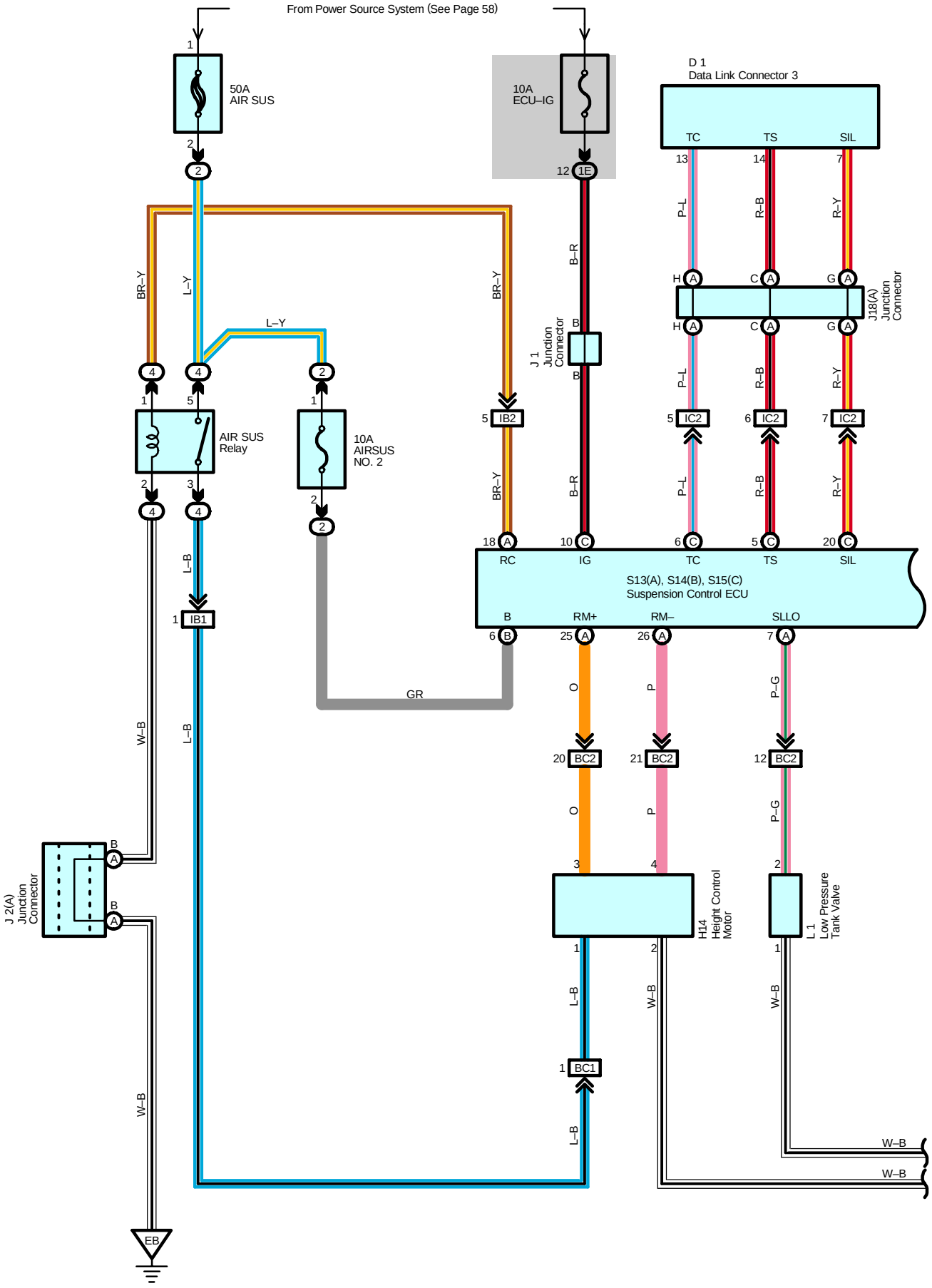
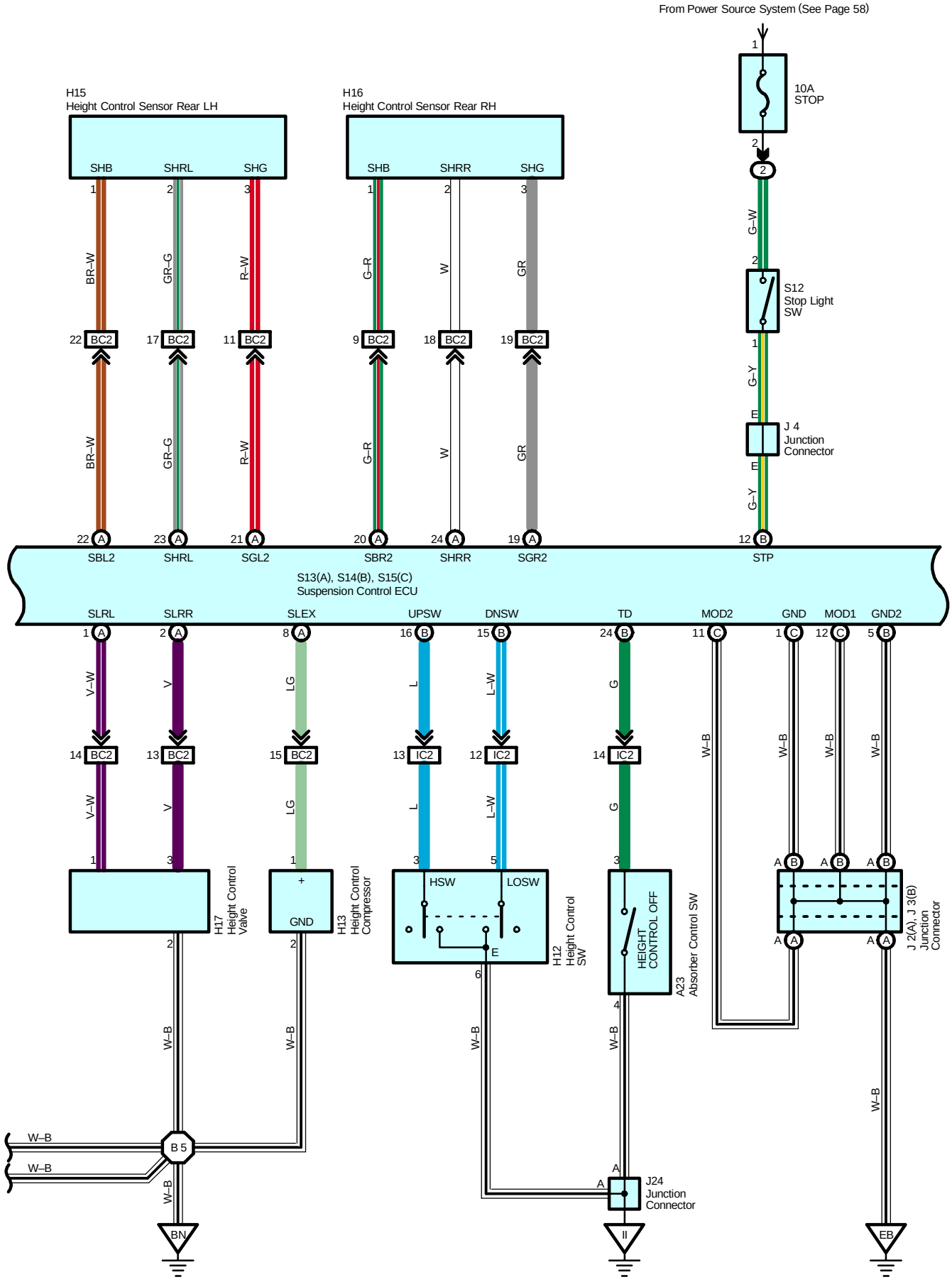
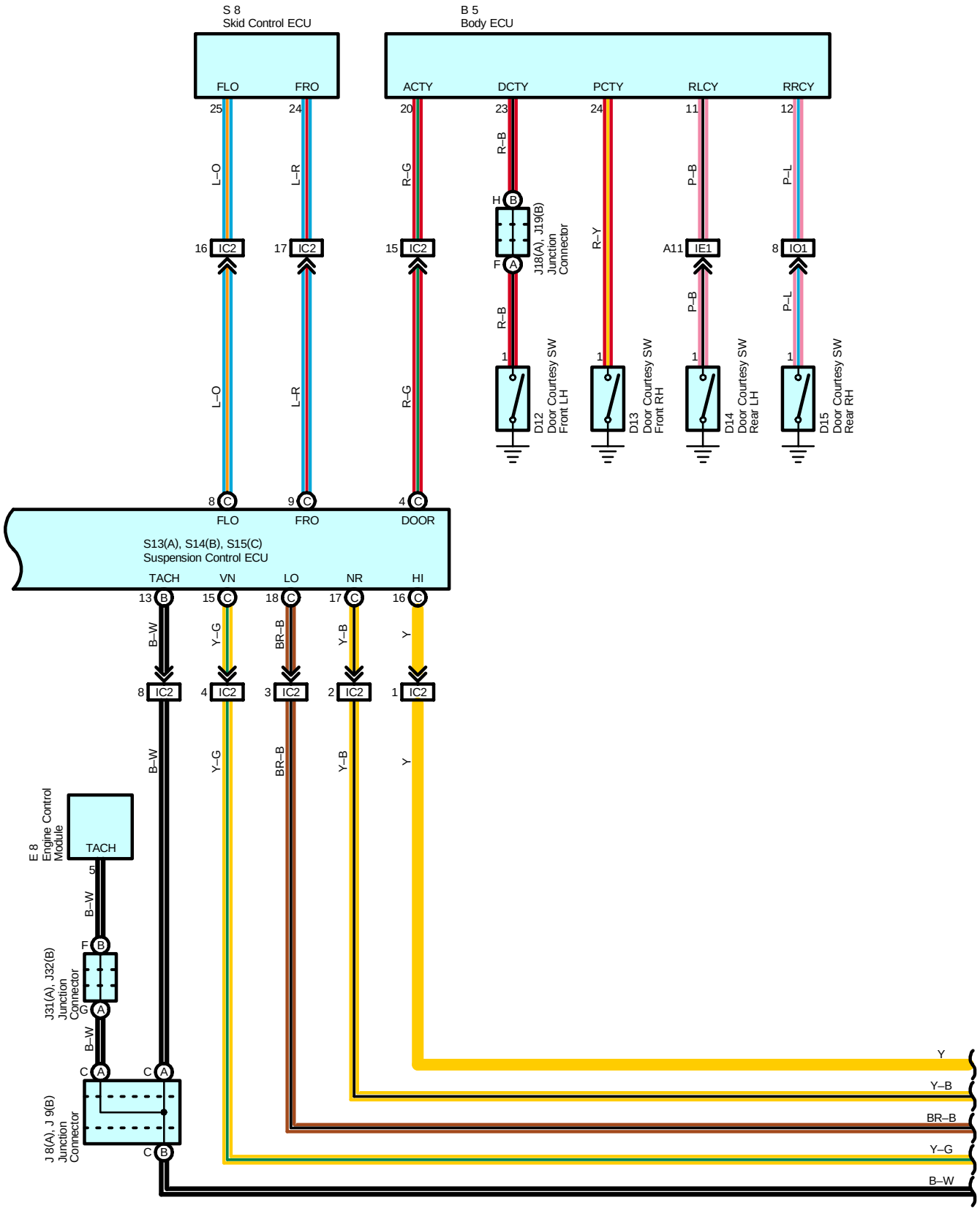
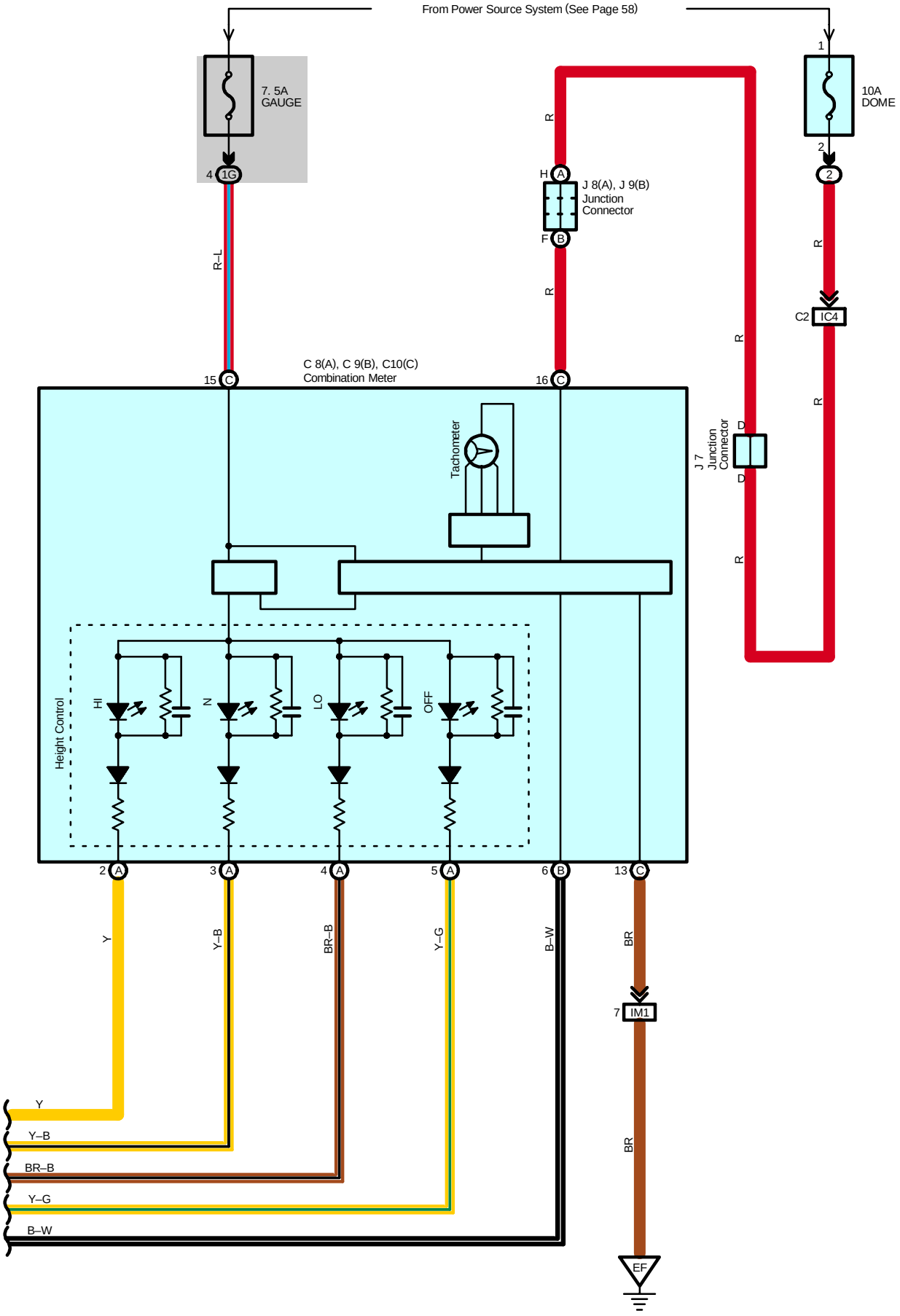

From Power Source System (See Page 58)
50A
AIR SUS
10A
ECU–IG
D 1
Data Link Connector 3
TC
TS
SIL
AIR SUS
Relay
10A
AIRSUS
NO. 2
J 1
Junction
Connector
J18(A)
Junction
Connector
J 2(A)
Junction
Connector
S13(A), S14(B), S15(C)
Suspension Control ECU
RC
IG
TC
TS
SIL
B
RM+
RM–
SLLO
H14
Height Control
Motor
L 1
Low Pressure
Tank Valve
EB
BR–Y
L–Y
B–R
P–L
R–B
R–Y
L–B
W–B
O
P
P–G
GR


From Power Source System (See Page 58)
10A
STOP
S12
Stop Light
SW
J 4
Junction
Connector
H15
Height Control Sensor Rear LH
H16
Height Control Sensor Rear RH
SHB
SHRL
SHG
SHRR
BR–W
GR–G
R–W
G–R
W
GR
G–W
G–Y
BC2
SBL2
SHRL
SGL2
SBR2
SHRR
SGR2
STP
S13(A), S14(B), S15(C)
Suspension Control ECU
SLRL
SLRR
SLEX
UPSW
DNSW
TD
MOD2
GND
MOD1
GND2
V–W
V
LG
L
L–W
G
IC2
W–B
H17
Height Control
Valve
H13
Height Control
Compressor
HSW
LOSW
H12
Height Control
SW
HEIGHT
CONTROL OFF
A23
Absorber Control SW
J 2(A), J 3(B)
Junction
Connector
B 5
J24
Junction
Connector
BN
EB


S 8
Skid Control ECU
FLO
FRO
25
24
L–O
L–R
16 IC2
17 IC2
L–O
L–R
8 C
9 C
FLO
FRO
B 5
Body ECU
ACTY
DCTY
PCTY
RLCY
RRCY
20
23
24
11
12
R–G
R–B
R–Y
P–B
P–L
15 IC2
H B
F A
J18(A), J19(B)
Junction
Connector
A11 IE1
8 IO1
R–G
R–B
P–B
P–L
1
1
1
1
D12
Door Courtesy SW
Front LH
D13
Door Courtesy SW
Front RH
D14
Door Courtesy SW
Rear LH
D15
Door Courtesy SW
Rear RH
4 C
DOOR
S13(A), S14(B), S15(C)
Suspension Control ECU
TACH
VN
LO
NR
HI
13 B
15 C
18 C
17 C
16 C
B–W
Y–G
BR–B
Y–B
Y
8 IC2
4 IC2
3 IC2
2 IC2
1 IC2
B–W
Y–G
BR–B
Y–B
Y
E 8
Engine Control
Module
TACH
5
B–W
F B
G A
J31(A), J32(B)
Junction
Connector
B–W
C A
C A
J 8(A), J 9(B)
Junction
Connector
C B
Y
Y–B
BR–B
Y–G
B–W


From Power Source System (See Page 58)
7. 5A
GAUGE
4 1G
R–L
15 C
C 8(A), C 9(B), C10(C)
Combination Meter
16 C
H A
J 8(A), J 9(B)
Junction
Connector
F B
R
1
10A
DOME
2
2
C2 1C4
J 7
Junction
Connector
D
D
Tachometer
Height Control
HI
N
LO
OFF
2 A
3 A
4 A
5 A
6 B
13 C
Y
Y–B
BR–B
Y–G
B–W
BR
7 IM1
EF

Active Height Control Suspension and

System Outline

* The electric modulated suspension with height control, is a system designed to maintain a constant ride height by means of an electro–pneumatic system in the rear suspension – to cope with change in load due to possible change in the number of people and/or the weight of cargo the vehicle has to carry. With three driver's–choice height–control switches on the console, the driver can set ride height to any one of the three different ride height modes (High, normal and low): "High mode" for rough terrain and "Low mode" for passenger to get on or get off, and for cargo to be loaded or unloaded.
* This system has five basic controls as shown below:
* Auto leveling control
  This control maintains a constant rear vehicle ride height regardless of change in load due to possible change in the number of passengers and/or the weight of cargo the vehicle has to carry.
* Ride height switchover control
  This control switches over height mode to the mode selected by the height control switch.
  * High mode (+ 40 mm / 1.6 in.)
  * Low mode (– 20 mm / 0.8 in.)
* Speed sensing control
  Regardless of the initial height mode setting, "High mode" or "Low mode," this control automatically switches over vehicle height mode to the optimum "Normal mode":
  * When the vehicle speed reaches or exceeds 30 km/h with height mode set to "High mode," or;
  * When the vehicle speed reaches or exceeds 5 km/h with height mode set to "Low mode."
* Subsequent control after ignition switch off
  After the ignition switch is turned OFF, this control lowers the rear vehicle ride height to offset rear vehicle ride height elevation due to passengers getting off, etc.
* Height control OFF control
  Pressing the absorber control switch turns the system OFF, making it possible for the vehicle to be jacked up or towed.

: Parts Location

Code	See Page	Code	See Page	Code	See Page
A23	36	H13	40	J18 A	38
B5	36	H14	40	J19 B	38
C8 A	37	H15	40	J24	38
C9 B	37	H16	40	J31 A	38
C10 C	37	H17	40	J32 B	38
D1	37	J1	33 (2UZ–FE)	L1	40
D12	40	J2 A	33 (2UZ–FE)	S8	39
D13	40	J3 B	33 (2UZ–FE)	S12	39
D14	40	J4	38	S13 A	39
D15	40	J7	38	S14 B	39
E8	37	J8 A	38	S15 C	39
H12	37	J9 B	38		

: Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	22	Engine Room R/B (Engine Compartment Left)
4	23	Engine Room R/B No.4 (Engine Compartment Left)

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	24	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1G	25	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	48	Floor No.2 Wire and Engine Room Main Wire (Left Kick Panel)
IB2		
IC2	48	Instrument Panel Wire and Engine Room Main Wire (Left Kick Panel)
IC4		
IE1	50	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IM1	52	Engine Wire and Instrument Panel Wire (Right Side of Blower Unit)
IO1	52	Instrument Panel Wire and Floor Wire (Right Kick Panel)
BC1	54	Frame Wire and Floor No.2 Wire (Under the Rear LH Seat)
BC2		

: Ground Points

Code	See Page	Ground Points Location
EB	44 (2UZ–FE)	Front Left Fender
EF	44 (2UZ–FE)	Rear Side of Left Bank Cylinder Block
II	48	Instrument Panel Brace RH
BN	54	Near the No.5 Crossmember of Side Frame LH

: Splice Points

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B5	54	Frame Wire			