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## How to adjust throttle position sensor toyota

From WikituneUp - The Free Service Manual The throttle position sensor is used to monitor the position and rate of change of the throttle in an automobile engine. It is usually mounted on the butterfly spindle on top of the engine and sends its data to the Engine Control Unit, or ECU. The ignition timing and the fuel flow for the engine depend greatly on the data collected by the throttle position sensor, and this data varies depending on how much throttle is applied by the driver. The throttle position sensor on the 1995 Toyota Corolla is mounted towards the top of the engine on the throttle body and can be adjusted using a feeler gauge and an ohmmeter. [edit] Tools Phillips Screwdriver 0.70 mm Feeler gauge Ohmmeter Adjust Throttle Position Sensor[edit] Using a screwdriver, loosen the two screws holding the throttle position sensor to the throttle body. Insert the 0.70mm feeler gauge between the throttle stop screw and stop lever. Connect the test probe of the ohmmeter to the terminals labeled "IDL" and "E2" on the throttle position sensor. Slowly turn the throttle position sensor clockwise until the ohmmeter deflects, or shows zero resistance. Hold the sensor in place when the ohmmeter deflects and tighten the 2 screws to secure it in place. Recheck the continuity with the ohmmeter to ensure that no more adjustments are required. April 02, 2015Updated: September 14, 2020By: Abraham Torres-ArredondoArticle ID: 687 As you're already aware, the throttle position sensor on your 1992-1996 2.2L Toyota Camry has 4 wires coming out of its connector. This is because the TPS is 2 sensors in 1 assembly. In other words, the TPS assembly is made up of an idle switch and a throttle position sensor. The idle switch portion of your 2.2L Camry TPS is designed to tell the fuel injection computer when the throttle plate has closed. With this info the PCM can better control the engine's idle (like when the AC compressor is running). If you need to test the throttle position sensor part of the idle switch, this tutorial will help: How To Test The Throttle Position Sensor (1992-1996 2.2L Camry). Idle Switch Continuity Tests Testing the idle switch portion of the TPS simply involves testing the continuity of two specific pins, with your multimeter in Ohms (Ω) mode. Using the illustration of the TPS above, the two TPS terminals that we need to locate/identify (to test) are terminal #2 and terminal #1. IMPORTANT: The 1992-1995 2.2L Toyota Camry comes equipped with a Throttle Opener Diaphragm Assembly (which is located on the throttle body). You will need to apply vacuum to the Throttle Opener with a vacuum pump to check the idle switch continuities in the table below. To see what a Throttle Opener Diaphragm Assembly looks like, take a look at this section: Throttle Opener Vacuum Diaphragm). 1. Turn off the ignition switch and disconnect the TPS from its engine wiring harness connector. 2. Insert the specified thickness feeler gauge between the throttle stop screw and throttle lever and check for the specific continuity shown in the table below (to see the location of where you need to place the feeler gauge: Location Of The Throttle Stop Screw). If not within specification, adjust or replace the TPS assembly. Idle Switch Continuity Specifications Feeler Gauge Thick. Pins Ohms .020 In. (.51 mm) 1 and 2 Continuity .028 In. (.71 mm) 1 and 2 No Continuity If the throttle switch on your 2.2L Toyota Camry doesn't pass any of the above pin continuity tests, then before replacing it, you need to make sure that it's not misadjusted. The next subheading will help you with this procedure. Adjusting The Throttle Position Sensor Assembly If you need to remove and replace the throttle position sensor assembly... you'll need to adjust it to the correct specification before you bolt it down. This is a pretty easy adjustment and in this section I'll show you how to do it. NOTE: The 1992-1995 2.2L Toyota Camry is equipped with a Throttle Opener Assembly, so you'll need to apply vacuum to it, with a vacuum pump, to adjust the TPS. This is what you'll need to do: Turn the ignition switch to its Off position and make sure the TP sensor assembly is disconnected from its connector. Place your multimeter in Ohms mode. Place the .028 In. (.71 mm) feeler gauge between the throttle stop screw and the throttle lever and; Test continuity between terminal #1 and #2. Your multimeter should register NO CONTINUITY. If continuity exists, adjust the TPS sensor by rotating it until NO CONTINUITY exists. Slightly tighten the TPS screws. Place the .020 In. (.51 mm) feeler gauge between the throttle stop screw and the throttle lever and; Test continuity between terminal #1 and #2. Your multimeter should register continuity. If continuity does not exist, adjust the TPS sensor by rotating it until continuity exists. Slightly tighten the TPS screws. Repeat steps 3 and 4 to verify No Continuity and Continuity exist with the indicated feeler gauge thickness. Once the proper continuity specs have been verified, tighten the TP sensor assembly mounting bolts. Once you're done, recheck the continuities once more to make sure the TP sensor didn't move on you when you tightened the two bolts. Page 2 Toyota made it easy to retrieve trouble codes on the 1992, 1993, 1994, and 1995 2.2L Toyota Camry. So, if you've been needing to find out the trouble code behind your... [read more] Page 3April 05, 2015Updated: September 14, 2020By: Abraham Torres-ArredondoArticle ID: 688 The throttle position sensor, on your 2.2L Toyota Celica, creates a very simple analog voltage signal that you and I can easily test with a multimeter in Volts DC mode. In this tutorial, I'll show you how in a step-by-step way and without using a scan tool. As you're probably already aware, the 2.2L Celica throttle position sensor is two sensors in one assembly. One part of the TPS assembly is an idle switch and the other is the actual throttle position sensor. In this tutorial, I'll show you how to test the TPS part of the assembly in a step-by-step way. NOTE: This tutorial applies to the 1992 thru' 1999 2.2L Toyota Celica only. You can find this tutorial in Spanish here: Cómo Probar El Sensor TPS (1992-1999 2.2L Toyota Celica) (at: autotecnico-online.com). Symptoms Of A Bad Throttle Position Sensor The voltage signal, that the TPS creates, tells the fuel injection computer the exact position of the throttle plate. This information is used, among many things, to: inject more fuel, advance ignition timing, etc. Since the TPS is such a critical role in your 2.2L Celica's engine management system, when it fails you'll see or more of the following symptoms: If your 2.2L Toyota is OBD II equipped (1996+), you'll see one of the following trouble codes: P0120: Throttle Position Sensor Circuit. P0121: Throttle Position Sensor Circuit. If your 2.2L Toyota is OBD I equipped, you'll see one of the following trouble codes: 41: Throttle Position Sensor Signal. Hesitation when accelerating the engine. Lack of power. Bad gas mileage. Circuit Descriptions Of The TPS The table below has a brief description of the 4 wires that make up the TPS connector. TPS Circuits (1992-1999 2.2L Toyota Celica) Terminal Wire Description 1 BRN Sensor Ground 2 PNK (1992-1993) BLU/WHT (1994-1999) Idle Switch Signal 3 PNK/BLK (1992-1993) BLK/WHT (1994-1999) TPS Signal 4 PNK/BLU (1992-1993) RED (1994-1999) 5 Volts NOTE: The above circuit descriptions apply only to the 1992-1996 2.2L Toyota Celica throttle position sensor. Where To Buy The TPS And Save The following links will help you to comparison shop for a new 2.2L Celica TPS. I think they'll save you a few bucks: Not sure if the above TPS fits your particular 2.2L Toyota Celica? Don't worry, once you get to the site they'll make sure it fits by asking you the specifics of your particular Toyota vehicle. If it doesn't fit, they'll find you the right one. TEST 1: Testing The TPS Voltage Signal As I mentioned at the beginning of this tutorial, the TPS creates a very simple analog voltage signal that you and I can test with a multimeter. This voltage signal, which I'll call the throttle angle voltage signal, increases as the throttle plate opens. At wide open throttle, this voltage signal maxes out at about 4.5 Volts DC. As the throttle plate is released, this voltage drops back down to its original base voltage. To get our TPS diagnostic under way, we're gonna' check the throttle angle voltage signal increases and then decreases as we manually open and close the throttle plate. If the TPS is bad, your multimeter will report a single value that won't increase/decrease as you open/close the throttle plate. IMPORTANT: You don't need to remove the TPS to bench test it, since the instructions below are for an on-car test. Since the TPS needs to remain connected to its connector, you'll need to use a back-probe or a wire-piercing probe to measure the TP signal voltage. NOTE: On the 1992-1993 2.2L Celica, you'll be testing the pink with black stripe (PNK/BLK) wire of the TPS connector. On the 1994-1999 2.2L Celica, you'll be testing the black with white stripe (BLK/WHT) wire of the TPS connector. Here are the steps: 1Turn the key to the ON position but don't start the engine, and place your multimeter in Volts DC mode. 2Probe the PNK/BLK (or BLK/WHT) wire with the red multimeter test lead. This is the wire that connects to TPS male spade terminal identified with the #3 in the illustration above. Ground the black multimeter test lead on the battery negative terminal. 3Your multimeter should report a voltage between 0.2 to 0.9 Volts DC with the throttle plate closed. If your multimeter doesn't, don't worry about it just yet, continue with the other steps. 4Slowly open the throttle (by hand and from the engine compartment). The voltage numbers should increase as the throttle plate opens. This increase in voltage should be smooth and without any gaps or skips. Once the throttle is wide open, your multimeter should read somewhere between 3.5 to 4.5 Volts DC. 5Slowly close the throttle. As the throttle is closing, you should see the voltage decrease smoothly and without any gaps or skips, to the exact same voltage you noticed in step 3. 6Lightly tap on the throttle position sensor with the handle of a screw-driver (or something similar, and I want to emphasize the words 'lightly tap') as you slowly open and close the throttle and observe the multimeter. If the TPS is bad, the tapping will cause the voltage numbers to skip or go blank. If the TPS is OK, the tapping will have no effect on the voltage numbers. 7Repeat step 6 several times to make sure of your multimeter test results. Let's take a look at your test results: CASE 1: The throttle angle voltage increased and decreased as you opened and closed the throttle plate. This test result confirms that the TP sensor is OK and not defective. CASE 2: The throttle angle voltage DID NOT increase (and/or decrease) as you opened and closed the throttle plate. This test result confirms the throttle position sensor trouble code lighting up the check engine light on your 2.2L Toyota Celica. If I where in your shoes and to be sure that the TPS has truly failed, I would still make sure that the TP sensor is getting both power and Ground. For these tests, go to: TEST 2: Verifying Throttle Position Sensor Has 5 Volts And Ground. CASE 3: The multimeter DID NOT register any voltage. This test result doesn't condemn the TP sensor as bad just yet. Why? Because the TP sensor may be missing either power or Ground. So the next step is to check that the TP sensor is getting them both, go to: TEST 2: Verifying Throttle Position Sensor Has 5 Volts And Ground.

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