

INTRODUCTION

This guidebook contains descriptions of various basic matters required for and cautions to be exercised when body-building or making alterations to the base vehicles in cab and chassis conditions

All body-builders are requested to use this guidebook in design and conducting their body-building and alteration work, always keeping in mind the direct or indirect effect that the body-building or alteration job is expected to have on the component parts and the system of the base vehicles

The description in this guidebook is aimed at the vehicles manufactured in and after January, 2007. Note that all the vehicles manufactured subsequently may be covered by different descriptions due to specification changes, etc. This guidebook does not contain any service data or any description on methods of repair.

**C&A Development Division
TOYOTA MOTOR CORPORATION**

Inquiry on Attachment Installation

Please contact the following addresses for inquiries and approval concerning modification

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[1] BASIC MATTERS FOR BODY-BUILDING AND ALTERATIONS

1. Compliance with laws and regulations

Body builders are required to design and fabricate their vehicles in such a manner that the vehicles built or altered by them conform to the laws and regulations including safety and exhaust gas standards applied to finished vehicles of their respective countries

- In making alterations to vehicles, care should be taken to design and fabricate them in such a manner as to satisfy various related laws and regulations with an ample allowance
(Such laws and regulations always represent the minimum limit of requirements to be met by the particular body-building or alteration work)
- Be sure that the materials used for body-building or alterations sufficiently meet the legal requirements, the performance and safety standards, and that the resulting vehicle should be as lightweight as possible
- After body-building or alteration work is complete, check to see whether the materials or parts used for such work are produced as designed and satisfy predetermined performance requirements and functions, and also whether they contain no defects

2. Securing basic performance and safety requirements

All body-builders are required to make sure that the inherent functions of the base vehicle are not lost by the particular body-building or alterations. Also, make sufficient study to make sure that any changes of the standard parts are free of functional problems from both technical and safety points of view.

- The forward field of view should not be blocked by the body-building or alterations
- The chassis should not be damaged by the body-building or alterations
- No difference in weight between right and left wheels should occur due to the body-building or alterations
- All body-building job should be conducted in a manner avoiding local concentration of the load on the chassis frame. In order to distribute the load over the frames, all the wheels should be located on the same plane without distorting the frame
- The materials and parts involved in the body-building or alteration work should be designed and fabricated to facilitate the inspection and maintenance of the chassis parts after they are mounted on the vehicles

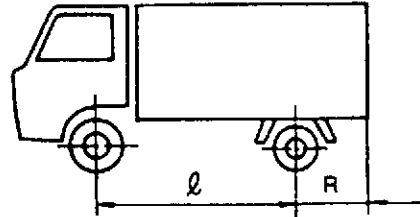
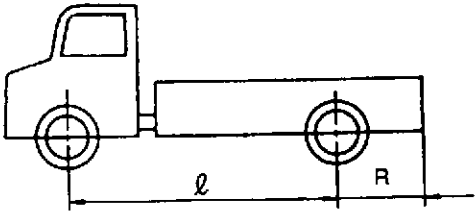
Limitations are set for the length, width, height and weight of the parts mounted according to the particular base vehicle. Any restrictions which may be imposed in each country should be complied with

[1] Vehicle width

In order to secure safe drive, the width of a mounted part should be 60 mm maximum as measured from the outermost point of the cab of the base vehicle (not including the outside mirror)

[2] Rear overhang

The rear overhang should be as shown in the following depending on the body style and the length of the wheelbase of the base vehicle

Body style	Rear overhang
Vehicle with cargo not protruding from rear end Ex Van	$R \leq \frac{2}{3} \ell$  Y-088
Vehicle with cargo protruding from rear end Ex: Cargo truck	$R \leq \frac{1}{2} \ell$  Y-089

The rear overhang is defined as the horizontal distance from the rear axle center to the rear end.

[3] Limitation of front axle load ratio (when loaded with cargo)

In order to secure running safety, the ratio of the load exerted on the front axle should be set as follows
(Distribute the cargo weight uniformly over the whole vehicle)

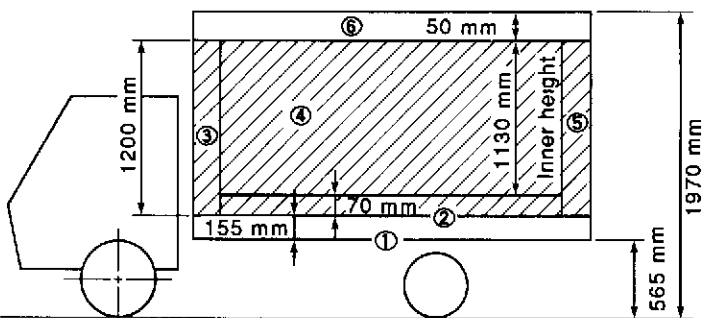
$$\text{Limit. Front axle load ratio(\%)} = \left(\frac{\text{Front axle weight}}{\text{Total vehicle weight}} \right) \times 100 \% \geq 20\%$$

[4] Height of gravity center

The height of gravity center after body-building or alterations (unloaded vehicle) should be within the tolerance shown in the table below. Install heavy building components in the vicinity of gravity center.

Models	Gravity center height after building or alteration	Gravity center height of base vehicle (C&C)
FZJ79L-TJMRK3	Less than 1000	740
HZJ79L-TJMRS3	↑	↑
VDJ79R-TJMRYQ3	↑	↑
VDJ79R-TJMNYQ3	↑	↑

• Example calculation of gravity center height

How to determine vertical gravity center				
		Weight = W (kg)	Vertical gravity center = H (m)	Moment (W x H) (kg-m)
Chassis w/cab		800	0.555	800 x 0.555 = 444.00
Built or attached parts	Floor joist ①	45	$565 + \frac{155}{2} = 642.5 \div 0.640$	45 x 0.640 = 28.80
	Rear body floor ②	70	$565 + 155 + \frac{70}{2} = 755 \div 0.755$	70 x 0.755 = 52.85
	Rear body front ③	30	$565 + 155 + \frac{1200}{2} = 1320 \div 1.320$	30 x 1.320 = 39.60
	Rear body side ④	130	$565 + 155 + \frac{1200}{2} = 1320 \div 1.320$	130 x 1.320 = 171.60
	Rear body tail ⑤	45	$565 + 155 + \frac{1200}{2} = 1320 \div 1.320$	45 x 1.320 = 59.40
	Rear body roof ⑥	35	$565 + 155 + 70 + 1130 + \frac{50}{2} = 1945 \div 1.945$	35 x 1.945 = 68.08
	Total	355		
Subtotal (Vehicle weight)		1155		864.33
Gravity center height		Gravity center height $\frac{\text{Total moment}}{\text{Vehicle weight}}$ $= \frac{864.33}{1155}$ $= 0.7483 \rightarrow 0.748 \text{ m}$		
Related dimensions		 Note 565 mm = Frame reference height after building or alteration		

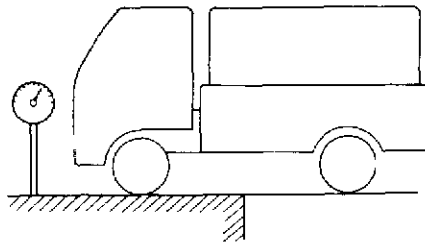
J-140

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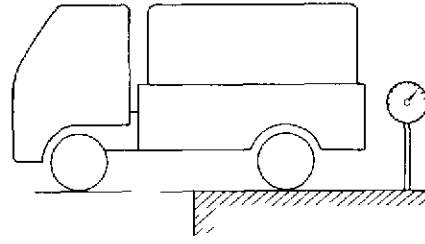
[5] Weight

(1) Weight check

Measure and determine the curb weight of the built or altered vehicle. Take a measurement of the front axle weight and the rear axle weight separately (Each value must not be more than their respective tolerances)



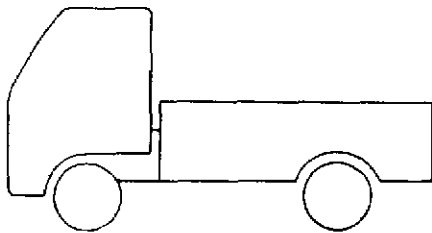
Distribution of front wheel weight



Distribution of rear wheel weight

U-088 U-089

Curb weight

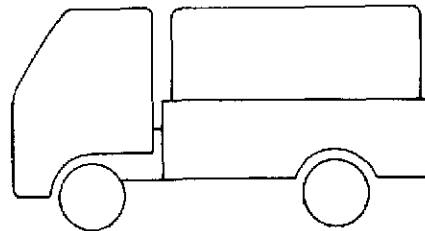


With all optional parts, equipment and the rear body with the fuel tank filled up

U-090

Overall vehicle weight

Overall front axle weight + Overall rear axle weight



With all optional parts, equipment and the rear body with the fuel tank filled up

+

All passengers and cargo to full capacity

U-091

(2) Relation between building or alteration weight and load

Item \ Model	VDJ79R-TJMRYQ3
C W of finished vehicle (min)	2,085
C W of base vehicle (C & C)	1,980 ~ 2,085
Special equipment, accessories, permanent attachments	A
Total weight of passengers, cargos and baggages	B
G V W of finished vehicle	3,300

In the case where the weight of the finished vehicle [C W of base vehicle (C&C) + A] increases, the maximum allowable load is reduced as the G.V W is fixed

C W of finished vehicle (min.)	C W. of base vehicle (C & C)	Weight of built or altered equipment	Passengers and cargo	G V W
2,085	$\leq$	$(1,980 \sim 2,085) +$	$A +$	$B \leq 3,300$

(3) Relation between overall vehicle weight and maximum allowable axle weight

(F) = Front axle weight after building or alteration $\leq$ Front G A W R

(R) = Rear axle weight after building or alteration $\leq$ Rear G A W R

(F) + (R) $\leq$ G.V W.

3. No alterations to important safety parts

The important safety parts and components (such as the front axle, steering-related and brake-related parts) must not be modified (either by welding, reinforcement, machining, heating or otherwise)

4. Preparation of operation manual and/or maintenance & inspection manual and their installation on vehicles

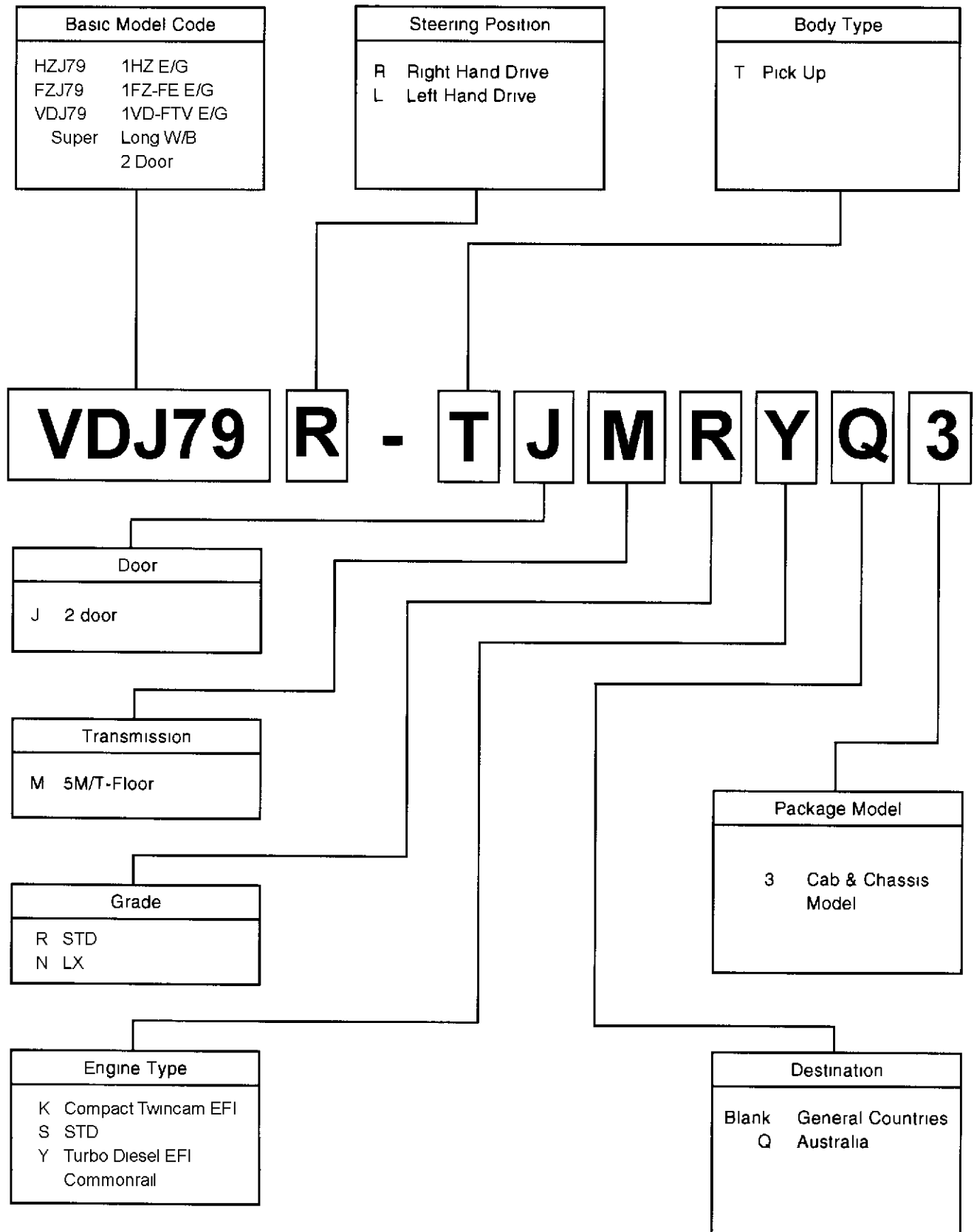
- In the event that the body-building or alterations cause a change in the procedure for operation, maintenance, inspection or adjustment of the standard vehicle, an operation manual should be prepared and installed on the vehicle
- An operation manual and/or a maintenance & inspection manual specifying the procedure for the operation, maintenance, inspection and adjustment including inspection intervals of the particular building or alterations should be prepared and installed in the vehicle

5. Establishing after-sale service system

Take adequate care to establish an after-sale service system for the parts built or altered

6. Model structure

[1] Meaning of model code



[2] List of vehicle models

Destination		General		Australia	
Wheel Base		Super Long			
Body Type		Pick Up			
Grade		STD		STD	LX
Steering Position		LHD		RHD	
Engine	Transmission	LHD	RHD	RHD	
1FZ-FE	5M/T	FZJ79L-TJMRK3			
1HZ	5M/T	HZJ79L-TJMRS3			
1VD-FTV	5M/T			VDJ79R-TJMRYQ3	VDJ79R-TJMNYQ3

[2] DAMAGE WARNINGS ON MECHANISMS AND SYSTEMS IN BODY-BUILDING OR MAKING ALTERATIONS

1. Engine and engine compartment

[1] No shared fastening of bolts

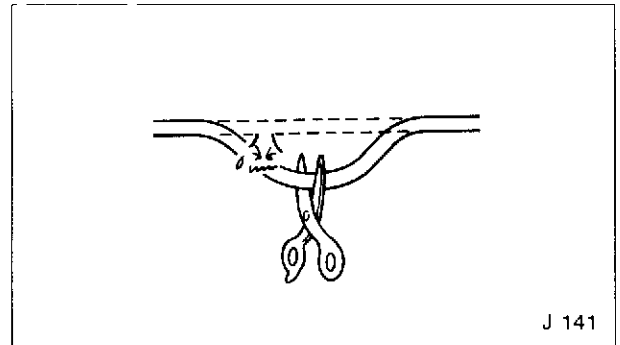
The bolts making up the engine except for those used for the cylinder head and the seals must not be fastened together with the built or altered parts

Ex Fittings of intake manifold, water outlet and inlet

[2] No interference resulting from body-building or alterations

(1) Processing and arrangement change of pipes and wirings

The piping or wiring between the engine and the chassis (body) has no margin allowing for the assembly variations and movement. Therefore, no alterations or building work should be made (for example, the hose shortened or fixed) to shorten the piping or wiring.



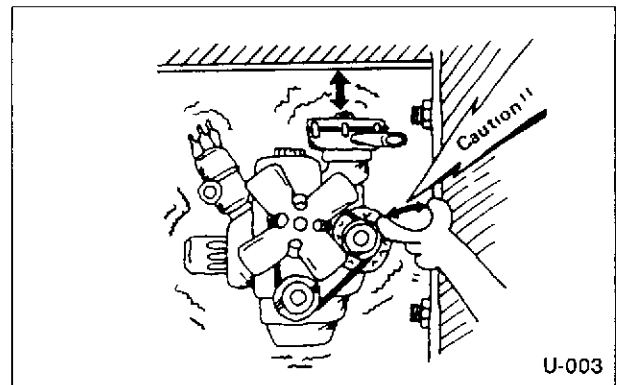
(2) Mounting built or altered parts

Don't make any alterations which cause interference with the piping or wiring on any parts subjected to relative motions.

(3) Securing appropriate clearance with engine body

See to it that the clearance of 40 mm minimum is secured around the engine.

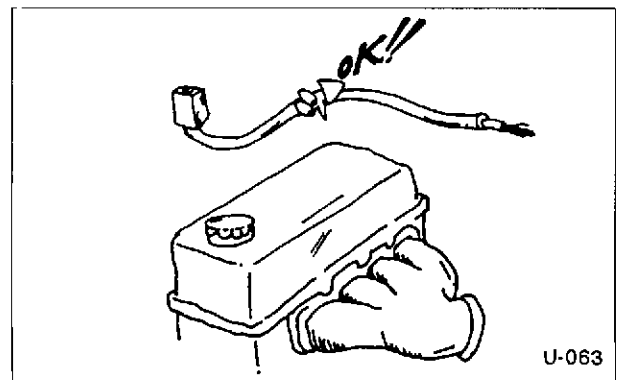
- Remember that the engine is movable in all directions including longitudinal, lateral, vertical and rotational directions.



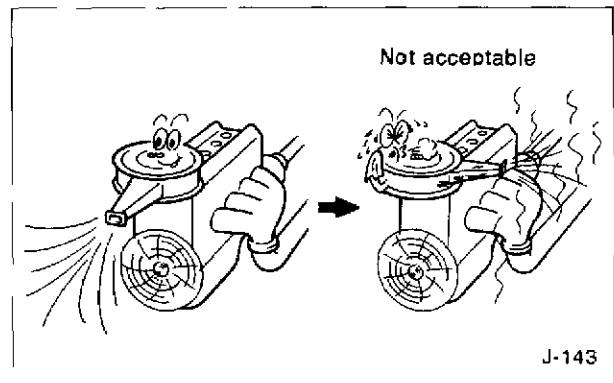
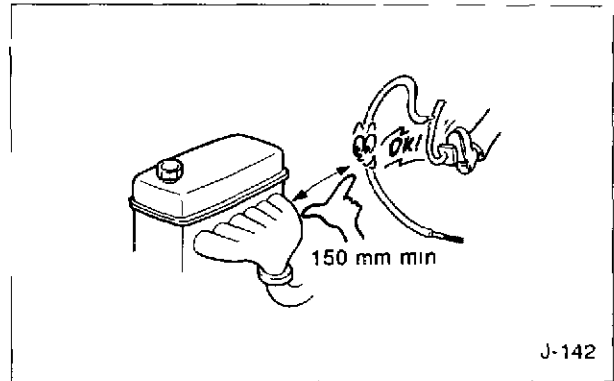
[3] Heat consideration

(Piping and wiring, resin clamp, accelerator wire, fuel system, etc.)

- ① When installing any of the above-described parts in the vicinity of the exhaust manifold, exhaust or EGR system, take adequate care of heat resistance.



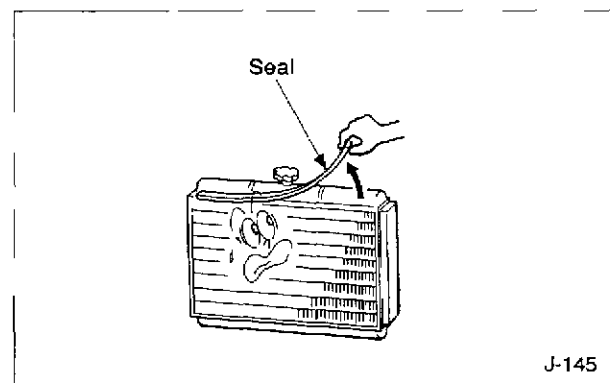
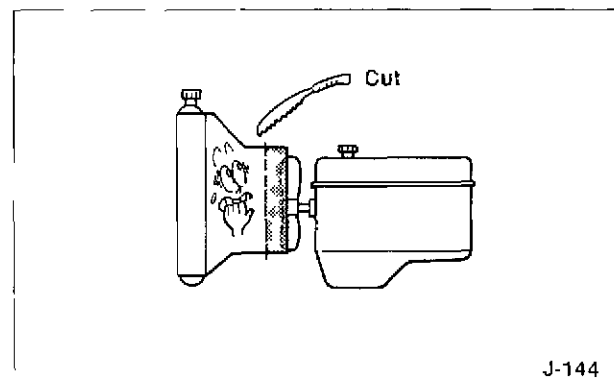
- Secure a construction free of interference in case of assembly variations or clamp dislocation. In particular, secure a sufficient clearance for the axle wire from the heat source (150 mm at minimum from the exhaust pipe)
 - In the event that the defined clearance is unavailable, protect against heat by means of a heat insulating plate or the like.
- ② The resin clamp may be softened by the heat from the engine compartment and may be dislocated. Take good care
 - ③ Don't make any alterations which may cause an increased temperature of intake air or fuel supplied to the injection pump.



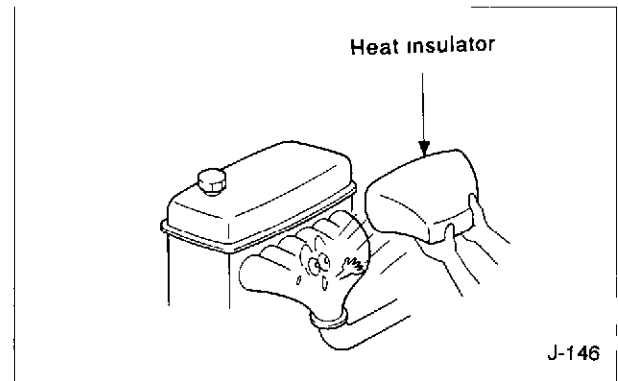
[4] Cooling

Don't make any building or alterations which may reduce the cooling performance.

- ① Don't mount any parts at a position where the exhaust manifold is exposed to less air
- ② Don't change the fan shroud coverage on the fan nor add any fan shroud cut as it would deteriorate the cooling performance.
- ③ The seals (sponge, rubber plate and the like) around the radiator are mounted for the purpose of securing the cooling performance. Don't remove them or cut a recess in them.



- ④ Don't take off or cut the protector, cover, heat insulator or the like mounted around the engine



[5] No alterations to increase intake or exhaust air resistance

- ① Don't make any alterations to the air cleaner
- ② Don't extend or make any alterations to the arrangement of the air hose
- ③ Don't extend or make any alterations to the arrangement of the exhaust pipe
- ④ Don't make any alterations to the muffler

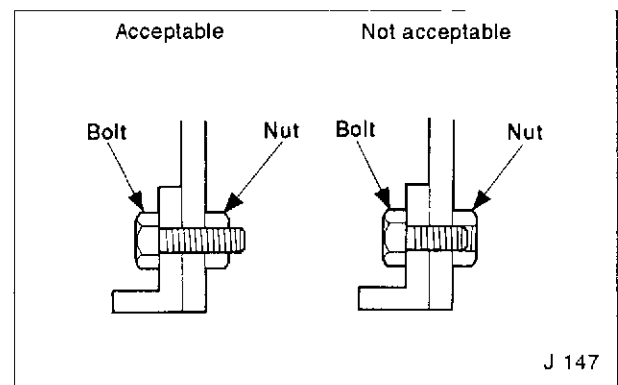
[6] Building or alterations of other parts

(1) Building on engine body

In mounting a part on the engine body, place it nearer to the engine (with a smaller overhang) and reduce the weight as far as possible

(2) Mounting bolts

Make sufficient study of the lap allowance and the bottom fitting of the bolt to be mounted.

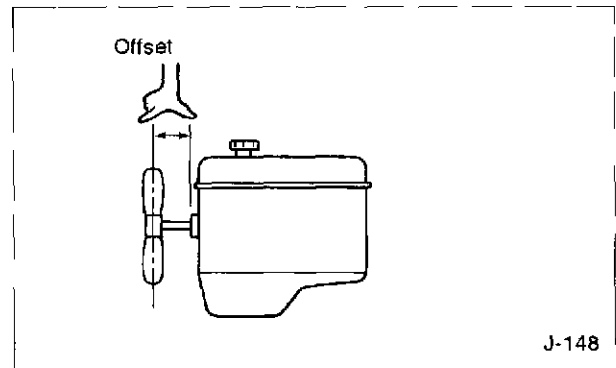


(3) Belt change

Don't reduce the number of existing belts and avoid the case of a belt being shared

[4] Pulley addition

- When adding a crank pulley, minimize the offset from the mounting position and reduce the weight as far as possible.
- Don't excessively advance the fan (coupling) as a result of pulley addition as it could deteriorate the durability of the water pump



[7] Mounting and demounting engine parts

In reassembling an engine part, always make sure to comply with the repair manual issued by the Overseas Service Division

(Don't reuse the gasket, strictly conform to the fastening torque requirement, etc)

[8] Serviceability

See to it that the following jobs are not adversely affected by the particular building or alterations.

- Oil level check
- Oil change (oil drain or injection)
- Change of oil filter
- Adjustment of fan belt tension
- Change of air cleaner element
- Change of fuel filter
- Change of spark plug
- Adjustment of ignition timing
- Adjustment of idle rpm and CO
- Adjustment of valve clearance
- Adjustment of injection timing
- Change of injection nozzle
- Change of glow plug

2. Frames

Avoid drilling holes and welding as far as possible as it would seriously affect the frame strength. Inappropriate drilling or welding may result in frame breakage. When the drilling or welding is unavoidable, take adequate care of the following points.

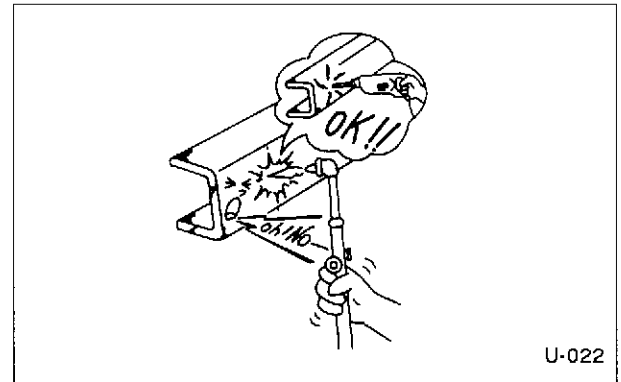
[1] Processing

Use bolts or rivets for fastening and avoid welding as far as practicable

(1) Drilling

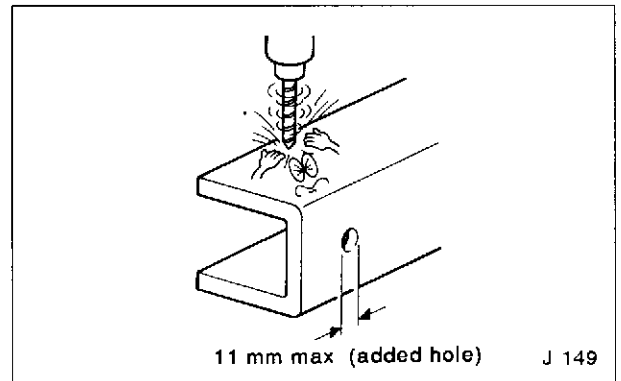
Don't use gas or heat to form a hole but always use a drilling machine

- After drilling, always finish with chamfering.

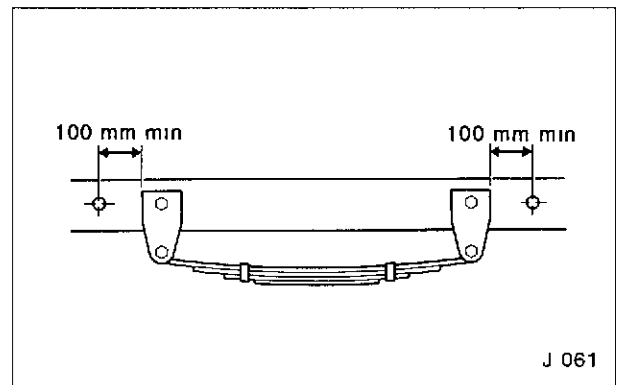


〈1〉 Drilling side member

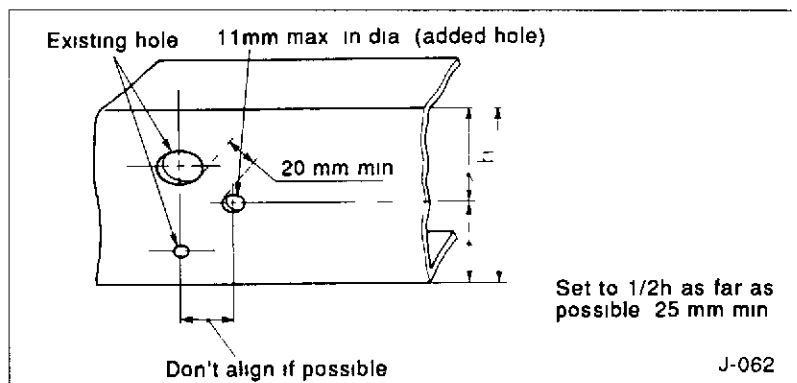
- ① Don't weld in the upper or lower surface of the flange.
- ② Make sure that the hole drilled is 11 mm maximum
- ③ Channel-shaped section



- (a) When drilling a hole in the web surface, secure a distance of 100 mm minimum from the spring bracket

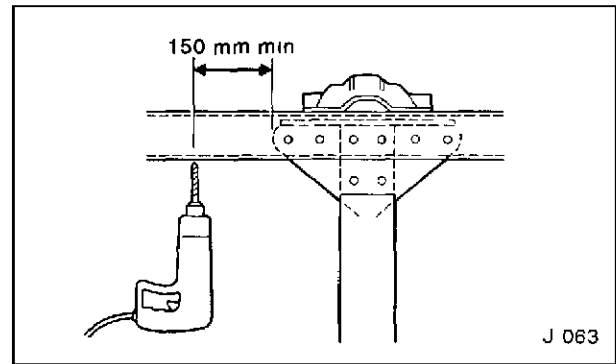


- (b) Set the inter-hole distance and position the holes as shown in the drawing

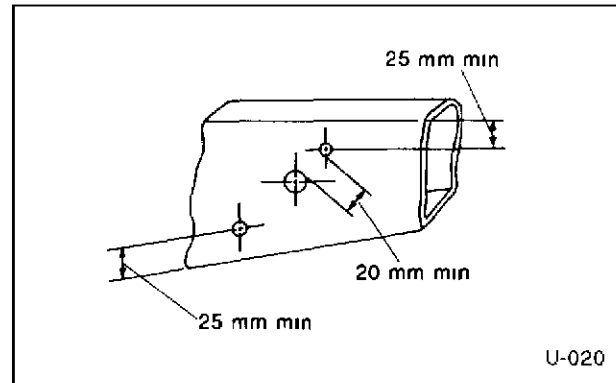


④ Square-shaped section

- (a) When drilling a hole in the side surface, secure a distance of 150 mm minimum from a high-stress source such as the spring bracket weld zone and the cross member



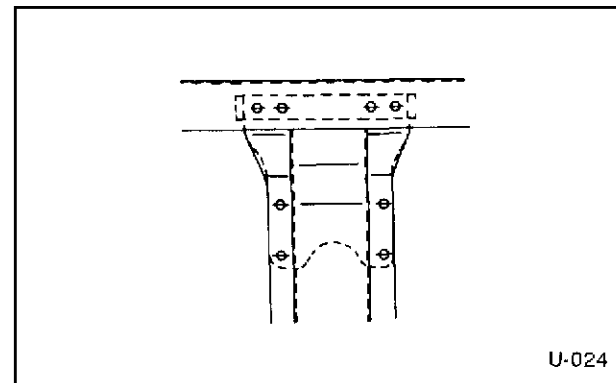
- (b) Keep the inter-hole distance and position the holes as shown in the drawing



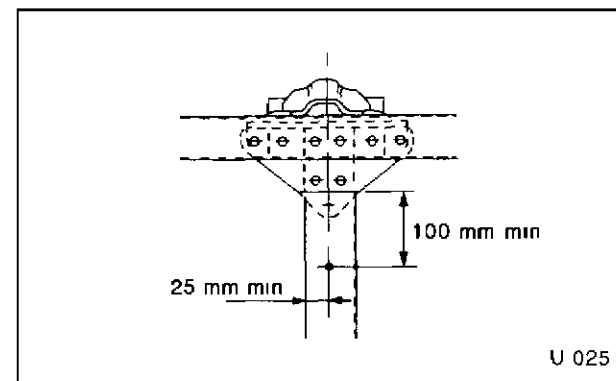
- (c) In the case of a dump truck, don't drill a hole in the inner channel between the trunnion bracket and the tension arm bracket

〈2〉 Drilling cross member

- ① Don't drill a hole in or make alterations otherwise to the alligator cross member



- ② When making alterations to the channel-shaped cross member by drilling or otherwise, be sure to locate the hole or the alteration 25 mm minimum from the cross member edge and 100 mm minimum from the bracket edge of the side member



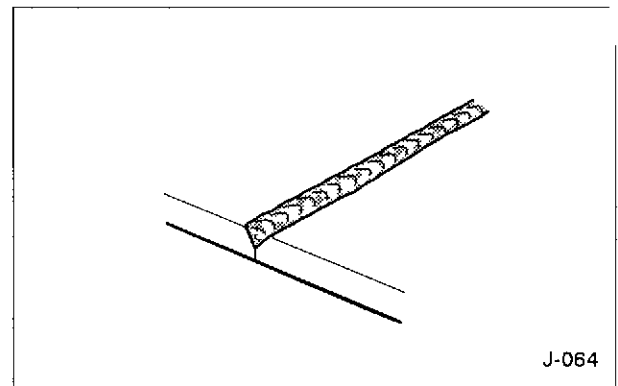
(2) Welding

① Preparations

- (a) Before carrying out the welding work, remove the brake-related parts, fuel-related parts and wirings as far as possible in order for the chassis parts not to be exposed to welding sparks
- (b) Clean the welding zone sufficiently beforehand
- (c) Check to see that the welding rod is suitable for the material of the welding zone
 - Make sure that the tensile strength and the yield point of the welding rod are identical to those of the base material
- (d) During the welding work, always be sure to ground the parts involved at a point in the vicinity of the weld zone of the side member

② Operation

- (a) Maintain a constant welding rate with an optimum current in order to avoid fusion irregularities



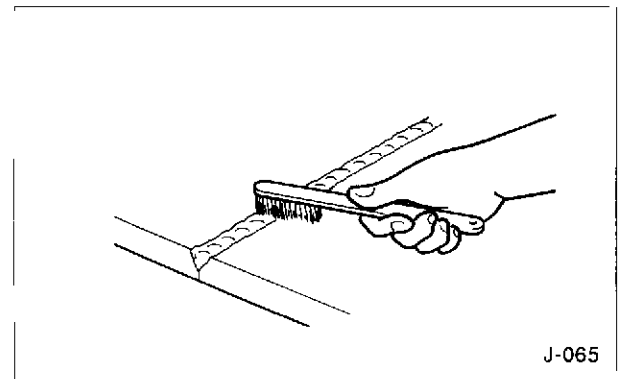
- (b) See to it that there is no welding defects such as incomplete welding, undercut, slug inclusion, blow hole or crackings
- (c) In order to reduce the stress caused by welding, the welding length should be as short as possible and the welding volume should be kept at a required minimum to secure the strength
- (d) Avoid concentration or proximity of welding joints as far as possible. Don't carry out the welding work on edges or bent portions as it demands a considerable welding skill.

③ After operation (anticorrosive treatment of weld zone)

Take an appropriate anticorrosive measure after welding a corrosive portion

《Anticorrosive measure》

- (a) Brush off dust from the weld zone.



(b) Primer surfacer (primer coating)

Apply the wash primer

- A major portion of the wash primer is composed of vinyl butyral resin and zinc chromate (anticorrosive pigment)
- The dry film thickness is 5 to 10 microns/coat

(c) Top coating

Use a natural dry type paint or a double coat type paint in top coating

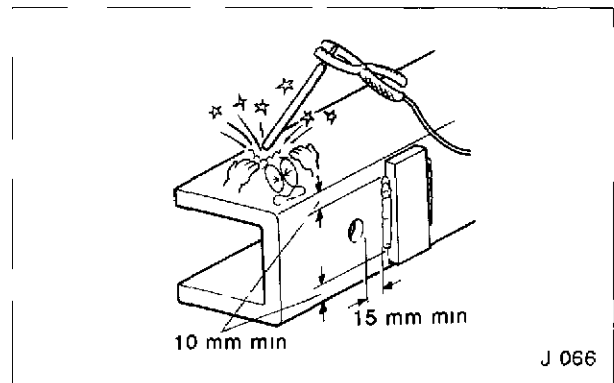
- The dry film thickness is 20 microns/coat minimum

(d) Salt spray resistance

Conduct the salt spray test for 840 hours in succession according to ASTM B117. Make sure that no rust settles on the general surface other than the weld beads

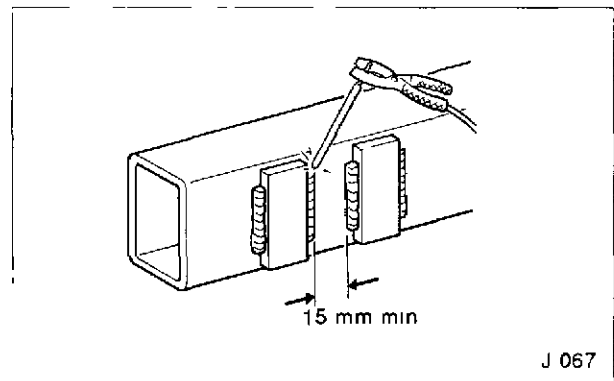
(3) Welding side members

- ① Don't weld in the upper or lower surface of the flange
- ② Keep the welding point away from the flange bend by 10 mm minimum.
- ③ Be sure that the welding bead is distant by 15 mm minimum from the hole edge



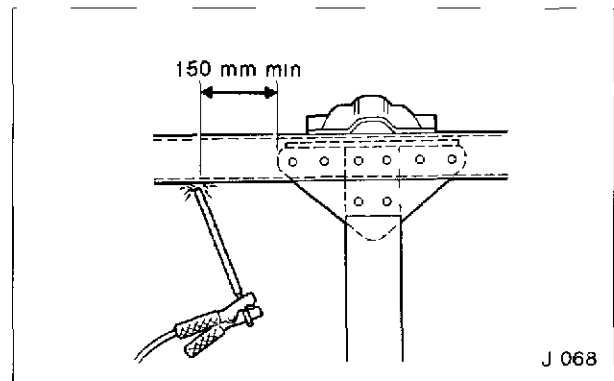
④ Welding square-shaped section

- (a) See to it that the weld zone is away from the bead by 15 mm minimum



- (b) The cross member and the spring bracket should be distant by 150 mm minimum from the weld zone

- (c) In the case of dump truck, don't weld the inner channel between the trunnion bracket and the tension arm bracket



[2] Side member reinforcement

The breakage or cracking of the side member is usually caused by stress concentration due to a local cut, welding or concentrated load or sudden rigidity change caused by upper parts rather than by the maximum stress which would be exerted in calculation. For this reason, the reinforcement by an outer or inner stiffener is not generally required.

- The large-scale repair of the side member should be avoided as far as possible.
- In the case where reinforcement is unavoidable due to special building/alteration or operating conditions, take adequate care of the following points

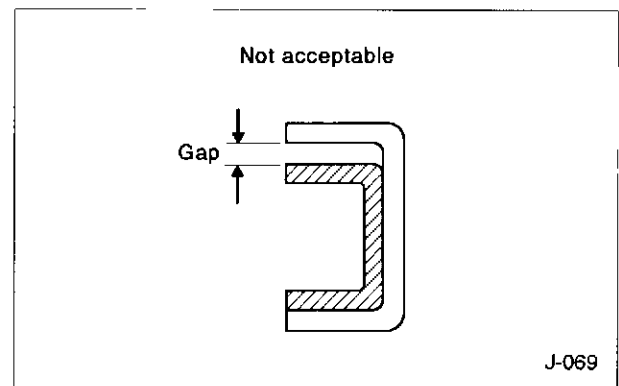
(1) Material of reinforcing member

When the outer side of the side member is reinforced, use a material at least equivalent to the main and inner materials.

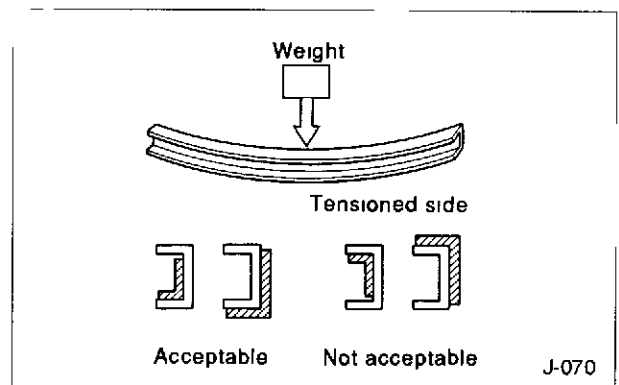
In applying a reinforcing plate on the inside of the side member, use a general frame steel plate (Toyota standard SHP45 with tensile strength of 45 kg/mm²) or an item equivalent to SS41P.

(2) Shape and orientation of reinforcing member

The channel-shaped reinforcing member, if low in machining precision, develops a gap with the flange and has an adverse effect when fitted in the side member. The reinforcing member, therefore, should be L-shaped as far as possible.



- ① The L-shaped stiffener should be set in such a position that the flange is located on the tensioned side under side member stress.

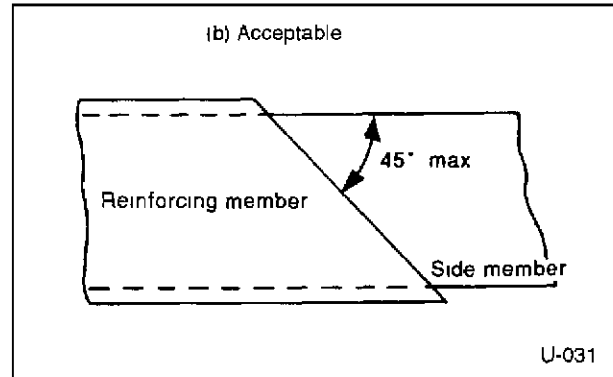
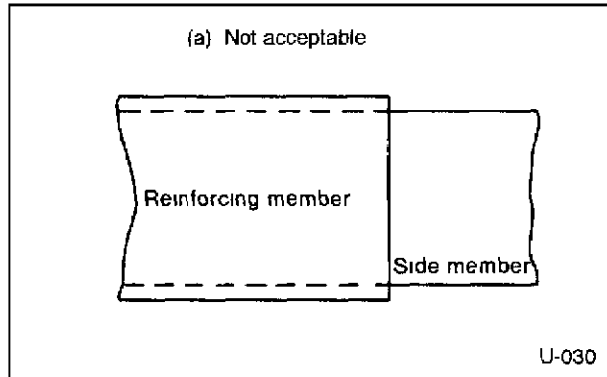


- ② If the end of the outer stiffener is registered with the end of the inner stiffener or the portion of the cross beam or spring bracket subjected to a sudden rigidity change or load concentration, a cracking is liable to occur more easily. Take adequate care in determining the position of the stiffener end.

(3) Avoiding load concentration

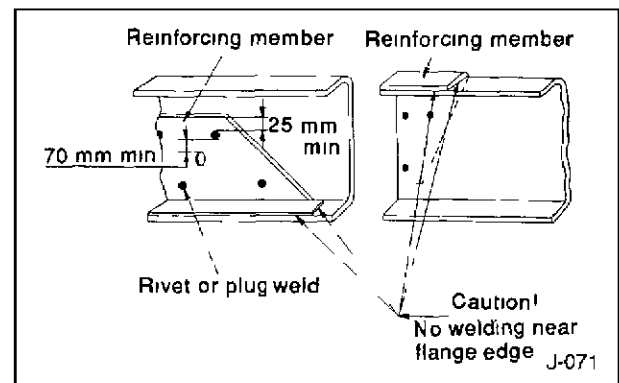
Reinforcement with an outer or an inner stiffener reduces the relative strength of the unreinforced portions. The rigidity gap which may result causes breakage of the particular part. Full study is required, therefore, on the range of reinforcement.

- ① Generally, care should be taken of the clearance between the cab and the rear body for the side member of the truck. In the case where a large load is concentrated immediately after the cabin, reinforcement is required from the vicinity of the front wheel.
- ② The end of the reinforcing member should not be raised sharply as shown in (a). Take care that the sectional slope is gentle with the angle of at least less than 45 degrees as shown in (b).



(4) Coupling reinforcing member and side member

Use rivets for coupling the reinforcing member and the side member. When welding is unavoidable, however, don't weld to the flange but to the web. (Apply plug welding in principle.)

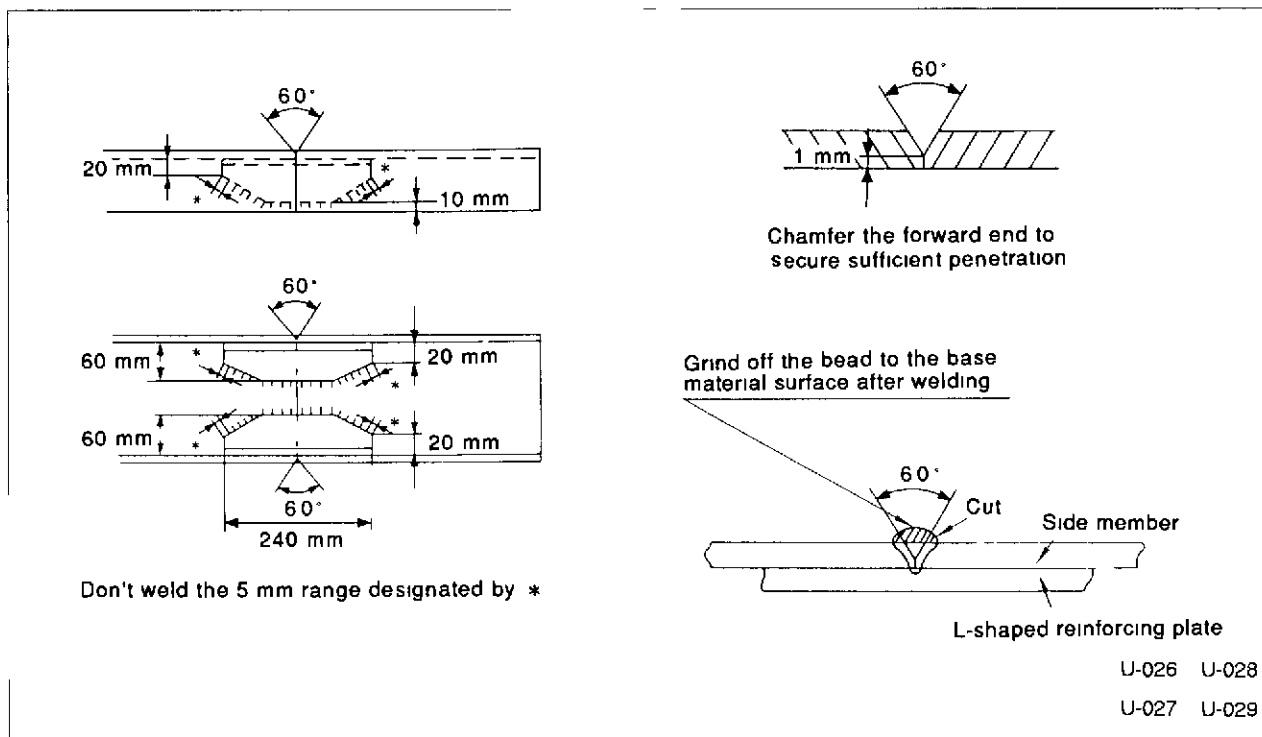


- ① Before repeated riveting, correct the hole by drilling and apply a sufficient pressure.
 - In the case where the number of sheets fastened is increased by setting a reinforcing member, use a rivet having the next larger diameter.
 - After riveting work, see that the rivet is not heated by gas flame or the like.
- ② In conducting the plug welding work, keep the plug welding hole away from the end of the reinforcing member by 25 mm minimum and from the bolt and the rivet hole by 70 mm minimum.
 - The hole diameter should be in the range of 14 to 20 mm in principle.

(5) Extension of side member rear end

The rear end of the side member should be extended according to the method shown in the figures below

- Extension by welding



- In the case where the side member extension exceeds 350 mm, an auxiliary cross member is required.

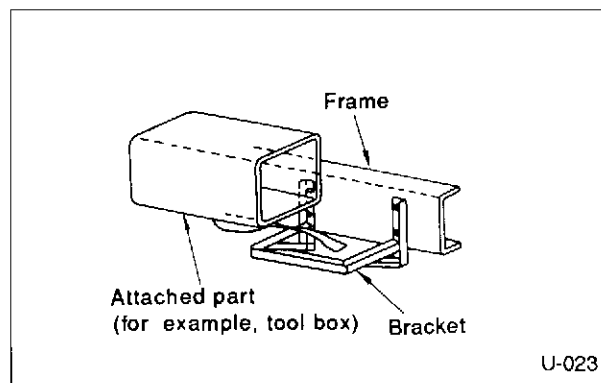
(6) Mounting a part on the side member

- ① Mount a part always using a bracket

- The offset should be minimized.
- Connect the bracket with bolt or rivet but not by welding as far as possible

- ② Tool box should be kept away from the exhaust pipe by 200 mm minimum and from the muffler by 300 mm minimum

- In the case where a sufficient clearance is not available, provide an appropriate heat-protection measure using a heat insulating plate or the like

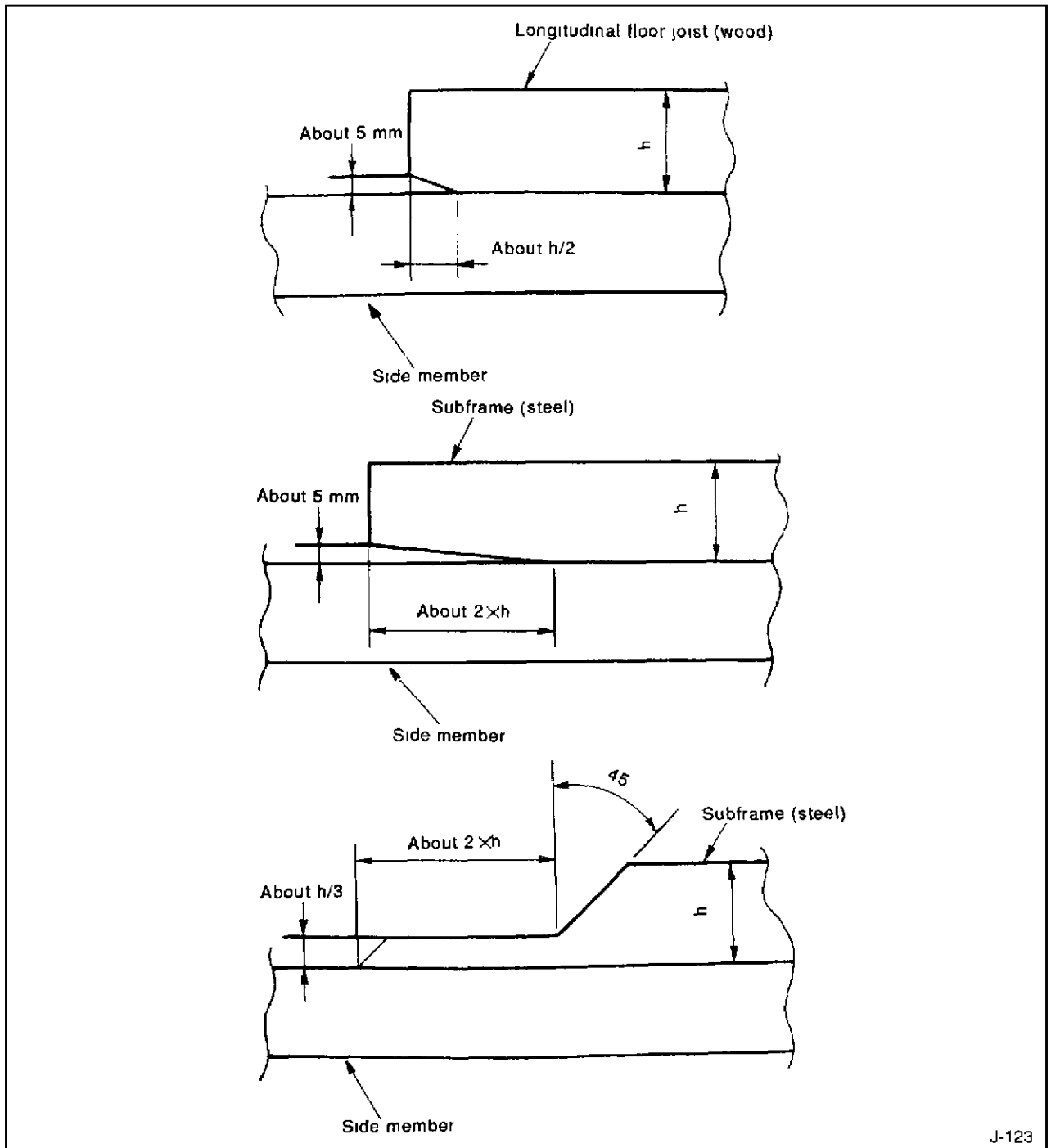


[3] Floor joist

(1) Front end style

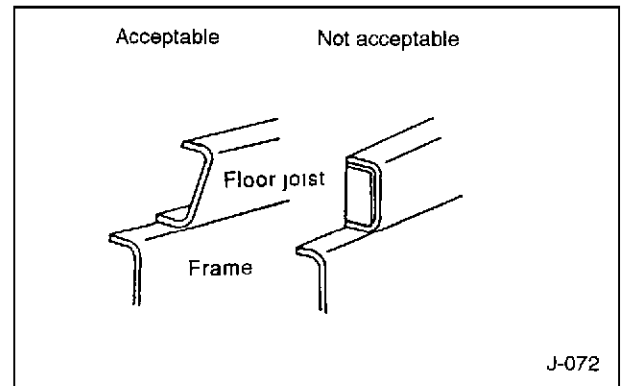
Avoid load concentration at the front end of the floor joist in contact with the side member as shown in the drawing. The shown shapes of the floor joist and the subframe are those for the common rear body, dump truck or tank lorry.

- ① In the case of special alterations to upper parts, determine the shape taking adequate care not to cause any adverse effect such as stress concentration.



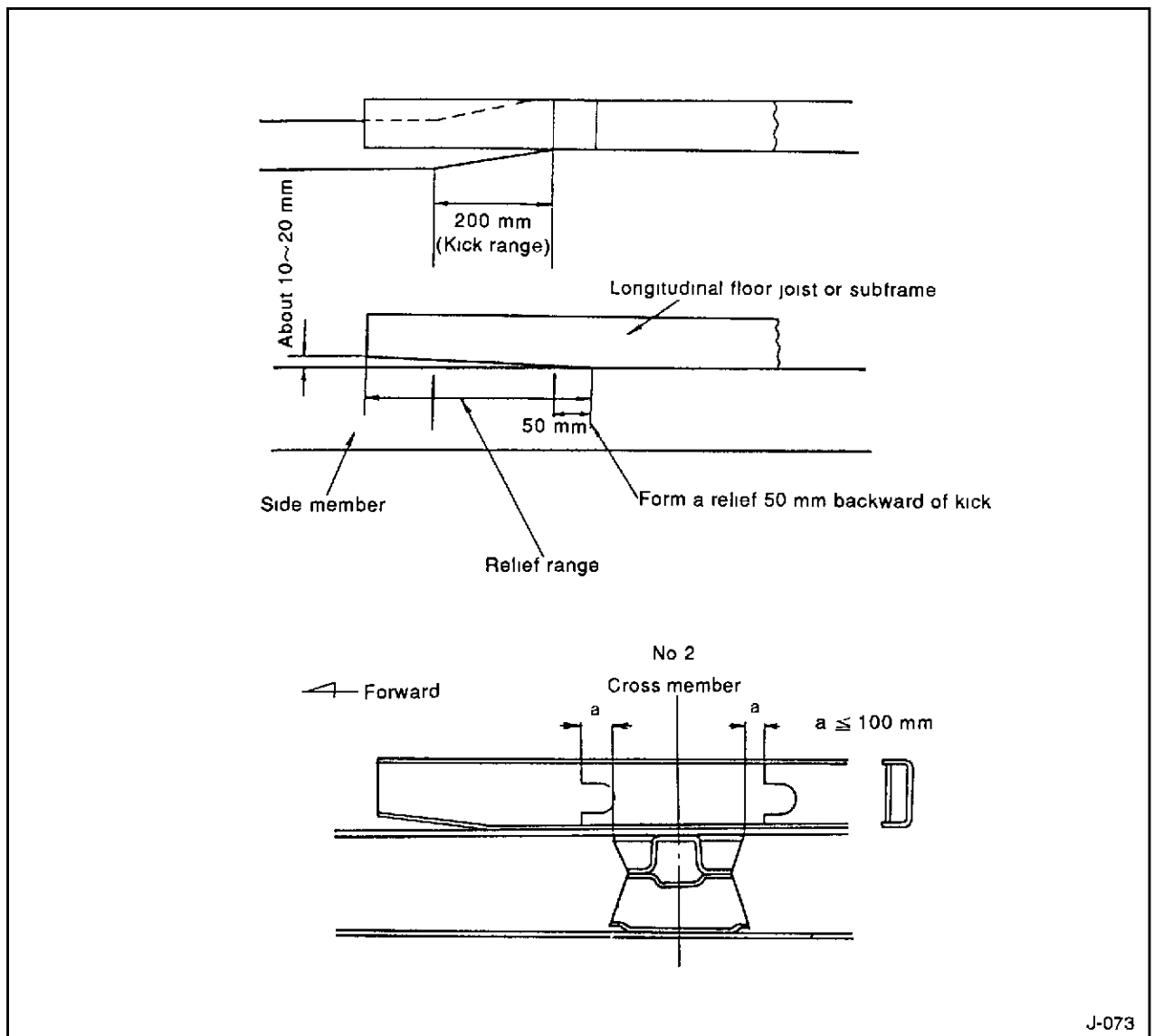
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- ② When lightweight formed steel or the like is used as a floor joist, keep open as shown
The floor joist, even if made of steel, should not be fixed on the frame by welding or bolting on the frame flange.



(2) Side members in kicked state

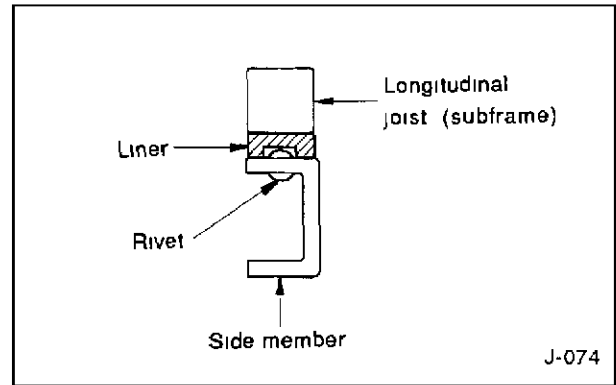
- ① When a longitudinal floor joist made of iron is used for vehicles or dump trucks with the side members kicked (misaligned) on the cab-back, the longitudinal joists should be provided along the side members, while avoiding load concentration
- ② In the case of a wooden joist which is difficult to arrange along the side members, a relief should be formed at a point 50 mm backward of the kick as shown



(3) Insertion of liner

When inserting a liner between the longitudinal joist or subframe and the side member in order to relieve the trunnion cassette or rivet head, a steel liner should be used as far as possible for the upper parts which are liable to be exposed to such a concentrated load as generated by a concrete mixer

- The combined width of the upper parts should be identical to that of the side member



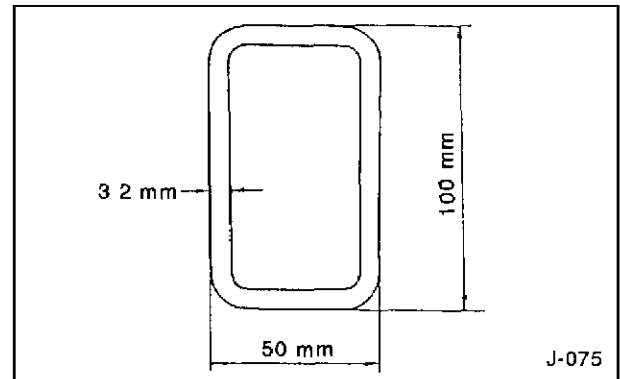
[4] Rear body length and dimensions of longitudinal joist

- ① The sizes of the upper surface of the side member and the undercarriage of the rear body (or the lower surface of the fender) are required to be determined in such a manner as not to interfere with the tires with reference to the bound limit of the tires and the differential (P.30) and the wheel house (P.45)

- For the vehicles having a long rear body, the sectional area of the longitudinal joist of the rear body should be set to a value greater than shown in the drawing

- ② A steel joist should be used for the long-wheel base vehicles

- The use of a wooden or aluminum joist may bend the side members, often making the rear deck gate inoperable
- With regard to heavy duty trucks or vehicles with a concentrated load having a long wheelbase, use the standard pressure - rolled structural steel material SS41 (100 high by 50 wide by 3.2 thick) or the like
- In the case of using a lip-formed (channel- shaped) steel for the longitudinal or lateral joist, water may deposit in the formed steel often causing rust. Form a drain hole at a place where no strength problem is posed



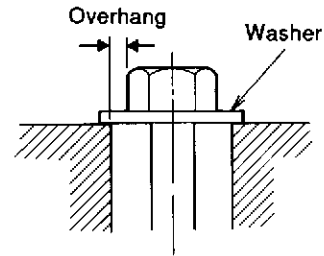
[5] Fastening bolts

- ① For fastening the bolts of 7T or higher class, use a plain washer or the like

- Don't use the mild steel washer or spring washer

- ② Don't apply the sealer or vinyl chloride sol or rubber (resin) for the washer or coupling surface

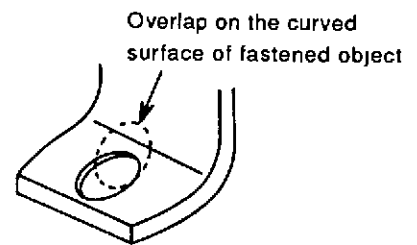
- ③ As shown in the drawing at the right, take care not to cause any overhang between the lower hole diameter and the washer



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- ④ In order to prevent the curved surface of the fastened object from being overlapped on the washer, the washer should be sized taking the flat portion into consideration

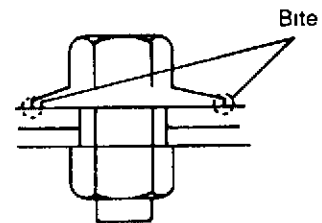
- In the case where the lower hole is elongate, the overlap may occur due to endwise misalignment of the washer.



J-077

- ⑤ When the bolt and nut are used for fastening, tighten (turn) by the nut but not by the bolt

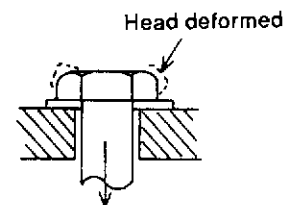
- ⑥ When fastening by turning the bolt, the mild steel plate may be undesirably ground by the flange edge. Don't fasten the mild steel plate directly with a bolt having a flange.



J-078

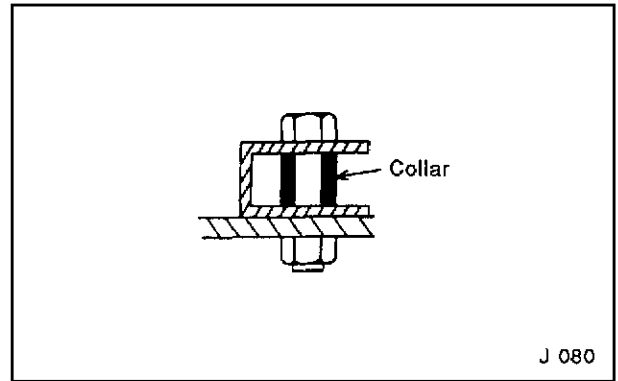
- ⑦ Don't reduce the thickness of the bolt head

- If the bolt head is reduced in thickness to avoid interference or the like inconvenience, the head may be deformed often resulting in breakage

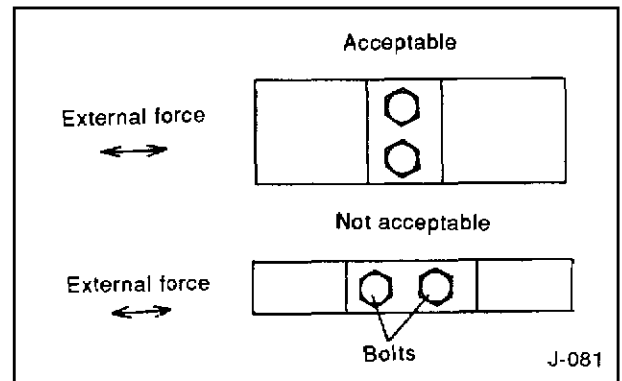


J-079

- ⑧ Don't fasten the alterations together with the bolt on the chassis.
- ⑨ In the event that deformation of a member is threatened by fastening of a bolt, always be sure to insert a collar.



- ⑩ Be sure to use brand-new bolts and nuts
 - Never reuse bolts or nuts
- ⑪ Install a bolt perpendicularly to the external force as shown.

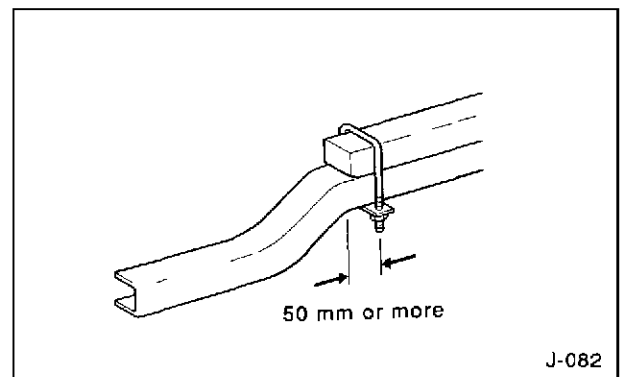


- ⑫ Don't fail to apply masking so as not to allow deposit of paint on the threads of bolts
- ⑬ In case of painting a portion fastened with a bolt, don't fail to apply paint after completing the fastening
 - Don't conduct painting before bolt tightening to prevent deposit of paint on joint surfaces and threaded surfaces

[6] Fixing longitudinal joists

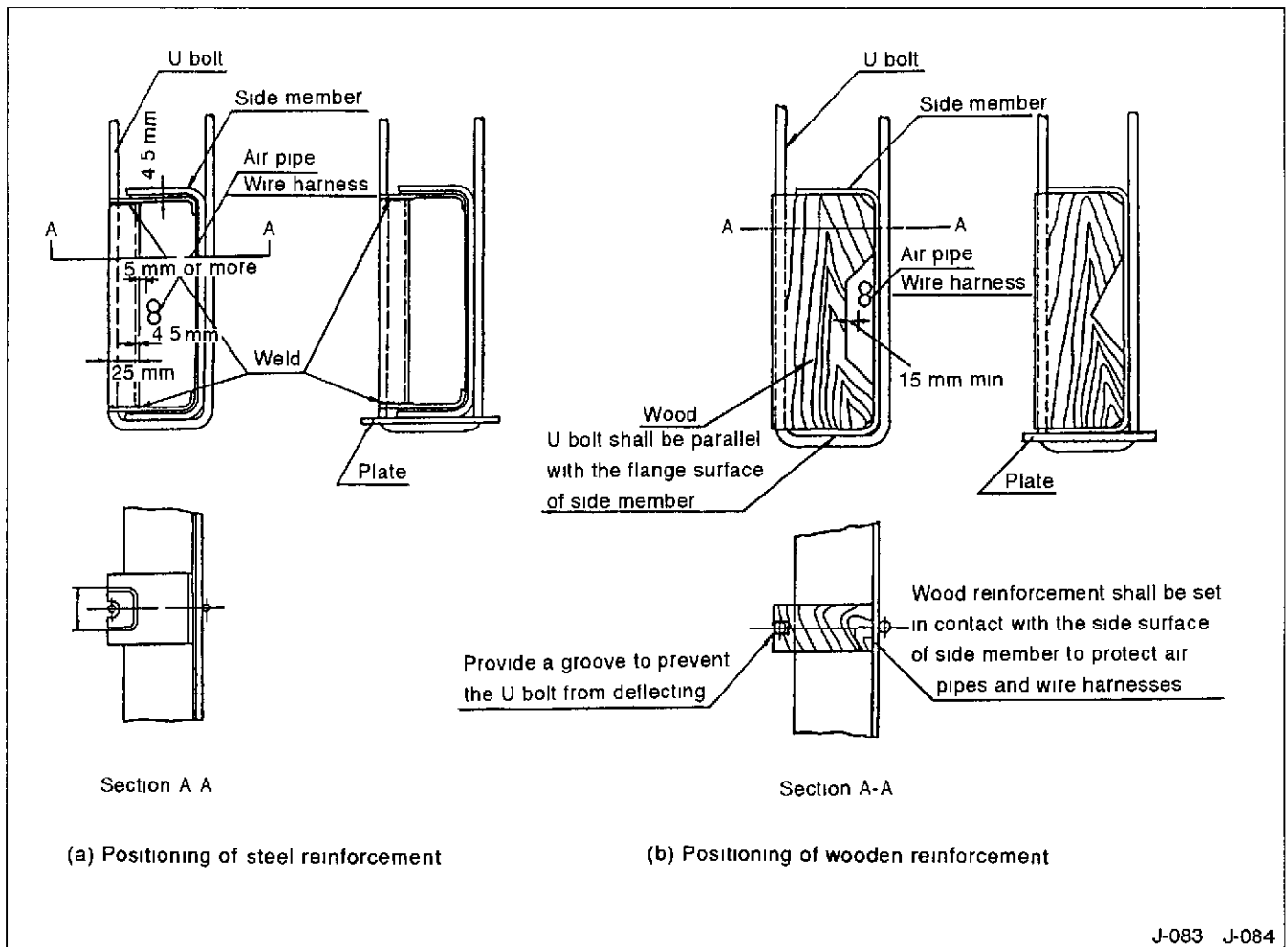
(1) How to fasten a U bolt

- ① Position a U bolt 50mm minimum away from the frame kick point where the frame height changes



② Use of reinforcement

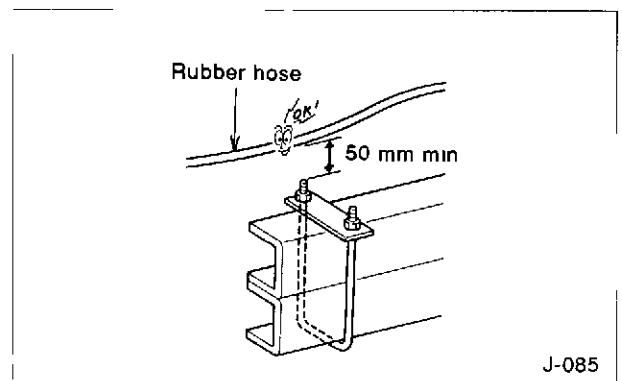
For the side member which is fastened with a U bolt, insert a wooden reinforcement in the fastened area so that the reinforcement pushes the frame from the inside to prevent deformation of the lower side flange. In an area close to the muffler, use a steel reinforcement instead to prevent burning.



(2) Interference with U bolt

Provide a sufficient clearance on the longitudinal joist and U bolt for fastening the joist so that those do not contact brake pipe, brake hose, fuel pipe, fuel hose, and wire harnesses.

- ① In the case where a sufficient clearance with the chassis is not obtained, use a plate type U bolt and the like to secure a proper clearance
- ② The clearances between the U bolt and rubber hose and between the U bolt and air pipe or valve shall be 50mm minimum and 15mm or more respectively to prevent interference

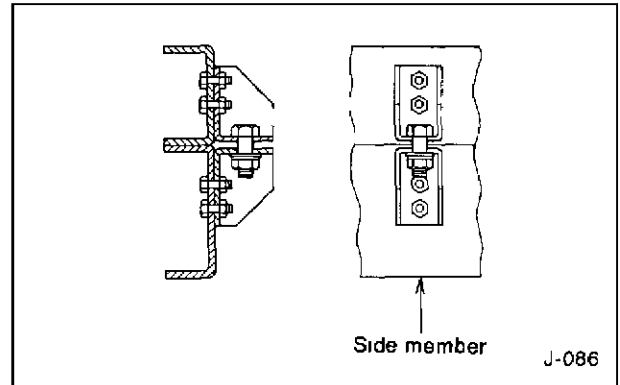


- ③ In the case where a reinforcement is used, sufficient care shall be taken to prevent interference with brake pipe, brake hose, fuel pipe and fuel hose. Particularly, a clearance margin shall be provided considering the movement of rubber hose.
- ④ As regards the clearance with U bolts used for cab rear side and rear axle, refer to the cautions provided in the respective procedures for body building

(3) Use of opposed brackets

Follow the cautions below in the case where it is unavoidable to use opposed brackets because of the inability of installing a U bolt due to the body structure.

- ① Position the opposed brackets at a position 200mm away from the end of cross member
 - In the case where the position to install a set of opposed brackets would be close to a cross member, fix the brackets at the center of cross member



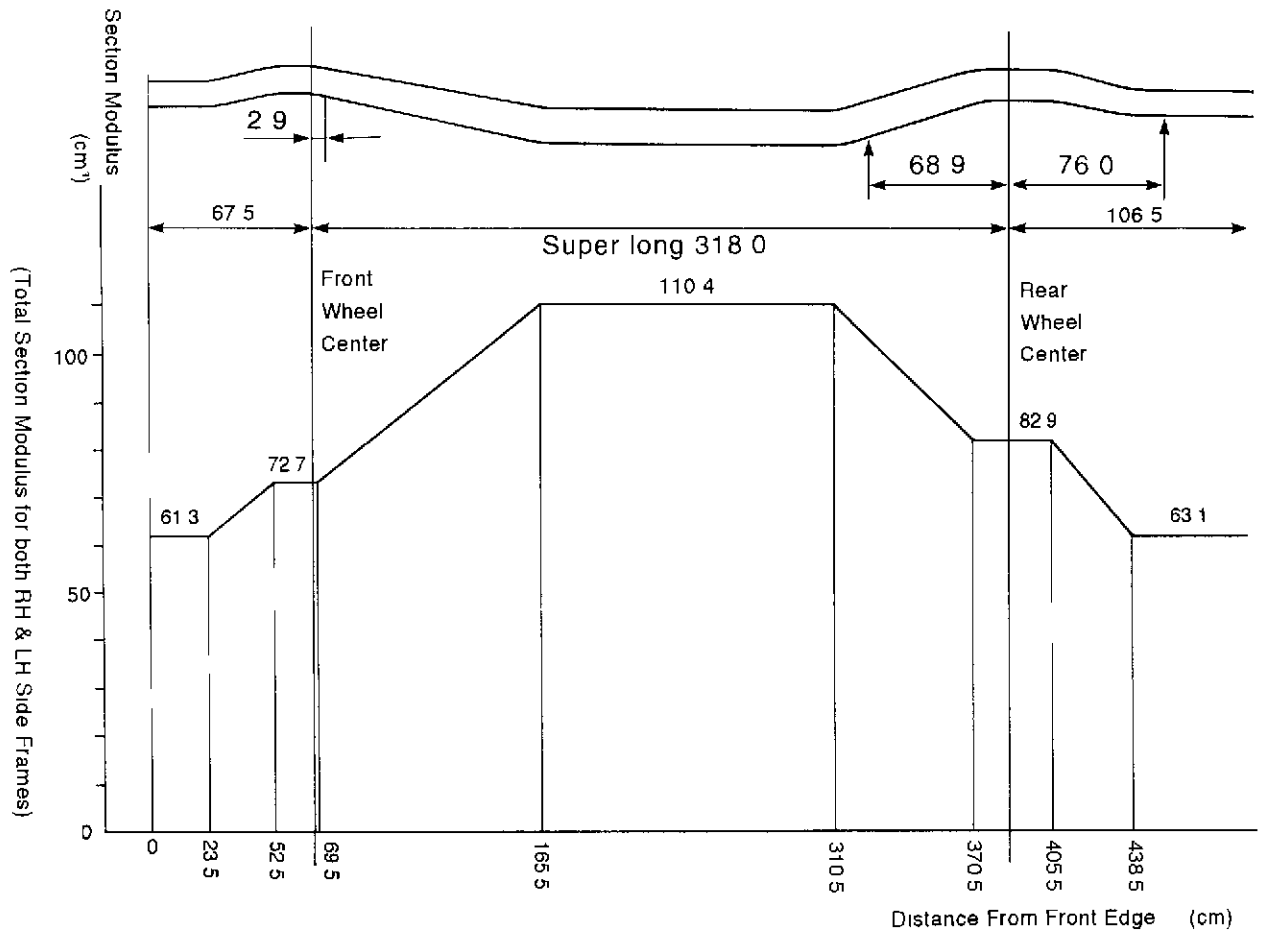
- ② As regards the opposed bracket on the side member side, use bolts when fixing it
 - When drilling a hole in side member, take sufficient care so as not to give any damage to brake pipe, fuel pipe and wire harnesses.

[7] Data for calculating frame strength

(1) Table of frame section modulus

Type	Tensile Strength	Yield Point
Hot rolled sheet metal	45 kgf/mm ²	30 kgf/mm ²

Heavy Duty Model



J 150

(2)Load distribution of chassis with cab

Applicable Models
All Models

No	Specific load		Position (mm)	Load (kg)
1	Front bumper	STD	0	13 0
		w/winch	-190 0	21 0
2	Body mount No 1		135 0	130 4
3	Steering gear box		213 0	20 0
4	Engine front mount (2 pcs)	FZJ79	830 5	280 0
		HZJ79	808 0	240 0
		VDJ79	812 5	369 0
5	Body mount No 2		1255 0	184 8
6	Engine rear mount (1 pc)	FZJ79	1815 0	150 0
		HZJ79	1815 0	200 0
		VDJ79	1817 0	172 0
7	Body mount No 3		2344 5	263 8
8	Muffler & exhaust pipe	FZJ79	*1	*1
		HZJ79	*2	*2
		VDJ79	*3	*3
9	Spare tire		4239 6	42 0
	Unsprung weight (Fr)		Front Wheel Center	250 0
	(Rr)		Rear Wheel Center	250 0

Muffler & exhaust pipe

(FZJ79) *1	Position (mm)	Load (kg)
Gravity Center	2895 0	27 8
Support NO 1	1930 0	5 7
Support NO 2	3091 0	20 9
Support NO 3	3871 0	0 8
Support NO 4	4651 0	0 4

(HZJ79) *2	Position (mm)	Load (kg)
Gravity Center	3015 0	21 8
Support NO 1	1930 0	5 8
Support NO 2	3091 0	11 0
Support NO 3	3871 0	3 4
Support NO 4	4651 0	1 6

(VDJ79) *3	Position (mm)	Load (kg)
Gravity Center	3056 0	20 6
Support NO 1	2669 0	7 3
Support NO 2	3091 0	11 0
Support NO 3	3871 0	1 5
Support NO 4	4651 0	0 8

3. Suspension

[1] Front suspension

Don't alter the component parts of the front suspension in any event. Also, don't change the specifications as it would adversely affect the vehicle performance.

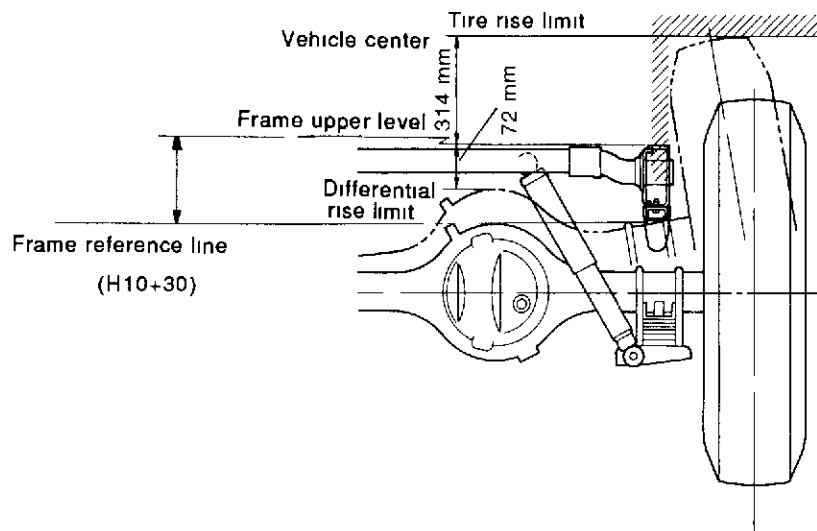
[2] Rear suspension

- ① Make alterations taking into consideration the upper bound limit of the differential carrier and the tire so that the tire does not interfere with the body, etc. when the vehicle bounds on rough roads. For vehicles destined for districts where installation of the tire chain is required, add the tire chain clearance to the upper limit consideration. (For more details, refer to "Securing rear wheel house space" P 46)
- ② In the case where the vehicle is equipped with a rear axle breather and a hose, take care not to bend, distort or enclose them or otherwise interfere with normal "breathing" of the rear axle.
- ③ In building or making alterations to the vehicle, take adequate care not to damage the leaf spring. Should the leaf spring be damaged, change the whole assembly. (Don't change individual spring plate units, and don't reuse spring plates.)
- ④ The leaf spring should be installed at a point distant from the exhaust pipe by 50 mm minimum and from the muffler by 150 mm minimum.
 - In the case where these distances cannot be secured, protect the vehicle against heat using a heat insulating plate or the like.

[3] Tire

Don't use any tire or disc wheel other than specified for the particular vehicle.

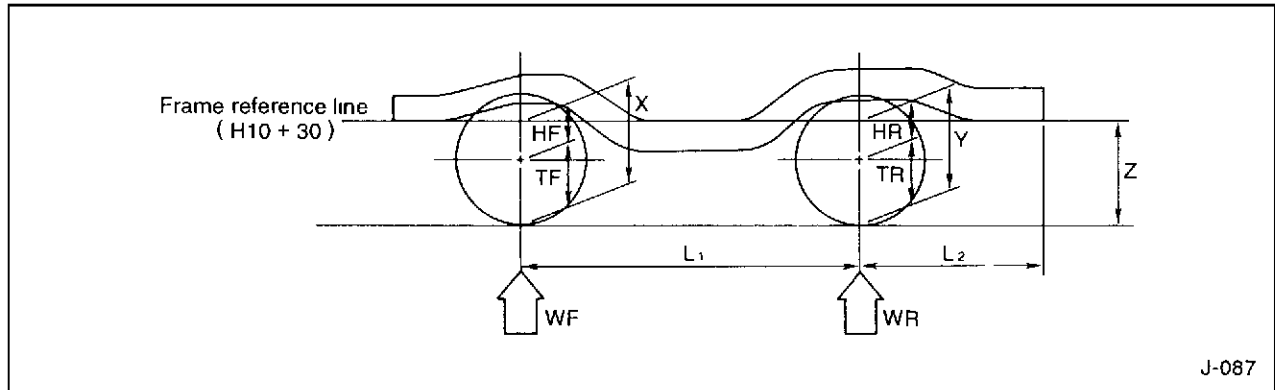
[4] Bound limit of tire and differential



J-040

[5] Data for calculating the ground clearance of frame reference line

The ground clearance of the frame reference line should be calculated using the following formulae



$$X = HF + TF$$

$$Y = HR + TR$$

$$Z = Y + \frac{(Y - X) \times L_2}{L_1}$$

X	Ground clearance of frame reference line at front wheel center line (mm)
Y	Ground clearance of frame reference line above rear wheel center line (mm)
Z	Ground clearance of frame reference line of frame rear end (mm)
WF	Front axle load (N)
WR	Rear axle load (N)
L ₁	Wheelbase (mm)
L ₂	Frame rear overhang (mm)
TF	Front tire radius (mm)
TR	Rear tire radius (mm)
HF	Distance from front wheel center to frame reference line (mm)
HR	Distance from rear wheel center to frame reference line (mm)

(1) How to determine the distance from wheel center to frame reference line

The distance from the wheel center to the frame reference line should be determined by calculating the single-wheel sprung loads and then either by reading from the spring characteristic curve or calculating according to the following equations

$$W_f = \frac{WF - W_1}{2}$$

$$W_r = \frac{WR - W_2}{2}$$

$$HF = H_0 - \frac{W_f}{K}$$

$$HR = H_0 - \frac{W_r}{K}$$

Wf	Single-wheel sprung load (front wheel) (N)
Wr	Single-wheel sprung load (rear wheel) (N)
WF	Front axle load (N)
WR	Rear axle load (N)
W ₁	Unsprung load (front axle) (N)
W ₂	Unsprung load (rear axle) (N)
H ₀	Distance from wheel center to frame reference line with 0-N single-wheel sprung load (mm)
K	Spring constant (N/mm)

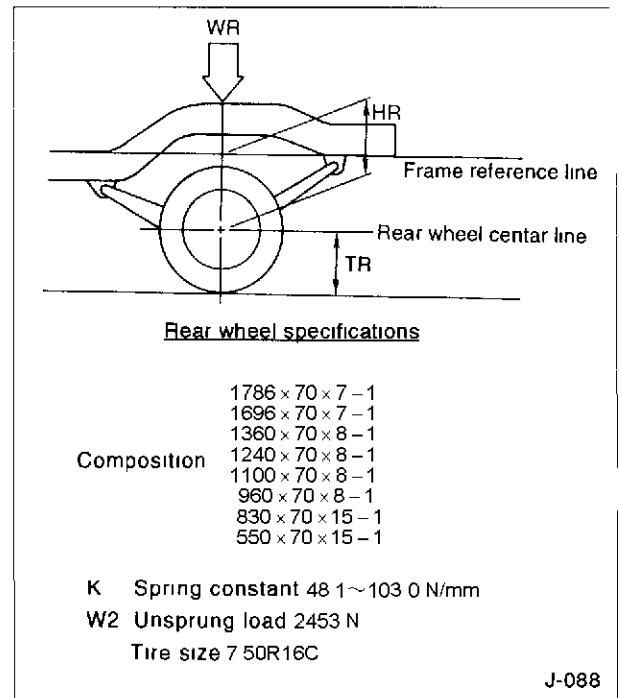
(2) Example of calculation

Let us calculate the frame reference line height from ground, Y, at the rear wheel center after rebuilding using the model FZJ79L-TJMRK3 as an example. Suppose the rear axle weight after rebuilding as 13000N.

- ① Obtain the single wheel sprung load for rear wheel, W_r, using the following equation.

ex.

$$W_r = \frac{WR - W_2}{2} = \frac{13000 - 2453}{2} = 5273.5 \text{ N}$$



② Obtain the distance from the rear wheel center to the frame reference line HR

$$W_r \leq 7595 \text{ N}$$

$$HR = H_0 - \frac{W_r}{K} = 291 - \frac{5273.5}{48.1} = 181.4$$

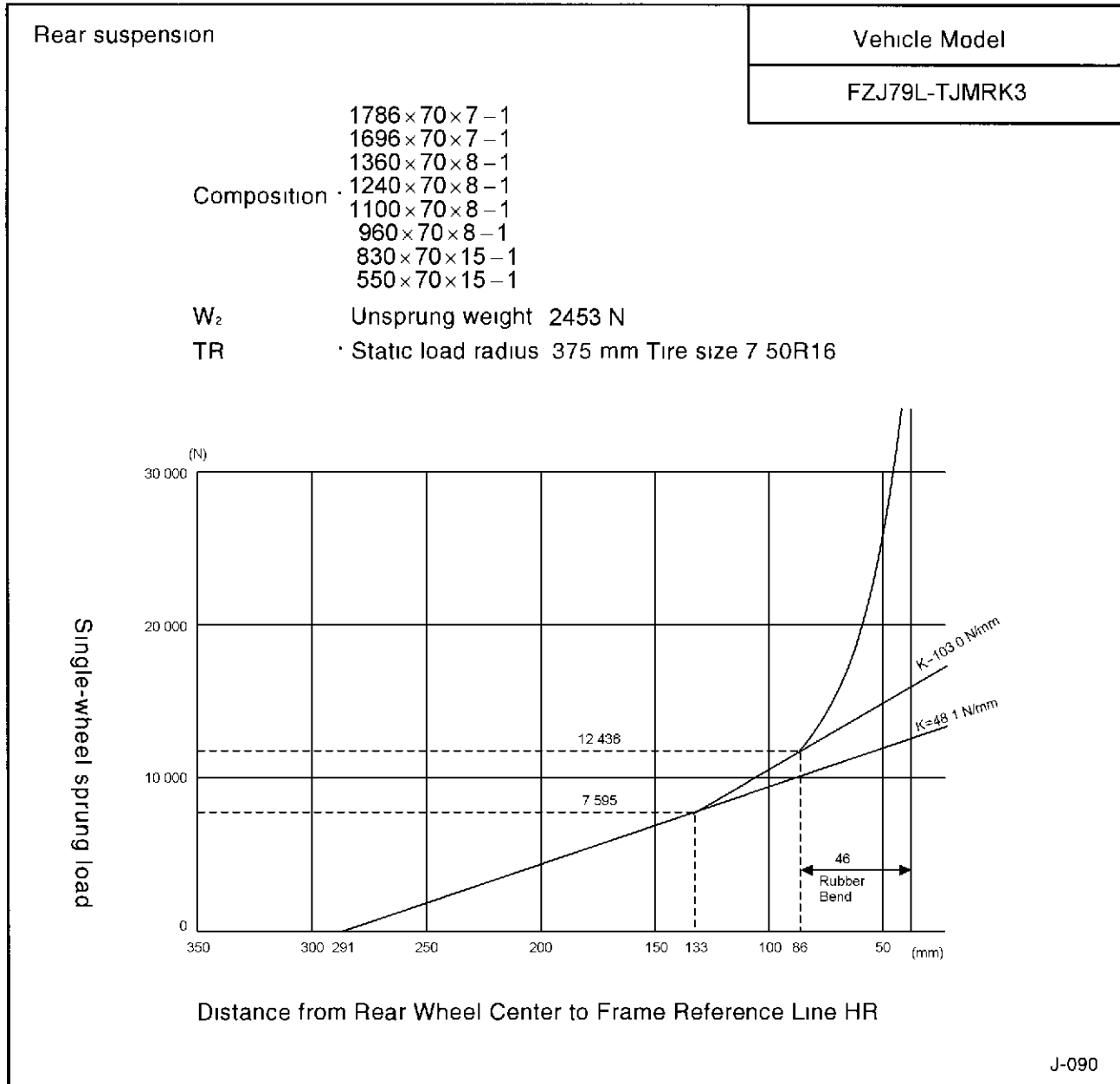
$$W_r > 7595 \text{ N}$$

$$HR = H_0 - \frac{W_r^1}{K}$$

$$K = 103.0$$

$$H_0 = 133$$

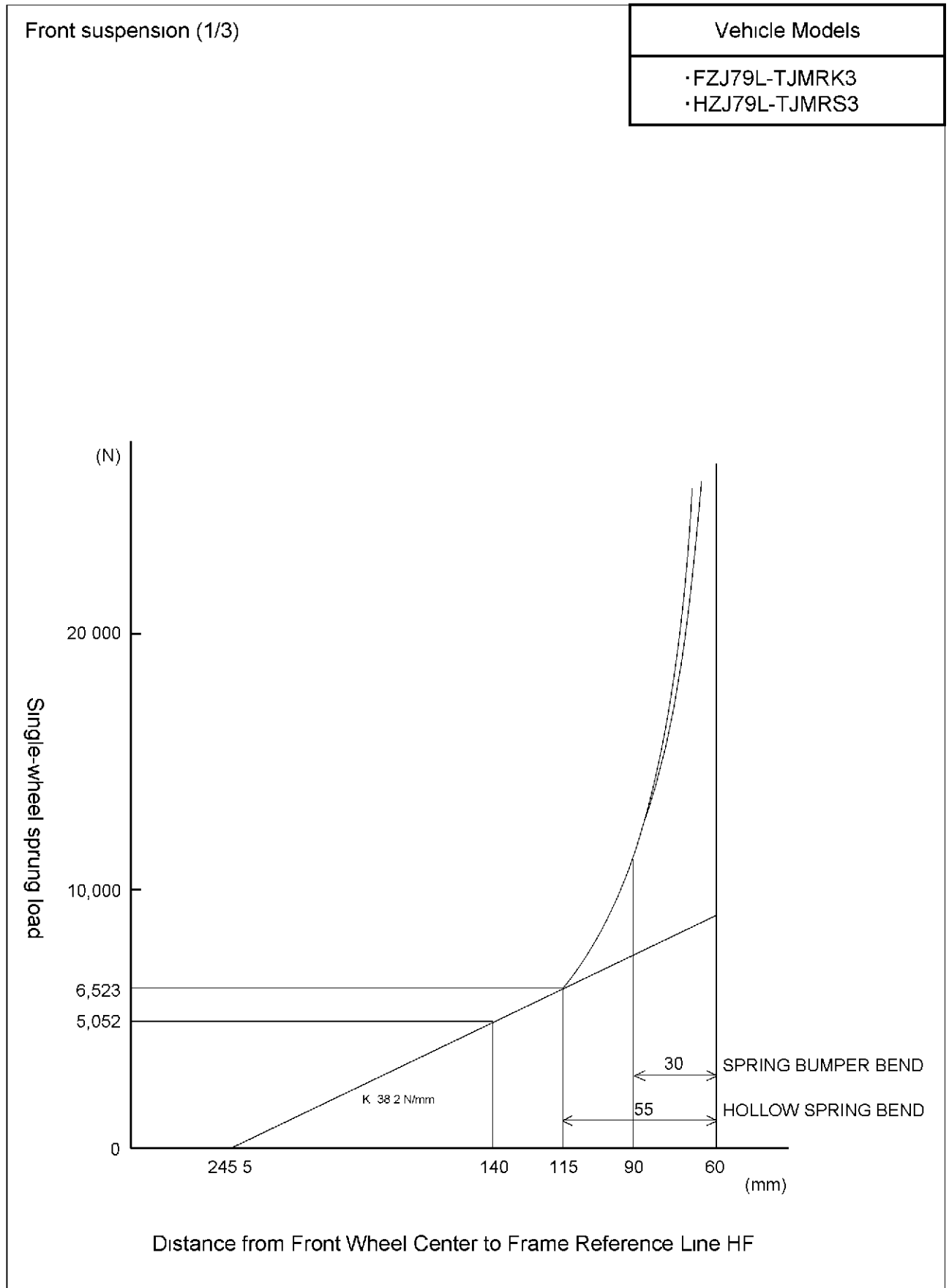
$$W_r^1 = W_r - 7595$$



③ By adding the distance from rear wheel center to frame reference line to the obtained value of static load radius for rear wheel with 7.50R16 tire, obtain the frame reference line height from ground at rear wheel center

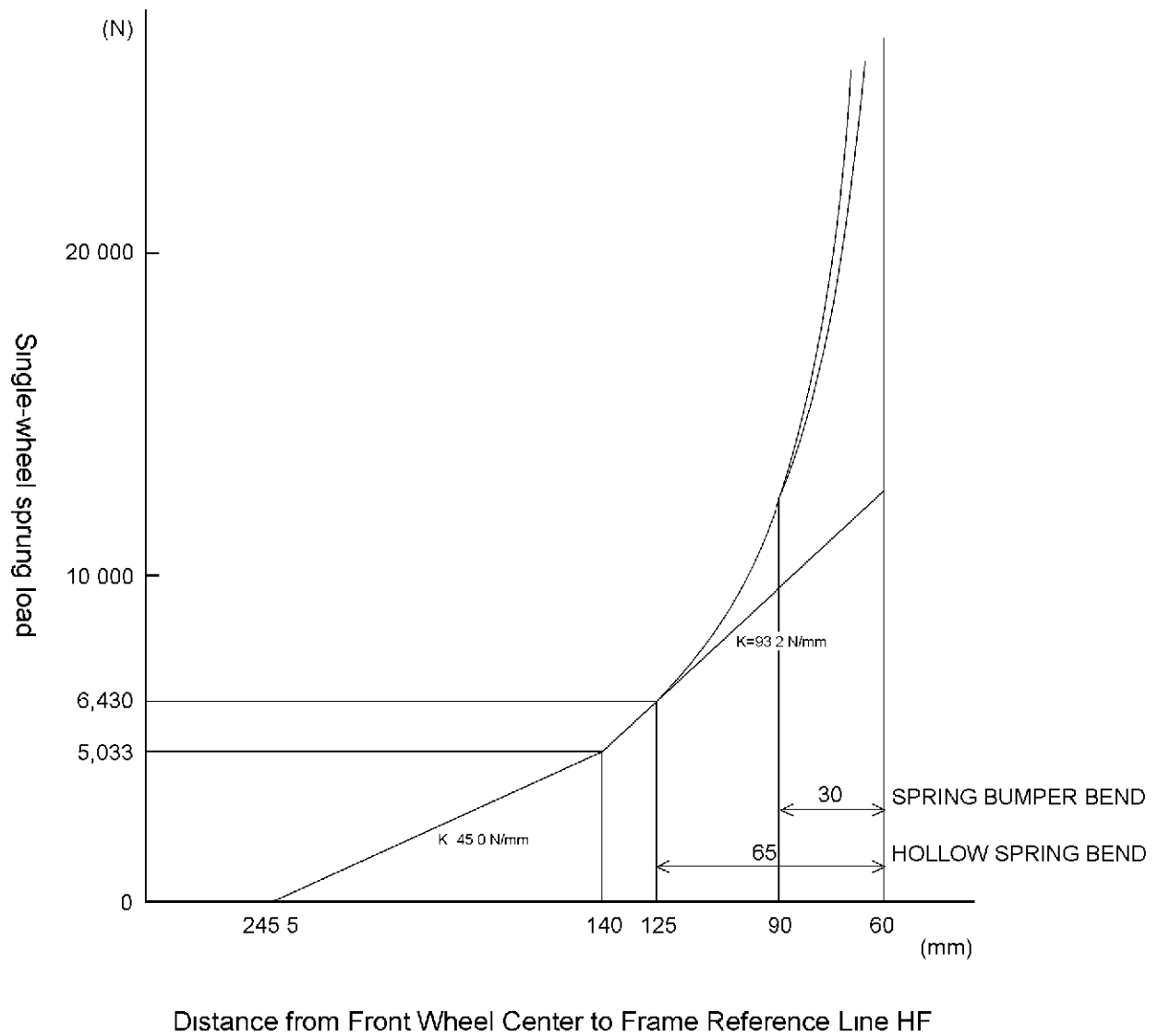
$$Y = HR + TR = 181.4 + 375 = 556.4$$

(3) Spring characteristics curve diagram



Front suspension (2/3)

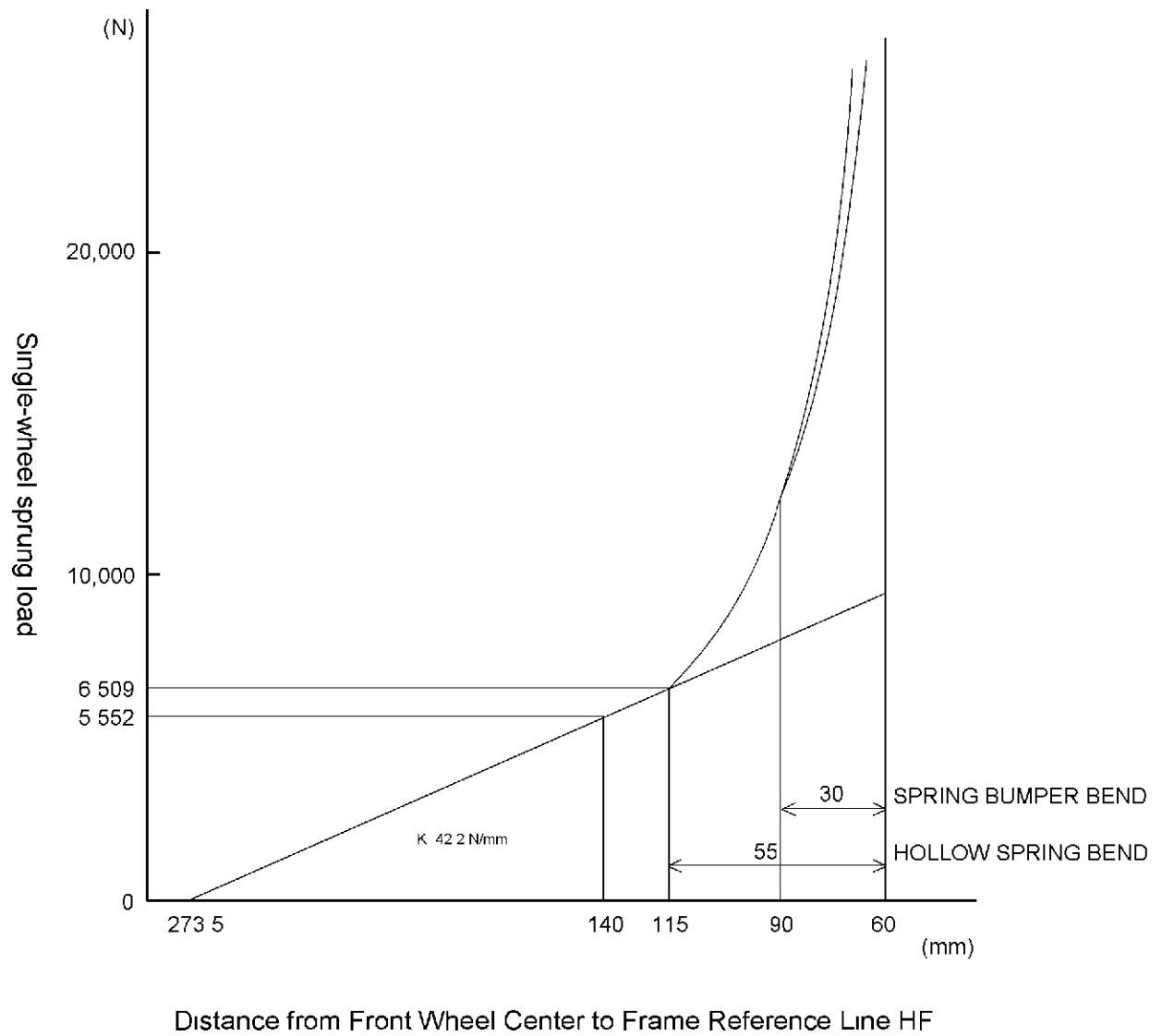
Vehicle Models	
OPT	•FZJ79L-TJMRK3 •HZJ79L-TJMRS3



Front suspension (3/3)

Vehicle Models

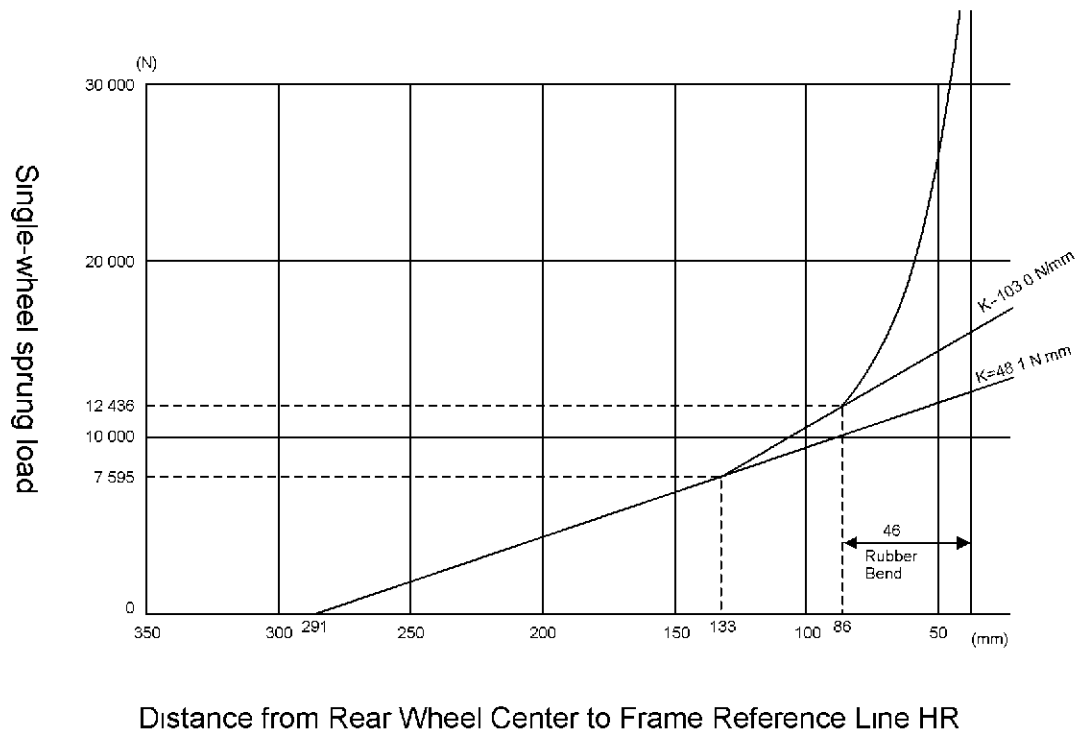
- VDJ79R-TJMRYQ3
- VDJ79R-TJMNYQ3



Rear suspension (1/2)

Vehicle Models

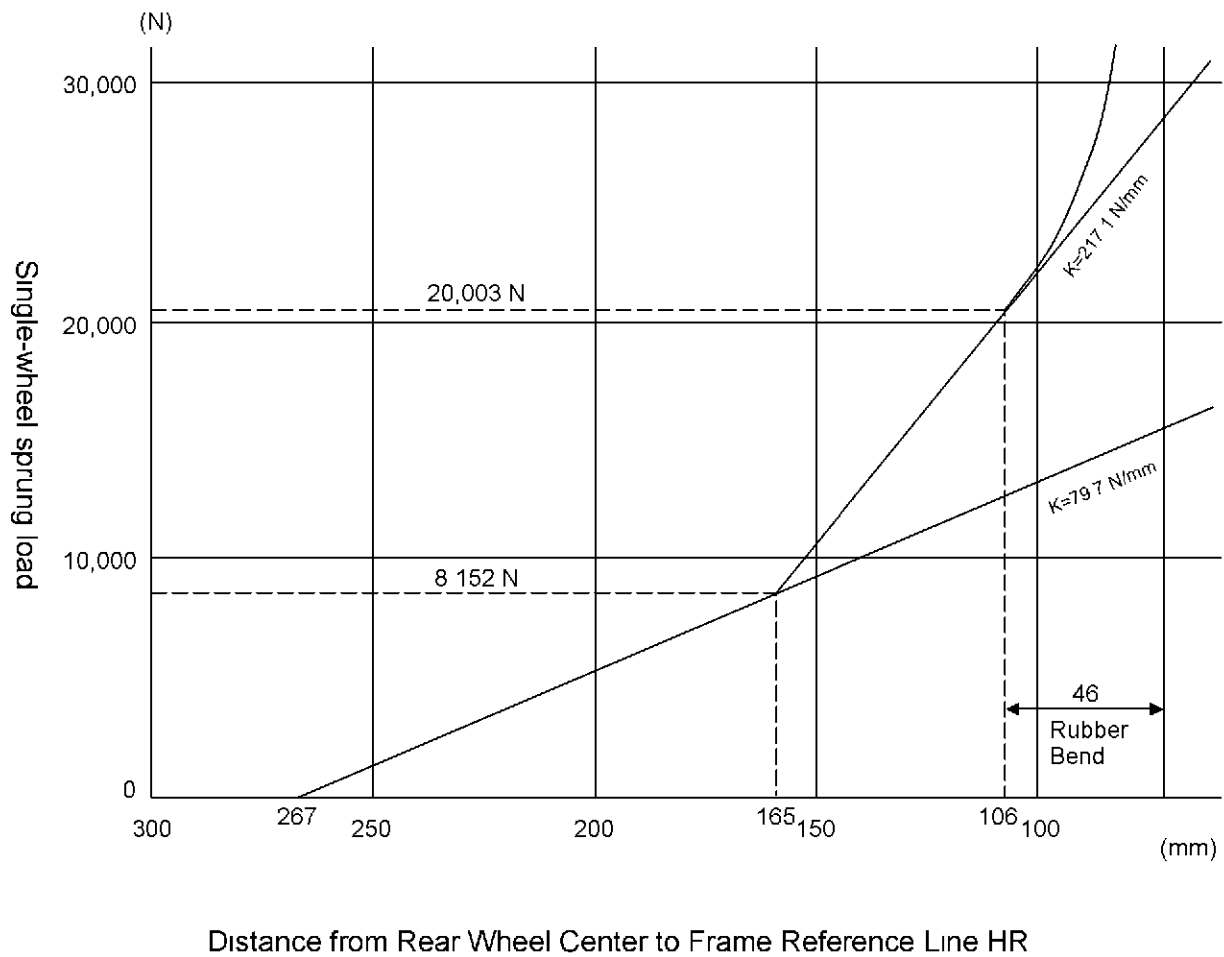
All Models



J-090

Rear suspension (2/2)

Vehicle Models	
OPT	·FZJ79L-TJMRK3 ·HZJ79L-TJMRS3 (Heavy Duty)



J-091

(4) Tire radius

Static load radius	7 50R16LT	375 ± 7mm	JATMA
	7 50 -16LT	381 ⁺⁴ ₁₀ mm	
	225/95R16C	374 mm	ETRTO
	265/70R16C	352 mm	
	265/70R16LT	359 ± 8mm	JATMA

When the double tire is used, add 1 mm to the above-mentioned static load radius

(5) Tire load table

JATMA

(kg)

Pressure Tire size	kPa	300	325	350	375	400	425	450	475	500
	kgf/cm ²	3 00	3 25	3 50	3 75	4 00	4 25	4 50	4 75	5 00
7 50R16LT		880	925	965	1010	1050	1090	1135	1175 (8PR)	1215

Pressure Tire size	kPa	525	550	575	600	625	650	675	700
	kgf/cm ²	5 25	5 50	5 75	6 00	6 25	6 50	6 75	7 00
7 50R16LT		1255	1290	1330 (10PR)	1365	1400	1440 (12PR)	1475	1510 (14PR)

JATMA

(kg)

Pressure Tire size	kPa	160	180	200	220	240	260	280	300	325	350	375
	kgf/cm ²	1 60	1 80	2 00	2 20	2 40	2 60	2 80	3 00	3 25	3 50	3 75
7 50-16LT		-	715	755	800	840	880	925	965	1010 (6PR)	1050	1090

Pressure Tire size	kPa	400	425	450	475	500	525	550	575	600	625	650
	kgf/cm ²	4 00	4 25	4 50	4 75	5 00	5 25	5 50	5 75	6 00	6 25	6 50
7 50-16LT		1135	1175 (8PR)	1215	1255	1290	1330 (10PR)	1365	1400	1440 (12PR)	1475	1510 (14PR)

ETRTO

(kg)

Pressure Tire size	kPa	200	220	240	260	280	300	325	350	375
	kgf/cm ²	2 00	2 20	2 40	2 60	2 80	3 00	3 25	3 50	3 75
225/95R16C		690	745	800	850	865	915	975	1035	1095

Pressure Tire size	kPa	400	425	450	475
	kgf/cm ²	4 00	4 25	4 50	4 75
225/95R16C		1150	1210	1265	1320

ETRTO

(kg)

Pressure Tire size	kPa	180	200	220	240	260	280	300	325	350	375
	kgf/cm ²	1 80	2 00	2 20	2 40	2 60	2 80	3 00	3 25	3 50	3 75
265/70R16C		640	695	750	805	860	910	960	1025	1090	1150

JATMA

(kg)

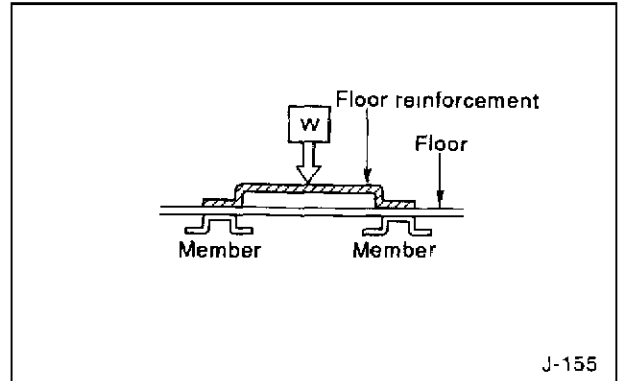
Pressure Tire size	kPa	180	200	220	240	260	280	300	325	350
	kgf/cm ²	1 80	2 00	2 20	2 40	2 60	2 80	3 00	3 25	3 50
265/70R16LT		825	875	925	975	1020	1065	1110	1165	1215

4.Body

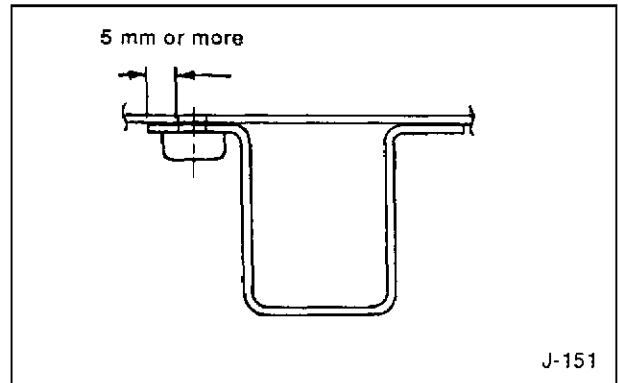
- In order to prevent intrusion of exhaust gas into the cab, surely seal all the holes and apertures in the cab including the floor
- Don't remove the heat insulator from the base vehicle

[1] Floor reinforcement

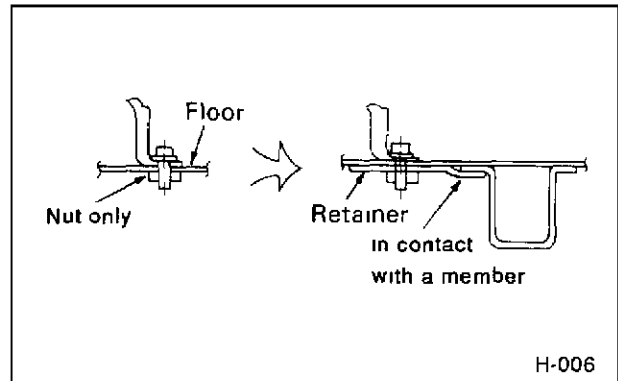
When a part is repositioned, the floor should be reinforced and the load distributed over at least two places in order to prevent the load from being concentrated at a single place on the floor



- ① When drilling a hole at a position where a member is located, fasten the reinforcement together with the member by means of a nut at a point 5 mm or more distant from the member flange edge



- ② In the case where a part is mounted on a hole drilled at a position where any member is not provided, don't fasten only by means of bolt and nut but with a retainer (t = 2.0 mm at minimum) added for the member to share the load

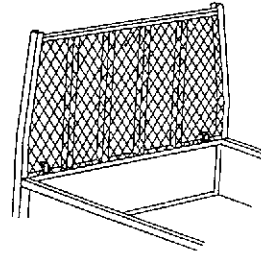


[2] Building and alterations to rear body and deck

(1) Prevention of cargo drop

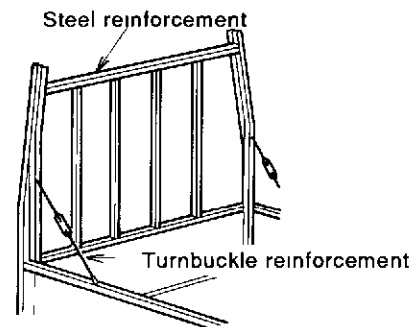
Each customer (driver) is responsible for preventing his/her cargo from falling. The body-builder therefore is required to take a measure for cargo-fall prevention most suitable for the normal cargo of the particular customer.

- ① Since the cargo can be bound only laterally, the front portion of the deck is effectively covered with a wire mesh or iron sheets.



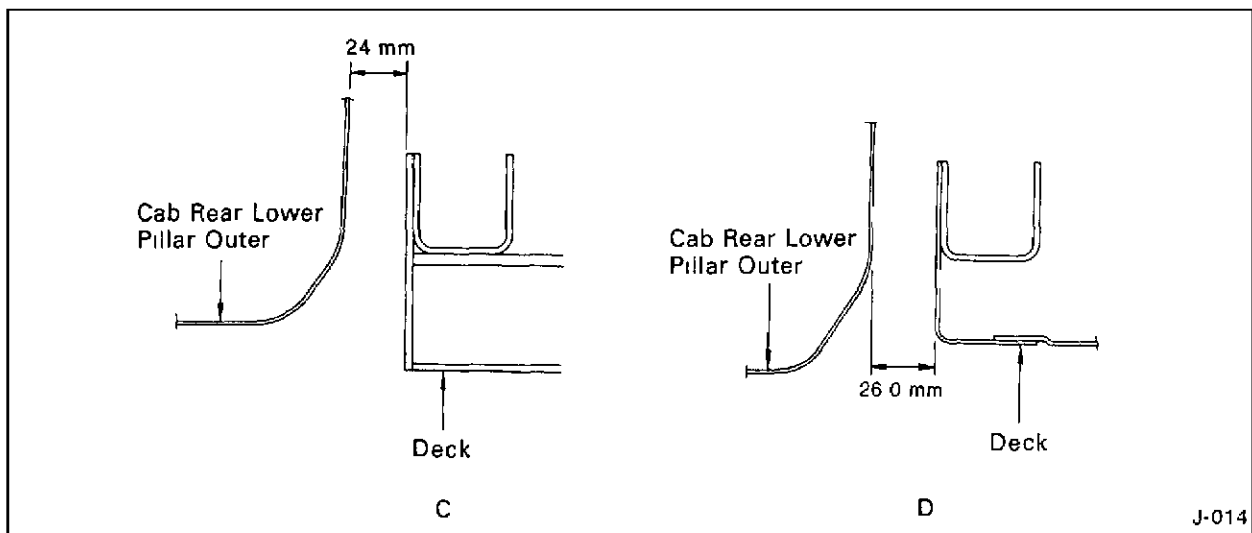
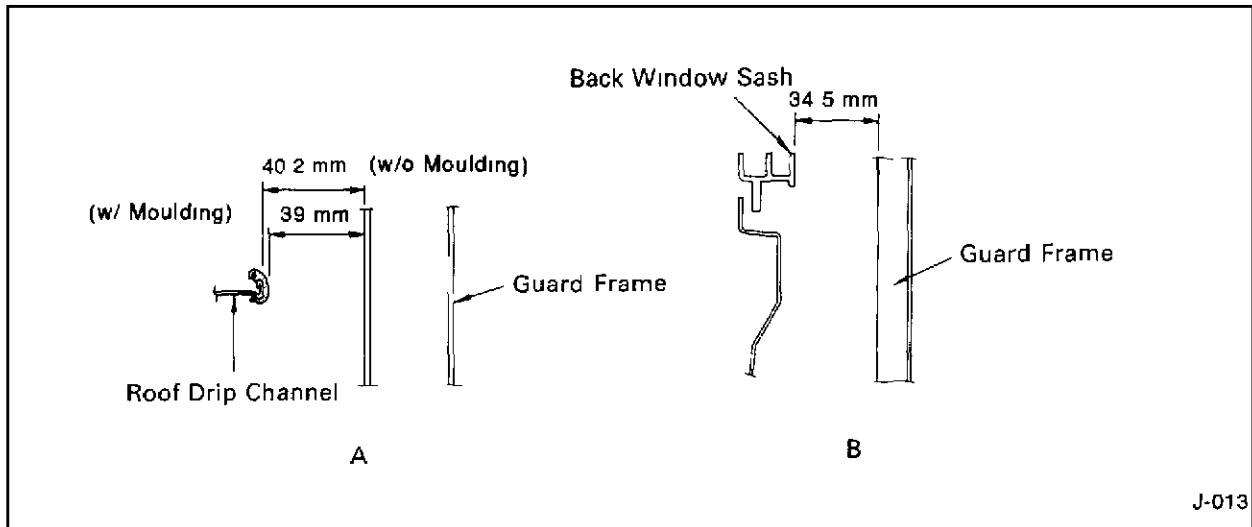
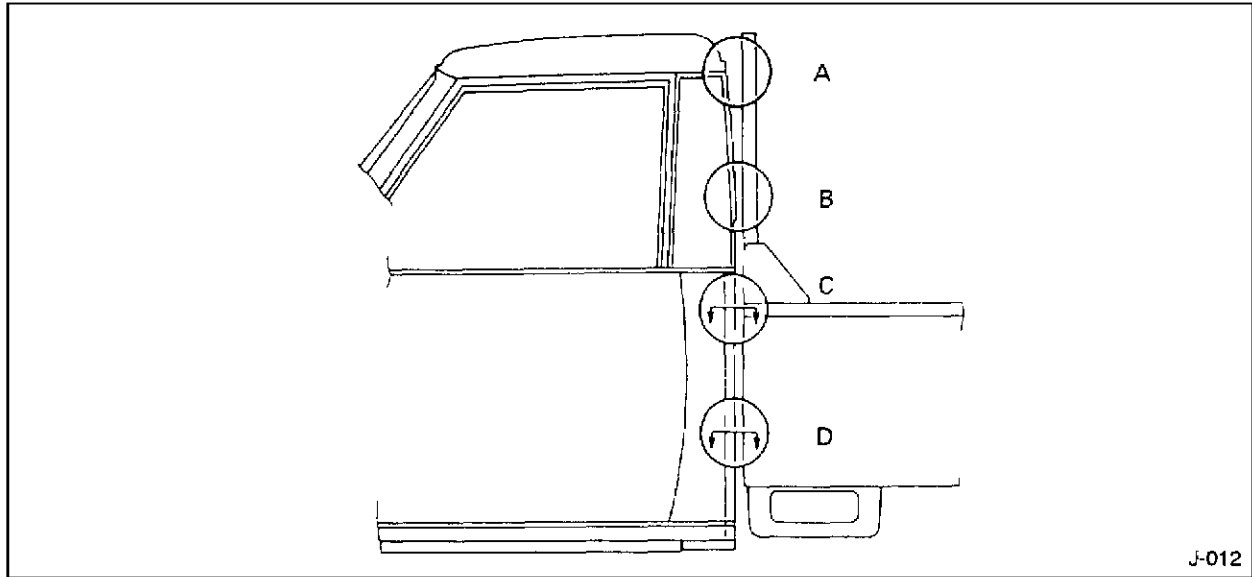
U 079

- ② In the case of vehicles for carrying long or heavy objects, take adequate care in reinforcing the guard frame and the connection between the guard frame and the floor.



J-154

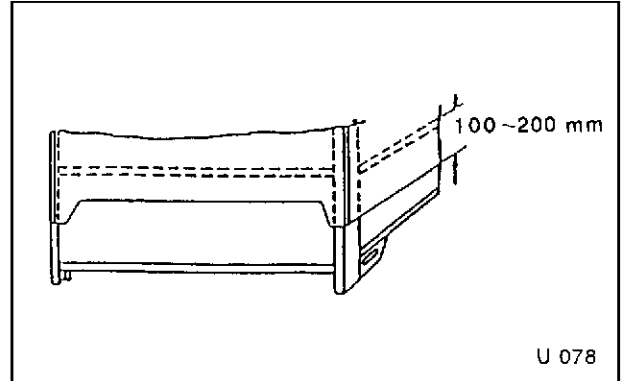
(2) Clearance between cab back and alteration (rear body, deck, etc.)



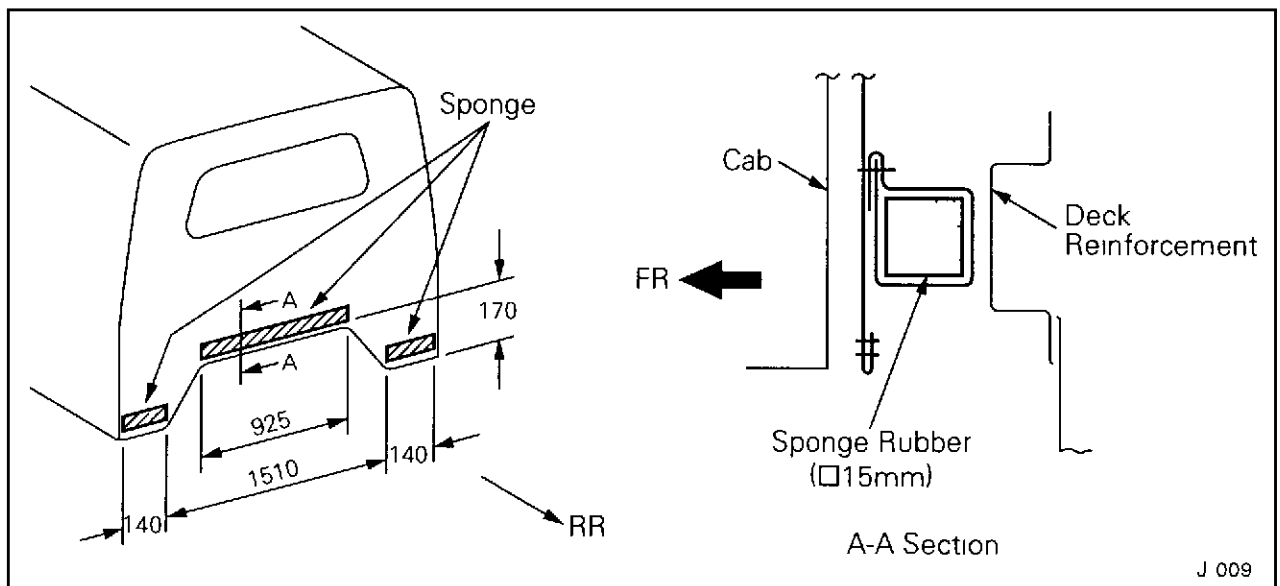
[3] Building deck with hood

(1) No water penetration

- ① Make the hood cover the deck by about 100 to 200 mm to prevent intrusion of water from the hood tail

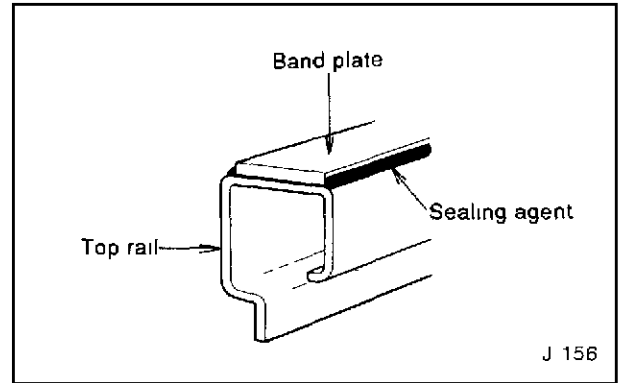


- ② Install shock absorbing material as shown below, because a limited clearance between the cab and the front end may cause canvas lower end to shudder while driving



(2) After drilling a hole or welding the top rail, always be sure to apply anticorrosive treatment

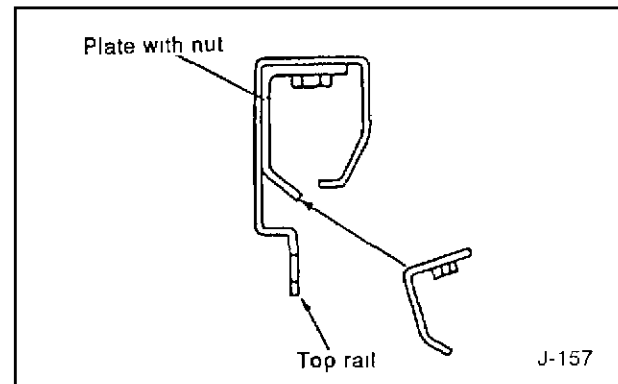
Use a galvanized steel sheet as a band plate. The joint between the band plate and the top rail should be coated with a sealing agent (a normally-dry sealer or the like) to prevent water penetration into the joint



(3) Mounting the hood frame rail (bolting to side gate)

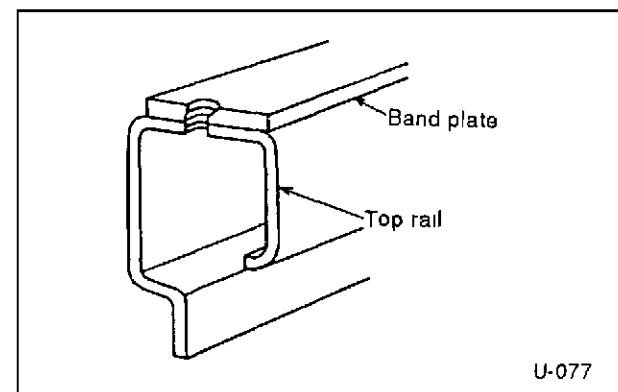
① When using plate with nut

As shown at the right, prepare a plate with nut doubling as a stopper. Insert and mount it in the top rail.



② When using band plate

Mount on the upper surface of the top rail and the band plate ($t = 2.3$ to 3.2) by welding and tapping



[4] Securing rear wheel house space

Make sure to secure a required space for the wheel house

Vertical	Bound limit of tire	+25 mm
Horizontal	Outer surface of tire	+30 mm
	Inner surface of tire	+40 mm

In attaching the tire chain, secure a larger clearance

[5] Protection against thermal effect of exhaust system

With a sufficient clearance secured between the exhaust-related parts and the built or altered parts, measure the temperature as required to see that there is no safety problem

Thermal effect of exhaust system

Required clearance		Related parts
Exhaust pipe	Muffler	
50 mm	150 mm	Mud guard (rear), heater hose
100 mm	200 mm	Mud guard (front)

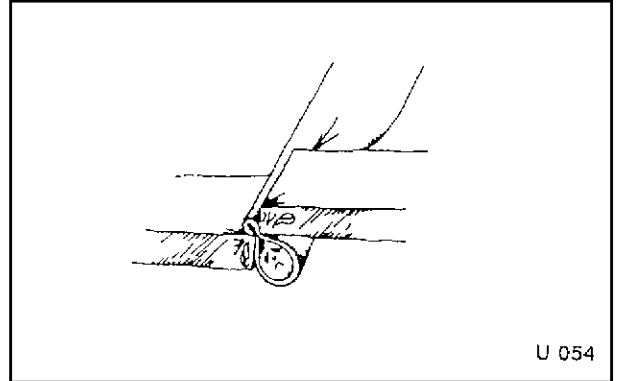
- In the case where no clearance is made available, protect against the heat with such means as a heat insulating plate

5. Brake

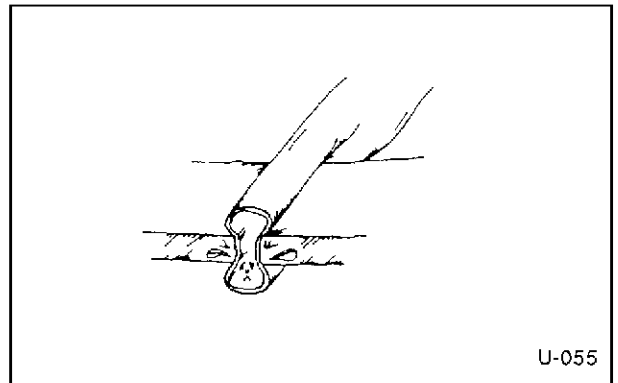
[1] Interference with piping

The brake piping system constitutes an important safety part. Strictly comply with the following instructions in body-building or alterations.

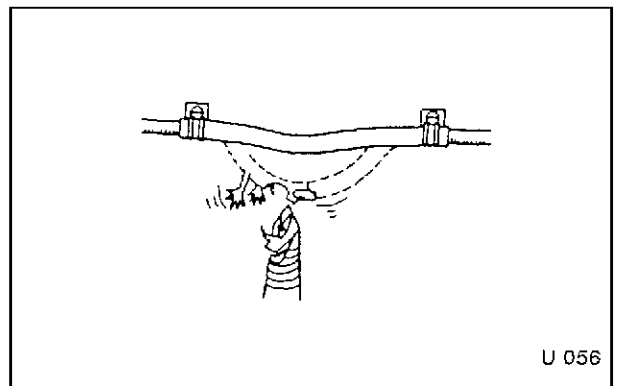
- ① Take care that the piping is not caught by other parts



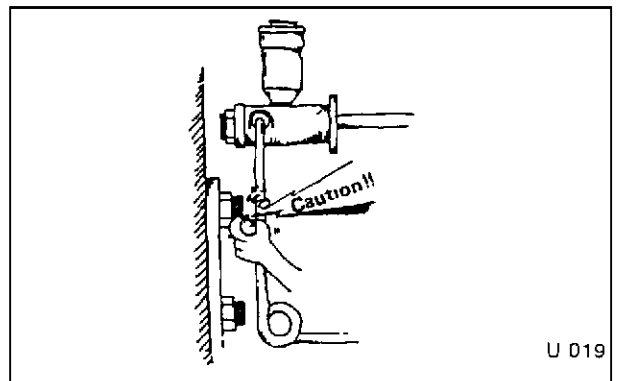
- ② Be sure that the piping is not flattened



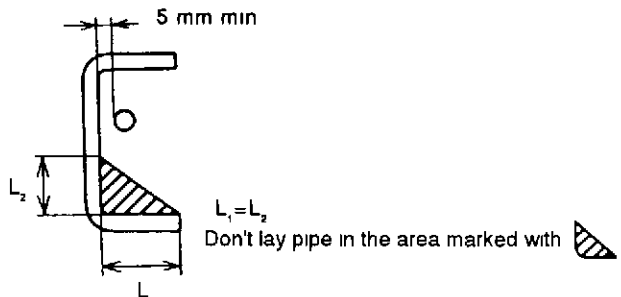
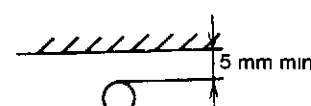
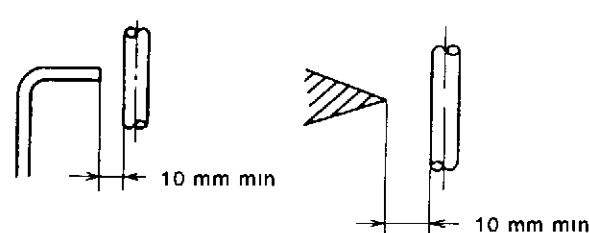
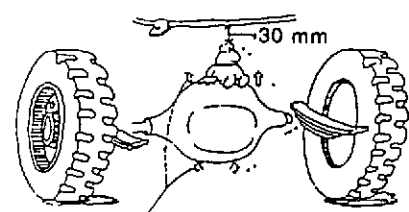
- ③ See to it that the piping is not in contact with the sharp-angle portion of other parts
- ④ Pay attention to the displacement of the brake hose connected to the front and rear wheels while the vehicle is running

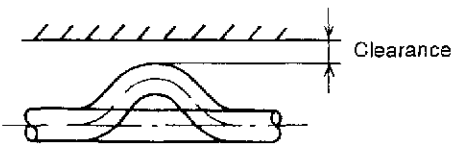
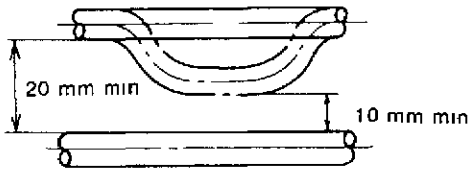


- ⑤ Secure a sufficient clearance between the brake piping and the alterations

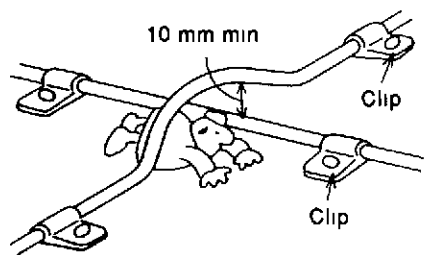
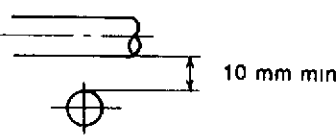
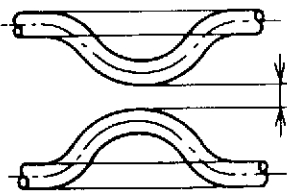


- Clearance between piping and alterations

No	Portion	Clearance
1	Clearance between tube and frame	 5 mm min $L_1 = L_2$ Don't lay pipe in the area marked with  J-092
2	Clearance between tube and flat metal surface	 5 mm min J-093
3	Clearance between tube and metal corner edge	 10 mm min 10 mm min J-094
4	Clearance between tube and structure • Piping on movable portions	10mm min Clearance with movable portions should be the amount of total movement plus 30 mm min  30 mm Amount of total movement J-095

No	Portion	Clearance
5	Clearance between hose and structure	For the brake hose connecting to the wheels, provide an additional 50 mm clearance from the maximum displacement point considering the movement encountered when the tire is steered full during running 《 Other hoses 》 10 mm min from flat portion under maximum displacement, 30 mm min from corner or edge under maximum displacement  J-096
6	Clearance with electrical equipment • Clearance between tube and battery cable • Clearance between tube and electrical equipment terminal	 (Under maximum cable displacement) • 30mm min J-097
7	Clearance between tube and wire harness	• 10 mm min between the tube and parallel wire under maximum displacement • 20 mm min between the tube and crossed wire

- Inter-pipe clearance

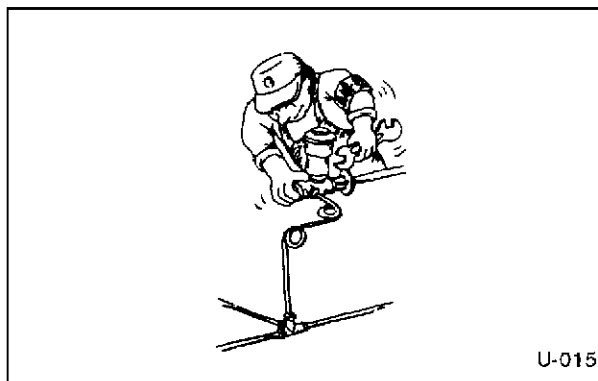
No	Portion	Clearance
1	Inter-tube clearance • Parallel pipes  (Vertical) (Lateral) $A = 10 \text{ mm min}$ J-099 • Crossed pipes  10 mm min Clip J-098	 10 mm min Clip near the crossing to eliminate instability J-100
2	Inter-hose clearance	 20 mm min. under maximum displacement J-101

[2] Avoiding effect of exhaust heat

- ① Locate the brake hose and the brake tube 100 mm minimum from the exhaust pipe and 200 mm minimum from the muffler under normal conditions, and 150 mm minimum from the exhaust pipe and 250 mm minimum from the muffler under maximum displacement
 - When the specified clearance can not be made available, protect against heat by such means as a heat insulating plate.
- ② Locate the parking brake outer cable 100 mm minimum from the exhaust pipe and 200 mm minimum from the muffler
 - When the specified clearance can not be provided, protect them against heat by such means as a heat insulating plate

[3] Serviceability

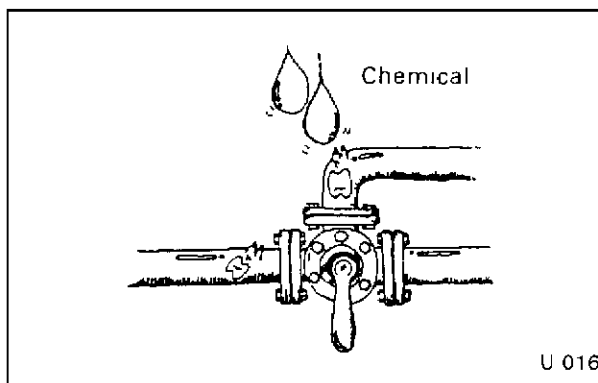
- ① Secure such a structure that refastening, maintenance, inspection and replacement are possible of the brake-related parts even after the particular building or alteration



- ② Considering the position of the air bleeder of the piping, construct the brake piping to permit air bleeding.

[4] Antidewing and anticorrosion of brake tube

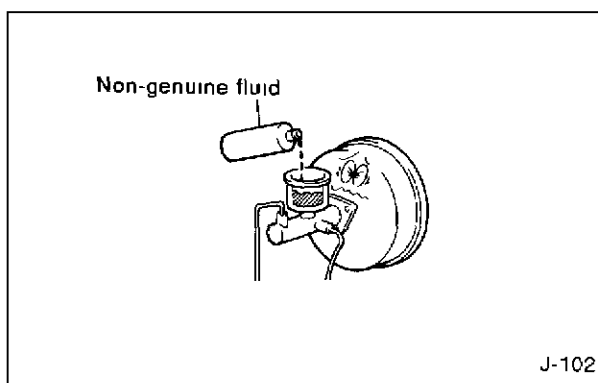
Corrosion of the brake tube for the special rear bodies of the liquid oxygen truck, the vacuum tank truck or fresh fish truck is promoted by the dew or water at low-temperature portions (such as the liquid oxygen inlet/outlet). Keep the brake tube away from or cover it with a protective plate at portions where dew forms or water drops easily.



[5] Refilling brake fluid

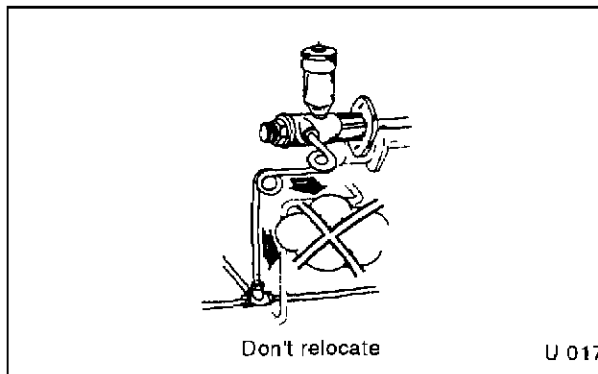
In changing the brake fluid, use Toyota genuine brake and clutch fluid (Toyota Brake Fluid SAEJ1703)

- Don't reuse the fluid that has been drained
- Never use mineral oil or a mixture with other brands.



[6] Relocation of brake-related parts

Don't relocate the brake-related parts or change the pipe shape



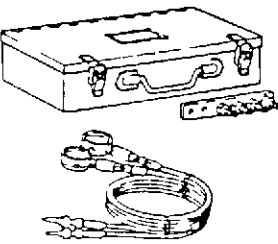
[7] Readjustment of LSPV

A load sensing proportioning valve (LSPV) is mounted on the base vehicle for stabilizing the brake performance in accordance with the change of load

- Adjust LSPV after building or alteration (on completion of the vehicle)
- Readjustment of a LSPV demounted is always necessary

(1) LSPV readjustment procedure

① SST, tools and measuring instruments

SST		09709-29017	Gage set, LSPV
Instrument	Axle load gage		

J-017

② Preparation for adjustment

(a) Measure the rear axle load using the axle load gage

Standard rear axle load for adjustment

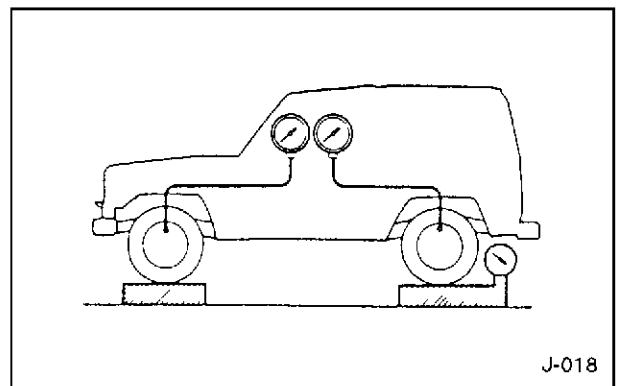
Classification	Standard rear axle load for adjustment (kgf)
FZJ79, HZJ79 VDJ79	1500

<Procedure>

With one person in driver's seat, place a weight on the vehicle to adjust the rear axle load

- When adjusting the rear axle load, set the weight to a value higher than the expected load by about 60 kgf. Reduce the weight slowly for final adjustment.
- See to it that there is no lateral imbalance.

(b) Mounting the LSPV gage set, bleed air from the gage



J-018

③ Measurement of hydraulic pressure

(a) Depress the brake pedal until the oil pressure in the front wheel cylinder reaches 50 kgf/cm², 80 kgf/cm².

- Don't depress the brake pedal a number of times.
- When the oil pressure in the front wheel cylinder exceeds 50 kgf/cm², 80 kgf/cm², release the pedal completely and then depress it again.

(b) After holding the oil pressure in the front wheel cylinder at (50 kgf/cm², 80 kgf/cm²) for two seconds, measure the oil pressure in the rear wheel cylinder

Standard rear liquid pressure

Adjusted Standard Front liquid Pressure	Rear liquid Pressure
60 kgf/cm ²	49.7 ± 5 kgf/cm ²
80 kgf/cm ²	54.7 ± 7 kgf/cm ²

④ How to determine standard oil pressure in rear wheel cylinder

Only in the case where the rear axle load can not be adjusted to a value shown as the standard axle load, adjust the oil pressure in the rear wheel cylinder using the diagram shown below

(a) Plotting the rear axle load along the abscissa of a static oil pressure curve bend point diagram, determine a bend point of oil pressure

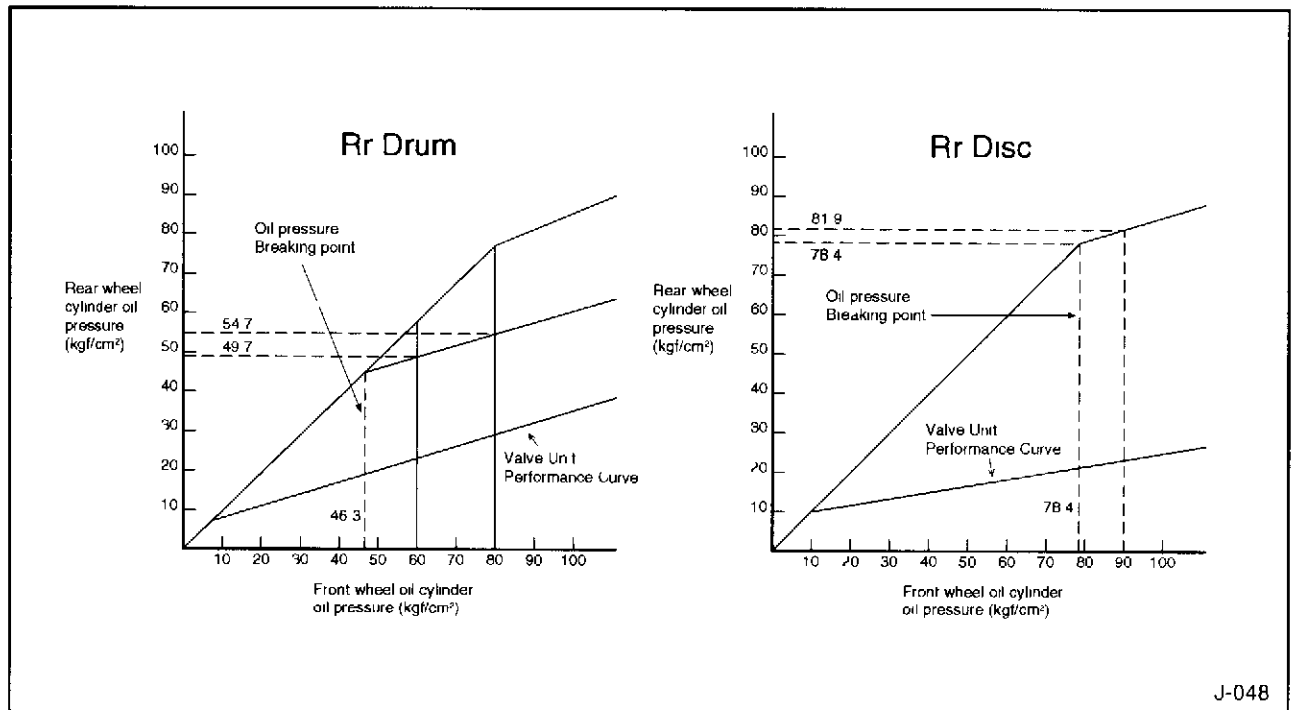
Ex For the rear axle load of 1500 kgf, the oil pressure bend point is $\begin{matrix} 46.3 \text{ (Rr Drum)} \\ 78.4 \text{ (Rr Disc)} \end{matrix}$ kgf/cm²

Static oil pressure curve bend point diagram

- (b) After the value for the bend point of oil pressure is determined, plot the performance line (a line parallel to the valve unit performance line extending from the bend point of oil pressure), and read the rear wheel cylinder oil pressure at the time when the front wheel cylinder pressure is at 60 kgf/cm², 80 kgf/cm²

Ex In the case where the bend point of oil pressure stands at 46.3 kgf/cm², the standard value for rear wheel cylinder oil pressure becomes 49.7 kgf/cm², 54.7 kgf/cm² at the time when the front wheel cylinder pressure is at 60 kgf/cm², 80 kgf/cm²

LSPV performance curve diagram



J-048

How to calculate standard oil pressure

When the break point (x) is known, the oil pressure in the rear wheel cylinder against that in the front wheel oil cylinder is determined by the following equation.

Ex · Rear wheel cylinder oil pressure for front axle load of 60 kgf/cm²
 $= x + (60 - x) \times 0.25 \quad \text{Rr Drum}$

Rear wheel cylinder oil pressure for front axle load of 80 kgf/cm²
 $= x + (80 - x) \times 0.25 \quad \text{Rr Drum}$

Rear wheel cylinder oil pressure for front axle load of 90 kgf/cm²
 $= x + (90 - x) \times 0.3 \quad \text{Rr Disc}$

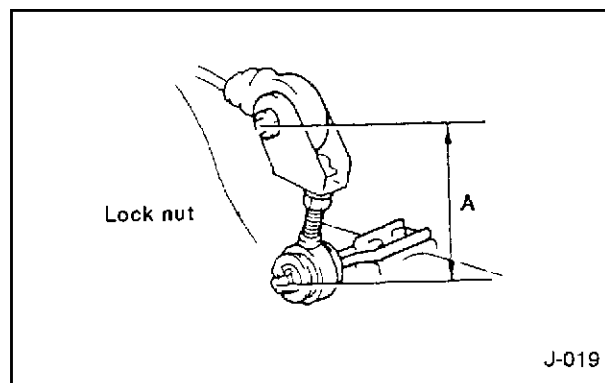
⑤ Oil pressure adjustment

If the oil pressure measurement fails to satisfy the standard value, adjust the oil pressure as follows

(a) Adjust the length of shackle No 2 (Dimension A)

When the oil pressure is low,
increase the Dimension A
(Turn the shackle counterclockwise)

When the oil pressure is high,
decrease the Dimension A
(Turn the shackle clockwise)



Standard Dimension A	78 mm
Adjustment range	72mm ~ 84mm

- Lock nut fastening torque T = 250 kgf cm

Oil pressure change adjusted per lock nut rotation

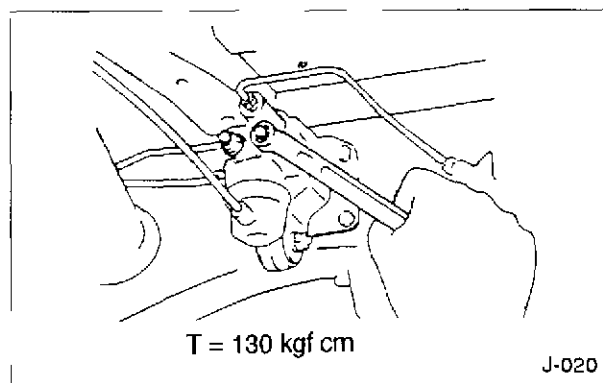
Vehicle type	Change (per rotation)
All Models	Rr Drum 1.427 Rr Disc 2.434 kgf/cm ²

(b) Adjustment with LSPV body

When adjustment is impossible with the length of shackle No 2,
move the LSPV body vertically to attain the standard oil
pressure

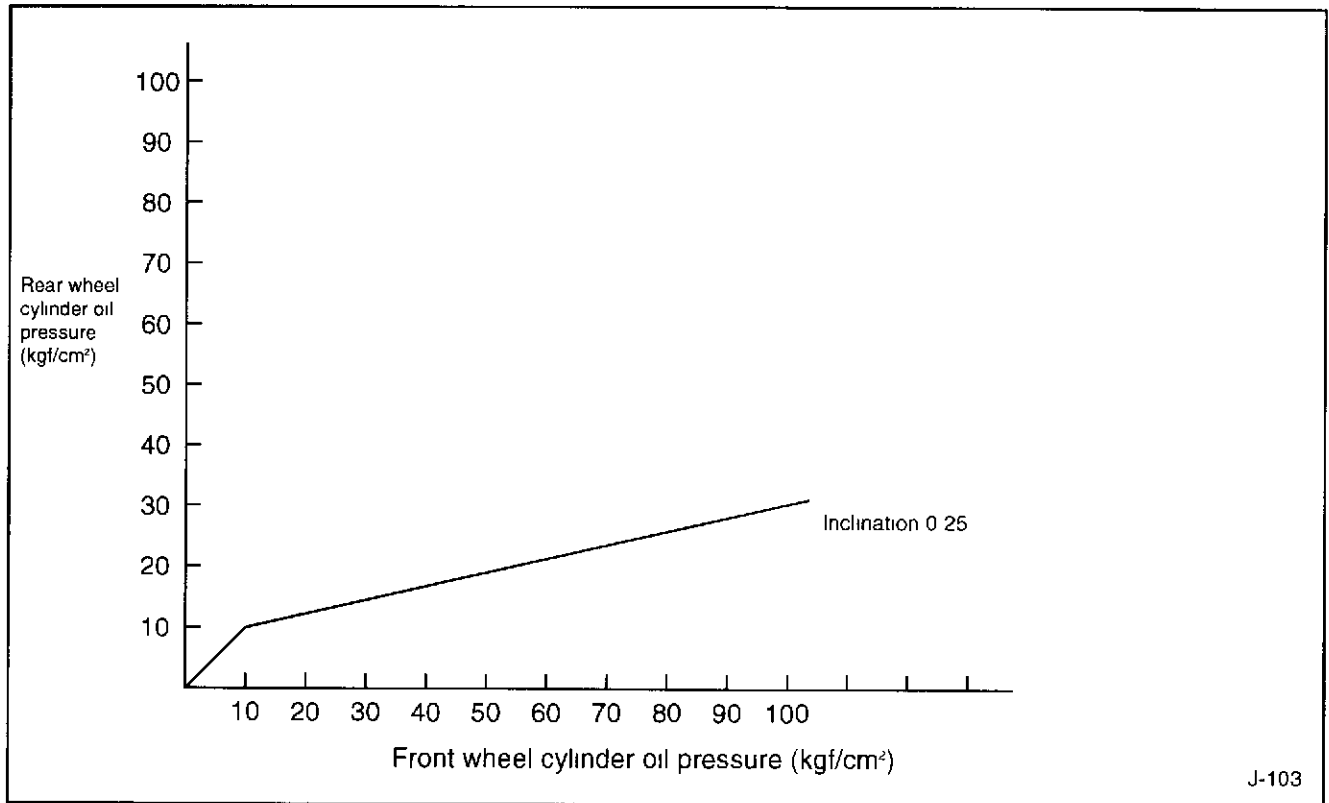
When oil pressure is low, lower the LSPV body

When oil pressure is high, raise the LSPV body

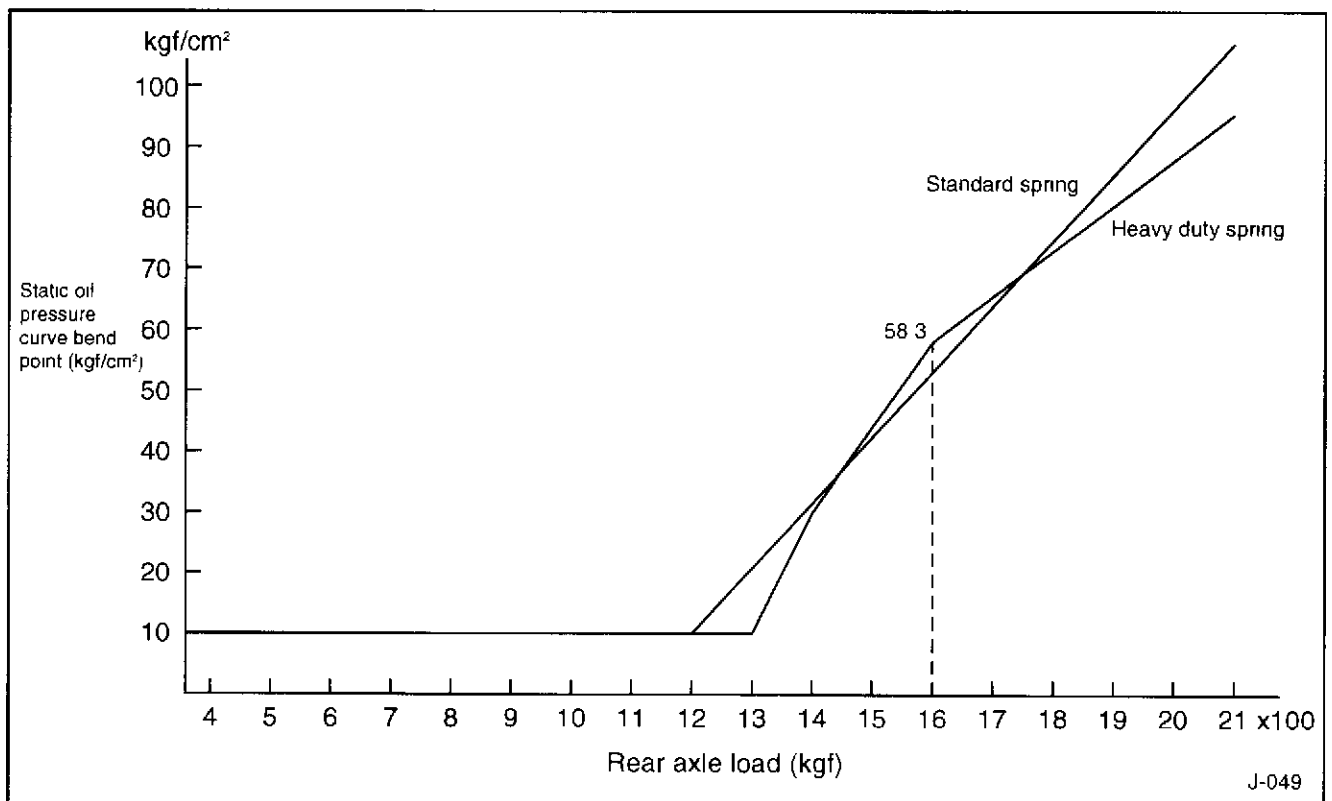


- Set nut fastening torque T = 130 kgf cm
- After adjusting with LSPV body, readjust the length (Dimension A) of the shackle No.2.

(2) LSPV performance curve diagram



(3) Static oil pressure curve bend point diagram



6. Drive units

[1] Transmission

- ① Sufficient clearance should be provided between transmission and an altered part because the two parts move relatively
- ② It is necessary to shift transmission rearward to pull out the clutch spline shaft when removing and reinstalling clutch and transmission. Therefore, don't locate any attachment and equipment in the area within 120mm behind the transmission
- ③ For the breather tube installed on transmission, strictly observe the following points
 - Never alter the position of the breather tube
 - Never collapse nor break the breather tube
 - Never plug the opening of the breather tube

[2] Propeller shaft

- ① Provide clearance of at least 25mm between propeller shaft and any altered parts taking account of the full bound movement of the propeller shaft
 - In the case where it is impossible to provide a suitable clearance, install a heat protection fixture using a heat insulating plate or the like

7. Exhaust pipe

The thermal effect and interference of the exhaust-related parts including the exhaust pipe and the muffler poses a very serious safety problem. Strictly comply with the following instructions.

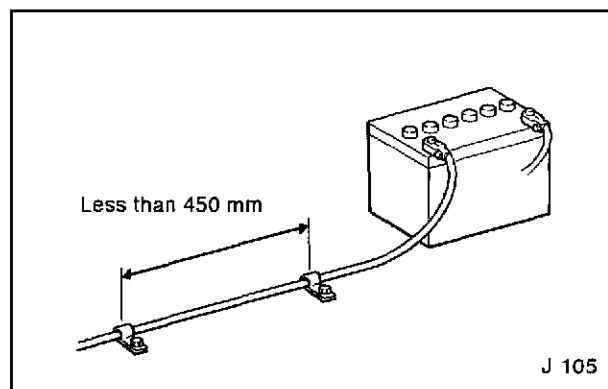
- Don't change the structure of exhaust system and the muffler capacity.
- Secure a sufficient clearance between the exhaust-related parts and the building or alteration (refer to respective instructions for each device). Measure the temperature as required and make sure that there is no safety problem. In the case where sufficient clearance is not made available, protect against heat with a heat insulating plate or the like.
- When changing the position of the exhaust pipe outlet, see to it that the body or other parts are not exposed to the exhaust gas, and keep it a way from the passenger region (ventilators, windows, doors or vehicle body openings or their vicinity).

8. Battery

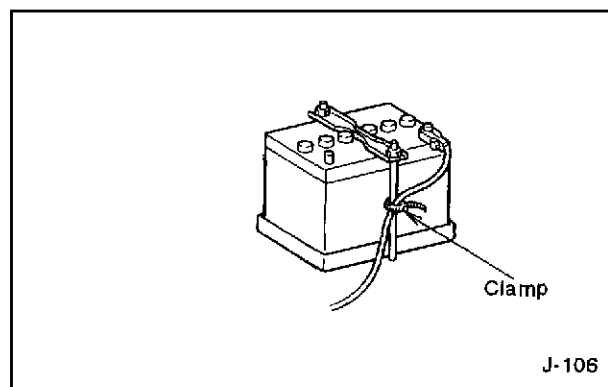
The battery is an item which, if handled inappropriately, may cause a malfunction of the electrical components of the vehicle or an engine trouble or a fire. Strictly observe the instructions on the battery and battery cable

[1] Wiring precautions

- ① In order to prevent damage from water or other objects, protect the battery appropriately
- ② The battery cable, whether in or out of position, should not be in contact with a sharp edge of other portions.
- ③ Clip the battery cable at intervals of less than 450 mm (Always use a clip lined with rubber)
 - Be sure that the clip is not freely movable.
 - Keep the clips away from other portions



- ④ Don't bend the battery cable to a radius smaller than ten times the cable diameter
- ⑤ If the terminal is moved under the mounting tension of the battery cable, the terminal would become loose or normal engine start would become impossible, often leading to a battery failure. Always securely fix the battery cable on the battery tray
- ⑥ Set the route of the battery cable downward so that no leverage action is exerted to loosen the connector.

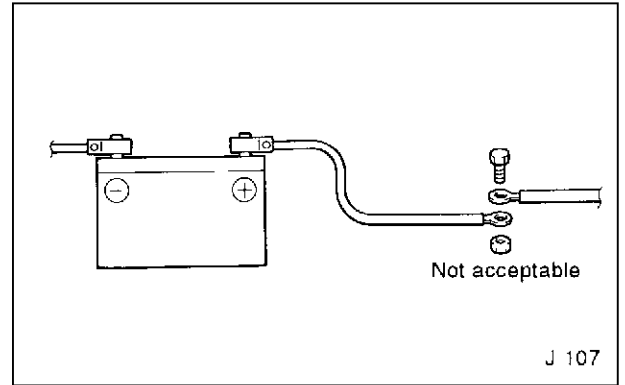


[2] Change of battery mounting position

- ① Install the battery at a position where the air flow is sufficient to release into the atmosphere the gas generated during the temperature increase or the charging operation.
- ② Keep the battery away from a heat source by 200 mm minimum. When this distance is not available, protect the battery from heat using a heat insulating plate or the like
- ③ Determine the battery position using the existing battery cable

[3] No overlaid connection of battery cables

Never connect battery cables by overlaying them one on another



[4] Replacement battery cable

Replacing the battery cable poses an engine start problem and causes the loss of other key systems. Comply with the following instructions strictly.

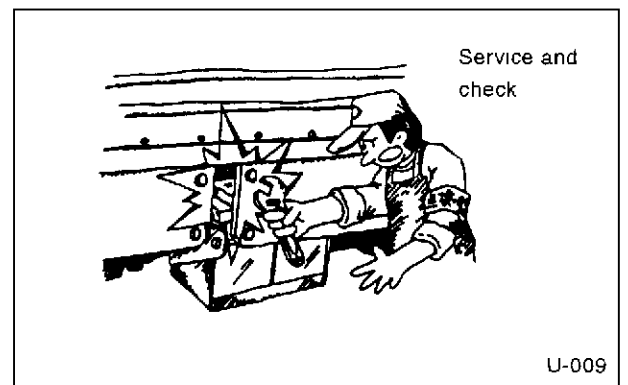
- ① In order to secure the appropriate functions of the battery cable, use a cable with the following specifications

Thickness (gage)	Length (mm)	Material
4	1600	Copper
2	2600	Copper
0	4200	Copper

- ② When a minus cable is installed on the frame as a result of battery relocation, connect a cable of substantially the same size as the plus cable between the frame and the engine to cope with a large electric load of the starting circuit

[5] Serviceability

- ① During the service or check work, secure a sufficient space or insulation in order not to cause any accident such as short circuit



- ② Attach a terminal polarity marking, a caution label and an gravity meter (mark) at an easily visible position

9. Fuel tank

[1] Addition and relocation of fuel tank

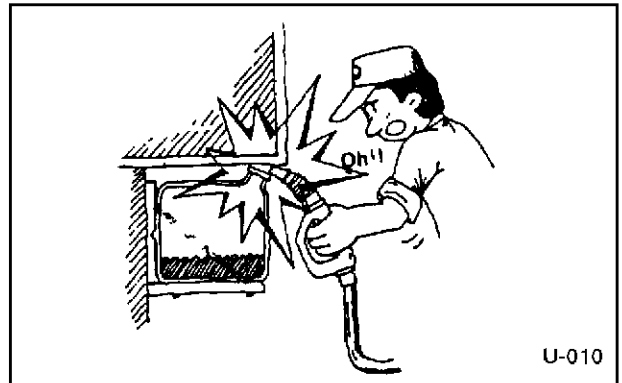
- ① Don't add or relocate a fuel tank
- ② When a subtank is necessary, use the appropriate one of the options offered by the suppliers for the specific vehicle model

[2] Mounting position of fuel tank

- ① Keep the fuel tank 100 mm minimum away from the exhaust pipe and 200 mm minimum away from the muffler.
 - When the specified clearance can not be made available or if necessary for heat consideration, protect against heat by providing a heat insulating plate or the like
- ② Keep other parts with a sufficient clearance from the fuel-related parts as follows
 - Clearance 25 mm minimum from the fuel tank
 - 25 mm minimum from the fuel pipe
 - 30 mm minimum from the fuel hose
 - Confirming the motion of the other part in question, see to it that a sufficient clearance is secured even when the particular part is moved

[3] Serviceability

Provide means for facilitating the supplying fuel to or draining water from the fuel tank

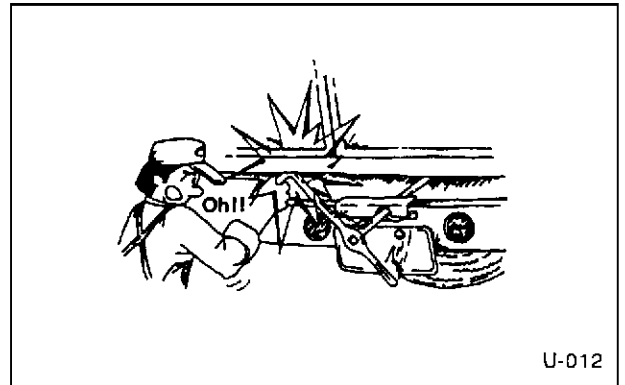


10. Spare tire carrier

In order to support the spare tire safely, take the following preventive measures when the spare tire carrier is added or modified

[1] General preventive measures

- ① Construct the vehicle in such a way as to facilitate the mounting and demounting of the spare tire by a single person
- ② Construct the vehicle with the spare tire not in contact with the parts other than the stopper when mounted.
- ③ Be sure that the chain or the like is not caught up when the tire is wound up
- ④ Don't install the built or altered equipment within the operating range of the spare tire carrier handle

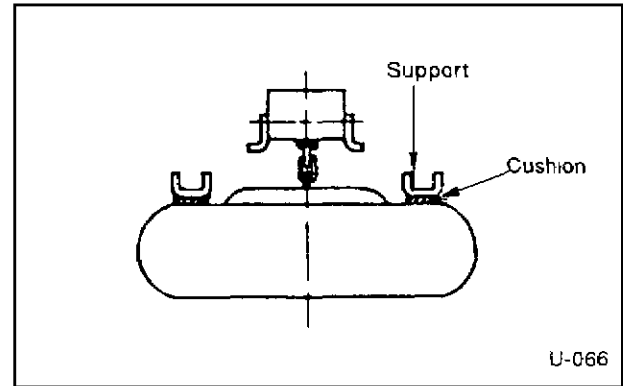


- ⑤ Construct the spare tire carrier in such a way that even a punctured tire can be fixed securely
- ⑥ The construction should be such that the tire is stored within the outermost side of the vehicle
- ⑦ Construct the spare tire carrier in such a manner that the tire is fixed at a position 100 mm minimum away from the exhaust pipe and 200 mm minimum away from the muffler
 - In the case where no sufficient clearance is available, take an appropriate measure to protect the spare tire carrier against heat by a heat insulating plate or the like
- ⑧ Attach the caution plate for the spare tire at a position easily visible from the operating point

[2] Preventive measure for addition or alteration to spare tire carrier of wind-up type

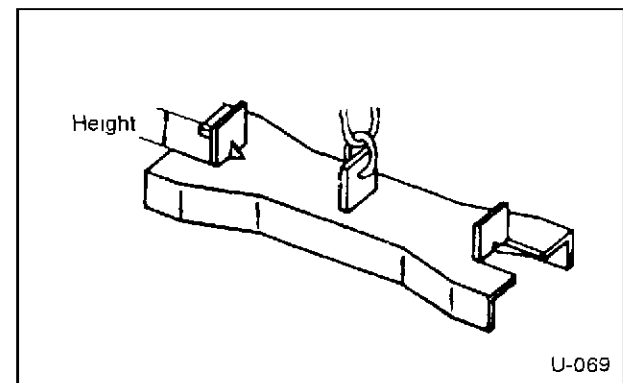
(1) How to support tires

- ① In order to ensure that the spare tire carrier produces a tightening reaction force even in case a punctured tire is stored, construct the spare tire carrier in such a manner that the tire rim can surely rests on the support.
- ② When a cushion is used, securely fix it on the support.



(2) Height of guide

To facilitate the raising of plate platform, make the guide have a height exceeding 10mm.



(3) Torque for tightening a tire

Tighten the tire with a standard tightening torque of 462.5 kg cm or more. Tighten the handle with a force of 25 kg or more.

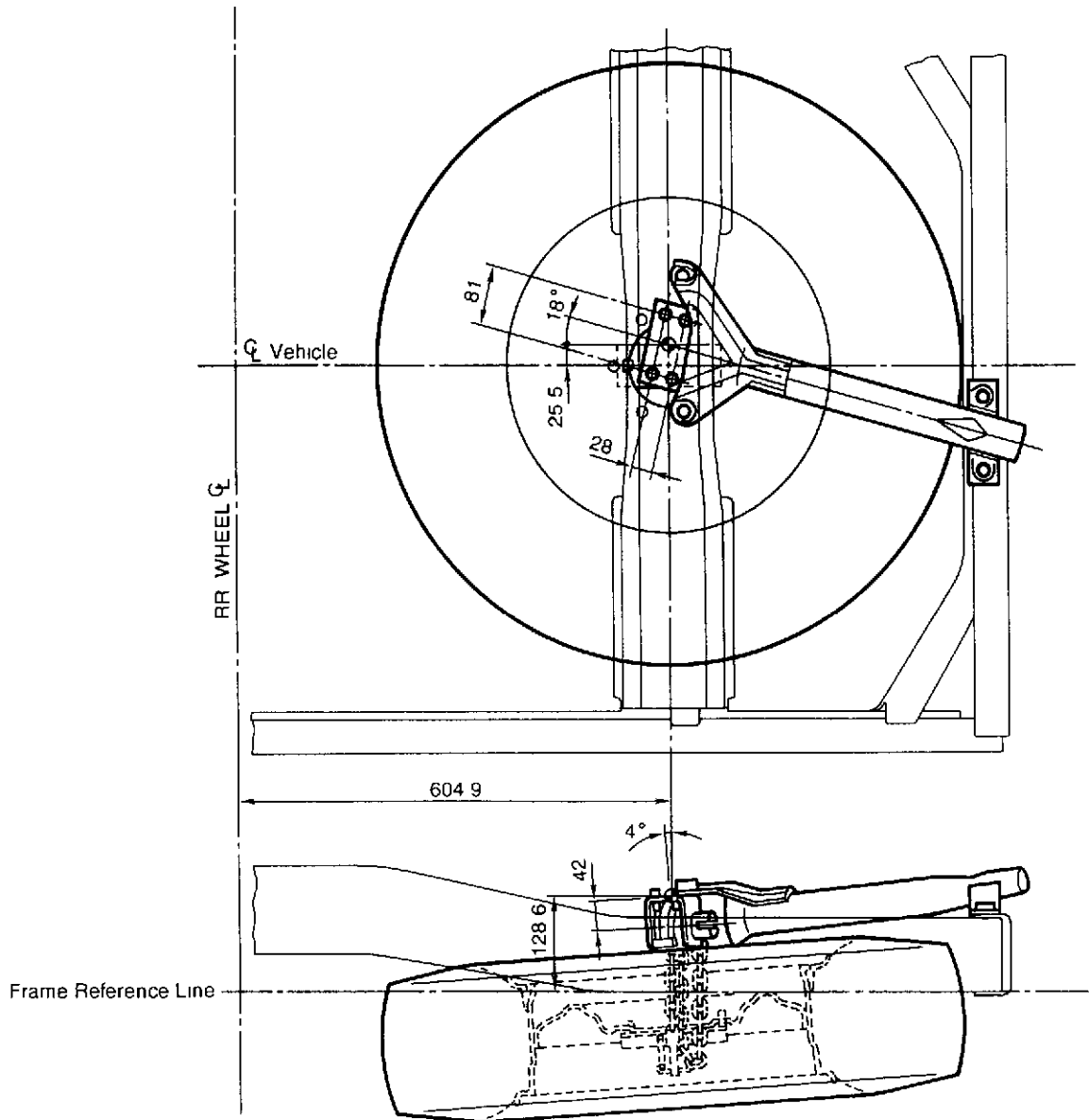
(4) Tension load

At the stage of building the body, apply a tension load of 500kg minimum to the chain.

(5) Caution plate

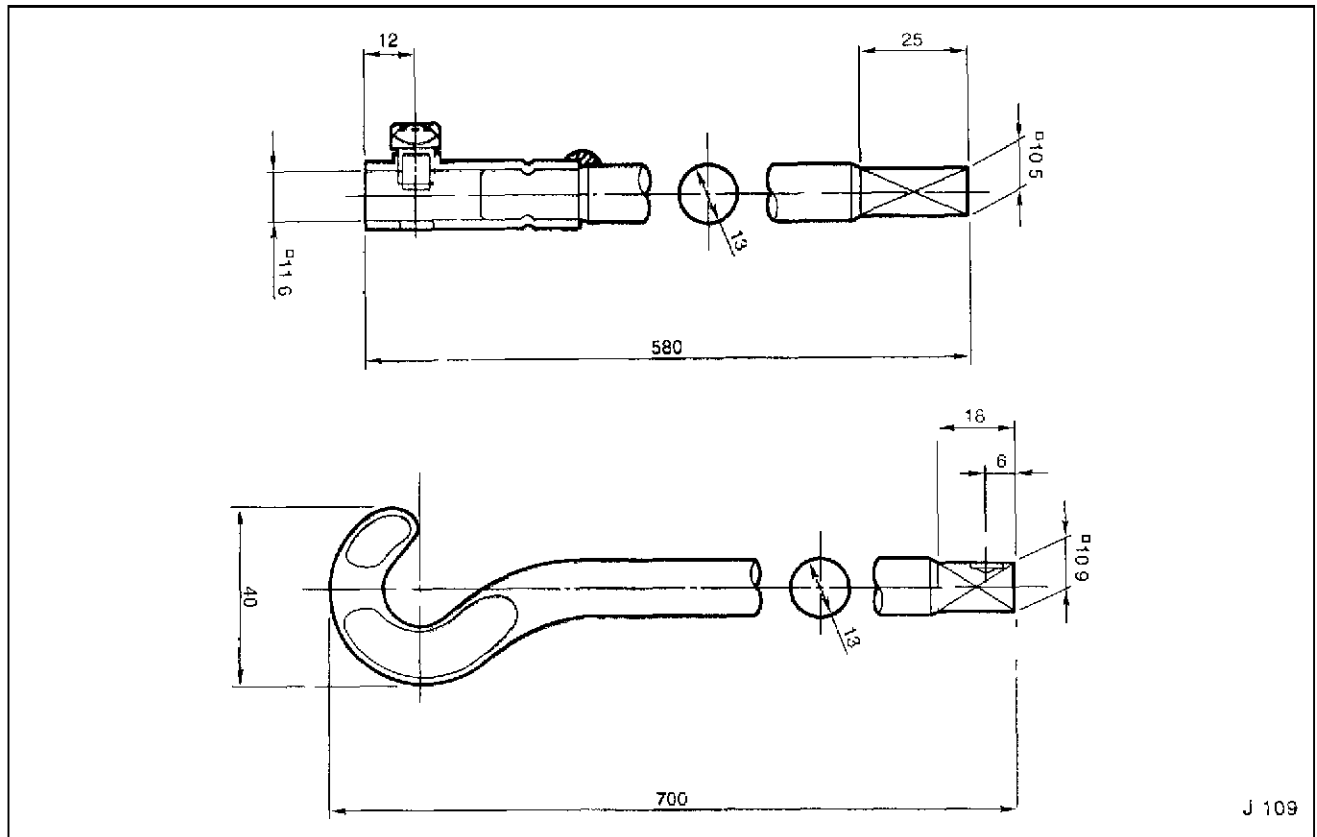
In order to make the operator observe the torque as specified, attach the caution plate showing the recommended tightening torque at the position that can be seen from the operating position.

[3] Mounting position

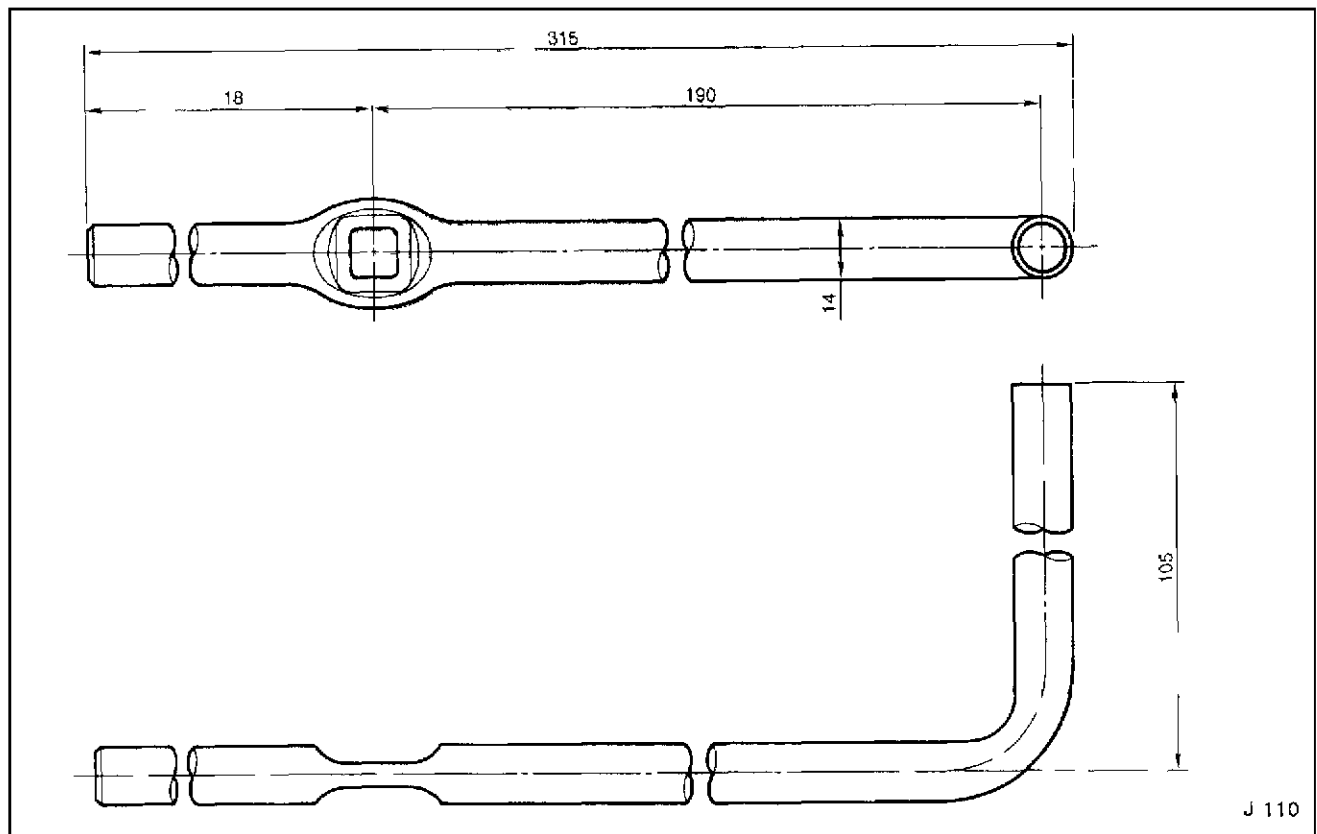


[4] Spare tire carrier handle

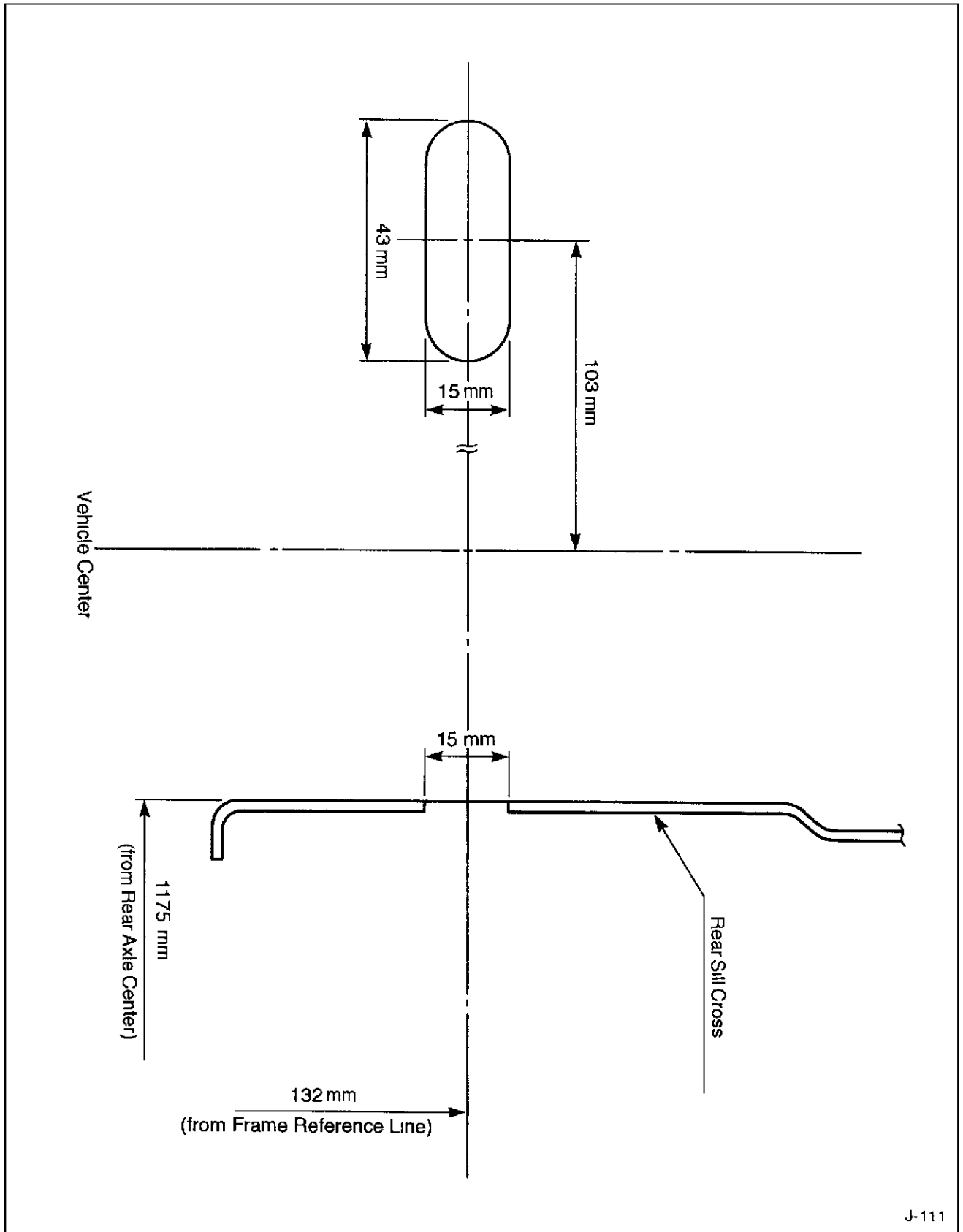
(1) Rod



(2) Handle



(3) Handle guide hole



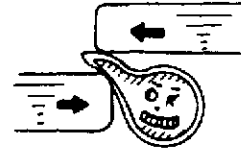
11. Electrical wirings

The electrical wirings of the vehicle are specified taking the operating load and the operating frequency into consideration. When adding wirings for body-building or alterations, make sure that there is no safety problem.

[1] Consideration of existing vehicle wirings

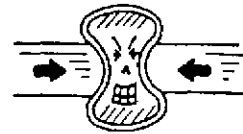
(1) Interference

- ① Be sure that no wiring is caught between other parts



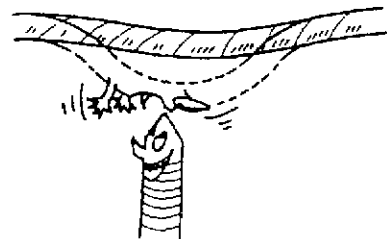
U-037

- ② Take care that the wiring is not flattened



U-038

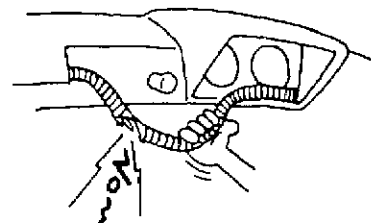
- ③ See to it that the wiring is not in contact with a sharp object



U-039

(2) Wiring arrangement

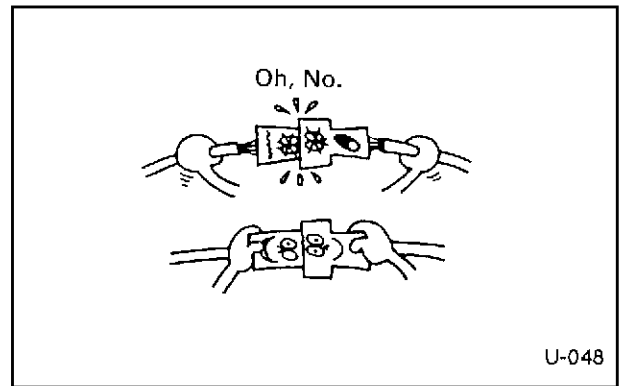
Don't pull the wiring forcibly.



U-047

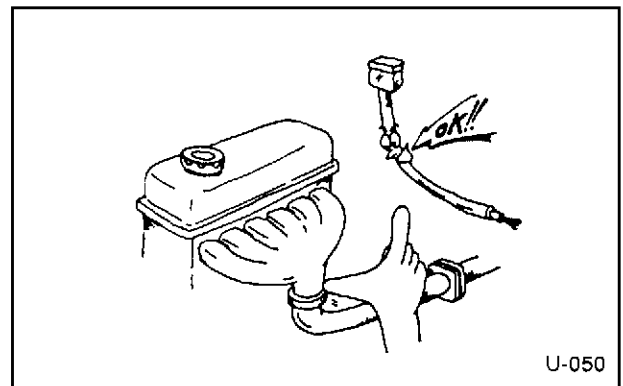
(3) Mounting and demounting the connector

When removing the connector, don't pull the wire harness but by holding the connector body



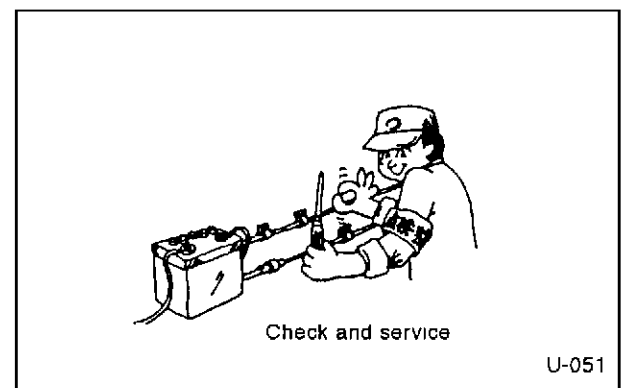
(4) Heat consideration

- ① Secure an adequate clearance with the high-temperature parts
 - ② Measure the temperature whenever required to eliminate the safety problems
- Don't lay the wiring in the vicinity of the exhaust pipe or muffler or where the wiring is exposed directly to the exhaust gas.



(5) Serviceability

Make sure that the inspection and maintenance work on the wirings and electrical equipment can be conducted easily after the particular building or alterations



(6) Mounting additional buzzer

When mounting a buzzer or the like on the alterations, always be sure that the sound of the buzzer is different from and does not double as that of any of the existing buzzers

[2] Wiring addition

(1) Wire harness

- ① When extending the wiring, use the low-voltage wiring for vehicles specified according to JIS or JASO

(Reference)

Features of low-voltage wirings for vehicles

- The copper wire is wound with soft vinyl coating
- Somewhat thinner than common electrical wirings for low-voltage applications
- Very easy to bend

Tolerable current (A)	Number/diameter (mm) of strands	Sectional area (mm ²)	Outer diameter (mm)	Finished outer diameter (mm)
9	7/0.32	0.5629	1.0	2.2
12	11/0.32	0.8846	1.2	2.4
15	16/0.32	1.287	1.5	2.7
20	26/0.32	2.091	1.9	3.1
28	41/0.32	3.297	2.4	3.8

The Automobile Standard JASO D609-75, AV (maximum tolerable conductor temperature 60 °C) for the ambient temperature of 40 °C was quoted as the tolerable current

- ② When extending the wiring, use the extension having the same sectional area and the same color as the existing one

- Don't extend the wiring in a corrugated tube

- ③ Apply a cover of vinyl chloride tube or corrugated tube on the additional wiring in principle

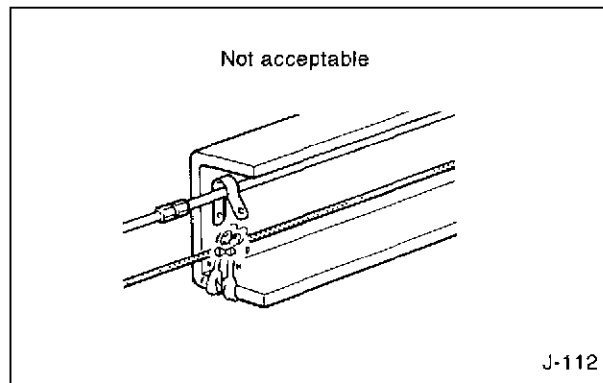
(2) Connection

Secure connection by means of a pressure-fit terminal or by brazing with a sufficient insulating covering

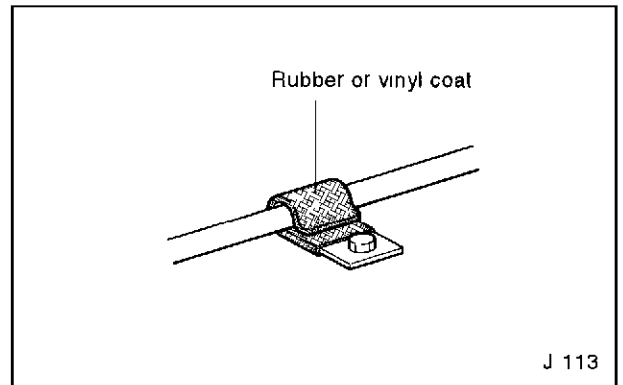
(3) Wiring arrangement

- ① Securely clamp the wiring with an appropriate clearance so that the wiring does not sag coming into contact with other parts

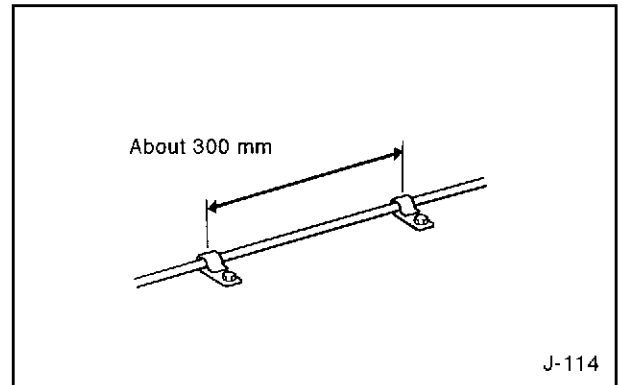
- The wiring should be arranged along a frame or a body member. Never clamp or tape it together with the fuel pipe or the brake pipe.



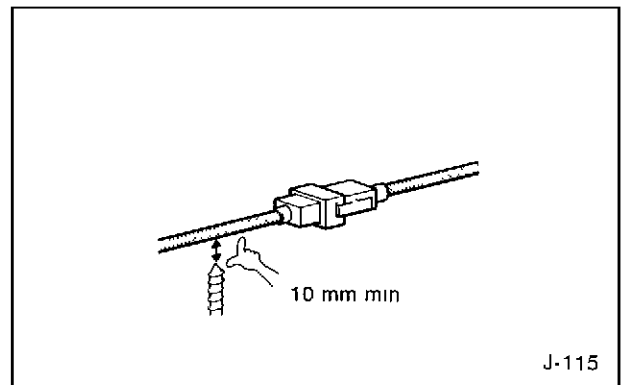
- Use a clamp made of rubber or coated with vinyl



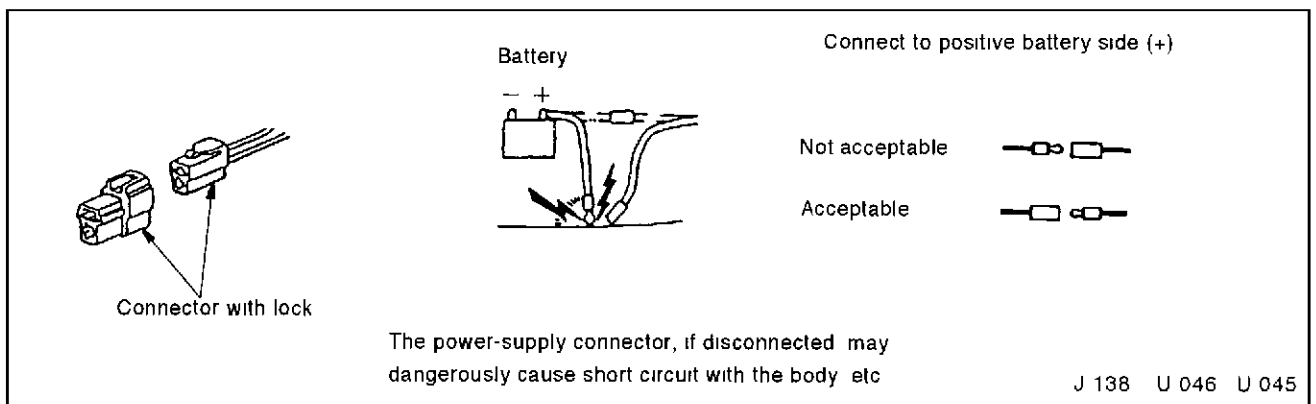
- Secure the inter-clamp interval of about 300 mm



- Secure a clearance of 10 mm minimum between the wiring and a moving part or a sharp object



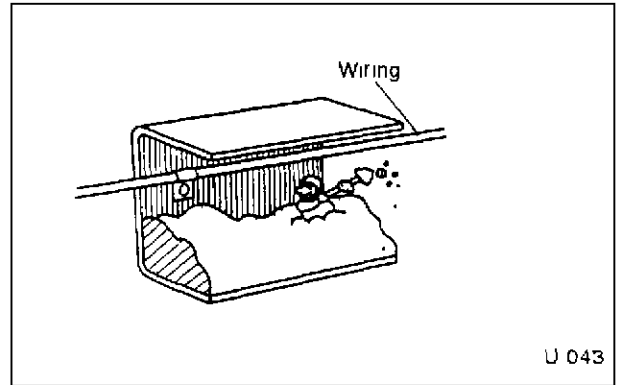
- ② Always use a connector with lock. Don't use a plug-type connector as far as possible. If the use of a plug-type connector is unavoidable, set the female side as the positive power supply (+) in order for the connector not to come off and cause short circuit.



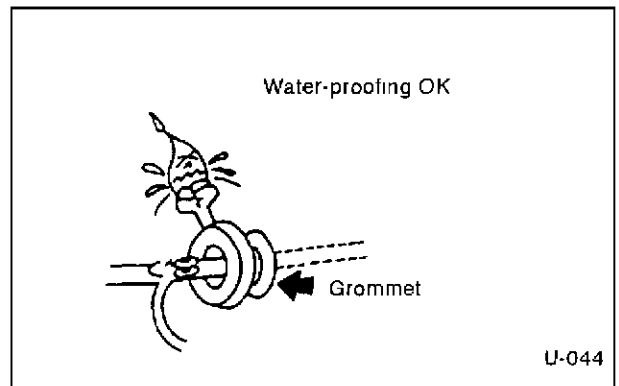
- ③ When mounting an additional electrical part, always attach a fusible link and the earth

(4) Protection against water and dust

- ① Install the wiring at a (upper) position where the wiring is not likely to be damaged by water, dust, mud or snow pile, freezing or flying stones, or where it is not buried under dust or sand.

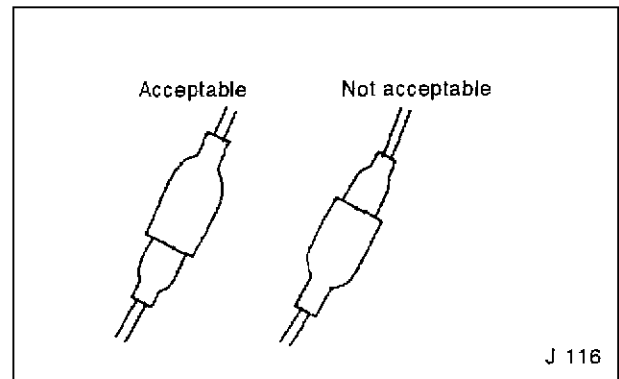


- ② Always use a grommet at a metal plate through hole to protect the wiring against water entry or damage



- ③ Mount a cover or a protector to prevent water entry along the wiring

- A water-proof boot should be installed facing down

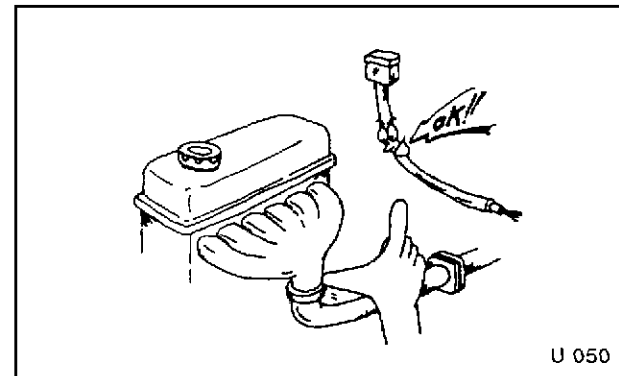


- ④ A connector, if used at a position exposed to water, should always be of water-proof type

(5) Heat consideration

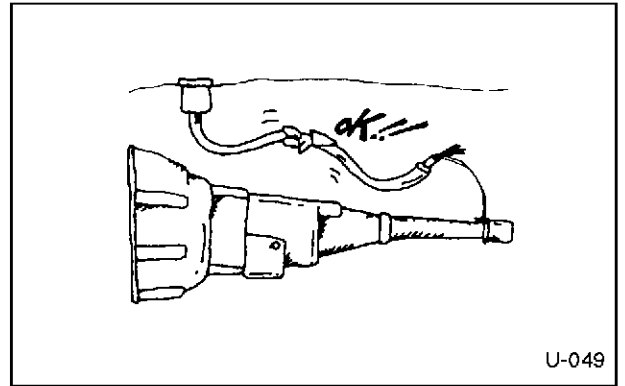
Keep the wiring away from the exhaust pipe by 150 mm minimum, and from the muffler by 250 mm minimum

- When no clearance is made available, protect against heat with a heat insulating plate or the like



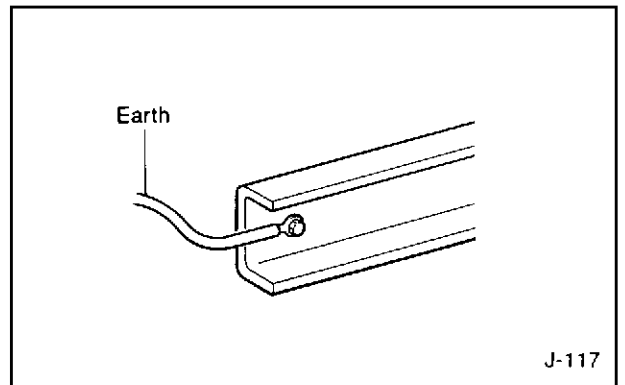
(6) Interference

- ① Take care that the wiring is not damaged by contact with the rotating or vibrating parts of the alternator or building
- ② The wiring of the parts mounted on the engine or transmission should be laid along the existing wire harness with a sag of 30 to 50 mm in a manner to absorb relative motions while taking care that it does not come in contact with other parts



(7) Earth

- ① Install the earth for an additional power supply always on the engine or frame
- ② Mount the earth terminal securely in the form of a circular plate terminal



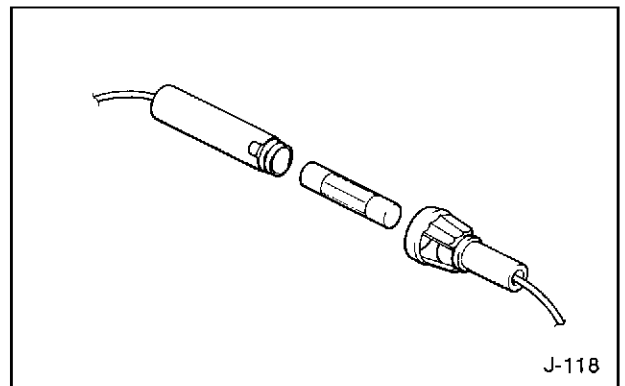
[3] Fuse

- ① Fuses of optimum capacity must be used for vehicles considering the operating load and the operating frequency. Don't add any load from accessories to the existing fuses
- ② Always be sure to insert a fuse in an added wiring circuit. Use a vinyl-coated clamp, taking adequate care against short circuit

- The fuse capacity should be about 1.4 times the load current

Ex For the load current of 3A,
 $3 \times 1.4 = 4.2$

Therefore, the standard fuse capacity of 5A is the best choice



Fuse rated current against load (Automobile Standard JASO D610-75)

Load current, A	below 7	7 min and below 11	11 min and below 14	14 min and below 21
Fuse rated current, A	10	15	20	30

A 5A fuse can be used for the load current of 3.5A maximum.

[4] Switch

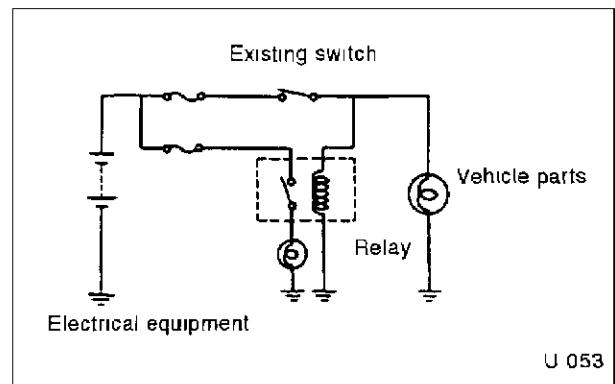
Each switch has a tolerable current. When a current of more than this value flows, the switch generates heat shortening its life. In extreme cases, it may melt down.

In the worst case, a vehicle fire may be caused. Always comply with the specified tolerable current value of the switch.

- When using the existing switch, take care that the total of the load on the vehicle side and that of the added electrical equipment does not exceed the tolerable current of the particular switch.

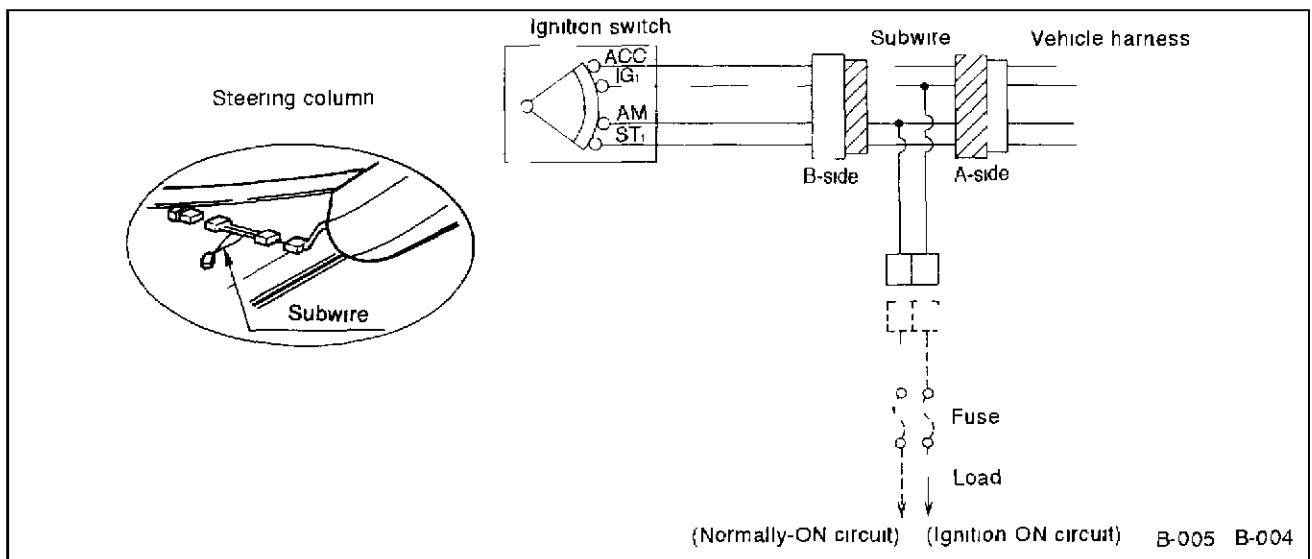
$$\boxed{\text{Vehicle}} + \boxed{\text{Added electrical equipment}} < \boxed{\text{Switch}}$$

- In the case where the required current is larger than the tolerable current value of the particular switch, provide a relay commensurate with the load current of the electrical equipment to pass the current of the electrical equipment through a different circuit.



[5] Power supply

(1) Power supply

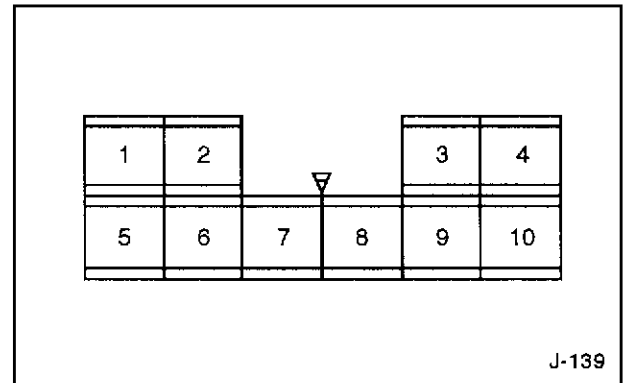


- Instructions

Interpose a subwire (with the wire of more than AV3 from subwire to fuse) between the ignition switch and the vehicle wire harness behind the combination meter to take out power.

(2) Connector style and wiring arrangement

• A-side connector (Part No 90980-10862)



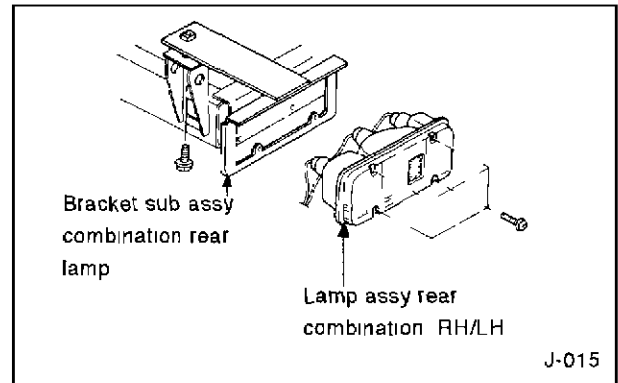
Connector arrangement	1	2	3	4	5
Power supply	W	IG ₁	ACC	AM ₁	W
Wire class	0 5B-R (FZJ, VDJ) 0 3B-R (HZJ)	3B-Y	3L-R	3W	0 5W-B

Connector arrangement	6	7	8	9	10
Power supply	—	ST ₁	—	IG ₂	AM ₂
Wire class	—	3B-W (FZJ) 3B-L (HZJ, VDJ)	—	3B-R	3W-R (FZJ) 3W (HZJ, VDJ)

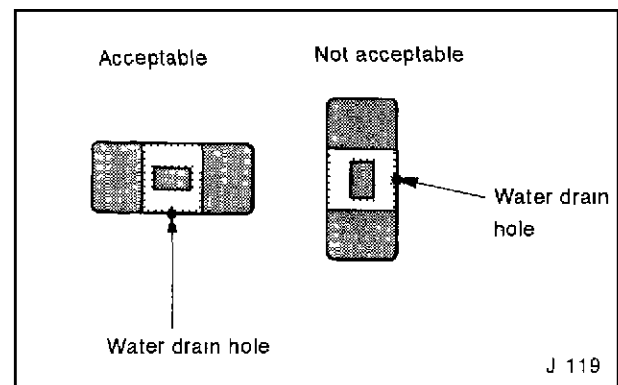
• Note B-side connector (male side) part No 90980-10861

12. Mounting rear combination lamp

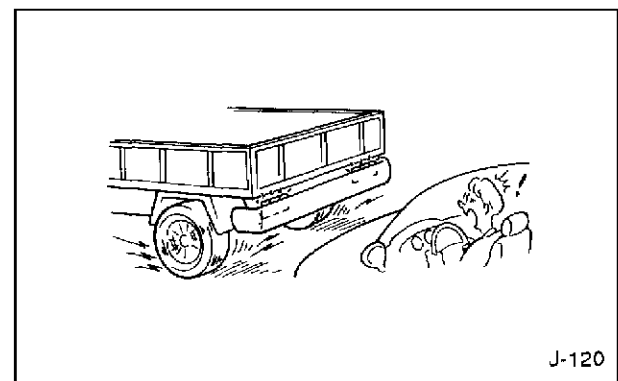
In the case of the cab & chassis model, the rear combination lamp is mounted as a rear combination lamp subassembly (for land transportation) shown in the drawing.



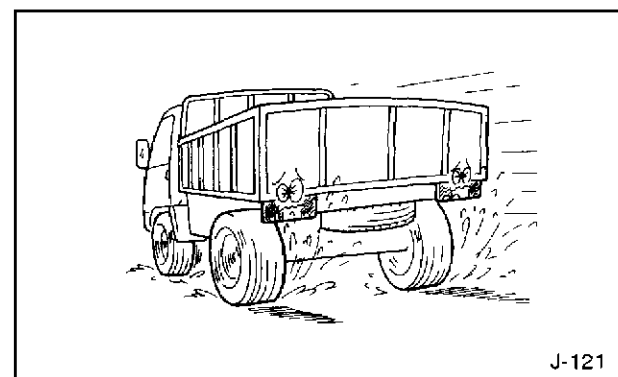
- ① Make sure that the rear combination lamp is mounted according to the laws and regulations of the countries concerned
- ② See to it that the water drain hole of the rear combination lamp is located just under the lamp



- ③ Take care that no object which blocks the field of view is located before the rear combination lamp



- ④ Install a water guard plate in order to prevent direct exposure to water splashed up from the rear wheels

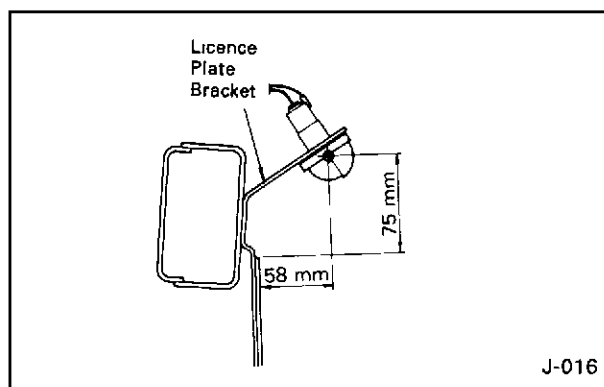


13. Licence plate and licence lamp

A provisional licence plate and a provisional licence lamp are attached to the cab & chassis model being shipped. When attaching an official licence plate, conform with the related laws and regulations of the country concerned.

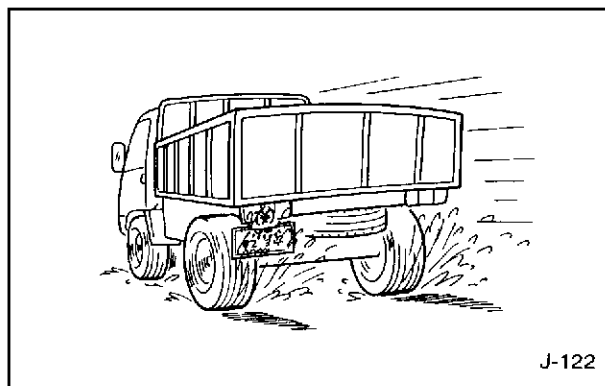
① Fix the licence plate by welding or bolting

- When bolting, be sure to stake or weld the screw after mounting



② Don't attach the licence plate or the licence lamp at a position where the rear bumper or the rear combination lamp is hidden or the operation of the spare tire carrier is adversely affected

③ Mount the licence lamp at such a position where it is not exposed directly to the water splashed by the rear wheels



④ For the dimensions of the licence plate and the licence lamp, refer to the separate sheet

14. Reflector

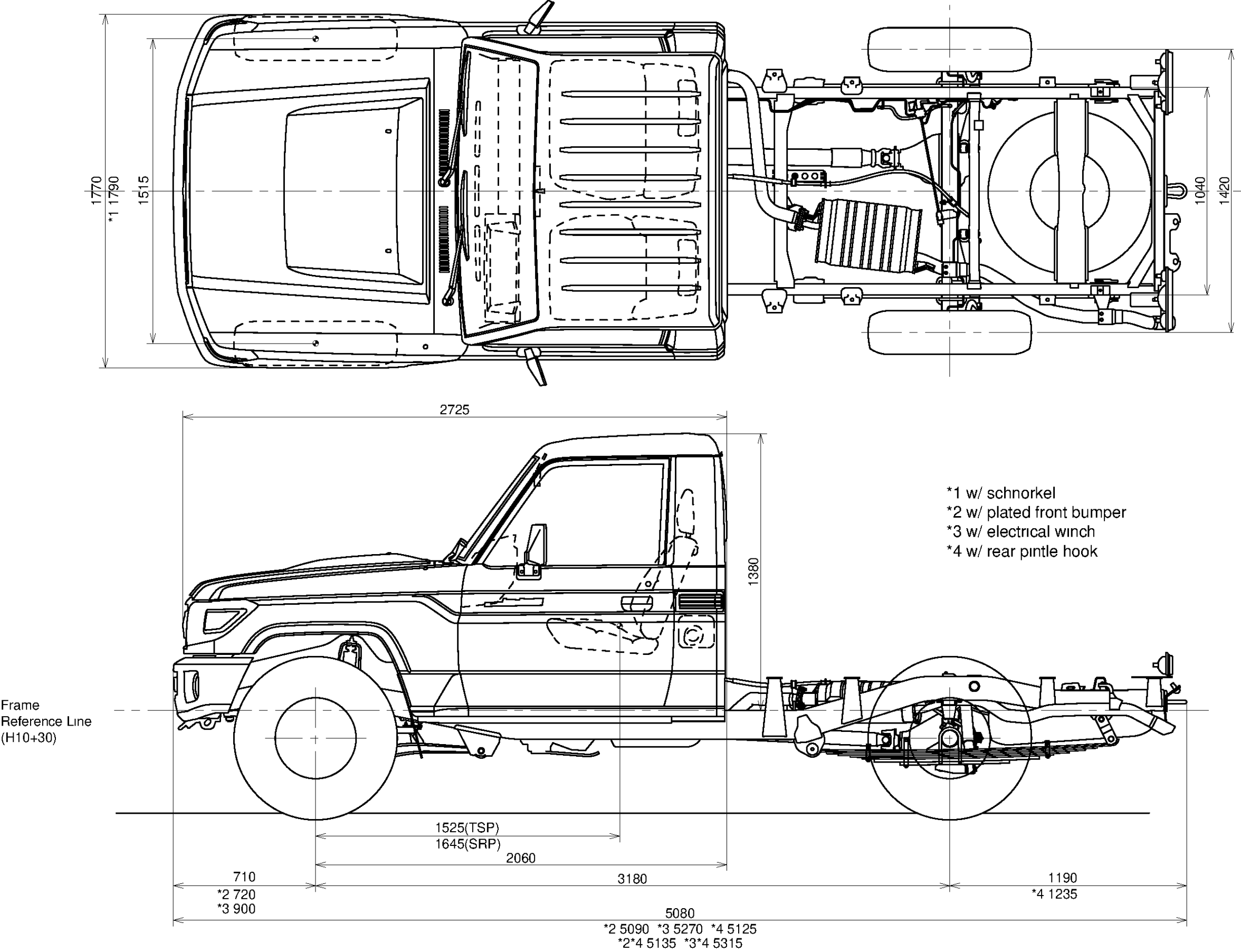
In the case where the reflector is not included in the rear combination lamp, mount a rear reflector of stand-alone type

- Mount the side reflector according to the laws and regulations of the country concerned

[3] DRAWINGS

1-1. Cab & Chassis drawing

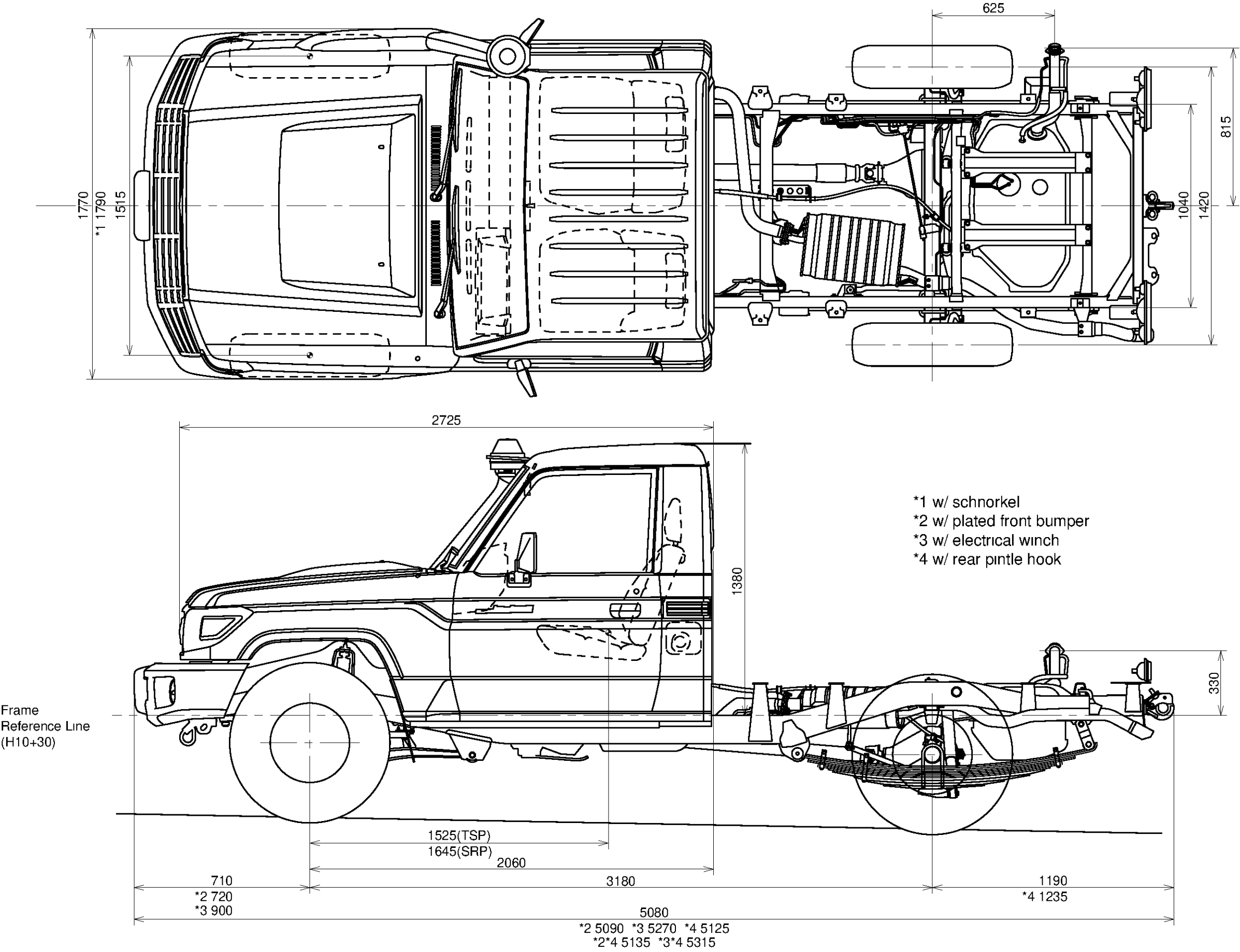
MODEL
FZJ79L-TJMRK3



1-2. Cab & Chassis drawing

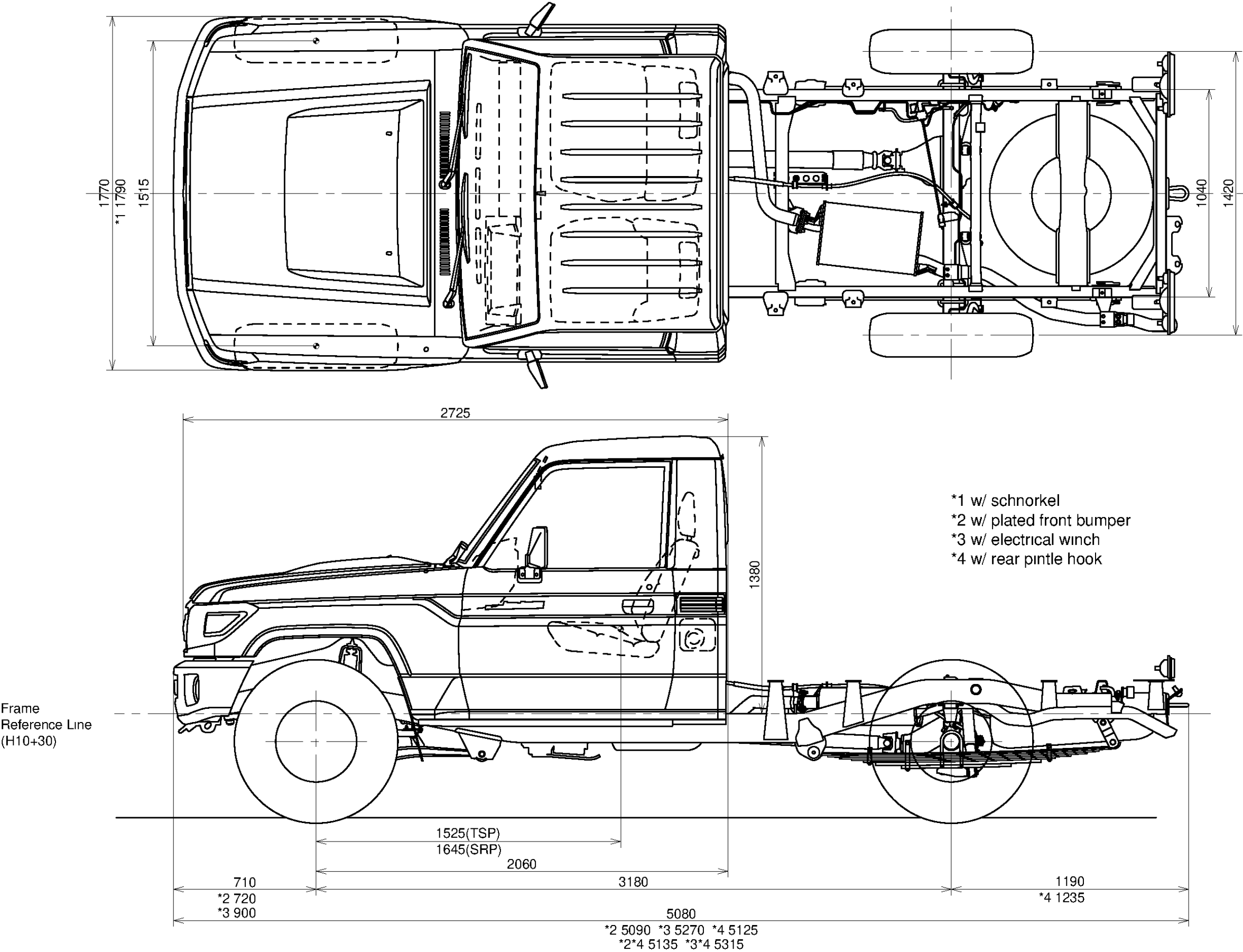
MODEL

FZJ79L-TJMRK3
w/ Fuel Sub Tank



1-3. Cab & Chassis drawing

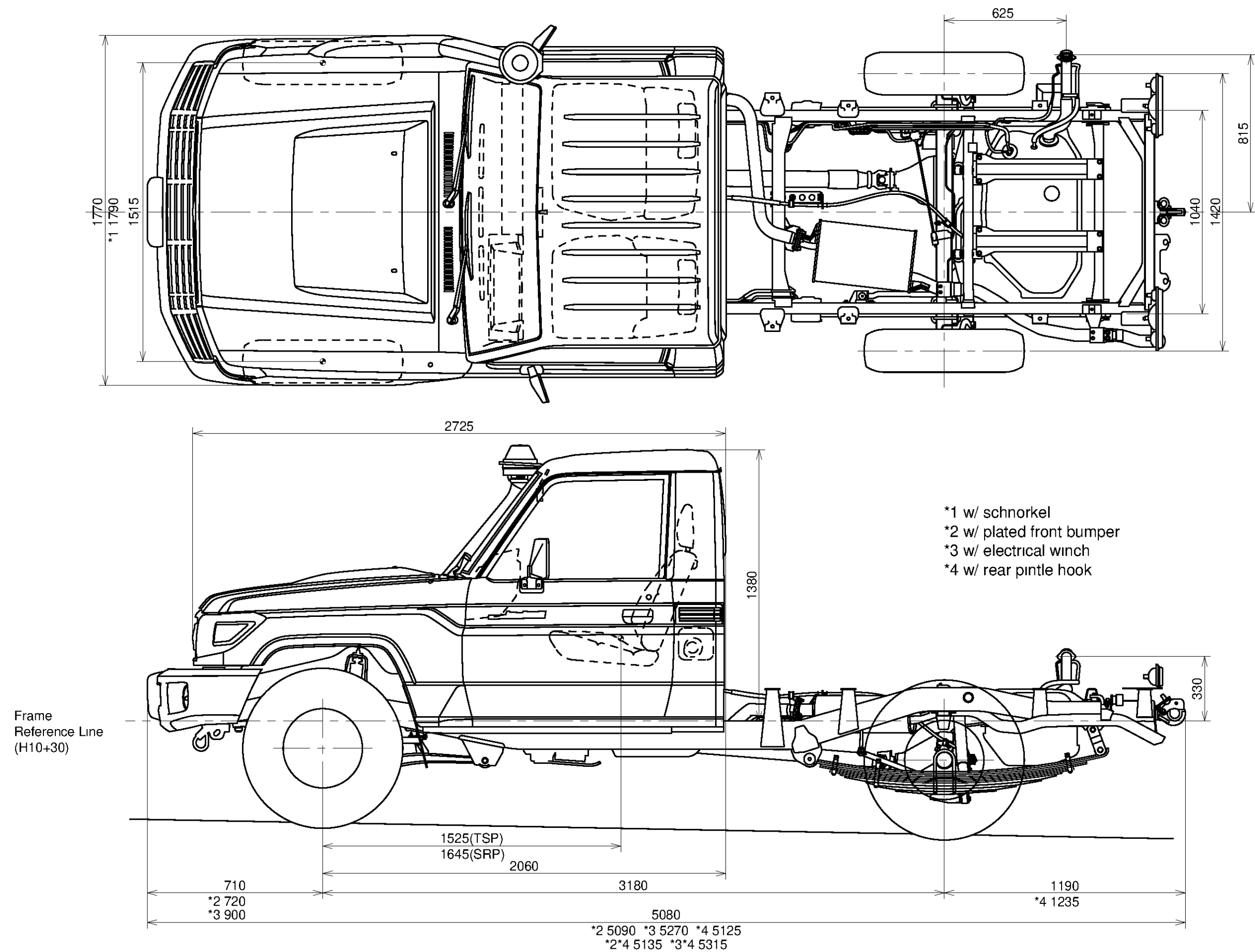
MODEL
HZJ79L-TJMRS3



1-4. Cab & Chassis drawing

MODEL

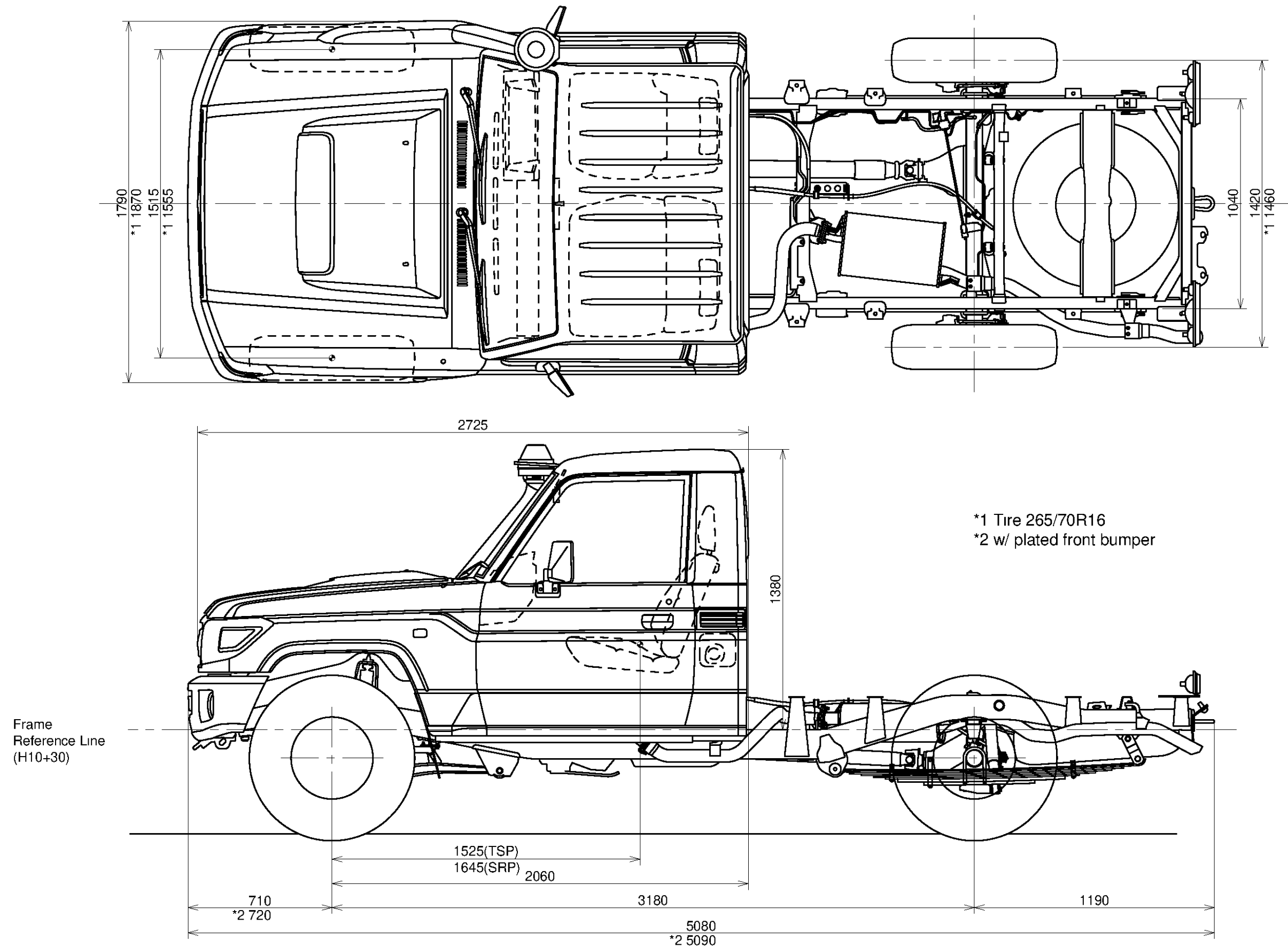
HZJ79L-TJMRS3
w/ Fuel Sub Tank



1-5. Cab & Chassis drawing

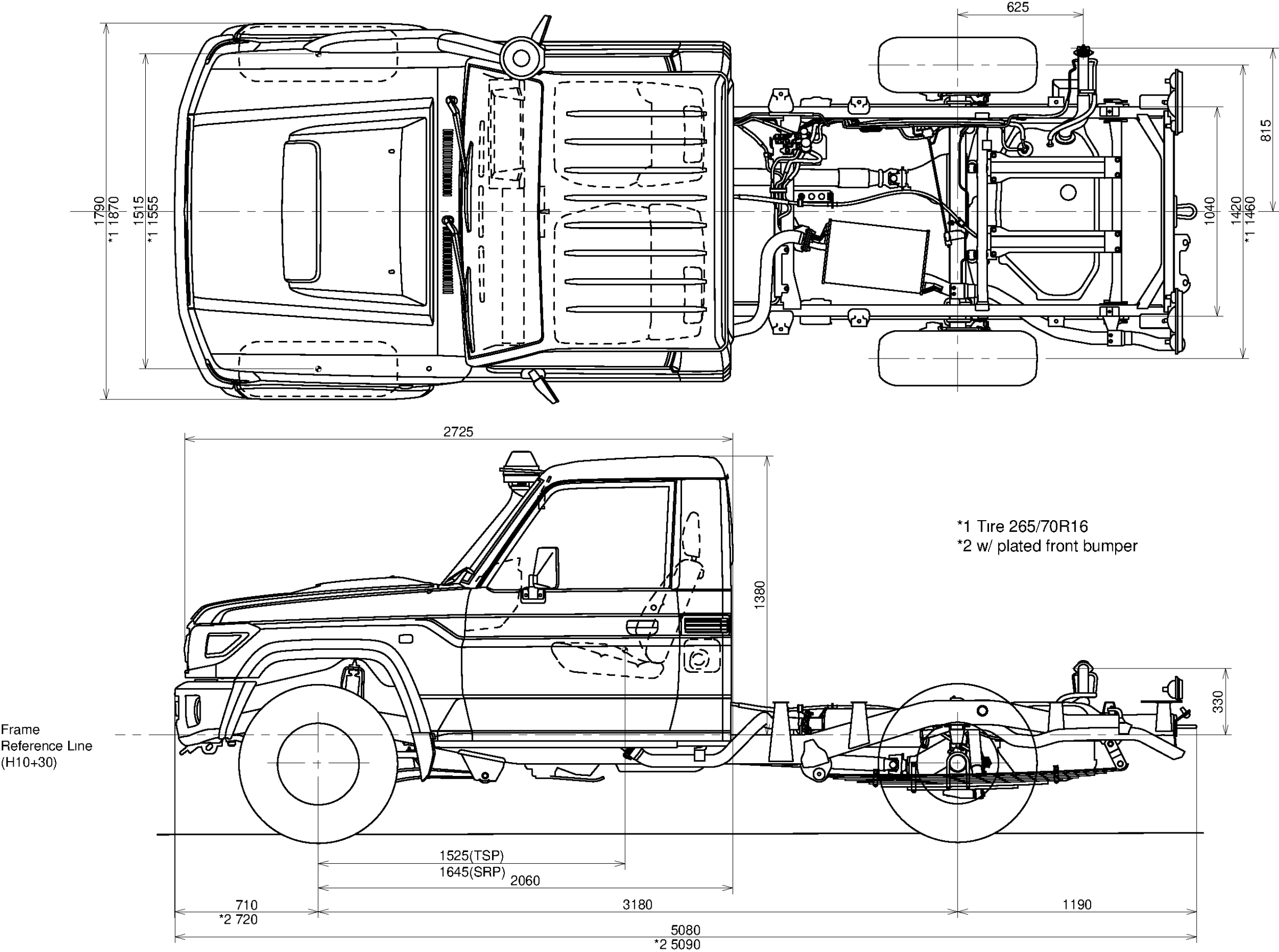
MODEL

VDJ79R-TJM*YQ3



1-6. Cab & Chassis drawing

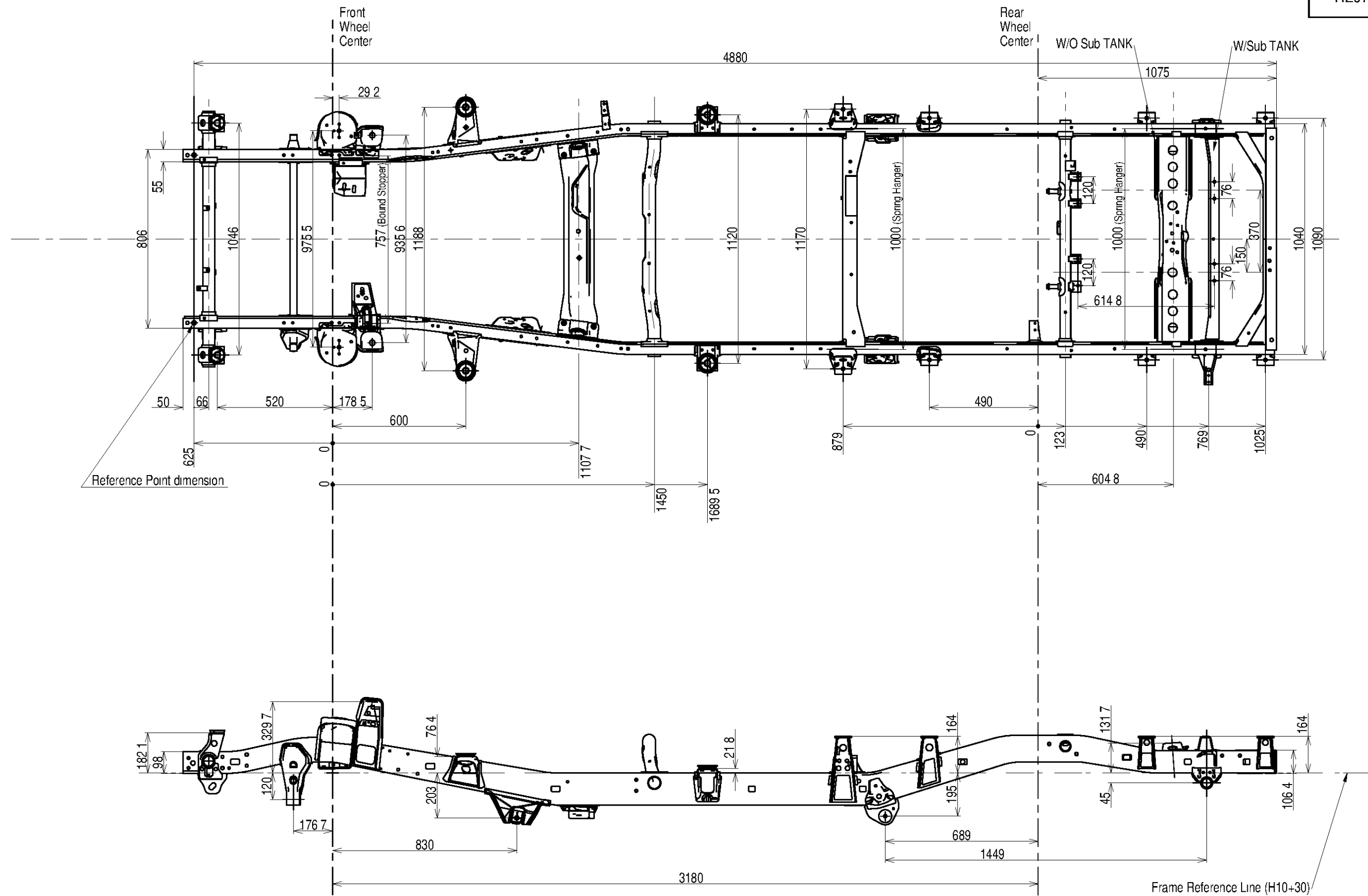
MODEL
VDJ79R-TJM*YQ3 w/ Fuel Sub Tank



2-1. Frame drawing

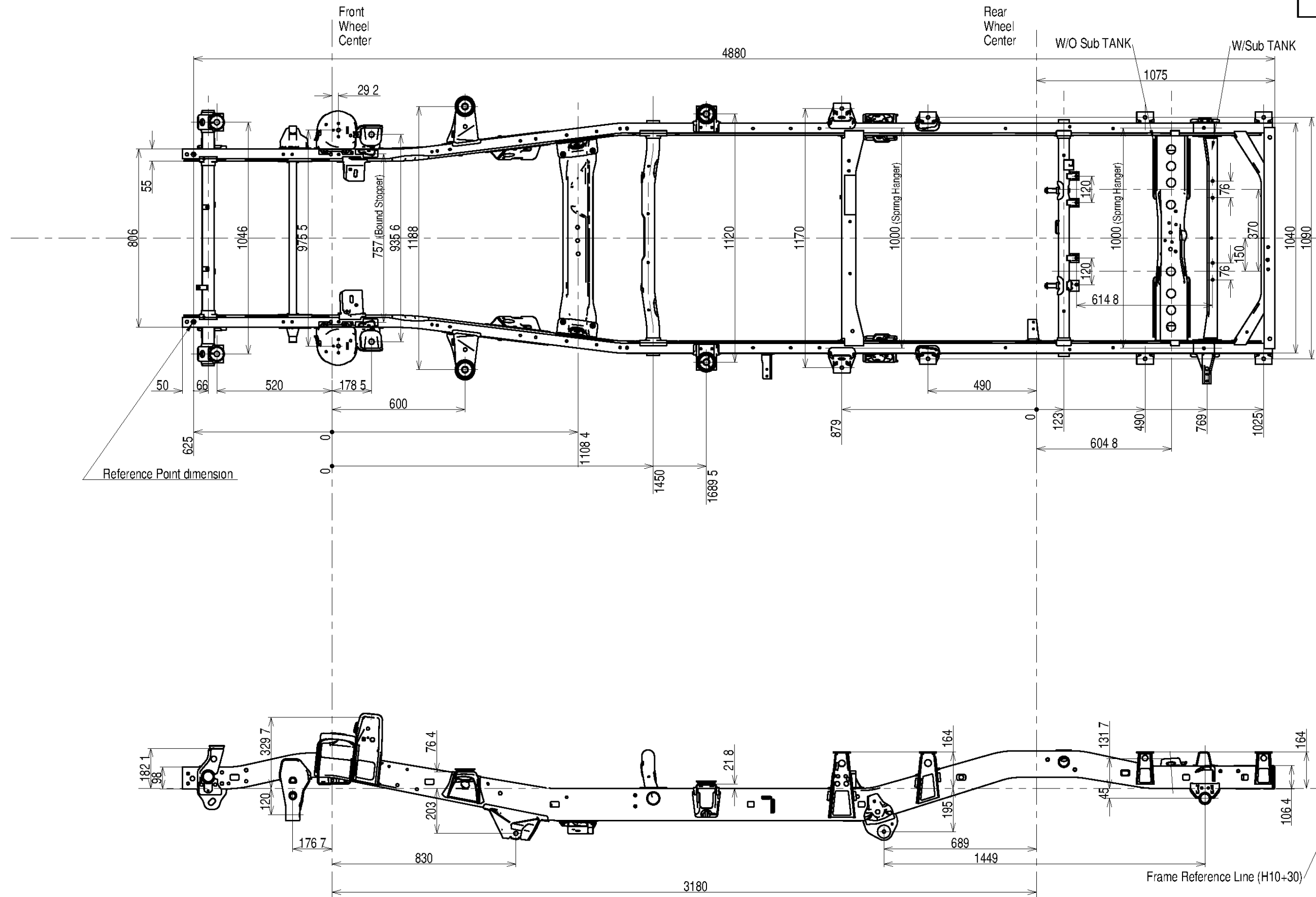
MODEL

FZJ79L-TJMRK3
HZJ79L-TJMRS3



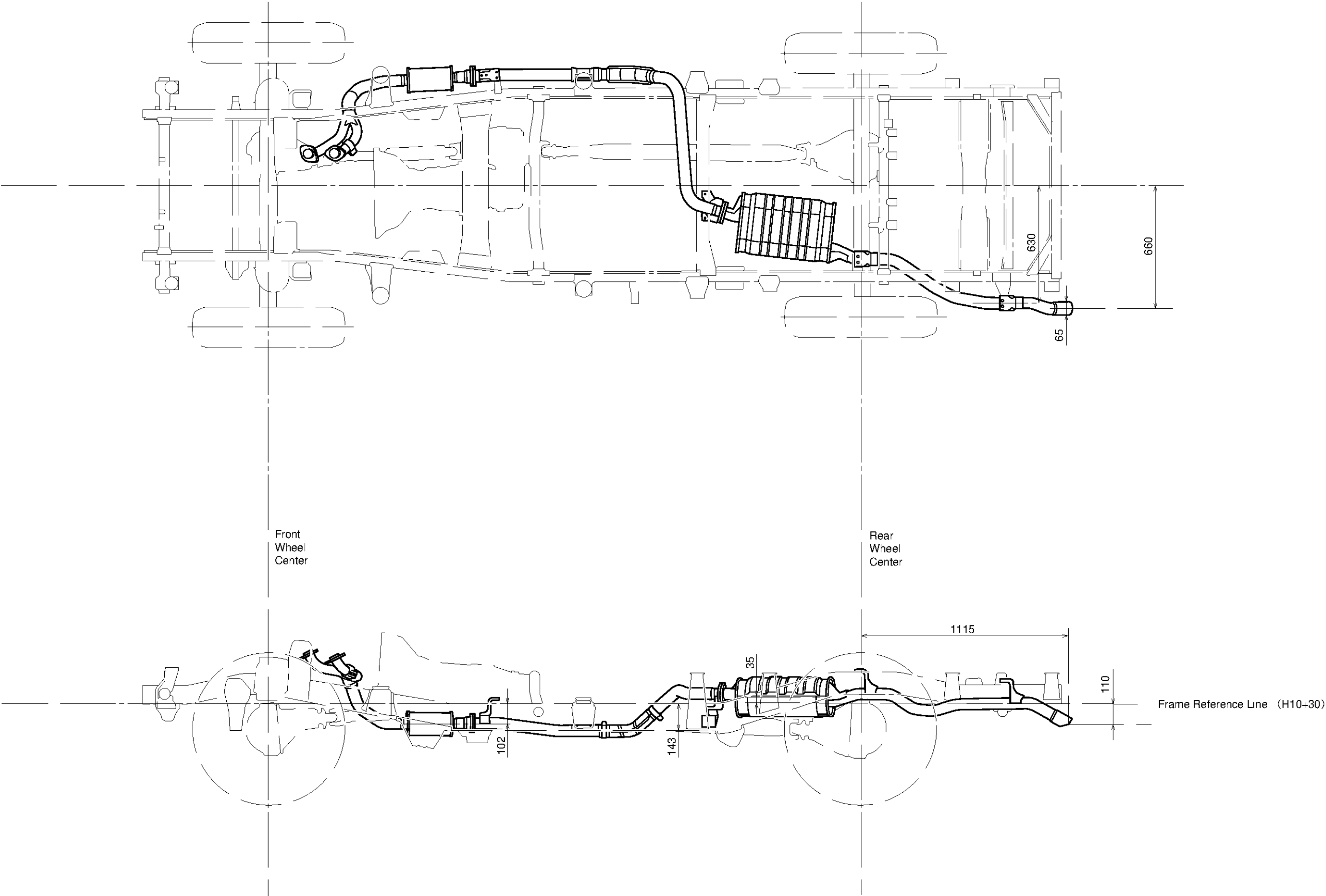
2-2. Frame drawing

MODEL

VDJ79R-TJMRYQ3
VDJ79R-TJMNYQ3

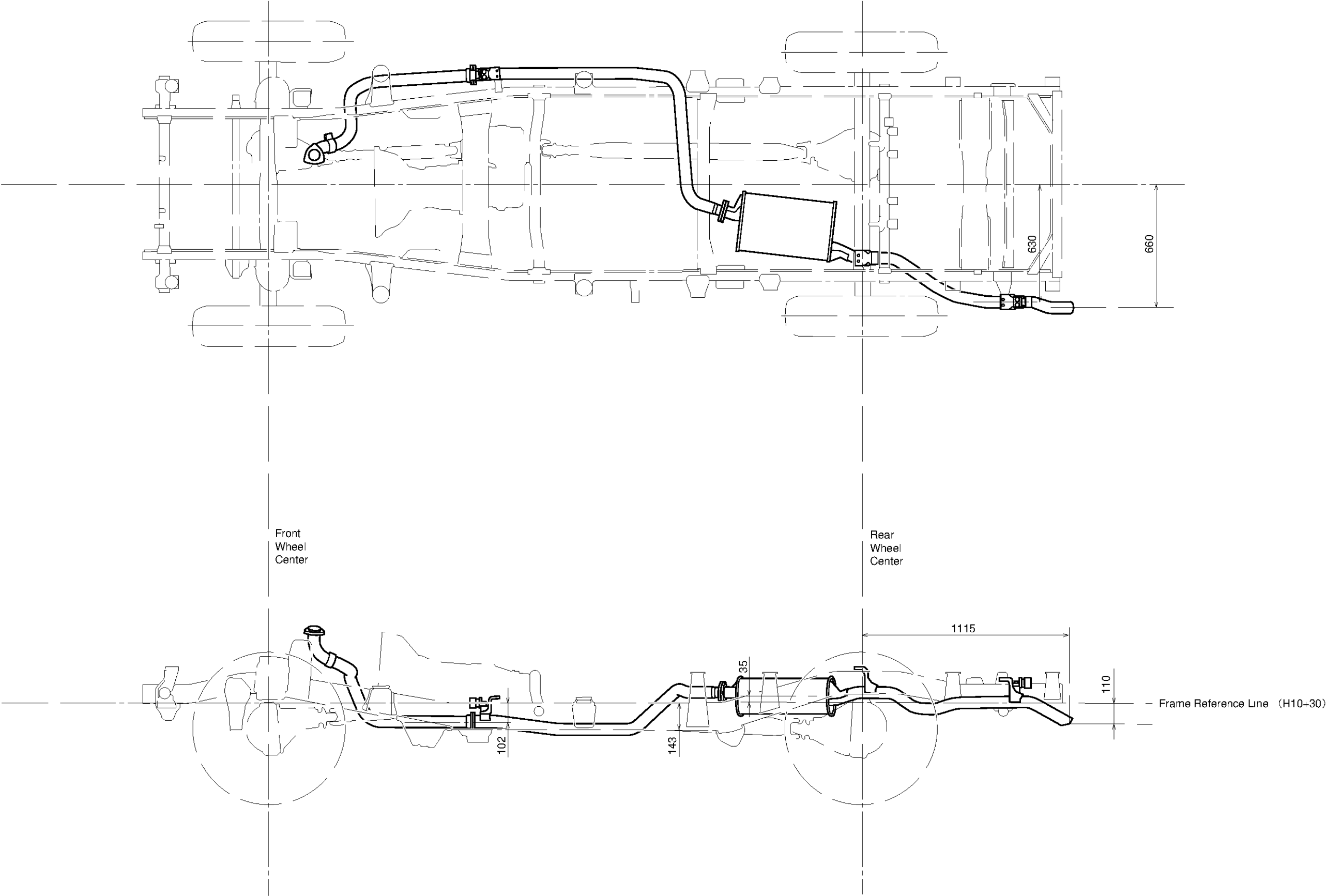
3-1. Exhaust pipe drawing

MODEL
FZJ79L-TJMRK3



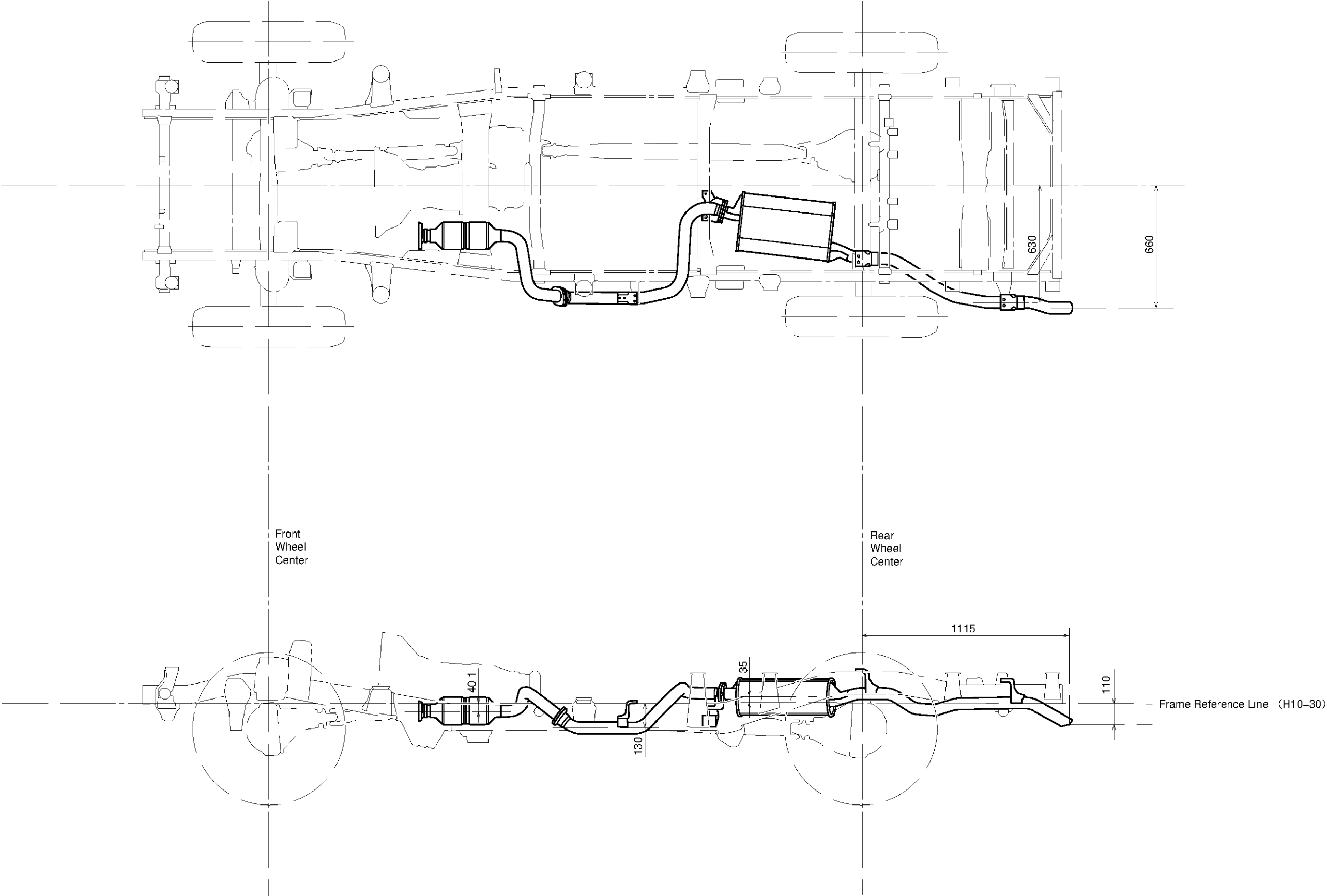
3-2. Exhaust pipe drawing

MODEL
HZJ79L-TJMRS3



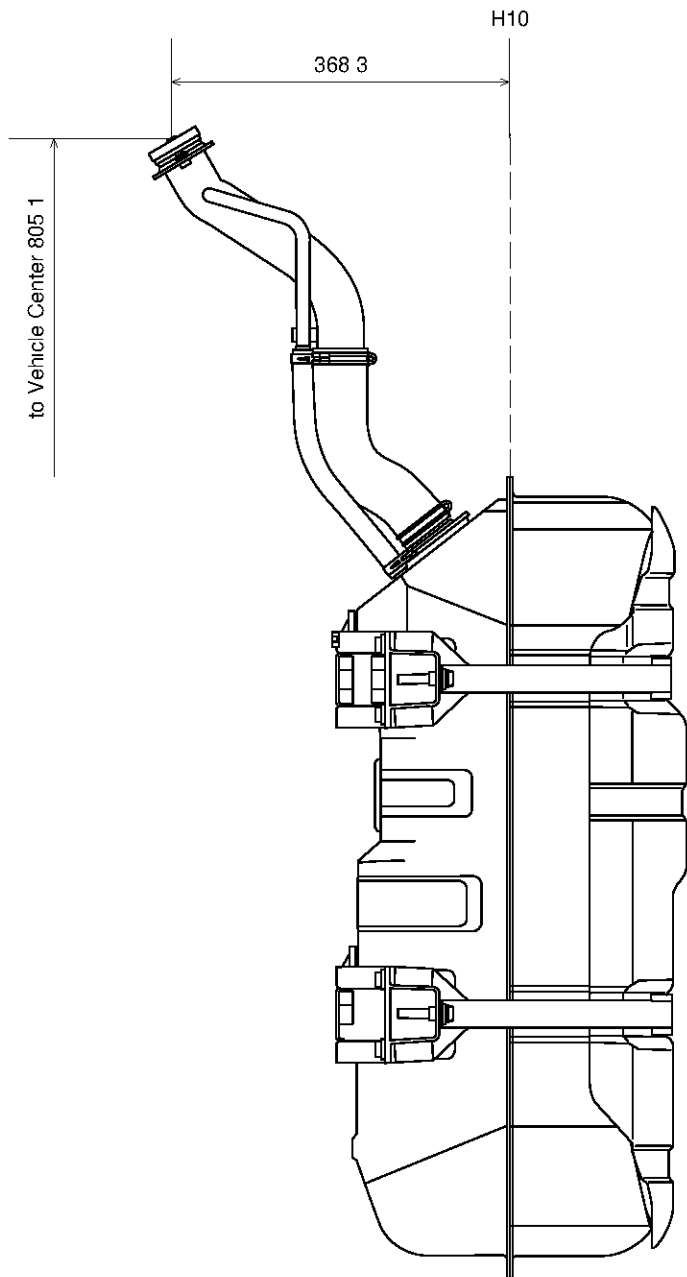
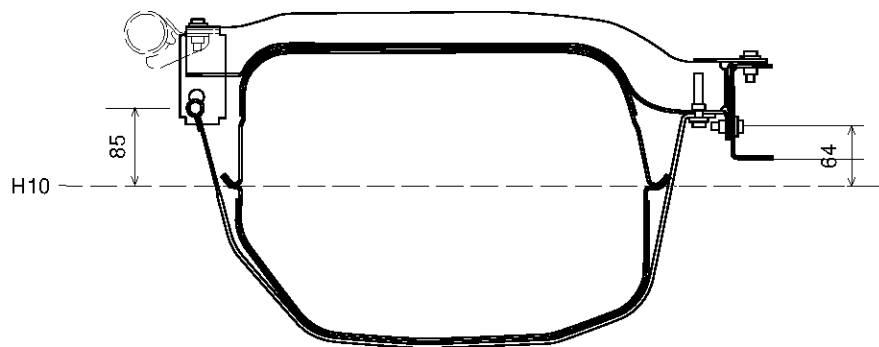
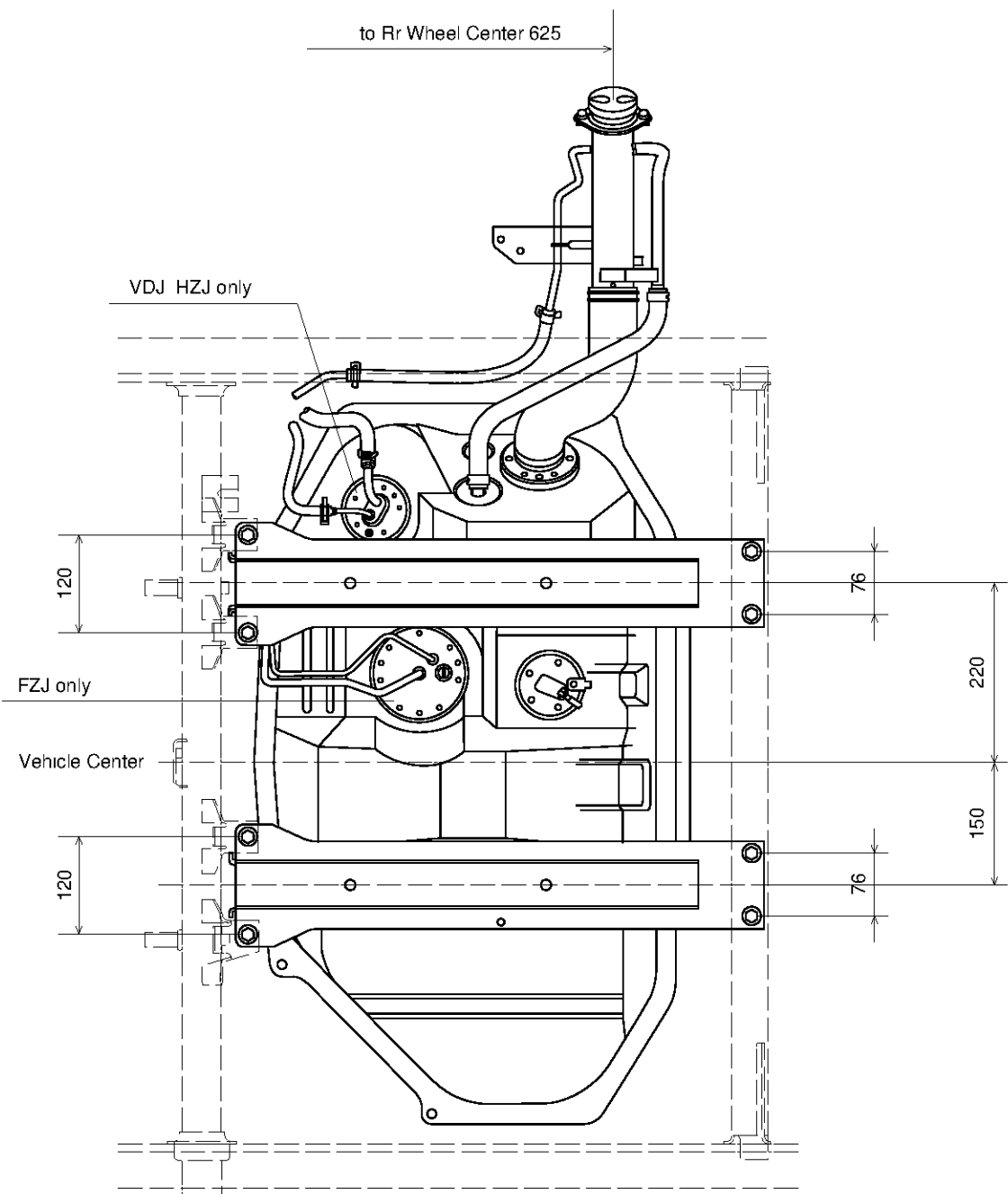
3-3. Exhaust pipe drawing

MODEL
VDJ79R-TJMRYQ3 VDJ79R-TJMNYQ3

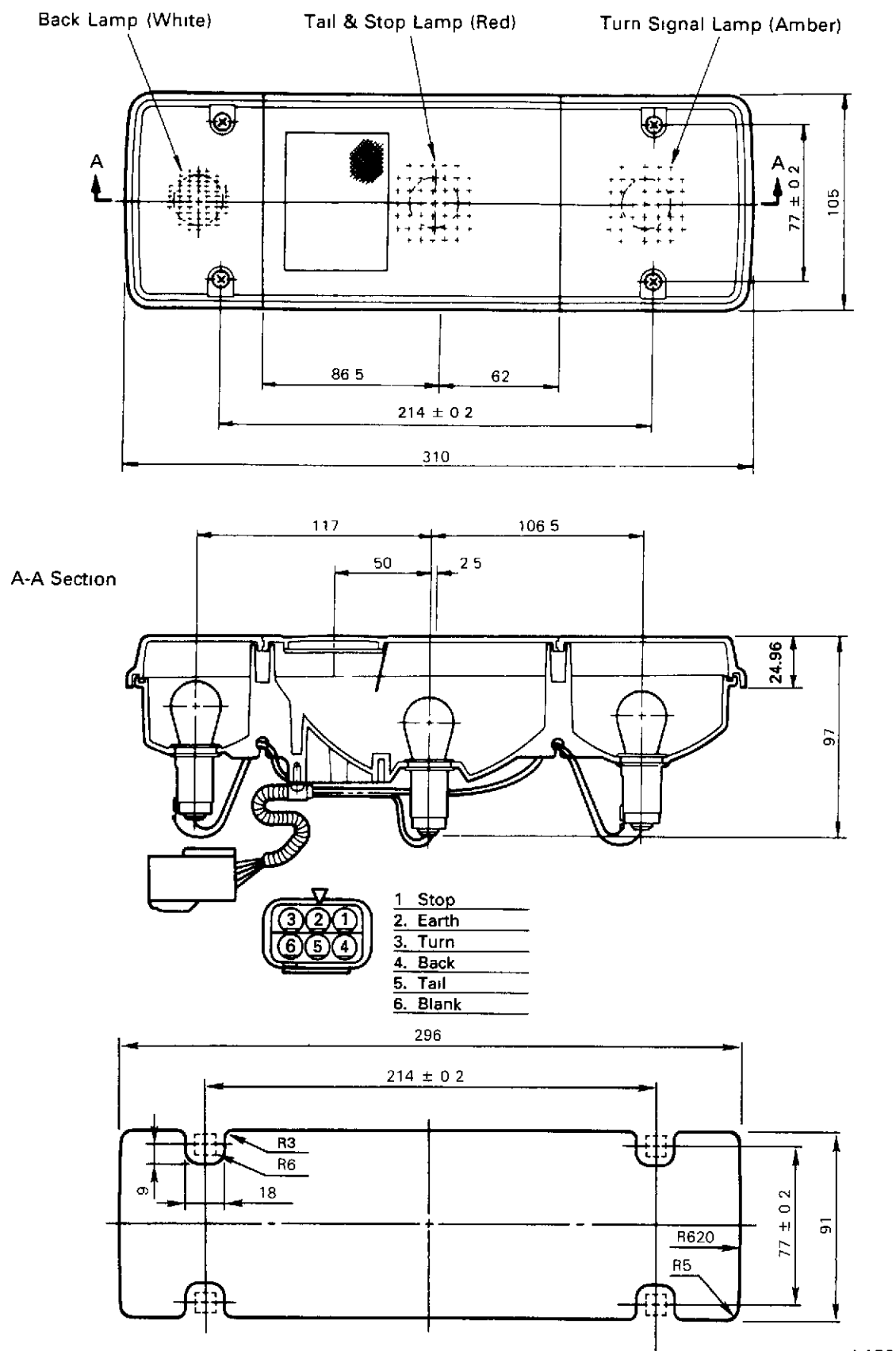


4-1. Fuel tank installation-related drawings (Drawings for fuel sub tank)

MODEL
All Models



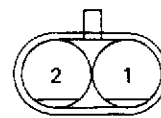
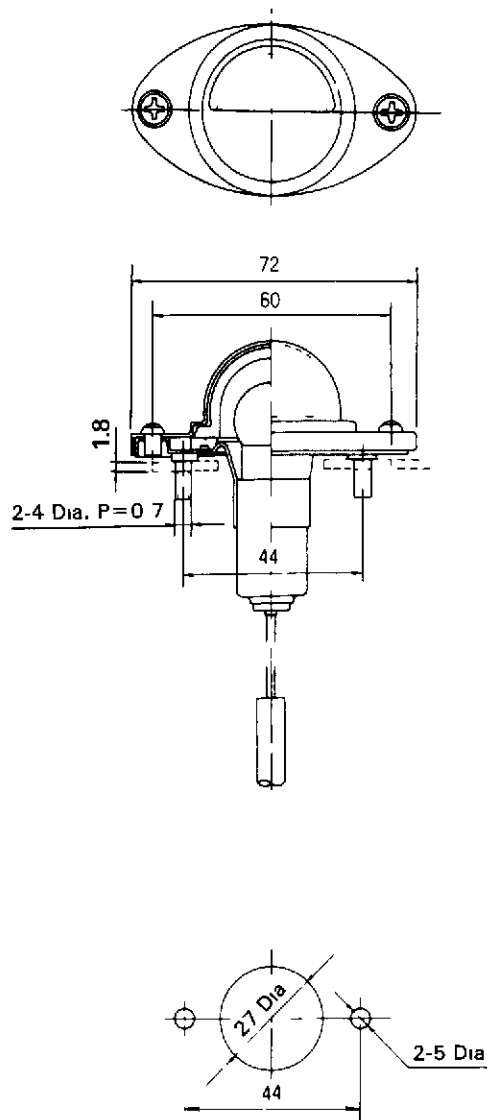
5. Rear combination lamp-related chart



J-130

6-1. Licence lamp-related chart

Licence Lamp



1. Licence Plate Lamp

2. Earth

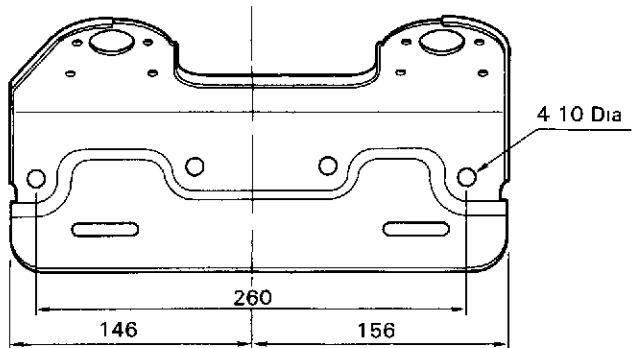
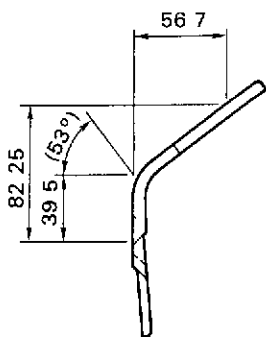
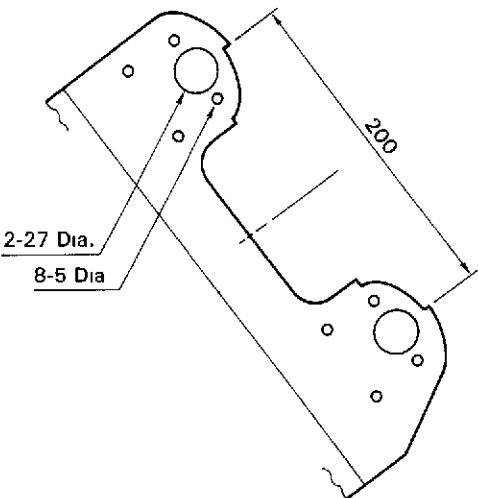
J-131

6-2. Licence lamp-related chart

MODELS

ALL MODELS

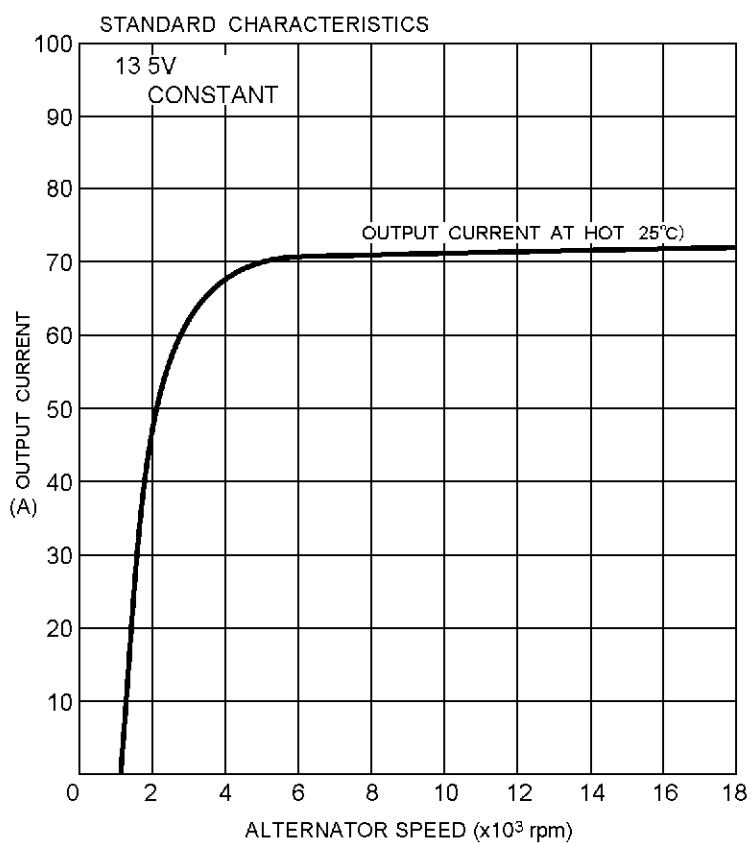
Licence Plate



J-132

7-1. Alternator output characteristic

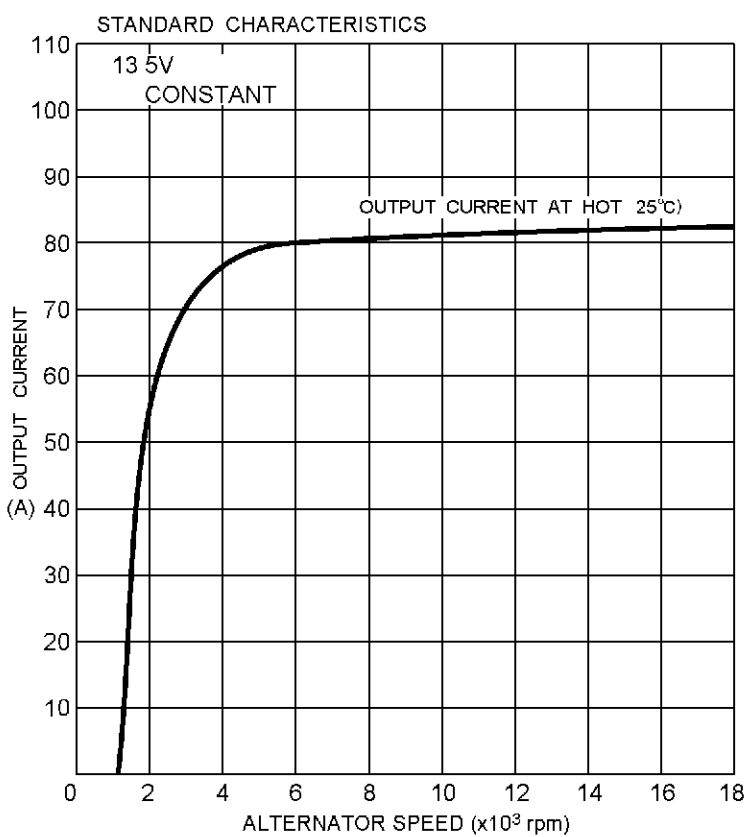
12V-70A



Model

·FZJ79L-TJMRK3

12V-80A

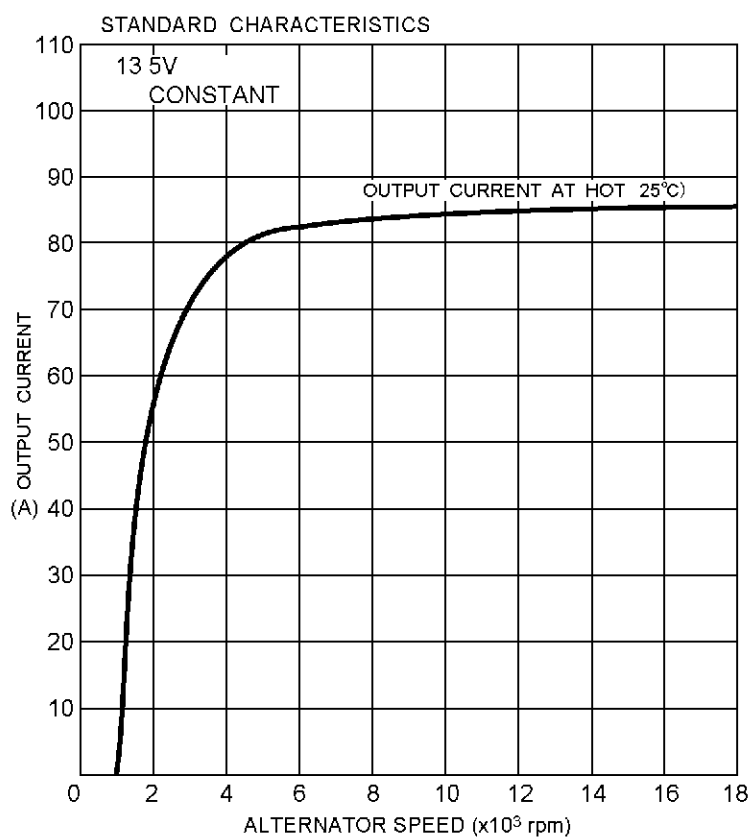


Model

·FZJ79L-TJMRK3

7-2. Alternator output characteristic

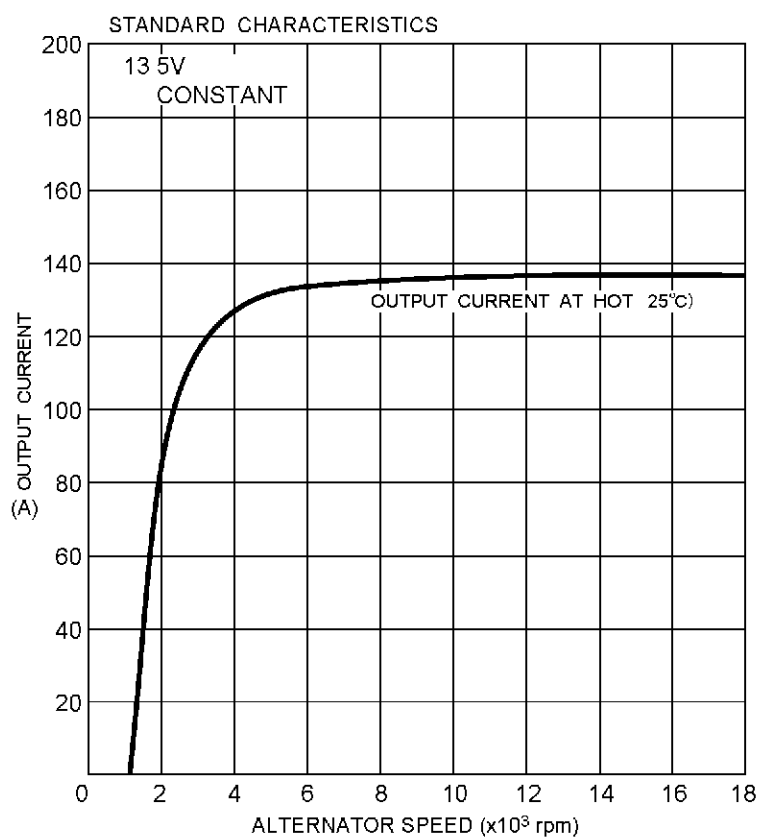
12V-80A



Model

• HZJ79L-TJMRS3

12V-130A



Model

• VZJ79R-TJMRYQ3
• VZJ79R-TJMNYQ3

[4] MAJOR TECHNICAL SPECIFICATIONS

	Destination			General			
	Body Type			Single Cab	Single Cab		
	Drive System			4X4	4X4		
	Model Code			FZJ79L TJMRK3	HZJ79L TJMRS3		
Major Dimension	Overall	Length	mm	5080	5080		
				5270 *1	5270 *1		
				5125 *2	5125 *2		
				5315 *3	5315 *3		
				5090 *4	5090 *4		
				5135 *5	5135 *5		
		Width	mm	1770 1790 *6	1770 1790 *6		
		Height	mm	1970	1970 1970 *8		
	Wheel Base		mm	3180	3180		
	Tread	Front	mm	1515	1515		
		Rear	mm	1420	1420		
	Cab End to Rear Axle			mm	1120		
Fuel Tank Capacity			<Option> Liters	90 <90+90>			
Seating Capacity			Persons	3			
Weights	Unsprung Weight Axle	Front	kg	250	250		
		Rear	kg	250	250		
	Chassis and Cab Curb Weight	Front	kg	1150~1285	1160~1310		
		Rear	kg	780~850	770~855		
		Total	kg	1930~2135	1930~2165		
	Gross Vehicle Weight	Front	kg	1375	1400		
		Rear	kg	1825	1800		
		Total	kg	3200	3200		
	Max Permissible Axle Capacity	Front	kg	1480	1480		
		Rear	kg	2300	2300		
Min Turning Radius (outside front tire)			m	7.2	7.2		
Engine	Engine	Type		1FZ-FE	1HZ		
		Displacement	cc	4477	4164		
		Max Power	kW rpm	162 4600	96 3800		
		Max Torque	N m rpm	384 3600	285/2200		
	Battery (20hr. rate)		<Option> V-A	12-65	12-65		
	Alternator		<Option> V A	12 70<12 80>	12 80		
Starter		<Option> V kw	12 1.4	12 2.5			
Chassis	Transmission	Model	Gear Ratio	1st		4 329	4 313
				2nd		2 464	2 330
				3rd		1 490	1 436
				4th		1 000	1 000
				5th		0 881	0 838
				Rev		4 313	4 220
				Differential	Gear Ratio		4 300
	Front Suspension	Coil Spring <Option>	Size	Diameter	mm	136.9 <141.1>	137.1 <141.1>
				Height (set)	mm	310 <310.5>	310 <310.5>
				Diameter of wire	mm	14.7 <16.8>	14.8 <16.8>
				Rate	N/mm	38.2 <45.0~93.2>	38.2 <45.0~93.2>
	Rear Suspension	Leaf Spring <Option>	Size	L * W * T n	mm	1786*70*7 <1791*70*9>	1786*70*7 <1791*70*9>
						1696*70*7 <1705*70*9>	1696*70*7 <1705*70*9>
						1360*70*8 <1375*70*9>	1360*70*8 <1375*70*9>
						1240*70*8 <1375*70*8>	1240*70*8 <1375*70*8>
						1100*70*8 <1255*70*8>	1100*70*8 <1255*70*8>
						960*70*8 <1255*70*8>	960*70*8 <1255*70*8>
						830*70*15 <1140*70*8>	830*70*15 <1140*70*8>
						550*70*15 <1085*70*14>	550*70*15 <1085*70*14>
						<895*70*14>	<895*70*14>
				<705*70*14>	<705*70*14>		
	<515*70*14>	<515*70*14>					
	Rate	N/mm	48.1~103.0 <79.7~217.1>	48.1~103.0 <79.7~217.1>			
	Tire	Size <Option>				7.50R16C	7.50 16 8
						<7.50R16 8>	<7.50R16 8>
		Pressure <Option>	Front	kPa	250	240	
					<250>	<250>	
					<220>	<220>	
Rear	kPa	475	425				
		<475>	<475>				
		<450>	<450>				
Service Brake		Control Valve			LSP&BV	LSP&BV	

- *1 With electrica winch
- *2 With rear pintle hook
- *3 With electrica winch and rear pintle hook
- *4 With plated front bumper
- *5 With rear pintle hook and plated front bumper
- *6 With snorkel
- *7 With 265 70R16 tire
- *8 With 225 95R16C tire

	Destination				Australia							
	Body Type				Single Cab		Single Cab					
	Drive System				4X4		4X4					
	Model Code				VDJ79R TJMRYQ3		VDJ79R TJMNYQ3					
Major Dimension	Overall		Length	mm	5080		5090					
			Width	mm	1790 1870 *7		1790 1870 *7					
			Height	mm	1970 1955 *7		1970 1955 *7					
	Wheel Base			mm	3180		3180					
	Tread		Front	mm	1515 1555 *7		1515 1555 *7					
			Rear	mm	1420 1460 *7		1420 1460 *7					
	Cab End to Rear Axle			mm	1120		1120					
	Fuel Tank Capacity		<Option>	Liters	90+90 <90>		90+90 <90>					
	Seating Capacity			Persons	3		2					
Weights	Unsprung Weight Axle		Front	kg	250		250					
			Rear	kg	250		250					
	Chassis and Cab Curb Weight		Front	kg	1250~1295		1250~1290					
			Rear	kg	730~790		740~800					
			Total	kg	1980~2085		1990~2090					
	Gross Vehicle Weight		Front	kg	1450		1450					
			Rear	kg	1850		1850					
			Total	kg	3300		3300					
	Max Permissible Axle Capacity		Front	kg	1480		1480					
Rear			kg	2300		2300						
Engine	Min Turning Radius (outside front tire)			m	7.2		7.2					
	Engine	Type			IVD FTV		IVD FTV					
		Displacement		cc	4461		4461					
		Max Power		kW/rpm	131 3400		151/3400					
		Max Torque		N.m/rpm	430 1200 3200		430 1200 3200					
Battery (20hr rate)		<Option>	V.A	12.80		12.80						
Alternator		<Option>	V-A	12-130		12-130						
Starter		<Option>	V.kw	12.3.0		12.3.0						
Chassis	Transmission	Model				H150F		H150F				
				Gear Ratio	1st		4.529		4.529			
					2nd		2.464		2.464			
					3rd		1.490		1.490			
					4th		1.000		1.000			
					5th		0.881		0.881			
					Rev		4.313		4.313			
	Differential		Gear Ratio			3.909		3.909				
	Front Suspension	Coil Spring <Option>	Size	Diameter	mm	138.3		138.3				
				Height /set	mm	310.0		310.0				
				Diameter of wire	mm	15.4		15.4				
				Rate	N/mm	42.2		42.2				
	Rear Suspension	Leaf Spring <Option>	Size	L * W * T-n	mm	1786*70*7 1696*70*7 1360*70*8 1240*70*8 1100*70*8 960*70*8 830*70*15 550*70*15		1786*70*7 1696*70*7 1360*70*8 1240*70*8 1100*70*8 960*70*8 830*70*15 550*70*15				
				Rate	N/mm	48.1~103.0		48.1~103.0				
				Tire	Size <Option>			7.50R16.8 <265/70R16LT>		7.50R16.8 <265/70R16LT>		
					Pressure <Option>	Front	kPa	250 <250>		250 <250>		
				Rear		kPa	475 <350>		475 <350>			
				Service Brake		Control Valve			LSP&BV		LSP&BV	

- *1 With electrical winch
- *2 With rear pintle hook
- *3 With electrical winch and rear pintle hook
- *4 With plated front bumper
- *5 With rear pintle hook and plated front bumper
- *6 With snorkel
- *7 With 265/70R16 tire
- *8 With 225/95R16G tire