

Telephone:
Fax:
VAT Registration No.:

Name:	дизельмастер 52	Manufacturer:	Toyota
Address:		Model:	
		Year:	
		Registration:	
Tel - Private:		Mileage:	
Tel - Business:		Job number:	
Tel - Mobile		Date	

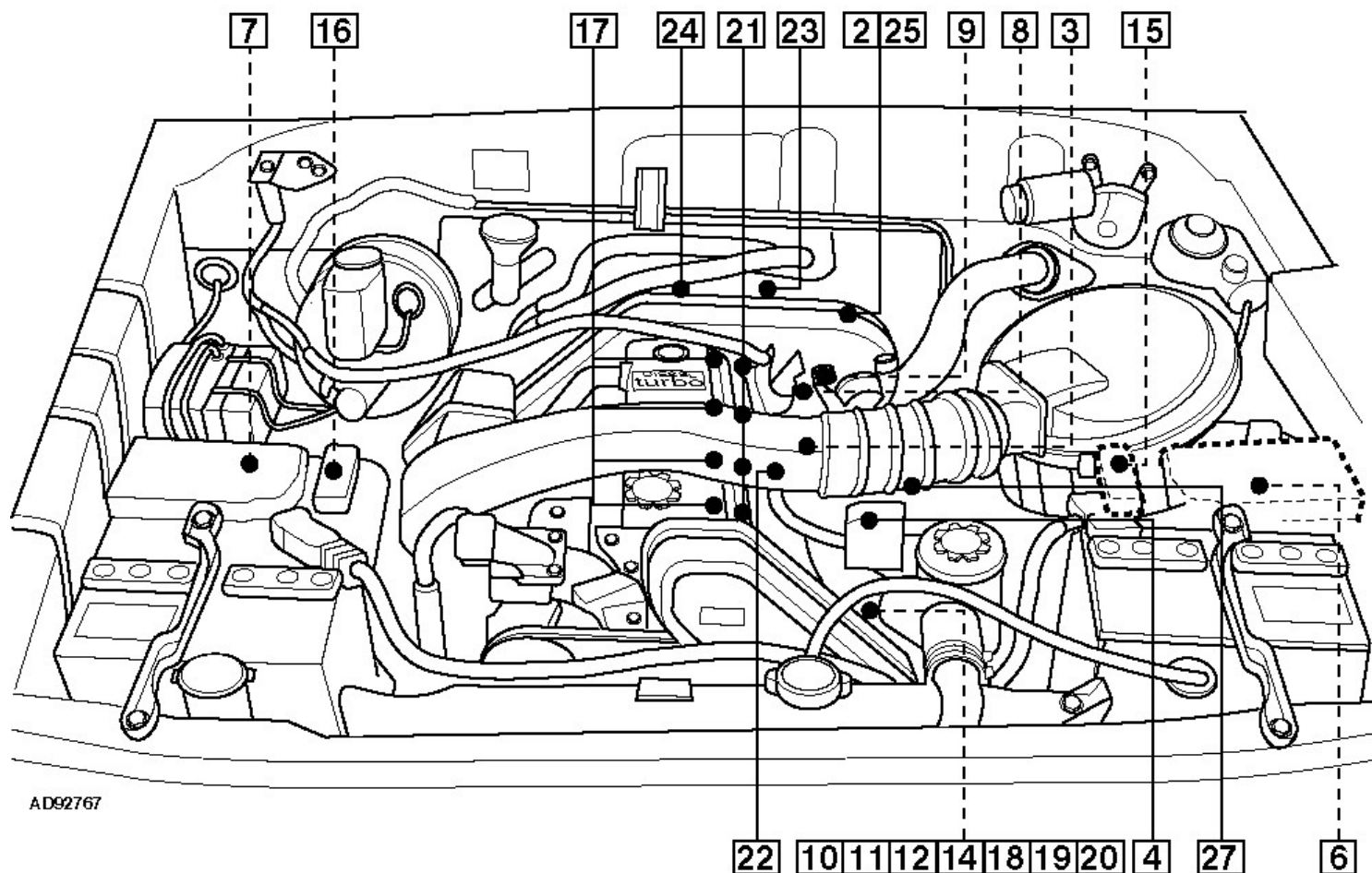
1	Brake pedal position (BPP) switch - above pedal
2	Closed throttle position (CTP) switch - in TP sensor
3	Crankshaft position (CKP) sensor
4	Data link connector (DLC)
5	Engine control module (ECM) - above glovebox
6	Engine control (EC) relay - engine bay relay plate 1 - LHD
7	Engine control (EC) relay - engine bay relay plate 1 - RHD
8	Engine coolant temperature (ECT) sensor
9	Exhaust gas recirculation (EGR) solenoid
10	Fuel injection pump
11	Fuel injection timing solenoid
12	Fuel quantity adjuster
13	Fuel quantity adjuster relay - fuse box/relay plate, fascia 2
14	Fuel temperature sensor
15	Glow plug relay - engine bay relay plate 2 - LHD
16	Glow plug relay - engine bay relay plate 2 - RHD
17	Glow plugs
18	Injection pump position sensor
19	Injection pump calibration resistor 1
20	Injection pump calibration resistor 2
21	Injectors
22	Intake air temperature (IAT) sensor
23	Intake manifold air control solenoid 1
24	Intake manifold air control solenoid 2
25	Throttle position (TP) sensor
26	Transmission range (TR) switch - transmission
27	Turbocharger (TC) boost pressure sensor
28	Vehicle speed sensor (VSS) - instrument panel

Manufacturer: Toyota
Engine code: 1KZ-TE
Tuned for:

Model: Landcruiser Colorado/Prado (96-02) 3,0D Turbo
Output: 91 (123) 3600
Year: 1996-02

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A163	AC compressor control module
31	Battery -
30	Battery +
S13	Brake pedal position (BPP) switch
S57	Closed throttle position (CTP) switch
B54	Crankshaft position (CKP) sensor
X1	Data link connector (DLC)
K46	Engine control (EC) relay
A35	Engine control module (ECM)
B24	Engine coolant temperature (ECT) sensor
H63	Engine malfunction indicator lamp (MIL)
Y28	Exhaust gas recirculation (EGR) solenoid
Y132	Fuel injection timing solenoid
Y159	Fuel quantity adjuster
K280	Fuel quantity adjuster relay
B31	Fuel temperature sensor
F	Fuse
X28-I	Fuse box/relay plate, engine bay 1
X28-II	Fuse box/relay plate, fascia 1
R5	Glow plug
K22	Glow plug relay
H25	Glow plug warning lamp
S411	Idle speed adjustment switch
15	Ignition switch - ignition ON
50	Ignition switch - start signal
A162	Immobilizer control module
R95-I	Injection pump calibration resistor 1
R95-II	Injection pump calibration resistor 2
B178	Injection pump position sensor
A5	Instrument panel
B25	Intake air temperature (IAT) sensor
Y102-I	Intake manifold air control solenoid 1
Y102-II	Intake manifold air control solenoid 2
H44	Overdrive indicator lamp

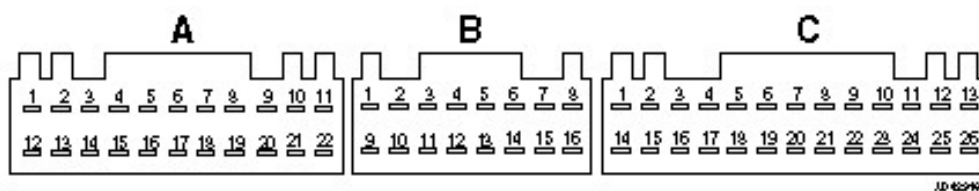
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S159	Overdrive selection switch
S412	Second gear pull-away selection switch
H129	Second gear pull-away warning lamp
K4	Starter motor relay
P7	Tachometer
B147	Throttle position (TP) sensor
S410	Transfer box low ratio switch
S409	Transfer box neutral switch
B133	Transmission fluid temperature sensor
H128	Transmission fluid temperature warning lamp
Y96	Transmission lock-up control valve
H94	Transmission mode selection lamp
S253	Transmission mode selection switch
S249	Transmission range (TR) switch
Y97-I	Transmission shift solenoid (SS) 1
Y97-II	Transmission shift solenoid (SS) 2
H27	Transmission shift warning lamp(s)
B134	Transmission vehicle speed sensor
B105	Turbocharger (TC) boost pressure sensor
B33	Vehicle speed sensor (VSS)
P9	Vehicle speedometer



bl = blue	br = brown	el = cream	ge = yellow
gn = green	gr = grey	nf = neutral	og = orange
rs = pink	rt = red	sw = black	vi = violet
ws = white	hbl = light blue	hgn = light green	rbr = maroon
x = braided cable	y = high tension	z = non-cable connection	

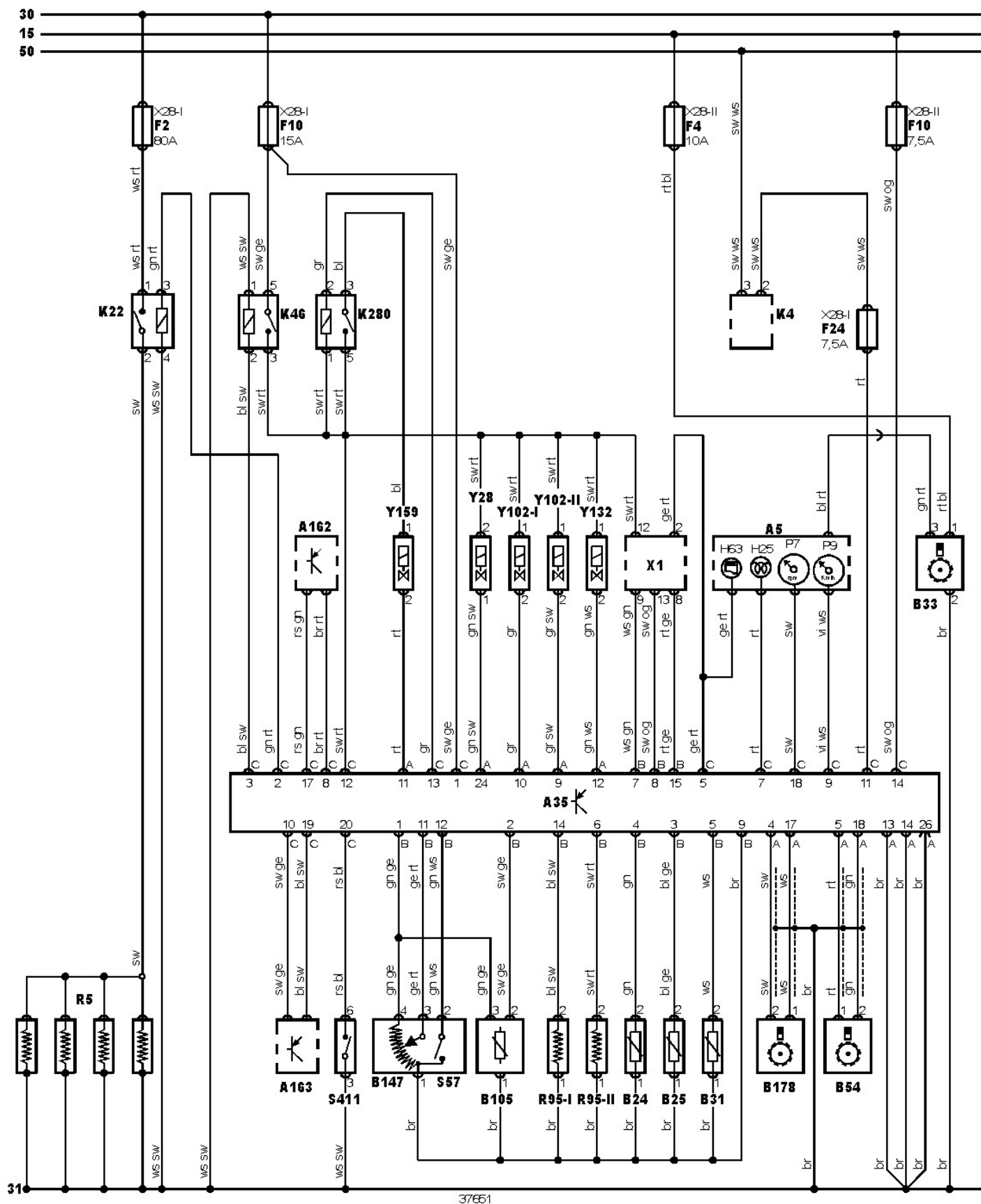
NOTE: In certain diagrams (Citroen, Peugeot & Renault), colour codes are replaced by numbers which are used to identify a particular cable and not the colour. In this instance, the cables will be numbered at each end close to the harness connector.

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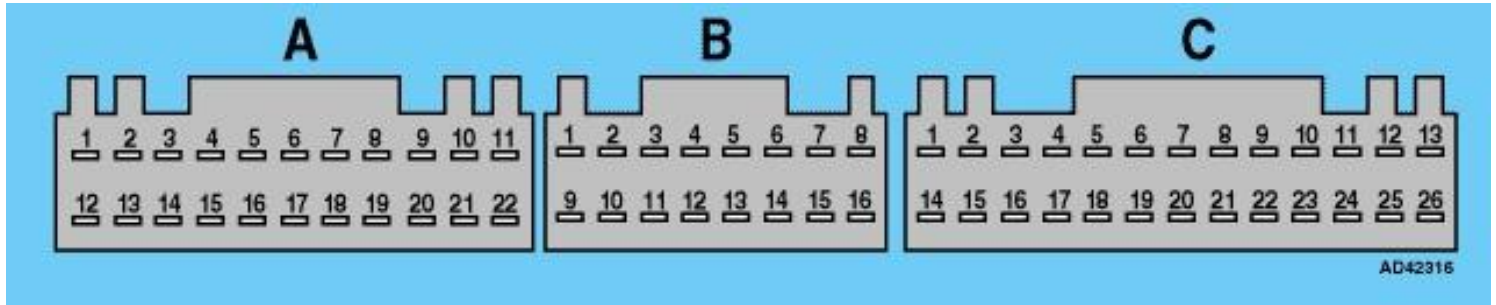
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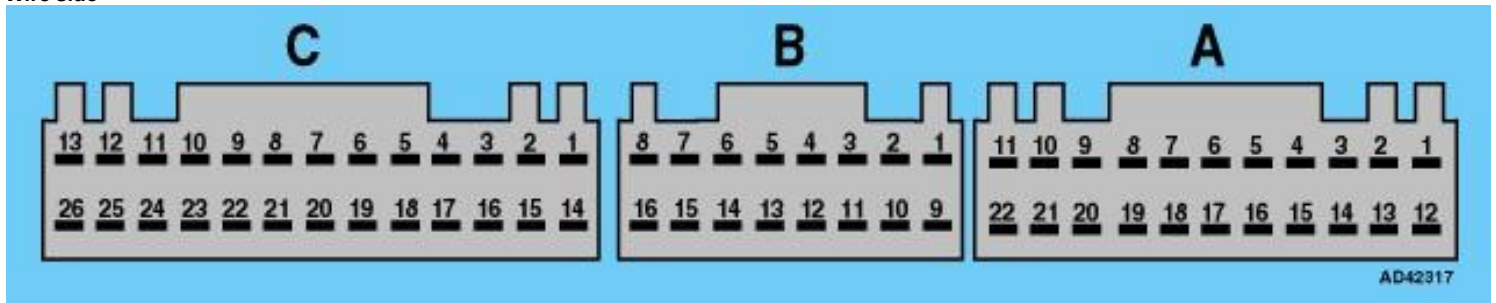
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Terminal side



Wire side



Component/circuit description	ECM pin	Signal	Condition	Typical value	Oscilloscope setting (Suggested settings - Voltage/time per division)	Wave form
AC compressor clutch	C10	⇒	Engine idling - AC OFF	0-1 V		
AC compressor clutch	C10	⇒	Engine idling - AC ON, AC compressor OFF	0-1 V		
AC compressor clutch	C10	⇒	Engine idling - AC ON, AC compressor ON	11-14 V		
AC compressor control module	C19	←	Ignition ON	11-14 V		
AC compressor control module	C19	←	Vehicle moving - 48 mph max. - AC ON - accelerator pedal fully depressed for 5 secs.	0-1 V		
Battery	C1	←	Ignition OFF	11-14 V		
Brake pedal position (BPP) switch	C4	←	Ignition ON - brake pedal released	0-1 V		
Brake pedal position (BPP) switch	C4	←	Ignition ON - brake pedal depressed	7,5-14 V		
Closed throttle position (CTP) switch	B9	⚡	Ignition ON	0 V		
Closed throttle position (CTP) switch	B12	←	Ignition ON - throttle closed	0-1 V		
Closed throttle position (CTP) switch	B12	←	Ignition ON - throttle slightly open	11-14 V		
Crankshaft position (CKP) sensor	A5	←	Engine idling	0,25 V ac		
Crankshaft position (CKP) sensor	A5	←	Engine idling		1 V/20 ms	 6
Crankshaft position (CKP) sensor	A18	⚡	Engine idling	0 V		
Data link connector (DLC)	B7		Ignition ON	11-14 V		

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Data link connector (DLC)	B8			Connected pin - no test data available or random digital signal		
Data link connector (DLC)	B15		Ignition ON	11-14 V		
Data link connector (DLC) - AT	B16			Connected pin - no test data available or random digital signal		
Earth	A13		Ignition ON	0 V		
Earth	A14		Ignition ON	0 V		
Earth	A26		Ignition ON	0 V		
Engine control (EC) relay	C3	⇒	Ignition OFF	0-1 V		
Engine control (EC) relay	C3	⇒	Ignition ON	11-14 V		
Engine control (EC) relay	C12	←	Ignition OFF	0 V		
Engine control (EC) relay	C12	←	Ignition ON	11-14 V		
Engine coolant temperature (ECT) sensor	B4	←	Ignition ON - coolant temp. 20°C	2 V		
Engine coolant temperature (ECT) sensor	B4	←	Ignition ON - coolant temp. 80°C	0,5 V		
Engine coolant temperature (ECT) sensor	B9	⌋	Ignition ON	0 V		
Exhaust gas recirculation (EGR) solenoid	A24	⌋→	Ignition ON	11-14 V		
Exhaust gas recirculation (EGR) solenoid	A24	⌋→	Engine running - engine hot - valve operating		2 V/1 ms	 10
Fuel injection timing solenoid	A12	⌋→	Ignition ON	11-14 V		
Fuel injection timing solenoid	A12	⌋→	Engine running		5 V/20 ms	 33
Fuel quantity adjuster	A11	⌋→	Ignition ON	11-14 V		
Fuel quantity adjuster	A11	⌋→	Engine idling - engine hot	11-14 V	2 V/20µs	 10
Fuel quantity adjuster relay	C13	⌋→	Ignition ON	0-1 V		
Fuel temperature sensor	B5	←	Ignition ON - fuel temp. 18°C	2,2 V		
Fuel temperature sensor	B9	⌋	Ignition ON	0 V		
Glow plug relay	C2	⇒	Ignition ON - glow plugs ON	11-14 V		
Glow plug relay	C2	⇒	Ignition ON - glow plugs OFF	0-1 V		
Glow plug relay	C2	⇒	Engine cranking	6 V min.		
Glow plug warning lamp	C7	⌋→	Ignition ON - lamp ON	0-1 V		
Glow plug warning lamp	C7	⌋→	Ignition ON - lamp OFF	11-14 V		
Idle speed adjustment switch	C20	⇒	Engine idling - 'idle up' switch ON	0-1 V		
Idle speed adjustment switch	C20	⇒	Engine idling - 'idle up' switch OFF	11-14 V		
Ignition switch	C14	←	Ignition OFF	0 V		
Ignition switch	C14	←	Ignition ON	11-14 V		
Immobilizer control module	C8			Connected pin - no test data available or random digital signal		
Immobilizer control module	C17			Connected pin - no test data available or random digital signal		
Injection pump calibration resistor 1	B9	⌋	Ignition ON	0 V		
Injection pump calibration resistor 1	B14	←	Ignition ON	0,2-4,5 V		
Injection pump calibration resistor 2	B6	←	Ignition ON	0,2-4,5 V		
Injection pump calibration resistor 2	B9	⌋	Ignition ON	0 V		
Injection pump position sensor	A4	←	Engine idling	0,6 V ac		
Injection pump position sensor	A4	←	Engine idling		0,5 V/5 ms	 1

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Injection pump position sensor	A17		Engine idling	0 V		
Intake air temperature (IAT) sensor	B3		Ignition ON - air temp. 18°C	2,2 V		
Intake air temperature (IAT) sensor	B9		Ignition ON	0 V		
Intake manifold air control solenoid 1	A10		Engine idling	11-14 V		
Intake manifold air control solenoid 1	A10		Engine idling - switch ignition OFF	0-1 V for 2 seconds		
Intake manifold air control solenoid 2	A9		Engine idling	11-14 V		
Intake manifold air control solenoid 2	A9		Engine idling - switch ignition OFF	0-1 V for 2 seconds		
Malfunction indicator lamp (MIL)	C5		Ignition ON - MIL ON	0-1 V		
Malfunction indicator lamp (MIL)	C5		Engine idling - MIL OFF	11-14 V		
Overdrive selection switch	C16		Ignition ON - overdrive selected	11-14 V		
Overdrive selection switch	C16		Ignition ON - overdrive 'OFF' selected	3 V max.		
Second gear pull-away selection switch	A23		Ignition ON - '2nd' switch ON	3 V max.		
Second gear pull-away selection switch	A23		Ignition ON - '2nd' switch OFF	11-14 V		
Second gear pull-away warning lamp	A22		Ignition ON - lamp ON	3 V max.		
Second gear pull-away warning lamp	A22		Ignition ON - lamp OFF	11-14 V		
Starter motor relay	C11		Engine cranking	6 V min.		
Tachometer	C18			Connected pin - no test data available or random digital signal		
Throttle position (TP) sensor	B1		Ignition ON	5 V		
Throttle position (TP) sensor	B9		Ignition ON	0 V		
Throttle position (TP) sensor	B11		Ignition ON - throttle closed	0,3-0,8 V		
Throttle position (TP) sensor	B11		Ignition ON - throttle fully open	3,2-4,9 V		
Transfer box low ratio switch	A7			Connected pin - no test data available or random digital signal		
Transfer box neutral switch	A8		Ignition ON - transfer box in neutral	0-1 V		
Transfer box neutral switch	A8		Ignition ON - transfer box not in neutral	11-14 V		
Transmission fluid temperature (TFT) sensor	B13		Engine idling - engine hot	0-1 V		
Transmission lock-up control valve	A1		Ignition ON	1,5 V max.		
Transmission mode selection switch	C15		Ignition ON - 'ECT/PWR' switch ON	11-14 V		
Transmission mode selection switch	C15		Ignition ON - 'ECT/PWR' switch OFF	0-1 V		
Transmission fluid temperature warning lamp	C6		Ignition ON - lamp ON	0-1 V		
Transmission fluid temperature warning lamp	C6		Engine idling - lamp OFF	11-14 V		
Transmission range (TR) sensor	A20		Selector lever in L	11-14 V		
Transmission range (TR) sensor	A20		Selector lever not in L	0-1 V		
Transmission range (TR) sensor	A21		Selector lever in 2	11-14 V		
Transmission range (TR) sensor	A21		Selector lever not in 2	0-1 V		
Transmission range (TR) sensor	C22		Engine cranking - AT in P or N	11-14 V		

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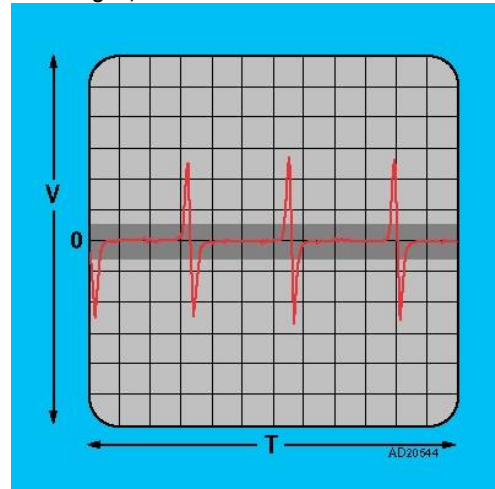
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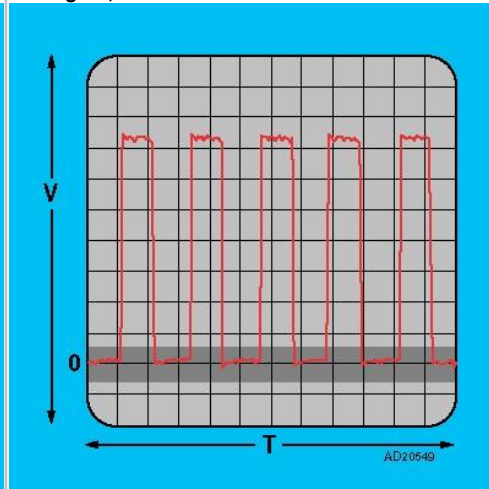
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<u>Transmission range (TRV) sensor</u>	C22	←	Engine cranking - AT not in P or N	0-1 V		
Transmission shift solenoid (SS) 1	A2	⇒	Ignition ON	11-14 V		
Transmission shift solenoid (SS) 1	A2	⇒	Ignition ON - AT in 1 or 2	11-14 V		
Transmission shift solenoid (SS) 1	A2	⇒	Ignition ON - AT in 3 or overdrive	0-1 V		
Transmission shift solenoid (SS) 2	A15	⇒	Ignition ON - AT in 3 or overdrive	0-1 V		
Transmission shift solenoid (SS) 2	A15	⇒	Ignition ON - AT in 2 or 3	11-14 V		
Transmission shift solenoid (SS) 2	A15	⇒	Ignition ON - AT in 1 or overdrive	0-1 V		
Transmission vehicle speed sensor	A3	←		Connected pin - no test data available or random digital signal		
Transmission vehicle speed sensor	A16	⚡		Connected pin - no test data available or random digital signal		
<u>Turbocharger (TC) boost pressure sensor</u>	B1	⇒	Ignition ON	5 V		
<u>Turbocharger (TC) boost pressure sensor</u>	B2	←	Ignition ON	1,3-1,9 V		
<u>Turbocharger (TC) boost pressure sensor</u>	B2	←	Ignition ON - 0,4 bar vacuum	0,2-0,8 V		
<u>Turbocharger (TC) boost pressure sensor</u>	B2	←	Ignition ON - 0,69 bar vacuum	3,2-3,8 V		
<u>Turbocharger (TC) boost pressure sensor</u>	B2	←	Engine running - full throttle briefly	3,3 V		
<u>Turbocharger (TC) boost pressure sensor</u>	B9	⚡	Ignition ON	0 V		
Vehicle speedometer	C9	←	Ignition ON - vehicle pushed	0-1 V or 11-14 V switching		

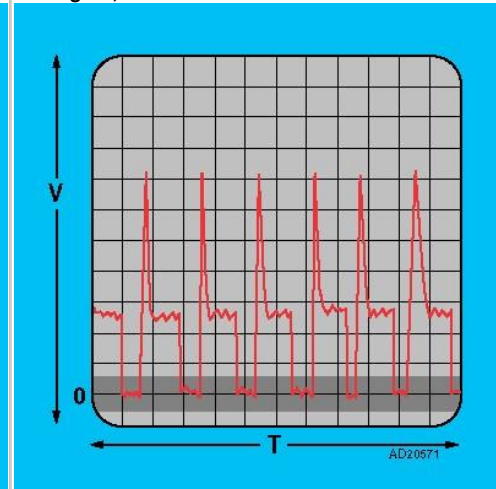
6. Analogue, AC



10. Digital, DC



33. Digital, DC



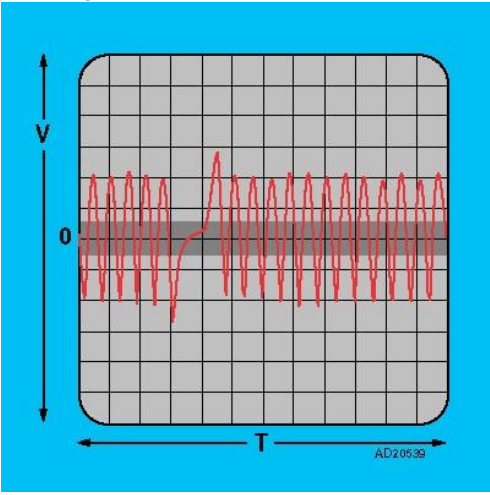
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1. Analogue, AC



↔	input/output signal
←	input signal
⇒	output signal
⌌⇒	ECM switched earth
⌌—	ECM earth circuit

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Notes			Specified value	Measured value
Vehicle identification				
	No. of cylinders	Type	4/OHC	
	Capacity	cc	2982	
Injection system				
	Fuel/injection pump assembly	Make	Denso	
	Fuel/injection pump assembly	Type	VE	
	Fuel/injection pump assembly	Part No.	22100-67070	
	Pump type		Rotary	
	Injection sequence		1-3-4-2	
	Injector nozzle	Make	Denso	
	Nozzle and holder assembly	Part No.	DN0PD619	
	Nozzle opening pressure - new/used	bar	148-156/143-151	
	Back leak (pressure loss)	bar/secs	9,8-19,6/10	
Tuning and emissions				
	Plunger travel (pump)	mm ABDC	0,58-0,62	
	Crankshaft position (n = ATDC)	°BTDC	0	
	Adjusting method	Engine/Pump	Pointer/ Dial gauge	
	Idle speed	rpm	700±50	
	Idle speed - alternative	rpm	AT=800±50	
	Rated no load speed	rpm	4800±130	
	Oil temperature	°C	80	
	Idle speed - for smoke test	rpm	650-750 AT=750-850	
	Governed speed range - for smoke test	rpm	4800-5200	
	Maximum time at governed speed	secs	1,0	
	Test mode	A/B	B	
	Probe type	1/2	1	
	Conditioning	Accelerations/rpm	3	
	Smoke opacity - EU limit	m-1 (%)	3,00 (73)	
	Smoke opacity - homologation value	m-1 (%)	2,50 (66)	
Starting and charging				
	Battery	V/RC(Ah)	12/110 (70)	
	Maximum cranking amps	A	189-231	
	Alternator output	A/V/rpm	60/14/2000	
Glow plugs				
	Glow plug nominal rating	V/A	11	
	Glow plug activation time	secs	18	
	Glow plug - part no.	Beru	968 MJ	
	Glow plug - part no.	Champion	Y715R	
Service checks and adjustments				
	Valve clearance - INLET	mm	0,20-0,30 cold	
	Valve clearance - EXHAUST	mm	0,25-0,35 cold	
	Compression pressure	bar	19,6-30,4	
	Turbo boost pressure	bar/rpm	0,51-0,67/4600	
	Oil pressure	bar/rpm	2,9-5,4/3000	
	Radiator cap	bar	0,75-1,05	
	Thermostat (primary/secondary) open	°C	88	
	Drive belt tension - alternator/PAS/AC	mm	10-14	
Lubricants and capacities				
	Engine oil grade - cold climate	SAE	10W/30 Semi-synthetic	
	Engine oil grade - moderate climate	SAE	10W/40 Semi-synthetic	

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	Engine oil grade - hot climate	SAE	Semi-synthetic	
	Engine oil classification	API/ACEA	CF/B3-96	
	Engine oil grade - alternative - moderate climate	SAE	20W/50	
	Engine with filter(s)	litres	7,0	
42	Manual gearbox oil grade	SAE	75W/90	
41	Manual gearbox 4/5 speed	litres	2,2	
	Automatic transmission fluid	Type	Dexron II	
	Automatic transmission (drain & refill)	litres	2,0	
	Differential oil grade - front	SAE	90	
	Differential front/AT	litres	1,1	
68	Differential oil grade - rear	SAE	90	
	Cooling system	litres	9,0	
	Brake fluid	Type	DOT 3	
	Power steering fluid	Type	Dexron II	
	Power steering fluid	litres	0,8	

Tightening torques

	Cylinder head instructions			
Cylinder head				
		Renew bolts	No	
	Stage 1	Tighten	39 Nm	
	Stage 2	Tighten	90°	
	Stage 3	Tighten	90°	

Other tightening torques

	Main bearings	Renew bolts/nuts	No	
	Main bearings	Stage 1	49 Nm	
	Main bearings	Stage 2	90°	
40	Big end bearings	Renew bolts/nuts		
	Big end bearings	Stage 1	35 Nm	
	Big end bearings	Stage 2	90°	
	Sump bolts		16 Nm	
	Sump drain bolt		34 Nm	
	Flywheel/driveplate		123 Nm/98 Nm	
	Clutch to flywheel		20 Nm	
	Crankshaft pulley/damper centre bolt		235 Nm	
	Camshaft sprocket/gear		100 Nm	
	Camshaft carrier/cap		25 Nm	
	Camshaft/rocker cover		12 Nm	
	Inlet manifold to cylinder head		20 Nm	
	Exhaust manifold to cylinder head		52 Nm	
	Injector/clamp		54 Nm	
	Injector pipe unions		25 Nm	
	Fuel/injection pump sprocket/gear		64 Nm	
	Fuel/injection pump flange		21 Nm	
	Fuel/injection pump mounting		18 Nm	
	Injector nozzle to holder		47 Nm	
	Glow plugs		13 Nm	
	Front hub		235 Nm	
	Steering track rod end		91 Nm	
	Brake caliper carrier to hub	Front	123 Nm	
	Brake caliper to carrier	Rear	88 Nm	
	Brake caliper carrier to hub	Rear	103 Nm	
	ABS sensor	Front	8 Nm	
	ABS sensor	Rear	8 Nm	
	Road wheels		110 Nm	

Brake disc and drum dimensions

	Minimum disc thickness - ventilated	Front	20 mm	
	Minimum disc thickness	Rear	16 mm	
	Disc runout	Front	0,07 mm	
	Disc runout	Rear	0,15 mm	
	Maximum drum diameter	Rear	297 mm	
	Minimum pad thickness	Front	1 mm	
	Minimum pad thickness	Rear	1 mm	
	Minimum shoe thickness	Rear	1 mm	
	Parking brake travel	No. of notches	6-8	

Air conditioning

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	Air conditioning refrigerant	Type	R134a	
26	Air conditioning refrigerant quantity	grams	700±50	
	Air conditioning oil	Type	Dens Oil 8	
	Air conditioning oil viscosity	ISO	46	

Autodata Note 42

Transfer box = 75W/90

Autodata Note 41

Transfer box = 1,2 litres

Autodata Note 68

LSD = 90/GL-5 (to LSD spec. only)

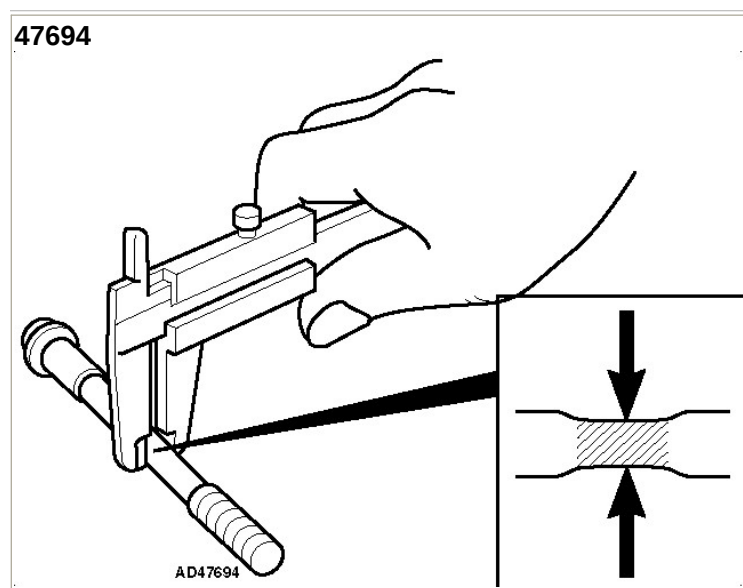
Autodata Note 40

Fig. 47694

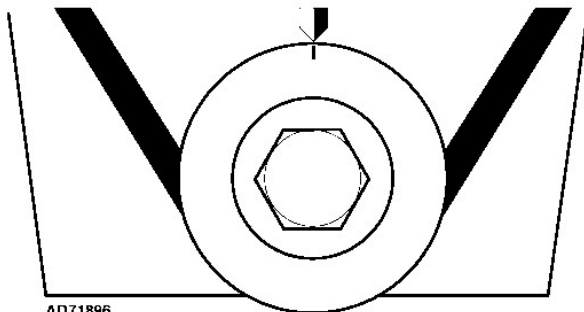
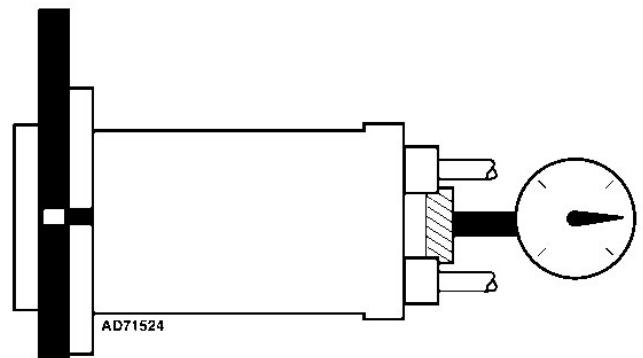
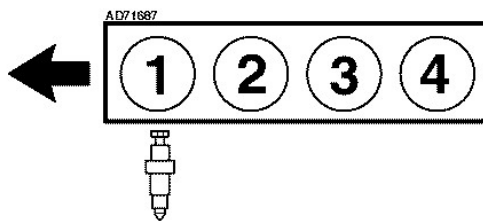
Bolt diameter = 8,3 mm

Autodata Note 26

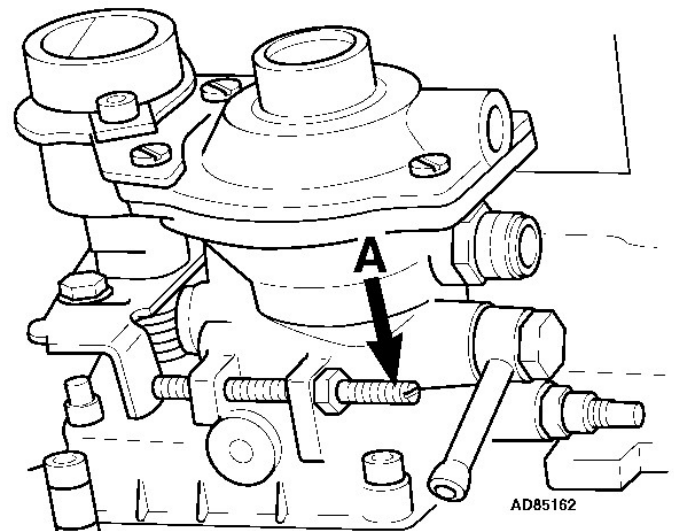
With rear AC = 950±50 grams



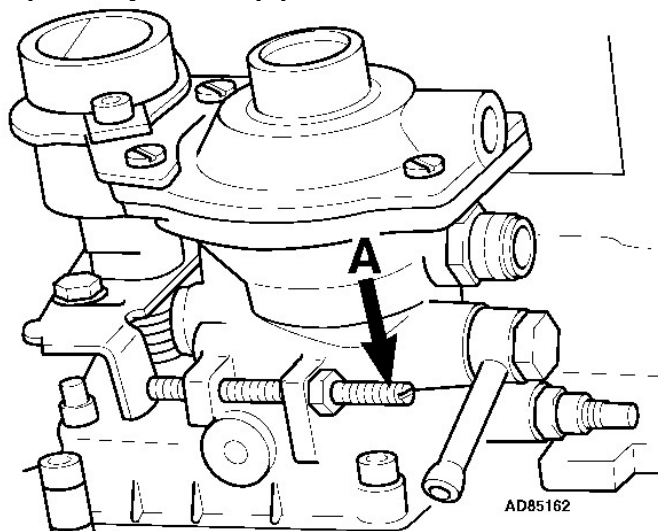
Cylinder layout



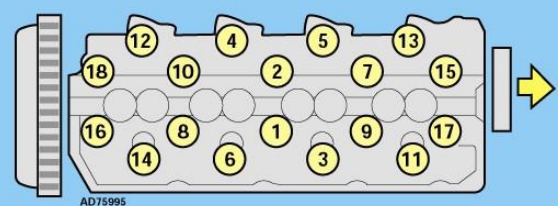
Idle speed adjustment (A)



Idle speed adjustment (A)



Tightening sequence

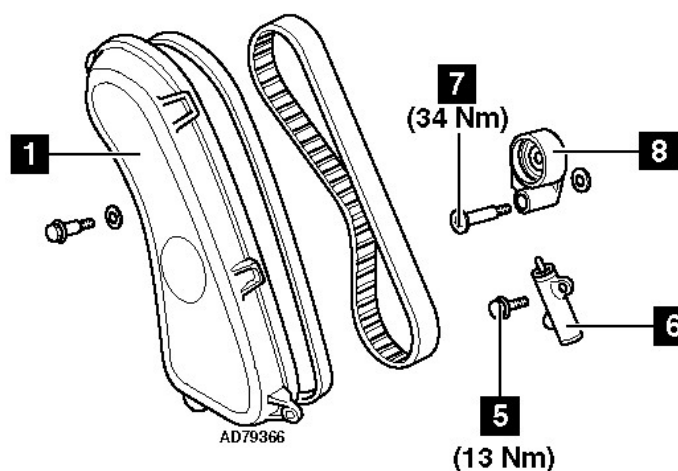
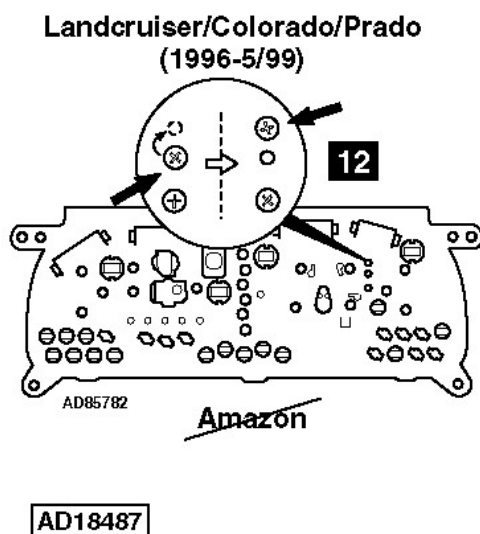
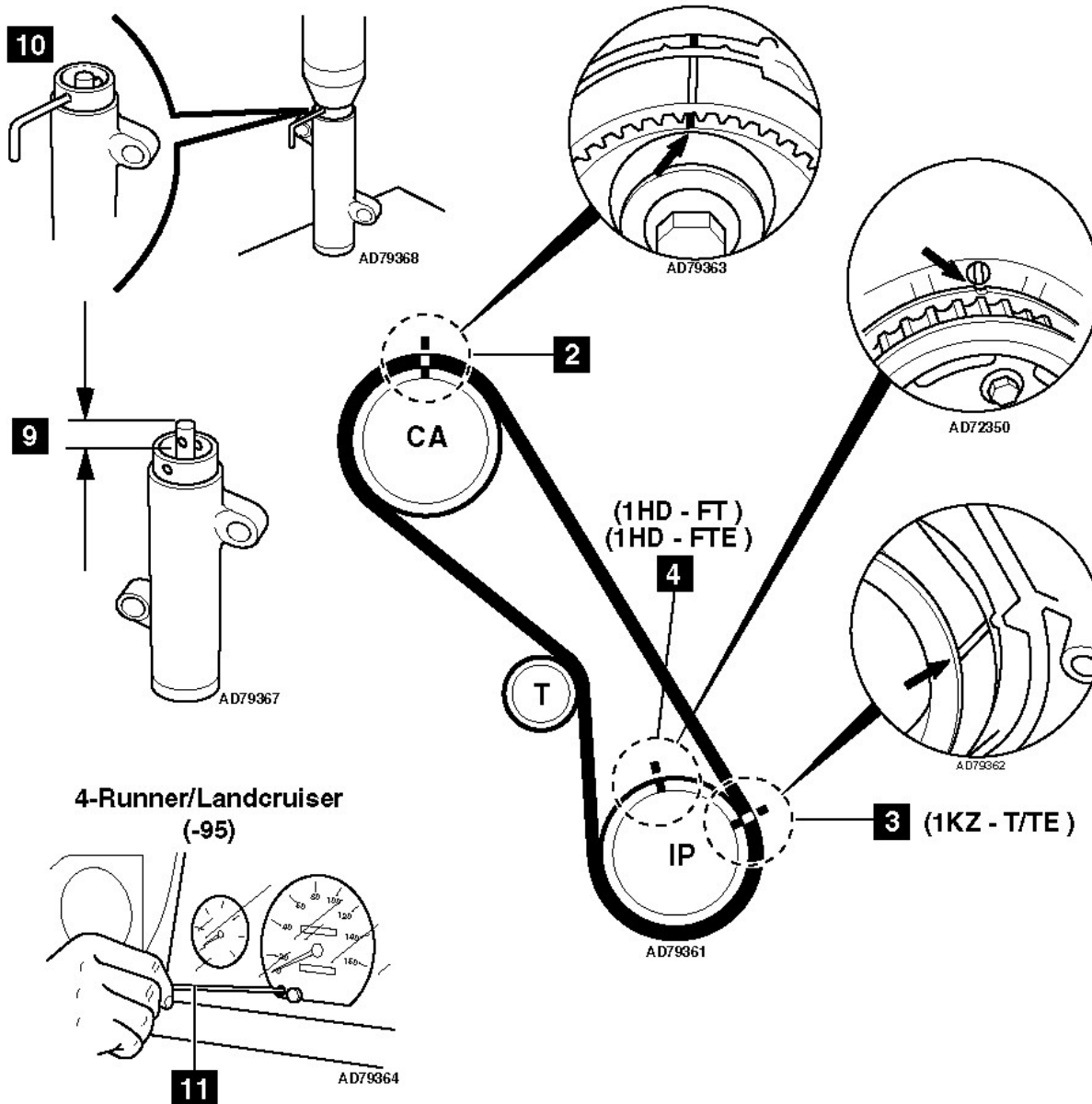


Manufacturer: Toyota
Engine code: 1KZ-TE
Tuned for:

Model: Landcruiser Colorado/Prado (96-02) 3,0D Turbo
Output: 91 (123) 3600
Year: 1996-02

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