

ENGINE-BASED OPERATIONS

REMOVE UNDER-ENGINE SHIELD

The first job was removing the engine-bay under-shield. This was quite simple with a series of 10mm bolts and a clip on each side. As we had the luxury of a good garage-style lift, we left the shield hanging by one edge to save having to take it right off, but if you have to work nearer the ground, you may prefer to remove it totally.



UNSCREW SUMP PLUG

One of the most accessible sump plugs to be found anywhere. With the engine suitably warm, we put a large enough tray underneath, undid the 14mm plug and got the draining operation underway while getting on with jobs elsewhere.



REPLACE OIL FILTER

Again, extremely easy to get to, located just forward of the sump. Ours was unwilling to unscrew by hand at first, so we used a special gripper-tool to start it turning. Then it was just a matter of unscrewing the old one and replacing with a nice new filter.



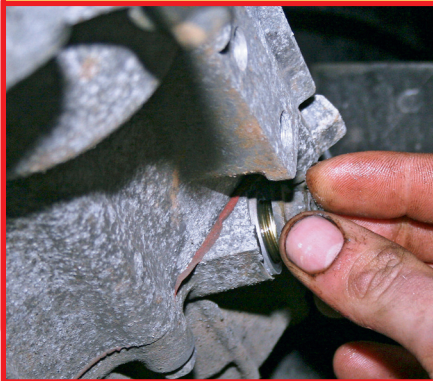
CHECK GEARBOX OIL – 1st PLUG

Unusual set up here as there are what look like two separate gearbox chambers on 'our' car, with its six-speed manual box – each with its own sump plug. The first bung requires a 10mm hex key. A drop or two of oil started to flow immediately, showing the level was fine. The whole box holds 1.9 litres.



CHECK GEARBOX OIL – 2nd PLUG

Same with the second one – clearly plenty of oil still in there – which we could have predicted from the clean state of the outside of the gearbox. Good Toyota engineering in evidence here – no leaks! The second plug is a more standard 17mm bolt. The oil to use in both chambers is 75W/90.



ADD SCREEN-WASH FLUID

The screen wash reservoir is located on the very left of the under-bonnet area (looking from the front). We tipped in a sachet of screenwash additive and topped it up with clean water.



CHECK BRAKE/CLUTCH FLUID

Sitting right at the back of the under-bonnet area is the brake fluid reservoir. Our Draper BFT1 tester gave the fluid the thumbs up with a green light, showing there was no moisture present (which can affect braking efficiency). The correct brake fluid to use is DOT 3. Near the inner wing panel under the bonnet is the clutch fluid reservoir, which we also checked for level.



CHECK ENGINE COOLANT

We used a pro tester to check the strength of the anti-freeze in the coolant reservoir, right at the back of the car. We then topped up with clean water – full capacity is 10.4 litres.



REPLACE SPARK PLUGS/CHECK BATTERY TERMINALS/ CHECK AIR FILTER

We fitted a new set of spark plugs – a regular item on a 40,000-mile service. Meanwhile, the battery is beautifully accessible (at the rear of the car). No fiddly cover to remove. Our battery was sealed, so we checked the strength of its output, put some grease on the terminals to keep corrosion away and left well alone. We took the air filter cover off and checked the element was still A1.

