

Specifications:

ENGINE:

Type: 4-cyl. in-line, SOHC
Displacement: 120.0 cu. in.
Compression ratio: 8.5:1
Horsepower: 97 hp at 5500 rpm
(SAE net)
Torque: 106 ft./lb at 3600 rpm
(SAE net)
Carburetor: Downdraft 2-barrel,
manual choke

ELECTRICAL SYSTEM:

Battery: 12 volt, 60 amp/hr

TRANSMISSION:

Manual: 4-speed, floor shift, all-
forward synchromesh
gears
Ratios: 1st 4.016
2nd 2.509
3rd 1.534
4th 1.000
Reverse 4.571
Automatic: Console-mounted
shift
Ratios: 1st low range 2.400
2nd low range 1.479
Drive range 1.000
Reverse 1.920

REAR AXLE:

Type: Semi-floating hypoid
gear drive
Ratio: 4.111

SUSPENSION:

Type: Front: Coil springs, double
acting hydraulic
telescopic shock
absorbers and
anti-sway bar

Rear: Semi-elliptic leaf springs
and single acting
hydraulic telescopic shocks

STEERING:

Type: Recirculating ball, variable
ratio 19-21.5:1.
Turning diameter: 34.1 ft.

BRAKES:

Type: Hydraulic 4-wheel drum
with vacuum booster
Parking: operates
mechanically on rear
wheels

TIRES:

Type: Front: 4PR whitewall
Rear: 6PR whitewall
Size: 7.00 x 14

DIMENSIONS AND WEIGHTS:

Wheelbase: 101.7 in.
Overall length: 168.6 in.
Overall width: 62.3 in.
Overall height: 62.3 in.
Bed length: 72.8 in.
Bed width: 56.3 in.
Bed height: 16.1 in.
Curb weight: 2447 lbs.

CAPACITIES:

Fuel tank: 13.7 gal.
Oil: 5.2 qts.
Cooling system: 9.0 qts.

CHASSIS/BODY:

Separate body and frame

Every Toyota's strong
point is quality. And
it's built in at the very
beginning.

Every Toyota
prototype is frozen,
drenched, crash-tested,
buffeted in wind tunnels
and road tested under
almost every conceivable
driving condition. Then
put through design,
safety and mechanical
tests. So there's no
question. You're getting
a quality car that's had
a lot of attention from
a lot of people.

That's why we offer
one of the longest
maintenance intervals in
the industry: six months
or 6000 miles under
normal conditions.

Over 900 Toyota
dealers are located coast-
to-coast with complete
parts departments for

fast, dependable service.
Ten regional service
schools are available for
the training of their
service people.

The Toyota policy of
continual improvement
in design and manufac-
ture requires that models,
specifications, equipment
and price be subject to
change without notice.



TOYOTA
See how much truck
your money can buy.

The Toyota Half-Ton. For a truck, it's a very nice car.



FRANK SMITH TOYOTA
116 South E.
McAllen, Texas 78501
Ph. 686-3767

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Up front, it just doesn't feel like a truck.



Or drive like one. Our Half-Ton is as easy going and as much fun to drive as a small car. Makes tight little turns. Maneuvers in and out of traffic and stingy parking places without any ceremony. Your grandmother could handle it.

The front half is also a nice place to live when you're out on the street. Vinyl interior that's fire retardant. A padded dash and headliner.

And since the Toyota Half-Ton has the biggest engine in its class, we can offer you our installed air conditioning. Most pickups can't pull that. And ours is the only one that offers a combination of automatic transmission and bucket seats.

So the Toyota Half-Ton can be a nice, comfortable car to drive to the office in, when you're not using it as a truck.

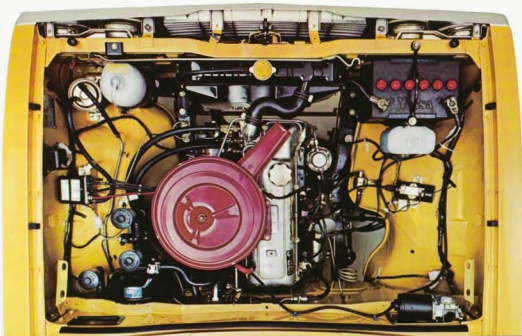
OPTIONAL:
Automatic transmission.
Air conditioning.
Radio.
Bucket seats.



But it's all truck here.



And especially here.



Our ribbed bed is six feet long. And it can hold a full thousand pounds. There are tie hooks to anchor tall or awkward loads. Where's the spare? Not taking up carrying room. It's mounted underneath and lowers easily with a hand crank.

You can think of your truck as a great second car. And then some. It handles more and bigger family projects than a mere car. You'll use it every which way.

When your Half-Ton is not doing the workhorse jobs, it can take you way out to play. Pop a tent in it. Or a whole camper. Or surfboards, snowmobiles, trail bikes. Et cetera. There's a 12 volt, 60 amp/hr battery for running camper accessories.

The Toyota Half-Ton is powered by the biggest engine in the mini-truck category: 1968cc SOHC, delivering 97 hp at 5500 rpm (SAE net) and 106 ft/lb of torque at 3600 rpm (SAE net).

The low rear axle ratio and low starting gear can move you out fast without a rehearsal. Even with a full load.

Something else. Our Half-Ton comes with larger tires than last year: 7.00 x 14.



Truck or car, it's all Toyota.

All Toyotas are geared for economy. That goes for our truck. When you buy one and when you drive one. And we can make a big thing out of what you get for your money. The biggest engine for the Half-Ton's low price. The usual long list of Toyota's quality standard equipment. And that exclusive optional combination of automatic transmission with bucket seats.

There's a lot to our Half-Ton. You'll see how much truck your money can buy.



Overall length: 168.6 in.

Overall width: 62.3 in.

Separate body and frame

Oil: 5.2 qts.

Cooling system:
9.0 qts.

1968cc SOHC engine
(largest engine of the mini-pickups).
97 hp at 5500 rpm (SAE net).

Cigarette lighter.

4-speed, floor shift,
all-forward
synchromesh gears.

Overall height: 62.3 in.

Passenger
assist grip.

Recirculating ball, steering
variable ratio 19~21.5:1.
Turning diameter: 34.1 ft.

Dual padded
sun visors.

Headlining.

Full 1000-lb. load capacity.

Bed length: 72.8 in.

Bed width: 56.3 in.

Bed height: 16.1 in.

Tie hooks

Fuel tank: 13.7 gal.

Spare tire mounted
underneath that
lowers by hand crank.

Mud flaps.

Power-boosted flo-thru ventilation.

Semi-elliptic leaf springs
and single acting hydraulic
telescopic shocks.

Semi-floating hypoid
gear drive rear axle.

6-ply-rated rear tires (7.00 x 14).

Dual armrests.

Curb weight: 2447 lbs.

Wheelbase: 101.7 in.

White sidewall tires.

Hydraulic 4-wheel drum with
vacuum booster brakes.
Parking: operates mechanically on rear wheels.

Coil springs, double acting
hydraulic telescopic shock
absorbers and anti-sway bar.

OPTIONAL FEATURES:
Automatic transmission and
Bucket seats.
Air conditioning.
AM radio.
8-track stereo tape deck.
Nylon carpeting.

**Now Toyota gives you
a choice of truck sizes.**



Big.



Bigger.

And both have the most horsepower in their class.

Our regular Half-Ton has plenty of room.

But now we're introducing a second model with a longer wheelbase. The longest bed and wheelbase of any of the economy-priced pickups. So you can carry even longer loads.

Choose the size you need. You don't get any choice, however, on horsepower. Both of our Half-Tons have the most horsepower in their class. Same with the size of the gas tank: the biggest in their class. On both models.

There's more. On both. Like standard equipment. Everything from whitewalls to a cigarette lighter. Or the extremely comfortable interior, with options like automatic transmission and bucket seats, air conditioning and even an eight-track stereo tape deck.

But with all this comfort, don't forget they're trucks. We didn't. We made them sturdy. And dependable. Ready for a thousand-pound load. Any time you are.

So when you think about getting a pickup, think Toyota. For two very good reasons.



Roomy all-vinyl interior. Radio shown optional at extra cost.



STANDARD EQUIPMENT ON BOTH: Full 1000-pound load capacity • 1968cc SOHC engine (largest engine of the mini-pickups) • 4-speed all-synchromesh transmission • Tie hooks • Power-boosted flo-thru ventilation • Rugged front and rear suspension • 6-ply rated rear tires • Dual armrests • Dual padded sun visors • Headlining • Spare tire mounted underneath that lowers by hand crank • Mud flaps • White sidewall tires • Passenger assist grip • Cigarette lighter

OPTIONAL EQUIPMENT ON BOTH: Automatic transmission/bucket seats • AM radio • 8-track stereo tape deck • Air conditioning

SPECIFICATIONS ON BOTH: ENGINE: 4-cyl. in-line, SOHC; 5-main bearings • DISPLACEMENT: 120.0 cu. in. • COMPRESSION RATIO: 8.5 to 1 • HORSEPOWER: 97 hp at 5500 rpm (SAE net) • TRANSMISSION: 4-speed synchromesh (Optional 3-speed automatic with bucket seats) • SUSPENSION: Front: Wishbones, coil springs and anti-sway bar; Rear: Semi-elliptic leaf springs • CHASSIS/BODY: Frame construction • BRAKES: Drums, 4-wheel power assisted hydraulic

SPECIFICATION DIFFERENCES:

	Standard Wheelbase	Long Wheelbase
Overall length (in.)	168.6	184.5
Wheelbase (in.)	101.7	110.0
Deck length (in.)	72.8	88.6
Weights—Manual transmission		
Curb weight (lb.)	2,480	2,550
GVW (lb.)	3,890	3,960
Weights—Automatic transmission		
Curb weight (lb.)	2,490	2,560
GVW (lb.)	3,890	3,960
Tires—Front:	7.00 x 14 4PR	7.00 x 14 4PR
Rear:	7.00 x 14 6PR	7.50 x 14 6PR
Turning circle (ft.)	34.1	36.8

STANDARD WHEELBASE



LONG WHEELBASE

