

TOYOTA

**1984
NEW
MODEL
HIGHLIGHTS**

COLOR AND TRIM

4x2 Exterior Color

- + - 033 White
- + - 3B2 Wine Red
- + - 3D7 Red
- 557 Creme
- 558 Yellow
- 8A1 Blue
- + - 137 Silver M.
- + - 202 Black
- + - 2P5 White/Silver
- 2M2 Med. Blue/White
- 879 Blue M.
- 8A1 Med. Blue

4x4 Exterior Color

- + - 033 White
- 143 Dk. Grey M.
- 202 Black
- + - 2M2 Med. Blue/White
- + - 2P7 White/Dk. Grey M.
- + - 3B2 Wine Red
- 3D7 Red
- 557 Creme
- 8A1 Med. Blue

- + New Color for 1984

Interior Color

- Grey, Brown
- Brown
- Brown
- Brown
- Brown
- Blue
- Grey
- Grey
- Grey
- Blue
- Blue
- Blue

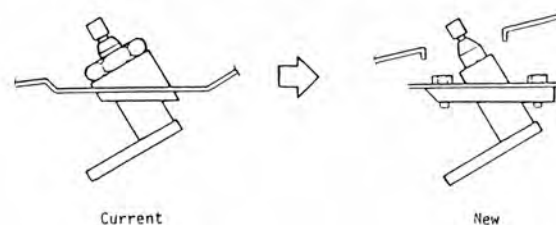
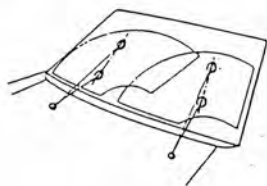
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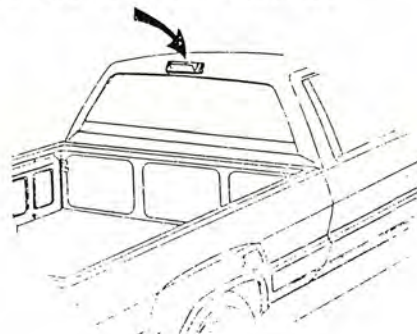
TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Functional: (Continued)

- To improve windshield washer performance the washer nozzle position has been changed in conjunction with a dual jet pattern to improve spray coverage.



- A rear deck lamp is standard on all Xtracab models.



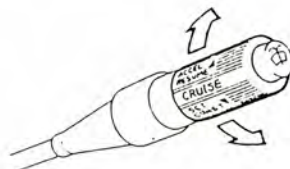
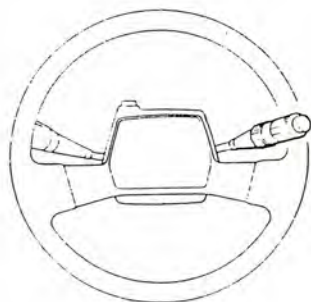
Options:

- Chrome packages (SR5)
- Tire package (4x2 SR5)
- Alloy wheels (4x2 SR5)
- Power package (SR5)
- AM/FM/MPX radio (standard on SR5, option on Deluxe)
- AM/FM/MPX with cassette (SR5)
- ETR AM/FM/MPX with cassette and equalizer (Xtracab SR5)
- Air conditioning
- Window package

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Functional:

- Cruise control, available on 4x2 SR5 models has been relocated to the wiper stalk on the steering column.



- An optional power package is available on SR5 models. Contents of this package are:

<u>Item</u>	<u>4x2</u>	<u>4x4</u>
Cruise Control	X	
Power Windows	X	X
Power Antenna	X	X
Variable Inter. Wiper	X	STD
Tilt Steering	X	STD
Footrest	X	-
Rear Window Defogger	X*	X*

* Xtracab Only

- The floor and back panel of the cab have been redesigned to reduce noise and vibration within the cab.

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Mechanical: (Continued)

- Automatic locking hubs have been made standard on the new 1984 Xtracab 4x4 SR5 trucks. The procedure for operation is as follows:

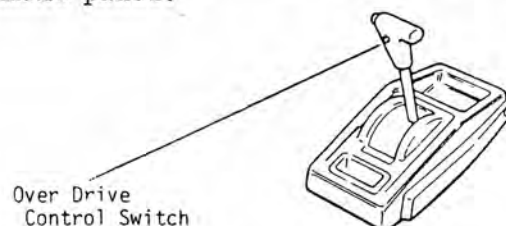
2WD → 4WD

- With the truck stopped, shift the transfer shift lever from H2 to H4.
- Move the vehicle forward slowly at first, the hubs will automatically engage.

4WD → 2WD

- With the truck stopped, shift the transfer shift lever from H4 to H2.
- Back the vehicle up for approximately 10 feet to automatically disengage the hubs.

- The 4-speed automatic overdrive transmission truck models now have the overdrive lock-out switch located on the shift lever instead of the instrument panel.



- The 4x4 transfer case selection lever has been moved .4 inches closer to the centerline of the cab to reduce interference with the driver's leg.
- To improve cruising ranges, the fuel tank capacity has been increased on most models.

<u>Model</u>	<u>Fuel tank Capacity (1983 Size)</u>
4x2 Standard Bed	13.7 gallons (13.5)
4x2 Long Bed, Xtracab & 4x4 Standard Bed	17.2 gallons (16.0)
4x4 Long Bed and Xtracab	19.2 gallons (16.0)

- The tilt steering lock release lever has been relocated from the left side to the right side of the steering column.

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

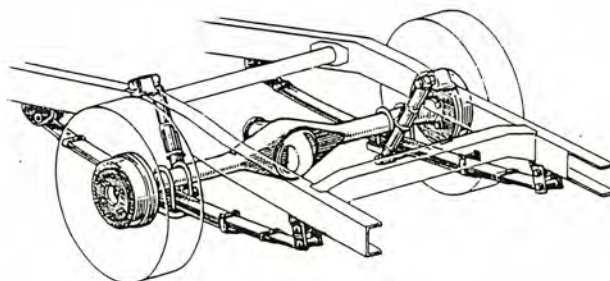
Mechanical: (Continued)

2.635

- Standard tire size on the 4x2 SR5 has been increased to P195/75R14. Additionally, this standard tire is a U.S. produced Michelin.
- To increase brake performance, new ventilated front disc brakes have been adopted on all 4x2 models.

Item \ Model	New	Current	
Caliper Type	FS17	S16	K
Pad Area cm ²	41.5 X 4	36 X 4	50 X 4
Disc Type	Ventilated	Solid	Ventilated
Disc Thickness mm	22 .86	12.5	20
Disc Dia. mm	248	266	252

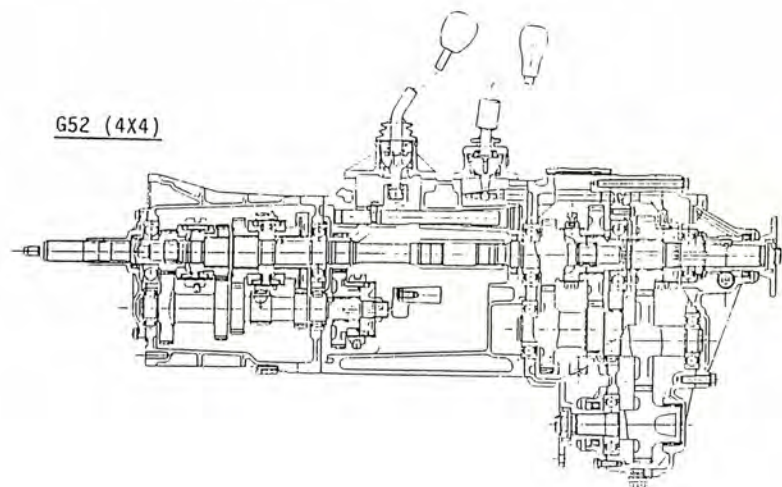
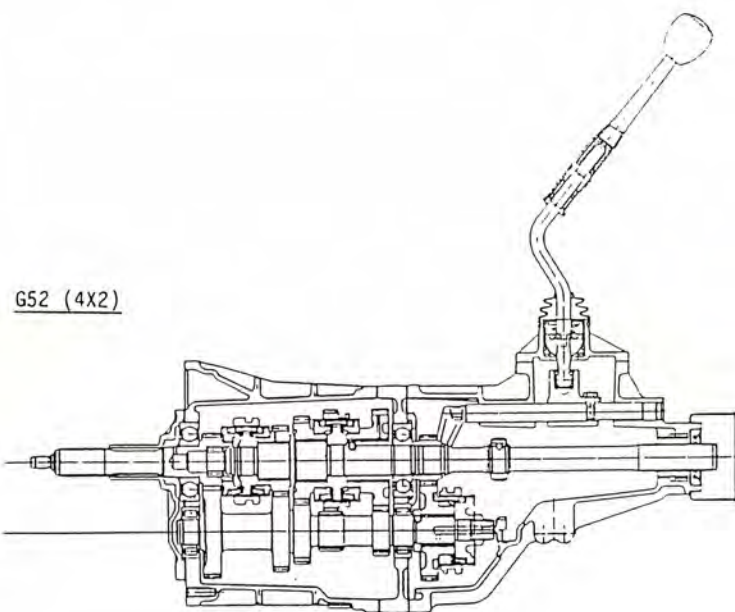
- The front suspension systems remain basically unchanged for 1984. However, improvements have been made to increase ride comfort, stability and driveability. The soft ride suspension is now standard on all 4x2 Deluxe models as well as SR5.
- The rear suspension shock arrangement has been changed to a staggered mounted type for improved road holding and ride comfort on both 4x2 and 4x4 trucks.



TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Mechanical: (Continued)

- A new 5-speed manual transmission designated the G52 has been developed for the 4x2 diesel and all 4x4 models.

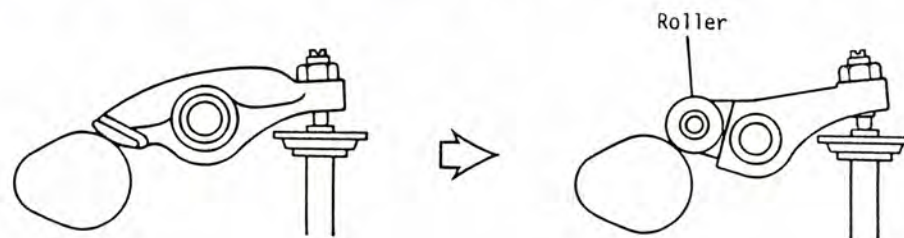


- Final drive gear ratios remain the same for 1984 except for those models with the new 22R-E engine, the 2L equipped 4x4 truck and the base model 4x2 4-speed.
- Power steering is now available as standard equipment on the 4x4 SR5 and optional on the 3/4 ton truck, in addition to its current optional availability on all Deluxe and 4x2 SR5 models. Power assist varies according to engine speed on 4x2 models.

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Mechanical: (Continued)

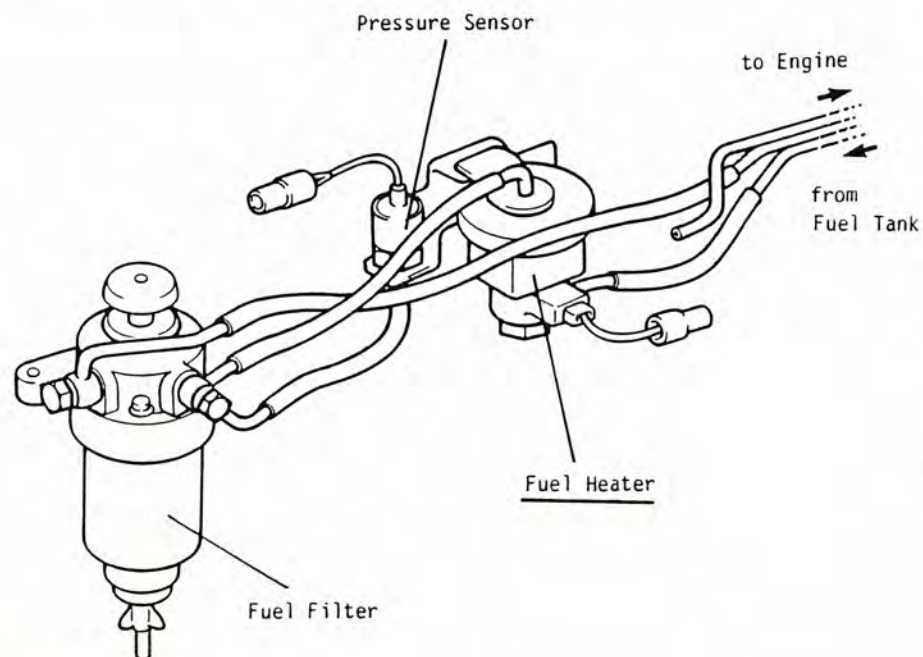
- To add to increased wear resistance a roller type of rocker arm has been adopted.



Conventional Type

Roller Type

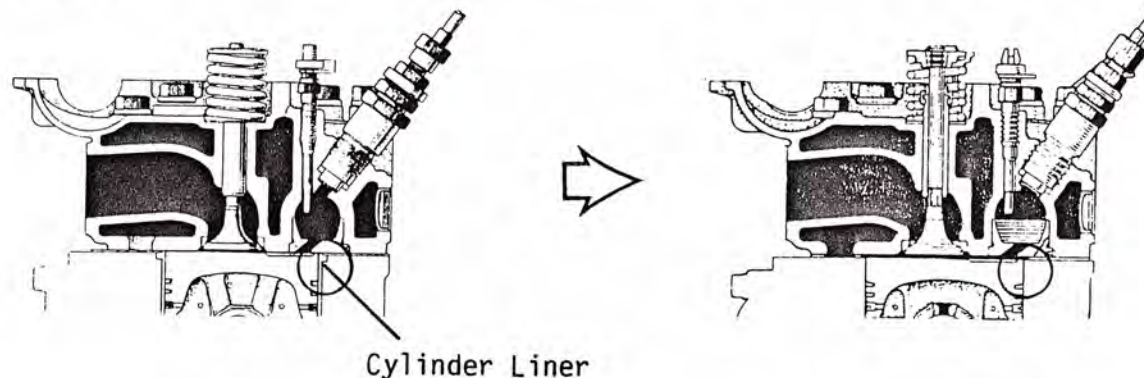
- To assure good driveability in cold climate areas an optional fuel line heater will be available with the All-Weather Guard Package. The heater will be located in line between the fuel tank and fuel filter.



TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Mechanical: (Continued)

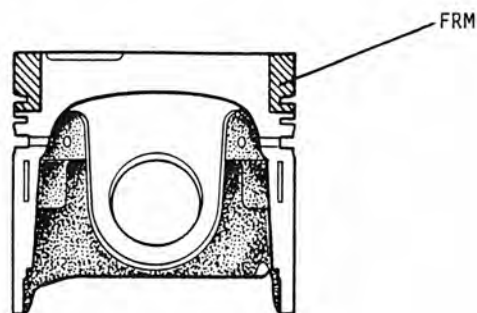
- Combined with an increase in displacement a number of major revisions have been made to the 2L engine.
 - The cylinder block is now constructed of a low alloy grey cast iron which allows for the discontinuance of cylinder liners.



Current

New

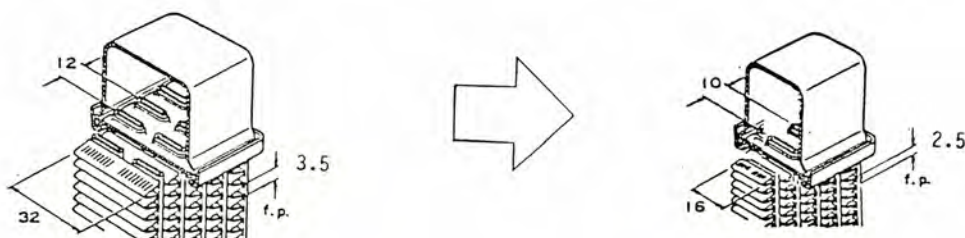
- The cylinder head combustion chamber has been changed to allow for increased performance and a reduction in noise.
- For increased durability the top edge of the pistons are now made of Fiber Reinforced Metal (FRM) which is superior in wear resistance, heat resistance and cooling.



TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Mechanical: (Continued)

- To reduce vehicle weight a single row radiator has been adopted on gasoline powered 4x2 standard and deluxe trucks with manual transmissions.



- The new 2L diesel engines provides a substantial increase in horsepower and torque for better performance and driveability.

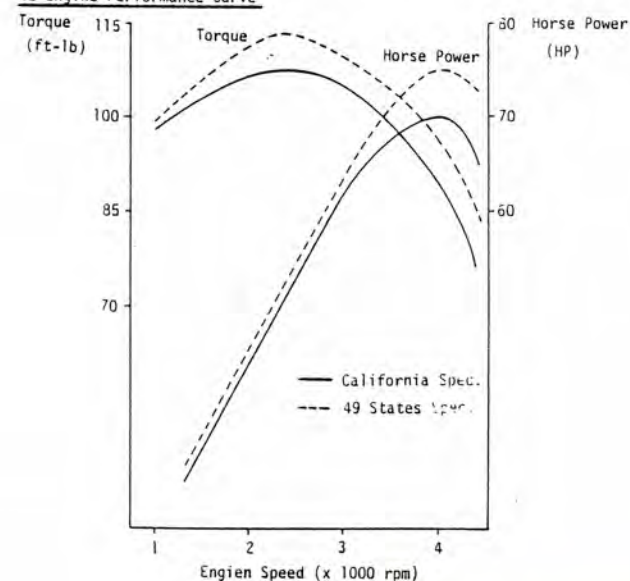
2L Engine Specifications

		2L (49-states)	L ('83)	Comparison
Piston Displacement	cc	2446	2188	+12%
Bore & Stroke	mm	92 X 92	90 X 86	-
Compression Ratio		20.0	21.5	-
Max. Horse Power (SAE Net) HP/RPM		*75/4000	59/4200	+27%
Max. Torque (SAE Net) ft-lb/RPM		**114/2400	93/2400	+23%

*:70HP/4000(Calif.)

**108ft-lb/2400(Calif.)

2L Engine Performance Curve



TRUCK MAJOR ADDITIONS/CHANGES (Continued)

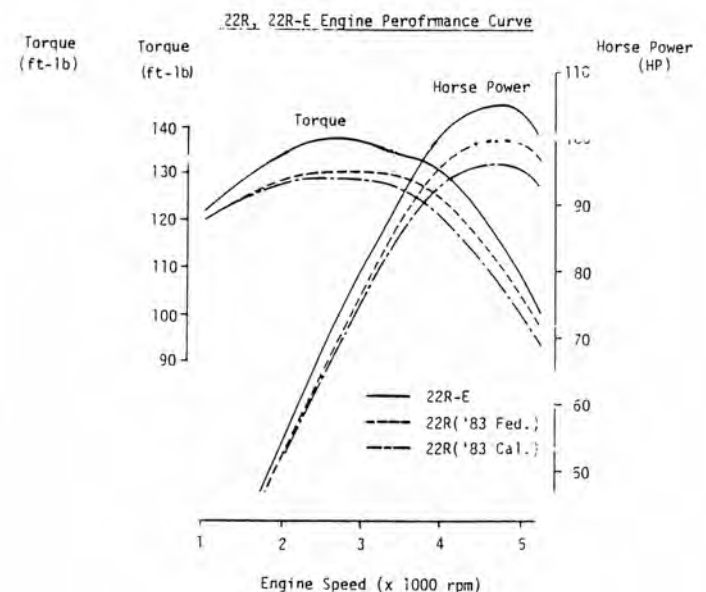
Mechanical:

- Three engines are used in the 1984 trucks.
 - The 22R engine is carryover from 1983.
 - Adopted on all 4x2 SR5 grade trucks is the 22R-E, electronically fuel injected engine similar to the one used in the Celica model.
 - New for 1984 is the 2L diesel engine, which is a larger, more powerful, diesel than the "L" engine used in 1983. The 2L is available in both 4x2 and 4x4 trucks and makes the first time Toyota has offered the diesel engine in a four-wheel drive model.
- The new 22R-E engine with electronic fuel injection combines an increase of both horsepower (106) and torque (137 ft. lbs.) over the standard 22R engine. The EFI systems computer also includes a self diagnostic system to simplify the location of any problems.

	22R-E	22R (Calif.)	Increased
Max. HP (SAE) HP/rpm	106/4800	96/4800	9 %
Max. Torque (SAE) ft-lb/rpm	137/2800	129/2800	6 %

22R-E and 22R Engine Specifications

	22R-E (50-states)	22R (49-states)	22R (California)
Piston Displacement cc	2366	←	←
Bore & Stroke mm	92 X 89	←	←
Compression Ratio	9.0	←	←
Max. Horse Power (SAE Net) HP/RPM	106/4800	100/4800	96/4800
Max. Torque (SAE Net) ft-lb/RPM	137/2800	130/2800	129/2800



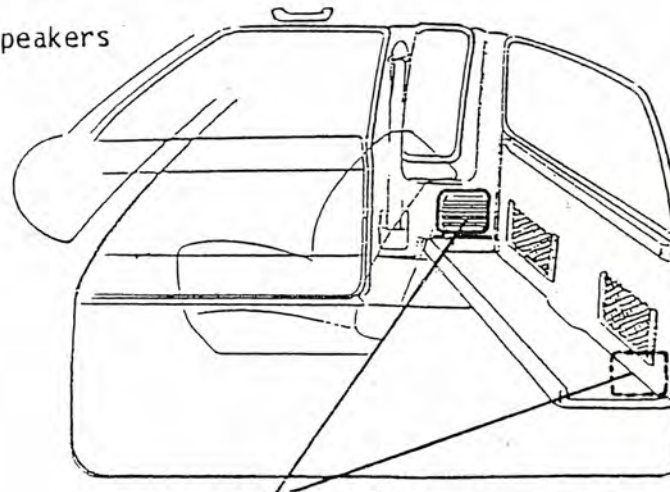
TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior: (Continued)

- Radio performance has been improved with the addition of an all new radio line-up for all models. Truck radios are now of the same "A" series as the passenger car systems. For specific radio availability, refer to the option summary.
- Xtracab SR5's with the optional ETR AM/FM cassette graphic equalizer/amplifier stereo system will be equipped with 4-speakers.

Xtra Cab

4-Speakers

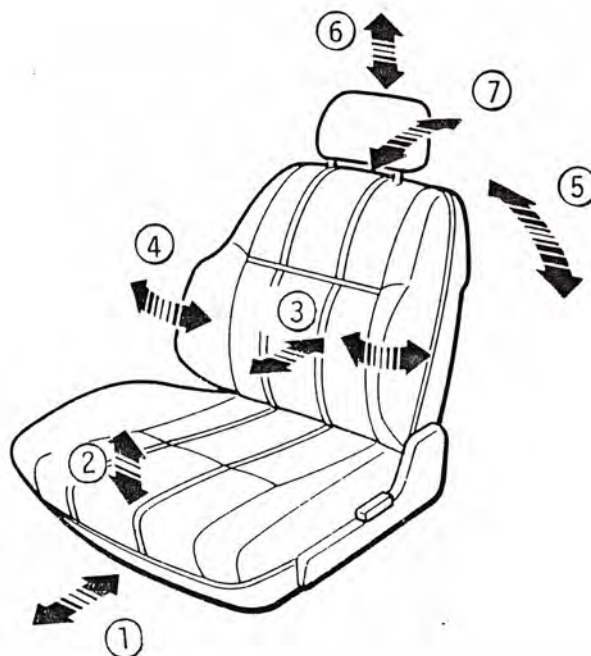


Rear Speakers (10W X 2)

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior: (Continued)

- The separate bucket type seat in SR5's and Deluxe Xtracabs has an adjustable head restraint and a seat back reclining mechanism.
- New for 1984 is the optional seven-way adjustable cloth sports seat available on SR5's.



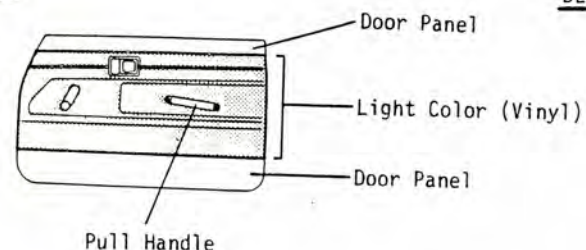
1. Fore and aft adjuster
2. Vertical adjuster
3. Lumbar support adjuster
4. Side support adjuster
5. Reclining adjuster
6. Head restraint vertical adjuster
7. Head restraint for and aft adjuster
(except regular car model)

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

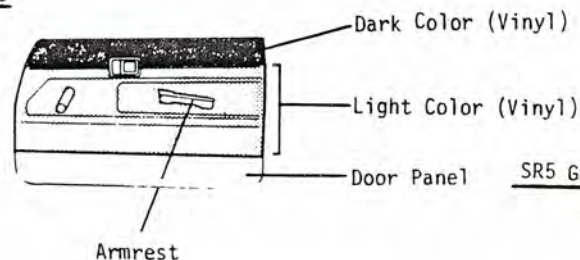
Interior: (Continued)

- Door trim for the truck is available in three grades, standard, deluxe and SR5.

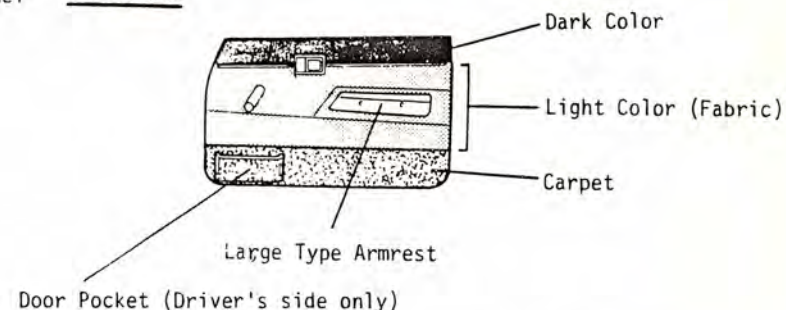
STD Grade



DLX Grade



SR5 Grade



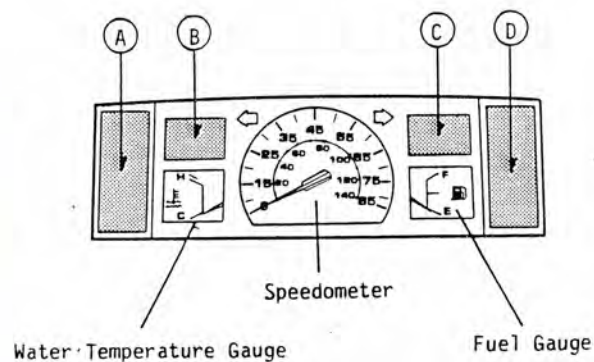
- Full rear cab trim is standard on all SR5 models. This soft one piece trim panel completely covers the rear of the cab and leaves no exposed sheet metal.
- Additionally, three types of seats have been adopted.
 - The 3-passenger bench seat available for all 4x2 and 4x4 standard and deluxe grade regular cab models have built-in type head restraints for the two outboard positions and have been improved to provide improved comfort in the lumbar area.

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior: (Continued)

- For 1984 there are two types of instrument clusters. One applicable to all standard and deluxe grades and one for SR5's. SR5's will be equipped with a standard digital quartz clock.

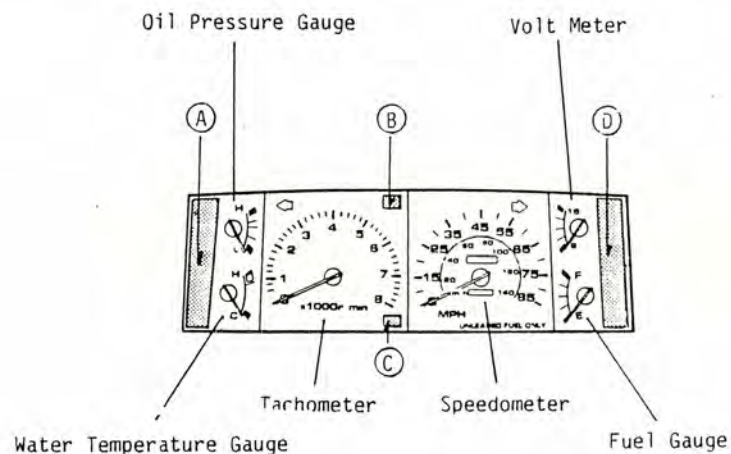
STD, DLX Grade



Warning and Indicator Lamp

A	B	C	D

SR5 Grade



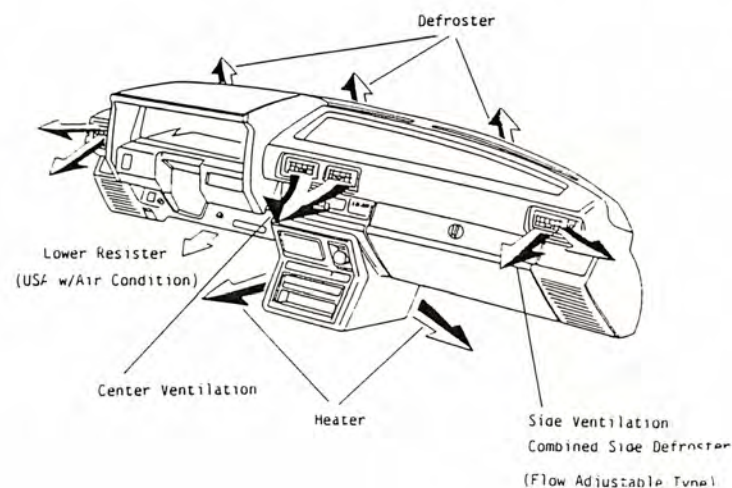
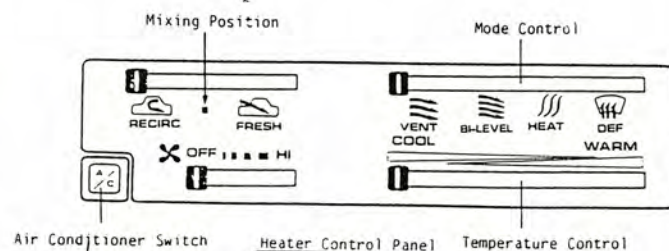
Warning and Indicator Lamp

A	B	C	D

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior: (Continued)

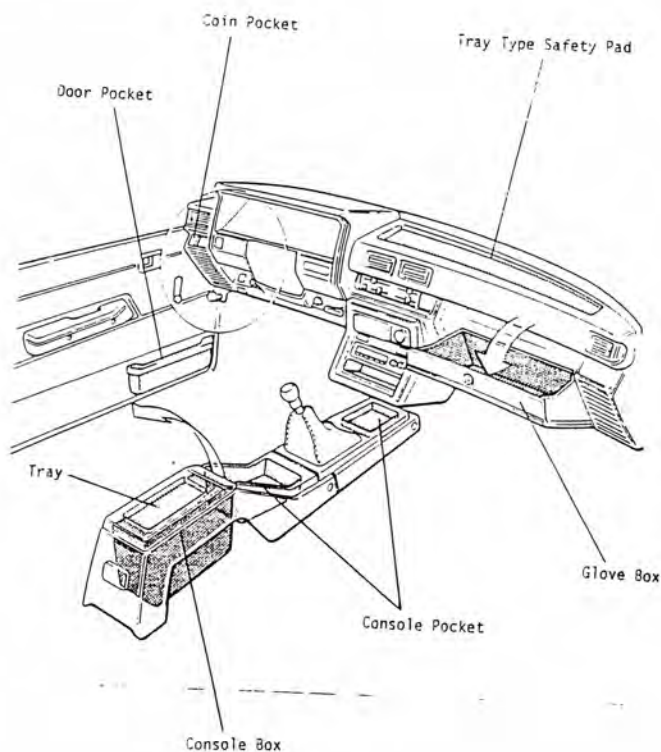
- An air mix type heater/ventilation system has been adopted for increased comfort and wide spread ducting provides superior air flow. This system is the same as Cressida, Celica, Supra and most other Toyota passenger car models.



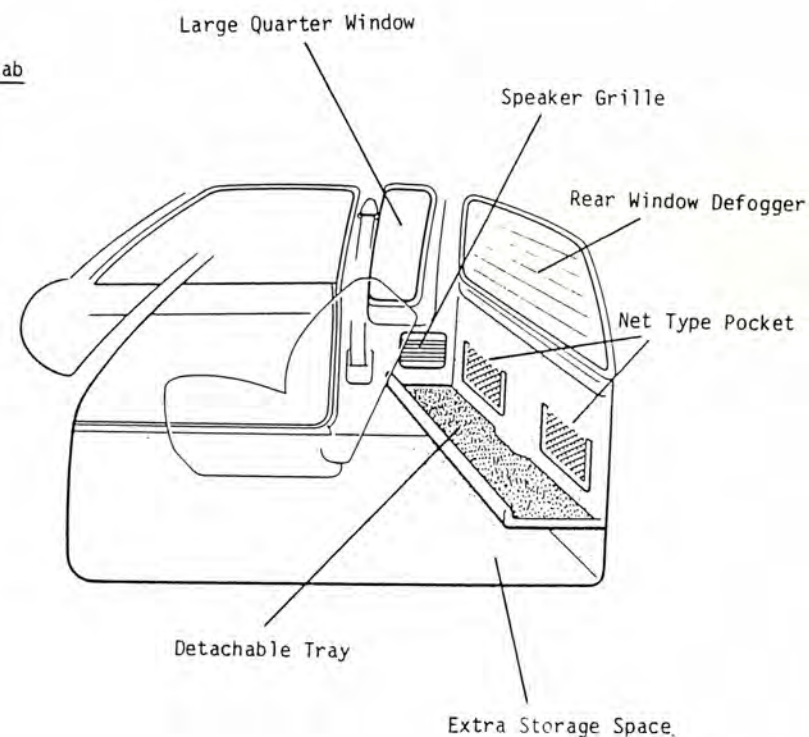
TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior: (Continued)

- Available space is enhanced by a number of storage areas.
- The new Xtracab models provide roominess, comfort and space utility combined with a clean design.



Xtra Cab



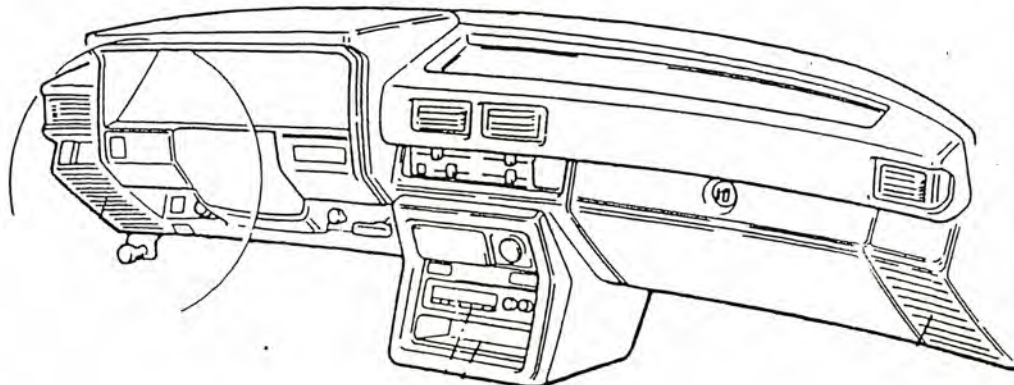
TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Interior:

- Concurrent with the major exterior styling change are many interior improvements.
- The length of the regular cab interior has been increased 1.2 inches for greater occupant comfort. Legroom is now 41.6 inches.
- The door opening has increased to improve ingress/egress.
- The Xtracab model has been stretched an additional 9.3 inches over the new regular cab and offers a larger storage area behind the standard bucket seats. It also features a removable tray behind the seats. Twin storage pockets are provided on SR5 models.
- Seat travel has been increased as noted:

	<u>Travel</u>	<u>Increase</u>
- Bench seat :	6.3 inches	+3.1
- Bucket seats:	6.5 inches	+3.3
- Xtracab :	8.3 inches.	

- The new instrument panel design provides spaciousness, an appealing visual appearance and functional layout.



TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Exterior: (Continued)

- Alloy wheels are available for the first time as an option on 4x2 SR5 models. Either the standard P195/75R14 Michelin tires or the optional 205/70SR14 Raised Black Letter tires can be installed on these wheels (Raised White Letter tires have been discontinued).
- A radial tire package is available on standard bed standard grade trucks and includes ER78/14 tires, an 8 inch differential gear (3.154 ratio) and full wheel covers.
- New bronze tinted glass is standard on SR5 Xtracab models with Brown interior.
- Vent windows have been added as standard equipment on camper grade cab/chassis.
- Two chrome packages will be available on SR5 models. Availability of packages depend upon exterior color.

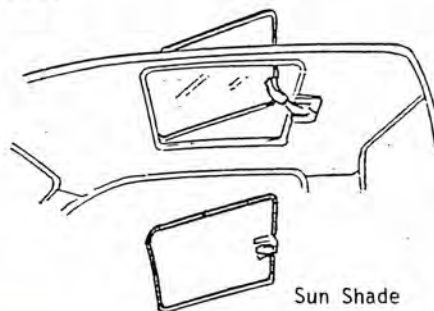
Metallic, Two-Tone and Black Chrome Package models:

- Front bumper
- Roof drip molding
- Door handle
- Front grille
- Headlamp surround
- Rear combination lamp rim
- Chrome wheels (4x4)
- Wheel arch moldings
- Rocker molding
- Black urethane anti-chipping protector on leading edge of rear wheel well

All Other Colors:

- Front bumper
- Roof drip molding
- Door handle
- Front grille
- Headlamp surround
- Rear combination lamp rim
- Chrome wheels (4x4)

- The moonroof available on SR5 models has been improved through the addition of a removable sunshade that will eliminate sunloading when driving in hot areas.

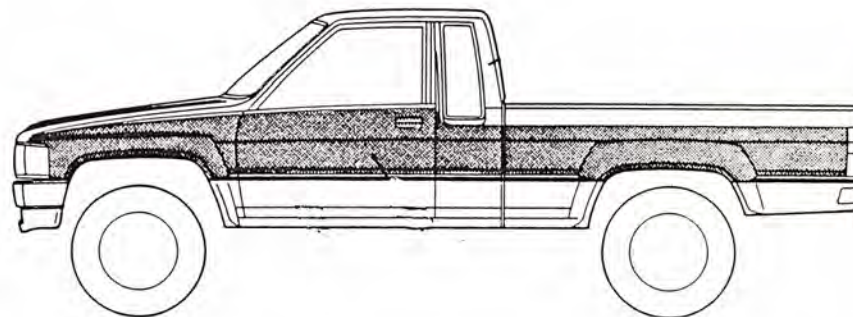
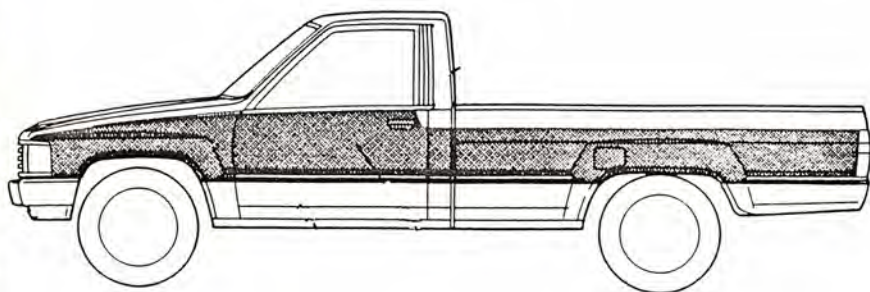


Sun Shade

TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Exterior: (Continued)

- Two-tone paint continues as an option on SR5 models with a new paint configuration to highlight the sportiness of the new truck.

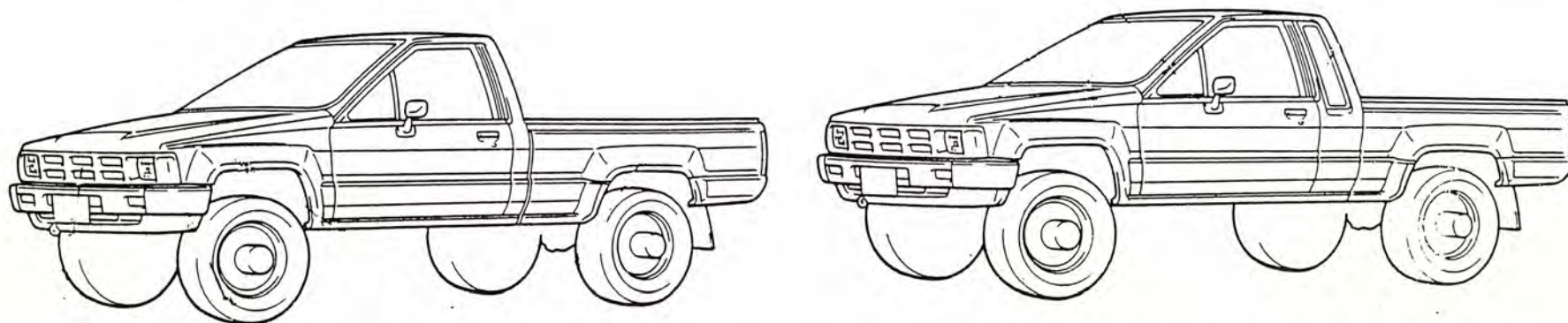


- Newly designed sport stripes will be standard on single tone SR5 models. Separate designs will be offered on 4x2 and 4x4 models.
- The new optional chrome step bumper design blends into the new sheet metal. This new bumper fits flush with the rear body and provides a clean, finished appearance.
- The standard SR5 passenger door mirror has been changed to a convex type to improve the driver's field of view.

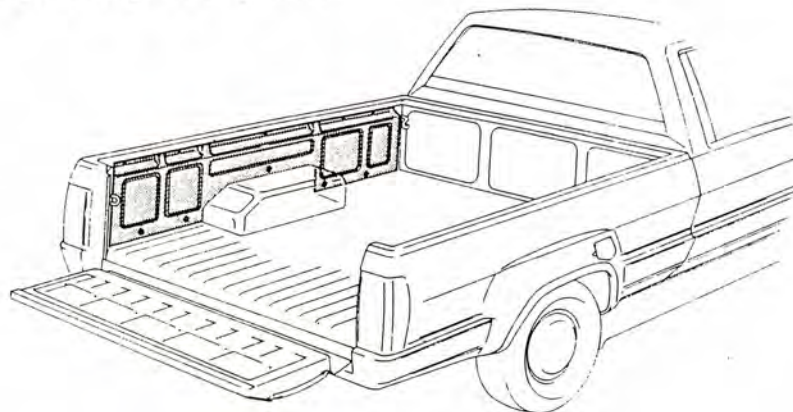
TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Exterior: (Continued)

- The 4x4 truck model, available in both regular and Xtracab, is most readily distinguished from the 4x2 model in body style by the grille and front wheel flare design. This contributes to a more massive, tough stance. A new standard grade standard bed 4x4 has been made available to provide a lower priced model in this highly competitive market.



- Double wall bed construction (removable type) will be standard on all models except standard grade and the Xtracab SR5 models. The all new bed styling projects a clean appearance, while retaining the strong powerful truck image. All truck tailgate panels will be smooth (no embossed TOYOTA) so that tape logos can be applied to not only offer product identification, but grade differentiation. Four inside tie downs are provided to secure cargo being transported.

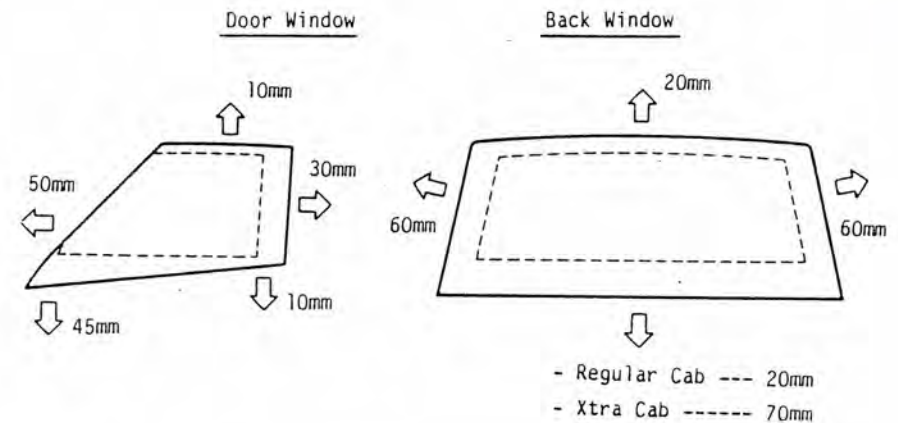


TRUCK MAJOR ADDITIONS/CHANGES (Continued)

Exterior: (Continued)

- Larger glass area for increased visibility.

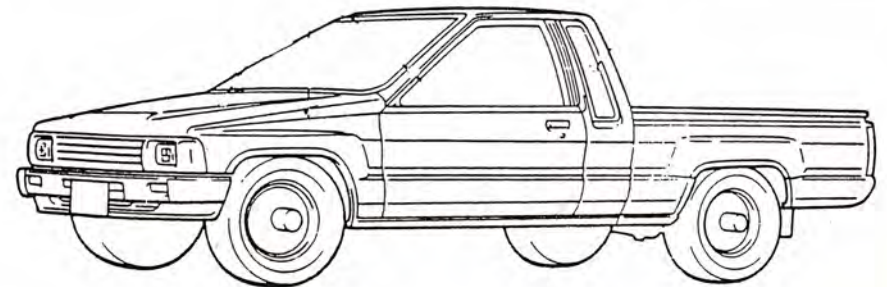
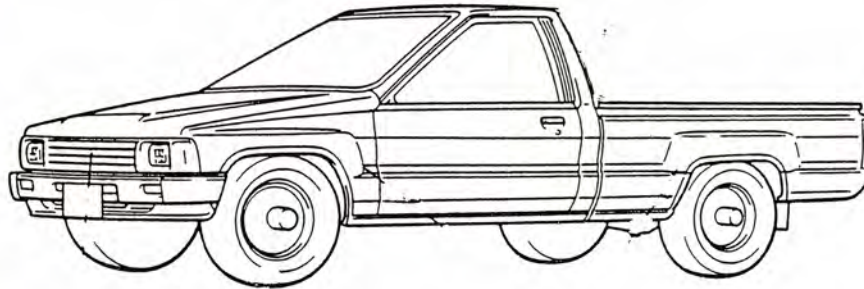
Item		Increased Volume
Windshield		+14%
Door Window		+11%
Back Window	Regular Cab	+31%
	Xtra Cab	+60%



- Flush surface front "A" pillar and side windows for reduced wind noise.
 - Smooth frontal design and large front valance panel to reduce wind resistance.
 - Black roof drip moldings are featured on Deluxe and SR5 models.
 - Large wraparound front and rear combination lamps.
 - New integral front and rear wheel flare design.
 - Larger front wraparound bumper to improve body protection. Bumpers are black on Standard and SR5's, silver on Deluxe.
 - Sharp grille design.
 - New smooth bed design with no exterior tie-down hooks (except some standard grade models).
 - Both 4x2 and 4x4 models will have a common bed design except as noted previously.
 - Standard bed and long bed standard grade models will have Japan built beds.
- These beds feature single wall construction, exterior mounted tie down hooks and double latch tailgate.

TRUCK MAJOR ADDITIONS/CHANGES

Exterior:



(Note: Actual exterior bed appearance differs slightly from these drawings)

- Exterior styling features:

- Sharp silhouette featuring a slanted hood and belt line to give an aerodynamic, wedge shape and a 3.9% reduction in Cd on 4x2 models. The Xtracab provides its large interior as a result of a 93 inch lengthening of the cab. The uniquely styled "B" pillar windows identifies this new body configuration. The regular standard bed is installed on the Xtracab providing excellent cargo handling capability.

TOYOTA

Product Information

TRUCK - The all new for 1984 Toyota Trucks offer an expanded model line-up of work trucks and sport trucks, featuring the new Xtracab models and 4x4 diesel. The Xtracab models offer increased interior roominess and a greatly enlarged interior cargo area. Additionally, with improved performance and increased occupant comfort, the 1984 truck will strengthen its position in the expanding small truck market.

Truck Model Line-Up

1984:	Transmission:
1/2 Ton Std Bed	4SM
1/2 Ton Std Bed SR5	5SM
1/2 Ton Long Bed	5SM, 4SA
1/2 Ton Long Bed Dlx	5SM, 4SA
1/2 Ton Long Bed SR5	5SM
1/2 Ton Xtracab Dlx	5SM, 4SA
1/2 Ton Xtracab SR5	5SM, 4SA
1/2 Ton L/B Dlx Diesel	5SM
1/2 Ton 4x4 Std Bed	5SM
1/2 Ton 4x4 Std Bed SR5	5SM
1/2 Ton 4x4 Long Bed Dlx	5SM
1/2 Ton 4x4 Long Bed SR5	5SM
1/2 Ton 4x4 Xtracab Dlx	5SM
1/2 Ton 4x4 Xtracab SR5	5SM
1/2 Ton 4x4 L/B Dlx Diesel	5SM
3/4 Ton	5SM
Commercial Cab Chassis	4SM
Camper Cab Chassis	4SM

Total Models: 18

Positioning - The all new 1984 Toyota trucks are more powerful, more comfortable, and have a larger interior. They are designed for work. In total, there is a full line of tough, durable, economical trucks which can fulfill work and play needs, commercial/industrial or personal applications. Whether or not a truck owner plans to use his vehicle for work, his truck is capable of it. His decision to buy a truck is made on that basis.