Part Number: PT758-35060
PT758-35061

NOTE: Part number of this accessory may not be the same as the part number shown.

Kit Contents

Item #	Quantity Reqd.	Description
1	1	Alloy Wheel Painted

Hardware Bag Contents

Item #	Quantity Reqd.	Description
1	1 Per wheel	Center Cap Painted (PT758-35060-CC)
2	6 Per wheel	Lugnuts (90942-01058)

Additional Items Required For Installation

Item #	Quantity Reqd.	Description
1	As Required	Balance Weights Clip on Type (Hofmann Standard) 90942-03146 thru 03160, 03167 90942-03208 thru 03214
2	As Required	Balance Weights Stick on Type (Hofmann Standard) 00533-10010
3	As Required	Valve Stem Fitting Kit P/N 04423-0C070
4	1 Per wheel	TPMS sensor (P/N 42607-0C020 (for Styled Steel Wheel only)
5	1 Per wheel	TPMS fitting kit (if required) P/N 04423-35020.

Conflicts

Note: Wheel Cover

Recommended Tools

Personal & Vehicle Protection	Notes
Safety Glasses	
Seat Protection	Blanket
Special Tools	**Notes**
Wheel Balancing Machine	Hunter GSP9700 (preferred), DSP9500 or equivalent
Tire Mounting Machine	Hunter TC3250 or equivalent
Bead Lever Protective Sleeve	Hunter RP6-0326
Centering Cone	Hunter 192-51-2
Foot Brake Application Tool	Snap-on B240A Pedal Jack or equivalent

Installation Tools	Notes
Lugnut Wrench	
Rubber Mallet	
Torque Wrench	0-100 lbf-ft (135 N-m)
Torque Wrench	0-75 lbf-in (8.5 N-m)
Socket	21 mm Deep Well
Socket	12 mm, thin wall, deep well
Balance Weight Pliers	
Clean Cloth	
Wire Brush	
Special Chemicals	**Notes**
Tire Lube	
Cleaner (for re-work only)	3M™ Prep Sol-70

General Applicability

Applicable to TACOMA only with TPMS. Use with tire 245/75-R16, and 265/70-R16 Applicable to 16” Styled Steel Wheel Applicable to 16” Regular Steel Wheel

Recommended Sequence of Application

Item #	Accessory
1	Alloy Wheel
2	Wheel Lock

*Mandatory

Vehicle Service Parts (may be required for reassembly)

Item #	Quantity Reqd.	Description
1		
2		
3		

Legend

STOP: Damage to the vehicle may occur. Do not proceed until process has been complied with.

OPERATOR SAFETY: Use caution to avoid risk of injury.

CAUTION: A process that must be carefully observed in order to reduce the risk of damage to the accessory/vehicle and to ensure a quality installation.

TOOLS & EQUIPMENT: Used in Figures calls out the specific tools and equipment recommended for this process.

REVISION MARK: This mark highlights a change in installation with respect to previous issue.

SAFETY TORQUE: This mark indicates that torque is related to safety.

Care must be taken when installing this accessory to ensure damage does not occur to the vehicle. The installation of this accessory should follow approved guidelines to ensure a quality installation.

These guidelines can be found in the "Accessory Installation Practices" document.

This document covers such items as:-

- Vehicle Protection (use of covers and blankets, cleaning chemicals, etc.).
- Safety (eye protection, rechecking torque procedure, etc.).
- Vehicle Disassembly/Reassembly (panel removal, part storage, etc.).
- Electrical Component Disassembly/Reassembly (battery disconnection, connector removal, etc.).

Please see your Toyota dealer for a copy of this document.

1. Vehicle Preparation.

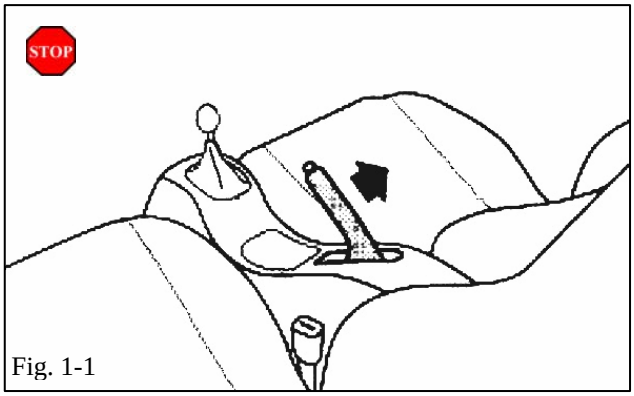

Fig. 1-1

(a) Firmly apply parking brake. (Fig. 1-1)

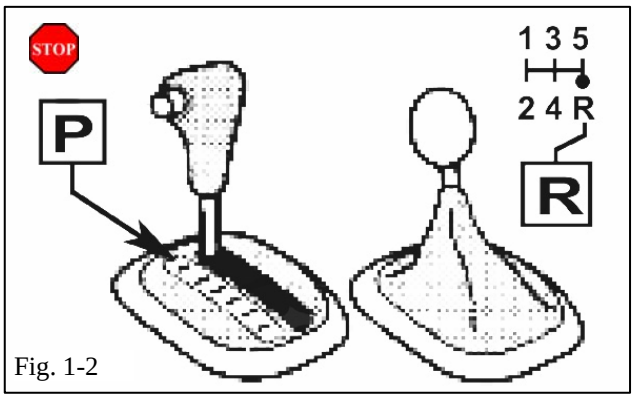

Fig. 1-2

(b) Put transmission in "P" (automatic) or reverse (manual). (Fig. 1-2)

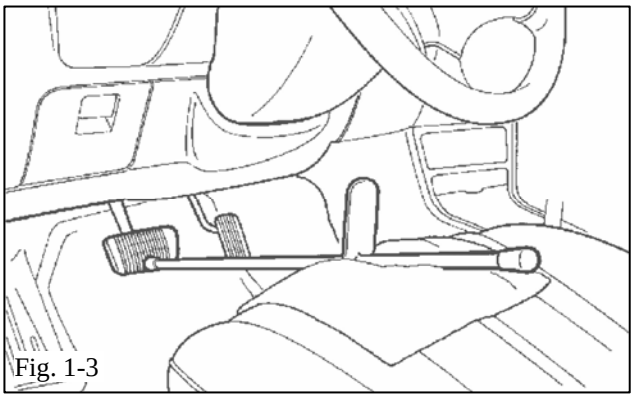
Fig. 1-3

(c) Add seat protection (blanket) and apply foot brake application tool. (Fig. 1-3)

(d) Lift vehicle.

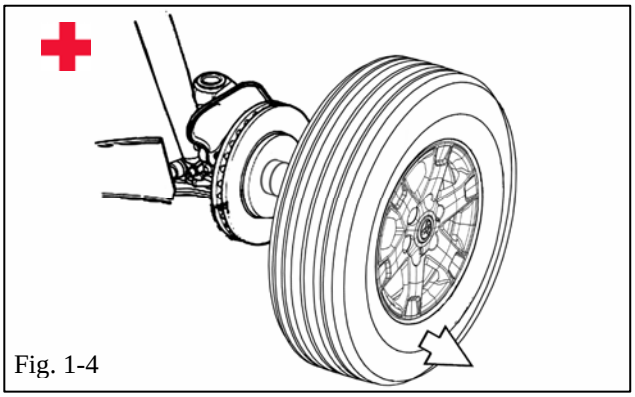
Fig. 1-4

(e) Remove OE wheel and tire assemblies from the vehicle. Wear safety glasses while removing wheels. (Fig. 1-4)

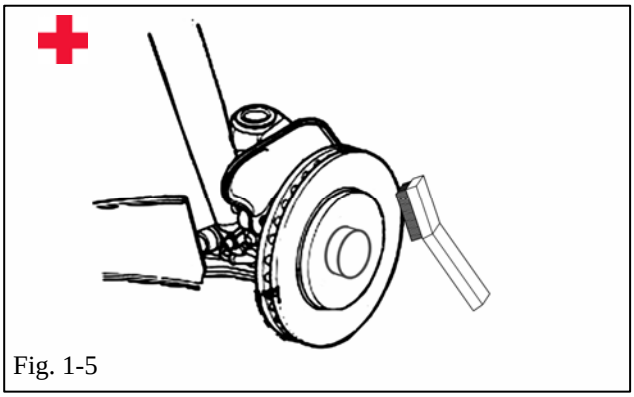
Fig. 1-5

(f) (Dealer Installation Only) Remove any corrosion on the mounting surface of the vehicle with a wire brush. Wear safety glasses to protect against dust. (Fig. 1-5)

2. Remove Tire Pressure Monitor Valve Sub - assembly.

(a) Remove the valve core and release pressure from the tire.

(b) Remove the nut and washer and retain for reinstallation later. Let the pressure sensor drop inside the tire.

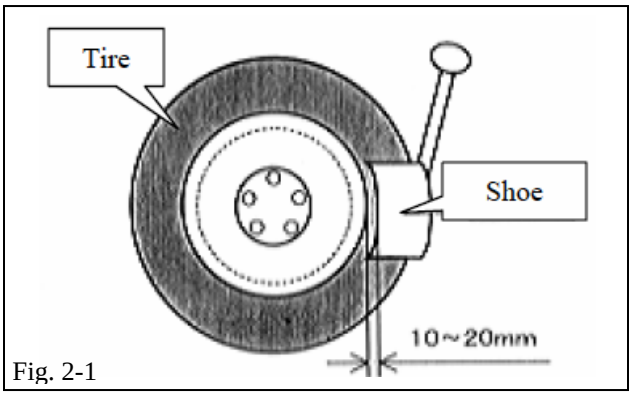

Fig. 2-1

(c) Carefully separate the upper tire bead from the wheel rim. (Fig. 2-1).

NOTE: Be careful not to damage the tire pressure monitor due to interference between the sensor and tire bead.

(d) Remove the sensor from the tire and remove the bead on the lower side as in usual tire removal operation.

(e) Dismount OE tire from the OE wheel.

NOTE: When changing from Steel Styled Wheel to Accessory Wheel a new TPMS will be needed.

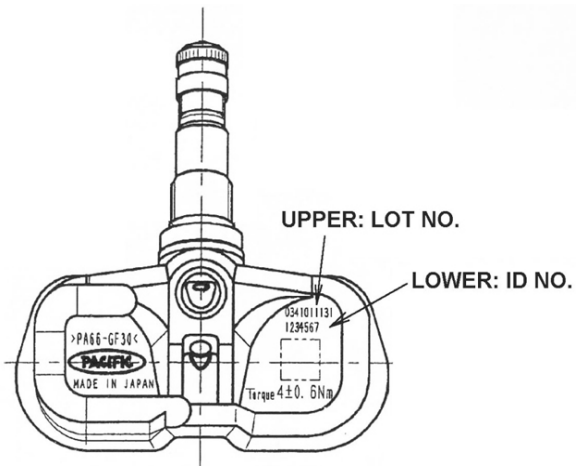

Fig. 3-1

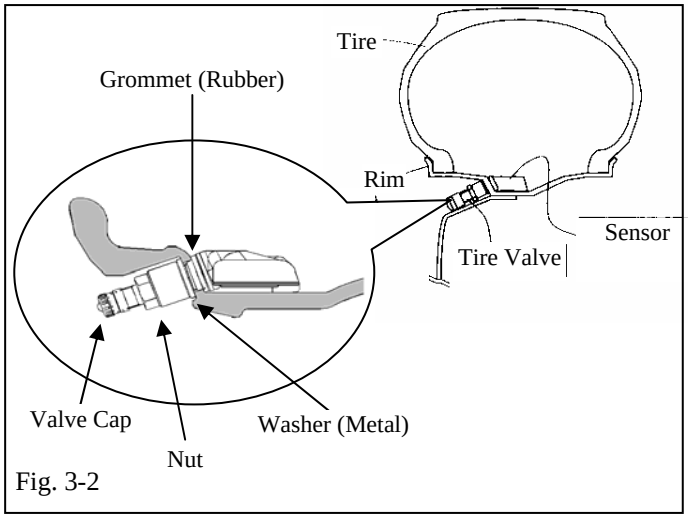

Fig. 3-2

3. Install Tire Pressure Monitor Valve Sub-assembly to Accessory Wheel.

(a) Visually check that there is no deformation or damage on the tire pressure monitor valve sub-assembly.

(b) Check that the rim is clean.

(c) Change the original grommet to a new one if the grommet is damaged.

NOTE: Damaged grommet is NOT re-usable.

(d) Check that the grommet, washer and nut are clean.

(e) **If changing from Steel Styled Wheel to Accessory Wheel** - Record TPMS Transmitter ID No of the new TPMS Transmitter, and verify that the number is copied accurately. (Fig. 3-1)

(f) Insert the tire pressure monitor valve sub-assembly into the valve installation hole from the inside of the rim and bring the valve stem to the outside. (Fig. 3-2).

(1) Insert the tire pressure monitor valve sub-assembly so that "PACIFIC" mark is visible.

NOTE: Incorrect orientation of pressure monitor sub-assembly may cause damage and prevent signal transmission during high-speed running.

(g) Install the washer and secure with the nut.

(1) Tighten the nut to 4.0 N-m (36 lbf-in)

4. Tire Mounting.

(a) Remount OE tire on alloy wheel, matching tire high spot (red dot) with that of wheel low spot (yellow sticker).

(b) Use tire lube on tire bead and bead location on wheel prior to mounting the tire.

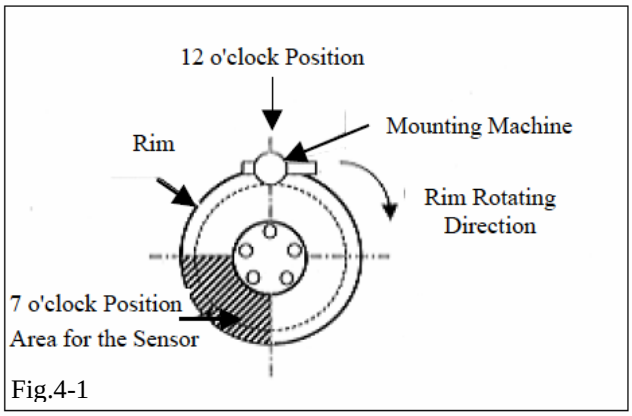

Fig.4-1

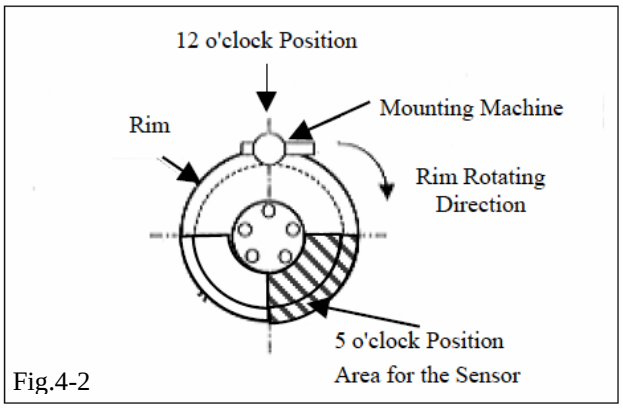

Fig.4-2

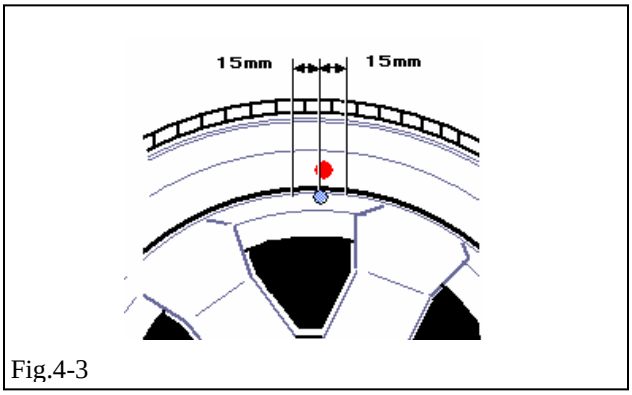

Fig.4-3

(c) Position the wheel on the mounting machine with the sensor at ~ 7 o'clock position (shaded area in Fig. 4-1)

(1) Mount/dismount head is considered as 12 o'clock Position.

(d) Mount the lower tire bead.

NOTE: If the sensor is positioned outside this area, it generates interference with the tire bead, causing possible damage to the sensor.

(e) Re-position the wheel on the mounting machine with the sensor at ~ 5 o'clock position (shaded area in Fig. 4-2)

(f) Mount upper tire bead.

NOTE: Make sure that the tire bead and tool does not interfere with the main body of the sensor and the bead does not clamp the sensor.

(1) The red dot on tire and the sticker on wheel must be aligned to within +/- 15 mm center to center. (Fig. 4-3)

NOTE: If the sticker on the wheel is missing, then align the red dot on the tire to the valve stem location on the wheel.

(g) To seat tire bead, inflate tire beyond 33 PSI but not more than the maximum tire bead seat pressure indicated on the tire sidewall. If it is not indicated use 40 PSI as a limit. If tire bead is not seated when pressure registers 40 PSI, deflate the tire and re-inflate to seat the bead. Regulate tire pressure to Owner's Manual value.

(h) After inflating the tire, re-tighten the nut of tire pressure monitor valve sub-assembly to 4.0 +/- 0.6 N-m (36 +/- 5.3 lbf-in)

5. Wheel Balancing.

NOTES: This wheel requires stick-on weight on outer and clip-on weight on inner rim for balancing. Application temperature for stick-on type weight: above 10°C (50°F). It is good practice to apply the stick type weights in sections comprising no more than 5 or 6 individual weight segments.

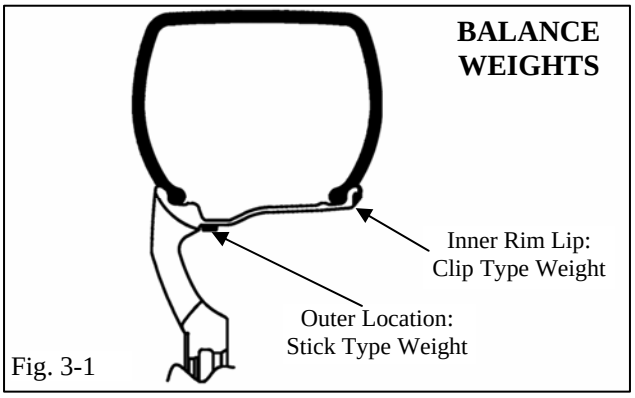

Fig. 3-1

(a) Mount wheel/tire on wheel balance machine and balance in DYNAMIC MODE. Enable the LOAD ROLLER, if applicable (enabling the load roller ensures proper bead seating). Use clip-on type balance weight on the inner rim lip and stick-on type weights at outer location. (Fig. 3-1 & Fig. 3-2)

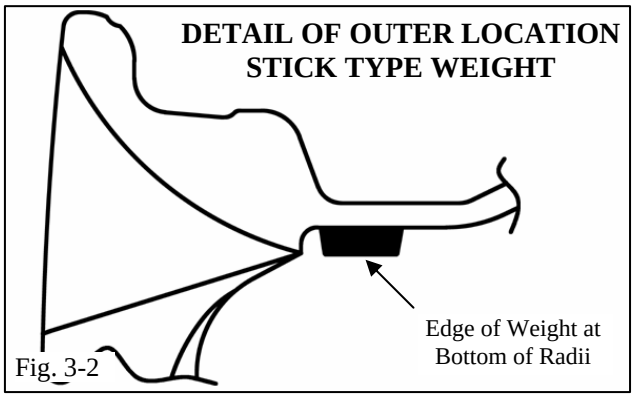

Fig. 3-2

(b) Prior to mounting stick type wipe down the wheel weight mounting location on wheel with a clean lint-free dry cloth. Ensure that location is clean and dry. Apply stick-on weights at perimeter location identified by dynamic balance machine as shown. Use rubber mallet, if required, to achieve complete adhesion of stick-on type weight.

NOTES: Maximum clip-on type weight on inner lip is 80 g. Maximum stick-on type weight at outer location is 98 g. If removal and replacement of stick-on type weight is necessary, remove the weights using a nylon removal tool. Clean the surface with a clean cloth using 3M™ Prep Sol-70. Wipe the surface dry before re-applying a new weight. **(DO NOT RE-USE STICK-ON WEIGHTS.)**

(c) Re-spin the wheel on the machine with LOAD ROLLER DISABLED (if applicable) and note the indicated remainder unbalance. The maximum permitted unbalance is 8 g at inner lip and 8 g at outer location.

6. TPMS Transmitter ID No. Listing.

NOTE: Only required when changing from Steel Styled Wheel to Accessory Alloy Wheel.

(a) Complete this section (and section 7) after all four wheels have been installed and changing from Steel Styled Wheel to Alloy Wheel.

(b) Connect the hand-held tester to DLC3. (Fig. 6-1)

(c) Turn the ignition switch to the ON position.

(d) Following the display on the hand-held tester, select the "DATA LIST." (Fig. 6-2)

(e) Record the sensor ID of the sensor which still registers a pressure. (Spare Tire)

(f) **Or** lower the spare tire and record the sensor ID number on a sticker near the tire valve. Raise the spare tire into the storage position.

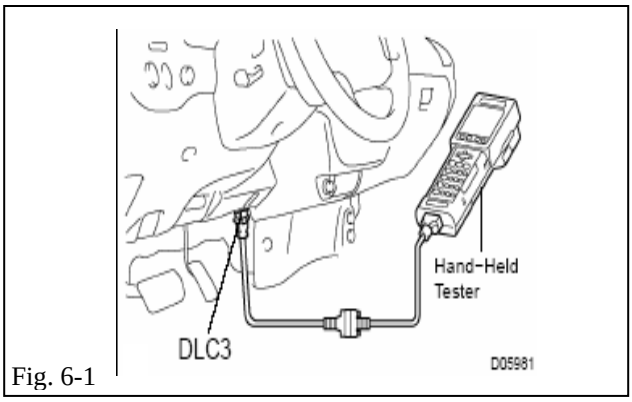

Fig. 6-1

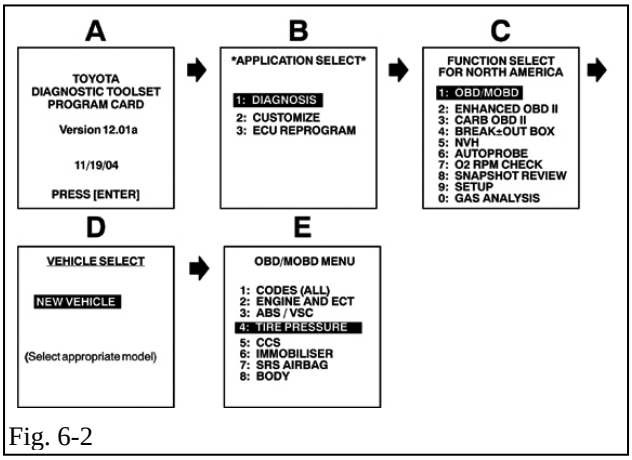

Fig. 6-2

7. TPMS Transmitter ID Registration.

NOTE: Only required when changing from Steel Styled Wheel to Accessory Alloy Wheel.

(a) Select the REGIST TIRE following the hand-held tester screen. (Fig. 7-1) (UTILITY – REGIST TIRE)

(b) Input the ID (ID1 to ID5) from Steps 2(e) and 6(e) using the hand-held tester and transmit it to the tire pressure monitor ECU.

(c) Set the ID transmission condition to "SUCCEEDED".

NOTE: If this process is not completed within 5 minutes, the transmitter will return to normal operation mode.

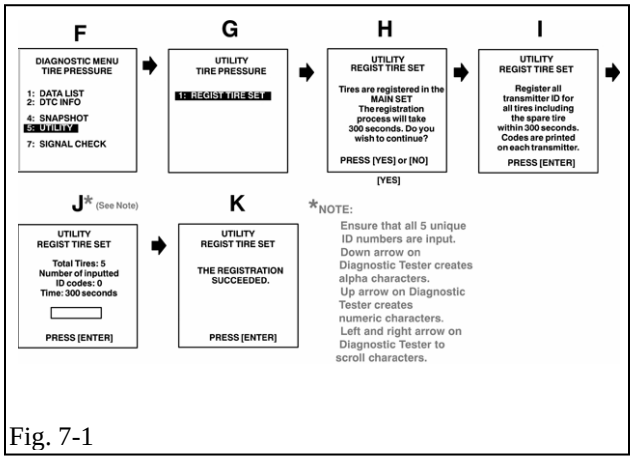

Fig. 7-1

8. Vehicle Wheel / Tire Installation.

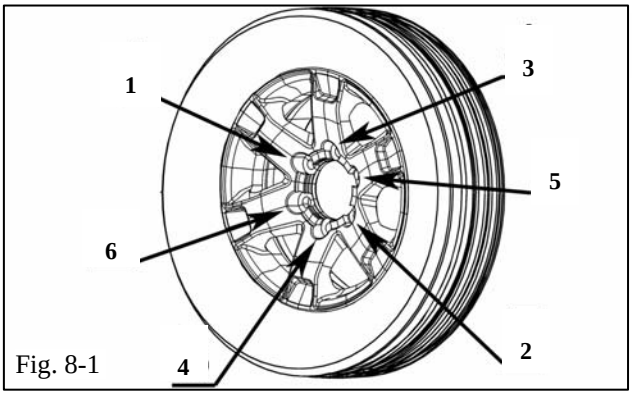

Fig. 8-1

(a) Install wheel/tire assembly on vehicle. Hand start the lugnuts during installation. Tighten lugnuts in sequence 1 through 6. Ensure that the socket does not scuff the wheel. Tighten to 83 lbf-ft (113 N-m) using a torque wrench. (Fig. 8-1)

(b) Lower the vehicle.

(c) Tire pressure should be adjusted to the value recommended in the owner's manual for this vehicle. Install valve stem cap.

9. Center Cap Installation.

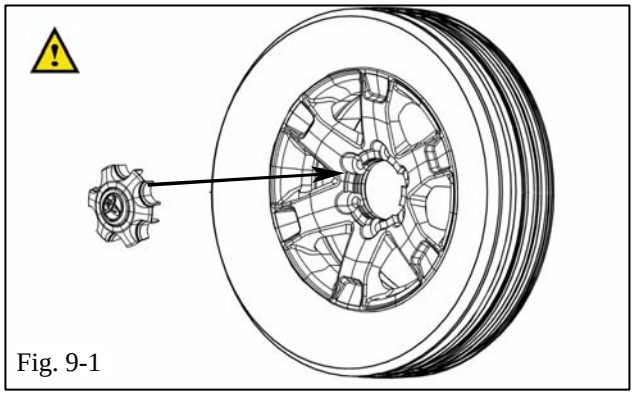
Fig. 9-1

(a) Align center cap to the wheel and gently push cap into wheel until cap snaps into place (Fig. 9-1.)

Checklist - these points **MUST** be checked to ensure a quality installation.

Check:	Look For:
Accessory Function Checks	
☐ Inspect lug nuts	Six lug nuts must be installed on each wheel
☐ Lugnut tightness	Tighten to 83 lbf-ft (113 N-m) torque
☐ Tire pressure	Owner's manual value +/- 2 psi
☐ Center caps	Correctly fitted
Vehicle Function Checks	
☐ Road test (for dealer installation only)	Excessive noise or wheels out of balance