

Test actuate 4x4

1) Check the internal fuse box (pictured above, is just behind that cap underneath the steering wheel to the left).

Note: Do not do as I did, taking fuse the nail or needle-nose pliers, has an extractor fuses under the engine fuse box cover. As the photo above, make sure the specified fuse (20A) is blown.

The toyota should sell it dearly, but in the self-electric costs \$ 0.25 (not only found with freshly painted amperage as the original). The fuse indicated no control panel lights (the last is beneath him - 10A - that does this), it serves to control the low Photo solenoids. The solenoids, which are just under the engine fuse box, control the traction (the blue lock and unlock red), feeding the vacuum lines of ADD. Each has three nozzles: The two above, to get the hoses, vacuum line (A) and output to the ADD (B); and the low (C) is free, but protected by a stopper which prevents the waste input (my previous had not).

No electric control each solenoid leaves the nozzle of the vacuum "A" suck in atmospheric air through the nozzle "C".

With the solenoid electrical control leaves the nozzle of the vacuum "A" sucking the thread through the nozzle ADD "B".

2) Take the hoses and plugs. The first test is to turn off the key and verify that blowing the nozzles "A" air out through the nozzle "C", should not leave anything for nozzle "B".

The second is to connect the key to put the exchange in H2 and verify that the blowing nozzle "A" red solenoid air leaves the nozzle "B", and nothing comes out the nozzle "C"; while in blue have to leave the air nozzle "C" and nothing in the bill "B".

The third is, even with the switch on, put the exchange in H4 and check the reverse: If the blowing nozzle "A" blue solenoid air leaves the nozzle "B", and nothing comes out the nozzle "C"; while in red have to leave the air nozzle "C" and nothing in the bill "B".

I do not remember how much was the price of the solenoids in toyota, but were expensive ... my blue was not working, the nozzle "C" was clogged (had no plug) which at first was not a problem, but not was switching to the nozzle "B" (probably because it was all stuffy inside) when he was in H4, which characterized the problem as the ADD would never be armed. I bought two solenoids working with plug and hoses in a scrap in Natal for £ 200.00.

If everything is working, mount the hoses according to the below photo. The vacuum line goes through a "T" and is forked to the nozzles "A" of each solenoid. The nozzles "B" their hoses must be fitted, they have a painted color band of the respective solenoid, the photo appears only on the red line as the blue fitting was loose and I cut the tip of the blue hose and was along the track painted.

I advise you to read the 8-5 and 8-6 pages of your book, preferably looking at the covers of fuse boxes, because the manual is half curled, some fuses are not marked in the figure, although the function of them appear.

