

NOTICE

Do not use engine antifreeze or any other substitute because it may damage your vehicle's paint.

Do not use your parking brake when there is a possibility it could freeze.

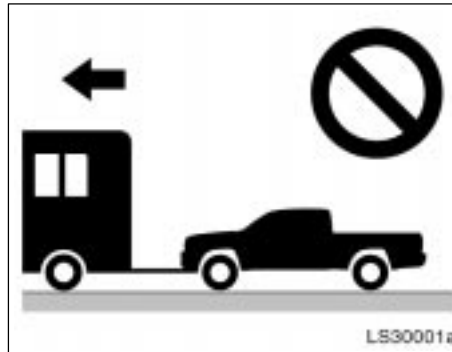
When parking, put the transmission into "P" (automatic) or into first or reverse (manual) and block the front wheels. Do not use the parking brake, or snow or water accumulated in and around the parking brake mechanism may freeze, making it hard to release.

Keep ice and snow from accumulating under the fenders.

Ice and snow built up under your fenders can make steering difficult. During bad winter driving, stop and check under the fenders occasionally.

Depending on where you are driving, we recommend you carry some emergency equipment.

Some of the things you might put in the vehicle are tire chains, window scraper, bag of sand or salt, flares, small shovel, jumper cables, etc.

Dinghy towing

Your vehicle is not designed to be dinghy towed (with four wheels on the ground) behind a motorhome.

NOTICE

Do not tow your vehicle with four wheels on the ground. This may cause serious damage to your vehicle.

Trailer towing

Your vehicle is designed primarily as a passenger-and-load-carrying vehicle. Towing a trailer will have an adverse effect on handling, performance, braking, durability and driving economy (fuel consumption, etc.). Your safety and satisfaction depend on the proper use of correct equipment and cautious driving habits. For your safety and the safety of others, you must not overload your vehicle or trailer. Ask your local Toyota dealer for further details before towing.

We recommend you use a weight distributing hitch when towing to keep your vehicle level with the ground.


NOTICE

When towing a trailer, be sure to consult your Toyota dealer for further information on additional requirements such as a towing kit, etc.

WEIGHT LIMITS

Before towing, make sure the total trailer weight, gross combination weight, gross vehicle weight, gross axle weight and trailer tongue load are all within the limits.

The total trailer weight and tongue load can be measured with platform scales found at a highway weighing station, building supply company, trucking company, junk yard, etc.

 **CAUTION**

- **The maximum gross trailer weight (trailer weight plus cargo weight) must never exceed the following.**
 - Without towing package**
1587 kg (3500 lb.)
 - With towing package**
2948 kg (6500 lb.)

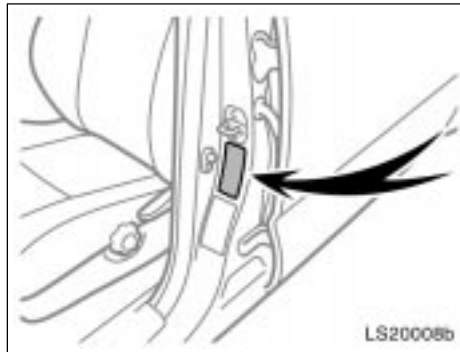
If towing a trailer and cargo weighing over 907 kg (2000 lb.), it is necessary to use a sway control device with sufficient capacity. The combination of the gross trailer weight added to the total weight of the vehicle, occupants and vehicle cargo must never exceed a total of the following.

Two-wheel drive models except Pre-Runner
3402 kg (7500 lb.)

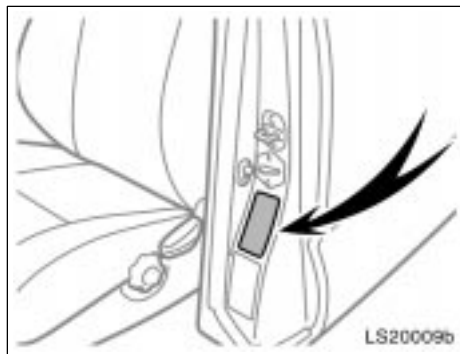
Four-wheel drive models and Pre-Runner

- 2.7 L 4-cylinder (2TR-FE) engine**
3628 kg (8000 lb.)
- 4.0 L V6 (1GR-FE) engine**
 - Without towing package**
3674 kg (8100 lb.)
 - With towing package**
5034 kg (11100 lb.)

Exceeding the maximum weight of the trailer, the vehicle, or the vehicle and trailer combination, can cause an accident resulting in serious personal injuries.



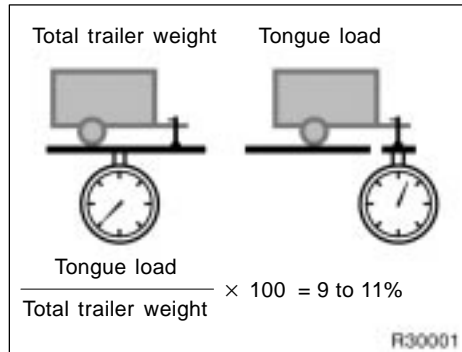
Regular and double cab models



Access cab models

- Trailer hitch assemblies have different weight capacities established by the hitch manufacturer. Even though the vehicle may be physically capable of towing a higher weight, the operator must determine the maximum weight rating of the particular hitch assembly and never exceed the maximum weight rating specified for the trailer-hitch. Exceeding the maximum weight rating set by the trailer hitch manufacturer can cause an accident resulting in serious personal injuries.
- The gross vehicle weight must not exceed the Gross Vehicle Weight Rating (GVWR) indicated on the Certification Label. The gross vehicle weight is the sum of weights of the unloaded vehicle, driver, passengers, luggage, hitch and trailer tongue load. It also includes the weight of any special equipment installed on your vehicle.

- The load on either the front or rear axle resulting from distribution of the gross vehicle weight on both axles must not exceed the Gross Axle Weight Rating (GAWR) listed on the Certification Label.



- The trailer cargo load should be distributed so that the tongue load is 9 to 11% of the total trailer weight, not exceeding the maximum load of the following.

Without towing package	158 kg (350 lb.)
With towing package	294 kg (650 lb.)

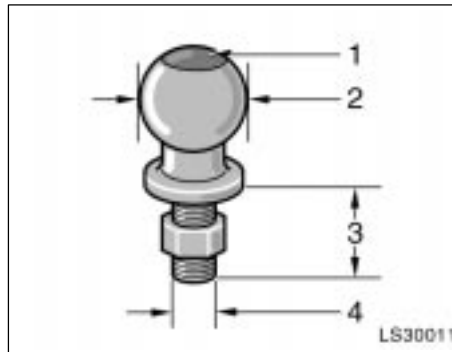
However, if towing with a fifth wheel trailer, the cargo load must be distributed so that the tongue load is 19 to 21% of the total trailer weight. Never load the trailer with more weight in the back than in the front. About 60% of the trailer load should be in the front half of the trailer and the remaining 40% in the rear.

HITCHES

- If you wish to install a trailer hitch, you should consult with your Toyota dealer.
- Use only a hitch recommended by the hitch manufacturer and the one which conforms to the total trailer weight requirement.
- The hitch must be bolted securely to the vehicle frame and installed according to the hitch manufacturer's instructions.
- The hitch ball and king pin should have a light coat of grease.
- Toyota recommends removing the trailer hitch whenever you are not towing a trailer to reduce the possibility of additional damage caused by the hitch if your vehicle is struck from behind. After removing the hitch, seal any mounting holes in the vehicle body to prevent entry of pollutants such as exhaust fumes, dirt, water, etc.

NOTICE

Do not use axle-mounted hitches as they can cause damage to the axle housing, wheel bearings, wheels or tires. Also, never install a hitch which may interfere with the normal function of an Energy Absorbing Bumper, if so equipped.



- 1 Trailer ball load rating
- 2 Ball diameter
- 3 Shank length
- 4 Shank diameter

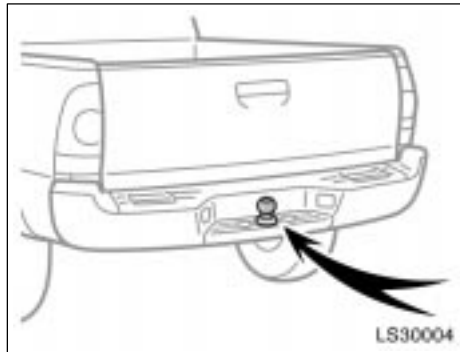
TRAILER BALL

Follow these easy steps to properly determine the correct trailer ball for your application:

- Determine the correct trailer ball size for the trailer coupler. Most couplers are stamped with the required trailer ball size. The sizes you will most likely find stamped on the coupler are:

Trailer class	Typical trailer ball size
IV	2 5/16 in.
II and III	2 in.
I	1 7/8 in.

- Select the appropriate trailer ball to match or exceed the gross trailer weight rating of the trailer. The trailer ball load rating should be printed on the top of the ball.
- When mounted in the ball mount, the threaded ball shank must protrude beyond the bottom of the lock washer and nut at least 2 threads. The trailer ball shank must be matched to the ball mount hole diameter size.

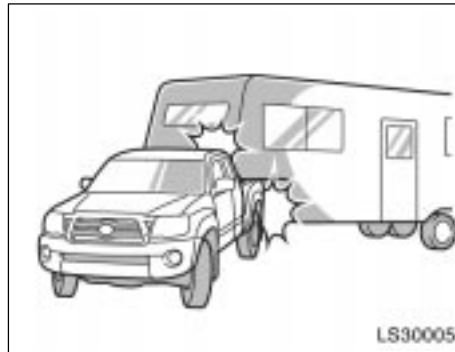


BUMPER TOWING

The rear bumper of your vehicle is equipped with a hole to install a trailer ball. The maximum gross trailer weight is 1587 kg (3500 lb.).

CAUTION

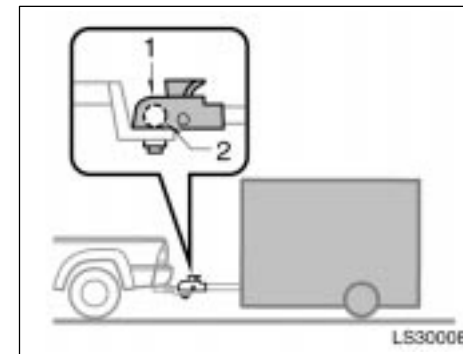
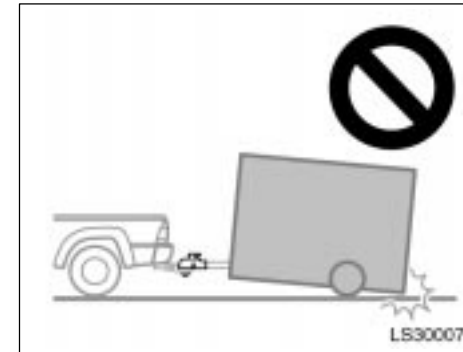
The maximum gross trailer weight (trailer weight plus cargo weight) when towing with the bumper must never exceed 1587 kg (3500 lb.).



FIFTH WHEEL TRAILER

NOTICE

When towing a fifth wheel trailer, be careful not to hit the cabin or deck by the trailer while making a sharp turn.



- 1 Coupler
- 2 Trailer ball

MATCHING TRAILER BALL HEIGHT TO TRAILER COUPLER HEIGHT

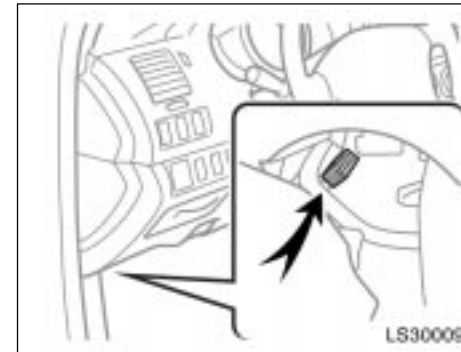
No matter which class of tow hitch applies, for a safe trailer hookup, the trailer ball setup on must be the proper height for the coupler on the trailer.

BRAKES AND SAFETY CHAINS

- Toyota recommends trailers with brakes that conform to any applicable federal and state/provincial regulations.
- A safety chain must always be used between the towing vehicle and the trailer. Leave sufficient slack in the chain for turns. The chain should cross under the trailer tongue to prevent the tongue from dropping to the ground in case it becomes damaged or separated. For correct safety chain procedures, follow the hitch or trailer manufacturer's recommendations.

⚠ CAUTION

- If the total trailer weight exceeds 453 kg (1000 lb.), trailer brakes are required.
- Never tap into your vehicle's hydraulic system as it would lower its braking effectiveness.
- Never tow a trailer without using a safety chain securely attached to both the trailer and the vehicle. If damage occurs to the coupling unit or hitch ball, there is danger of the trailer wandering over into another lane.



SERVICE CONNECTOR FOR TOWING BRAKE CONTROLLER

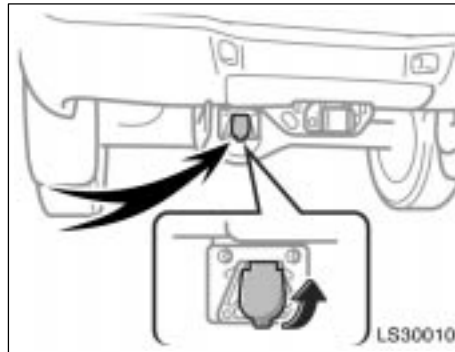
Your vehicle is equipped with a service connector for the trailer brake controller as shown. Link the connector to the trailer brake controller via the sub wire harness stored in the glove box. The detailed explanation of the sub wire harness circuit is packed together with the sub wire harness.

Be sure to position the trailer brake controller where it does not prevent the driver from operating the pedal.

Toyota recommends that the sub wire harness be stored in the glove box when it is not in use.

TIRES

- Ensure that your vehicle's tires are properly inflated. See page 377 in Section 7-2 and page 411 in Section 8 for instructions.
- The trailer tires should be inflated to the pressure recommended by the trailer manufacturer in respect to the total trailer weight.



TOWING CONNECTOR FOR TRAILER LIGHTS

- Your vehicle is equipped with a wire harness stored in the rear under body. Some models are fitted with a socket for trailer lights under the rear bumper. Use either of them to connect and operate the trailer lights. However, the trailer lights must comply with federal, state/provincial and local regulations. See your local recreational vehicle dealer or rental agency for the correct type of wiring and relays for your trailer. Check for correct operation of the turn signals and stop lights each time you hitch up. Direct splicing may damage your vehicle's electrical system and cause a malfunction of your lights.

The towing connector can be also connected to the trailer brake and trailer sub battery.

BREAK-IN SCHEDULE

- Toyota recommends that you do not tow a trailer with a new vehicle or a vehicle with any new power train component (engine, transmission, differential, wheel bearing, etc.) for the first 800 km (500 miles) of driving.

MAINTENANCE

- If you tow a trailer, your vehicle will require more frequent maintenance due to the additional load. For this information, please refer to the scheduled maintenance information in the “Scheduled Maintenance Guide” or “Owner’s Manual Supplement”.
- Retighten all fixing bolts of the towing ball and bracket after approximately 1000 km (600 miles) of trailer driving.

PRE-TOWING SAFETY CHECK

- Check that your vehicle remains level when a loaded or unloaded trailer is hitched. Do not drive if the vehicle has an abnormal nose-up or nose-down condition, and check for improper tongue load, overload, worn suspension or other possible causes.
- Make sure the trailer cargo is securely loaded so that it cannot shift.
- Check that your rear view mirrors conform to any applicable federal state/provincial or local regulations. If not, install the rear view mirrors required for towing purpose.

TRAILER TOWING TIPS

When towing a trailer, your vehicle will handle differently than when not towing. The three main causes of vehicle-trailer accidents are driver error, excessive speed and improper trailer loading. Keep these in mind when towing:


- Before starting out, check operation of the lights and all vehicle-trailer connections. After driving a short distance, stop and recheck the lights and connections. Before actually towing a trailer, practice turning, stopping and backing with a trailer in an area away from traffic until you learn the feel.
- Backing with a trailer is difficult and requires practice. Grip the bottom of the steering wheel and move your hand to the left to move the trailer to the left. Move your hand to the right to move the trailer to the right. (This procedure is generally opposite to that when backing without a trailer.) Also, just turn the steering wheel a little at a time, avoiding sharp or prolonged turning. Have someone guide you when backing to reduce the risk of an accident.
- Because stopping distance may be increased, following distance should be increased when towing a trailer. For each 16 km/h (10 mph) of speed, allow at least one vehicle and trailer length between you and the vehicle ahead. Avoid sudden braking as you may skid, resulting in jackknifing and loss of control. This is especially true on wet or slippery surfaces.
- Avoid jerky starts or sudden acceleration. If your vehicle has a manual transmission, prevent excessive clutch slippage by keeping engine rpm low and not racing the engine. Always start out in first gear.
- Avoid jerky steering and sharp turns. The trailer could hit your vehicle in a tight turn. Slow down before making a turn to avoid the necessity of sudden braking.
- Remember that when making a turn, the trailer wheels will be closer than the vehicle wheels to the inside of the turn. Therefore, compensate for this by making a larger than normal turning radius with your vehicle.

- Crosswinds and rough roads will adversely affect handling of your vehicle and trailer, causing sway. Pay attention to the rear from time to time to prepare yourself for being passed by large trucks or buses, which may cause your vehicle and trailer to sway. If swaying happens, firmly grip the steering wheel and reduce speed immediately but gradually. Never increase speed. Steer straight ahead. If you make no extreme correction with the steering or brakes, the vehicle and trailer will stabilize.
- Be careful when passing other vehicles. Passing requires considerable distance. After passing a vehicle, do not forget the length of your trailer and be sure you have plenty of room before changing lanes.
- In order to maintain engine braking efficiency, do not use fifth gear (5-speed manual transmission) or sixth gear (6-speed manual transmission), or do not put the transmission in "D" (automatic transmission).

- Because of the added load of the trailer, your vehicle's engine may overheat on hot days (at temperatures over 30°C [85°F]) when going up a long or steep grade with a trailer. If the engine coolant temperature gauge indicates overheating, immediately turn off the air conditioning (if in use), pull off the road and stop in a safe spot. Refer to "If your vehicle overheats" on page 329 in Section 4.
- Always place wheel blocks under both the vehicle and trailer wheels when parking. Apply the parking brake firmly. Put the transmission in "P" (automatic) or in first or reverse (manual). Avoid parking on a slope with a trailer, but if it cannot be avoided, do so only after performing the following:
 1. Apply the brakes and hold.
 2. Have someone place wheel blocks under both the vehicle and trailer wheels.
 3. When the wheel blocks are in place, release your brakes slowly until the blocks absorb the load.
 4. Apply the parking brake firmly.
 5. Shift into first or reverse (manual) or "P" (automatic) and turn off the engine.

When restarting out after parking on a slope:

1. With the transmission in "P" position (automatic) or the clutch pedal depressed (manual), start the engine. (With an automatic transmission, be sure to keep the brake pedal depressed.)
2. Shift into gear.
3. Release the parking brake (also foot brake on automatic transmission vehicles) and slowly pull or back away from the wheel blocks. Stop and apply your brakes.
4. Have someone retrieve the blocks.

 **CAUTION**

- **Do not exceed 72 km/h (45 mph) or the posted towing speed limit, whichever is lower. Because instability (swaying) of a towing vehicle-trailer combination usually increases as the speed increases, exceeding 72 km/h (45 mph) may cause loss of control.**
- **Slow down and downshift before descending steep or long downhill grades. Do not make sudden downshifts.**
- **Avoid holding the brake pedal down too long or too frequently. This could cause the brakes to overheat and result in reduced braking efficiency.**

How to save fuel and make your vehicle last longer

Improving fuel economy is easy—just take it easy. It will help make your vehicle last longer, too. Here are some specific tips on how to save money on both fuel and repairs:

- **Keep your tires inflated at the correct pressure.** Underinflation causes tire wear and wastes fuel. See page 377 in Section 7-2 for instructions.
- **Do not carry unneeded weight in your vehicle.** Excess weight puts a heavier load on the engine, causing greater fuel consumption.
- **Avoid lengthy warm-up idling.** Once the engine is running smoothly, begin driving—but gently. Remember, however, that on cold winter days this may take a little longer.
- **Put the selector lever into the “D” when engine braking is not required.**
5-speed automatic transmission—Driving with the selector lever in “4” will reduce the fuel economy (For details, see “Automatic transmission (5-speed)” on page 168 in Section 1-7.)
4-speed automatic transmission—Driving with the selector lever in “3” will reduce the fuel economy (For details, see “Automatic transmission (4-speed)” on page 172 in Section 1-7.)
- **Accelerate slowly and smoothly.** Avoid jackrabbit starts. Get into high gear as quickly as possible.
- **Avoid long engine idling.** If you have a long wait and you are not in traffic, it is better to turn off the engine and start again later.
- **Avoid engine lugging or over-revving.** Use a gear position suitable for the road on which you are travelling.
- **Avoid continuous speeding up and slowing down.** Stop-and-go driving wastes fuel.
- **Avoid unnecessary stopping and braking.** Maintain a steady pace. Try to time the traffic signals so you only need to stop as little as possible or take advantage of through streets to avoid traffic lights. Keep a proper distance from other vehicles to avoid sudden braking. This will also reduce wear on your brakes.
- **Avoid heavy traffic or traffic jams whenever possible.**
- **Do not rest your foot on the clutch or brake pedal.** This causes premature wear, overheating and poor fuel economy.

- **Maintain a moderate speed on highways.** The faster you drive, the greater the fuel consumption. By reducing your speed, you will cut down on fuel consumption.
- **Keep the front wheels in proper alignment.** Avoid hitting the curb and slow down on rough roads. Improper alignment not only causes faster tire wear but also puts an extra load on the engine, which, in turn, wastes fuel.
- **Keep the bottom of your vehicle free from mud, etc.** This not only lessens weight but also helps prevent corrosion
- **Keep your vehicle tuned-up and in top shape.** A dirty air cleaner, improper valve clearance, dirty plugs, dirty oil and grease,brakes not adjusted, etc. all lower engine performance and contribute to poor fuel economy. For longer life of all parts and lower operating costs, keep all maintenance work on schedule, and if you often drive under severe conditions, see that your vehicle receives more frequent maintenance. (For scheduled maintenance information, please refer to the "Scheduled Maintenance Guide" or "Owner's Manual Supplement".)

