



Service News Bulletin

Donated by Jim Casagrande . cruisercult.com

TOYOTA MOTOR SALES CO., LTD.

SERVICE DIVISION



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Caşagrande . cruisercult.com

MARCH 24, 1959

DATE 59-1 (DEALER)
NO. 59-2 (REGION)

Subject: LAND CRUISER TIRES (New Pattern Tread T-28 Dunlop)

These new pattern tires are of the uni-directional type; that is, they can only be used effectively when their treads are rotating in the direction as specified. Thus, in their use, the following instructions should be carefully observed.

1. Interchanging Wheels with Tires Already Installed

Only front and rear wheels on the same side may be interchanged. For example, left front may be interchanged with left rear but not with right front or right rear. This point should be carefully watched when rotating tires as recommended in our Repair Manuals.

2. Using Spare Tire

Spare tire should only be used on the side for which the tire was originally mounted on its wheel. In an emergency, when it becomes necessary to use the spare tire on the opposite side, it is permissible to do so but reverting to its original side should be done as soon as possible.

3. Remarks

Direction of tire already mounted on its wheel can be reversed by removing the tire from the wheel disc and reinstalling it in the opposite direction.

4. Caution

a. If the tire is installed incorrectly, that is, opposite to its specified direction of rotation, dirt, pebbles, etc., lodged in the tire treads will remain there to hasten tire wear.

b. Tire inflation has a large effect on uneven wear of tires. For highway operation with full load, we recommend 30 to 35 pounds pressure. For rough roads, we recommend minimum pressure possible without slipping. (However, never less than 15 pounds.)



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Casagrande . cruisercult.com

DATE MARCH 24, 1959

NO. 59-2 (Dealer)
59-3 (Region)

SUBJECT: METHOD OF REPLACING ENGINE BEARINGS

The attached bulletin covers the servicing method to be followed when replacing bearing inserts in the Land Cruiser "F" engine or the Toyopet "R" engine.

This bulletin supersedes the corresponding information in the engine service manuals.



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Casagrande . cruisercult.com

DATE JULY 20, 1959

NO. 59-8 (Dealer)
59-11 (Region)

SUBJECT: DEALER WARRANTY AND POLICY MANUAL - REVISIONS

Please insert the attached revised pages No. 1, 2, 3,
4, 6 and 9 in your Dealer Warranty and Policy Manual
and destroy the replaced pages.



SUBJECT: REVISION OF TOYOTA LAND CRUISER STEERING KNUCKLE BEARING

Taper angles of the steering knuckle bearing cone and cup have been modified as shown in the illustration below to provide increased durability to the bearing.

EFFECTIVE:

From frame number

9FJ25 11834

PART REVISED:

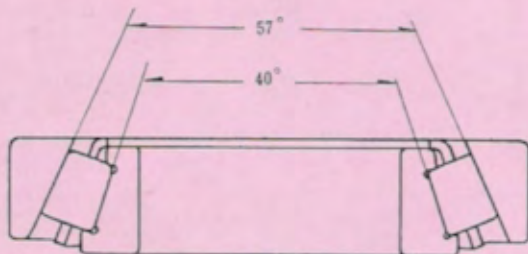
Part Name
Steering Knuckle Bearing

New Number	Old Number
BRT 31303F	BRT 30303F

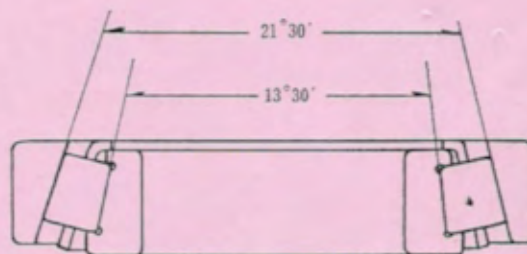
INTERCHANGEABILITY:

The new knuckle bearings can be utilized for the vehicles on which the old bearings have been installed.

ILLUSTRATIONS:



NEW



OLD



TOYOTA

SERVICE NEWS BULLETIN

Donated by Jim Casagrande . cruisercult.com

Date: July 21st, 1959

No. FJ-2

SUBJECT: REVISION OF FRONT DRIVE SHAFT AND FLANGE

The front drive shaft has been improved to increase its durability providing 6 splines instead of 10. In accordance with this change, the front drive shaft flange has been modified to mate with the shaft.

EFFECTIVE:

From frame number

9FJ25 10195L

PARTS REVISED:

Part Name	New Number	Old Number
Front Drive Shaft	FJ20 43313	BJ 43313
Front Drive Shaft Flange	FJ20 43314	BJ 43314

INTERCHANGEABILITY:

The new parts as a set can be utilized for the vehicles having the frame number prior to 9FJ25 10195L.



Date: July 23rd, 1959

No. FJ-4-1

SUBJECT: LAND CRUISER SEALED BEAMS

Superseding the sealed beam RSD 55101, new type sealed beams are available for right hand or left hand drive Land Cruiser providing to obtain correct light distribution and to avoid blinding oncoming vehicles.

EFFECTIVE:

From frame number

9FJ25 11779L (for LH Drive)

Be effective in near future for Right Hand Drive.

PART REVISED:

Part Name	New Number	Old Number
Headlamp Sealed Beam Unit Complete (for LH drive)	TOKU-RS20L 55101	RSD 55101
Headlamp Sealed Beam Unit Complete (for RH drive)	TOKU-RS20 55101	RSD 55101

Note: The prefix attached to each part number indicates that the part has been adopted temporarily. If the part is satisfactory, it will be used permanently with a new number or the original number without the prefix.

NEW...Low beam light to deflect 2.5° to 3° to the right and to the left for left hand and right hand drive respectively.

OLD...Old ones were to deflect 3° downward only.

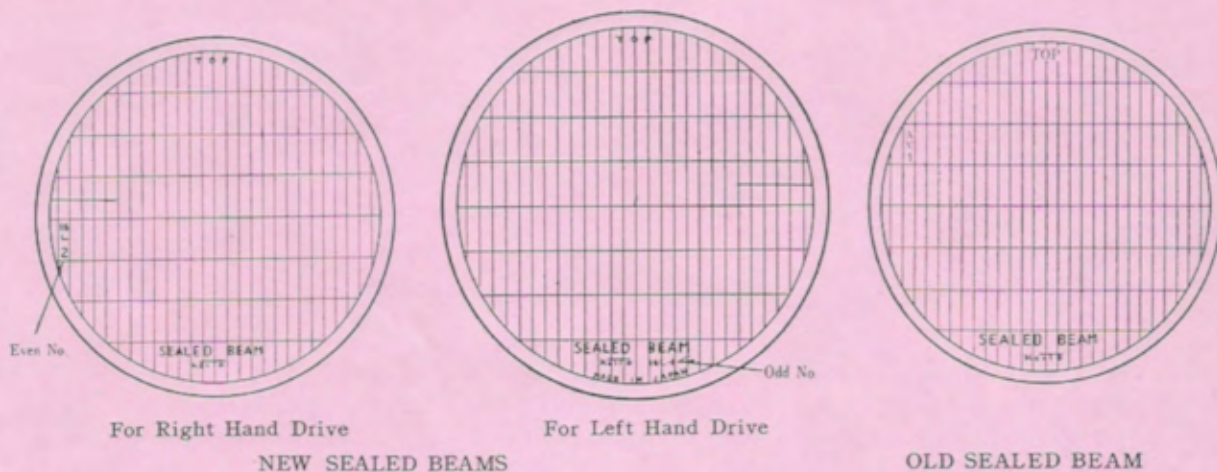
DISTINCTION CODE:

Following distinctions on the sealed beam are to indicate the difference between old and new. Sealed Beam for the Left Hand Drive...is provided with the mark of "MADE IN JAPAN" at the bottom, short straight line starting from the right edge to left above the horizontal center line of the sealed beam, and the figure 16L-1 on the right of "KOITO" mark.

Sealed Beam for the Right Hand Drive...has a short straight line leading from the left edge to the right above the horizontal center line of the sealed beam, and the figure $\frac{16}{2}$ right below the short line. The illustration shown hereafter will be of assistance to finding the marks.



ILLUSTRATIONS:





SUBJECT: INSTALLATION OF SUPER PLUG ON TOYOTA LAND CRUISER

All F type engines are now equipped with the "SUPER PLUGS NGK B-4", which are equivalent to those listed in the chart below, to satisfy all the engine demands and obtain better performance of the vehicles under various driving conditions.

EFFECTIVE:

From engine number

F 107514

NEW PART:

Part Name
Spark Plug Assembly

New Number
N-F 27640

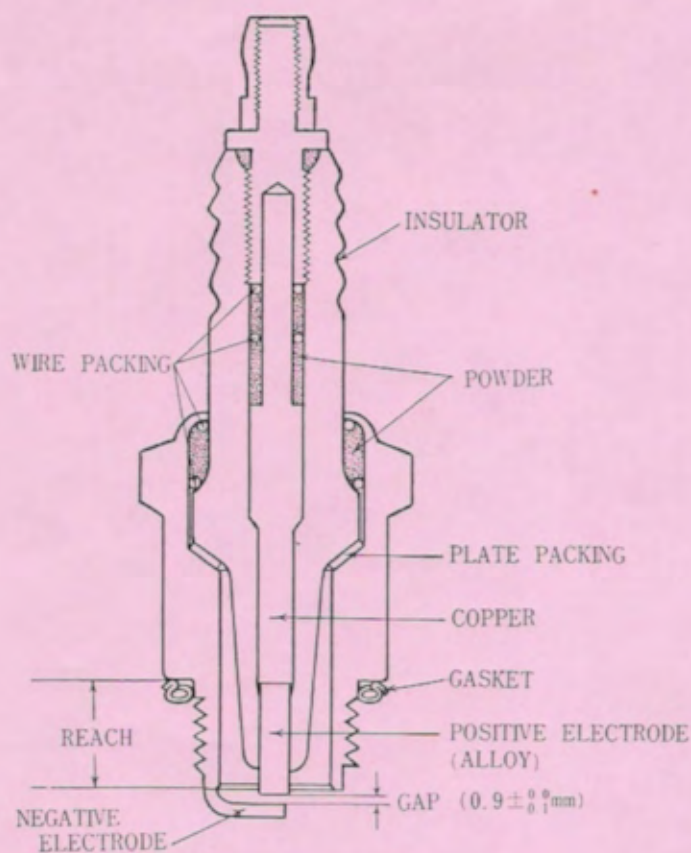
Old Number
N-F 27630

CHARACTERISTICS:

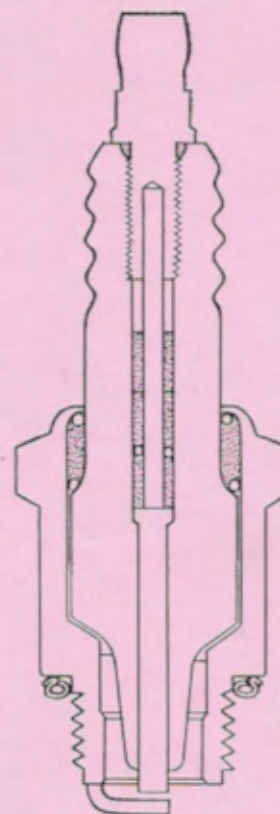
Among the outstanding features of this "SUPER PLUG", it possesses a wider range in its heat value covering the ranges of several conventional spark plugs. Newly developed center electrode made of copper in its upper portion plays a role in dissipating heat outward and prevents overheating. The electrode tip made of heat resistant alloy reduces wear and promises long life. This tip is projected about 2 to 3 mm longer in the combustion chamber, which improves the ignition of the gas mixture preventing the accumulation of carbon on the tip and preignition. Other important features of the super plug can be observed in the illustration given on the other page.

CHART: This chart shows the size of the plug, heat range, and equivalent makes of other manufacturers.

Thread Size	Reach	Heat Range	NGK	NGK Super	Champion	AC	Auto-Lite	KLG	Bosch
14mm	3/8"	Hot	B-32		J-14	49			
			B-36		J-12	47-Com, 48 48X, 46-5	A11, AR10 AT10	TSF20 CL180	
			B-42	B-4					
			B-46		J-11	46, 46X 46-Com, 45	A9, AR8, A7 4S-140, AR80	TFS30	W145T3
			B-52 (BR-52)					TFS50	
			B-56		J-8	44, 44-5 44-5com, 45R	AT8, A-5 AR-5 4S165, AR-51		W175T3
			B-62	B-6	J-7	44Com, 43R-Com 43-5Com 43-5 43-5R	AT-6 AN-5 AR-41		
			B-66		J-6	43-Com 43, 42-5Com	AR-4, AT-4	FS70	
			B-72		J-5 J-2	42, 42-Com	A3, 4S-250		W225T3 W240T1
		Cold							



SUPER PLUG B-4



B-52



TOYOTA

SERVICE NEWS BULLETIN

Donated by Jim Casagrande . cruisercult.com

Date: July 27th, 1959

No. FJ-6

SUBJECT: INSTALLATION OF WHEEL BALANCE WEIGHT ON LAND CRUISER

The wheel balance weights have been newly produced and installed on the Land Cruiser to assure the stability at the high speed operation and to prevent uneven wear of the tires.

EFFECTIVE:

From the frame number

9FJ25 12577

9FJ28 10335

9FJ24 10099

NEW PARTS:

Part Name				Part Number	Weight
Wheel	Balance	Weight	No. 2	RS 44220	20g
"	"	"	No. 4	RS 44240	40g
"	"	"	No. 6	RS 44260	60g
"	"	"	No. 8	RS 44280	80g
"	"	"	No.10	RS 44310	100g
"	"	"	No.11	RS 44320	120g



TOYOTA TECHNICAL SERVICE BULLETIN

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DATE

NO.

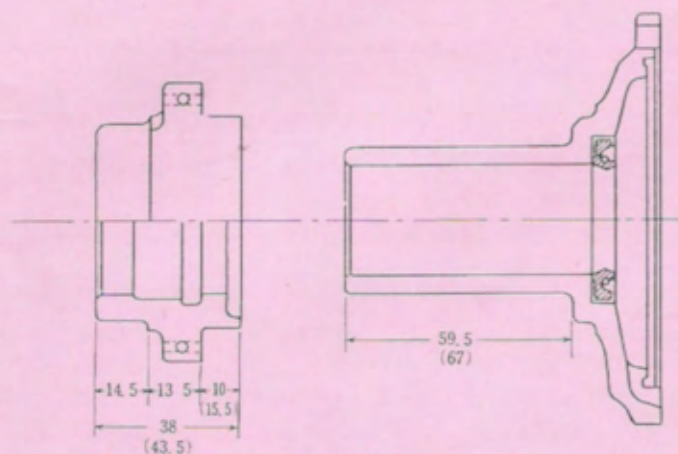
AUGUST 11, 195

59-9 (DEALERS)

59-12 (REGIONS)



ILLUSTRATION :



Note: The figures in () show the old dimension.



SUBJECT: COUNTER-MEASURE FOR THE ECCENTRIC WEAR IN TIRES

The following Special Service Parts have been newly produced to counteract the eccentric wear in the tires.

1. Knuckle Spindle Camber Adjust Wedge

This wedge reduces the camber (specified value= 2°) to approximately $30'$. When installing the wedge, the steering knuckle spindle packing must be used on both sides of the wedge to prevent grease escape.

2. Front Axle Drive Shaft Spacer

This is to reduce the clearance between the forked-end of the drive shaft and the drive shaft bushing. It is preferable to use the wedge and the spacer concurrently. Regarding the previous model, if a snap ring is installed on the front drive shaft, it should be discarded because it will not fit in the shaft due to the extra thickness added by the wedge and the spacer. This will not harm the performance of a vehicle. When installing the spacer, the side on which the grease escape is provided must be facing toward the front drive ball joint.

3. Bolts (for Camber Wedge, Spindle, Oil Retainer, and Brake Flake Flange)

These bolts go to the two bottom holes in the wedge to compensate the extra thickness added by the wedge.

4. Center Bolt

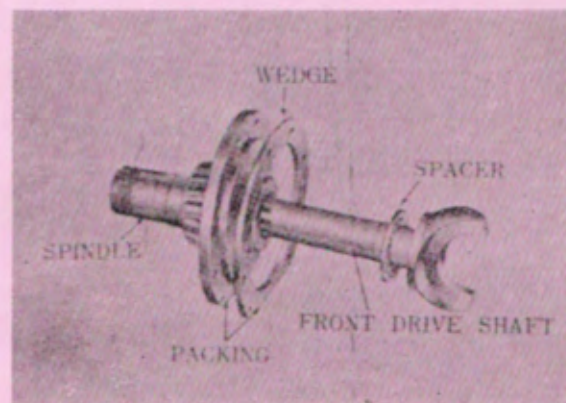
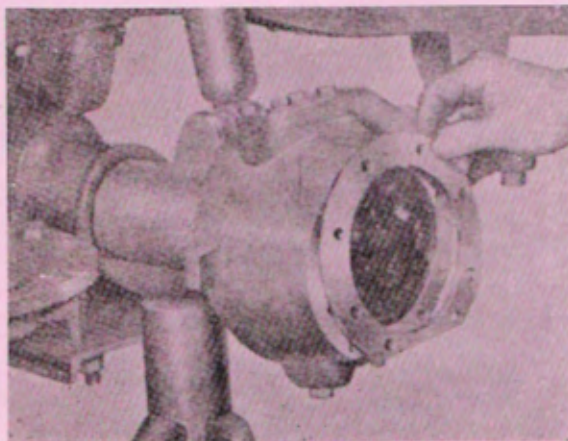
In case of requiring caster alignment, the caster wedge is installed between the front spring and "U" bolt seat. To compensate the thickness of the wedge, the center bolt is designed to project longer through the front spring.

SPECIAL SERVICE PARTS:

Part Name	Part Number	F. O. B. (U. S. \$)
Knuckle Spindle Camber Adjust Wedge	SSP 90601	0.70
Center Bolt	SSP 90602	0.07
Bolt (for Camber Wedge, Spindle, Oil Retainer, and Brake Flange)	SSP 90603	0.04
Front Axle Drive Shaft Spacer	SSP 90604	0.31



ILLUSTRATIONS:



For the photographing purpose the packings are not shown in the illustration, although they must be installed on each side of the camber adjust wedge.



SUBJECT : INSTALLATION OF TRANSMISSION FRONT BEARING OIL SEAL

The oil seals have been installed in the transmission front ends on all FJ and FH models to improve the prevention of oil leak in the transmission front bearing. Due to the above improvement made, the shape and the dimension of the front bearing lock and the clutch release hub were revised. Also the portion of main drive gear with which the oil seal comes in contact has been finished to give a smooth surface to the oil seal.

On previous model the sealing of oil in the transmission front end was accomplished by providing spiral grooves to the interior of transmission front bearing lock, thus driving the oil back into the transmission case.

EFFECTIVE :

From Engine Number F 101462

PARTS REVISED :

Part Name	New Number	Old Number
Clutch Release Bearing Hub	2BJ 31311B	2BJ 31311A
Clutch Release Bearing Hub Assembly	2BJ 31320A	2BJ 31320
Clutch Release Bearing Hub Complete	2BJ 31301A	2BJ 31301
Transmission Front Bearing Lock	2BJ 33321A	2BJ 33321
Main Drive Gear	2BJ 33311C	2BJ 33311B
Oil Seal Complete	FJ20 33301	

INTERCHANGEABILITY :

The clutch release bearing hub and the front bearing lock must be replaced as a mated pair. When utilizing the main drive shaft to which no finish is given, it must be finished well to avoid fast wear of the oil seal.



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Casagrande . cruisercult.com

DATE OCT 27, 1959

NO. 59-12 (Dealer)
59-16 (Region)

SUBJECT: IMPROVEMENTS ON RS22L CROWN CUSTOM MODELS AND FJ25L LAND CRUISERS

Many improvements have been made on Toyota vehicles and the following bulletins (which are attached) explain the details of each change and list the part numbers involved.

CROWN CUSTOM

BULLETIN NO.

SUBJECT

RS-1	Model RS22L Two Barrel Carburetor Revision
RS-2	Tubeless Tires Installation on RS22L Model
RS-3	Models RS21L, RS22L Oil Brake Front Pipe Left Complete-Revised
RS-4-1--13	Battery Relocation on Model RS22L
RS-5	Master Cylinder Revision on Models RS20L, RS21L, RS22L
RS-6	Room Lamp Revision on RS20L, 21L, 22L Model
RS-7	Revision of Clutch Pressure Lever and Plate
RS-8	Installation of Super-Plugs on R Engines
RS-9-1 & 2	Revision of Adjustment Figures for Two-Barrel Carburetor
RS-11	Models RS21L & RS22L Rear Wheel Cylinders R
RS-12	Models RS20L, RS21L, RS22L Speedometer Shaft Sleeve Revision
RS-13	Horn Button Revision made on Models RS20L, RS21L, RS22L

LAND CRUISER

FJ-1	Revision of Clutch Facing Material
FJ-2	Revision of Front Drive Shaft and Flange
FJ-3	Revision of Toyota Land Cruiser Steering Knuckle bearing
FJ-5-1 & 2	Installation of Super Plug on Toyota Land Cruiser
FJ-6	Installation of Wheel Balance Weight on Land Cruiser
FJ-8-1 & 2	Installation of Transmission Front Bearing Oil Seal
FJ-9-1 & 2	Counter-Measure for the Eccentric Wear in Tires



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Casagrande . cruisercult.com

DATE NOV. 20, 1959

NO. 59-13 (Dealer)
59-17 (Region)

SUBJECT:

DEALER WARRANTY AND POLICY LABOR RATE INCREASE

Effective December 1, 1959, the reimbursement rate for Warranty & Policy Labor will be \$5.50. All Warranty & Policy claims for work performed after 12-1-59 should indicate the new rate.



SUBJECT : MASTER CYLINDER PISTON CUP

The prevention of master cylinder piston cup breakage has been accomplished by reforming the piston cup and the return spring seat. Reference should be made to the illustration given hereafter.

EFFECTIVE :

From frame number	FJ 25 13091	FJ 28 10487
	FJ 25 13087	LF 28 10481L
	FJ 25 13089L (Hard Top)	

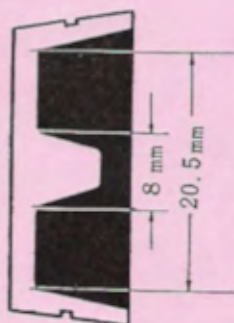
PARTS REVISED :

Part Name	New No.	Old No.
Master Cylinder Return Spring Seat	44351-14A	44351-14
Master Cylinder Piston Cup	44351-12C	44351-12B

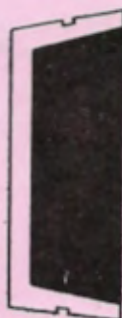
INTERCHANGEABILITY :

The piston cup and the return spring seat must be interchanged as a mated pair.

ILLUSTRATION :

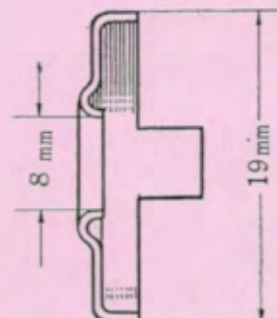


NEW

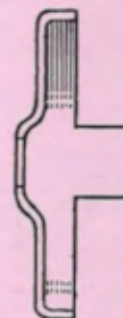


OLD

PISTON CUP



NEW



OLD

RETURN SPRING SEAT



TOYOTA TECHNICAL SERVICE BULLETIN

Donated by Jim Casagrande . cruisercult.com

DATE DEC. 9, 1959
NO. 59-14 (Dealer)
59-18 (Region)

SUBJECT: IMPROVEMENTS ON RS22L CROWN CUSTOM SEDAN,
RS27L CROWN CUSTOM STATION WAGON AND
PJ25L LAND CRUISER

Additional improvements and modifications have been made on the subject vehicles and is covered in detail on the attached bulletins. When part numbers are changed as a result of the modification the bulletin indicates both the old and new part number.

CROWN CUSTOM

<u>Bulletin No.</u>	<u>Subject</u>
RS-14-1-4	Revision on Brake on Models RS21L, RS22L, RS27LV, and RS27LG.
RS-15	Lighting Switch Assembly on Models RS22L, RS27LV, and RS27LG.
RS-16	Piston Revised on R Type Engine.
RS-17	Revision made on Crankcase Ventilation Inlet Cap Complete for R Type Engine.
RS-18-1 & 2	Oil Delivery Pipe Revised on R Type Engine.

LAND CRUISER

PJ-10	Revision of Master Cylinder Piston Cup.
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TOYOTA

SERVICE NEWS BULLETIN

Donated by Jim Casagrande . cruisercult.com

Date: Dec. 14, 1959

No. FJ-13-2

CYLINDER HEAD

The combustion chamber was modified in shape to obtain higher compression ratio.

The new cylinder head is interchangeable with the old one, and the gasket can be used for both new and old cylinder heads.



CAMSHAFT

The modification was made to the cams so as to facilitate the operation of valve mechanism at higher engine revolution.

The valve timing was also changed to improve the engine efficiency.



VALVE ROCKER ARM

The ribs have been modified in shape to reinforce the entire rocker arm.



VALVE SPRING

The dual valve springs are used to withstand high engine revolution.

The valve stem oil seal was modified in shape at the same time.

No change is made to the outer valve spring (the same part as used before).



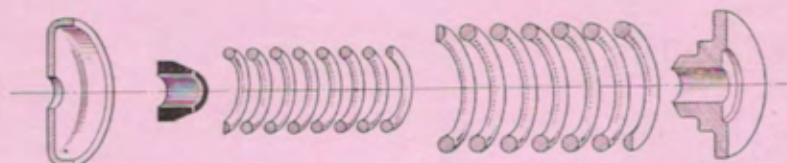
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SERVICE NEWS BULLETIN

Date: Dec. 14, 1959

No. FJ-13-3

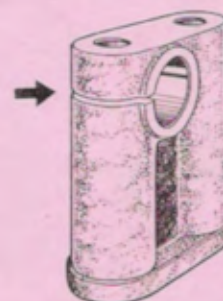


Specification of Inner Valve Spring :

	Intake	Exhaust
Free Length (mm)	45.7	45.7
Installed Length (mm)	40.4	40.6
Load at Installed Height (kg)	7.7	7.35
Coil Diameter (mm)	3	3

VALVE ROCKER ARM SHAFT SUPPORT

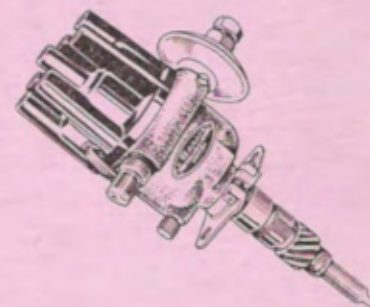
A slit has been provided to the support as shown in the figure to secure the shaft firmly in the support, and the rigidity of the entire valve mechanism has been increased.



DISTRIBUTOR

The distributor has been completely modified to get the most satisfactory performance of the engine.

Each component part of the distributor will be explained briefly hereafter.



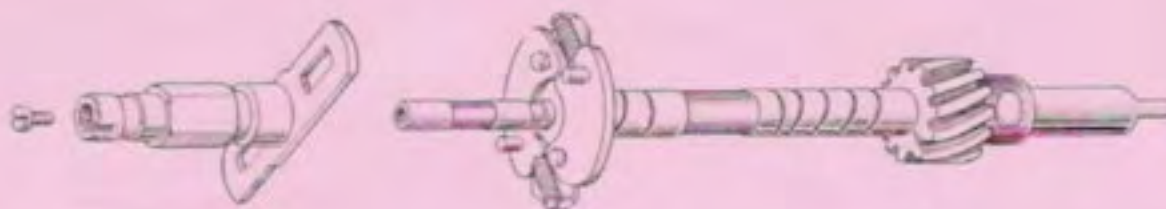
1. Shaft and Governor

No changes have been made to the shaft and the governor as far as their performance is concerned, but their shapes differ entirely from the previous designs.



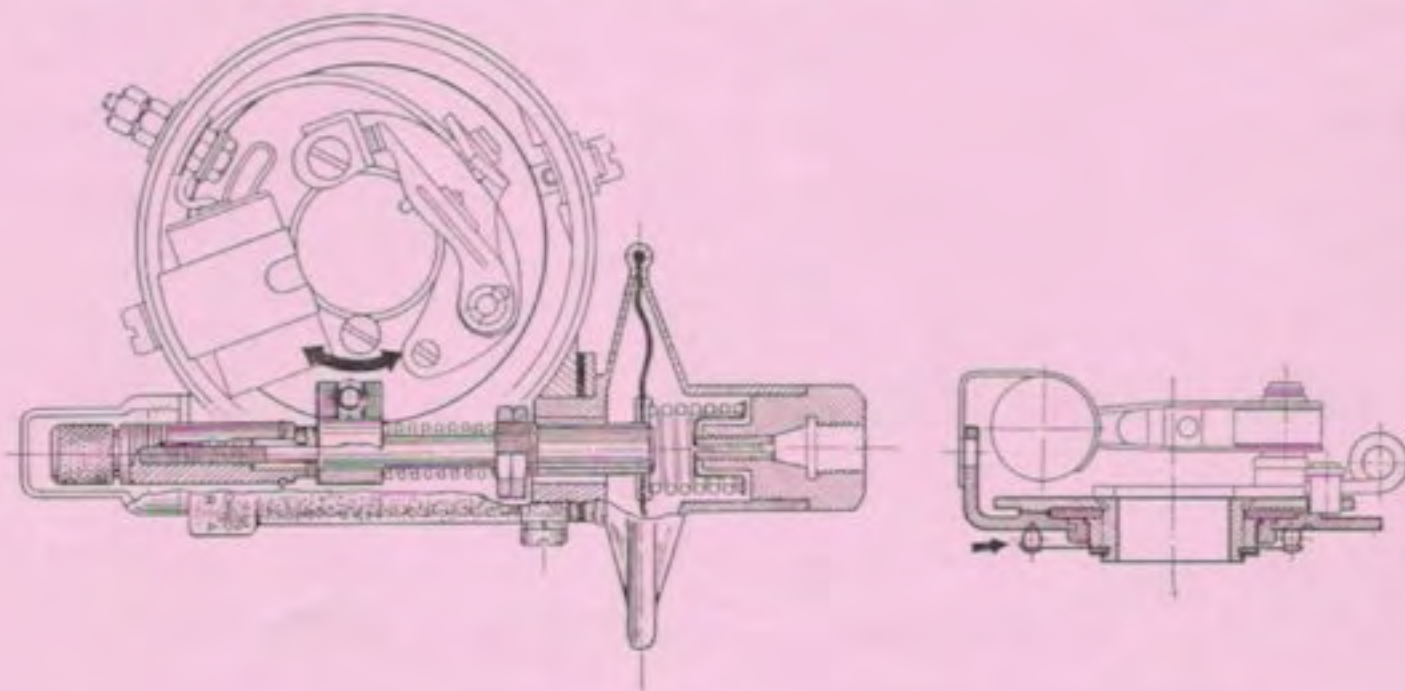
Date: Dec. 14, 1959

No. FJ-13-4



2. Vacuum Controller & Octane Selector

The vacuum controller is built into the distributor housing and consists of a rod, a diaphragm to which the rod is directly connected, and an octane selector mechanism. When the throttle is opened, a vacuum acts on the diaphragm causing it to deflect. The motion of the diaphragm is then transmitted to the distributor. In this design, the breaker plate is rotated, while in the previous design the distributor is rotated on its mounting. Depending upon the octane rating of the gasoline, the selector must be adjusted. Remove the vinyl cap, and screw in the selector to advance or screw it back to retard the ignition timing. A and R marks can be found on the distributor housing. Each calibration provided on the selector is equivalent to two degrees.



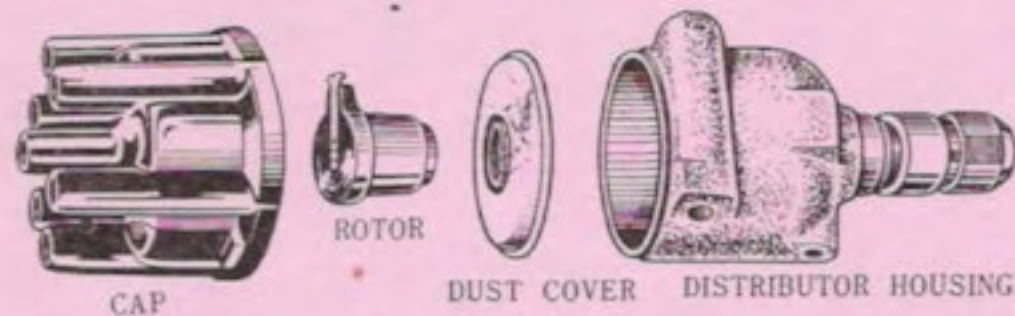
3. Rotor, Cap and Distributor Housing

The rotor is made into the shape as shown in the figure due to the mechanism of vacuum controller. The distributor housing is of synthetic aluminum diecast, and a dust proof cover is provided at top of the housing to prevent entering of dust into the breaker mechanism.



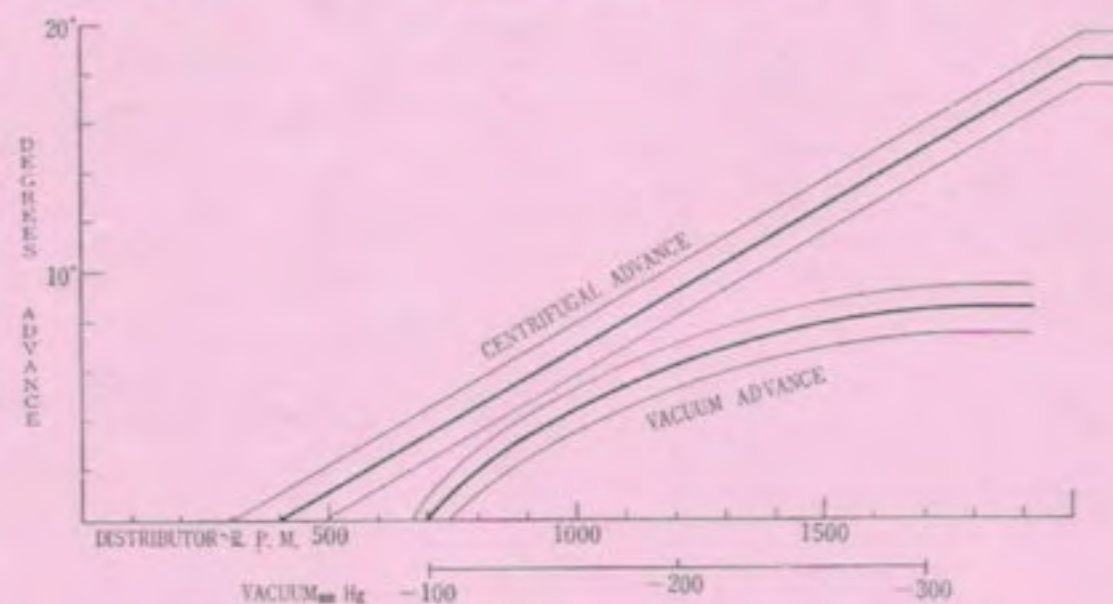
Date: Dec. 14, 1959

No. FJ-13-5



4. Specifications

Rotation	Clockwise (viewed from top in installed position)
Cam Angle (Dwell Angle)	41°
Breaker Point Gap	0.4 mm
Breaker Arm Spring Tension	475 ± 71.25g
Condenser Capacity	0.22 ± 0.022 microfarad



5. Lubrication

- (1) Back of breaker plate
- (2) Back of Breaker Base Plate
- (3) Oil Cup
- (4) Cam
- (5) Between cam lobes and breaker plate

Apply engine oil every 3,000 km.

Thin down Denso grease No.4 (Bosch Ft1v 4) with engine oil, then apply it to the balls and groove every 30,000km.

Give a few drops of engine oil every 2,000km.

Apply Denso grease No.22 (Bosch Ft1v 22) every 30,000km.

Apply Denso grease No.4 every 10,000km.

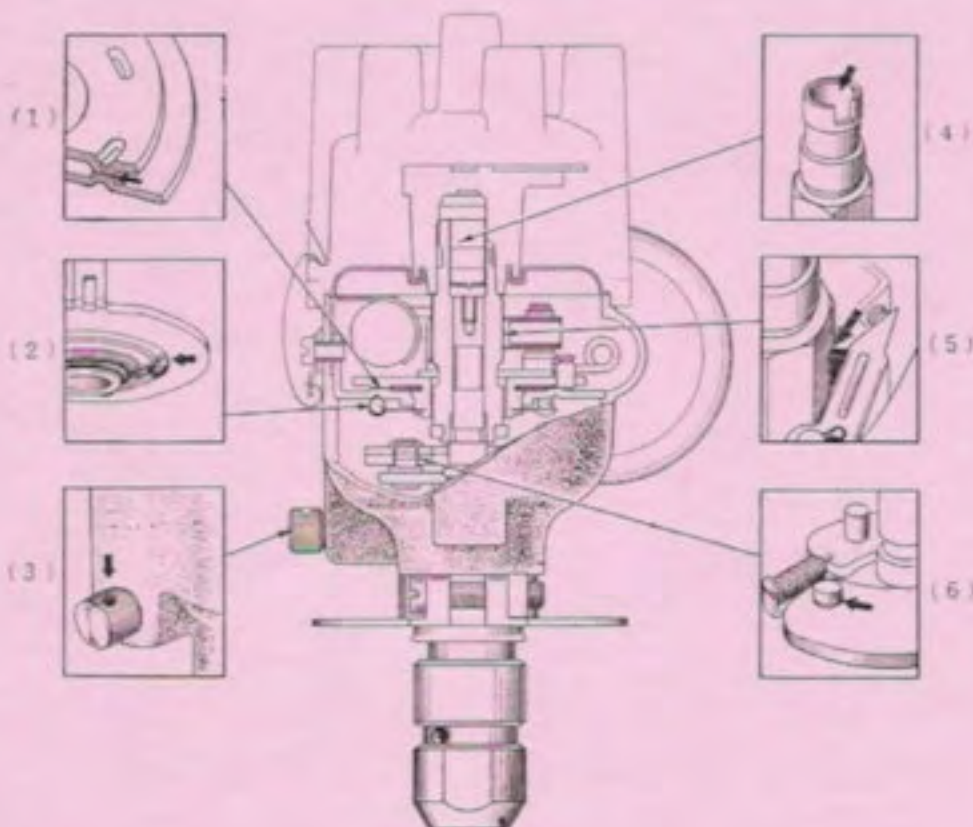


Date: Dec. 14, 1959

No. FJ-13-6

(6) Governor Pin

Apply Denso grease No.22 every 30,000km.



FAN BELT

The fan belt has been made narrower in width for '60 F engine improving the component materials of the fan belt to add extra strength and prolong its life. The new and old fan belts are not interchangeable.



FAN BELT

CRANK HANDLE PULLEY

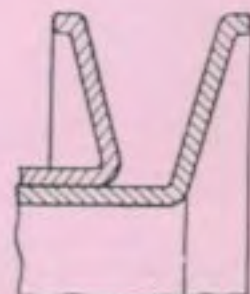
In accordance with the revision of the fan belt, the crank handle pulley has been modified in the groove.



CRANK HANDLE PULLEY

WATER PUMP PULLEY

The modification has been made to the water pump pulley groove conforming to the change in the fan belt.



WATER PUMP PULLEY



Date: Dec. 14, 1959

No. FJ—13—7

GENERATOR PULLEY

The generator pulley has been revised due to the change in the fan belt.



THERMOSTAT

The bellows assembly has been changed to give sufficient work for new high-powered engine. The thermometer should register from 73° C to 77° C when the valve begins to open, and from 83° C to 87° C when the valve is fully open.

NEW PARTS & PART NUMBERS

Engine Assembly

FJ25L 11000A (for L.H.D.)

FJ25 11000A (for R.H.D.)

Cylinder Head	F	11116
Crank Handle Pulley	F	14214
Camshaft Complete	F	14301
Camshaft	F	14311
Inner Valve Spring	F	14533
Valve Spring Cap	F	14554
Valve Spring Seat	F	14555
Valve Stem Oil Seal	F	14592
Intake Valve Rocker Arm Complete R.H.	F	14604C
Intake Valve Rocker Arm Complete L.H.	F	14605C
Exhaust Valve Rocker Arm Complete	F	14606B
Intake Valve Rocker Arm R.H.	F	14661C
Intake Valve Rocker Arm L.H.	F	14662C
Exhaust Valve Rocker Arm	F	14663A
Valve Rocker Shaft Support	F	14752A
Water Pump Pulley Complete	F	16101
Bellows Assembly	DW15	16210B
Fan Belt	F	16371
Distributor Set Plate Complete	F	29101
Distributor Assembly	F	29120

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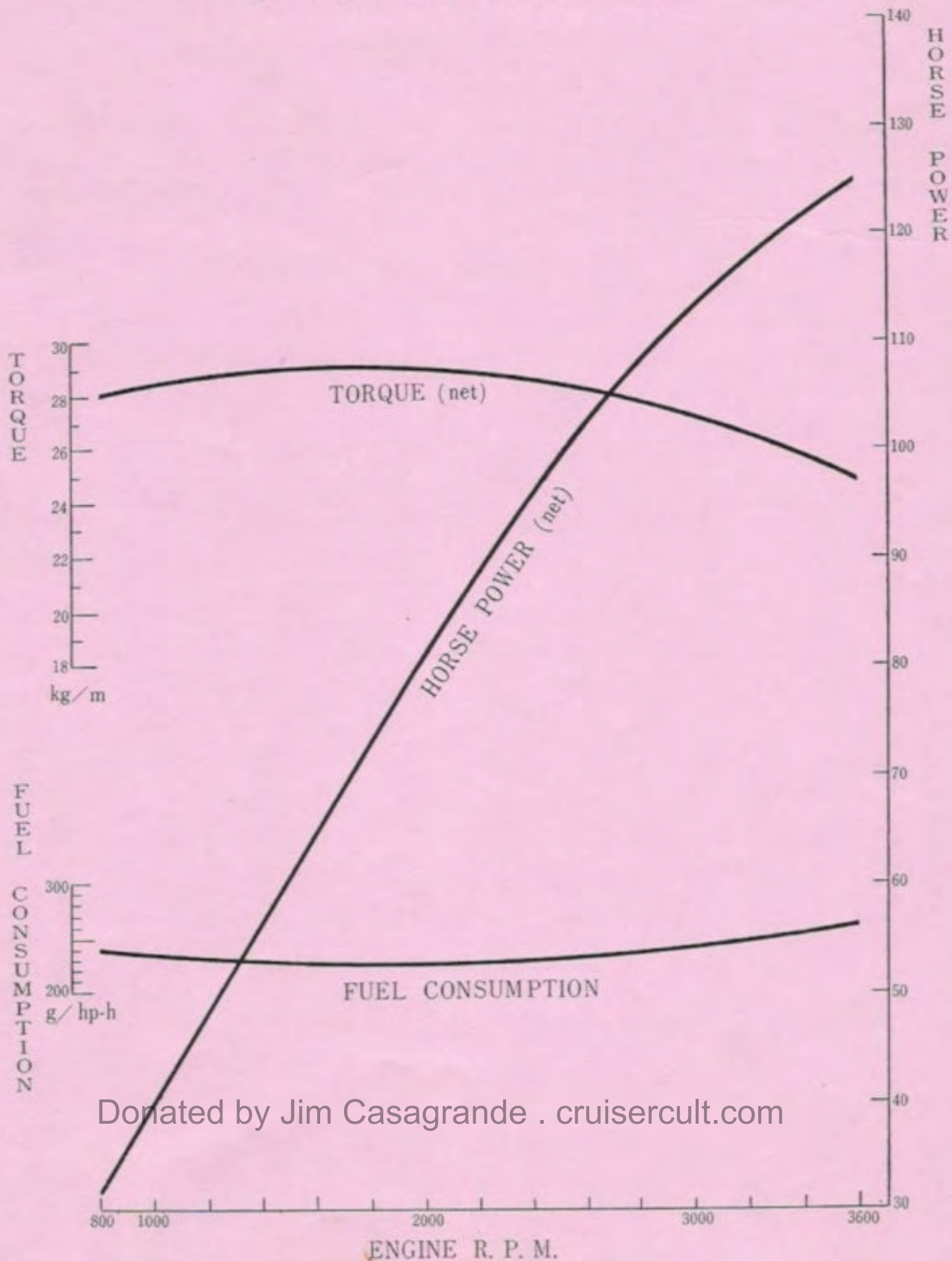
TOYOTA

SERVICE NEWS BULLETIN

Date: Dec. 14, 1959

No. FJ-13-8

1960 F ENGINE PERFORMANCE CURVE



Donated by Jim Casagrande . cruisercult.com



Date: Dec. 14, 1959

No. FJ-13-1

SUBJECT: INTRODUCTION OF 1960 "F" ENGINE FOR TOYOTA LAND CRUISERS

All Toyota Land Cruisers are now equipped with powerful "F" engines of 135 HP from which utmost performance of the vehicles can be obtained to serve all purposes.

EFFECTIVE DATE:

October 1, 1959

From engine number F 120001

SPECIFICATIONS:

The specifications given below are related only to the changes made in the 1960 "F" engine making a comparison with the previous engine.

Description		1960 Engine	Previous Engine
Compression Ratio		7.5 : 1	7.2 : 1
Compression Pressure		10.2 kg/cm ² at 200 rpm	9.8 kg/cm ² at 200 rpm
Horse Power (Gross)		135 HP at 3800 rpm	120 HP at 3600 rpm
Torque (Gross)		30 kg-m at 2000 rpm	27.5 kg-m at 2000 rpm
Minimum Fuel Consumption under Full Load		225 g/hp-hr at 1800 rpm	225 g/hp-hr at 1600 rpm
Intake Valve	(opens)	10° BTDC	6° BTDC
	(closes)	46° ABDC	42° ABDC
Exhaust Valve	(opens)	52° BBDC	45° BBDC
	(closes)	12° ATDC	5° ATDC



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN. 8, 1960

NO. 60-1 (Dealer)
60-1 (Region)

SUBJECT: IMPROVEMENTS ON RS22L CROWN CUSTOM SEDAN,
RS27L CROWN CUSTOM STATION WAGON AND
FJ25L LAND CRUISER

Additional improvements and modifications have been made on the subject vehicles and is covered in detail on the attached bulletins. When part numbers are changed as a result of the modification the bulletin indicates both the old and new part number. Please note that bulletin FJ-10 is a correction and replaces the bulletin of this number sent to you on December 9.

CROWN CUSTOM

BULLETIN NO.

SUBJECT

RS-19-1 & 2	Revision on Two Barrel Carburetor for RS22L, RS27LV and RS27LG.
RS-20	Revision on Hand Brake Flexible Tube support for RS20L, 21L & 22L.
RS-21	Revision on Hand Brake Bell-Crank Link for RS20L, 21L, 22L, 27LV & LG.
RS-22	Revision on Crankshaft Bearing Inserts on Model R Engine.
RS-23	Revision on Connecting Rod-Model R Engine.

LAND CRUISER

FJ-10

Correction to the previous Service News Bulletin No. FJ-10



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN. 29, 1960

NO. 60-2 (DEALERS)
60-2 (REGIONS)

SUBJECT: IMPROVEMENTS ON THE FJ25L LAND CRUISER

Attached are Service News Bulletins FJ-14-1 & 2 and FJ-15.

Bulletin FJ-14 covers a running change to improve the steering knuckle shaft. This change is effective with frame #0-FJ25-20667L. The old and new parts are interchangeable.

Bulletin FJ-15 covers a running change to the front driving shafts effective from frame #0-FJ25-20537L. This change corrects the free play and "snapping" noise sometimes noticed on pavement when making a turn. This problem may be corrected in previously produced vehicles through the installation of the snap rings on the new driving shaft and requires that the old shafts be discarded.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEB. 23, 1960

NO. 60-4 (Dealer)
60-5 (Region)

SUBJECT: BRAKE MODIFICATION - BULLETIN RS-24
LAND CRUISER "F" ENGINE - FJ-13

Attached are Service News Bulletins RS-24 covering brake modifications on the sedans and station wagons and Service News Bulletins FJ-13 covering information on the 1960 "F" engine for the Land Cruisers.

In order to assist with the fabrication of the brake pattern plate shown on page 3 of Bulletin RS-24, we are also attaching a Template giving dimensions in inches, drill sizes and suggestions to assist in accurately producing the desired piece.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE NOV. 8, 1960

NO. 60-27 (DEALER)
60-33 (REGION)

SUBJECT: SNOW TIRES FOR IMPORTED CARS

The Dunlop Tire and Rubber Corporation has advised us that they have snow tires for imported cars in their Dunlop "Silent Traction" brand. Because the actual dimensions, when inflated, are very close and will operate without difficulty, the 5.60-13 (Tiara) tire is available in a size 6.00-13 snow tire; the 6.40-13 (Crown) is available in a 6.50-13 snow tire. They also have a standard 6.00-16 (Land Cruiser) snow tire available.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE NOV. 23, 1960

NO. 60-31 (DEALERS)
60-44 (REGIONS)

- 2 -

In order to encourage the proper submission of Registration Coupons the following procedure is effective immediately:

Upon delivery of a new Toyota vehicle to a customer, the dealer will complete and sign the appropriate coupons in the Service Booklet. The Registration Coupon will be detached and the balance of the book will be personally delivered to the customer with an explanation of its contents. The Registration Coupon will be attached to the dealer's 10 Day Report and will be forwarded at the end of the 10 day period to the dealer's regional sales office. The regional sales office will in turn check to be sure that Registration Coupons are received covering all retail sales and will then forward the coupons to the general office for recording and file.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE NOV. 23, 1960

NO. 60-31 (DEALERS)
60-44 (REGIONS)

SUBJECT: REGISTRATION CARDS

Dealers are furnished with a copy of the Service Booklet to be filled out and given to each purchaser of a new Toyota Motor vehicle. This Booklet contains a customer's Warranty Certificate, instructions for various inspections and a Registration Coupon. It has come to our attention recently that some dealers are failing to complete the coupons in the Service Booklet. These coupons are placed there for the protection of the dealer, the customer and the company and it is very important that the information be entered completely and that the coupons be forwarded at the time of delivery and at the time of subsequent inspections.

The Warranty Coupon, of course, is the owner's certificate which entitles him to service under the provisions of our warranty and insures that he will receive proper service wherever the vehicle may be during the warranty period. The inspection coupons also protect him as well as the dealer by encouraging both to have the proper inspection operations and services performed at the correct mileage.

The Registration Coupon has the further advantage of protecting the dealer and his customer against improper claims and insures that claims for vehicles sold by our dealers will receive proper warranty consideration. Failure to submit the Registration Coupon can result in denial of a claim on the part of the company.



Date : Dec. 24, 1959

No. FJ-14-1

SUBJECT : REVISION OF STEERING KNUCKLE SHAFT

The flange of knuckle shaft was increased by 4 mm in diameter to reduce pressure on the knuckle bearing during the vehicle operation for the purpose of assuring longer life of the knuckle bearing.

EFFECTIVE :

From frame number	0-EJ 25-20667L
	0-EJ 28-20234L
	0-EJ 28-20239

PARTS REVISED :

Part Name	New Number	Old Number
Steering Knuckle Arm, Right	2BJ 43213A	2BJ 43213
Steering Knuckle Arm, Left	2BJ 43214A	2BJ 43214
Steering Knuckle Shaft	2BJ 43215B	2BJ 43215A

INTERCHANGEABILITY :

The new and old parts are interchangeable without any difficulty.

ADJUSTMENT OF KNUCKLE BEARING PRELOAD :

1. After having installed the bearing, the shims, and the knuckle arm (or knuckle shaft for lower part) to the steering knuckle, tighten the bolts to 20~30 ft-lbs torque.
2. Check the preload on the bearing with the steering knuckle in motion. This must be done without the oil retainer and the driving shaft. The preload should be within 1.8 kg and 2.3 kg.
3. If the preload is unsatisfactory, add or reduce the shims. The shims are available in two different sizes.

Repeat No. 1 and No. 2 until the specified preload is obtained on the bearing.
4. Since the preload on the lower bearing is unmeasurable, install the same number of shims to the lower steering knuckle as used in the upper steering knuckle.



TOYOTA

SERVICE NEWS BULLETIN

Date : Dec. 24, 1959

No. FJ-14-2

ILLUSTRATION :



STEERING KNUCKLE ARM



Date : Dec. 24, 1959

No. FJ-15

SUBJECT : REINSTALLATION OF THE SNAP RINGS ON THE FRONT DRIVING SHAFTS

The snap rings are now reinstalled on the front driving shafts to adjust the shaft travel in the axial direction within the specified limit.

EFFECTIVE :

From frame number O-FJ25-20521
 O-FJ25-20537L
 O-FJ28-20145

NOTE : The modification will be effective for FJ28L model somewhat later with larger frame number than that of FJ28 model, although the modification may be considered effective for FJ28 model with the same frame number.

PARTS REVISED :

Part Name	New Part No.	Old Part No.
Front Driving Shaft	FJ20 43313A	FJ20 43313
Spline Shaft Snap Ring	RK 33335A	RK 33335

INTERCHANGEABILITY :

If desired to install the snap rings on the driving shafts, the old shafts should be discarded and superseded by the new ones.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE MARCH 17, 1960

NO. 60-5 (Dealer)

60-6 (Region)

SUBJECT: SUPPLEMENT TO SERVICE NEWS BULLETINS
FJ-9 and FJ-14

Attached is Service News Bulletin FJ-16 which supplements previously issued news bulletins. In connection with camber adjustments, the toe-in specifications should be changed from 0.120"-0.200" to a reading of 0.000"-0.040". The dimensions given in the caster adjusting wedge table are as follows in terms of inches:

PART NAME	PART NO.	a	b	SLOPE
Wedge, Caster Adjusting	RR 48391A	0.354"-0.004"	0.114"-0.004"	3° 30'
	RR 48392A	0.339"-0.004"	0.134"-0.1"	2° 59'
	RR 48393A	0.323"-0.1"	0.150"-0.1"	2° 31'
	RR 48394	0.291"	4.5-0.177"	1° 40'
	RK21 48391	0.268"	5.1-0.201"	59'

When making the bearing preload adjustment discussed in bulletin FJ-14, the specifications of the scale reading should be 4 to 5 lbs., with the arm in motion. The thickness of the two shims are 0.008" and 0.020" respectively.



Date: February 16, 1960

No. FJ-16

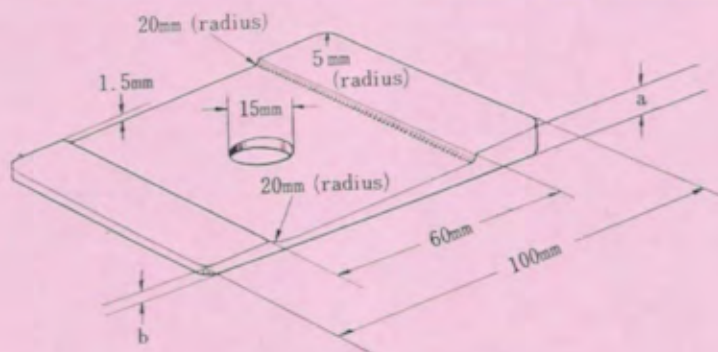
SUBJECT: SUPPLEMENTARY NEWS TO THE SERVICE NEWS BULLETINS NO. FJ-9 & No. FJ-14

FJ-9 In order to counteract the eccentric wear of the tires, an instruction was given in the news to reduce the camber to approximately 30' by installing the camber adjust wedges.

Besides the camber adjustment, please add the following adjustments to the service.

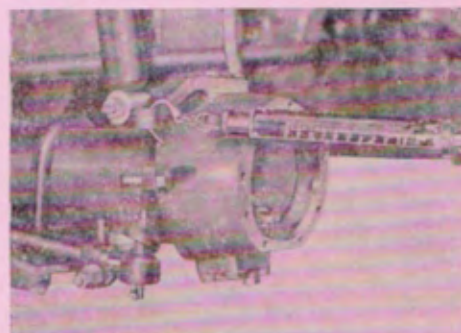
1. Bring the toe-in (specified value $\rightarrow$ 3~5mm) to 0~1mm.
2. Reduce the caster angle (specified value $\rightarrow$ 1.5°) to 0~30'.

Part Name	Part No.	a	b	Slope
Wedge, Caster Adjusting	RR 48391A	9.0 $\pm$ 0.1	2.9 $\pm$ 0.1	3° 30'
	RR 48392A	8.6 $\pm$ 0.1	3.4 $\pm$ 0.1	2° 59'
	RR 48393A	8.2 $\pm$ 0.1	3.8 $\pm$ 0.1	2° 31'
	RR 48394	7.4	4.5	1° 40'
	RK21 48391	6.8	5.1	59'



FJ-14 To make the bearing preload adjustment clear, the following picture has been added.

Attach a pull-scale to the end hole of the knuckle arm at right angle. Then give a little push to the arm, and obtain a steady pull of 1.8~2.3 kg with the arm in motion, keeping the pull-scale at right angle to the arm. If the preload is not satisfactory, make an adjustment with the following shim or shims.



Part Name	Part No.
Shim, Steering Knuckle Adjust (thickness=0.2mm)	BJ 43216
Shim, Steering Knuckle Adjust (thickness=0.5mm)	BJ 43217



TOYOTA TECHNICAL SERVICE BULLETIN

DATE AUGUST 1, 1960

NO. 60-17 (Dealer)
60-21 (Region)

SUBJECT: REVISION OF F ENGINE MOUNTING

Attached is Service News Bulletin FJ-17 covering engine mounting revisions on the Land Cruiser. This bulletin also includes information about interchangeability of the 135 horsepower F engine in earlier models.



TOYOTA

SERVICE NEWS BULLETIN

Date: June 10, 1960

No. FJ-17-1

SUBJECT: REVISION OF F ENGINE MOUNTING

4-point engine mounting system has been adopted for all Toyota Land Cruisers, starting from the frame numbers given hereunder, to assure stability of the engine.

EFFECTIVE :

From frame number

OFJ25 20600

OFJ25 20560L

OFJ28 20151

OFJ28 20162L

PARTS REVISED :

Cylinder Head Complete	F	11104
Crankcase Front End Plate Complete	F	12308
Engine Front Cushion Rubber Complete	FJ25	12601
Engine Front LH Bracket	FJ25	12614
Engine Front RH Bracket	FJ25	12613
Engine Room Under LH Cover	FJ35	51332
Engine Room Under RH Cover	FJ35	51331
Frame Complete (Left Hand Drive)	FJ25L	51101
Frame Complete (Right Hand Drive)	FJ25	51101
Valve Rocker Arm Cover (for English)	FA80L	11301
" " " " (for Portuguese)	FA80L	11302
" " " " (for Spanish)	FA80L	11303



Date: June 10, 1960

No. FJ-17-2

INTERCHANGEABILITY :

A. Installation of 135 hp engine to '58 and '59 models (12 volt system)

135 hp F engine may be installed on '58 and '59 made Land Cruisers by making a few modifications on the engine. The procedures are as follows.

1. Remove engine front right and left brackets.
2. Remove crankcase front end plate (F 12308) from the new engine, and install front end plate of old engine to the new engine.
3. Remove engine rear support LH arm (2BJ 12612) from old engine, and install it on the new engine.
4. Place the engine in the compartment and tighten all engine mountings securely.

B. Installation of 135 hp F engine to '56 and '57 models (6 volt system)

Preceding procedures are all required for '56 and '57 models making following changes to the electrical system.

1. Replace ignition coil assembly. (FR 29500 to SKB 29500A)
2. Replace starter motor assembly. (FA70 28000 to FA60L 28000)
3. Replace oil pressure gauge unit assembly. (N-SKB 57500 to RK 57601A)
4. Replace generator assembly. (FA80 27000 to BX 27000A)
5. The generator adjust bar is not interchangeable.

Prepare an adjust bar as shown in the ILLUSTRATION below.

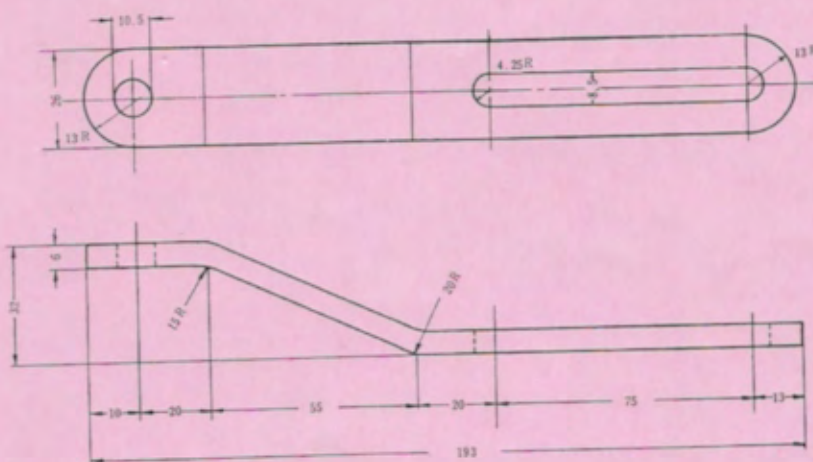
6. The generator bracket as indicated in the ILLUSTRATION should be made to keep the generator in place.



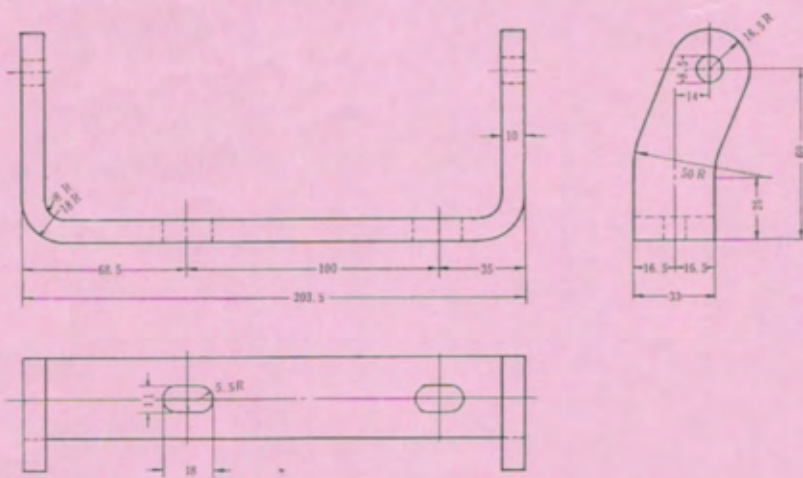
Date: June 10, 1960

No. FJ-17-3

ILLUSTRATION: The dimension is in mm.



GENERATOR ADJUST BAR



GENERATOR BRACKET



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JUNE 16, 1960

NO. 60110 (DEALERS)

60-12 (REGIONS)

SUBJECT: LAND CRUISER LUBRICATION AND MAINTENANCE

I.

- A. The following changes should be made to the Toyota Land Cruiser Owner's Manuals (either blue cover or orange and yellow cover):

Page 20, item G - Wheels and Tires, should be changed to show the factory recommended rotation period as 3,000 miles.

- B. The Periodical Inspection and Service Schedule should be changed to show item 4, Distributor Shaft, to be lubricated with a few drops of oil, and the mileage interval each 1,200 miles. Item 8, Chassis Lubrication, should also be shown as each 1,200 miles.

- C. The Toyota Land Cruiser Lubrication Chart should be changed by adding "WBG" on the 3,000 miles interval line and the legend "Pack Front Wheel Bearings", with an arrow to the front wheels. The bottom of the chart should be changed from 1,000 km to 1,200 miles; and from 3,000 km to 1,200 miles (both the same).

- D. It is understood that correction sheets are being prepared in Japan for insertion in the Owner's Manual and that new Owner's Manuals will not be printed at this time.

II.

In order to clarify the lubricants to be used in the Land Cruiser, the following information is furnished:

- A. Chassis Grease. It is recommended that Mobil grease #2 or equivalent be used.
- B. Hydraulic Fluid. Use heavy duty hydraulic brake fluid similar to Mobil hydraulic brake fluid, SAE 70R.
- C. Wheel Bearing Grease. Use Mobil #5 or equivalent, a calcium base, fibrous, NLGI grade #2.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JUNE 16, 1960

NO. 60-10 (DEALERS)
60-12 (REGIONS)

Page #2

- D. Gear Oil. Use a Multipurpose Gear Lubricant, API Service GL4, equivalent to Mobilube GX. For temperatures above 50°F, grade SAE 140; for temperatures from 50°F to 0°F, SAE 90; and for temperatures below 0°F, use SAE 80.
- E. Engine Oil. Use only oils meeting the requirements of API Service MS-DG or higher, similar to Mobiloil of the specified SAE grade. The grade should be varied with temperature as follows:

Above 90°F, SAE 40
90°F to 32°F, SAE 30
32°F to minus 10°F, SAE 20

Below minus 10°F, SAE 10W



TOYOTA TECHNICAL SERVICE BULLETIN \

AUGUST 1, 1960

DATE

60-13 (DEALER)

NO.

60-17 (REGION)

SUBJECT: MEYER SNOW PLOWS AND ANGLEDIZERS

Attached is a brochure on the snow plows and angledizers manufactured by the Meyer Products, Incorporated of Cleveland, Ohio. This is to advise that we endorse their product and have worked closely with them in the engineering and application of their snow plow and hoist to our Land Cruisers. We feel sure that if prospects in your area have a need for a snow plow or angledizer that they will find this product highly satisfactory.

• MEYER SNOW PLOWS AND ANGLED OZERS...FOR TRUCKS

- CHOICE OF SIZES, TYPES AND LIFTS
- YEAR 'ROUND SERVICE—As Snow Plow and Angledozer
- CUSTOM-DESIGNED MOUNTINGS FOR MOST TRUCKS & TRACTORS
- THE LEADING SNOW PLOW LINE FOR OVER 30 YEARS

- ENGINEERED FOR FASTER ROLLING ACTION and more efficient plowing
- LONGER LIFE, SMOOTHER HINGING ACTION thru MEYER design know-how
- ADJUSTABLE SWIVEL RUNNERS for simple changing of plowing depths
- HIGH MOLDBOARD for plowing deep snow



- SPECIAL ALLOY STEEL MOLDBOARD for maximum strength, minimum weight, ease of handling and maximum power economy
- STRONG, SIMPLE MOUNTINGS attach to vehicle frame—no interference—easy to install
- CADMIUM PLATED bolts and small parts for protection against rust.
- LOCK NUTS (ESNA) keep mountings firmly secured for added safety.

MEYER SNOW PLOWS

—top performance, outstanding value

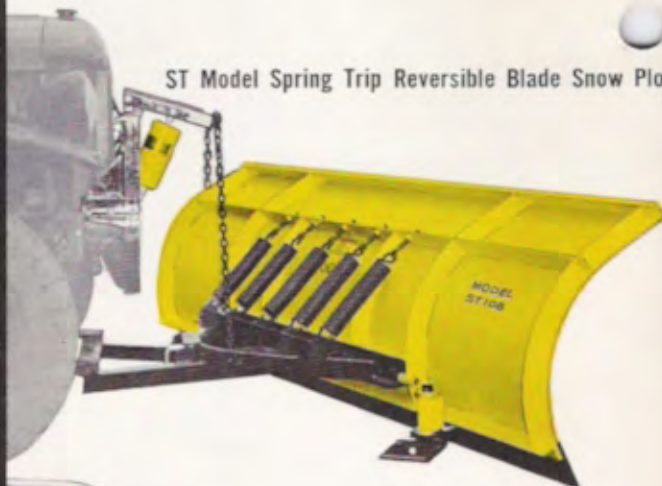
MEYER Snow Plows, the world's first and foremost, are built to out-perform and out-last all others! High-tensile alloy steel construction gives each MEYER Snow Plow the ideal balance of strength, wear-resistance, lightness of weight and handling ease.

MEYER Snow Plows are performance-proved. The moldboard is designed better to provide fast removal of deep snow in shorter time with less power. All parts are ruggedly constructed to take abusive treatment yet are simple in design and easy to attach.

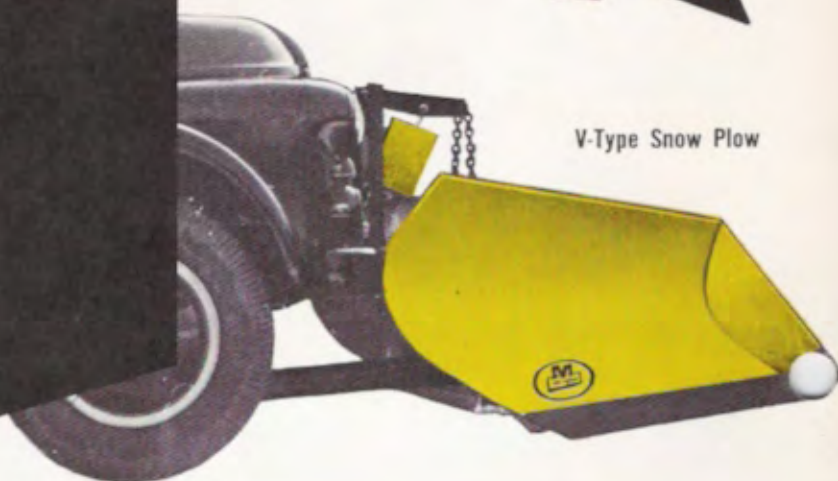
MEYER Snow Plows are custom-designed for most trucks and tractors in both Reversible Blade and V-Type Models.

Mountings, bolted to vehicle frame, give rigidity, long service and meet chassis engineers' requirements.

ST Model Spring Trip Reversible Blade Snow Plow



V-Type Snow Plow



ST-84, 7 foot, Reversible Blade Snow Plow, designed for general purpose snow removal.



LST Light Duty Blade Snow Plow for 1/2-ton and pickup trucks.



V-88 Snow Plow ideally suited for plowing deep drifted snows.



ST-108, 9 foot, Reversible Snow Plow with built-in Flare Top. Gives low cost snow removal to towns and villages.



ST MODEL SPRING TRIP REVERSIBLE BLADE PLOW

for general purpose snow plowing and angledozing

- Quickly adjustable for angling left or right, or pushing straight ahead.
- Safety spring trip action allows plow to trip when hitting rough pavement and road obstructions. Plow quickly returns to normal plowing position. Spring tension is easily adjusted.
- Smoother action and longer wear are assured by the hinged construction with 2 to 5 times more bearing surface.
- Powerful oil tempered springs make the ST Model ideal for heavy duty snow plowing. For Angledozing, the springs are replaced by rigid braces.
- Swivel runners are long-wearing pearlitic malleable castings, easily adjusted to different plowing heights.
- Replaceable cutting edge is 6"-wide high-carbon C-1090 Special Blade Steel.

V-TYPE PLOWS:

Heavy-duty breaker type plow for deep drifted snow

- Extra strong, heavily reinforced for the toughest plowing jobs.
- Divides and rolls snow to both sides . . . requires less power and pushes more easily than blade-type plow.
- Rides on adjustable cast steel runner — vehicle does not support weight of the plow, does only the pushing.
- After first time through, either side of plow can be used to widen the path.
- Reversible 6"-wide cutting edge is made of special blade steel.

LST MODEL SPRING TRIP REVERSIBLE BLADE PLOW

for light to medium duty snow plowing

- recommended for use with $\frac{1}{2}$ and $\frac{3}{4}$ -ton trucks.
- incorporates all the outstanding features of the ST Model Snow Plow (see above), with these exceptions:
 - ... lighter, compression-type springs.
 - ... replaceable cutting is 4" wide high-carbon C-1090 special blade steel.
 - ... not recommended for use with 4-wheel drive trucks.

EFFICIENT SNOW CLEARING

driveways • walks • roads and streets • farms • estates
• factories • cemeteries • institutions • schools •
hospitals • parks • water works • parking areas • filling
stations • airports • loading platforms • railroad terminals
• coal and lumber yards • docks • skating ponds •
churches • shopping centers • markets

ELECTROLIFT®

a MEYER EXCLUSIVE



Only Meyer Power Hydraulic "Electrolift" offers:

FULL FLOATING PLOW ACTION — allows plow to follow ground contour.

AUTOMATIC FINGER-TIP CONTROL — cab operated.

EASIEST TO INSTALL — one-half the time of other lifts.

UNITIZED CONSTRUCTION — no fanbelts, hoses, pulleys or external valves to wear or fail.

OPERATES ONLY WHEN LIFTING — no unnecessary wear or engine drag.

NYLON & TEFLON Seals and balls assure positive operation.

THOUSANDS OF ELECTROLIFTS NOW IN USE giving years of trouble-free service.

OTHER LIFTS

MONARCH HY-LO fan belt driven hydraulic lift — cab controlled with front mounted ram . . . conventional single action lift. Also available with double action hydraulics — "down pressure".

HAND HYDRAULIC — hand operated pump mounted in cab with ram and hose.

. . . and ANGLEDZING for year 'round service

backfilling • leveling dirt and gravel • scraping and
grading • light road maintenance • trimming coal piles
• cleaning markets • clearing rubbish and dumps • play-
grounds • foundries • landscaping • soil conservation

MEYER ANGLEDZOZER

Time-saving, low-cost blade for a wide variety of light and medium duty earthmoving jobs. Also available in an offset model, ideal for backfilling trenches. Blade is ruggedly constructed, easy to attach using standard MEYER Snow Plow mountings.



SPECIFICATION NUMBERS (use when ordering)

For Prices Consult Numerical Price List

REVERSIBLE BLADE SNOW PLOWS

TRUCK SIZE & MODEL	PLOW MODEL	BLADE LENGTH	MOUNTING	Electrolift		LIFT	Monarch Hylo
				6V.	12V.	Hand Hydraulic	
UNIVERSAL MOUNTINGS — FOR ALL TRUCKS							
1/2 Ton (Light Duty Only)	LST 7	7'	Front Frame	1404	1405	1452	1453
1/2, 3/4, & 1 Ton	ST 84	7'	Front Frame	1400	1401	1450	1451
1 Ton Heavy Duty	ST 96	8'	Front Frame	1406	1407	1444	1445
1 1/2, 2 & 2 1/2 Ton	ST 102	8 1/2'	Front Frame Underframe	1412	1413	1442	1443
				1414	1415	1440	1441
2 & 3 Ton	ST 108	9'	Front Frame Underframe	1471	1472	1488	1487
				1473	1474	1486	1485
CUSTOM MOUNTINGS — FOR 4-WHEEL DRIVE TRUCKS							
CHEVROLET 3100, 3600, 3800 4WD	ST 84	7'	Custom	1482	1470	14009	1481
	ST 96	8'	Custom		14007		14032
K14 & K25 4WD	ST 84	7'	Custom		14024		14038
	ST 96	8'	Custom		14025		14037
DODGE W-100, 200 4WD	ST 84	7'	Custom		14012		14039
	ST 96	8'	Custom		14014		14034
W-200 With Duals 4WD	ST 102	8 1/2'	Custom		14013		
W-300 4WD	ST 96	8'	Custom		14015		14035
W-300M 4WD	ST 96	8'	Custom	1411	1429	1446	1447
(with winch)	ST 96	8'	Custom	1410	1428	1448	1449
4WD	ST 102	8 1/2'	Custom	1417	1431		14030
(with winch)	ST 102	8 1/2'	Custom	1416	1430		14031
FORD F-100 or F-250 4WD	ST 84	7'	Custom		14016		14020
	ST 96	8'	Custom		14017		14021
GMC 1960 4WD	ST 84	7'	Custom		14024		14038
	ST 96	8'	Custom		14025		14037
1959 & Prior 4WD	ST 84	7'	Custom	1482	1470	14009	1481
	ST 96	8'	Custom		14007		14032
IHC Model 120, A or B 4WD	ST 84	7'	Custom		1497		1498
	ST 96	8'	Custom		14008		14033

V-TYPE SNOW PLOWS

UNIVERSAL 1/2, 3/4 & 1 Ton	V-72	72"	Front Frame	1402	1403	1462	1463
1, 1 1/2, 2, & 2 1/2 Ton	V-88	88"	Front Frame	1418	1419	1456	1457
1 1/2, 2, & 2 1/2 Ton	V-88	88"	Underframe	1420	1421	1454	1455
CHEVROLET 3100, 3600, 3800 4WD	V-72	72"	Custom		1483		14040
K14 & K25 4WD	V-72	72"	Custom		14029		14042
DODGE W-300M 4WD	V-88	88"	Custom	1423	1433	1458	1459
(With Winch)	V-88	88"	Custom	1422	1432	1460	1461
FORD F100 & F250 4WD	V-72	72"	Custom		14018		14022
GMC 1960 4WD	V-72	72"	Custom		14029		14042
1959 & Prior 4WD	V-72	72"	Custom		1483		14040
IHC 120 4WD	V-72	72"	Custom		14011		14041

ANGLEDZERS

UNIVERSAL 1/2, 3/4 & 1 Ton	A-6	6'	Front Frame	1436	1437	1438	1439
1, 1 1/2, 2, & 2 1/2 Ton	A-7.5	7 1/2'	Front Frame	1426	1427	1464	1465
CHEVROLET 3100, 3600, 3800 4WD	A-6	6'	Custom		1479	1480	14043
K14 & K25 4WD	A-6	6'	Custom		14045		14046
DODGE W-300 M 4WD	A-7.5	7 1/2'	Custom	1425	1435	1466	1467
(With Winch)	A-7.5	7 1/2'	Custom	1424	1434	1468	1469
FORD F100 & F250 4WD	A-7	7'	Custom		14019		14023
GMC 1960 4WD	A-6	6'	Custom		14045		14046
1959 & Prior 4WD	A-6	6'	Custom		1479	1480	14043
IHC 120 4WD	A-6	6'	Custom		1499		14044

PLOW SPECIFICATIONS

PLOW TYPE	MODEL	HEIGHT	LENGTH	PLOWING WIDTHS	SHIPPING WEIGHT COMPLETE WITH MOUNTINGS	PLOW TYPE	MODEL	HEIGHT	LENGTH	PLOWING WIDTHS	SHIPPING WEIGHT COMPLETE WITH MOUNTINGS
ST MODEL SNOW PLOWS	ST-72	25"	72"	60"-65"	520#	V-TYPE SNOW PLOW	V-72	23"-33"	78"	69"	590#
	ST-78	25"	78"	65"-70"	530#		V-88	23"-36"	94"	88"	840#
	ST-84	25"	84"	70"-75"	540#						
	ST-96	25"	96"	80"-85"	610#		A-6	18"	72"	60"	520#
	ST-102	25"	102"	85"-90"	720#		OA-6	18"	72"	60"	520#
	ST-108	32"	108"	90"-95"	820#	ANGLEDZERS	A-7	18"	84"	70"	540#
LST MODEL SNOW PLOW	LST-7	22"	84"	70"	390#		A-7.5	18"	90"	75"	610#

FLARE PLATE — 12" Moldboard Top Extension available (at extra cost) for ST96 & ST102 Models. Add (4) to specification number.

IMPORTANT: Order by SPECIFICATION NUMBER & be sure to give MAKE, MODEL, YEAR & VOLTAGE of vehicle.

UNIVERSAL MOUNTINGS can be adapted to most vehicles. (Original installation time will average 8 to 12 man hours on Universal Mountings, 3 to 5 on Custom Mountings.)

ANGLEDZERS, V-TYPE, & BLADE PLOWS can be used with the same Mounting & Lift.

Form No. 3-112R-4

COMPLETE moldboard, lift and all attaching parts are covered by the one specification number.

Printed in U.S.A.



MEYER PRODUCTS, INC.

18513 Euclid Avenue • Cleveland 12, Ohio

Donated by Jim Casagrande . cruisercult.com



TOYOTA TECHNICAL SERVICE BULLETIN

DATE AUGUST 1, 1960

NO. 60-14 (DEALERS)
60-18 (REGIONS)

SUBJECT: HYDRAULIC BRAKE BOOSTER

Attached is a folder showing the hydraulic brake booster manufactured by the POR-DEL Company of Escondido, California. This accessory is distributed through Dealer Enterprises of Los Angeles. Three models are available, M-150, which gives a 40% increase in pedal effective pressure and has a 1:1.25 ratio; model M-150A, which gives an 80% effective increase in pressure and has a 1:1.375 ratio and model M-150B, which gives a 100% compounded pressure and has a ratio of 1:2.000. We have encountered several cases in which the brake pressure on the Land Cruiser was felt to be excessive requiring too much effort on the driver's part to stop the vehicle. A model M-150B has been installed and tried on one of our company general office demonstrators with excellent results. Should you have a customer who complains about excessive effort to apply the brakes on the Land Cruiser, we suggest that this piece of equipment be offered as an extra cost option.

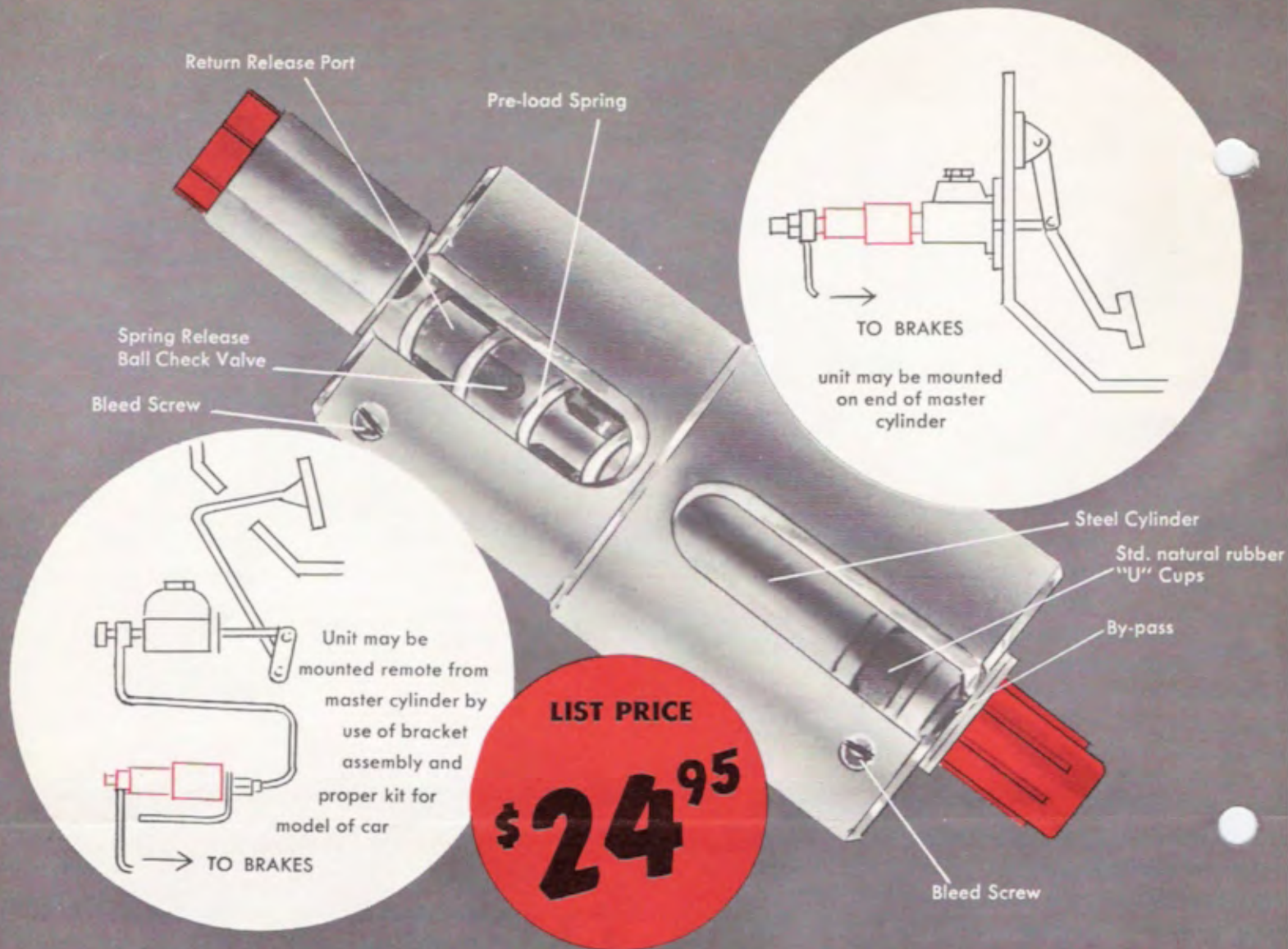
The hydraulic brake booster should be ordered directly from the distributor. Models M-150 and M-150A carry a dealer cost of \$16.22 prepaid in lots of 12 units to a case. Less than 12 units will be shipped at \$16.22 plus shipping charges (weight approximately 2 pounds). These two models carry a suggested list of \$24.95. Model M-150B carries a dealer cost of \$18.22 and a suggested list of \$31.95 with the same prepayment or shipping charges being applied.

HYDRAULIC BRAKE BOOSTER



Easy-to-install Brake
Booster for all passen-
ger cars and light trucks

POR-DEL



LIST PRICE

\$24⁹⁵

- **EASIER, SAFER STOPS** . . . no grabbing, or throwing action.
- **LESS PEDAL EFFORT** . unit is always ready-for-action. Pedal firm with minimum stroke. Up to 40% more braking power with same foot pressure.
- **NO VACUUM** . . . unit works equally well in high or low altitudes, with motor running or dead. Does not depend on outside power supply.

- **LESS "BRAKE FADE"** EVEN AT HIGH SPEEDS . . . hydraulic line pressure can be pumped up even when brakes are hot.
- **COMPACT** . . . EACH UNIT WEIGHS approximately 2 pounds. Standard package: 12 individually boxed units.
- **MANUFACTURER'S WARRANTY** . . . Units are unconditionally guaranteed and will be replaced free of charge upon certification that unit was operated under "normal use" conditions.

AVAILABLE AT:

POR-DEL

ESCONDIDO, CALIFORNIA

National Distributor:

Donated by Jim Casagrande - cruiserart.com
DEALER ENTERPRISES, 9052 W. Pico Blvd., Los Angeles 35, Calif.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE AUGUST 16, 1960

NO. 60-21 (DEALER)
60-26 (REGION)

SUBJECT: LAND CRUISER TRAILERS

We have received several inquiries concerning trailers suitable for use with the Land Cruiser. Local investigation of this matter indicates that there are two manufacturers who produce a utility trailer suitable for this purpose. These trailers have automotive type axles, automotive size tires, steel bodies approximately 4' x 6' and a tail gate which may be opened for easy access. Each of these trailers carries a suggested list price of \$310.00. It is understood that they are subject to wholesale discounts of 25% plus Federal Excise Taxes and any appropriate state or local taxes. Prices are FOB the manufacturers' address. The manufacturers' addresses are:

American Trailer & Manufacturing Co.
12222 South Woodruff Avenue
Downey, California

Mohawk Manufacturing, Incorporated
11120 South Bloomfield Avenue
Santa Fe Springs, California



TOYOTA TECHNICAL SERVICE BULLETIN

DATE OCTOBER 3, 1960

NO. 60-23 (DEALER)

60-20 (REGION)

SUBJECT: FAIR LEAD FOR LAND CRUISER WINCH

We have received several inquiries regarding installation of a Fair Lead (4-way roller) for Land Cruiser winch. Trial installations have been made on company demonstrators using Koenig Fair Lead number 987 and using Tulsa Winch Company model SA-1934. These installations have proved to be relatively simple and highly successful. We understand that these assemblies retail for approximately \$30.00.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE OCTOBER 6, 1960

NO. 60-26 (DEALERS)

60-32 (REGIONS)

SUBJECT: R & F ENGINE OIL PAN DRAIN PLUG

FJ25L TRANSMISSION CASE COVER PLUG

An occasional case of breakage of such plugs has been found and has been noted that the tightening of the plug caused the thin collar to break if the plug was tightened too much.

In order to prevent breakage of these two types of plugs, new parts have been released by the factory which are made of improved carbon steel. These parts are available in our depots and are as follows:

<u>Part Name</u>	<u>New Part</u>	<u>Old Part</u>
Oil pan drain plug	F 12782B	F 12782
Transmission case cover plug	2BJ 33162C	2BJ 33162B



TOYOTA TECHNICAL SERVICE BULLETIN

DATE NOV. 14, 1960

NO. 60-30 (DEALERS)
60-43 (REGIONS)

SUBJECT: F ENGINE INNER VALVE SPRING

In order to decrease wear between the camshaft lobes and the valve lifters, the tension of the inner valve spring has been reduced.

INNER VALVE SPRING:

	<u>NEW</u>	<u>OLD</u>
Part Number	F 14533	F 14534
Dia. of Spring	3 mm (0.12")	2.6 mm (0.102")

INTERCHANGEABILITY:

The new part can be installed on all previous vehicles.

EFFECTIVE:

November production.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE DEC. 31, 1960

NO. 60-35 (DEALERS)
60-49 (REGIONS)

SUBJECT: INDEX TO SERVICE BULLETINS 1958-1960
DISTRIBUTED TO DEALERS AND REGIONS

(NOTE: RS Series are for Passenger Cars; FJ Series
for Land Cruiser)

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TOYOTA TECHNICAL SERVICE BULLETIN

DEC. 31, 1960
DATE

NO. 60-35 (DEALERS)
60-49 (REGIONS)

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TOYOTA TECHNICAL SERVICE BULLETIN

DEC. 31, 1960

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NO. 60-35 (DEALERS)
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DATE

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TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN. 1961

NO. 61-4 (DEALER)

61-4 (REGION)

SUBJECT: HANDLING OF WARRANTY CLAIMS

A review of warranty claims received since the first of the year reveals certain inadequate practices which must be corrected immediately. Our warranty procedure requires that certain information be provided to assist us in maintaining proper records by vehicle and by type of problem. The information needed is also essential for proper consideration of the claim in reaching a decision whether or not it should be approved. In addition, statistical information on warranty is of little value in helping to improve the product unless the claim is submitted promptly after the completion of repairs. Also vital to proper consideration and recording of claims is a complete and concise description of the nature of the problem which caused the repair to be made. It does little good to tell us what was done unless we know what went wrong and can evaluate whether a proper repair was made and what needs to be done in assembly or design to prevent recurrence.

In order for claims to be approved for payment they must contain the following information:

- | | |
|----------------------|--|
| 1) Frame number. | 9) Owner's name and address. |
| 2) Engine number. | 10) Concise description of the failure or problem. |
| 3) Color. | 11) Concise description of what was done to correct the problem. |
| 4) Repair date. | 12) Flat rate operation number and time. |
| 5) Mileage. | 13) Proper part numbers & names. |
| 6) Delivery date. | |
| 7) Selling dealer. | |
| 8) Servicing dealer. | |

Where several types of repairs are performed at the same time, the failures and matching corrections should be numbered so that they can be properly related. Battery claims should be handled on separate claim forms and should not be combined with regular repair work.

Claims must be submitted within 20 days from the date of repair. Labor should be listed at the normal flat rate, times \$5.50 per hour. Parts should be listed at dealer cost and the 10% mark up should be shown on the separate line provided below the parts cost total. Where work is sublet, the work should be itemized, with



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN. 1961

NO 61-4 (DEALER)

61-4 (REGION)

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sublet bill. A copy of the repair order must accompany each claim.

Claims will not be accepted for replacement of complete components without specific, written, prior approval. In most cases it is possible to disassemble, clean, rebuild, overhaul and/or otherwise repair a component without completely replacing it, and in many cases, special parts kits are available for this problem. For example, it is not acceptable to replace a complete carburetor simply because it is gummed or plugged, nor is it necessary to replace distributors or generators merely because points or brushes are worn.

Your careful attention to these matters in the future will permit us to provide you with faster payment, quicker analysis of claims, more accurate information for our factory and, in the long run, a better product and better service for you and our customers.



TOYOTA TECHNICAL SERVICE BULLETIN

JANUARY 1, 1961
DATE

61-1 (DEALERS)
NO. 61-1 (REGIONS)

SUBJECT: REVISED SERVICE BULLETINS

Please note the attached Service News Bulletin, Truck #1 dated November 22, 1960, which explains the revision of program on the Service News Bulletins.

In the future, all Service News Bulletins which you receive will be printed on yellow paper and this series will cover both passenger cars and Land Cruisers. You will not receive any more of the pink sheets.



TOYOTA

SERVICE NEWS BULLETIN

TRUCK

NOV. 22, 1960 **No. 1**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

SUBJECT: SERVICE NEWS BULLETIN NFWLY REVISED IN FORM

In accordance with the publication of the Service News Bulletin on Toyota Truck, the forms of the news have been slightly revised.

Two kinds of Service News Bulletins will be published as before, but one will cover the Toyota Trucks in pink sheet, while the other will cover the Toyopet Passenger Cars in yellow sheet.

Toyota Land Cruiser Model FJ will be covered in the passenger cars Service News Bulletin.

Identification

Pink

Yellow

Models to be covered

FA, DA, RK, PK, DR

RS, RT, PT, FJ



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN 5, 1961
NO. 61-2 (Dealer)
61-2 (Region)

SUBJECT: LAND CRUISER TIRES

Initial shipments of FJ40L Land Cruisers are equipped with a "Yokohama" brand tire manufactured by a B. F. Goodrich Tire Company affiliate in Japan.

We have discussed the matter of tire warranty and adjustments with the regional office of the B. F. Goodrich Tire Company and they have advised that their company, through any B. F. Goodrich retail dealer or company store, will handle warranty on these tires.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JAN 1961
NO. 61-3 (Dealer)
61-3 (Region)

SUBJECT: LAND CRUISER STEERING KNUCKLE ARM
ATTACHING BOLT TORQUE

Care should be exercised when tightening the steering knuckle arm attaching bolt on the Land Cruiser that the bolt is not over-torqued. The torque should be 40 to 60 ft-lbs.



PASSENGER CAR

TOYOTA

SERVICE NEWS
BULLETIN

FEB. 10, 1961 **No. 10-1**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

SUBJECT: OPTIONOL EQUIPMENTS FOR TOYOTA LAND CRUISER MODEL FJ40 SERIES

Various optional equipments are available for the Toyota Land Cruiser Model FJ40 series.

This Service News Bulletin covers a brief description of these optionol equipments and we recommend that you take full advantage of these informations when giving us an order of those optional equipments. For part numbers of these optional equipments, please refer to the Parts Catalog of Toyota Land Cruiser.

1. WHEEL CAP

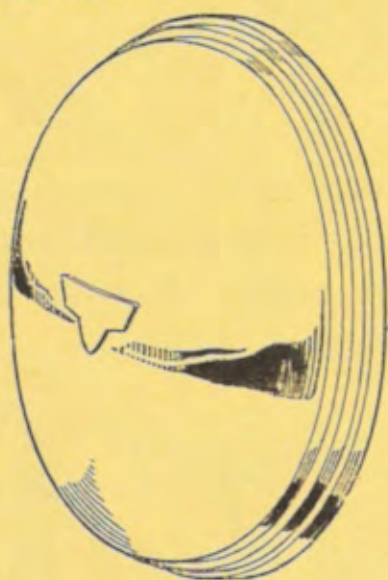


Fig. 1

2. GASOLINE TANK CAP ASSEMBLY WITH KEY

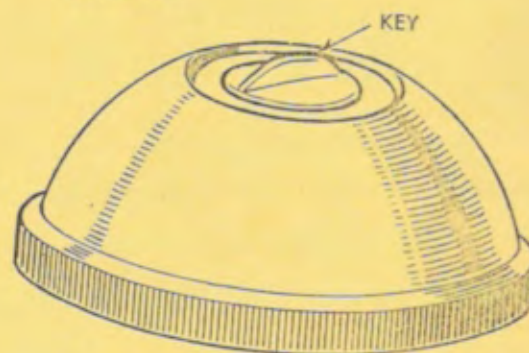


Fig. 2

3. TOOL BOX WITH KEY

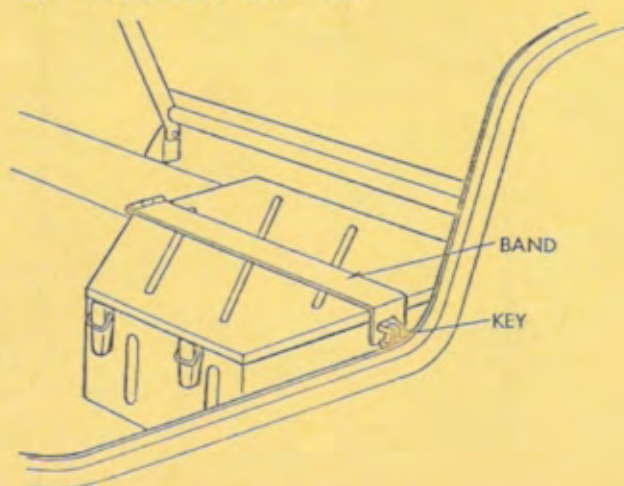


Fig. 3

4. SPARE GASOLINE TANK

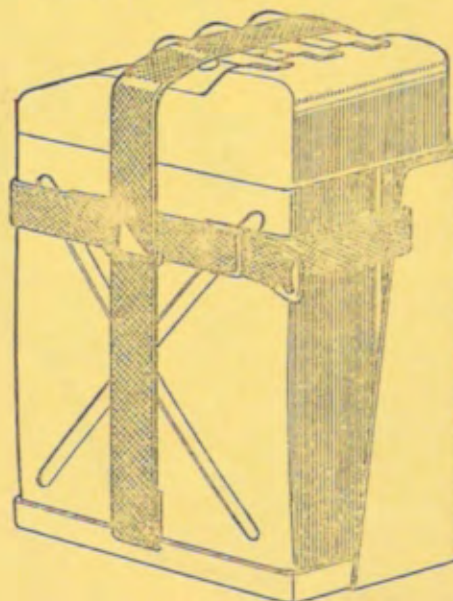


Fig. 4



TOYOTA

PASSENGER CAR

SERVICE NEWS
BULLETIN

FEB. 10, 1961 **No. 10-2**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

5. PINTLE HOOK

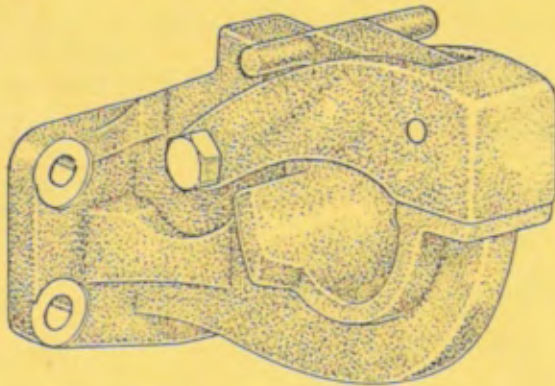


Fig. 5

6. TRAILER SOCKET

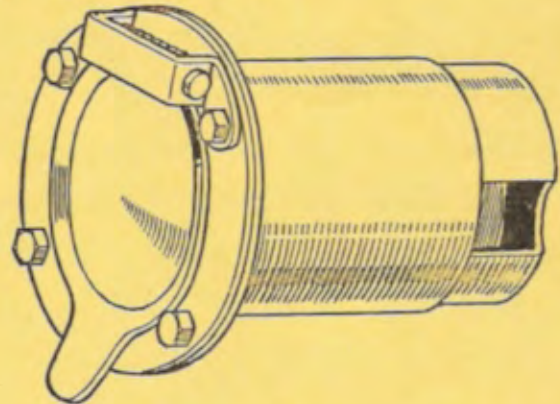


Fig. 6

7. DOOR

On Model FJ40 series (canvas top), both of the canvas type and the steel type front doors are available. The steel type door is same as that of the Hard Top (FJ40V or FJ40LV), but cannot be installed on the vehicles equipped with the canvas type door because of difference of the shape of rear body front side panel complete.

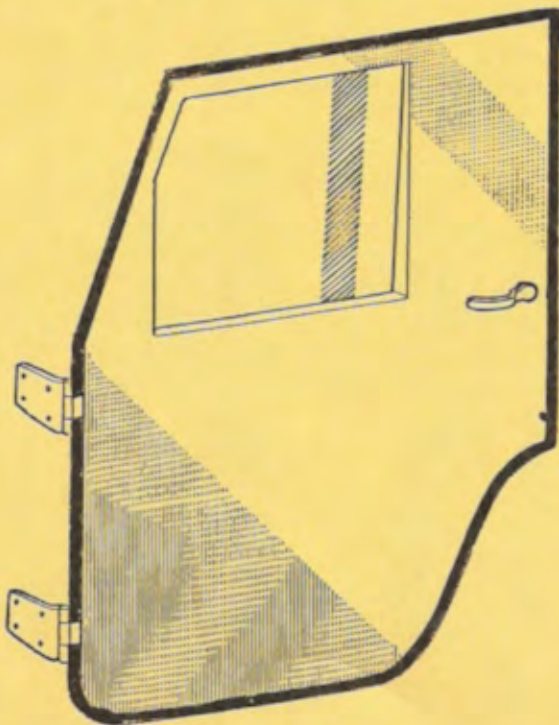


Fig. 7 Canvas Type

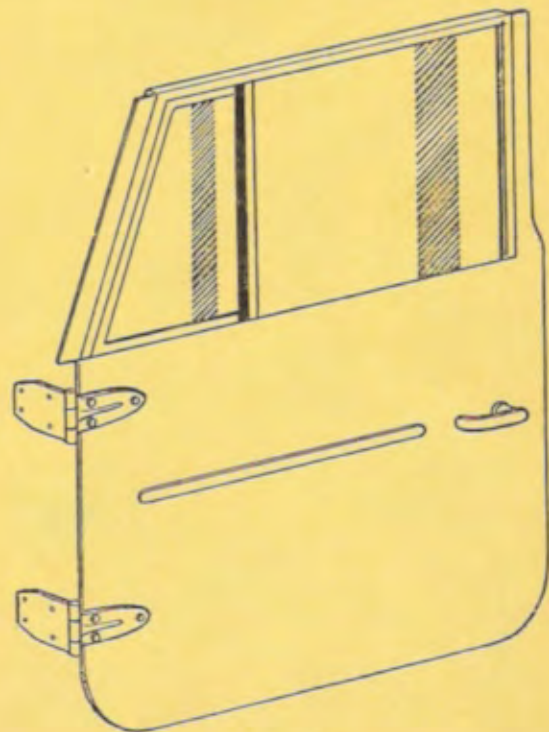


Fig. 8 Steel Type



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FEB. 10, 1961 **No. 10-3**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

8. FOG LAMP

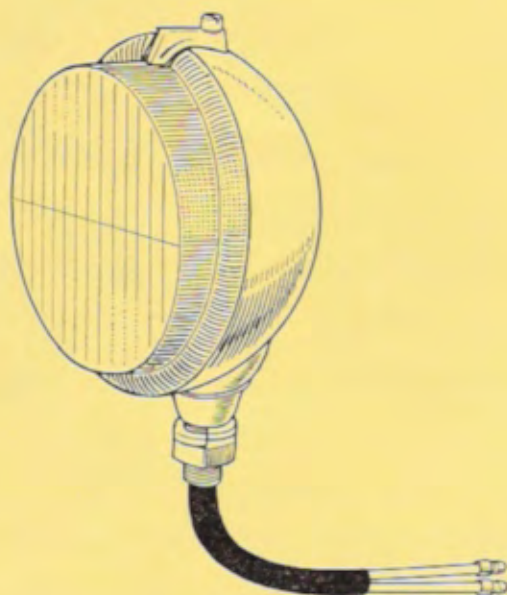


Fig. 9

9. BACK LAMP

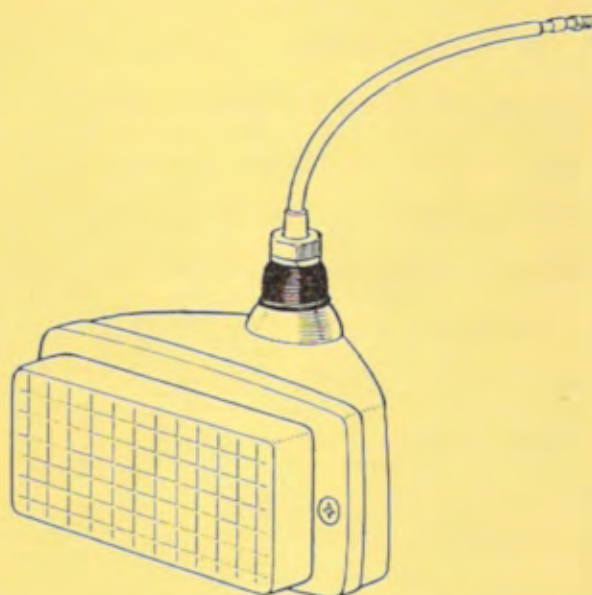


Fig. 10

10. OIL BATH TYPE AIR CLEANER

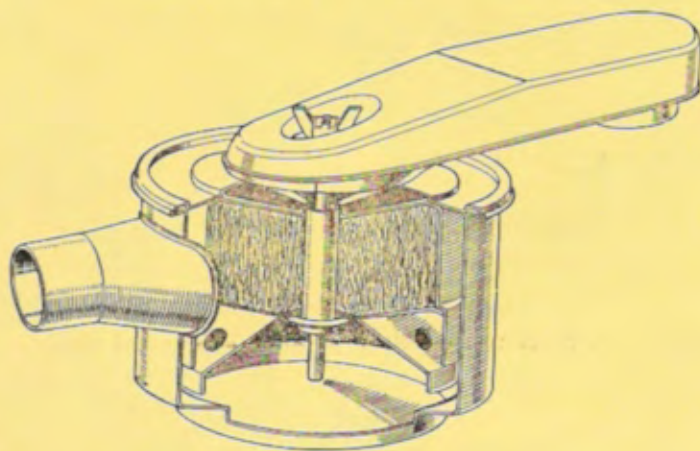


Fig. 11

11. TRANSVERSE TYPE REAR SEAT
(For FJ40 or FJ40L only.)

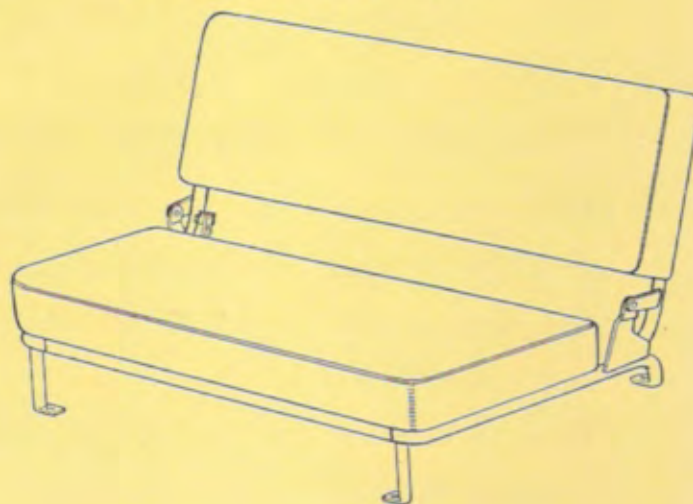


Fig. 12



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FEB. 10, 1961 **No. 10-4**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

12. THERMOSTAT BELLOWS

The standard thermostat installed on Model FJ begins to open when the engine cooling water reaches 80°C, and full opens at 85°C.

But in the cold climate the temperature of the cooling water does not rise enough to obtain sufficient heat if the car heater is equipped.

For these instances the thermostat which begins to open at 90°C, and fully opens at 100°C is available as an optional equipment. (Part Number is TOKU F 16220.)

Care should be taken, however, to replace this thermostat with the standard one in seasons other than winter to avoid overheating.

13. GENERATOR

The standard generator installed on Model FJ is 216 W (12V, 18A), but the generator which is 360 W (12V, 30A) is available as an optional equipment.

	Standard	Optional
Generator	FA80 27000 216 W (12V, 18A)	FJ25L 27000 360 W (12V, 30A)
Regulator used	RS 27700C	FJ25L 27700

14. TRANSMISSION GEAR SHIFT LEVER (FLOOR LEVER TYPE).

On the transmisrion gear shift lever, the remote control type is standard equipment, but the floor lever type is available as an optional equipment.

The gears and related parts in the transmission case of the floor lever type are same as that of the remote control type.

Even the floor lever type is used, the transfer shift lever and the front drive shift button are located at the instrument panel as the remote control eyep.



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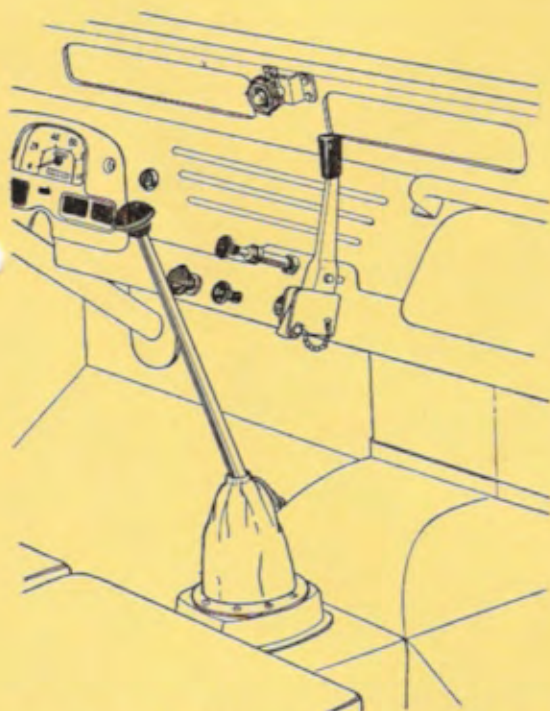


Fig. 13 Gear Shift Lever, Transfer Shift Lever, & Front Drive Shift Button

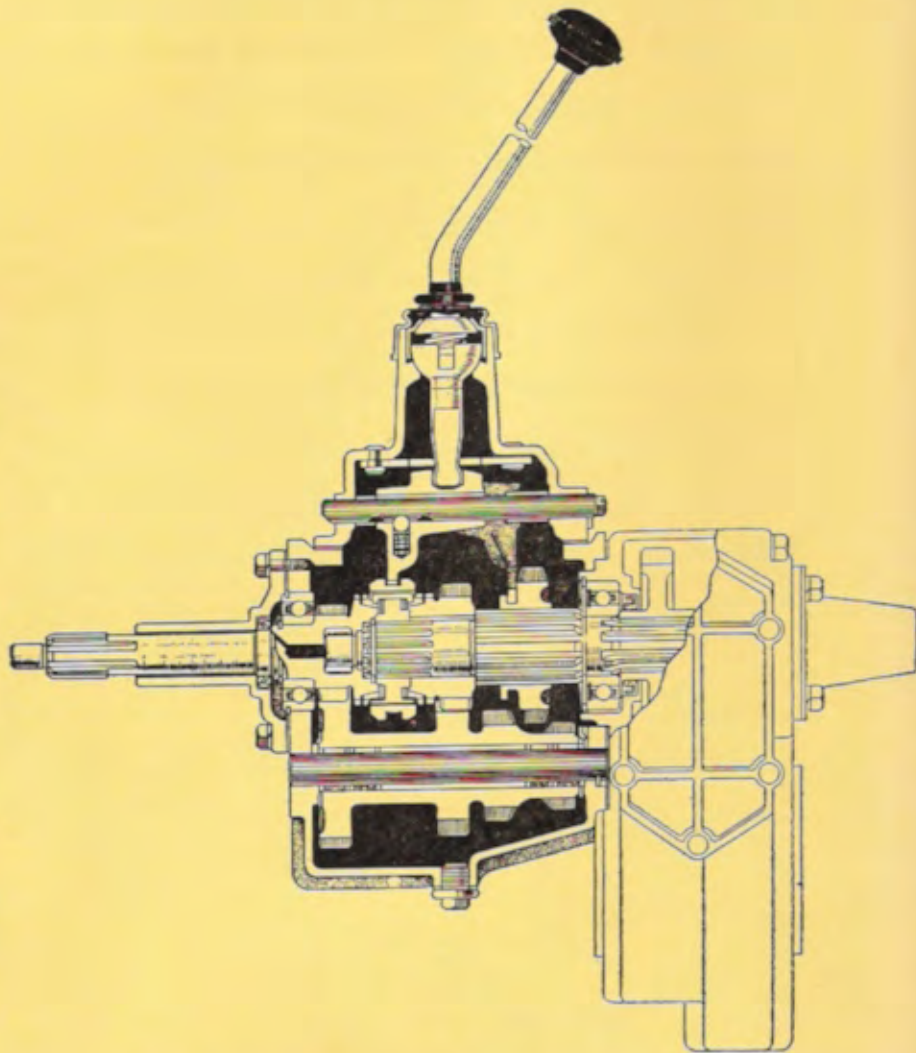


Fig. 14 Section of Transmission (Floor Lever Type)

15. POWER TAKE-OFF & WINCH

A. POWER TAKE-OFF

GENERAL

On the power take-off of the Model FJ40 series, both of the front power take-off and the rear power take-off are available.

The power take-off is installed on the left side of the transfer case and transfers three speeds of revolutions varied by the transmission.



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The engine power is transferred through the transmission to the power take-off as follows.

The power take-off idler gear meshes with transfer drive gear and the power take-off driving gear which are installed on the spline shaft of the transmission. (See Power Take-off Installation.)

When the power take-off control lever is shifted into reverse, the power take-off drive gear directly meshes with the power take-off idler gear to rotate in the same direction as the spline shaft of transmission. But when the power take-off control lever is shifted into forward, the power take-off drive gear meshes with power take-off reverse idler gear, which meshes with the power take-off idler gear, to rotate in a direction opposing spline shaft rotation.

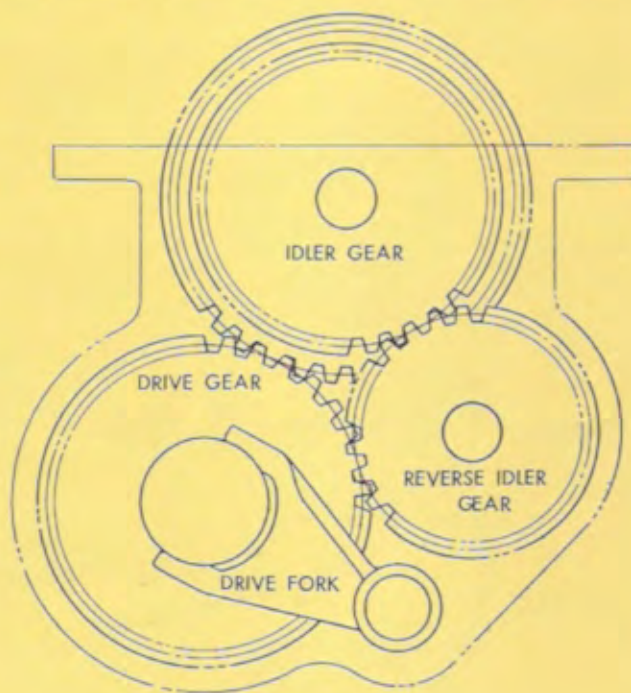


Fig. 15

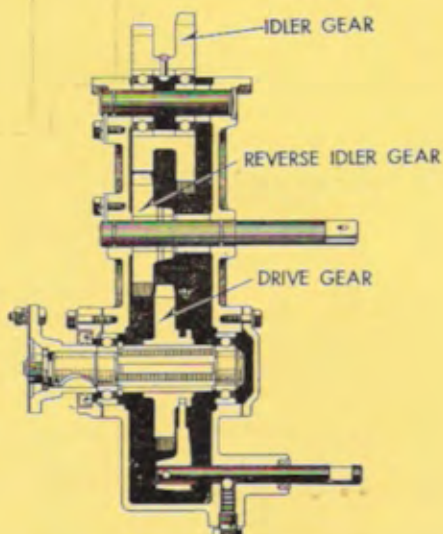


Fig. 16 Front Power Take-off

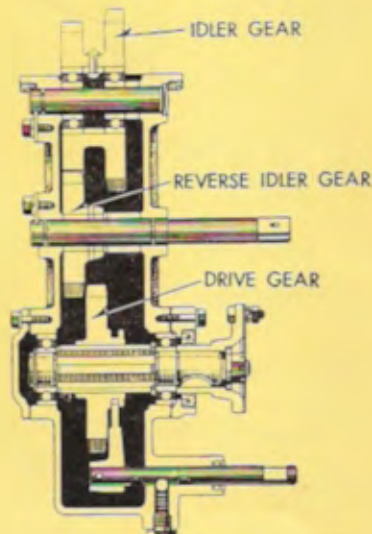


Fig. 17 Rear Power Take-off



INSTALLATION

1. First, the power take-off driving gear (FJ40 38151) and the power take off driving gear spacer (FJ40 38152) should be installed on the transmission spline shaft as shown in the figure. To install them, the transfer assembly should be removed from the transmission. For further details about removal of the transfer assembly please refer to the Toyota Land Cruiser (FJ40 series) Repair Manual to be issued soon.

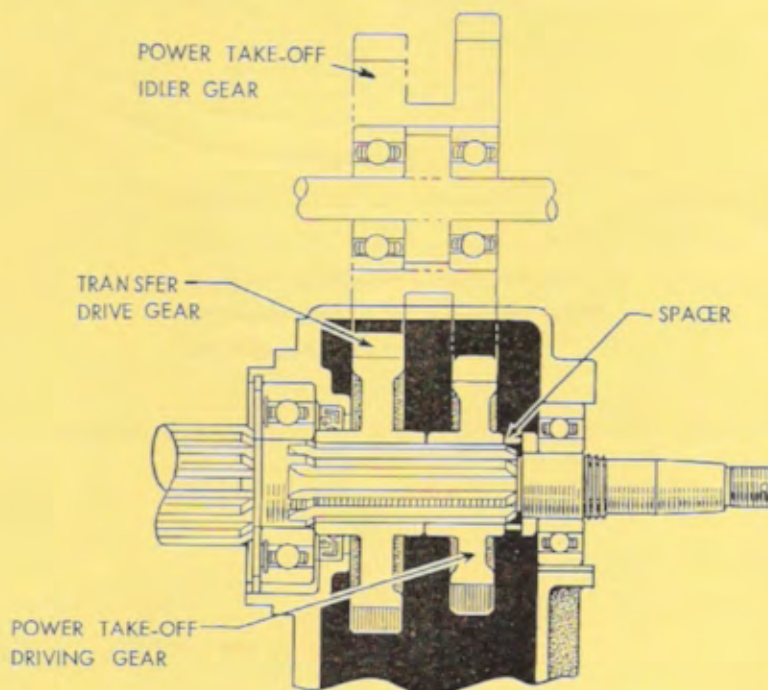


Fig. 18 Installing Power Take-off Driving Gear and Spacer.

2. Then attach the power take-off assembly at the position of transfer case where the power take-off cover has been previously attached so that the power take-off idler gear may mesh with the transfer drive gear and the power take-off driving gear.
3. For the transmission cover, the optional part for power take-off should be used.



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Otherwise, the transmission cover should be worked as shown in the figure to be suitable for mounting the power take-off control lever.

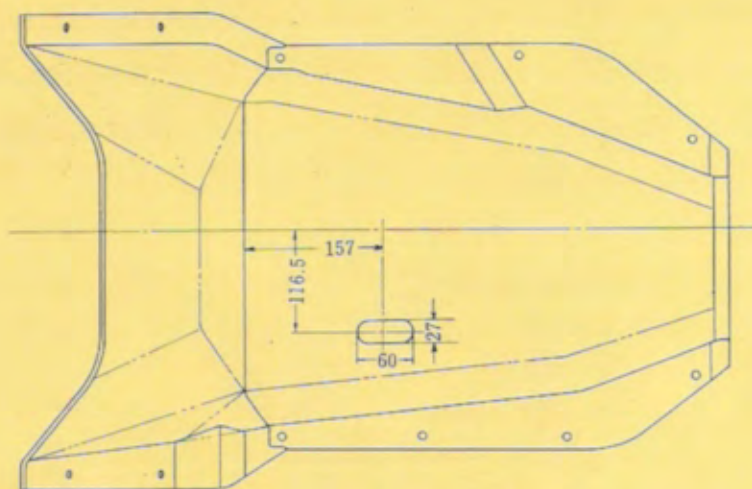


Fig. 19 Working Transmission Cover

Note: 157mm=6.18" 116.5mm=4.59"
27mm=1.06" 60mm=2.36"

4. Then install the power take-off control lever and related parts as shown in the figure.

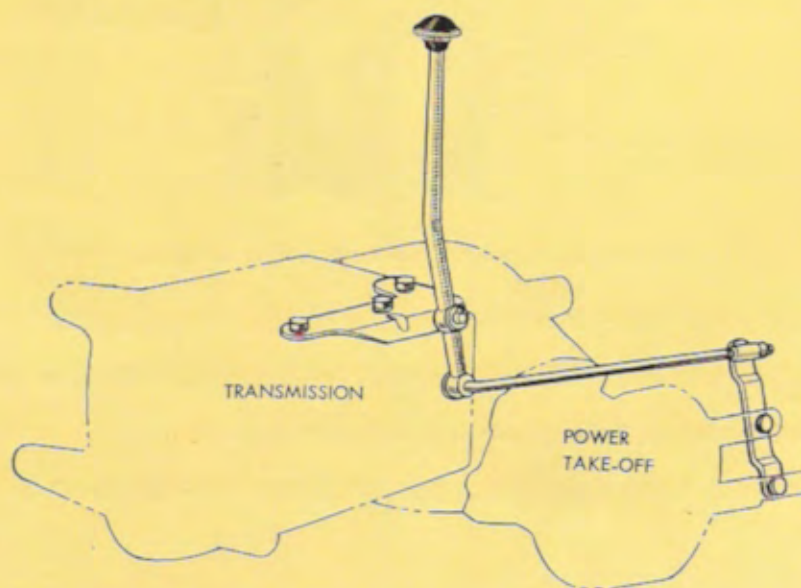


Fig. 20 Installing Power Take-off Control Lever.



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B. WINCH

GENERAL

The winch is a worm driven, horizontal drum type and is mounted on the frame and front bumper at the front of the vehicle.

Engine power for winch drive is supplied to the winch through a power take-off mounted on the transmission. Power is transferred from power take off to winch worm shaft through the drive front shaft and the front bearing carrier. The winch (power take-off) control lever in the cab is connected with the power take-off and is used in conjunction with the sliding clutch to control the winch mechanism.

The sliding clutch is used to engage and disengage the winch drum and drum shaft. The winch (power take-off) control lever shift the power take-off into reverse for winding the winch cable, or into forward for paying out cable on the drum.

DATA

Winch Cable	8 dia. 50,000 length mm
Capacity	1,000 kg.
Chain	1,000 mm

INSTALLATION

Bearing Carrier & Drive Shaft

1. Attach the front bearing carrier assembly to the left radiator stay bracket as shown in the figure and tighten the bolt.
2. Assemble the drive front shaft joint yoke to the power take-off joint yoke retainer. Assemble the drive front shaft joint yoke to the front bearing carrier joint yoke retainer.



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No.10-10

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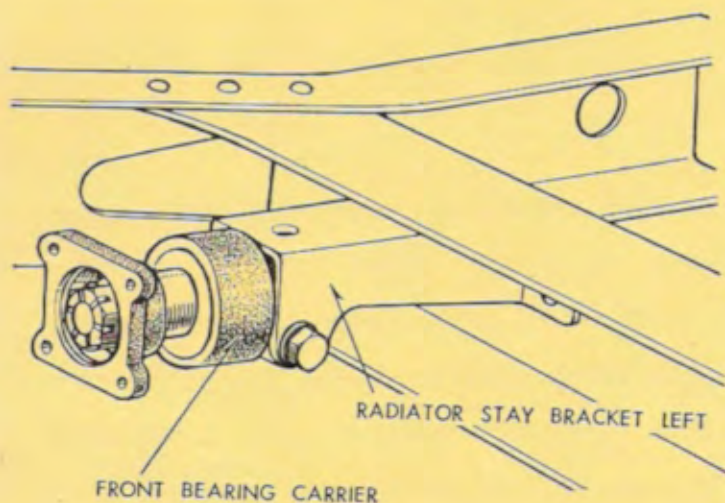


Fig. 21. Installing Front Bearing Carrier

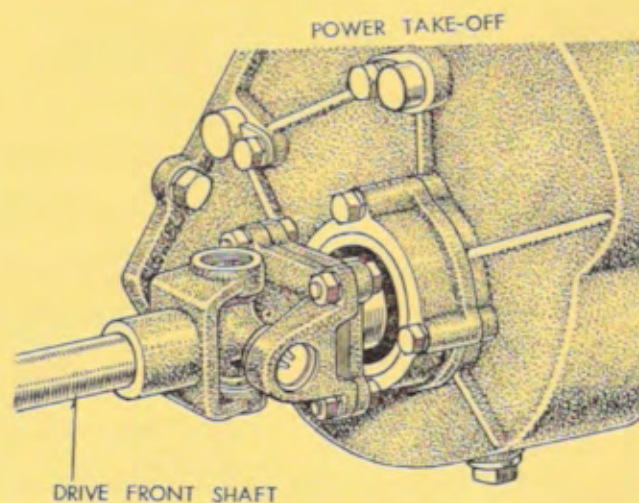


Fig. 22. Assembling Joint Yoke Retainer to Joint Yoke

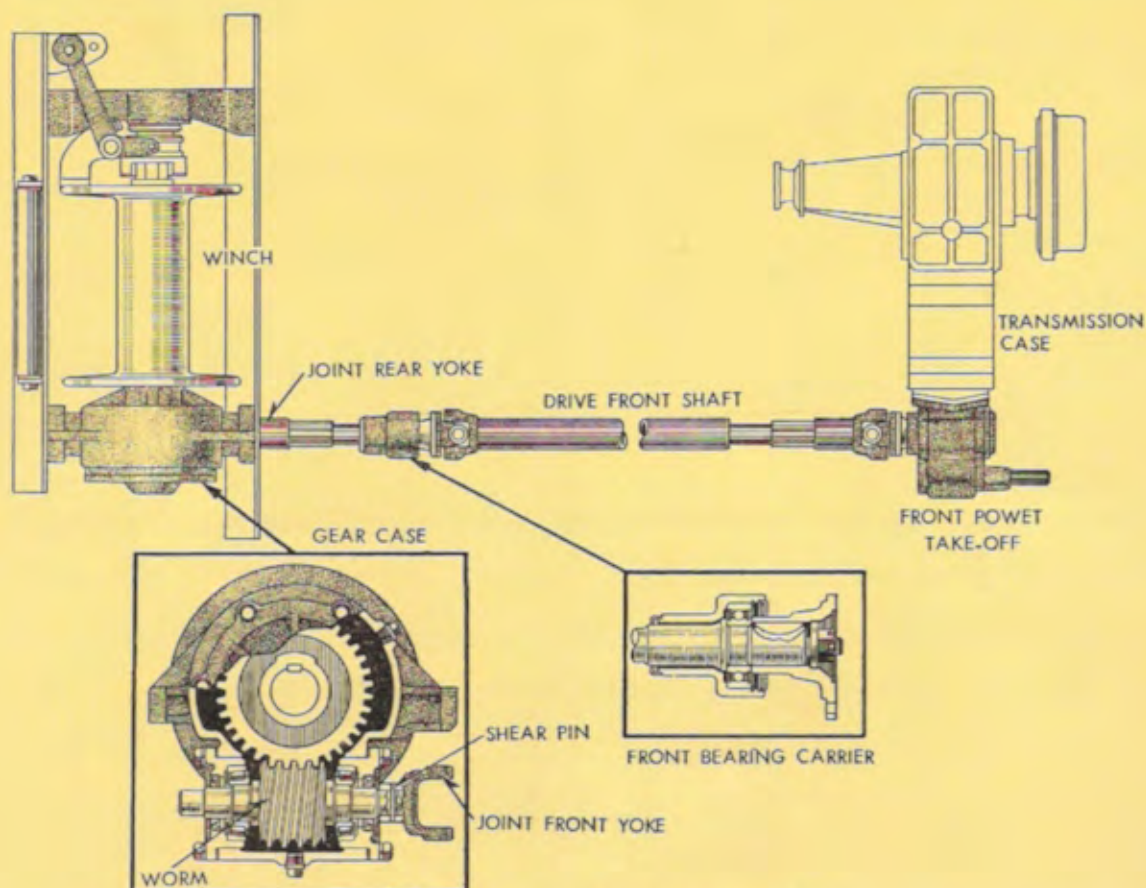


Fig. 23. Front Power Take-off and Winch



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PASSENGER CAR

FEB. 10, 1961 **No. 10-11**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

Winch Assembly

1. Remove the shear pin (if installed) from worm shaft joint yoke.
2. Install the joint front yoke assembly to the front bearing carrier joint shaft.
3. Remove the two inner bolts attaching front bumper to frame gusset.
4. Install the winch assembly with front and rear base angle to frame.
 - a. Insert the bolts at both ends of base rear angle and leave the bolts finger tight.
 - b. Insert the two bolts through the front angle, front bumper and gusset holes. Tighten the rear and front base angle bolts securely.
 - c. Using the front base angle inner holes as guide, drill 10mm holes. Insert the bolts and tighten.

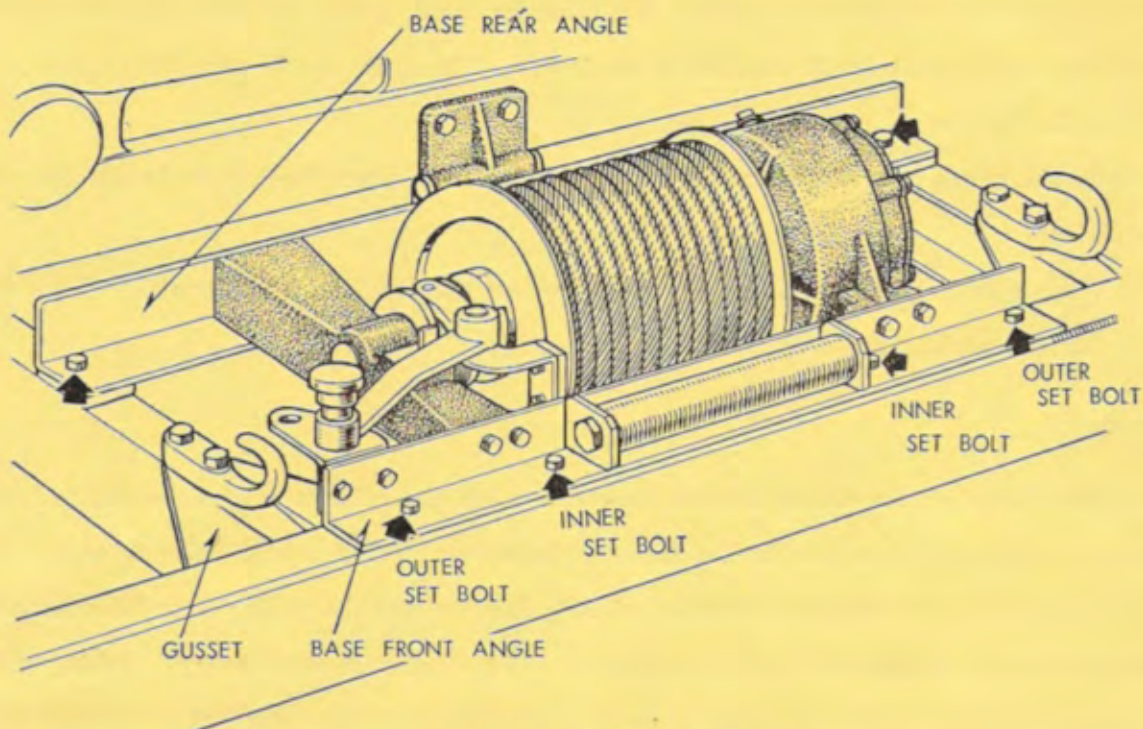


Fig. 24. Installing Winch Assembly

5. After installing the winch assembly, apply a small amount of chassis grease at end of the worm shaft; then install the joint front yoke inserted to the front bearing carrier to the worm shaft.



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No.10-12

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

Align the shear pin hole in shaft with joint front yoke. Insert the shear pin and secure with cotter pin.

CONTROL

A manually operated clutch handle at the winch is provided for engaging or disengaging the winch drum and drum shaft.

1. Safety when the vehicle is in motion.

When vehicle is in motion and the winch is not operating, the clutch handle must be positioned at the engaged position. The cable will not unwind from the drum while the vehicle is in motion.

2. Hand Winding Position.

When necessary to wind or unwind the cable by hand, place the clutch handle to disengaged position with handle dowel engaged in the hole. The drum can be revolved by hand.

3. Operating Position

When the winch is to be operated by power take-off, place the clutch handle into engaged position,

Note: When operating the winch by power take-off at standstill, place the transfer shift lever in the neutral position and lock it with the cotter pin.

OPERATING

The pulling force of the winch is more powerful when the cable is fully unwound, and the cable winding is relatively slow due to the smaller circumference, but as the cable is wound over the wound cable layer the speed of the cable winding increase and the pulling force becomes somewhat weaker due to the increase of the circumference. To obtain the most powerful pulling effect, the best procedure is to unwind the cable as much as possible from the drum before starting to pull.

1. To Hook On

Place the clutch handle to disengaged position. Pull out enough cable to make the hook-up.



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2. To Pull (Winding)

After the hook-up is made, place the clutch handle to engaged position. Depress engine clutch pedal and shift the winch (power take-off) control lever into reverse. Release the clutch pedal, then accelerate the engine.

3. To Lower (Unwinding)

a. With Load

Position the clutch handle to engaged position, depress the clutch pedal, then shift the winch (power take-off) control lever into forward, releasing the clutch and accelerating the engine will unwind the cable at a desired speed.

b. Without Load.

It is not necessary to use the power take-off engagement if cable is to be unwound without load. Place the clutch handle to disengaged position and the cable can be unwound by hand.

4. Winding Cable

Cable should not be wound without any load using power take-off. Winding of the first layer of the cable is very important. Coils of the cable must be tight against each other to prevent coils on the next layer from pressing down between them.

5. Use of Driving Wheels with Winch.

If vehicle is assisting itself with its own winch, all driving wheels must be utilized. Start operating the wheels, the moment winch cable starts to take the load. Do not start driving the wheels if there is any slack in winch cable. When driving wheels are used to assist winch operation, the winch (power take-off) control lever must be shifted into reverse, the transmission in low, and the transfer shift lever in low range.

6. Safety Shear Pin

One safety shear pin is used to connect the joint front yoke to the winch worm shaft. This pin is designed to shear when the winch is loaded beyond its capacity (1 ton). When replacement, use the specified shear pin, do not use any other pin. (See Winch Assembly Installation.)



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SERVICE NEWS
BULLETIN

FEB. 10, 1961 **No.10-14**

SERVICE DIV. OVERSEAS SERVICE SEC. TOYOTA MOTOR SALES CO., LTD.

C. REAR POWER TAKE-OFF (For FJ40 or FJ40L only)

GENERAL

The rear power take-off can be utilized for many purposes by installing the drive intermediate shaft, drive rear shaft and two rear bearing carriers. Engine power is transferred from power take-off to the rear end of the vehicle through the drive intermediate shaft, drive rear shaft and two rear bearing carriers. Circular saw, generator, water pump or air compressor can be operated by using this power.

INSTALLATION

Bearing Carrier

1. Install the rear bearing carrier on the rear shock absorber member.
2. Install the other rear bearing carrier on the support, then install them to the attaching holes on the No. 3 cross member.

Drive Intermediate Shaft

1. Assemble the drive intermediate shaft joint yoke to the power take-off joint yoke retainer.
2. Assemble the drive intermediate shaft joint yoke to the rear bearing carrier joint yoke retainer.

Drive Rear Shaft

1. Connect two rear bearing carriers with the drive rear shaft by assembling the drive rear shaft

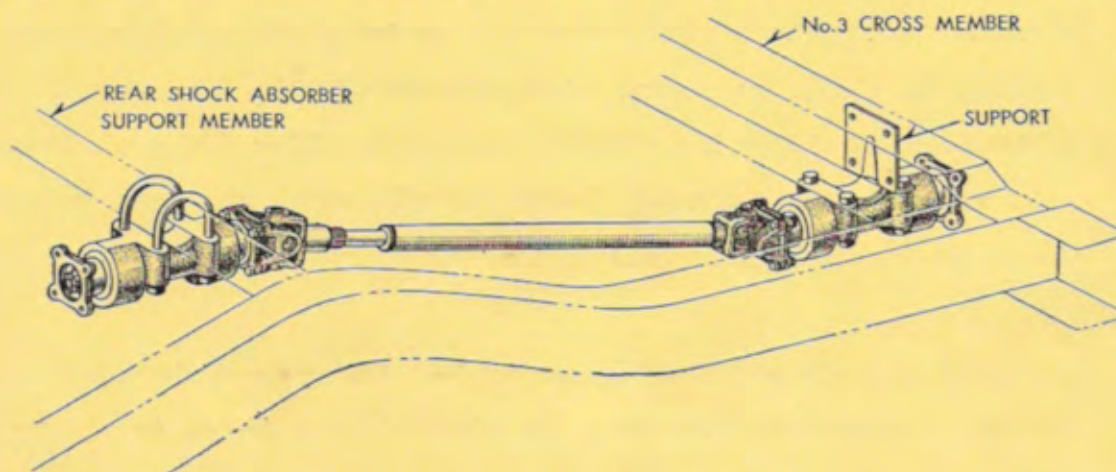


Fig. 25. Installing Bearing Carrier



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEBRUARY 13, 1961

NO. 61-9 (DEALERS)
61-10 (REGIONS)

SUBJECT: PASSENGER CAR SERVICE NEWS BULLETINS
1 AND 2 DATED JANUARY 7, 1961

Attached for your information is a copy of
Passenger Car Service News Bulletin Number 1.

Passenger Car Service News Bulletin Number 2
will not be forwarded at this time since it
pertains to vehicle models and options which we
will not import at this time.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEBRUARY 13, 1961

NO. 61-10 (DEALERS)
61-11 (REGIONS)

SUBJECT: WARRANTY ON COMPANY AND DEALER DEMONSTRATORS

Whenever a company or dealer demonstrator or a company used vehicle assigned to a company employee is initially sold and registered in the name of a retail purchaser, the purchaser should be furnished with a Service Booklet, properly completed, and the registration card should be forwarded to the U. S. National Headquarters in Los Angeles. The registration card should bear a notation in the block at the bottom of the sheet that the vehicle is a "Demonstrator" or "Used Company Vehicle" and the mileage at this time of the transaction. The dealer inspection sheet and/or the 1,000 and 3,000 mile inspection service coupons should be removed from the Service Booklet if appropriate, depending upon the mileage of the vehicle.

The application of the above procedure should be made in order to properly register the first retail owner regardless of the number of months in service or the number of miles on the vehicle.



TOYOTA TECHNICAL SERVICE BULLETIN

FEB. 15, 1961

DATE

NO. 61-13 (DEALERS)
61-14 (REGIONS)

SUBJECT: DISTRIBUTION OF PASSENGER CAR SERVICE
NEWS BULLETINS

Bulletin number 3 covers revision of the Model F engine inner valve spring. This matter was previously covered in bulletin 60-30.

Bulletins number 4 and 5 apply to the R engine used in the Model RT20 (Tiara).

Bulletins number 6 and 7 do not apply to vehicles imported into the United States.

Bulletins number 8 and 9 apply to the Model F Land Cruiser engine.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEB. 15, 1961

NO. 61-12 (DEALERS)
61-13 (REGIONS)

SUBJECT: FJ25L SOFT TOP WINDOW RATTLES

Occasionally it may be found that plastic windows in the front doors of the FJ25L Soft Top Land Cruiser will vibrate and rattle. It has been found that use of the weather stripping parts 2BJ25 65521, front door window retainer strip and 2BJ25 65522 rear door window retainer strip may be effectively used in preventing these rattles. The joints should be mitered and the strip cemented to the windows making them fit tightly at the top.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEB. 15, 1961

NO. 61-14 (DEALERS)
61-15 (REGIONS)

SUBJECT: FJ40L LAND CRUISER PRE-DELIVERY

Care should be exercised in pre-delivering the subject units that the transmission linkage is carefully checked. In its neutral position, the gear shift lever should be approximately horizontal, within roughly, plus or minus 5°. The linkage should be checked to determine that the arms and rods at the lower end of the steering column do not hit the oil filter or oil filter mounting when the transmission is shifted into reverse or second gear.

The routing of the speedometer cable and hand-brake cable should be checked to prevent kinks and to be sure that they and the oil filter flexible line do not contact the shift levers in any of their positions. If necessary, the cables and oil line should be tied out of the way to prevent contact.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE FEB. 24, 1961

NO. 61-15 (DEALERS)
61-16 (REGIONS)

SUBJECT: SERVICE BOOKLET (WARRANTY)

Supplies of the Service Booklet in warehouses and regional offices have been changed by the insertion of a Vehicle Pre-delivery Check List inside the front cover and a Recommended Vehicle Maintenance Check List inside the rear cover.

A small supply of each of these lists is available in each regional office to take care of dealer requirements for booklets which are in dealer hands.

The Vehicle Pre-delivery Check List is provided in order to give the dealer a handy reference to guide him in the proper pre-delivery of all Toyota vehicles. Dealers are urged to follow this list completely as a minimum guide, to follow it completely and carefully, and to sign it and give it to the customer at the time of delivery, as evidence of careful and thorough preparation of the vehicle for the customer. Recognizing that some dealers may not wish to give the form to the customer, it is attached only at the upper margin, using flexible cement, and it may easily be removed.

It is suggested that the Recommended Vehicle Maintenance Check List be covered with the customer at the time of delivery, in order that he may understand what services he should have performed at regular intervals to maintain his vehicle in the best possible condition, and in order that he may understand his obligations with regard to "normal maintenance". The customer should, of course, be urged to return regularly to the dealership for his maintenance service.

Effective March 1, the revised Service Booklet will be distributed by company offices to dealers on the basis of one per vehicle, and will be attached to the vehicle invoice. Dealers are urged to immediately record on the Registration Card all pertinent data regarding the vehicle, to enter information about the customer at the time of the sale, and to mail the card immediately after the sale to their regional office.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE MARCH 1, 1961
61-16 (DEALERS)
NO. 61-19 (REGIONS)

SUBJECT: LAND CRUISER STEERING KNUCKLE ARM STUD BOLT

It has been found that on some early production model FJ40L Land Cruisers the stud bolt attaching the steering knuckle arm to the steering knuckle were improperly heat treated and were defective. It is, therefore, possible for the steering knuckle arm to become loose.

It is recommended that all FJ40L steering knuckle stud bolts be immediately checked by tightening them to the specified 50-60 ft-lbs torque and to replace any that are found to be defective.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE APRIL 12, 1961

NO. 61-17 (DEALERS)

61-21 (REGIONS)

SUBJECT: LAND CRUISER SPECIAL SERVICE TOOL

Our factory has advised that the Special Service Tool for adjusting the differential drive pinion on the FJ40L Land Cruiser is not yet available. This is part number RK45 SST 2035.

Our factory has advised us that the Crown Custom drive pinion adjusting gage, part number RS21 SST 2035 can be substituted temporarily for the proper tool. We have this latter tool in stock and urge all dealers who do not have it to obtain one immediately in order that they may be in a position to properly handle this service operation.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE MAY 19, 1961

NO. 61-19 (DEALERS)
~~61-26 (REGIONS)~~

LAND CRUISER PREDELIVERY

We have encountered several cases in which the connection between the gas tank and the gas line under the front seat has become loose. We recommend that a part of the predelivery operation on these vehicles should be to check this fitting to be sure that it is tight to prevent leakage of gasoline on to the floor of the vehicle.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE MAY 31, 1961

NO. 61-21 (DEALERS)
61-28 (REGIONS)

IMPROVED TRANSMISSIONS & TRANSFER ASSEMBLY OF FJ40L LAND CRUISERS

Several isolated cases of transmission case failure have been encountered on the model FJ40L Land Cruiser. Since many customers operate Land Cruisers in remote, rugged terrain off the highway, the possible failure of a transmission could cause severe hardship. For this reason, in order to give customers the benefit of the latest improvements in these components, and because of the labor time which would be involved if only cases were changed, it has been decided to change complete assemblies. This is considered to be a MANDATORY CAMPAIGN.

Sufficient transmission and transfer assemblies will be shipped to dealers to cover all FJ40L vehicles received in the United States to date. Such shipments may be made in increments or all at one time, at our discretion, depending on the number of units involved; but will be completed on or about June 30. Dealers will also be furnished with a copy of the "Toyota Land Cruiser Repair Manual, Special Issue", covering the "Transmission, Transfer Case, Rear Axle, and Drive Line".

Dealers should arrange to replace the transmissions in all FJ40L Land Cruisers they have received, following the instructions contained in the repair manual, part III pages 12 and 13. Experience gained at our company garage shows that it is not necessary, however, to remove the passenger seat, gasoline tank, or transmission cover. The speedometer driven gear should be removed and inspected to be sure that it has 15 teeth, the number required to give the correct speedometer reading with the 7.60x15 tires and 3.36 axle ratio. If it is found that the gear does not have the correct number of teeth, the gear should be immediately returned to the warehouse from which the dealer normally receives parts, and the gear from the old



TOYOTA TECHNICAL SERVICE BULLETIN

DATE MAY 31, 1961

NO. 61-21 (DEALERS)
61-28 (REGIONS)

-2-

transmission should be used. It should be noted that the new assemblies are being shipped without lubricant. Each sub-assembly has a separate filler and drain plug. The transmission should be filled with $3\frac{1}{2}$ pints and the transfer with 3 pints of lubricant. Caution should be exercised in removing and installing the Forward Drive indicator lamp switch as it can be crushed if too much torque is applied.

Parts will be shipped to dealers no charge. Warranty Claims should be prepared covering the labor and lubricants only. The upper part of the claim form should be completed as usual. Under the description of trouble, enter "Transmission Campaign". In the labor section, use labor operation 3-1, 3.5 hours, and convert to dollars at the warranty labor rate of \$5.50 per hour. In the parts section, enter "Parts Furnished E/C", and show $6\frac{1}{2}$ pints of lubricant at dealer cost. Complete the summary section, including the 10% markup on the lubricant.

Dealers will be advised regarding disposition of the used transmissions after inspection by a regional representative.



TOYOTA TECHNICAL SERVICE BULLETIN

DATE JULY 21, 1961

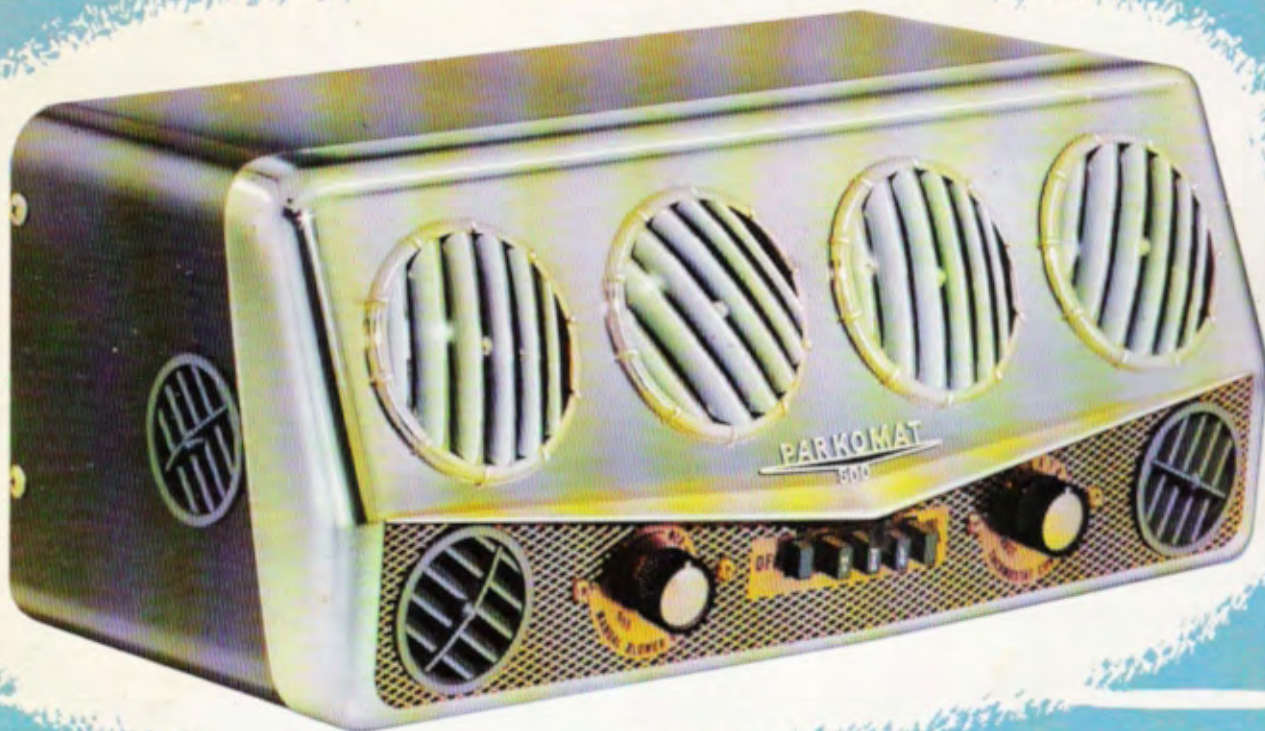
NO. 61-26 (DEALERS)

61-34 (REGIONS)

AIR CONDITIONING

The availability of an air conditioning package to fit the PJ40L Land Cruiser has just been announced by the Parkomat Sales Company, Inc., 2000 South Akard Street, P. O. Box 9263, Dallas 15, Texas. The "Equip-Aire" Basic Package No. 2061 can be ordered direct from the above manufacturer, equipped with the Model B twin squirrel cage blowers or the Model F twin fans for the same price, complete with necessary mounting hardware, etc. The unit carries a suggested list price of \$350.00 installed and a dealer single unit cost of \$225.00. Distributor discounts are available to dealers ordering larger quantities.

The above firm is also developing a package to fit the Toyopet Tiara and Toyopet Crown Custom vehicles. As soon as they are announced, you will be advised.



PARKOMAT
MAKES
DRIVING
a DREAM

because **PARKOMAT** GIVES YOU



1. AIDS COMPOSURE, REDUCES NOISE WITH WINDOWS CLOSED



2. PREVENTS INSIDE WINDOW FOGGING FROM HUMIDITY



3. RELIEF FOR SINUS AND HAYFEVER SUFFERERS

Modern driving, like modern living, demands air conditioning . . . NOT JUST SUMMER COOLING, BUT ALL YEAR COMFORT CONDITIONING! Lack of air conditioning is not economy! It can actually be a driving hazard! You can no longer afford the risk of driving in today's traffic or on the highways without the alertness and perception afforded by comfortable temperatures, and clean, fresh air to breathe. When temperature and humidity are high and the air is clogged with dust and fumes, delays and noise cause tempers to flare. Patience ebbs and accidents are more likely to occur.

PARKOMAT FOSTERS SAFER DRIVING

Air conditioning equipment is as important to safe driving as brakes, turn signals, windshield wiper and horn. No car is really complete without properly conditioned air. "Properly condi-

tioned" means controlled flow and adequate capacity. Equipment which fails in these important points is money thrown away.

PARKOMAT GIVES BEST CONTROL — HIGHEST CAPACITY

PARKOMAT begins to perform the minute you start the motor. By pushing the pre-cool button, as your motor starts the coolant liquid begins to flow within the coils. By the time you're out of the drive and ready to join traffic, pushing the button for desired fan speed, you immediately receive a flow of cool, refreshing air — NO BLAST OF HOT STALE AIR! Fingertip control buttons regulate the amount of air desired and EIGHT separate louvered outlets control the direction of air flow to give complete circulation with no dead-air pockets. Cool, refreshing air circulates in every nook and corner.



PARKOMAT's fingertip selector panel gives high, medium and low air flow control automatically, or adjusts manually to any desired intermediate speed. Thermostat knob sets the temperature.

EXCLUSIVE DUAL CONTROL FEATURE — PUSH THE BUTTON OR TURN THE KNOB!

MORE THAN JUST COOLING!



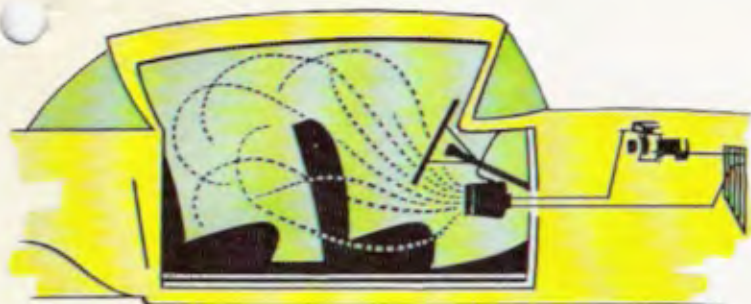
4. KEEPS OUT BUGS, HELPS PREVENT ACCIDENTS



5. INCREASES ALERTNESS, PERCEPTION — REDUCES FATIGUE. KEEPS OUT SMOG, DUST, INDUSTRIAL FUMES.



6. KEEPS AIR FRESH FOR SMOKERS AND NON-SMOKERS



Get Total Car Comfort

Personal temperature control is achieved with EIGHT louvered outlets to direct the air as desired for individual comfort. Four large louvers send cool air upward and into the rear. Small louvers on front and side will circulate air around your feet to combat engine heat.

PARKOMAT GIVES DEPENDABLE PERFORMANCE

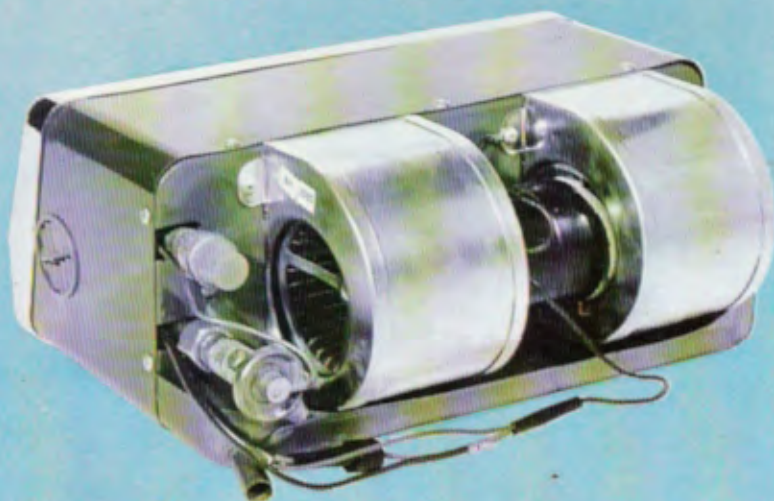
Quality is not just a saying with PARKOMAT. Only the finest in craftsmanship and materials, road-tested, proven components combine to

guarantee dependable operation and maximum quality of performance. No corners have been cut merely to allow a "cheap price." PARKOMAT achieves price economy through production know-how and production capacity. Economy in materials would be false economy. In PARKOMAT chrome-plated steel is used instead of cheap plastics. Blower housing is cadmium plated and rust-proof. Even the smallest items are of highest quality, accurately machined, competently engineered.

YOUR GUARANTEE OF SATISFACTION

Every PARKOMAT auto air conditioner has a parts warranty for one year from date of installation, or 12,000 miles, whichever occurs first. Only the most dependable and capable dealers are authorized to install and service your PARKOMAT air conditioner. Any service or parts needs are immediately supplied, with the integrity of PARKOMAT personnel and facilities to back them up. You can depend on PARKOMAT, and you owe yourself the COMFORT, CONVENIENCE and DRIVING SAFETY of a car PROPERLY air conditioned with PARKOMAT. See it demonstrated today—enjoy its comforts ALL YEAR! Join the many happy owners who agree—"PARKOMAT makes driving a dream!"

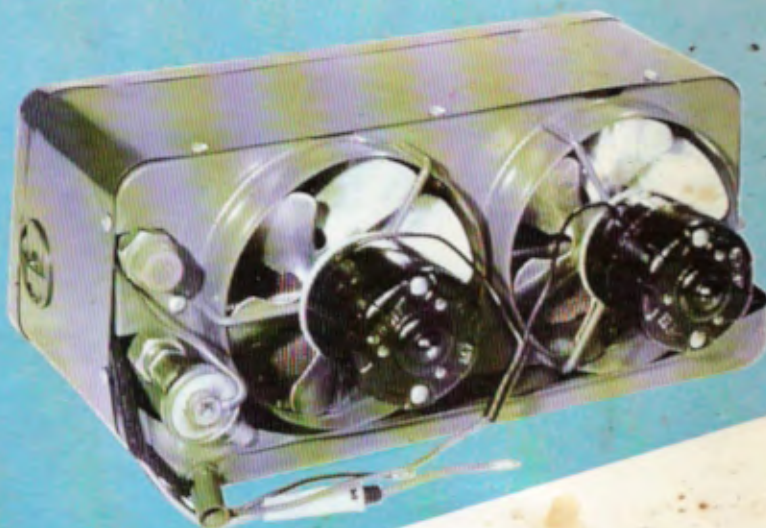
PARKOMAT DELUXE "500"



PARKOMAT Model "500-B", dual cage blowers, 8 cold air outlets, push button and manual controls, personal temperature and pre-cool button.

YOUR CHOICE OF DUAL BLOWERS OR TWIN FANS

PARKOMAT Model "500-F", twin fans, 8 cold air outlets, push button and manual controls, personal temperature and pre-cool button.



PARKOMAT costs less than factory air, performs better, and you can take it with you when trading cars. Keep your PARKOMAT for your next car and save the cost of new air conditioning!

**PARKOMAT is your best buy in Comfort Conditioning!
Come in and ask for a demonstration today!**

YOUR AUTHORIZED PARKOMAT DEALER

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