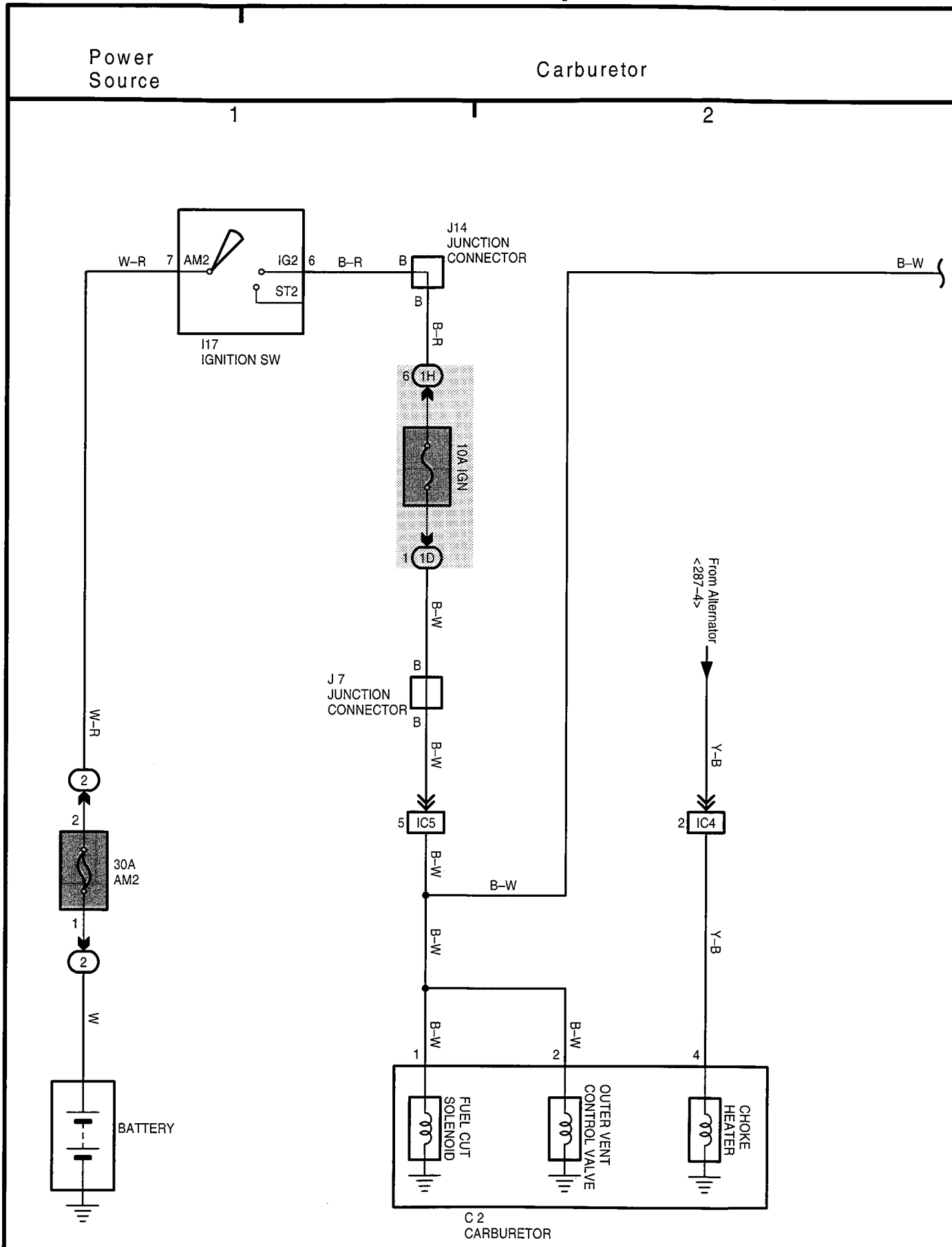
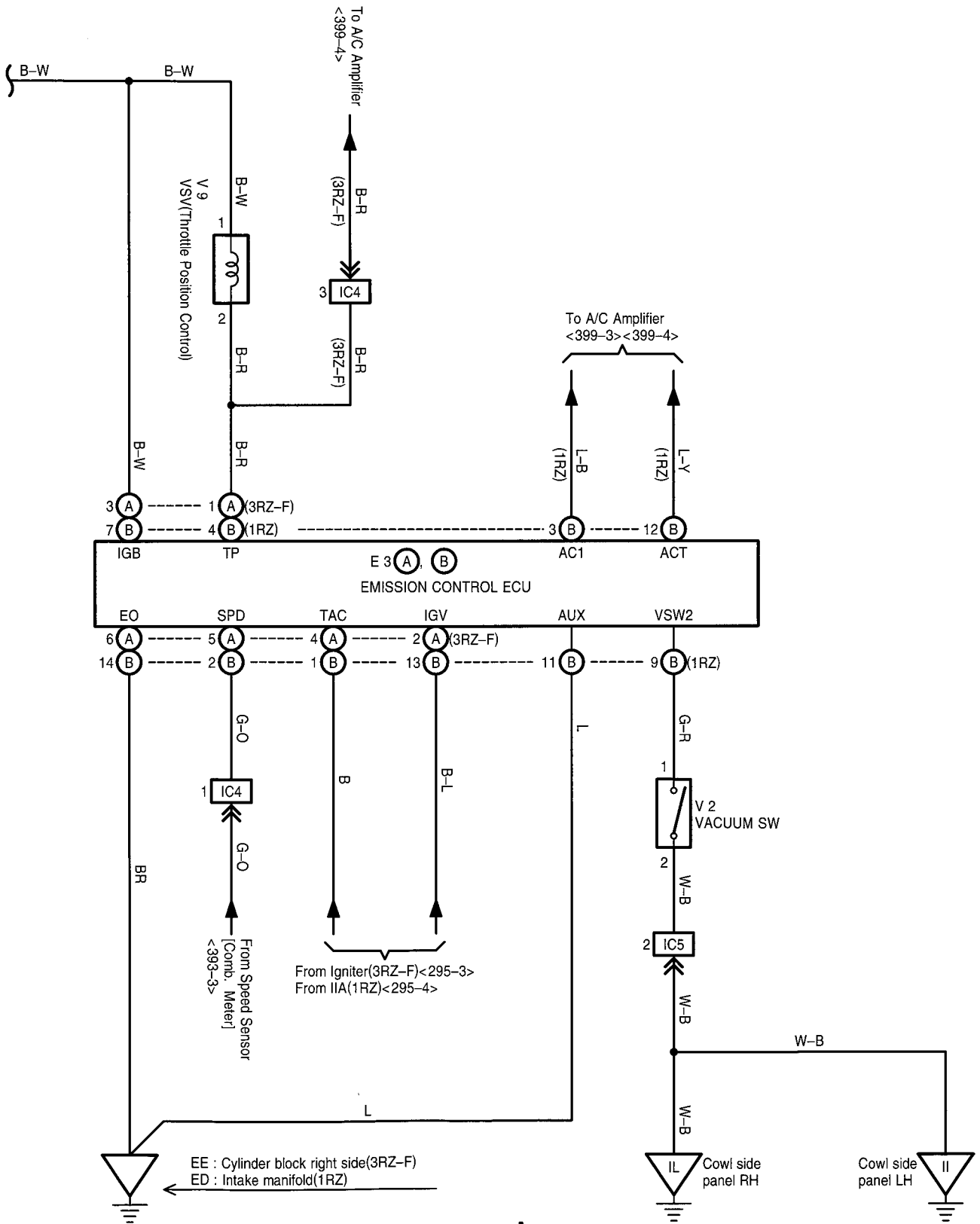

Power Source
Carburetor
1
2
W–R
7
AM2
IG2
6
B–R
B
ST2
I17
IGNITION SW
J14
JUNCTION
CONNECTOR
B–W
B
B–R
6
1H
10A IGN
1
1D
B–W
B
J 7
JUNCTION
CONNECTOR
B
B–W
From Alternator
<287–4>
Y–B
W–R
2
2
30A
AM2
1
2
W
BATTERY
5
IC5
2
IC4
B–W
B–W
B–W
Y–B
B–W
B–W
1
2
4
FUEL CUT
SOLENOID
OUTER VENT
CONTROL VALVE
CHOKE
HEATER
C 2
CARBURETOR

RHD


3
4
B–W
B–W
To A/C Amplifier
<399–4>
(3RZ–F)
B–R
V 9
VSV(Throttle Position Control)
B–W
1
2
B–R
3 IC4
(3RZ–F)
B–R
To A/C Amplifier
<399–3><399–4>
B–W
B–R
(1RZ)
L–B
(1RZ)
L–Y
3 A ------- 1 A (3RZ–F)
7 B ------ 4 B (1RZ)
3 B ------ 12 B
IGB
TP
E 3 A, B
AC1
ACT
EMISSION CONTROL ECU
EO
SPD
TAC
IGV
AUX
VSW2
6 A ------ 5 A ------ 4 A ------ 2 A (3RZ–F)
14 B ------ 2 B ------ 1 B ----- 13 B --------- 11 B ------ 9 B (1RZ)
G–O
1 IC4
G–O
B
B–L
L
G–R
1
V 2
VACUUM SW
2
W–B
2 IC5
W–B
BR
From Speed Sensor
[Comb. Meter]
<393–3>
From Igniter(3RZ–F)<295–3>
From IIA(1RZ)<295–4>
W–B
L
W–B
EE : Cylinder block right side(3RZ–F)
ED : Intake manifold(1RZ)
IL
Cowl side
panel RH
Cowl side
panel LH
II

RHD