TOYOTA

Owner's Manual

For your safety and comfort,
read carefully and keep in the vehicle.

COROLLA / COROLLA 4WD

Quick index

Gas station information

Fuel type: See page 101.

Fuel tank capacity: 50 liters (11.0 Imp. gal.)

Recommended engine oil:

Gasoline engine — API grade SE, SF, SG or better
Diesel engine — API grade CD or better

Use SAE 10W-30 if normal temperatures are above −18°C (0°F).

See page 164 for detailed information.

Tire information: See pages 178 through 182.

Tire pressure: See pages 208 through 211.

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Part No. 01999-12512
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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.

Please read this Owner's Manual and follow its instructions carefully. It is designed to acquaint you with the features of your new Toyota and to help you enjoy many kilometers/miles of motoring pleasure in safety.

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.

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

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 explanations for equipment not installed on your vehicle.

TOYOTA MOTOR CORPORATION

Accessories, spare parts and modification of your Toyota

A wide variety of non genuine spare parts and accessories for Toyota vehicles are currently available in the market. Using these spare parts and accessories which are not genuine Toyota products may adversely affect the safety of your vehicle, even though these parts may be approved by certain authorities in your country. Toyota therefore cannot accept any guarantee or liability for spare parts and accessories which are not genuine Toyota products, nor for replacement or installation involving such parts.

This vehicle should not be modified with non genuine Toyota products. Modification with non genuine Toyota products could affect its performance, safety or durability, and may even violate governmental regulations. In addition, damage or performance problem resulting from the modification may not be covered under warranty.

Installation of a mobile two-way radio system

As the installation of a mobile two-way radio system in your vehicle could affect electronic systems such as electronic fuel injection system and anti-lock brake system, be sure to check with your Toyota dealer for precautionary measures or special instructions regarding installation.

Maintenance schedule

Please refer to the separate "Toyota Service Booklet", "Toyota Warranty Booklet".

Table of Contents

Safety and vehicle damage warnings

In this manual, you will see CAUTION and NOTICE warnings. These are used in the following ways:

CAUTION:

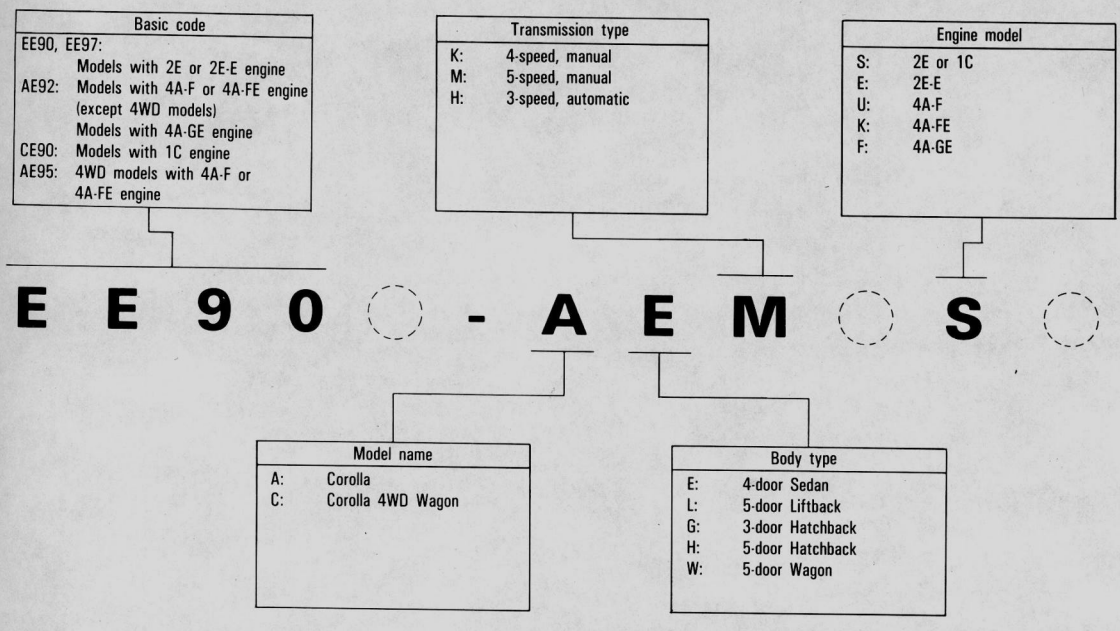
This is a warning against something which may cause injury to people if the warning is ignored. You are informed what you must or must not do in order to avoid or reduce the risk to yourself and other people.

NOTICE:

This is a warning against something which may cause damage to the vehicle or its equipment. You are informed what you must or must not do in order to avoid or reduce the risk of damage to your vehicle and its equipment.

Model code

Check the model code to see what type of model your vehicle is.



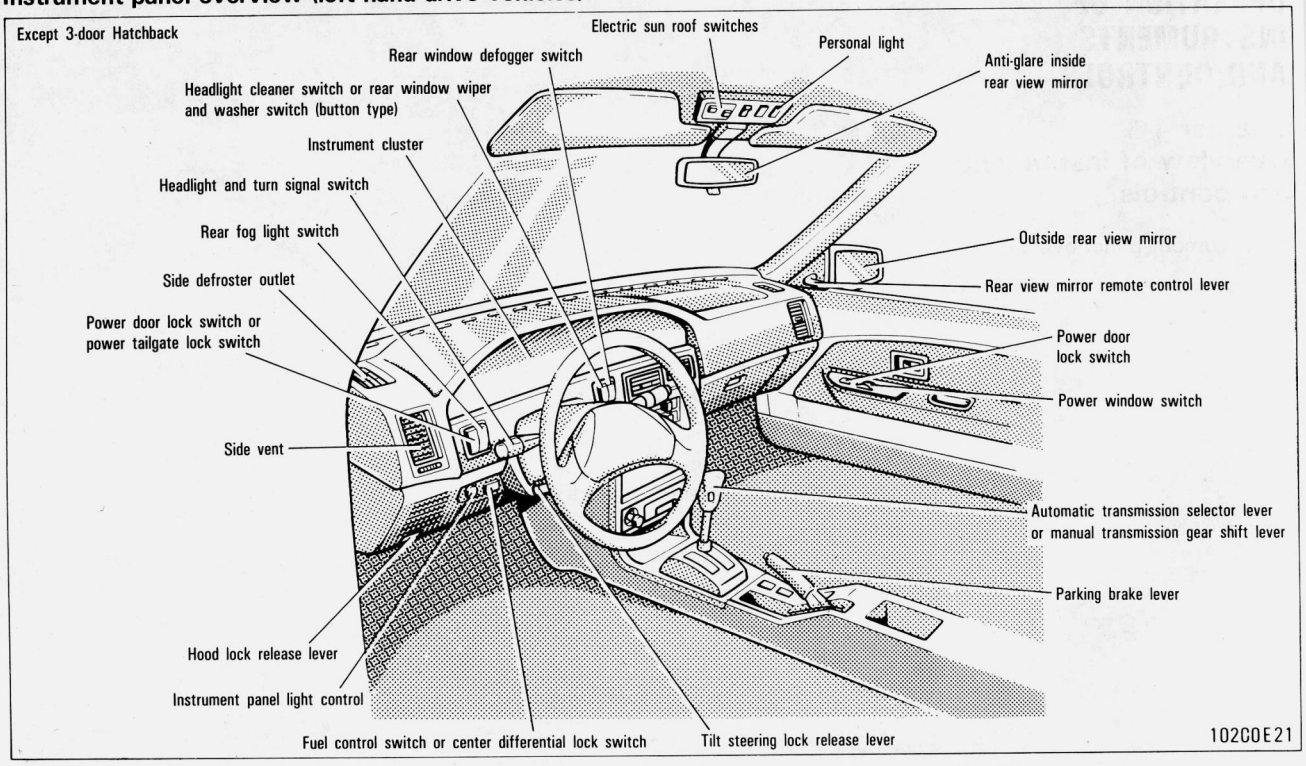
The model code appears on the manufacturer's plate with the heading "MODEL". See "Your Toyota's identification" in Part 2 for the manufacturer's plate location.

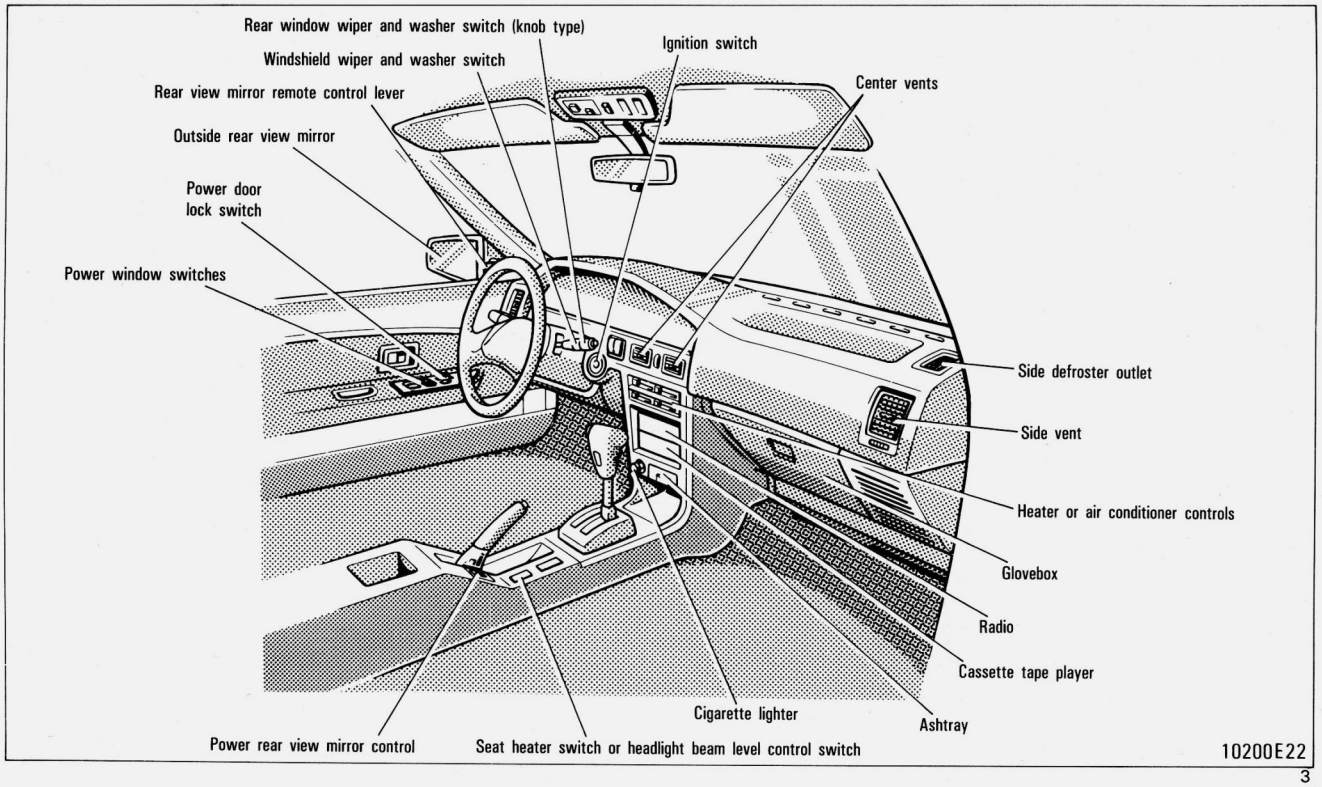
Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

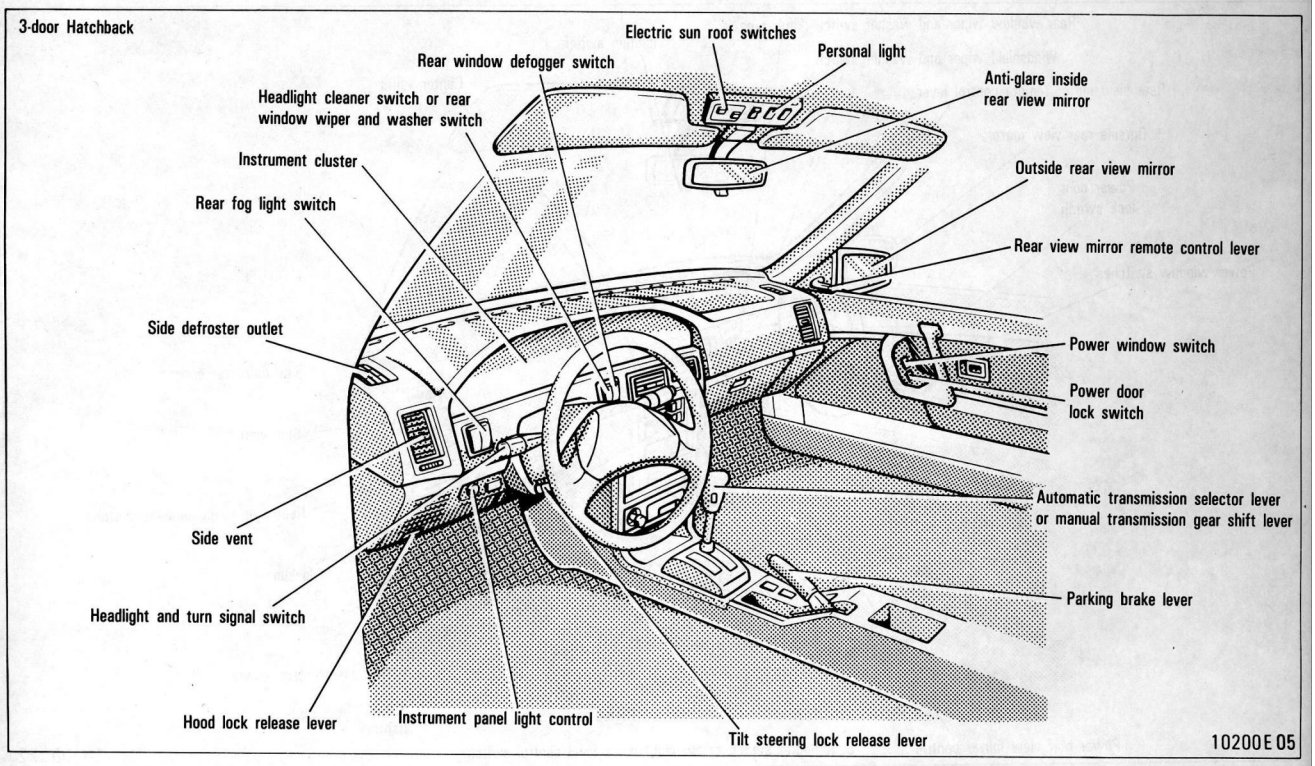
Chapter 1-1
Overview of instruments and controls

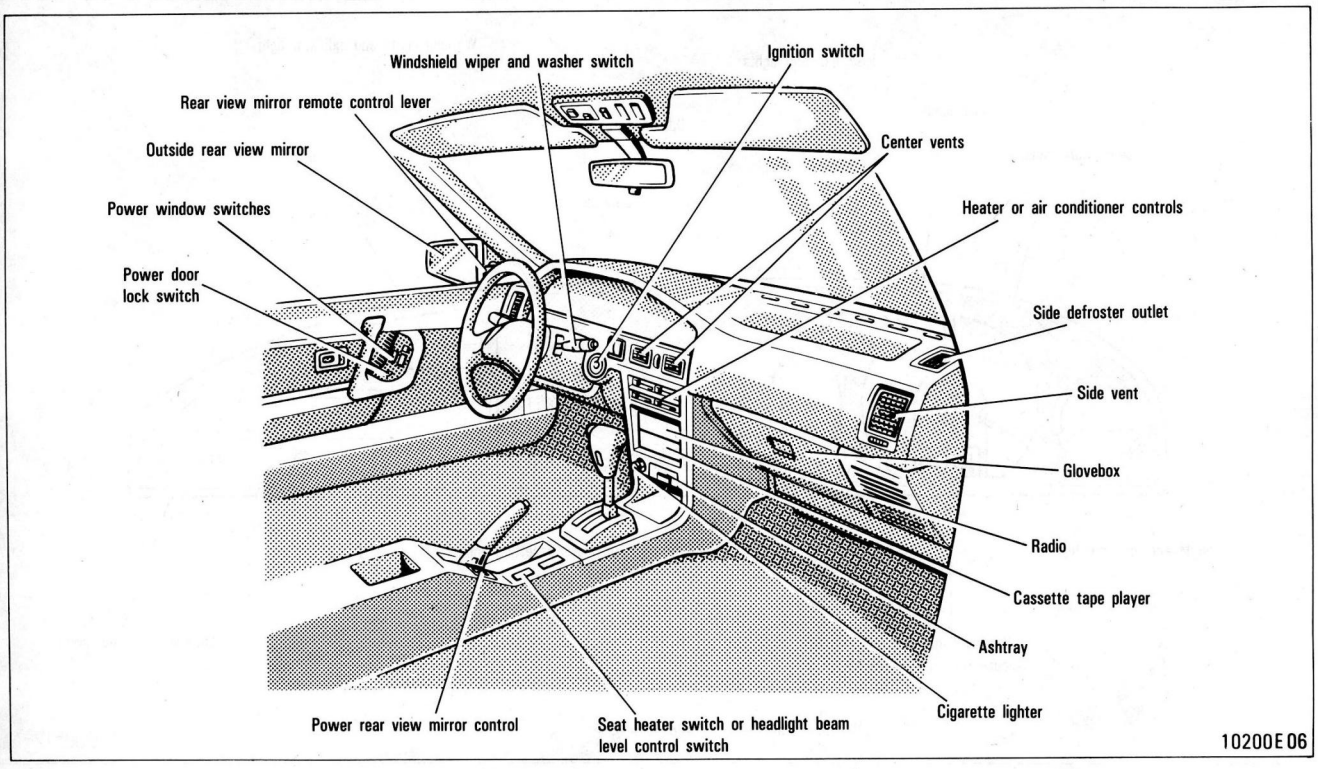
- Instrument panel overview

Instrument panel overview (left-hand drive vehicles) –

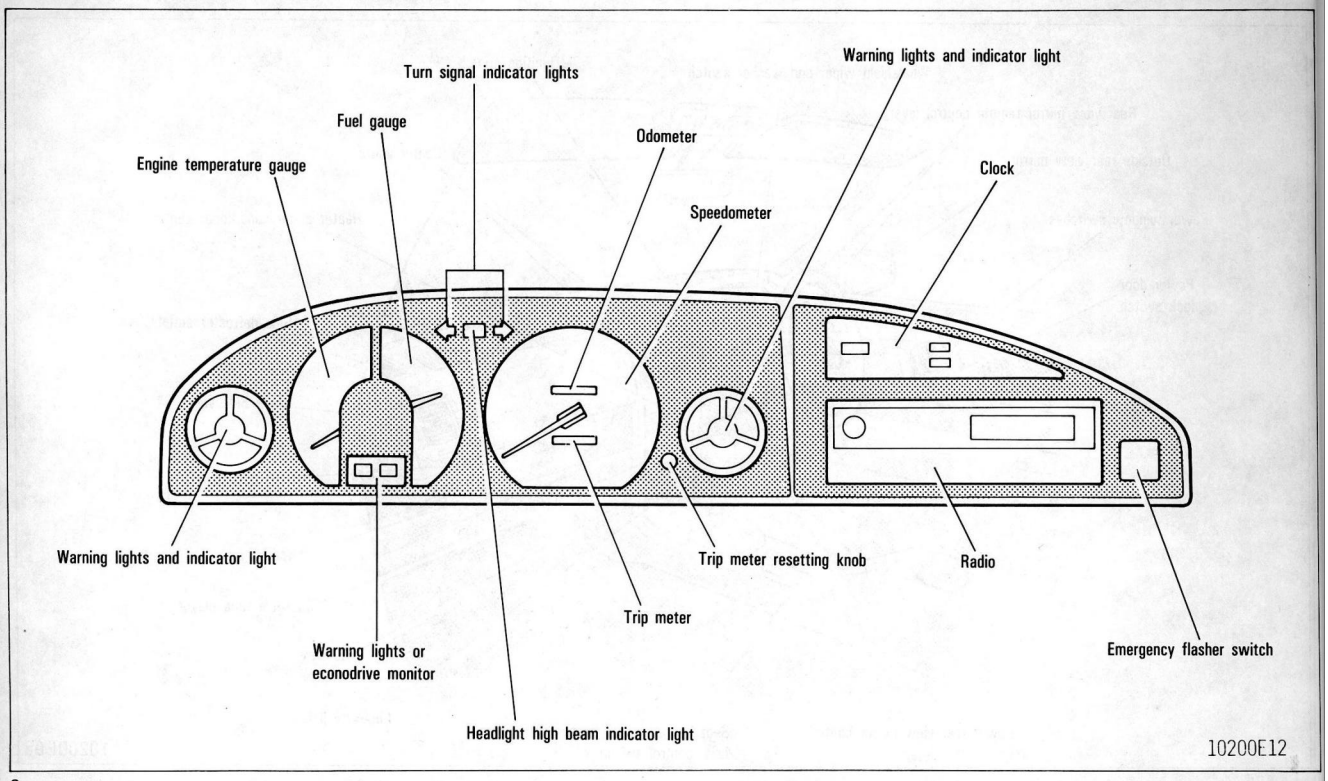




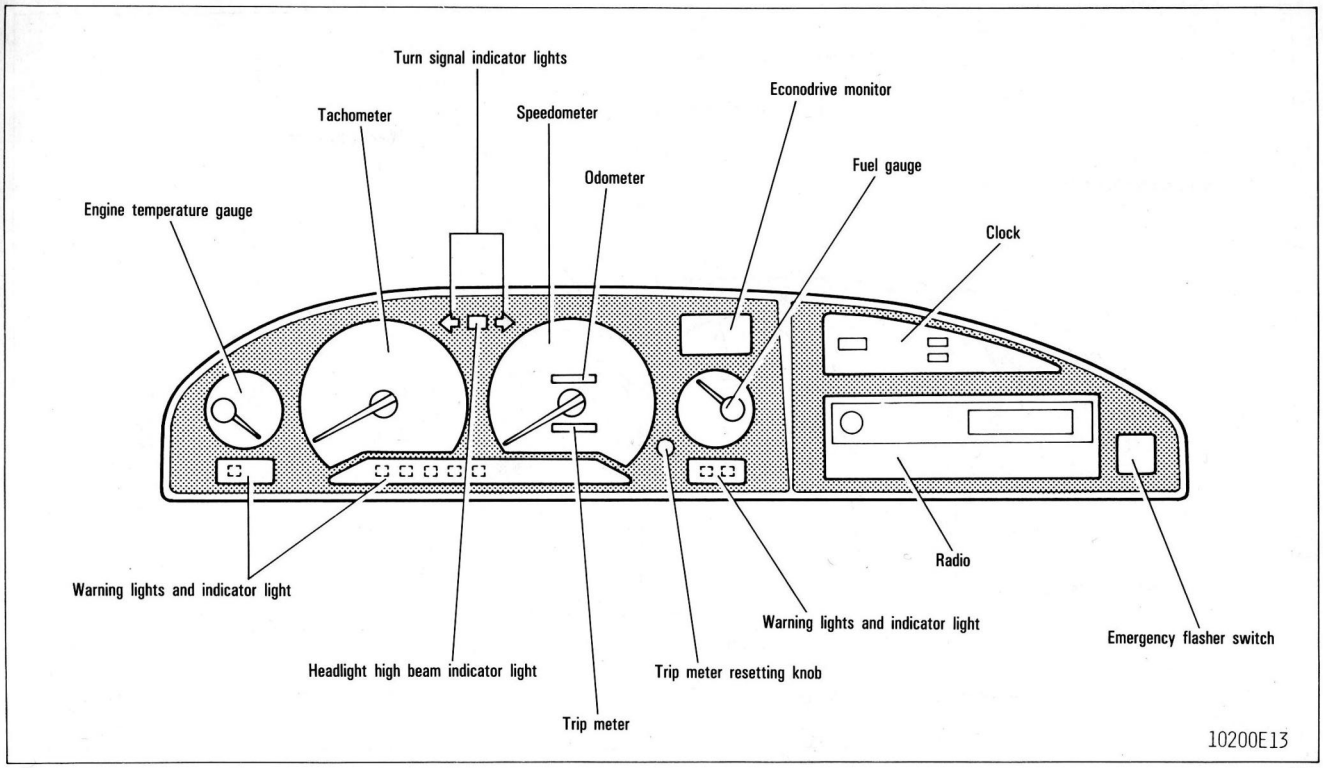

3-door Hatchback
Electric sun roof switches
Personal light
Rear window defogger switch
Anti-glare inside rear view mirror
Headlight cleaner switch or rear window wiper and washer switch
Instrument cluster
Outside rear view mirror
Rear fog light switch
Rear view mirror remote control lever
Side defroster outlet
Power window switch
Power door lock switch
Automatic transmission selector lever or manual transmission gear shift lever
Side vent
Parking brake lever
Headlight and turn signal switch
Hood lock release lever
Instrument panel light control
Tilt steering lock release lever
10200E05


Windshield wiper and washer switch
Ignition switch
Rear view mirror remote control lever
Center vents
Outside rear view mirror
Heater or air conditioner controls
Power window switches
Power door lock switch
Side defroster outlet
Side vent
Glovebox
Radio
Cassette tape player
Ashtray
Cigarette lighter
Power rear view mirror control
Seat heater switch or headlight beam level control switch
10200E06

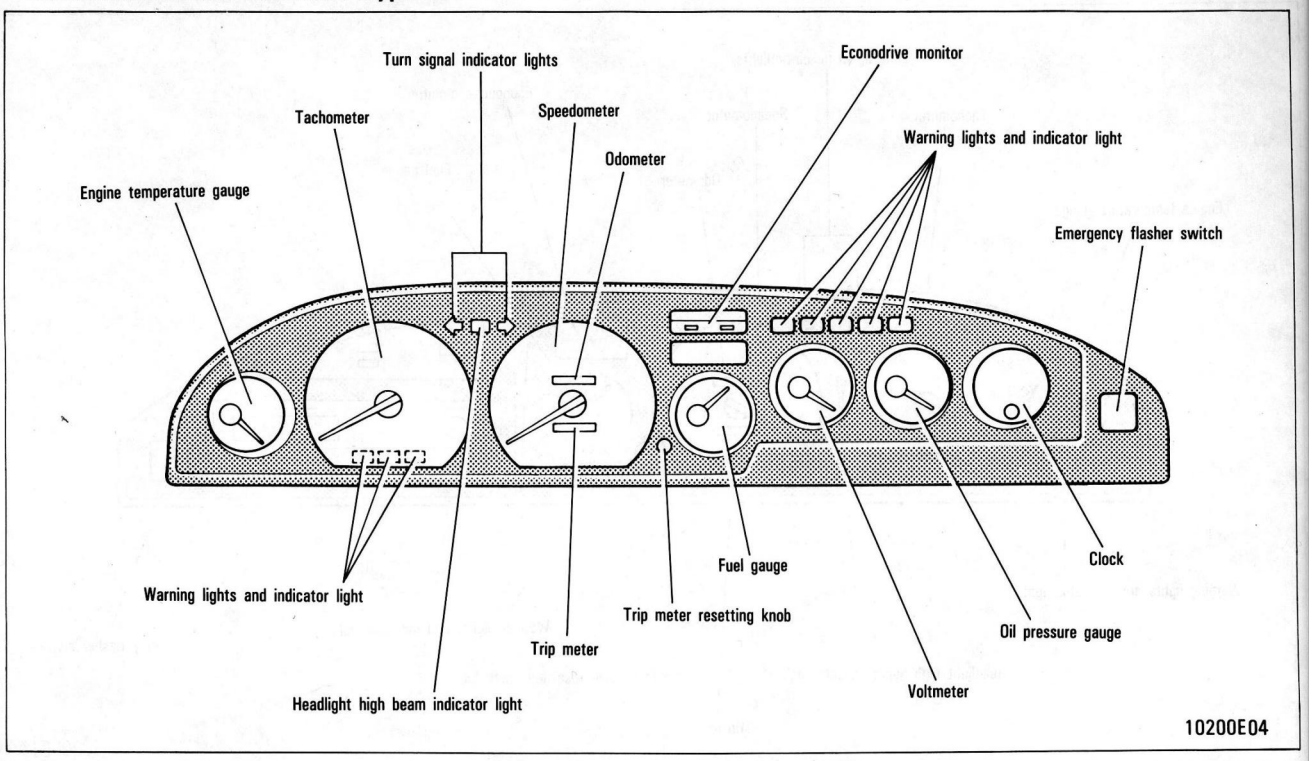
–Instrument cluster overview (type A)



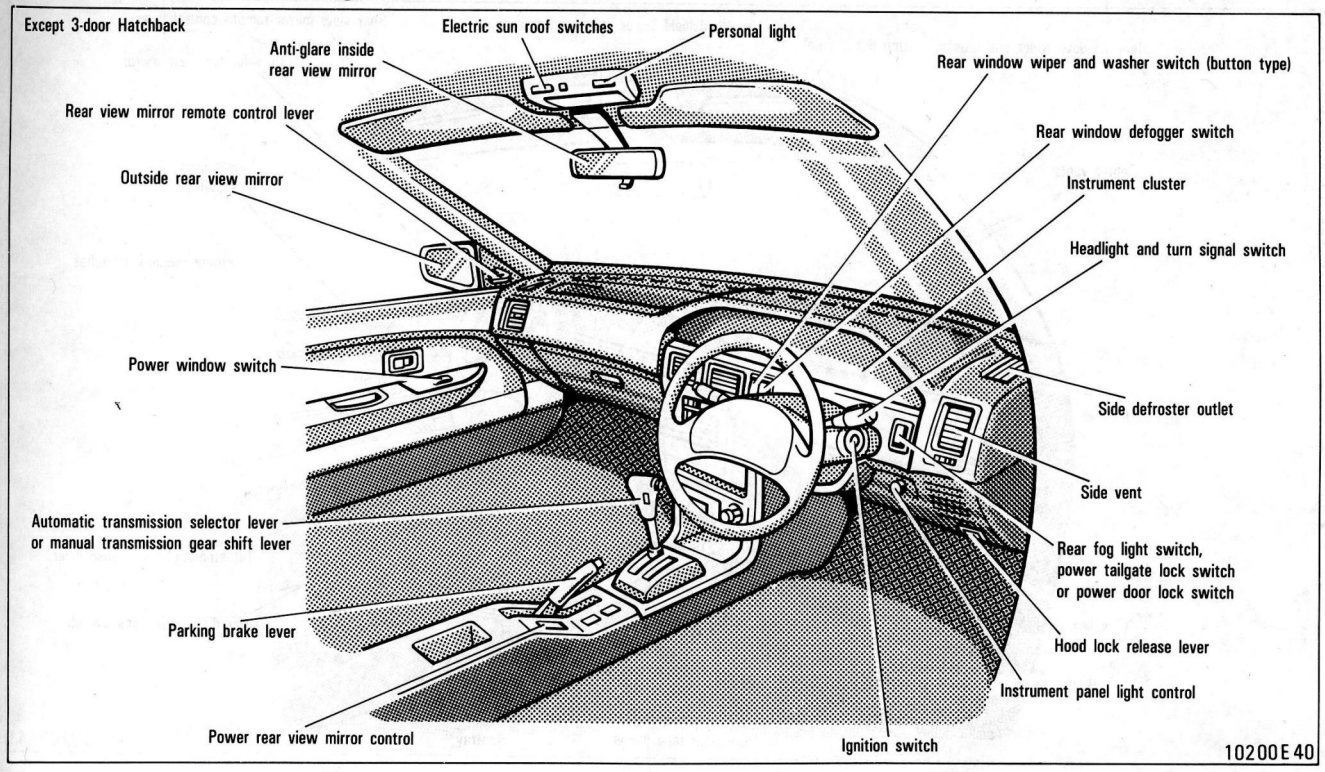
–Instrument cluster overview (type B)

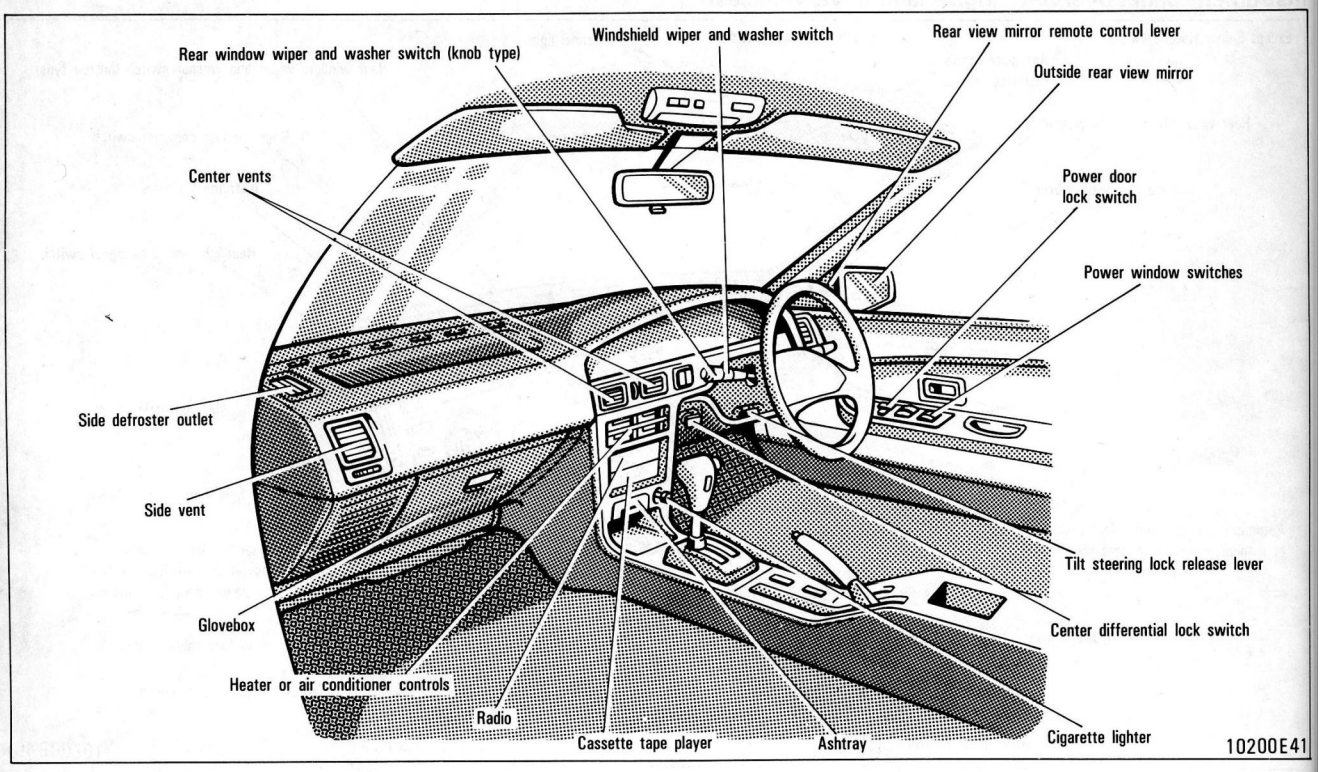


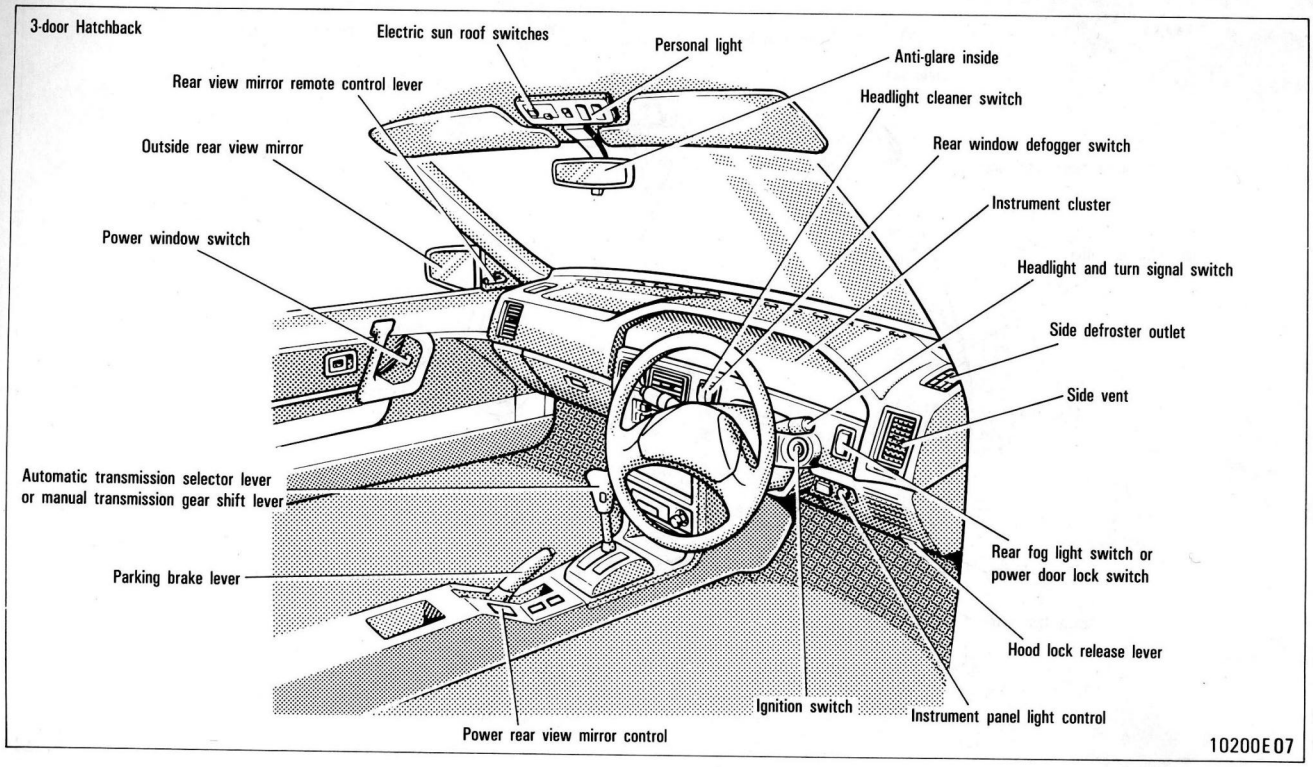
–Instrument cluster overview (type C)



Instrument panel overview (right-hand drive vehicles) –




Rear window wiper and washer switch (knob type)
Windshield wiper and washer switch
Rear view mirror remote control lever
Outside rear view mirror
Center vents
Power door lock switch
Power window switches
Side defroster outlet
Side vent
Tilt steering lock release lever
Glovebox
Center differential lock switch
Heater or air conditioner controls
Radio
Cassette tape player
Ashtray
Cigarette lighter
10200E41


3-door Hatchback
Electric sun roof switches
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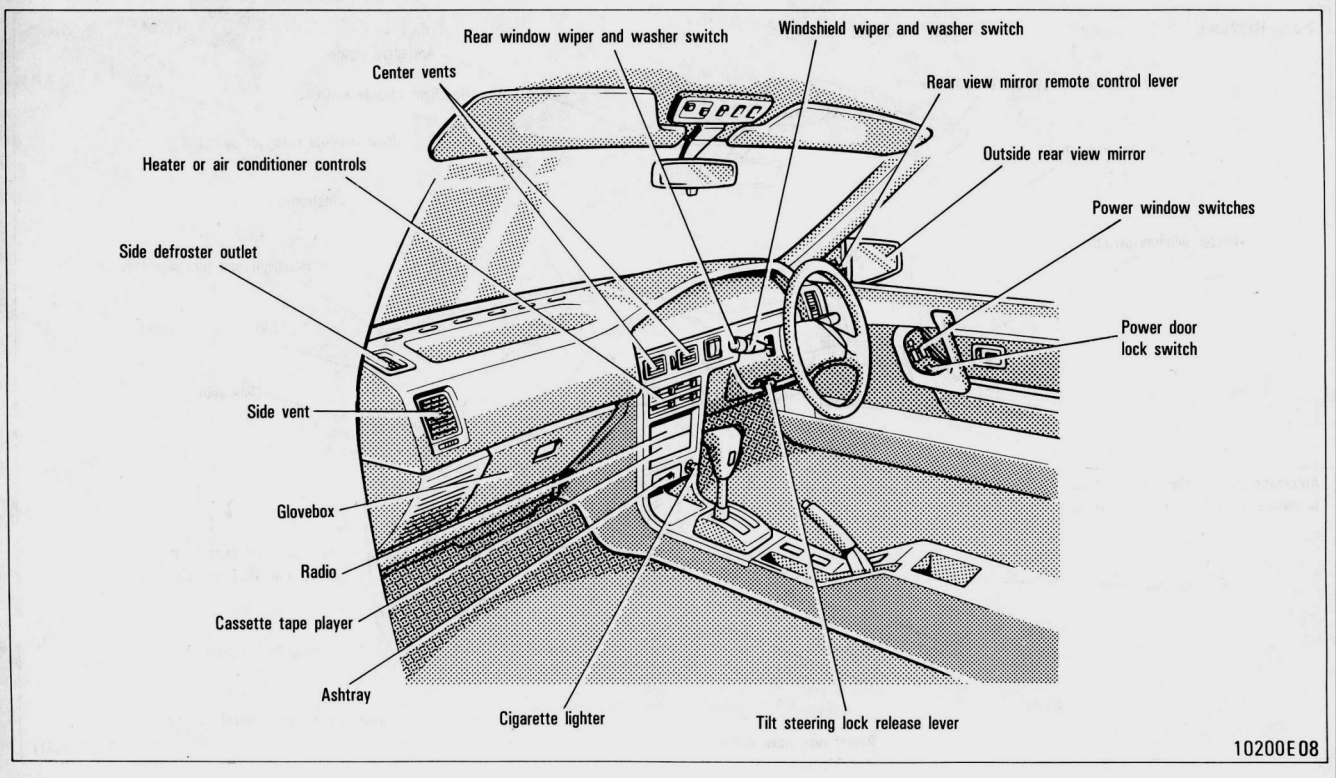
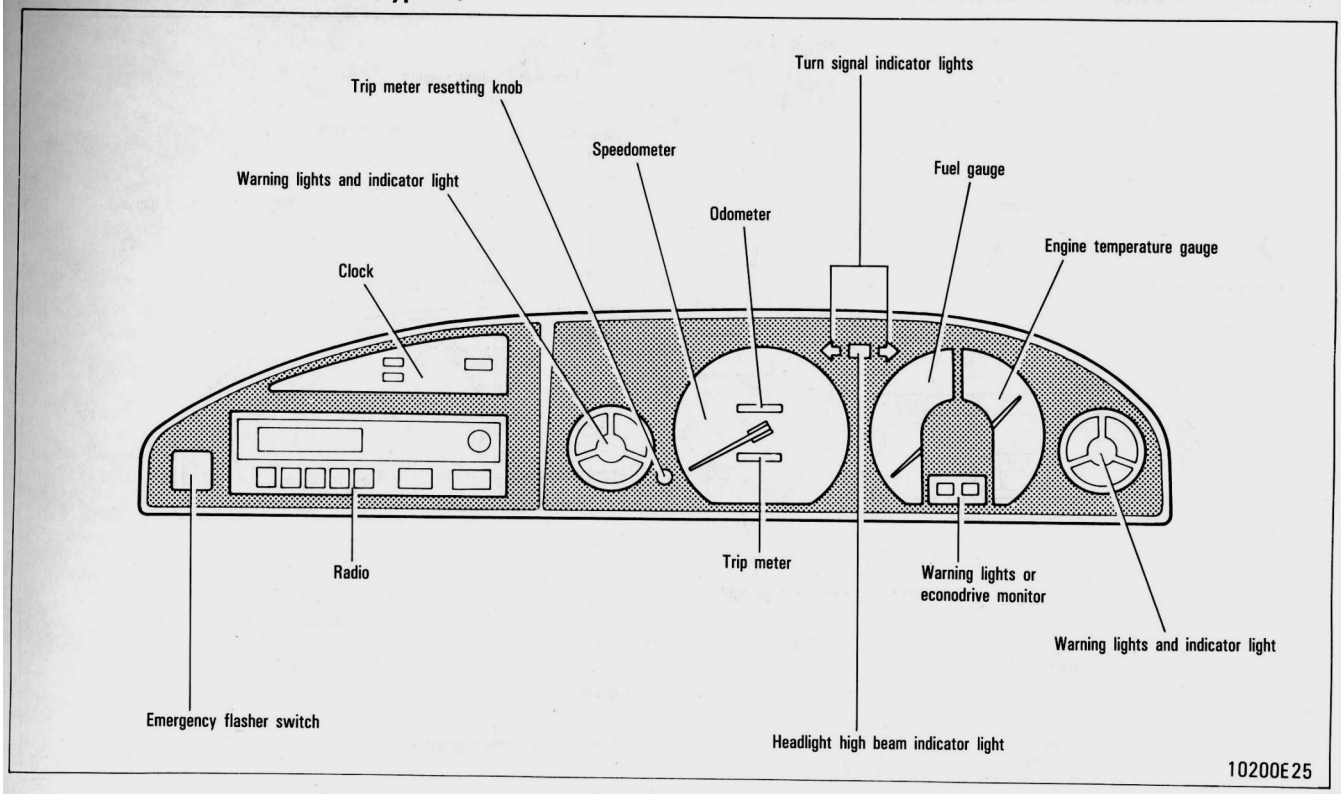
Rear view mirror remote control lever
Headlight cleaner switch
Outside rear view mirror
Rear window defogger switch
Instrument cluster
Power window switch
Headlight and turn signal switch
Side defroster outlet
Side vent
Automatic transmission selector lever
or manual transmission gear shift lever
Rear fog light switch or
power door lock switch
Parking brake lever
Hood lock release lever
Ignition switch
Instrument panel light control
Power rear view mirror control
10200E07



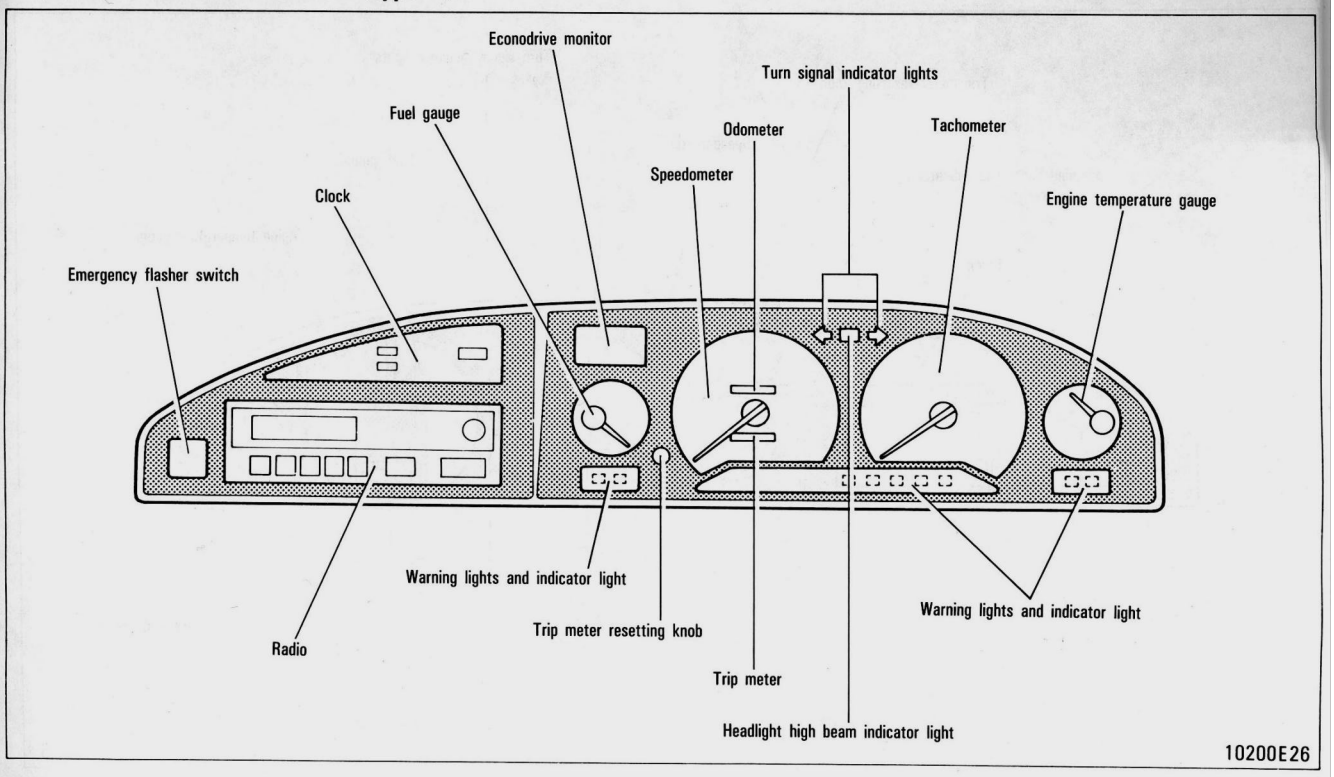
12

–Instrument cluster overview (type A)

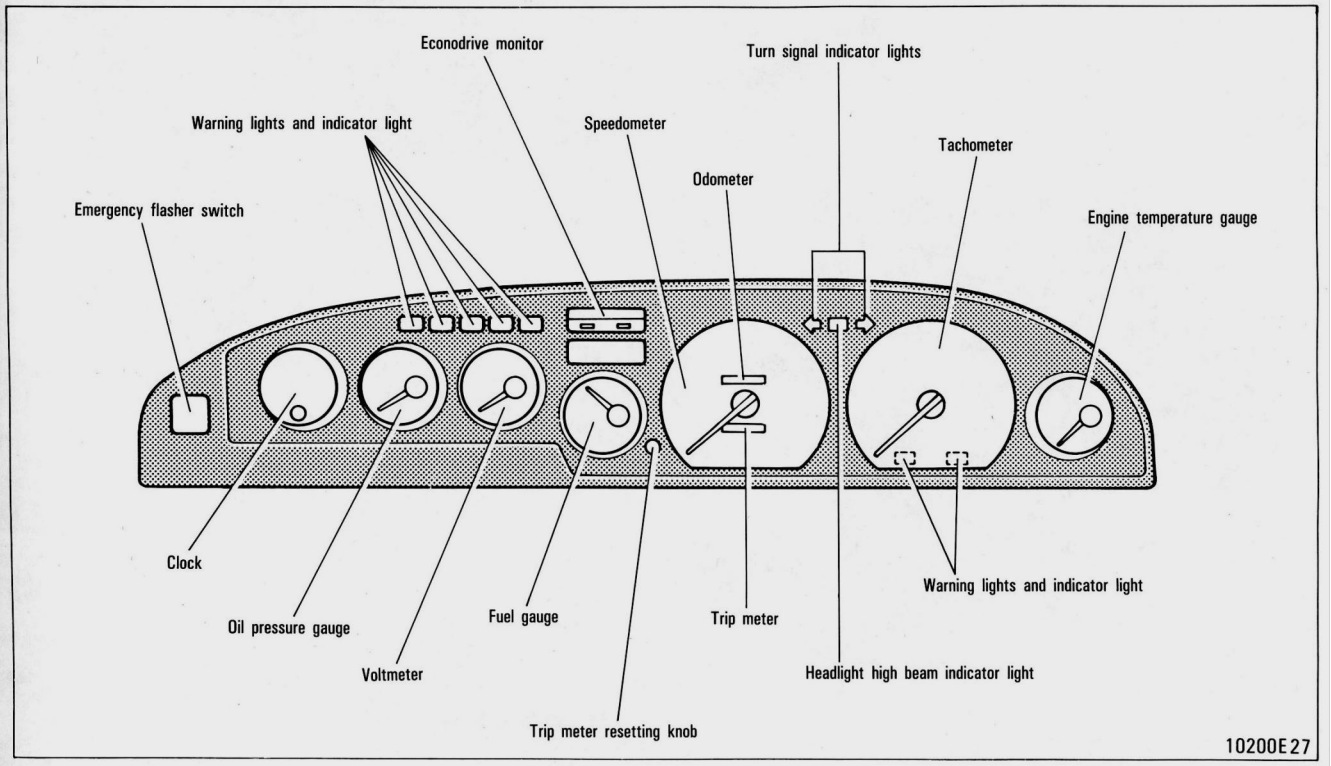


13

–Instrument cluster overview (type B)



–Instrument cluster overview (type C)



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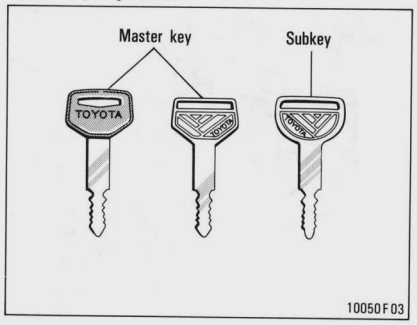
Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-2
Keys and Doors

- Keys
- Doors
- Power window switches
- Trunk lid
- Back hatch
- Tailgate
- Hood
- Fuel tank cap
- Electric sun roof

Keys (vehicles with trunk security system)

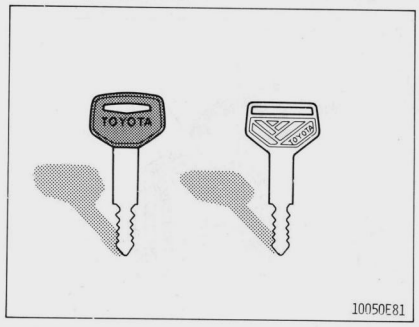


The master key works in every lock. The subkey will not work in the trunk.

To protect things locked in the trunk when you have your vehicle parked, leave the subkey with the attendant.

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

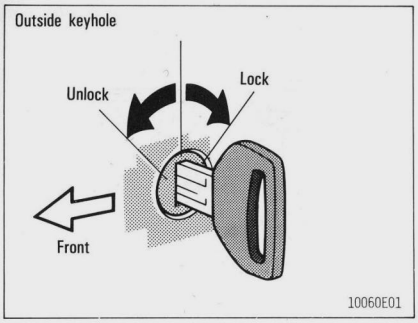
Keys (vehicles without trunk security system)



The key works in every lock.

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

Doors

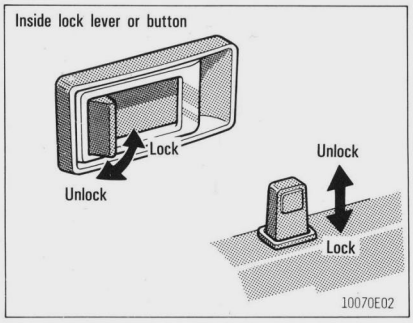


LOCKING WITH KEY

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

Vehicles with a power door lock switch—

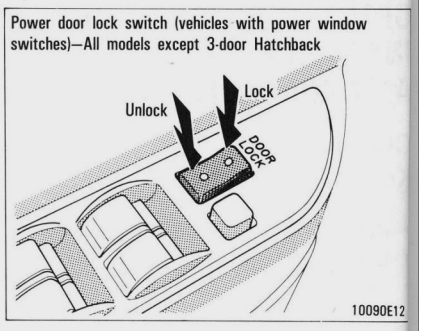
All the side doors and tailgate lock and unlock simultaneously with the driver's door.



LOCKING WITH INSIDE LOCK LEVER OR BUTTON

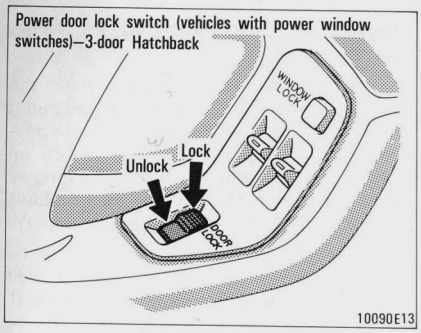
Push in the lock button or lever to lock and pull it out to unlock.

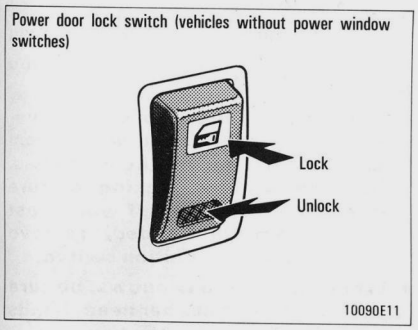
If you want to lock the door from the outside, push in the lock lever or button before closing the door. The outside door handle must be held up while the front door is being closed. Be careful not to lock your keys in the vehicle.

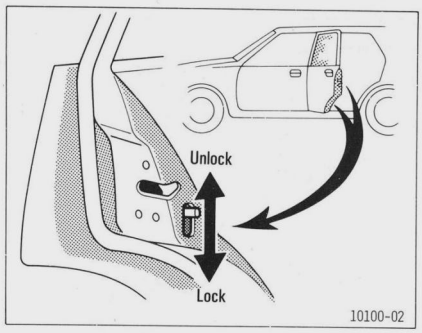


LOCKING WITH POWER DOOR LOCK SWITCH

To lock all the side doors and tailgate simultaneously, push the switch on the "DOOR LOCK" side. Pushing on the opposite side will unlock them.







LOCKING WITH REAR DOOR CHILD-PROTECTOR (4-door and 5-door models)

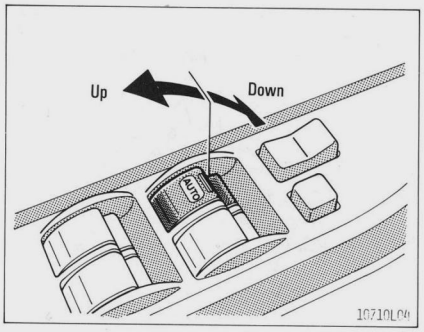
To lock a rear door so that it does not open from the inside, push the lever down and then close the door.

We recommend using this feature whenever small children are in the vehicle.

CAUTION:

Before driving, be sure that the doors are closed and locked. 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.

Power window switches (4-door and 5-door models)

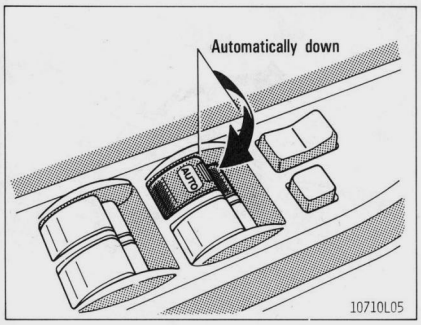


To raise or lower the windows, use the switch on each door. The passengers' windows can also be controlled by the switches on the driver's door.

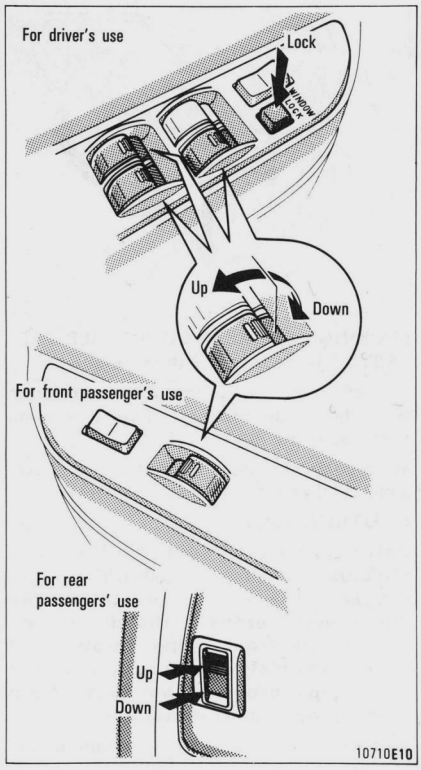
The ignition key must be in the "ON" position.

OPERATING THE DRIVER'S WINDOW

To lower the window, push the knob halfway down. Pull it up to raise the window back. The window moves as long as the knob is operated. For automatic operation, push fully the knob.



Push the knob fully down. The window will fully open even if you let go of the knob. To stop the window partway, pull the knob for a second and release it.



OPERATING THE PASSENGERS' WINDOWS

For front passenger's window, push the knob down to lower the window and pull it up to raise the window back. For rear passengers' windows, push the switch on either side. The window moves as long as the knob is operated. To lock the windows at that position, push the "WINDOW LOCK" switch.

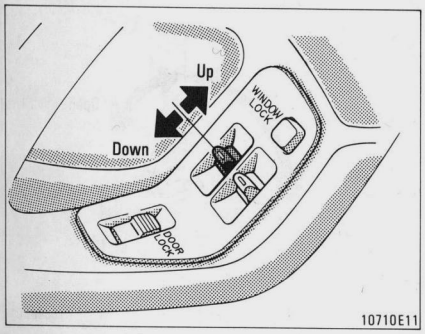
With the "WINDOW LOCK" switch pressed in, the windows cannot be raised or lowered. The indicator lights will tell you which of the switches can be operated.

CAUTION:

To avoid personal injury, observe the following.

- **When small children are in the vehicle, take care not to allow them unexpected use of the switches. Use the window locking feature described above or, if you must leave them unattended, remove the key from the ignition switch.**
- **When closing the windows, be sure that no one has his/her head, hands or arms sticking out the window.**

Power window switches (3-door models)

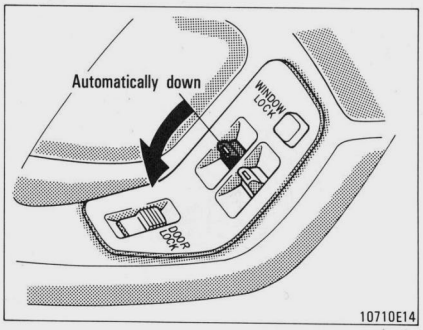


To raise or lower the windows, use the switch on each door. The passenger's window can also be controlled by the switches on the driver's door.

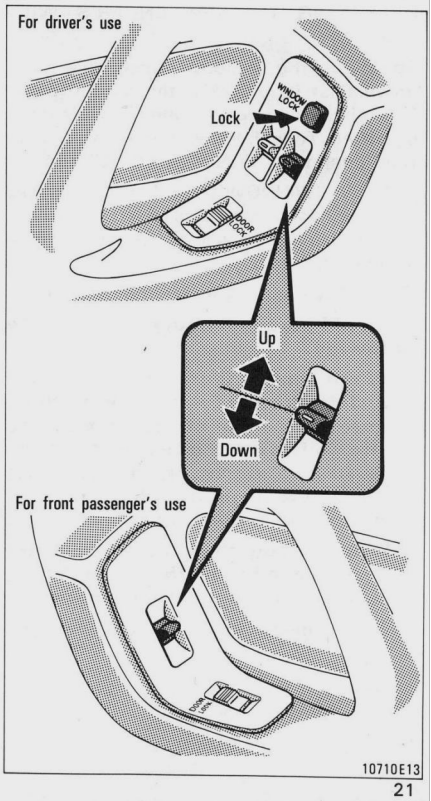
The ignition key must be in the "ON" position.

OPERATING THE DRIVER'S WINDOW

Push the lever either way. The window moves as long as the lever is operated. For automatic operation, push fully the lever.



Push the lever fully down. The window will fully open even if you let go of the lever. To stop the window partway, push the lever up for a second and release it.



OPERATING THE PASSENGER'S WINDOW

To lower the window, push the lever down. Push it up to raise the window back. The window moves as long as the lever is operated. To lock the window at that position, push the "WINDOW LOCK" switch.

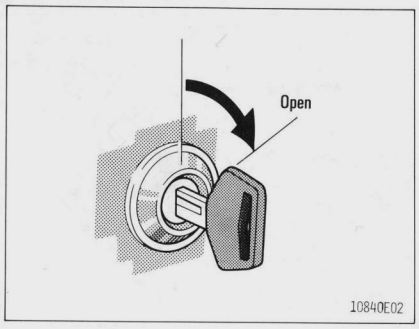
With the "WINDOW LOCK" switch pressed in, the windows cannot be raised or lowered. The indicator lights will tell you which of the switches can be operated.

CAUTION:

To avoid personal injury, observe the following.

- **When small children are in the vehicle, take care not to allow them unexpected use of the switch. Use the window locking feature described above or, if you must leave them unattended, remove the key from the ignition switch.**
- **When closing the windows, be sure that no one has his/her head, hands or arms sticking out the window.**

Trunk lid (Sedan without trunk security system) –



To open the trunk lid, insert the key and turn it clockwise.

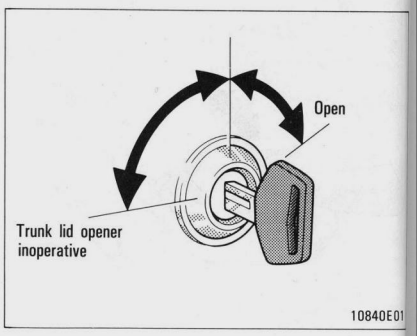
See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

To close the trunk lid, lower and press down on it. After closing the trunk lid, try pulling it up to make sure it is securely closed.

CAUTION:

Keep the trunk lid closed while driving. This not only keeps the luggage from being thrown out but also prevents exhaust gases from entering the vehicle.

Trunk lid (Sedan with trunk security system) –



To open the trunk lid, insert the master key and turn it clockwise.

See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

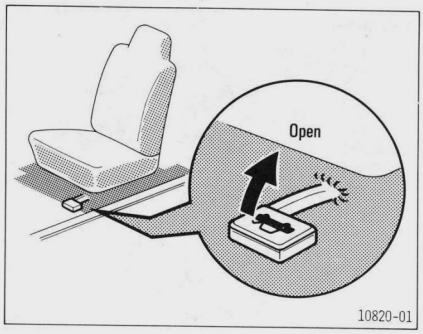
To close the trunk lid, lower and press down on it. After closing the trunk lid, try pulling it up to make sure it is securely closed.

If you turn the key fully counterclockwise after closing the trunk lid, the trunk lid opener will not work. To protect things locked in the trunk, always use this feature when you have your vehicle parked.

CAUTION:

Keep the trunk lid closed while driving. This not only keeps the luggage from being thrown out but also prevents exhaust gases from entering the vehicle.

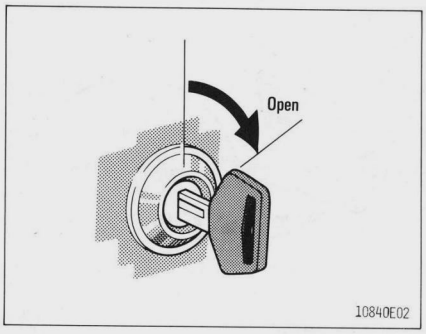
– Trunk lid opener



To open the trunk lid while sitting in the driver's seat, pull the lever up.

If your vehicle is equipped with a trunk security system, the trunk lid opener system will be cancelled by turning the key in the trunk lock counterclockwise. To protect things locked in the trunk, always use this feature when you have your vehicle parked.

Back hatch (Liftback and Hatchback) –



To open the back hatch, insert the key and turn it clockwise.

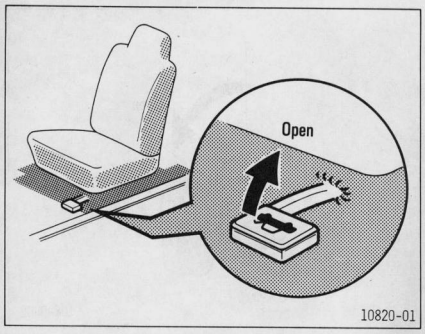
See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

To close the back hatch, lower and press down on it. After closing the back hatch, try pulling it up to make sure it is securely closed.

CAUTION:

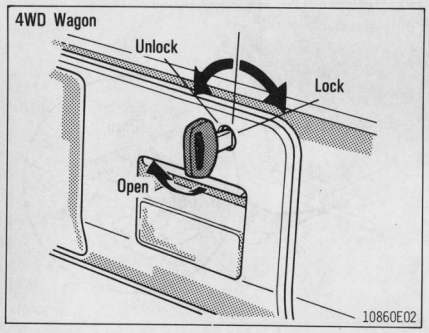
Keep the back hatch closed while driving. This not only keeps the luggage from being thrown out but also prevents exhaust gases from entering the vehicle.

–Back hatch opener



To open the back hatch while sitting in the driver's seat, pull the lever up.

Tailgate (4WD Wagon and Wagon)–



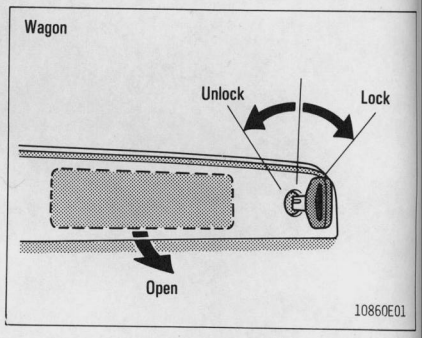
To open the tailgate, insert the key and turn it counterclockwise to unlock. Then pull the handle and raise the tailgate.

See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

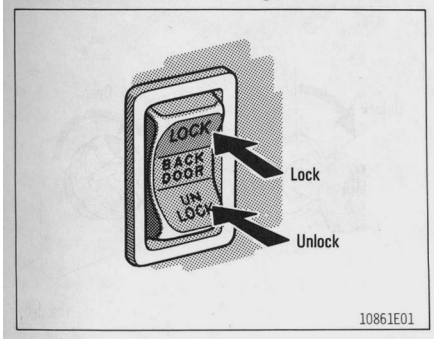
To close the tailgate, lower and press down on it. After closing the tailgate, try pulling it up to make sure it is securely closed.

CAUTION:

Keep the tailgate closed while driving. This not only keeps the luggage from being thrown out but also prevents exhaust gases from entering the vehicle.



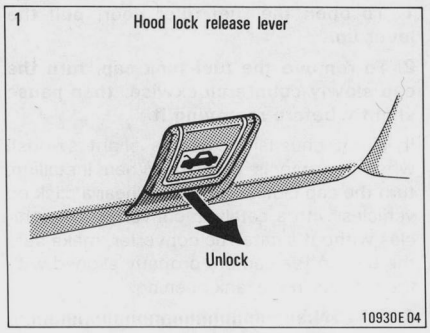
–Locking with power tailgate lock switch (4WD Wagon)

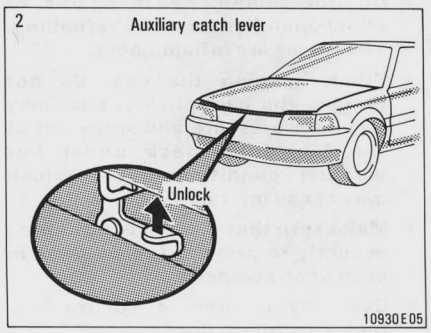


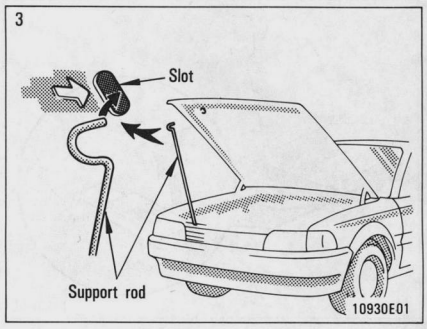
To lock the tailgate, push the switch on the "LOCK" side. To unlock the tailgate, push the switch on the "UNLOCK" side.

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

Hood







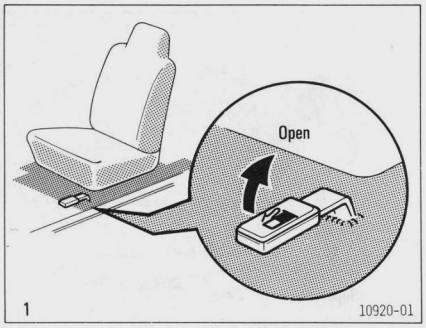
To open the hood, pull the hood lock release handle under the dash. The hood will spring up slightly. In front of the vehicle, press up on the auxiliary catch lever and lift the hood. Then hold the hood open by inserting the support rod into the slot.

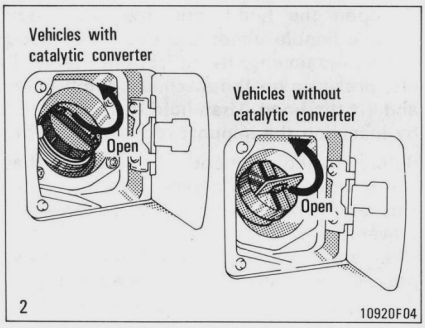
Before closing the hood, check to see that you have not forgotten any tools, rags, etc. and return the support rod to its clip–this prevents rattles. Then lower the hood and make sure it locks into place. If necessary, press down gently on the front edge to lock it.

CAUTION:

After inserting the rod, make sure it supports the hood securely.

Fuel tank cap (vehicles with fuel filler door opener)





1. To open the fuel filler door, pull the lever up.

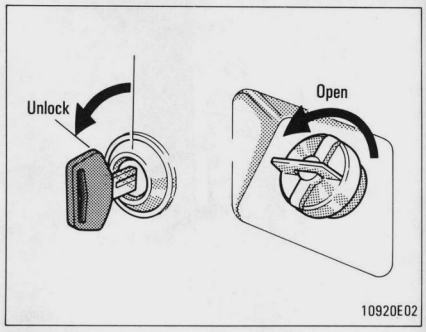
2. To remove the fuel tank cap, turn the cap slowly counterclockwise, then pause slightly before removing it.

It is not unusual to hear a slight swoosh when the cap is opened. When installing, turn the cap clockwise till you hear a click on vehicles with a catalytic converter. On vehicles without a catalytic converter, make sure the tabs in the cap are properly aligned with the cutouts in the tank opening.

CAUTION:

- **Do not smoke, cause sparks or allow open flames when refuelling. The fumes are inflammable.**
- **When opening the cap, do not remove the cap quickly. Fuel may be under pressure and spray out of the fuel filler neck under hot weather conditions, etc., which may cause injury.**
- **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 (vehicles without fuel filler door opener)



To remove the cap, unlock the fuel filler door with your key, turn the cap slowly counterclockwise, then pause slightly before removing it.

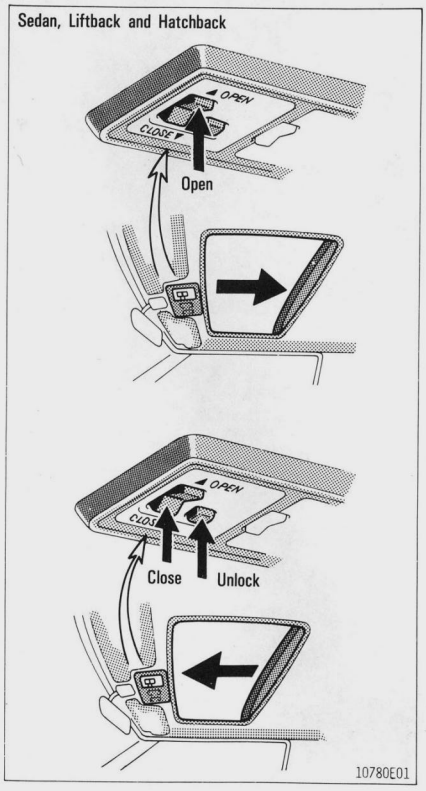
It is not unusual to hear a slight swoosh when the cap is opened. When installing, make sure the tabs in the cap are properly aligned with the cutouts in the tank opening.

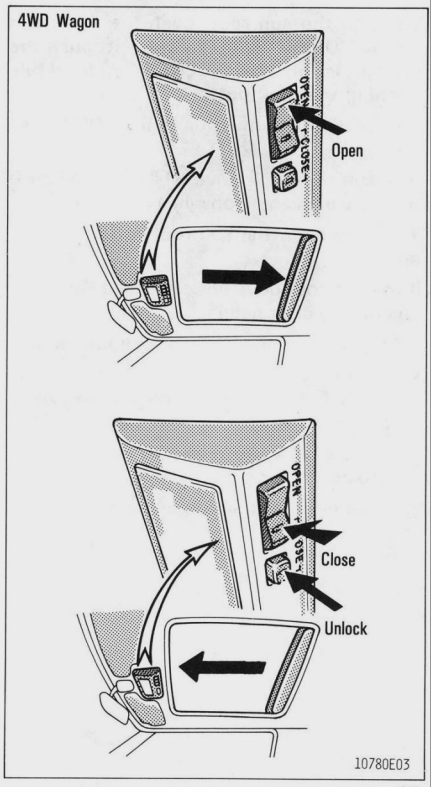
CAUTION:

- **Do not smoke, cause sparks or allow open flames when refuelling. The fumes are inflammable.**

- **When opening the cap, do not remove the cap quickly. Fuel may be under pressure and spray out of the fuel filler neck under hot weather conditions, etc., which may cause injury.**
- **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.**

Electric sun roof (Sedan, Liftback, Hatchback and 4WD Wagon)





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

The ignition key must be in the "ON" position.

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.

If the sun roof does not close, see Part 4 for emergency information.

CAUTION:

- **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.**

Part 1 OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-3 Seats, Seat belts, Steering wheel and Mirrors

- Front seats
- Fold-down rear seat
- Headrests
- Seat heater switch
- Seat belts
- Tilt steering wheel
- Rear view mirror remote control
- Power rear view mirror control
- Anti-glare inside rear view mirror

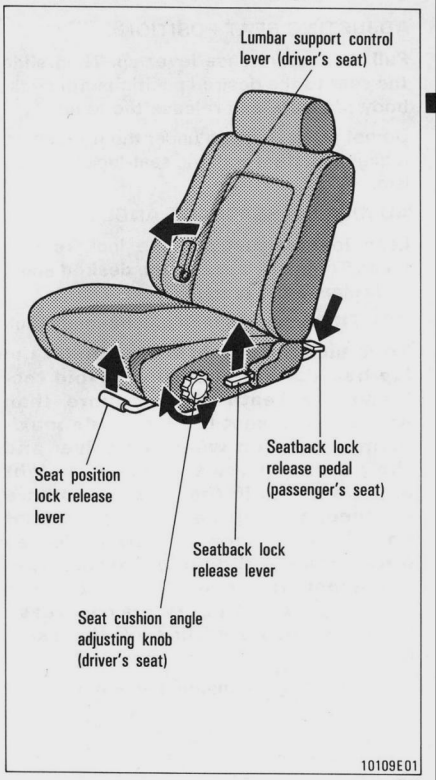
Front seats– –Seat adjustment precautions

Adjust the driver's seat so that the foot pedals, steering wheel and instrument panel controls are within easy reach of the driver.

CAUTION:

- **Adjustments should not be made while the vehicle is moving, as the seat may unexpectedly move and cause the driver to lose control of the vehicle.**
- **When adjusting the seat, be careful not to hit the seat against a passenger or luggage.**
- **After adjusting the seat position, try sliding it forward and backward to make sure it is locked in position.**
- **After adjusting the seatback, exert body pressure to make sure it is locked in position.**
- **After putting back the seat, try pushing the seatback forward and rearward to make sure that it is secured in place.**

–Adjusting front seats (type A)



ADJUSTING SEAT POSITION

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

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.

CAUTION:

To reduce the risk of sliding under the lap belt during a collision, avoid reclining the seatback any more than needed. The seat belts provide maximum protection when the driver and the passenger are sitting up straight and well back in the seats. If you are reclined, the lap belt may slide past your hips and apply restraint forces directly to the abdomen. Therefore, in the event of a frontal collision, the risk of personal injury may increase with increasing recline of the seatback.

ADJUSTING DRIVER'S SEAT CUSHION ANGLE

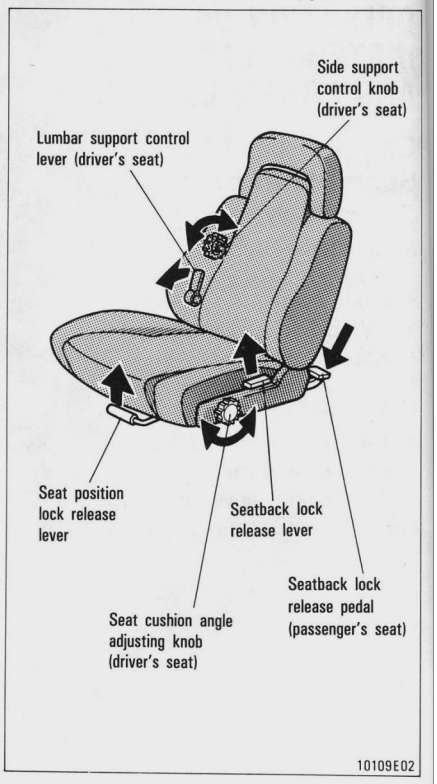
Turn the knob either way.

ADJUSTING DRIVER'S SEAT LUMBAR SUPPORT

Pull the lever forward or backward.

Pulling the lever forward will increase the amount of your lower back.

—Adjusting front seats (type B)



ADJUSTING SEAT POSITION

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

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.

CAUTION:

To reduce the risk of sliding under the lap belt during a collision, avoid reclining the seatback any more than needed. The seat belts provide maximum protection when the driver and the passenger are sitting up straight and well back in the seats. If you are reclined, the lap belt may slide past your hips and apply restraint forces directly to the abdomen. Therefore, in the event of a frontal collision, the risk of personal injury may increase with increasing recline of the seatback.

ADJUSTING DRIVER'S SEAT CUSHION ANGLE

Turn the knob either way.

ADJUSTING DRIVER'S SEAT SIDE SUPPORTS

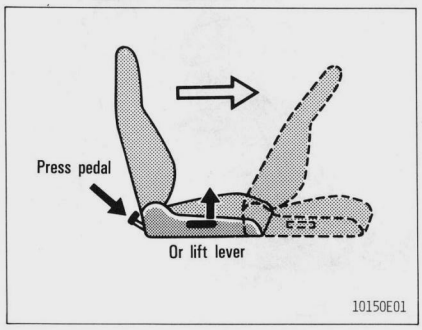
Turn the knob either way.

ADJUSTING DRIVER'S SEAT LUMBAR SUPPORT

Pull the lever forward and release.

Repeat this until you have a comfortable support.

—Moving passenger's seat for rear seat entry (3-door models)



Lift the seatback lock release lever or press the release pedal—the 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 push the seat rearward until it locks.

CAUTION:

Never allow anyone to rest their foot on the press pedal while the vehicle is moving.

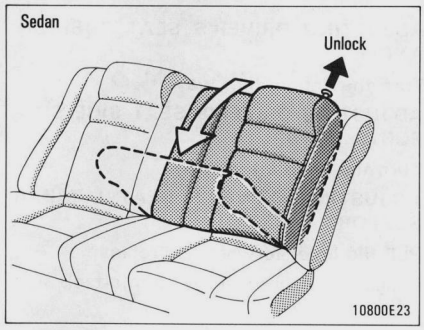
– Flattening seatbacks

Remove the headrest and slide the seat to the front-most position. Then unlock the seatback and push it down.

CAUTION:

Do not allow passengers to ride on the flattened seat while driving; use the seat in the normal position.

Fold-down rear seat (Sedan and 4WD Wagon)



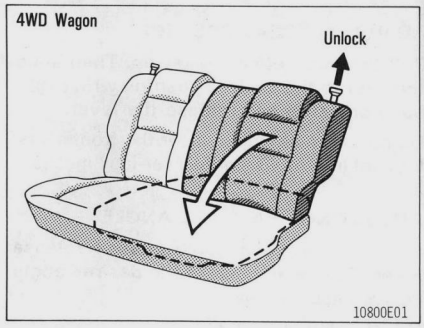
Unlock the seatback, and fold it down.

This will enlarge the trunk room or luggage compartment as far as the front seatbacks. See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

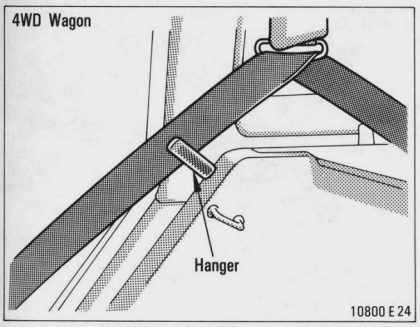
If desired, each seatback may be folded separately.

CAUTION:

When returning the seatback to the upright position, make sure that it is securely locked by pushing forward and rearward on the top of the seatback. Check that the seat belts are in position.



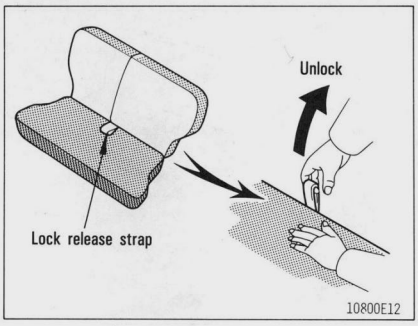
Fold-down rear seat (except Sedan and 4WD Wagon)



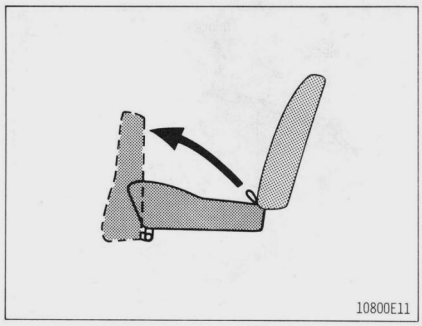
4WD Wagon only –

Make sure that the shoulder belt passes through the hanger when folding the seatback down or returning the seatback to the upright position.

This prevents the shoulder belt from being damaged.



1. Pull the lock release strap while pushing down the bottom cushion.

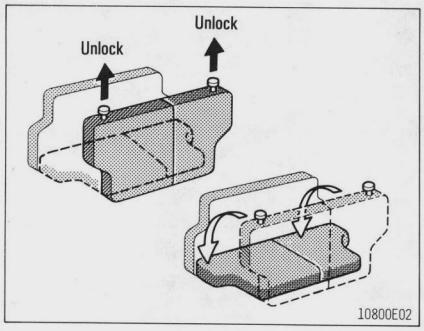


2. Swing the bottom cushion up.

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

CAUTION:

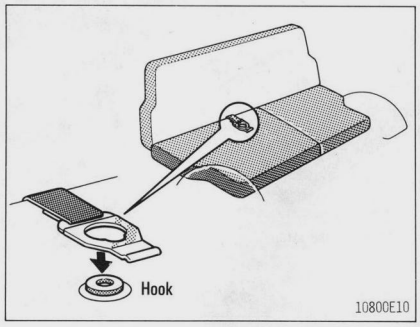
When returning the bottom cushion to its place, push the bottom cushion end at the lock release strap and make sure it is securely locked, by pulling the edge of the cushion near the lock release strap.



3. Unlock the seatback, and fold it down while pushing the bottom cushion forward.

This will enlarge the luggage compartment as far as the raised seat cushion. See "Luggage stowage precautions" in Part 2 for precautions to observe in loading luggage.

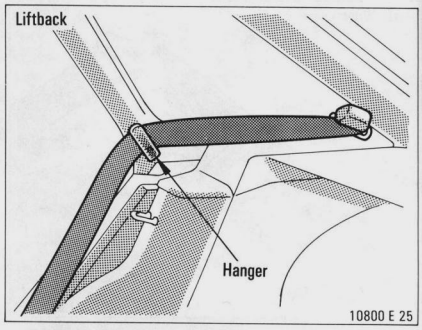
If desired, each seatback may be folded separately.



4. After folding the seatback down, hook the strap to the tab on the reverse side of the seatback.

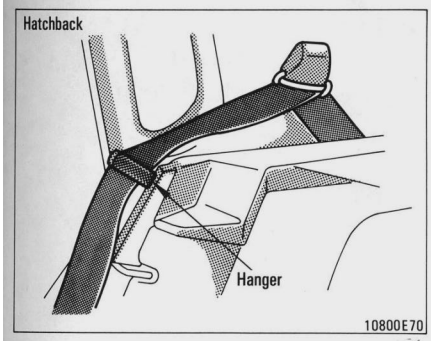
CAUTION:

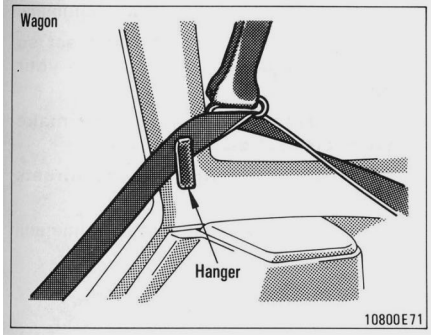
When returning the seatback to the upright position, make sure that it is securely locked by pushing forward and rearward on the top of the seatback. Check that the seat belts are in position.



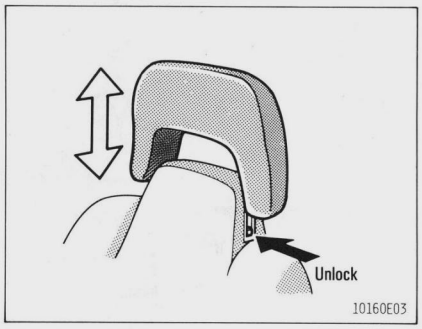
Make sure that the shoulder belt passes through the hanger when folding the seatback down or returning the seatback to the upright position.

This prevents the shoulder belt from being damaged.





Headrests (type A)



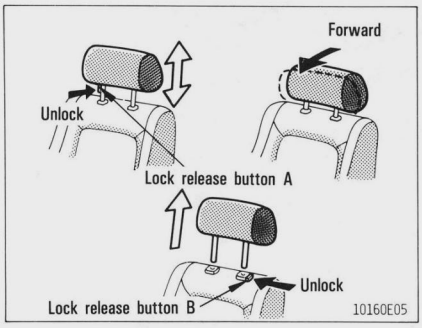
To raise the headrest, pull it up. To lower it, press the lock release button and push the headrest down.

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

CAUTION:

- **Adjust the top of the headrest so that it is closest to the top of your ears.**
- **After adjusting the headrest, make sure it is locked in position.**
- **Do not drive with the headrests removed.**

Headrests (type B)



To raise the headrest, pull it up. To lower it, press the lock release button A and push down the headrest. To move the headrest forward, pull on the top.

Pulling the top of the headrest as far as it can go will return it to the upright position.

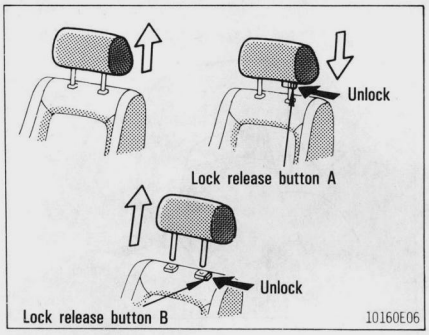
The headrest is most effective when it is close to your head. Therefore, using a cushion on the seatback is not recommended.

If you need to remove the headrest, press the lock release button B and pull up the headrest.

CAUTION:

- **Adjust the top of the headrest so that it is closest to the top of your ears.**
- **After adjusting the headrest, make sure it is locked in position.**
- **Do not drive with the headrests removed.**

Headrests (type C)



To raise the headrest, pull it up. To lower it, press the lock release button A and push the headrest down.

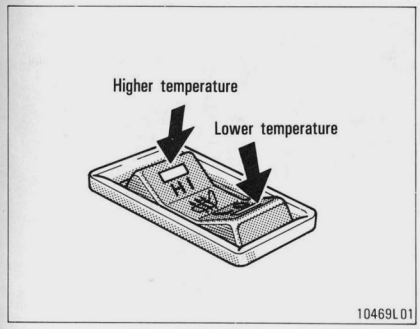
The headrest is most effective when it is close to your head. Therefore, using a cushion on the seatback is not recommended.

If you need to remove the headrest, press the lock release button B and pull up the headrest.

CAUTION:

- **Adjust the top of the headrest so that it is closest to the top of your ears.**
- **After adjusting the headrest, make sure it is locked in position.**
- **Do not drive with the headrests removed.**

Seat heater switch



To turn on the driver's seat heater, push the switch to "HI" (high heating temperature) or "LO" (low heating temperature).

The key must be in the "ON" position.

Pushing lightly on the opposite side will turn it off.

NOTICE:

To prevent the battery from being discharged, turn the switch on when the engine is running.

Seat belts—
—Seat belt precautions

Toyota recommends that the driver and passengers in the vehicle be properly restrained at all times with the seat belts provided. Failure to do so could increase the chance of injury and/or the severity of injury in accidents.

Children. On models with rear seat belts, we recommend that they sit in the rear seat and be restrained with the seat belts. On models without rear seat belts, restrain the children with the front seat belts. Do not allow the child to stand up or kneel on the seat.

Baby or small child. Child restraint 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.

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

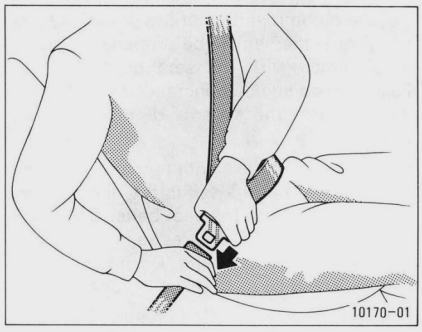
CAUTION:

When using the seat belts, observe the following:

- **Use the belt for only one person at a time. Do not use a single belt for two or more people—even children.**
- **After inserting the tab, make sure that the connection is secure and the belt is not twisted.**
- **Avoid reclining the seatbacks too much. The seat belts provide maximum protection when the seatbacks are in the upright position. (See the seat adjustment instructions.)**
- **Be careful not to damage the belt webbing or hardware, and take care that they do not get caught or pinched in the seat or doors.**
- **Inspect the belt system periodically. Check for cuts, frays, and loose parts. Damaged parts should be replaced. Do not disassemble or modify the system.**

- **Keep the belts clean and dry. If they need cleaning, use a mild soap solution or lukewarm water. Never use bleach, dye, or abrasive cleaners—they may severely weaken the belts.**
- **Replace the belt assembly if it has been used in a severe impact. The entire assembly should be replaced even if damage is not obvious.**

—3-point type

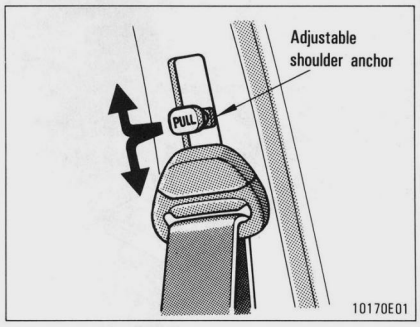


Adjust the seat as needed and sit up straight and well back in the seat. To fasten your belt, pull it out of the retractor and insert the tab into the buckle.

You will hear a click when the tab locks into the buckle.

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. 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.



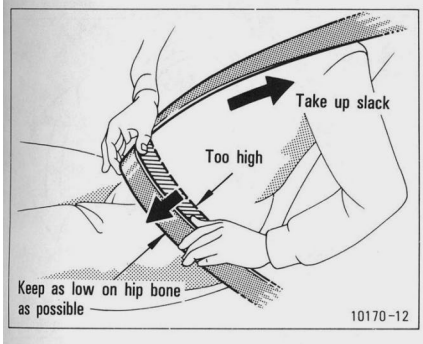
Seat belts with an adjustable shoulder anchor—

Adjust the shoulder anchor position to your size.

To adjust the anchor position, pull the knob out and slide it up or down. Release the knob and make sure the anchor is locked in position.

CAUTION:

Always be sure that the belt is positioned well across the shoulder. Failure to do so could reduce the amount of protection in an accident and increase the chance of injury.

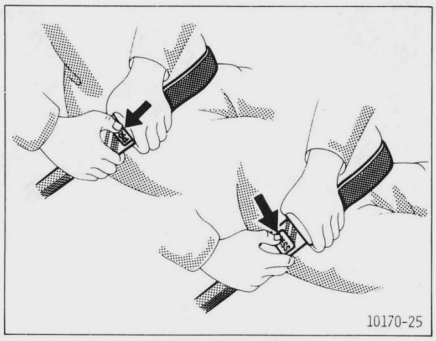


Adjust the position of the lap and shoulder belts.

Position the lap belt as low as possible on your hips—not on your waist, then adjust it to a snug fit by pulling the shoulder portion upward through the latch plate.

CAUTION:

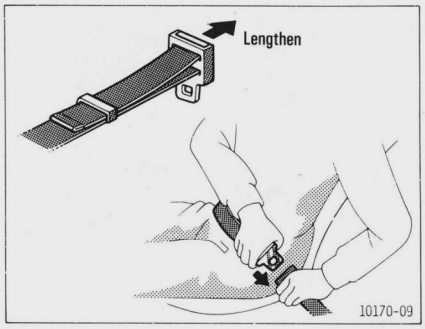
- **High-positioned lap belts and loose-fitting shoulder belts both could increase the chance of injury due to sliding under the lap belt during an accident.**
- **For your safety, do not place the shoulder belt under your arm.**



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

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

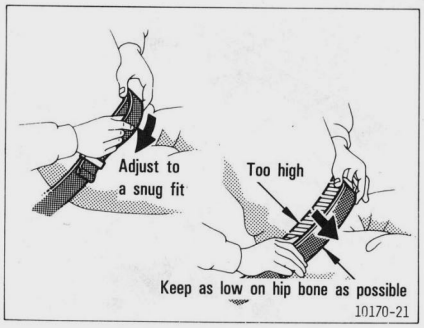
—2-point type



Sit up straight and well back in the seat. To fasten your belt, insert the tab into the buckle.

You will hear a click when the tab locks into the buckle.

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



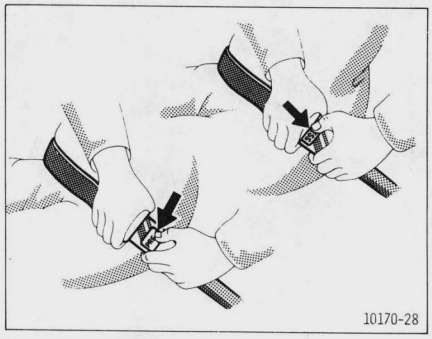
Remove excess length of the belt and adjust the belt position.

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

Position the lap belt as low as possible on your hips—not on your waist, then adjust it to a snug fit.

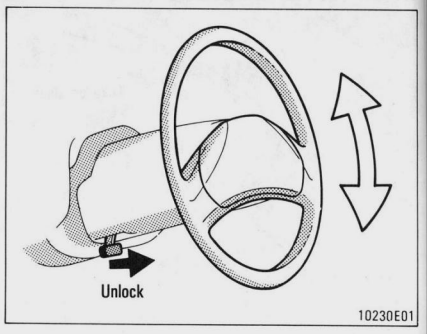
CAUTION:

High-positioned lap belts could increase the chance of injury due to sliding under the lap belt during an accident.



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

Tilt steering wheel

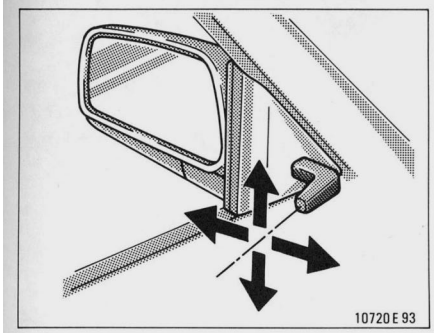


To change the steering wheel angle, pull up the lock release lever, tilt the steering wheel to the desired angle and release the lever.

CAUTION:

- **This adjustment should not be made while the vehicle is moving.**
- **After adjusting the steering wheel, try moving it up and down to make sure it is locked in position.**

Rear view mirror remote control

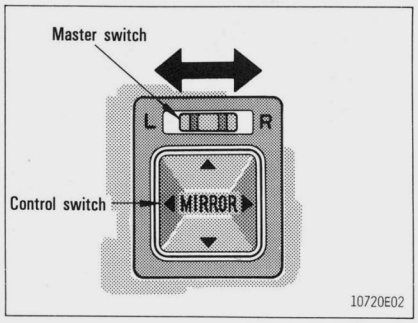


To adjust the rear view mirror, simply operate the control lever.

NOTICE:

If ice should jam the mirror, do not operate the control or scrape the mirror face. Use a spray de-icer to free the mirror.

Power rear view mirror control



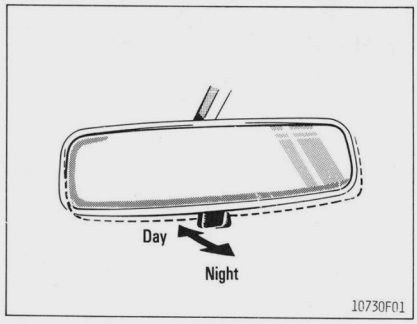
To adjust a power rear view mirror, first place the master switch at "R" (right) or "L" (left) depending on which mirror needs adjusting, then push the control switch in the desired direction.

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

NOTICE:

If ice should jam the mirror, do not operate the control or scrape the mirror face. Use a spray de-icer to free the mirror.

Anti-glare inside rear view mirror



Pull the lever toward you to reduce glare from the headlights of the vehicle behind you during night driving.

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

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

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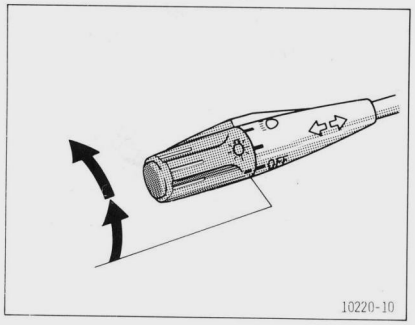
Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-4
Lights, Wipers and Defogger

- Headlight and turn signal switch
- Headlight beam level control switch
- Emergency flasher switch
- Instrument panel light control
- Rear fog light switch
- Interior light
- Personal light
- Luggage compartment light
- Windshield wiper and washer switch
- Rear window wiper and washer switch
- Headlight cleaner switch
- Rear window defogger switch

Headlight and turn signal switch



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

However, on vehicles sold in Iceland, Norway and Sweden, all the lights below also turn on when the engine is started with the headlight switch off.

FIRST CLICKSTOP: Only the parking, tail, license plate and instrument panel lights turn on. On vehicles sold in the United Kingdom, the headlights also turn on at reduced intensity when the ignition switch is on.

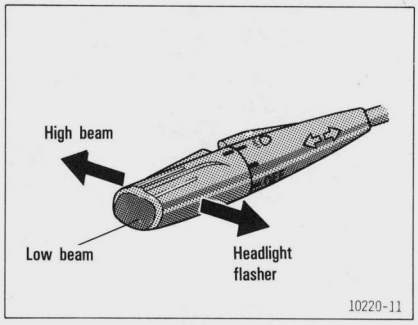
SECOND CLICKSTOP: The headlights also turn on.

On vehicles sold in West Germany, adjust the headlight beam level before turning on the headlights. (See "Headlight beam level control switch".)

The buzzer will remind you to turn the lights off when the driver's door is opened if the ignition switch is turned to the "LOCK" position with the headlight switch on.

NOTICE:

To prevent the battery from being discharged, do not leave the lights on for a long period while the engine is not running.

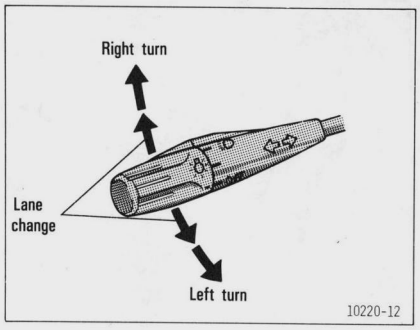


For high beam, push the lever away from you. Pull it toward you for low beam. For the headlight flasher, pull it further back.

On vehicles sold in Iceland, Norway and Sweden, the headlight switch must be at the second clickstop for high beam.

A blue light on the dashboard indicates high beam is on.

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

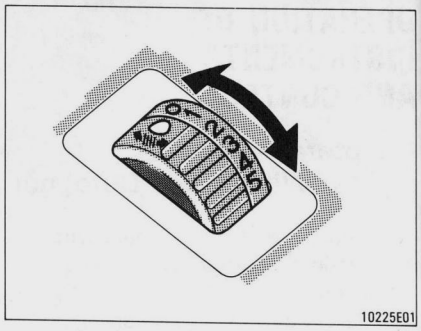


For signaling turns, move the lever up or down in the conventional manner.

The key must be in the "ON" position.

The turn signal is self-cancelling after a turn, but after a lane change, you may have to cancel it by hand. You can also signal a lane change by moving the turn signal lever partway and holding it there. If the green dashboard light flashes faster than normal, it indicates that the front or rear turn signal bulb has burned out.

Headlight beam level control switch (vehicles sold in West Germany)



To adjust the headlight beam level, turn the switch.

Listed below are examples of proper switch settings. For loading conditions other than those listed, adjust the switch position so that the beam level is the same as the one obtained according to the list when only the driver is in the vehicle. The higher the number of the switch position, the lower the headlight beam level.

Always keep the headlight beam at the proper level, or your headlights may dazzle other road users.

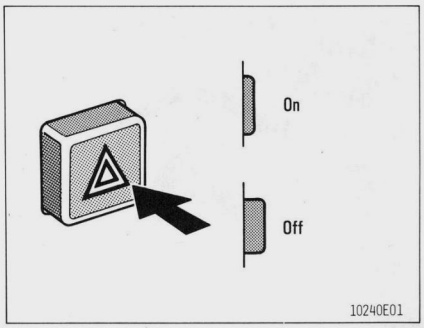
4WD Wagon

Loading condition and switch position	
Driver only	0
Driver + front passenger	0
Full passengers (including driver)	3
Full passengers (including driver) + full luggage loading	4
Driver + full luggage loading	5

Except 4WD Wagon

Loading condition and switch position	
Driver only	0
Driver + front passenger	0
Full passengers (including driver)	2
Full passengers (including driver) + full luggage loading	3
Driver + full luggage loading	
Sedan and Wagon	5
Liftback and Hatchback	4

Emergency flasher switch



To turn on the emergency flashers, push the switch.

All the turn signal lights will flash.

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

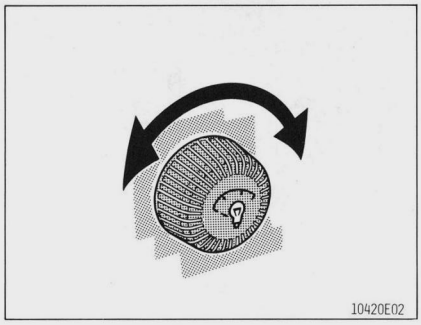
Always pull as far off the road as possible.

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

NOTICE:

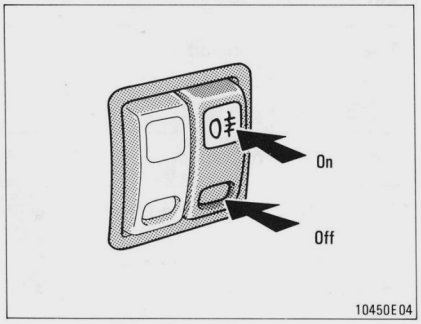
To prevent the battery from being discharged, do not leave the switch on longer than necessary while the engine is not running.

Instrument panel light control



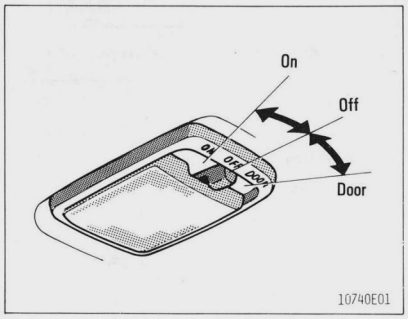
To adjust the brightness of the instrument panel lights, turn the knob.

Rear fog light switch



To turn on the rear fog lights, push the switch. They will come on when the headlights are turned on.

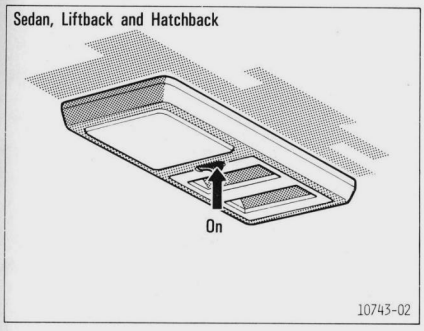
Interior light



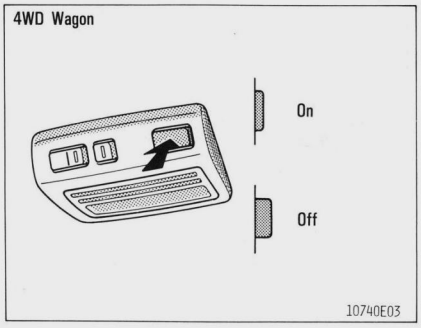
To turn on the interior light, slide the switch.

With the switch in the DOOR position, the light comes on when any of the side doors and back hatch is opened.

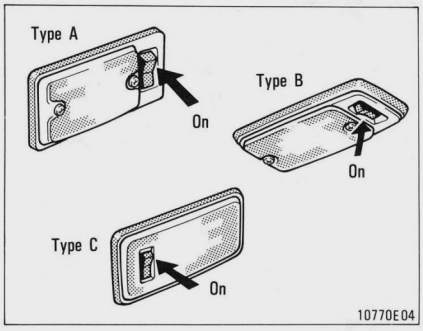
Personal light



To turn on the personal light, push the switch.

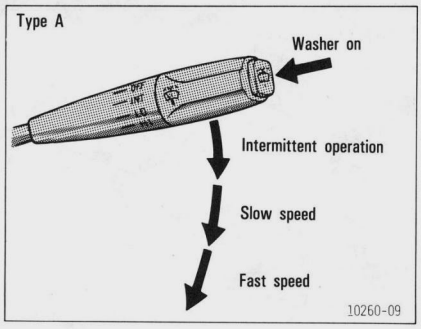


Luggage compartment light



To turn the luggage compartment light on, open the back hatch or tailgate and push the switch. Closing the back hatch or tailgate will turn the light off.

Windshield wiper and washer switch (intermittent type)



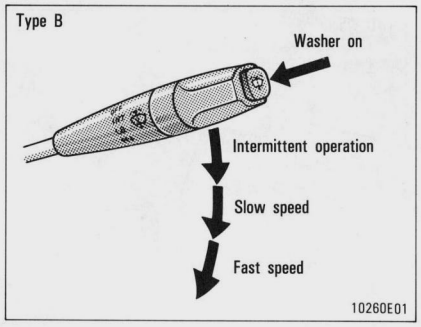
To turn the wipers on, move the lever. To make the washer squirt, push the button on the end of the lever.

The key must be in the "ON" position.

The wipers will operate at intervals when the lever is in the "INT" position.

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 Chapter 7-3.

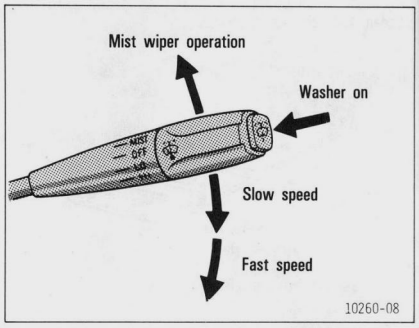
In cold weather, warm the windshield with the defroster before using the washer. This will help prevent icing, which could block your vision.



NOTICE:

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

Windshield wiper and washer switch (mist type)



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

The key must be in the "ON" position.

If a single wipe is desired in mist, push the lever to the "MIST" position and release it.

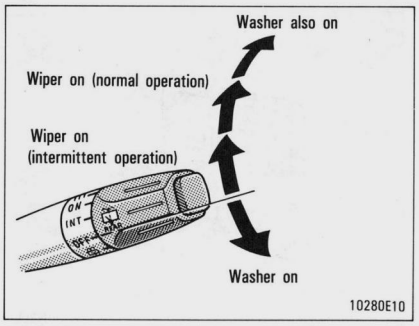
If the washer does not work, check to see whether the washer tank is empty. For information on adding washer fluid, see "Adding washer fluid" in Chapter 7-3.

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

NOTICE:

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

Rear window wiper and washer switch (knob type)



To turn the rear wiper and washer on, twist the knob at the end of the lever.

The key must be in the "ON" position.

The wiper will operate at intervals when the knob is in the "INT" position.

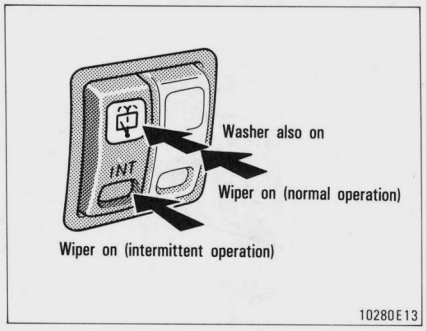
The washer squirts at the two marked knob positions. The knob will automatically return from these positions when it is released.

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 Chapter 7-3.

NOTICE:

Do not operate the rear wiper if the rear window is dry. It may scratch the glass.

Rear window wiper and washer switch (button type)



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

The key must be in the "ON" position.

The wiper will operate at intervals when the switch is pushed on the "INT" side.

Pushing on the opposite side lightly will turn the wiper off.

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 Chapter 7-3.

NOTICE:

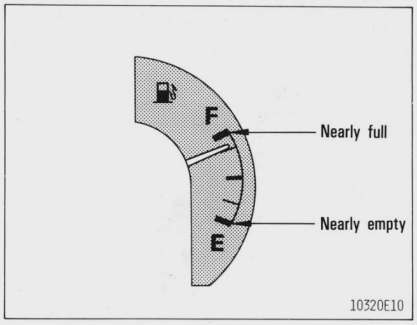
Do not operate the rear wiper if the rear window is dry. It may scratch the glass.

Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-5
Gauges, Meters and Warning lights

- Fuel gauge
- Engine temperature gauge
- Oil pressure gauge
- Voltmeter
- Tachometer
- Odometer and trip meter
- Warning lights and buzzer
- Econodrive monitor

Fuel gauge (vehicles without tachometer)



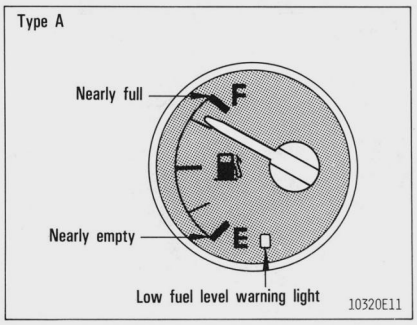
The gauge works when the ignition switch is on and indicates approximate quantity of fuel remaining in the tank.

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.

Do not drive with the fuel level below the "E" or with the low fuel level warning light on. It may cause engine misfire, and damage to the catalytic converter.

Fuel gauge (vehicles with tachometer)

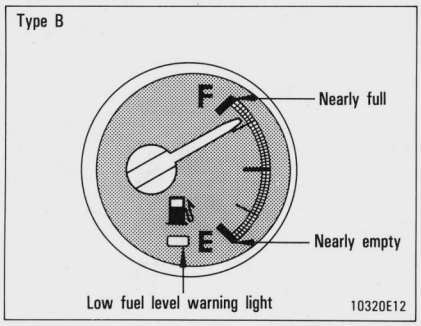


The gauge works when the ignition switch is on and indicates approximate quantity of fuel remaining in the tank.

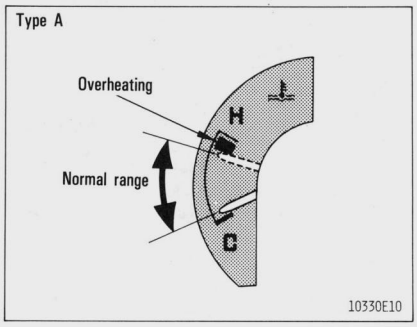
It is a good idea to keep the tank over 1/4 full.

This fuel gauge has a non-return type needle. Therefore, the needle will remain at the indicated fuel level position regardless of the position of the ignition switch.

Do not drive with the fuel level below the "E" or with the low fuel level warning light on. It may cause engine misfire, and damage to the catalytic converter.



Engine temperature gauge

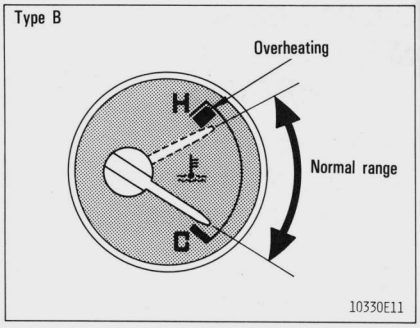


The gauge indicates the engine coolant temperature when the ignition switch is on. The engine operating temperature will vary with changes in weather and engine load.

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

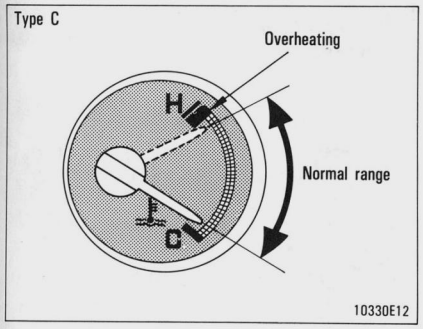
Your vehicle may overheat during severe operating conditions, such as:

- Driving up a long hill on a hot day.
- Reducing speed or stopping after high speed driving.
- Idling for a long period with the air conditioner on in stop-and-go traffic.
- Towing a trailer.

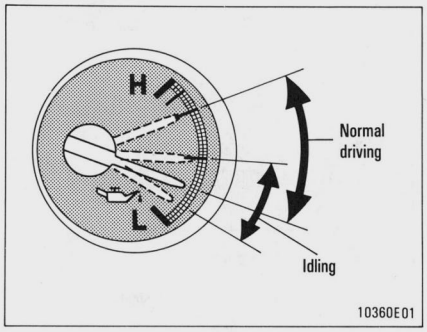


NOTICE:

Do not continue driving with an overheated engine. See "If your vehicle overheats" in Part 4.



Oil pressure gauge



The oil pressure gauge indicates engine oil pressure when the ignition is on. Check it while driving to make sure that the needle is in the proper range.

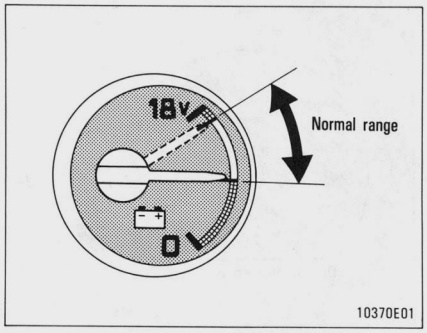
If the oil pressure should stay below the normal range, pull off the road to a safe place and stop the engine immediately. Call a Toyota dealer or qualified repair shop for assistance.

Oil pressure may not build up when the oil level is too low. The oil pressure gauge is not designed to indicate oil level, and the oil level must be checked using the level dipstick.

NOTICE:

Do not drive the vehicle with the oil pressure below the normal range until the cause is fixed—it may ruin the engine.

Voltmeter

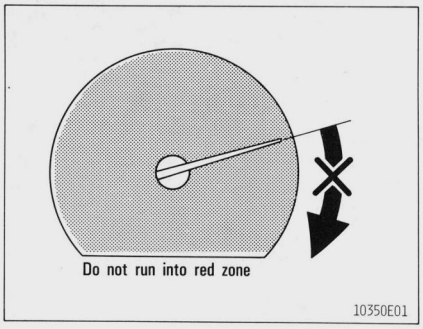


The voltmeter tells whether the battery is charged or discharged. Check it while the engine is running—the needle should always indicate as shown above.

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.

Tachometer



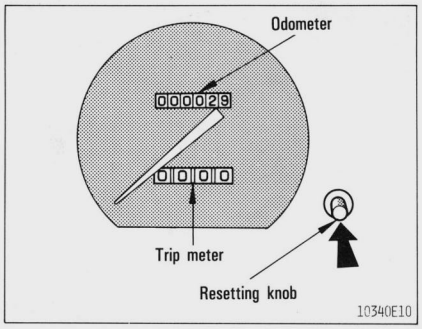
The tachometer indicates engine speed in thousands of rpm (revolutions per minute). Use it while driving to select correct shift points and to prevent engine lugging and overrevving.

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.

NOTICE:

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

Odometer and trip meter



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

The black digits in white indicate tenths of kilometers or miles.

Warning lights and buzzer

If the light or buzzer comes on...	Do this.
(a)	If parking brake is off, stop and check.
(b)	Stop and check.
(c)	Stop and check.
(d)	Take vehicle to Toyota dealer.
(e)	Fill up tank.

If the light or buzzer comes on...	Do this.
(f) ABS	Take vehicle to Toyota dealer.
(g) 	Close and lock tailgate.
(h) 	Drain water.
(i) Light reminder buzzer	Turn off lights.
(j) 	Add washer fluid.

(a) Brake System Warning Light

This light has the following functions:

Parking brake reminder

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. There may be a problem somewhere in the brake system. Check the fluid level of the see-through reservoir.

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.

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.
- If the brakes are not working, have the vehicle towed in for repairs. (For towing information, see Part 4.)

CAUTION:

Continued normal driving with low brake fluid level is dangerous.

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 Chapter 7-2.

- If you judge that the brake 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 Part 4.)

CAUTION:

Continued driving with an inoperative brake booster is dangerous.

(b) Discharge Warning Light

This light warns that the battery is being discharged.

If it comes on while you are driving, 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.

(c) Low Oil Pressure Warning Light

This light warns that the engine oil pressure is too low.

If it flickers or stays on while you are driving, pull off the road to a safe place and stop the engine immediately. Call a Toyota dealer or qualified repair shop for assistance.

The light may occasionally flicker when the engine is idling or it may come on briefly after a hard stop. There is no cause for concern if it then goes out when the engine is accelerated slightly.

The light may come on when the oil level is extremely low. It is not designed to indicate low oil level, and the oil level must be checked using the level dipstick.

NOTICE:

Do not drive the vehicle with the warning light on—even for one block—until the cause is fixed. It may ruin the engine.

(d) Engine System Warning Light (2E-E, 4A-FE and 4A-GE engines)

This light warns that there is a problem somewhere in your engine electrical system.

If it comes on while you are driving, have your vehicle checked/repaired by your Toyota dealer as soon as possible.

(e) Low Fuel Level Warning Light

This light comes on when the fuel level in the tank becomes nearly empty. Fill up the tank as soon as possible.

(f) Anti-lock Brake System Warning Light

This light warns that there is a problem somewhere in your anti-lock brake system. When the anti-lock brake system warning light is on (and the brake system warning light is off), the brake system operates conventionally but without anti-lock function.

If it comes on while you are driving, have your vehicle checked by your Toyota dealer as soon as possible.

(g) Open Door Warning Light

This light remains on until all the side doors, tailgate and back hatch are completely closed.

(h) Fuel Filter Warning Light (diesel-powered vehicles)

The light warns you that the amount of accumulated water in the fuel filter has reached the specified level.

If it comes on, drain the water immediately. (See Chapter 7-2 for instructions for how to drain the water.)

NOTICE:

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

(i) Light Reminder Buzzer

This buzzer will sound when the driver's door is opened if the ignition switch is turned to the "LOCK" position with the headlight switch on. Removing the key will not stop the buzzer as long as the headlight switch is on.

(j) Low Washer Fluid Level Warning Light (vehicles with anti-lock brake system)

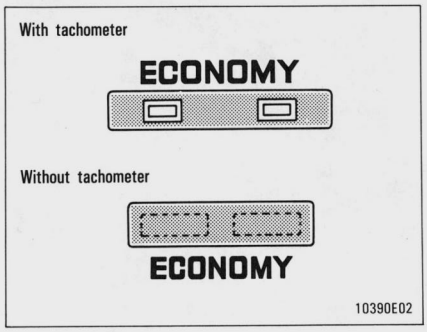
The light warns that the washer fluid level is low. Add washer fluid at your earliest opportunity. (For instructions, see "Adding washer fluid" in Chapter 7-3.)

CHECKING WARNING LIGHTS (except the low fuel level warning light)

1. Apply the parking brake.
2. Open one of the side doors.
The open door warning light should come on.
3. Close the side door.
The open door warning light should go off.
4. Turn the ignition key to "ON", but do not start the engine.
All the warning lights except the open door warning light should come on.

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

Econodrive monitor



The econodrive monitor keeps you informed of your fuel economy by the color. For best fuel economy, try to keep it in the green.

An amber color indicates increased fuel consumption. Accelerating slowly and smoothly will help keep it in the green.

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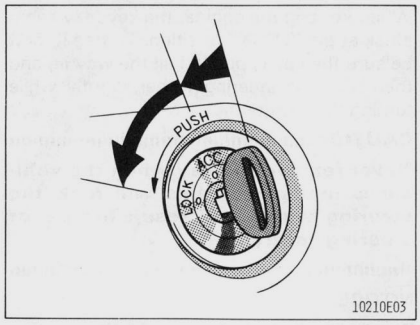
Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-6
Ignition switch, Transmission and Parking brake

- Ignition switch with steering lock
- Automatic transmission
- Manual transmission
- Center differential lock system
- Parking brake

Ignition switch with steering lock (gasoline engine)



"START"—Starter motor on. The key will return to the "ON" position when released.

For starting tips, see Part 3.

"ON"—Engine on and all accessories on.

This is the normal driving position.

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

"LOCK"—Engine is off and the steering wheel is locked. The key can be removed only at this position.

You must push in the key to turn it from "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.

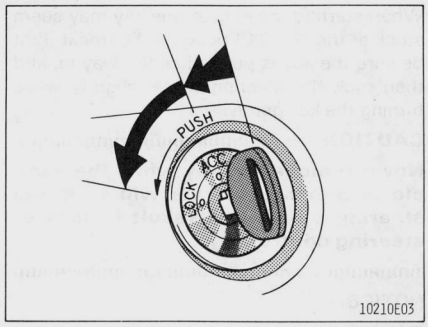
CAUTION:

Never remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control.

NOTICE:

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.

Ignition switch with steering lock (diesel engine)



"START"—Starter motor on. The key will return to the "ON" position when released.

For starting tips, see Part 3.

"ON"—Engine on and all accessories on. Before starting, glow plugs on and engine preheated.

This is the normal driving position.

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

"LOCK"—Engine is off and the steering wheel is locked. The key can be removed only at this position.

You must push in the key to turn it from "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.

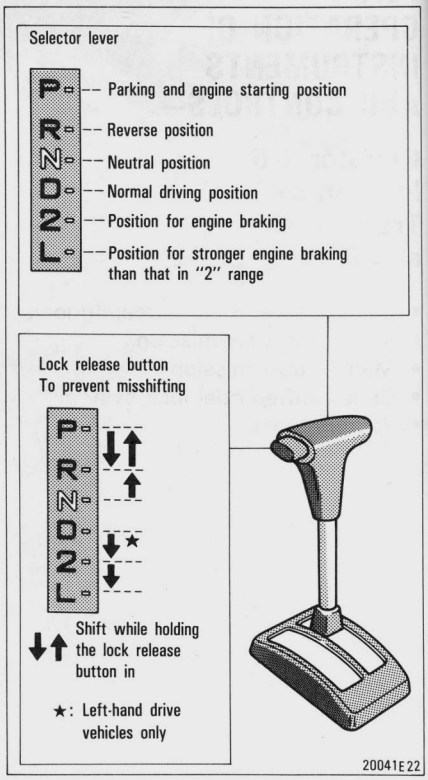
CAUTION:

Never remove the key when the vehicle is moving, as this will lock the steering wheel and result in loss of steering control.

NOTICE:

Do not leave the key in the "ON" position if the engine is not running. The battery will discharge.

Automatic transmission



(a) Normal driving

1. Start the engine as instructed in "How to start the engine" in Part 3.

The transmission must be in "P" or "N". The engine will not start in "R", "2", "L" or "D" range even if the key is turned.

2. With your foot holding down the brake pedal, shift the selector lever to "D".

CAUTION:

Never put your foot on the accelerator pedal while shifting.

3. Release the parking brake and brake pedal. Depress the accelerator pedal slowly for smooth starting.

The vehicle will start in the first gear and automatically shift to the second and third gears according to the vehicle speed.

In "D" range, the automatic transmission system will select the most suitable gear for the running conditions such as hill climbing, hard towing, etc.

If you need to accelerate rapidly while driving, push the accelerator pedal all the way to the floor. The transmission will be automatically downshifted to the second or first gear, according to the vehicle speed.

If engine braking is needed, such as in descending a long hill, see "(b) Using engine braking."

(b) Using engine braking

To use the braking power of the engine, downshift the transmission in the way described below:

- Shift into the "2" range when the vehicle speed is lower than the speed listed below. The transmission will downshift to the second gear.
- Shift into the "L" range when the vehicle speed is lower than the speed listed below. The transmission will downshift to the first gear and more engine braking will be applied.

		km/h (mph)
Engine	"2"	"L"
2E	127 (79)	70 (43)
4A-F	122 (76)	67 (42)
4A-FE	128 (80)	71 (44)

CAUTION:

Be careful when downshifting on a slippery surface. Abrupt shifting could cause the vehicle to spin or skid.

NOTICE:

To prevent engine overrevving, do not downshift if you are going faster than the above speed in each range.

(c) Using the "2" and "L" ranges

The "2" and "L" ranges are used for strong engine braking as described previously.

With the selector lever in "2" or "L", you can start the vehicle in motion as with the lever in "D".

With the selector lever in "2", the vehicle will start in the first gear and automatically shift to the second gear, but will not shift to the third gear.

With the selector lever in "L", the transmission is engaged in the first gear and will not upshift at all.

NOTICE:

Be careful not to overrev the engine. Watch the tachometer to keep engine rpm from going into the red zone. The maximum allowable speed (approximate) for each range is given below for your reference:

		km/h (mph)
Engine	"2"	"L"
2E	127 (79)	70 (43)
4A-F	122 (76)	67 (42)
4A-FE	128 (80)	71 (44)

Do not continue hill climbing or hard towing for a long time in the "2" or "L" range. This may cause severe automatic transmission damage from overheating. To prevent such damage, "D" range should be used in hill climbing or hard towing.

(d) Backing up

1. Bring the vehicle to a complete stop.

2. With the brake pedal held down with your foot, shift the selector lever to the "R" range.

NOTICE:

Never shift into reverse while the vehicle is in motion.

(e) Parking

1. Bring the vehicle to a complete stop.

2. Pull the parking brake lever up fully to securely apply the parking brake.

3. With the brake pedal held down with your foot, shift the selector lever to the "P" range.

CAUTION:

While the vehicle is in motion, never attempt to move the selector lever into "P" under any circumstances. Serious mechanical damage and loss of vehicle control may result.

(f) Good driving practice

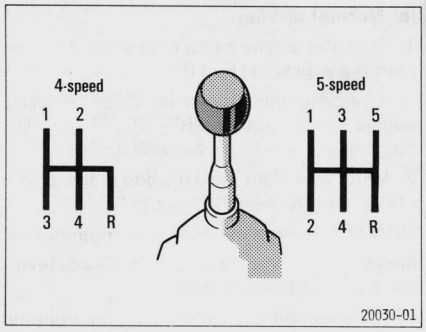
CAUTION:

Always keep your foot on the brake pedal while stopped with the engine running. This prevents the vehicle from creeping.

NOTICE:

Do not hold the vehicle on an upgrade with the accelerator pedal. It can cause the transmission to overheat. Always use the brake pedal or parking brake.

Manual transmission



The shift pattern is conventional as shown above.

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

Recommended shifting speeds

The transmission is fully synchronized and upshifting or downshifting is easy.

For the best compromise between fuel economy and vehicle performance, you should upshift or downshift at approximately the following speeds:

Upshifting

gear	km/h (mph)
1 to 2	24 (15)
2 to 3	40 (25)
3 to 4	65 (40)
4 to 5	75 (47)

Downshifting

gear	km/h (mph)
2 to 1	20 (12)
3 to 2	30 (19)
4 to 3	40 (25)
5 to 4	50 (31)

Upshifting too soon or downshifting too late 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.

Maximum allowable speeds

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:

2E engine

gear	km/h (mph)
1	45 (28)
2	85 (53)
3	123 (76)
(4)	166 (103)

2E-E engine

gear	km/h (mph)
1	45 (28)
2	85 (53)
3	123 (76)

4A-F engine

4WD models

gear	km/h (mph)
1	40 (25)
2	69 (43)
3	106 (67)
4	154 (96)

Except 4WD models

gear	km/h (mph)
1	49 (30)
2	82 (51)
3	119 (74)
4	160 (99)

4A-FE engine

4WD models

gear	km/h (mph)
1	35 (22)
2	65 (41)
3	99 (62)
4	144 (89)

Except 4WD models

gear	km/h (mph)
1	52 (32)
2	86 (53)
3	125 (78)
4	169 (105)

4A-GE engine

gear	km/h (mph)
1	54 (34)
2	89 (55)
3	130 (81)
4	175 (109)

1C engine

gear	km/h (mph)
1	40 (25)
2	69 (43)
3	107 (66)
4	149 (93)

NOTICE:

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

Good driving practice

- If it is difficult to shift into reverse, put the transmission in neutral, release the clutch pedal momentarily, and then try again.
- When towing a trailer, in order to maintain engine braking efficiency, do not use the fifth gear.

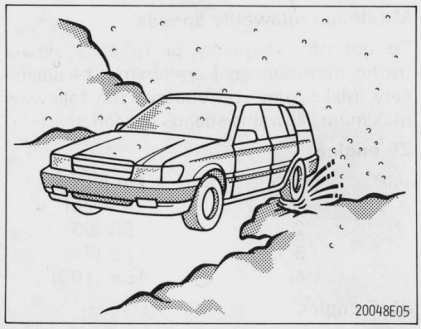
CAUTION:

Be careful when downshifting on a slippery surface. Abrupt shifting could cause the vehicle to spin or skid.

NOTICE:

Make sure the vehicle is completely stopped before shifting into reverse.

Center differential lock system (4WD models)



The center differential lock system is provided for use only when the vehicle does not have enough traction to move itself out of the following situations.

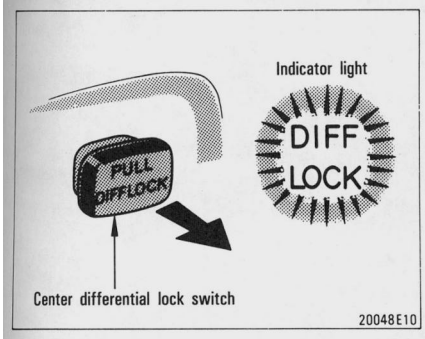
- All front wheels or rear wheels are off the ground or on a slippery surface.
- One of the four wheels is off the ground or on a slippery surface.

Operating precautions

- If the front wheels and rear wheels are worn unevenly, the center differential may not be locked or unlocked smoothly.
- Before locking the center differential, be sure that the wheels have stopped spinning.
- Be sure to unlock the center differential immediately after using the center differential lock system.
- In case the indicator light in the instrument panel either fails to come on or go out after pulling the center differential lock switch and moving the vehicle a short distance, ask your Toyota dealer to check the electrical system and the locking mechanism.

CAUTION:

The center differential must be unlocked in normal driving. Locking the center differential will result in difficult cornering control.

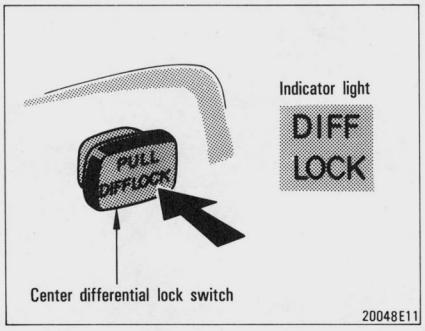


To lock the center differential:

1. Press the brake pedal and stop the wheel spinning.
2. Put the front wheels in as straight-ahead a position as possible.
3. Pull the center differential lock switch and check the indicator light in the instrument panel comes on.

The indicator light will come on when the center differential is locked.

In some cases, the indicator light does not come on the instant the switch is pulled.



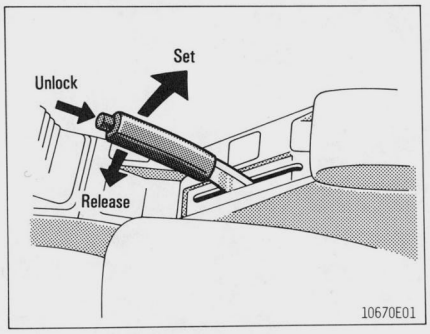
To unlock the center differential:

1. Put the front wheels in as straight-ahead a position as possible.
2. Push the center differential lock switch back and check the indicator light in the instrument panel goes out.

The indicator light will go out when the center differential is unlocked.

Let the vehicle creep if the indicator light does not go out after pushing the button.

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.

CAUTION:

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

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Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-7
Car audio and Air conditioning system

- Car audio operating tips
- AM-FM radio with electronic tuner
- Cassette tape player
- AM-FM radio with electronic tuner and cassette tape player
- AM radio
- AM-FM radio
- Air conditioner controls
- Heater controls
- Side vents
- Center vents

Car audio operating tips

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

RADIO

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.

NOTICE:

To prevent damage to the antenna, make sure it is retracted before running your vehicle through an automatic car wash.

CASSETTE TAPE PLAYER

Use only cassette tapes of good quality, having no damage. Avoid using tapes with a total playing time longer than 90 minutes.

Using damaged tapes will cause the trouble with the tape player. Longer tapes are not recommended because of their thinness.

Be sure that the tape is not slack and that the label is firmly stuck on the shell before insertion.

Have the tape firmly wound around the tape by turning the hub with a pencil or the like.

Be careful not to touch the exposed tape surface.

When not in use, take the cassette out of the player, put it back into its case and store it away from dust, magnets and direct sunlight.

Leaving the cassettes on the dashboard in the sun could result in damaged tapes.

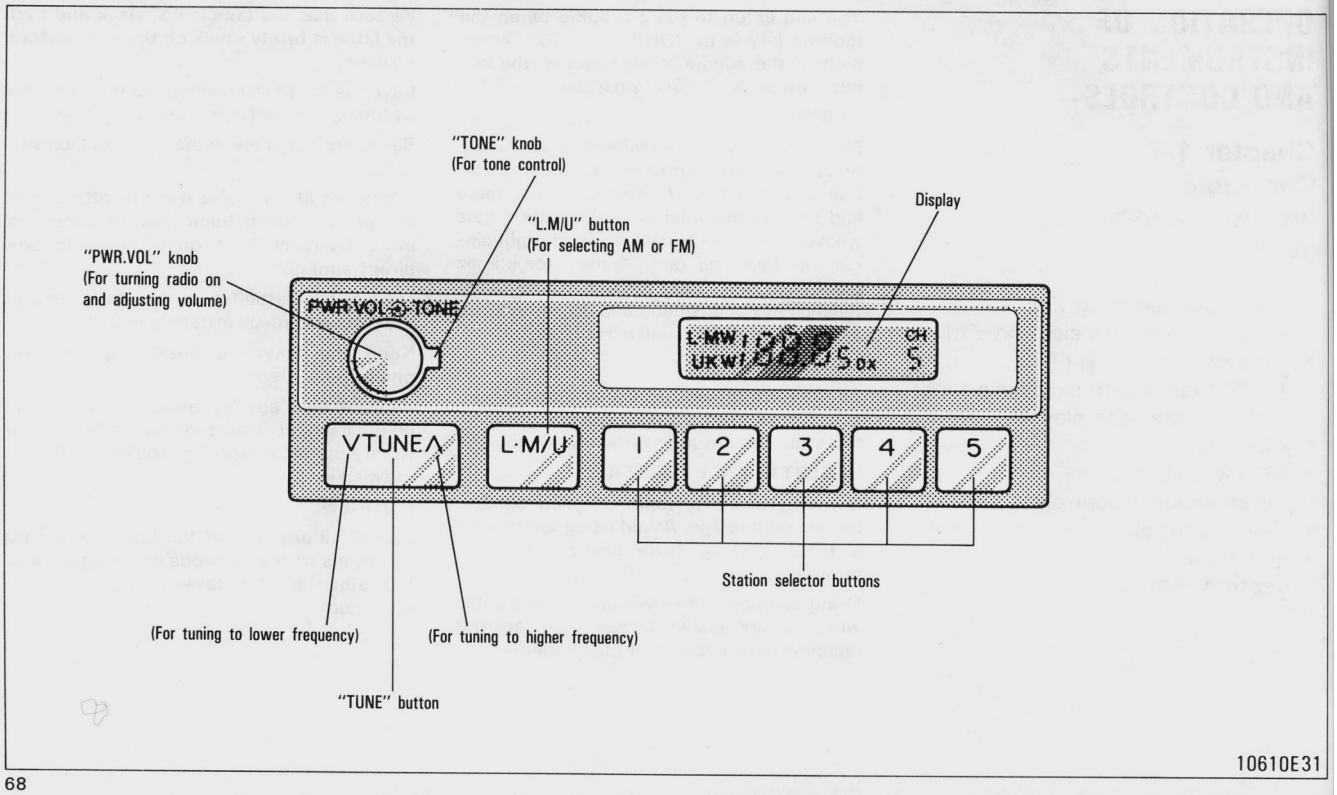
Keep the playback head, capstan and pinch roller clean.

Remove tape coating residue accumulated on the head, capstan and pinch roller once or twice a month. A cleaning tape is available on the market.

NOTICE:

Do not oil any part of the tape player and do not insert metal goods or a magnet into the slot, or the tape player may be damaged.

AM-FM radio with electronic tuner (type A)



(a) Listening to the radio

1. Turn the "PWR.VOL" knob clockwise to turn the radio on.

2. Turn the "PWR.VOL" knob to adjust the volume.

3. Tune in the desired station. (See "(b) Selecting a station" and "(c) Presetting a station".)

4. Adjust the tone. (See "(d) Adjusting the tone".)

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

(b) Selecting a station

1. Push the "L.M/U" button to select either an AM or FM broadcast. "L.MW" or "UKW" will appear on the display.

2. Tune in the desired station using one of the following methods. The frequency will appear on the display.

Preset tuning: Use for tuning-in to a desired preset station.

Push the station selector button which has been preset to the desired station. The radio will tune in to the station and the button number will appear on the display. (See "(c) Presetting a station".)

Seek tuning: Use for automatic station search and stop.

Push either side of the "TUNE" button and hold it until a beep is heard. The radio will begin seeking up or down for a station of the nearest frequency and stop on reception. Each time you push the button, stations are seeked out one after another.

If the radio cannot seek out any stations in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

Manual tuning

Push either side of the "TUNE" button within 0.5 second. Each time you push the button, the radio will step up or down to another frequency where stations could exist.

(c) Presetting a station

1. Tune in the desired station. (See "(b) Selecting a station".)

2. Push one of the station selector buttons and hold it until a beep is heard. This sets the station to the button and the button number will appear on the display.

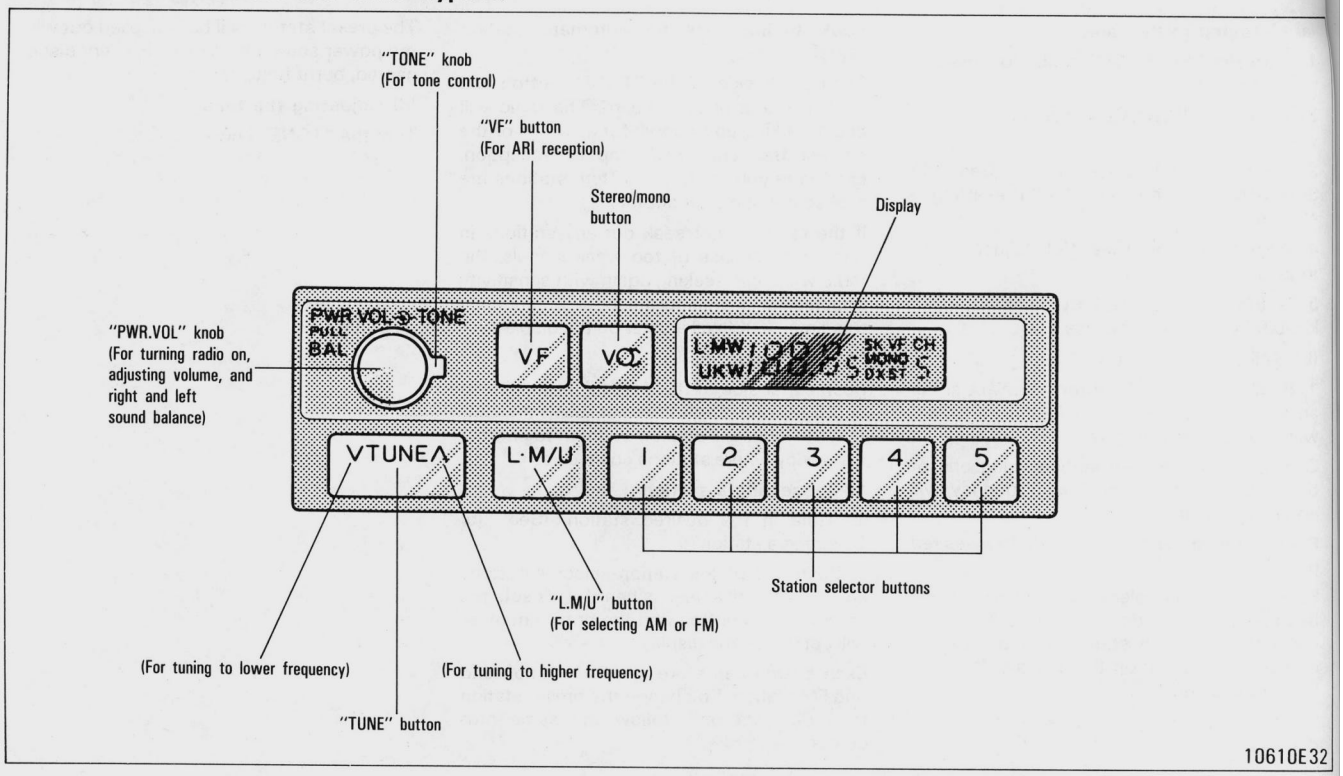
Each button can store one AM station and one FM station. To change the preset station to a different one, follow the same procedure.

The preset station will be cancelled out when the power source is severed (battery disconnected, burnt fuse, etc.).

(d) Adjusting the tone

Turn the "TONE" knob.

AM-FM radio with electronic tuner (type B)



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(a) Listening to the radio

1. Turn the "PWR.VOL" knob clockwise to turn the radio on.

2. Turn the "PWR.VOL" knob to adjust the volume.

3. Tune in the desired station. (See "(b) Selecting a station" and "(c) Presetting a station".)

4. If receiving an FM broadcast, select a reception mode, stereo or monaural.

The radio will change automatically to stereo reception when an FM stereo broadcast is being received. At the same time, "ST" will appear on the display. When the receiving signal gets weak, push the STEREO/MONO button to switch over to monaural reception. At this time, "MONO" will appear on the display.

5. Adjust the tone and sound balance. (See "(e) Adjusting the tone" and "(f) Adjusting the sound balance".)

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

(b) Selecting a station

1. Push the "L.M/U" button to select either an AM or FM broadcast. "L.MW" or "UKW" will appear on the display.

2. Tune in the desired station using one of the following methods. The frequency will appear on the display.

Preset tuning: Use for tuning-in to a desired preset station.

Push the station selector button which has been preset to the desired station. The radio will tune in to the station and the button number will appear on the display. (See "(c) Presetting a station".)

Seek tuning: Use for automatic station search and stop.

Push either side of the "TUNE" button and hold it until a beep is heard. The radio will begin seeking up or down for a station of the nearest frequency and stop on reception. Each time you push the button, stations are seeked out one after another.

If the radio cannot seek out any stations in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

Manual tuning

Push either of the "TUNE" buttons within 0.5 second. Each time you push the button, the radio will step up or down to another frequency where stations could exist.

(c) Presetting a station

1. Tune in the desired station. (See "(b) Selecting a station".)

2. Push one of the station selector buttons and hold it until a beep is heard. This sets the station to the button and the button number will appear on the display.

Each button can store one AM station and one FM station. To change the preset station to a different one, follow the same procedure.

The preset station will be cancelled out when the power source is severed (battery disconnected, burnt fuse, etc.).

(d) Receiving ARI (traffic information)

1. Push the "L.M/W" button to select FM. "UKW" will appear on the display.

2. Push the "VF" button. The radio will switch to the ARI mode and "VF" will appear on the display.

3. Tune in the desired station that broadcasts ARI. (See "(b) Selecting a station".) As the radio tunes in to a station that broadcast ARI, "SK" will appear on the display.

4. Push the "VF" button once again to cancel the ARI mode.

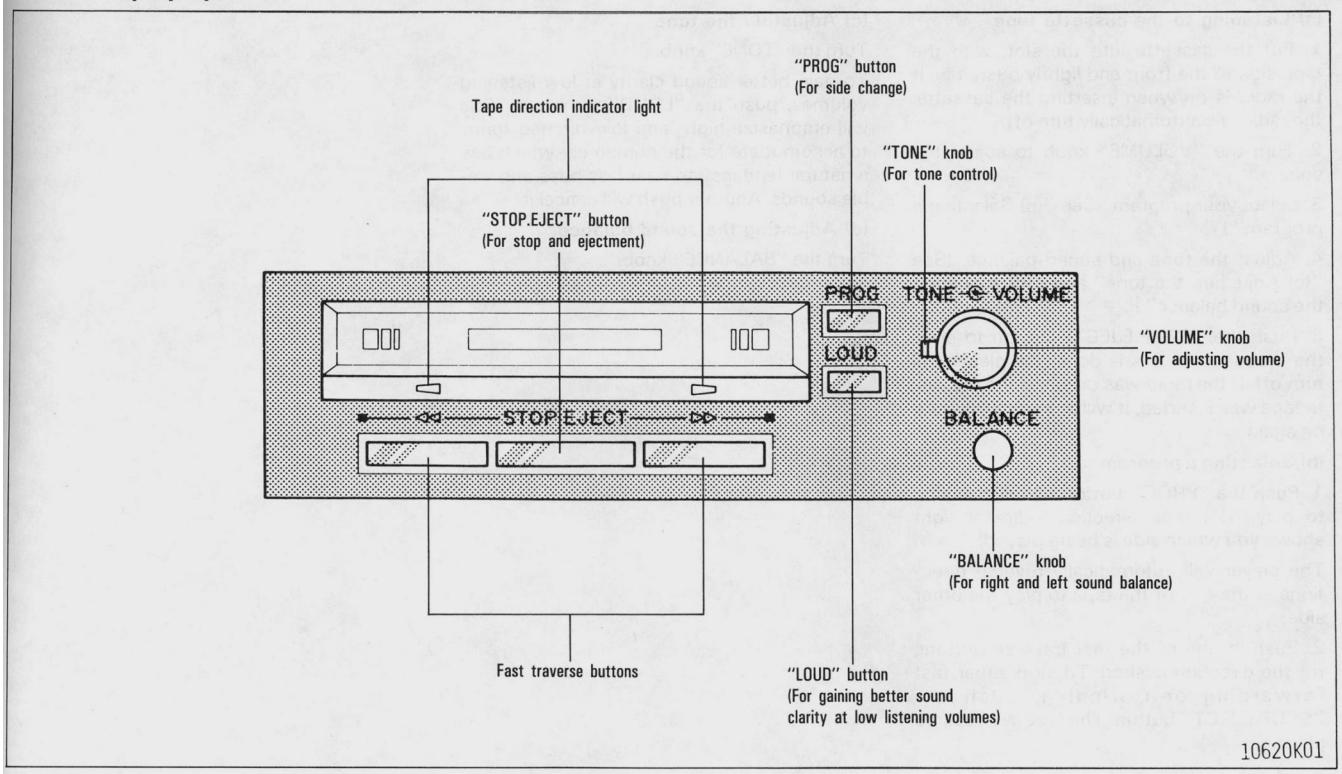
(e) Adjusting the tone

Turn the "TONE" knob.

(f) Adjusting the sound balance

Pull the "PWR.VOL" knob and turn it.

Cassette tape player



(a) Listening to the cassette tape

1. Put the cassette into the slot, with the tape side to the front and lightly push it in. If the radio is on when inserting the cassette, the radio will automatically turn off.

2. Turn the "VOLUME" knob to adjust the volume.

3. Select your program. (See "(b) Selecting a program".)

4. Adjust the tone and sound balance. (See "(c) Adjusting the tone" and "(d) Adjusting the sound balance".)

5. Push the "STOP.EJECT" button to eject the cassette. As this is done, the player will turn off. If the radio was on when the cassette tape was inserted, it will automatically turn on again.

(b) Selecting a program

1. Push the "PROG" button to select a side to play. The tape direction indicator light shows you which side is being played.

The player will automatically reverse directions at the end of the tape to play the other side.

2. Push in one of the fast traverse buttons for the direction desired. To stop either fast forwarding or rewinding, push the "STOP.EJECT" button. The tape will resume playing.

(c) Adjusting the tone

Turn the "TONE" knob.

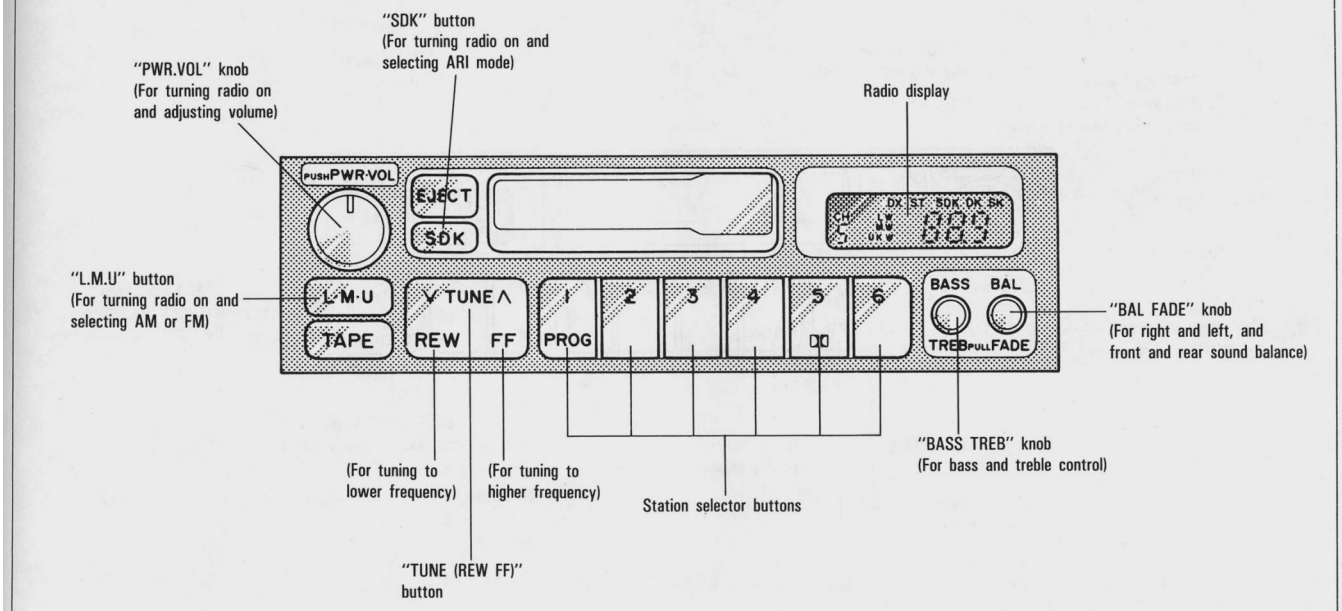
To gain better sound clarity at low listening volumes, push the "LOUD" button in. This will emphasize high- and low-pitched tones to accomodate for the human ear which has a natural tendency to hear less bass and treble sounds. Another push will cancel it.

(d) Adjusting the sound balance

Turn the "BALANCE" knob.

AM-FM radio with electronic tuner and cassette tape player (type A)

Radio



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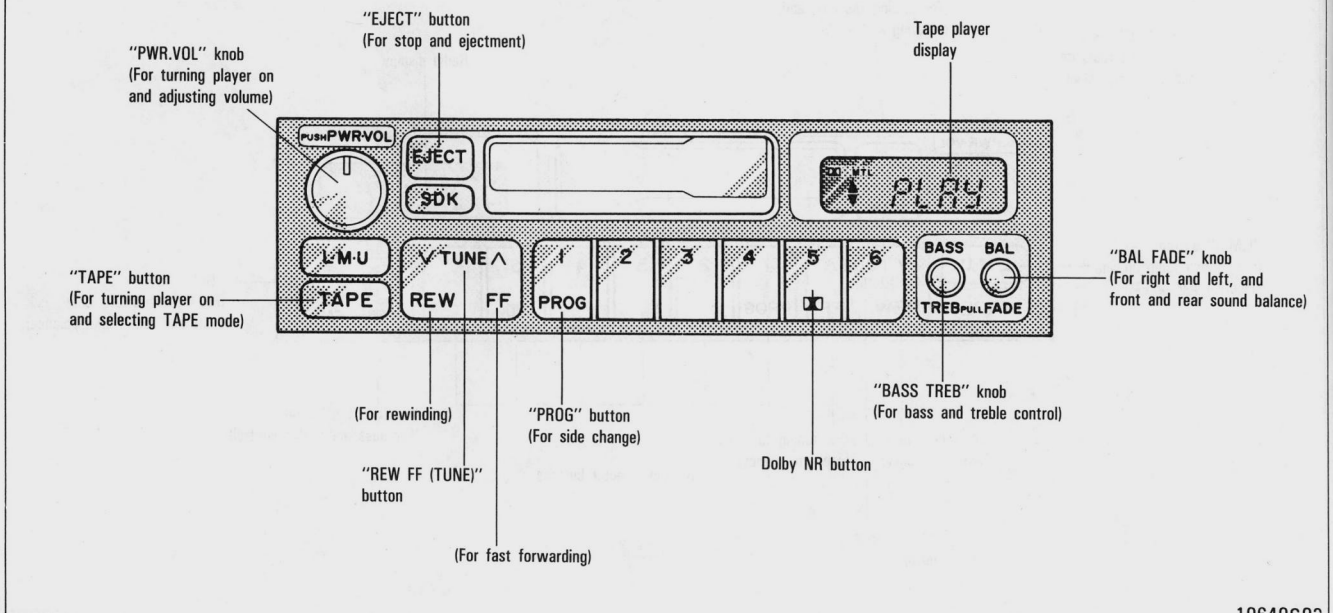
Cassette tape player



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(a) Listening to the radio

1. Push the "L.M.U" button to turn the radio on and select either an AM or FM broadcast, or push the "SDK" button to receive an ARI station. (See "(d) Receiving ARI (traffic information)".)

"LW", "MW" or "UKW" will appear on the display.

The radio can also be turned on by pushing the "PWR.VOL" knob if the radio was on when the system was turned off.

2. Turn the "PWR.VOL" knob to adjust the volume.

3. Tune in the desired station. (See "(b) Selecting a station" and "(c) Presetting a station".)

The radio will change automatically to stereo reception when an FM stereo broadcast is being received. At the same time, "ST" will appear on the display. When the receiving signal gets weak, the channel separation will automatically be reduced for the lowest noise. If the signal becomes extremely weak, the radio will switch over to monaural reception.

4. Adjust the tone and sound balance. (See "(e) Adjusting the tone" and "(f) Adjusting the sound balance".)

5. To turn the radio off, push the "PWR.VOL" knob.

(b) Selecting a station

Tune in the desired station using one of the following methods. The frequency will appear on the display.

Preset tuning: Use for tuning-in to a desired preset station. (See "(c) Presetting a station".)

1. Push the "L.M.U" button repeatedly until the desired selection appears on the display.

2. Push the station selector button which has been preset to the desired station. The radio will tune in to the station and the button number will appear on the display.

Seek tuning: Use for automatic station search and stop.

Push the "TUNE (REW FF)" button on either side and hold it until a beep is heard. The radio will begin seeking up or down for a station of the nearest frequency and stop on reception. Each time you push the button, stations are seeked out one after another.

If the radio cannot seek out any stations in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

Manual tuning

Push the "TUNE (REW FF)" button on either side within 0.5 second. Each time you push the button, the radio will step up or down to another frequency where stations could exist.

(c) Presetting a station

1. Push the "L.M.U" button repeatedly until the desired selection, "LW", "MW" or "UKW", appears on the display.

You can preset any desired six stations in each selection. When you preset a station, check which selection you have used.

2. Tune in the desired station. (See "(b) Selecting a station".)

3. Push one of the station selector buttons and hold it until a beep is heard. This sets the station to the button and the button number will appear on the display.

To change the preset station to a different one, follow the same procedure.

The preset station will be cancelled out when the power source is severed (battery disconnected, burnt fuse, etc.).

(d) Receiving ARI (traffic information)

1. The radio will switch to the ARI mode by pushing the "SDK" button. "SDK" will appear on the display. As the radio tunes in to a station that broadcast ARI, "SK" will also appear on the display.

If the "SDK" button is pushed while a cassette tape is playing, "DK" will also appear on the display and the tape sound goes on unless ARI is received.

2. Tune in the desired station that broadcasts ARI using one of the following methods.

If you are listening to the cassette tape, push the "SDK" button before tuning in to the ARI station. "DK" will go off and the radio turns on with the tape sound muted off.

Preset tuning, seek tuning and manual tuning: Use for tuning-in to a desired ARI station. (See "(b) Selecting a station.")

SK auto tuning: Use for seeking the ARI stations all over the band.

If the radio cannot receive an ARI station for 20 seconds after pushing the "SDK" button, the radio will begin seeking up an ARI station of the nearest frequency and stop on reception. A beep will be heard as an alarm when the feature gets in action.

If the radio cannot seek out any station in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

3. Push the "SDK" button if the selected station is broadcasting an undesired program other than ARI. With "DK" appearing on the display, the radio mutes all the programs but ARI and, if the cassette is inserted in the slot, it will be played until an ARI broadcast begins.

(e) Adjusting the tone

To adjust a low-pitched tone, push the "BASS TREB" knob (if pushed in) and turn it.

To adjust a high-pitched tone, push the "BASS TREB" knob (if pushed in), pull it fully out and turn it.

(f) Adjusting the sound balance

To balance the sound between the right and left speakers, push the "BAL FADE" knob (if pushed in) and turn it.

To balance the sound between the front and rear speakers, push the "BAL FADE" knob (if pushed in), pull it fully out and turn it.

(g) Listening to the cassette tape

1. Put the cassette into the slot, with the tape side to the right and lightly push it in. The tape player will grab the cassette and slide it into place to play it. If the radio is on when inserting the cassette, the radio will automatically turn off.

If the cassette is already in the slot, push the "TAPE" button.

At this time, "PLAY" will appear on the display.

The tape player can also be turned on by pushing the "PWR.VOL" knob if the tape player was playing when the system was turned off by pushing the knob.

When a metal or chrome equivalent tape is inserted, the player will automatically adapt to it and "MTL" will appear on the display.

2. If using a tape recorded with Dolby NR*, push the DOLBY NR button. The Dolby noise reduction system will operate. To play a tape recorded without Dolby NR*, push the button once again.

*: Dolby noise reduction manufactured under license from Dolby Laboratories Licensing Corporation. "DOLBY" and the double-D symbol ⧈ are trademarks of Dolby Laboratories Licensing Corporation.

3. Turn the "PWR.VOL" knob to adjust the volume.

4. Select your program. (See "(h) Selecting a program".)

5. Adjust the tone and sound balance. (See "(e) Adjusting the tone" and "(f) Adjusting the sound balance".)

6. To turn the player off, push the "PWR.VOL" knob.

7. To eject the cassette, push the "EJECT" button. As this is done, the player will turn off. If the radio was on when the cassette tape was inserted, it will automatically turn on again.

The key can be at any position to eject the cassette.

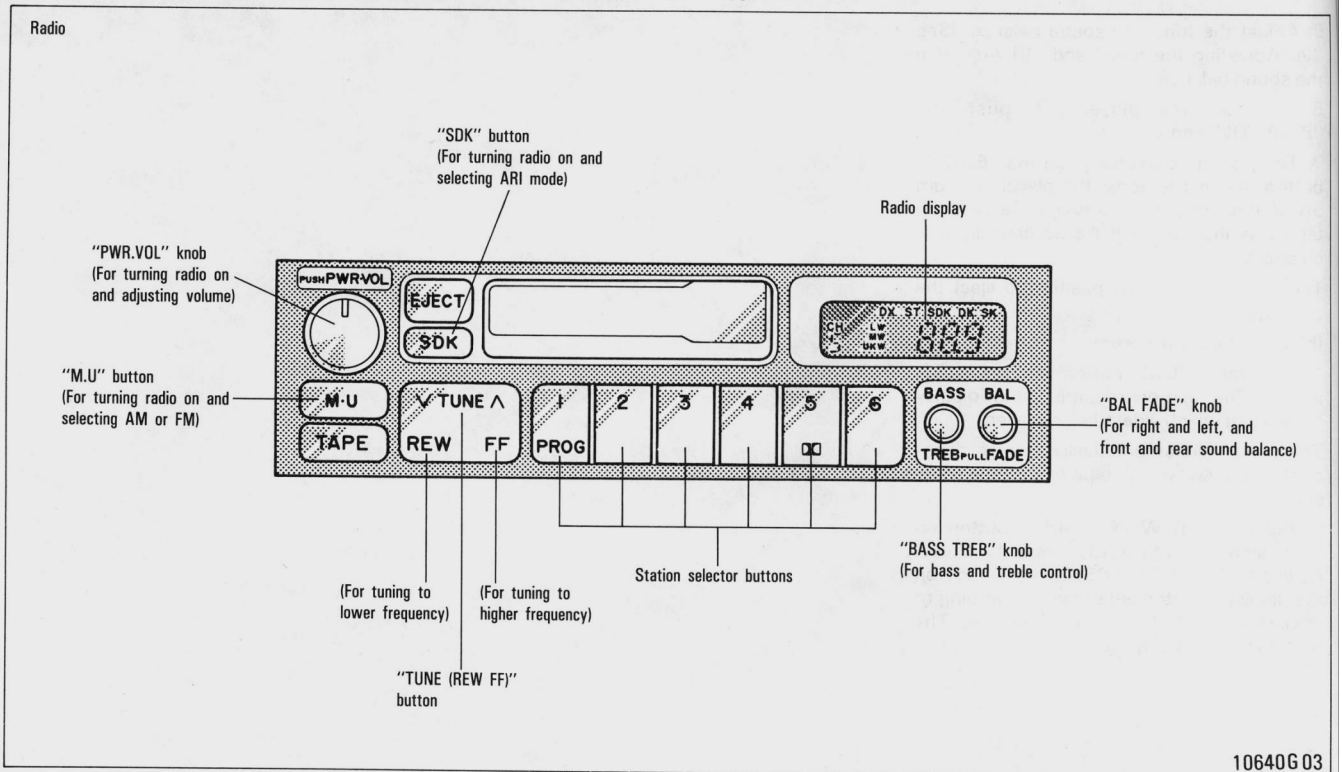
(h) Selecting a program

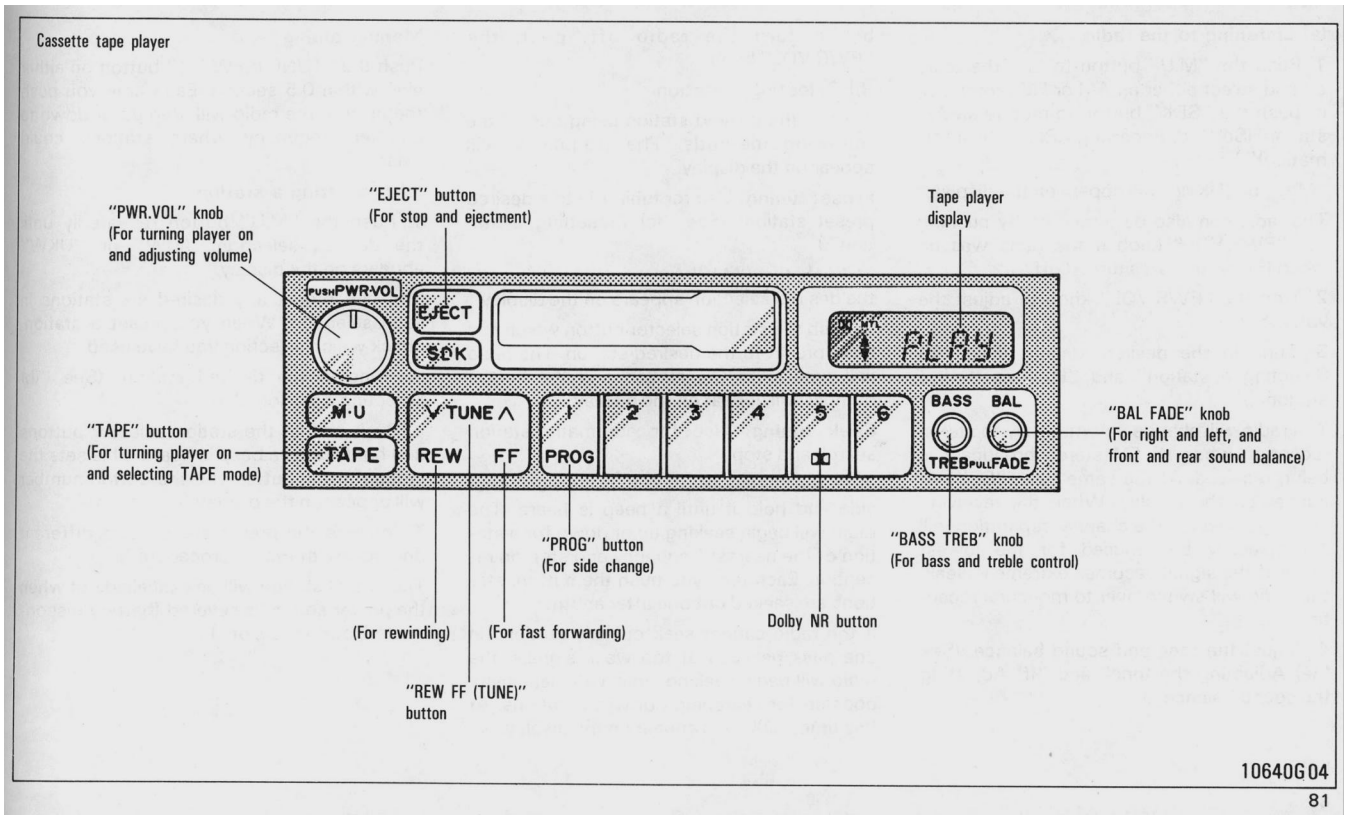
1. Push the "PROG" button to select a side to play. The tape operation indicator display shows you which side is being played.

The player will automatically reverse directions at the end of the tape to play the other side.

2. Push the "REW FF (TUNE)" button on either side to fast forward or rewind the tape. At this time, "FF" or "REW" will appear on the display. To stop either fast forwarding or rewinding, push the "TAPE" button. The tape will resume playing.

AM-FM radio with electronic tuner and cassette tape player (type B)





81

(a) Listening to the radio

1. Push the "M.U" button to turn the radio on and select either an AM or FM broadcast, or push the "SDK" button to receive an ARI station. (See "(d) Receiving ARI (traffic information)".)

"MW" or "UKW" will appear on the display.

The radio can also be turned on by pushing the "PWR.VOL" knob if the radio was on when the system was turned off.

2. Turn the "PWR.VOL" knob to adjust the volume.

3. Tune in the desired station. (See "(b) Selecting a station" and "(c) Presetting a station".)

The radio will change automatically to stereo reception when an FM stereo broadcast is being received. At the same time, "ST" will appear on the display. When the receiving signal gets weak, the channel separation will automatically be reduced for the lowest noise. If the signal becomes extremely weak, the radio will switch over to monaural reception.

4. Adjust the tone and sound balance. (See "(e) Adjusting the tone" and "(f) Adjusting the sound balance".)

5. To turn the radio off, push the "PWR.VOL" knob.

(b) Selecting a station

Tune in the desired station using one of the following methods. The frequency will appear on the display.

Preset tuning: Use for tuning-in to a desired preset station. (See "(c) Presetting a station".)

1. Push the "M.U" button repeatedly until the desired selection appears on the display.

2. Push the station selector button which has been preset to the desired station. The radio will tune in to the station and the button number will appear on the display.

Seek tuning: Use for automatic station search and stop.

Push the "TUNE (REW FF)" button on either side and hold it until a beep is heard. The radio will begin seeking up or down for a station of the nearest frequency and stop on reception. Each time you push the button, stations are seeked out one after another.

If the radio cannot seek out any stations in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

Manual tuning

Push the "TUNE (REW FF)" button on either side within 0.5 second. Each time you push the button, the radio will step up or down to another frequency where stations could exist.

(c) Presetting a station

1. Push the "M.U" button repeatedly until the desired selection, "MW" or "UKW" appears on the display.

You can preset any desired six stations in each selection. When you preset a station, check which selection you have used.

2. Tune in the desired station. (See "(b) Selecting a station".)

3. Push one of the station selector buttons and hold it until a beep is heard. This sets the station to the button and the button number will appear on the display.

To change the preset station to a different one, follow the same procedure.

The preset station will be cancelled out when the power source is severed (battery disconnected, burnt fuse, etc.).

(d) Receiving ARI (traffic information)

1. The radio will switch to the ARI mode by pushing the "SDK" button. "SDK" will appear on the display. As the radio tunes in to a station that broadcast ARI, "SK" will also appear on the display.

If the "SDK" button is pushed while a cassette tape is playing, "DK" will also appear on the display and the tape sound goes on unless ARI is received.

2. Tune in the desired station that broadcasts ARI using one of the following methods.

If you are listening to the cassette tape, push the "SDK" button before tuning in to the ARI station. "DK" will go off and the radio turns on with the tape sound muted off.

Preset tuning, seek tuning and manual tuning: Use for tuning-in to a desired ARI station. (See "(b) Selecting a station.")

SK auto tuning: Use for seeking the ARI stations all over the band.

If the radio cannot receive an ARI station for 20 seconds after pushing the "SDK" button, the radio will begin seeking up an ARI station of the nearest frequency and stop on reception. A beep will be heard as an alarm when the feature gets in action.

If the radio cannot seek out any station in one pass because of too weak signals, the radio will begin seeking again with sensitivity boosted for searching out weak stations. At this time, "DX" will appear on the display.

3. Push the "SDK" button if the selected station is broadcasting an undesired program other than ARI. With "DK" appearing on the display, the radio mutes all the programs but ARI and, if the cassette is inserted in the slot, it will be played until an ARI broadcast begins.

(e) Adjusting the tone

To adjust a low-pitched tone, push the "BASS TREB" knob (if pushed in) and turn it.

To adjust a high-pitched tone, push the "BASS TREB" knob (if pushed in), pull it fully out and turn it.

(f) Adjusting the sound balance

To balance the sound between the right and left speakers, push the "BAL FADE" knob (if pushed in) and turn it.

To balance the sound between the front and rear speakers, push the "BAL FADE" knob (if pushed in), pull it fully out and turn it.

(g) Listening to the cassette tape

1. Put the cassette into the slot, with the tape side to the right and lightly push it in. The tape player will grab the cassette and slide it into place to play it. If the radio is on when inserting the cassette, the radio will automatically turn off.

If the cassette is already in the slot, push the "TAPE" button.

At this time, "PLAY" will appear on the display.

The tape player can also be turned on by pushing the "PWR.VOL" knob if the tape player was playing when the system was turned off by pushing the knob.

When a metal or chrome equivalent tape is inserted, the player will automatically adapt to it and "MTL" will appear on the display.

2. If using a tape recorded with Dolby NR*, push the DOLBY NR button. The Dolby noise reduction system will operate. To play a tape recorded without Dolby NR*, push the button once again.

*: Dolby noise reduction manufactured under license from Dolby Laboratories Licensing Corporation. "DOLBY" and the double-D symbol ⧈ are trademarks of Dolby Laboratories Licensing Corporation.

3. Turn the "PWR.VOL" knob to adjust the volume.

4. Select your program. (See "(h) Selecting a program".)

5. Adjust the tone and sound balance. (See "(e) Adjusting the tone" and "(f) Adjusting the sound balance".)

6. To turn the player off, push the "PWR.VOL" knob.

7. To eject the cassette, push the "EJECT" button. As this is done, the player will turn off. If the radio was on when the cassette tape was inserted, it will automatically turn on again.

The key can be at any position to eject the cassette.

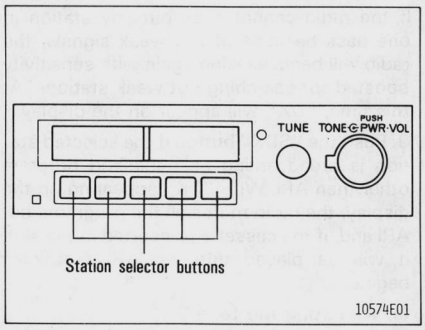
(h) Selecting a program

1. Push the "PROG" button to select a side to play. The tape operation indicator display shows you which side is being played.

The player will automatically reverse directions at the end of the tape to play the other side.

2. Push the "REW FF (TUNE)" button on either side to fast forward or rewind the tape. At this time, "FF" or "REW" will appear on the display. To stop either fast forwarding or rewinding, push the "TAPE" button. The tape will resume playing.

AM radio



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

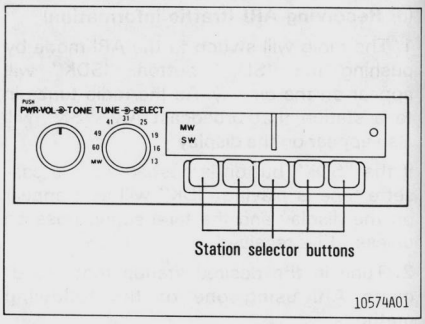
To set the station selector buttons:

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 "PWR.VOL" knob.

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

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

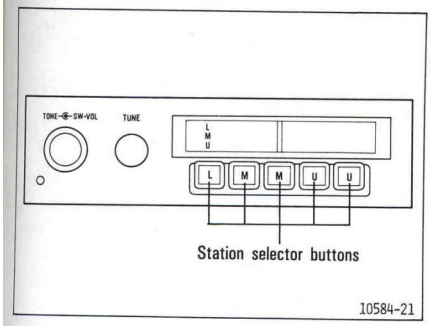


On AM multi-band radios, turn the "SELECT" knob fully counterclockwise to receive medium wave broadcasts. To receive short wave broadcasts, turn the "SELECT" knob to the proper short wave setting.

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



Turn the "SW.VOL" knob clockwise to turn the radio on and 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.

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.

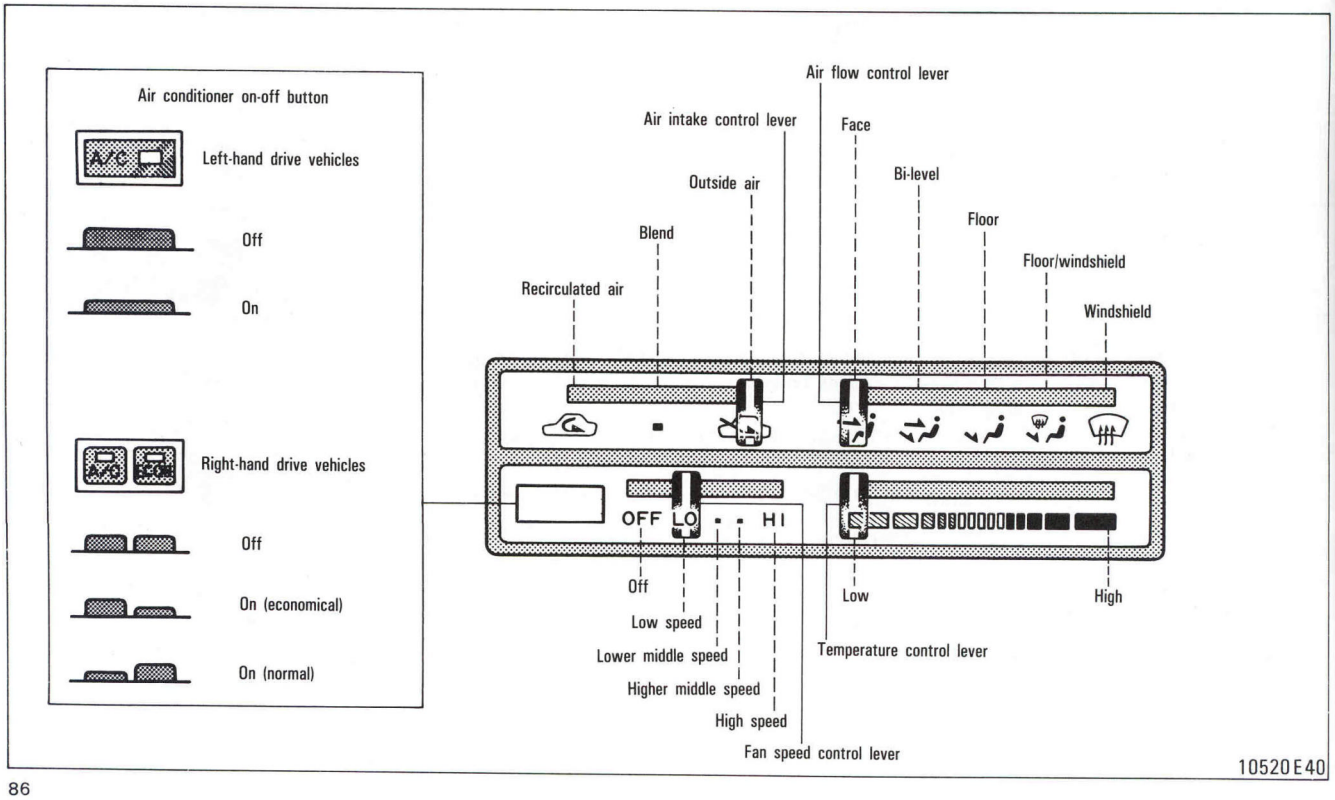
The station selector buttons can be used to preset broadcasts on only one wave at a time.

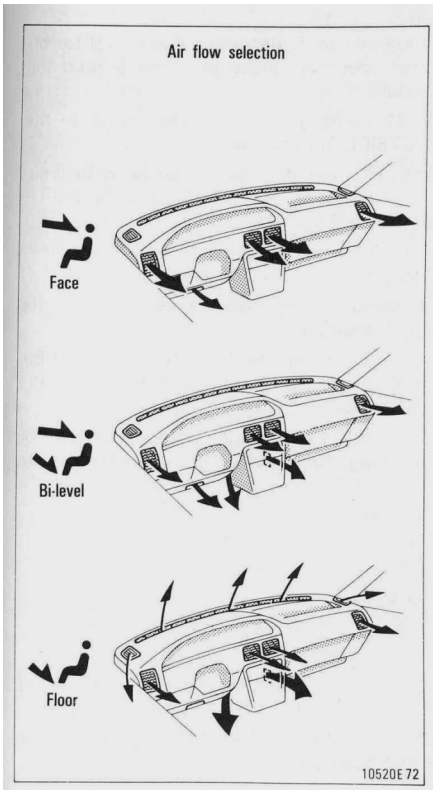
To adjust the volume, turn the "SW.VOL" knob.

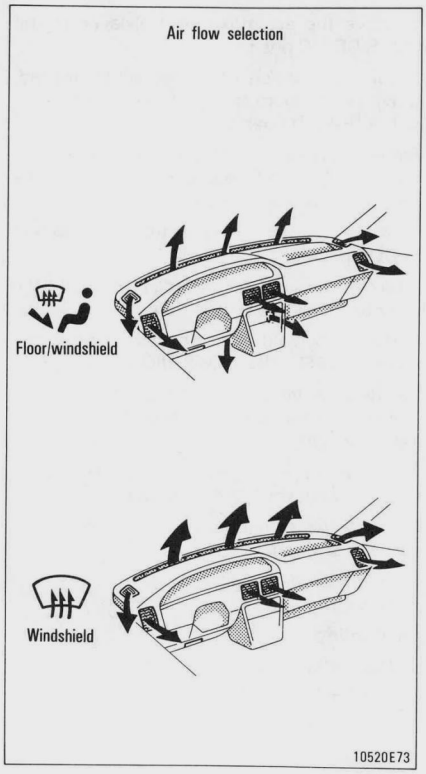
To adjust the tone, turn the "TONE" knob.

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

Air conditioner controls







(a) Controls and functions

The temperature control lever is used to adjust the temperature of the delivered air.

Move the lever toward the HIGH position for higher temperature and toward the LOW position for lower temperature.

The air intake control lever is used to select intake air, either outside air or recirculated air.

With the lever in the OUTSIDE AIR position, the system will take fresh outside air into the unit. For recirculated air, move the lever to the RECIRCULATED AIR position. The BLEND position gives air blended from both.

The air flow control lever is used to select the air flow outlets air is delivered from.

See "(f) Air flow selection" for detailed information.

The fan speed control lever is used to turn on and off the fan and select the fan speed.

The higher the fan speed setting is, the more air is delivered. Moving the lever to the "OFF" position turns off the fan.

The air conditioner on-off button is used to turn on and off the air conditioner.

Left-hand drive vehicles: With the button pressed in, the air conditioner turns on. Pressing the button once again will turn the air conditioner off.

Right-hand drive vehicles: With the "A/C" button pressed in, the air conditioner turns on and operates at its maximum capability for normal operation. Pressing in the "ECON" button operates the air conditioner at saved capability for economical operation. Pressing the button once again will turn the air conditioner off.

On long uphill drives, the additional load of the air conditioner may cause engine overheating. Watch the engine temperature gauge carefully. If the gauge indicates overheating, turn the air conditioner off.

If the indicator light flashes, contact your Toyota dealer as soon as possible. There may be a slippage of the drive belt or a trouble in the compressor. If this happens, the air conditioner is automatically turned off to avoid damage to the drive belt.

(b) Heating

1. Place the temperature control lever anywhere except the LOW position.

When dehumidified heating is desired, place the lever between the HIGH and middle positions.

If heated air is desired at face level, place the lever around the middle.

2. Move the air intake control lever to the OUTSIDE AIR position.

If quick circulation of heated air is desired, move the lever to the BLEND or the RECIRCULATED AIR position.

For normal use, it is best to keep the lever in the OUTSIDE AIR position. Otherwise the windows will fog up more easily.

3. Move the air flow control lever to the FLOOR position.

If heated air is desired at face level, move the lever to the BI-LEVEL position.

If the windshield fogs up easily, move the lever to the FLOOR/WINDSHIELD position.

For detailed information on air flow control including other settings, see "(f) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

5. Leave the air conditioner on-off button in the OFF position.

If dehumidified heating is desired, press in the button.

(c) Cooling

1. Place the temperature control lever anywhere between the middle and LOW positions.

If warmer air is desired at floor level for bi-level operation, place the lever around the middle.

2. Move the air intake control lever to the OUTSIDE AIR position.

If quick circulation of cooled air is desired, move the lever to the BLEND or RECIRCULATED AIR position.

For normal use, it is best to keep the lever in the OUTSIDE AIR position.

3. Move the air flow control lever to the FACE position.

If warmer air is desired at floor level for bi-level operation, move the lever to the BI-LEVEL position.

For detailed information on air flow control including other settings, see "(f) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

5. Press in the air conditioner on-off button.

(d) Ventilation

1. Place the temperature control lever at the LOW position.

2. Move the air intake control lever to the OUTSIDE AIR position.

3. Move the air flow control lever to the FACE position.

For detailed information on air flow control including other settings, see "(f) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

5. Leave the air conditioner on-off button in the OFF position.

(e) Windshield defogging and defrosting

To remove the interior fog on the windshield;

1. Place the temperature control lever at any position.

2. Move the air intake control lever to the OUTSIDE AIR position.

3. Move the air flow control lever to the WINDSHIELD position.

For detailed information on air flow control, see "(f) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

5. Press in the air conditioner on-off button.

To remove the frost or exterior fog on the windshield;

1. Place the temperature control lever at the HIGH position.

2. Move the air intake control lever to the OUTSIDE AIR position.

3. Move the air flow control lever to the WINDSHIELD position.

For detailed information on air flow control, see "(f) Air flow selection".

4. Move the fan speed control lever to the "HI" position.

5. Leave the air conditioner on-off button in the OFF position.

(f) Air flow selection

FACE position — This position directs the air flow to face level.

BI-LEVEL position — This position directs the air flow to face level and the floor. Except in ventilation, the air to the floor is slightly warmer than that to face level.

FLOOR position — This position directs the air flow mostly to the floor and face level. During heating, heated air is delivered to the floor and unheated air is delivered to face level.

FLOOR/WINDSHIELD position — This position directs the air flow to the windshield and front side windows as well as the floor and face level. During heating, heated air is delivered to the floor and windshield and unheated air is delivered to face level.

WINDSHIELD position — This position directs air flow mostly to the windshield, front side windows and face level. During heating, heated air is delivered to the windshield and front side windows and unheated air is delivered to face level.

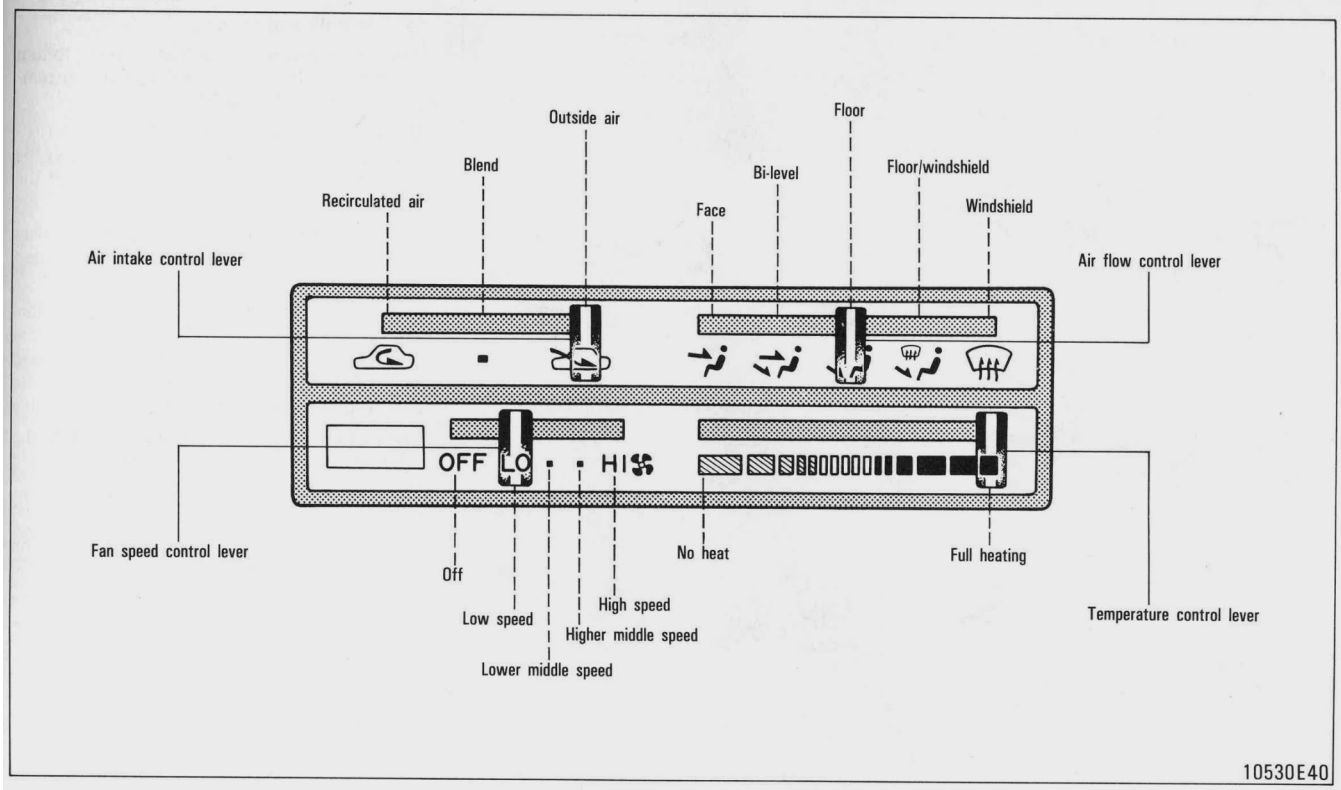
Do not use the WINDSHIELD position during cooling operation in extremely humid weather. The difference between the temperature of the outside air and that of the windshield could cause the outer surface of the windshield to fog up, blocking your vision.

(g) Operating tips

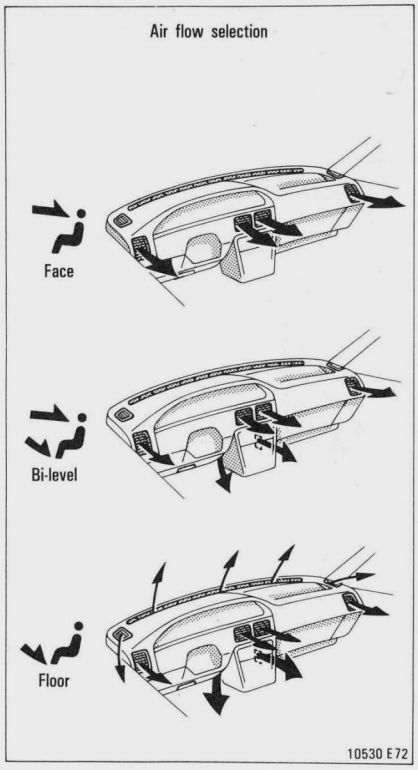
- Be sure the air inlet grilles in front of the windshield are not blocked by leaves or other obstructions.
- If air flow control is not satisfactory, check the dashboard vents. (See "Side vents" or "Center vents" after "Heater controls".)
- To help cool down the interior after parking in the hot sun, drive for the first few minutes with the windows open. After the excess heat has blown away, close the windows.

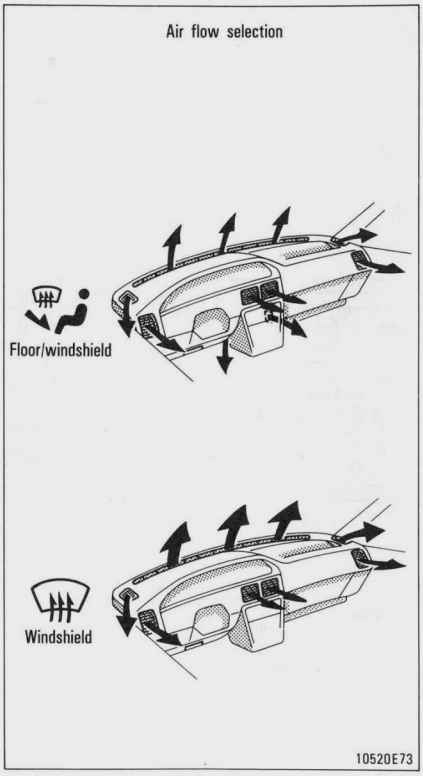
- When driving on dusty roads, close all windows. If dust thrown up by the vehicle is still drawn into the vehicle after closing the windows, it is recommended that the air intake control lever be set to the OUTSIDE AIR position and the fan speed control lever anywhere except the "OFF" position.
- If following another vehicle on a dusty road, or driving in windy and dusty conditions, it is recommended that the air intake control lever be temporarily set to the RECIRCULATED AIR position, which will close off the outside passage and prevent outside air and dust from entering the vehicle interior.

Heater controls



91





(a) Controls and functions

The temperature control lever is used to turn on and off the heater and adjust the temperature of the heated air.

Move the lever toward the FULL HEATING position for higher temperature. Moving the lever to the NO HEAT position turns off the heater.

The air intake control lever is used to select intake air, either outside air or recirculated air.

With the lever in the OUTSIDE AIR position, the system will take fresh outside air into the unit. For recirculated air, move the lever to the RECIRCULATED AIR position. The BLEND position gives air blended from both.

The air flow control lever is used to select the air flow outlets air is delivered from.

See "(e) Air flow selection" for detailed information.

The fan speed control lever is used to turn on and off the fan and select the fan speed.

The higher the fan speed setting is, the more air is delivered. Moving the lever to the "OFF" position turns off the fan.

92

(b) Heating

1. Place the temperature control lever anywhere except the NO HEAT position.

If heated air is desired at face level, place the lever around the middle.

2. Move the air intake control lever to the OUTSIDE AIR position.

If quick circulation of heated air is desired, move the lever to the BLEND or the RECIRCULATED AIR position.

For normal use, it is best to keep the lever in the OUTSIDE AIR position. Otherwise the windows will fog up more easily.

3. Move the air flow control lever to the FLOOR position.

If heated air is desired at face level, move the lever to the BI-LEVEL position.

If the windshield fogs up easily, move the lever to the FLOOR/WINDSHIELD position.

For detailed information on air flow control including other settings, see "(e) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

(c) Ventilation

1. Place the temperature control lever at the NO HEAT position.

2. Move the air intake control lever to the OUTSIDE AIR position.

3. Move the air flow control lever to the FACE position.

For detailed information on air flow control including other settings, see "(e) Air flow selection".

4. Move the fan speed control lever anywhere except the "OFF" position.

(d) Windshield defogging and defrosting

1. Place the temperature control lever at the FULL HEATING position.

2. Move the air intake control lever to the OUTSIDE AIR position.

3. Move the air flow control lever to the WINDSHIELD position.

For detailed information on air flow control, see "(e) Air flow selection".

4. Move the fan speed control lever to the "HI" position.

(e) Air flow selection

FACE position—This position directs the air flow to face level.

BI-LEVEL position—This position directs the air flow to face level and floor. Except in ventilation, the air to the floor is slightly warmer than that to face level.

FLOOR position—This position directs the air flow mostly to the floor and face level. During heating, heated air is delivered to the floor and unheated air is delivered to face level.

FLOOR/WINDSHIELD position—This position directs the air flow to the windshield and front side windows as well as the floor and face level. During heating, heated air is delivered to the floor and windshield and unheated air is delivered to face level.

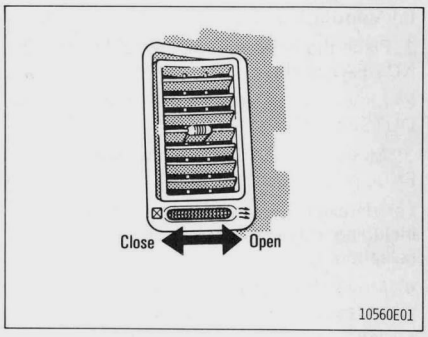
WINDSHIELD position—This position directs the air flow mostly to the windshield, front side windows and face level. During heating, heated air is delivered to the windshield and front side windows and unheated air is delivered to face level.

(f) Operating tips

- Be sure the air inlet grilles in front of the windshield are not blocked by leaves or other obstructions.

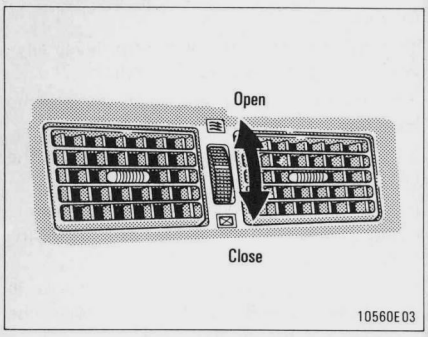
- If air flow control is not satisfactory, check the dashboard vents. (See "Side vents" or "Center vents".)
- When driving on dusty roads, close all windows. If dust thrown up by the vehicle is still drawn into the vehicle after closing the windows, it is recommended that the air intake control lever be set to the OUTSIDE AIR position and the fan speed control lever anywhere except the "OFF" position.
- If following another vehicle on a dusty road, or driving in windy and dusty conditions, it is recommended that the air intake control lever be temporarily set to the RECIRCULATED AIR position, which will close off the outside passage and prevent outside air and dust from entering the vehicle interior.

Side vents



The side vents may be opened or closed as shown.

Center vents



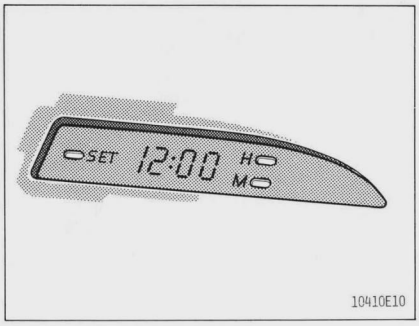
The center vents may be opened or closed as shown.

Part 1
OPERATION OF INSTRUMENTS AND CONTROLS–

Chapter 1-8
Other equipments

- Clock
- Cigarette lighter and ashtray
- Fuel control switch
- Glovebox
- Overhead rack
- Roof luggage carrier
- Luggage cover

Clock
(resetting button type)



10410E10

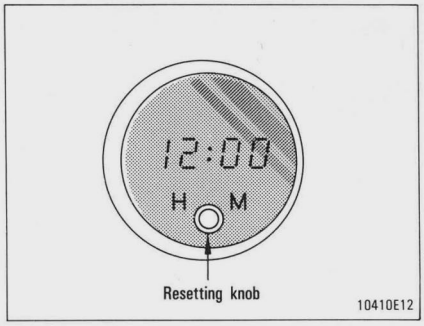
The digital clock indicates the time with the ignition key at the "ACC" or "ON" position. To reset the hour, depress the "H" button. To reset the minutes, depress the "M" button. To adjust the time to a full hour, depress the "SET" button.

For example, if the "SET" button 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.

When the instrument panel lights are turned on, the brightness of the time indication will be reduced.

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

Clock
(resetting knob type)



10410E12

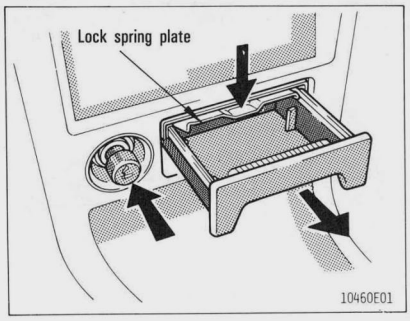
The digital clock indicates the time with the ignition key at the "ACC" or "ON" position. To reset the hour, depress and turn the resetting knob counterclockwise. To reset the minutes, depress and turn the resetting knob clockwise. To adjust the time to a full hour, pull the resetting knob.

For example, if the resetting knob is pulled 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.

When the instrument panel lights are turned on, the brightness of the time indication will be reduced.

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

Cigarette lighter and ashtray



10460E01

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.

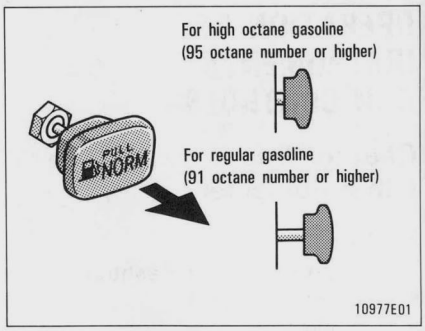
Do not hold the cigarette lighter pressed in.

When finished with your cigarette, thoroughly extinguish it in the ashtray to prevent other cigarette butts from catching fire. After using the ashtray, push it back in completely.

To remove the ashtray, press down on the lock spring plate and pull out.

Use a Toyota genuine cigarette lighter or equivalent for replacement.

Fuel control switch
(4A-FE engine)

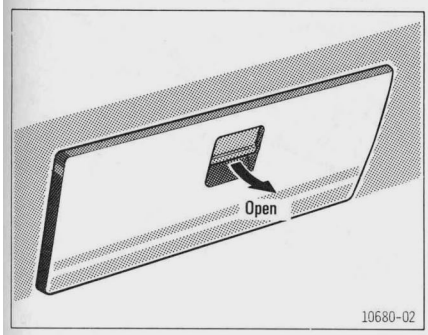


10977E01

Pull the switch out when you refuel with regular gasoline (91 octane number or higher), and push it back when you refuel with high octane gasoline (95 octane number or higher).

In case of changing the switch from the position for regular gasoline to the position for high octane gasoline, first refuel with high octane gasoline two or three times then reset it in the position.

Glovebox

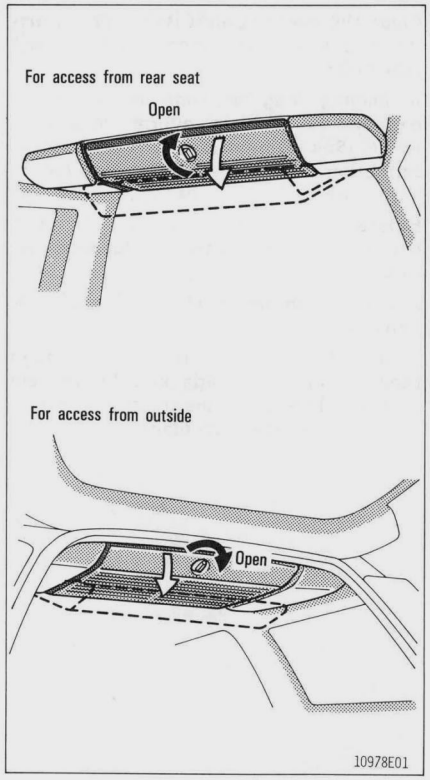


To open the glovebox door, pull the lever.

CAUTION:

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

Overhead rack (4WD Wagon)



To open the overhead rack, turn the knob clockwise.

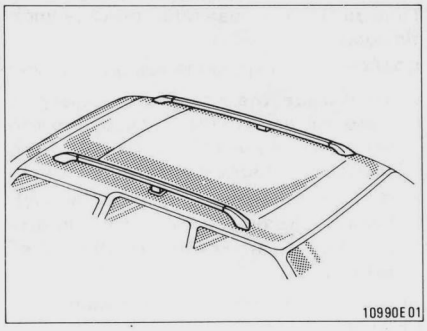
CAUTION:

- **To reduce the chance of injury in case of an accident or a sudden stop, make sure the overhead rack is securely locked before driving.**
- **Open the overhead rack with both hands. The operation with only one hand could increase the chance of injury.**

NOTICE:

The overhead rack is designed to carry only soft items like clothing. The total weight of the luggage should not exceed 5 kg (11 lb.).

Roof luggage carrier (4WD Wagon)



To use the roof rails as a roof luggage carrier, you must fit the roof rails with two or more genuine Toyota crossrails or its equivalent.

Follow the manufacturer's instructions and precautions when installing the crossrails or its equivalent.

NOTICE:

When you load cargo on the roof luggage carrier, observe the following precautions to prevent accidents and damage to your vehicle:

Do not exceed 100 kg (220 lb) cargo weight on the roof luggage carrier.

Place the cargo so that its weight is distributed evenly between the front and rear axles.

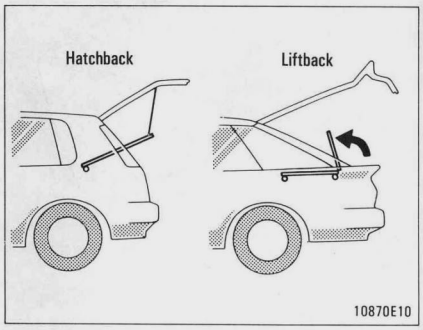
If loading long or wide cargo, never exceed the vehicle overall length or width. (See "Dimensions" in Part 8 for information on your vehicle overall length and width.)

Before driving, make sure the cargo is securely fastened on the roof luggage carrier.

Avoid sudden starts, sharp turns or sudden braking.

If driving for a long distance, on rough roads, or at high speeds, stop the vehicle now and then during the trip to make sure the cargo remains in its place.

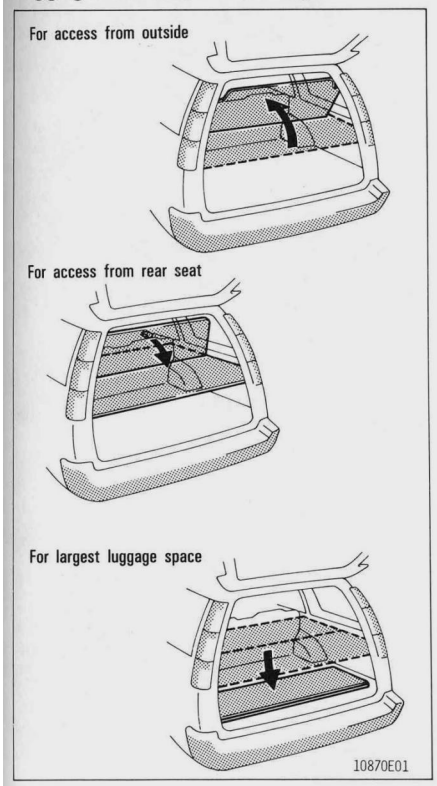
Luggage cover (Liftback and Hatchback)



HATCHBACK: Hook the cords to the back hatch. When you open the back hatch, the luggage cover will tilt up for easy access to the luggage area. For additional luggage space, lift it out of the retainers.

LIFTBACK: For additional luggage space, lift it out of the retainers.

Luggage cover (4WD Wagon)



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Part 2
INFORMATION BEFORE DRIVING YOUR TOYOTA

- Break-in period
- Fuel
- Operation in foreign countries
- Catalytic converter
- Engine exhaust cautions
- Facts about engine oil consumption
- Brake system
- Brake pad wear indicators
- Luggage stowage precautions
- Your Toyota's identification

Break-in period

Drive gently and avoid high speeds.

Your vehicle does not need an elaborate break-in. But following a few simple tips for the first 2000 km (1200 miles) can add to the future economy and long life of your vehicle:

- Do not drive over 120 km/h (75 mph).
- Run the engine at moderate speed.
- 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).

Fuel

Selecting the proper fuel is essential to satisfactory performance of the engine.

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

FUEL TYPE

Gasoline engine—Use only unleaded gasoline on vehicles with a catalytic converter. On vehicles without a catalytic converter, using unleaded gasoline is recommended. But if it is impossible to get unleaded gasoline by any means, you may use leaded gasoline.

Diesel engine—Use only diesel fuel.

To help prevent gas station mixups, vehicles with a catalytic converter have a new smaller fuel tank opening. The special nozzle on pumps with unleaded fuel will fit it, but the larger standard nozzle on pumps with leaded gas will not.

NOTICE:

Do not use leaded gasoline on vehicles with a catalytic converter. Use of leaded gasoline will cause the catalytic converter to lose its effectiveness and the emission control system to function improperly. Also, this can increase maintenance costs.

OCTANE/CETANE NUMBER

Use the fuel with correct octane or cetane number described below.

Use of fuel with an octane or cetane number lower than stated will cause persistent heavy knocking. If severe, this will lead to engine damage.

If your engine knocks...

If you detect heavy knocking even when using the recommended fuel, or if you hear steady knocking while holding a steady speed on level roads, consult your Toyota dealer.

However, now and then, you may notice light knocking for a short time while accelerating or driving up hills. This is no cause for concern.

Gasoline engine—

Select the following octane number or higher (Research Octane Number).

Vehicles with catalytic converter:

2E-E engine	91
4A-FE engine*1	95
4A-GE engine*2	95

Vehicles without catalytic converter:

2E engine	90
4A-F engine	95
4A-GE engine*2	95

*1: If you cannot obtain the gasoline with the octane number designated above by any means, you may temporarily use gasolines with the octane number as low as 91 with a fuel control switch properly adjusted.

See "Fuel control switch" in Chapter 1-8 for full details on the fuel control switch.

*2: If you cannot obtain the gasoline with the octane number designated above by any means, you may temporarily use gasolines with the octane number as low as 91.

Diesel engine—

Select cetane number 48 or higher.

FUEL TANK CAPACITY

50 liters (11.0 Imp. gal.)

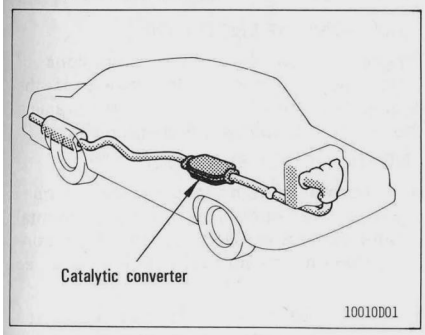
Operation in foreign countries

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.

Catalytic converter



The catalytic converter is an emission control device installed in the exhaust system.

It looks somewhat like a muffler, but its purpose is to reduce pollutants in the exhaust gas.

CAUTION:

- **Keep people and combustionable materials away from the exhaust pipe while the engine is running. The exhaust gas is very hot.**
- **Do not drive, idle or park your vehicle over anything that might burn easily such as grass, leaves, paper or rags.**

NOTICE:

A large amount of unburned gas flowing into the converter may cause it to overheat and create a fire hazard. To prevent this and other damage, observe the following precautions:

- **Use only unleaded gasoline.**
- **Do not drive with an extremely low fuel level; running out of gas could cause the engine to misfire, creating an excessive load on the converter.**
- **Do not allow the engine to run at fast idle speed for more than 10 minutes or at normal idle speed for more than 20 minutes.**
- **Avoid racing the engine.**
- **Do not push-start or pull-start your vehicle.**
- **Do not turn off the ignition while the vehicle is moving.**
- **Keep your engine in good running order. Malfunctions in the engine electrical, ignition or fuel systems could cause an extremely high converter temperature.**
- **If the engine becomes difficult to start or stalls frequently, take your vehicle in for a check-up as soon as possible. Remember, your Toyota dealer knows your vehicle and its catalytic converter system best.**
- **To insure that the converter and the entire emission control system operate properly, your vehicle must receive the periodic inspections required by the Toyota Maintenance Schedule.**

Engine exhaust cautions

CAUTION:

- **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 from time to time. 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 trunk lid, back hatch or tailgate closed while driving. An open or unsealed trunk lid, back hatch or tailgate may cause exhaust gases to be drawn into the vehicle. If you must drive with the trunk lid, back hatch or tailgate open to accommodate a large object, close the windows, open all the dashboard vents and have the heating or cooling system deliver fresh air into the vehicle by turning the fan to high speed with the air intake control set at the "FRESH" or OUTSIDE AIR position.**
- **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 open and the trunk lid, back hatch or tailgate closed. Have the cause immediately located and corrected.**

Facts about engine oil consumption

FUNCTIONS OF ENGINE OIL

Engine oil has the primary functions of lubricating and cooling the inside of the engine, and plays a major role in maintaining the engine in proper working order.

ENGINE OIL CONSUMPTION

It is normal that an engine should consume some engine oil during normal engine operation. The causes of oil consumption in a normal engine are as follows.

- Oil is used to lubricate pistons, piston rings and cylinders. A thin film of oil is left on the cylider wall when a piston moves downwards in the cylinder. High negative pressure generated when the vehicle is decelerating sucks some of this oil into the combustion chamber. This oil as well as some part of the oil film left on the cylinder wall is burned by the high temperature combustion gases during the combustion process.
- Oil is also used to lubricate the stems of the intake valves. Some of this oil is sucked into the combustion chamber together with the intake air and is burned along with the fuel. High temperature exhaust gases also burn the oil used to lubricate the exhaust valve stems.

The amount of engine oil consumed depends on the viscosity of the oil, on the quality of the oil and on the conditions the vehicle is driven under.

More oil is consumed under such driven conditions as high speeds and frequent acceleration and deceleration.

A new engine consumes more oil, since its pistons, piston rings and cylinder walls have not become conditioned.

When judging the amount of oil consumption, note the oil may become diluted and make it difficult to judge the true level accurately.

As an example, if a vehicle is used for repeated short trips, and consumes a normal amount of oil, the dipstick may not show any drop in the oil level at all, even after 1000 km (600 miles) or more. This is because the oil is gradually becoming diluted with fuel or moisture, making it appear that the oil level has not changed.

The diluting ingredients evaporate out when the vehicle is then driven at high speeds, as on an expressway, making it appear that oil is excessively consumed after driving at high speeds.

IMPORTANCE OF ENGINE OIL LEVEL CHECK

One of the most important points in proper vehicle maintenance is to keep the engine oil at the optimum level so that oil function will not be impaired. Therefore, it is essential that the oil level be checked regularly. Toyota recommends that the oil level be checked every time you refuel the vehicle.

NOTICE:

Failure to check the oil level regularly could lead to serious engine troubles due to insufficient oil.

For detailed information on oil level check, see "Checking the engine oil level" in Chapter 7-2.

Brake system

Tandem master cylinder brake system

The 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.

CAUTION:

Do not rely on a single brake system. Have your brakes fixed immediately.

Brake booster

The brake booster uses engine 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!

CAUTION:

- **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.**

Anti-lock brake system (vehicles with anti-lock brake system warning light)

The anti-lock brake system is designed to prevent lock-up of the wheels during sudden braking or braking on slippery surfaces to help the vehicle remain steerable and stable in such situations.

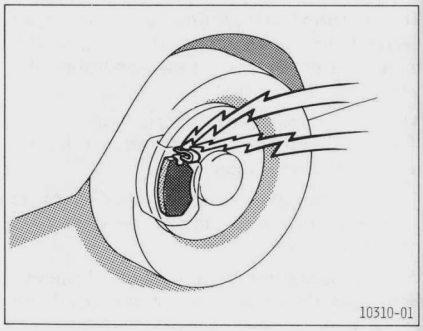
The system functions with normal pedal operation. When the anti-lock function is in action, a pulsation of the brake pedal may result, together with a characteristic noise. This indicates that the system is functioning properly.

When driving with the anti-lock brake system, keep the following in mind and adjust your driving according to the road and traffic conditions.

- Even with the anti-lock brake system, your vehicle still requires a sufficient stopping distance. Always maintain a safe distance from the vehicle in front of you.
- Always slow down when cornering. The anti-lock brake system cannot prevent accidents resulting from excessive speeds.
- On rough, gravel or snow-covered roads, etc., operation of the anti-lock brake system may result in a longer stopping distance than for vehicles not fitted with an anti-lock brake system, so take this into account and reduce your speed.
- Avoid high speeds on wet roads. The anti-lock brake system cannot eliminate the risk of aquaplaning.

If the anti-lock brake system should fail, the brake system operates conventionally but without anti-lock function. Have your vehicle checked by your Toyota dealer as soon as possible.

Brake pad wear indicators



The brake pad wear indicators on your disc brakes give a warning noise when the brake pads are worn to where replacement is required.

If you hear a squealing or scraping noise while driving, have the brake pads checked and replaced by your nearest Toyota dealer immediately.

Avoid continuous driving with the warning noise.

Continuous driving without replacing the brake pads will cause expensive rotor damage and increasing brake pedal effort to get the same stopping distance.

Luggage stowage precautions

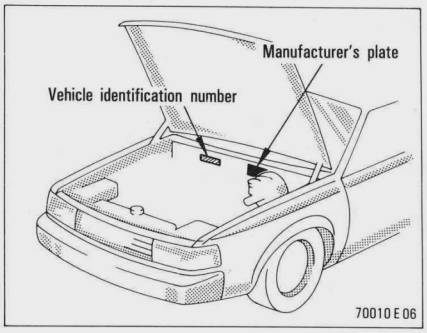
When stowing luggage or cargo in the vehicle, observe the following:

- Put luggage or cargo in the trunk or luggage compartment when at all possible. Be sure all items are secured in place.
- Be careful to keep the vehicle balanced. Locating the weight as far forward as possible helps maintain this.
- For better fuel economy, do not carry unneeded weight.

CAUTION:

- **To prevent luggage or packages from sliding forward during braking, do not stack anything in the enlarged trunk room or the luggage compartment higher than the seatbacks.**
- **Never allow anyone to ride in the enlarged trunk room or the luggage compartment. It is not designed for passengers. They could be injured in sudden braking.**
- **Do not place anything on the filler panel behind the rear seatback or luggage cover. Such items may be thrown about and possibly injure people in the vehicle during sudden braking or an accident.**
- **Do not place anything on the flattened seat, or it may slide forward during braking.**

Your Toyota's identification

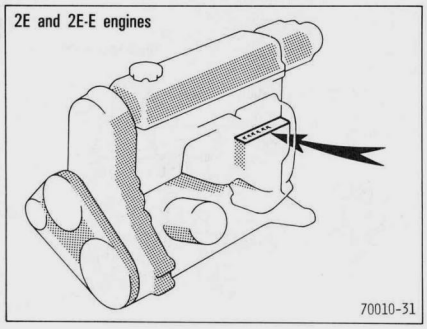


The vehicle identification number is the legal identifier for your vehicle.

The vehicle identification number is also on the manufacturer's plate.

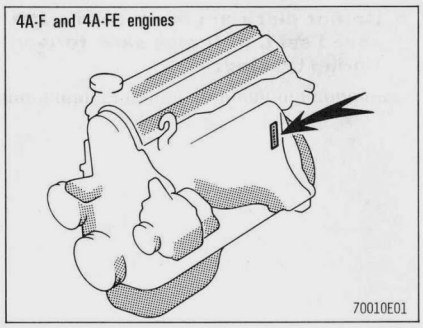
This is the primary identification number for your Toyota. It is used in registering the ownership of your vehicle.

2E and 2E-E engines

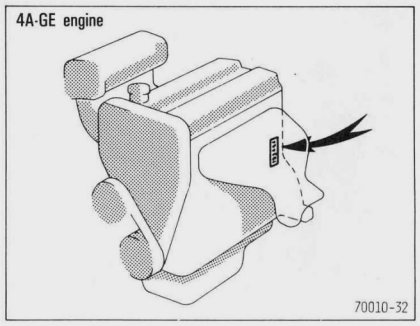


The engine number is stamped on the engine block as shown.

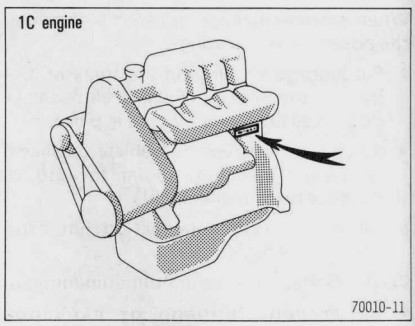
4A-F and 4A-FE engines



4A-GE engine



1C engine



Part 3
STARTING AND DRIVING

- Before starting the engine
- How to start the engine
- Pretrip safety check
- Tips for driving in various conditions
- Four-wheel driving tips
- Winter driving tips
- Trailer towing
- How to save fuel and make your vehicle last longer, too

Before starting the engine

1. Check the area around the vehicle before entering it.
2. Adjust seat position, seatback angle, headrest height and steering wheel angle.
3. Adjust inside and outside rear view mirrors.
4. Lock all doors.
5. Fasten seat belts.

How to start the engine—
(a) Before cranking

1. Apply the parking brake firmly.
2. Turn off unnecessary lights and accessories.
3. **Manual transmission:** Press the clutch pedal to the floor and shift the transmission into neutral. Hold the clutch pedal to the floor until the engine is started.

Automatic transmission: Put the selector lever in "P". If you need to restart the engine while the vehicle is moving, put the selector lever in "N". A starter safety device will prevent the starter from operating if the selector lever is in any drive position.

4. **Automatic transmission only:** Depress the brake pedal and hold it to the floor until driving off.

(b) Starting the engine
(2E engine)

Before starting the engine, be sure to follow the instructions in "(a) Before cranking".

Normal starting procedure (engine cold)

1. Press the accelerator pedal once to the floor and release it.
2. With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release it when the engine starts.
3. After the engine runs for about 10 seconds, you are ready to drive.

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

1. Before cranking the engine, fully depress and release the accelerator pedal two or three times. This gives a richer mixture for cold starting.
2. With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release it when the engine starts.

If the engine is warm or hot...

With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release the key and accelerator pedal when the engine starts. Do not pump the pedal.

If the engine stalls...

Simply restart it, using the correct procedure given above, depending on the engine temperature.

If the engine will not start—

See "If your vehicle will not start" in Part 4.

NOTICE:

Do not crank for more than 15 seconds at a time. This may overheat the starter and wiring systems.

Do not race a cold engine.

If the engine becomes difficult to start or stalls frequently, have the engine checked immediately.

(b) Starting the engine
(4A-F engine)

Before starting the engine, be sure to follow the instructions in "(a) Before cranking".

Normal starting procedure (engine cold)

1. Press the accelerator pedal once to the floor and release it. This engages the automatic choke and fast idle.
2. With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release it when the engine starts.
3. After the engine runs for about 10 seconds, you are ready to drive.

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

1. Before cranking the engine, fully depress and release the accelerator pedal two or three times. This gives a richer mixture for cold starting.
2. With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release it when the engine starts.
3. After the engine runs for about 30 seconds, tap the accelerator pedal once to reduce the idle speed (rpm).
4. Let the engine warm up for a few minutes before driving.

If the engine is warm...

With the accelerator pedal about halfway down, crank the engine by turning the key to "START". Release the key and accelerator pedal when the engine starts. Do not pump the pedal.

If the engine is hot...

With the accelerator pedal fully down to the floor, crank the engine by turning the key to "START". Release the key and accelerator pedal when the engine starts. Do not pump the pedal.

If the engine stalls...

Simply restart it, using the correct procedure given above, depending on the engine temperature.

If the engine will not start—

See "If your vehicle will not start" in Part 4.

NOTICE:

Do not crank for more than 15 seconds at a time. This may overheat the starter and wiring systems.

Do not race a cold engine.

If the engine becomes difficult to start or stalls frequently, have the engine checked immediately.

(b) Starting the engine (2E-E, 4A-FE and 4A-GE engines)

Before starting the engine, be sure to follow the instructions in "(a) Before cranking".

Normal starting procedure

The electronic fuel injection system in your engine automatically controls the proper air-fuel mixture for starting. So you can start the cold or hot engine as follows:

1. With your foot off the accelerator pedal, crank the engine by turning the key to "START". Release it when the engine starts.

2. After the engine runs for about 10 seconds, you are ready to drive.

If the weather is below freezing, let it warm up for a few minutes before driving.

If the engine stalls...

Simply restart it, using the correct procedure given in normal starting.

If the engine will not start—

See "If your vehicle will not start" in Part 4.

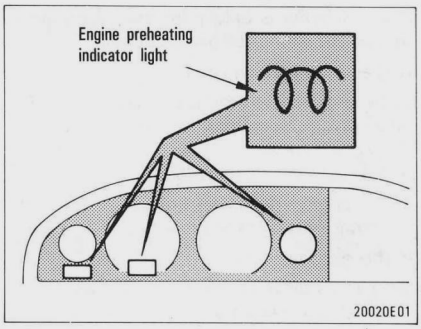
NOTICE:

Do not crank for more than 15 seconds at a time. This may overheat the starter and wiring systems.

Do not race a cold engine.

If the engine becomes difficult to start or stalls frequently, have the engine checked immediately.

(b) Starting the engine (1C engine)



Before starting the engine, be sure to follow the instructions in "(a) Before cranking".

Normal starting procedure (engine cold)

1. Turn the key to "ON" and verify that the engine preheating indicator light has come on. Keep the key in the "ON" position until the light goes off.

2. With the accelerator pedal fully down to the floor, crank the engine by turning the key to "START". Release the key and accelerator pedal when the engine starts.

3. After the engine warms up for about 10 seconds, you are ready to drive.

If the weather is below freezing, let it warm up for a few minutes before driving.

If the engine is warm...

With the accelerator pedal about halfway down, crank the engine by turning the key to "START". Release the key and accelerator pedal when the engine starts.

If the engine does not start, try the above "Normal starting procedure".

If the engine stalls...

Simply restart it, using the correct procedure given above, depending on the engine temperature.

If the engine will not start—

See "If your vehicle will not start" in Part 4.

NOTICE:

Do not crank for more than 30 seconds at a time. This may overheat the starter and wiring systems.

Do not race a cold engine.

If the engine becomes difficult to start or stalls frequently, have the engine checked immediately.

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.

CAUTION:

If you make this check in an enclosed garage, make sure there is adequate ventilation. Engine exhaust is poisonous.

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.)

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 Chapter 7-2 for instructions.)

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

In the engine compartment

Coolant level. Make sure that the coolant level is correct. (See Chapter 7-2 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 and clutch fluid levels are correct. (See Chapter 7-2 for instructions.)

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 Chapter 7-2 for instructions.)

Transfer fluid level. Check the fluid level with the vehicle parked on a level spot. (See Chapter 7-2 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 Part 2.)

Automatic transmission fluid. Check the dipstick with the engine idling and the selector lever in "P". (See Chapter 7-2 for instructions.)

Power steering fluid. With the engine idling, give the steering wheel several end-to-end turns and check the fluid level. (See Chapter 7-2 for instructions.)

Engine oil level. Stop the engine and check the dipstick with the vehicle parked on a level spot. (See Chapter 7-2 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!

Tips for driving in various conditions

- Always slow down in gusty crosswinds. This will allow you much better control.
- Drive slowly onto curbs and, if possible, at a right angle. Avoid driving onto high, sharp-edged objects and other road hazards. Failure to do so can lead to severe tire damage resulting in tire bursts.
- When parking on a hill, turn the front wheels until they touch the curb so that the vehicle will not roll. Apply the parking brake, and place the transmission in "P" (automatic) or in first or reverse (manual). If necessary, block the wheels.
- Washing your vehicle or driving through deep water may get the brakes wet. To see whether they are wet, check that there is 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 with the parking brake pulled. If they still do not work safely, pull to the side of the road and call a Toyota dealer for assistance.

CAUTION:

- **Before driving off, make sure that the parking brake is fully released and the parking brake reminder light is off.**
- **Do not leave your vehicle unattended while the engine is running.**
- **Do not rest your foot on the brake pedal while driving. It can cause dangerous overheating, needless wear, and poor fuel economy.**
- **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.**
- **Be careful when accelerating, upshifting, downshifting or braking on a slippery surface. Sudden acceleration or engine braking could cause the vehicle to spin or skid.**
- **Do not continue normal driving when the brakes are 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. Also, the parking brake will not hold the vehicle securely.**

NOTICE:

When driving on wet roads, avoid driving through large amounts of standing water on the road. Large amounts of water entering the engine compartment may cause damage to the engine and/or electrical components.

Four-wheel driving tips (4WD models)

- The four tires must always be of identical size and type. Inflate the tires to the recommended tire pressure. (See Chapter 7-2 for instructions.)
- The four tires must be worn evenly to maintain the efficiency of the four-wheel drive system. Rotate the tires periodically. (See Chapter 7-2 for tire rotation.)
- If you need greater traction while driving on sand, mud or snow covered roadways, use tire chains on the front wheels.
- Always check your brakes for effectiveness immediately after driving across sand, mud, or water.
- If operating in adverse conditions frequently, vehicle maintenance should be increased. (See Part 6 for the severe condition schedule.)

NOTICE:

Do not attempt to go off-road in your Toyota. It is not designed for off-road use.

Winter driving tips

Make sure you have ethylene-glycol antifreeze in the radiator.

NOTICE:

Do not use alcohol type antifreeze.

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. Chapter 7-3 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 Chapter 7-2 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.

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 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.

NOTICE:

Do not use engine antifreeze or any other substitute as washer fluid because it may damage your vehicle's paint.

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

When parking, put the transmission into "P" (automatic) or into first or reverse (manual) and block the rear wheels. Do not use the parking brake, or snow or water accumulated in and around the parking brake mechanism may freeze the parking brake hard to release.

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.

Trailer towing

Your vehicle is designed primarily as a passenger-carrying vehicle. Towing a trailer will have an adverse effect on handling, performance, braking, durability and driving economy (fuel consumption, etc.). Your safety and satisfaction depend on the proper use of correct equipment and cautious driving habits. For your safety and the safety of others, you must not overload your vehicle or trailer. TOYOTA warranties do not apply to damage or malfunction caused by towing a trailer for commercial purposes. Ask your local Toyota dealer for further details before towing, as there are additional legal requirements in some countries.

WEIGHT LIMITS

Before towing, confirm the towing capacity with your local Toyota dealer or the vehicle documents and make sure your trailer is within the towing capacity.

Towing capacity has been tested at sea-level. If you have to go to a high mountain area, keep in mind that power and towing capacity will declease.

TOWING BRACKETS

Toyota recommends using only Toyota-genuine-bracket.

NOTICE (except vehicles with Independent Rear Suspension) :

Do not use an axle-mounting bracket as it may cause damage to the axle housing, wheel bearings, wheels and/or tires.

TIRES

- Ensure that your vehicle's tires are properly inflated. See Chapter 7-2 for instructions.
- The trailer tires should be inflated to the pressure recommended by the trailer manufacturer in respect to the total trailer weight.

TRAILER LIGHTS

- Check for correct operation of the turn signals and stop lights each time you hitch up. Direct splicing may damage your vehicle's electrical system and cause a malfunction of your lights.

BREAK-IN SCHEDULE

- TOYOTA recommends that you do not tow a trailer with a new vehicle or a vehicle with any new power train component (engine, transmission, differential, wheel bearing, etc.) for the first 800 km (500 miles) of driving.

MAINTENANCE

- If you tow a trailer, your vehicle will require more frequent maintenace due to the additional load.

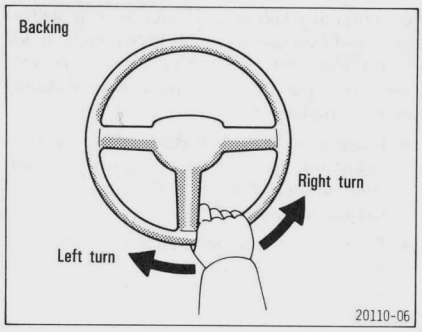
PRE-TOWING SAFETY CHECK

- Be sure not to exceed designated maximum load for the ball coupling of the towing bracket. Please remember that the ball coupling load will increase the load on the vehicle. Maximum permissible rear axle capacity must not be exceeded.
- Be sure the trailer cargo is securely loaded so that it may not shift.
- If the traffic behind the trailer cannot be seen properly with the standard rear view mirrors, additional outside mirrors will be necessary. Both outside mirrors must be fitted on folding arms and adjusted to give a good rear view at all times.

TRAILER TOWING TIPS

When towing a trailer, your vehicle will handle differently than when not towing. The three main causes of vehicle-trailer accidents are driver error, excessive speed and improper trailer loading. Keep these in mind when towing:

- Before starting out, check operation of the lights and all vehicle-trailer connections. After driving a short distance, stop and recheck the lights and connections. Before actually towing a trailer, practice turning, stopping and backing with a trailer in an area away from traffic until you learn the feel.
- Because stopping distance may be increased, vehicle-to-vehicle distance should be increased when towing a trailer. For each 10 km/h (6 mph) of speed, allow at least one vehicle and trailer length between you and the vehicle ahead. Avoid sudden braking as you may skid, resulting in jackknifing and loss of control. This is especially true on wet or slippery surfaces.
- Avoid jerky starts or sudden acceleration. If your vehicle has a manual transmission, prevent excessive clutch slippage by keeping engine rpm low and not racing the engine. Always start out in first gear.
- Avoid jerky steering and sharp turns. The trailer could hit your vehicle in a tight turn. Slow down before making a turn to avoid the necessity of sudden braking.



- Backing with a trailer is difficult and requires practice. Have someone guide you when backing to reduce the risk of an accident.
- Remember that when making a turn, the trailer wheels will be closer than the vehicle wheels to the inside of the turn. Therefore, compensate for this by making a larger than normal turning radius with your vehicle.
- Crosswinds and rough roads will adversely affect handling of your vehicle and trailer, causing sway. Pay attention to the rear from time to time to prepare yourself for being passed by large trucks or buses, which may cause your vehicle and trailer to sway. If swaying happens, firmly grip the steering wheel and reduce speed immediately but gradually. Never increase speed. If it is necessary to reduce speed, brake slowly. Steer straight ahead. If you make no extreme correction with the steering or brakes, the vehicle and trailer will stabilize.
- Be careful when passing other vehicles. Passing requires considerable distance. After passing a vehicle, do not forget the length of your trailer and be sure you have plenty of room before changing lanes.
- In order to maintain engine braking efficiency, do not use fifth gear (manual transmission).

- Because of the added load of the trailer, your vehicle's engine may overheat on hot days (at temperatures over 30 °C [85 °F]) when going up a long or steep grade with a trailer. If the engine temperature gauge indicates overheating, immediately turn off the air conditioner (if in use), pull off the road and stop in a safe spot. Refer to "If your vehicle overheats" in Part 4 of this manual.
- Always place wheel blocks under both the vehicle and trailer wheels when parking. Apply the parking brake firmly. Put the transmission in "P" (automatic) or in first or reverse (manual).

CAUTION:

- **Observe the legal maximum speeds for trailer towing.**
- **Slow down and downshift before descending steep or long downhill grades. Do not make sudden downshifts.**
- **Avoid holding the brake pedal down too long or too frequently. This could cause the brakes to overheat and result in reduced braking efficiency.**

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

Getting more kilometers/mileage from a liter/gallon 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.** Underinflation causes tire wear and wastes fuel. See Chapter 7-2 for instructions.
- **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.
- **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 Part 6).

CAUTION:

Never turn off the engine to coast down hills. Your power steering and brake booster will not function without the engine running. Also, the emission control system operates properly only when the engine is running.

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Part 4
IN CASE OF AN EMERGENCY

- If your vehicle will not start
- If your engine stalls while driving
- If your vehicle overheats
- If you have a flat tire
- If your vehicle needs to be towed
- If the electric sun roof does not close

If your vehicle will not start—
(a) Simple checks

Before making these checks, make sure that you have followed the correct starting procedure given in "How to start the engine" in Part 3 and that you have sufficient fuel.

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

1. Check that the battery terminals are tight and clean.

2. If the battery terminals are O.K., switch on the interior light.

3. If the light is out, dim or goes out when the starter is cranked, the battery is discharged. You may try jump starting or, if your vehicle has a manual transmission and is not equipped with a catalytic converter, push starting. A vehicle with an automatic transmission and/or catalytic converter cannot be push started. See "(d) Jump starting" and "(e) Push starting" for further instructions.

If the light is O.K., but the engine still will not start, it needs adjustment or repair. Call a Toyota dealer or qualified repair shop.

NOTICE:

Do not pull-start the vehicle. It may damage the vehicle or cause a collision when the engine starts. On vehicles with a catalytic converter, do not try push-starting either. The catalytic converter may overheat and become a fire hazard.

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

Gasoline-powered vehicles

1. Check that all the push-on connectors are tight at the ignition coil, distributor, and spark plugs.

See Chapter 7-1 for locations of these parts.

2. If the connectors are O.K., the engine may be flooded because of repeated cranking. See "(b) Starting the flooded engine (gasoline engine)" for further instructions.

Diesel-powered vehicles

1. If you are starting the engine that has died from an empty tank, you may have needed to bleed the fuel system before cranking the engine. See "(c) Bleeding the fuel system (diesel engine)" for further instructions.

2. If the fuel system is O.K., but the engine still will not start, it needs adjustment or repair. Call a Toyota dealer or qualified repair shop for assistance.

(b) Starting the flooded engine (gasoline engine)

If the engine will not start, your engine may be flooded because of repeated cranking.

If this happens:

- 2E-E, 4A-FE and 4A-GE engines—Turn the key to "START" with the accelerator pedal held down. Keep the key and accelerator pedal for 15 seconds and release them. Then try starting the engine with your foot off the accelerator pedal.
- 2E and 4A-F engines—Depress the accelerator pedal and hold it to the floor for 15 or 20 seconds. Then try starting the engine without releasing the accelerator pedal. Do not pump the pedal—just keep it held to the floor.

If the engine does not start after 15 seconds of cranking, release the key, wait a few minutes and try again.

On vehicles without a catalytic converter, if the engine does not start with the procedure described above, try the following.

1. Remove the spark plugs and dry the wet electrodes of the plugs in heat with a drier.

2. Turn the key to "START" with the accelerator pedal held down for 15 seconds.

3. Install the spark plugs.

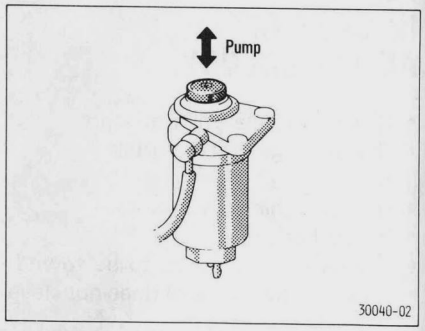
4. Try starting the engine with your foot off the accelerator pedal.

If the engine still will not start, it needs adjustment or repair. Call a Toyota dealer or qualified repair shop for assistance.

NOTICE:

Do not crank for more than 15 seconds at a time. This may overheat the starter and wiring systems.

(c) Bleeding the fuel system (diesel engine)



If you run out of fuel and the engine dies, the engine may not restart after refueling. In such case, operate the priming pump until you feel more resistance.

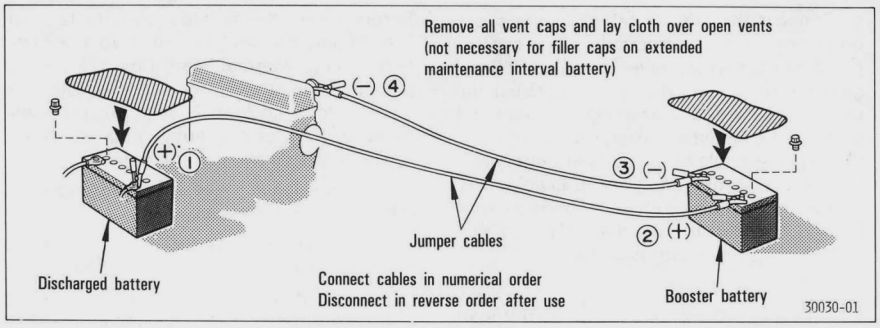
(d) Jump starting

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.

CAUTION:

- **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. Use only standardised jumper cables and do not smoke or light a match while jump starting.**

NOTICE:

The battery used for boosting must be 12-volt. Do not jump start unless you are sure that the booster battery is correct.

JUMP STARTING PROCEDURE

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.)

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 Chapter 7-3.)

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 with the accelerator pedal lightly depressed.

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.

NOTICE:

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

5. Start your engine in the normal way. After starting, run it at about 2000 rpm for several minutes with the accelerator pedal lightly depressed.

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.

(e) Push starting

Before taking these steps, be sure to read "(a) Simple checks" to see if your vehicle may be push-started. Then, if it is O.K., make sure the bumpers of the push vehicle and your vehicle match for a solid push. Diesel-powered vehicles may not be push-started if the battery is discharged too much.

1. Turn the ignition key to "ON", and shift into the second gear.

2. Hold in the clutch and let the push vehicle slowly accelerate your vehicle to about 15 km/h (10 mph).

3. At 15 km/h (10 mph), hold the accelerator about halfway down, and slowly release the clutch to start the engine.

4. 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.

CAUTION:

Be aware that the brakes will be much harder to press when the engine is not running.

NOTICE:

Mismatched bumper height may lead to one bumper overriding the other, causing damage or an accident.

If your engine stalls while driving

If your engine stalls while driving...

1. Reduce your speed gradually, keeping a straight line. Move cautiously off the road to a safe place.

2. Turn on your emergency flashers.

3. Try starting the engine again.

If the engine will not start, see "If your vehicle will not start".

CAUTION:

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.

If your vehicle overheats (gasoline engine)

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 and turn on your emergency flashers. Put the transmission in "P" (automatic) or neutral (manual) 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 and make sure that the engine cooling fan is operating. If it is not, turn the ignition off.

CAUTION:

To help avoid personal injury, keep the hood closed until there is no steam. Escaping steam or coolant is a sign of very high pressure.

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.

CAUTION:

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

CAUTION:

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.

6. 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 your vehicle overheats (diesel engine)

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 and turn on your emergency flashers. 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 and make sure the engine cooling fan is operating. If it is not, turn the ignition off.

CAUTION:

To help avoid personal injury, keep the hood closed until there is no steam. Escaping steam or coolant is a sign of very high pressure.

3. 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.

CAUTION:

When the engine is running, keep hands and clothing away from the moving fan and engine drive belts.

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

5. If there are no obvious leaks, check the coolant reservoir. If it is dry, add water to the reservoir while the engine is running. Fill it about half full.

CAUTION:

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.

6. 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 you have a flat tire—

1. Reduce your speed gradually, keeping a straight line. Move cautiously off the road to a safe place well away from the traffic. Avoid stopping on the center divider of a highway. Park on a level spot with firm ground.

2. Stop the engine and turn on your emergency flashers.

3. Firmly set the parking brake and put the transmission in "P" (automatic) or reverse (manual).

4. Have everyone get out of the vehicle on the side away from traffic.

5. Read the following instructions thoroughly.

CAUTION:

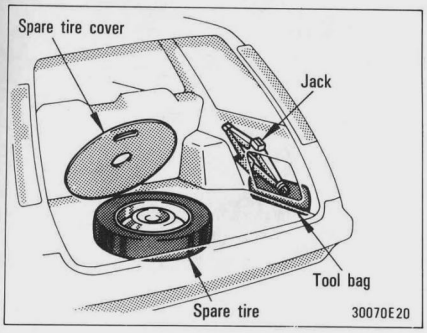
When jacking, be sure to observe the following to reduce the possibility of personal injury:

- **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.**

NOTICE:

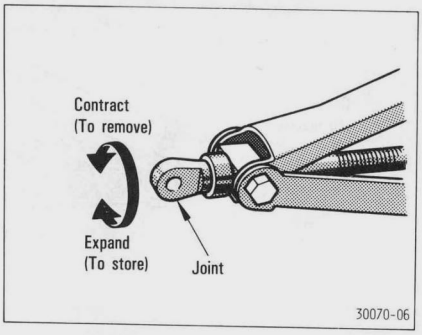
Do not continue driving with a deflated tire. Driving even a short distance can damage a tire beyond repair.

–Required tools and spare tire (4WD Wagon)

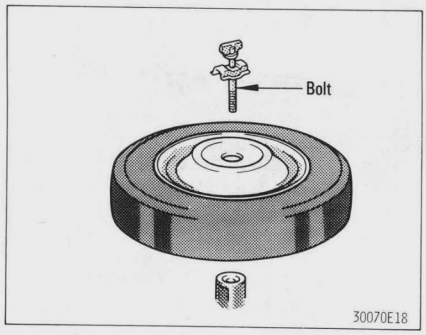


1. Get the tool bag, jack and spare tire.

To prepare yourself for an emergency, you should familiarize yourself with the use of the jack, each of the tools and their storage locations.



When removing the jack, turn the joint by hand towards the CONTRACT direction until the jack is free. When storing, turn the joint by hand towards the EXPAND direction until the jack is firmly secured to prevent it from flying forward during a collision or sudden braking.

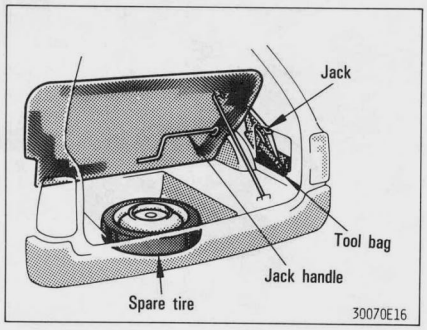


To remove the spare tire;

1. Remove the spare tire cover.
2. Loosen the bolt and remove it.

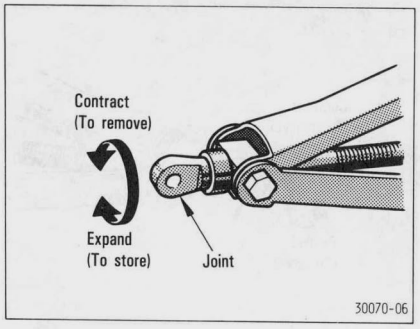
When storing the spare tire, put it into place with the outer side of the wheel facing up. Then secure the tire by repeating the above removal steps in reverse order to prevent it from flying forward during a collision or sudden braking.

–Required tools and spare tire (Wagon–strut type rear suspension)

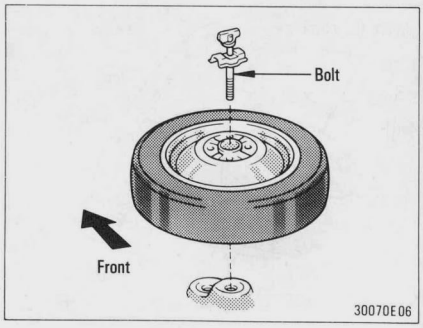


1. Get the tool bag, jack, jack handle and spare tire.

To prepare yourself for an emergency, you should familiarize yourself with the use of the jack, each of the tools and their storage locations.



When removing the jack, turn the joint by hand towards the CONTRACT direction until the jack is free. When storing, turn the joint by hand towards the EXPAND direction until the jack is firmly secured to prevent it from flying forward during a collision or sudden braking.

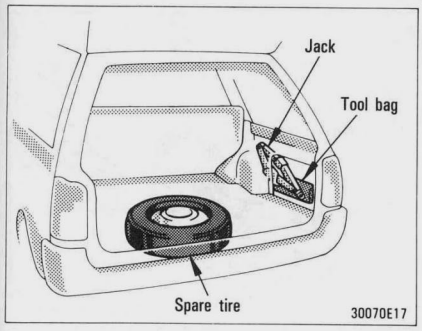


To remove the spare tire;

1. Remove the spare tire cover.
2. Loosen the bolt and remove it.

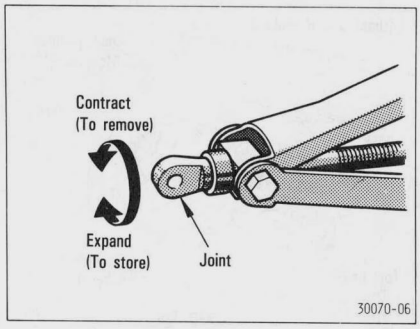
When storing the spare tire, put it into place with the outer side of the wheel facing up. Then secure the tire by repeating the above removal steps in reverse order to prevent it from flying forward during a collision or sudden braking.

–Required tools and spare tire (Wagon–leaf spring type rear suspension)

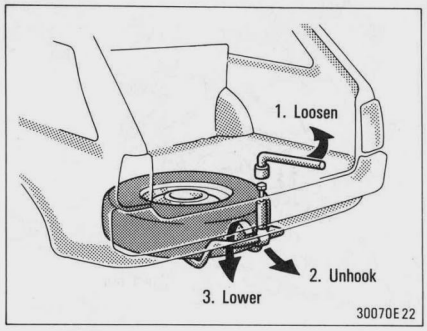


1. Get the tool bag, jack and spare tire.

To prepare yourself for an emergency, you should familiarize yourself with the use of the jack, each of the tools and their storage locations.



When removing the jack, turn the joint by hand towards the CONTRACT direction until the jack is free. When storing, turn the joint by hand towards the EXPAND direction until the jack is firmly secured to prevent it from flying forward during a collision or sudden braking.



To remove the spare tire;

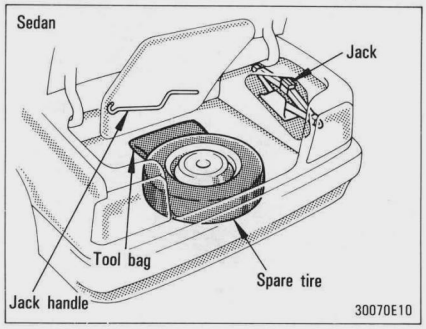
1. Open the tailgate, and you will find the spare tire clamp bolt near the tailgate latch.

2. Loosen the spare tire clamp bolt with the wheel nut wrench.

3. Unlock the clamp from the tire holder while lifting the holder slightly up. The spare tire will drop to the ground.

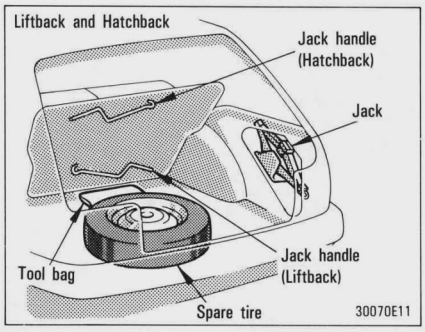
When storing the spare tire, put it into place with the outer side of the wheel facing up. Then secure the tire by repeating the above removal steps in reverse order to prevent it from flying forward during a collision or sudden braking.

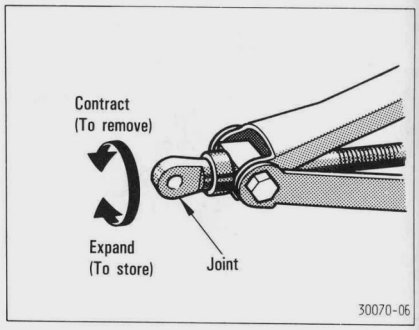
–Required tools and spare tire (except 4WD Wagon and Wagon)



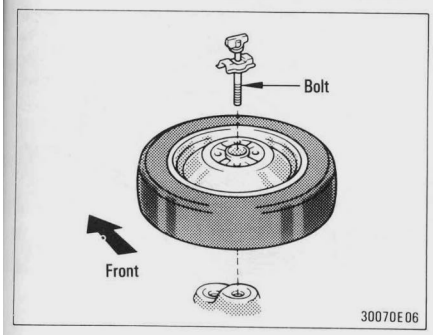
1. Get the tool bag, jack, jack handle and spare tire.

To prepare yourself for an emergency, you should familiarize yourself with the use of the jack, each of the tools and their storage locations.





When removing the jack, turn the joint by hand towards the CONTRACT direction until the jack is free. When storing, turn the joint by hand towards the EXPAND direction until the jack is firmly secured to prevent it from flying forward during a collision or sudden braking.

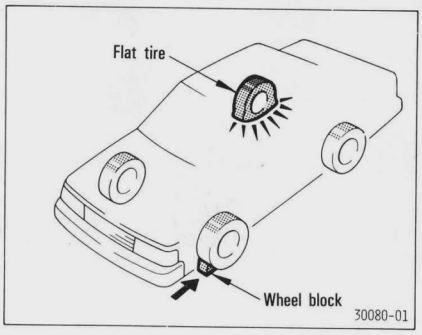


To remove the spare tire;

1. Remove the spare tire cover.
2. Loosen the bolt and remove it.

When storing the spare tire, put it into place with the outer side of the wheel facing up. Then secure the tire by repeating the above removal steps in reverse order to prevent it from flying forward during a collision or sudden braking.

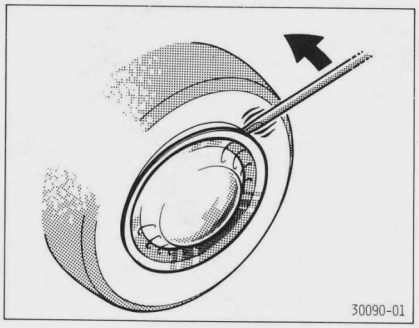
—Blocking the wheel



2. Block the wheel diagonally opposite the flat tire to keep the vehicle from rolling when it is jacked up.

When blocking the wheel, place the wheel block from the front for the front wheels or from the rear for the rear wheels.

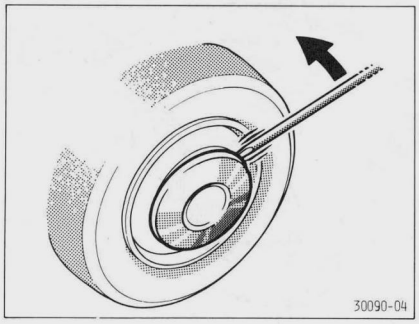
—Removing wheel ornament

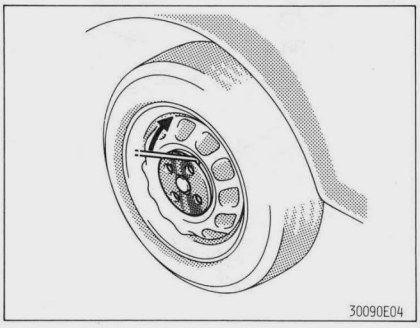


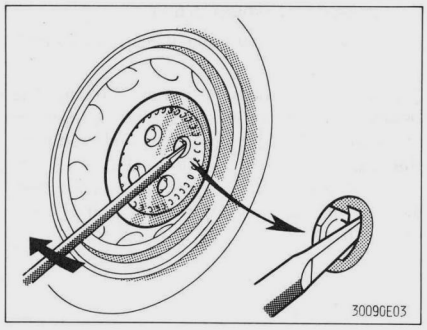
3. Remove the wheel ornament.

Skip this step if your vehicle is equipped with aluminum wheels.

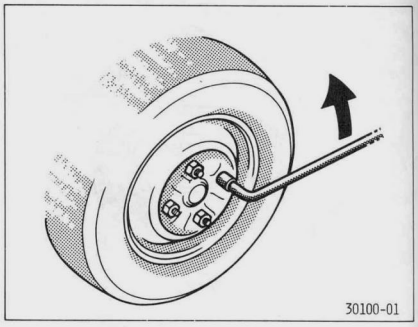
Pry off the wheel ornament, using the beveled end of the wheel ornament remover as shown. On gasoline-powered vehicles, the spark plug wrench handle also serves as a wheel ornament remover. To avoid personal injury, do not attempt to pull off the ornament by hand.







—Loosening wheel nuts



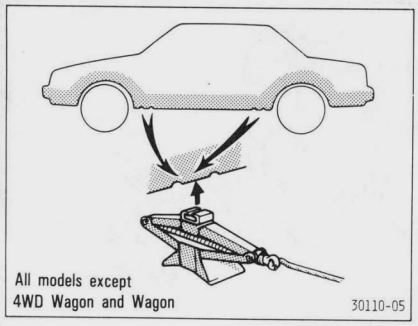
4. Loosen all the wheel nuts.

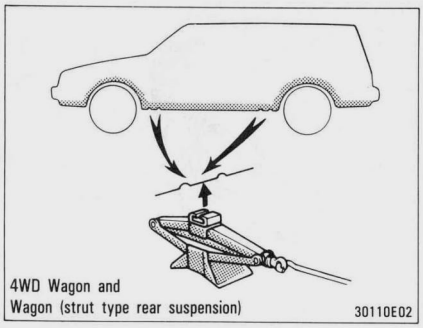
Always loosen the wheel nuts before raising the vehicle.

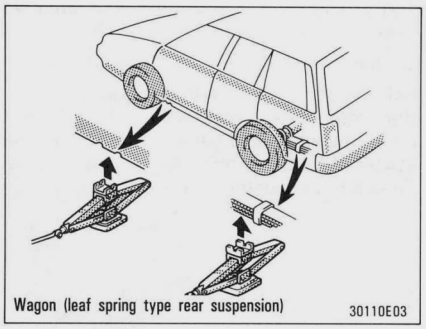
The nuts turn counterclockwise to loosen. To get maximum leverage, fit the wrench to the nut so that the handle is on the right side, as shown above. Grab the wrench near the end of the handle and pull up on the handle. Be careful that the wrench does not slip off the nut.

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

—Positioning the jack



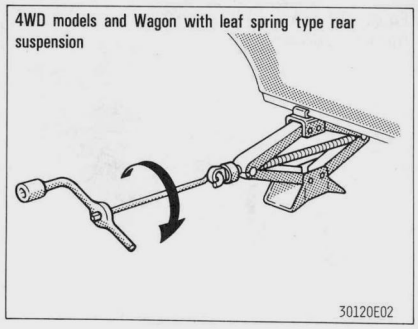




5. Position the jack at the correct jack point as shown.

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

—Raising your vehicle

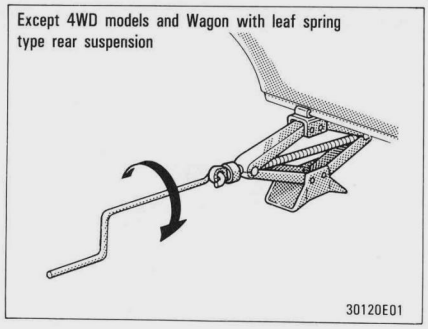


6. After making sure that no one is in the vehicle, raise it high enough so that the spare tire can be installed.

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

4WD models and Wagon with leaf spring type rear suspension: To raise the vehicle, insert the jack handle extension into the jack (it is a loose fit) and turn it clockwise with the handle.

Except 4WD models and Wagon with leaf spring type rear suspension: To raise the vehicle, insert the jack handle into the jack (it is a loose fit) and turn it clockwise.

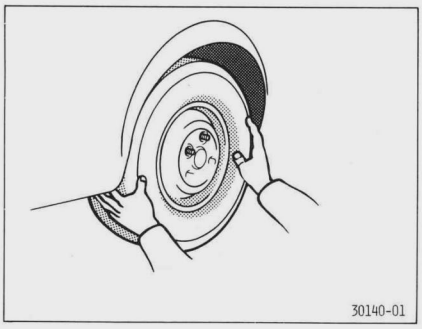


As the jack touches the vehicle and begins to lift, double-check that it is properly positioned.

CAUTION:

Never get under the vehicle when it is supported by the jack alone; use vehicle support stands.

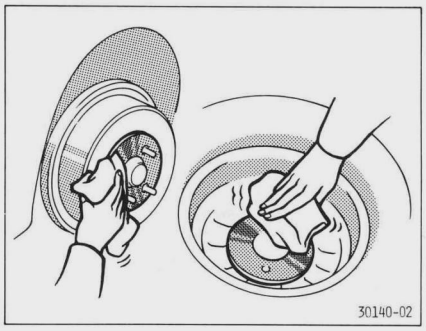
—Changing wheels



7. Remove the wheel nuts and change tires.

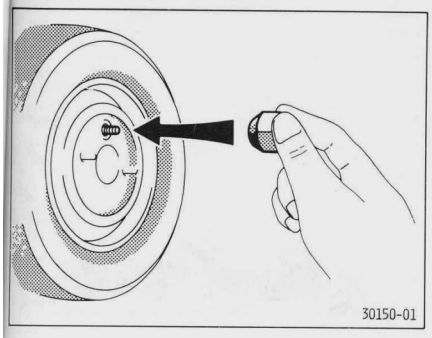
Lift the flat tire straight off and put it aside.

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.



Before putting on wheels, remove any corrosion on the mounting surfaces 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.

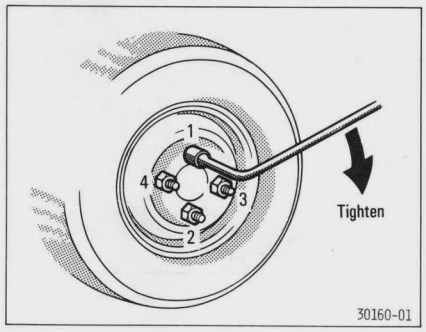
—Reinstalling wheel nuts



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 back on the tire back and see if you can tighten them more.

—Lowering your vehicle



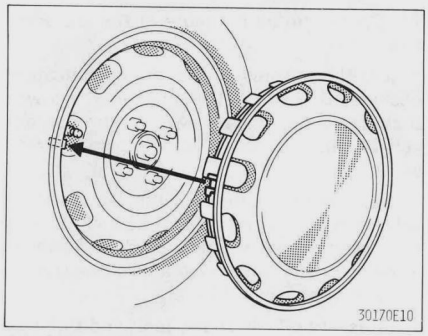
9. Lower the vehicle completely and tighten the wheel nuts.

Turn the jack handle counterclockwise to lower the vehicle.

Use only the wheel nut wrench to tighten the nuts. Do not use other tools or any additional leverage other than your hands, such as a hammer, pipe or your foot. 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.

—Reinstalling wheel ornament



10. Reinstall the wheel ornament.

Put the wheel ornament into position and then tap it firmly with the side or heel of your hand to snap it into place.

—After changing wheels

11. Check the air pressure of the replaced tire.

Adjust the air pressure to the specification designated in Part 8. 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.

12. Restow all the tools, jack and flat tire securely.

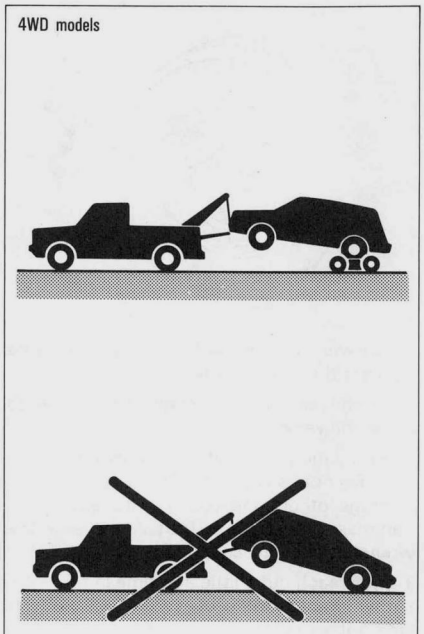
As soon as possible after changing wheels, tighten the wheel nuts to the torque specified in Part 8 with a torque wrench and have a technician repair the flat tire.

CAUTION:

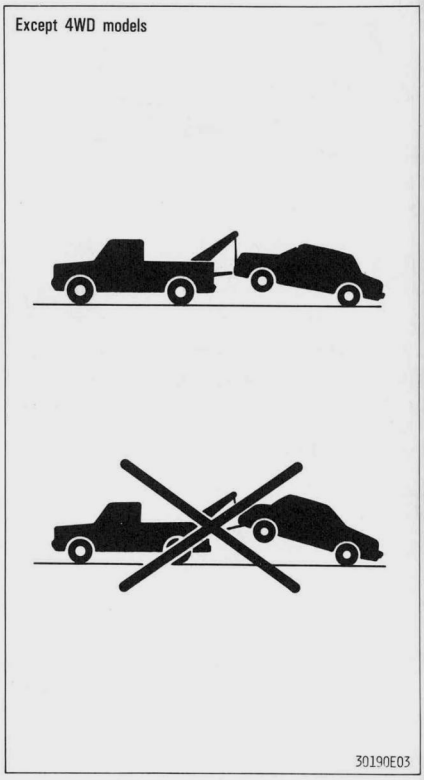
Before driving, make sure that all the tools, jack and flat tire are securely in place in their storage location to reduce the possibility of personal injury during a collision or sudden braking.

If your vehicle needs to be towed—

4WD models



Except 4WD models



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/provincial 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/provincial and local laws. The wheels and axle on the ground must be in good condition. If they are damaged, use a towing dolly.

MANUAL TRANSMISSION

4WD models

Towing can be done in the following two ways. Never use any other ways.

- **Towing with rear wheels on a dolly:** Be sure to raise the front wheels using a towing sling.
- **Towing with four wheels on ground:** Check that the center differential is unlocked. (The indicator light must be off with the ignition on.) Release the parking brake, put the transmission in neutral and place the ignition key in the "ACC" position.

  NOTICE:

  Do not tow with the key removed or in the "LOCK" position, as the steering lock mechanism is not strong enough to hold the front wheels straight while towing.

Except 4WD models

The vehicle may be towed from either the front or rear. We recommend using a towing dolly when towing from the rear.

- **Towing with rear wheels on ground:** Release the parking brake.
- **Towing with front wheels on ground:** Put the transmission in neutral and place the ignition key in the "ACC" position.

  NOTICE:

  Do not tow with the key removed or in the "LOCK" position, as the steering lock mechanism is not strong enough to hold the front wheels straight while towing.

AUTOMATIC TRANSMISSION

The vehicle can be towed from the front only. If towing from the rear, use a towing dolly. If the vehicle is towed with the four wheels on the ground, be sure that the automatic transmission fluid level is enough in the "HOT" range on the dipstick and that the towing speed and distance will be kept within 45 km/h (30 mph) and 80 km (50 miles) respectively.

NOTICE:

Never tow a vehicle with an automatic transmission from the rear with the front or four wheels on the ground, as this may cause serious damage to the transmission.

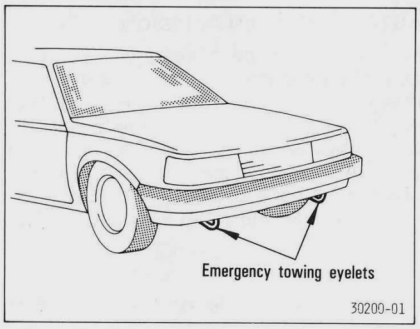
- **Towing with rear wheels on ground:** Release the parking brake.
- **Towing with four wheels on ground:** Release the parking brake, put the transmission in "N" and place the ignition key in the "ACC" position.

  NOTICE:

  Do not tow with the key removed or in the "LOCK" position, as the steering lock mechanism is not strong enough to hold the front wheels straight while towing.

  Do not tow faster than 45 km/h (30 mph) or farther than 80 km (50 miles). This causes transmission damage.

–Emergency towing



If towing service is not available in an emergency, your vehicle may be temporarily trailed by a cable secured to one of the emergency towing eyelets under the front of the vehicle.

A driver must be in the vehicle to steer it and operate the brakes.

Towing in this manner may be done only on hard-surfaced roads, for a short distance and at low speeds. Also, the wheels, axles, drive train, steering and brakes must all be in good condition.

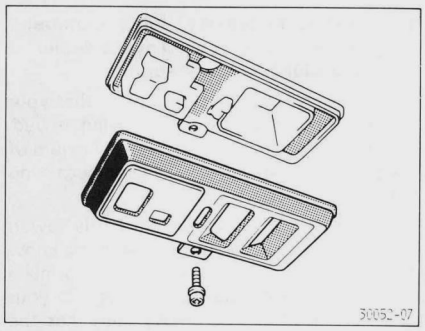
Before towing, release the parking brake and put the transmission in neutral (manual) or "N" (automatic). The key must be in "ACC" (engine off) or "ON" (engine running).

4WD models—Before towing, the center differential must be unlocked. In this case, check the indicator light is off.

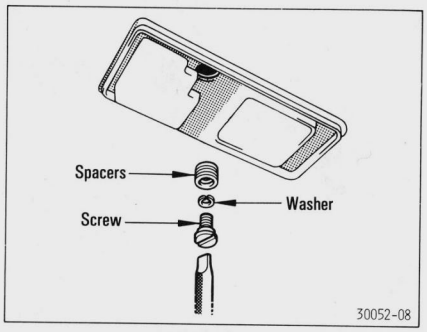
CAUTION:

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.

If the electric sun roof does not close (Sedan, Liftback and Hatchback)



1. Release the cover retaining screw and take off the sun roof control cover.

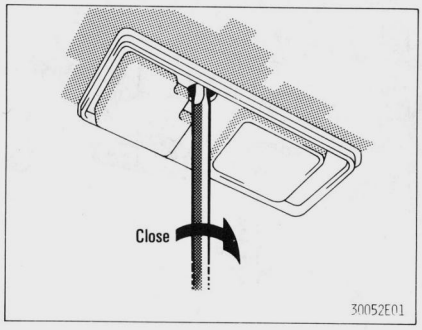


2. Unscrew the screw inside.

A special crank-shaped screwdriver for turning the screw and drive shaft can be found in your tool bag.

NOTICE:

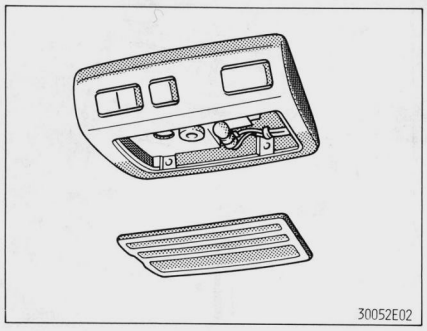
Be careful not to lose this screw, the washer or the spacers as the sun roof will not operate electrically without them.



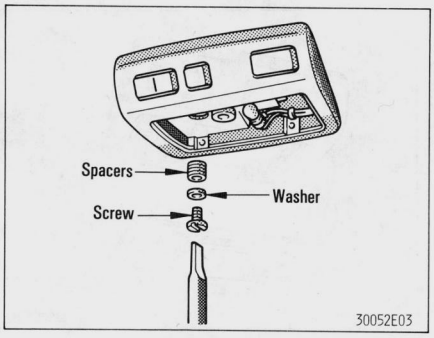
3. Close the sun roof by hand as far as it will go. Then insert the screwdriver into the hole and turn the drive shaft until the sun roof is completely closed.

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

If the electric sun roof does not close (4WD Wagon)



1. Take off the personal light lens.

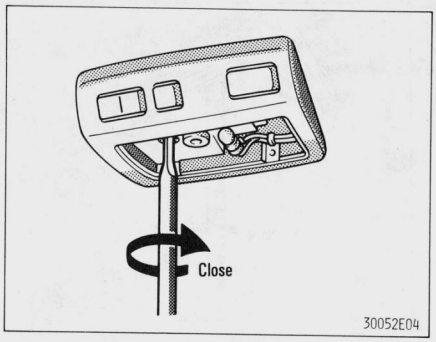


2. Unscrew the screw inside.

A special crank-shaped screwdriver for turning the screw and drive shaft can be found in your tool bag.

NOTICE:

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 the 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.

Part 5
CORROSION PREVENTION AND APPEARANCE CARE

- Protecting your Toyota from corrosion
- Washing and waxing your Toyota
- Cleaning the interior

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.

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.

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.

Your vehicle can be washed in an automatic car wash. Remember, however, that the paint surface could then be scratched with the brushes. Scratches reduce the paint's gloss retention and durability. They can become apparent easily, especially on the darker paints.

The following is the adequate procedure of car washing by hand.

1. 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.

2. Wash with a commercial car-wash product available at your Toyota dealer or auto parts store. Follow the manufacturer's mixing instructions carefully. 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 aluminum wheels, use only a mild soap or neutral detergent.

On plastic bumpers, remove dirt carefully and do not scrub with abrasive cleaners. The bumper face is soft.

Road tar may be removed with turpentine. Use warm water and car-wash soap for insects and tree sap. Commercial products are also available.

NOTICE:

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

3. 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.

4. 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.

After washing your vehicle, make sure the brakes are fully dry before driving.

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

1. Always wash and dry the vehicle before you begin waxing, even if you are using a combined cleaner and wax.

2. 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.

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

NOTICE:

Always remove the plastic bumpers if your vehicle is re-painted and placed in a high heat paint waxing booth. High temperatures could damage the bumpers.

Touch-up paint 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.

NOTICE:

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.

NOTICE:

Do not use dye or bleach on the belts—it may weaken them.

The windows may be cleaned with any household window cleaner.

NOTICE:

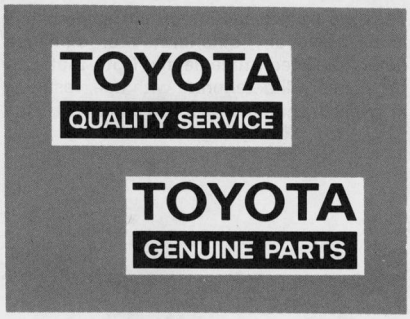
When cleaning the inside of the windows, be careful not to scratch or damage the heater wires on the rear window.

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

Part 6
MAINTENANCE REQUIREMENTS

- Maintenance facts
- Does your vehicle need repairing?

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 in the separate booklet. 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.

For full details of your maintenance scehdule, read the separate "Toyota Service Booklet" or "Toyota Warranty Booklet".

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 Part 7.

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.

The service interval for scheduled maintenance is determined by the odometer reading or time interval, whichever comes first, shown in the schedule.

Rubber hoses (for cooling and heater system, brake system and fuel system) should be inspected by a qualified technician in accordance with the Toyota maintenance schedule.

They are particularly important maintenance items. Have any deteriorated or damaged hoses replaced immediately. Note that rubber hoses will deteriorate with age, resulting in swelled, chafed or cracked condition.

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 open 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; vehicle pulls to one side when braking
- Engine temperature continually higher than normal

- Engine continually runs hot; oil pressure gauge stays low

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

CAUTION:

Do not continue driving with the vehicle unchecked. It could result in serious vehicle damage and possibly personal injury.

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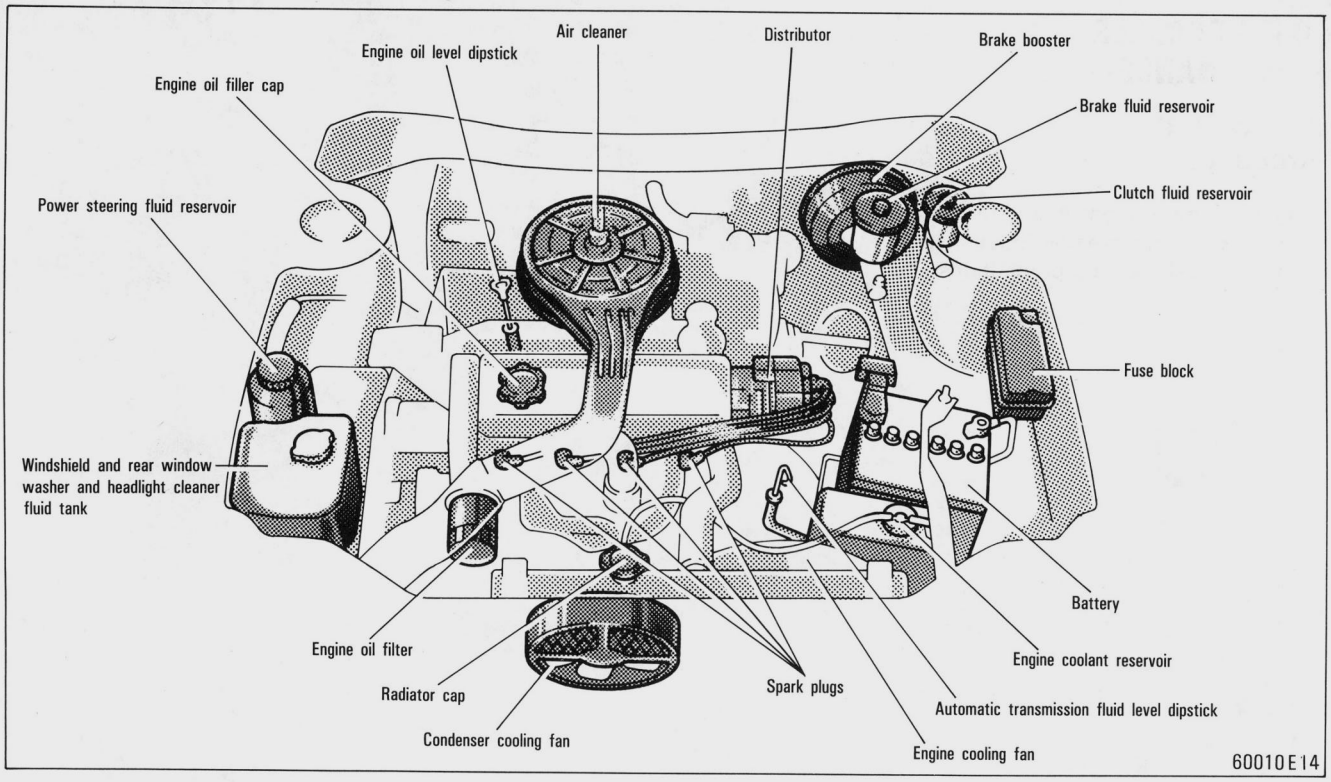
Part 7
DO-IT-YOURSELF MAINTENANCE–

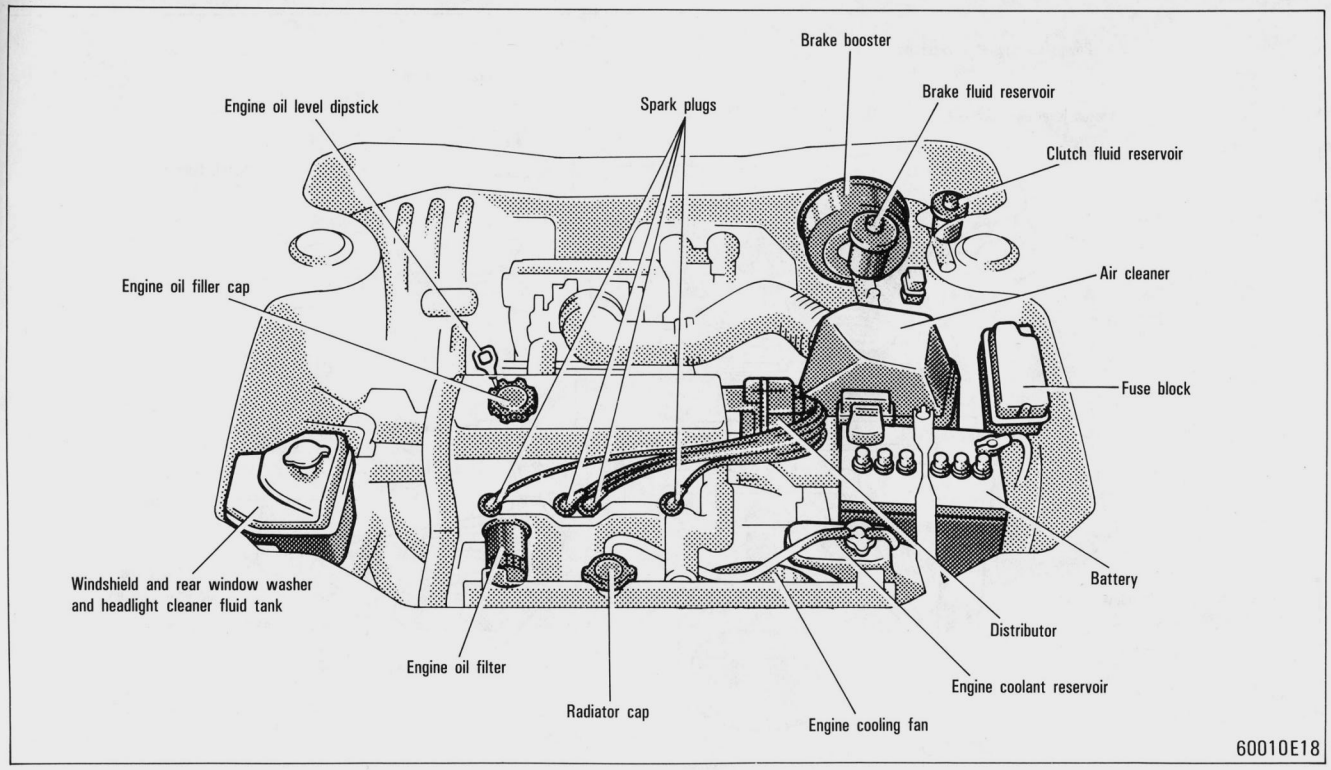
Chapter 7-1
Introduction

- Engine compartment overview
- Fuse and circuit breaker locations
- Do-it-yourself service precautions

Engine compartment overview (2E engine)

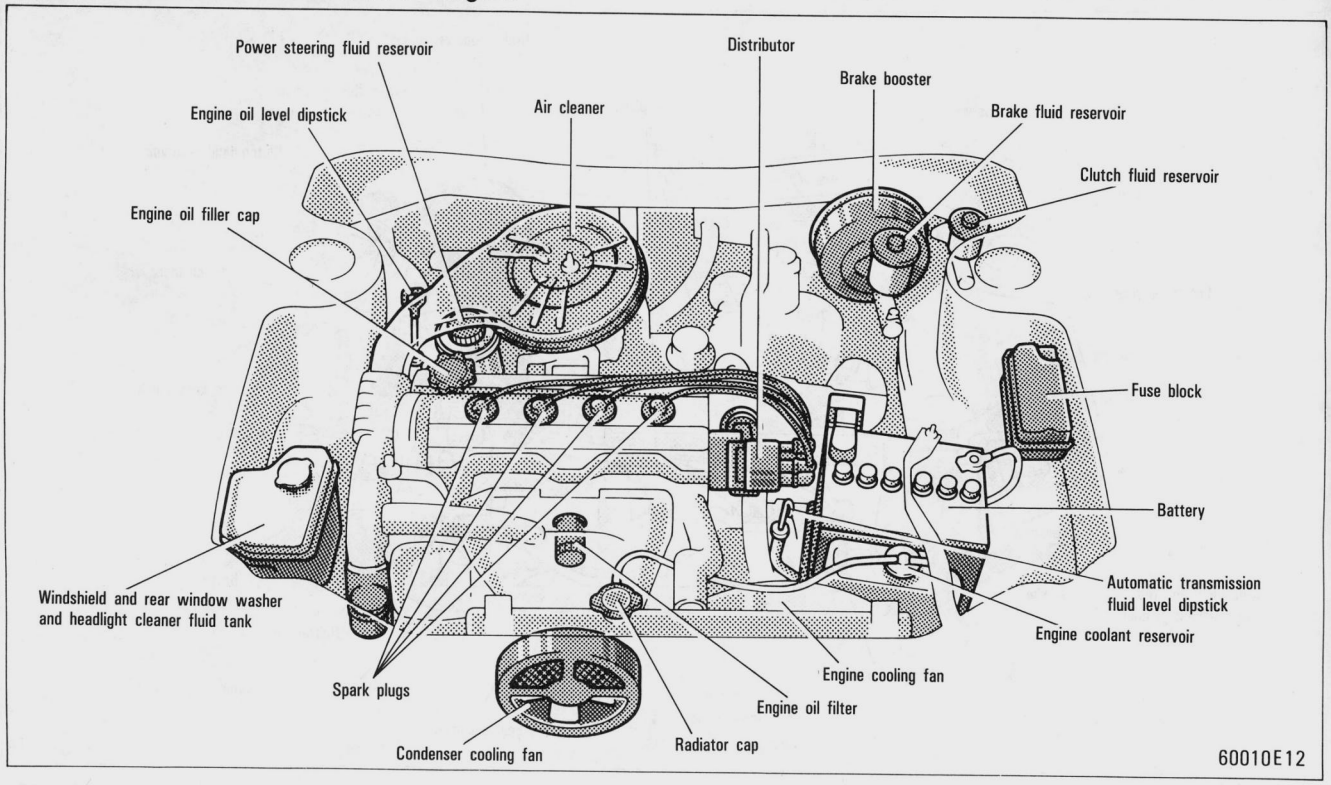


Engine compartment overview (2E-E engine)



151

Engine compartment overview (4A-F engine)



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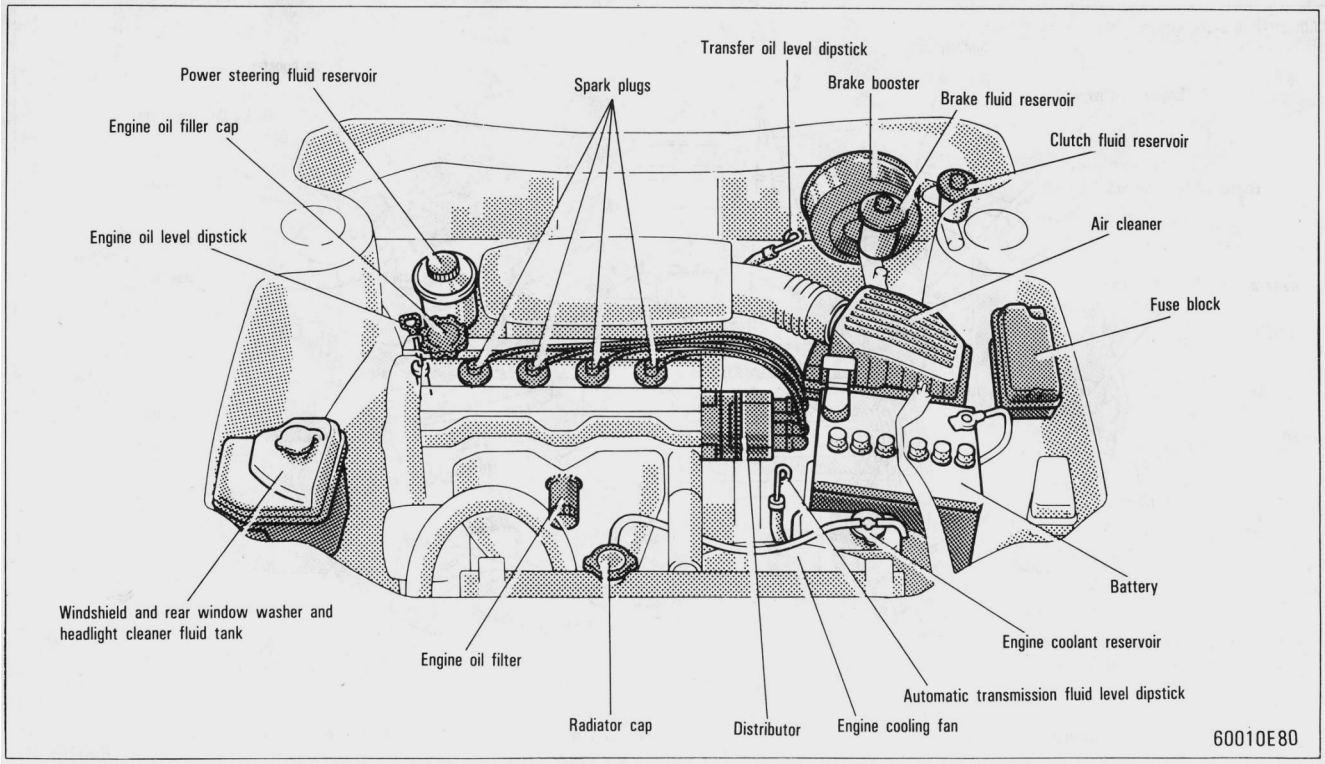
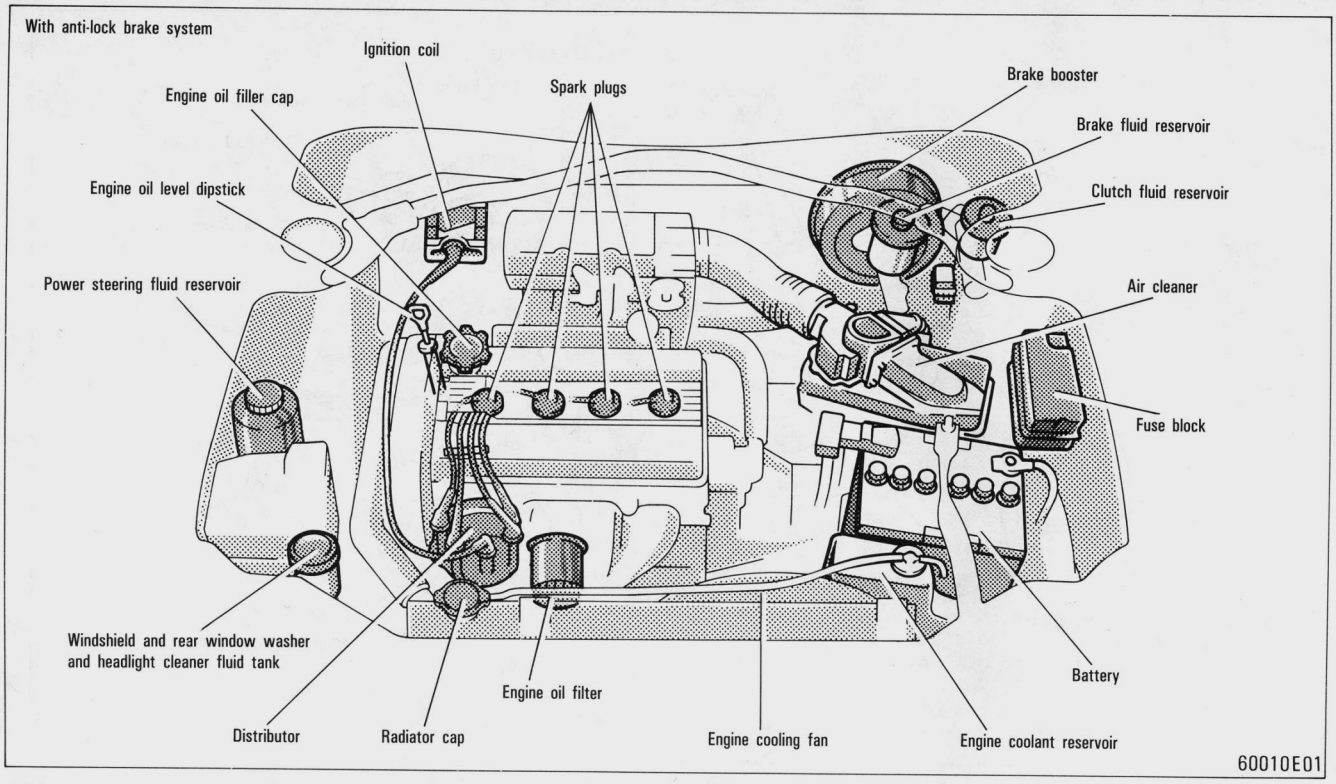
Engine compartment overview (4A-FE engine)



153

Engine compartment overview (4A-GE engine with catalytic converter)



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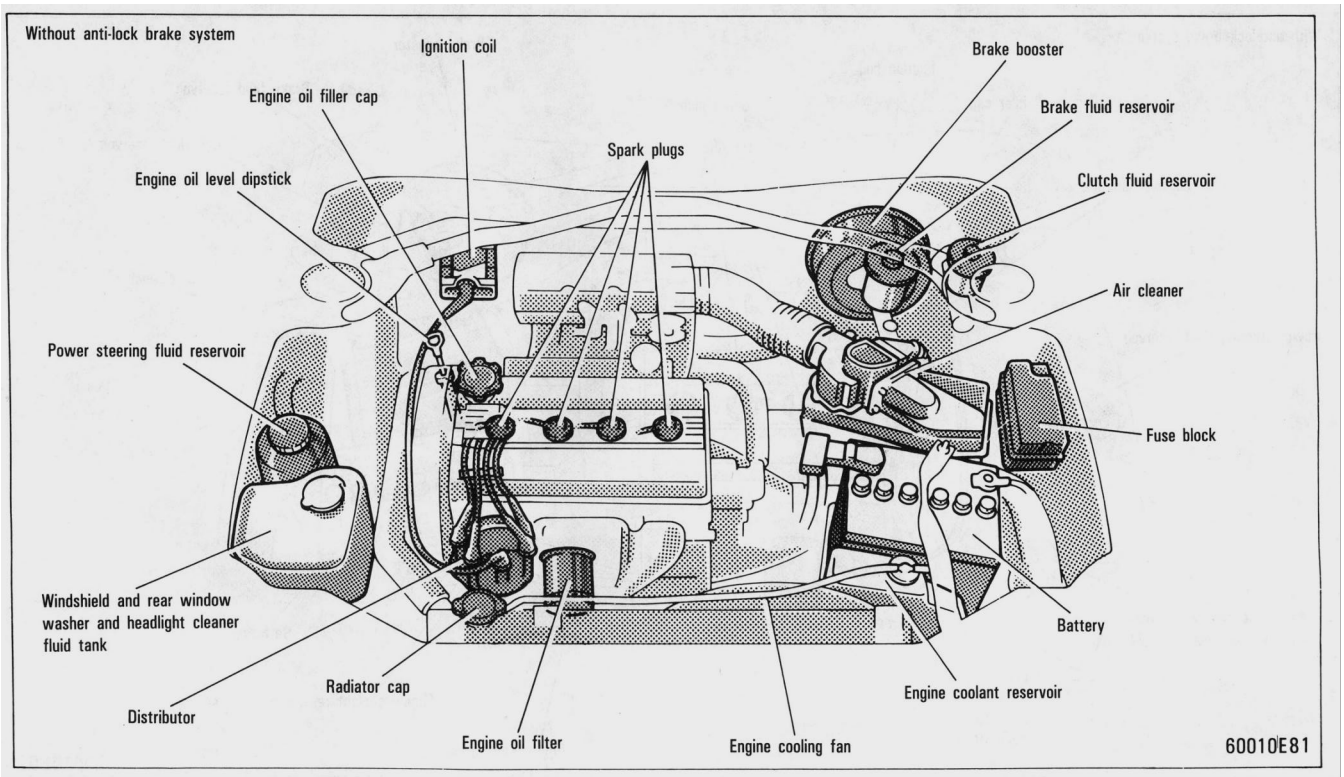

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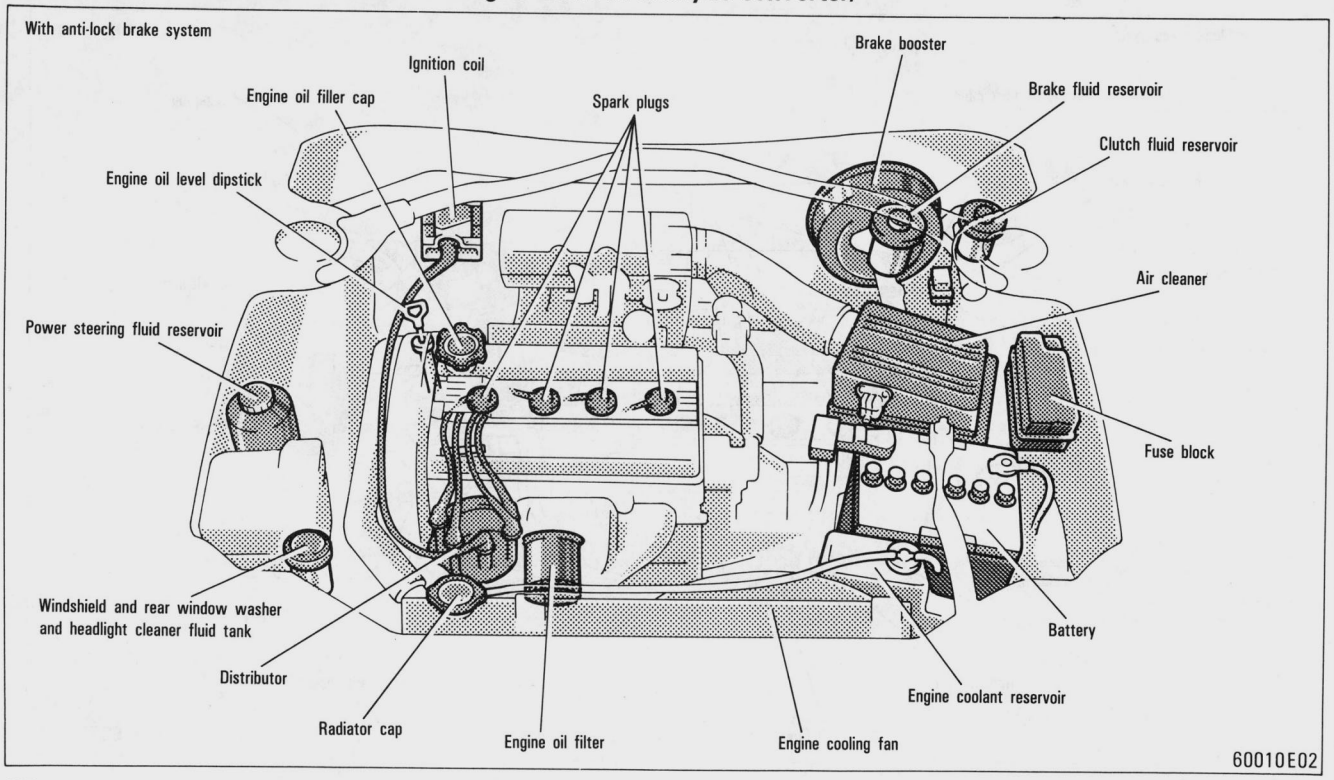
Engine compartment overview (4A-GE engine without catalytic converter)



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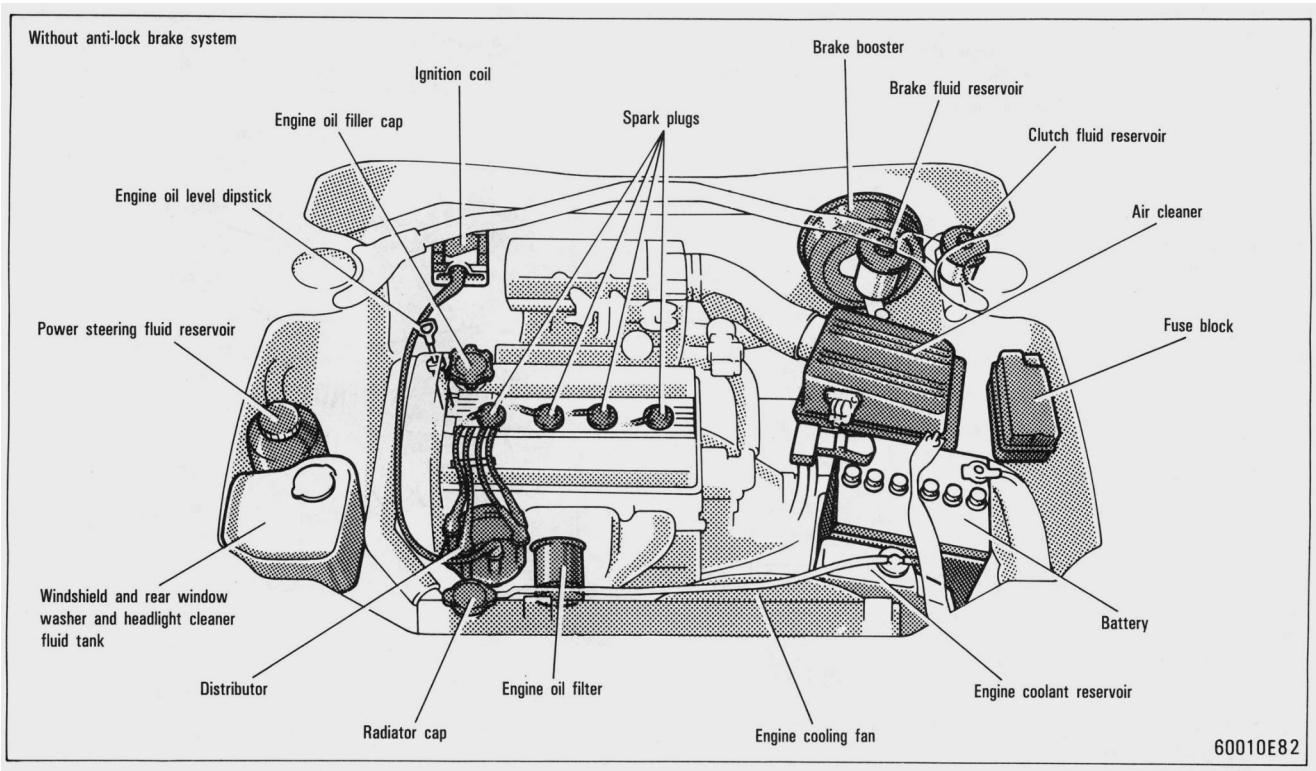

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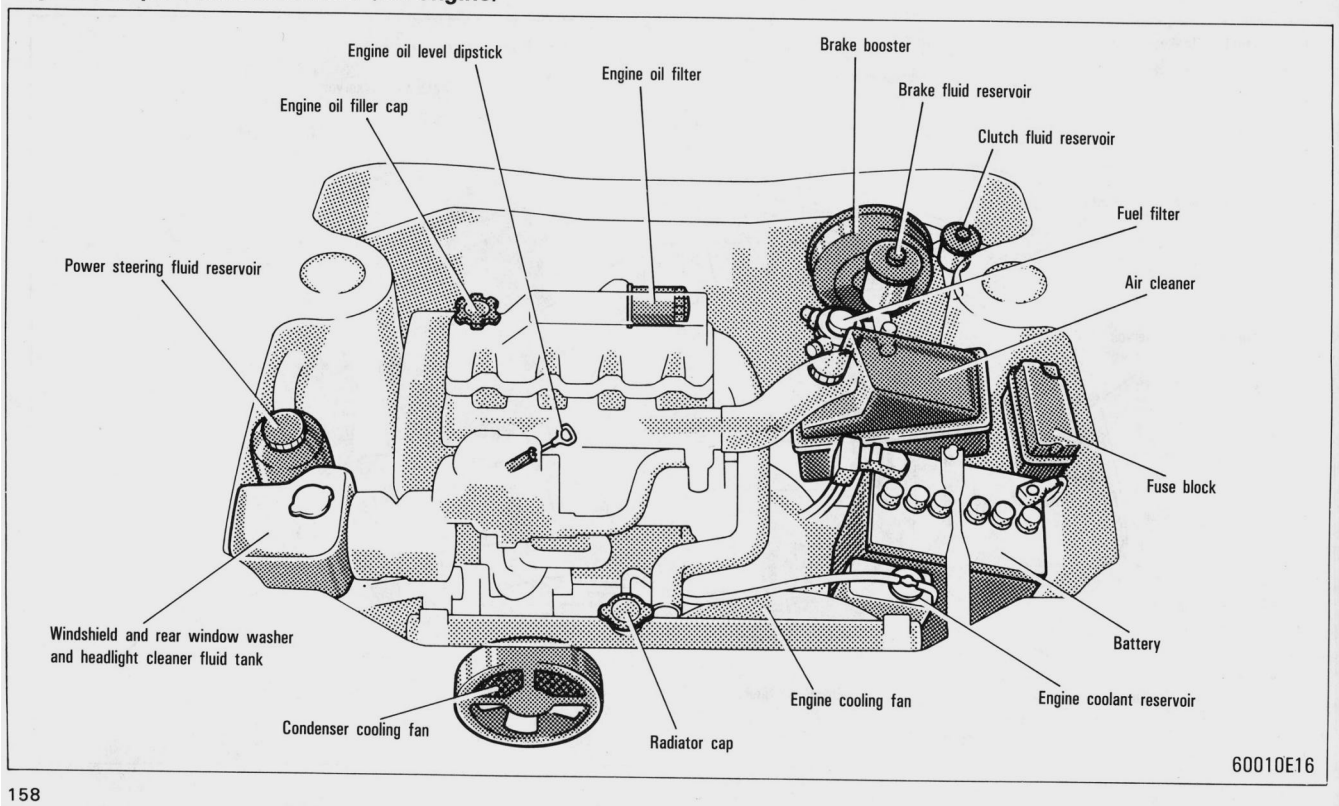
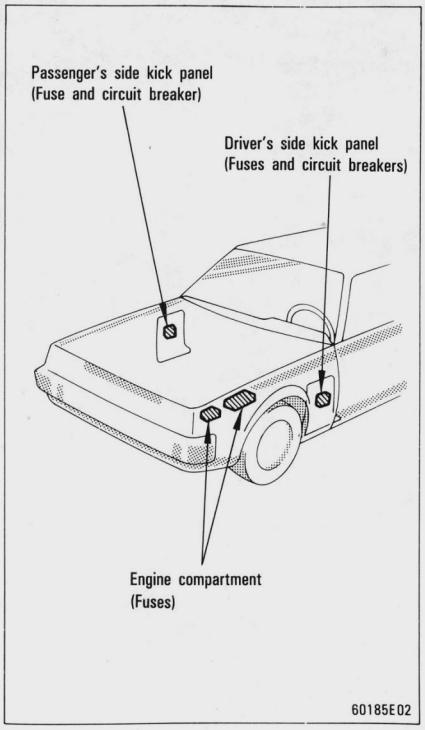
Engine compartment overview (1C engine)



158

Fuse and circuit breaker locations



Do-it-yourself service precautions

If you perform maintenance by yourself, be sure to follow the correct procedure given in this part.

You should be aware that improper or incomplete servicing may result in operating problems.

This part gives instructions only for those items that are relatively easy for an owner to perform. As explained in Part 6, there are still a number of items that must be done by a qualified technician with special tools.

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:

CAUTION:

- **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.**
- **Be sure that the ignition is off if you work near the engine and condenser cooling fans or radiator grille. With the ignition on, the engine cooling fan will automatically start to run if the engine coolant temperature is high and the condenser cooling fan will automatically start to run if the air conditioner is on.**
- **Use eye protection whenever you work on or under your vehicle where you may be exposed to flying or falling material, fluid spray, etc.**

NOTICE:

Remember that battery and ignition cables carry high currents or voltages. Be careful of accidentally causing a short circuit.

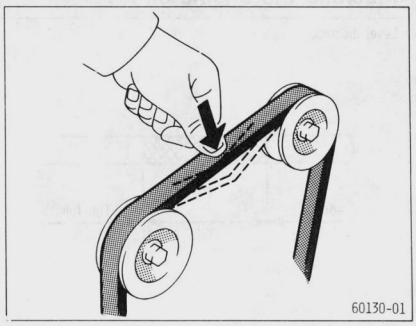
When closing the engine hood, check to see that you have not forgotten any tools, rags, etc.

Part 7
DO-IT-YOURSELF MAINTENANCE–

Chapter 7-2
Engine and Chassis

- Checking the engine drive belts
- Checking the engine oil level
- Changing the engine oil and filter
- Checking the engine coolant level
- Changing the engine coolant
- Draining fuel filter water
- Checking and replacing the air cleaner element
- Replacing spark plugs
- Checking clutch pedal freeplay
- Checking brake and clutch fluid
- Checking brake pedal freeplay
- Checking brake pedal clearance
- Checking parking brake adjustment
- Checking the brake booster
- Checking power steering fluid
- Checking steering wheel freeplay
- Checking manual transaxle oil
- Checking manual transaxle oil or fluid
- Checking automatic transmission fluid
- Checking rear differential oil
- Checking differential fluid
- Checking tire pressure
- Checking and replacing tires
- Rotating tires
- Installing snow tires and chains
- Replacing wheels
- Aluminum wheel precautions

Checking the engine drive belts



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

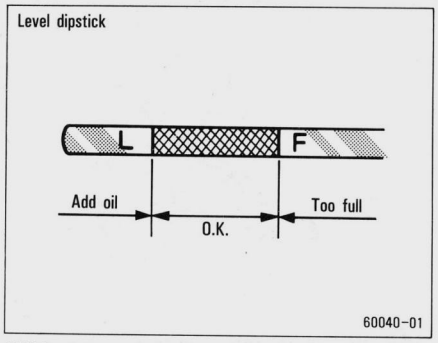
a. With the engine turned off, check the belts for cracks, fraying, excessive wear or oil stains. Have belts in poor condition immediately replaced by your Toyota dealer.

b. With your thumb, press hard on each belt midway between the pulleys. Each belt should deflect no more than the amount specified in Part 8. If a belt is loose, have it adjusted by your Toyota dealer.

CAUTION:

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

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.

CAUTION:

Be careful not to touch the hot exhaust manifold.

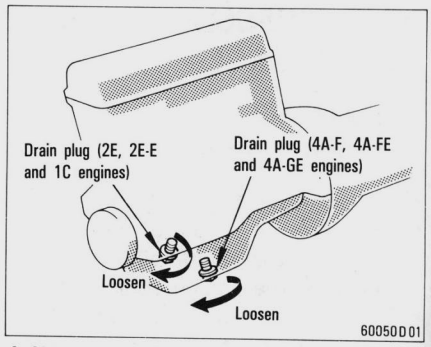
If the oil level is below the "L" mark, add engine oil of the same type as already in the engine.

Remove the oil filler cap and add engine oil in small quantities at a time, checking the dipstick. When the level reaches within the correct range, install the filler cap hand-tight.

NOTICE:

Avoid overfilling, or the engine could be damaged.

Changing the engine oil and filter



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 engine temperature gauge shows a rise. (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. Remove the drain plug and allow the oil to drain fully.

a. Place a drain pan under the drain plug.

b. Using a wrench, remove the drain plug. Allow the oil to drain fully.

CAUTION:

The oil may be hot—be careful not to burn yourself.

3. Remove the old oil filter and install a new one. Reinstall the drain plug.

a. 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.

b. 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.

c. Smear a little engine oil on the rubber gasket of the new oil filter.

d. Screw the new filter into place and tighten it until the gasket contacts the seat. Then give it an additional 3/4 turn to seat the filter with the oil filter wrench.

e. Reinstall the drain plug and a new gasket. Tighten the plug with your wrench, but do not force it and strip the threads.

CAUTION:

Be careful not to touch the hot exhaust manifold.

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

a. See the following "Engine oil selection" proper engine oil selection. Engine oil additives are neither needed nor recommended.

b. After adding the oil, make sure that the filler cap is installed hand-tight. You should double-check the oil level on the dipstick.

c. With the engine running, look carefully for any small leaks from around the oil filter or drain plug. Any leak indicates a faulty installation.

d. Turn the engine off and wait a few minutes. Check the oil level again and add oil if necessary.

CAUTION:

- **Used engine oil contains potentially harmful contaminants which may cause skin disorders such as inflammation or skin cancer, so care should be taken to avoid prolonged and repeated contact with it. To remove used engine oil from your skin, wash thoroughly with soap and water.**
- **Do not leave used oil within the reach of children.**
- **Dispose of used oil and filter only in a safe and acceptable manner. Do not dispose of used oil and filter in household trash, in sewers or onto the ground. Call your dealer or a service station for information concerning recycling or disposal.**

Engine oil selection

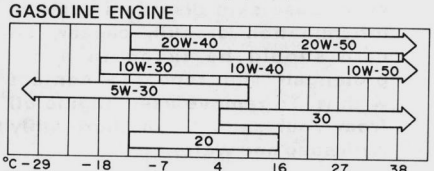
Use engine oil of the following API grade. Determine the viscosity for your climate. Recommended viscosity is given in the chart below.

Gasoline engine
SE, SF, SG or better

Diesel engine
CD or better

Recommended viscosity (SAE):

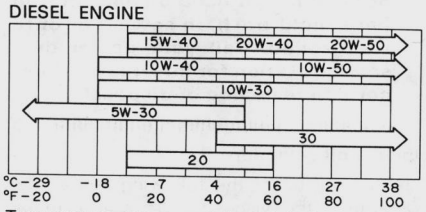
GASOLINE ENGINE



Temperature range anticipated before next oil change

80040-09E

DIESEL ENGINE



Temperature range anticipated before next oil change

80040-08E

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. If the level is low, add coolant of the same type as already in the system.

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.

Always use the same type of coolant as already in the cooling system. For information on coolant, see also "Changing the engine coolant".

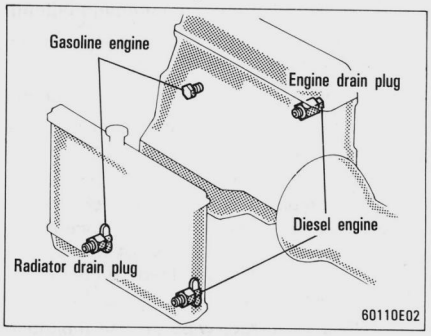
If the coolant level drops within a short time after replenishing, there may be a leak in the system. Visually check the radiator, hoses, radiator cap and drain cock, and water pump.

If no leak can be found, have the cap pressure tested at your Toyota dealer.

CAUTION:

To prevent burning yourself, do not remove the radiator cap when the engine is hot.

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 and loosen (turn counterclockwise) the two drain plugs.

CAUTION:

To prevent burning yourself, do not remove the radiator cap or loosen the drain plugs if the engine is hot.

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

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

b. Pour the proper amount of antifreeze or anticorrosive into the radiator. Then fill with clean demineralized or distilled water until the radiator is full.

NOTICE:

Add only demineralized or distilled water to fill the radiator.

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

d. Start the engine, and top out the radiator with water. Fill the reservoir half full.

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

NOTICE:

If you spill some of the coolant, be sure to wash it off with water to prevent it from damaging the parts or painting.

Coolant type selection

Your coolant must contain either ethylene-glycol antifreeze or anticorrosive.

Ethylene-glycol antifreeze is the antifreeze contained in the coolant your new Toyota is delivered with. In addition to preventing freezing and subsequent damage to the engine, this will prevent corrosion.

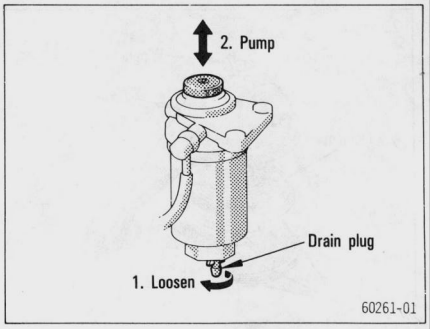
Anticorrosive may be used only in regions where there is no possibility of the coolant freezing. Use Toyota "RADIATOR CONDITIONER" anticorrosive or equivalent.

Read the antifreeze or anticorrosive container for information on freeze and corrosion protection. Follow the manufacturer's directions for how much to mix with water. The total capacity of the cooling system is given in Part 8. As for antifreeze, we recommend 50 % solution be used for your Toyota, or a sufficient quantity to provide protection to about −35°C (−31°F).

NOTICE:

Do not use alcohol type antifreeze or plain water alone.

Draining fuel filter water (diesel engine)



When the fuel filter warning light or buzzer comes on, the water in the fuel filter must be drained immediately.

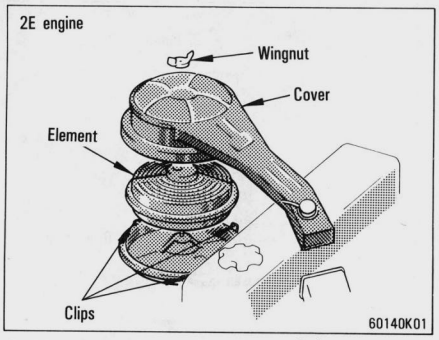
a. Place a small tray under the drain plug to catch the water.

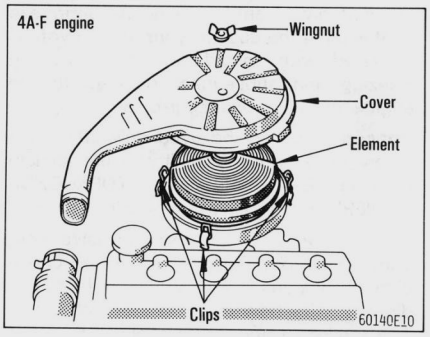
b. Turn the drain plug counterclockwise about 2 — 2-1/2 turns. (Loosening more than this will cause water oozing from around the drain plug.)

c. Operate the priming pump until fuel begins to run out.

d. Retighten the drain plug. Do not use a tool.

Checking and replacing the air cleaner element (2E and 4A-F engines)

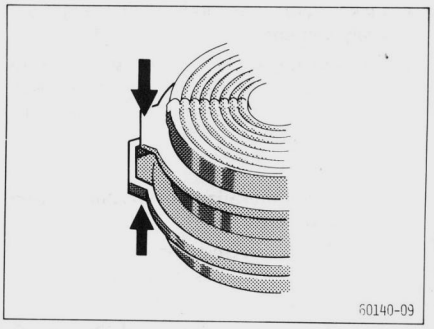




1. To inspect the element, unscrew the wingnut and release the clips. Then remove the cover and take out the element.

The wingnut can be unscrewed by hand.

Inspect the upper surface of the element. If it is dirty, it should be replaced. If it is just moderately dusty, it may be cleaned by blowing compressed air from the lower surface. Do not wash or oil the element.



2. To install an element, align the tabs on the case, element and cover.

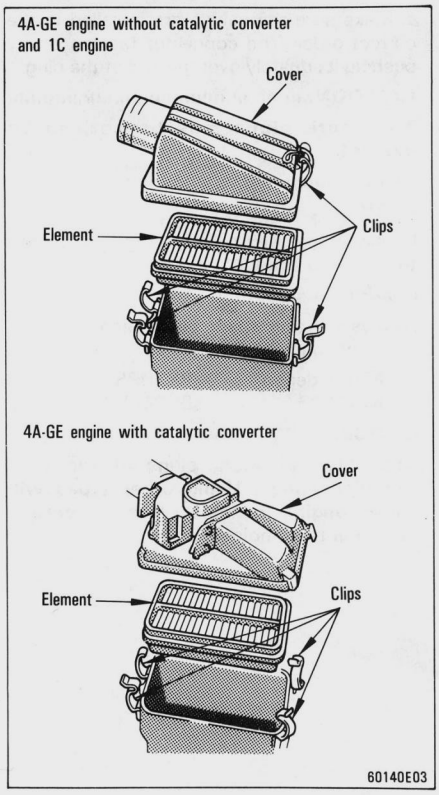
Before installing, remove any dust from where the element seats.

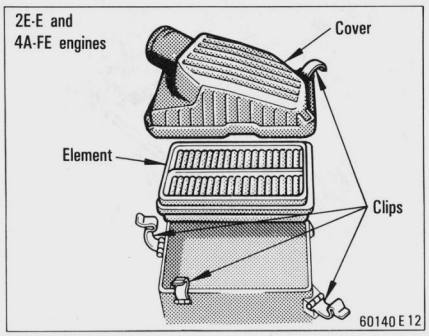
NOTICE:

Do not overtighten the wingnut, or the carburetor may be damaged.

Do not drive with the air cleaner removed, or excessive engine wear could result. Also backfiring could cause a fire in the engine compartment.

Checking and replacing the air cleaner element (2E-E, 4A-FE, 4A-GE and 1C engines)





To inspect the element, release the clips, remove the cover and take out the element.

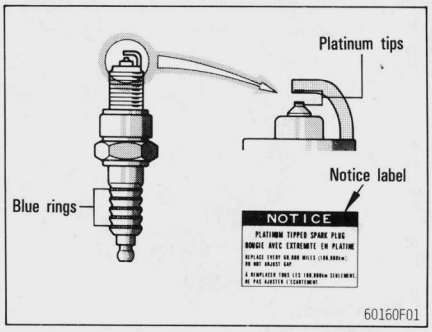
Inspect the lower surface of the element. If it is dirty, it should be replaced. If it is just moderately dusty, it may be cleaned by blowing compressed air from the upper surface. Do not wash or oil the element.

When installing an element, be sure to remove any dust from where the element seats and put the element properly in place.

NOTICE:

Do not drive with the air cleaner removed, or excessive engine wear could result. Also backfiring could cause a fire in the engine compartment.

Replacing spark plugs (4A-GE engine with catalytic converter)

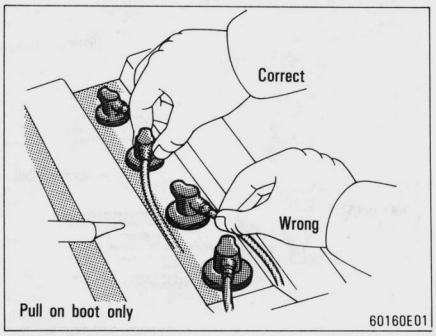


Your engine uses platinum-tipped spark plugs which do not require replacement as frequently as the conventional type.

The platinum-tipped spark plugs are identified by blue rings on the ceramic. They will last much longer than the conventionals. Replacement interval is 100000 km (60000 miles).

NOTICE:

Do not reuse the platinum-tipped spark plugs by cleaning or regapping.



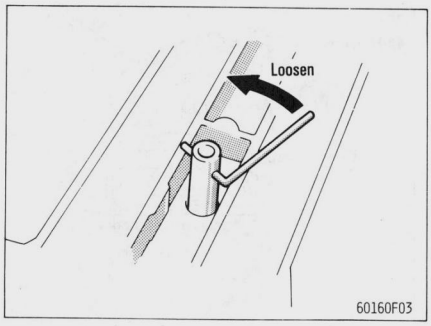
1. Unscrew the bolts and remove the cover. Unfasten the spark plug cables by pulling on the boot, not on the cable itself.

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.

CAUTION:

The boots may be hot, so be careful.



2. Unscrew the old spark plugs with a spark plug wrench and remove them. Install new spark plugs and reconnect the spark plug cables in the correct order.

a. Screw in the new plugs by hand as far as they will go. If necessary, a spark plug wrench may be used for an extension. If a plug does not screw in smoothly, remove it and try again to ensure the correct engagement of the threads on the spark plug with the threads in the hole. This prevents the threads from stripping in the next step.

b. Tighten the plugs with a spark plug wrench. Do not overtighten.

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.

CAUTION:

The spark plugs may be hot, so be careful.

NOTICE:

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

Spark plug selection

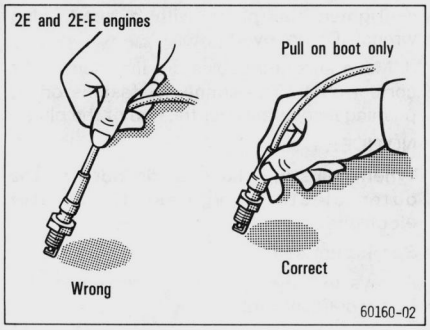
Always use the spark plugs recommended below or equivalent.

Nippondenso	PK20R8
NGK	BKR6EP8

NOTICE:

Use only the spark plugs of the type specified above. Using other types will cause engine damage, loss of performance or radio noises.

Replacing spark plugs (others)



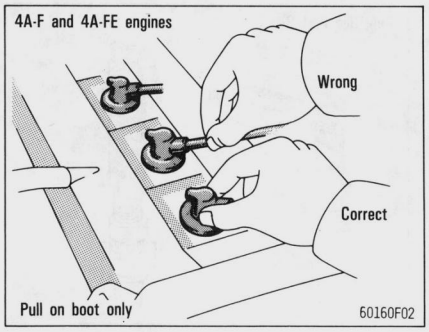
1. Unscrew the bolts and remove the cover (4A-GE engine only). Unfasten the spark plug cables by pulling on the boot, not on the cable itself.

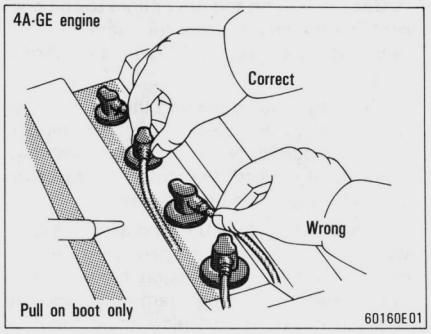
a. Note the order of the spark plug cables. If you are not positive that you can reconnect them correctly, mark each cable with a number on a piece of tape before disconnecting it.

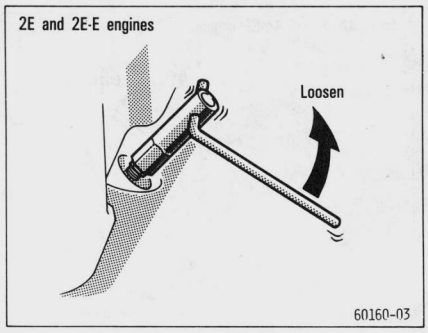
b. Unfasten the connector by pulling straight up. Pulling on the cables may break the carbon conductor inside.

CAUTION:

The boots may be hot, so be careful.







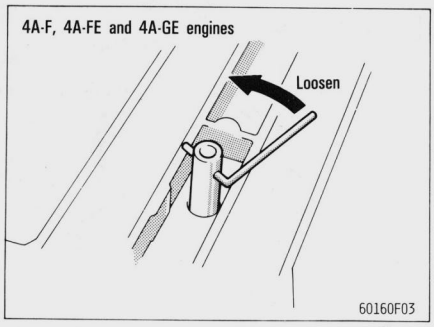
2. Unscrew the old spark plugs with a spark plug wrench and remove them.

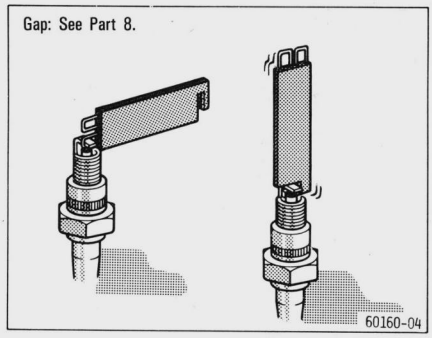
CAUTION:

The spark plugs may be hot, so be careful.

NOTICE:

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 the 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.

b. Screw in the plugs by hand as far as they will go. If necessary, a spark plug wrench may be used for an extension. If a plug does not screw in smoothly, remove it and try again to ensure the correct engagement of the threads on the spark plug with the threads in the hole. This prevents the threads from stripping in the next step.

c. Tighten the plugs with a spark plug wrench. Do not overtighten.

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

NOTICE:

When adjusting the gap, do not pry the outer electrode against the center electrode.

Spark plug selection

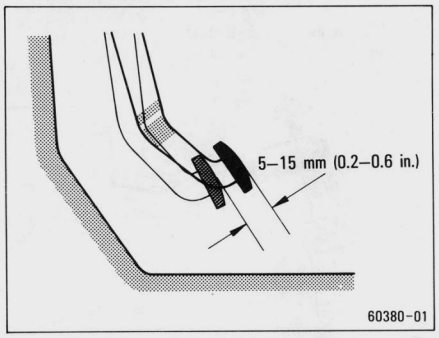
Always use the spark plugs recommended below or equivalent.

	Nippondenso	NGK
2E engine	W16EXR-U11	BPR5EY11
2E-E engine	W16EXR-U	BPR5EY
4A-F engine	QJ16AR-U	BCRE527Y
4A-FE engine	Q16R-U	BCPR5EY
4A-GE engine without catalytic converter		
	K20R-U	BKR6EYA

NOTICE:

Use only the spark plugs of the type specified above. Using other types will cause engine damage, loss of performance or radio noises.

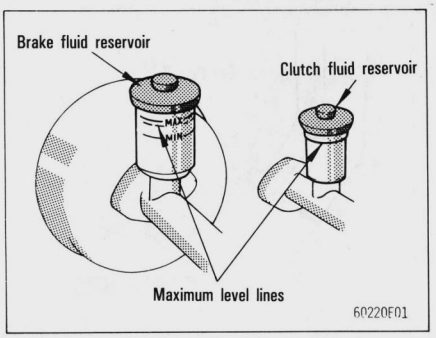
Checking clutch pedal freeplay



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 and clutch fluid



To check the fluid levels, simply look at the see-through reservoirs. The brake and clutch fluid levels should be within 10 mm (0.4 in.) and 5 mm (0.2 in.) respectively below each maximum level line.

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 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 FMVSS No.116 DOT 3 brake fluid to the brake or clutch reservoir.

Remove and replace the reservoir covers by hand. Fill the brake fluid to the dotted line. This brings the fluid to the correct level when you put the cover back on.

Use only newly opened brake fluid. Once opened, 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.

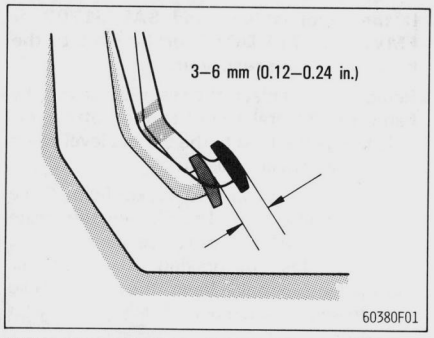
CAUTION:

Use caution in filling the reservoirs because brake fluid can harm your eyes and damage painted surfaces. If fluid gets in your eyes, flush your eyes with clean water.

NOTICE:

If you spill some of the fluid, be sure to wash it off with water to prevent it from damaging the parts or painting.

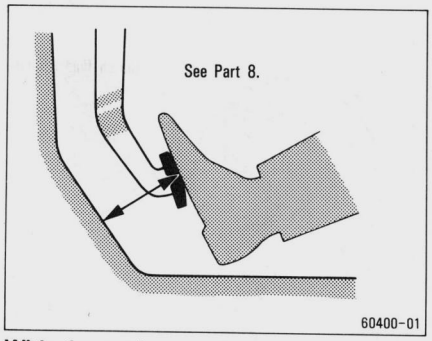
Checking brake pedal freeplay



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.

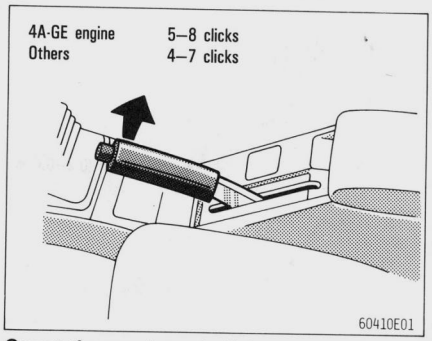
Checking brake pedal clearance



With the engine running, have someone press the brake pedal several times and then press hard (approximately 50 kg [110 lb., 490 N]) 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



Count the number of clicks as you slowly pull on the parking brake as far as it will go (approximately 20 kg [44 lb., 196 N]). The adjustment is correct if you hear the number of clicks specified above.

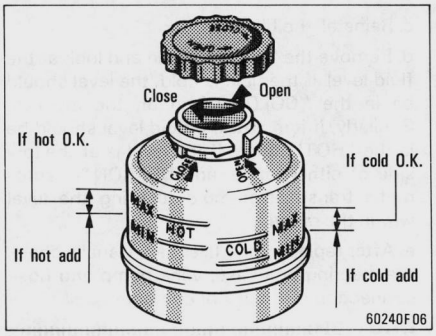
If you count more or less clicks, have the parking brake adjusted by your Toyota dealer.

Checking the brake booster

Sit in the driver's seat and follow the instructions 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 power steering fluid (type A)



Check the fluid level through the reservoir. If necessary, add DEXRON®-II 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.

Clean all dirt from outside of the reservoir tank and look at the fluid level. If the fluid is cold, the level should be in the "COLD" range. 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 automatic transmission fluid to bring the level within the range.

To remove the filler cap, turn it counterclockwise and lift up. To reinstall it, turn it clockwise. After replacing the filler cap, visually check the steering box case, vane pump and hose connections for leaks or damage.

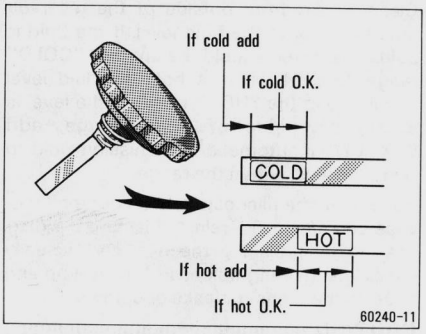
CAUTION:

The reservoir tank may be hot so be careful not to burn yourself.

NOTICE:

Avoid overfilling, or the power steering could be damaged.

Checking power steering fluid (type B)



Check the fluid level on the dipstick. If necessary, add DEXRON®-II 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 counterclockwise and wipe the dipstick clean.

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 automatic transmission fluid to bring the level within the range.

e. After replacing the filler cap, visually check the steering box case, vane pump and hose connections for leaks or damage.

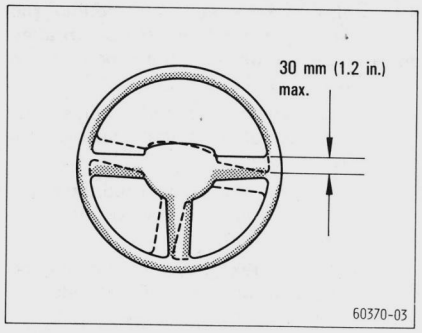
CAUTION:

The reservoir tank may be hot so be careful not to burn yourself.

NOTICE:

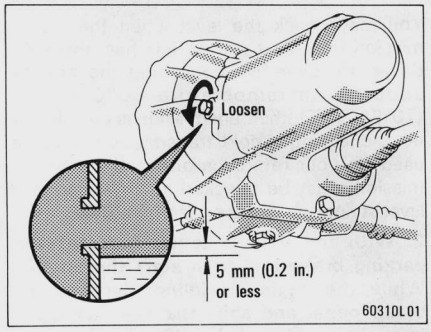
Avoid overfilling, or the power steering could be damaged.

Checking steering wheel freeplay



With the vehicle stopped and the front wheels pointed straight ahead, turn the steering wheel lightly to both sides. If the freeplay is more than specified, have it inspected by your Toyota dealer.

Checking manual transaxle oil (4WD models)



Remove the filler plug and feel inside the hole with your finger. The oil level should be no more than 5 mm (0.2 in.) below the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

a. Make sure the vehicle is level while making this check.

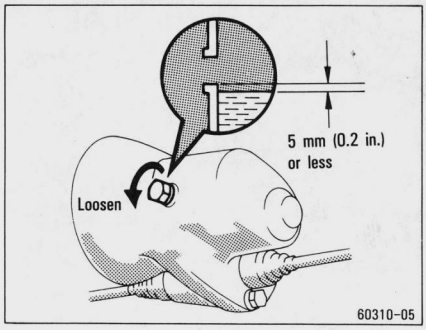
b. After installing the plug, visually check the transaxle case for leaks or damage.

If the level is low, there may be a leak in the system. Have your vehicle checked by your Toyota dealer as soon as possible.

CAUTION:

Right after driving the oil may be hot, so be careful.

Checking manual transaxle oil or fluid (except 4WD models)



Remove the filler plug and feel inside the hole with your finger. The oil level should be no more than 5 mm (0.2 in.) below the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

a. Make sure the vehicle is level while making this check.

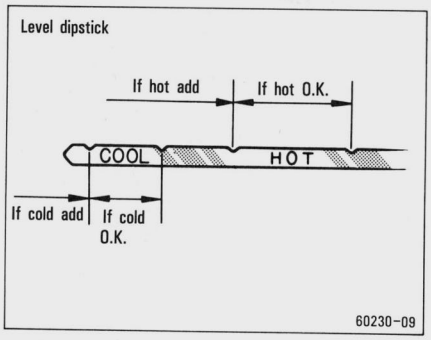
b. After installing the plug, visually check the transaxle case for leaks or damage.

If the level is low, there may be a leak in the system. Have your vehicle checked by your Toyota dealer as soon as possible.

CAUTION:

Right after driving the oil or fluid may be hot, so be careful.

Checking automatic transmission fluid



1. Check the fluid level when the transmission is hot (normal operating temperature).

If the vehicle has been driven over 16 km or 10 miles (24 km or 15 miles in frigid temperatures) and the fluid temperature is 70°C – 80°C (160°F – 175°F), the transmission is hot.

If the vehicle has just been driven for a long time at high speed or in city traffic in hot weather, or if the vehicle has been pulling a trailer, an accurate fluid level cannot be obtained. Check the level after the fluid has cooled down (about 30 minutes).

You may check the level when the transmission is cold. If the vehicle has not been driven for over five hours and the fluid is about room temperature 20°C – 30°C (70°F – 85°F), the transmission is cold. However, checking a cold transmission is to be used for your reference only and the transmission must be checked again for correct level at normal operating temperature.

2. With the vehicle level, first set the parking brake and then start the engine. While the engine is idling, depress the brake pedal and shift the selector lever into each range from "P" to "L" and return to "P". With the engine still idling, check the fluid level and condition on the dipstick.

a. Pull out the dipstick and wipe it clean.

b. Reinsert the dipstick – push it in as far as it will go.

c. Pull the dipstick out and look at the fluid level. If the transmission is hot, the fluid level should be in the "HOT" range on the dipstick. Similarly, if it is cold, the level should be in the "COOL" range.

d. While checking the fluid level, also check the condition. If the fluid is black or if it smells burnt, have it changed.

CAUTION:

- **When the engine is running, keep hands and clothing away from the moving fan and engine drive belts.**
- **Be careful not to touch the hot exgaust manifold.**

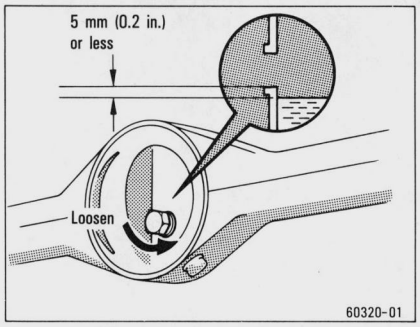
3. If the level is low, add DEXRON®-II automatic transmission fluid.

If the level is at the low side of either range, add DEXRON®-II automatic transmission fluid to bring the level within the range. (Fluid is added through the dipstick tube, using a funnel.)

NOTICE:

Avoid overfilling, or the transmission could be damaged.

Checking rear differential oil (4WD models)



Remove the filler plug and feel inside the hole with your finger. The oil level should be no more than 5 mm (0.2 in.) below the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

a. Make sure the vehicle is parked on a level spot.

b. After installing the plug, visually check the differential and axle for leaks or damage.

CAUTION:

Right after driving the oil may be hot, so be careful.

If the level is low, add hypoid gear oil (API GL-5) until it begins to run out of the filler hole. Reinstall the plug.

Recommended viscosity:

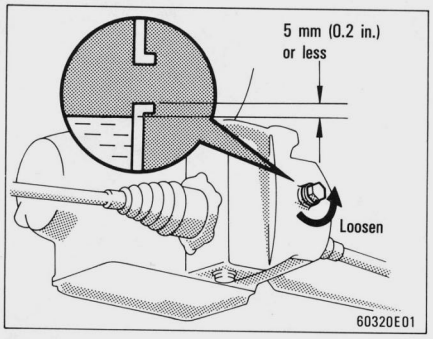
Above −18°C (0°F)
SAE 90
Below −18°C (0°F)
SAE 80W or 80W-90

a. Fill the lubricant filler with gear oil.

b. Put the end of the tube into the filler hole and add oil until it begins to run out.

c. Install and retighten the filler plug.

Checking differential fluid (automatic transaxle)



Remove the filler plug and feel inside the hole with your finger. The fluid level should be no more than 5 mm (0.2 in.) below the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

a. Make sure the vehicle is parked on a level spot.

b. After installing the plug, visually check the differential and axle for leaks or damage.

CAUTION:

Right after driving the fluid may be hot, so be careful.

If the level is low, add DEXRON®-II automatic transmission fluid until it begins to run out of the filler hole. Reinstall the plug.

a. Fill the lubricant filler with fluid.

b. Put the end of the tube into the filler hole and add fluid until it begins to run out.

c. Install and retighten the filler plug.

Checking tire pressure

Keep your tire pressures at the proper level.

The recommended cold tire pressures and tire sizes are given in Part 8.

You should check the tire pressures every two weeks, or at least once a month. And don't forget the spare!

Incorrect tire pressure can reduce tire life and make your vehicle less safe to drive.

Low tire pressure results in 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.

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.

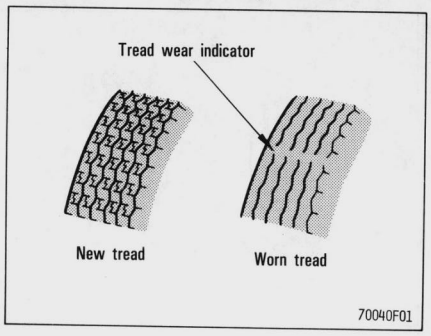
If a tire frequently needs refilling, have it checked by your Toyota dealer.

The following instructions for checking tire pressure should be observed:

- **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 a 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 inflation 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.

Checking and replacing tires



CHECKING YOUR TIRES

Check the tire tread for the tread wear indicators. If the indicators show, replace the tires.

The tires on your Toyota have built-in tread wear indicators to help you know when the tires need replacement. 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 lower the tread, the higher the risk of skidding.

The effectiveness of snow tires is lost if the tread wears down below 4 mm (0.16 in.).

Check the tires regularly for damage such as cuts, splits and cracks. If any damage is found, consult with a technician and have the tire repaired or replaced.

Even if the damage does not appear serious, a qualified technician should examine the damage. Objects which have penetrated the tire may have caused internal damage.

Any tires which are over six years old must be checked by a qualified technician even if damage is not obvious.

Tires deteriorate with age even if they have never or seldom been used.

This also applies to the spare tire and tires stored for future use.

REPLACING YOUR TIRES

When replacing a tire, use only the same size and construction as originally installed and with the same or greater load capacity.

Using any other size or type of tire may seriously affect handling, ride, speedometer/odometer calibration, ground clearance, and clearance between the body and tires or snow chains.

CAUTION:

Do not mix radial, bias belted, or bias-ply tires on your vehicle. It can cause dangerous handling characteristics, resulting in loss of control. In West Germany, use of different tire constructions fobidden by StVZO.

Never use second-hand tires on your Toyota.

Using tires whose previous history is unknown is a risk.

Toyota recommends all four tires, or at least both of the front or rear tires be replaced at a time as a set.

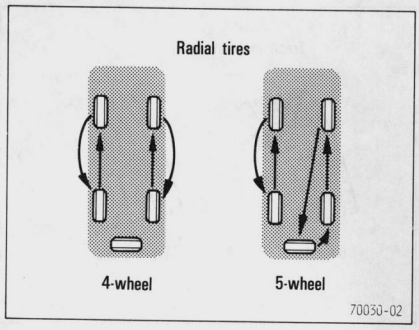
See "If you have a flat tire" in Part 4 for tire change procedure.

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.

When replacing a tubeless tire, the air valve should also be replaced with a new one.

Rotating tires



To equalize the wear of your tires, rotate the tires every 5000 km (3000 miles) for 4WD models or every 10000 km (6000 miles) for others.

Including the spare tire in your rotation will cause your tires to last longer.

See "If you have a flat tire" in Part 4 for tire change procedure.

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.

Installing snow tires and chains

WHEN TO USE SNOW TIRES OR CHAINS

Snow tires or chains are recommended when driving on snow or ice.

On wet or dry roads, conventional tires provide better traction than snow tires.

SNOW TIRE SELECTION

If you need snow tires, select the same size, construction and load capacity as the original tires on your Toyota. However, if such tires are not available on vehicles with 1C engine, you may use 175/70R13 snow tires instead.

Do not use tires other than those mentioned above. Do not install studded tires without first checking local regulations for possible restrictions.

SNOW TIRE INSTALLATION

Snow tires should be installed on all wheels.

Installing snow tires only on the front wheels can lead to an excessive difference in road grip capability between the front and rear tires, which could cause loss of vehicle control.

Snow tires should be inflated as specified in Part 8.

When storing 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.

CAUTION:

- **Do not drive with the snow tires incorrectly inflated.**
- **Observe permissible maximum speed for your snow tires and the legal speed limit.**

TIRE CHAIN SELECTION

Use the tire chains of correct size.

Regulations regarding the use of tire chains vary according to location or type of road, so always check them before installing chains.

CHAIN INSTALLATION

Install the chains on the front tires as tightly as possible. Do not use tire chains on the rear tires. Retighten chains after driving 0.5—1.0 km (1/4—1/2 mile).

When installing chains on your tires, carefully follow the instructions of the chain manufacturer.

If wheel covers are used, they will be scratched by the chain band, so remove the covers before putting on the chains.

CAUTION:

- **Do not exceed 50 km/h (30 mph) or the chain manufacturer's recommended speed limit, whichever is lower.**
- **Drive carefully avoiding bumps, holes, and sharp turns, which may cause the vehicle to bounce.**
- **Avoid sharp turns or locked-wheel braking as use of chains may adversely affect vehicle handling.**

Replacing wheels

WHEN TO REPLACE YOUR WHEELS

If you have wheel damage such as bends, cracks or heavy corrosion, the wheel should be replaced.

If you fail to replace damaged wheels, the tire may slip off the wheel or they may cause loss of handling control.

WHEEL SELECTON

When replacing wheels, care should be taken to ensure that the wheels are replaced by ones with the same 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 handling, 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.

Replacement with used wheels is not recommended as they may have been subjected to rough treatment or high mileage and could fail without warning. Also, bent wheels which have been straightened may have structural damage and therefore should not be used. Never use an inner tube in a leaking wheel which is designed for a tubeless tire.

Aluminum wheel precautions

- After driving your vehicle the first 1600 km (1000 miles), check that the wheel nuts are tight.
- If you have rotated, repaired, or changed your tires, check that the wheel nuts are still tight after driving 1600 km (1000 miles).
- When using tire chains, be careful not to damage the aluminum wheels.
- Use only the Toyota wheel nuts and wrench designed for your aluminum wheels.
- When balancing your wheels, use only Toyota balance weights or equivalent and a plastic or rubber hammer.
- As with any wheel, periodically check your aluminum wheels for damage. If damaged, replace immediately.

Part 7
DO-IT-YOURSELF MAINTENANCE–

Chapter 7-3
Electrical component

- Checking battery condition and fluid level
- Battery recharging precautions
- Checking and replacing fuses
- Checking the circuit breakers
- Checking the fusible links
- Replacing the windshield wiper blades
- Replacing the rear wiper blade
- Adding washer fluid
- Replacing semi-sealed beam headlight bulbs
- Replacing light bulbs

Checking battery condition and fluid level

CAUTION:

BATTERY PRECAUTIONS

The battery produces an inflammable and explosive hydrogen gas.

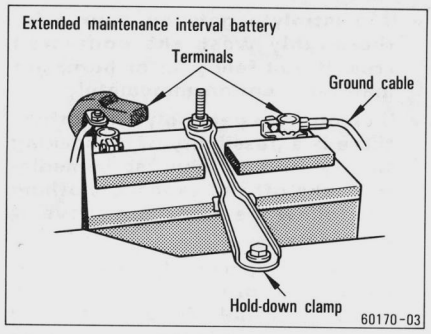
- **Do not cause a spark from the battery with tools.**
- **Do not smoke or light a match near the battery.**

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 en route to the medical office.**
- **If electrolyte gets on your skin, thoroughly wash the contacted area. If you feel 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.**



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. 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.

c. Tighten the hold-down clamp only enough to keep the battery firmly in place. Overtightening may damage the battery case.

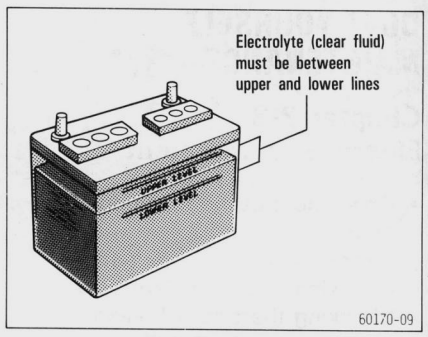
NOTICE:

Be sure the engine and all accessories are off before performing maintenance.

Remove the ground cable first and reinstall it last.

Be careful not to cause a short circuit with tools.

On batteries other than extended maintenance interval types, take care no solution gets into the battery when washing.



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. Remove the filler/vent caps and replenish the battery with distilled water.

c. After replenishing, be sure to securely retighten the filler/vent caps.

NOTICE:

Do not overfill the battery or the electrolyte may squirt out of the battery during periods of heavy charging, causing corrosion or damage.

Battery recharging precautions

During recharging, the battery is producing hydrogen gas.

Therefore, before recharging:

1. 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.

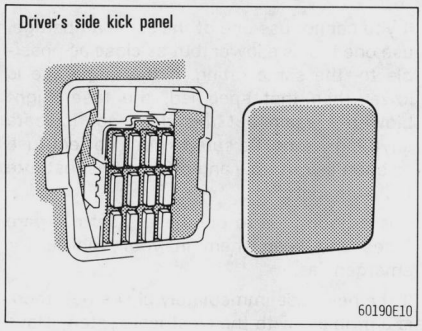
CAUTION:

Always charge the battery in an unconfined area. Do not charge the battery in a garage or closed room where there is not sufficient ventilation.

NOTICE:

Never recharge the battery while the engine is running. Also, be sure all accessories are turned off.

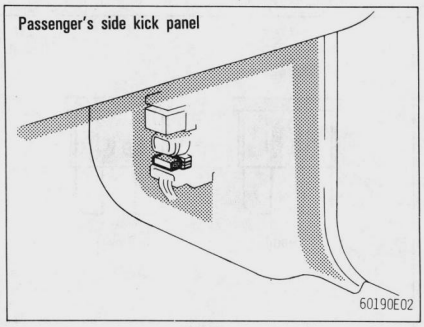
Checking and replacing fuses

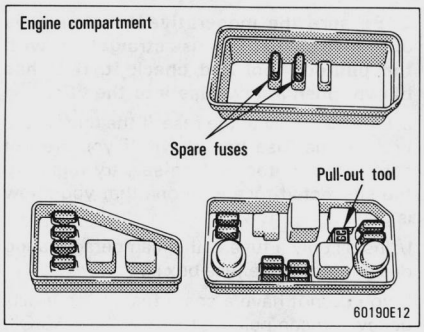


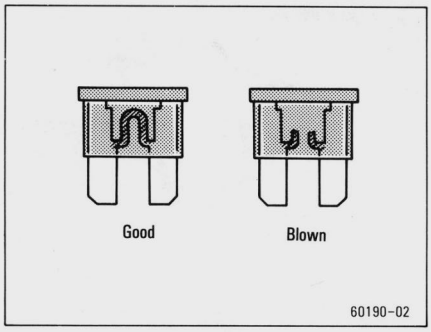
1. Turn the ignition switch off and open the fuse box lid.

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. See Part 8 of this manual for the functions controlled by each circuit.







2. Be sure the inoperative component is off. Pull a suspected fuse straight out with the pull-out tool and check it. If it has blown, push a new fuse into the clip.

a. 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 that you know is good.

b. Install only a fuse with an amperage rating designated on the fuse box lid.

If you do not have a spare fuse, in an emergency you can pull out the "CIG", "RADIO", "DOME", "A/C" or "HEATER" 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 that is a lower, 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 clip.

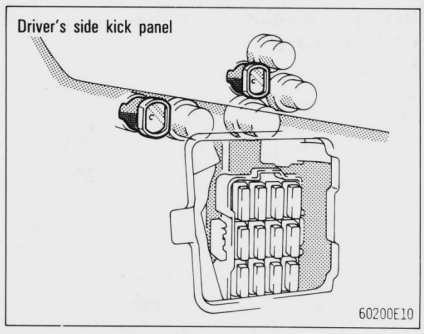
It is a good idea to purchase a set of spare fuses and keep them in your vehicle for emergencies.

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.

CAUTION:

Never use a fuse with a higher amperage rating or any other object in place of a fuse. It may cause extensive damage and possibly a fire.

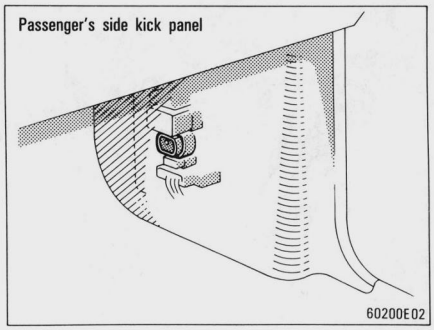
Checking the circuit breakers



In the event that the rear window defogger, air conditioning system, power windows or power door locks does not operate, check its circuit breaker (C.B).

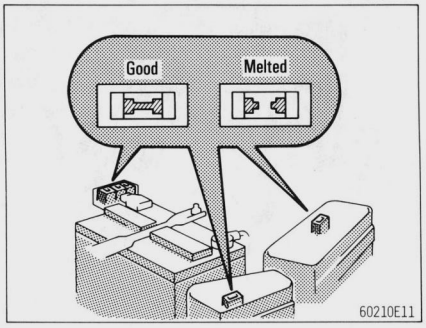
To reset the circuit breaker, first turn the ignition switch off and carefully insert a thin object, such as a toothpick, needle or safety pin, into the hole in the circuit breaker until you hear a click. The component should now operate. This may be done without removing the circuit breaker.

If the circuit breaker immediately goes off again or the component does not operate, turn off the component switch and have the electrical system checked by your Toyota dealer as soon as possible.



See Part 8 for the name of the components affected by each circuit breaker.

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.

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.

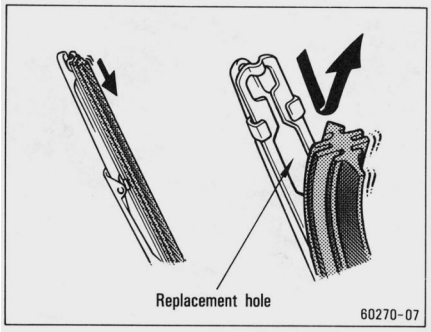
CAUTION:

Always use a genuine Toyota fusible link or equivalent for replacement. Never install a wire—even for a temporary fix. It may cause extensive damage and possibly a fire.

NOTICE:

Before replacing the fusible links, have the cause of electrical overload determined and repaired by your Toyota dealer.

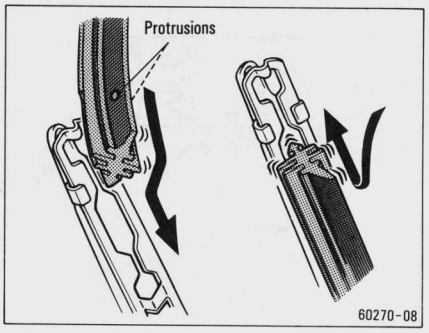
Replacing the windshield wiper blades



When the wipers no longer clean adequately, the wiper blades may be worn or cracked requiring replacement.

a. Pull the top end of the rubber inward until the rubber blade is free of the end slot, and you can see the replacement hole.

b. Pull the rubber blade out the replacement hole.



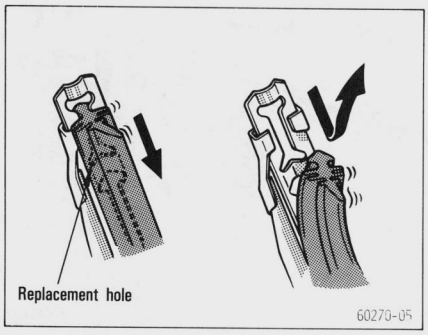
c. To install a new rubber, insert the end with small protrusions into the replacement hole, and work the rubber along the slot in the blade frame.

d. Once all of the rubber is in the frame slot, allow it to expand and fill in the end.

NOTICE:

Be careful not to scratch the glass surface with the wiper frame.

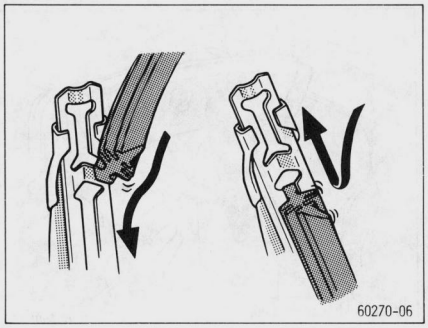
Replacing the rear wiper blade (type A)



When the wiper no longer cleans adequately, the wiper blade may be worn or cracked requiring replacement.

a. Pull the top end of the rubber inward until the rubber blade is free of the end slot, and you can see the replacement hole.

b. Pull the rubber blade out the replacement hole.



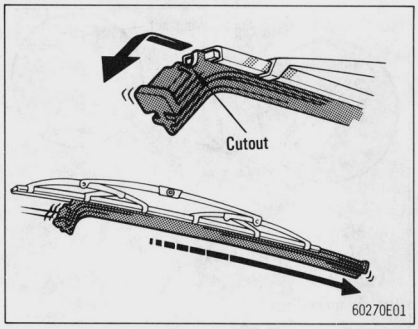
c. To install a new rubber, insert the end into the replacement hole, and work the rubber along the slot in the blade frame.

d. Once all of the rubber is in the frame slot, allow it to expand and fill in the end.

NOTICE:

Be careful not to scratch the glass surface with the wiper frame.

Replacing the rear wiper blade (type B)

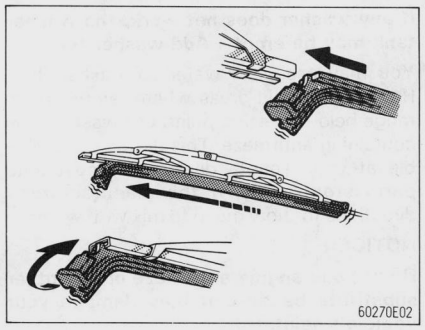


When the wiper no longer cleans adequately, the wiper blade may be worn or cracked requiring replacement.

a. Pull out the tip of the blade a little, and you will see a cutout.

b. Disengage the tip of the blade from the cutout.

c. Slide the blade out the other end of the frame to remove it.



d. To install a new rubber, insert the end of the blade into the slot of the frame working it in until it can go no further.

e. Engage by stretching the tip of the blade over the end of the frame.

NOTICE:

Be careful not to scratch the glass surface with the wiper frame.

Adding washer fluid

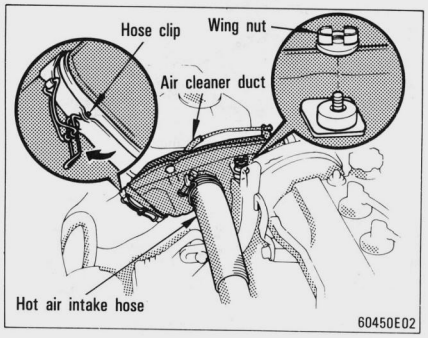
If any washer does not work, the washer tank may be empty. Add washer fluid.

You may use plain water as washer fluid. However, in cold areas where temperatures range below 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.

NOTICE:

Do not use engine antifreeze or any other substitute because it may damage your vehicle's paint.

Replacing semi-sealed beam headlight bulbs (vehicles with 4A-F engine)



1. Turn off the ignition switch and headlight switch, and open the hood.

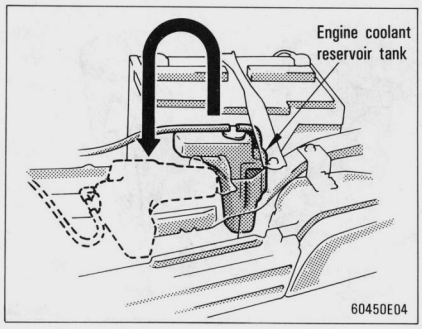
RIGHT SIDE HEADLIGHT: Disconnect the air cleaner duct.

a. Remove the wing nut.

b. Unlock the hose clip and pull off the air cleaner duct from the air inlet hose.

c. Pull off the hot air intake hose from the heat insulator pipe.

d. Put the air cleaner duct on the windshield washer tank.



LEFT SIDE HEADLIGHT: Remove the engine coolant reservoir tank.

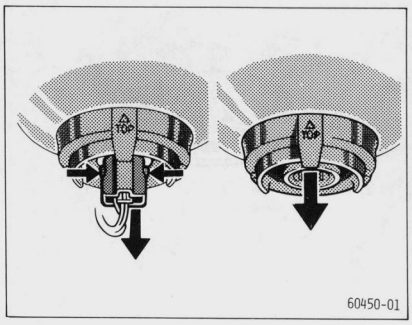
a. Pull out the engine coolant reservoir tank.

b. Put the engine coolant reservoir tank between the radiator and front grille.

NOTICE:

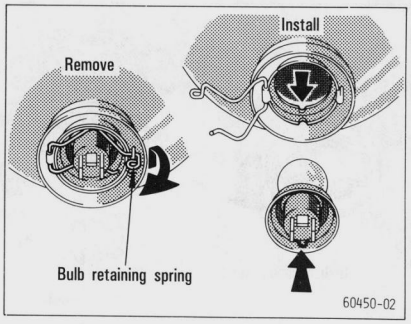
Be careful not to spill the engine coolant.

Do not place the reservoir tank on the engine or battery.



2. Unplug the connector. Remove the rubber cover.

If the connector is tight, wiggle it.



3. REGULAR TYPE: Release the bulb retaining spring and remove the bulb. Install a new bulb and the bulb retaining spring.

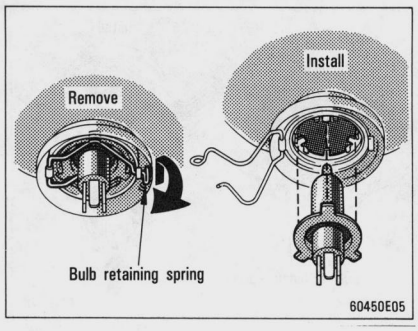
To install a bulb, align the protrusion of the bulb with the cutout of the mounting hole.

Bulb selection

Use a bulb with the wattage rating of 45/40.

NOTICE:

Use only a bulb of the type specified above.



HALOGEN TYPE: Release the bulb retaining spring and remove the bulb. Install a new bulb and the bulb retaining spring.

To install a bulb, align the tabs of the bulb with the cutouts of the mounting hole.

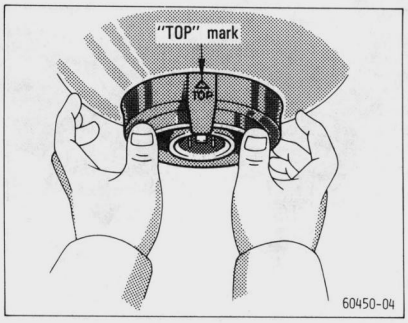
Bulb selection

Use a bulb with the wattage rating of 60/55 (H4).

NOTICE:

Use only a bulb of the type specified above.

Do not touch the glass part of the bulb with bare hands. If you do, clean the glass with alcohol and clean rag.

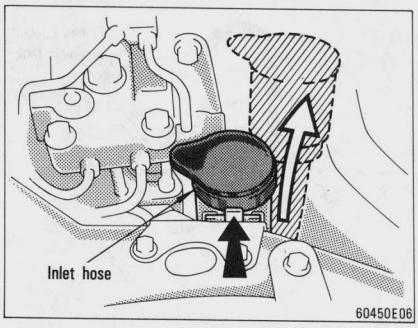


4. Install the rubber cover with the "TOP" mark upward, and snuggle on the boss. Insert the connector, and install the air cleaner duct and engine coolant reservoir tank securely.

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 (vehicles except 4A-F engine)



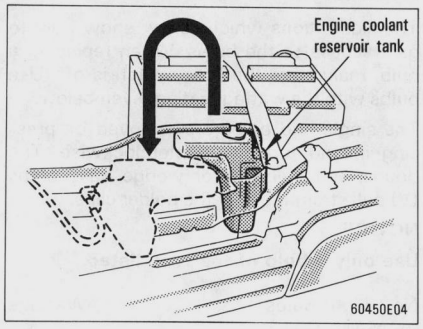
1. Turn off the ignition switch and headlight switch, and open the hood.

RIGHT SIDE HEADLIGHT (vehicles with anti-lock brake system only): Remove the inlet hose of the washer fluid tank.

Pull the inlet hose up while pushing the tab.

CAUTION:

Be careful not to touch the hot radiator hose (vehicles with 4A-GE engine).



LEFT SIDE HEADLIGHT: Remove the engine coolant reservoir tank.

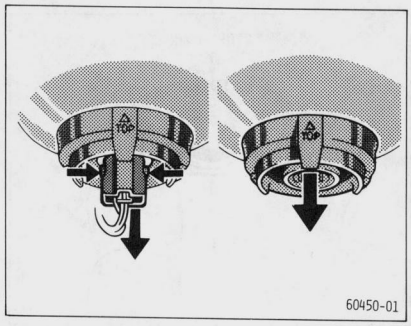
a. Pull out the engine coolant reservoir tank.

b. Put the engine coolant reservoir tank between the radiator and front grille.

NOTICE:

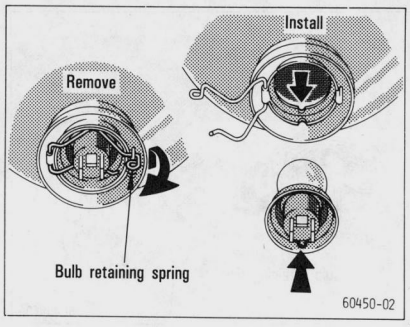
Be careful not to spill the engine coolant.

Do not place the reservoir tank on the engine or battery.



2. Unplug the connector. Remove the rubber cover.

If the connector is tight, wiggle it.



3. REGULAR TYPE: Release the bulb retaining spring and remove the bulb. Install a new bulb and the bulb retaining spring.

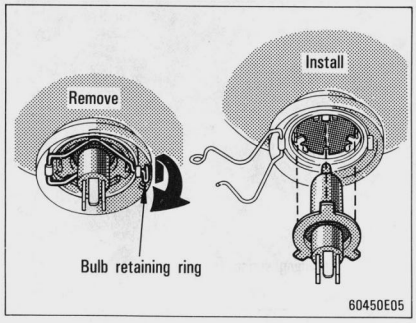
To install a bulb, align the protrusion of the bulb with the cutout of the mounting hole.

Bulb selection

Use a bulb with the wattage rating of 45/40.

NOTICE:

Use only a bulb of the type specified above.



HALOGEN TYPE: Release the bulb retaining spring and remove the bulb. Install a new bulb and the bulb retaining spring.

To install a bulb, align the tabs of the bulb with the cutouts of the mounting hole.

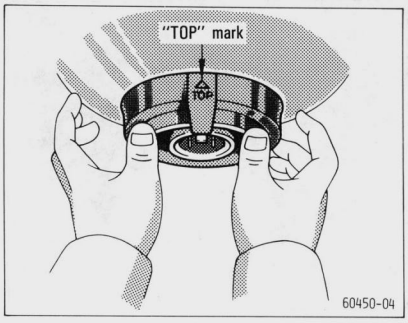
Bulb selection

Use a bulb with the wattage rating of 60/55 (H4).

NOTICE:

Use only a bulb of the type specified above.

Do not touch the glass part of the bulb with bare hands. If you do, clean the glass with alcohol and clean rag.



4. Install the rubber cover with the "TOP" mark upward, and snuggle on the boss. Insert the connector, and install the engine coolant reservoir tank securely.

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 light bulbs

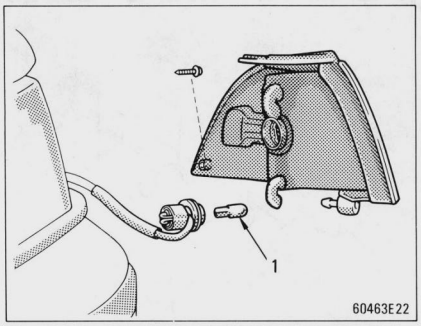
The illustrations which follow show how to gain access to the bulbs. When replacing a bulb, make sure the light switch is off. Use bulbs with the wattage rating given below.

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.

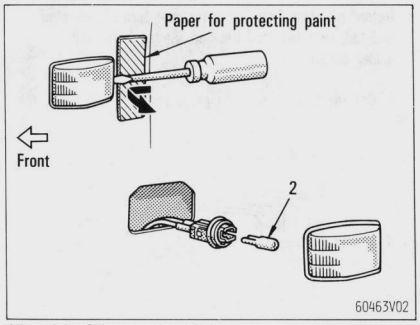
NOTICE:

Use only a bulb of the type listed.

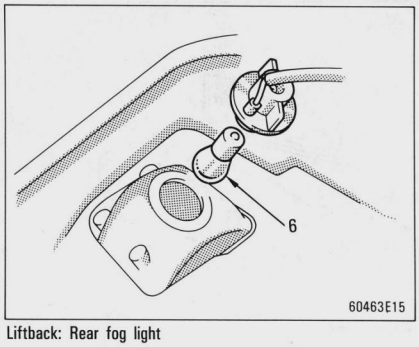
No.	Light Bulbs	Wattage
1	Parking lights**	5
2	Side turn signal lights**	5
3	Front turn signal lights	21
4	Rear turn signal lights	21
5	Stop and tail lights	21/5
6	Rear fog lights	21
7	Back-up lights	21
8	License plate lights	
	Liftback, Hatchback, 4WD Wagon and Wagon**	5
	Sedan	10
9	Interior light*	10
10	Personal light	10
11	Luggage compartment light*	5
12	Trunk room light**	3.8



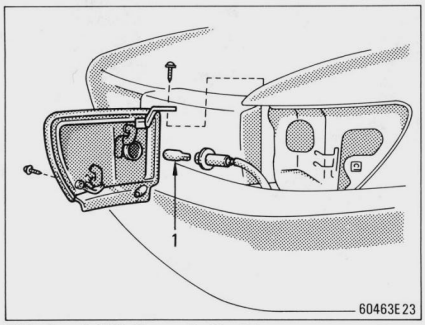
All models except Liftback and 4WD Wagon: Parking lights



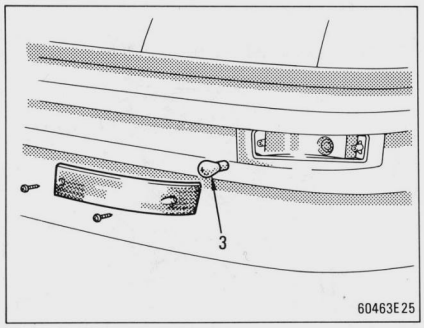
All models: Side turn signal lights



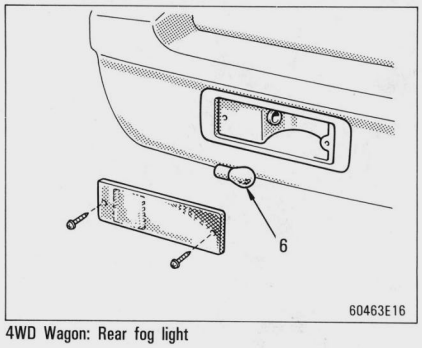
Liftback: Rear fog light



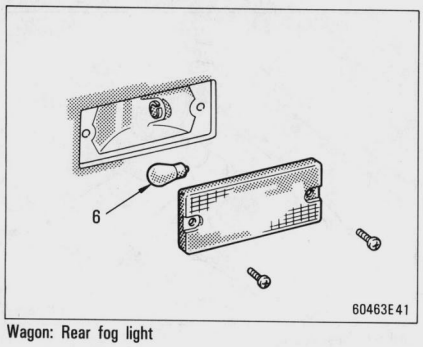
Liftback and 4WD Wagon: Parking lights



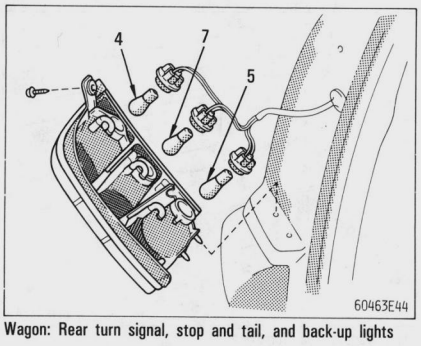
All models: Front turn signal lights



4WD Wagon: Rear fog light



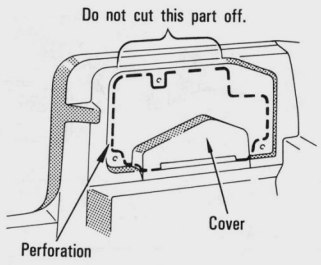
Wagon: Rear fog light



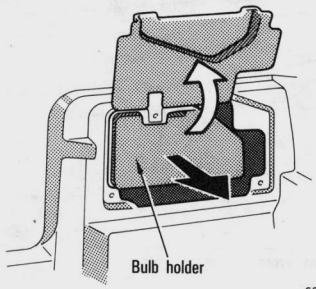
Wagon: Rear turn signal, stop and tail, and back-up lights

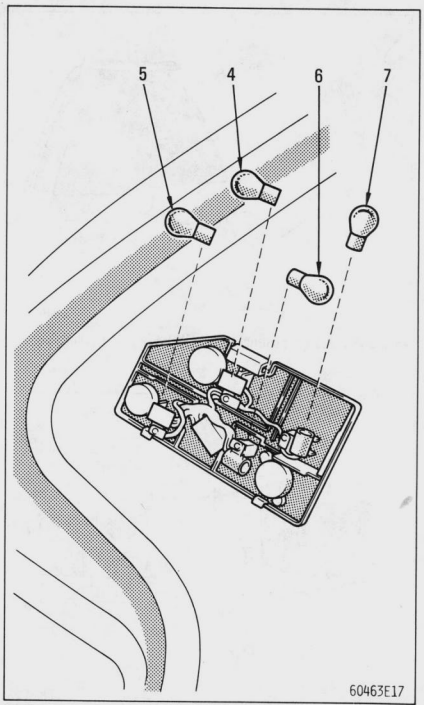
Before replacing light bulbs for rear turn signal, stop and tail, rear fog, and back-up (Sedan with bulb holder cover)

1. Cut the cover along the perforation.

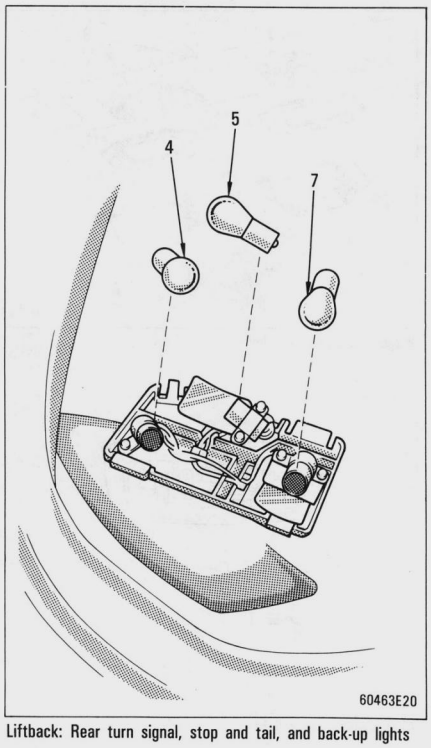


2. Open the cover and take out the bulb holder.

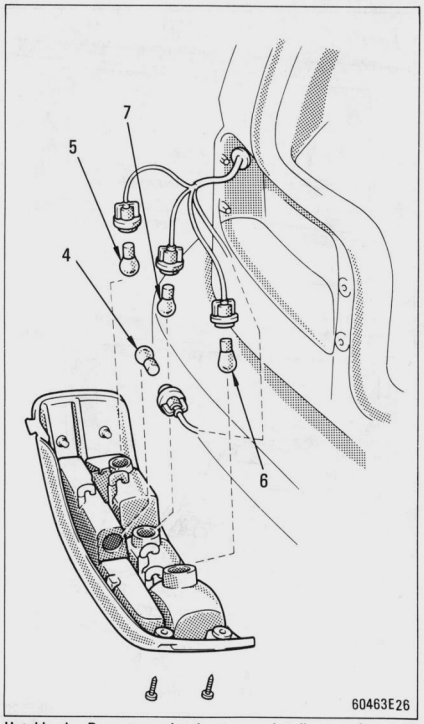




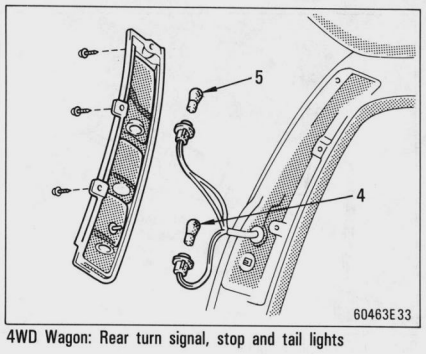
Sedan: Rear turn signal, stop and tail, rear fog, and back-up lights



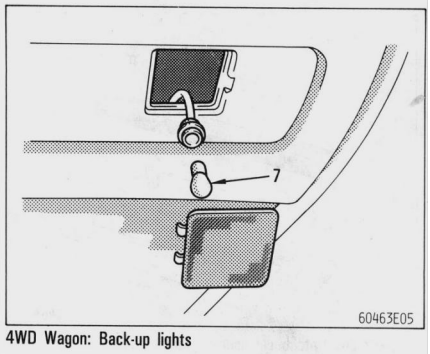
Liftback: Rear turn signal, stop and tail, and back-up lights



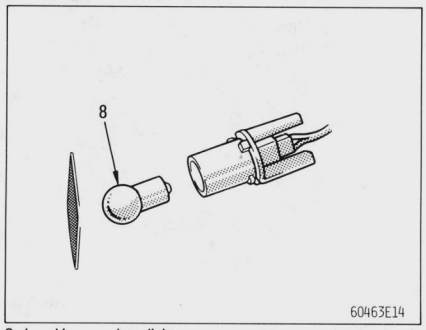
Hatchback: Rear turn signal, stop and tail, rear fog, and back-up lights



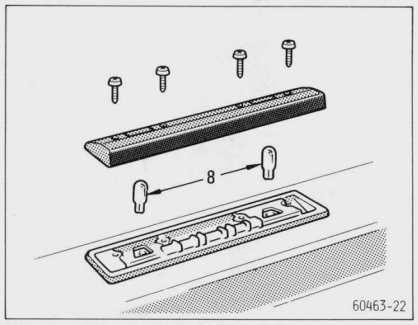
4WD Wagon: Rear turn signal, stop and tail lights



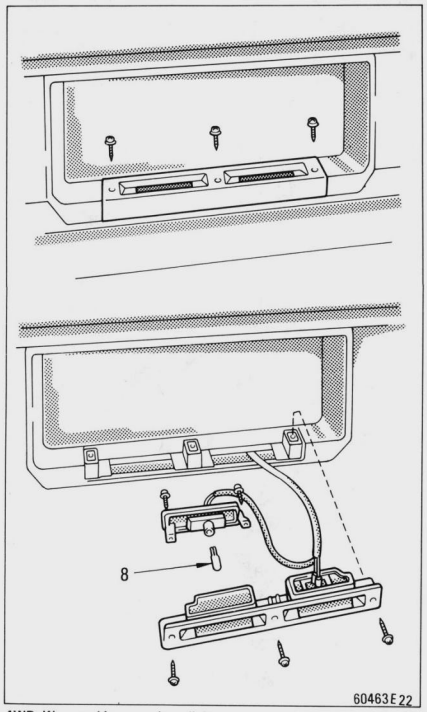
4WD Wagon: Back-up lights



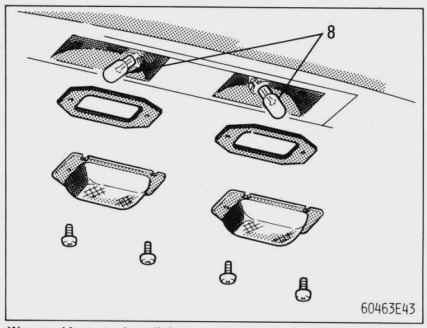
Sedan: License plate lights



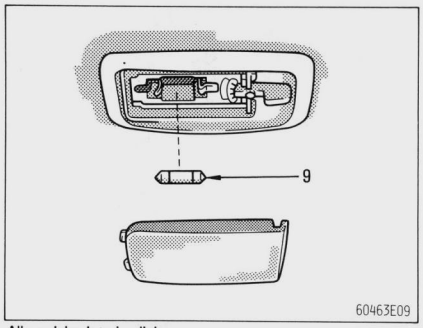
Liftback and Hatchback: license plate lights



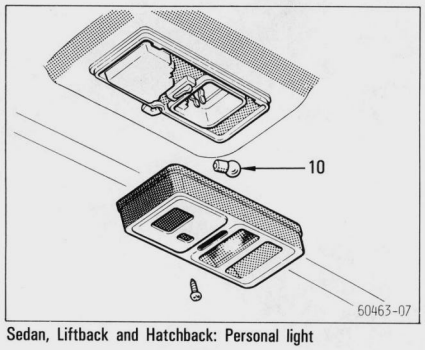
4WD Wagon: License plate lights



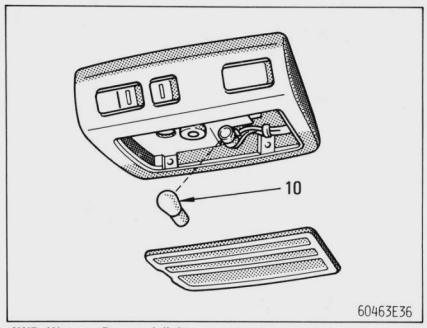
Wagon: License plate lights



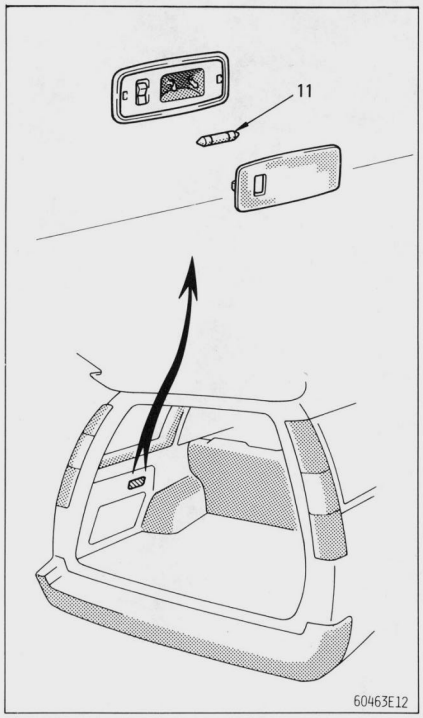
All models: Interior light



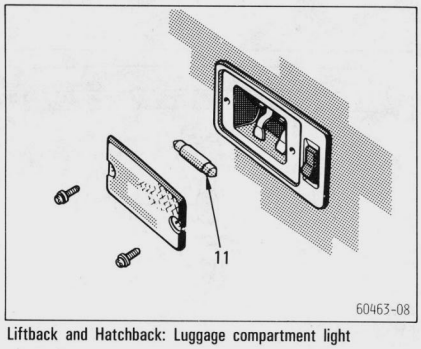
Sedan, Liftback and Hatchback: Personal light



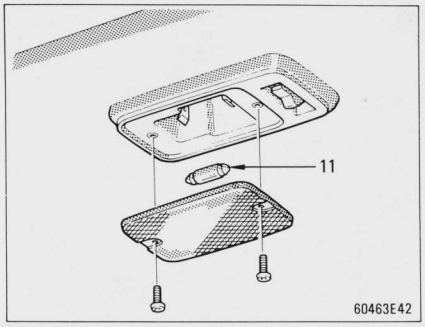
4WD Wagon: Personal light



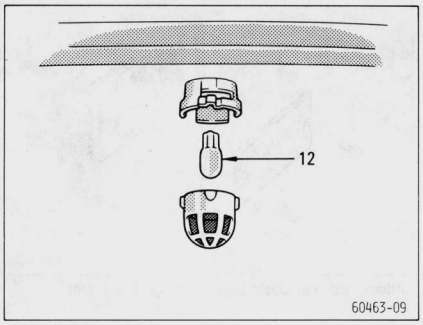
4WD Wagon: Luggage compartment light



Liftback and Hatchback: Luggage compartment light



Wagon: Luggage compartment light



Sedan: Trunk room light

Part 8
SPECIFICATIONS

- Dimensions
- Engine
- Fuel
- Service specifications
- Tires
- Fuses and circuit breakers

Dimensions

		Sedan	Liftback	Hatchback	4WD Wagon	Wagon
Overall length	mm	4195	4215	3995	4250	4205
	in.	165.2	165.9	157.3	167.3	165.6
	mm	4235*5	4255*5	4035*5	–	4225*5
	in.	166.7	167.5	158.9	–	166.3
Overall width	mm	1655	1655	1655	1655	1655
	in.	65.2	65.2	65.2	65.2	65.2
Overall height	mm	1365	1365	1365	1450	1425*2
	in.	53.7	53.7	53.7	57.1	56.1*2
	mm	1360*1	1360*1	1360*1	1485*4	1435*3
	in.	53.5*1	53.5*1	53.5*1	58.5*4	56.5*3
	mm	1385*6	1385*6	1385*6	–	1445*2*6
	in.	54.5	54.5	54.5	–	56.9
	mm	–	–	–	–	1455*3*6
	in.	–	–	–	–	57.3
Wheelbase	mm	2430	2430	2430	2430	2430
	in.	95.7	95.7	95.7	95.7	95.7
Front tread	mm	1430	1430	1430	1440	1430
	in.	56.3	56.3	56.3	56.7	56.3
	mm	1445*1	1445*1	1445*1	–	–
	in.	56.9*1	56.9*1	56.9*1	–	–
Rear tread	mm	1410	1410	1410	1380	1410*2
	in.	55.5	55.5	55.5	54.3	55.5*2
	mm	1425*1	1425*1	1425*1	–	1430*3
	in.	56.1*1	56.1*1	56.1*1	–	56.3*3

*1: With 4A-GE engine
*2: With strut type rear suspension
*3: With leaf spring type rear suspension
*4: With rear roof spoiler
*5: With large type bumper
*6: With Rough Road Package

Engine

Model:
2E, 2E-E, 4A-F, 4A-FE, 4A-GE and 1C

Type:
2E, 2E-E, 4A-F, 4A-FE and 4A-GE engines
4 cylinder in line, 4 cycle, gasoline
1C engine
4 cylinder in line, 4 cycle, diesel

Bore and stroke, mm (in.):
2E and 2E-E engines
73.0 x 77.4 (2.87 x 3.05)
4A-F, 4A-FE and 4A-GE engines
81.0 x 77.0 (3.19 x 3.03)
1C engine
83.0 x 85.0 (3.27 x 3.35)

Displacement, cc (cu. in.):

2E and 2E-E engines	1296 (79.1)
4A-F, 4A-FE and 4A-GE engines	1587 (96.8)
1C engine	1840 (112.3)

Fuel

Fuel type:
Gasoline engine –
Vehicles with catalytic converter:
Unleaded gasoline with the following octane number or higher (Research Octane Number)

2E-E engine	91
4A-FE engine	95
4A-GE engine	95

Vehicles without catalytic converter:
Using unleaded gasoline with the following octane number or higher (Research Octane Number) is recommended. If it is impossible to get unleaded gasoline by any means, you may use leaded gasoline with the following octane number or higher (Research Octane Number).

2E engine	90
4A-F engine	95
4A-GE engine	95

Diesel engine –
Diesel fuel with cetane number 48 or higher

Fuel tank capacity, liter (Imp. gal.):
50 (11.0)

Service specifications

ENGINE

Valve clearance, mm (in.):
2E and 2E-E engines*

Intake	0.20 (0.008)
Exhaust	0.20 (0.008)

4A-F and 4A-FE engines**

Intake	0.15 – 0.25 (0.006 – 0.010)
Exhaust	0.20 – 0.30 (0.008 – 0.012)

4A-GE engine**

Intake	0.15 – 0.25 (0.006 – 0.010)
Exhaust	0.20 – 0.30 (0.008 – 0.012)

1C engine**

Intake	0.25 (0.010)
Exhaust	0.30 (0.012)

* : with engine hot
** : with engine cold

Spark plug gap, mm (in.):

2E engine	1.1 (0.043)
2E-E engine	0.8 (0.031)
4A-F, 4A-FE and 4A-GE engines	0.8 (0.031)

Drive belt deflection with 10 kg (22 lb., 98 N) thumb pressure (used belt), mm (in.):
2E engine

1	5.0 – 6.5 (0.20 – 0.26)
2	11.0 – 12.5 (0.43 – 0.50)
3	7.0 – 8.5 (0.28 – 0.33)
4	9.0 – 11.0 (0.35 – 0.43)

2E-E engine

1	5.0 – 6.5 (0.20 – 0.26)

4A-F and 4A-FE engines

1	10.0 – 12.0 (0.39 – 0.47)
2	8.5 – 9.5 (0.28 – 0.37)
3	9.0 – 12.0 (0.35 – 0.47)

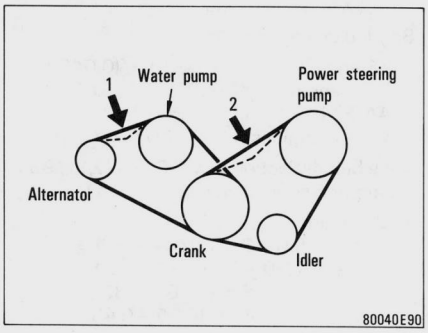
4A-GE engine

1	6.0 – 7.0 (0.24 – 0.28)
2	9 – 10.5 (0.35 – 0.41)

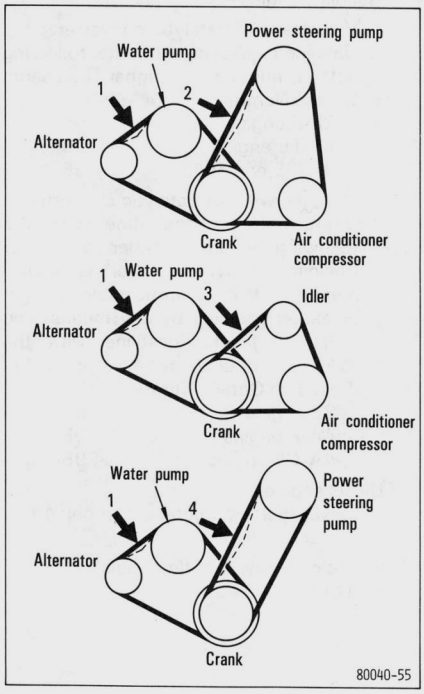
1C engine

1	12.0 – 14.0 (0.47 – 0.55)
2	15.0 – 18.0 (0.59 – 0.71)
3	15.0 – 18.0 (0.59 – 0.71)

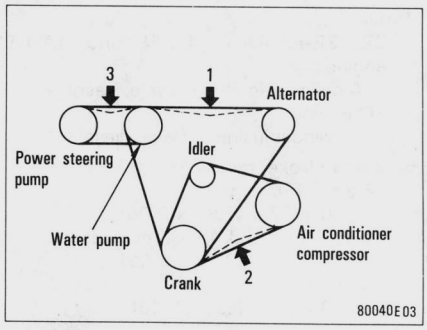
4A-GE engine



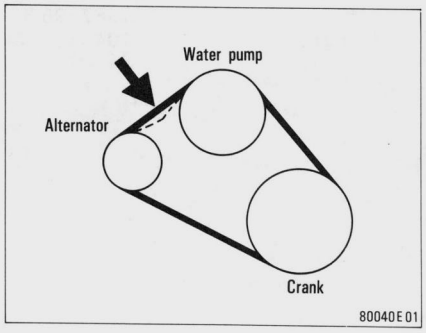
2E engine



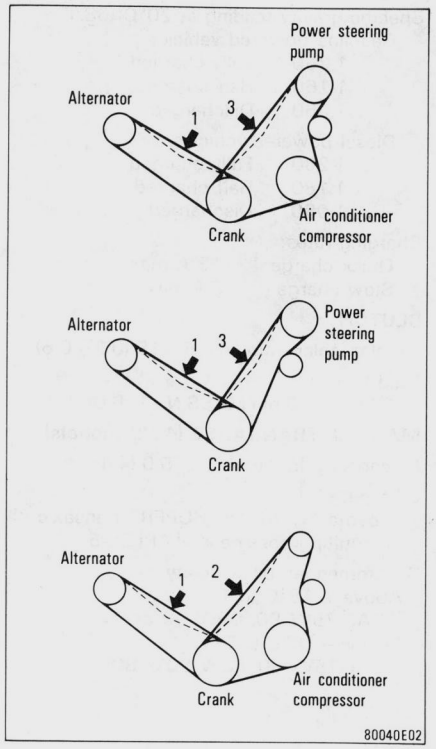
4A-F and 4A-FE engines



2E-E engine



1C engine



Ignition timing:
- 2E engine: 5° BTDC
- 2E-E engine: 10° BTDC
- 4A-F engine: 10° BTDC
- 4A-FE engine: 10° BTDC
- 4A-GE engine: 10° BTDC @ max. 800 rpm

ENGINE LUBRICATION

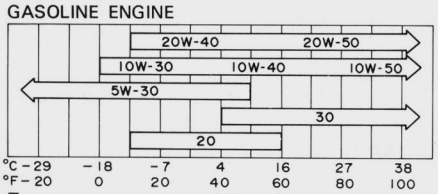
Oil capacity, liter (Imp. qt.):

2E and 2E-E engines	
Dry fill	3.4 (3.0)
Drain and refill	
with filter	3.2 (2.8)
without filter	2.8 (2.2)
4A-F engine	
Dry fill	
with oil cooler	4.1 (3.6)
without oil cooler	3.7 (3.3)
Drain and refill	
with filter	3.2 (2.8)
without filter	3.0 (2.6)
4A-FE engine	
Dry fill	4.1 (3.6)
Drain and refill	
with filter	3.2 (2.8)
without filter	3.0 (2.6)
4A-GE engine	
Dry fill	4.1 (3.6)
Drain and refill	
with filter	3.7 (3.3)
without filter	3.4 (3.0)
1C engine	
Dry fill	5.8 (5.1)
Drain and refill	
with filter	5.3 (4.7)
without filter	4.8 (4.2)

Oil grade (API):
- Gasoline engine: SE, SF, SG or better
- Diesel engine: CD or better

Recommended oil viscosity (SAE):

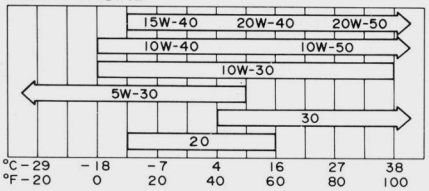
GASOLINE ENGINE



Temperature range anticipated before next oil change

80040-09E

DIESEL ENGINE



Temperature range anticipated before next oil change

80040-08E

COOLING SYSTEM

Total capacity, liter (Imp. qt.):

2E engine	
with manual transaxle	5.0 (4.4)
with automatic transaxle	4.9 (4.3)
2E-E engine	5.0 (4.4)
4A-F engine	
4WD models	6.2 (5.5)
Except 4WD models	
with manual transaxle	5.2 (4.6)
with automatic transaxle	5.5 (4.8)
4A-FE engine	
4WD models	6.2 (5.5)
Except 4WD models	
with manual transaxle	5.2 (4.6)
with automatic transaxle	5.8 (5.1)
4A-GE engine	6.0 (5.3)
1C engine	7.3 (6.4)

Coolant type:
With ethylene-glycol antifreeze or anti-corrosive (Toyota "RADIATOR CONDITIONER" anticorrosive or equivalent)
(Do not use alcohol type antifreeze.)

BATTERY

Specific gravity reading at 20°C (68°F):

Gasoline-powered vehicles

1.260	Fully charged
1.160	Half charged
1.060	Discharged

Diesel-powered vehicles

1.280	Fully charged
1.180	Half charged
1.080	Discharged

Charging rates:

Quick charge	15 A max.
Slow charge	5 A max.

CLUTCH

Pedal freeplay, mm (in.): 5 – 15 (0.2 – 0.6)

Fluid type:
SAE J1703 or FMVSS No.116 DOT 3

MANUAL TRANSAXLE (4WD models)

Oil capacity, liter (Imp. qt.): 5.0 (4.4)

Oil type:
Toyota "GEAR OIL SUPER" transaxle oil or multipurpose gear oil API GL-5

Recommended oil viscosity:
- Above – 18°C (0°F): SAE 75W-90, 80W-90 or 90
- Below – 18°C (0°F): SAE 75W-90, 80W-90 or 80W

MANUAL TRANSAXLE (except 4WD models)

Gasoline-powered vehicles

Oil capacity, liter (Imp. qt.):

Wagon	
2E and 2E-E engines	2.4 (2.1)
4A-F and 4A-FE engines	2.6 (2.3)
Except Wagon	
2E and 2E-E engines	2.4 (2.1)
4A-F, 4A-FE and 4A-GE engines	2.6 (2.3)

Oil type:
Multipurpose gear oil API GL-4 or GL-5

Recommended oil viscosity:
SAE 75W-90

Diesel-powered vehicles

Oil capacity, liter (Imp. qt.): 2.6 (2.3)

Oil type:
Multi purpose gear oil API GL-3
(If it is impossible to get multipurpose gear oil API GL-3, you may use automatic transmission fluid DEXRON®-II.)

Recommended oil viscosity :
SAE 75W-90

AUTOMATIC TRANSAXLE

Automatic transmission

Fluid capacity, liter (Imp. qt.):
Dry fill 5.5 (4.8)
Drain and refill Up to 2.5 (2.2)

Fluid type:
Automatic transmission fluid DEXRON®-II

Differential

Fluid capacity, liter (Imp. qt.): 1.4 (1.2)

Fluid type:
Automatic transmission fluid DEXRON®-II

REAR DIFFERENTIAL (4WD models)

Oil capacity, liter (Imp. qt.): 1.1 (1.0)

Oil type:
Hypoid gear oil API GL-5

Recommended oil viscosity:
Above −18°C (0°F)
SAE 90
Below −18°C (0°F)
SAE 80W or 80W-90

BRAKES

Minimum pedal clearance when depressed, mm (in.):

With rear drum brakes	
4WD models	65 (2.6)
Except 4WD models	55 (2.2)
With rear disc brakes	60 (2.4)

Pedal freeplay, mm (in.):
3−6 (0.12−0.24)

Parking brake adjustment:

4A-GE engine	5−8 clicks
Others	4−7 clicks

Fluid type:
SAE J1703 or FMVSS No.116 DOT 3

STEERING

Wheel freeplay:
Less than 30 mm (1.2 in.)

Power steering fluid type:
Automatic transmission fluid DEXRON®-II

Tires

Tire size and pressure:

Conventional tire
4WD models−
−For driving at speeds of 160 km/h (100 mph) or over

bar or kg/cm² (psi, kPa)

Tire size	Standard inflation for all loads including full rated loads	
	Front	Rear
165SR13	2.1 (30, 210)	2.3 (33, 230)
185/70SR13	2.1 (30, 210)	2.1 (30, 210)
185/70R13 85S	2.1 (30, 210)	2.1 (30, 210)
185/70HR13	2.1 (30, 210)	2.1 (30, 210)
185/70R13 85H	2.1 (30, 210)	2.1 (30, 210)
Tire size	Optional inflation for reduced loads (1 to 3 passengers)	
	Front	Rear
165SR13	2.1 (30, 210)	2.1 (30, 210)
185/70SR13	2.1 (30, 210)	2.1 (30, 210)
185/70R13 85S	2.1 (30, 210)	2.1 (30, 210)
185/70HR13	2.1 (30, 210)	2.1 (30, 210)
185/70R13 85H	2.1 (30, 210)	2.1 (30, 210)

−For driving at sppeds under 160 km/h (100 mph)

bar or kg/cm² (psi, kPa)

Tire size	Standard inflation for all loads including full rated loads	
	Front	Rear
165SR13	1.9 (27, 190)	2.1 (30, 210)
185/70SR13	1.9 (27, 190)	1.9 (27, 190)
185/70R13 85S	1.9 (27, 190)	1.9 (27, 190)
185/70HR13	1.9 (27, 190)	1.9 (27, 190)
185/70R13 85H	1.9 (27, 190)	1.9 (27, 190)
Tire size	Optional inflation for reduced loads (1 to 3 passengers)	
	Front	Rear
165SR13	1.9 (27, 190)	1.9 (27, 190)
185/70SR13	1.9 (27, 190)	1.9 (27, 190)
185/70R13 85S	1.9 (27, 190)	1.9 (27, 190)
185/70HR13	1.9 (27, 190)	1.9 (27, 190)
185/70R13 85H	1.9 (27, 190)	1.9 (27, 190)

Except 4WD models –

– For driving at speeds of 160 km/h (100 mph) or over

bar or kg/cm² (psi, kPa)

Tire size	Standard inflation for all loads including full rated loads		Optional inflation for reduced loads (1 to 3 passengers)	
	Front	Rear	Front	Rear
155SR13 155R13 78S 155/80R13 78S	2.0 (28, 200)*1 2.2 (32, 220)*2	2.4 (35, 240)*1 2.6 (37, 260)*2	2.0 (28, 200)*1 2.2 (32, 220)*2	2.0 (28, 200)*1 2.2 (32, 220)*2
165SR13 165R13 82S 165/80R13 82S	1.9 (27, 190)*1 2.1 (30, 210)*2 1.9 (27, 190)*3	2.0 (28, 200)*1 2.2 (32, 220)*2 2.0 (28, 200)*3	1.9 (27, 190)*1 2.1 (30, 210)*2 1.9 (27, 190)*3	1.9 (27, 190)*1 2.1 (30, 210)*2 1.9 (27, 190)*3
175/70SR13 175/70R13 82S	1.9 (27, 190)*1 2.1 (30, 210)*2 2.1 (30, 210)*3	2.2 (32, 220)*1 2.4 (35, 240)*2 2.2 (32, 220)*3	1.9 (27, 190)*1 2.1 (30, 210)*2 2.1 (30, 210)*3	1.9 (27, 190)*1 2.1 (30, 210)*2 2.1 (30, 210)*3
175/70HR13 175/70R13 82H	2.1 (30, 210)*2	2.4 (35, 240)*2	2.1 (30, 210)*2	2.1 (30, 210)*2
185/60R14 82H	2.3 (33, 230)	2.6 (37, 260)	2.3 (33, 230)	2.3 (33, 230)

*1: Vehicles with 2E or 2E-E engine
*2: Vehicles with 4A-F or 4A-FE engine
*3: Vehicles with 1C engine

Except 4WD models –

– For driving at speeds under 160 km/h (100 mph)

bar or kg/cm² (psi, kPa)

Tire size	Standard inflation for all loads including full rated loads		Optional inflation for reduced loads (1 to 3 passengers)	
	Front	Rear	Front	Rear
155SR13 155R13 78S 155/80R13 78S	1.9 (27, 190)	2.3 (33, 230)	1.9 (27, 190)	1.9 (27, 190)
165SR13 165R13 82S 165/80R13 82S	1.8 (26, 180)	1.9 (27, 190)	1.8 (26, 180)	1.8 (26, 180)
175/70SR13 175/70R13 82S	1.8 (26, 180)*1 2.0 (28, 200)*2	2.1 (30, 210)*1 2.1 (30, 210)*2	1.8 (26, 180)*1 2.0 (28, 200)*2	1.8 (26, 180)*1 2.0 (28, 200)*2
175/70HR13 175/70R13 82H	1.8 (26, 180)	2.1 (30, 210)	1.8 (26, 180)	1.8 (26, 180)
185/60R14 82H	1.8 (26, 180)	2.1 (30, 210)	1.8 (26, 180)	1.8 (26, 180)

*1: Except vehicles with 1C engine
*2: Vehicles with 1C engine

Snow tire

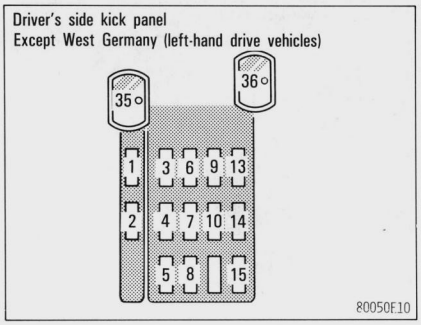
Snow tires should be inflated to the same pressure as the inflation pressure of the conventional tires for driving at speeds of 160 km/h (100 mph) or over. However, if you use the 175/70R13 snow tire for vehicles with 1C engine, inflate them as specified in the following table.

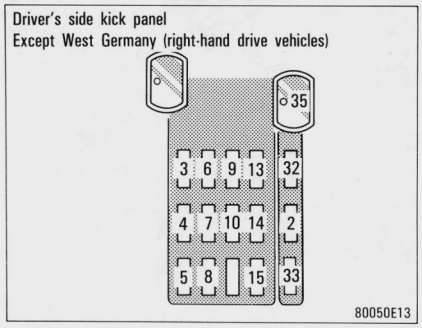
bar or kg/cm² (psi, kPa)

	Standard inflation for all loads including full rated loads	Optional inflation for reduced loads (1 to 3 passengers)
Front	1.9 (28, 190)	1.9 (28, 190)
Rear	2.1 (30, 210)	1.9 (28, 190)

Wheel nut torque, kg-m (ft-lb, N.m):
10.5 (76, 103)

Fuses and circuit breakers





Fuses

1. SEAT HTR 20 A: Seat heater

2. ECU-IG 15A: Electronic fuel injection system, air conditioning cooling system

3. STOP 15 A: Stop lights, anti-lock brake system

4. RADIO 7.5 A: Radio, cassette tape player, power rear view mirrors

5. ECU-B 10 A: Rear fog light, anti-lock brake system

6. ENGINE 7.5 A: Charging system, engine glow system

7. WIPER 20 A: Windshield wipers and washer, rear window wiper and washer, headlight cleaner

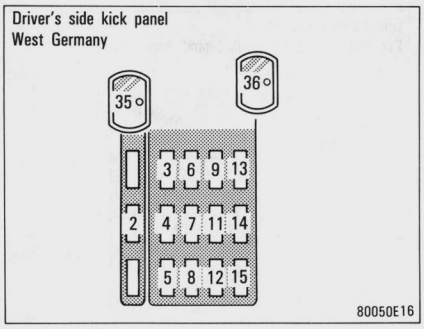
8. CIG 15 A: Cigarette lighter, digital clock display

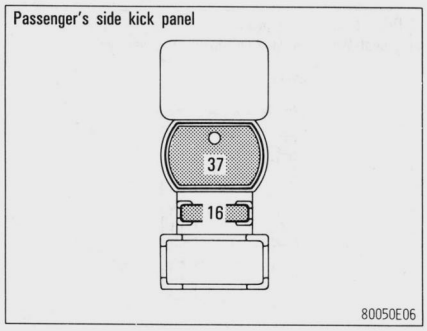
9. IGN 10 A: Charging system, discharge warning light, emission control system, electric underhood cooling fans, electronic fuel injection system, engine glow system

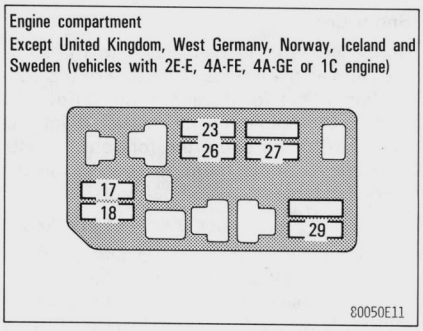
10. TAIL 15 A: Tail lights, parking lights, side marker lights, license plate lights, rear fog light, instrument panel lights

11. TAIL (RH) 10 A: Right-hand tail light, right-hand parking light, license plate lights, instrument panel lights

12. TAIL (LH) 10 A: Left-hand tail light, left-hand parking light







13. GAUGE 7.5 A: Gauges and meters, warning lights and buzzers (except discharge and open door warning lights), econodrive monitor, back-up lights, air conditioning system, rear window defogger, power windows, power door lock system

14. TURN 10 A: Turn signal lights

15. SUNROOF 30 A: Electric sun roof

16. A/C 7.5 A: Air conditioning cooling system

17. HEAD (RH) 10 A: Right-hand headlight

18. HEAD (LH) 10 A: Left-hand headlight

19. HEAD (LH-UPR) 10 A: Left-hand headlight (high beam)

20. HEAD (RH-UPR) 10 A: Right-hand headlight (high beam)

21. HEAD (LH-LWR) 10 A: Left-hand headlight (low beam)

22. HEAD (RH-LWR) 10 A: Right-hand headlight (low beam)

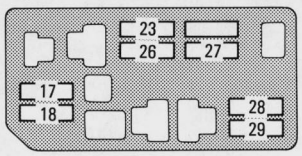
23. HAZ-HORN 15 A: Emergency flashers, horns

24. EFI 15 A (vehicles with 2E-E, 4A-FE or 4A-GE engine) or F-HTR 15 A (vehicles with 1C engine): Electronic fuel injection system or fuel heater

25. EFI 15 A: Electronic fuel injection system

26. CMH 30 A: Emission control system

Engine compartment
Except United Kingdom, West Germany, Norway and Sweden (vehicles with 2E or 4A-F engine)



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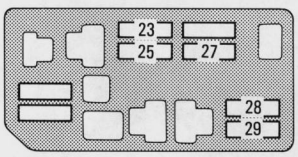
Engine compartment
Unied Kingdom, West Germany, Norway and Iceland



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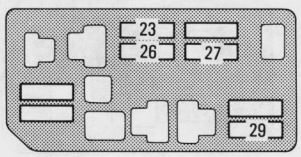
Engine compartment
Sweden



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27. DOME 10 A: Interior light, personal light, luggage compartment light, trunk room light, clock, open door warning light

28. FAN-I/UP 7.5 A: Engine glow system, automatic choke

29. CHARGE 7.5 A: Charging system, discharge warning light, automatic choke

30. SPARE: Spare fuse (7.5 A)

31. SPARE: Spare fuse (15 A)

32. DEFOG 30 A: Rear window defogger

33. DEFOG-I/UP 7.5 A: Rear window defogger, engine glow system, automatic choke

34. CDS 30 A: Air conditioning system

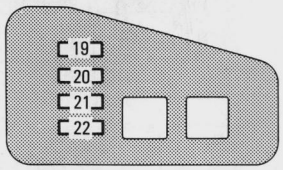
Circuit breakers

35. 30 A: Power windows, power door lock system

36. 30 A: Rear window defogger

37. 30 A: Air conditioning system

Engine compartment
United Kingdom, West Germany, Norway, Iceland and Sweden



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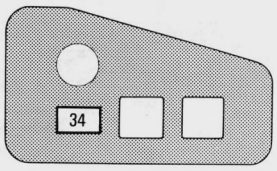
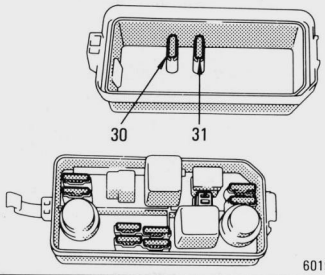
Engine compartment
Except United Kingdom, Germany, Norway, Iceland and Sweden



80050E14

Engine compartment



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Part 9
INDEX