

<SUPPLEMENT-III>

ACCELERATOR CONTROL, FUEL & EXHAUST SYSTEMS

SECTION **FE**

MODIFICATION NOTICE:

- TB48DE engine model has been added.

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ACCELERATOR CONTROL SYSTEM

Accelerator Control System

CAUTION:

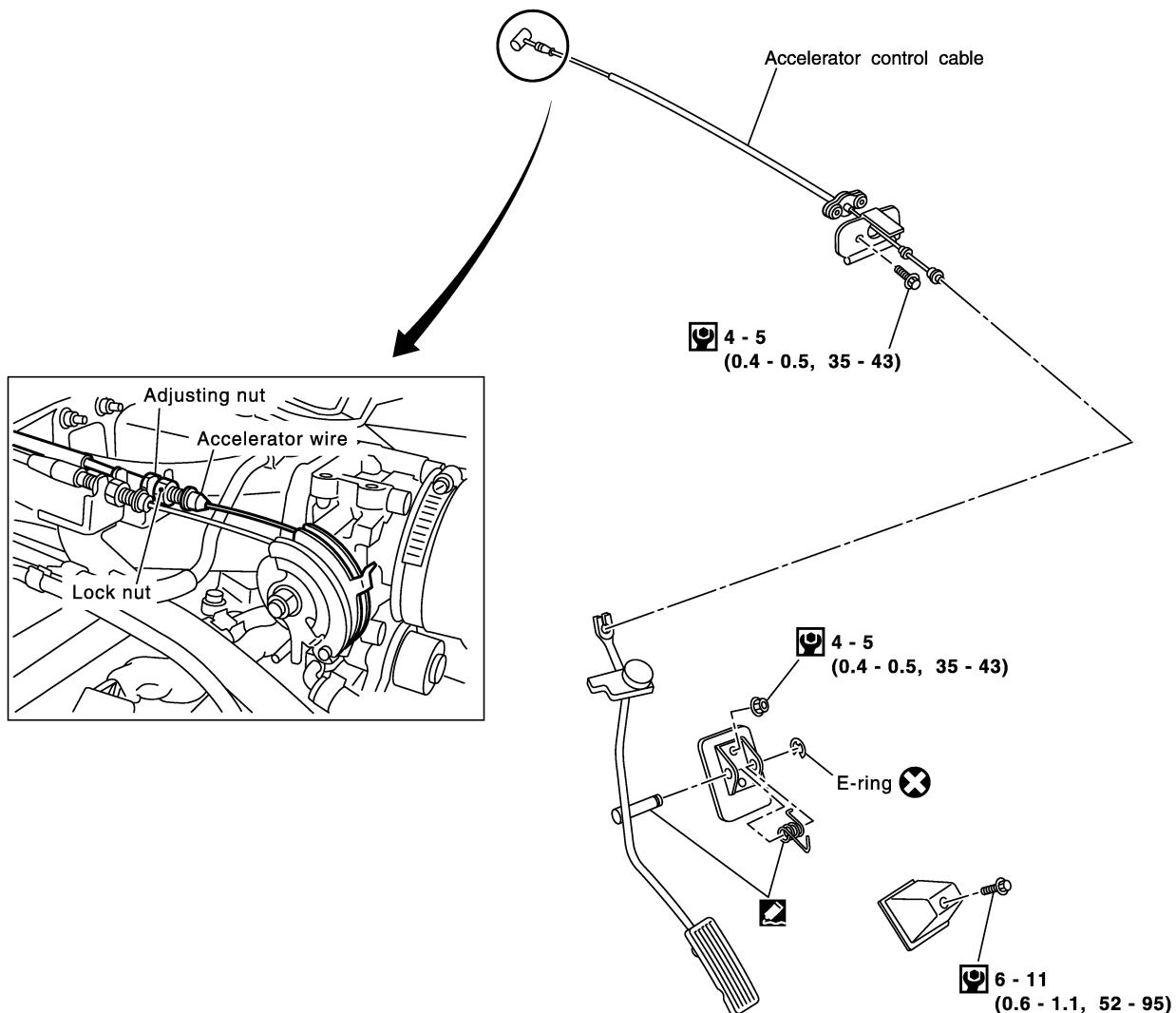
The accelerator wire should be adjusted when removing and replacing any parts of the accelerator control system, shown in the illustration.

- a. Warm up engine to normal operating temperature. Then stop it.
- b. Check to see if throttle valve fully opens when accelerator pedal is fully depressed and if it returns to idle position when released.
- c. Adjust accelerator pedal free play by turning adjusting nut.
- d. Check accelerator control parts for improper contact with any adjacent parts.
- e. When connecting accelerator wire, be careful not to twist or scratch its inner wire.
- f. Apply a light coat of recommended multi-purpose grease to all sliding or friction surfaces. Do not apply grease to wire.
- g. For ASCD wire adjustment, refer to "ASCD Wire Adjustment" in EL section.

ACCELERATOR CONTROL SYSTEM

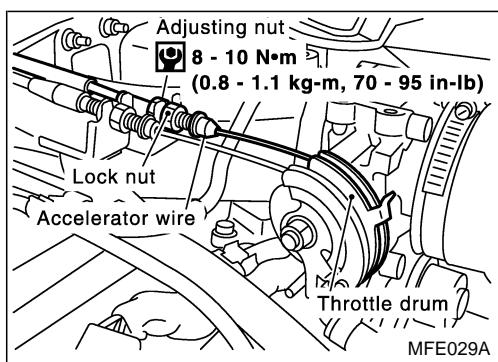
TB48DE ENGINE MODELS

SEC. 180



 : N·m (kg·m, in·lb)

MFE028A



Adjusting Accelerator Wire

1. Loosen lock nut, and tighten adjusting nut until throttle drum starts to move.
2. From that position turn back adjusting nut 1.5 to 2 turns, and fasten it with lock nut.

TROUBLE DIAGNOSES

Self-diagnosis for Sub Fuel Tank Control Module

SUB FUEL TANK CONTROL MODULE TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values, and measured between each terminal and ① (ground) with a voltmeter.

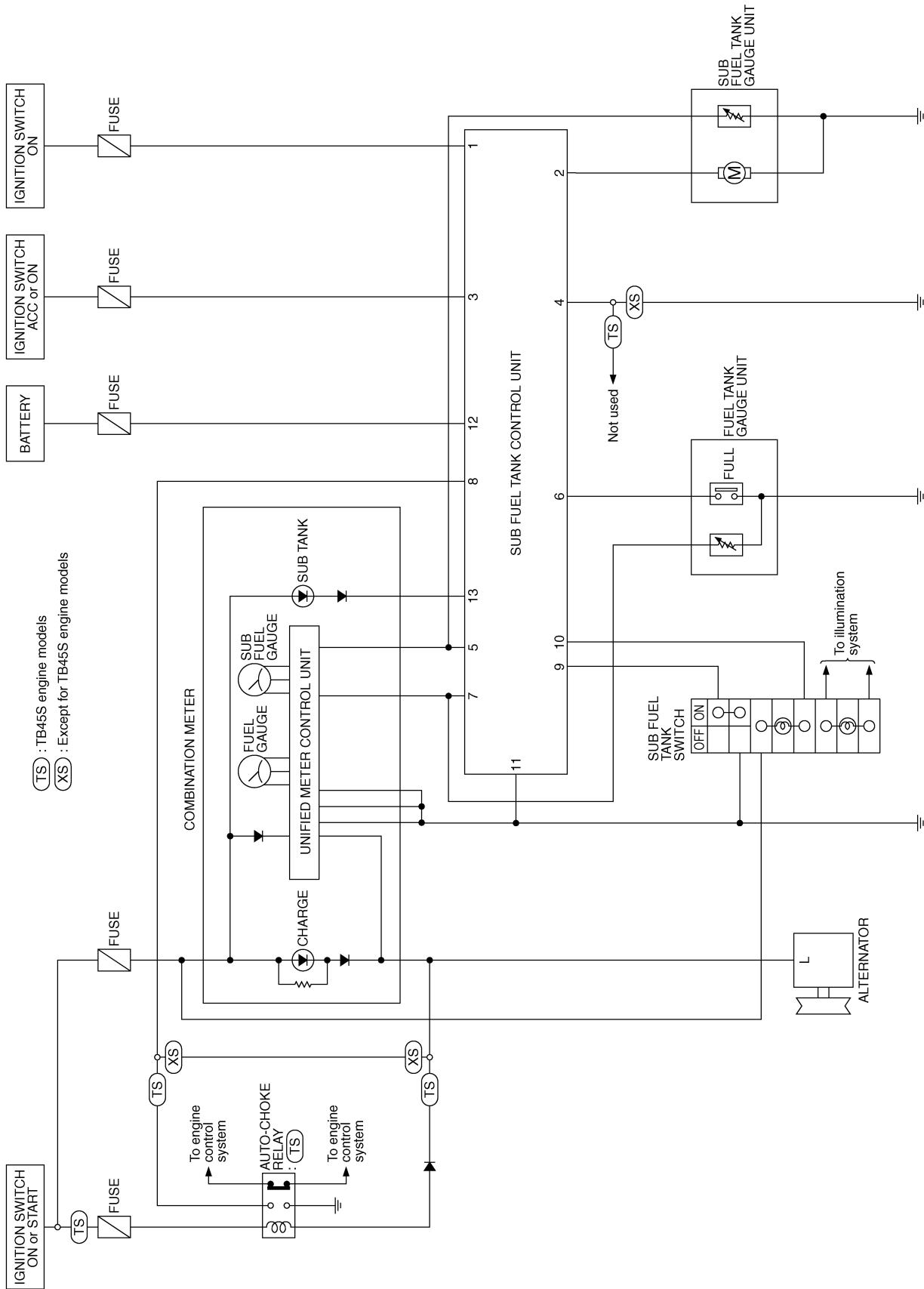
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC voltage)
1	R	Power source	Ignition switch "ON"	Approximately 12V
2	G/B	Sub fuel pump	Ignition switch "ON" Sub fuel tank switch is "ON". Main fuel tank is not full. Sub fuel tank is not empty.	Approximately 12V
3	G/W	Power source	Ignition switch "ON" or "ACC"	Approximately 12V
4	L/Y B*1	Grounding	Ignition switch "ON"	Approximately 0V
5	W/L	Sub fuel gauge	Ignition switch "ON"	Approximately 0 - 4V
6	PU	Full switch	Ignition switch "ON" Main fuel tank is not full.	Approximately 5V
7	G	Fuel gauge	Ignition switch "ON"	Approximately 0 - 2.5V
8	PU/R W/G*1	Engine running	Engine running	Approximately 12V
9	G/B	Sub fuel tank switch	Ignition switch "ON"	Approximately 5V
10	L	Indicator	Ignition switch "ON"	Approximately 12V
12	R	Power source	Any time	Approximately 12V
13	W/R	Sub fuel tank warning lamp	Ignition switch "ON"	Approximately 0V

*1: Except for TB45S engine models

TROUBLE DIAGNOSES

Circuit Diagram — S/TANK —

WAGON AND HARDTOP MODELS

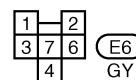
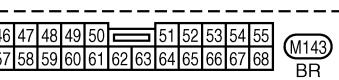
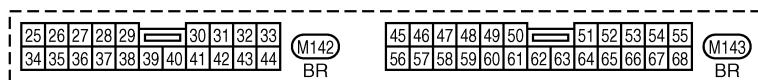
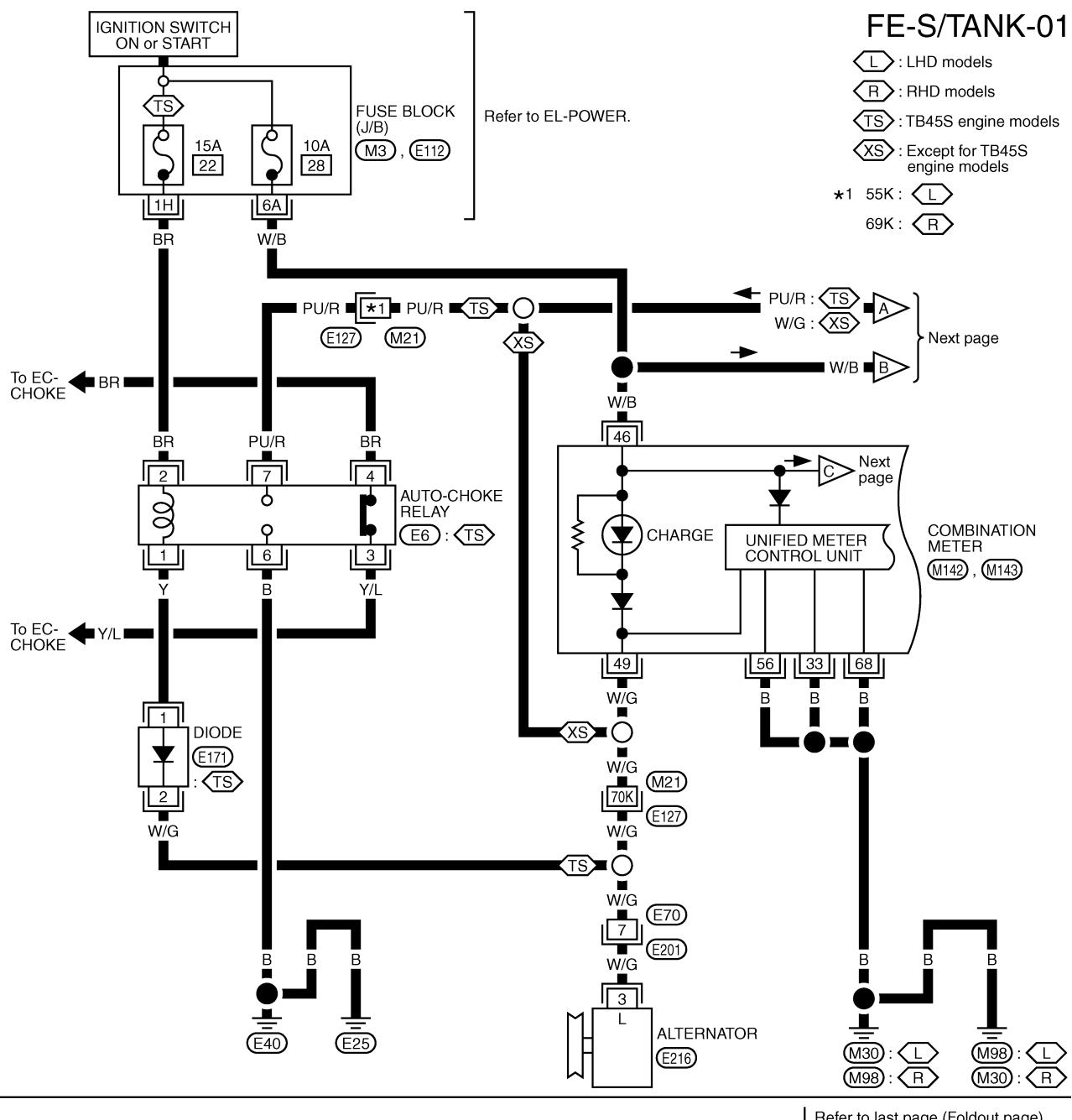


TFE035M

TROUBLE DIAGNOSES

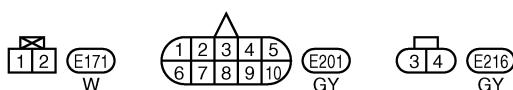
Wiring Diagram — S/TANK —

WAGON AND HARDTOP MODELS



Refer to last page (Foldout page).

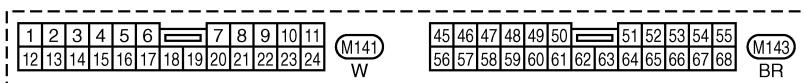
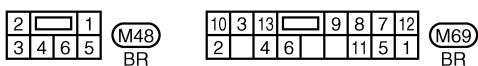
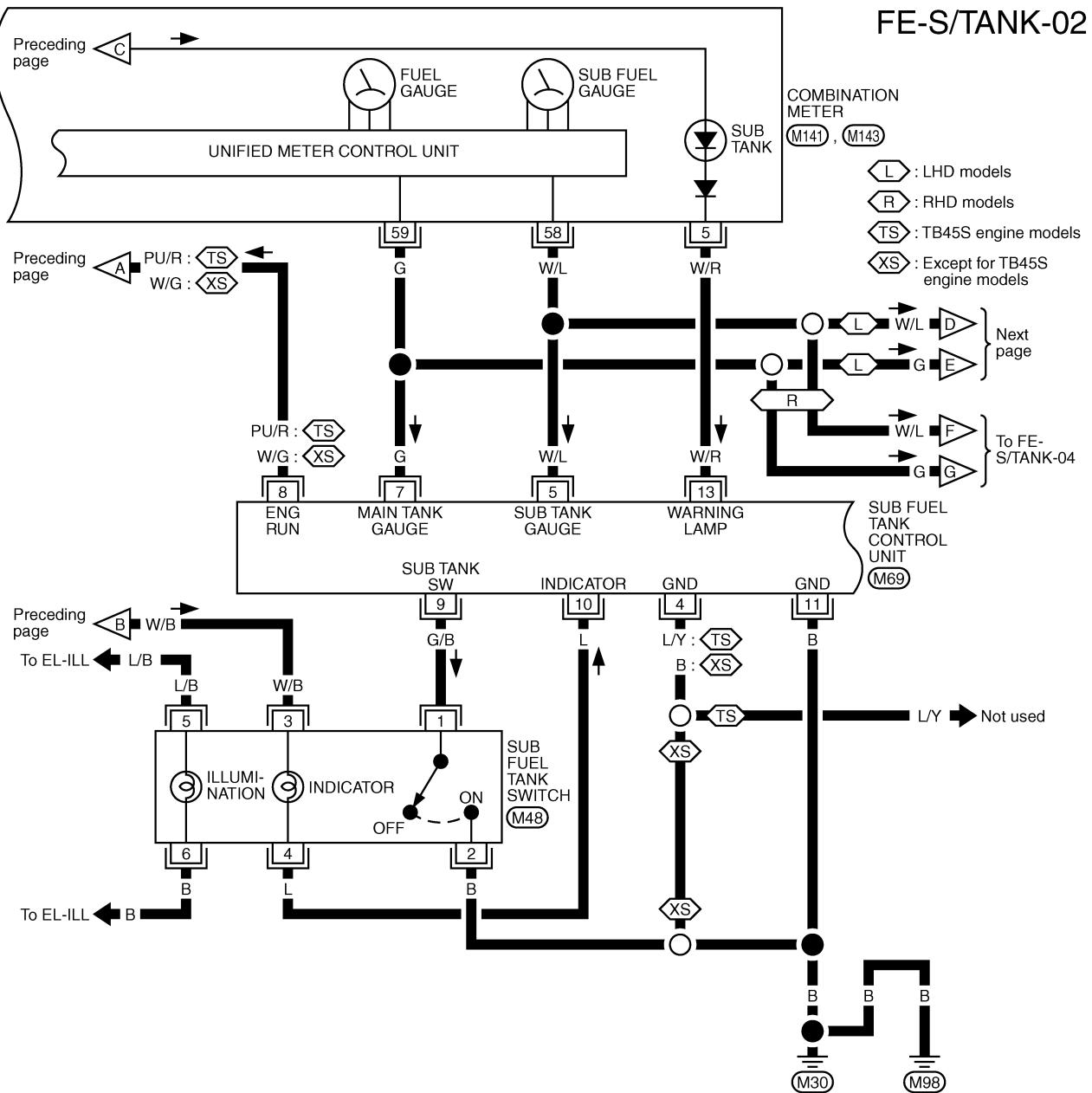
(M21, E127)
(M3)
(E112)



TROUBLE DIAGNOSES

Wiring Diagram — S/TANK — (Cont'd)

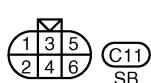
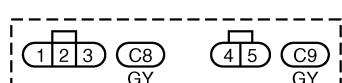
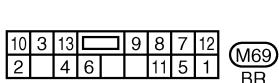
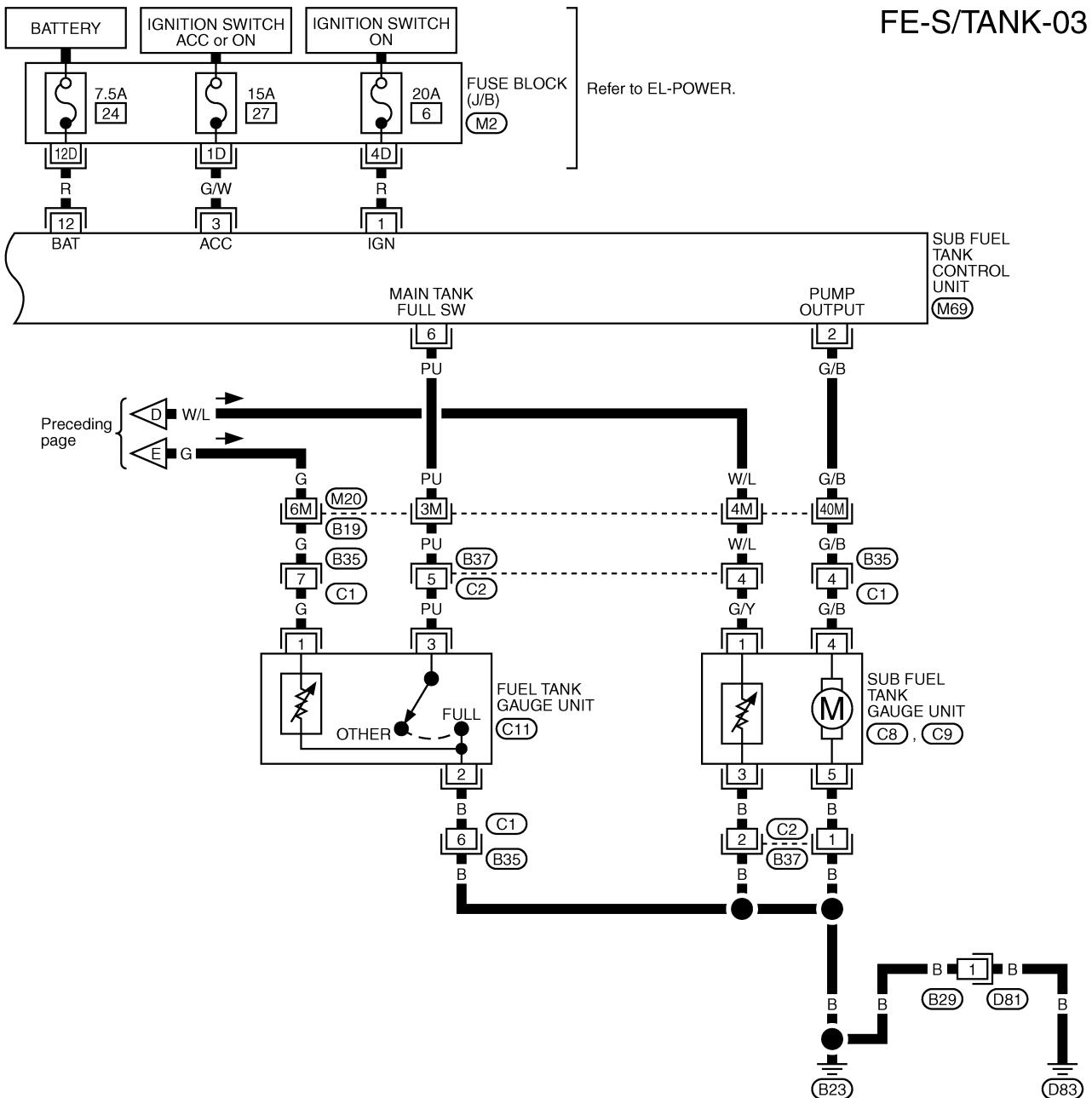
WAGON AND HARDDTOP MODELS



TROUBLE DIAGNOSES

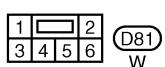
Wiring Diagram — S/TANK — (Cont'd)

WAGON AND HARDTOP MODELS (LHD)



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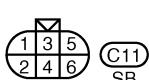
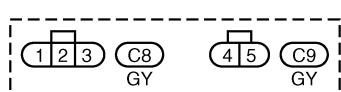
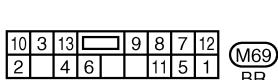
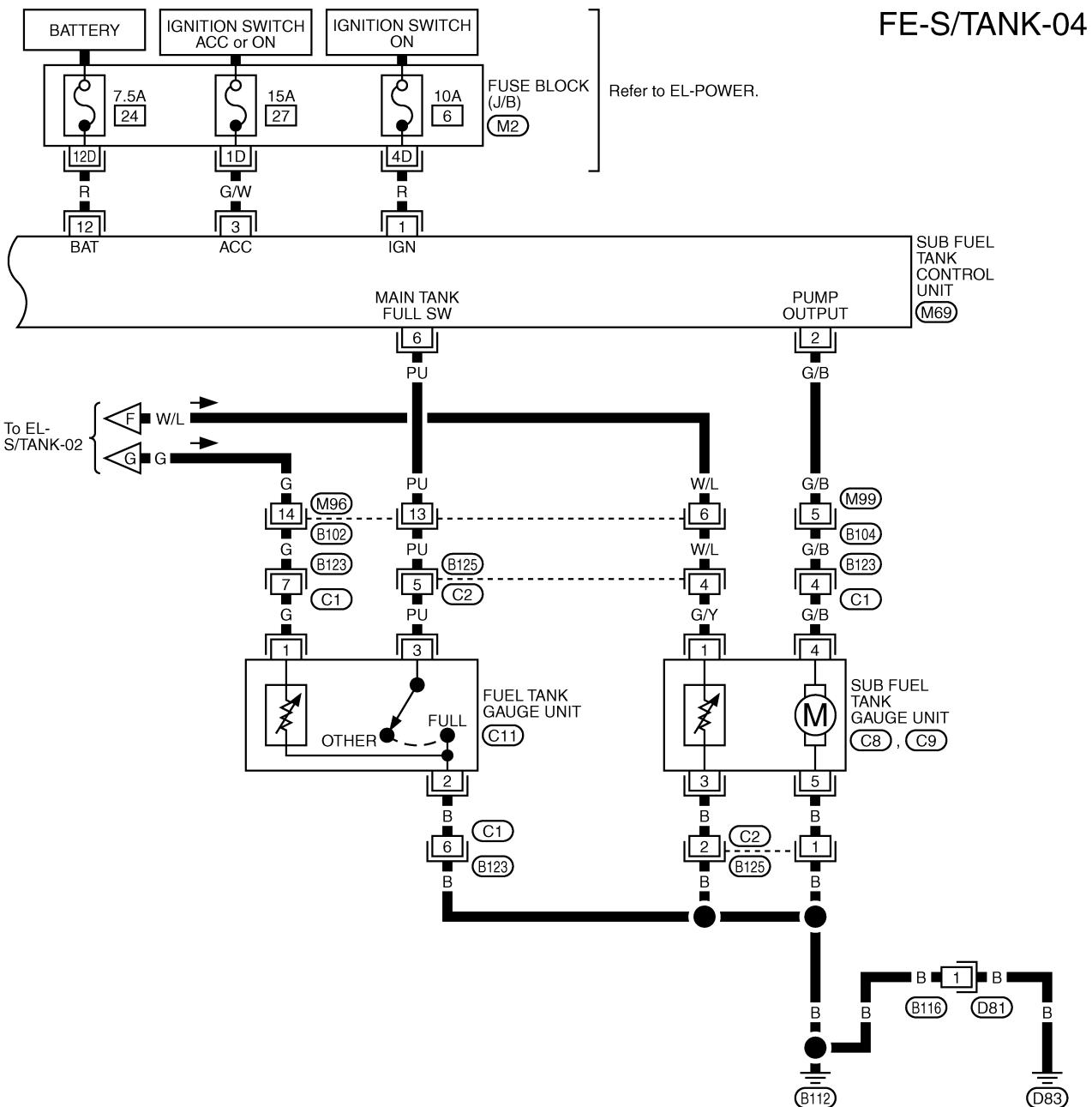
M20, B19
M?



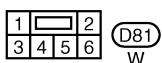
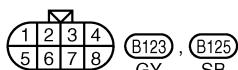
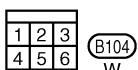
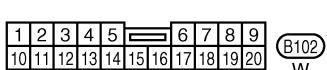
TROUBLE DIAGNOSES

Wiring Diagram — S/TANK — (Cont'd)

WAGON AND HARDTOP MODELS (RHD)



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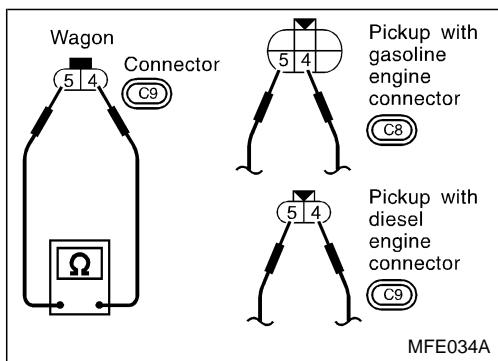


TROUBLE DIAGNOSES

Component Inspection

SUB FUEL TANK GAUGE UNIT

Refer to "METER AND GAUGES" in EL section.



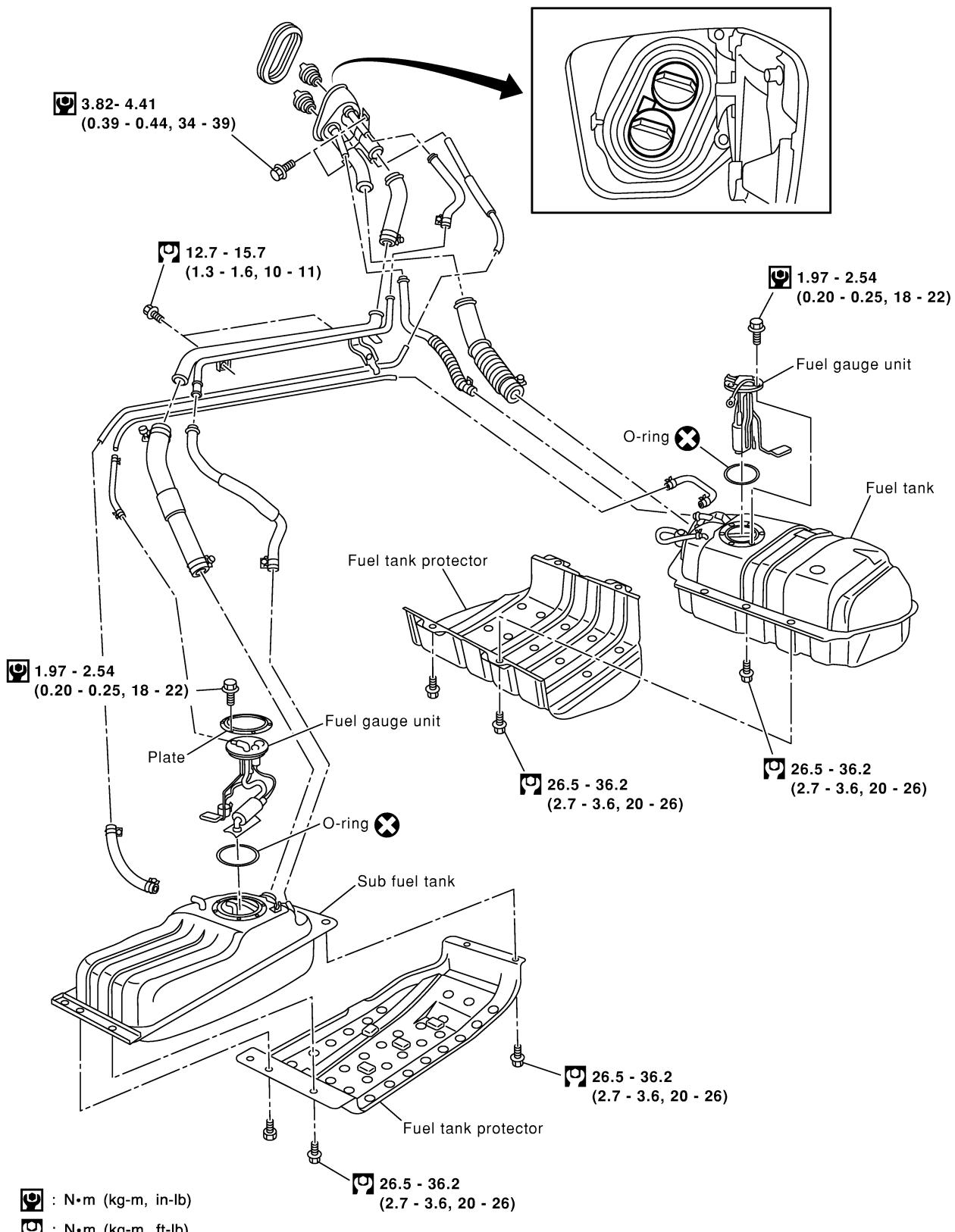
Sub fuel pump

Check resistance between terminals ④ and ⑤ with ohmmeter.

Resistance: Approximately less than 2Ω

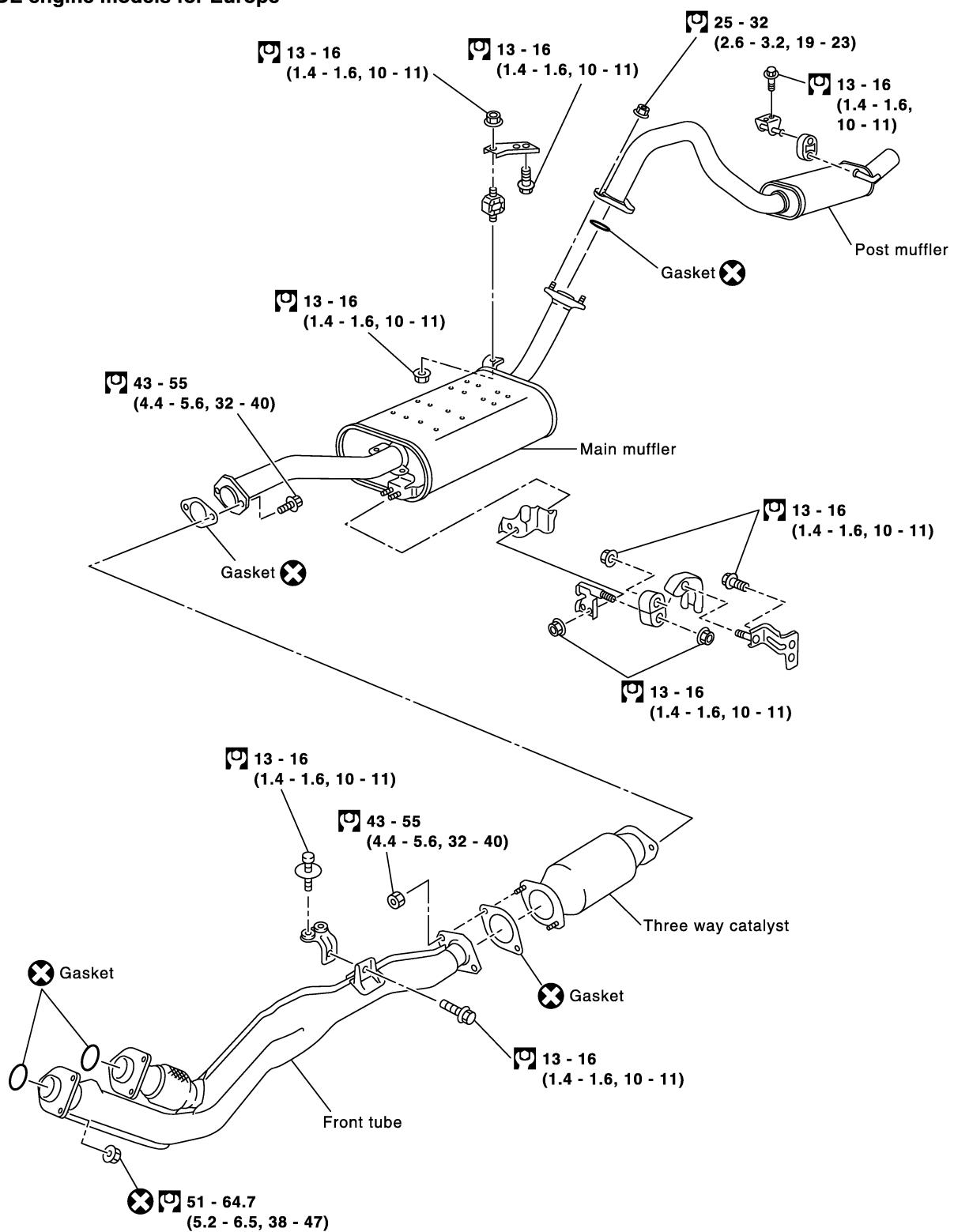
FUEL SYSTEM

SEC. 172
With sub fuel tank
(Wagon with gasoline engine)



EXHAUST SYSTEM

SEC. 200
TB48DE engine models for Europe



× : Always replace after every disassembly.

Nm : N·m (kg·m, ft·lb)