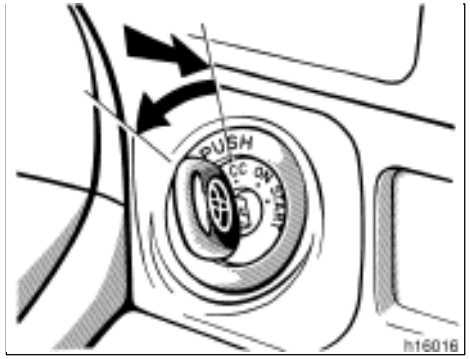
SECTION 1– 6

OPERATION OF INSTRUMENTS AND CONTROLS

Ignition switch, Transmission and Parking brake

Ignition switch with steering lock



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

For starting tips, see Section 3.

“ON”—Engine on and all accessories on.

This is the normal driving position.

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

If you leave the key in the “ACC” or “LOCK” position and open the driver’s door, a buzzer will remind you to remove the key.

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

You must push in the key to turn the key from “ACC” to the “LOCK” position. On vehicles with an automatic transmission, the selector lever must be in the “P” position before pushing the key.

When starting the engine, the key may seem stuck at the “LOCK” position. To free it, first be sure the key is pushed all the way in, and then rock the steering wheel slightly while turning the key gently.

CAUTION

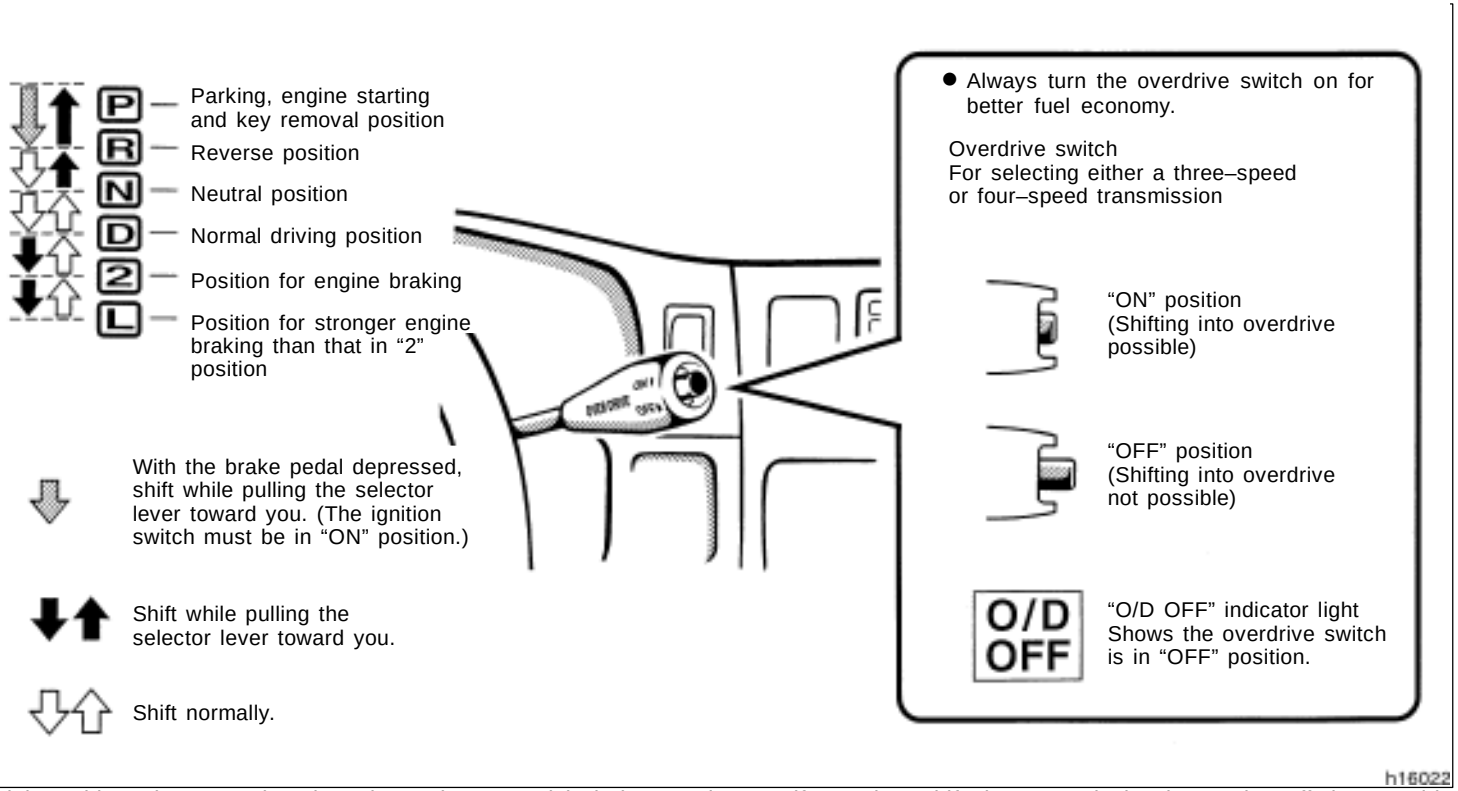
For manual transmission:

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

NOTICE

Do not leave the key in the “ON” position if the engine is not running. The battery will discharge and the ignition could be damaged.

Automatic transmission (conventional type)



Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by turning off the overdrive switch, engine braking will not be applied because the cruise control is not cancelled. For ways to decrease the vehicle speed, see “Cruise control” in this section.

Your automatic transmission has a shift lock system to minimize the possibility of incorrect operation. This means you can only shift out of “P” position when the brake pedal is depressed (with the ignition switch in “ON” position and the selector lever pulled toward you).

(a) Normal driving

1. Start the engine as instructed in “How to start the engine” in Section 3. The transmission must be in “P” or “N”.
2. After starting the engine, always push in the overdrive switch.
3. With your foot holding down the brake pedal, shift the selector lever to “D”.

With the selector lever in the “D” position and the overdrive switch in the “ON” position, the automatic transmission will shift automatically from the first gear through the fourth gear and select the most suitable gear meeting the driving condition.

Even during ordinary driving, keep the overdrive switch turned on. (At this time, the “O/D OFF” indicator light on the instrument cluster will be off.)

Always keep the overdrive switch turned on for better fuel economy and quieter driving. If you have turned off the overdrive switch, be sure to turn the overdrive switch on again. If the engine coolant temperature is low, the transmission will not shift into the overdrive gear even with the overdrive switch on.

CAUTION

Never put your foot on the accelerator pedal while shifting.

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

(b) Using engine braking

To use engine braking, you can downshift the transmission as follows:

- Turn off the overdrive switch. The “O/D OFF” indicator light will come on and the transmission will downshift to the third gear.
- Shift into the “2” position when the vehicle speed drops down to or lower than 106 km/h (66 mph). The transmission will downshift to the second gear and more powerful engine braking will be enabled.
- Shift into the “L” position when the vehicle speed drops down to or lower than 61 km/h (38 mph). The transmission will downshift to the first gear and maximum engine braking will be enabled.

Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by turning off the overdrive switch, engine braking will not be applied because the cruise control is not cancelled. For ways to decrease the vehicle speed, see “Cruise control” in this section.

CAUTION

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

NOTICE

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

(c) Using "2" and "L" positions

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

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

With the selector lever in "2", the vehicle will start in the first gear and automatically shift to second gear.

With the selector lever in "L", the transmission is engaged in first gear.

NOTICE

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

  "2" . . . . . 124 km/h (77 mph)
  "L" . . . . . 72 km/h (45 mph)

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

(d) Backing up

1. Bring the vehicle to a complete stop.
2. With the brake pedal held down with your foot, shift the selector lever to the "R" position.

NOTICE

Never shift into reverse while the vehicle is moving.

(e) Parking

1. Bring the vehicle to a complete stop.
2. Pull the parking brake lever fully to securely apply the parking brake.
3. With the brake pedal pressed down, shift the selector lever to the "P" position.

CAUTION

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

(f) Good driving practice

- If the transmission is repeatedly upshifted and downshifted between third gear and overdrive when climbing a gentle slope, the overdrive switch should be turned off. Be sure to turn the switch on immediately afterward.
- When towing a trailer, in order to maintain engine braking efficiency, do not use overdrive.

CAUTION

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

NOTICE

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

(g) Rocking your vehicle if stuck

CAUTION

If your vehicle becomes stuck in snow, mud, sand, etc., then you may attempt to rock the vehicle free by moving it forward and backward. Do not attempt this procedure if people or objects are anywhere near the vehicle. During the rocking operation the vehicle may suddenly move forward or backward as it becomes unstuck, causing injury or damage to nearby people or objects.

NOTICE

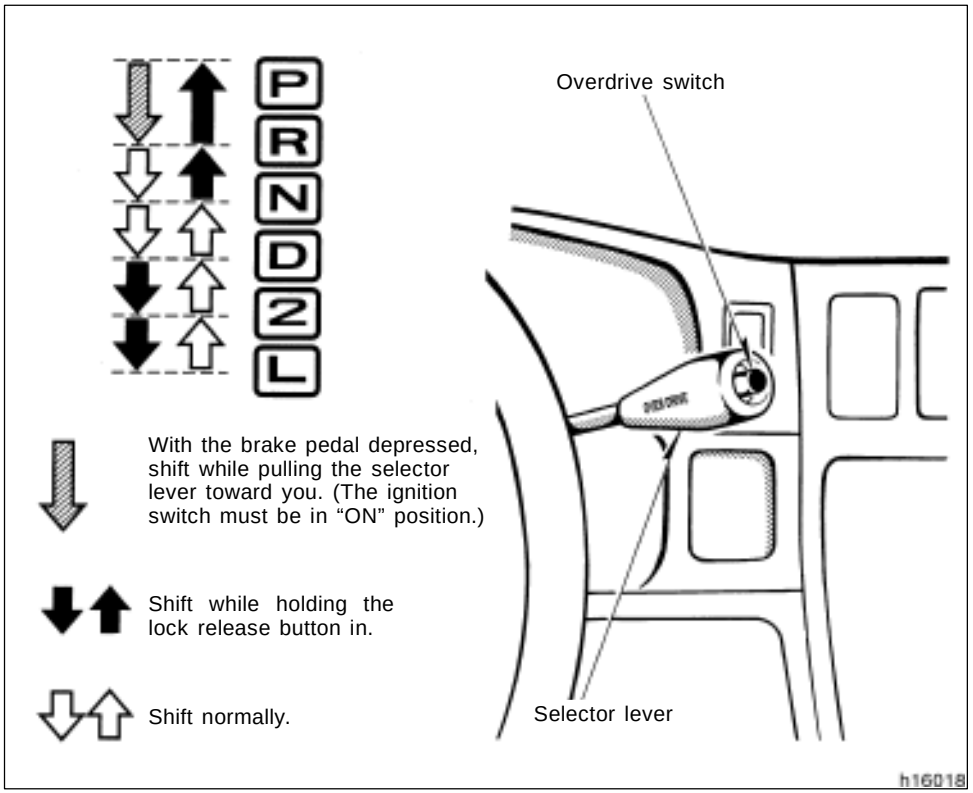
If you rock your vehicle, observe the following precautions to prevent damage to the transmission and other parts.

- ***Do not depress the accelerator pedal while shifting the selector lever or before the transmission is completely shifted to forward or reverse gear.***
- ***Do not race the engine and avoid spinning the wheels.***
- ***If your vehicle remains stuck after rocking the vehicle several times, consider other ways such as towing.***

(h) If you cannot shift the selector lever out of "P" position

If you cannot shift the selector lever from the "P" position even though the brake pedal is depressed, use the shift lock override button. For instructions, see "If you cannot shift automatic transmission selector lever" in Section 4.

Automatic transmission (electronically controlled type—two–wheel drive models except Pre Runner)



Your automatic transmission has a shift lock system to minimize the possibility of incorrect operation. This means you can only shift out of “P” position when the brake pedal is depressed (with the ignition switch in “ON” position and the selector lever pulled toward you).

(a) Selector lever

The shift position is displayed on the instrument cluster.

P: Parking, engine starting and key removal

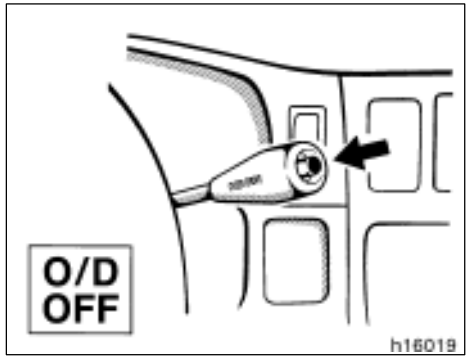
R: Reverse

N: Neutral

D: Normal driving (with overdrive on)

2: Stronger engine braking

L: Maximum engine braking



(b) Overdrive switch

You can select either a third gear (with overdrive off) or fourth gear (with overdrive on) by pushing this switch.

To turn the overdrive off, push the switch. The “O/D OFF” indicator light should come on. To turn the overdrive on again, push the switch again. The “O/D OFF” indicator light should go off.

Always drive your vehicle with the overdrive on for better fuel economy and quieter driving.

If the engine is turned off when the overdrive is off and restarted, the overdrive will automatically be on.

Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by pushing and releasing the overdrive switch, engine braking will not be applied because the cruise control is not cancelled.

For ways to decrease the vehicle speed, see “Cruise control” in this section.

(c) Normal driving

1. Start the engine as instructed in “How to start the engine” in Section 3. The transmission must be in “P” or “N”.
2. With your foot holding down the brake pedal, shift the selector lever to “D”.

When the lever is in the “D” position, the automatic transmission system will select the most suitable gear for running conditions such as normal cruising, hill climbing, hard towing, etc.

Always turn the overdrive switch on for better fuel economy and quieter driving. If the engine coolant temperature is low, the transmission will not shift into the overdrive gear even with the overdrive on.

CAUTION

Never put your foot on the accelerator pedal while shifting.

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

(d) Using engine braking

To use engine braking, you can downshift the transmission as follows:

- Push the overdrive switch. The “O/D OFF” indicator light will come on and the transmission will downshift to the third gear.
- Shift into the “2” position. The transmission will downshift to the second gear when the vehicle speed drops down to or lower than 131 km/h (81 mph), and stronger engine braking will be enabled.
- Shift into the “L” position. The transmission will downshift to the first gear when the vehicle speed drops down to or lower than 63 km/h (39 mph), and maximum engine braking will be applied.

Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by pushing and releasing the overdrive switch, engine braking is not applied because the cruise control is not cancelled.

For ways to decrease the vehicle speed, see “Cruise control” in this section.

CAUTION

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

(e) Using “2” and “L” positions

The “2” and “L” positions are used for strong engine braking as described previously.

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

With the selector lever in “2”, the vehicle will start in the first gear and automatically shift to the second gear.

With the selector lever in “L”, the transmission is engaged in first gear.

NOTICE

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

  “2” . . . . . 136 km/h (85 mph)
  “L” . . . . . 74 km/h (46 mph)

- ***Do not continue hill climbing for a long time in the “2” or “L” position. This may cause severe automatic transmission damage from overheating. To prevent such damage, use “D” position for hill climbing or hard towing.***

(f) Backing up

1. Bring the vehicle to a complete stop.
2. With the brake pedal held down with your foot, shift the selector lever to the “R” position.

NOTICE

Never shift into reverse while the vehicle is moving.

(g) Parking

1. Bring the vehicle to a complete stop.
2. Pull the parking brake lever fully to securely apply the parking brake.
3. With the brake pedal pressed down, shift the selector lever to the “P” position.

CAUTION

Never attempt to move the selector lever into “P” position under any circumstances while the vehicle is moving. Serious mechanical damage and loss of vehicle control may result.

(h) Good driving practice

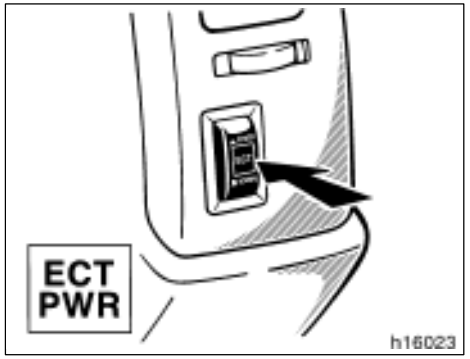
- If the transmission is repeatedly shifts up and down between third gear and overdrive when climbing a gentle slope, the overdrive should be turned off. Be sure to turn the switch on immediately afterward.
- When towing a trailer, in order to maintain engine braking efficiency, do not use overdrive.

CAUTION

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

NOTICE

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



(i) Driving in “POWER” mode

In the “POWER” mode, the transmission is shifted up and down at a higher vehicle speed than in the “NORMAL” mode and a more powerful acceleration is achieved. To set the “POWER” mode, push in the driving pattern selector button. The POWER mode indicator light comes on.

For ordinary driving, Toyota recommends using the “NORMAL” mode to improve fuel economy.

(j) Rocking your vehicle if stuck

CAUTION

If your vehicle becomes stuck in snow, mud, sand, etc., then you may attempt to rock the vehicle free by moving it forward and backward. Do not attempt this procedure if people or objects are anywhere near the vehicle. During the rocking operation the vehicle may suddenly move forward or backward as it becomes unstuck, causing injury or damage to nearby people or objects.

NOTICE

If you rock your vehicle, observe the following precautions to prevent damage to the transmission and other parts.

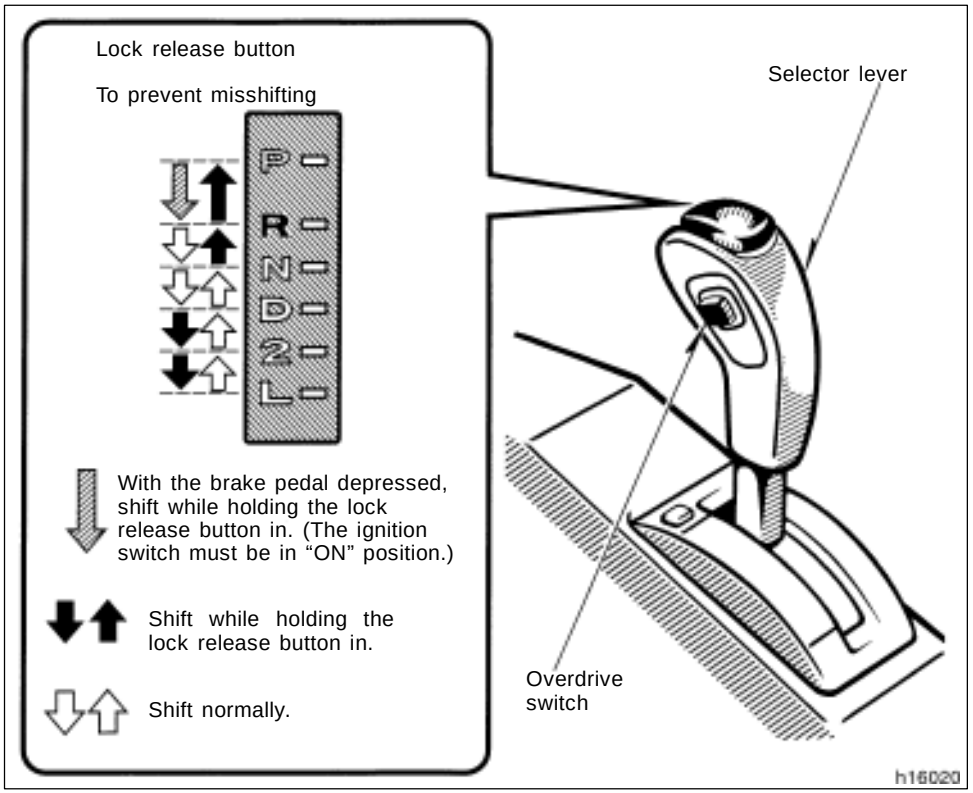
- ***Do not depress the accelerator pedal while shifting the selector lever or before the transmission is completely shifted to forward or reverse gear.***

- ***Do not race the engine and avoid spinning the wheels.***
- ***If your vehicle remains stuck after rocking the vehicle several times, consider other ways such as towing.***

(k) If you cannot shift the selector lever out of “P” position

If you cannot shift the selector lever from the “P” position even though the brake pedal is depressed, use the shift lock override button. For instructions, see “If you cannot shift automatic transmission selector lever” in Section 4.

Automatic transmission (electronically controlled type—four–wheel drive models and Pre Runner)



Your automatic transmission has a shift lock system to minimize the possibility of incorrect operation. This means you can only shift out of “P” position when the brake pedal is depressed (with the ignition switch in “ON” position and the lock release button depressed).

(a) Selector lever

The shift position is also displayed on the instrument cluster.

P: Parking, engine starting and key removal

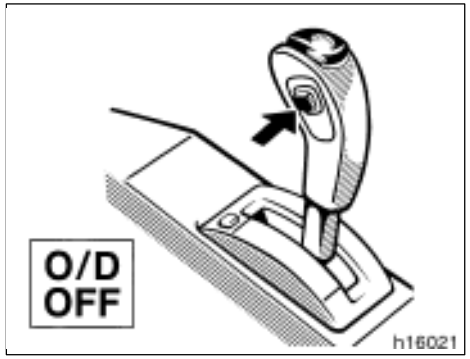
R: Reverse

N: Neutral

D: Normal driving (with overdrive on)

2: Stronger engine braking

L: Maximum engine braking



(b) Overdrive switch

You can select either a third gear (with overdrive off) or fourth gear (with overdrive on) by pushing this switch.

To turn the overdrive off, push the switch. The “O/D OFF” indicator light should come on. To turn the overdrive on again, push the switch again. The “O/D OFF” indicator light should go off.

Always drive your vehicle with the overdrive on for better fuel economy and quieter driving.

If the engine is turned off when the overdrive is off and restarted, the overdrive will be on automatically.

Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by pushing and releasing the overdrive switch, engine braking will not be applied because the cruise control is not cancelled.

For ways to decrease the vehicle speed, see “Cruise control” in this section.

(c) Normal driving

1. Start the engine as instructed in “How to start the engine” in Section 3. The transmission must be in “P” or “N”.

When the front drive control lever is in “L4” (low–speed position, four–wheel drive), the driving pattern selector setting has no effect on gear shift timing. (See “Four–wheel drive system” in this section for information of the front drive control lever.)

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

When the lever is in the “D” position, the automatic transmission system will select the most suitable gear for running conditions such as normal cruising, hill climbing, hard towing, etc.

Always turn the overdrive switch on for better fuel economy and quieter driving. If the engine coolant temperature is low or when the front drive control lever is in “L4” (low–speed position, four–wheel drive), the transmission will not shift into the overdrive gear even with the overdrive on. (See “Four–wheel drive system” in this section for information of the front drive control lever.)

CAUTION

Never put your foot on the accelerator pedal while shifting.

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

(d) Using engine braking

To use engine braking, you can downshift the transmission as follows:

- Push the overdrive switch. The “O/D OFF” indicator light will come on and the transmission will downshift to the third gear.

- Shift into the “2” position. The transmission will downshift to the second gear when the vehicle speed drops down to or lower than the following speed, and stronger engine braking will be enabled.

  Front drive control lever in “H2” and “H4”
  3RZ–FE engine
  . . . . . 106 km/h (66 mph)
  5VZ–FE engine
  . . . . . 114 km/h (71 mph)
  Front drive control lever in “L4”
  3RZ–FE engine
  . . . . . 36 km/h (22 mph)
  5VZ–FE engine
  . . . . . 38 km/h (24 mph)
- Shift into the “L” position. The transmission will downshift to the first gear when the vehicle speed drops down to or lower than the following speed, and maximum engine braking will be enabled.

  Front drive control lever in “H2” and “H4”
  3RZ–FE engine
  . . . . . 51 km/h (32 mph)
  5VZ–FE engine
  . . . . . 55 km/h (34 mph)
  Front drive control lever in “L4”
  3RZ–FE engine
  . . . . . 9 km/h (6 mph)
  5VZ–FE engine
  . . . . . 10 km/h (6 mph)

Vehicles with cruise control—When the cruise control is being used, even if you downshift the transmission by pushing and releasing the overdrive switch, engine braking is not applied because the cruise control is not cancelled.

For ways to decrease the vehicle speed, see “Cruise control” in this section.

CAUTION

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

(e) Using “2” and “L” positions

The “2” and “L” positions are used for strong engine braking as described previously.

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

With the selector lever in “2”, the vehicle will start in the first gear and automatically shift to the second gear.

With the selector lever in “L”, the transmission is engaged in first gear.

NOTICE

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

  Four–wheel drive models
  Front drive control lever in “H2” or “H4”—
  3RZ–FE engine
  “2” . . . . . 109 km/h (68 mph)
  “L” . . . . . 60 km/h (37 mph)
  5VZ–FE engine
  “2” . . . . . 120 km/h (75 mph)
  “L” . . . . . 66 km/h (41 mph)

Front drive control lever in "L4"—

3RZ–FE engine

"2" . . . . . 43 km/h (27 mph)
"L" . . . . . 22 km/h (14 mph)

5VZ–FE engine

"2" . . . . . 46 km/h (29 mph)
"L" . . . . . 25 km/h (16 mph)

Pre Runner

3RZ–FE engine

"2" . . . . . 114 km/h (71 mph)
"L" . . . . . 63 km/h (39 mph)

5VZ–FE engine

"2" . . . . . 120 km/h (75 mph)
"L" . . . . . 66 km/h (41 mph)

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

(f) Backing up

1. Bring the vehicle to a complete stop.
2. With the brake pedal held down with your foot, shift the selector lever to the "R" position.

NOTICE

Never shift into reverse while the vehicle is moving.

(g) Parking

1. Bring the vehicle to a complete stop.
2. Pull the parking brake lever fully to securely apply the parking brake.
3. With the brake pedal pressed down, shift the selector lever to the "P" position.

CAUTION

Never attempt to move the selector lever into "P" position under any circumstances while the vehicle is moving. Serious mechanical damage and loss of vehicle control may result.

(h) Good driving practice

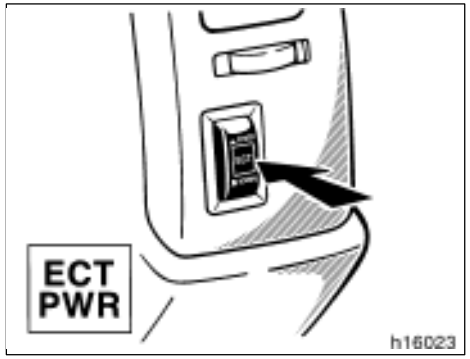
- If the transmission repeatedly shifts up and down between third gear and overdrive when climbing a gentle slope, the overdrive should be turned off. Be sure to turn the switch on immediately afterward.
- When towing a trailer, in order to maintain engine braking efficiency, do not use overdrive.

CAUTION

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

NOTICE

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



(i) Driving in "POWER" mode

In the "POWER" mode, the transmission is shifted up and down at a higher vehicle speed than in the "NORMAL" mode and a more powerful acceleration is achieved. To set the "POWER" mode, push in the driving pattern selector button. The POWER mode indicator light comes on.

For ordinary driving, Toyota recommends using the "NORMAL" mode to improve fuel economy.

(j) Rocking your vehicle if stuck

CAUTION

If your vehicle becomes stuck in snow, mud, sand, etc., then you may attempt to rock the vehicle free by moving it forward and backward. Do not attempt this procedure if people or objects are anywhere near the vehicle. During the rocking operation the vehicle may suddenly move forward or backward as it becomes unstuck, causing injury or damage to nearby people or objects.

NOTICE

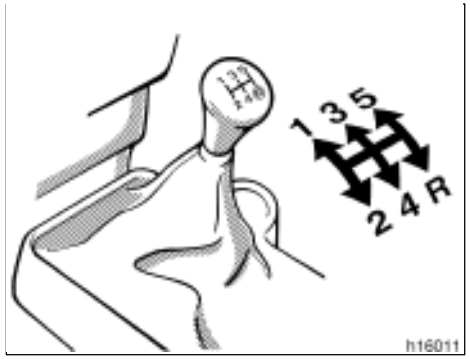
If you rock your vehicle, observe the following precautions to prevent damage to the transmission and other parts.

- ***Do not depress the accelerator pedal while shifting the selector lever or before the transmission is completely shifted to forward or reverse gear.***
- ***Do not race the engine and avoid spinning the wheels.***
- ***If your vehicle remains stuck after rocking the vehicle several times, consider other ways such as towing.***

(k) If you cannot shift the selector lever out of "P" position

If you cannot shift the selector lever from the "P" position even though the brake pedal is depressed, use the shift lock override lever. For instructions, see "If you cannot shift automatic transmission selector lever" in Section 4.

Manual transmission



The shift pattern is as shown above.

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

Recommended shifting speeds

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

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

2RZ–FE engine

Low altitude
—1219 m (4000 ft.) or lower

gear	km/h (mph)
1 to 2 or 2 to 1	24 (15)
2 to 3 or 3 to 2	40 (25)
3 to 4 or 4 to 3	64 (40)
4 to 5 or 5 to 4	72 (45)

High altitude
—Higher than 1219 m (4000 ft.)
Upshifting

gear	km/h (mph)
1 to 2	24 (15)
2 to 3	40 (25)/58 (36)*
3 to 4	64 (40)/72 (45)*
4 to 5	72 (45)/85 (53)*

Downshifting

gear	km/h (mph)
2 to 1	24 (15)
3 to 2	40 (25)
4 to 3	64 (40)
5 to 4	72 (45)

*: Applicable under heavy acceleration conditions.

3RZ–FE engine

Upshifting

gear	km/h (mph)
1 to 2	24 (15)
2 to 3	40 (25)/58 (36)*
3 to 4	64 (40)/72 (45)*
4 to 5	72 (45)/85 (53)*

Downshifting

gear	km/h (mph)
2 to 1	24 (15)
3 to 2	40 (25)
4 to 3	64 (40)
5 to 4	72 (45)

*: Applicable under heavy acceleration conditions.

5VZ–FE engine

gear	km/h (mph)
1 to 2 or 2 to 1	24 (15)
2 to 3 or 3 to 2	40 (25)
3 to 4 or 4 to 3	64 (40)
4 to 5 or 5 to 4	72 (45)

Downshift to the appropriate gear if acceleration is needed when you are cruising below the above downshifting speeds.

Upshifting too soon or downshifting too late will cause lugging, and possibly pinging. Regularly revving the engine to maximum speed in each gear will cause excessive engine wear and high fuel consumption.

Maximum allowable speeds

To get on a highway or to pass slower traffic, maximum acceleration may be necessary. Make sure you observe the following maximum allowable speeds in each gear:

Two–wheel drive models

2RZ–FE engine

gear	km/h	(mph)
1	48	(30)
2	88	(55)
3	136	(85)
4	165	(103)

5VZ–FE engine

gear	km/h	(mph)
1	54	(34)
2	101	(63)
3	144	(89)
4	165	(103)

Four–wheel drive models

3RZ–FE engine

gear	km/h (mph)	
	"H2" and "H4"	"L4"
1	46 (29)	17 (11)
2	86 (53)	33 (21)
3	135 (84)	52 (32)
4	165 (103)	66 (41)

5VZ–FE engine

gear	km/h (mph)	
	"H2" and "H4"	"L4"
1	48 (30)	18 (11)
2	88 (55)	34 (21)
3	128 (80)	49 (30)
4	165 (103)	72 (45)

NOTICE

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

Good driving practice

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

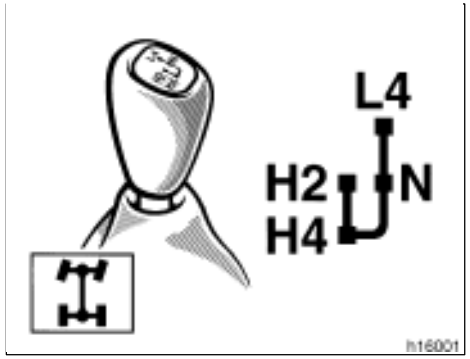
CAUTION

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

NOTICE

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

Four–wheel drive system—
(a) Front drive control (lever type)



Use the front drive control lever to select the following transfer modes.

“H2” (high speed position, two–wheel drive): Lever at “H2”
Use this for normal driving on dry hard–surfaced roads. This position gives greater economy, quietest ride and least wear.

“H4” (high speed position, four–wheel drive): Lever at “H4”
Use this for normal driving on wet, icy or snow–covered roads. This position provides greater traction than two–wheel drive.

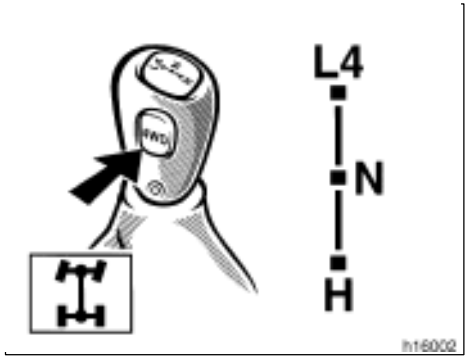
“N” (neutral position): Lever at “N”
No power is delivered to the wheels. The vehicle must be stopped.

“L4” (low speed position, four–wheel drive): Lever at “L4”
Use this for maximum power and traction. Use “L4” for climbing or descending steep hills, off–road driving, and hard pulling in sand, mud or deep snow.

The four–wheel drive indicator light comes on when the “H4”, “N” or “L4” mode is selected.

See “(d) Shifting procedure (lever type)” for further instructions.

(a) Front drive control (lever/button type)



Use the front drive control lever and “4WD” button to select the following transfer modes.

“H2” (high speed position, two–wheel drive): Lever at “H”, “4WD” button left out
Use this for normal driving on dry hard–surfaced roads. This position gives greater economy, quietest ride and least wear.

“H4” (high speed position, four–wheel drive): Lever at “H”, “4WD” button pushed in.
Use this for normal driving on wet, icy or snow–covered roads. This position provides greater traction than two–wheel drive.

“N” (neutral position): Lever at “N”
No power is delivered to the wheels. The vehicle must be stopped.

“L4” (low speed position, four–wheel drive): Lever at “L4”
Use this for maximum power and traction. Use “L4” for climbing or descending steep hills, off–road driving, and hard pulling in sand, mud or deep snow.

The four–wheel drive indicator light comes on when the “H4”, “N” or “L4” mode is selected.

See “(d) Shifting procedure (lever/button type)” for further instructions.

(b) Free–wheeling hubs

To engage the free–wheeling hubs, turn the hubs to “LOCK”. To disengage, turn the hubs to “FREE”.

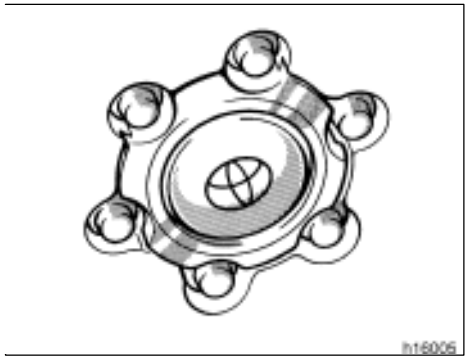
Make sure the triangle mark on the hub aligns with the other one at the side you wish to set.

Setting the free–wheeling hubs in “FREE” allows you to disengage the front axle and driveshaft so that they are not revolving. This reduces noise and wear when the vehicle is in two–wheel drive.

You should drive with the hubs in “LOCK” for at least 16 km (10 miles) each month. This will assure that the front drive components are lubricated.

(c) A.D.D. (automatic disconnecting differential)

Steel wheels



Aluminum wheels

The A.D.D. can be engaged or disengaged by the shifting operations described in “(d) Shifting procedure”.

You should drive in four–wheel drive for at least 16 km (10 miles) each month. This will assure that the front drive components are lubricated.

(d) Shifting procedure (lever type with manual transmission)

SHIFTING BETWEEN “H2” AND “H4”

With free–wheeling hubs

To shift from “H2” to “H4”, move the front drive control lever. Also, engage both the free–wheeling hubs.

This can be done when the vehicle is stopped, or moving straight ahead at speeds of 40 km/h (25 mph) or less. You need not depress the clutch pedal. If you have trouble shifting, depress or release the accelerator pedal momentarily while pushing the front drive control lever.

CAUTION

- **Never move the front drive control lever if wheels are slipping. Stop the slipping or spinning before shifting.**
- **Never drive with only one hub engaged.**

To shift from “H4” to “H2”, simply move the front drive control lever. Also, disengage both the free–wheeling hubs for continued “H2” use.

This can be done at any vehicle speed. You need not depress the clutch pedal.

If the indicator light does not go off when you shift the transfer into “H2”, drive straight ahead while accelerating or decelerating, or drive in reverse.

With A.D.D.

To shift from “H2” to “H4”, reduce your speed to less than 80 km/h (50 mph) and move the front drive control lever. You need not depress the clutch pedal.

If you have trouble shifting in cold weather, reduce your speed or stop the vehicle and reshift.

CAUTION

Never move the front drive control lever if wheels are slipping. Stop the slipping or spinning before shifting.

To shift from “H4” to “H2”, simply move the front drive control lever.

This can be done at any vehicle speed. You need not depress the clutch pedal.

If the indicator light does not go off when you shift the transfer into “H2”, drive straight ahead while accelerating or decelerating, or drive in reverse.

SHIFTING BETWEEN “H4” AND “L4”

To shift from “H4” to “L4”, stop the vehicle or reduce your speed to less than 8 km/h (5 mph). With your foot off the accelerator pedal, depress the clutch pedal and move the front drive control lever.

To shift from “L4” to “H4”, depress the clutch pedal and move the front drive control lever.

This can be done at any vehicle speed.

(d) Shifting procedure (lever type with automatic transmission)

SHIFTING BETWEEN “H2” AND “H4”

With free–wheeling hubs

To shift from “H2” to “H4”, move the front drive control lever. Also, engage both the free–wheeling hubs.

This can be done when the vehicle is stopped, or moving straight ahead at speeds of 40 km/h (25 mph) or less. If you have trouble shifting, depress or release the accelerator pedal momentarily while pushing the front drive control lever.

CAUTION

- **Never move the front drive control lever if wheels are slipping. Stop the slipping or spinning before shifting.**
- **Never drive with only one hub engaged.**

To shift from “H4” to “H2”, simply move the front drive control lever. Also, disengage both the free–wheeling hubs for continued “H2” use.

This can be done at any vehicle speed.

If the indicator light does not go off when you shift the transfer into “H2”, drive straight ahead while accelerating or decelerating, or drive in reverse.

With A.D.D.

To shift from “H2” to “H4”, reduce your speed to less than 80 km/h (50 mph) and move the front drive control lever.

If you have trouble shifting in cold weather, reduce your speed or stop the vehicle and reshift.

CAUTION

Never move the front drive control lever if wheels are slipping. Stop the slipping or spinning before shifting.

To shift from “H4” to “H2”, simply move the front drive control lever.

This can be done at any vehicle speed.

If the indicator light does not go off when you shift the transfer into “H2”, drive straight ahead while accelerating or decelerating, or drive in reverse.

(d) Shifting procedure (lever/button type with manual transmission)

SHIFTING BETWEEN "H4" AND "L4"

To shift between "H4" and "L4", stop the vehicle and put the transmission in "N". With your foot holding down the brake pedal, move the front drive control lever.

SHIFTING BETWEEN "H2" AND "H4"

To shift from "H2" to "H4", reduce your speed to less than 100 km/h (62 mph) and push in the "4WD" button. You need not depress the clutch pedal.

If the indicator light does not come on when you push in the "4WD" button, drive straight ahead while accelerating or decelerating.

If the indicator light flashes and the buzzer sounds when you push in the "4WD" button, reduce your speed or stop the vehicle and reset.

CAUTION

Never push the "4WD" button if wheels are slipping. Stop the slipping or spinning before shifting.

To shift from "H4" to "H2", push the "4WD" button again to turn it off.

This can be done at any vehicle speed. You need not depress the clutch pedal.

If the indicator light does not go off when you shift the transfer into "H2", drive straight ahead while accelerating or decelerating, or drive in reverse.

SHIFTING BETWEEN "H2" OR "H4" AND "L4"

To shift from "H2" or "H4" to "L4", stop the vehicle or reduce your speed to less than 8 km/h (5 mph). With your foot off the accelerator pedal, depress the clutch pedal and move the front drive control lever.

To shift from "L4" to "H2" or "H4", depress the clutch pedal and move the front drive control lever. When the "4WD" button is pushed in, the transfer shifts into "H4"; when the button is left out, the transfer shifts into "H2".

This can be done at any vehicle speed.

If the indicator light does not go off when you shift the transfer into "H2", drive straight ahead while accelerating or decelerating, or drive in reverse.

(d) Shifting procedure (lever/button type with automatic transmission)

SHIFTING BETWEEN "H2" AND "H4"

To shift from "H2" to "H4", reduce your speed to less than 100 km/h (62 mph) and push in the "4WD" button.

If the indicator light does not come on when you push in the "4WD" button, drive straight ahead while accelerating or decelerating.

If the indicator light flashes and the buzzer sounds when you push in the "4WD" button, reduce your speed or stop the vehicle and reset.

CAUTION

Never push the "4WD" button if wheels are slipping. Stop the slipping or spinning before shifting.

To shift from "H4" to "H2", push the "4WD" button again to turn it off.

This can be done at any vehicle speed.

If the indicator light does not go off when you shift the transfer into "H2", drive straight ahead while accelerating or decelerating, or drive in reverse.

SHIFTING BETWEEN "H2" OR "H4" AND "L4"

To shift from "H2" or "H4" to "L4", stop the vehicle and put the transmission in "N". With your foot holding down the brake pedal, move the front drive control lever.

To shift from "L4" to "H2" or "H4", stop the vehicle and put the transmission in "N". With your foot holding down the brake pedal, move the front drive control lever. When the "4WD" button is pushed in, the transfer shifts into "H4"; when the button is left out, the transfer shifts into "H2".

If the indicator light does not go off when you shift the transfer into "H2", drive straight ahead while accelerating or decelerating, or drive in reverse.

Rear differential lock system

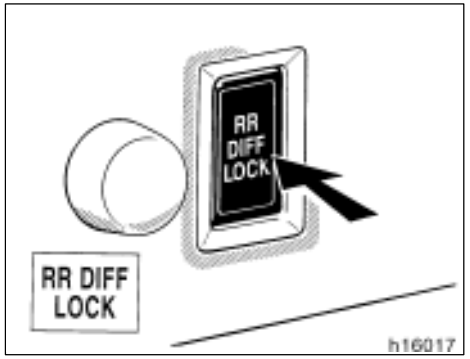
The rear differential lock system is provided for use only when wheel spinning occurs in a ditch or on a slippery or ragged surface.

This differential lock system is effective in case one of the rear wheels is spinning.

Except for Pre Runner models—
Before using the rear differential lock system, first shift the front drive control into "L4" with the free–wheeling hubs engaged to see if it works. If this has no effect, additionally use the rear differential lock system.

CAUTION

Do not use the rear differential lock in the conditions other than above. Large steering effort and careful cornering control will be required.



To lock the rear differential, push the switch.

Be sure to stop the wheels before locking the differential.

For easy locking, depress the clutch pedal, push the lock switch and slowly release the clutch pedal.

The indicator light will blink when the switch is turned on. Wait a few seconds for the system to complete operation. After the differential is locked, the light will stop blinking and remain on.

The anti–lock brake system does not operate when the rear differential is locked. It is normal operation for the “ABS” warning light to be on at this time.

CAUTION

- **Do not lock the differential until the wheels have stopped spinning. Otherwise, the vehicle may move in an unexpected direction when the differential lock is engaged, resulting in an accident. This may also lead to possible damage to differential lock component parts.**
- **Do not drive over 8 km/h (5 mph) when the differential is locked.**

To unlock the differential, push the switch once again.

Unlock the differential as soon as the vehicle moves out.

For easy unlocking, slightly turn the steering wheel in either direction while the vehicle is in motion.

When the differential lock is disengaged, the indicator light will go out.

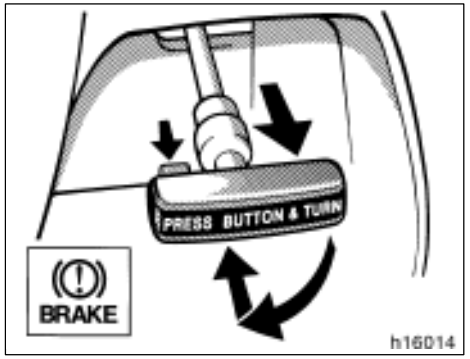
Except for Pre Runner models—
The differential will also unlock if you shift the front drive control lever out of “L4”. Never forget to turn off the switch after using this feature.

To check the indicator bulb, turn the ignition key to the "ON" position, but do not start the engine.

CAUTION

Do not keep driving with the differential lock switch on.

Parking brake



When parking, firmly apply the parking brake to avoid inadvertent creeping.

To set: Pull out on the lever. For better holding power, first depress the brake pedal and hold it while setting the parking brake.
To release: Press the lock release button, turn the lever, and push it in.

To remind you that the parking brake is set, the parking brake reminder light in the instrument panel remains on until you release the parking brake.

CAUTION

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

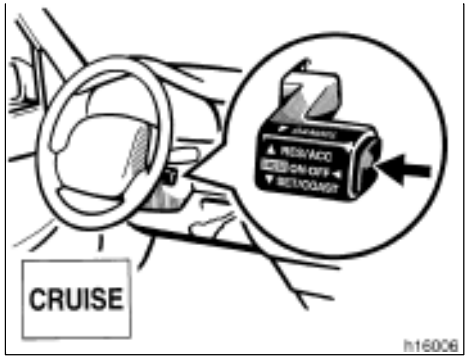
Cruise control

The cruise control allows you to cruise the vehicle at a desired speed over 40 km/h (25 mph) even with your foot off the accelerator pedal.

Your cruising speed can be maintained up or down grades within the limits of engine performance, although a slight speed change may occur when driving up or down the grades. On steeper hills, a greater speed change will occur so it is better to drive without the cruise control.

CAUTION

- **To help maintain maximum control of your vehicle, do not use the cruise control when driving in heavy or varying traffic, or on slippery (rainy, icy or snow–covered) or winding roads.**
- **Avoid vehicle speed increases when driving downhill. If the vehicle speed is too fast in relation to the cruise control set speed, cancel the cruise control then downshift the transmission to use engine braking to slow down.**

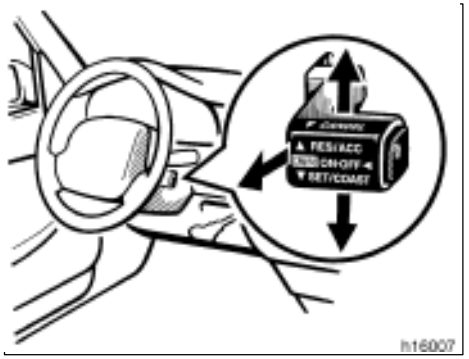


TURNING ON THE SYSTEM

To operate the cruise control, press the “CRUISE ON·OFF” button. This turns the system on. The indicator light in the instrument panel shows that you can now set the vehicle at a desired cruising speed. Another press will turn the system completely off.

CAUTION

To avoid accidental cruise control engagement, keep the “CRUISE ON·OFF” switch off when not using the cruise control.



SETTING AT A DESIRED SPEED

On vehicles with automatic transmission, the transmission must be in “D” before you set the cruise control speed.

Bring your vehicle to the desired speed, push the lever down in the “SET/COAST” direction and release it. This sets the vehicle at that speed. If the speed is not satisfactory, tap the lever up for a faster speed, or tap it down for a slower speed. Each tap changes the set speed by 1.6 km/h (1.0 mph). You can now take your foot off the accelerator pedal.

If you need acceleration—for example, when passing—depress the accelerator pedal enough for the vehicle to exceed the set speed. When you release it, the vehicle will return to the speed set prior to the acceleration.

CAUTION

For manual transmission:

While driving with the cruise control on, do not shift to neutral without depressing the clutch pedal, as this may cause engine racing or overrevving.

CANCELLING THE PRESET SPEED

You can cancel the preset speed by:

a. Pulling the lever in the “CANCEL” direction and releasing it
b. Depressing the brake pedal
c. Depressing the clutch pedal (manual transmission)

If the vehicle speed falls below about 40 km/h (25 mph), the preset speed will automatically cancel out.

If the vehicle speed drops 16 km/h (10 mph) below the preset speed, the preset speed will also automatically cancel out.

If the preset speed automatically cancels out other than for the above cases, have your vehicle checked by your Toyota dealer at the earliest opportunity.

RESETTING TO A FASTER SPEED

Push the lever up in the “RES/ACC” direction and hold it. Release the lever when the desired speed is attained. While the lever is held up, the vehicle will gradually gain speed.

However, a faster way to reset is to accelerate the vehicle and then push the lever down in the “SET/COAST” direction.

RESETTING TO A SLOWER SPEED

Push the lever down in the “SET/COAST” direction and hold it. Release the lever when the desired speed is attained. While the lever is held down, the vehicle speed will gradually decrease.

However, a faster way to reset is to depress the brake pedal and then push the lever down in the “SET/COAST” direction.

On vehicles with automatic transmission, even if you turn off the overdrive switch with the cruise control on, engine braking will not be applied because the cruise control is not cancelled. To decrease the vehicle speed, reset to a slower speed with the cruise control lever or depress the brake pedal. If you use the brake pedal, cruise control is cancelled.

RESUMING THE PRESET SPEED

If the preset speed is cancelled by pulling the control lever or by depressing the brake pedal or clutch pedal, pushing the lever up in the “RES/ACC” direction will restore the speed set prior to cancellation.

However, once the vehicle speed falls below about 40 km/h (25 mph), the preset speed will not be resumed.

CRUISE CONTROL FAILURE WARNING

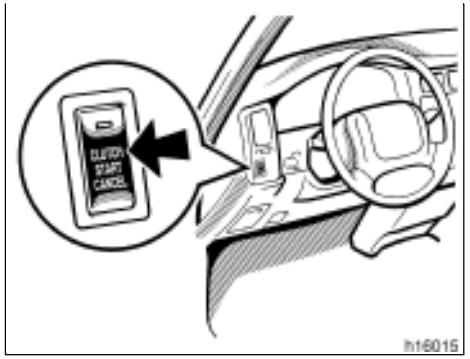
If the “CRUISE” indicator light in the instrument cluster flashes when using the cruise control, press the “CRUISE ON·OFF” button to turn the system off and then press it again to turn it on.

If any of the following conditions then occurs, there is some trouble in the cruise control system.

- The indicator light does not come on.
- The indicator light flashes again.
- The indicator light goes out after it comes on.

If this is the case, contact your Toyota dealer and have your vehicle inspected.

Clutch start cancel switch (four–wheel drive models with manual transmission)



To crank the engine without depressing the clutch pedal, push the switch with the ignition on.

The switch stays on as long as the ignition is on. And it will automatically turn off when the ignition is off. An indicator light will illuminate to indicate the system is operating.

This switch cancels the clutch start system, which is designed to keep the starter motor from operating if the clutch pedal is not depressed all the way down.

The switch allows the vehicle to be driven out of difficult situations by cranking the engine with the clutch engaged.

Never use the switch for normal engine starting. Be sure to follow the starting procedure instructed in “How to start the engine” in Section 3.