

WHO
COULD ASK
FOR ANYTHING
MORE! TOYOTA

TRUCKS



TOYOTA

TRUCKS WITH MORE

Toyota gives you more truck choices for work or play. Choose from 19 technologically advanced models: roomy Xtracabs, turbo-charged electronically fuel-injected Sport Trucks, 4WD or 2WD 1 Ton with a 2655 lb. payload,* Dual Rear Wheel Cab Chassis and more.

If you're looking for a 4x4 truck, check out the eight rugged Toyota models for '86. The 1986 4x4 Gas-Turbo SR5 Xtracab Sport and the Standard Bed are the first production 4x4 gas-turbo trucks available in the U.S.A.

The turbocharged 24 liter electronically fuel-injected gas engine cranks out 135 hp at 4800 rpm, one of the most powerful standard engines in any small truck.

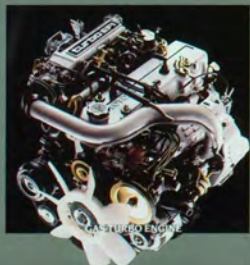
Standard on the Turbo SR5 Xtracab is Toyota's 4x4 electronically controlled automatic overdrive transmission (ECT). It lets you select 'Normal' or 'Power' shift modes.

Toyota's Hi-Trac independent front suspension with the highest ground clearance of any small 4x4 provides a comfortable ride on the toughest trails.

There's only one word for the 1986 Toyota Trucks: More!

WHO COULD ASK FOR ANYTHING MORE!

*Including occupants, equipment and cargo.
Shown with optional equipment. See Features chart for details.



4x4 GAS-TURBO SR5 XTRACAB SPORT

WORK TRUCKS
SPORT TRUCKS

ADVENTURE IN STYLE

Step up into the roomy cab of the 4x4 Gas-Turbo SR5 Xtracab Sport. Settle into the contoured reclining Turbo Sport Seats. The driver's seat has seven adjustments to fit you. Stretch out. You've got more leg room than in any other truck in its class.

There's soft, deep, wall-to-wall carpeting. The padded steering wheel includes a "Turbo SR5" graphic emblem on the wheel pad.

Behind the Turbo Seats there's a removable cargo shelf and plenty of storage room for an ice chest, camera, fishing and hunting gear. For maps and small items, there are door pockets, a center console and two large mesh pockets on the back wall.

Turn the key and fire'er up. Watch the Turbo SR5 Xtracab instrument panel come to life with engine rpm, turbo boost, speedometer, oil pressure, voltmeter, fuel gauge and low-fuel warning displays.

You've got it all: power steering with a tilt steering wheel, power windows, power door locks, an AM/FM/MPX receiver with cassette, digital clock, and map lights.

Want even more? Explore the options: air conditioning, sun/moonroof, a Power Package with cruise control, power antenna, and electric rear window defogger.

Too good to be true? No, too good to be anything but a Toyota.

Who could ask for anything more!

Shown with optional equipment. See Features chart for details.



RECLINING BUCKET SEATS



4x4 TURBO SR5 XTRACAB SPORT SEAT INTERIOR

TERRAIN TAMERS

Climb into a Toyota 4x4, and escape from the concrete confines of the city. Head out beyond the pavement to a dirt road or to no road at all.*

Whatever the model—SR5 or Deluxe, roomy Xtracab or regular cab, Turbo or non-Turbo, Standard Bed or the comfortable, rugged Land Cruiser Wagon—the results are the same. A shift into 4-wheel drive distributes power between the front and rear axles. Rear tires push, front tires pull, and in no time, you've escaped from the humdrum world of freeways and stoplights.



4x4 STANDARD BED TURBO

When the going gets tough, your Toyota gets going as you downshift the 2-speed transfer case to low gear for the torque needed to walk those all-terrain, P225/75R15 steel-belted radials up and over boulders, through soft sand, deep snow and bog mud. Steel skid plates help protect the front-end, transfer case, and fuel tank from damage.

Back on the highway, a shift into overdrive slows the engine to a relaxed, fuel-efficient** rpm. Combined with the 4x4's large fuel tank (172 gallons for most short beds, 193 for other models), the overdrive gets you there and back on fewer fillups.

Toyota has sold more 4x4 small trucks than any other small truck maker†

And this year, Toyota continues to outpower its competition.

Now available with the 4x4 SR5 Xtracab Sport and the very affordable 4x4 Standard Bed is Toyota's gas-turbo, one of the most powerful standard engines in its class. Rated at 135 hp and 173 ft-lbs of torque, it peaks at a low 2800 rpm—down where an off-road engine spends most of its time.

Toyota's non-turbo 4x4s have a potent 116 hp† electronically fuel-injected engine that's proven itself around the world for power and reliability. Turbo or not, your truck can handle whatever comes along because it's from Toyota, winner of the Off-Road Manufacturer's Cup Challenge Trophy for three years running.

All 4x4 trucks have the Hi-Trac independent front suspension for a more comfortable, more controlled ride. It improves handling and stability and has the highest ground clearance of any 4x4 in its class. That's why



Race photograph shown is for demonstration purposes only.

Toyotas 4x4 can take on the toughest terrain.

A 5-speed manual overdrive transmission is standard. And a 4-speed automatic overdrive is available. A load-sensing propor-

tioning valve in the braking system distributes fluid pressure according to the truck's load.

Included in the long list of standard features are such useful items as mudguards, a front tow hook, power steering on the SR5 models, tilt-forward bench seat on the Standard Bed and Long Bed Deluxe models, and reclining bucket seats on the SR5 and Xtracab.

The indomitable Land Cruiser Wagon has its own unique features, with comfortable seating



4x4 XTRACAB DELUXE

for five, and 30 years of trail-blazing off-road experience.

Tired of the daily grind of the nine-to-five world? Get more out of life. Escape for a while in a Toyota 4x4—the great escape machine.

Who could ask for anything more!

*Be an off-road user, not an abuser. Respect private property and public lands. A skilled four-wheeler doesn't tear up the terrain.

**See EPA mileage statement on Specifications page.

†Source: R.L. Polk 1979-June, 1985 Registration Data.

†110 hp for Xtracab Deluxe, Long Bed, Deluxe, Standard Bed, all with 5-speed.

††Toyota does not recommend the vehicles be used in this manner.

Shown with optional equipment. See Features chart for details.



4x4 SR5 LONG BED SPORT AND LAND CRUISER WAGON

4X4 ENGINEERING

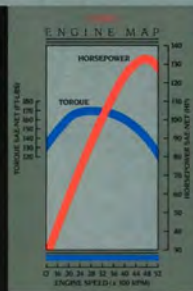
MORE PERFORMANCE AND HANDLING



ELECTRONIC FUEL INJECTION



GAS-TURBO ENGINE



Double A-arm independent suspension improves ride comfort and driver control on road and off.



Hi-TRAC INDEPENDENT FRONT SUSPENSION

Exclusive Toyota design gives the advantages of Hi-Trac independent front suspension, yet maintains the highest ground clearance of any 4x4 in its class—10.6."

Torsion bars are installed above the upper A-arms to maintain high ground clearance and help protect them from off-road obstacles.



HIGH GROUND CLEARANCE



STEEL SKID PLATES



UPPER TORSION BAR

STEEL PROTECTION

Heavy-duty steel skid plates help protect the front suspension, fuel tank, and transfer case on all Toyota 4x4 Trucks.

MORE COMFORTS & CONVENIENCES

CREATURE COMFORT

The 7-way* adjustable driver's Turbo Sport Seat has side bolster and lumbar support adjustments. Both seats recline. Xtracab models have a sturdy removable cargo shelf behind the seats.

*6-way on Long Bed and Standard Bed SR5 Sport Trucks.



RECLINING FRONT BUCKET SEATS



REMOVABLE CARGO SHELF



7-WAY ADJUSTABLE DRIVER'S SPORT SEAT



FRONT TOW HOOK



FULL INSTRUMENTATION



TILT STEERING WHEEL

FULL INSTRUMENTATION

SR5 Sport Trucks feature full instrumentation: tachometer, oil pressure, voltmeter, and coolant temperature gauges. A low-fuel warning light and tilt steering wheel are standard on 4x4 SR5 models.

TOUGH STANDARDS

All Toyota 4x4 Trucks come with double-wall beds, interior cargo tie-down hooks, and a forged steel front tow hook.

Shown with optional equipment. See Features chart for details.



INTERIOR TIE-DOWN HOOKS

DOUBLE WALL BED CONSTRUCTION

XTRACAB TURBO

From bumper to bumper, from top to tread, the 1986 Gas-Turbo SR5 Xtracab Sport Truck has more.

There's plenty of power from the turbocharged 24 liter SOHC engine: 135 turbocharged horses, ready to move you.

You can choose a standard 5-speed manual overdrive transmission or an optional electronically controlled 4-speed automatic overdrive transmission (ECT).

Inside the spacious Xtracab, there's more leg room than any truck in its class. The special Turbo Sport Seats are covered in soft, woven cloth. Both seats recline, and the driver's seat adjusts 7 ways. There's deep wall-to-wall carpeting, fabric headliner and sunvisors, and fully upholstered door panels.

Even the padded steering wheel, with its "Turbo SR5" emblem on the center pad, lets you know you're driving something special. So settle back, tune the AM/FM/MPX receiver with cassette, and watch the miles roll by.

Behind the seats there's room for ice chests, tackle boxes, tools, or any valuable items you want to keep under lock and key.

Out back, there's a 6-foot, double-walled cargo bed with internal tie-down hooks, and exterior deck lamp.

More good looks, more punch, more driving pleasure: that's the Gas-Turbo SR5 Xtracab Sport Truck.

Who could ask for anything more!

Shown with optional equipment. See Features chart for details.



GAS-TURBO SR5 XTRACAB SPORT

MORE SPORT!

Years ago, Toyota invented the whole idea of sport trucks and the SR5s have been the leaders of the pack ever since. In 1986, the SR5 Sport Trucks are sportier, tougher, and better looking than ever.

The Gas-Turbo SR5 Xtracab Sport Truck is a fire-breather all right. But the SR5 Long Bed and the SR5 Xtracab Sport Trucks are way out in front of the competition, too.

They have one of the most powerful standard engines you'll



find in any small truck. It's a 24 liter SOHC electronically fuel-injected (EFI) powerhouse that's been proven for guts and reliability all over the world. It puts out 116 hp and has the low-end torque you want for real hauling and pulling power.

Both have standard quick-shifting, smooth 5-speed manual override transmissions and the option of a quiet, reliable 4-speed automatic override transmission on Xtracab.

With either automatic or manual, you have more payload capacity than any other truck in the class: a full 1640 lbs* With the manual transmission, you can also tow up to 3500 lbs**

Underneath the shiny paint and sporty stripes, these trucks are super tough. The cargo bed is double-walled with internal tie-down hooks, which help safely secure your cargo. And there's a larger, stronger rear axle housing to go along with the increased payload.

Toyota Trucks are equipped with torsion bar front suspension for stiffness and ride height. Soft-Ride leaf springs in the rear and power-assisted front disc/rear drum brakes.

Hop in. Here's where you find out what sport truck interior design and comfort are all about. SR5 standard interiors include wall-to-wall cut-pile carpet, fully trimmed back panel and doors, and soft woven cloth on the reclining contoured bucket seats. There's an AM/FM/MPX receiver to keep you company down the long miles, too.



Gauges and instruments are easy to read. You also have a low-fuel warning lamp. And the new optional power windows can be operated up to one minute after you turn off the ignition.

Speaking of options, how about special Sport Seats with driver's 7-way* adjustments, power steering and a tilt steering wheel? Or air conditioning, a sun/moon-roof and a Power Package? For extra good looks, you



SR5 SPORT SEAT INTERIOR

can have alloy wheels with big 205/70SR14 radial tires, a special Chrome Package, and a Black Package with black paint.

These SR5s are more sport truck to begin with and they give you more ways to have one exactly the way you want it. Who could ask for anything more!

*Including occupants, equipment and cargo.
**Not to exceed combined GVWR of 6900 lbs.
1/2-ton on SR5 Long Bed.
Shown with optional equipment. See Features chart for details.



SR5 LONG BED SPORT

TOYOTA HAULSTARS

For big-truck muscle with small-truck maneuverability and economy, Toyota's 1 Ton Truck is unbeatable. Its 116 hp 24 liter engine is the first standard electronically fuel-injected engine in its class of imports.

That big 7-ft. 24-in. bed is ready to work every day of the year. Maximum payload is a giant 2655 lbs*, more than any other truck in its class, and optional towing capacity is 5000 lbs**.

The 1 Ton front and rear suspension is heavy-duty and so is the rear axle. Up front, there's an extra large capacity radiator to keep the 1 Ton's engine cool.

Choose the 5-speed manual overdrive transmission or the optional smooth, quiet 4-speed automatic overdrive transmission. The automatic gear selector is column-mounted, so there's unobstructed seating for three.

The 1 Ton has a tough sidekick: Toyota's lowest-priced truck, the Standard Bed. It's called a half ton, but the standard payload is 1640 lbs*, the most of any small truck. And its towing capacity is a full 3500 lbs*. Standard equipment includes Toyota's rugged 24 liter engine.

More truck, more payload, more payoff.

Who could ask for anything more!

*Including occupants, equipment and cargo.
**Not to exceed combined GVWR of 8500 lbs. See footnote #9 on Features chart for special hitch requirements.

*Not to exceed combined GVWR of 6500 lbs. Shown with optional equipment. See Features chart for details.

PAYLOAD



CAPACITY



STANDARD BED AND 1 TON TRUCKS

W O R K F O R C E



LONG BED XTRACAB DELUXE TRUCK AND CARGO VAN

Want the extra room and comfort of an Xtracab with the cargo capacity of a 7-ft. Long Bed? Now you can have it in the Toyota Long Bed Xtracab Deluxe Truck.



XTRACAB DELUXE CLOTH INTERIOR

Cab room for three across in the optional split bench seat, in-cab storage space for tool boxes, gear, and equipment, plus a full-size long bed out back for a big load of cargo. What a worksite combination. That's the Long Bed Xtracab Deluxe Truck.

There's plenty of power for the Long Bed Xtracab. The proven, reliable 2.4 liter SOHC engine is the standard workhorse in hundreds of thousands of Toyota Trucks all over the world.

The Deluxe Truck gives you the choice of a smooth-shifting, tough, 5-speed manual overdrive transmission or a 4-speed automatic over-

drive transmission with the gear selector on the steering column.

You want a work truck that will do more and carry more? You've got it. The Long Bed Xtracab Deluxe.

And if you don't need the extra storage space in the cab, the Long Bed Deluxe also has room for three up front and a long bed for cargo in back. It's a favorite with contractors.

If you need lots of cargo space that's fully enclosed yet easy to get to, Toyota's Cargo Van is the workhorse for you.

Compact and garageable yet spacious and comfortable inside, the standard Cargo Van has a large 187.2 cu. ft. of cargo space. With an optional front passenger's seat, it still has 155.3 cu. ft., the largest capacity of any small van. And thanks to an easy-opening, sliding side door, high-opening rear hatch and flat cargo floor, all that space is readily accessible. The load capacity is an impressive 1845 lbs.*

The Van's 2.2 liter electronically fuel-injected standard engine produces 101 hp, unsurpassed by any vehicle in its class, and does so much with so little maintenance. The valve lifters adjust automatically and the spark plugs are good for 60,000 miles.



155.3 CU. FT. CARGO SPACE

Transmissions with an overdrive gear—either a 5-speed manual or the optional 4-speed automatic with overdrive lock-out switch—save fuel** at highway speeds, yet provide enough lower gear reduction to efficiently move the load.

Among the Van's long list of standard equipment are low-pressure gas-filled shocks, front stabilizer bar, rack-and-pinion steering, tandem-boosted power-assisted brakes, and full instrumentation.

Truck or Van, when you're looking for a real workhorse, you'll get more out of a Toyota.

Who could ask for anything more!

*Including occupants, equipment and cargo with 5-speed manual overdrive transmission. **See EPA mileage statement on Specifications page.

Shown with optional equipment. See Features chart for details.



CARGO VAN BUCKET SEATS

MORE TOUGH TRUCKS

MORE PERFORMANCE

MORE MUSCLE
Toyota's 2.4 liter SOHC engine with exclusive multi-point electronic fuel injection* powers the Toyota Trucks that haul more, pull more, and do more.

*Available on most models.



Standard Bed Truck with 4-speed manual transmission.

** EPA estimated mileage figures shown. California estimates are 25/29.



2.4 LITER SOHC EFI ENGINE



ELECTRONIC FUEL INJECTION



1 TON TRUCK



FULL BOX FRAME



5-SPEED MANUAL OVERDRIVE TRANSMISSION



INTERIOR TIE-DOWN HOOKS

TONS OF TOUGH

The 1 Ton Truck with 5-speed manual overdrive transmission and optional towing capacity upgrade can pull 5000 lbs.* This requires an additional 5000 lb. weight carrying frame-mounted Class 3 tow hitch.

*Not to exceed combined GVWR of 8500 lbs.



TORSION BAR FRONT SUSPENSION



DOUBLE WALL BED CONSTRUCTION

WORK READY

Toyota Trucks are built on rugged full-box frames for extra strength. They come with tie-down hooks, torsion bar front suspension systems, and most models have double-wall beds. Cargo Vans feature leaf spring rear suspension for hauling heavy loads.

Shown with optional and non-Toyota accessory equipment. See Features chart for details.

MORE MODELS, MORE STANDARDS

SURPRISING STANDARDS
Depending on the model truck you choose, you'll find valuable features like power steering and column-mounted gear selector with the optional automatic overdrive transmission.



POWER STEERING



COLUMN-MOUNTED AUTOMATIC SHIFT SELECTOR



AM/FM/MPX RECEIVER WITH CASSETTE



DUAL REAR WHEEL COMMERCIAL CAB/CHASSIS



SINGLE REAR WHEEL TOOL RIG



DUAL REAR WHEEL CAB



DUAL REAR WHEEL LONG WHEELBASE STAKE BED

NEW CAB/CHASSIS

The new Dual Rear Wheel Cab/Chassis has the longest wheelbase, 137", and the highest GVWR, 5500 lbs., in its class. A 112" wheelbase model comes with either single or dual rear wheels. All can handle a variety of custom bodies.

DIMENSIONS

SELECT YOUR DRIVE
2-wheel drive or 4x4 Toyota gives you plenty of models to choose from. 19 in all. Toyota 4x4 Trucks are well known for their rugged, reliable performance and high ground clearance.



4-WHEEL DRIVE



SELECT YOUR CAB
Xtracabs provide exceptional interior room with your choice of contoured bucket seats. Many Trucks feature 3-across bench seating.

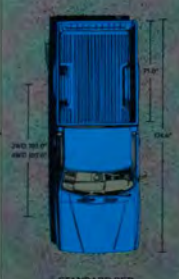
SELECT YOUR SIZE
Toyota Trucks offer 6-foot or 7-foot cargo beds, roomy interiors, and large glass area for good visibility.



2-WHEEL DRIVE



4-WHEEL DRIVE

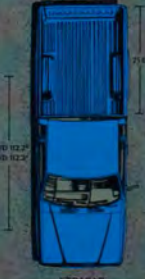


STANDARD BED

BUILT TO LAST
Toyota Trucks feature full-box frames for increased strength, interior tie-down hooks, and most have double-wall beds.



LONG BED



XTRACAB



LONG BED



CARGO VAN

CARGO CHAMP
Toyota's standard Cargo Van has 182.2 cu. ft. of cargo space. With optional passenger seat, you get 153.3 cu. ft., most of any comparably equipped small van.



CARGO VAN



CAB CHASSIS

CHOOSE YOUR WHEELBASE
Toyota's Cab/Chassis lets you choose a single or dual wheel rear axle in the 112" wheelbase model. The 137" long wheelbase model comes with dual rear wheels.

SPECIFICATIONS

	2-WHEEL DRIVE						4-WHEEL DRIVE						WORK			
	SR5 Xtracab Sport	SR5 Xtracab Sport	SR5 Xtracab Sport	Log. Bd. Xtracab Deluxe	Log. Bd. Xtracab Deluxe	Std. Bd.	SR5 Xtracab Sport	SR5 Xtracab Sport	SR5 Xtracab Sport	Log. Bd. Xtracab Deluxe	Log. Bd. Xtracab Deluxe	Std. Bd.	SR5 Xtracab Sport	SR5 Xtracab Sport	SR5 Xtracab Sport	SR5 Xtracab Sport
BODY FRAME CONSTRUCTION	Welded steel cab - full box frame						Same as 2WD						Same as 2WD			
STEERING TYPE	Recirculating ball						Same as 2WD						Same as 2WD			
TURNING CIRCLE DIAMETER (CURB TO CURB)	Standard Bed: 36.0 ft. Long Bed: Xtracab: 38.7 ft. Long Bed: Xtracab: 41.9 ft.						Standard Bed: 37.4 ft. Long Bed: Xtracab: 40.0 ft.						150" 17.7 ft. 172" 19.3 ft. 172" 19.3 ft.			
BRAKES	Power-assisted front disc, rear drums						Power-assisted front disc, rear drums with rear load-sensing proportioning valve						Power-assisted front disc, rear drums with rear load-sensing proportioning valve			
SUSPENSION FRONT	Torsion bar with hydraulic shock absorbers and stabilizer bar						Torsion bar with upper and lower A-frame arms, hydraulic shock absorbers and stabilizer bar						Torsion bar with hydraulic shock absorbers and stabilizer bar			
SUSPENSION REAR	Leaf springs with staggered hydraulic shock absorbers Sub-4x4 rear suspension on Deluxe and SR5 Sport models						Leaf springs with staggered hydraulic shock absorbers						Leaf springs with staggered hydraulic shock absorbers and heavy-duty axle and rear springs stabilizer bar on 117" wheelbase			
ENGINE TYPE	GASOLINE TURBO EFI 4-cylinder SOHC Turbo EFI						GASOLINE 4-cylinder SOHC Turbo EFI						GASOLINE 4-cylinder SOHC Turbo EFI			
DISPLACEMENT (cu. in.)	2.4 liters (146.0)						2.4 liters (146.0)						2.4 liters (146.0)			
HORSEPOWER (SAE NET)	115 @ 4800 rpm						115 @ 4800 rpm						115 @ 4800 rpm			
TORQUE (SAE NET)	117 lb.-ft. @ 2600 rpm						117 lb.-ft. @ 2600 rpm						117 lb.-ft. @ 2600 rpm			
EXTERIOR DIMENSIONS (inches)																
Wheelbase	112.2	112.2	112.2	121.5	122.2	109.0	112.2	112.2	112.2	109.0	112.2	109.0	112.2	112.2	117.0	122.2/117.0
Overall length	184.1	184.1	184.2	195.5	196.2	174.0	184.1	184.1	184.2	174.0	184.1	174.0	184.2	184.2	184.2	174.0
Overall width	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1
Overall height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
Bed length	75.0	75.0	86.4	86.4	86.4	75.0	75.0	75.0	86.4	86.4	75.0	75.0	86.4	86.4	86.4	86.4
INTERIOR DIMENSIONS (inches)																
Head room	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5	48.5
Leg room	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7	43.7
Cargo area width	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cargo area length (at front)	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810	1.810
AXLE RATIOS																
Front	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rear	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2-SPEED TRANSFER CASE																
Gear ratios																
GROUND CLEARANCE																
Angle of approach	29°	29°	29°	29°	29°	30°/29°	31°	31°	31°	31°	31°	31°	31°	31°	31°	31°
Angle of departure	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°	14°
Minimum turning ground clearance	8.7"	8.7"	8.7"	8.7"	8.7"	7.5/8.7"	7.5"	7.5"	7.5"	7.5"	7.5"	7.5"	7.5"	7.5"	7.5"	7.5"
CAPACITIES																
Cargo capacity (cu. ft.)	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400	8400
Cargo weight (lb.)	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640	1640
3-speed manual override																
4-speed automatic																
Fuel tank capacity (gallons)	17.2	17.2	17.2	17.2	17.2	13.7	19.1	19.1	19.1	19.1	19.1	19.1	19.1	19.1	19.1	19.1
TIRES																
Type	SR5 Steel-Belted Radial K&L Black Wall						SR5 Steel-Belted Radial K&L Black Wall						SR5 Steel-Belted Radial K&L Black Wall			
Size	P205/75SR14						P205/75SR14						P205/75SR14			
MILEAGE ESTIMATES¹																
City	21/24	21/24	21/24	21/24	21/24	21/24	18/22	18/22	18/22	18/22	18/22	18/22	18/22	18/22	18/22	18/22
Highway	27/34	27/34	27/34	27/34	27/34	27/34	31/41	31/41	31/41	31/41	31/41	31/41	31/41	31/41	31/41	31/41
Combined	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31	24/31
EXTERIOR COLORS²																
INTERIOR COLORS																
Trucks	Solid Wine Red (Brown) Medium Blue (Blue) White (Gray or Brown)						Solid Metallic Silver ³ (Gray) Dark Gray ³ (Gray)						Solid Metallic Light Blue ³ (Blue) Brown ³ (Brown)			
Cargo Vans	Solid Creme (Beige/Brown) White (Beige/Brown) Silver (Beige/Brown) Brown (Beige/Brown)						Solid Creme (Beige/Brown) White (Beige/Brown) Silver (Beige/Brown) Brown (Beige/Brown)						Solid Creme (Beige/Brown) White (Beige/Brown) Silver (Beige/Brown) Brown (Beige/Brown)			

N/A - Not applicable. ¹Dual rear wheels. ²Single rear wheels. ³Cab only. ⁴Models with ECT 4-speed axle. ⁵Models with 4-speed axle. ⁶Models with ECT 4-speed axle. ⁷Models with ECT 4-speed axle. ⁸Models with ECT 4-speed axle. ⁹Models with ECT 4-speed axle. ¹⁰Models with ECT 4-speed axle. ¹¹Models with ECT 4-speed axle. ¹²Models with ECT 4-speed axle. ¹³Models with ECT 4-speed axle. ¹⁴Models with ECT 4-speed axle. ¹⁵Models with ECT 4-speed axle. ¹⁶Models with ECT 4-speed axle. ¹⁷Models with ECT 4-speed axle. ¹⁸Models with ECT 4-speed axle. ¹⁹Models with ECT 4-speed axle. ²⁰Models with ECT 4-speed axle. ²¹Models with ECT 4-speed axle. ²²Models with ECT 4-speed axle. ²³Models with ECT 4-speed axle. ²⁴Models with ECT 4-speed axle. ²⁵Models with ECT 4-speed axle. ²⁶Models with ECT 4-speed axle. ²⁷Models with ECT 4-speed axle. ²⁸Models with ECT 4-speed axle. ²⁹Models with ECT 4-speed axle. ³⁰Models with ECT 4-speed axle. ³¹Models with ECT 4-speed axle. ³²Models with ECT 4-speed axle. ³³Models with ECT 4-speed axle. ³⁴Models with ECT 4-speed axle. ³⁵Models with ECT 4-speed axle. ³⁶Models with ECT 4-speed axle. ³⁷Models with ECT 4-speed axle. ³⁸Models with ECT 4-speed axle. ³⁹Models with ECT 4-speed axle. ⁴⁰Models with ECT 4-speed axle. ⁴¹Models with ECT 4-speed axle. ⁴²Models with ECT 4-speed axle. ⁴³Models with ECT 4-speed axle. ⁴⁴Models with ECT 4-speed axle. ⁴⁵Models with ECT 4-speed axle. ⁴⁶Models with ECT 4-speed axle. ⁴⁷Models with ECT 4-speed axle. ⁴⁸Models with ECT 4-speed axle. ⁴⁹Models with ECT 4-speed axle. ⁵⁰Models with ECT 4-speed axle. ⁵¹Models with ECT 4-speed axle. ⁵²Models with ECT 4-speed axle. ⁵³Models with ECT 4-speed axle. ⁵⁴Models with ECT 4-speed axle. ⁵⁵Models with ECT 4-speed axle. ⁵⁶Models with ECT 4-speed axle. ⁵⁷Models with ECT 4-speed axle. ⁵⁸Models with ECT 4-speed axle. ⁵⁹Models with ECT 4-speed axle. ⁶⁰Models with ECT 4-speed axle. ⁶¹Models with ECT 4-speed axle. ⁶²Models with ECT 4-speed axle. ⁶³Models with ECT 4-speed axle. ⁶⁴Models with ECT 4-speed axle. ⁶⁵Models with ECT 4-speed axle. ⁶⁶Models with ECT 4-speed axle. ⁶⁷Models with ECT 4-speed axle. ⁶⁸Models with ECT 4-speed axle. ⁶⁹Models with ECT 4-speed axle. ⁷⁰Models with ECT 4-speed axle. ⁷¹Models with ECT 4-speed axle. ⁷²Models with ECT 4-speed axle. ⁷³Models with ECT 4-speed axle. ⁷⁴Models with ECT 4-speed axle. ⁷⁵Models with ECT 4-speed axle. ⁷⁶Models with ECT 4-speed axle. ⁷⁷Models with ECT 4-speed axle. ⁷⁸Models with ECT 4-speed axle. ⁷⁹Models with ECT 4-speed axle. ⁸⁰Models with ECT 4-speed axle. ⁸¹Models with ECT 4-speed axle. ⁸²Models with ECT 4-speed axle. ⁸³Models with ECT 4-speed axle. ⁸⁴Models with ECT 4-speed axle. ⁸⁵Models with ECT 4-speed axle. ⁸⁶Models with ECT 4-speed axle. ⁸⁷Models with ECT 4-speed axle. ⁸⁸Models with ECT 4-speed axle. ⁸⁹Models with ECT 4-speed axle. ⁹⁰Models with ECT 4-speed axle. ⁹¹Models with ECT 4-speed axle. ⁹²Models with ECT 4-speed axle. ⁹³Models with ECT 4-speed axle. ⁹⁴Models with ECT 4-speed axle. ⁹⁵Models with ECT 4-speed axle. ⁹⁶Models with ECT 4-speed axle. ⁹⁷Models with ECT 4-speed axle. ⁹⁸Models with ECT 4-speed axle. ⁹⁹Models with ECT 4-speed axle. ¹⁰⁰Models with ECT 4-speed axle. ¹⁰¹Models with ECT 4-speed axle. ¹⁰²Models with ECT 4-speed axle. ¹⁰³Models with ECT 4-speed axle. ¹⁰⁴Models with ECT 4-speed axle. ¹⁰⁵Models with ECT 4-speed axle. ¹⁰⁶Models with ECT 4-speed axle. ¹⁰⁷Models with ECT 4-speed axle. ¹⁰⁸Models with ECT 4-speed axle. ¹⁰⁹Models with ECT 4-speed axle. ¹¹⁰Models with ECT 4-speed axle. ¹¹¹Models with ECT 4-speed axle. ¹¹²Models with ECT 4-speed axle. ¹¹³Models with ECT 4-speed axle. ¹¹⁴Models with ECT 4-speed axle. ¹¹⁵Models with ECT 4-speed axle. ¹¹⁶Models with ECT 4-speed axle. ¹¹⁷Models with ECT 4-speed axle. ¹¹⁸Models with ECT 4-speed axle. ¹¹⁹Models with ECT 4-speed axle. ¹²⁰Models with ECT 4-speed axle. ¹²¹Models with ECT 4-speed axle. ¹²²Models with ECT 4-speed axle. ¹²³Models with ECT 4-speed axle. ¹²⁴Models with ECT 4-speed axle. ¹²⁵Models with ECT 4-speed axle. ¹²⁶Models with ECT 4-speed axle. ¹²⁷Models with ECT 4-speed axle. ¹²⁸Models with ECT 4-speed axle. ¹²⁹Models with ECT 4-speed axle. ¹³⁰Models with ECT 4-speed axle. ¹³¹Models with ECT 4-speed axle. ¹³²Models with ECT 4-speed axle. ¹³³Models with ECT 4-speed axle. ¹³⁴Models with ECT

