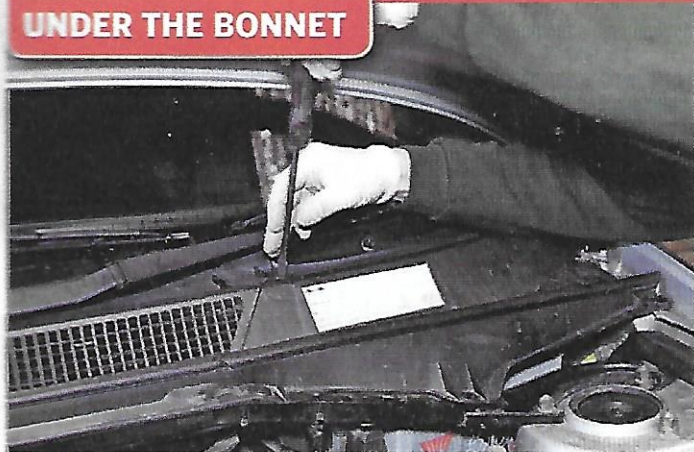


UNDER THE BONNET



1 REMOVE BATTERY COVER

The battery is under a plastic cover set into the bulkhead, on the left-hand side of the engine bay. It's actually quite cumbersome, as there are six plastic trim screws that need to be turned by 90° to loosen them. Put the screws somewhere safe and pull off the cover.

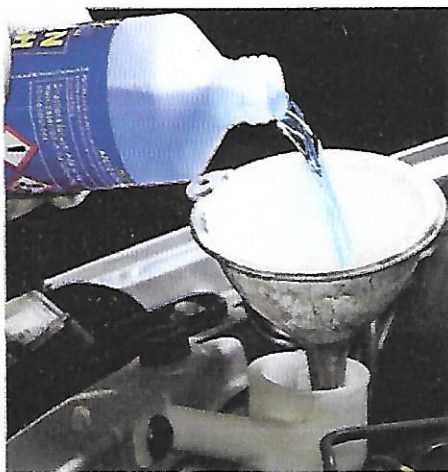
2 CHECK BATTERY

Make sure the battery is securely clamped in place. Also ensure that its terminals are done up tightly and apply some grease to help prevent corrosion. If there are peepholes, use them to check that the acid is over the level of the plates. Top up with distilled water, if required.



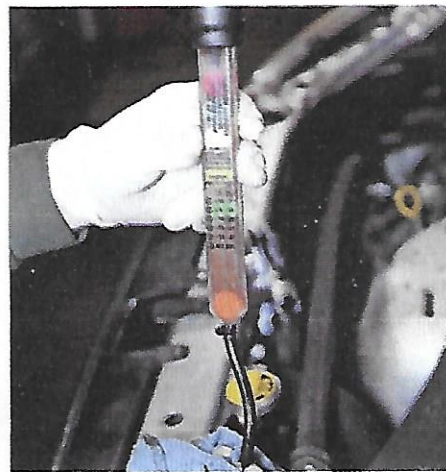
3 CHECK BRAKE FLUID

The combined brake and clutch fluid reservoir is adjacent to the right-hand strut top mount. The transparent casing allows you to check the level visually, but we also suggest verifying its strength with an electronic fluid checker, to make sure not too much moisture has been absorbed. Flush the fluid every two years.



4 CHECK SCREENWASH

Screenwash gets used up surprisingly quickly, so the service is a good time to fill the reservoir fully. Its neck pokes up by the right-hand side of the engine bay, just ahead of the strut top. Add the correct ratio mixture of water and screenwash until the fluid reaches the top of the neck.



5 CHECK COOLANT

There's both a radiator cap and an expansion tank on these Toyotas. It's best to check the coolant strength at the radiator cap, but not if hot. Otherwise, check it at the expansion tank, although the tank does have a kinked neck that makes this a little tricky. Ensure the fluid is at the required level.



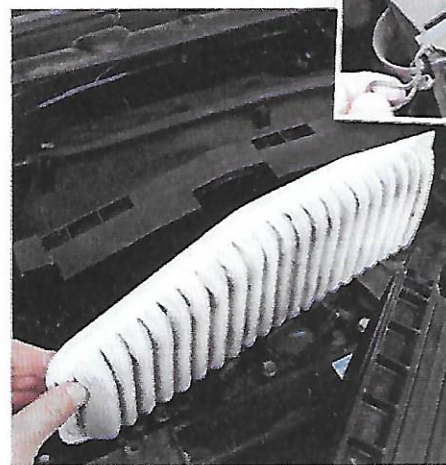
6 CHECK DRIVEBELTS

Inspect the auxiliary drivebelt for any fraying and tearing, and make sure there's not too much slack between pulleys. Anything more than half-a-twist midway between the pulleys means tightening is required. Also examine the engine bay pipework and wiring for issues.



7 CHECK POWER STEERING

The power steering reservoir is conveniently sited just in front of the clutch/brake fluid reservoir. It's clearly marked with hot and cold level marks on the transparent plastic casing; make sure the fluid inside is where it should be depending on the temperature. Top up with Dexron III ATF, if required.



8 CHANGE AIR FILTER

The air filter is released by undoing the two clips on the right-hand side. The flexible pipe means you can then pull the front away without having to remove any pipework. Remove the filter element and discard it, clean any debris out of the box, then put in a new element.