

**TERCEL/
PASEO**

TERCEL/PASEO

OUTLINE NEW FEATURES

Renowned for its high quality and the fuel economy, the small sedan/coupe Tercel/Paseo features the following changes for the 1997 model year.

3. Model Line-Up

- STD grade models have been discontinued.
- The EL53L-ADHRKA and EL53L-ADHRKK models have been added.

4. Interior Design

Both Tercel and Paseo use fully molded door trims and the design of the trims has been changed.

5. 5E-FE Engine

- A fuel returnless system has been adopted.
- A function for diagnosing the evaporative emission control system has been added to the diagnosis system.
- The engine control system has been partially changed.
- A EGR system has been discontinued.

6. Suspension

- The Tercel for the U.S.A., or the Tercel equipped with P185/60R14 or P175/65R14 tires for Canada are provided with a stabilizer bar in the front suspension.
- Tercel's rear tread size has been changed from 1430 mm (56.3 in.) to 1395 mm (54.9 in.).
- The spring rate and damping force of the front and rear suspensions of the Tercel have been revised to realize excellent riding comfort, stability, and controllability.

7. Steering

The power steering pump and the reservoir have been integrated.

8. Body

Rear bumper reinforcement made of blow-molded polypropylene has been adopted.

9. Light

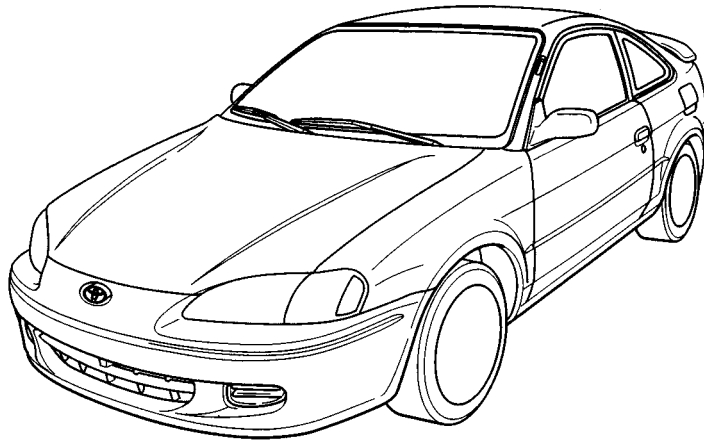
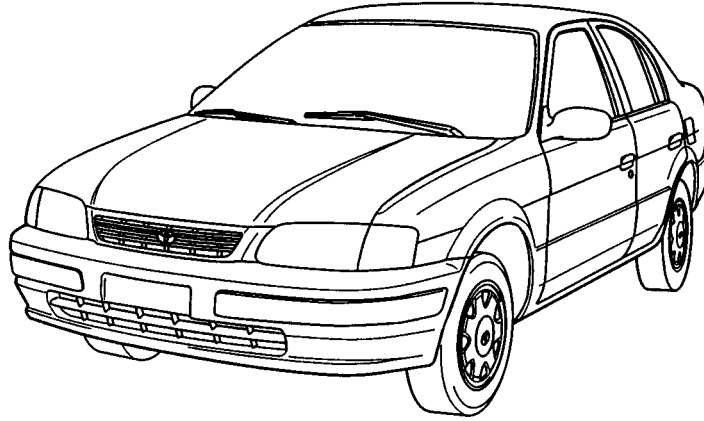
The light-emitting portion of the high-mounted stop light has been provided with a rear window defogger pattern.

10. Air Conditioning

- The heater's output performance has been changed.
- The rotary switch and lever type heater control panel is used.
- A scroll type compressor has been newly adopted on all models.
- An aluminum heater core has been adopted

11. Cruise Control System

As in the '96 4Runner with 5VZ-FE engine, new motor type actuator has been adopted.



MODEL CODE (TERCEL)

EL53 L – A D M R K A

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①	BASIC MODEL CODE
	EL53 : With 5E-FE Engine

②	STEERING WHEEL POSITION
	L : Left-Hand Drive

③	MODEL NAME
	A : Tercel

④	BODY TYPE
	D : 2-Door Sedan E : 4-Door Sedan

	GEARSHIFT TYPE
⑤	M : 5-Speed Manual, Floor H : 3-Speed Automatic, Floor P : 4-Speed Automatic, Floor

⑥	GRADE
	R : DX

⑦	ENGINE SPECIFICATION
	K : DOHC and SFI

⑧	DESTINATION
	A : U.S.A.. K : Canada

MODEL LINE-UP (TERCEL)

TRANSAXLE				4-Speed Manual	5-Speed Manual	3-Speed Automatic	4-Speed Automatic
DESTINATION	ENGINE	BODY TYPE	GRADE	C141	C154	A132L	A242L
U.S.A..	5E-FE	2-Door Sedan	STD	EL53L-ADKBKA		EL53L-ADHBAKA	
			DX		ES53L-ADMRKA	EL53L-ADHRKA	EL53L-ADPRKA
		4-Door Sedan					EL53L-AEPRKA
Canada	5E-FE	2-Door Sedan	STD	EL53L-ADKBKK		EL53L-ADHBKK	
			DX		EL53L-ADMRKK	EL53L-ADHRKK	EL53L-ADPRKK
		4-Door Sedan			EL53L-AEMRKK		EL53L-AEPRKK

 :New

 :Discontinued

MODEL CODE (PASEO)**EL54 L — D C M S K A**

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①	BASIC MODEL CODE
	EL54 : With 5E-FE Engine

②	STEERING WHEEL POSITION
	L : Left-Hand Drive

③	MODEL NAME
	D : Paseo

④	BODY TYPE
	C : 2-Door Coupe

	GEARSHIFT TYPE
⑤	M : 5-Speed Manual, Floor P : 4-Speed Automatic, Floor

⑥	GRADE
	S : —

⑦	ENGINE SPECIFICATION
	K : DOHC and SFI

	DESTINATION
⑧	A : U.S.A.. K : Canada

MODEL LINE-UP (PASEO)

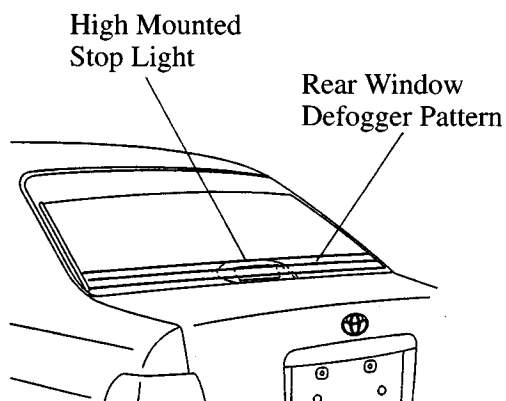
TRANSAXLE				5-Speed Automatic	4-Speed Automatic
DESTINATION	ENGINE	BODY TYPE	GRADE	C150	A244E
U.S.A..	5E-FE	2-Door Coupe	—	EL54L-DCMSKA	EL54L-DCPSKA
Canada				EL54L-DCMSKK	EL54L-DCPSKK

NEW FEATURES

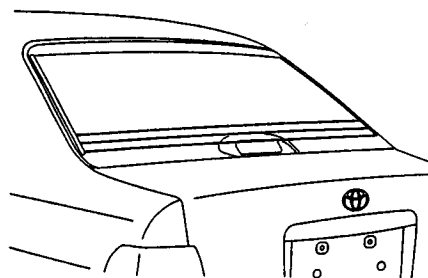
■ EXTERIOR DESIGN

1. High Mounted Stop Light

Tercel's rear window defogger pattern has been changed. The pattern now crosses the front surface of the high-mounted stop light. As a result of this change, the defogging and defrosting performance of the high-mounted stop light around its light-emitting portion has been improved, thus improving the visibility of the high-mounted stop light.



New

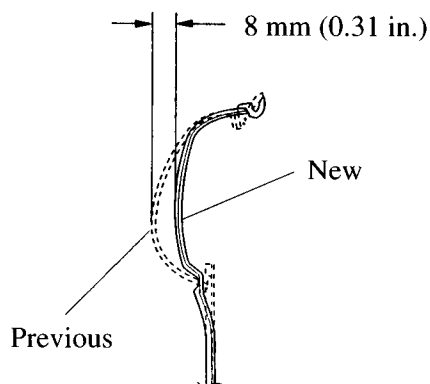
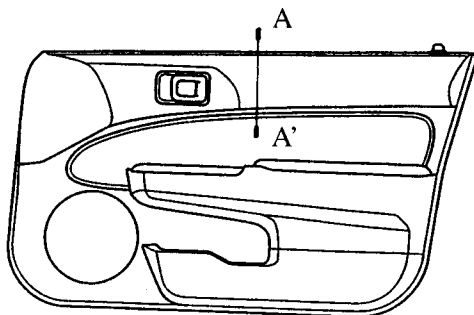


Previous

■ INTERIOR DESIGN

2. Door Trim

Both Tercel and Paseo use fully molded door trims. In addition, the protrusion of the door trim shoulder portion has been reduced 8 mm (0.31 in.) to minimize the pressure applied to the occupant and to provide a clear-cut design.



A – A' Cross Section

■ 5E-FE ENGINE

1. Description

The following changes have been made to the 5E-FE.

Item	Outline
Engine Proper	<ul style="list-style-type: none"> • The rigidity of the area where the cylinder block joins the transaxle has been improved to reduce noise and vibration. • The piston pin and connecting rod are made lightweight to reduce the noise and vibration.
Fuel System	A fuel returnless system has been adopted to prevent the internal temperature of the fuel tank from rising and to reduce evaporative emission. For details, see page 47.
Engine Control System	<ul style="list-style-type: none"> • The fuel injection system is changed from a 2-group type MFI system to a sequential multiport fuel injection type SFI system. • The heater of oxygen sensor (Bank 1 Sensor 1) has been discontinued. • A diagnosis function for evaporative emission control system has been added to the diagnosis system. • The fuel pressure control system has been discontinued in conjunction with the adoption of the fuel returnless system. • The VSV for EGR cut-off control system has been discontinued in conjunction with the discontinuance of the EGR system.
Emission Control System	<ul style="list-style-type: none"> • EGR system has been discontinued. • The capacity of charcoal canister has been enlarged (847 cc → 1370 cc) to increase the absorption rate of the evaporative HC and to improve the efficiency of this system.

■ AIR CONDITIONING

1. Performance

The heat output performance of the '97 model has been changed as shown in the table below.

►Performance◀

Model		Tercel		Paseo	
Item		'97 Model	'96 Model	'97 Model	'96 Model
Heater	Heater Output	4300 (3700)	3900 (3350)	4300 (3700)	3900 (3350)
	W (Kcal/h)	4700 (4040)*	4470 (3840)*	4600 (3960)*	4370 (3760)*

*: Cold Area Specification Models

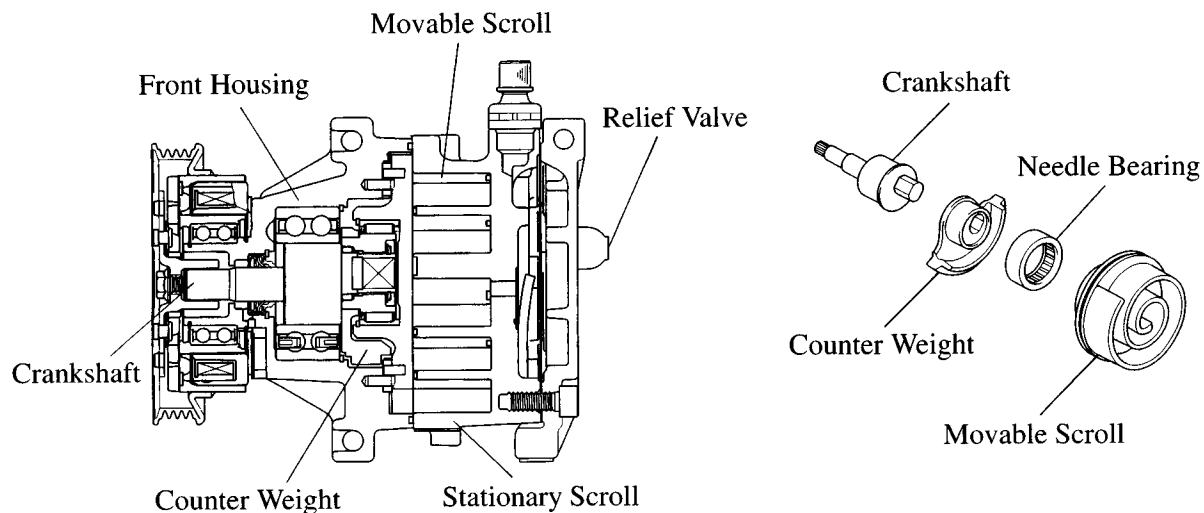
2. Compressor

General

The '97 Tercel/Paseo have newly adopted a scroll compressor for its air conditioning compressor. As the rotational movement transmitted from the engine via a belt is applied directly to the compressor's refrigerant section and compression functions, this type of compressor excels in its operation efficiency. Thus, compared to the '96 model, the new compressor generates less noise and consumes less energy. In addition, it provides a simple, lightweight, and compact construction.

Construction

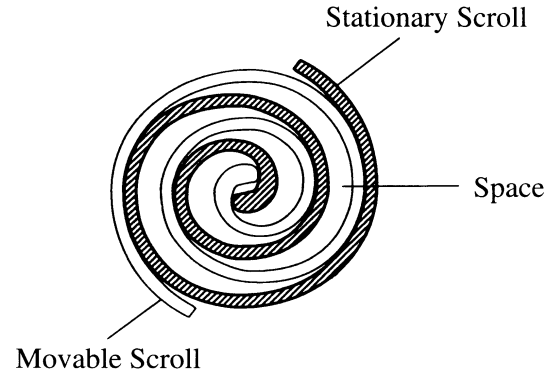
The scroll compressor comprises 2 spiral-shaped scrolls, a crankshaft, and a counterweight. Of the 2 scrolls, one is a stationary scroll that is integrated with the shell and the other is a movable scroll that rotates eccentrically in relation to the crankshaft. The counter weight is designed to eliminate the inertia that is generated by the rotation of the moveable scroll.



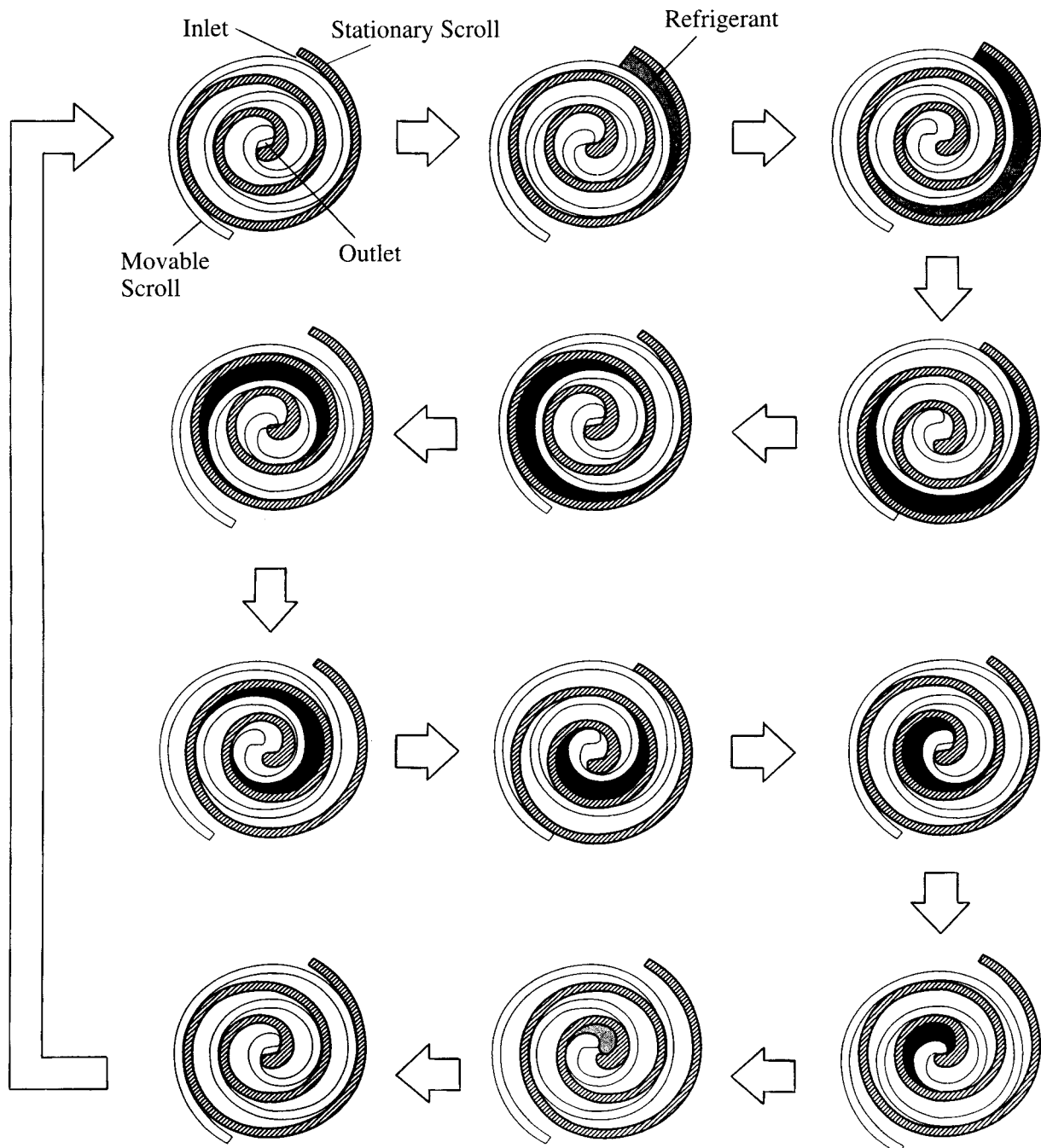
Operation

The stationary and moveable scrolls are combined with a space provided between the 2 scrolls as illustrated on the right. When the movable scroll rotates, refrigerant is drawn from the section inlet into this space between the scrolls.

As the movable scroll is eccentric, the refrigerant drawn in is compressed by the rotation of the movable scroll, while being moved from the outer area to the center. Thereafter, the refrigerant is discharged from the discharge outlet provided in the center.



►Operation Principal◄



■ CRUISE CONTROL SYSTEM

The '97 model has adopted a new motor type actuator. The new motor type actuator consists of a motor, control link and limit switch, etc. as shown below

The potentiometer that measured the opening angle of the control link and transmitted the signals to the cruise control ECU has been discontinued in the new actuator. The new actuator is equipped it with a compact motor.

As a result, the new actuator is made both lightweight and simple in construction

The basic construction and operation of this actuator are the same as in the '96 4Runner with 5VZ-FE engine. For details, see the 1996 4Runner New Car Features (Pub. No. NC126U), page 71.