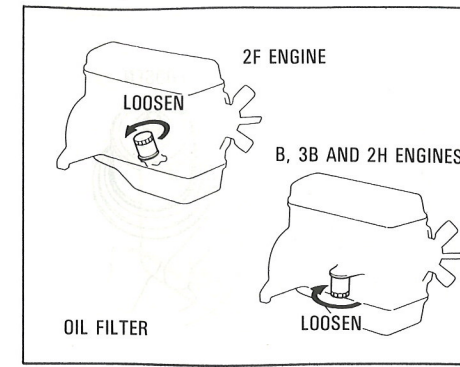


2. Assemble all the components in the order shown in the illustration, and install the oil filter assembly to the engine. Then, tighten the retaining bolt.

- Insert the retaining bolt into the oil filter case through the gasket.
- Place the spring, washer, gaskets and filter element on the retaining bolt.
- With a clean rag, wipe off the filter mounting surface.

- Place the gasket over the filter body and install the oil filter case assembly to the engine. A new gasket should be used.
- Tighten the retaining bolt. Do not over-tighten the case retaining bolt, or the filter may be damaged.
- Install the drain plug and tighten it.
- Add oil, start the engine and **check for leaks at the filter. Double-check the oil level on the dipstick.**

Changing the engine oil filter (cartridge type)

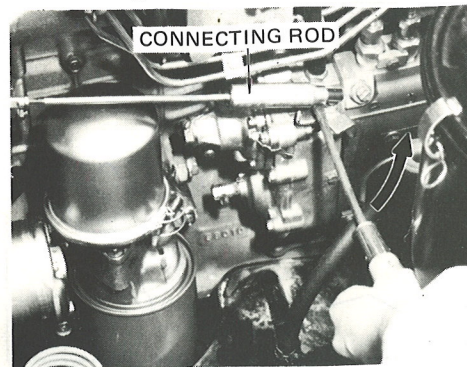


Remove the old oil filter and install a new one, hand-tight.

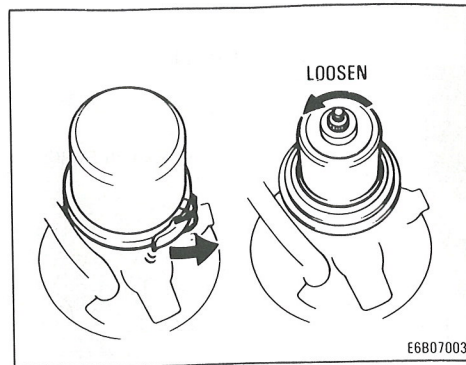
- Using an oil filter wrench (any of several common types will work), loosen the oil filter. It turns counterclockwise. Once loose, you may unscrew it the rest of the way by hand. When removing it, hold up the end so that oil does not spill out.
- With a clean rag, wipe off the mounting surface on the engine so that the new filter will seat well. **Make sure that the old gasket has not stuck to the mounting surface.** If it has, remove it before installing the new filter.
- Smear a little engine oil on the rubber gasket of the new oil filter.

- Screw the new filter into place. Tighten it as firmly as you can **by hand**. Do not use the wrench to tighten it.
- Add oil, start the engine and **check for leaks at the filter. Double-check the oil level on the dipstick.**

Cleaning the centrifugal oil filter (diesel engine)

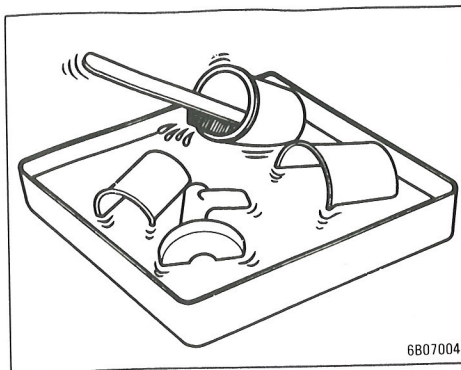


1. Disconnect the connecting rod from the injection pump.



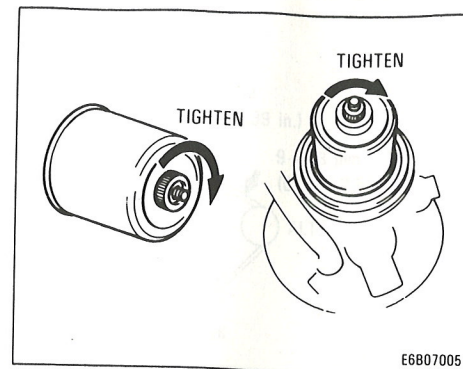
2. Remove the fastener and take off the filter cover. Then loosen the thumb nut and lift out the rotor unit.

- Release the clip and remove the fastener.
- Remove the filter cover by hand.
- Loosen the small thumb nut by hand and remove it. If necessary, use a plier.
- Lift out the rotor unit.



3. Remove the rotor cover retaining nut and disassemble the rotor unit. Then wash the parts in kerosine.

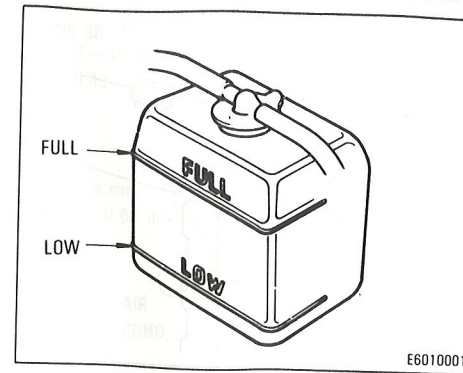
- Loosen the rotor cover retaining nut (large thumb nut) by hand. If necessary, use a plier.
- Wash the parts and filter cover in kerosine using a soft brush.



4. Assemble the rotor unit and install it in place. Reinstall the cover, secure with the fastener and connect the connecting rod.

- When assembling the rotor unit, *tighten the retaining nut as firmly as you can by hand. Do not use a plier.* Make sure the rotor cover and gasket are properly seated on the rotor body.
- When installing the rotor unit, *tighten the thumb nut only hand tight. Do not use a plier.*
- Reinstall the filter cover and secure with the fastener.
- Connect the connecting rod to the injection pump.

Checking the engine coolant level



Look at the see-through coolant reservoir tank. The coolant level is satisfactory if it is between the "FULL" and "LOW" lines on the tank.

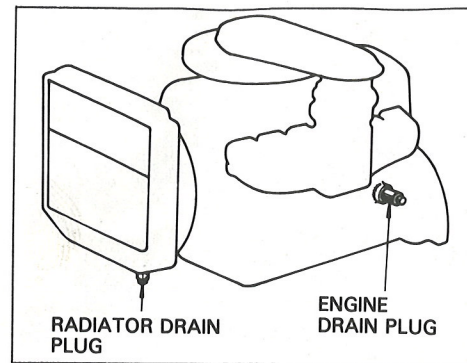
The coolant level in the reservoir tank will vary with engine temperature. However, if the level is on or below the "LOW" line, add coolant. Bring the level up to the "FULL" line.

When adding coolant, all you have to know is what kind of coolant is already in the cooling system. *Always use the same type as already in the system.*

If the coolant level drops within a short time after replenishing, there may be a leak in the system. Visually check the radiator, hoses, radiator cap and drain cock, and water pump.

If no leak can be found, have the cap pressure tested at your Toyota dealer. **To prevent burning yourself, do not remove the radiator cap when the engine is hot.** See "If your vehicle overheats" in Section 3 for instructions and precautions.

Changing the engine coolant

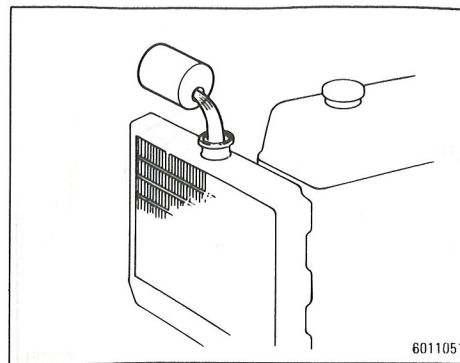


1. Drain the cooling system and flush it out with water.

a. Park the vehicle on a level spot, where the coolant can drain into a suitable disposal container.

b. Remove the radiator cap. **To prevent burning yourself, do not remove the cap if the engine is hot.**

c. Loosen (turn counterclockwise) the two drain plugs. **To prevent burning yourself, do not loosen the drain plugs if the engine is hot.**



2. Close the two drain plugs and fill the system with antifreeze and water. Install the radiator cap.

a. Make sure that both drain plugs are securely tightened.

b. Read the antifreeze container for information on freeze protection. Follow the manufacturer's directions for how much to mix with water. The total capacity of the cooling system is given in Section 8. We recommend more than 50 % solution (but no more than 70 %) be used for your Toyota or a sufficient quantity to provide protection to about -35°C (-31°F). For information on antifreeze, see also "Winter driving tips" in Section 2.

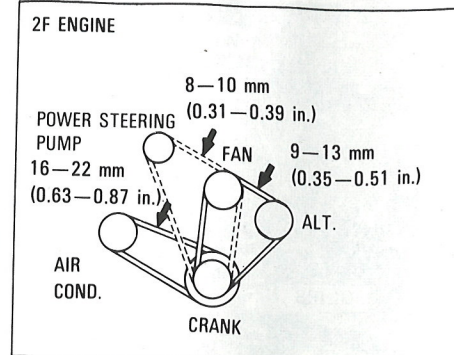
c. Pour the antifreeze into the radiator. Then fill with clean water until the radiator is full.

d. Wait for a few minutes and add water again in small quantities until the water level does not drop.

e. Start the engine, and top off the radiator with water. Fill the reservoir half full.

f. Install the radiator and reservoir caps and double-check that the drain plugs are not leaking.

Checking the engine drive belts

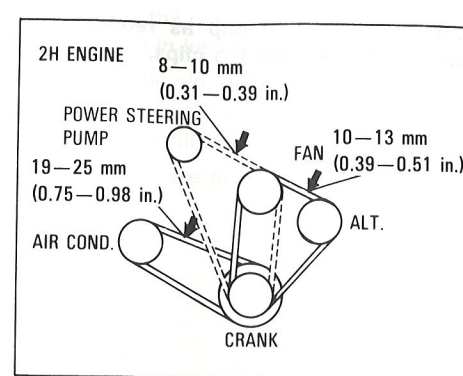
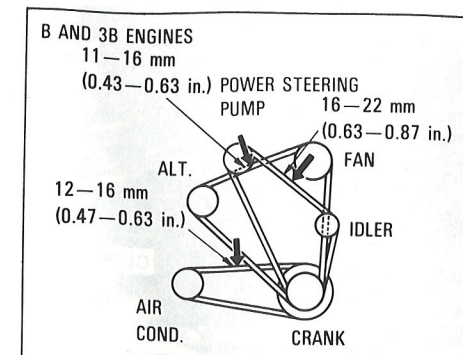


Visually inspect the condition of the belts. Check their tension by applying thumb pressure midway between the pulleys.

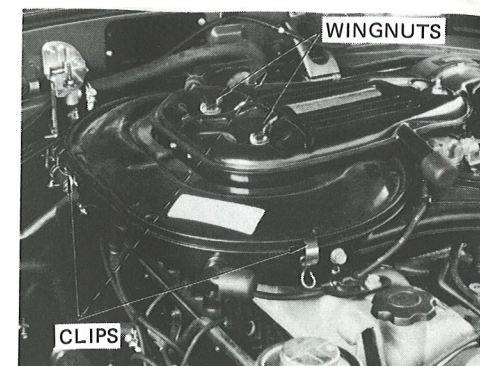
a. With the engine turned off, check the belts for cracks, fraying, excessive wear or oil stains. Have belts in poor condition immediately replaced by your Toyota dealer.

b. With your thumb, press hard on each belt midway between the pulleys. Each belt should deflect no more than the amount shown above. If a belt is loose, have it adjusted by your Toyota dealer.

When the engine is hot, be careful not to touch the radiator or engine.



Checking and replacing the air cleaner element (conventional type)



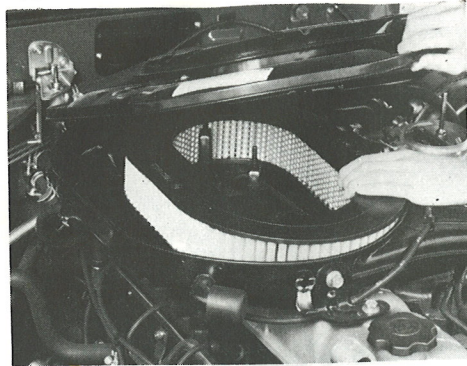
1. To inspect the element, unscrew the wingnuts and release the clips. Then remove the cover and lift out the element.

- The wingnuts can be unscrewed by hand.
- Lift the wire tab to release each clip.
- Lift off the cover and set it aside.

Lift out the paper element and look at its outer surface. If it is dirty, it should be replaced.

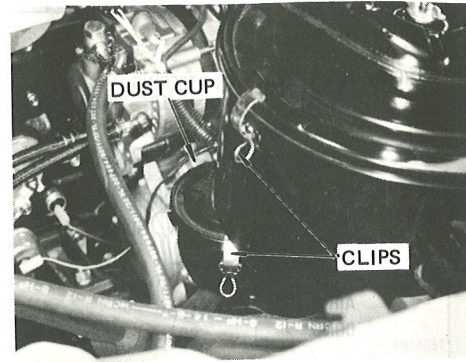
NOTE: If the element is just moderately dusty, it may be cleaned by blowing compressed air from the *inside* outward. Do *not* wash or oil the element. **Do not drive with the air cleaner removed.** Backfiring could cause a fire under the hood.

Checking and replacing the air cleaner element (conventional type) (cont.)

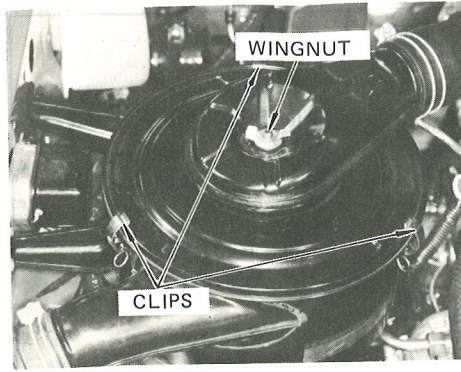


- d. When installing an element, make sure it is properly seated in the case.
- e. Do not overtighten the wingnuts or the carburetor may be damaged.

Checking and replacing the air cleaner element (cyclone type)



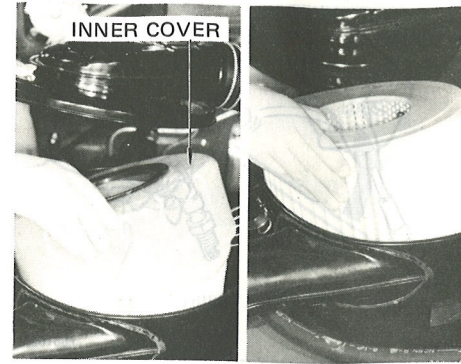
- 1. Empty the dust cup as required. To remove the cup, lift the clips.



- 2. To inspect the element, unscrew the wingnut and release the clips. Then remove the cover and lift out the element.

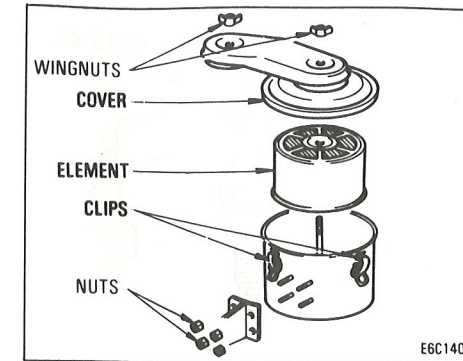
- a. The wingnut can be unscrewed by hand.
- b. Lift the wire tab to release each clip.
- c. Lift off the cover and set it aside.
- d. Take out the inner cover.

Lift out the paper element and look at its outer surface. If it is dirty, it should be replaced.



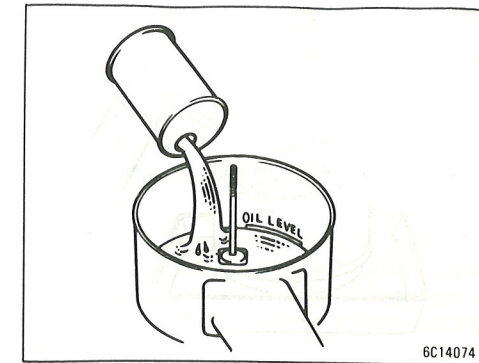
- NOTE: If the element is just moderately dusty, it may be cleaned by blowing compressed air from the *inside* outward. Do *not* wash or oil the element. *Do not drive with the air cleaner removed.* Backfiring could cause a fire under the hood.
- e. When installing an element, make sure it is properly seated in the case.
 - f. Do not overtighten the wingnut.

Cleaning the air cleaner element (oil bath type)



- 1. Remove the case and filter element and wash them in kerosine.

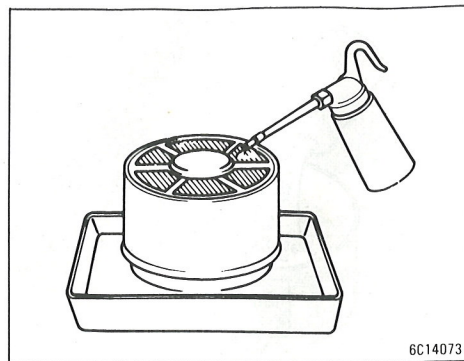
- a. Discard the old oil from the case.
- b. Wash the case and element in kerosine by agitating and rubbing.
- c. Wipe the case and element with a clean rag.



- 2. Fill the case up to the indicated level with clean engine oil.

- a. Place the case on a level work stand.
- b. Pour in clean engine oil until the correct level is reached. It is indicated inside the case.

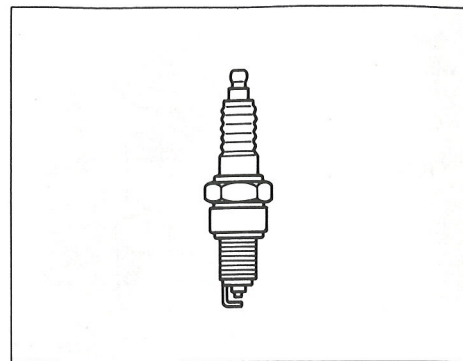
Cleaning the air cleaner element (oil bath type) (cont.)



3. Place the element in the case and saturate the element with clean engine oil. Install the case and element assembly.

It is best that the inside of the element is oiled thoroughly with no oil dripping from the element.

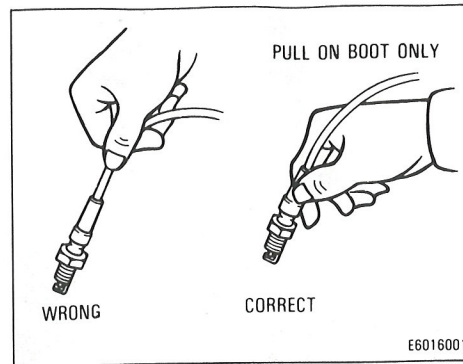
Replacing spark plugs



Always use the recommended spark plugs or equivalent when replacing. The use of the other plugs will cause engine damage or loss of performance or radio noises.

Recommended spark plugs:

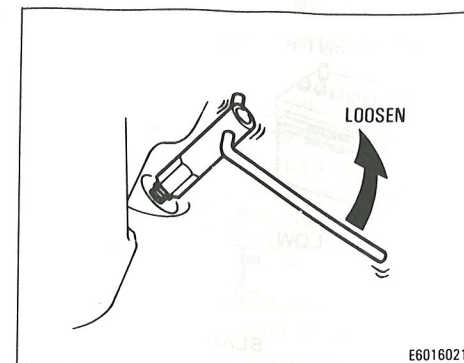
Europe	
Nippondenso	W14EXR-U
NGK	BPR4EY
Except Europe	
Nippondenso	W14EX-U
NGK	BP4EY, BP5EA



1. Unfasten the spark plug cables by pulling on the boot, not on the cable itself.

a. Note the order of the spark plug cables. If you are not positive that you can reconnect them correctly, mark each cable with a number on a piece of tape before disconnecting it.

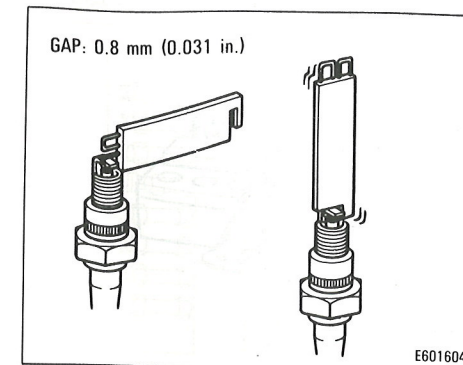
b. Unfasten the connector by pulling straight up. Pulling on the cables may break the carbon conductor inside. *The boots may be hot, so be careful.*



2. Unscrew and remove the old spark plugs.

Keep the plugs in order as you remove them. *The spark plugs may be hot, so be careful.* If the plug condition is normal, discard the plugs. One clue to judging the plug condition is the deposits. If the plugs have anything other than brown to light-tan (or grey) deposits on them, that may indicate the engine needs adjustments or repairs. Save them and show them to your Toyota dealer.

Do not allow dirt or anything else to fall through the spark plug holes.



3. Set the gap on the new plugs to the correct clearance, and install them. Reconnect the spark plug cables in correct order.

a. Check the gap by passing the feeler gauge between the electrodes on the spark plug. If the gap is correct, you will feel a slight drag. If necessary, bend the outer electrode to obtain the right clearance. *Do not pry against the center electrode.*

b. First screw in the plugs by hand. Tighten with a spark plug wrench, being careful not to strip the threads. Do not overtighten them.

c. Make sure the cables are installed in the correct order. The connector fastens on by pushing it squarely over the end of the plug.

Checking battery condition and fluid level

BATTERY PRECAUTIONS

The battery produces an inflammable and explosive hydrogen gas.

- Do not cause a spark from the battery with tools.
- Do not smoke or light a match near the battery.
- Always charge the battery in an unconfined area. Do not charge or use the battery for other purposes in a garage or closed room where there is not sufficient ventilation.

The electrolyte contains poisonous and corrosive sulfuric acid.

- Avoid contact with eyes, skin or clothes.
- Never ingest electrolyte.
- Wear protective safety glasses when working near the battery.
- Keep children away from the battery.

EMERGENCY MEASURES

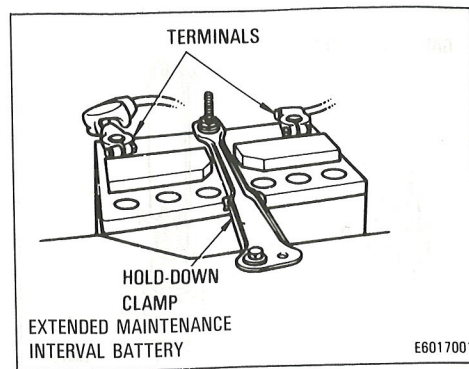
- If electrolyte gets in your eyes, *flush your eyes with clean water for at least 15 minutes and get immediate medical attention.* If possible, continue to apply water with a sponge or cloth while enroute to the medical office.

Checking battery condition and fluid level (cont.)

- If electrolyte gets on your skin, *thoroughly wash the contacted area. If you feel a pain or burn, get medical attention immediately.*
- If electrolyte gets on your clothes, there is a possibility of its soaking through to your skin, so *immediately take off the exposed clothing and follow the procedure above, if necessary.*
- If you happen to swallow electrolyte, *drink a large quantity of water or milk. Follow with milk of magnesia, beaten raw egg or vegetable oil. Then go immediately for emergency help.*

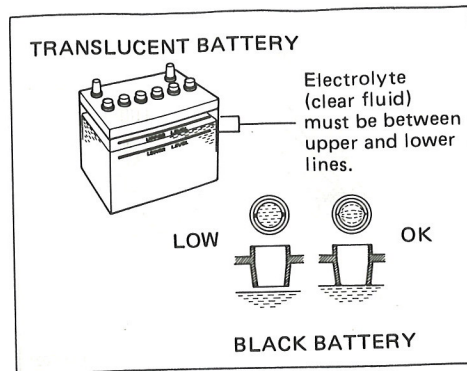
BATTERY HANDLING SAFETY

- Never perform any maintenance on the battery or recharge it while the engine is running. Also, be sure all accessories are turned off.
- Remove the ground cable first and reinstall last. On some diesel-powered vehicles, the two batteries are connected parallel. Therefore, be sure to disconnect both minus (—) terminals before servicing.



1. Check the battery for corroded or loose connections, cracks, or loose hold-down clamps.

- a. If the battery is corroded, wash it off with a solution of warm water and baking soda. *Take care that no solution gets into the battery.* Coat the outside of the terminals with grease to prevent further corrosion.
- b. If the connections are loose, tighten the clamp bolts—but do not overtighten. *Be careful not to cause a short circuit with tools.*
- c. Tighten the hold-down clamp only enough to keep the battery firmly in place. Overtightening may damage the battery case.



2. Check the electrolyte level as shown above. If the level is low, add distilled water.

- a. When checking the electrolyte level, look at all six cells, not just one or two.
- b. Use only distilled water to replenish the battery. **Do not overfill**—the electrolyte may squirt out of the battery during periods of heavy charging, causing corrosion or damage.
- c. After replenishing, be sure to securely retighten the filler/vent caps.

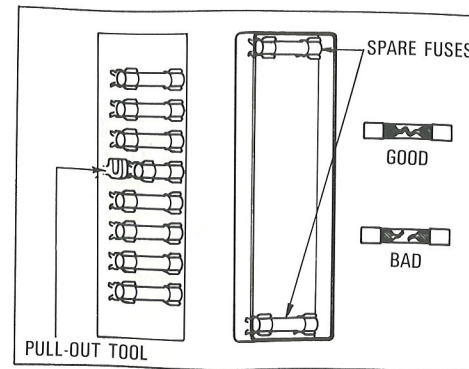
Battery recharging precautions

During recharging, the battery is producing hydrogen gas.

Therefore, before recharging:

1. Remove the battery from the vehicle and remove the filler/vent caps if performing a quick charge (6 A or above but max. 15 A). Removing the filler/vent caps is not necessary when performing a slow charge (under 5 A).
2. Be sure the power switch on the recharger is off when connecting the charger cables to the battery and when disconnecting them.
3. If recharging with the battery installed on the vehicle, be sure to disconnect the ground cable.

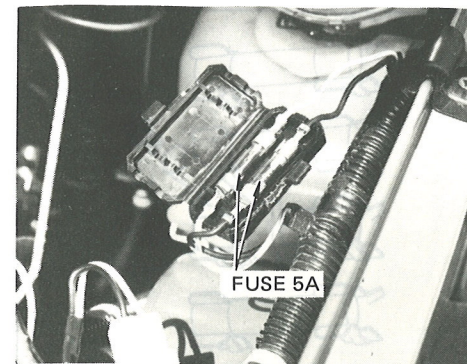
Checking and replacing fuses (except station wagon)



1. Turn the ignition switch off, open the fuse box lid and look at the fuses.

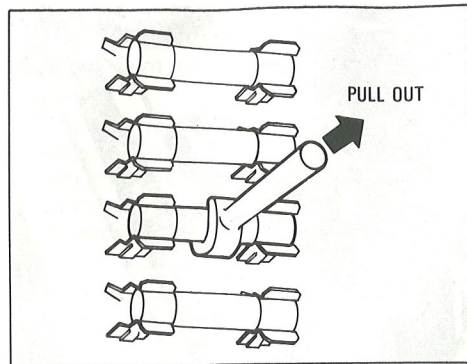
If any light or electrical component does not work, your vehicle may have a blown fuse.

- a. Determine which fuse may be causing the problem. The lid of the fuse box shows the name of the circuit for each fuse. (If necessary, Section 8 gives the name of the circuit for each fuse.)
- b. Look carefully at the fuse. If the thin wire is broken, the fuse has blown. If you are not sure or if it is too dark to see, try replacing the suspected fuse with one you know is good.



NOTE: The ammeter fuses (5 A) are located near the battery. The cooler fuse (15 A) is located near the heater blower motor.

Checking and replacing fuses (except station wagon) (cont.)



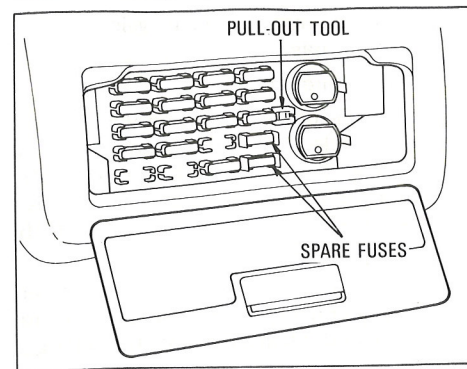
2. To install a new fuse, be sure the inoperative component is off. Pull the blown fuse straight out with the pull-out tool located on the inside of the fuse box. Then push a new fuse into the clips.

- Your vehicle has a spare fuse (15 A) clipped to the inside of the fuse box lid.
- Install only a fuse with an amperage rating designated on the fuse box lid. **Never use a fuse with a higher amperage rating nor some other object in place of a fuse.**
- If the new fuse immediately blows out, there is a problem with the electrical system. Have your Toyota dealer correct it as soon as possible.

If you do not have a spare fuse, in an emergency you can pull out the "HEATER" or "LIGHTER" fuse, which may be dispensable for normal driving, and use it if its amperage rating is the same. If you cannot use one of the same amperage, use one with a lower than, but as close as possible to, the same rating. If the amperage is lower than that specified, the fuse might blow out again but this does not indicate anything wrong.

NOTE: It is a good idea to purchase a set of spare fuses and keep them in your vehicle for emergencies.

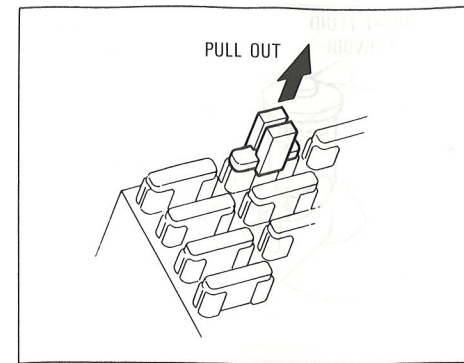
Checking and replacing fuses (station wagon)



1. Turn the ignition switch off and open the fuse box lid.

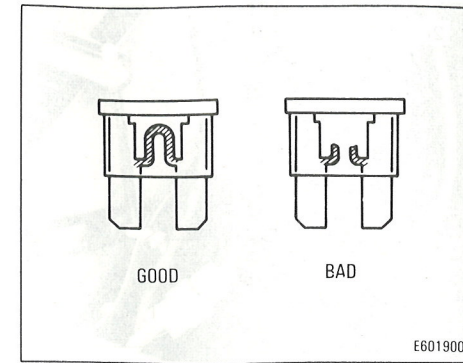
If any light or electrical component does not work, your vehicle may have a blown fuse.

Determine which fuse may be causing the problem. The lid of the fuse box shows the name of the circuit for each fuse. (If necessary, Section 8 gives the name of the circuit for each fuse.)



2. Be sure the inoperative component is off. Pull a suspected fuse straight out with the pull-out tool located on the inside of the fuse box and check it. If it has blown, push a new fuse into the clips.

- Look carefully at the fuse. If the thin wire is broken, the fuse has blown. If you are not sure or if it is too dark to see, try replacing the suspected fuse with one you know is good.
- Your vehicle has two spare fuses (7.5 A and 15 A) clipped to the inside of the fuse box.
- Install only a fuse with an amperage rating designated on the fuse box lid. **Never use a fuse with a higher amperage rating nor some other object in place of a fuse.**

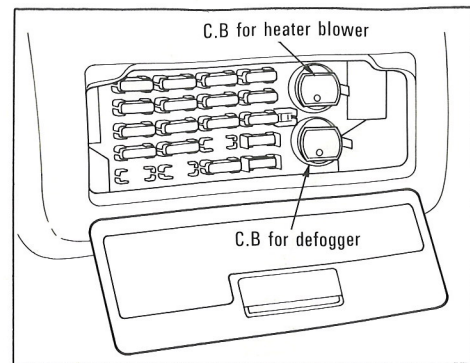


d. If the new fuse immediately blows out, there is a problem with the electrical system. Have your Toyota dealer correct it as soon as possible.

If you do not have a spare fuse, in an emergency you can pull out the "DOME", "CIG. L.", "RADIO", "POWER" or "A/C" fuse, which may be dispensable for normal driving, and use it if its amperage rating is the same. If you cannot use one of the same amperage, use one with a lower than, but as close as possible to, the same rating. If the amperage is lower than that specified, the fuse might blow out again but this does not indicate anything wrong. Be sure to get a correct fuse as soon as possible and return the substitute to its original clips.

NOTE: It is a good idea to purchase a set of spare fuses and keep them in your vehicle for emergencies.

Checking the circuit breakers (station wagon)

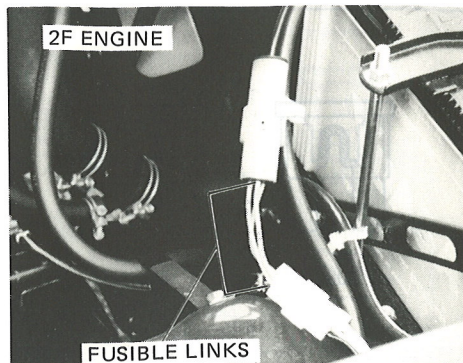


In event the heater blower or defogger does not operate, check its circuit breaker (C.B).

a. Lightly insert a piece of wire, except a stranded wire, into the hole in the circuit breaker for the heater or defogger. This should turn on the circuit breaker and the component will then operate.

b. If the circuit breaker immediately goes off again, turn off the component switch and have the electrical system checked by your Toyota dealer as soon as possible.

Checking the fusible links

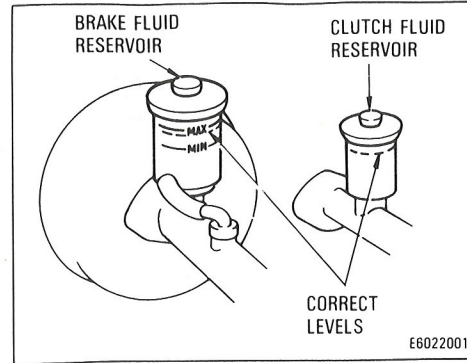


If the headlights or other electrical components do not work and the fuses are O.K., check the fusible links. If any of the links is melted, it must be replaced.

Always use a genuine Toyota fusible link for replacement. Never install a wire—even for a temporary fix. It may cause extensive damage and possibly a fire.

If there is an overload in the circuits from the battery, the fusible links are designed to melt before the entire wiring harness is damaged. *The cause of electrical overload should always be determined before replacing the fusible links.*

Checking brake and clutch fluid

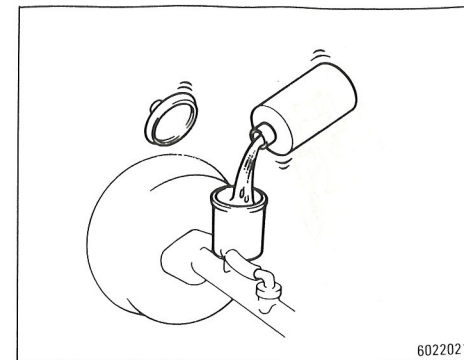


To check the fluid levels, simply look at the see-through reservoirs. The level should be near the correct level, as shown above.

It is a good habit to check these fluid reservoirs every time you check the engine oil level.

It is normal for the brake fluid level to go down slightly as the front brake pads wear. So be sure to keep the reservoirs filled.

If any reservoir needs frequent refilling, it may indicate a serious mechanical problem.

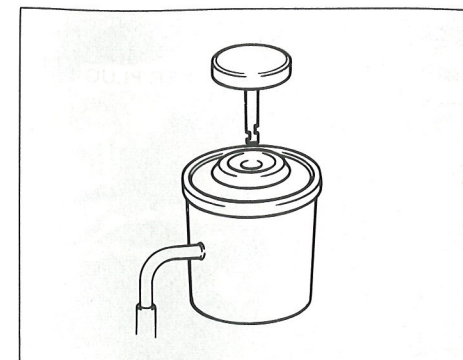


If the level is low, add SAE J1703 or DOT-3 brake fluid to the brake or clutch reservoir.

Use caution in filling the reservoirs because brake fluid can harm your eyes and damage painted surfaces.

Do not use brake fluid that has been opened for more than 1 year or that has had the cap left off. Brake fluid absorbs moisture from the air, and excess moisture can cause a dangerous loss of braking. Also, for this reason you should have the brake fluid drained and replaced periodically. Remove and replace the reservoir covers by hand.

Checking power steering fluid

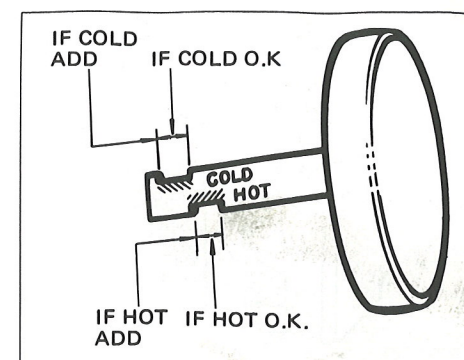


Check the fluid level on the dipstick. If necessary, add Dexron II or Dexron automatic transmission fluid.

If the vehicle has been driven around 80 km/h (50 mph) for 20 minutes (a little more in frigid temperatures), the fluid is hot (60°C—80°C or 140°F—175°F). You may also check the level when the fluid is cold (about room temperature, 10°C—30°C or 50°F—85°F) if the engine has not been run for about five hours.

a. Clean all dirt from outside of the reservoir tank.

b. Remove the filler cap by turning it counter-clockwise and wipe the dipstick clean. *This reservoir tank may be hot so be careful not to burn yourself.*

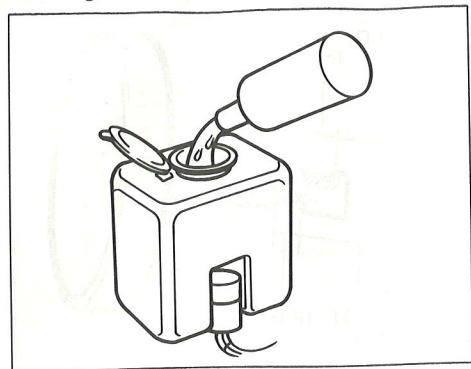


c. Reinstall the filler cap.

d. Remove the filler cap again and look at the fluid level. If the fluid is cold, the level should be in the "COLD" range on the dipstick. Similarly, if it is hot, the fluid level should be in the "HOT" range. If the level is at the low side of either range, add Dexron II or Dexron automatic transmission fluid, *but do not overfill.*

e. After replacing the filler cap, visually check the steering box case, vane pump and hose connections for leaks or damage.

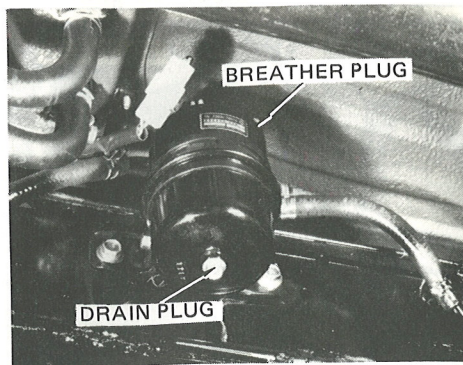
Adding washer fluid



If any washer does not work, the washer tank may be empty. Add washer fluid.

You may use plain water as washer fluid. However, in cold area where temperatures range below the freezing point, use washer fluid containing antifreeze. This product is available at your Toyota dealer and most auto parts stores. Follow the manufacturer's directions for how much to mix with water. Do not use engine antifreeze or any other substitute because it may damage your vehicle's paint.

Draining sedimenter water (diesel engine)



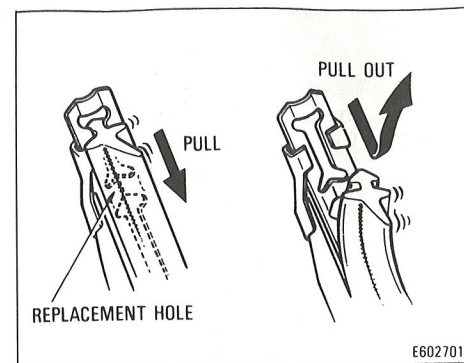
When the sedimenter water level warning light comes on, the water in the sedimenter must be drained immediately.

- Place a small tray under the drain plug to catch the water.
- Turn the drain plug counterclockwise a few turns. If no water comes out, loosen the breather plug. Remember, however, that this allows the air to get into the fuel system and the air must be bled afterwards. (See Section 3 for instructions on how to bleed the fuel system.)

We recommend draining the water when the fuel tank is full or almost full. This allows the water to drain easier and makes it unnecessary to loosen the breather plug.

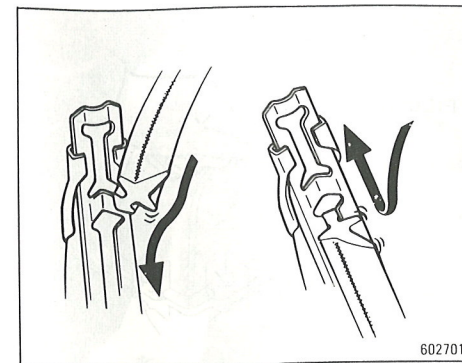
- When all the water has been drained, retighten the drain plug.

Replacing the wiper blades



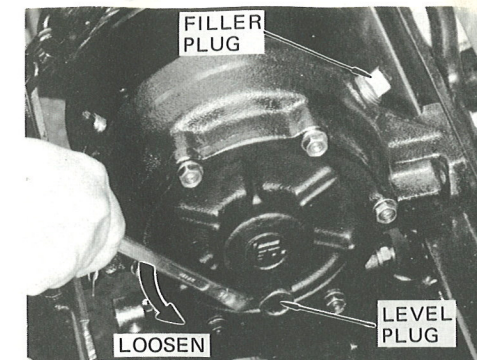
When the wipers no longer clean adequately, the wiper blades may be worn or cracked requiring replacement.

- Pull the end of the rubber inward until the rubber blade is free of the end slot, and you can see the replacement hole.
- Pull the rubber blade out the replacement hole.



- Insert the end of a new rubber into the hole, and work the rubber along the slot in the blade frame.
- Once all of the rubber is in the frame slot, allow it to expand and fill in the end.

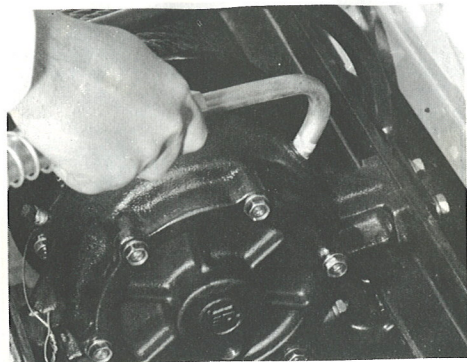
Checking power take-off winch oil



Remove the level plug and feel inside the hole with your finger. The oil should come to the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

- Make sure the vehicle is level while making this check.
- After installing the plug, visually check the winch case for leaks or damage.

Checking power take-off winch oil (cont.)

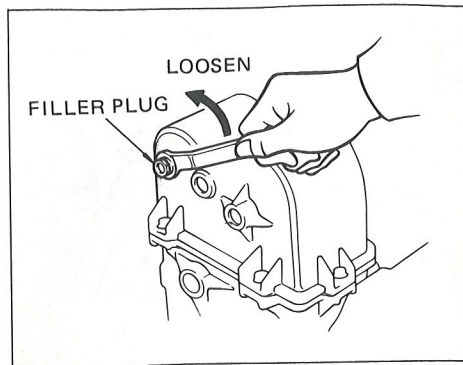


If the level is low, remove the filler plug and add multipurpose gear oil (API GL-4) until it begins to run out of the level hole. Reinstall the plug securely.

Recommended viscosity: SAE 90

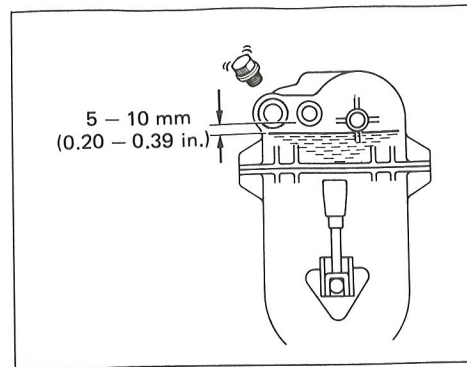
- Fill the lubricant filler with gear oil.
- Put the end of the tube into the filler hole and add oil until it begins to run out of the level hole.
- Install and retighten both plugs.

Checking electric winch fluid



Remove the filler plug and feel inside the hole with your finger. The fluid should come to 5–10 mm (0.20–0.39 in.) below the bottom edge of the hole. If the level is O.K., reinstall the filler plug and tighten it.

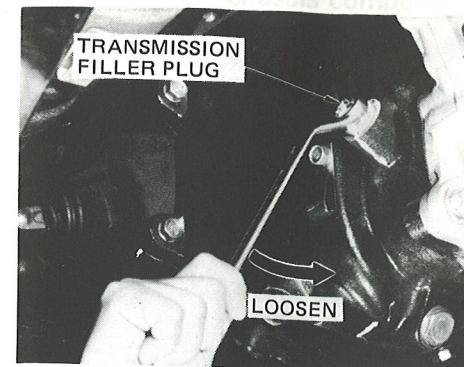
- Make sure the vehicle is level while making this check.
- After installing the filler plug, visually check the winch case for leaks or damage.



If the level is low, add Type F automatic transmission fluid to the specified level. Reinstall the filler plug securely.

- After adding the fluid, make sure that the filler plug is installed and tightened securely.
- Then visually check the winch case for leaks or damage.

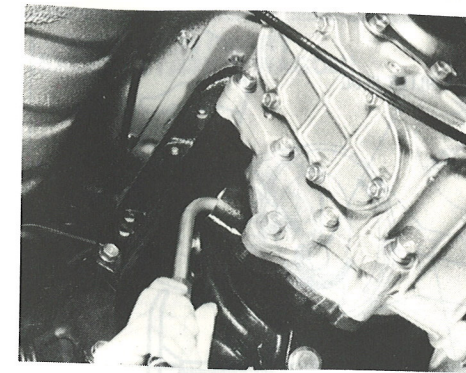
Checking manual transmission oil



Remove the filler plug and feel inside the hole with your finger. The oil should come to the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

Right after driving the oil may be hot, so be careful.

- Make sure the vehicle is level while making this check.
- After installing the plug, visually check the transmission case for leaks or damage.

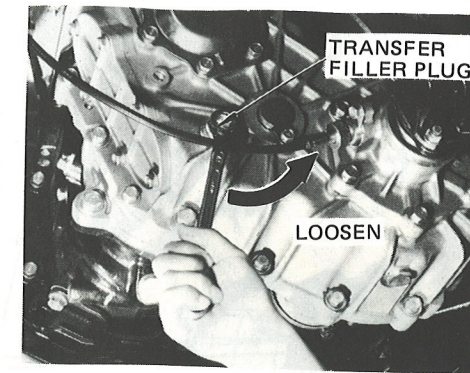


If the level is low, add multipurpose gear oil (API GL-4) until it begins to run out of the filler hole. Reinstall the plug securely.

Recommended viscosity: SAE 90

- Fill the lubricant filler with gear oil.
- Put the end of the tube into the filler hole and add oil until it begins to run out.
- Install and retighten the filler plug.

Checking transfer oil

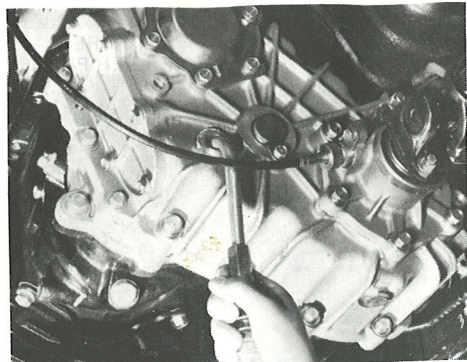


Remove the filler plug and feel inside the hole with your finger. The oil should come to the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

Right after driving the oil may be hot, so be careful.

- Make sure the vehicle is level while making this check.
- After installing the plug, visually check the transfer case for leaks or damage.

Checking transfer oil (cont.)



If the level is low, add multipurpose gear oil (API GL-4) until it begins to run out of the filler hole. Reinstall the plug securely.

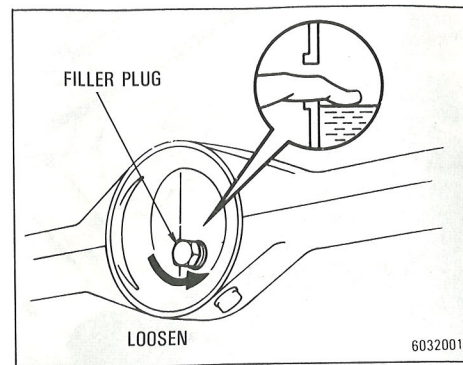
Recommended viscosity: SAE 90

- Fill the lubricant filler with gear oil.
- Put the end of the tube into the filler hole and add oil until it begins to run out.
- Install and retighten the filler plug.

With power take-off:

The oil level is satisfactory if the transfer oil is up to the filler hole level.

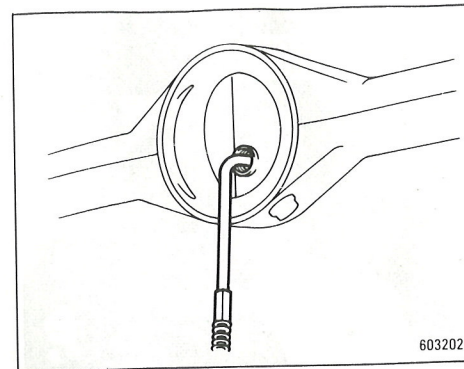
Checking differential oil



Remove the filler plug and feel inside the hole with your finger. If the oil comes to the bottom edge of the hole, the level is correct. Reinstall the plug.

Right after driving the oil may be hot, so be careful.

- Make sure the vehicle is parked on a level spot.
- After installing the plug, visually check the differential and axle for leaks or damage.



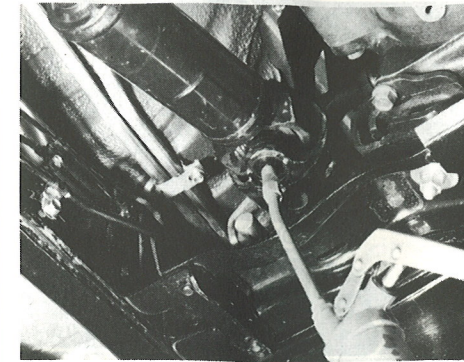
If the level is low, add hypoid gear oil (API GL-5) or hypoid gear oil for limited slip differential (API GL-5) depending on the differential type, until it begins to run out of the filler hole. Reinstall the plug.

Recommended viscosity:

Above 32°C (90°F) SAE 140
 32°C (90°F) to -18°C (0°F) SAE 90
 Below -18°C (0°F)
 SAE 80W or 80W-90

- Fill the lubricant filler with gear oil.
- Put the end of the tube into the filler hole and add oil until it begins to run out.
- Install and retighten the filler plug.

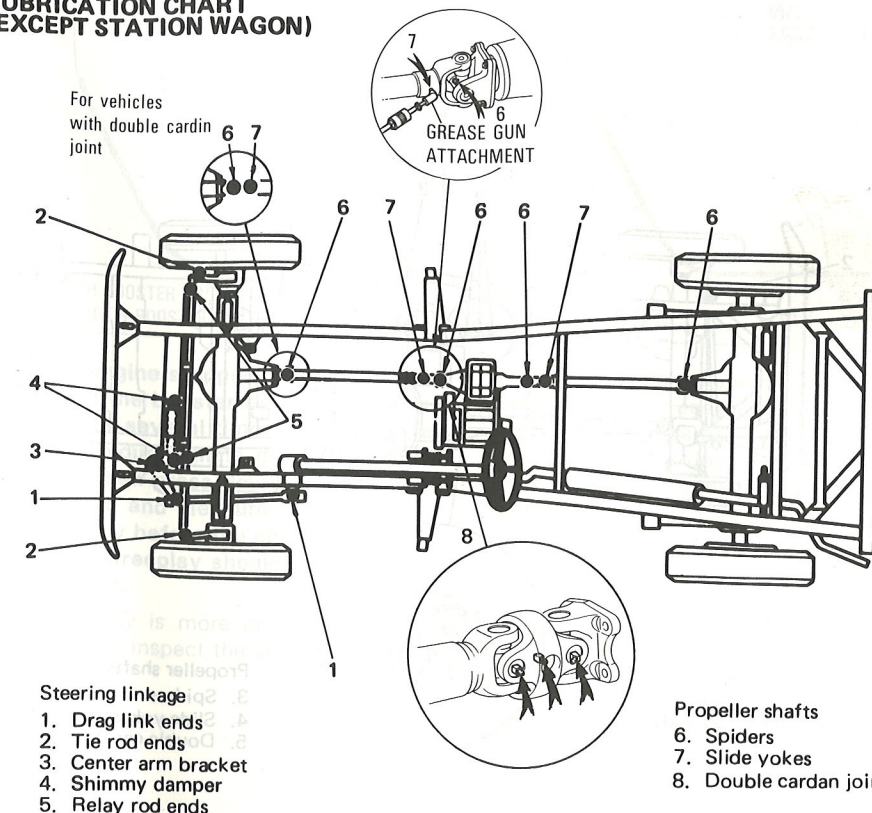
Lubricating the chassis components



Wipe off each grease fitting. With a grease gun, pump chassis grease (NLGI No.2) into each fitting until it begins to flow from the grease outlet or from around the oil seal. Remove the grease gun.

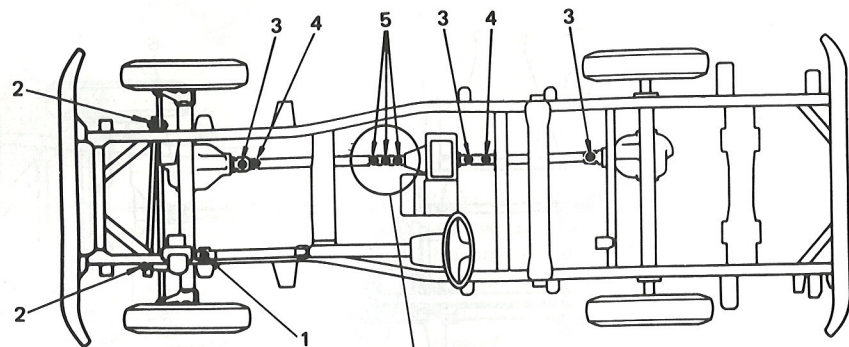
On 5-speed transmission models other than station wagons, use the grease gun attachment included in the tool kit to lubricate the front propeller shaft spider and slide yoke on the transfer side.

LUBRICATION CHART (EXCEPT STATION WAGON)



Lubricating the chassis components
(cont.)

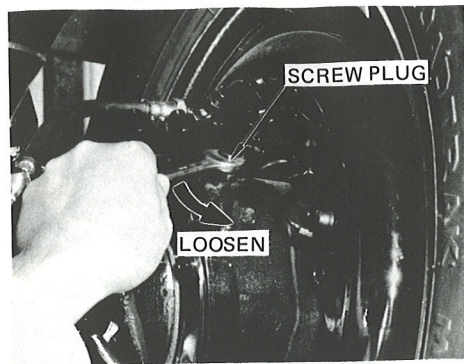
LUBRICATION CHART
(STATION WAGON)



Steering linkage
1. Slide yoke
2. Relay rod ends

Propeller shafts
3. Spiders
4. Slide yokes
5. Double cardan joint

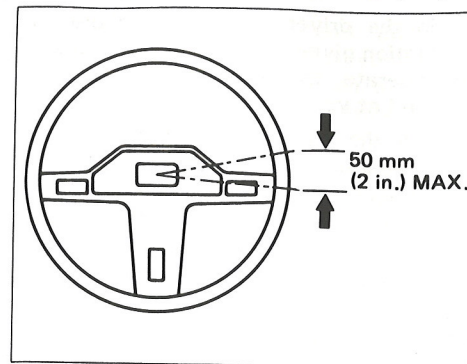
Lubricating the steering knuckles



Remove the screw plug from each steering knuckle and repack with molybdenum disulfide lithium base chassis grease (NLGI No. 2). Reinstall the screw plugs.

Be sure the two screw plugs are tight.

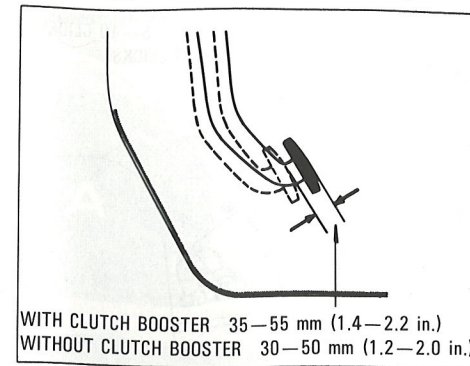
Checking steering wheel freeplay



With the vehicle stopped and the front wheels pointed straight ahead, rock the steering wheel gently back and forth. If the freeplay is more than specified, have it inspected by your Toyota dealer.

Use only a very light finger pressure to rock the wheel slowly.

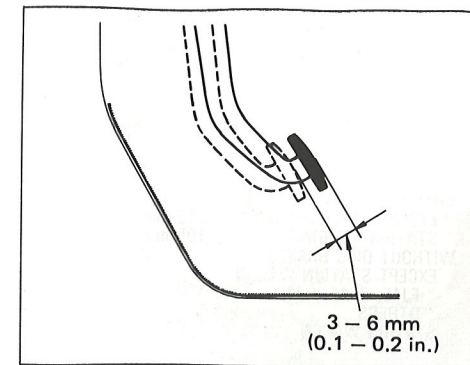
Checking clutch pedal freeplay



With the engine stopped, first reduce the vacuum in the booster by depressing the clutch pedal several times (this is not necessary if your vehicle does not have a booster). Then press down lightly on the clutch pedal and measure the distance it moves freely before the clutch resistance is felt. The freeplay should be within the above limits.

If the freeplay is more or less, have your Toyota dealer inspect the clutch.

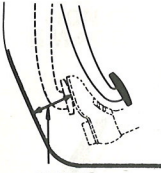
Checking brake pedal freeplay



With the engine stopped, first reduce the vacuum in the booster by depressing the brake pedal several times. Then lightly and slowly press down on the pedal with your fingers and measure the distance it moves before slight resistance is felt.

If the freeplay is more or less than specification, have your Toyota dealer adjust the brakes.

Checking brake pedal clearance

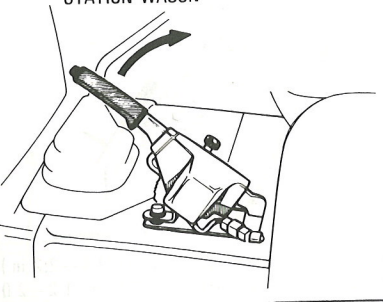


WITH DISC BRAKES	
EXCEPT STATION WAGON	115 mm (4.5 in.)
STATION WAGON	105 mm (4.1 in.)
WITHOUT DISC BRAKES	
EXCEPT STATION WAGON	100 mm (3.9 in.)
FJ45, BJ45, HJ47	110 mm (4.3 in.)
OTHERS	110 mm (4.3 in.)
STATION WAGON	100 mm (3.9 in.)

With the engine running, have someone press the brake pedal several times and then press hard (approximately 50 kg or 110 lb.) on it. The distance from the asphalt sheet to the top surface of the pedal should not be less than specified.

If the clearance is less, have your Toyota dealer adjust the brakes.

Checking parking brake adjustment



EXCEPT STATION WAGON 8-10 CLICKS
STATION WAGON 7-9 CLICKS

Count the number of clicks as you slowly pull on the parking brake as far as it will go. The adjustment is correct if you hear the number of clicks specified above.

If you count more or less clicks, have the parking brake adjusted by your Toyota dealer.

Checking the brake booster

Sit in the driver's seat and follow the instruction given below. If your brakes do not operate as described, have them checked at your Toyota dealer.

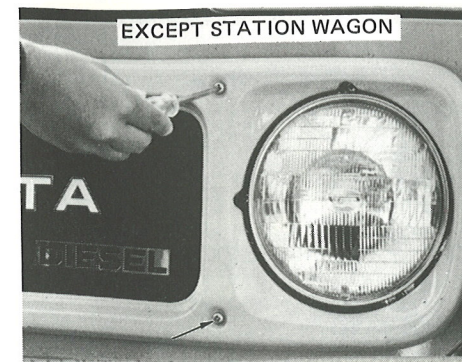
1. With the engine stopped, depress the brake pedal several times: the travel distance should not change.
2. With the brake fully depressed, start the engine: the pedal should move down a little when the engine starts.
3. Depress the brake, stop the engine, and hold the pedal in for about 30 seconds: the pedal should neither sink nor rise.
4. Restart the engine, run it for about a minute and turn it off. Then firmly depress the brake several times: the pedal travel should decrease with each application.

Checking the clutch booster

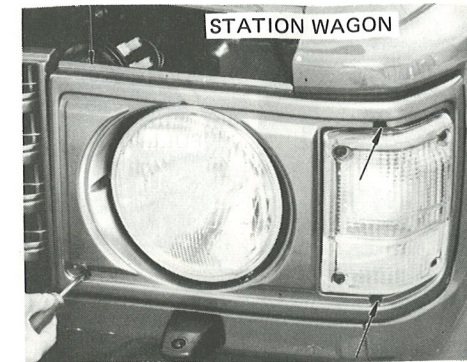
Sit in the driver's seat and follow the instruction given below. If your clutch booster does not operate as described, have it checked at your Toyota dealer.

1. With the engine stopped, depress the clutch pedal several times. Then start the engine, run it for about a minute and depress the clutch pedal again: the pedal effort should be remarkably less than before.
2. Allow the engine to run for another short period and stop it. Then depress the clutch pedal: no more effort should be required than the preceding application.

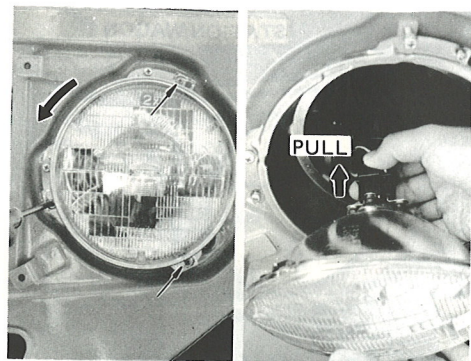
Replacing sealed beam headlight units



1. EXCEPT STATION WAGON: Loosen the radiator grille retaining screws.



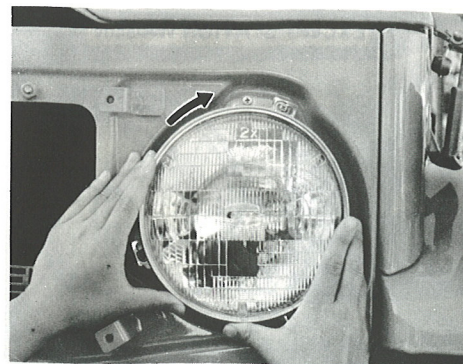
STATION WAGON: Open the engine hood, and loosen the headlight ornament retaining screws.



2. Loosen the three retaining ring screws, turn the retaining ring counterclockwise and pull out the beam unit together with the retaining ring. Disconnect the wire connector.

Never attempt to loosen the headlight aim adjusting screws.

If the connector is tight, wiggle it.



3. Install a new sealed beam, following the removal procedure in reverse order.

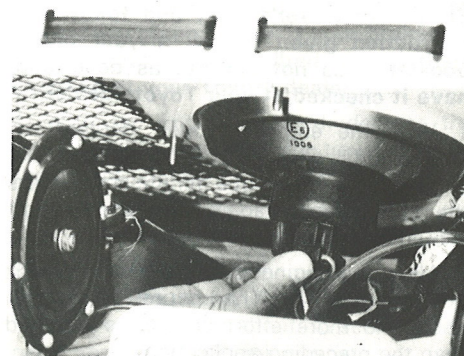
Make sure the wire connector is connected and the "TOP" mark on the lens is on the upper side.

Use only a unit with the same wattage.

Wattage: 50/40

After replacing, have the headlight aim checked by your Toyota dealer.

Replacing semi-sealed beam headlight bulbs (except station wagon)

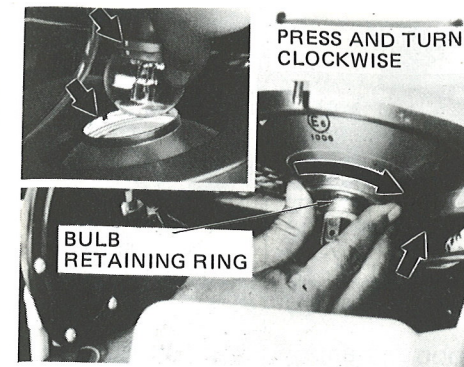


1. Open the engine hood and unplug the connector. Remove the rubber cover, bulb retaining ring and the bulb.

Before replacement, make sure the headlight switch is off.

If the connector is tight, wiggle it.

To remove the ring, press and turn it counterclockwise.



2. Install a new bulb and the bulb retaining ring.

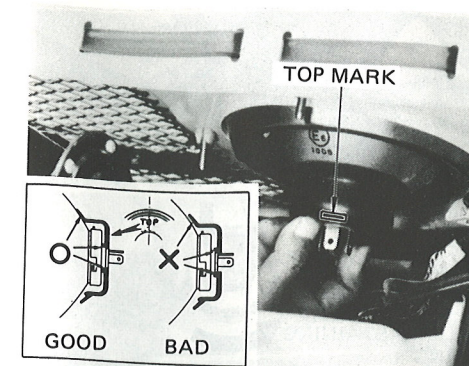
To install a bulb, align the protrusion of the bulb socket with the cutout of the headlight body.

Use only a bulb with the same wattage.

Wattage: 45/40 (12-volt system)

55/50 (24-volt system)

To install the ring, align the cutouts of the ring with the tabs of the headlight body.

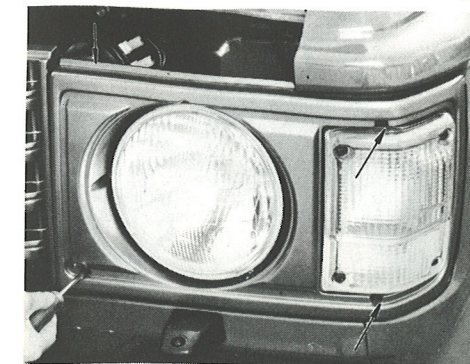


3. Install the rubber cover with the "TOP" mark upward, and snugle on the boss. Insert the connector.

Make sure the rubber cover fits snugly on the connector and the headlight body.

After replacement, have the headlight aim checked by your Toyota dealer.

Replacing semi-sealed beam headlight bulbs (station wagon—regular type)

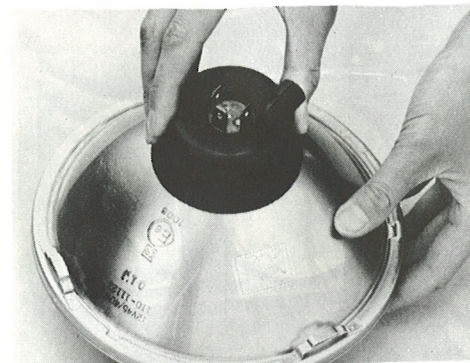


1. Open the engine hood, and loosen the headlight ornament retaining screws. Loosen the three retaining ring screws, turn the retaining ring counterclockwise and pull out the headlight housing together with the retaining ring. Disconnect the wire connector.

Never attempt to loosen the headlight aim adjusting screws.

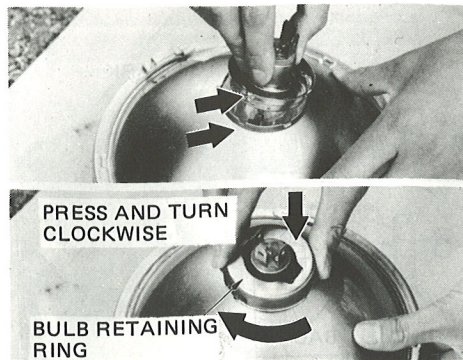
If the connector is tight, wiggle it.

Replacing semi-sealed beam headlight bulbs (station wagon—regular type) (cont.)



2. Remove the rubber cover, bulb retaining ring and the bulb.

To remove the ring, press and turn it counterclockwise.



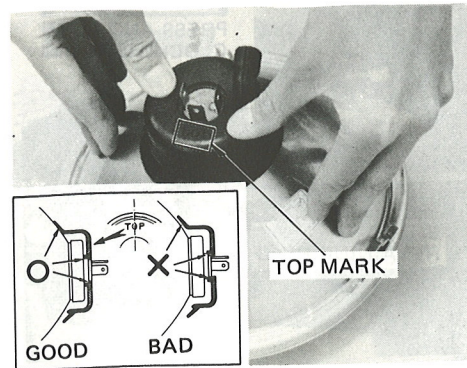
3. Install a new bulb and the bulb retaining ring.

To install a bulb, align the protrusion of the bulb socket with the cutout of the headlight housing.

Use only a bulb with the same wattage.

Wattage: 55/50

To install the ring, align the cutouts of the ring with the tabs of the headlight housing.

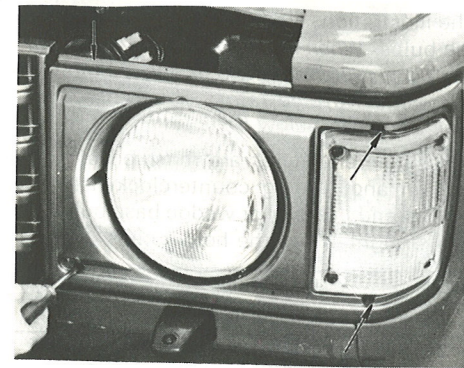


4. Put the rubber cover on the back of the headlight housing, making sure the "TOP" marks on the rubber cover and the lens are aligned. After pressing the boss to fit the cover snugly, reinstall the headlight housing with the "TOP" mark on the lens upward.

Make sure the rubber cover fits snugly on the connector and the headlight housing.

After replacement, have the headlight aim checked by your Toyota dealer.

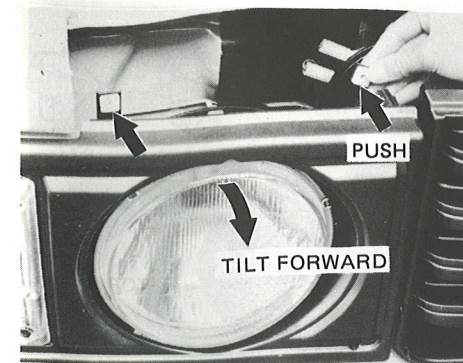
Replacing semi-sealed beam headlight bulbs (station wagon—halogen type)



1. EXCEPT W. GERMANY: Open the engine hood, and loosen the headlight ornament retaining screws. Loosen the three retaining ring screws, turn the retaining ring counterclockwise and pull out the headlight housing together with the retaining ring and disconnect the wire connector.

Never attempt to loosen the headlight aim adjusting screws.

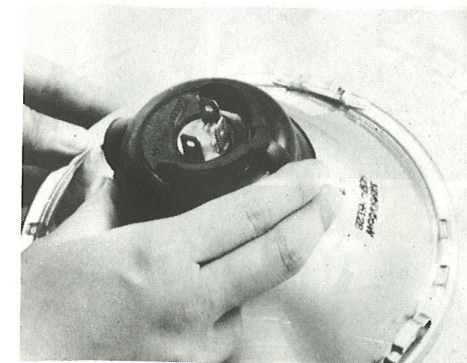
If the connector is tight, wiggle it.



W. GERMANY: Open the engine hood, push the headlight housing lock levers backward to gain access to the headlight bulb, and disconnect the wire connector.

The headlight housing is hinged at the lower edge.

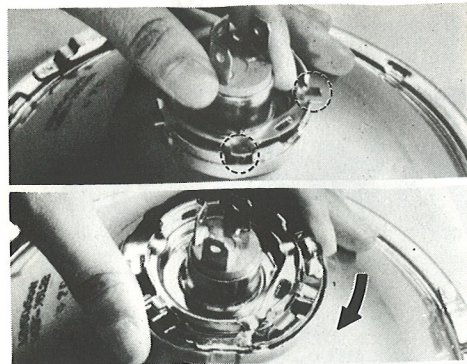
If the connector is tight, wiggle it.



2. Remove the rubber cover, bulb retaining ring and the bulb.

To remove the ring, turn it counterclockwise.

Replacing semi-sealed beam headlight bulbs (station wagon—halogen type) (cont.)



3. Install a new bulb and the bulb retaining ring.

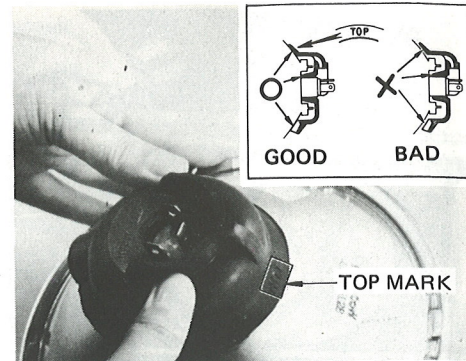
To install a bulb, align the tabs of the bulb socket with the cutouts of the headlight body.

Use only a bulb with the same wattage.

Wattage: 60/55 (12-volt system)
75/70 (24-volt system)

To install the ring, align the cutouts of the ring with the tabs of the headlight body.

Do not touch the glass part of the bulb with bare hands. If you do, clean the glass with alcohol and a clean rag.



4. Put the rubber cover on the back of the headlight housing, making sure the "TOP" marks on the rubber cover and the lens are aligned. After pressing the boss to fit the cover snugly, reinstall the headlight housing with the "TOP" mark on the lens upward.

Make sure the rubber cover fits snugly on the connector and the headlight housing.

After replacement, have the headlight aim checked by your Toyota dealer.

Replacing light bulbs

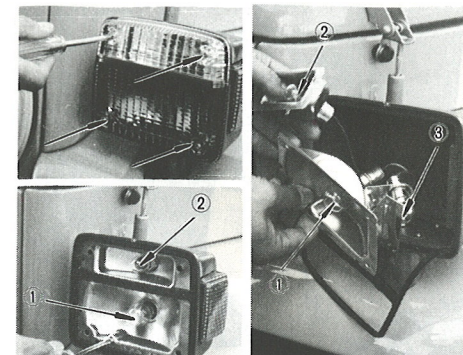
The illustrations show how to gain access to the bulbs. When replacing a bulb, make sure the light switch is off. Use only a bulb with the same wattage rating. The wattage ratings are given below.

The single end bulbs are removed by pressing in and turning counterclockwise. The double-end bulbs (*) or wedge base bulbs (**) pull straight out of the holder clips.

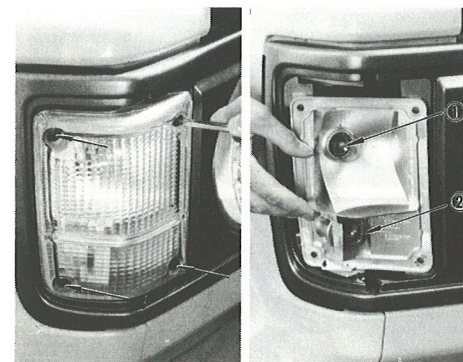
No.	Light Bulbs	Wattage
1	Front turn signal light	23*
2	Parking light	5
3	Side turn signal light	5
4	Rear turn signal light	23*
5	Stop & tail light	21/5
6	Back-up light	23*
7	License plate light	10**
8	Interior light*	10
9	Glovebox light**	1.4
10	Luggage compartment light*	10
11	Rear fog light	21
12	Personal lights	8

*: 21 W for station wagon sold outside Europe and Australia and 25 W for BJ60 with 24-V electrical system

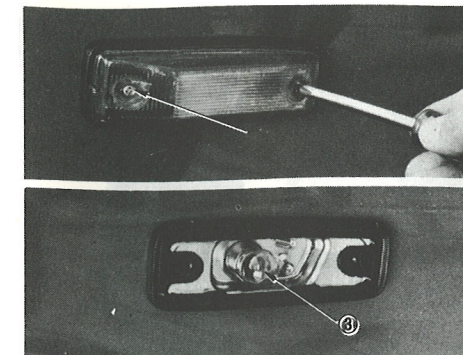
** : 5 W for station wagon with swing-up type tailgate sold outside Australia



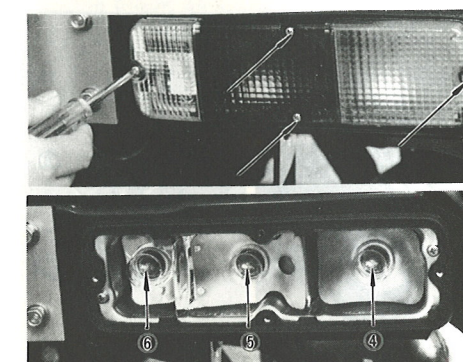
EXCEPT STATION WAGON: Front turn signal, parking and side turn signal lights



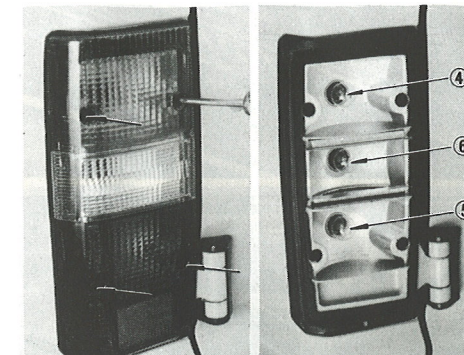
STATION WAGON: Front turn signal and parking lights



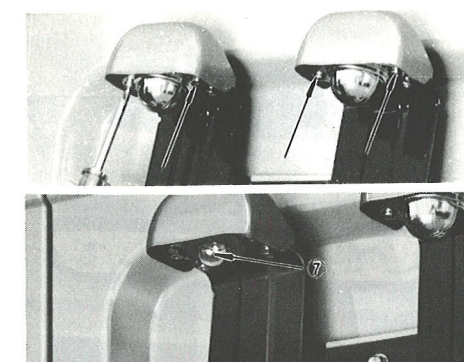
STATION WAGON (Europe): Side turn signal lights



EXCEPT STATION WAGON: Rear turn signal, stop and tail, and back-up lights

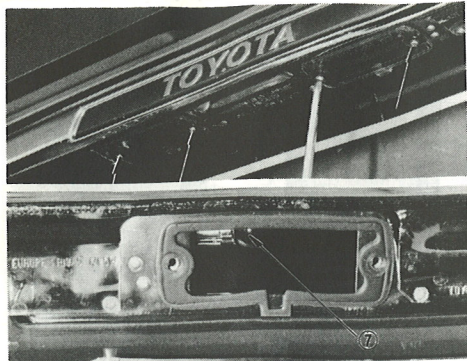


STATION WAGON: Rear turn signal, stop and tail, and back-up lights

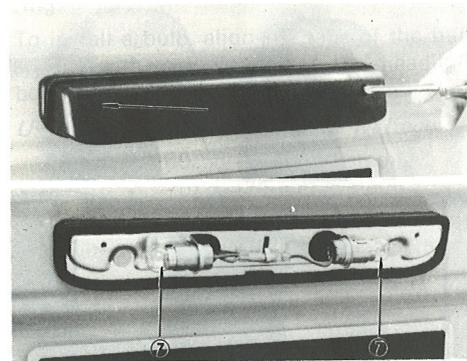


EXCEPT STATION WAGON: License plate lights

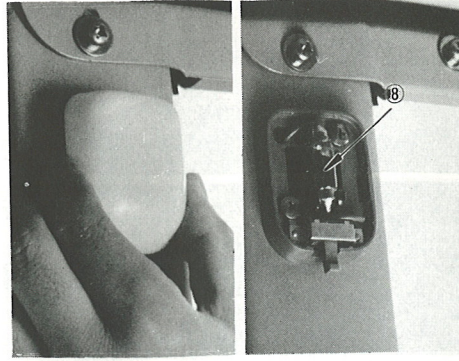
Replacing light bulbs (cont.)



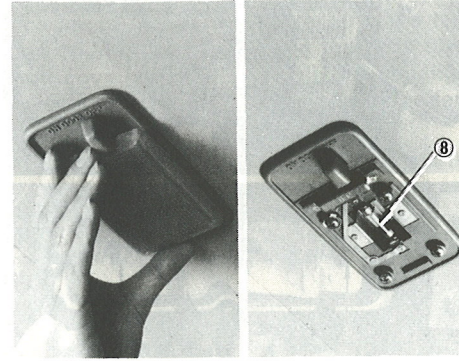
STATION WAGON (swing-up type): License plate lights



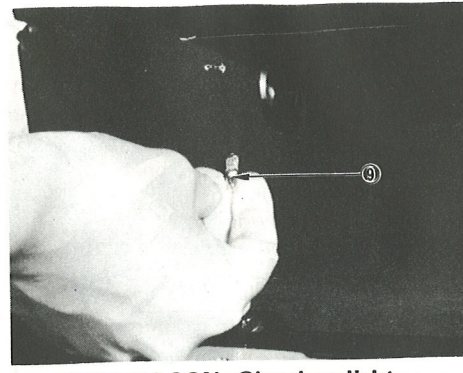
STATION WAGON (swing-out type): License plate lights



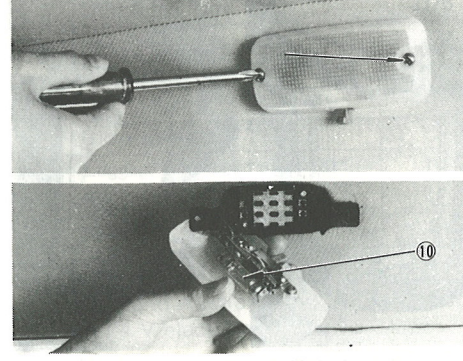
EXCEPT STATION WAGON: Interior light



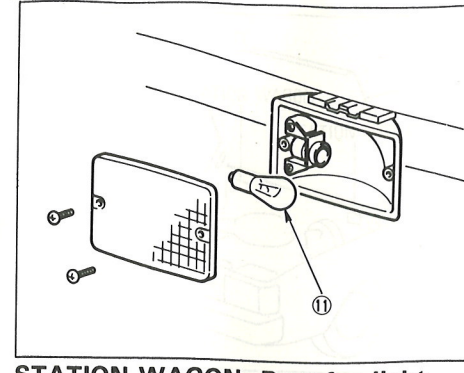
STATION WAGON: Interior light



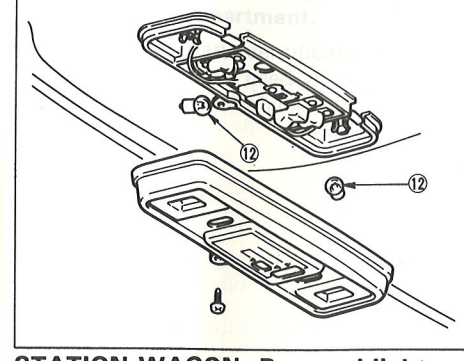
STATION WAGON: Glovebox light



STATION WAGON: Luggage compartment light

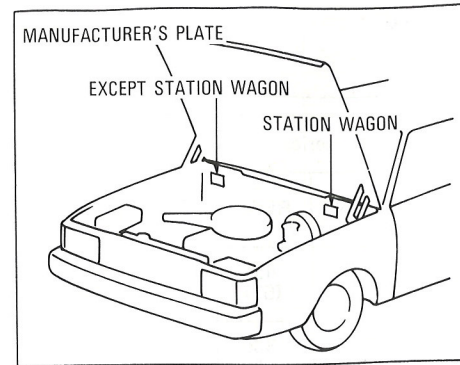


STATION WAGON: Rear fog light



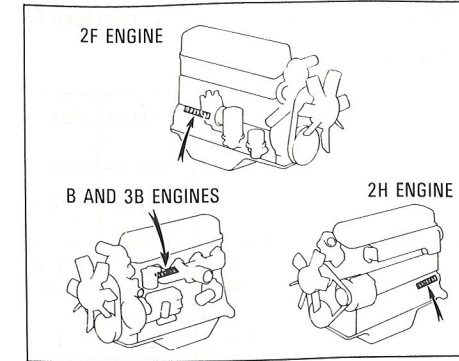
STATION WAGON: Personal lights

Your Toyota's identification



The vehicle identification number appears on the manufacturer's plate installed in the engine compartment.

This is the primary identification number for your Toyota. It is used in registering the ownership of your vehicle.



The engine number is stamped on the engine block as shown above.

Tire information—

The recommended cold tire pressures and tire sizes are shown in the table.

You should check the tire pressures at least once a month. And don't forget the spare! The pressure for the spare tire should be 0.3 kg/cm² (4 psi) above the recommended cold tire pressure. Incorrect tire pressure can reduce tire life and make your vehicle less safe to drive.

Low tire pressure results excessive wear, poor handling, reduced fuel economy, and the possibility of blowouts from overheated tires. Also, low tire pressure can cause poor sealing of the tire bead. If the tire pressure is excessively low, there is the possibility of wheel deformation and/or tire separation. So keep your tire pressures at the proper level. If a tire frequently needs refilling, have it checked by your Toyota dealer.

High tire pressure produces a harsh ride, handling problems, excessive wear at the center of the tire tread, and a greater possibility of tire damage from road hazards. The following instructions for checking tire pressure should be observed:

Tire information — (cont.)

• **The pressure should be checked only when the tires are cold.** If your vehicle has been parked for at least 3 hours and has not been driven for more than 1.5 km or 1 mile since, you will get an accurate cold tire pressure reading.

• **Always use a tire pressure gauge.** the appearance of tire can be misleading. Besides, tire pressures that are even just a few pounds off can degrade handling and ride.

• **Do not bleed or reduce tire pressure after driving.** It is normal for the tire pressure to be higher after driving.

Be sure to reinstall the tire information valve caps. Without the valve caps, dirt or moisture could get into the valve core and cause air leakage. If the caps have been lost, have new ones put on as soon as possible.

Recommended cold tire inflation pressure (vehicle loaded)

7.50R16 Tires

kg/cm² (psi)

MODEL \ CONDITION	FJ40, BJ40, BJ42 series		FJ43, BJ43, BJ46 series		FJ45, BJ45, HJ47 series		FJ60, BJ60, HJ60 series	
	FRONT	REAR	FRONT	REAR	FRONT	REAR	FRONT	REAR
NORMAL ROAD MAX. 120 km/h (75 mph)	1.7 (24)	2.7 (38)	1.7 (24)	3.1 (44)	1.7 (24)	4.0 (57)	1.7 (24)	3.1 (44)
ROUGH ROAD MAX. 50 km/h (30 mph)	1.3 (19)	2.0 (28)	1.3 (19)	2.4 (34)	1.3 (19)	3.2 (45)	1.3 (19)	2.4 (34)
SANDY ROAD MAX. 15 km/h (10 mph)	0.9 (13)	1.5 (21)	0.9 (13)	1.7 (24)	0.9 (13)	2.3 (33)	0.9 (13)	1.7 (24)

If your vehicle is equipped with 9.00-15-6PR tires, do not exceed the following limits:

	MAXIMUM SPEED	MAXIMUM LOAD
FJ40, BJ40, BJ42 series	50 km/h (30 mph)	—
FJ43, BJ43, BJ46 series	50 km/h (30 mph)	—
FJ45, BJ45, HJ47 series	50 km/h (30 mph)	2 occupants + 300 kg (660 lb.)
FJ60, BJ60, HJ60 series	50 km/h (30 mph)	2 occupants + 300 kg (660 lb.) or 5 occupants + 100 kg (220 lb.)

Except Europe and Australia

kg/cm² (psi)

MODEL	TIRE SIZE	FRONT			REAR		
		Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving	Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving
FJ40, BJ40, BJ42, series	7.00-15-6PR LT	1.8 (26)	2.0 (28)	1.8 (26)	2.6 (37)	3.0 (43)	2.6 (37)
	7.00-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.4 (34)	2.8 (40)	2.4 (34)
	7.50-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.0 (28)	2.4 (34)	2.0 (28)
	9.00-15-6PR	1.2 (17)	—	0.7 (10)	1.8 (26)	—	1.8 (26)
FJ43, BJ43, BJ46, series	7.00-15-6PR LT	1.8 (26)	2.0 (28)	1.8 (26)	2.8 (40)	3.25(46)	2.8 (40)
	7.00-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.6 (37)	3.0 (43)	2.6 (37)
	7.50-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.2 (31)	2.6 (37)	2.2 (31)
	9.00-15-6PR	1.2 (17)	—	0.7 (10)	2.0 (28)	—	2.0 (28)
FJ45, BJ45, HJ47, series	7.00-16-8PR LT	2.4 (34)	2.4 (34)	2.4 (34)	4.25(60)	4.25(60)	4.25(60)
	7.50-16-6PR LT	1.8 (26)	2.0 (28)	1.8 (26)	—	—	—
	7.50-16-8PR LT	2.4 (34)	2.4 (34)	2.4 (34)	3.5 (50)	4.0 (57)	3.5 (50)
	9.00-15-6PR	1.3 (19)	—	0.9 (13)	2.3 (33)	—	2.3 (33)
FJ60, BJ60, HJ60, series	7.00-15-6PR LT	1.8 (26)	2.2 (31)	1.8 (26)	3.25(46)	3.25(46)	3.25(46)
	7.00-16-6PR LT	1.8 (26)	2.2 (31)	1.8 (26)	3.25(46)	3.25(46)	3.25(46)
	7.50-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.6 (37)	3.0 (43)	2.6 (37)
	9.00-15-6PR	1.4 (20)	—	1.2 (17)	2.3 (33)	—	2.1 (30)

H78-15 Tires

kg/cm² (psi)

MODEL	FRONT			REAR		
	Below 120 km/h (75 mph)	Above 120 km/h (75 mph)	Sand Driving	Below 120 km/h (75 mph)	Above 120 km/h (75 mph)	Sand Driving
STATION WAGON	1.7 (24)	2.0 (28)	1.7 (24)	2.2 (32)	2.2 (32)	2.2 (32)

Europe

kg/cm² (psi)

MODEL	TIRE SIZE	FRONT			REAR		
		Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving	Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving
FJ40, BJ42, series	7.00-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.4 (34)	2.8 (40)	2.4 (34)
	7.50-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.0 (28)	2.4 (34)	2.0 (28)
	205SR16*	1.7 (24)	2.0 (28)	1.7 (24)	2.2 (31)	2.5 (35)	2.2 (31)
BJ46, series	7.00-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.6 (37)	3.0 (43)	2.6 (37)
	7.50-16-6PR LT	1.8 (26)	1.8 (26)	1.8 (26)	2.2 (31)	2.6 (37)	2.2 (31)
	205SR16*	1.7 (24)	2.0 (28)	1.7 (24)	2.4 (34)	2.7 (38)	2.4 (34)
FJ45, BJ45, series	7.50-16-8PR LT 205R 16C 8PR	2.4 (34)	2.4 (34)	2.4 (34)	3.5 (50)	4.0 (57)	3.5 (50)
		1.7 (24)	2.0 (28)	1.7 (24)	4.5 (64)	4.5 (64)	4.5 (64)
FJ60, HJ60, series	205SR16*	1.7 (24)	2.0 (28)	1.7 (24)	2.5 (35)	2.8 (40)	2.5 (35)

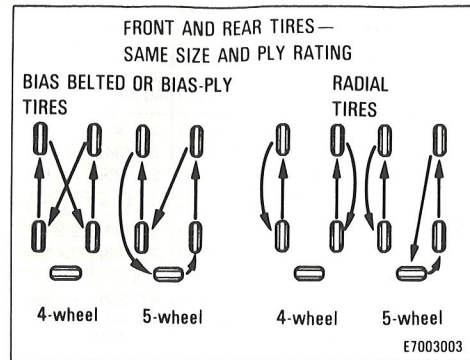
* Reinforced radial tire

Australia

kPa (kg/cm²)

MODEL	TIRE SIZE	FRONT			REAR		
		Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving	Below 80 km/h (50 mph)	Above 80 km/h (50 mph)	Sand Driving
FJ40, BJ42, series	7.50R16-6PR LT 205R 16C 6PR	170 (1.7)	200 (2.0)	170 (1.7)	245 (2.5)	275 (2.8)	245 (2.5)
		170 (1.7)	170 (1.7)	170 (1.7)	235 (2.4)	265 (2.7)	235 (2.4)
FJ45, HJ47, series	7.50-16-8PR LT 7.50R16-8PR LT	235 (2.4)	235 (2.4)	235 (2.4)	345 (3.5)	395 (4.0)	340 (3.5)
		200 (2.0)	225 (2.3)	200 (2.0)	440 (4.5)	440 (4.5)	440 (4.5)
FJ60, HJ60, series	(STANDARD ROOF)	170 (1.7)	200 (2.0)	170 (1.7)	295 (3.0)	325 (3.3)	295 (3.0)
	205R 16C 6PR	180 (1.8)	205 (2.1)	180 (1.8)	315 (3.2)	345 (3.5)	315 (3.2)
	7.50R16-6PR LT	170 (1.7)	200 (2.0)	170 (1.7)	295 (3.0)	325 (3.3)	295 (3.0)
	(HIGH ROOF) 205R 16C 6PR	200 (2.0)	225 (2.3)	200 (2.0)	345 (3.5)	375 (3.8)	345 (3.5)
	7.50R16-6PR LT	200 (2.0)	225 (2.3)	200 (2.0)	335 (3.4)	345 (3.5)	335 (3.4)

Tire rotation



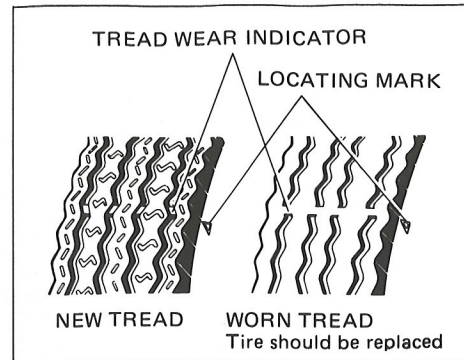
To prolong the life of your tires, we recommend rotating them every 10000 km (6000 miles) if all tires are the same size and ply rating. Do not rotate or interchange the front and rear tires if they are not the same size or ply rating.

Including the spare tire in your tires rotation will cause your tires to last longer.

When rotating tires, check for uneven wear and damage. Abnormal wear is usually caused by incorrect tire pressure, improper wheel alignment, out-of-balance wheels, or severe braking.

Before storing radial, snow or studded tires, mark the direction of rotation and be sure to install them in the same direction when replacing. Tires should be stored in a cool dry place.

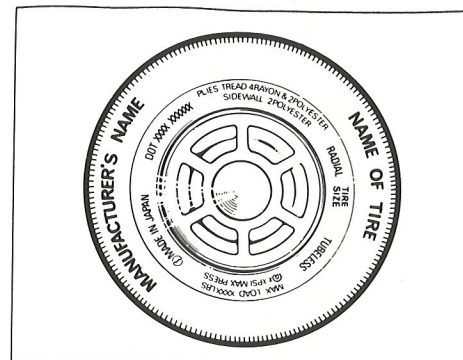
Changing tires and wheels



Replace the tires when the tread wear indicators show.

The tires on your Toyota have built-in tread wear indicators to help you know when the tires need replacement. The triangle marks on the tire side wall indicate the location of the tread wear indicators. When the tread depth wears to 1.6 mm (0.06 in.) or less, the indicators will appear. If you can see the indicators in two or more adjacent grooves, the tire should be replaced.

The effectiveness of snow and studded tires is lost if the tread wears down below 4 mm (0.16 in.).



Changing tires and wheels (cont.)

1. The chain band will scratch the wheel covers so remove the covers, if equipped, before putting on the chains.
2. Install the chains as tightly as possible, and retighten them after driving about 0.5—1.0 km (1/4—1/2 mile).
3. Do not exceed 50 km/h (30 mph) or the chain manufacturer's recommended speed limit.
4. Drive carefully avoiding bumps, holes, and sharp turns, which may cause the vehicle to bounce.
5. Follow the instructions of the chain manufacturer.

If you need to replace the tires due to wear or damage, the following precautions should be observed when mounting the tire on the wheel.

- Lubricate wheel and tire beads with soapy water or tire mounting lubricant.
- To properly seat the tire on the rim, inflate the tire to a maximum of 3.5—4.0 kg/cm² (50—56 psi).
- Adjust inflation to the recommended pressure.

When replacing wheels for some reason, care should be taken to ensure that the wheels are equivalent to those removed in load capacity, diameter, rim width, and offset.

Correct replacement wheels are available at your Toyota dealer.

A wheel of a different size or type may adversely affect wheel and bearing life, brake cooling, speedometer/odometer calibration, stopping ability, headlight aim, bumper height, vehicle ground clearance, and tire or snow chain clearance to the body and chassis.

When a tire is replaced, the wheel should always be balanced.

An unbalanced wheel may affect vehicle handling and tire life. Wheels can get out of balance with regular use and should therefore be balanced occasionally.

Dimensions

		FJ40(L) BJ40(L) BJ42(L)	FJ40(L)V BJ40(L)V BJ42(L)V	FJ43(L) BJ43(L) BJ46(L)	FJ45(L)	FJ45(L)V BJ45(L)V HJ47(L)V	FJ45(L)P BJ45(L)P HJ47(L)P	FJ60(L)V BJ60(L)V HJ60(L)V	FJ60(L)G HJ60(L)G
Overall length	mm (in.)	3915 (154.1)	3915 (154.1)	4275 (168.3)	4955 (195.1)	4955 (195.1)	4985 (196.3)	4675*1 (184.1)	4675*1 (184.1)
								4750*2 (187.0)	4750*2 (187.0)
Overall width	mm (in.)	1665 (65.6)	1665 (65.6)	1665 (65.6)	1665 (65.6)	1665 (65.6)	1685 (66.3)	1800 (70.9)	1800 (70.9)
Overall height	mm (in.)	1955*1 (77.0)	1945*1 (76.6)	1960 (77.2)	2030*1 (79.9)	2035 (80.1)	1930 (76.0)	1915*3*6 (75.9) 1815*3 (71.5)	1830*3 (72.0) 1900*5*6 (74.8)
	mm (in.)	1980*2 (78.0)	1970*2 (77.6)		2055*2 (80.9)			1800*5 (70.9)	1930*3*6 (76.0) 1800*5 (70.9)
Wheelbase	mm (in.)	2285 (90.0)	2285 (90.0)	2430 (95.7)	2950 (116.1)	2950 (116.1)	2950 (116.1)	2730 (107.5)	2730 (107.5)
Front tread	mm (in.)	1415 (55.7)	1415 (55.7)	1415 (55.7)	1415 (55.7)	1415 (55.7)	1415 (55.7)	1475 (58.1)	1475 (58.1)
Rear tread	mm (in.)	1400 (55.1)	1400 (55.1)	1400 (55.1)	1410 (55.5)	1410 (55.5)	1410 (55.5)	1460 (57.5)	1460 (57.5)
Ground clearance	mm (in.)	210*1 (8.3)	210*1 (8.3)	210 (8.3)	225 (8.9)	225 (8.9)	225 (8.9)	210*3 (8.3)	200*5 (7.9) 220*3 (8.7)
	mm (in.)	225*2 (8.9)	225*2 (8.9)					200*5 (7.9)	

NOTE: (L) represents R or L.

*1 Vehicles sold outside Australia

*2 Vehicles sold in Australia

*3 Vehicles sold outside Europe and Australia

*4 Vehicles sold in Europe

*5 Vehicles sold in Europe and Australia

*6 High roof

Engine

Model: 2F, B, 3B and 2H

Type:

- 2F engine
6 cylinder in line, 4 cycle, gasoline
- B and 3B engines
4 cylinder in line, 4 cycle, diesel
- 2H engine
6 cylinder in line, 4 cycle, diesel

Bore and stroke, mm (in.):

2F engine	94.0 x 101.6 (3.70 x 4.00)
B engine	95.0 x 105.0 (3.74 x 4.13)
3B engine	102.0 x 105.0 (4.02 x 4.13)
2H engine	91.0 x 102.0 (3.58 x 4.02)

Displacement, cc (cu. in.):

2F engine	4230 (258.1)
B engine	2977 (181.7)
3B engine	3431 (209.4)
2H engine	3980 (242.9)

Fuel

Fuel required:

Gasoline engine—Gasoline with the following octane rating or higher (Research Octane Number)

2F engine 91 octane

Diesel engine—Diesel fuel with 40 cetane rating or higher

Fuel tank capacity, liter (Imp. gal.):

Except station wagon	85 (18.7)
Station wagon	90 (19.8)

Service specifications

ENGINE

Valve clearance (engine hot), mm (in.):

2F engine	
Intake	0.20 (0.008)
Exhaust	0.35 (0.014)

B, 3B and 2H engines

Intake	0.20 (0.008)
Exhaust	0.36 (0.014)

Spark plug gap, mm (in.):

Europe		
Nippondenso	W14EXR-U	0.8 (0.031)
NGK	BPR4EY	0.8 (0.031)
Except Europe		
Nippondenso	W14EX-U	0.8 (0.031)
NGK	BP4EY	0.8 (0.031)
	BP5EA	0.8 (0.031)

Drive belt deflection with 10 kg (22 lb.) thumb pressure, mm (in.):

2F engine	
Fan (Water pump)/Alternator	9—13 (0.35—0.51)
Crank/Air conditioner compressor	16—22 (0.63—0.87)
Fan/Power steering pump	8—10 (0.31—0.39)

B and 3B engines

Fan (Water pump)/Alternator
11—16 (0.43—0.63)

Crank/Air conditioner compressor
12—16 (0.47—0.63)

Idler/Power steering pump
16—22 (0.63—0.87)

2H engine

Fan (Water pump)/Alternator
10—13 (0.39—0.51)

Crank/Air conditioner compressor
19—25 (0.75—0.98)

Fan/Power steering pump
8—10 (0.31—0.39)

Distributor rubbing block gap, mm (in.):
Vehicles sold in Europe and Australia
0.45 (0.018)

Others
0.30 (0.012)

Dwell angle: 41°

Ignition timing (gasoline engine):
7° BTDC

Injection timing (diesel engine):
B and 3B engine 14° BTDC
2H engine 18° BTDC

ENGINE LUBRICATION

Oil capacity, liter (Imp. qt.):

2F engine	
Dry fill	8.0 (7.0)

Drain and refill
with filter 7.8 (6.9)
without filter 7.0 (6.2)

B and 3B engines
Dry fill 7.3 (6.4)

Drain and refill
with filter 6.7 (5.9)
without filter 5.8 (5.1)

2H engine
Dry fill 13.0 (11.4)

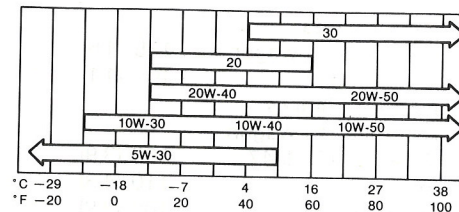
Drain and refill
with filter 10.7 (9.4)
without filter 9.1 (8.0)

Oil grade (API):

Gasoline engine
Europe SD, SE or better
Except Europe SC, SD, SE or better

Diesel engine
CC, CD or better

Recommended oil viscosity (SAE):



TEMPERATURE RANGE ANTICIPATED BEFORE NEXT OIL CHANGE

COOLING SYSTEM

Total capacity, liter (Imp. qt.):

Except station wagon	
2F engine	16.0 (14.1)
B and 3B engine	12.5 (11.0)
2H engine	14.1 (12.4)
Station wagon	
2F engine	16.5 (14.5)
B and 3B engine	13.3 (11.7)
2H engine	15.4 (13.6)

Coolant type:

Ethylene-glycol or alcohol
(Ethylene-glycol type recommended)

BATTERY

Specific gravity reading at 20°C (68°F):

1.260	Fully charged
1.160	Half charged
1.060	Discharged

Charging rates:

Quick charge	15 A max.
Slow charge	5 A max.

CLUTCH

Pedal freeplay, mm (in.):

with clutch booster	35—55 (1.4—2.2)
without clutch booster	30—50 (1.2—2.0)

Fluid type: DOT 3 or SAE J1703

Service specifications (cont.)

MANUAL TRANSMISSION

Oil capacity, liter (Imp. qt.):
4-speed 3.1 (2.1)
5-speed 4.4 (3.9)

Oil type:
Multipurpose gear oil API GL-4 or GL-5

Recommended oil viscosity: SAE 90

TRANSFER

Oil capacity, liter (Imp. qt.): 2.5 (2.2)

Oil type:
Multipurpose gear oil API GL-4 or GL-5

Recommended oil viscosity: SAE 90

DIFFERENTIAL

Oil capacity, liter (Imp. qt.): 2.5 (2.2)

Oil type:
Standard differential
Hypoid gear oil API GL-5
Limited slip differential
Hypoid gear oil API GL-5 for limited slip differential

Recommended oil viscosity:

Above 32°C (90°F)
SAE 140
32°C (90°F) to -18°C (0°F)
SAE 90
Below -18°C (0°F)
SAE 80W or 80W-90

CHASSIS LUBRICATION

Wheel bearings:
Lithium base wheel bearing grease, NLGI No. 2

Ball joints:
Molybdenum-disulfide lithium base chassis grease, NLGI No. 1 or No. 2

Steering knuckles and steering linkage:
Molybdenum-disulfide lithium base chassis grease, NLGI No. 2

Propeller shafts:
Spiders and sliding yokes
Lithium base chassis grease, NLGI No. 2

Double cardan joint
Molybdenum-disulfide lithium base chassis grease, NLGI No. 2

BRAKES

Minimum pedal clearance when depressed, mm (in.):

with disc brakes	
except station wagon	115 (4.5)
station wagon	105 (4.1)
without disc brakes	
except station wagon	
FJ45, BJ45, HJ47	100 (3.9)
others	110 (4.3)
station wagon	100 (3.9)

Pedal freeplay, mm (in.):
3-6 (0.12-0.24)

Parking brake adjustment:
Except station wagon
8-10 clicks
Station wagon
7-9 clicks

Fluid type: DOT 3 or SAE J1703

STEERING

Wheel freeplay:
Less than 50 mm (2.0 in.)

Power steering fluid:
Dexron II or Dexron automatic transmission fluid

POWER TAKE-OFF WINCH

Capacity, kg (lb.): 1500 (3300)

Oil capacity, liter (Imp. qt.): 0.6 (0.53)

Oil type:
Multipurpose gear oil API GL-4

Recommended oil viscosity: SAE 90

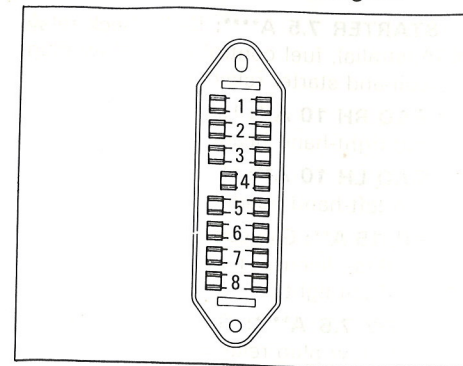
ELECTRIC WINCH

Capacity, kg (lb.): 1000 (2200)

Fluid capacity, liter (Imp. qt.): 2.0 (1.8)

Fluid:
Type F automatic transmission fluid

Fuses (except station wagon)



1. TAIL 15 A: Fog lights, inspection light socket, instrument panel lights, interior light, license plate lights, parking lights, and tail lights

2. STOP HORN 15 A: Emergency flashers, emergency flasher indicator lights, horns, and stop lights

3. HEAD 15 A: Headlights and high beam indicator light

4. RADIO 5 A: Radio

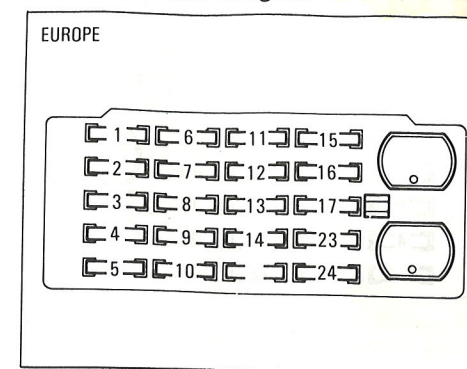
5. LIGHTER 15 A: Cigarette lighter

6. ENGINE 15 A: Alternator voltage regulator (IG terminal), brake system warning light, electric diesel fuel injection control system (EDIC), emission control system, engine temperature gauge, electric winch control switch, fuel gauge, oil pressure gauge, fuel cut solenoid and sedimenter water level warning light

7. HEATER 20 A: Cooler main relay, front heater and rear heater

8. TURN WIPER 20 A: Back-up lights, turn signal indicator lights, turn signal lights and windshield wipers and washer

Fuses (station wagon)



1. TAIL RH 10 A*: Glovebox light, headlight cleaner relay, instrument panel lights, license plate lights, right-hand parking light and right-hand tail light

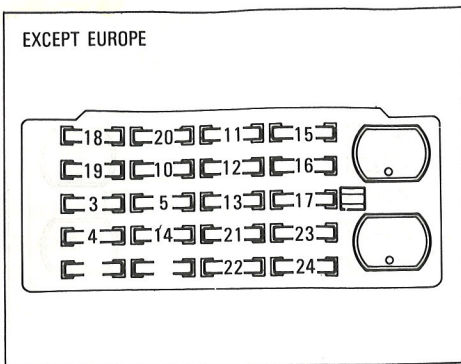
2. TAIL LH 10 A*: Left-hand parking light and left-hand tail light

3. CIG. L 15 A: Cigarette lighter, clock and power antenna

4. RADIO 7.5 A: Radio and stereo cassette tape player

5. HORN-HAZ 15 A: Emergency flashers, emergency flasher indicator lights and horns

Fuses (station wagon) (cont.)



6. HEAD RH HI 10 A*: High beam indicator light and right-hand headlight (high beam)

7. HEAD LH HI 10 A*: Left-hand headlight (high beam)

8. HEAD RH LO 10 A*: Right-hand headlight (low beam), rear fog light and rear fog light indicator

9. HEAD LH LO 10 A*: Left-hand headlight (low beam)

10. STOP 15 A: Stop lights and electromagnetic tailgate lock

11. TURN 7.5 A: Turn signal indicator lights and turn signal lights

12. WIPER 20 A: Back-up lights, headlight cleaner relay, rear window wiper and washer, windshield wipers and washer and wiper control switch

13. A/C 10 A: Air conditioner and cooler

14. ENGINE 10 A***: Emission control system and fuel cut solenoid

ENGINE 15 A****: Alternator voltage regulator (IG terminal), alternator with IC regulator (IG terminal), brake system warning light, discharge warning light, engine temperature gauge, fuel control relay, fuel gauge, glow plug indicator light, glow plug timer, heater main relay coil, oil pressure gauge, parking brake reminder light (Australia), sedimenter water level warning light, tachometer and voltmeter

15. DOME 7.5 A: Clock, inspection light socket, interior light, luggage compartment light and map lights

16. CHARGE 7.5 A: Discharge warning light

17. GAUGES 7.5 A***: Brake system warning light, choke button reminder light, discharge warning light, engine temperature gauge, fuel gauge, heater main relay coil, ignition main relay coil, oil pressure gauge, parking brake reminder light (Australia), tachometer, voltmeter 4 wheel-drive indicator

STARTER 7.5 A****: Bulb check relay coil (Australia), fuel control relay, glow plug relay coil and starter relay coil

18. HEAD RH 10 A**: High beam indicator light and right-hand headlight

19. HEAD LH 10 A**: High beam indicator light and left-hand headlight

20. TAIL 15 A**: Glovebox light, instrument panel lights, license plate lights, parking lights and tail lights

21. GLOW 7.5 A****: Glow plug indicator light and glow plug relay coil

22. POWER 20 A**: Sun roof

23. SPARE 7.5 A:

24. SPARE 15 A:

- * : Europe
- ** : Except Europe
- *** : Gasoline engine
- **** : Diesel engine

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