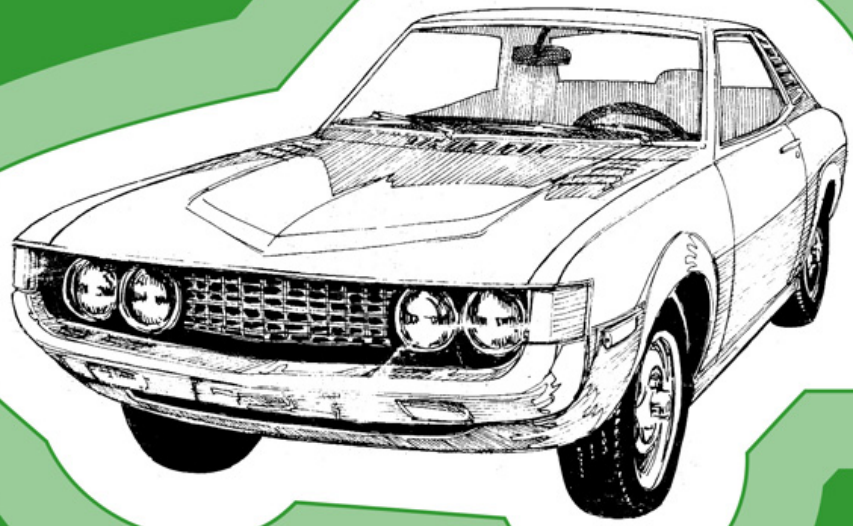
TOYOTA



CELICA

Owner's Manual

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TOYOTA

CELICA

Owner's Manual

Maintenance
Operation

All information and specifications in this manual are current at the time of printing. However, because of Toyota's policy of continual product improvement, we reserve the right to make changes at any time without notice. Please note that this manual applies to all Celica models and explains all equipment, including options. Therefore, you may find some explanations for equipment not installed on your vehicle.

foreword

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

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

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

TOYOTA MOTOR SALES CO., LTD.

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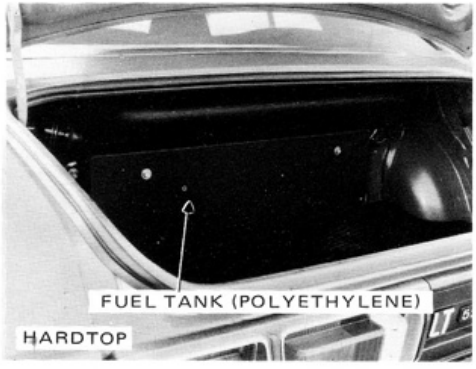
Fuel recommendation



Use gasoline of the following octane rating or higher (research octane no.).

Hardtop

	engine	model code	octane rating
LT	2T	TA23 (1600 series)	90
ST	2T-B	TA23 (1600 series)	98
	18R	RA23 (2000 series)	90
GT	2T-G	TA23 (1600 series)	98

Liftback

	engine	model code	octane rating
ST	2T-B	TA28 (1600 series)	98
	18R	RA28 (2000 series)	90
GT	18R-G	RA28 (2000 series)	98

If the ignition timing is out of adjustment, or if a fuel too low in anti-knock quality is used, pinging, spark knock or after-run may result. Such conditions may cause the engine to overheat and may damage it. If such symptoms are noticed, use a higher octane gasoline and have your car inspected for improper ignition timing.

Engine damage caused by use of improper fuels will not be covered under Toyota's new car warranty.

Fuel tank capacity:

Hardtop

Steel tank	**58 liters (12.8 Imp gal)**
Polyethylene tank	**52 liters (11.4 Imp gal)**

Operation in foreign countries

Having different regulations in certain countries, your car, in some instances, cannot be registered unless it conforms to the regulations. Therefore, make sure before taking your car to the country intended.

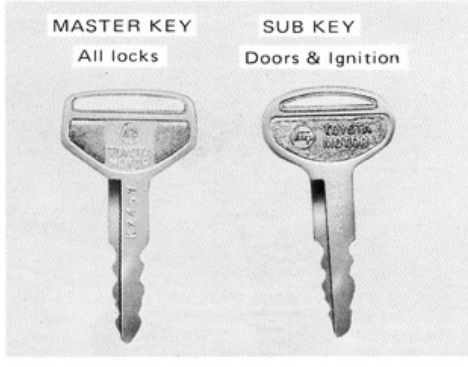
Tips for driving the first 1000 km (600 miles)

Drive gently and avoid high speeds.

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

- Do not drive over 100 km/h (65 mph)
- Maintain engine speed between 2000 and 4500 rpm.
- Avoid full-throttle starts.
- If possible, 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.

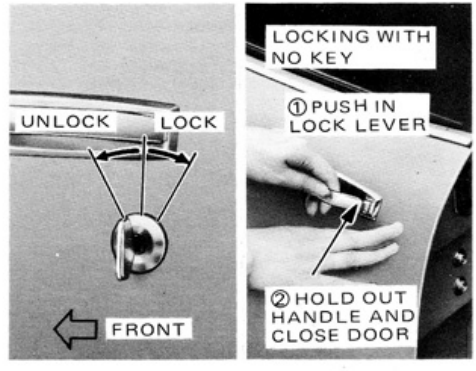
Two keys for your car



The master key works in every lock. The sub-key will not work in the trunk or glovebox.

To protect things locked in the trunk or glove box when you have your car parked, leave the sub-key with the attendant. Since the doors and trunk can be locked without a key, you should always carry a spare master key in case you accidentally lock your keys inside the car or trunk.

Door locks

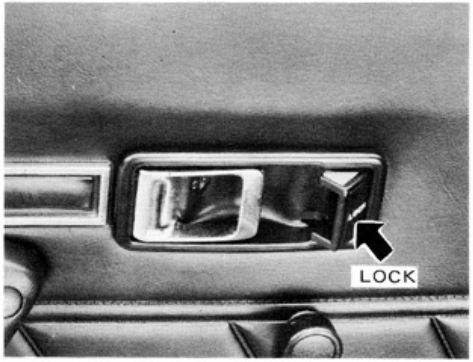


To lock and unlock doors from the outside...

You can, of course, use your key. Turn the key towards the ***back*** of the car to lock and towards the ***front*** to unlock.

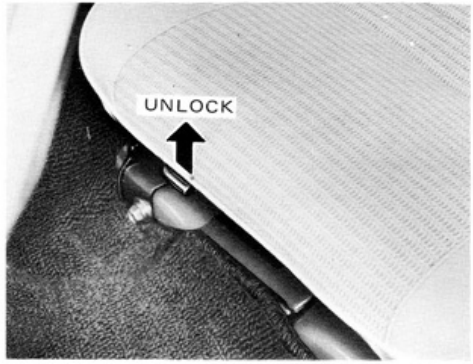
To lock the doors without a key, push in the lock lever. Then hold the handle out as you close the door. ***Be careful not to lock your keys in the car.***

How to adjust the front seats



To lock and unlock doors from the inside...

After closing the door, just push in the lock lever. The door then cannot be opened with either the outside or the inside door handle. ***We recommend locking the doors while driving, especially when small children are in the car.***



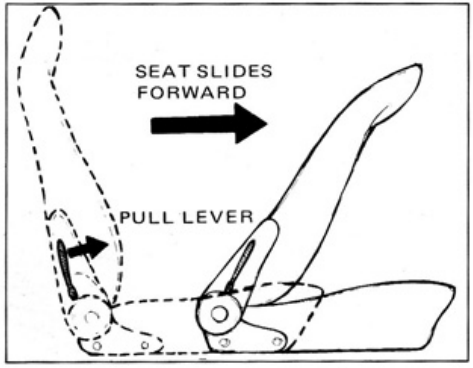
To move the seat forwards or backwards, pull the lock lever up. Then slide the seat to the desired position and release the lever.

These adjustments should not be made when the car is moving.

To change the seatback angle, lean forward and pull the lock lever forward. Then lean back to the desired angle and release the lever.

If desired, the seatbacks may be fully reclined. The seatback will return to the upright position when the lever is pulled forward and no weight is on it.

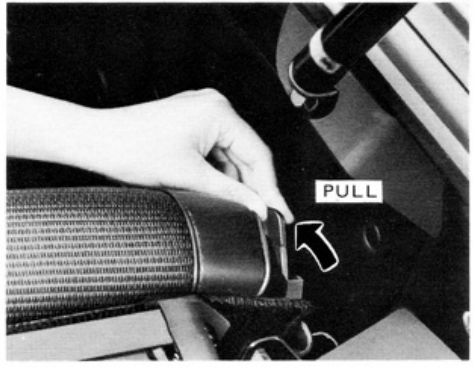
Easy rear-seat entry



Pull the seat back lever forward—the passenger's seat will automatically slide forward.

After your passengers are in, simply slide the seat rearward. It will lock into place. Readjust it forwards or backwards for the most comfortable leg room.

Fold-down rear seat (liftback)



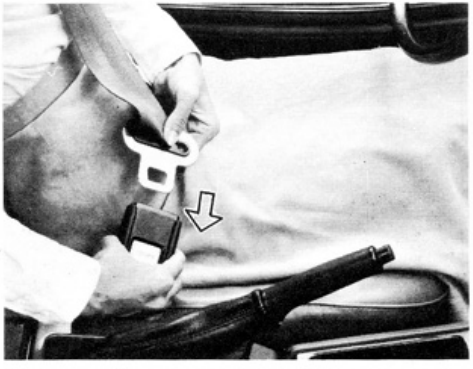
Unlock the seatback, and fold it down.

Hold the lock release levers until you've swung the seat back forward a bit.

Luggage cover (liftback GT)

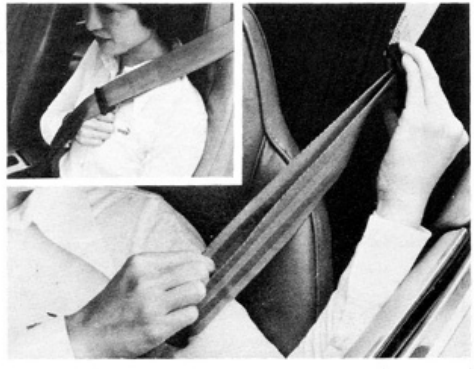
A roll-up cover is provided for the luggage area. Simply pull it out of the rear seat back and snap it to either the inside of the rear hatch or the body below the hatch.

The front seat belts (non-Australia)



To put on a belt, pull it out of the retractor and insert the tab into the buckle.

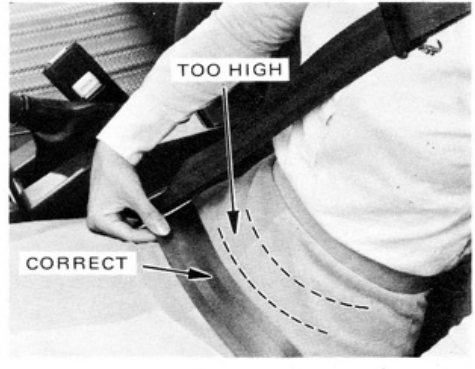
You'll hear a "click" when the tab locks into the buckle. Make sure the belt is not twisted.



Take up the extra length of the lap and shoulder belts.

Hold the adjuster at a right angle to the shoulder belt and pull the belt.

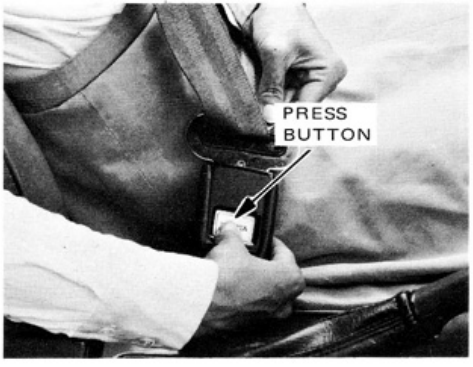
When the belt unwinds completely from the retractor, the shoulder portion of the belt should have enough slack to allow you to put a clenched fist between your chest and the belt.



Adjust the position of the lap and shoulder belts.

The lap belt should be ***as low as possible on your hips***—not on your waist.

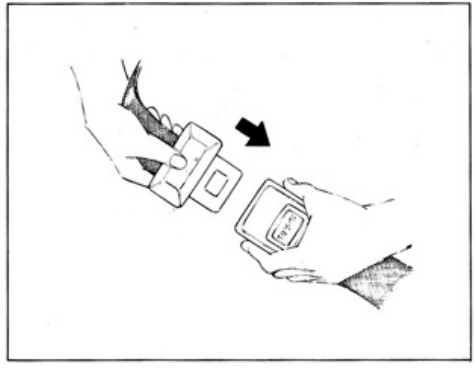
The front seat belts (non-Australia, cont.)



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

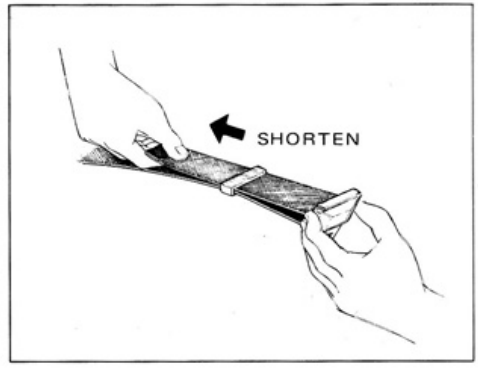
If the belt does not fully retract, pull it out and check for kinks or twisting. Then make sure that it remains untwisted as it retracts.

The rear seat belts (non-Australia)



The rear seat belt buckle fastens just like the front.

You should hear a "click" when you push the tab into the buckle. Make sure the belt is not twisted. To release the belt, press the buckle-release button.

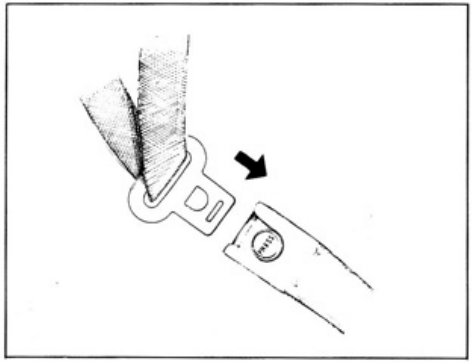


The belt length may be adjusted at the tongue.

To shorten the belt, hold the tongue at a right angle to the belt and pull the free end of the belt. Pull on the tongue to lengthen the belt.

The belt should be *as low as possible on your hips.*

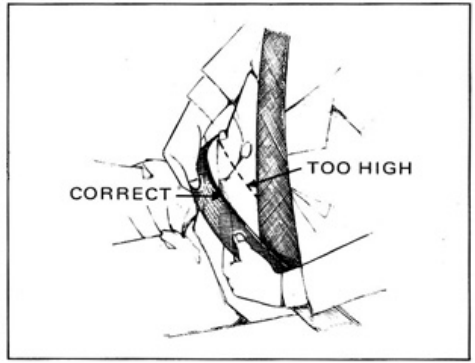
The front seat belts (Australia)



To put on a belt, pull it out of the retractor and insert the tab into the buckle.

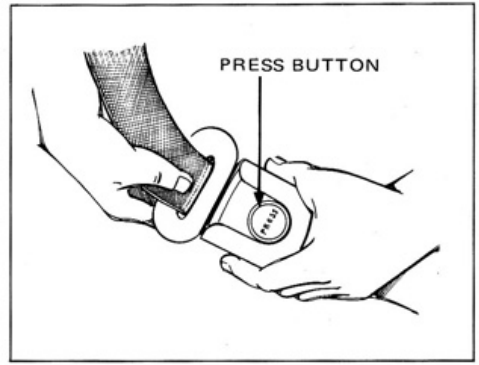
You'll hear a "click" when the tab locks into the buckle. Make sure that the belt is not twisted.

The front seat belt length automatically adjust to your size and the seat position. The retractors will lock the belt during a fast stop or on impact. They also may lock if you lean forward too quickly. A slow easy motion will allow them to extend.



Adjust the position of the lap and shoulder belts.

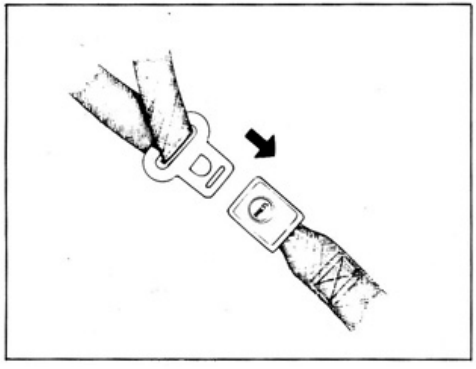
The lap belt should be ***as low as possible on your hips***—not on your waist.



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

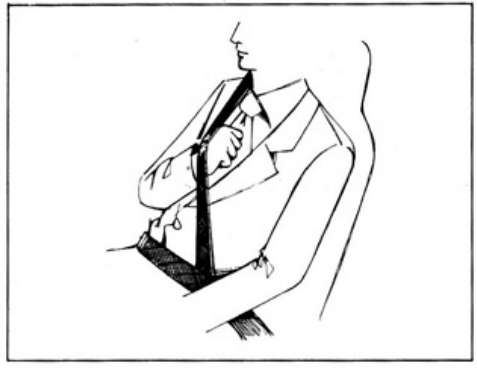
If the belt doesn't fully retract, pull it out and check for kinks or twisting. Then make sure that it remains untwisted as it retracts.

The rear seat belts (Australia)



The rear seat belt buckle fastens just like the front.

You should hear a "click" when you push the tab into the buckle. Make sure the belt is not twisted. To release the belt, press the buckle-release button.

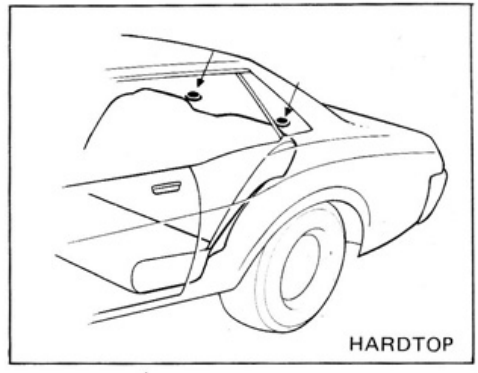


Adjust the length and the position of the lap and shoulder belt.

Take up the extra length by pulling the free end of the lap belt with the adjuster at a right angle to the belt.

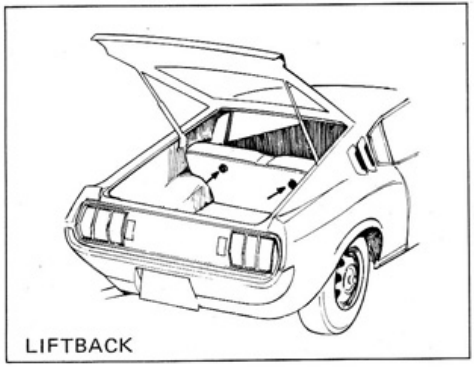
The lap belt should be *as low as possible on your hips*—not on your waist. The shoulder belt should have enough slack so that you can insert a clenched fist between your chest and the belt.

Child restraint anchorage (Australia)



On Hardtops, take off the plug from the rear package tray and install a child restraint system with the anchor bolt.

WARNING: Child restraint anchorages are designed to withstand only those loads imposed by correctly fitted child restraints. Under no circumstances are they to be used for adult seat belts or harnesses.



On Liftbacks, the anchorages are located behind the rear seat back.

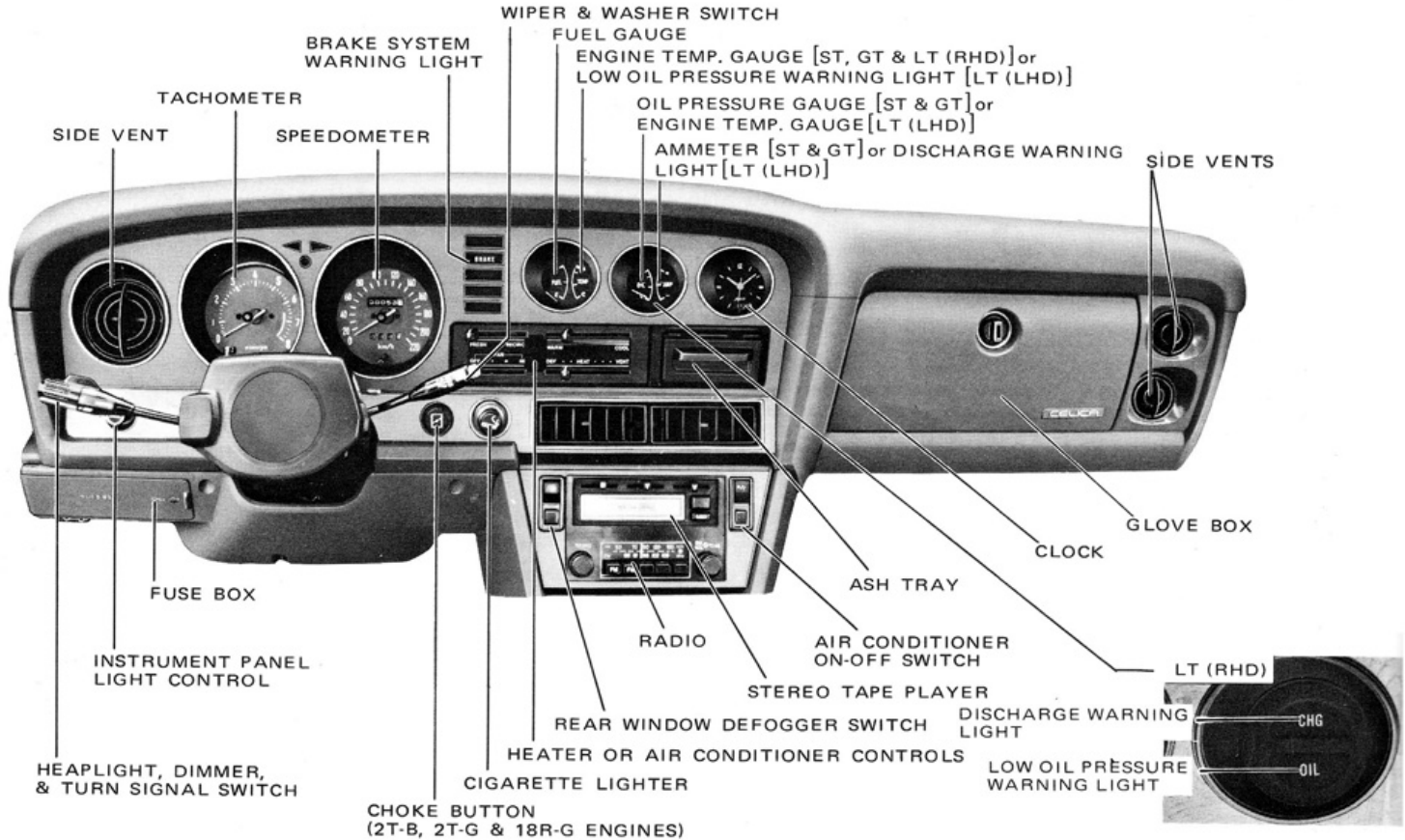
Seat belt tips

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

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

- Small person or youth in front seat. Move the seat fully forward and raise the seat back to its most upright position.
- Pregnant woman or injured person. Wearing a seat belt may be dangerous. Ask your doctor for specific recommendations.
- Babies and small children. Special safety seats are available. We recommend their use.
- Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed.
  A slack belt will greatly reduce the protection afforded to the wearer.
- Care should be taken to avoid contamination of the webbing with polish, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The belt should be replaced if webbing becomes frayed, contaminated or damaged.
- It is essential to replace the entire assembly after it has been worn in a severe impact even if damage to the assembly is not obvious.
- Belts should not be worn with straps twisted.
- Each seat belt assembly must only be used by one occupant; it is dangerous to put a belt around a child being carried on the occupant's lap.
- If the seat belt regulation exists in the country where you reside, please contact your Toyota dealer for seat belt replacement or installation.

Overview of the instruments and controls



Combination ignition switch and steering lock

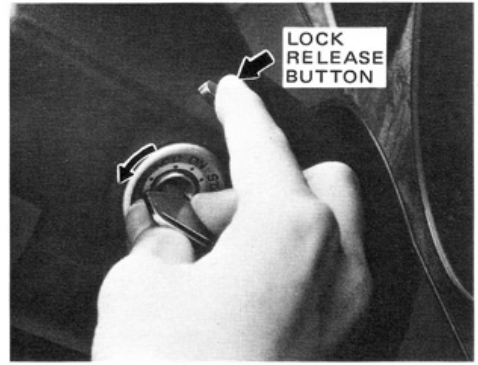
START—Starter motor on.

Make sure the transmission is in neutral before starting. As soon as the engine starts, release the key. It will return to the ON position. Don't crank the starter continuously for more than 15 seconds. (For starting tips, see page 25.)

ON—Engine on and all accessories on.

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

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



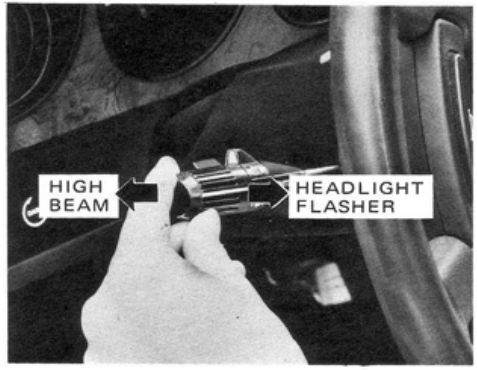
LOCK—The steering wheel is locked. The key can be removed only at this position.

You must press in the lock release button to turn the key from ON or ACC to the LOCK position. When starting the engine, the key may seem stuck at the LOCK position. To free it, just rock the steering wheel slightly while turning the key gently.

Never turn the key to LOCK when the car is moving. If you must turn the engine off, switch to ACC but do not press the lock release button. Do not push, tow, or coast your car with the key at LOCK.

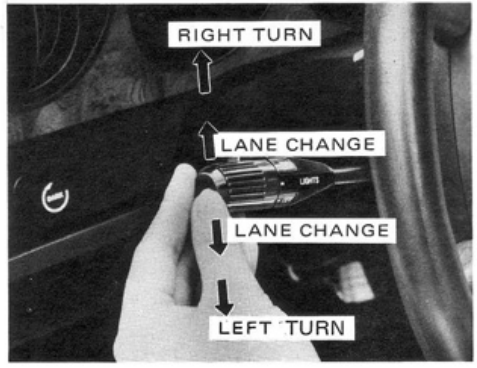
Combination headlight, dimmer, flasher and turn signal switch

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



For high beams, push the switch forward. Pull back for low beams.
For headlight flasher, pull further back.

A purple light on the dashboard indicates high beams.

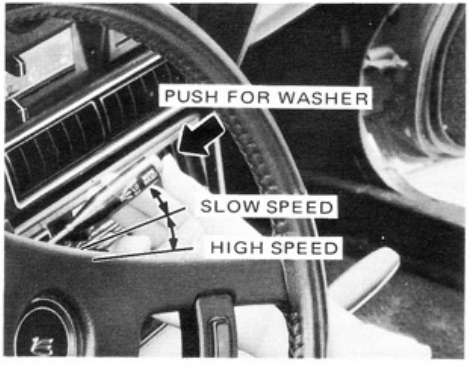


For signaling turns, move the switch up or down in the conventional manner.

The turn signal is self-cancelling after a turn. But after a lane change, you may have to cancel it by hand. You can also signal a lane change by moving the turn signal lever part way and holding it there. (Left Hand Drive cars only).

If the green dashboard light comes on but does not flash, it indicates that the front or rear turn signal bulb has burned out. If the dashboard light does not come on, the fuse or the indicator light itself has probably failed. You may change headlight beams even with the turn signal is on.

Windshield wiper and washer switch



To turn the wipers on, pull the switch down.

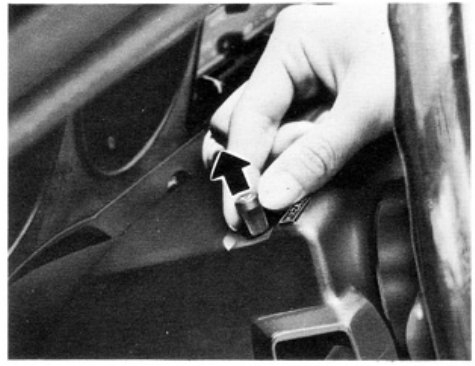
To make the washers squirt, push the button on the end.

Don't run the wipers if the windshield is dry. It may scratch the glass.

If the washer doesn't work, check the amount of fluid in the tank under the hood.

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

Emergency flasher switch



To turn on the emergency warning lights, pull the knob up.

All six turn signal lights will flash. The engine can be on or off. You don't even need an ignition key.

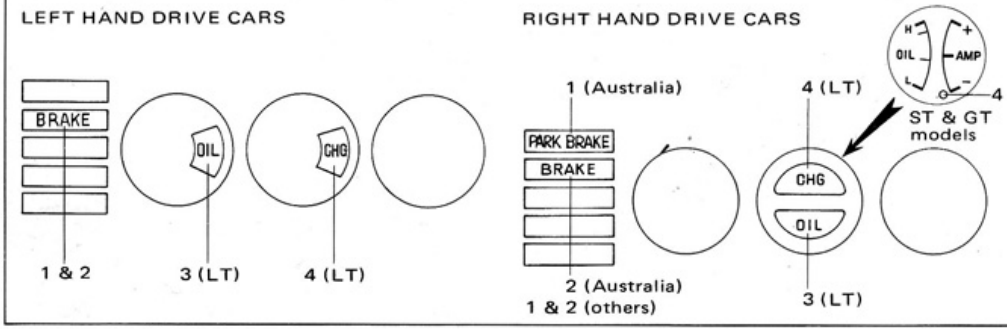
Turn on the emergency flashers to warn other drivers if your car must be stopped where it might be a traffic hazard.

Always pull as far off the road as possible.
(For emergency information, see page 33.)

Instrument panel light control (GT and Australia)

Turn the knob clockwise to dim the instrument panel lights.

The warning lights—
what to do if one comes on while driving



IF THE LIGHT COMES ON . . .	DO THIS
1. Parking brake reminder	Release parking brake
2. Brake malfunction	If parking brake is off (except for Australia), stop and check
3. Discharge warning	Stop and check
4. Low oil pressure warning	Stop and check

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

2. Brake malfunction warning (cars with a dual circuit brake system). If this light comes on when you press the brake pedal, and remains on or goes off when you release it—

- *Slow down and pull off the road.* Either the front or the rear half of the brake system has low fluid pressure. The other half of the system will keep working, but *stopping distance and pedal effort will be increased.*

- *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 aren't working, have the car towed in for repairs. (See page 40.)

Continued normal driving is dangerous. Get the brakes repaired immediately.

3. Low Oil Pressure Warning Light (LT)

This light indicates that the oil pressure is low. If it flickers or stays on while driving, *pull off the road immediately and stop the engine.* First check the oil level; it may be low. (Instructions for how to check and add oil are on page 50.) If the level was low but adding oil does not cause the light to go out when the engine is restarted, turn it off immediately and call a Toyota dealer for assistance.

Do not drive the car—even for one block—until the cause is fixed. It may ruin the engine.

The light may occasionaly 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. However, you should check the oil level at your next opportunity because it may be low.

4. Discharge Warning Light (LT & right handdrive ST & GT)

This light indicates that the battery is being discharged. If it comes on while you're driving, *stop and check* for the cause. Look

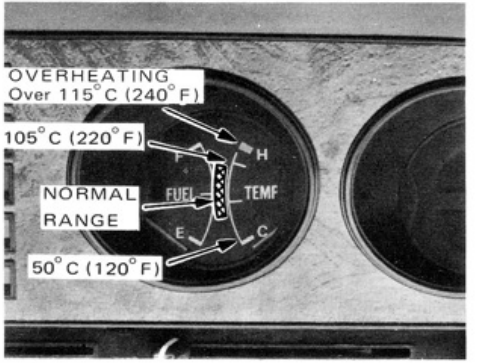
first at the fan belt. If it's loose or broken, the alternator will not charge the battery properly. (See page 54 for instructions on how to check and adjust the belt.) If the belt is OK, there is a problem somewhere in the charging system. The engine ignition will continue to operate, however, until the battery is discharged. Turn off the air conditioner, blower, radio, etc., and drive directly to the nearest Toyota dealer or repair station.

Do not continue driving if the fan belt is broken or loose. The engine will overheat.

How to check all the dashboard warning lights:

Turn the key ON, but do not start the engine. All the warning lights on the dashboard should come ON. However, the brake malfunction warning light for Australia should come on when the key is turned to the START position.

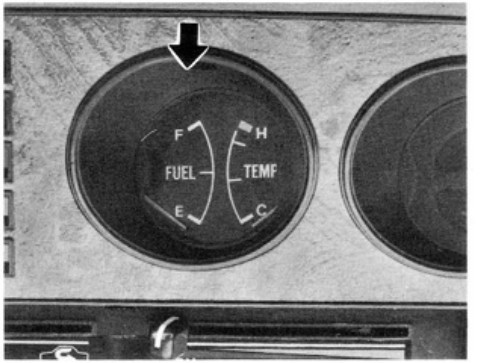
Engine temperature gauge



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

The gauge indicates the engine coolant temperature when the ignition switch is ON. The engine operating temperature will vary with changes in weather and engine load. (If your car overheats, see page 35.) *Do not continue driving with the engine overheated.*

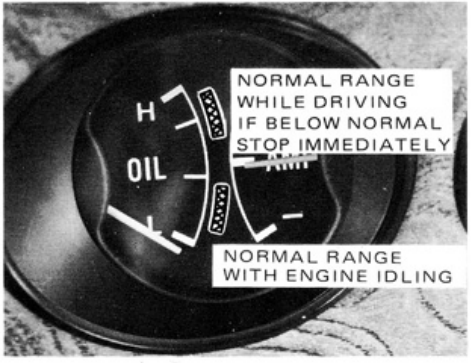
Fuel gauge



It's a good idea to keep the tank over ¼ full.

The gauge works when the ignition switch is ON. For the most accurate reading, the car should be on level ground and either stopped or at a constant speed.

Oil pressure gauge (ST and GT)

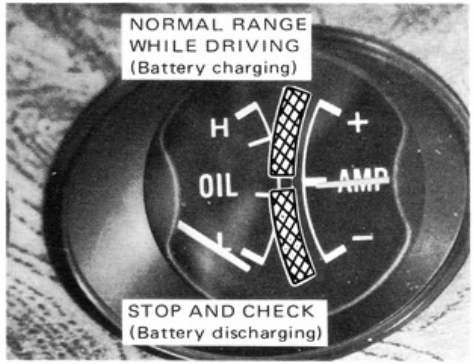


Check the oil pressure gauge to make sure the engine is receiving proper lubrication.

If the oil pressure should stay below the normal range, ***pull off the road immediately and stop the engine.*** The oil level is probably low. (Instructions for how to check and add oil are on page 50.) If adding oil does not restore normal oil pressure, turn the engine off and call a Toyota dealer or repair shop for assistance.

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

Ammeter (ST and GT)



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

If the needle indicates discharge (–) while driving, stop and check the fan belt. (See page 54 for instructions.) If the belt is not loose or broken, the charging system needs immediate repair. The engine ignition will continue to operate until the battery is fully discharged. So turn off all electrical accessories and drive directly to the nearest Toyota dealer or repair station.

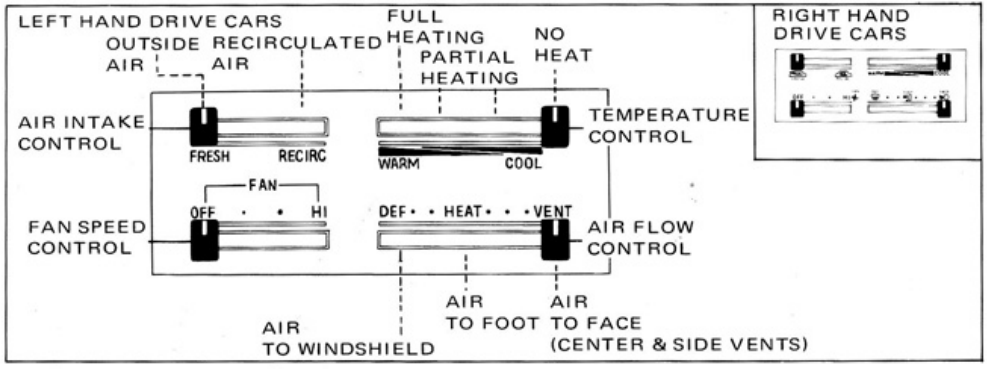
Do not continue driving if the fan belt is broken or loose. The engine will overheat.

Tachometer

The tachometer indicates engine speed. 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. For fast acceleration on level ground, allow the engine to reach 4000 to 4500 rpm (except GT models) or 5000 to 5500 rpm (GT models) before shifting to the next higher gear. ***You may rev the engine up to 6500 rpm (except GT models) or 7500 rpm (GT models) for short periods of time, but never exceed this rpm. You may cause severe engine damage if you run the needle into the red zone.***

How the heater and vent controls work



HEATER and FAN

The purpose of the four controls is simple:

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

VENTILATION (NO HEAT)

- Move the *air intake lever* to the FRESH position.
- Move the *air flow lever* to the VENT (FACE) position.
- Move the *temperature lever* fully right to the COOL position. This turns off the heater.
- If desired, turn on the *fan* for additional fresh air.

HEATING

- Move the *air intake lever* to FRESH for *normal* heating, with fresh air passing through the heater, or to RECIRC for *faster* heating of inside air only.
- Move the *air flow lever* to the HEAT (FOOT) position.
- Adjust the *temperature lever* for the most comfortable setting. Full left gives maximum heating.
- Turn on the *fan*. Higher speeds will warm up the car faster.

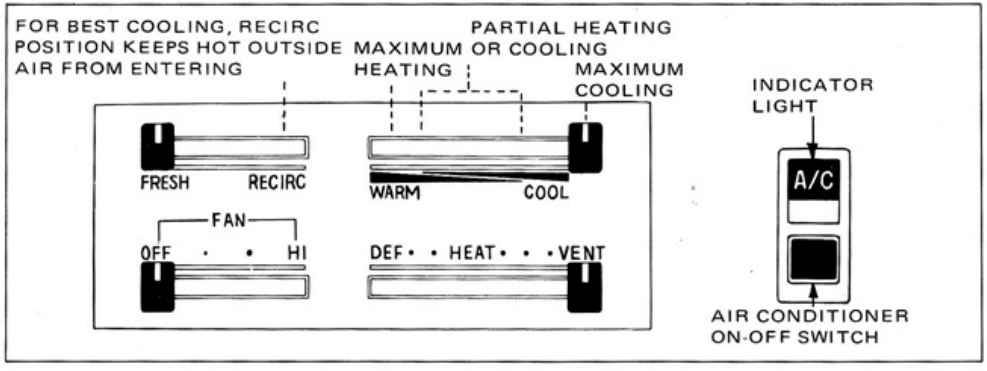
DEFROSTING or DEFOGGING

- Move the *air intake lever* to the FRESH position.
- Move the *air flow lever* to DEF. This directs most of the air to the windshield. A portion of the heated air will be directed to the side windows through the side vents by closing the center vent louvers. Adjust the side vent louvers toward the side windows.
- Move the *temperature lever* to the middle or full left. The WARM setting will give the fastest results.
- Set the *fan* on high speed. Once the windshield is cleared, the fan speed and heater temperature may be reduced.

OPERATING TIP

- In winter, remove any snow blocking the air inlet in front of the windshield.

How the air conditioner works



AIR CONDITIONER (A/C) ON-OFF SWITCH

This is the only visible control added when your Celica is equipped with air conditioning. The switch is used to turn the system on or off by pushing it repeatedly.

COOLING

- Turn the ***air conditioner switch*** on. The indicator light shows that the air conditioner is working.
- Move the ***air intake lever*** to FRESH for ***normal*** cooling or to RECIRC for ***faster*** cooling.
- Move the ***air flow lever*** to the VENT (FACE) position.
- Adjust the ***temperature lever*** for the most comfortable setting. Full right gives maximum cooling.
- Turn on the ***fan.*** Medium or high speed works best.

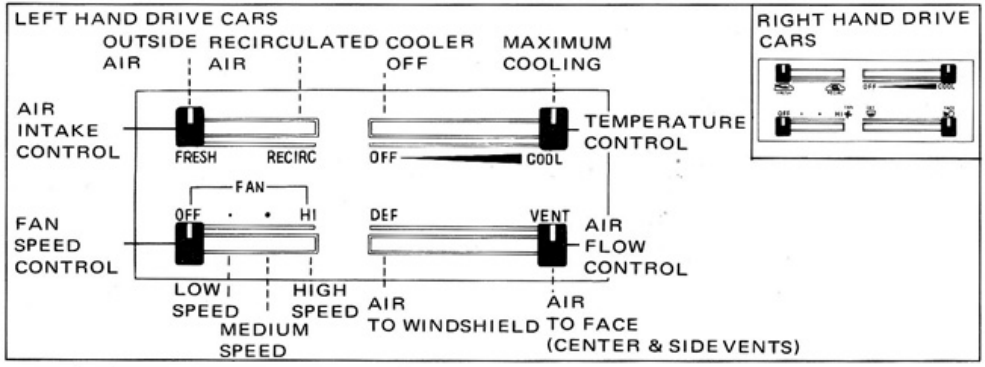
VENTILATION (NO COOLING), HEATING, DEFROSTING or DEFOGGING

- Turn the ***air conditioner switch*** off.
- Use all the controls in the same way as described in the Heater Section.
- If the ***air intake lever*** is moved to RECIRC and turn the ***air conditioner switch*** on, the system will work as dehumidified heating.

AIR CONDITIONING TIPS

- After parking in the hot sun, drive for the first few minutes with the windows open. After the excess heat has blown away, roll up the windows to keep out hot air.
- When selecting a colder setting, also speed up the fan to medium or high. In humid weather especially, the additional air flow is necessary to prevent frost from forming on the cooling unit. If the unit should begin to frost over, you'll notice it because cooling efficiency will drop. To remove the frost, turn the air conditioner switch off and run the fan at high speed.
- On long uphill drives, the additional load of the air conditioner may cause engine overheating. Watch the engine temperature gauge carefully. If the needle approaches the red zone, turn the air conditioner switch off.
- When not in regular use, turn the air conditioner on for more than 5 minutes once a week. This will keep the compressor and seals lubricated.

How the cooler works



The purpose of the four controls is simple:

- **The air intake control** is used to select where the air is coming from (recirculated or fresh air from outside).
- **The fan speed control** is used to turn the fan on and off and to select one of the three fan speeds.
- **The temperature control** is used to turn the cooler on and off and to select the amount of cooling desired.
- **The air flow control** is used to select where the air is going (to the side and center vent louvers, or to the windshield).

COOLING

- Move the ***air intake lever*** to FRESH for normal cooling or to RECIRC for faster cooling.
- Move the ***air flow lever*** to the VENT (FACE) position. This directs the air to the center and side vents.
- Adjust the ***temperature lever*** for the most comfortable setting. Full right gives maximum cooling.
- Turn on the ***fan.*** Medium or high speed works best.

VENTILATION (NO COOLING)

- Move the ***air intake lever*** to FRESH.
- Move the ***air flow lever*** to VENT (FACE).
- Move the ***temperature lever*** fully left to the OFF position. This turns off the cooler.
- If desired, turn on the ***fan*** for additional fresh air.

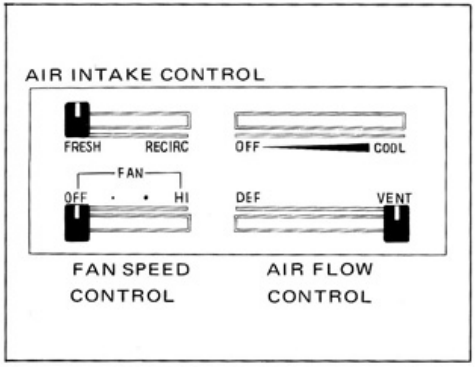
DEFOGGING

- Move the ***air intake lever*** to FRESH.
- Move the ***air flow lever*** to DEF. This directs most of the air to the windshield. A porlion of the air can be directed to the side windows through the side vent by closing the center vent louvers. Adjust the side vent louvers toward the side windows.
- Adjust the ***temperature lever*** for the most comfortable setting.
- Turn on the ***fan.*** Higher speeds will work better.

COOLING TIPS

Refer to the AIR CONDITIONING TIPS on page 18.

Boost ventilator



Move the air flow lever to VENT (FACE), the air intake lever to FRESH and the fan speed control to select one of three speeds.

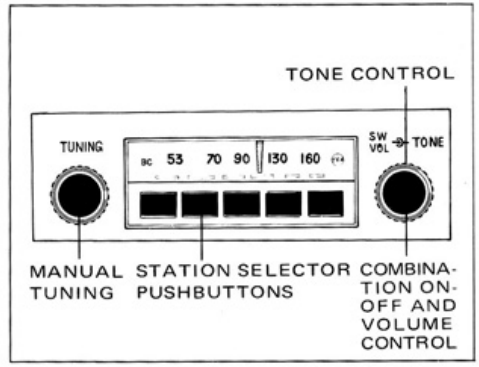
Move the air flow lever to DEF. This directs most of the air to the windshield. A portion of the air can be directed to the side windows through the side vents by closing the center vent louvers. Adjust the side vent louvers toward the side windows. To stop ventilating, move the air flow lever to RECIRC and turn off the fan.

Rear window defogger

To turn on the electric defogger, push the switch with the engine running. Another push will turn it off.

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

How the radio works



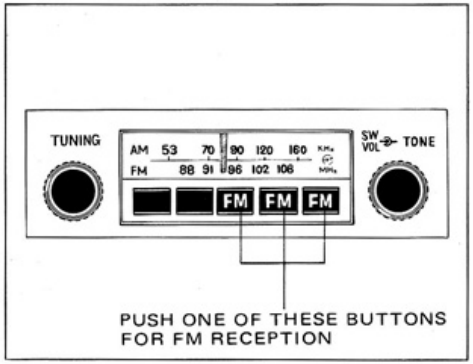
Push the ON-OFF switch to turn the radio on. Another push will turn it off.

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

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

To set the station pushbuttons:

1. Pull a pushbutton 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 pushbuttons.

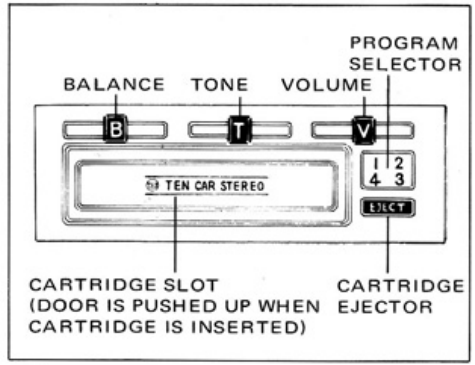


On AM-FM radios, you switch to FM reception by pressing in one of the three FM pushbuttons.

You should, of course, set these three buttons to FM stations. To switch back to AM reception, press one of the two unmarked pushbuttons.

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.

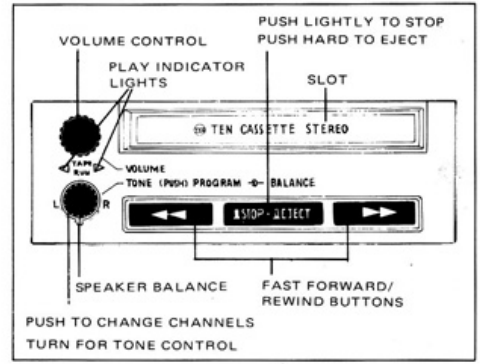
Stereo cartridge player



To play, simply insert the cartridge, label side up, into the slot as far as it will go.

This will automatically turn on the tape player and turn off the radio. The player will automatically switch at the end of each channel to the next one. You can manually advance to the next channel by pressing the program selector button.

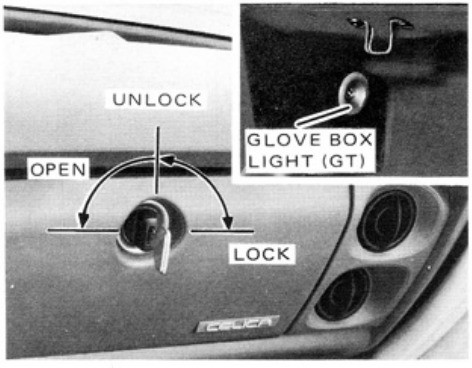
Stereo cassette player



To play, simply insert the cassette into the slot as far as it will go.

This will automatically turn on the tape player and turn off the radio. The player will automatically change directions at the end of a tape to play the other channel. You can advance or rewind the tape or change channels with the controls on the player.

The glove box



To open the door, unlock the door with your master key, and turn the knob counterclockwise.

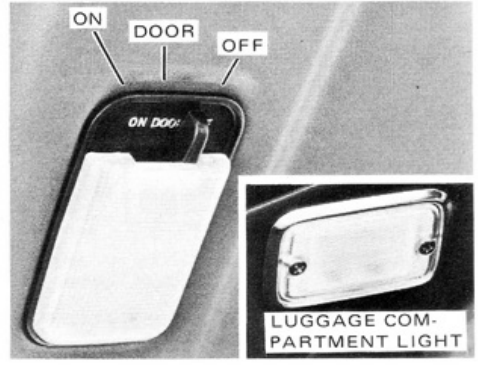
On GT models, a light is provided which will come on when you twist the headlight switch. Closing the glove box will turn the light off.

Day-night rear view mirror

Pull the lever to reduce glare in night driving.

Push the lever forward for normal daytime driving.

Interior light, and luggage compartment light (liftback)

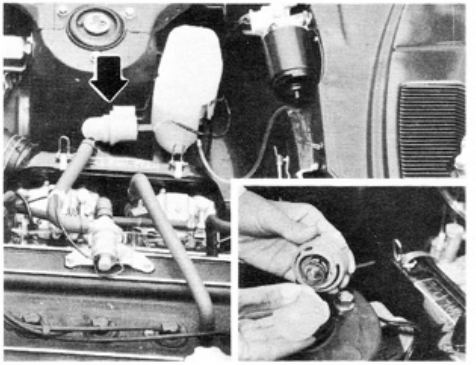


The interior light has three positions.

ON: The light is on all the time.
DOOR: The light comes on when any door is opened.
OFF: The light is off.

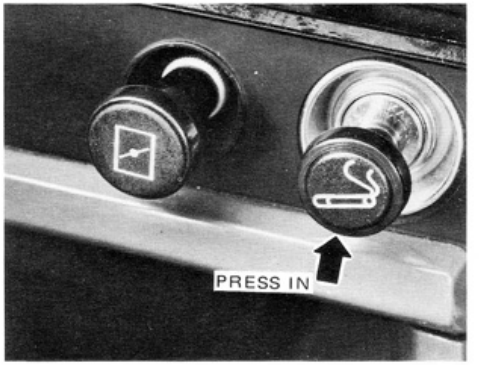
The luggage compartment light is on whenever the interior light is on.

Inspection light (GT)



With the headlight switch on, the inspection light will come on when you open the engine hood. Closing the hood will turn it off.

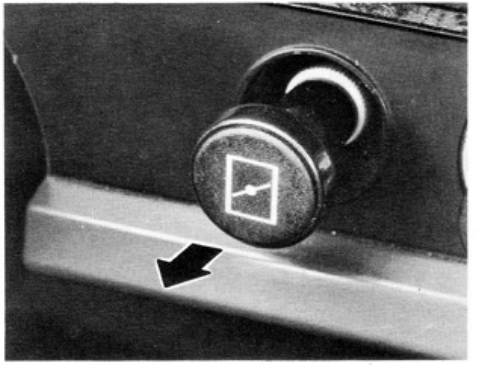
Cigarette lighter and ashtrays



Press the lighter in, and it will automatically pop out when it is ready for use.

To remove the ashtrays for cleaning.
Front—Pull out while pressing down.
Rear—Lift off.

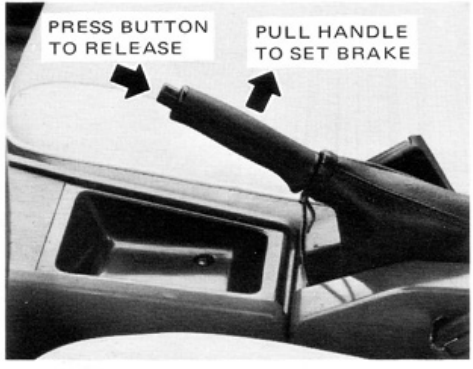
Choke button (GT & 1600ST)



This button is to control the air-fuel mixture for easy engine starting especially for cold season.

Refer to "How to start the engine" on page 25 for proper usage.

The parking brake

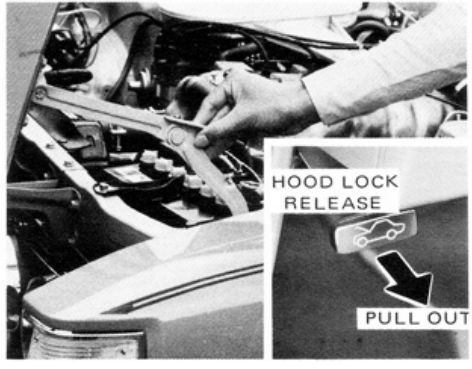


To set: Pull up on the lever.
To release: Pull up slightly, press the thumb button, and lower.

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

If the regular brakes should fail to operate while driving, you can make an emergency stop with the parking brake. However, the stopping distance will be much longer than normal.

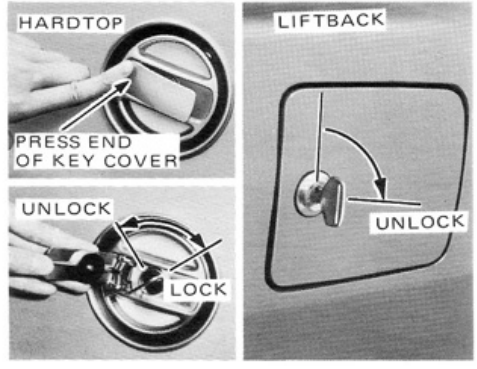
Hood release



Pull the hood lock release under the dash and the hood will spring up about an inch. Lifting the hood completely will automatically lock it in that position.

To close the hood, pull the hood support with one hand while holding the hood with the other hand. Lower the hood and make sure it locks into place. If necessary, press down gently on the rear edge to lock it.

The locking fuel tank cap



To remove the cap, open the key cover (hardtop), unlock the cap or fuel inlet cover (liftback) with your key, turn the cap counterclockwise, and lift it off.

It is not abnormal 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. The cap does not lock automatically when it is reinstalled—the key must be used. If you desire, you may leave the cap unlocked.

How to start the engine

Normal starting procedure (engine cold)

1. Fasten seatbelts.
2. Apply the parking brake.
3. Turn off lights and accessories.
4. **Automatic transmission:** Put the gear selector in P or N.

   Manual transmission: Shift into neutral and hold down the clutch pedal until the engine is started.
5. **LT, and ST with a 18R engine:** Press the accelerator pedal *once* to the floor and release it. This sets the automatic choke and fast idle.

   GT, and ST with a 2T-B engine: Pull the choke button *halfway out.*
6. *With your foot off the accelerator pedal,* crank the engine by turning the key to START. Release it when the engine starts. Do not crank for more than 15 seconds at a time.

   GT, and ST with a 2T-B engine: After the engine has started, push in the choke button gradually to the position where the engine runs smoothly.
7. After the engine warms up for about 10 seconds, you're ready to drive. *Do not "race" a cold engine.*

   GT, and ST with a 2T-B engine: *Make sure the choke button is fully pushed in after the engine warms up.*

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

- Before cranking the engine, fully depress and release the accelerator pedal *two or three times.* This gives a richer mixture for cold starting.

  GT, and ST with a 2T-B engine: Pull the choke button out *fully.*
- Crank the engine *with your foot off the accelerator pedal.*
- After the engine runs for about 30 seconds—

  LT, and ST with a 18R engine: Tap the accelerator to reduce its speed.

  GT, and ST with a 2T-B engine: Push the choke button in enough so that the engine runs smoothly.
- Let the engine warm up for a few minutes before driving.

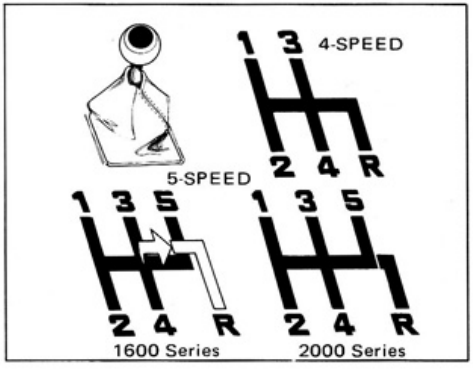
If the engine is warm...

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

If the engine is warm or hot and won't start, it may be flooded...

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

Driving with a manual transmission



The shift pattern is conventional. To shift into reverse on the 5-speed 1600 series, pull up on the lever.

Use the cluth correctly.

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

Recommended shifting speeds.

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

gear	approx. speed km/h (mph)
1 to 2	24 (15)
2 to 3	40 (25)
3 to 4	65 (40)
(4 to 5)	70 (45)

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

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 speeds in each gear:

1600 series km/h (mph)

gear	4-speed		5-speed
	differential gear ratio		
	3.909	4.100	
1	45 (28)	43 (27)	44 (27)
2	80 (50)	76 (47)	77 (48)
3	118 (73)	112 (70)	113 (70)
4	–	–	157 (98)

2000 series km/h (mph)

gear	4-speed	5-speed	
		ST	GT
1	37 (23)	39 (24)	50 (31)
2	79 (49)	77 (48)	89 (55)
3	118 (73)	113 (70)	130 (81)
4	–	157 (98)	185 (115)

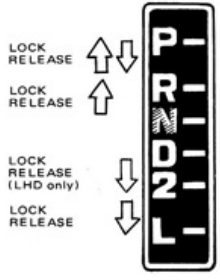
Good driving practice.

- When driving down a long hill, reduce your speed and downshift to a lower gear. The engine will provide a braking effect.
- If you slow to less than the following speeds such as when cornering, downshift to the next lower gear:

gear	km/h (mph)
2	24 (10)
3	25 (15)
4	40 (25)
(5)	72 (30)

The transmission is fully synchronized and downshifting is easy.

Driving with an automatic transmission



PARK. Use to hold car in place after parking. The engine can be started in P. Never shift into P with the car moving.
REVERSE. Use for backing up car. Shift into R after the car has stopped completely.
NEUTRAL. No gears are engaged. The engine can be started in N—or restarted while moving.
DRIVE. This is the position for normal driving.
SECOND. Use for driving in heavy traffic or on mountain downgrades.
LOW. Use for hard pulling through sand, mud, or snow and for steep hills.

The transmission uses a conventional sequence of gear positions.

The function of each of the selector positions is described in the illustration above. The lock release on the gear selector must be depressed to shift into Reverse, Park, Second (Left Hand Drive cars only), or Low.

For normal driving, put the selector in D range.

The Toyota automatic is a highly efficient 3-speed unit. For best fuel economy, accelerate the car from a stop with gradually increasing pressure on the pedal. The transmission will automatically shift to second and drive.

If you need to accelerate rapidly, push the accelerator pedal all the way to the floor. The transmission will automatically downshift to second or low, depending on your speed.

Using the 2 and L ranges.

With the selector in 2, the car will start in low, shift to second, but will not shift to Drive. With the selector in L, the transmission will not upshift at all. This gives you positive control over engine speed similar to that which you would have in a car with a manual transmission. The usual reason for selecting a lower gear is to obtain engine braking when driving in the mountains or in heavy traffic.

Be careful not to exceed the following speeds when accelerating:

km/h (mph)

	1600 series		2000 series
	differential gear ratio		
	4.100	4.300	
LOW	45 (28)	43 (27)	51 (32)
SECOND	77 (48)	73 (45)	86 (53)

The transmission is designed to guard against harmful engine overrevving when *downshifting*. If you select a lower gear but the car is traveling too fast, the transmission will delay downshifting until the car slows to the permissible speed.

Good driving practice.

- Make sure the car comes to a complete stop before shifting into or out of Reverse.
- Never put the selector into Park until the car is fully stopped. And always use the parking brake. Don't count on the transmission to hold the car.
- When driving on slippery road surfaces, be careful when downshifting. The abrupt change in engine speed could cause the rear wheels to slip.
- After parking on a hill, the weight of the car may not allow the Park locking mechanism to release. If this should ever happen to you, the solution is simple: just drive *uphill* slightly. The mechanism will automatically unlock, and you can drive away.

How to make your car last longer and save gas too

Making your Toyota last and getting the best possible fuel economy is easy—just take it easy! Drive moderately and avoid fast starts and hard stops. Here are some specific tips to help save you money in both gas and repairs:

- Avoid lengthy engine warm-up idling. Once the engine is running smoothly, begin driving—but gently until the engine is warmed up.
- Avoid unnecessary idling—shut off the engine.
- Accelerate slowly and smoothly.
- Look ahead while driving to avoid unnecessary stops and to maintain a steady speed.
- Don't hit the curb when parking, and slow down when driving on rough roads. This will help keep the front end in alignment.
- Avoid high speeds. By reducing your speed from 110 to 80 km/h (70 to 50 mph), you'll reduce gas consumption by about 15 to 20 percent.
- Do not carry unnecessary weight in the car.
- Keep the tires inflated at the correct pressure: (The recommended tire pressure is given on page 70 of this book.)
- Use the air conditioner only when necessary.
- Don't rest your foot on the brake or clutch pedal while driving.
- With a manual transmission, be careful to neither lug nor overrev the engine while driving.
- Keep your car tuned up and in top shape by following the maintenance schedule given in Section 5.
- If you drive on dusty roads or for very short distances, make sure that your car receives more frequent maintenance. See Section 5 for details.

Pretrip safety check

This checklist is for those many owners who like to "look over" their car themselves before starting out on a trip. It is a good idea. A few minutes of checking can help ensure safe and pleasant driving. Just a basic familiarity with cars is required—and a careful eye! Or, if you'd like, your Toyota dealer will be pleased to make this check for you at a nominal cost.

Outside the car

Tires. 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.

Exhaust system. Look for cracks, holes, and loose supports. Start the engine and listen for any leakage. Have any leaks fixed immediately. (See carbon monoxide warning, page 30.)

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

Windshield wiper blades. Look for wear or cracks.

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

Inside the car.

Brakes. Make sure the brakes don't pull and that the pedal has enough clearance (see page 64.)

Horn. Does it work?

Wiper and washer. Make sure that they both work and that the wipers don't streak.

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

Seat belts. Check that the buckles lock securely. Make sure that the belts aren't worn or frayed.

Spare tire and jack. Check the tire pressure and make sure you have your jack and wheel nut wrench.

Under the hood

Engine oil level. Check the dipstick with the car parked on a level spot. (See Section 6 for instructions.)

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

Automatic transmission fluid. Check the dipstick with the engine idling and the gear selector in Park. (See Section 6 for instructions.)

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

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

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

Brake and clutch fluid level. It should be near the upper mark on the see-through reservoir.

Fan belts. They should not be frayed or oily. When pressed with your thumb they shouldn't give more than about ½ inch. (See page 54 for details on checking.)

Fuel filter and lines. Check the see-through filter for dirt or clogging. Check the lines for leaks or loose connections.

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!

An important warning about the engine exhaust

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

Make sure the exhaust system has no holes or loose connections. The system should be checked each time the oil is changed. If you 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 car in or out. The exhaust gases cannot escape, making this a particularly dangerous situation.

Keep the trunk lid closed while driving. An open or unsealed trunk may cause exhaust gas to be drawn into the car. If you must drive with the trunk open to accommodate a large object, you must force fresh air inside the car with the fan:

1. Close the windows.
2. Set the air intake lever at FRESH, the air flow lever at HEAT (FOOT) or VENT (FACE) and the fan on HI.

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

Does your car need a repair?

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 car (however, water drainage from using the air conditioner is normal.)
- Change in exhaust sound (this may indicate a dangerous carbon monoxide leak. Drive with the windows down and have it checked immediately.)
- "Flat"-looking tire; excessive tire squeal when cornering; uneven tire wear
- Car pulls to the 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; brakes pull to one side when stopping
- Engine temperature continually higher than normal

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

Winter driving tips

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

This is the type of coolant your new Toyota is delivered with and the type your dealer will always use. It has a definite pink or blue color and is not clear. In addition to preventing rust and lubricating the water pump, this coolant will prevent freezing and subsequent damage to the engine block.

Check the condition of the battery and cables.

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

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

See page 50 for recommended viscosity. Leaving a heavy summer oil in your car during winter months may cause harder starting. If you're not sure about which oil to use, call your Toyota dealer—he'll be pleased to help.

Check the spark plugs and ignition system.

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

Keep the door locks from freezing.

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

Put windshield washer antifreeze in the washer tank.

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

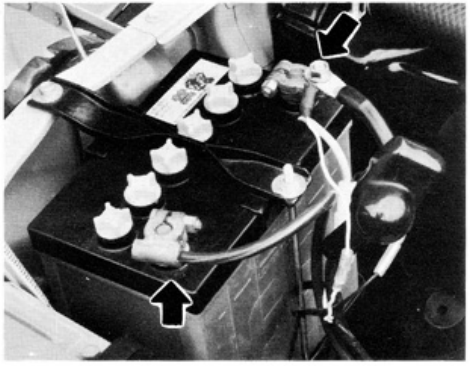
Depending on where you're driving, you might carry a little emergency equipment.

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

In cold weather below 15°C or 60°F, set the hot air intake to the WINTER position.

Refer to page 56.

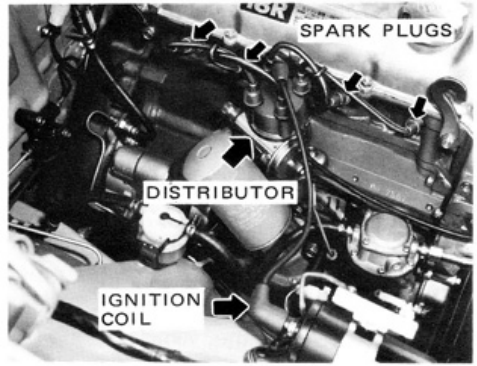
If your car won't start



First, make these few simple checks...

• If the engine isn't turning over or is turning over too slowly—

1. If your car has an automatic transmission, make sure it is in Neutral or Park.
2. Under the hood, check both battery cables. Make sure that their connections to the battery, chassis, and starter are tight and clean.
3. Switch on the interior light. If it is out, dim, or gets dim when the starter is cranked, the battery is discharged. You may try jump starting (see next page) or, if your car has a ***manual transmission,*** push starting.



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

1. Check the gas gauge.
2. Under the hood, check that all the push-on connectors are tight at the coil, distributor, and spark plugs.
3. If the engine is warm or if you smell raw gasoline, the engine may be flooded—see the starting instructions on page 25. If it still won't start, remove and dry the spark plugs. Crank the engine for about 20 seconds, and reinstall the plugs.
4. If the engine still won't start, it needs adjustment or repair. Call a Toyota dealer or qualified repair shop for assistance.

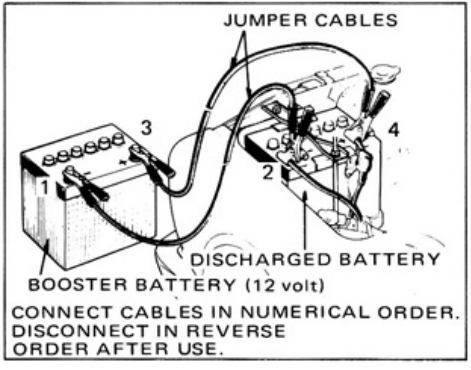
Procedure for push starting a car with a manual transmission.

A car with an automatic transmission cannot be push started.

1. Make sure the bumpers of the push car and your car match for a solid push. ***Mismatched bumper height may lead to one bumper overriding the other, which could cause an accident.***
2. Turn the ignition key to ON, and shift into second gear.
3. Hold in the clutch and let the push vehicle slowly accelerate your car to about 15 km/h (10 mph). ***Be aware that the brakes will be much harder to press when the engine is not running.***
4. At 15 km/h (10 mph), hold the accelerator about halfway down, and slowly release the clutch to start the engine.
5. As the engine starts, signal the push-car driver to stop. At the same time accelerate away from the push car to avoid a collision.

Never tow a car to start it. When the engine starts, the car may jump forward and hit the vehicle towing it.

If your car won't start (cont.)



Procedure for jump starting a car with a discharged battery.

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

WARNING: Batteries contain sulfuric acid. Wear protective safety glasses when jump starting, and avoid spilling acid on your skin, clothing, or car. If you should accidentally get acid on yourself or in your eyes, ***flush immediately with water for at least five minutes,*** and then get immediate medical attention.

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

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

1. Make sure that the vehicles are ***not*** touching. Turn off all unnecessary lights and accessories.
2. If the engine in the vehicle with the booster battery is not running, start it and let it run for a few minutes.
3. Connect the jumper cables in the exact order shown in the illustration: ***negative-to-negative*** (–), and ***positive-to-positive*** (+). Note that you connect each cable first to the booster battery, and then to the discharged battery. ***When making the connections, do not accidentally allow the clamps to touch anything except the correct battery terminal. Do not lean over the battery when making the connections.***
4. Start your engine in the normal way. After starting, run it at a fast idle speed (2000 rpm) for several minutes.
5. Carefully disconnect the cables in the exact ***reverse*** order.

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

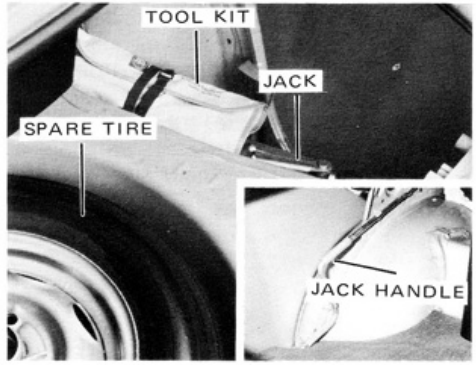
If your car overheats

Pull safely off the road, stop the engine, and open the hood.

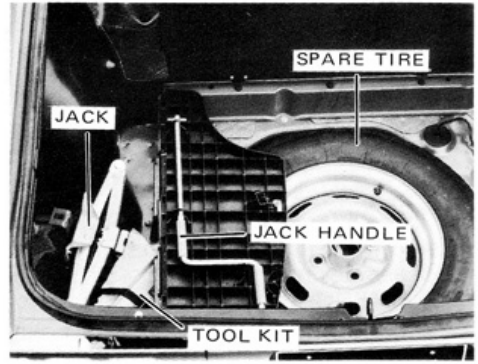
Then follow this procedure...

1. Check the fan belt to see whether it is broken or loose. (Instructions for checking the tension are given in Section 6.)
2. Check the coolant reservoir. If it is dry, add water to the reservoir while the engine is running. Fill it about half full. **WARNING: Do not remove the radiator cap especially when the engine and radiator are hot.** Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury.
3. Check for obvious coolant leaks. Look at the radiator, hoses, and under the car. (The see-through reservoir may not give an accurate indication of coolant loss when the engine is overheated.)
4. If the fan belt is O.K. and there are no obvious leaks, you may help the engine cool down more quickly by running it at a fast idle speed (about 1500 rpm) for a few minutes. Make sure the air conditioner is OFF.
5. 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. HARDTOP: Get the tool kit, jack, jack handle, and spare tire out of the trunk.



LIFTBACK: Get the tool kit, jack, jack handle, and spare tire out of the rear compartment.

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

Second, turn on your emergency flashers (pull up on the switch).

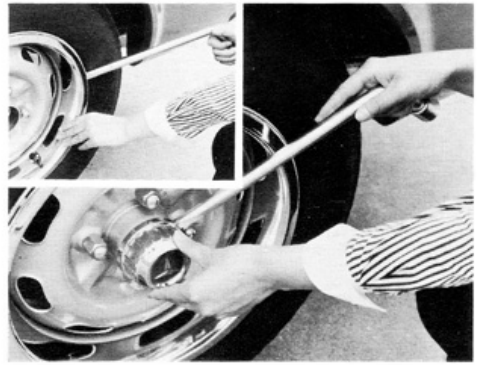
Third, set the parking brake firmly and put the transmission in Park (automatic) or Reverse (manual).

Fourth, read these instructions thoroughly. They are designed to help a person who has never before changed a tire!

2. Block the wheel diagonally opposite the flat tire to keep the car from rolling when it is jacked up.

The tool kit has a folding wheel block for this purpose.

To block the wheel "diagonally opposite" means simply this: Go to the side of the car that does not have a flat tire. If the front tire is flat, put the block ***behind*** the rear tire; if the rear tire is flat, put the block ***ahead*** of the front tire. This is a good safety precaution.



3. Using the end of the wheel nut wrench, pry off the wheel hub ornament, and the wheel ring (GT only).

Push the beveled end of the wrench under the edge of the ornament or the ring and twist against the wheel. Then the ornament will come off. Loosen the wheel ring at several locations to put it off. **Do not use your hands to pull off it.**

Use the ornament as a tray for the wheel nuts to keep from losing them.

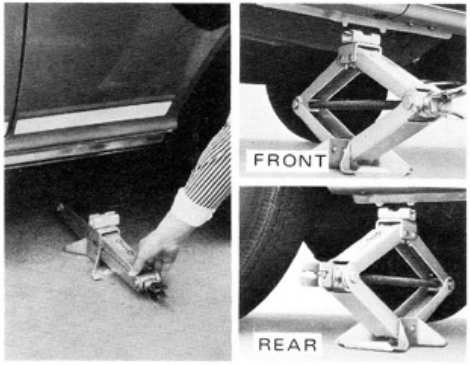
4. Loosen the four wheel nuts.

You should always loosen the wheel nuts ***before*** raising the car.

The nuts turn ***counterclockwise*** to loosen. To get maximum force, fit the wrench to the nut so that the handle is on the left side, as shown above. Grab the wrench near the end of the handle and use your body weight to press down on the wrench. If necessary, use a hammer or rock to tap the end of the wrench handle to break loose the nut.

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

If you have a flat tire (cont.)



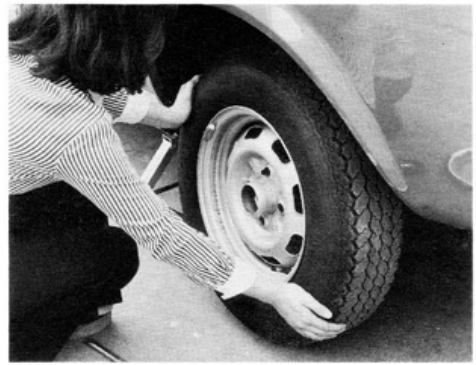
5. Position the jack as shown at the correct jack point.

Look for the two tabs on the underbody side seam.

6. Raise the car high enough for the spare tire to be installed.

To raise the car, insert the handle (it's a loose fit) into the jack and turn the handle *clockwise.* As the jack touches the car and begins to lift some weight, double-check that it is properly located. ***Never get under the car when it is supported only by a jack.***

If the tire is quite flat, remember to raise the car enough so that the spare tire—which isn't flat at the bottom—will have clearance to fit on.



7. Remove the wheel nuts, change tires, and reinstall the wheel nuts finger tight.

Use the wheel cover as a tray for the wheel nuts to keep from losing them.

Lift the flat tire straight off and put it back into the trunk or rear compartment.

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.

Reinstall the four wheel nuts and tighten them as much as you can by hand. Press the tire back and see if you can tighten them more.

8. Lower the car completely and tighten the wheel nuts.

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

Use the wheel nut wrench to tighten the nuts in the order shown. Repeat the tightening several times—until the nuts cannot be tightened any more.

9. Reinstall the wheel hub ornament and the wheel ring.

Put the ornament and the ring into position and then hit them firmly with the side or heel of your hand to snap them into place.

That's all there is to it! Just make sure you get the jack, handle, wheel nut wrench, wheel block, and tire back into the car before driving away.

If your car needs to be towed

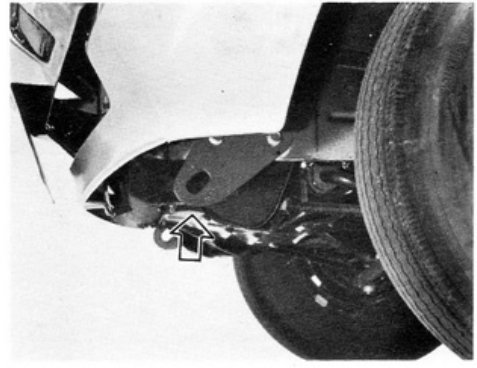
If towing is necessary, we recommend you have it done by a commercial tow truck service.

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

Your car can be damaged if it is towed incorrectly. Although most operators know the correct precautions it is possible to make a mistake. Rather than risk damage to your car, 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:

- **General precaution:** The car may be towed from either the front or rear. The wheels and axle on the ground must be in good condition. If they are damaged, use a towing dolly.
- **Manual transmission—towing with rear wheels on ground:** Release the parking brake and put the transmission in Neutral.
- **Automatic transmission—towing with rear wheels on ground:** Release the parking brake and put the transmission in Neutral. *Do not tow faster than 45 km/h (30 mph) or farther than 80 km (50 miles).* If the car must be towed faster or farther, disconnect the driveshaft at the differential to avoid damaging the transmission.
- **Towing with front wheels on ground (either transmission):** The ignition key must be in the ACC position. The steering lock mechanism is not strong enough to hold the front wheels straight while towing. If necessary, use a dolly.



For emergency towing, secure a cable or chain to one of the tie down tabs under the front of the car.

A driver must be in the car to steer it and operate the brakes. *If the engine is not running, be prepared to press the brake pedal much harder than usual—it has no vacuum assist.* The wheels, axles, drive train, steering, and brakes must be undamaged.

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

Washing and waxing your Toyota

Wash your car in the shade when the body is not hot to 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.

Begin by rinsing all loose dirt off the car with a hose. If the underside has picked up mud or road salt, use a hard, direct stream from the hose to remove it. ***Wash*** with a commercial car-wash product, which is available at your Toyota dealer or auto parts store. Follow the manufacturer's mixing instructions carefully. Do ***not*** use a strong household soap or detergent. Dip your sponge or cloth into the wash bucket frequently and don't rub too hard—let the soap water remove the dirt. To clean white sidewall tires use a stiff brush or a household steel-wool scouring pad. If an optional vinyl top will not come clean with normal washing, use a mild, non-abrasive foaming cleanser with a soft bristle brush. ***Rinse*** the car thoroughly. If any soap dries on the car, it may cause streaking. In hot weather, you may have to rinse each section of the car right after you wash it. ***Dry*** the car with a moist chamois or soft towel. The main purpose of drying is to remove excess water so that the car will air dry without water spots. So don't rub or press hard, which might scratch the paint.

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

Always wash and dry the car before you begin waxing, even if you are using a combined cleaner and wax. Road tar may be removed with turpentine. Use warm water and car-wash soap for insects and tree sap. Commercial products are also available. ***Do not use gasoline or strong solvents, which may be toxic or cause damage.***

Use a good quality polish and wax. If the finish has become extremely weathered, use a car-cleaning polish, followed by a separate wax. ***Carefully follow the manufacturer's instructions and precautions.*** Be sure to polish and wax the chrome trim as well as the paint.

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

Cleaning the interior

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

Vacuum first to remove loose dirt. Then with a sponge or cloth, apply a soap solution to the vinyl. Allow it to soak for a few minutes to loosen the dirt. Then rub briskly with a clean, damp cloth to remove the dirt and rinse off the soap. If not all the dirt is removed, repeat the operation. Commercial foaming-type vinyl cleaners are also available which work well. Follow the manufacturer's instructions. *Do not use solvent, thinner, or gasoline.*

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 carperts, 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 carpet shampoo.

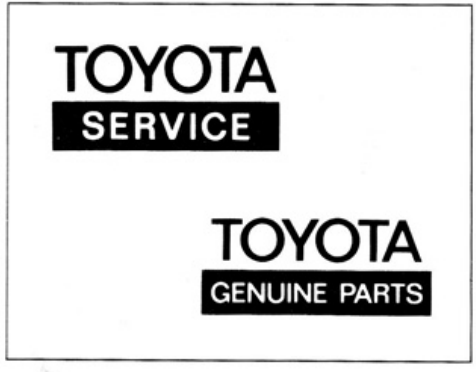
Use a cloth or sponge. As you are cleaning, check the belts for excessive wear, fraying, or cuts. *Do not use dye or bleach on the belts—it may weaken them.*

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

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

maintenance requirements—section 5

Maintenance facts



Regular maintenance is essential

We urge you to protect your new car investment by having your Toyota serviced according to the maintenance schedule given on the following pages. Regular maintenance will ensure

- Maximum fuel economy
- Long vehicle life
- Maximum driving enjoyment
- Safety
- Reliability
- Full warranty protection
- 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. Make sure that your car runs at peak efficiency and lasts a long time—follow the maintenance schedule.

Where to go for service

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

Toyota technicians are well trained specialists. And they are receiving the latest service information through factory-issued technical bulletins, service tips, and in-dealership training programs. They learn to work on Toyotas ***before*** they work on your car, rather than ***while*** they're 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 car—reliably and economically.

What about do-it-yourself maintenance?

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

Note, however, that some maintenance tasks require special tools and skills. These are best performed by qualified technicians. If you plan on doing only the simple maintenance items, your Toyota dealer will be pleased to perform the remaining service tasks.

If you are a skilled do-it-yourself mechanic, the Toyota factory service manuals are recommended. Please be aware that do-it-yourself maintenance can affect your warranty coverage. See your separate Warranty and Service Booklet for the details.

The Toyota maintenance schedule

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

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

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

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

TO AUSTRALIAN OWNER

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

Toyota maintenance schedule

Maintenance operations: I = Inspect and correct or replace as necessary; A = Adjust; R = Replace or change; T = Tighten to specified torque

SERVICE INTERVAL: (Use odometer reading or months, whichever comes first)		x 1000 km x 1000 miles or Months	1 0.6 –	10 6 6	20 12 12	30 18 18	40 24 24	50 30 30	60 36 36	70 42 42	80 48 48
BASIC ENGINE COMPONENTS											
1	Valve clearance		A	·	A	·	A	·	A	·	A
2*	Drive belts		A	·	I	·	R	·	I	·	R
3	Engine bolts		T	·	·	·	·	·	·	·	·
4*	Engine oil *1	grade SE	R	R	R	R	R	R	R	R	R
		grade SC or SD	R	Change every 5000 km (3000 miles) or 3 months							
5*	Engine oil filter *2		·	R	R	R	R	R	R	R	R
6*	Engine coolant	with YRC *3	·	·	·	·	R	·	·	·	R
		without YRC *3	·	·	R	·	R	·	R	·	R
7	Cooling system hoses and connections		·	·	I	·	I	·	I	·	I
8	Vacuum fittings, hoses and connections		·	·	I	·	I	·	I	·	I
9	Exhaust pipes and mountings		·	·	I	·	I	·	I	·	I
FUEL SYSTEM											
10	Idle speed and idle mixture		A	·	A	·	A	·	A	·	A
11	Choke system		·	·	I	·	I	·	I	·	I
12	Fuel filter		·	·	·	·	R	·	·	·	R
13*	Air filter *4		·	·	I	·	R	·	I	·	R
14	Fuel tank cap, lines and connections		·	·	·	·	I	·	·	·	I
IGNITION SYSTEM											
15	Ignition timing and dwell angle		I	·	I	·	I	·	I	·	I
16*	Spark plugs		·	I	R	I	R	I	R	I	R
17	Ignition wirings		·	·	I	·	I	·	I	·	I
18	Distributor cap and rotor		·	·	I	·	I	·	I	·	I
19	Distributor breaker points		I	I	R	I	R	I	R	I	R
20	Distributor advance mechanism		·	·	I	·	I	·	I	·	I
21*	Battery		·	I	I	I	I	I	I	I	I

SERVICE INTERVAL: (Use odometer reading or months, whichever comes first)	x 1000 km x1000 miles or Months	1 0.6 –	10 6 6	20 12 12	30 18 18	40 24 24	50 30 30	60 36 36	70 42 42	80 48 48
CRANKCASE EMISSION CONTROL SYSTEM										
22 PCV valve		·	·	I	·	I	·	I	·	R
23 Ventilation hoses and connections		·	·	I	·	I	·	I	·	I
CHASSIS AND BODY										
24* Brake pedal, clutch pedal and parking brake		I	I	I	I	I	I	I	I	I
25 Brake linings and drums		·	·	I	·	I	·	I	·	I
26 Brake pads and discs		·	I	I	I	I	I	I	I	I
27* Brake booster		·	·	I	·	I	·	I	·	I
28* Brake fluid		I	I	R	I	R	I	R	I	R
29 Brake line pipes and hoses		I	I	I	I	I	I	I	I	I
30* Steering gear box oil		·	·	I	·	I	·	I	·	I
31 Steering wheel, linkage and front end alignment (side slip)		·	·	I	·	I	·	I	·	I
32 Ball joints and dust covers		·	I	I	I	I	I	I	I	I
33* Manual transmission and differential oil		·	I	I	I	R	I	I	I	R
34* Automatic transmission fluid		·	I	I	I	R	I	I	I	R
35* Wheel bearing and ball joint grease		·	·	·	·	R	·	·	·	R
36* Front suspension upper support bearing grease		·	·	·	·	R	·	·	·	R
37 Front and rear suspensions		·	·	I	·	I	·	I	·	I
38 Bolts and nuts on chassis and body		T	·	T	·	T	·	T	·	T

*: Do-it-yourself instructions are given in section 6.

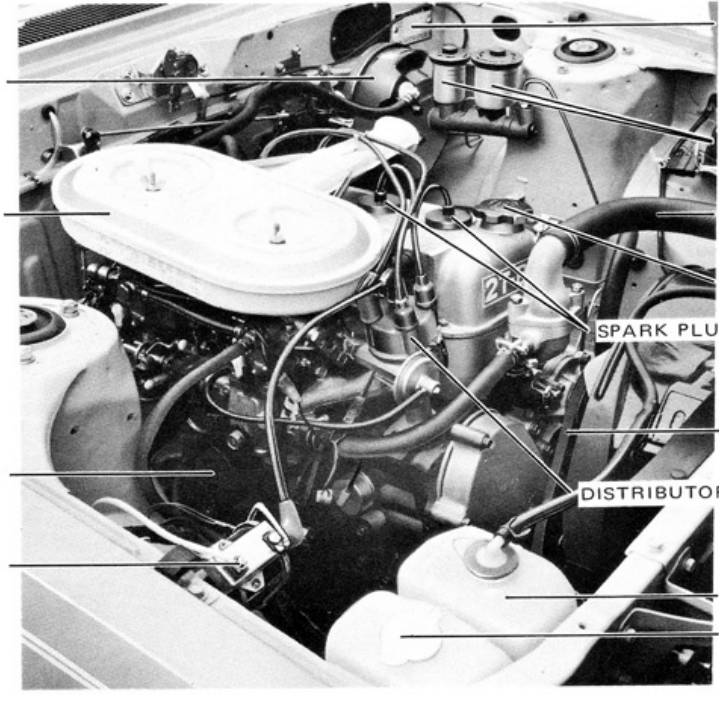
*1: Under the following severe driving conditions, change the engine oil every 5000 km (3000 miles) or 3 months for SE oil or every 2500 km (1500 miles) or 1.5 months for SC/SD oil, whichever comes first.
a. Driving in extremely cold weather b. Pulling a trailer c. Driving primarily short distances d. Driving on dirt roads.

*2: Under severe driving conditions, replace the element every 5000 km (3000 miles) or 3 months, whichever comes first.

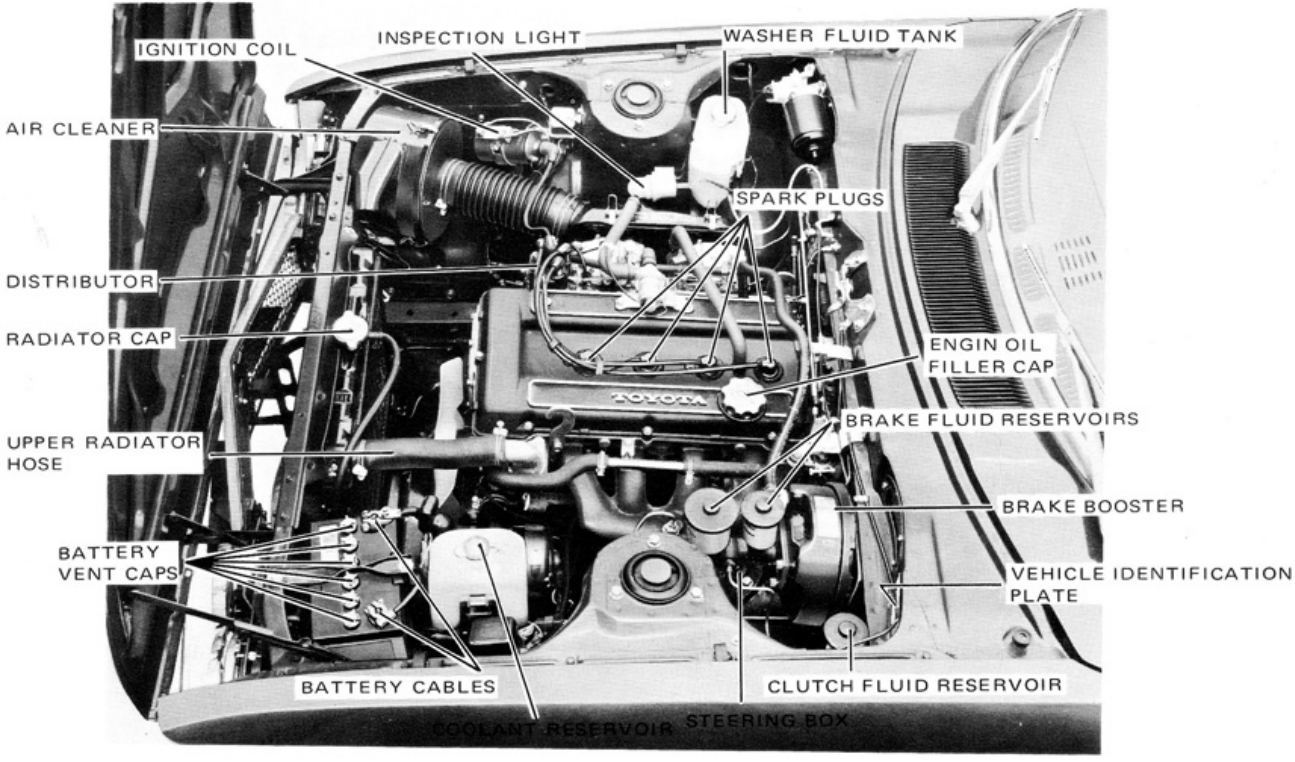
*3: YRC – Year-round coolant (see page 53)

*4: clean the element every 5000 km (3000 miles) or 3 months and replace it every 30000 km (18000 miles) or 18 months, whichever comes first.

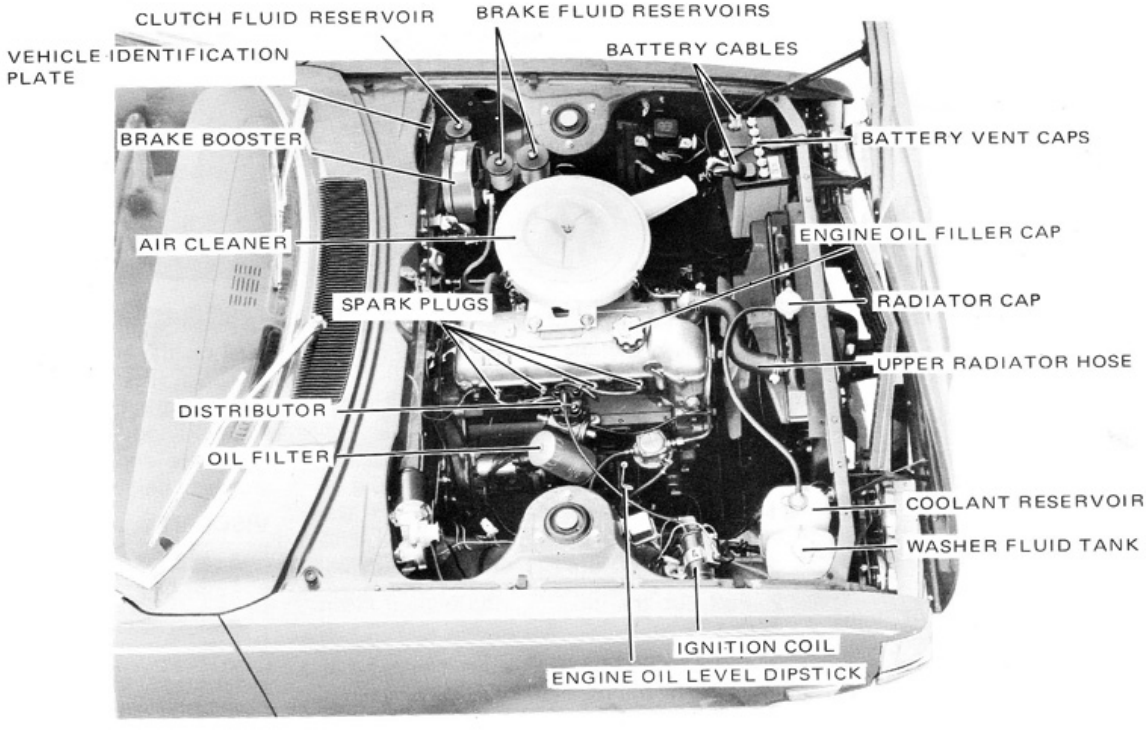
The Celica 2T-B engine



The Celica 2T-G engine



The Celica 18R engine



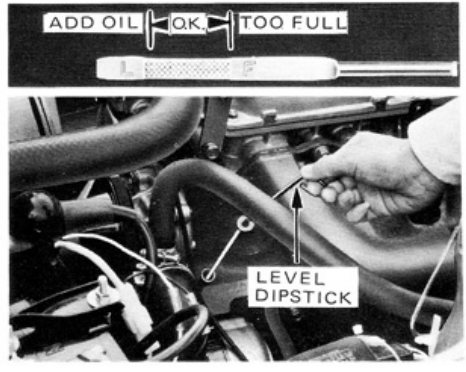
Do-it-yourself service precautions

As with any machinery, extreme care should be taken when working on your car to prevent accidental injury. Here are a few precautions that you should be especially careful to observe:

- When the engine is running, keep hands, clothing, and tools away from the moving fan and fan belt. (Removing rings, watches, and ties is advisable.)
- Don't allow smoking, sparks, or open flames around gasoline or the battery. The fumes are flammable.
- Don't get under your car with just the body jack supporting it. Always use automotive jack stands or other solid supports.
- Remember that battery and ignition cables carry high currents or voltages. Don't cause accidental short circuits.

You should be aware that improper or incomplete servicing may result in operating problems or excessive emissions. This section gives instructions only for those items that are relatively easy for an owner to perform. As explained in Section 5, there will still remain a number of items that must be done by a qualified technician with special tools. **Performing do-it-yourself maintenance during the warranty period may affect your warranty coverage.** Read the separate Toyota Warranty and Service Booklet for full details and suggestions.

Checking the engine oil level

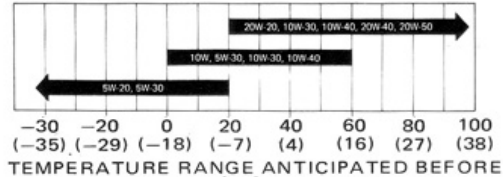


With the engine at operating temperature and turned off, check the oil level on the dipstick.

TOOLS REQUIRED:
Rag or paper towel.

1. To get a true reading, the car 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 be wrong.
4. Pull the dipstick out and look at the oil level on the end. If it is between the F and L marks, it is O.K. If the oil level is below the L mark (or not even showing on the dipstick), add 1 liter of oil immediately. Oil grade and viscosity recommendations are given below.

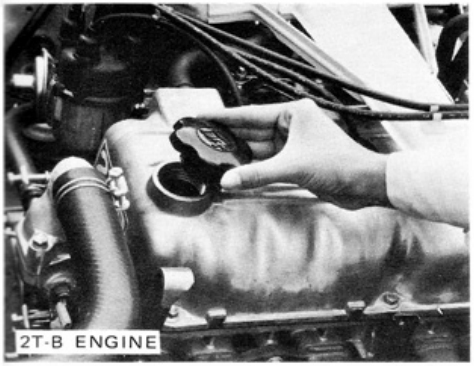
VISCOSITY:



TEMPERATURE RANGE ANTICIPATED BEFORE NEXT OIL CHANGE, °F(°C)

GRADE: API-SC, SD, SE or better

Changing the engine oil and filter



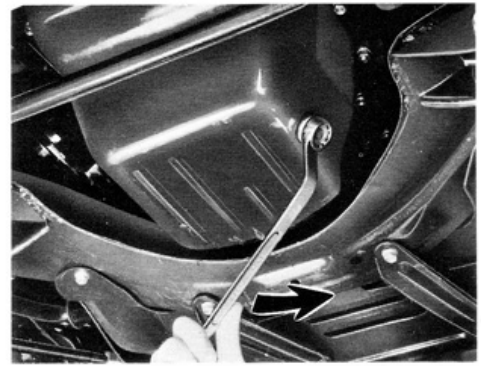
1. Warm up the engine for a few minutes and remove the oil filler cap.

PARTS REQUIRED:
1 Nippondenso oil filter
15600-25010 (2T, 2T-B & 2T-G engines)
15601-33010 (18R engine)
15601-33020 (18R-G engine)
Engine oil, API grade SC, SD or SE
4.1 liters (3.6 Imp qts) for 2T & 2T-B engines
4.2 liters (3.7 Imp qts) for 2T-G engine
4.8 liters (4.2 Imp qts) for 18R engine
5.0 liters (4.4 Imp qts) for 18R-G engine

TOOLS REQUIRED:
19 mm wrench or adjustable wrench
6 liter (5 Imp qts) or larger drain pan
Oil filter wrench
Oil can spout or funnel & can opener

a. Park the car on a level spot. Warm up the engine until the needle on the temperature gauge is at least above the bottom mark. (The warm oil will drain faster and more fully.) Stop the engine.

b. Remove the oil filler cap. This allows air to enter the engine as the oil drains.



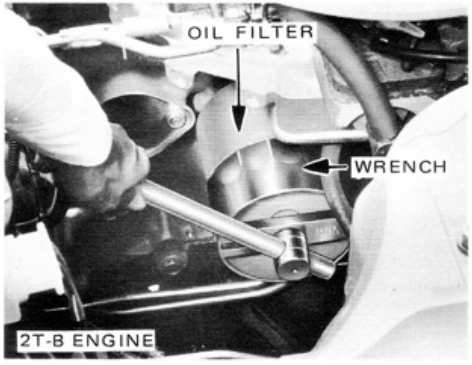
2. Drain the oil and reinstall the drain plug.

a. Place a drain pan under the drain plug.

b. Using a wrench, remove the drain plug. ***The oil may be hot–be careful not to burn yourself.*** Allow the oil to drain fully.

c. Reinstall the drain plug and gasket. Tighten the plug with your wrench, but don't force it and strip the threads.

Changing the engine oil and filter (cont.)



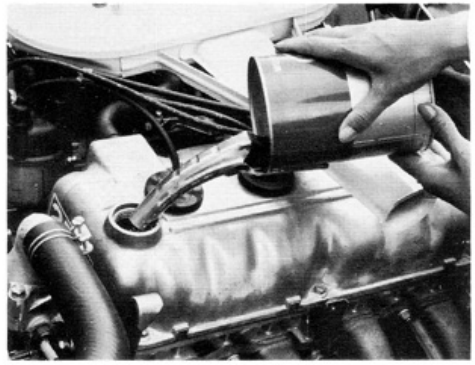
3. Remove the old oil filter and install a new one, hand tight.

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 doesn't spill out.

b. With a clean rag, wipe off the mounting surface on the engine so that the new filter will seat well.

c. Smear a little engine oil on the rubber gasket of the new oil filter.

d. Screw the new filter into place. Tighten it as firmly as you can ***by hand.*** Do not use the wrench to tighten it.



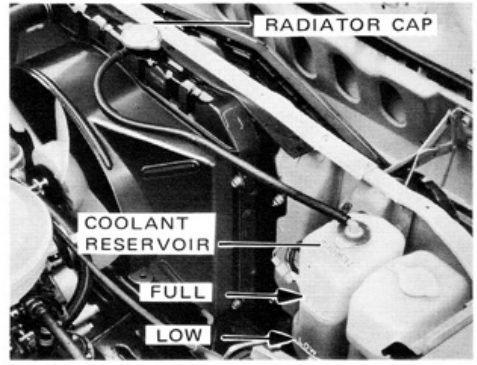
4. Add oil and install the filler cap. Start the engine and check for leaks at the filter or drain plug.

a. After adding the oil, make sure that the filler cap is installed hand-tight. You may double-check the oil level on the dipstick.

b. With the engine running, look carefully for any small leaks from around the oil filter or drain plug. Any leak indicates a faulty installation.

c. Then stop the engine and wait a few minutes. Check the oil level again and add oil if necessary.

Checking the engine coolant level

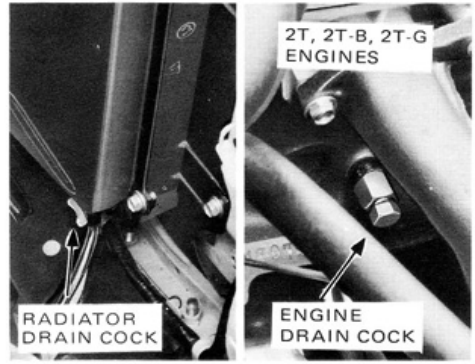


Look at the see-through reservoir tank. The coolant level is satisfactory if it is between the FULL and LOW lines on the tank.

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

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. **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.

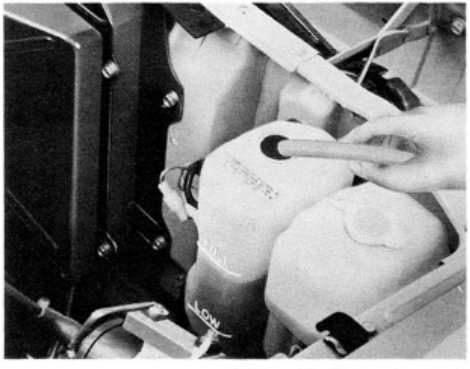
PARTS REQUIRED:
4 liters (or more) Year-round coolant*1 or anti-freeze*2.
TOOLS REQUIRED:
14mm wrench or adjustable wrench.
Garden hose or funnel and bucket.

a. Park the car on a level spot, where the coolant can drain into a sewer or other suitable disposal container.
b. Remove the radiator cap. **Do not remove the cap if the engine is hot.**
c. Loosen (turn counterclockwise) the plugs in the two drain cocks. **If the engine is warmed up, use care to avoid burning yourself with the hot coolant.**

To prevent the water from freezing, add the proper quantity of *year-round coolant**1 or *anti-freeze**2.
Read the container for information on freeze protection. A 50% mixture of the above prevents freezing to approximately −35°C (−31°F). Additional freeze protection may be obtained by adding a greater amount of them.

*1 NOTE: This is of ethylene glycol base and can be used usually for two years without changing.
*2 NOTE: This is of alcohol or methanol base and can be used only in winter season. If the anti-freeze is used, completely drain the coolant when the winter months are over, thoroughly flush the cooling system and refill with clean water.

Changing the engine coolant (cont.)



2. Close the two drain plugs and fill the system with water and year-round coolant or anti-freeze. Install the radiator cap.

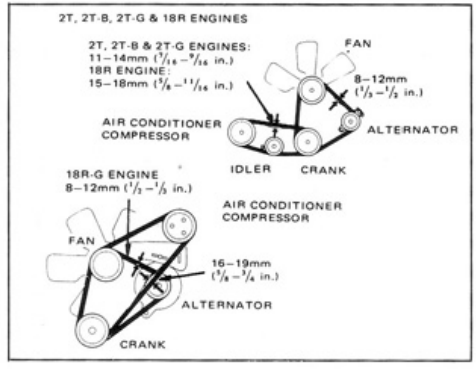
a. Make sure that both drain plugs are securely tightened.

b. Pour the year-round coolant or anti-freeze into the radiator. Then fill with clean water until the radiator is full.

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

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

Checking the engine drive belts

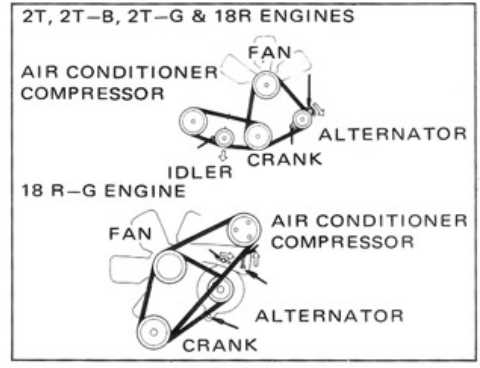


Visually inspect the condition of the belts. Check their tension by applying thumb pressure midway between the pulleys.

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

b. With your thumb, press hard on each belt midway between the pulleys. Each belt should deflect *no more* than the amount shown above. If a belt is loose, tighten it, as described in the next step.

Adjusting the engine drive belts



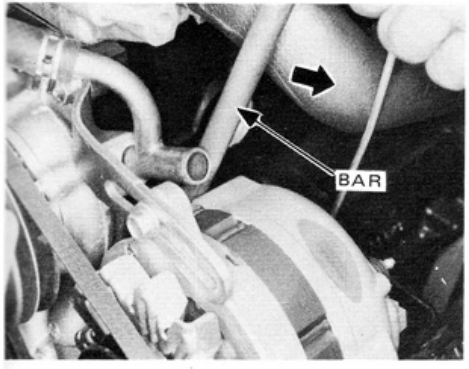
1. Loosen the adjusting bolts on either the alternator or the air conditioner compressor, depending on the belt you wish to tighten.

TOOLS REQUIRED:
12, 14, and 17 mm wrenches.
Large screwdriver or pry bar.

a. Loosen the bolts just enough so that the component can be moved.

b. On GT models with a 18R-G engine, it is necessary to loosen the four bolts attaching the compressor to its stay.

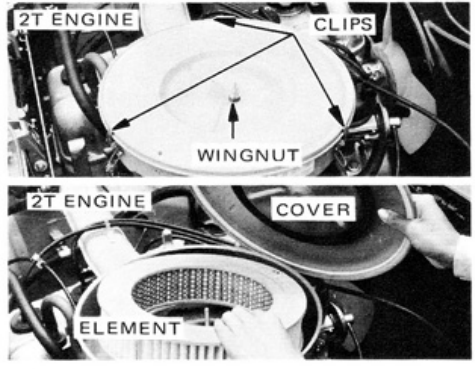
Checking and replacing the air cleaner element



2. Use the screwdriver or bar to pry the moveable component outward until the desired belt tension is reached while holding the tension, tighten the adjusting bolts.

a. While pulling outward on the pry bar or screwdriver, test the belt deflection with your thumb.

b. After tightening the adjusting bolts, be sure to recheck the belt tension.



1. To inspect the element, unscrew the wingnut/s (except 2T-G & 18R-G engines) and release the three clips (except 2T-B engine). Then remove the cover and lift out the element/s.

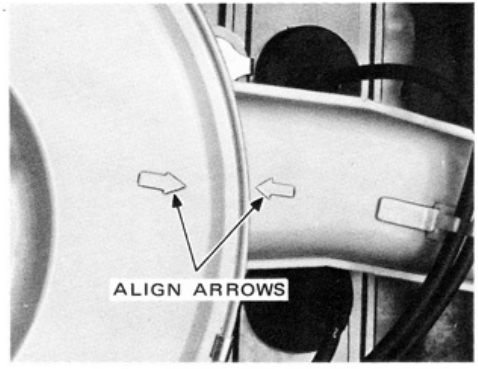
a. The wingnut can be unscrewed by hand.

b. Lift the wire tab to release each clip.

c. Lift off the cover and set it aside.

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

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



2. After installing an element, fasten the clips (except 2T-B engine) and screw on the wingnut/s (except 2T-G and 18R-G engines).

PARTS REQUIRED:
1 Nippondenso air cleaner element (2 elements for 2T-B engine)
17801-31010 (2T engine)
17801-24020 (2T-B engine)
17801-24010 (2T-G & 18R-G engines)
17801-34010 (18R engine)

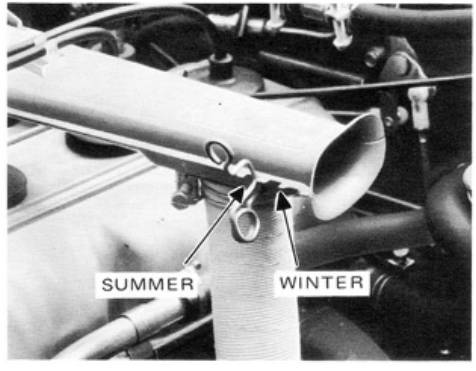
a. When installing an element, make sure it is properly seated in the case.

b. **2T & 18R engines:** After installing an element, make sure the arrows on the cover and case are aligned.

Checking and replacing the air cleaner element (cont.)

c. **2T, 2T-B & 18R engines:** Do not overtighten the wingnut/s or the carburetor may be damaged.

Hot air intake system (LT and ST)



In warm weather (above 15°C or 60°F), set the lever to the SUMMER position. In cold weather (below 15°C or 60°F), set it to the WINTER position.

The correct setting is important for best engine performance. Don't forget to reset the lever to the SUMMER position when the cold weather is over.

Replacing spark plugs

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

PARTS REQUIRED:
4 Nippondenso or NGK spark plugs listed below, or equivalent.

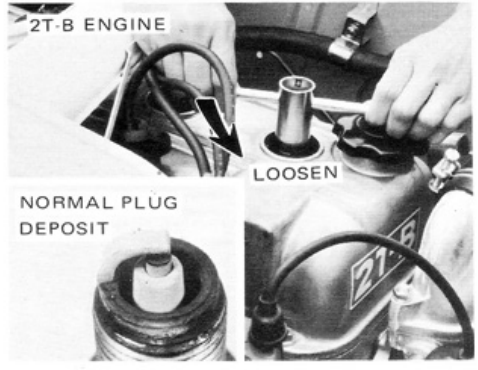
Engine	Nippondenso	NGK	Correct gap
2T 2T-B	W16EPR	BPR5ES	0.8 mm (0.030 inch)
18R	W20EPR	BPR6ES	
2T-G 18R-G	W20EXR	BPR5EZ	1.0 mm (0.039 inch)

TOOLS REQUIRED:
Spark plug wrench.
Combination spark plug gauge and gapping tool.

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 cable may break the carbon wire inside.*

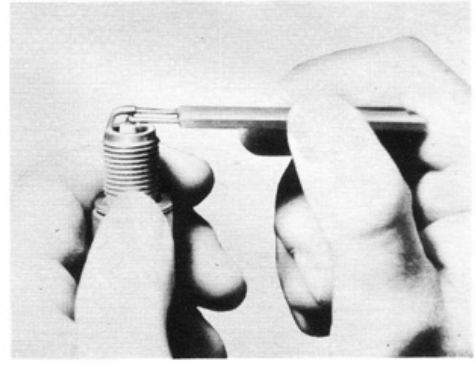
WARNING: In case resistive spark plugs are required by the regulation in order to prevent radio noise interference the resistive spark plugs should be used.



2. Unscrew and remove the old spark plugs with their metal gaskets.

a. Keep the plugs in order as you remove them. If the plugs have anything other than brown to light tan (or grey) deposits on them, save them, and show them to your Toyota dealer. They may indicate adjustments or repairs needed. If the deposits are normal, discard the plugs.

b. Make sure that no metal gaskets were accidentally left in place. A double gasket could cause leakage. *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.

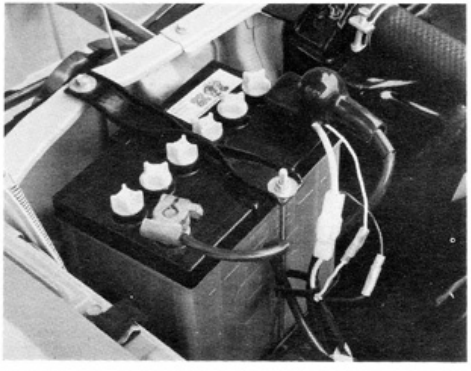
a. Check the gap by passing the feeler gauge between the electrodes on the spark plug. If the gap is correct, you will feel a slight drag. If necessary, bend the outer electrode to obtain the right clearance.

b. Make sure that each plug has a *new* gasket. Do not reuse old gaskets.

c. After screwing in the plugs, tighten them up firmly with the spark plug wrench, but don't 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 spark plug.

Checking battery condition and fluid level



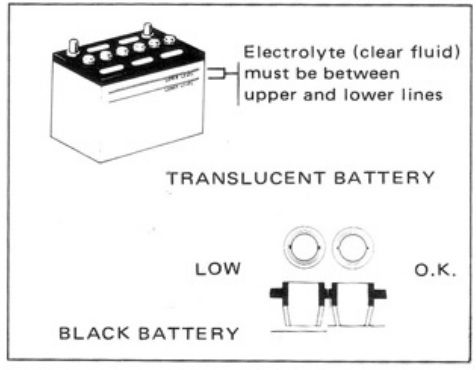
1. Check the battery for corroded or loose connections, cracks, or loose hold-down clamps.

The fumes generated by the battery can be explosive. Therefore, do not allow open flames, sparks, or smoking nearby.

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.



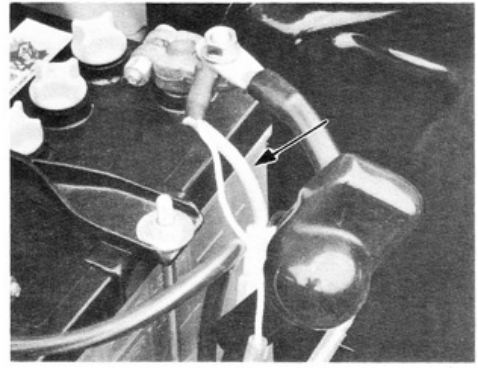
2. Dependig on the type of battery installed in your car, check the electrolyte level as shown above. If the level is low, add distilled water.

Do not get electrolyte which is an acid, in your eyes or on your skin or clothes! If you should contact it, flush the area with water for 5 minutes and contact a physician.

a. When checking the electrolyte level, look at all six cells, not just one or two.

b. Use only distilled water to replenish the battery. *Do not overfill*—the electrolyte may squirt out through the vent holes during periods of heavy charging, which will cause corrosion and damage.

Checking the fusible link

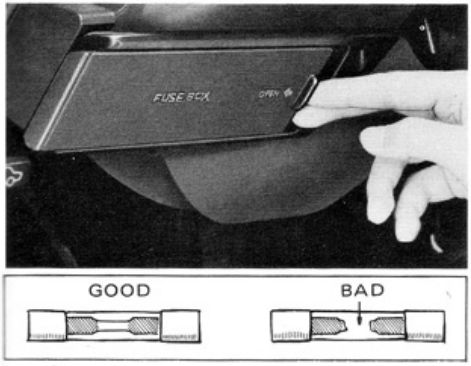


If the headlights or other electrical components do not work and the fuses are O.K., check the fusible link. If the link is melted, it must be replaced.

Always use a genuine Toyota fusible link for replacement. Never install a wire—even for a temporary fix. It may cause extensive damage and possibly a fire.

If there is an overload in the circuits from the battery, the fusible link is desinged to melt before the entire wiring harness is damaged. *The cause of electrical overload should always be determined before replacing the fusible link.*

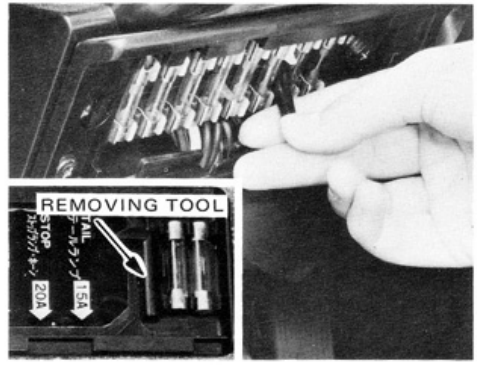
Checking and replacing fuses



If any light or electrical component doesn't work, check to see whether the fuse has blown.

a. Determine which fuse may be causing the problem. The lid of the fuse box shows the name of the circuit for each fuse. (If necessary, page 76 gives the components in each circuit.)

b. Look carefully at the fuse. If the thin wire is broken, the fuse has blown. If you're not sure or it's too dark to see, try replacing the suspected fuse with one that you know is good.



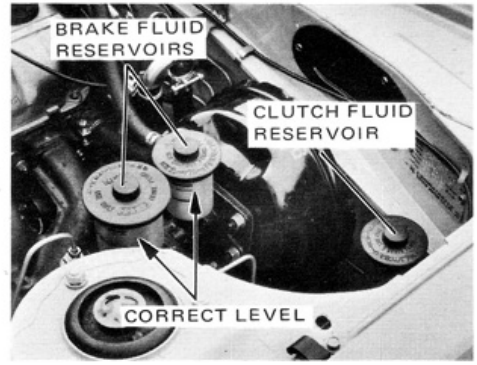
To install a new fuse, turn the ignition switch and the inoperative component OFF. Pull the old fuse straight out with the removing tool and push a new one into the clips.

a. If you don't have a spare fuse, in an emergency you can pull out the Lighter, Heater or Defog fuse and use it.

b. *Install the correct fuse.* Never use a higher amperage rating.

c. If the new fuse immediately blows out, there is a problem in the electrical system. Have your Toyota dealer correct it as soon as possible.

Checking brake and clutch fluid



To check the fluid levels, simply look at the see-through reservoirs. The level should be near the MAX line, as shown above.

It is a good habit to check these fluid reservoirs every time you check the engine oil level.

It is normal for the brake reservoir to go down slightly as the front brake pads wear. So be sure to keep the reservoirs filled.

If any reservoir needs frequent refilling, it may indicate a serious mechanical problem.

Checking brake and clutch fluid (cont.)

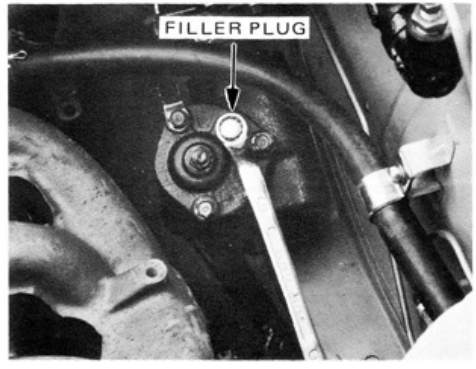
If the level is low, add brake fluid to the brake or clutch reservoirs.

PARTS REQUIRED:
1 small can of fresh DOT-3 brake fluid.

Use caution in filling the reservoirs because brake fluid can harm your eyes and damage painted surfaces.

Do not use brake fluid that has been opened for more than 1 year or that has had the cap left off. Brake fluid absorbs moisture from the air, and excess moisture can cause a dangerous loss of braking. Also, for this reason you should have the brake fluid drained and replaced periodically. Remove and replace the reservoir covers by hand.

Checking steering box oil



Remove the filler plug and check the oil level—it should be about 15 mm (1/2 inch) below the bottom edge of the filler hole. If lower, replenish with 90-wt. gear oil. Re-tighten the plug securely.

TOOLS REQUIRED:
14 mm wrench.

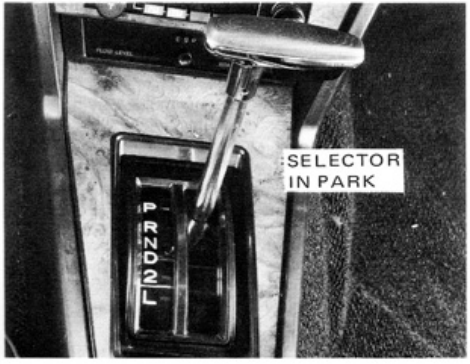
PARTS REQUIRED (If level is low):
90-wt. "Multipurpose" gear oil (API-GL-4).

a. Remove the plug by turning it counter-clockwise.

b. Make sure the oil is about 15 mm (½ inch) below the bottom edge of the hole. If needed, replenish with gear oil.

c. After installing and retightening the filler plug, visually check the steering box case for leaks, loose parts, or damage.

Checking automatic transmission fluid

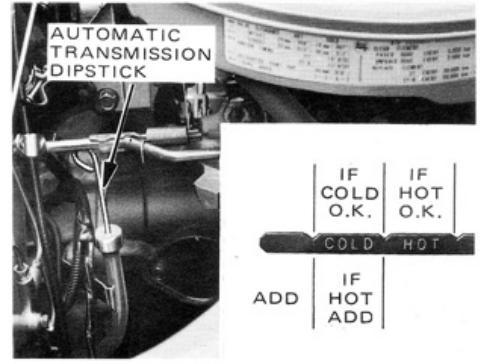


1. Check the fluid level only when the transmission is either cold or hot (normal operating temperature). With the engine idling, shift into every gear from PARK to LOW and return to PARK.

TOOLS REQUIRED:
Rag or paper towel.
Funnel (only for adding fluid).

PARTS REQUIRED (If level is low):
ATF Type F automatic transmission fluid.

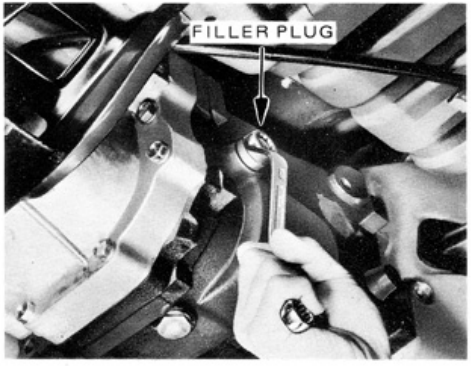
If the car has not been driven for 8 hours or more, the transmission is "cold." If the car has been driven at least 10 miles, the transmission is "hot." Because the fluid expands as it warms up, it should be checked only at a "cold" or "hot" condition.



2. With the engine still idling, check the fluid level and condition on the dipstick. If necessary, add ATF Type F fluid.

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 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 1 pint of ATF Type F fluid. (Fluid is added through the dipstick tube, using a funnel.)
d. While checking the fluid level, also check the condition. If the fluid is black or if it smells burnt, have it changed.

Checking manual transmission oil

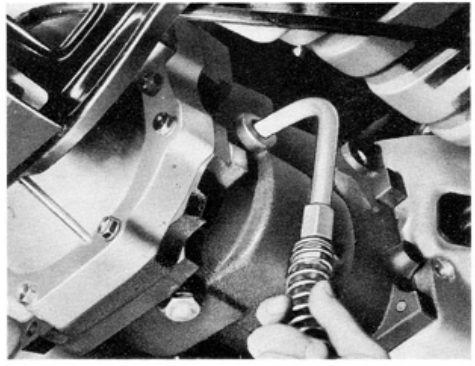


Remove the filler plug and feel inside the hole with your finger. The oil should come to the bottom edge of the hole. If the level is O.K., reinstall the plug and tighten it.

TOOLS REQUIRED:
17-mm wrench or adjustable wrench.

a. Make sure the car is level while making this check.

b. After installing the plug, visually check the transmission case for leaks or damage.



If the level is low, add 90-weight gear oil until it begins to run out of the filler hole. Reinstall the plug securely.

TOOLS REQUIRED:
Lubricant filler.

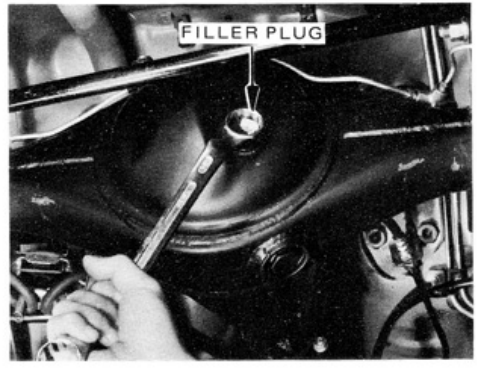
PARTS REQUIRED:
90-Weight "Multipurpose" gear oil (API-GL-4).

a. Fill the lubricant tool with 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 oil



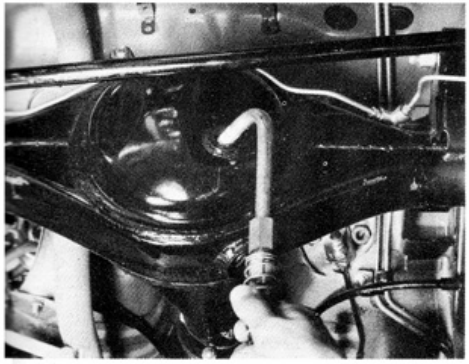
Remove the filler plug and feel inside the hole with your finger. If the oil comes to the bottom edge of the hole, the level is correct. Reinstall the plug.

TOOLS REQUIRED:
24-mm wrench.

a. Make sure the car is parked on a level spot.

b. After installing the plug, visually check the differential and axle for leaks or damage.

Lubricating the ball joints



If the level is low, add 90-weight* gear oil until it begins to run out of the filler hole. Reinstall the plug.

TOOLS REQUIRED:
Lubricant filler.

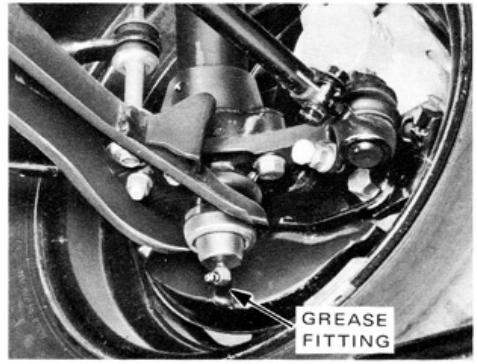
PARTS REQUIRED:
90-weight* gear oil (API-GL-5).

a. Fill the lubricant tool 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.

*NOTE: If the outside temperatures are regularly below −10°F (−23°C) use 80 or 85 weight gear oil.

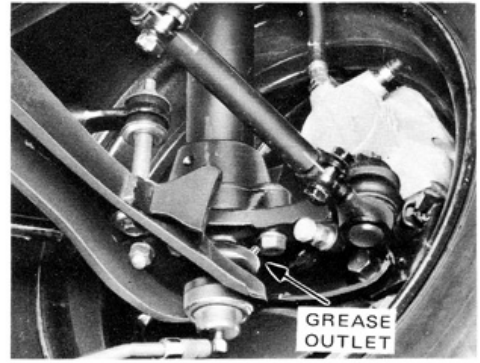


1. Remove the screw plug from the lower ball joint at the right and left side of the front suspension. Temporarily screw on a standard grease fitting.

TOOLS REQUIRED:
10 mm wrench or adjustable wrench.
Standard grease fitting.
Grease gun with molybdenum-disulfide lithium chassis lubricant (NLGI No. 1 or 2).

There is only one ball joint near each front wheel.

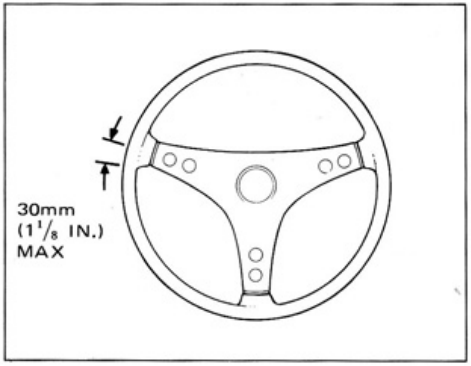
Be sure to save the two screw plugs for reinstallation.



2. With the grease gun, pump lubricant into each fitting until it begins to flow from the grease outlet in the rubber dust boot. Remove the grease fitting and reinstall the screw plugs.

If the dust boots should be broken, have them replaced by your Toyota dealer.

Checking steering wheel freeplay

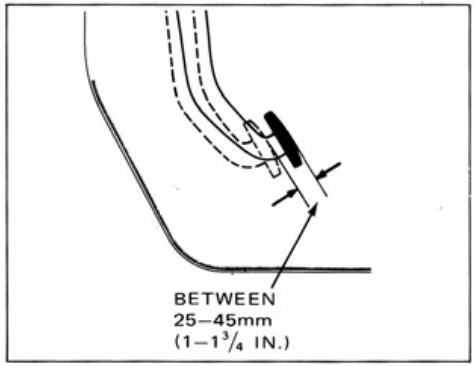


With the car stopped and the front wheels pointed straight ahead, rock the steering wheel gently back and forth. If the freeplay is more than 30 mm (1 1/8 inches), have it adjusted.

Use only a very light finger pressure to rock the wheel slowly.

If the freeplay is excessive, your Toyota dealer can make the necessary adjustment.

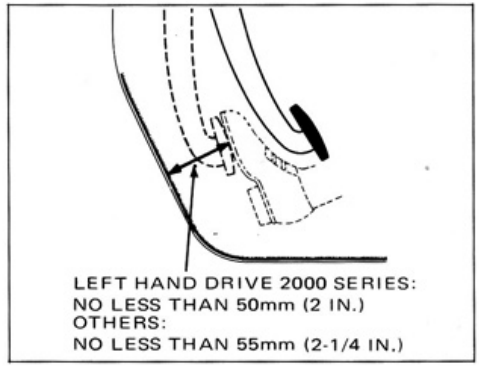
Checking clutch freeplay



Press down lightly on the clutch pedal and measure the distance it moves freely before the clutch resistance is felt. The freeplay should be between 25 and 45 mm (1 and 1 3/4 inches).

If the freeplay is more or less, have your Toyota dealer adjust the clutch.

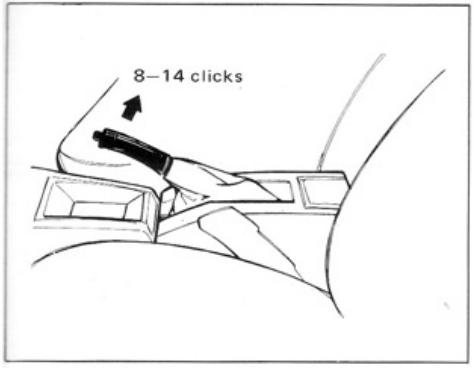
Checking brake pedal clearance



With the engine running, have someone press hard on the brake pedal. The distance from the carpet to the top surface of the pedal should be no less than the limit shown above.

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 up on the parking brake as far as it will go. The adjustment is correct if you hear 8 to 14 clicks.

If you count more or less clicks, have the parking brake adjusted by your Toyota dealer.

Checking the brake booster

Sit down 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, press 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.

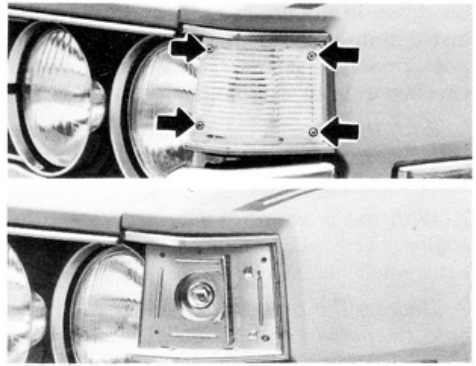
Replacing light bulbs

The illustrations show how to gain access to the bulbs. Replacement bulbs are available at your Toyota dealer.

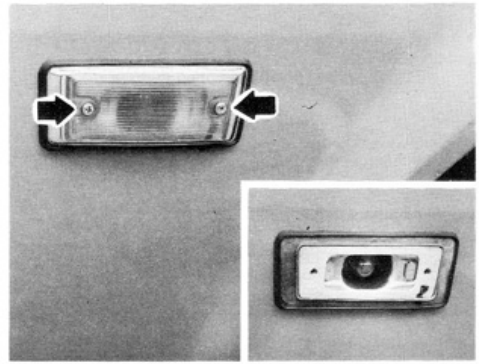
No.	Light Bulbs	Wattage
1.	Parking lights	5
2.	Front turn signal lights	21
3.	Side turn signal lights	8*
4.	Rear turn signal lights	21
5.	Combination stop and tail lights (hardtop)	21/5
6.	Tail lights (liftback)	5
7.	Stop lights (liftback)	21
8.	Back-up lights	21
9.	License plate lights	5
10.	Interior light	10
11.	Glove box light (GT)	3.4
12.	Spot light (liftback)	5
13.	Door courtesy light (ST & GT)	5
14.	Luggage compartment light (liftback)	5
15.	Inspection light (GT)	8

*5 watts for ECE

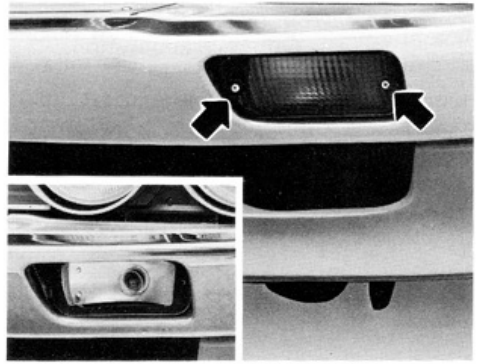
The double-end bulbs pull straight out of the holder clips.



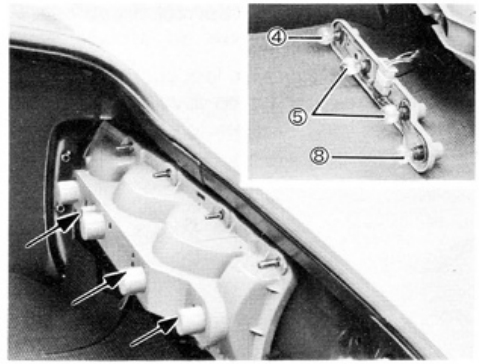
ALL MODELS: Parking lights



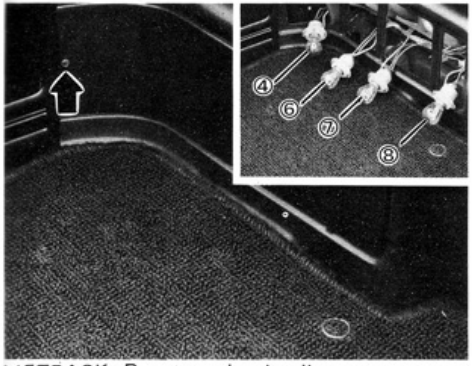
ALL MODELS: Side turn signal lights



ALL MODELS: Front turn signal lights

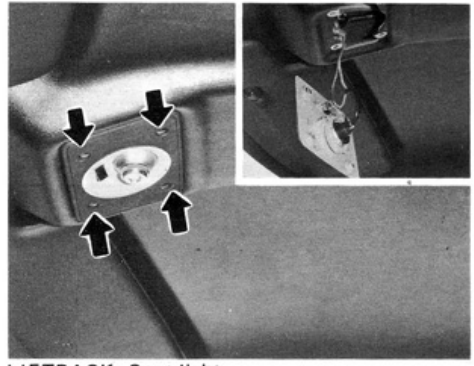


HARDTOP: Rear turn signal, combination stop and tail, and back-up lights

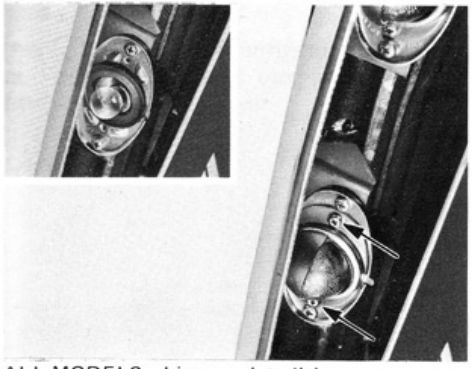


LIFTBACK: Rear turn signal, tail, stop and back-up lights

ALL MODELS: Interior light

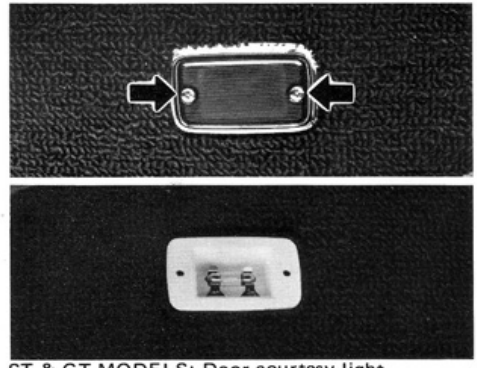


LIFTBACK: Spot light

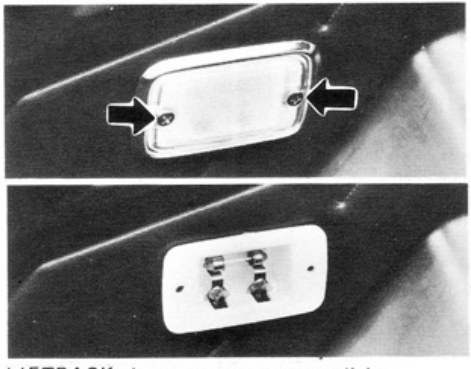


ALL MODELS: License plate lights

GT MODELS: Glove box light



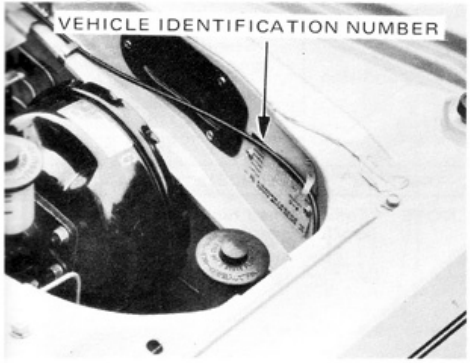
ST & GT MODELS: Door courtesy light



LIFTBACK: Luggage compartment light

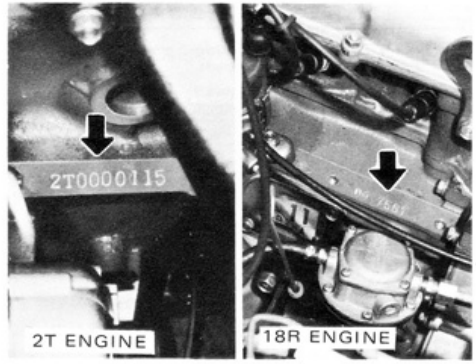
GT MODELS: Inspection light

Your Toyota's identification



The Vehicle Identification Number (VIN) is on the firewall of the engine compartment.

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



The engine number is stamped on the left side of the engine block (18R and 18R-G engines: on the right side).

Tire information

Non-Australia

kg/cm² (psi)

	Tire size \ Load condition	Standard inflation for all loads including full rated loads 1 to 5 passengers + 50 kg (110 lb) luggage		Optional inflation for reduced loads 1 to 4 passengers + 40 kg (88 lb) luggage	
		Front	Rear	Front	Rear
HARDTOP	6.45S 13, 4PR 165SR 13	1.7 (24)	1.7 (24)	1.6 (23)	1.6 (23)
	185/70HR 13	1.7 (24)	1.7 (24)	–	–
	165SR 14 165HR14	1.6 (23)	1.6 (23)	–	–
LIFTBACK	6.45S 13, 4PR 165SR 13 165SR 14 165HR14	1.6 (23)	1.6 (23)	–	–
	185/70HR 14	1.7 (24)	1.7 (24)	–	–

NOTE: For sustained high speeds above 100 km/h (65 mph), add 0.3 kg/cm²(4 psi).

Australia

kpa (psi)

Tire size \ Load condition	Standard inflation for all loads including full rated loads 1 to 5 passengers + 50 kg (110 lb) luggage	
	Front	Rear
165SR 13	160 (23)	160 (23)

NOTE: For sustained high speeds above 135 km/h (80 mph), add 30 kpa (4 psi).

The recommended tire pressures are given above.

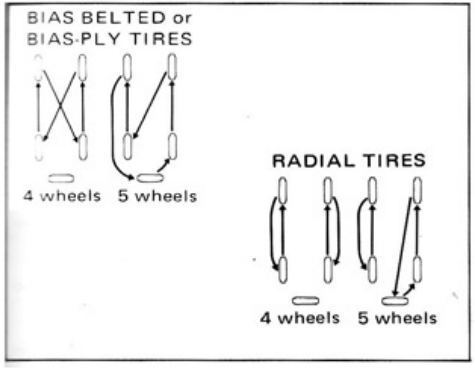
You should check the tire pressures at least once a month. (And don't forget the spare!) Incorrect tire pressure can reduce tire life and make your car less safe to drive.

Low tire pressure results in excessive wear, poor handling, reduced fuel economy, and the possibility of blowouts from overheated tires.

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.

These instructions for checking tire pressure should be observed:

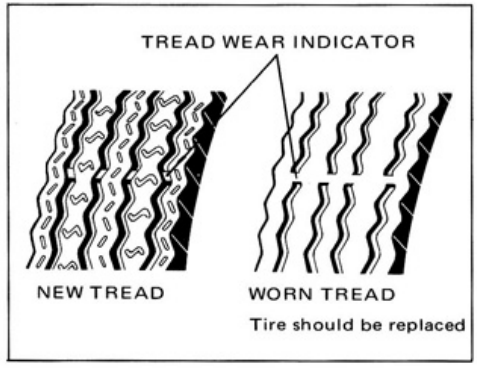
- **The pressure should be checked only when the tires are "cold."** If your car has been parked for at least 3 hours and has not been driven for more than 1 mile since, you will get an accurate "cold" tire pressure reading.
- **Always use a tire pressure gauge.** The appearance of tires can be misleading. 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.



To increase the life of your tires, we recommend rotating them every 10000 km (6000 miles).

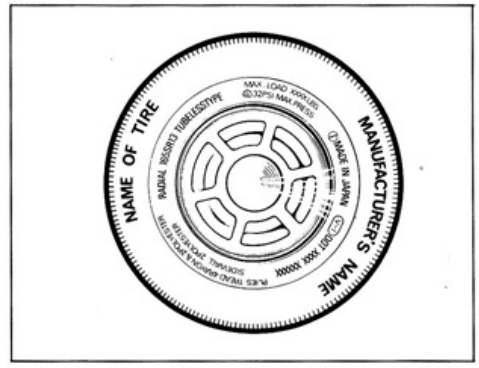
Including the spare tire in your rotation will cause your tires to last longer. However, rotating without the spare means that when replacement time comes, you'll only have to buy three new tires to match the spare, which will be unused. The choice is yours.

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.



Replace the tires when the tread wear indicators show.

The tires on your Toyota have built-in tread wear indicators to help you know when the tires need replacement. When the tread depth wears to $^{1}/_{16}$ th of an inch (1.6 mm) or less, the indicators show. If you can see the indicators in two or more adjacent grooves, the tire should be replaced.



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 ride, handling, speedometer and odometer calibration, ground clearance, and clearance between the body and tires.

Do not mix radial, belted, or conventional tires on your car. It can cause dangerous handling characteristics. If you want to change from conventional tires to radial tires, replace them as a set of four.

If you have tire damage such as cuts, splits, cracks deep enough to expose the fabric, and bulges indicating internal damage, the tire should be replaced.

A tire with questionable damage should be examined by an expert.

If an air loss occurs while driving, do not continue driving with a flat tire. Driving even a short distance can damage a tire beyond repair.

If you have used a aerosol-type sealant for a temporary repair a permanent vulcanized repair should be made as soon as possible. *Do not drive more than 160 km (100 miles) and over 80 km/h (50 mph) with a temporary repair.*

If you need snow tires, select the same size and construction as the other tires on your Toyota.

Snow tires should be inflated to 0.3 kg/cm² (4 psi) above the normal cold tire recommendations, but never exceed the maximum cold tire pressure of 2.25 kg/cm (32 psi). Never drive over 120 km/h (75 mph) with any type of snow tires.

If your car has radial tires as original equipment, make sure your snow tires also have radial construction.

Do not use studded tires without first checking local regulations for possible restrictions.

When replacing wheels for some reason, care should be taken to ensure that the wheels are equivalent to those removed in load capacity, diameter, rim width, and offset.

Correct replacement wheels are available at your Toyota dealer.

If you need to replace the tires due to wear or damage, the following precautions should be observed when mounting the tire on wheel.

- *Lubricate wheel and beads with soapy water or tire mounting lubricant.*
- *To properly seat the tire on the rim, inflate the tire to a masimum of 2.8 kg/cm² (40 psi).*
- *Adjust inflation to the recommended pressure shown on page 70.*

Dimensions

		HARDTOP				LIFTBACK		
Model		LT	ST		GT	ST		GT
Engine		2T	2T-B	18R	2T-G	2T-B	18R	18R-G
Overall length	mm	4260	4260	4260	4260	4240	4240	4240
	in	167.7	167.7	167.7	167.7	166.9	166.9	166.9
Overall width	mm	1620	1620	1620	1620	1620	1620	1620
	in	63.8	63.8	63.8	63.8	63.8	63.8	63.8
Overall height	mm	1310	1310	1320	1310	1285	1295	1295
	in	51.6	51.6	52.0	51.6	50.6	51.0	51.0
Wheel base	mm	2495	2495	2495	2495	2495	2495	2495
	in	98.2	98.2	98.2	98.2	98.2	98.2	98.2
Front track	mm	1335(1350)*1	1335(1350)*1	1350	1350	1335(1350)*1	1350	1350
	in	52.6(53.1)*1	52.6(53.1)*1	53.1	53.1	52.6(53.1)*1	53.1	53.1
Rear track	mm	1295(1310)*1	1295(1310)*1	1310	1310	1295(1310)*1	1310	1310
	in	51.0(51.6)*1	51.0(51.6)*1	51.6	51.6	51.0(51.6)*1	51.6	51.6
Ground clearance	mm	160	160	170	160	160	170	170
	in	6.3	6.3	6.7	6.3	6.3	6.7	6.7
Turning circle	m	10	10	10	10	10	10	10
	ft	33	33	33	33	33	33	33

*1 Parenthesized figures are for 5J x 13 wheels.

Engine

		2T	2T-B	2T-G	18R	18R-G
Type		4 cylinder in line, 4 cycle				
Valves		Overhead arrangement				
Bore and stroke	mmxmm	85.0x70.0			88.5x80.0	
	inxin	3.35x2.76			3.48x3.15	
Displacement	cc	1588	1588	1588	1968	1968
	cu. in	96.9	96.9	96.9	120.1	120.1
Compression ratio		9.0	9.4	9.8	8.5	9.7

Gasoline

Fuel required

2T and 18R engines: 90 octane (Research Octane No.)
2T-B, 2T-G and 18R-G engines:
98 octane RON

Gasoline tank capacity

Hardtop	
Steel tank	58 liters (12.8 Imp gal)
Polyethylene tank	52 liters (11.4 Imp gal)
Liftback	58 liters (12.8 Imp gal)

Service specifications

TUNE-UP

Firing order: 1–3–4–2
Distributor point gap, mm(in):
0.4–0.5 (0.016–0.020)
Dwell angle: 50°–54°
Idle speed (transmission in neutral):

2T	manual trans.	850 rpm
	automatic trans.	950 rpm
2T-B		850 rpm
2T-G & 18R-G		1000 rpm
18R		650 rpm

Ignition timing at specified idle speed:

2T	10° BTDC
2T-B	12° BTDC
2T-G & 18R-G	5° BTDC
18 R	7° BTDC

Recommended spark plugs:

	Nippondenso	NGK
2T & 2T-B	W16EPR	BPR5ES
2T-G & 18R-G	W20EXR	BPR5EZ
18R	W20EPR	BPR6ES

Spark plug gap, mm (in):

2T, 2T-B & 18R	0.8 (0.030)
2T-G & 18R-G	1.0 (0.039)

Spark plug torque, m-kg (ft-lb):

18R-G	1.4–2.0 (10–14)
Others	1.5–2.1 (11–15)

ENGINE

Tightening torque, m-kg (ft-lb):

Head bolts	
18R	10.0–12.0 (72–87)
Others	7.2– 8.8 (52–64)
Intake & exhaust manifold bolts	
18R	4.2–4.8 (30–35)
Others	1.0–1.6 (7–12)
Rocker arm support bolts	
2T, 2T-B & 2T-G	7.2–8.8(52–64)
18R	1.7–2.3 (12–17)
18R-G	–
Valve cover bolts	
18R	0.5–0.9 (3.6–6.5)
Others	0.4–0.7 (2.9–5.1)
Oil pan drain plug	
2T, 2T-B & 2T-G	3.0–4.0 (22–29)
Others	3.5–4.5 (25–33)

Valve clearance, mm (in):

2T & 2T-B (engine hot)	
Intake	0.20 (0.008)
Exhaust	0.33 (0.013)
2T-G & 18R-G (engine cold)	
Intake	0.29 (0.011)
Exhaust	0.34 (0.013)
18R (engine hot)	
Intake	0.20 (0.008)
Exhaust	0.36 (0.014)

Compression pressure at 250 rpm, kg/cm² (psi):

Normal	
2T	11.0 (156)
2T-B	12.0 (171)
2T-G	13.0 (185)
18R	11.5 (163)
18R-G	12.6 (179)
Minimum allowable	
2T & 18R	9.0 (128)
2T-B & 18R-G	10.0 (142)
2T-G	11.5 (163)
Max. difference between cylinders	
All engines	1.0 (14)

Manifold vacuum at idle, mmHg (in. Hg)

2T & 2T-B	400 (15.7)
2T-G	340 (13.4)
18R	450 (17.7)
18R-G	330 (13.0)

Drive belt deflection with 10 kg (22 lb) thumb pressure, mm (in):

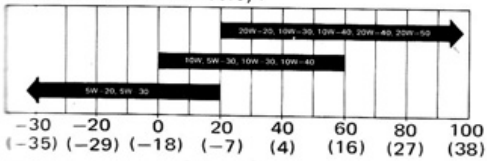
18R-G	
Fan/Alternator	8–12 (0.32–0.47)
Crank/Air conditioner compressor	16–19 (0.63–0.75)
Others	
Fan/Alternator	8–12 (0.32–0.47)
Crank/Air conditioner compressor	
2T, 2T-B & 2T-G	11–14 (0.43–0.55)
18R	15–18 (0.59–0.71)

ENGINE LUBRICATION

Engine oil capacity, liter (Imp qts):

engine	without filter	with filter
2T	3.2 (2.8)	4.1 (3.6)
2T-B	3.2 (2.8)	4.1 (3.6)
2T-G	3.2 (2.8)	4.2 (3.7)
18R	3.7 (3.3)	4.8 (4.2)
18R-G	4.0 (3.5)	5.0 (4.4)

Recommended viscosity:



TEMPERATURE RANGE ANTICIPATED BEFORE NEXT OIL CHANGE, °F (°C)

Type: API SC, SD, SE or better

COOLING SYSTEM

Total capacity, liters (Imp qts):

2T & 2T-B	7.9 (7.0)
2T-G	8.8 (7.7)
18R	8.0 (7.0)
18R-G	9.1 (8.0)

Type: Ethylene-glycol coolant
(Do not use alcohol type.)
Radiator cap pressure, kg/cm² (psi):
0.9 (12.8)

BATTERY

Minimum voltage:
9.6 volts at current load of 110 amps
Specific gravity reading at 20°C (68°F):

1.260	Fully charged
1.160	Half charged
1.060	Discharged

Charging rates:

Quick charge	80–90% of capacity
Slow charge	10% of capacity

ALTERNATOR/REGULATOR

Voltage under load: 13.8–14.8 volts
Load current with headlights and all accessories on: 10 amps at 2000 rpm

STARTER

Minimum cranking voltage: 9.6 volts

CLUTCH

Pedal freeplay, mm (in):
25–45 (0.98–1.77)
Clulch fluid: DOT 3

MANUAL TRANSMISSION

Lubricant capacity, liters (Imp qts):

1600 series	1.5 (1.3)
2000 series	
4-speed	2.7 (2.4)
5-speed	2.6 (2.3)

Lubricant viscosity: SAE 90
Type: Multipurpose API GL-4
Drain/filler plug torque, m-kg (ft-lb):

1600 series	2.5–3.0 (18–22)
2000 series	3.7–4.5 (27–33)

AUTOMATIC TRANSMISSION

Fluid capacity, liters (Imp qts):

Drain and refill	2.4 (2.1)
Dry refill	6.3 (5.5)

Type: ATF type F
Tightening torque; m-kg (ft-lb):

Oil pan bolts	0.4–0.5 (2.9–3.6)
Oil screen bolts	0.5–0.6 (3.6–4.3)
Drain plug	1.5–2.0 (11–14)

DIFFERENTIAL

Lubricant capacity, liters (Imp qts):

All models	1.3 (1.1)

Lubricant viscosity:

Above –20°C (–10°F)	SAE 90
Below –20°C (–10°F)	SAE 80 or 85

Type: Multipurpose API GL-5
Tightening torque, m-kg (ft-lb):

Filler plug	3.7–4.7 (27–34)
Drain plug	3.7–4.7 (27–34)

STEERING

Steering wheel freeplay: Less than 30mm (1.18 in)
Lubricant viscosity: SAE 90
Type: Multipurpose API GL-4

CHASSIS

Ball joint grease: Molybdenum-disulfide lithium base, NLGI No. 1 or 2 (Do not use multipurpose or chassis grease)
Wheel bearing grease: Multipurpose NLGI No. 2
Chassis grease: NLGI No. 1 or 2
Front axle lock nut torque, m-kg (ft-lb): 2.6–3.2 (19–23)
While spinning wheel, torque to above. Back off nut and retighten just enough so that there is no end play in bearing.

BRAKES

Minimum pedal height, mm (in):
2000 series (left hand drive cars only) 50 (2.0)
Others 55 (2.2)
Front pad wear limit, mm (in): 1.0 (0.039)
Rear lining wear limit, mm (in): 1.0 (0.039)
Brake fluid: DOT 3
Parking brake adjustment: 8–14 clicks

FRONT END ALIGNMENT

Toe-in, mm (in):
Radial tires 0–2 (0–0.08)
Bias tires 2–4 (0.08–0.16)
Camber:
LT & ST 30'–1°30'
GT 20'–1°20'
Caster:
LT & ST 1°15'–2°15'
GT 1°20'–2°20'
Axis inclination:
LT & ST 7°–8°
GT 7°10'–8°10'

TIRES AND WHEELS

Tire size:
LT & ST (1600 series)
6.45S 13, 4PR
165SR 13
ST (2000 series)
165SR 14
165HR 14
GT (hardtop)
165HR 13
185/70 HR 13
GT (liftback)
165 HR 14
185/70 HR 14
Wheel size:
LT 4½-J x 13
ST (1600 series) 4½-J x 13, 5-J x 13
ST (2000 series) 5½-J x 14
GT (hardtop) 5-J x 13
GT (liftback) 5½-J x 14
Wheel nut torque, m-kg (ft-lb): 9–12 (65–87)

FUSES

TAIL (15 Amp): Parking lights, tail lights, license plate lights, automatic transmission shift position indicator light, glove box light, inspection light, and illumination lights (for heater panel, meters, gauges, cigarette lighter and clock)
STOP (20 Amp): Emergency flasher, horns and stop lights
LIGHTER (15 Amp): Cigarette lighter, interior light, luggage compartment light, spot light, door courtesy lights and clock
HEATER (20 Amp): Heater (air conditioner) blower motor, back-up lights, oil pressure gauge, engine temperature gauge, fuel gauge, discharge warning light, low oil pressure warning light and brake system warning light
DEFOG (15 Amp): Rear window defogger
TURN (15 Amp): Turn signal lights, windshield wiper and washer
ENGINE (15 Amp): Main relay and alternator voltage regulator (IG terminal)
RADIO (15 Amp): Radio and tape player

Recommended petroleum products

LUBRICANT & CLASSIFICATION		PRODUCTS											
		AGIP	BP	CALTEX	CASTROL	CHEVRON	ESSO (EXXON)	MOBIL	SHELL	SUN	TEXACO	TOTAL	VALVOLINE
Engine Oil	API SE, SD	Sint 2000 Agip F1 Super Motor Oil Agip F1 Motor Oil HD	BP Super Viscostatic BP Energol HD	Supreme Five Star Motor Oil	Castrol GTX Castrolite	Chevron Custom Motor Oil Chevron Special Motor Oil Chevron Supreme Motor Oil	Uniflo Motor Oil Esso Extra Motor Oil Esso Plus Motor Oil	Mobil SHC Mobiloil Super Mobiloil Special Mobiloil	Shell Super Motor Oil Shell X-100 Motor Oil	Sunoco Special Motor Oil Sunoco Dynalube Sunoco Sunlube	Havoline Motor Oil Havoline Super Premium Motor Oil Havoline Motor Oil	Total GTS Total Super HD Antigrade GTX	Valvoline XLD Valvoline HP Racing Oil
Gear Oil (Manual Transmission, Steering Gear Box)	API GL-4	Agip F1 Rotra HY	BP Gear Oil EP	Multi-purpose Thuban EP	Castrol Hypoy	Chevron Universal Gear Oil Chevron Universal Gear Lubricant	Esso Gear Oil GP	Mobilube GX	Shell Spirax EP	Sunoco Dualpurpose Gear Lubricant	Multigear Lubricant EP	Extreme Pression	X-18 MD
Gear Oil (Differential)	API GL-5	Agip F1 Rotra MP	BP Hypogear Oil EP	Multi-purpose Thuban EP	Castrol Hypoy B Castrol Hypoy LS	Chevron Universal Gear Oil Chevron Universal Gear Lubricant	Esso Gear Oil GX	Mobilube HD	Shell Spirax HD	Sunoco Multi Purpose Gear Lubricant	Multigear Lubricant EP	Extreme Pression Type B	High Performance Gear Lube
Automatic Transmission Fluid	ATF Type F		BP Autran B	Texamatic Type F	Castrol TQ F	Chevron ATF Special	Glide	Mobil ATF 210	Shell Donax T7	Sunoco Transmatic Fluid Ford Type	Texamatic Type F	ATF 33	ATF Type FA
Wheel Bearing Grease	NLGI No. 2	Agip F1 Grease 30	BP Energrease L2	Marfak Allpurpose	Castrol LM	Chevron Multimotive Grease Chevron Multimotive Grease 2	Esso Multipurpose Grease Ronex WB	Mobil Grease MP Mobil Grease JL	Shell Alvania Grease Shell Retinax A	Sunoco Prestige Grease 742 EP	Marfak Allpurpose	Multis	Lithum No. 2
Chassis Grease (Ball Joint)	NLGI No. 2	Agip F1 GR SM	BP Energrease L21M	Molytex Grease	Castrol MS3	Chevron Molygrease	Beacon Q2	Mobil Grease Special	Shell Retinax AM	Sunoco Multiduty Grease 1M3 or 2M3	Molytex Grease	Multis MS	Special Moly Grease
Brake Fluid	SAE J-1703 DOT 3, 4	Agip F1 Brake Fluid Super HD	BP Disc Brake Fluid	Heavy Duty Brake Fluid	Castrol Girling Brake Fluid (Green) Castrol Disc Brake Fluid	Atlas Brake Fluid Special Heavy Duty 550	Esso Brake Fluid Atlas Brake Fluid SHD 450,550	Mobil Super Heavy Duty Brake Fluid	Shell Donax B Shell Donax HB Shell Super Heavy Duty Brake Fluid	Sunoco Brake Fluid 550 Sunoco Brake Oil 460	Super Heavy Duty Brake Fluid	Brake Fluid	Brake Fluid
Antifreeze LLC=Longlife Coolant		Agip F1 Antifreeze (LLC)	BP Antifrost (LLC)	AF Engine Coolant (LLC)	Castrol Antifreeze	Atlas Perma Guard Antifreeze & Coolant (LLC)	Esso Antifreeze Atlas Perma Guard (LLC) Esso Rad (LLC)	Mobil Permazone	Shellzone (LLC) Shellsafe (LLC) Glycoshell Plus	Sunoco Multiseason Antifreeze	Texaco Antifreeze Coolant (LLC)	Antigel (LLC)	Permanent Antifreeze & Coolant (LLC)

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Gas station information

Hood release: Pull handle under left side of dash.
Gasoline (Research Octane No.) :

2T and 18R engines	90 octane
2T-B , 2T-G and 18R-G engines	98 octane

Fuel tank capacity:

Hardtop	
Steel tank	58 liters (12.8 Imp gal)
Polyethylene tank	52 liters (11.4 Imp gal)
Liftback	58 liters (12.8 Imp gal)

Recommended oil: API grade SC,SD or SE
Use SAE 20–40 or 20–50 weight if normal temperatures are above -10°C (10°F). For other viscosity recommendations, see page 75.
Tire pressure: See page 70.
Tire information: See pages 70, 71 and 72.
Automatic transmission fluid: Apply parking brake. With engine idling, shift through all gears and return to P. Then check level of fluid on dipstick. Use ATF type F fluid.

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