

## 1984 TRUCK

## SPECIFICATIONS

	GASOLINE				DIESEL			
	4 X 2 SR5's		All other Models		All Models			
ENGINE:	4-Cylinder, SOHC, 2366 cc				4-Cylinder, SOHC, 2446 cc			
COMPRESSION RATIO:	9.0:1				22.8:1			
HORSEPOWER: (SAE Net)	106 @ 4800 RPM		100 @ 4800 RPM <sup>1</sup>		75 @ 4000 RPM			
TORQUE: (SAE Net)	137 ft. lbs. @ 2800 RPM		130 ft. lbs. @ 2800 RPM		114 ft. lbs. @ 2400 RPM			
CARBURATION/FUEL:	Electronic Fuel Injection/Unleaded		2-Barrel/Unleaded		VE Injection/Diesel			
	4 X 2				4 X 4			
	STANDARD BED	LONG BEDS	XTRACABS	3/4 TON	CAB/CHASSIS	STANDARD BED	LONG BEDS	XTRACABS
BRAKES:	Power Assisted Front Disc/Rear Drum (Rear Load-Sensing Proportioning and By-Pass Valve on 3/4 Ton, Cab/Chassis and all 4x4's)							
STEERING:	Recirculating Ball							
TIRES:	7.00x14 Bias-Ply		E778x14 Steel Belted Radials <sup>2</sup>		7.50x14 Bias-Ply		HR76-15B Mud & Snow Radials	
SUSPENSION:	Front: Rear:	Double Wishbone, Lower Arm Torsion Bar and Shock Absorbers Leaf Springs and Bias Mounted Shock Absorbers (Heavy Duty Axle & Springs on 3/4 Ton and Cab/Chassis, Soft Ride on SR5's & Deluxe's)				Leaf Springs and Shock Absorbers Leaf Springs and Shock Absorbers		
G.V.W.R. (kg/lbs.)	1996/4400		2189/4825		2177/4800 <sup>3</sup>			
PAYLOAD <sup>4</sup> (kg/lbs.)	851/1875-STD Bed Standard 805/1772-Long Bed Standard 978/2155-3/4 Ton Standard 796/1760-Long Bed Deluxe 778/1715-Long Bed SR5		788/1740-Xtracab Deluxe 769/1695-Xtracab SR5 712/1570-Long Bed Diesel 703/1550-Xtracab Diesel N/A-Cab/Chassis Deluxe		889/1785 - STD Bed Deluxe 784/1730-Long Bed Deluxe 775-1710-Long Bed SR5 766/1690-Xtracab SR5 812/1790-Xtracab Diesel			
FUEL TANK CAPACITY: (L/gal.)	52/11.4		65/14.3		65/14.3		73/16.0	
	EXTERIOR DIMENSIONS (mm/in.)							
OVERALL LENGTH:	4435/174.6	4730/186.2	4675/184.1	4730/186.2	4470/176.0	4435/174.6	4730/186.2	4675/184.1
OVERALL WIDTH:	1620/63.8				1690/66.5			
OVERALL HEIGHT:	1545/60.8	1535/60.4 <sup>4</sup>	1530/60.2	1565/61.6	1580/62.2	1710/67.3		1705/67.1
BED LENGTH:	1904/75.0	2194/86.4	1904/75.0	2194/86.4	N/A	1904/75.0	2194/86.4	1904/75.0
BED WIDTH:	1570/61.8							
WHEELBASE:	2615/102.9		2850/112.2		2615/102.9		2850/112.2	
TREAD WIDTH:	Front: Rear:	1355/53.3 1350/53.1		1420/55.9 (1430/56.3 on SR5's) 1400/55.1 (1410/55.5 on SR5's)				
GROUND CLEARANCE:	190/7.5	170/6.7 <sup>5</sup>		200/7.9		230/9.1		
	INTERIOR DIMENSIONS (mm/in.)							
HEAD ROOM:	967/38.1		977/38.5		967/38.1		977/38.5	
LEG ROOM:	1053/41.5		1110/43.7		1053/41.5		1110/43.7	
SHOULDER ROOM:	1378/54.3 <sup>6</sup>		1375/54.1 <sup>7</sup>		1378/54.3 <sup>6</sup>		1375/54.1 <sup>7</sup>	
	STANDARD, DELUXE & 3/4 TON		SR5		CAB/CHASSIS	4 X 4 DELUXE	4 X 4 SR5	
EXTERIOR COLOURS:	White Mars Red Topaz Blue		Silver M. Black Mars Red Royal Blue M. Blue/White White/Silver M.		White	White Charcoal M. Mars Red Blue	Silver M. Charcoal M.	Black Mars Red Blue/White White/Charcoal M.
<sup>1</sup> 96 @ 4800 RPM on Cab/Chassis.	<sup>3</sup> 2304/5080 on Diesel		<sup>5</sup> 1907.5 on Standard Long Bed		<sup>7</sup> 1379/54.3 on Deluxe Xtracabs.			
<sup>2</sup> 7.00 x 14 Bias Ply on Diesels and Standard Long Bed	<sup>4</sup> 1545/60.8 on Standard Long Bed.		<sup>6</sup> 1374/54.1 on SR5 Long Bed.					
	<sup>1</sup> G.V.W.R. (Gross Vehicle Weight Rating) - Curb Weight + Payload (Passengers & Equipment/Luggage & Cargo)							

1984 TRUCKS  
BY TOYOTAOH WHAT A FEELING! **TOYOTA**





## XTRA SPECIAL

Just look where Toyota's smashing, new 1984 trucks are turning up now! Most of the 15 Toyota-tough models are out on the job — on ranches, oil fields, delivery routes — guarding their reputation as a hard working, reliable fleet of light trucks.

But some models like the top-of-the-line SR5 Sport Truck are showing up in *all* the places you'd normally go in a car — on shopping trips, runs to the beach, even nights out on the town! It's because Toyota has something Xtra special for 1984; we call it the Xtracab!

That's right; Xtracab, the fabulous stretch cab that gives unprecedented seating room and far more interior cargo space. The SR5 Sport Truck with Xtracab is no longer just a truck. It's a Toyota-tough truck on the outside, with a luxury car inside.

From the look of the two-tone plush upholstered sport bucket seats, the deep, cut-pile carpeting and extras like vanity mirror, you'd never suspect you're in a truck. For you'll find adjustable headrests, and the driver's seat adjusts fully to give you the best driving position. But still there's plenty of room behind the seats for tools, groceries or sports gear on the wide, removable storage shelf.

The new, colour-coordinated dash would be right at home in a sporty coupe, with its full range of gauges including a tachometer, and luxuries like tilt steering wheel, intermittent wipers, AM-FM MPX radio and for safety, dual side mirrors all standard.

But the Xtracab is more than skin deep in the new SR5 Sport Truck. Now the Sport Truck moves with the same 2.4 litre Electronic Fuel Injected engine that powers Toyota's sporty Celica — and that's a hot item, the only computer-controlled fuel injection in light trucks anywhere! With the 5-speed manual transmission you get all the dash you can handle, and all the economy you'd expect from the top gear overdrive.

Sporty handling has been achieved with improved running gear, front and rear, plus bias-mounted rear shocks for stability. To match its car-like interior, the Sport Truck has a special car-like ride thanks to the special *Soft-Ride Suspension* that only stiffens under load.

That's the SR5 Sport Truck with Xtracab — the Xtra special truck that works like a Toyota but plays like a car. It's a brand new concept from Toyota, for people who take their fun by the truckload.





## LUXURY TO GO

If you're looking for a versatile luxury car, look at the 1984 SR5 Sport Truck with Xtracab. That's right: this is the truck with an interior so lavish there's no hint it might be anything but a luxury automobile.

This is Xtracab, Toyota's new idea for bringing luxury along on the job or a wilderness adventure. The larger expanse of tinted glass makes the scenery more enjoyable, the driving safer. The cab's new aerodynamic profile means there's less wind noise inside, and better fuel economy too.

Xtracab luxury means more space for both driver and passenger. There's longer seat travel so you can stretch your legs, and fully adjustable rake so you can get maximum comfort from the richly upholstered bucket seats. Xtracab means additional new space for your sports gear and camping equipment, or tools, with a wide storage area behind the seats featuring a removable shelf and optional net pockets. For small personal items, there's a full console box between the seats, which even has a tray type lid for your gloves.

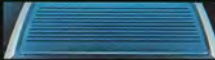
For the ultimate test of Toyota's craftsmanship, specify the optional sport seat. This is comfort! This is support, with five different adjustments that custom tailor the seat to your body, plus two more for the headrest. Or opt for the Electric Servo Package to add the convenience of power windows and antenna, as well as cruise control.

The driver has an excellent view of the elegant new dash where the functional demands of trucking are stylishly arranged in sports car style. Tachometer and odometer, plus a full complement of fuel, volt, oil and water temperature gauges are standard. Yet the dash is colour coordinated with Xtracab appointments like the thick, cut pile carpeting, so luxury predominates over the technical. The steering wheel is fully adjustable of course.

Even the door trim is fabric and carpet covered with a map pocket on the driver's door and a vanity mirror on the padded sun visor.

The standard luxuries include a digital quartz clock and AM-FM MPX radio, though an optional cassette combo is available. For those who savour fresh country air, there's an optional sliding rear window as well as a moonroof that comes with its own sunshade, while back in the city the air conditioning option makes good sense.

As comfortable on the inside as it is tough on the outside, the new SR5 Sport Truck with Xtracab is truly the civilized way to run wild.



Electric rear window defroster is standard on all Xtracabs. Tall rear quarter windows virtually eliminate the driver's blind spots. Behind the Xtracab seats is a convenient parcel shelf which is removable.



The sporty colour-coordinated SR5 dash has a full range of gauges, including oil pressure, voltmeter, water temperature and tachometer. You can add to your 4x2 SR5, a comfort and convenience Power Package which includes Cruise control, power windows, power antenna and a driver's foot rest.



## WORKAHOLICS ON YOUR TEAM

When there's a tough job to be done, you won't find a more reliable partner than the Deluxe and Standard trucks — the workaholics that never stop giving!

For 1984, Toyota builds them with a thirst for work and a capacity for punishment like no other light trucks in the world. Look at the choice — four models, in either the 75 inch standard bed or 86.4 inch long bed versions. Consider the 1875 lb payload of the standard bed model — greater than any in its class!

These trucks have remarkable running gear. The standard 4-speed overdrive automatic transmission of the long bed Deluxe has a lock-up torque converter, so there's practically no power loss; another feature unequalled in this class. The long bed Standard model has the 5-speed overdrive manual transmission with all the famous Toyota economy.

The Deluxe also shares Toyota's most exciting development for 1984 — the Xtracab. That not only gives the driver and passenger unprecedented room and comfort, but adds a secure storage area for your valuable tools and equipment — right behind the cloth bucket seats.

Even the regular cab models have more leg room than before and share the Xtracab's stylish new dash, with its attractive instrument cluster and improved heating/cooling vents. There's a three-passenger bench seat in all three regular cab models, but what a seat it is, with a thicker back cushion, built-in lumbar support and built-in head restraints as well.

The no-nonsense standard features include side and rear tie-down hooks, mud guards and a full-size spare so without question the Deluxe and Standard trucks are the workhorses of the Toyota fleet. But with the raked nose design and dramatically larger glass area, they look like thoroughbreds — and act it, with the muscular 2.4 litre SOHC engine.

The braking is powerful. Power assist brakes featuring an 8-inch brake booster are standard on all models. Toyota engineers redesigned the braking system for the entire 1984 fleet, adding larger brake pads and thicker, vented rotors to the front disc brakes, with sturdy drums in the rear.

Toyota trucks are made for work and built to last, with heavy-duty starter, alternator and battery. The anti-corrosion measures are more extensive than ever, with far more galvanized steel sections, plus layers of underbody sealers and anti-chip coatings.

With the optional power steering, you can put even more of the work on your Deluxe truck — and make it more of a real pleasure with an AM-FM MPX cassette combo. That's Toyota's way of giving hard work a light touch!





## PERFECT FIT

When you find the special truck body for your commercial or camping needs, just install it over the Toyota Chassis and you're in business! The Cab/Chassis Deluxe is the ideal way to write your own ticket and *still* enjoy all the dependability that makes Toyota the world's leading light truck line.

With its great GVWR\* of 4825 pounds and a ground clearance of 7.9 inches, you can load down the Cab/Chassis to the limit and still get to that back-country job site or camp ground. That's why the Cab/Chassis is the perfect fit for a whole range of trucking needs. It's the rugged ideal as a flat-bed or stake truck on the farm, and the economy choice for delivery and service fleets around town.

The Cab/Chassis sparkles with its chromed front bumper and white exterior paint. With factory orders of 25 units or more, it's available in other Toyota truck colours as well.

The interior is car-like in comfort and quality Toyota finish. The bucket seats have bolsters for built-in support and full-fabric upholstery for looks and comfort. There's even tilt steering and an intermittent wiper/washer, all standard!

The Cab/Chassis has a 2.4 litre gas engine rarin' to go and a 4-speed manual transmission to put economy into every mile. Underneath, it's top-of-the-line tough. The front suspension has a double wishbone and lower-arm torsion bar for stability and comfort.

When you're loaded up, you'll appreciate the new, bias-mounted rear shocks, and the heavy-duty rear axle and suspension like Toyota's loadmaster, the 3/4 ton truck.

There are sturdy, working options that fit any task, including the rear step bumper and ultra style mirrors. To make the long haul easier, there's an optional sliding rear window for greater ventilation and an AM-FM MPX cassette combo to keep you in touch.

Count on the Cab/Chassis for a perfect fit, whatever kind of trucking you do. For long before you choose your special body, we make your chassis special — Toyota quality and engineering throughout!

\*GVWR: Gross Vehicle Weight Rating =  
Curb Weight + Payload  
(passengers & equipment/luggage)







## HEAVYWEIGHT CHAMP

If you still think a light truck can't take on heavy-duty assignments, you haven't seen Toyota's 3/4 ton truck — the loadmaster! For all the economy and car-like cab that it shares with Toyota's truck fleet, the 3/4 ton stakes out its own heavyweight turf with an amazing 2155 lb payload that puts it way out ahead of its class.

The 3/4 ton is tough even by Toyota standards. Its long bed is designed to take crushing loads thanks to heavy gauge steel construction, and the optional bed liner will keep it dent free for years.

The rear axle and leaf springs are both heavy duty, though you wouldn't know it from the ride and handling. The redesigned front and rear suspension systems give them a discernible superiority for 1984. Nor do you feel any strain even under full load, for the 3/4 ton's 5-speed overdrive manual transmission has the computer-calculated range of closely spaced gear ratios to pull away smoothly.

The 3/4 ton stands high above road hazards with a 7.9 inch ground clearance, on tough 7.50 x 14 inch tires. The stopping is exceptional, thanks to a heavy-duty braking system that includes a load-sensing brake proportioning and by-pass valve. As the load in the rear increases so does the rear braking force, assuring optimum braking efficiency. And these brakes are more rugged now, with a 9-inch brake booster and new thicker, ventilated front discs and larger area brake pads.

This workhorse is equally sturdy inside, with ample room for three adults. The flo-thru air-mix type ventilation gets you to the job — and home again — refreshed and relaxed, particularly if you add the optional sliding rear window, or even air conditioning.

Go for the heaviest job. The 3/4 ton Toyota will see you through like a champ!











## UNCORK THE WILD

If your thrills begin where maps run out, on trails never yet touched by tires, welcome to Toyota 4x4 country! This kind of adventure tempts many, but only the tough go for it, like the SR5 Sport Truck with Xtracab.

Redesigned for 1984 with masculine styling and chunky fender flares, the SR5 Sport Truck has what it takes to handle your 4x4 fever. There's power and plenty of it — 100 hp from the unstoppable 2.4 litre SOHC gas engine. There's unbeatable ground clearance — fully 230 mm of daylight between rocks or streams and the Sport Truck undercarriage.

On your way to that favourite wilderness retreat, Sport Truck Xtracab gives you two-wheel drive economy with the 5-speed overdrive manual transmission that's at home on the highway but geared for the rough. Then flick the range selector into 4x4 — either Hi range or Low — and the automatic hubs will lock as you start to move. Now you're ready to rough it, Toyota-style!

The larger tinted glass area and steeply raked hood give splendid visibility to pick the safest path, while the standard power steering and tilt steering wheel make it easy to follow the path.

Across sand or through streams, the steel belted HR 78 x 15B mud and snow radials never falter. The power assisted front disc and rear drum brakes feature the added safety of a load-sensing proportioning and by-pass valve. As the load in the rear increases so does the rear braking force, assuring optimum braking efficiency.

It all adds up to make the SR5 Sport Truck exceptionally rugged — but still handsome enough to go to town when you choose. The chrome package is standard, with stylish spoke wheels and front bumper, plus window and fender trim all done in chrome.

Brand the SR5 Sport Truck as your own with optional two-tone paint, or the moonroof that makes the Xtracab even more bright. Play only the music you want on the optional cassette combo, with great sound from the new, rear-facing speakers.

For 1984, there's still another unstoppable option. Now you can go for Diesel power in Toyota's first-ever 4x4 Xtracab Diesel truck, which adds long-range cruising ability to Diesel reliability to take you farther than ever off the beaten path.







## TOUGH CHOICE

Call it tough. Call it economical. Call it the most reliable pickup truck Toyota ever built - the new 4x4 Deluxe Diesel with Xtracab. When work or pleasure takes you where weather and wilderness test man and machine, you've got a friend in Toyota's first-ever 4x4 Diesel. It's the tough choice, for tough assignments.

The 4x4 Diesel is all but unstoppable. It has a heavy-duty two-speed transfer case, 5-speed manual overdrive transmission and every one of the hard-nosed features that have made Toyota 4x4's famous. Now it's powered by an economical, long-life 2.4 litre Diesel engine - a larger and more powerful successor to one of the most popular light Diesels in the world.

But in the 4x4 Deluxe Diesel, economy keeps pace with power. This truck has fuel economy that 4x4's could never boast before - a 7.4 L/100 km rating (38 mpg), and an amazing 6.7 L/100 km on the highway (42 mpg).

Toyota's new 2.4 litre Diesel engine is among the largest and most powerful in its class, with horsepower increased to 75 and 114 ft. lbs. of dirt and mud-churning torque. What's equally important is that this is a *born* Diesel. Durability and long life were part of the engineering and carried through by features like extra-capacity main crank bearings. Some manufacturers merely convert gas engines to Diesel, but this short-cut fails to meet Toyota's standards of reliability and performance.

Even the proven Toyota Diesel design is constantly improved. For 1984, there are roller-type rocker arms that reduce rocker and camshaft wear. There's even a fuel-line heater that melts the waxy particles in Diesel fuel which can build up and clog the filter. And for jobs that are hot and heavy, the new triple-row engine oil cooler regulates the temperature of the lubricant.

While it's built truck-tough, this Diesel engine features some very sophisticated engineering. There's a sensing system that delivers exactly the right air/fuel mixture at high altitudes and is similar to the design in some of Europe's most famous luxury sedans. But no one can match the reliability of two heavy-duty batteries - plus the heavy-duty starter, alternator and heater - that get you going even on the coldest work day.

Inside the spacious new Xtracab, the Diesel instrumentation is complete right down to indicator lights for glow plugs, water sedimenter and timing belt. All round are the comforts which you take for granted - like the driver's 5-way bucket seat - but appreciate the farther off the beaten path you travel. There's a standard tilt steering wheel and to get you where you're going, big radial mud/snow tires on white spoke wheels.

On jobs and roads where there's no turning back, that's the kind of trucking value you need. And that's the built-in value you find in Toyota's first-ever 4x4 Xtracab Diesel - the tough way to go!



## HOME ON THE RANGE

When your mission has no easy solution, do it right with the truck that comes loaded for action: the new 4x4 Deluxe from Toyota. This one is born tough and comes ready to roll — or bounce over rocks and ford streams — to those out-back construction sites or the fishing hole known only to a few of the gang.

Whether it's the standard bed model with its terrific 1785 lb payload or the long bed with 230 mm of ground clearance, these are the task-masters, bar none. The kinds of obstacles that stop others cold, bounce harmlessly off the 4x4 Deluxe, for the gas tank and two-speed transfer case are protected by metal plates, while brake lines are specially secured to prevent snagging.

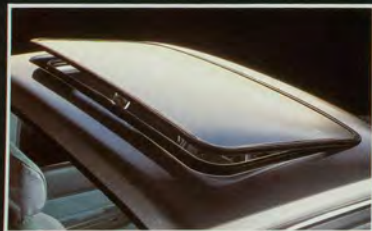
Getting to the back country takes plenty of muscle. The 4x4 Deluxe gets 130 ft lb of unflinching torque from the proven 2.4 litre SOHC gas engine, reliably coupled by a 9 inch hydraulic actuated clutch to the 5-speed overdrive manual transmission. In four-wheel drive, the double Cardan-type front U-joint system cuts driveline vibration for smooth, reliable performance.

Whether you carry a camper top or heavy construction equipment, the semi-elliptical front and rear 4-leaf springs shoulder the load comfortably, while the new bias-mounted rear shocks add stability and control.

Getting home at the end of your mission takes durability — and the 4x4 Deluxe has it in every detail. The ignition is transistorized, for example, and the heavy-duty battery, alternator and starter are standard equipment.

Inside there's more leg room and a better seating arrangement than before, with room for three on a bench seat that has a more thickly upholstered back and better lumbar support. You even get the help of a 6-way tilt steering wheel and standard intermittent wipers.

Make your tasks easier with the optional power steering that comes with a stabilizer bar, or the rear step bumper and ultra style side mirrors. Or make it enjoyable with a sliding rear window that keeps the air fresh, and the AM-FM MPX cassette combo that fills it with sound. That's the 4x4 Deluxe — always a pleasure, when your task is anything but!





Drop into low-range 4WD and you're ready for real off-road work: rock crawling, stream fording or trail blazing adventures. And there's power-assisted front disc brakes with drums in the rear to supply the stopping power when you need it.



All Toyota 4x4's have a 5-speed overdrive transmission and 2-speed transfer case. Both the odometer and tachometer on the SR5 are big and bold for maximum visibility, day or night.



**GAS RATING\***  
**29** 35 HWY  
**9.8** L/100 km  
**8.0** HWY

\*Numbers based on laboratory tests using approved Transport Canada test methods. Actual consumption will vary. Urban winter consumption will be significantly greater.

### 1984 4X4 TRUCKS FEATURES

	OPTIONAL CERAMIC COAT	3.0L 2000 CC 4-CYL DIESEL	4-CYL DIESEL	5-SPEED MANUAL	5-SPEED OVERDRIVE
5-Speed Overdrive Manual Transmission	S	S	S	S	S
Side Window Defoggers/Full Size Spare Tire	S	S	S	S	S
Heavy-duty Starter, Alternator, Battery (Two)	S	S	S	S	S*
Transistorized Ignition	S	S	S	S	S
Water-cooled Oil Cooler/Fuel Line Heater					S
Distributor-type Injection Pump					S
4-Wheel Drive with 2-Speed Transfer Case	S	S	S	S	S
4-Wheel Drive Indicator Lamp/Front Tow Hook	S	S	S	S	S
Mechanical Free-Wheeling Front Hubs (Automatic)					S*
Fuel Tank and Transfer Case Protector	S	S	S	S	S
Front and Rear Mud Flaps/Steel Belted Radial Tires	S	S	S	S	S
Cargo Area Tie-down Hooks/Locking Fuel Door	S	S	S	S	S
Chrome Grille, Front Bumper and Spoke Wheels					S
Painted Steel Front Bumper/White Spoke Wheels	S	S			S
Bunch Seat with Three Seat Belts	S	S			
Cloth Low-Back Bucket Seats			S	S	S
Tilt Steering Wheel/Instrument Wipers	S	S	S	S	S
Tinted Glass with Shaded Back/Out Outside Mirrors			S	S	S
Vanity Mirror/Driver's Door Pocket			S	S	
Tachometer and Trip Counter/Cat Pile Carpeting			S	S	
Load-Sensing Brake Proportioning Valve	S	S	S	S	S
Dash Lights - Glow Plugs, Water Sediment and Timing Belt					S
Gauges - Oil Pressure, Voltmeter, Water Temperature			S	S	
AM-FM MPX Radio/Full Console Box/Digital Quartz Clock			S	S	
Halogen Headlights/Power Steering with Stabilizer Bar			S	S	
Rear Window Defroster			S	S	
Moonroof with Sun Shade			O	O	
Tilt Steering Wheel/Instrument Wipers			O	O	
Two Tone Paint			O	O	
Power Steering with Stabilizer Bar			O	O	
AM-FM MPX Cassette Combo	X	X	O	X	
Air Conditioning	X	X	X	X	
Rear Step Bumper	X	X	X	X	
Ultra Exterior Mirrors	X	X	X	X	
Protective Bed Liner	X	X	X	X	
Sliding Rear Window	X	X	X	X	

S - STANDARD O - OPTION - Factory Installed X - OPTION - Dealer Installed  
 Some options are grouped as a package. Your salesperson will assist in your choice.

**DIESEL RATING\***  
**38** 42 HWY  
**7.4** L/100 km  
**6.7** HWY

Toyota's 4x4 payload goes from 1690 lb. on the Xtracab SR5, up to a whopping 1790 lb. for the Diesel.



1690 mm  
66.5"  
4-WHEEL DRIVE

1710 mm  
67.3"  
4-WHEEL DRIVE

All Toyota 4-wheel drive trucks have a towing capacity of 2,000 lbs., with a maximum 200 lb. tongue weight. Combined Truck/Trailer weight must not exceed 5,500 lbs. Your 4x4 is high above rocks and road hazards with 9.1 inches of ground clearance.



### TOYOTA PROTECTION

**New Vehicle Warranty** - Toyota will repair or replace free of charge any component, including tires, originally installed on the vehicle by Toyota, that is found to be defective in material or workmanship, under normal use, for a period of 12 months or 20,000 kilometres, whichever occurs first. Service adjustments, including wheel alignment, tire balance, adjustments of door, hood, deck lid and headlights, will also be provided free of charge for the first 90 days. **Power Train Limited Warranty** - Toyota warrants Gasoline and Diesel engine components, transmission and transfer case components and front and rear wheel drive components for a total of 24 months or 40,000 kilometres, whichever occurs first. This includes your 12 months/20,000 kilometre Warranty.

For complete details see your Dealer or the Warranty & Maintenance Booklet in your vehicle. **Anti-Perforation and Corrosion Warranties** - Toyota warrants any vehicle body component, (except exhaust system), found under normal use to have developed perforation from corrosion within 36 months, unlimited kilometres, will be repaired or replaced at no

charge by any Toyota Dealer in Canada. We require that you maintain your vehicle as specified in your Owner's Manual. **Emission Control Systems Warranty** - Toyota warrants that emission control systems of all Toyota vehicles are designed and built to conform with all Canadian emission standards applicable at the time of manufacture. Defects in material and workmanship which would cause the vehicle not to meet these standards will be covered for a period of five (5) years or 80,000 kilometres, whichever occurs first. For complete details of the Toyota warranties, including exclusions, limitations and Toyota Owner responsibilities, see your Toyota Dealer. **Parts and Service** - Toyota believes that the costs of ownership can be greatly reduced if a vehicle is properly maintained and serviced by experts at Toyota dealerships.

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We care for your Toyota car or truck as though we were driving it ourselves. The better it performs for you, the better you will feel about Toyota products and the Team that stands behind you. And that's important to us.

At our Dealers, every effort is made to ensure that your Sales needs and Service requirements are attended to with care and efficiency. Your continuing satisfaction is always our goal.

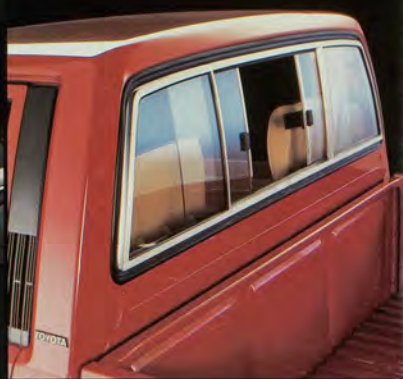
That's why choosing a Toyota product makes a lot of sense. You'll drive one of the most dependable and respected vehicles in the world. And backing you up, you'll have a Team of skilled and dedicated professionals helping you get the maximum pleasure from your Toyota.

**TOYOTA™**  
...We Care

**ELECTRONIC CLOCK.** Electronic digital clock with auto-dimming night display, headlight warning alarm and a unique time-recall when the ignition switch is turned off.



**AIR CONDITIONING, SUNROOF AND REAR PASS-THRU WINDOW.** Each will increase your driving comfort with the ideal temperature or ventilation in any season.



**TOYOTA TRUCK BED LINER.** Protects the truck bed from unsightly deterioration. Available for short bed and long bed.



**GET ALL ROUND PROTECTION FROM FOUR TOUCH BUMPERS.** Choose from Standard, Deluxe, Tube and Extruded aluminum.



**PROTECTIVE FLOOR MATS.** Custom designed, four piece sets are made exclusively for your Toyota. Available in rubber or carpet in assorted colours to match your interior.



Protect the lower body panels from stone chips with the high polished extruded aluminum Running Boards.



**TONNEAU COVER.** Conceal and protect your belongings from the elements with Toyota's Ideal "SOFTCOVER". Constructed of durable automotive specification vinyl that's designed for maximum strength.



**ENGINE BLOCK HEATER.** Heats your engine coolant to ensure faster, surer starts — even in extreme cold. Saves battery drain and reduces wear from turning over a cold unlubricated engine.



**NET POCKETS.** To keep your truck uncluttered, these pockets are ideal for storing maps and small articles.



**TOYOTA AUDIO PRODUCTS.** For Toyota, Quality Audio Sound is considered a necessary vehicle component. Vehicle designers and radio engineers work closely together to provide an optimum listening environment.



**AUDIO EQUIPMENT.** From a basic AM/FM MPX radio to the deluxe electronic tuning combination unit and graphic equalizer — power amplifier with a power antenna... Toyota audio is dedicated to quality.

**PICK-UP RALLY BAR.** Enjoy the rugged truck look of this utility equipment. Heavy 2" gauge tubing, gloss black finish. Light tabs to mount rally lights.



**CASSETTE PLAYER AND DECK.** Auto-reverse units with locking fast forward and rewind. Each unit is compatible with selected audio receivers.



Choose from a 4X2 styled aluminum wheel or a 4X4 chrome plated steel styled wheel. Both add a touch of class to your new vehicle.

**PREVENT THOSE PARKING LOT SCRAPES** and add a bit of beauty with our exclusive 2" Body Side Moulding.



**PICK-UP "ULTRA" MIRRORS.** Stainless steel or lo-gloss black heads with aluminum arms. Swing lock design — entire mirror swings out of way on impact to prevent damage to mirror or door.