

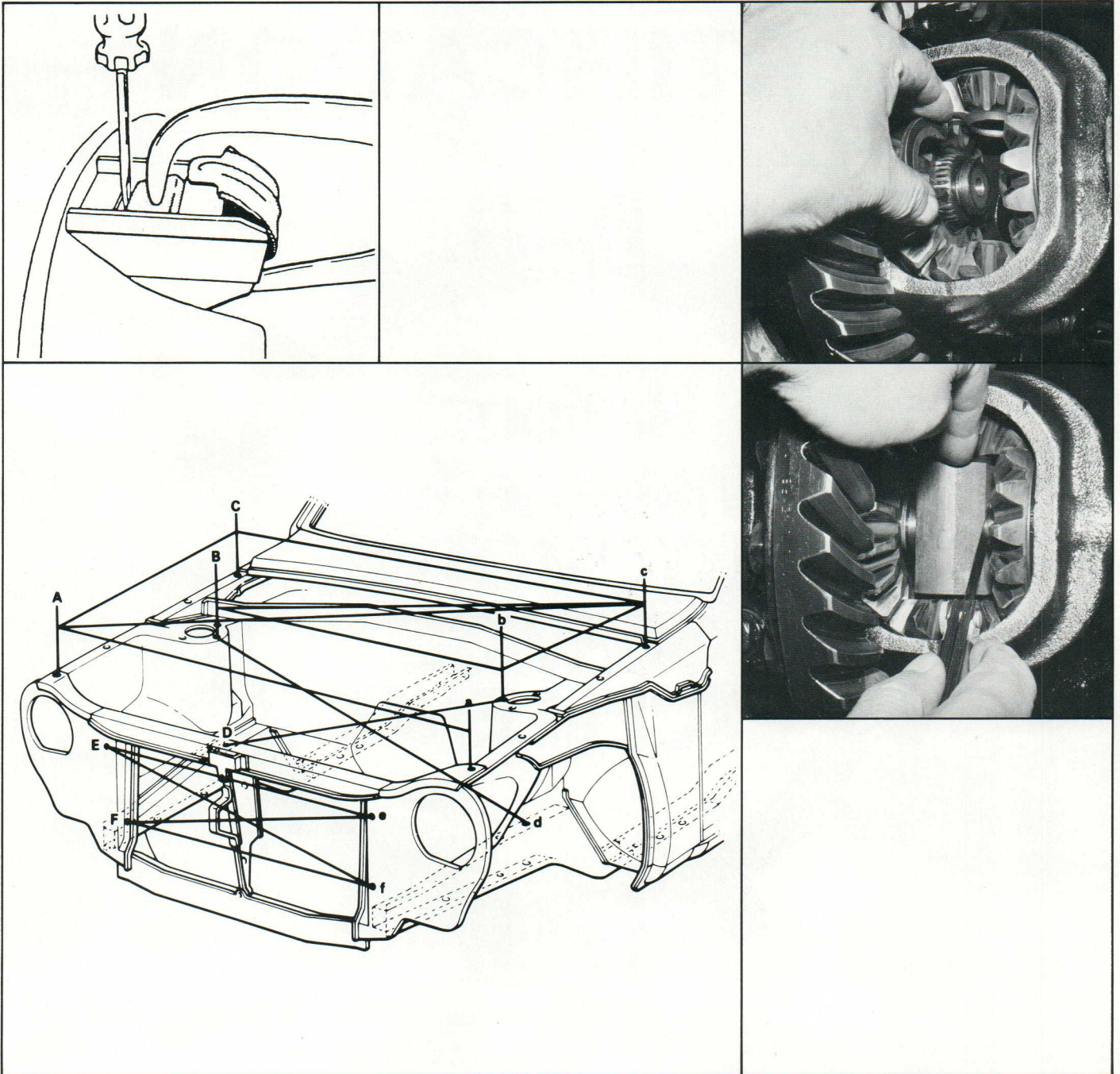


# TOYOTA

# SERVICE NEWS

Bulletin No. 4

May 1982



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**EVERYONE BENEFITS  
FROM MECHANIC  
CERTIFICATION**



**SUPPORT IT!**





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change procedures and/or specifications at any time, without prior notice and without incurring obligation. For complete specifications and procedural information, please refer to the appropriate repair manuals. As for part number changes, consult your local Toyota Dealer.

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Address enquiries to: Editor, Toyota Service News, P.O. Box 2991, Torrance, CA 90504



## DOOR CREAK 1979 CELICA, SUPRA

The following information is applicable if a 1979 Celica or Supra has a "creaking" sound in the upper door area when the window is fully closed. This noise will occur when pressing the top of the door trim as well as when hitting bumps in the road.

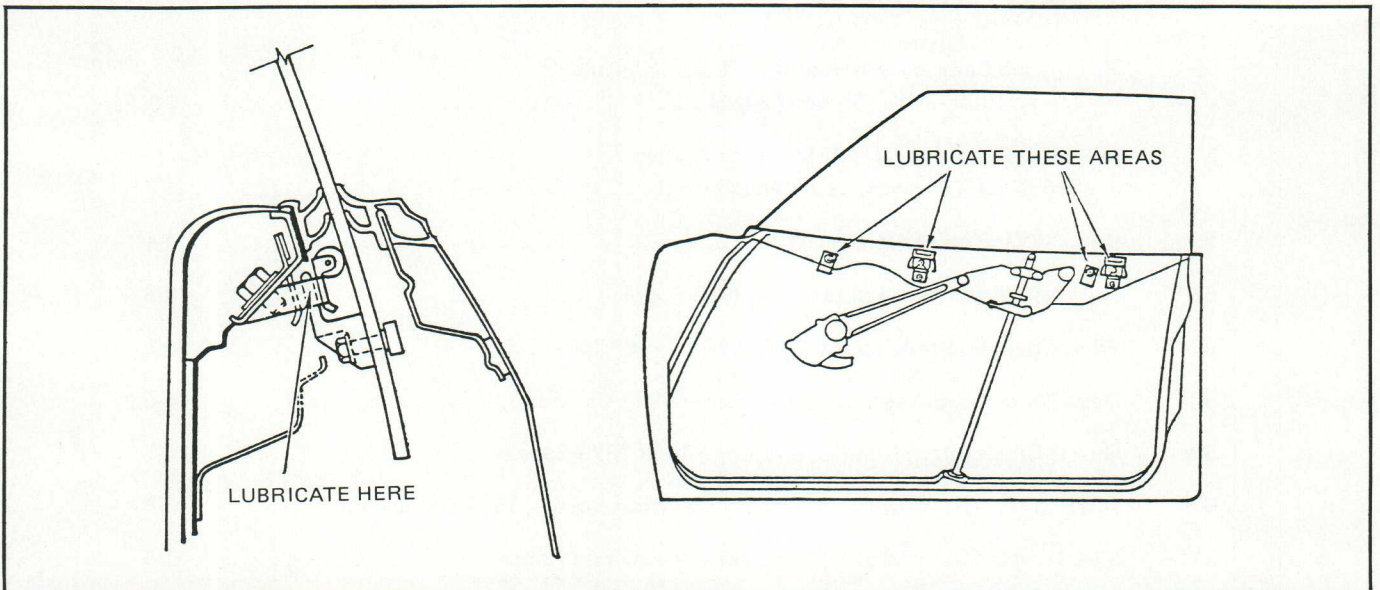
### FIELD FIX:

1. Remove door trim panel per the Celica Body Manual.
2. Loosen the top and rear of the service hole cover.
3. Lubricate the front door glass stopper and front stabilizer with Kent "K-44 Silicone Lubricating Compound" or equivalent through lower access hole.
4. Raise the door glass to within 50 to

75mm (2 to 3 inches) of the top and lubricate the rear door glass stopper and rear stabilizer with K-44 or equivalent.

- NOTE:
- Do not use spray silicones or greases or the effectiveness of the fix will be diminished.
  - Make sure the stabilizer is well coated, however, excess K-44 will be transferred to the roller and then to the glass.
  - Any K-44 on the glass can be removed with commercial glass cleaner.

5. Fully raise and lower the glass several times to be sure that no K-44 is on the rollers or glass.
6. Reinstall the door trim panel.



For your assistance in obtaining K-44 you may wish to contact your local Kent Industries representative directly or through his office:

4415 Euclid Avenue  
Cleveland, OH 44103  
(216) 391-0006

1601 Barth Avenue  
Indianapolis, IN 46203  
(317) 635-3500

Stults Road  
Dayton, NJ 08810  
(609) 655-2400

2424 South Saybrook Avenue  
Los Angeles, CA 90040  
(213) 722-0616

13612 Industrial Road  
Omaha, NE 68137  
(402) 334-2667

2402 Johnson Ferry Road, N.E.  
Chamblee, GA 30341  
(404) 457-2964

3024 East Seminary Drive  
Fort Worth, TX 76119  
(817) 535-9858





## 20R ENGINE CARBURETOR REMOVAL & CHOKE ADJUSTMENT 1975 TO 1980 CELICA, CORONA, PICKUP

To improve cold weather operation, the 20R engines have been equipped with a carburetor which allows coolant to be circulated through

the carburetor base and through the choke coil outer housing as shown in Figure 1 below:

### CAUTION!

Due to this design, it is important to drain approximately one (1) gallon of coolant from the cooling system **BEFORE** removing the carburetor assembly to prevent coolant spills and contamination of internal engine parts.

### Choke Adjustment:

Should adjustment of the choke thermostats become necessary, loosen the three housing set screws **only** (**DO NOT** remove the center bolt as coolant will leak) and adjust as shown in Figure 2 below:

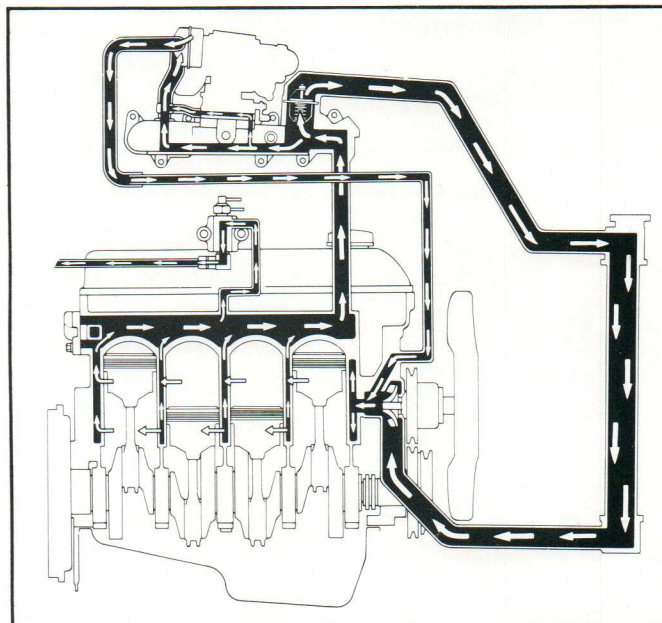
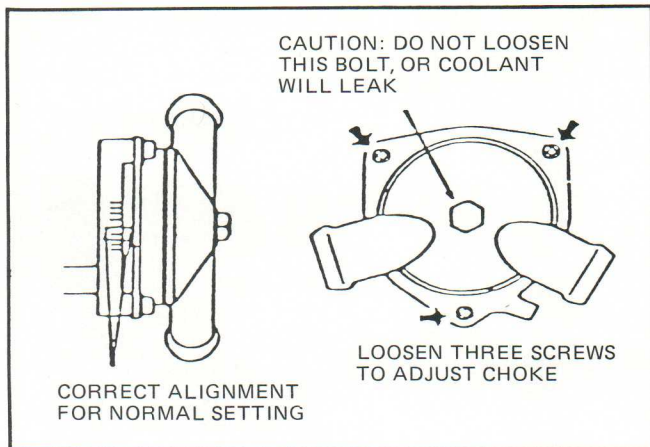


Figure 1



Adjustment of Choke Thermostat Setting

Figure 2

### Float Level Adjustment:

If float level adjustment is required, removal of the air horn (carburetor top) can be accomplished without draining the coolant. Caution should again be used to not loosen the center bolt on the water housing to prevent coolant loss.

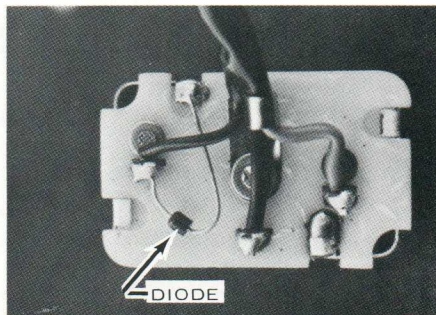
Removal of the three adjustment screws will allow the choke housing to be positioned out of the way for easier removal of the air horn assembly.

## STARTER RELAY WITH SEAT BELT INTERLOCK SYSTEM 1974 COROLLA, CORONA, CELICA AND MARK II

The seat belt interlock system on the 1974 model Toyota requires the use of a starter relay which incorporates a diode to protect the system computer. In the event a starter relay not equipped with a diode is used as a replacement, damage to the computer will result. This would then be considered an improper repair.

Therefore, to avoid a situation of this kind, you are urged to ensure that the relay which is used as a replacement is the one that was specifically designed for use with the

1974 model seat belt system. A correct starter relay (underside view, cover removed), with protective diode, is shown below.





# KNOW WHAT YOU'RE WORKING ON?

SURE, IT'S A CORONA. BUT IS IT DESIGNED TO MEET **FEDERAL, CALIFORNIA, OR HIGH-ALTITUDE EMISSION CONTROL REQUIREMENTS?**



THE FAMILIAR LABEL UNDER THE HOOD TELLS YOU. AND IT'S IMPORTANT TO CHECK IT...



BECAUSE MANY EMISSION CONTROLS ARE DIFFERENT, THEREFORE SOME SPECS ARE DIFFERENT TOO. OF COURSE, MOST OF THE TOYOTAS YOU SEE ARE LOCALLY OWNED. BUT DO READ THE LABEL ON ANY VISITING ONE TO MAKE SURE YOU USE THE CORRECT SPECS!

THEY'RE ALSO HANDY TO CHECK THE MODEL YEAR!



1977 FEDERAL VEHICLE

VEHICLE EMISSION CONTROL INFORMATION			
ENGINE FAMILY IDENTIFICATION			20R(F)
ENGINE DISPLACEMENT (cu. in.)			133.6
EXHAUST EMISSION CONTROL SYSTEM			A1+EGR
ENGINE TUNEUP SPECIFICATIONS			
ENGINE IDLE SPEED	800 R.P.M. IN "N" (MAN.)		
	850 R.P.M. IN "N" (AUTO.)		
IGNITION TIMING	8° B.T.C. AT IDLE SPEED		
IDLE MIXTURE SETTING	LEAN DROP IDLE		
SEE REPAIR MANUAL			
• SET TO 870 R.P.M. (MAN.) OR 920 R.P.M. (AUTO.)			
• THEN SET TO 800 R.P.M. (MAN.) OR 850 R.P.M. (AUTO.) BY TURNING IN IDLE MIXTURE ADJUSTING SCREW.			
FAST IDLE SPEED	2400 R.P.M. AT EGR OFF.		
	VACUUM ADVANCE OFF		
VALVE CLEARANCE (HOT)			
INTAKE	0.008 in. (0.20mm)		
EXHAUST	0.012 in. (0.30mm)		
THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET.			
TOYOTA MOTOR CO., LTD.			
<b>CAUTION</b>			
PERIODIC MAINTENANCE IS NECESSARY FOR BETTER FUEL ECONOMY AND CLEAN AIR.			

1977 CALIFORNIA VEHICLE

VEHICLE EMISSION CONTROL INFORMATION			
ENGINE FAMILY IDENTIFICATION			20R(C)
ENGINE DISPLACEMENT (cu. in.)			133.6
EXHAUST EMISSION CONTROL SYSTEM			A1+EGR+CC
ENGINE TUNEUP SPECIFICATIONS			
ENGINE IDLE SPEED	800 R.P.M. IN "N" (MAN.)		
	850 R.P.M. IN "N" (AUTO.)		
IGNITION TIMING	8° B.T.C. IN IDLE WITH HOSE NEAREST THE DISTRIBUTOR HOUSING DISCONNECTED AND ITS END SEALED		
IDLE MIXTURE SETTING	LEAN DROP IDLE		
SEE REPAIR MANUAL			
• SET TO 870 R.P.M. (MAN.) OR 920 R.P.M. (AUTO.)			
• THEN SET TO 800 R.P.M. (MAN.) OR 850 R.P.M. (AUTO.) BY TURNING IN IDLE MIXTURE ADJUSTING SCREW.			
FAST IDLE SPEED	2400 R.P.M. AT EGR OFF.		
	VACUUM ADVANCE OFF		
VALVE CLEARANCE (HOT)			
INTAKE	0.008 in. (0.20mm)		
EXHAUST	0.012 in. (0.30mm)		
THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES FOR SALE AT ALTITUDES AT OR BELOW 4000 FEET.			
TOYOTA MOTOR CO., LTD.			
<b>CAUTION</b>			
PERIODIC MAINTENANCE IS NECESSARY FOR BETTER FUEL ECONOMY AND CLEAN AIR.			

1977 HIGH-ALTITUDE VEHICLE

VEHICLE EMISSION CONTROL INFORMATION			
ENGINE FAMILY IDENTIFICATION			20R(C)
ENGINE DISPLACEMENT (cu. in.)			133.6
EXHAUST EMISSION CONTROL SYSTEM			A1+EGR+CC
ENGINE TUNEUP SPECIFICATIONS			
ENGINE IDLE SPEED	800 R.P.M. IN "N" (MAN.)		
	850 R.P.M. IN "N" (AUTO.)		
IGNITION TIMING	8° B.T.C. IN IDLE WITH HOSE NEAREST THE DISTRIBUTOR HOUSING DISCONNECTED AND ITS END SEALED		
IDLE MIXTURE SETTING	LEAN DROP IDLE		
SEE REPAIR MANUAL			
• SET TO 870 R.P.M. (MAN.) OR 920 R.P.M. (AUTO.)			
• THEN SET TO 800 R.P.M. (MAN.) OR 850 R.P.M. (AUTO.) BY TURNING IN IDLE MIXTURE ADJUSTING SCREW.			
FAST IDLE SPEED	2400 R.P.M. AT EGR OFF.		
	MAIN-VACUUM ADVANCE OFF		
VALVE CLEARANCE (HOT)			
INTAKE	0.008 in. (0.20mm)		
EXHAUST	0.012 in. (0.30mm)		
THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1977 MODEL YEAR NEW MOTOR VEHICLES FOR SALE AT ALTITUDES ABOVE 4000 FEET.			
TOYOTA MOTOR CO., LTD.			
<b>CAUTION</b>			
PERIODIC MAINTENANCE IS NECESSARY FOR BETTER FUEL ECONOMY AND CLEAN AIR.			



## POLYCAST WHEEL COVER LOOSENESS 1979 SUPRA

To repair Supra polycast wheel covers for the complaint of looseness, the eight retaining clips should be replaced. All retaining clips currently available have reduced tolerances for better fit. See your Toyota dealer for these clips.

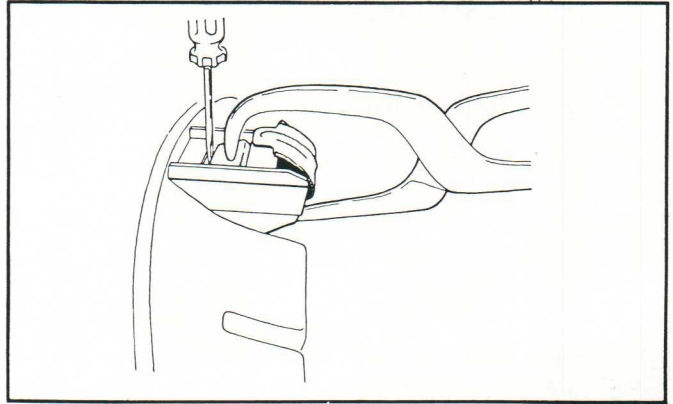
### REPLACEMENT PROCEDURE:

**CAUTION:** Handle wheel covers with care to prevent damage to their structure or finish.

1. Remove the wheel cover from the vehicle.
2. With a pair of brake spring pliers, depress the clips' retaining spring 1 to 2 mm (approx. 1/16 in.).
3. Insert a small screwdriver behind the clip as shown. Use the screwdriver as a lever to pry the clip out of its mounting. If more than slight resistance occurs, depress the clips' retaining spring a little more. The clip should slide out easily.

4. Repeat steps 2 & 3 for the remaining clips.
5. Push the replacement clip into its mount until the clips' retaining spring snaps into place. Repeat this procedure for remaining clips.
6. Reinstall wheel covers.

**NOTE:** The height of the clip is factory set and should not be disturbed or adjusted in any way.



## FLUID COUPLING SERVICING ALL MODELS 1976 AND PRIOR

With the introduction of the 20R engine, new requirements for fluid coupling servicing have been established. Fluid couplings on the 20R require different viscosities of silicone oil, depending on the vehicle involved. Previously,

all 18R, 8R, 2M and 4M vehicles required 10,000 CST (viscosity) silicone oil in the fluid coupling. Now, the following list indicates application of silicone oil required.

### SILICONE OIL VISCOSITY APPLICATION

<u>Year</u>	<u>Model</u>	<u>Accessories</u>	<u>Viscosity</u>	<u>Capacity</u>
1975, 76	Corona	With or Without A/C	3,000	25cc
1975, 76	Celica	With or Without A/C	6,000	25cc
1975, 76	Pickup	With or Without A/C	3,000	25cc
1975, 76	Mark II	With or Without A/C	3,000	30cc
1975, 76	Land Cruiser	With or Without A/C	3,000	35cc

### PROCEDURES FOR RENEWING SILICONE OIL AND REPLACING FLUID COUPLING

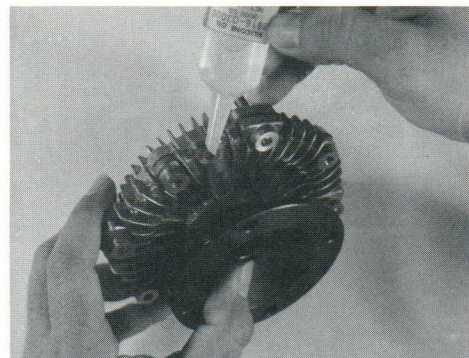
#### Refilling Fluid Coupling:

The fluid coupling must be removed (as shown below). Clean thoroughly with a damp cloth and dry coupling unit completely. Avoid using gasoline or solvent as these fluids will linger and break down the silicone oil viscosity. Refill the unit and install.

#### Replacing Fluid Coupling:

The fluid coupling is not ready for installation as received. The unit must be filled with proper amount and viscosity of silicone oil before installation.

**CAUTION:** Usage of the wrong viscosity silicone



oil may result in the failure of the fluid coupling. See your Toyota dealer for the part numbers of the silicone oil.



# DOOR WATER LEAK DIAGNOSIS AND REPAIR

## 1981 CRESSIDA

The 1981 Cressida door area sealing has been modified to be more effective on recent production models. This information concerns these modifications and the recommended field repair procedures.

### FACTORY MODIFICATIONS:

- Improved sealer application at drip rail moulding joints (November, 1980).
- Improved door frame to A-pillar fit (December, 1980).
- Improved weatherstrip to door frame fit (January, 1981).
- Added drip rail to drip rail moulding sealer (February, 1981).
- Improved A-pillar moulding sealing (April, 1981).
- Revised quarter window moulding shape (April, 1981).
- Modified all four door seals to eliminate lip on top (April, 1981).

Since door area water leaks can result from several types of sealing deficiencies, it is first necessary to diagnose the cause of leakage and then apply the recommended repair procedure.

### WATER LEAK DIAGNOSIS:

1. Determine from the customer the area of leakage.
2. Examine the suspected area for water spot marks on the interior trim.

### WATER LEAK TEST:

1. Have an observer sit inside the car and instruct him to note the location of any water leaks.
2. Use a garden hose without a nozzle and a small stream of water.
3. With the door closed fully, apply water along the front door opening lines starting at the bottom front corner and slowly work up to the top corner and across the top of the door frame.
4. For the rear doors, apply water starting at the bottom rear corner and slowly work up to the top corner, then across the top of the door frame.
5. When leaking occurs, cease wetting the car and open the door to examine whether the leakage is:

- A. Between seal and body
- B. Between seal and door frame
- C. From behind a moulding or moulding screw

### FIELD REPAIRS:

1. Leakage **between seal and body** — caused by front door weatherstrip deformation by contact with A-pillar moulding and screws.
  - A. Tighten moulding screws.
  - B. If seal still is distorted by contact with moulding, adjust moulding position forward slightly.
  - C. If seal is permanently deformed, replace weatherstrip with new part.
2. Leakage **between seal and door frame**
  - A. Cement weatherstrip to retainer on door frame along A-pillar and at upper corners. Use Kent Amber weatherstrip adhesive, P/N 10035, or equivalent.
3. Leakage **from behind a moulding or moulding screws**

#### A-Pillar Mouldings:

- A. Remove moulding and apply sealer along A-pillar mounting flange. Use Kent Clear Quik Leak Chek, P/N 10500, or equivalent, to carefully seal the entire length of moulding to the A-pillar flange contact.
- B. Install new grommets for the screws when reinstalling the mouldings. (Grommet P/N 90189-04040.)

#### Drip Rail Mouldings:

- A. Apply sealer carefully between drip rail and moulding and at front and rear drip moulding joints. Use Kent Clear Quik Leak Chek, P/N 10500, or equivalent clear sealer.





## QUARTZ CLOCK INTERMITTENT OPERATION 1978, 1979 CELICA

The Celica Quartz clock stopping or exhibiting intermittent operation symptoms has been traced to excessive spring plate pressure on the second hand drive gear. Installation of a "lifting clip" to remove this excessive spring plate pressure results in nearly a 100% successful repair.

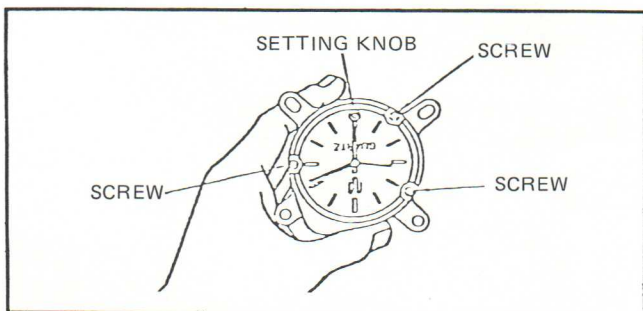
### PART NUMBER INFORMATION:

Available through your Toyota dealer.

### REPAIR INSTRUCTIONS:

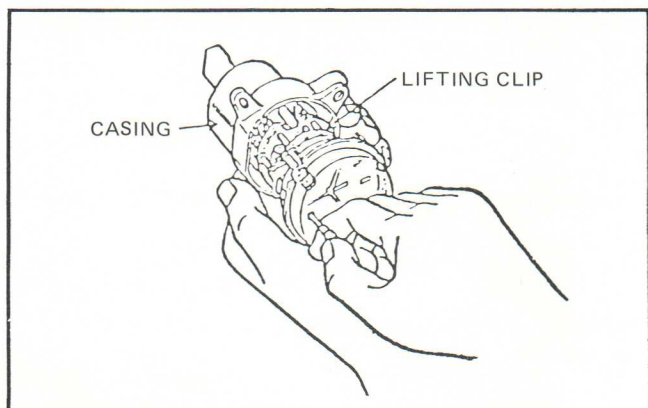
#### 1. Repair Procedure:

- Keep your hands clean.
- Remove the clock assembly from the vehicle.
- Hold the clock in the upside down position (shown below).
- Using a #1 Phillips screwdriver remove the three screws from the face plate cover.

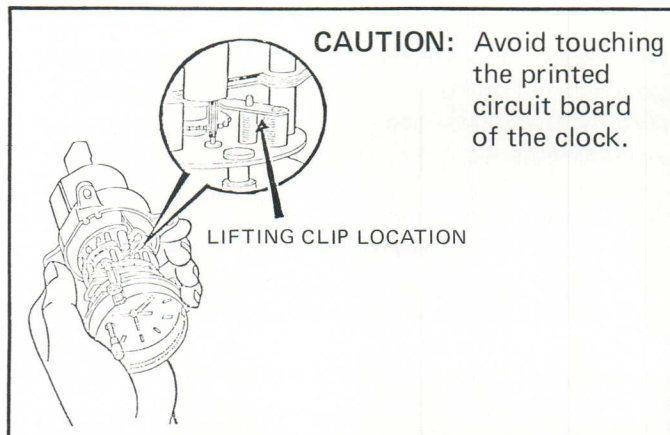


- Pull the reset knob to slide the clock mechanism from the casing to expose the clock mechanism. Do not separate the clock as damage may occur to the internal electrical connections.

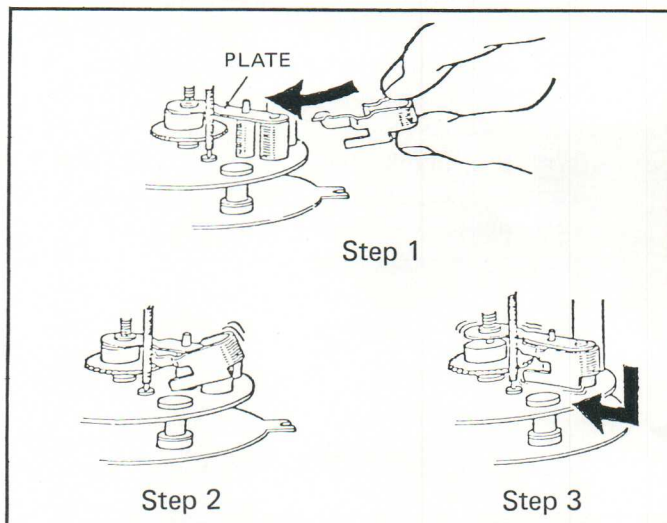
**CAUTION:** Take the mechanism out by tilting the clock downward so that plastic particles do not drop into the casing.



- Locate the spring plate.



- Install the lifting clip in the clock. This prevents the spring plate from contacting the second hand drive gear.



**NOTE:** Make sure that the lifting clip is installed securely. Make sure that the spring plate is supported by the lifting clip.

Reinstall the mechanism in the casing.

**NOTE:** Make sure that no dust is in the casing or on the face plate.

- Reinstall the three screws to secure the face plate cover.
- Connect the clock to the wire harness connector in the vehicle and make sure the clock operates properly for more than three minutes.

**NOTE:** If the clock does not operate properly and you have verified that the clock circuit is OK, replace the unit assembly.

- Install the clock in the vehicle.





## ALTERNATOR LIGHT GLOWING WITH HEAVY ELECTRICAL LOAD 1974 COROLLA 1200

The above described condition is caused by an excessive voltage drop in the battery to ignition switch circuit (see page 3). This circuit is part of the charge warning system.

The problem is isolated to the warning system and does not affect the alternator output. This is confirmed by the fact that the intensity of the charge light does not change with engine RPM.

To correct the condition, a wire (14 gauge) should be run along the existing wire loom from the battery to the ignition switch, to decrease the resistance of the affected wire (black with red tracer).

Before attempting the fix, verify the condition.

- Make sure charging system is in good working order.
- With the engine running, turn on electrical components, one at a time, such as cigarette lighter, headlights, rear window

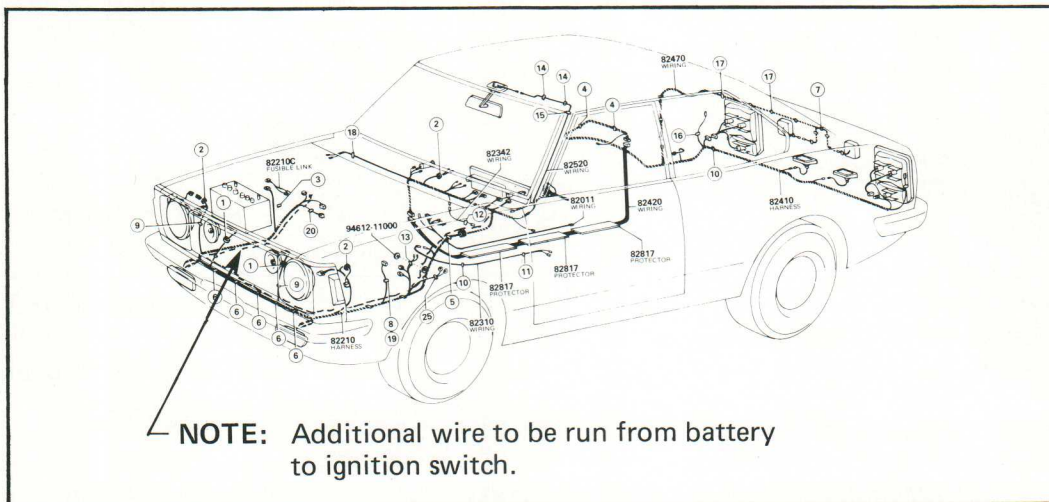
defroster, etc., and observe the charge light (darken car interior as much as possible because the charge light glows very dim).

- As accessories are turned on, light should glow brighter.
- When glowing can easily be observed, rev up the engine. Charge light intensity should not change noticeably.

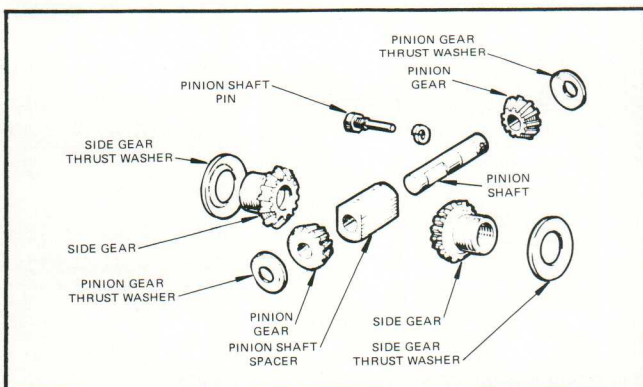
### Corrective Action

Take a 10-foot long 14 gauge wire and connect one end to the black/red wire found near the positive battery post (fusible link connector). Run and tape the wire along the wire loom under the radiator and along the left fender and through the fire wall. Connect the other end to the same wire (black/red) which terminates at the connector on the right side of the steering column going to the ignition switch.

Solder both connections to ensure good contacts.



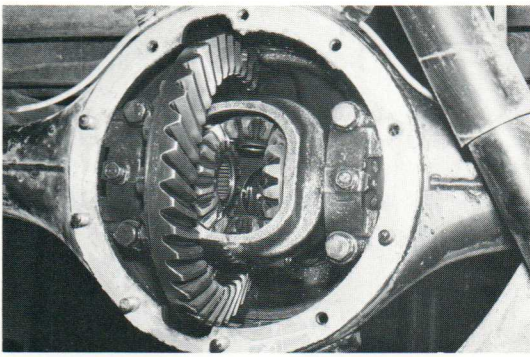
## MEASURING DIFFERENTIAL SIDE GEAR BACKLASH LAND CRUISER



This method is to be used:

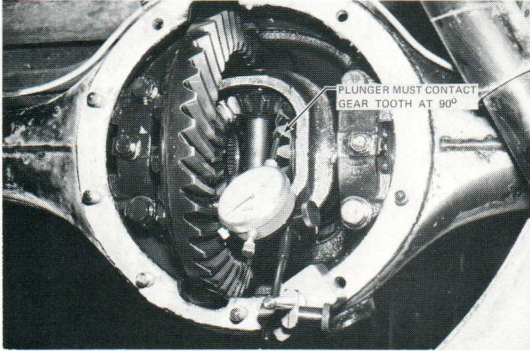
- When excessive backlash has been diagnosed.
- When overhauling the differential assembly.





This adjustment is performed with the differential installed on the vehicle.

Remove the pinion shaft spacer and the rear axles.



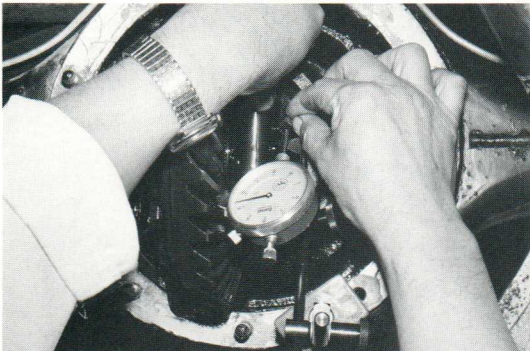
Before making measurement, the following must be in place:

- pinion gears
- pinion gear thrust washers
- side gears
- side gear thrust washers
- pinion shaft
- pinion shaft pin

Attach a dial indicator so that the plunger contacts a tooth of the side gear at 90°

Hold the top pinion gear in place and rock the side gear back and forth to read the backlash on the indicator. Do not allow any of the other gears to move.

The specified backlash is 0.05-0.35mm (0.002-0.014 in.).



### SIDE GEAR THRUST WASHER

<u>Part No.</u>	<u>Thickness</u>
41361-60010	1.60mm (0.063")
41361-60020	1.75mm (0.069")
41361-60030	1.90mm (0.075")
41361-60040	2.05mm (0.081")

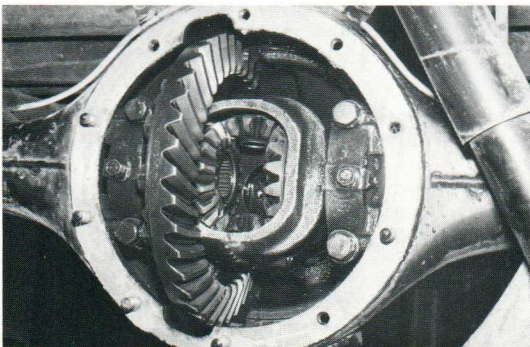
If the backlash is not within the specified tolerance, select and install suitable side gear thrust washers. Use same thickness washers on both sides, if possible.

Remeasure the backlash. If the backlash is still out of tolerance, readjust with the next larger (or smaller) size thrust washer.

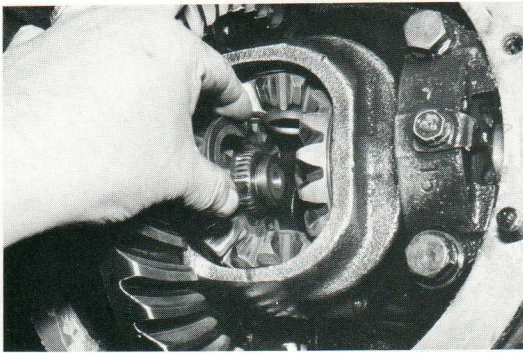
After the side-gear backlash is within specification, remove the pinion shaft pin and pinion shaft.

### PINION SHAFT SPACER

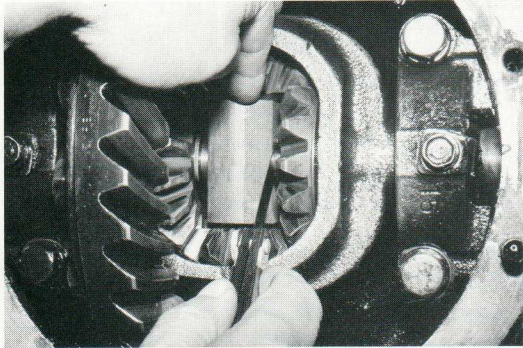
<u>Part No.</u>	<u>Thickness</u>
41344-35010	29.8mm (1.173")
41345-35010	30.2mm (1.189")
41346-35010	30.6mm (1.204")
41347-35010	29.0mm (1.142")
41348-35010	29.4mm (1.157")







Reinstall both rear axles and lock into place with the C-shaped axle shaft locks. Pull outward on axles.



Use a feeler gauge to select the proper pinion shaft spacer. The correct clearance of 0.06-0.46mm/ 0.0024-0.018 in. Torque the pinion shaft pin to 1.5-2.2 m-kg (11-16 ft-lb).



Article No. 62

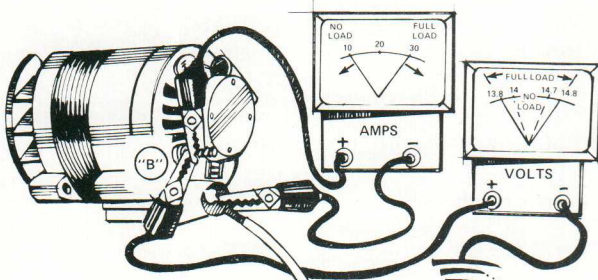
# GOT A CHARGING PROBLEM?



## DOUBLE CHECK BEFORE YOU CONDEMN THE ALTERNATOR

DON'T CHECK THE ALTERNATOR UNTIL YOU CHECK THE

1. Battery for corrosion and loose terminals.
2. Battery for full charge and correct electrolyte level.
3. Alternator for correct belt tension and tight mounting bolts.
4. Fuses for an open circuit.
5. Alternator and regulator terminals for loose or corroded connections.



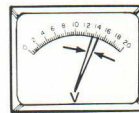
AMP & VOLT METER HOOK-UP  
(IF BATTERY/ALTERNATOR TESTER IS NOT AVAILABLE)

1. Disconnect negative battery cable.
2. Disconnect wire from "B" terminal of alternator and connect it to the - ammeter lead.
3. Connect the + ammeter lead to the "B" terminal.
4. Connect the + voltmeter lead to the "B" terminal.
5. Connect the - voltmeter lead to ground. CAUTION: Be sure leads are not shorted.
6. Reconnect battery cable and connect a tachometer.
7. Rev engine to 2,000 rpm. (No load condition) Standard voltage: 14.0 - 14.7 V Standard amperage: Less than 10 A
8. Turn on lights, defogger etc. Rev engine to 2,000 rpm. (Full load condition) Standard voltage: 13.8 - 14.8 V Standard amperage: 30A or more

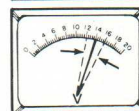
© 1980 TOYOTA MOTOR SALES, U.S.A., INC.

## CHARGING SYSTEM OUTPUT TESTS USING A BATTERY/ALTERNATOR TESTER

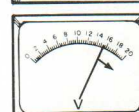
Note: Connect tester to charging circuit per manufacturer's specifications and run the engine at 2,000 rpm.



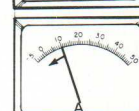
Correct Voltage: 13.8 - 14.8 volts



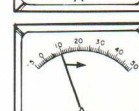
Erratic Voltage indicates melted or pitted regulator points or poor contact at "F" terminal.



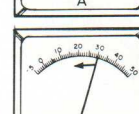
High Voltage Possible causes: Defective regulator ground, open regulator or voltage relay coil, open "N" and "B" regulator terminals, high speed points resistance too high or gap too wide, regulator low speed point contact tension too strong or gap too wide.



Correct Amperage: Less than 10 amps



High amperage indicates a discharged or internally shorted battery.



30 Amp Test: Less than 30 amps indicates open or shorted rectifier or stator coil.

### RECTIFIER INSPECTION

To check for a shorted or open rectifier:

1. Turn on radio
2. Gradually increase engine speed from 600 to 2000 rpm and listen for a humming sound from the radio.





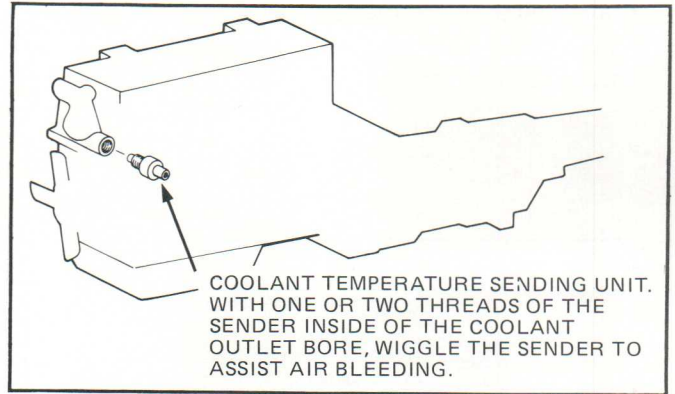
## BLEEDING AIR FROM THE COOLING SYSTEM 1971 TO 1979 COROLLA, CARINA WITH 2T-C ENGINE

Whenever the cooling system is drained on a 2T-C (1600) engined vehicle, the following procedure is mandatory:

1. Fill the radiator to the top.
2. Loosen the coolant temperature sending unit and back it out enough to bleed trapped air from the cylinder head. When all the air has been vented, the coolant level in the radiator will drop.
3. Top off the radiator with additional coolant.

**Important:** Do **not** start or run the engine during this procedure.

The reason for this procedure is due to the configuration and location of the coolant thermostat

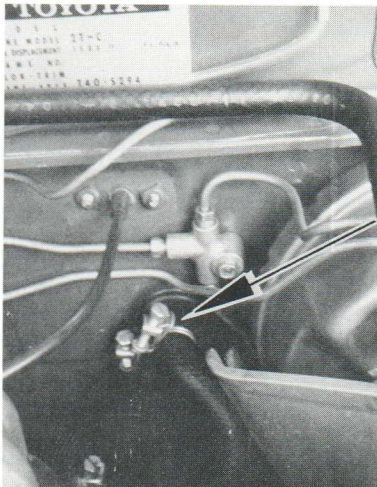


and outlet on the 2T-C Engine. Air can be trapped in the cylinder head during normal radiator filling and can cause momentary overheating of the cylinder head. This overheating or hot spots could cause stress in the cylinder head, resulting in a cracked head.



## HEATER NOISE 1975 COROLLA

Customer complaints of noise from the heater area (popping or whistling noise) can be traced to the heater main valve opening or closing and coolant passing through the pressure relief valve.

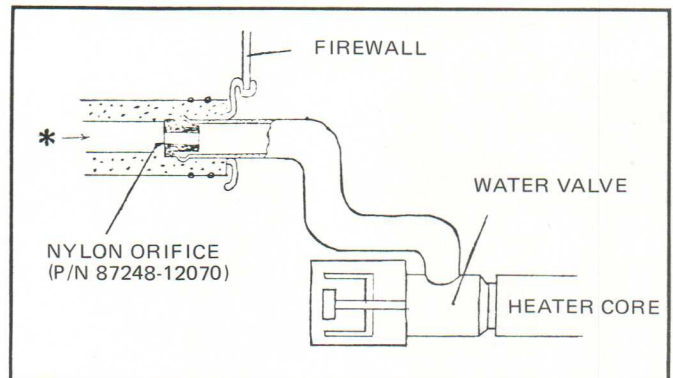


REMOVE HEATER HOSE AT FIREWALL

- A. Drain two to three quarts of coolant from radiator.
- B. Disconnect heater hose from heater inlet tube at the fire wall.
- C. Install the nylon orifice in the inlet tube and reconnect the hose.
- D. Refill the radiator, start the engine

### FIELD FIX PROCEDURE:

1. Popping noise can be experienced when heater temperature control lever is in 3/4 to 7/8 open position and on acceleration. This can be corrected by installing nylon restriction orifice (Part Number 87248-12070) in the heater inlet tube as illustrated below:



and check for leaks, radiator coolant level, and noise.

2. On a few vehicles (never on the same vehicle with popping noise), whistling or squealing noise (like noise created by loose alternator belt) can be experienced. This can be corrected by installing new heater water valve assembly (Part Number 87240-12094). Refer to repair manual for installation procedure.



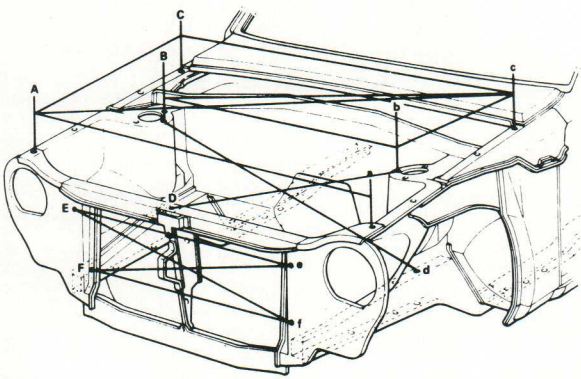


# BODY DIMENSION CHARTS

The following body dimension charts are included for your reference. More detailed information can be found in the following Repair Manual for Collision Damaged Body.

Model	Manual Number	Price
Corolla	36001	5.95
Tercel	98367	5.95
Starlet	36158	5.95
Cressida	36118	5.95

Please refer to the back of this publication for prices and order form.



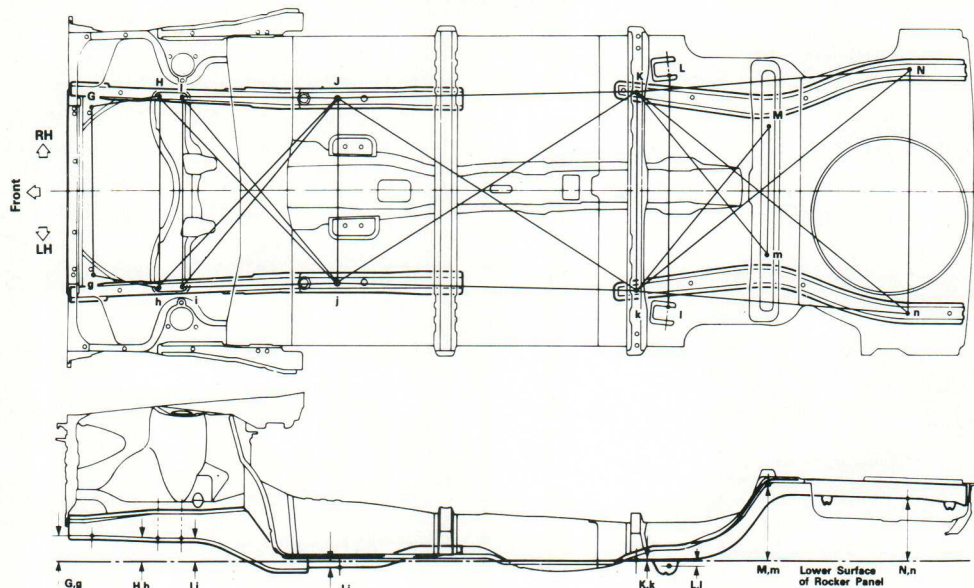
## STARLET ('81-'82)

### ENGINE BODY COMPARTMENT

Point symbol	Nomenclature	Hole dia.
A, a	Front fender installation nut	6φ
B, b	Front spring inner support hole	11φ
C, c	Rear fender installation nut	6φ
D, d	Suspension member installation hole	11φ
E	Horn installation nut	8φ
e	Radiator upper installation nut	8φ
F	Lower cooler & condenser installation hole	8φ
f	Radiator lower installation nut	8φ

Point symbol	Reference length mm (in.)
A — a	1,199 (47.20)
A — C a — c	689 (27.13)
A — c a — C	1,390 (54.72)
B — b	863 (33.98)
B — C b — c	342 (13.46)
B — c b — C	1,079 (42.48)
B — d b — D	880 (34.65)
C — c	1,214 (47.80)
E — e	754 (29.68)
E — f	763 (30.04)
e — F	732 (28.82)
F — f	714 (28.11)

## UNDER BODY



Point symbol	Nomenclature	Hole dia.
G, g	Stabilizer bracket rear installation nut	11φ
H, h	Front suspension member front lower installation hole	11φ
I, i	Front suspension member rear lower installation hole	11φ
J, j	Front floor reinforcement front standard hole	20φ
K, k	Rear floor side member standard hole	10φ
L, l	Rear spring front hanger hole	12φ
M, m	Center floor crossmember standard hole	13φ
M, m	Rear floor side member standard hole	10φ
N, n	Rear floor side member standard hole	10φ
N, n	Rear spring rear hanger hole	31φ

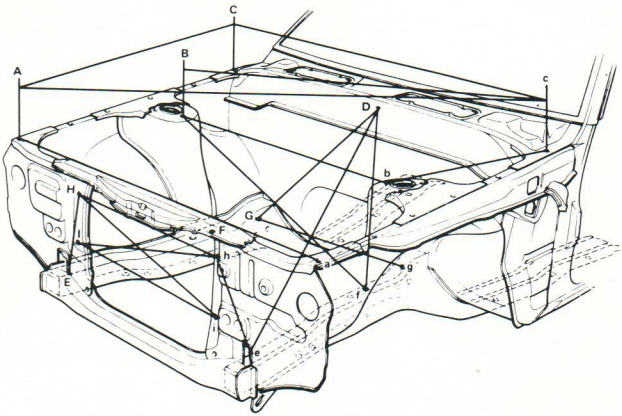
Point symbol	Reference length mm (in.)
G — g	650 (25.59)
G — H g — h	262 (10.31)
H — h	736 (28.98)
H — j h — J	993 (39.09)
I — i	726 (28.58)
I — j i — J	933 (36.73)
I — J i — j	600 (23.62)
J — j	701 (27.60)
J — k j — K	1,352 (53.23)
J — K j — k	1,141 (44.92)
K — k	753 (29.65)

Point symbol	Reference length mm (in.)
K — m k — M	940 (37.01)
K — N k — n	1,069 (42.09)
K — n k — N	1,359 (53.50)
L — l	876 (34.49)
M — m	600 (23.62)
N — n	935 (36.81)
G, g	60 (2.36)
H, h	84 (3.31)
I, i	84 (3.31)
J, j	32 (1.26)
K, k	2 (0.08)
L, l	24 (0.94)
M, m	247 (9.72)
N, n	221 (8.70)



# CRESSIDA ('81-'82)

## ENGINE BODY COMPARTMENT FOR ALL TYPES

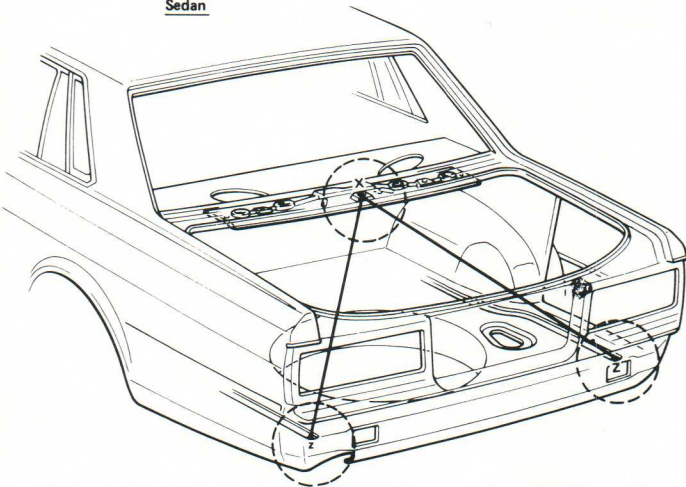


Point symbol	Nomenclature	Hole dia.
A, a	Front fender installation nut	6 $\phi$ bolt
B, b	Front spring inner support hole	11 $\phi$
C, c	Rear fender installation nut	6 $\phi$
D	Cowl panel center punch mark	2R
E, e	Front side member front bumper installation nut	13 $\phi$
F, f	Rear suspension member upper installation nut	15 $\phi$
G, g	Steering gear box upper installation hole	15 $\phi$
H, h	Radiator upper installation nut	8 $\phi$ bolt
I, i	Radiator lower installation nut	8 $\phi$ bolt

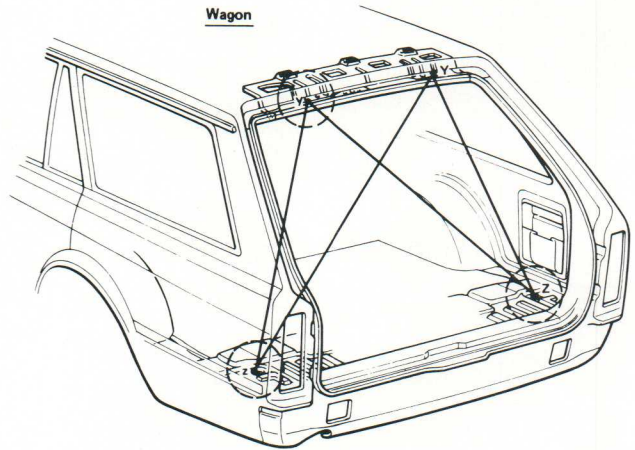
Point symbol	Reference length mm (in.)
a — a	1337 (52.64)
A — C a — c	1002 (39.45)
A — c a — C	1695 (66.73)
B — b	918 (36.14)
B — c b — C	1695 (66.73)
B — C b — c	496 (19.53)
B — f b — F	923 (36.34)
C — c	1399 (55.08)
D — E D — e	1106 (43.54)
D — F D — f	69 (2.72)
D — G D — g	566 (22.28)
H — h	684 (26.93)
H — i	724 (28.50)
H — E h — e	310 (12.20)
I — h	710 (27.95)
I — i	684 (26.93)

## LUGGAGE COMPARTMENTS

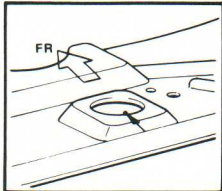
Sedan



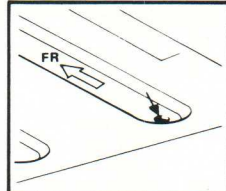
Wagon



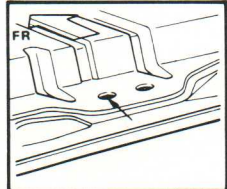
Part X



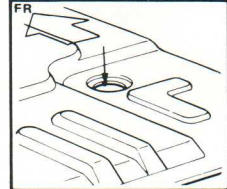
Part Z or z



Part Y or y



Part Z or z



Point symbol	Nomenclature	Hole dia.
X	Upper back reinforcement standard hole	24 $\phi$
Y, y	Back door outer installation hole	13 $\phi$
Z, z	Rear floor pan standard hole	7 $\phi$ *5

\*5 Wagon=25 $\phi$

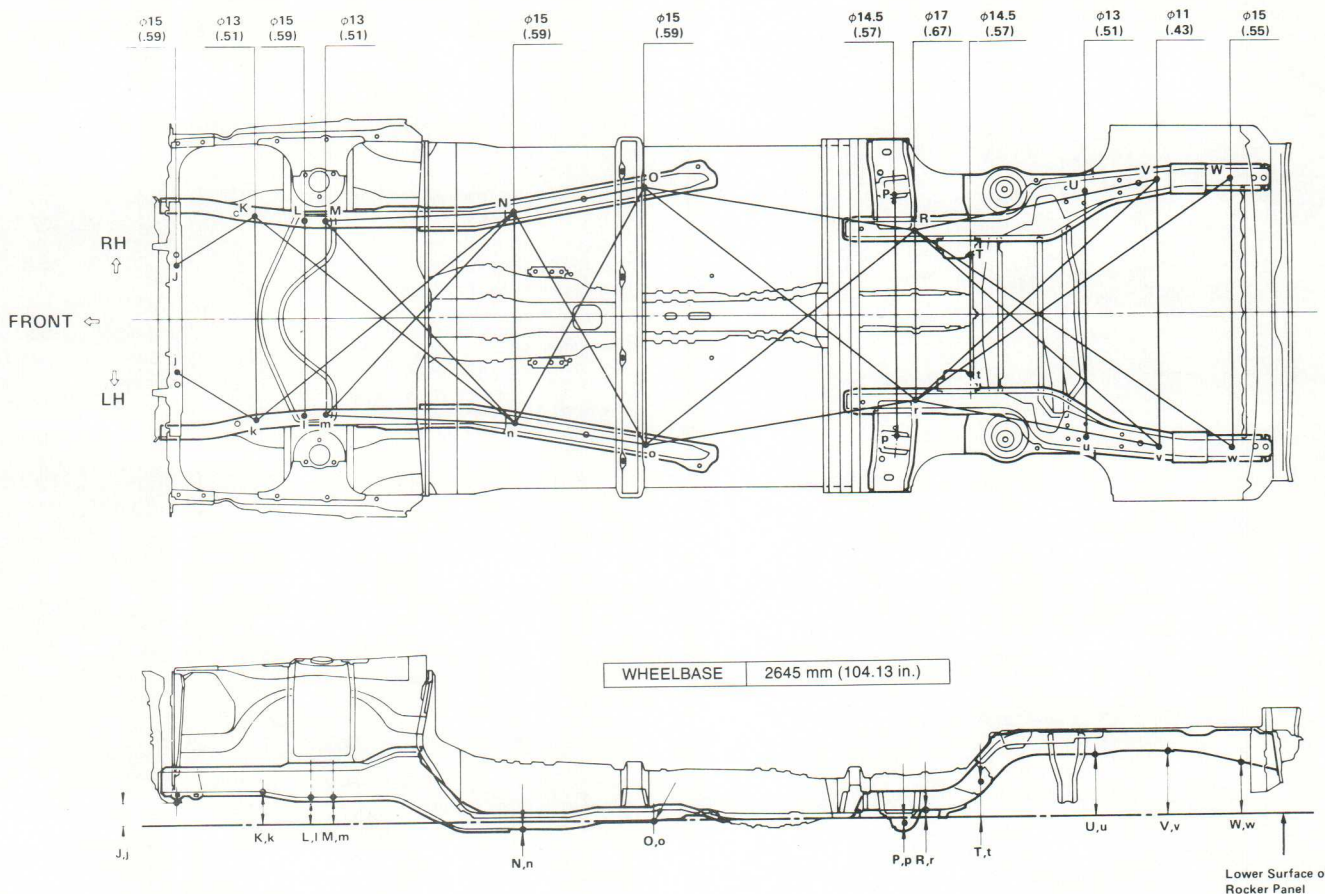
Point symbol	Reference length mm (in.)
X — Z	846 (33.30)
X — z	846 (33.30)
Y — Z y — Z	1190 (46.85)
Y — Z y — z	885 (34.84)

NOTE: The luggage compartment measurement is performed between the two dot marked points as shown in the above figure.



# CRESSIDA ('81-'82)

## UNDER BODY (For Wagon)



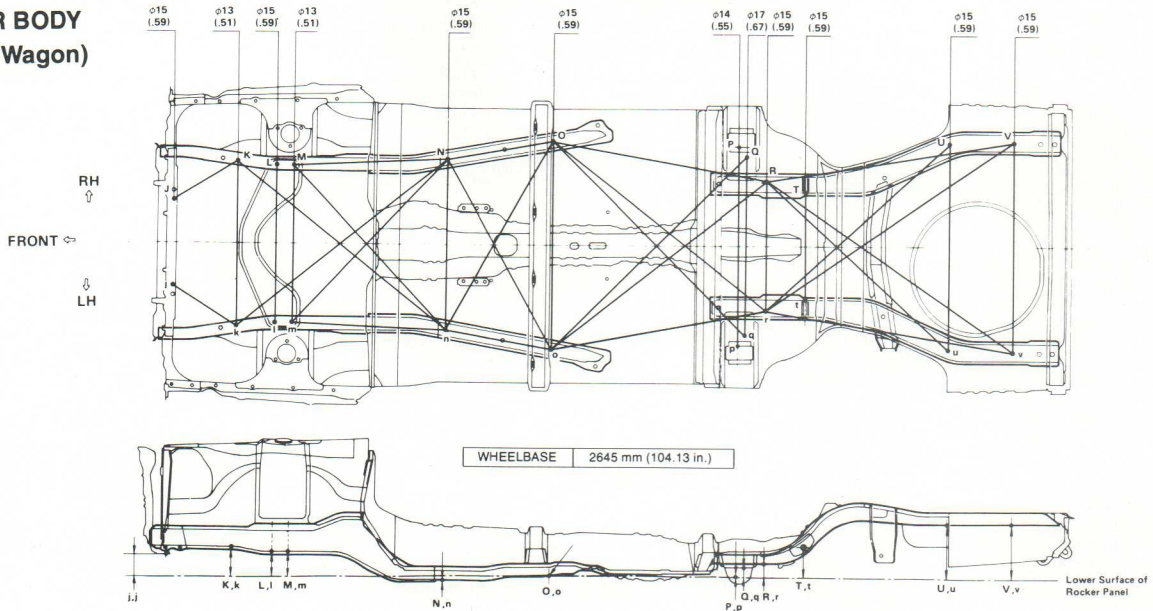
Point symbol	Nomenclature	Hole dia.
J, j	Front strut bar inner bracket installation hole	15φ
K, k	Rear strut bar rear bracket installation hole	13φ
L, l	Front suspension member lower installation hole	15φ
M, m	Rear suspension member lower installation hole	13φ
N, n	Front floor reinforcement front standard hole	15φ
O, o	Front floor reinforcement rear standard hole	15φ
P, p	Lower control link inner bracket hole	14.5φ
Q, q	Rear torque rod box standard hole	17φ
R, r	Rear floor side member standard hole	17φ
S, s	Rear floor side member standard hole	11φ
T, t	Upper control link inner bracket hole	14.5φ
U, u	Rear floor side member standard hole	13φ
V, v	Rear floor side member standard hole	11φ
W, w	Rear bumper stay front installation hole	15φ

Point symbol	Reference length mm (in.)	Point symbol	Reference length mm (in.)
J - K j - k	348 (13.70)	R - v r - V	1227 (48.31)
K - k	757 (29.80)	R - w r - W	1434 (56.46)
K - n k - N	1243 (48.94)	T - t	456 (17.95)
L - l	734 (28.90)	U - u	900 (35.43)
M - m	730 (28.74)	V - v	995 (39.17)
M - N m - n	704 (27.72) (709) (27.91)	W - w	995 (39.17)
M - n m - N	1039 (40.91)	J, j	79 (3.11)
N - n	800 (31.50)	K, k	120 (4.72)
N - O n - o	1023 (40.28)	L, l	98 (3.86)
O - o	984 (38.74)	M, m	98 (3.86)
O - R o - r	1037 (40.83)	N, n	29 (1.14)
O - r o - R	1298 (51.10)	O, o	0 ( 0)
P - p	891 (35.08)	P, p	10 (0.39)
R - r	620 (24.41)	R, r	36 (1.42)
R - V r - v	942 (37.09)	T, t	138 (5.43)
		U, u	236 (9.29)
		V, v	244 (9.61)
		W, w	199 (7.83)



# CRESSIDA ('81-'82)

## UNDER BODY (Except Wagon)



Point symbol	Nomenclature	Hole dia.
J, j	Front strut bar inner bracket installation hole	15φ
K, k	Rear strut bar rear bracket installation hole	13φ
L, l	Front suspension member lower installation hole	15φ
M, m	Rear suspension member lower installation hole	13φ
N, n	Front floor reinforcement front standard hole	15φ
O, o	Front floor reinforcement rear standard hole	15φ
P, p	Lower control link inner bracket hole	14φ
Q, q	Rear torque rod box standard hole	17φ
R, r	Rear floor side member standard hole	15φ
S, s	Rear floor side member standard hole	11φ
T, t	Upper control link inner bracket hole	15φ
U, u	Rear floor side member standard hole	15φ
V, v	Rear floor side member standard hole	15φ

Point symbol	Reference length mm (in.)	Point symbol	Reference length mm (in.)
J — K j — k	348 (13.70)	R — r	620 (24.41)
K — k	757 (29.80)	R — u r — U	1204 (47.40)
K — n k — N	1243 (48.94)	R — V r — v	1181 (46.50)
L — l	734 (28.90)	R — v r — V	1419 (55.87)
M — m	730 (28.74)	T — t	496 (19.53)
M — N m — n	704 (27.72) (709) (27.91)	U — u	980 (38.58)
M — n m — N	1039 (40.91)	V — v	1000 (39.37)
N — n	800 (31.50)	J, j	79 (13.11)
N — O n — o	1023 (40.28)	K, k	120 (4.72)
O — o	984 (38.74)	L, l	98 (3.86)
O — q	984 (38.74)	M, m	98 (3.86)
o — Q	1318 (51.89)	N, n	29 (1.14)
O — R o — r	1038 (40.87)	O, o	0 0
O — r o — R	1299 (51.14)	P, p	7 (0.28)
P — p	967 (38.07)	Q, q	43 (1.69)
Q — q	874 (34.41)	R, r	61 (2.40)
		T, t	145 (5.71)
		U, u	249 (9.80)
		V, v	249 (9.80)

Article No. 66

## TOYOTA SERVICE PUBLICATIONS APPLICABILITY LIST

The following application chart shows factory-prepared service manuals for Toyota vehicles imported into the U.S. All information and specifications contained in the listed publications are based on the latest data available at the time of publication. In those cases where the service information for vehicles built for the U.S.A. and

other countries is similar, the illustrations may not, in every case, depict U.S.A. models. Also, where the vehicle design has not significantly changed from one year to the next, the manual designated for a particular year model may also be the manual designated for use with earlier models of the same type.

YEAR	MODEL	OWNER'S	ENGINE	CHASSIS	BODY	EMISSION CONTROL	AUTO. TRANS.	A/C SYSTEM	A/C COMPRES	SERVICE SPEC.	MAINT. PROCED.	ELECT. WIRING DIAG.	ELECT. WIRING SYSTEMS	SEAT BELT SYSTEM	COLLISION
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### CRESSIDA

1978	MX32,36	9725A	98255 (4-M)	98192	98191	98269		00306 00371		98257	98214	98891	—	—	—
1979	MX32,36	9746A		98192 +98315	98191 +98315	98299				98396 (A-40D)	98257	98214	98891	—	—
1980	MX32,36	9760A	98255 +98331 (4-M)		98375			00306 00371 00414	00307 (6E171)	98377	98231	98943	—	—	—
1981	MX62	9779A	36057 +36058 (5M-E)	36091	36046	98396 (A-43D)	00013			36045	98236	—	98950	—	—
1982	MX62	3729A	36057 (5-ME)									—	36144	—	98956



YEAR	MODEL	OWNER'S	ENGINE	CHASSIS	BODY	EMISSION CONTROL	AUTO. TRANS.	A/C SYSTEM	A/C COMPRES.	SERVICE SPEC.	MAINT. PROCED.	ELECT. WIRING DIAG.	ELECT. WIRING SYSTEMS	SEAT BELT SYSTEM	COLLISION
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**COROLLA**

1968	KE10,15,16	98403	98309 (3K-C)	98411	98412	98218	98413	00029	00031 (2C-90)	01632	—	—	—	—	—						
1969	KE10,15,16	96072				98012					—	—	—	—							
	KE11,17,18	96082				98012					—	—	—	—							
1970	KE11,17,18					96302					98043	—	—	—	—						
	KE20,25,26	96382									98043 + 98063	—	—	—	—						
1971	KE20,25,26					96572					98047	98048	98070	98074	00084	—	—	—	—	—	
	TE21,27,28	98086											—			—	—	—			
1972	KE20	9675A				98311 (2T-C)					98048	98070	98074	00084	—	—	—	—	—		
	TE21,27,28											98086			—	—	—	—			
1973	KE20	9692A				98311 (2T-C)					98048	98106	98187 (A-40)	00239	00213 (2C-90B)	01660-01	—	—	—	—	—
	TE21,27,28		98117	42463-1	—		01772-01	—	—	—											
1974	KE20	9692A	NOTE 1	98309 (3K-C)	98179	98166	98187 (A-40)	00239	00213 (2C-90B)	01660-01	—	—	—	—	—						
1975	TE31,37,38	9696A	NOTE 2								98117	98137	—	98887 + 42503	—	98134	—				
	TE31,37,38	9704A	98135								—	—	—	—	—	—	—				
1976 1/2	TE51	9712A	98311 (2T-C)								98179	98166	98187 (A-40)	00239	00213 (2C-90B)	98161	98208	98922	—	—	—
1977	KE30	9727A																	98159	—	—
	TE31,37,38,51		98266								—	—	—	—							
1977 1/2	TE31,37,38,51	9737A	98311 (2T-C)								98179	98166	98187 (A-40)	00239	00213 (2C-90B)	98161	98208	98922	—	—	—
	KE30																		98267	—	—
1978	TE31,37,38,51	9737A	98311 (2T-C)								98179	98166	98187 (A-40)	00239	00213 (2C-90B)	98161	98208	98922	—	—	—
	KE30																		98296	—	—
1979	TE31,38,51	9750A	98311 (2T-C)	98179	98166	98187 (A-40)	00239	00213 (2C-90B)	98161	98208	98922	—	—	—							
	KE30											98297	—	—	—	—					
1980	TE72	9759A	98311 (3T-C)	98389	98390	98373	00458	00401 (6P127)	98377	98231	98943	—	—	—							
1981	TE71,72,75	9782A					36051 (3T-C)					—	—	36001							
1982	TE72,75	3731A					36149 (3T-C)					98953	—	—							

Note 1: 98309 + 98101 Supplement      Note 2: 98311 + 98101 Supplement

**COROLLA TERCEL**

1980	AL10	9753A	98386 (1A-C)	98352	98353	98372	98385 (A-55)	00001	00401 (6P127)	98377	98231	98943	—	—	98367
1981	AL21	9777U	98386 (3A-C)			36040				36045	98236	98949	—	—	
1982	AL21,22,25	3730U					36148 (3A-C)					—	—	—	

**MARK II**

1969-70	RT62,72,78	96262	98023 (8R-C)	98024	98025	98012	98075 (A-30)	00054	00031 (2C-90)	01632	—	—	—	—	—
1971	RT62,72,78	96402				98043 + 98052					—	—	—	—	
1972	RT63,73,79	96532	98107 (18R-C)	98078	98079	98070	98075 (A-30)	00152	00036 (CC2M)	01660	—	—	—	—	—
	MX12,22,28	96562	98067 (2M)			98070 + 98070-01					—	—	—	—	
1973	MX13,23,29	9668A	98067 (4M)	98078	98079	98086 + 98088-01	98075 (A-30)	00152	00036 (CC2M)	01660	—	—	—	—	—
1974	MX13,23,29	9677A	98067 + 98101			98106					—	—	—	—	
1975	MX13,23,29	9698A	98128 + 98122	98078	98079	98117	98075 (A-30)	00152	00207 (2M110)	42463-1	42458	01772-07	—	—	—
1976	MX13,29	9707A				98135					98137	—	98887 + 42503	—	—

**CROWN**

1969-70	MS53,55	96091	98004	98000	98001	98012	98075 (A-30)	00038	00037 (CC6DA)	01632	—	—	—	—	—
1971	MS53,55	96331				98043					—	—	—	—	
	MS63,66,75	96391	98067	98068	98069	98043 + 98051	00103	—	—	—	—	—	—	—	

November 1981



YEAR	MODEL	OWNER'S	ENGINE	CHASSIS	BODY	EMISSION CONTROL	AUTO TRANS.	A/C SYSTEM	A/C COMPRES	SERVICE SPEC.	MAINT. PROCED.	ELECT. WIRING DIAG.	ELECT. WIRING SYSTEMS	SEAT BELT SYSTEM	COLLISION
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**PICKUP**

1969	RN11	96132	98022-1 (3R)	98415		—	—	—	00031 (2C-90)	01632	—	—	—	—	—							
1970	RN12	96282	98023 (8R-C)			98012	—	—			—	—	—	—	—	—	—	—				
1971	RN12					98043 +98052	—	—			—	—	—	—	—	—	—	—	—			
1972	RN14	96452	98107 (18R-C)			98084	98070	—			00087	00031 (2C-90)	01660	42463-1	42457	01772-04	—	—	—			
1972½	RN22	96612		98086 +98088-1	—		—	—	—	—							—	—	—	—	—	
1973	RN22,27	9670A	98107 +98101	98084	98106	98075 (A-30)	00087	00031 (2C-90)	01660	42463-1	42457	01772-04	—	—	—							
1974	RN22,27	9681A			98117								—	—	—	—	—	—	—	—	—	—
1975	RN23,28	9699A	98116 (20R)	98138	98117	98187 (A-40)	00428	00401	00197 (6P134)	42463-1	42457	01772-04	—	—	—							
1976	RN23,28	9708A			98135								—	—	—	—	—	—	—	—	—	—
1977	RN23,28	9719A			98159								—	—	—	—	—	—	—	—	—	—
1978	RN23,28	9738A			98268								—	—	—	—	—	—	—	—	—	—
1979	RN32,42	9748A	98313 +98343	98298	98187 (A-40)	—	00428	00401	00197 (6P134)	42463-1	42457	01772-04	98887 +42503	—	—							
	RN37,47	9755A			98314								98227	98932	—	—						
1980	RN32,42	9764A	98387 (20R)										—	—								
	RN37,47	9765A	98387 (20R)										—	—								
1981	RN34,44	9784A	36052 (22R)										—	—								
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	RN38,48	3723A	36151 (22R)										—	—								
	LN44	3722A	36105	36151	—	—	—	36151	—	36144	98957	—	—									

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1969-70	FJ40	96151	98087 (F)	98041	98012	—	—	—	01632	—	—	—	—	—	
1969-70	FJ55	96161				98040	—	00093		00036 (CC2M)	—	—	—	—	—
1971	FJ40	96151				98041	98043	—		—	—	—	—	—	—
	FJ55	96161				98040	—	00093		00036 (CC2M)	—	—	—	—	—
1972	FJ40	96622	98077-1	98070	—	—	—	01632	—	—	—	—	—		
	FJ55				—	00093	00036 (CC2M)		—	—	—				
1973	FJ40	9669A	98077-1 +98100	98086	—	—	—	01660-01	—	—	—	—	—		
	FJ55				—	00093	00036 (CC2M)		—	—	—				
1974	FJ40	9678A	98087 +98101 (F)	98077-1	98106	—	—	01660-01	—	—	—	—	—		
	FJ55				—	00093	00036 (CC2M)		—	—	—				
1975	FJ40	9700A	98126 (2F)	98154	98117 +98124	—	—	42463-1	42463-1	42457	01772-05	—	—		
	FJ55				—	00227	00205 (6D152A)					—	—	—	
1976	FJ40	9709A	98126 (2F)	98154	98135 +98146 (Cal)	—	—	98137	98137	98208	98922	98887 +42503	—		
	FJ55				—	00227	00205 (6D152A)					—	—	—	
1977	FJ40	9720A	98126 (2F)	98154	98159	—	—	98161	98161	98208	98922	—	—		
	FJ55				—	00227	00205 (6D152A)					—	—	—	
1978	FJ40	9739A	98126 (2F)	98154	98270	—	—	98257	98257	98214	98891	—	—		
	FJ55				—	00227	00205 (6D152A)					—	—	—	
1979	FJ40	9757A	98126 (2F)	98154	98333	—	—	98332	98332	98228	98932	—	—		
	FJ55					—	00227					00205 (6D152A)	—	—	—
1980	FJ40	9763A	98126 (2F)	98154	98344	—	—	98377	98377	98231	98943	—	—		
	FJ55					—	00227					—	—	—	—
1981	FJ40	9778A	98126 (2F)	36044	36043	—	—	00401 (6P148)	36045	98236	98949	—	—		
	FJ60					—	—					—	—	—	—
1982	FJ40	3726A	36104	36044	36043	—	—	00015	—	36144	98957	—	—		
	FJ60					—	—					—	—	—	—



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### CORONA

1968	RT43,52	96202	98022-01 (3R-C)	98015	98016	98218	96014	00035								
1969	RT43,52					98012										
1970	RT83	96252	98023 (8R-C)	98417	98418	98043	98075 (A-30)	00061	00031 (2C-90)	01632						
1971	RT83,93	96312				98070										
1972	RT85,95	96522	98107 (18R-C)			98086		00104								
1973	RT85,89, 95	9663A				+98088-1										
1974	RT104,114, 118	9676A	98107 +98101 (18R-C)	98290	98109	98106		00176	00036 (CC2M)	01660-01				98110		
1975	RT105,115, 119	9694A	98116 (20R)			98117				98187 (A-40)	00197 (6P134)	42463-1	42457	01772-03		
1976	RT105,115, 119	9760A		98135	98137		98887 +42503									
1977	RT105,115, 119	9726A				98159		00412	00401 (6P148)	98161	98208	98922				
1977½	RT105,115, 119									98257	98214	98891				
1978	RT105,119	9736A	98316			98298				98314	98227	98932				
1979	RT134	9747A				98374				98377	98231	98943				
1980	RT134	9761A	98317			36042	98265-1 +98280 (A-40D)			36045	98236	98949				
1981	RT32,36	9776A				36142										
1982	RT32,36	3728A	36056 (22R)	98316 +36096							36144	98957				

### STARLET

1981	KP61	9774A	36103 (4K-C)	36053	36054	36039	—	00017	00401 (6P127)	36045	98236	98949	—	—	36158
1982	KP61	3727A				36141				—	—	—	36144	98957	

### CARINA

1972	TA12	96422	98311 (2T-C)	98061-1	98062	98070	98075 (A-30)	00104	00031 (2C-90)	01632	—	—	—	—	—
1973	TA12	9665A				98086					—	—	—		

### CELICA

1971	RA20	96432	98023 (8R-C)	98061-1	98062	98043 +98052	—	00104	00031 (2C-90)	01632	—	—	—	—	—
1972	RA21	96512	98107 (18R-C)			98070					—	—			
1973	RA21	9664A	98107 +98101 (18R-C)			98086	—	00104	00031 (2C-90)	01660	—	—	—	—	—
1974	RA21	9683A				98106					—	—			
1975	RA22	9695A	98116 (20R)	98143	98140	98117	98187 (A-40)	00259	00197 (6P134)	42463-1	42457	01772-02	—	98134	—
1976	RA24,29	9705A				98135				98137	—	98887 +42503	—	98134	—
1977	RA24,29	9717A	98263	98264	98268	98159		00346		98161	98208	98922	—	—	—
1978	RA42	9732A				98257				98214	98891	—	—	—	
1979	RA42	9749A				98312 (20R)							—	—	—
1980	RA42	9762A				98388 (20R)							—	—	—
1981	RA43,44	9781A				36050 (22R)							—	—	—
1982	RA63,64	3719A				36150 (22R)						98954	—	—	—

### SUPRA

1979	MA46	9752A	98255 +98331 (4-M)	98330 +98263	98330 +98264	98334	98265-1 +98280 (A-40D)	00436	—	98332	98228	98932	—	—	—	
1980	MA46	9766A	98255 +98331 (4M-E)			98375		00346		00401 (6P148)	98377	98231	98943	—	—	—
1981	MA47	9783A	36057 +36058 (5ME)			36046	98396 (A-43D)	00436			36045	98236	98949	—	—	—
1982	MA67	3718A	36145 (5M-GE)	36147 +36150		36143	36136 (A-43DL)	36147 +36150	36150	—	36144	—	98955	—	—	





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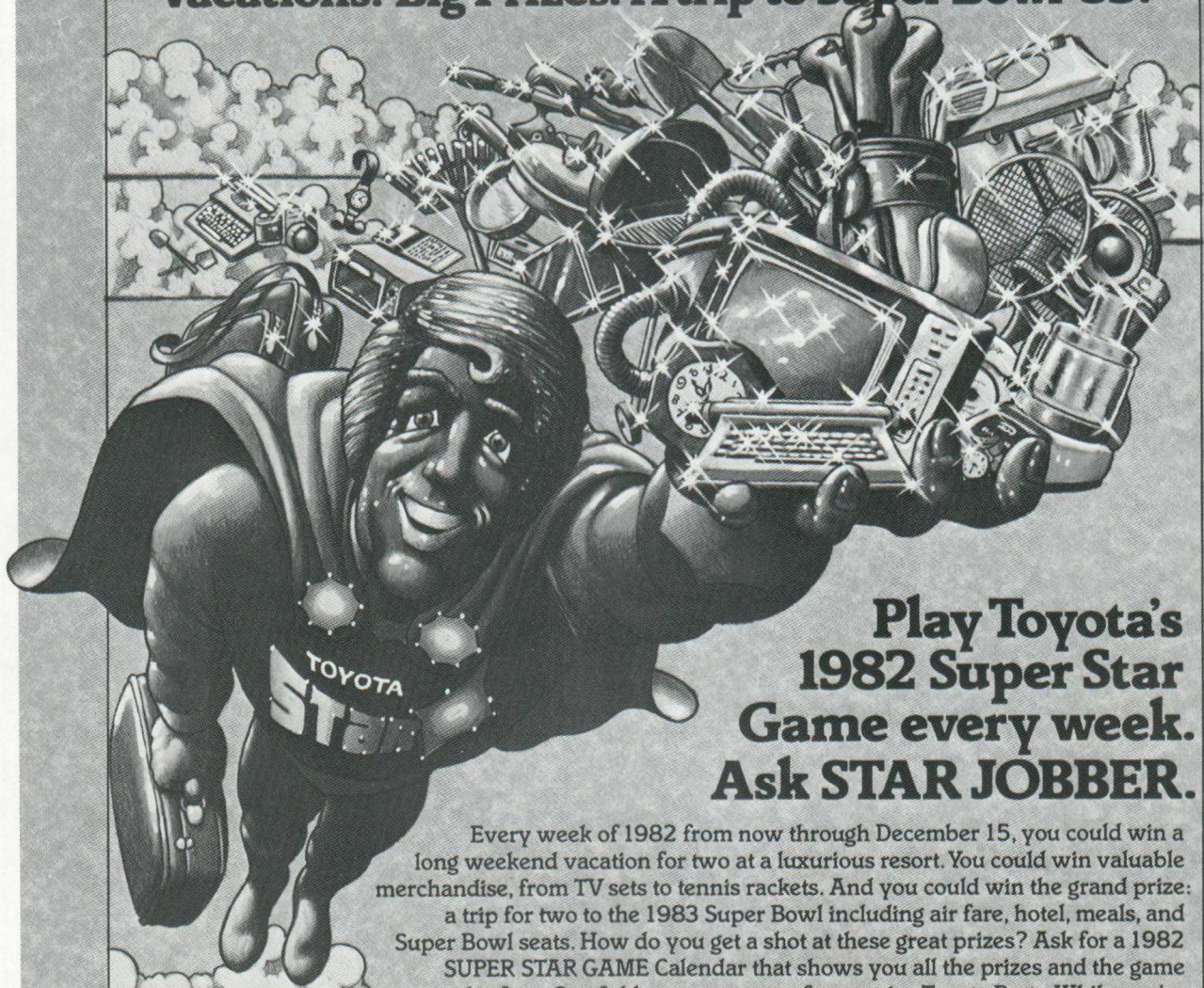
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