FOREWORD

This wiring diagram manual has been prepared to provide information on the electrical system of the 1991 LEXUS ES250.

Applicable models: VZV 21 Series

For service specifications and repair procedures of the above models other than those listed in this manual, refer to the following manuals;

Manual Name	Pub. No.
• 1991 LEXUS ES250 Repair Manual • 1991 LEXUS New Car Features	RM204U NCF070U

All information in this manual is based on the latest product information at the time of publication. However, specifications and procedures are subject to change without notice.

TOYOTA MOTOR CORPORATION

NOTICE

Servicing vehicles with an SRS AIRBAG (referred to as the airbag in the remainder of this manual) installed.
When handling airbag components (removal, installation or inspection, ect.), always follow the directions given in the repair manuals listed above to prevent the occurence of accidents and airbag malfunction.

INTRODUCTION

This manual consists of the following 11 sections:

No.	Section	Description
A	INDEX	Index of the contents of this manual.
	INTRODUCTION	Brief explanation of each section.
B	HOW TO USE THIS MANUAL	Instructions on how to use this manual.
C	TROUBLE–SHOOTING	Describes the basic inspection procedures for electrical circuits.
D	ABBREVIATIONS	Defines the abbreviations used in this manual.
E	GLOSSARY OF TERMS AND SYMBOLS	Defines the symbols and functions of major parts.
F	RELAY LOCATIONS	Shows position of the Electronic Control Unit, Relays, Relay Block, etc. This section is closely related to the system circuit.
G	ELECTRICAL WIRE ROUTING	Describes position of Parts Connectors, Splice points, Ground points, etc. This section is closely related to the system circuit.
H	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
I	INDEX	Index of the system circuits.
	SYSTEM CIRCUITS	Electrical circuits of each system are shown from the power supply through ground points. Wiring connections and their positions are shown and classified by code according to the connection method. (Refer to the section, “How to use this manual”). The “System Outline” and “Service Hints” useful for troubleshooting are also contained in this section.
J	GROUND POINTS	Shows ground positions of all the parts decribed in this manual.
K	OVERALL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

This manual provides information on the electrical circuits in on vehicles by dividing them into a circuit for each system.

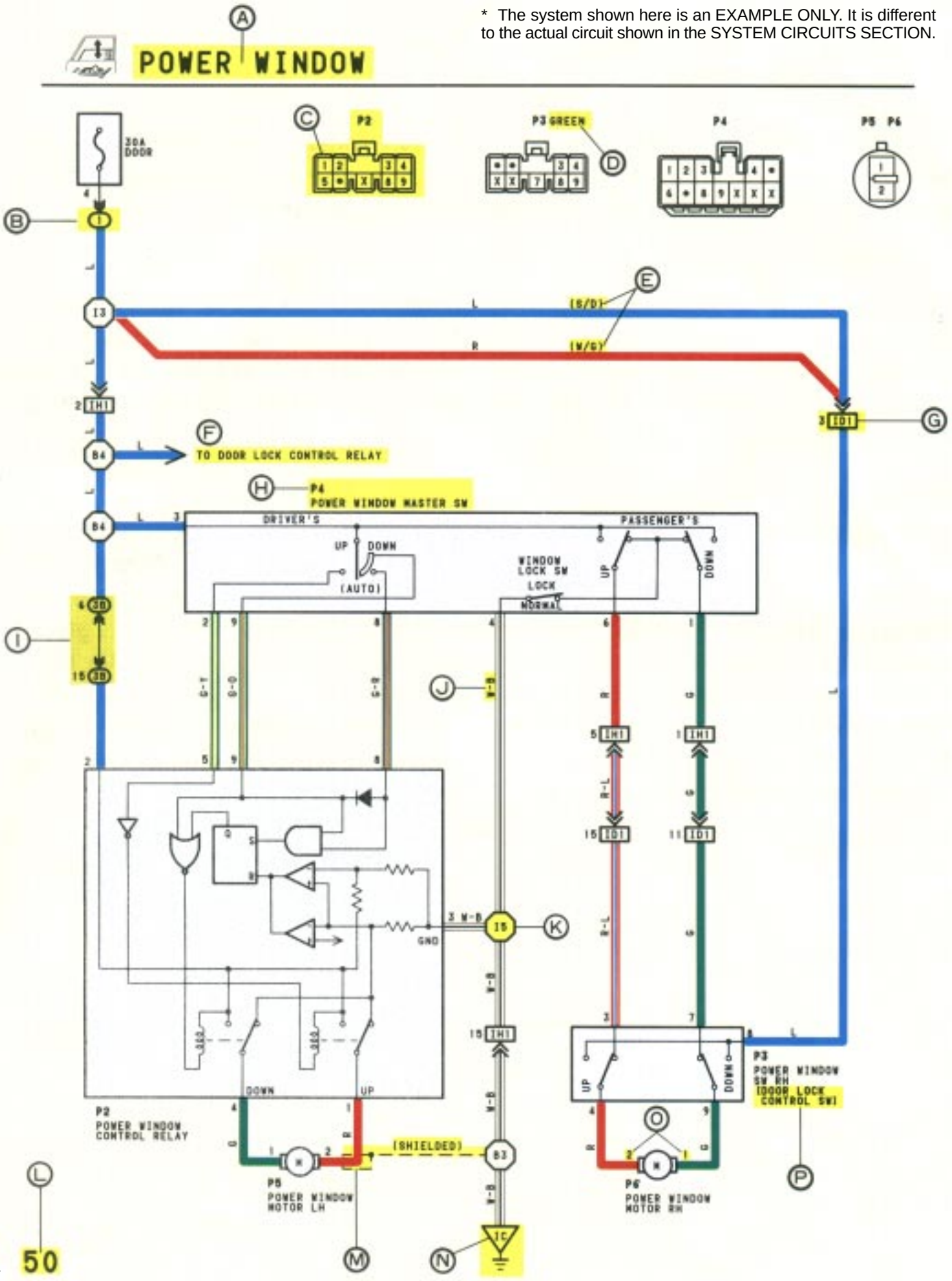
The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)

When troubleshooting any problem, first understand the operation of the circuit where the problem was detected (see System Circuit section), the power source supplying power to that circuit (see Power Source section), and the ground points (see Ground Points section). See the System Outline to understand the circuit operation.

When the circuit operation is understood, begin troubleshooting of the problem circuit to isolate the cause. Use Relay Location and Electrical Wiring Routing sections to find each part, junction block and wiring harness connectors, wiring harness and wiring harness connectors, splice points, and ground points of each system circuit. Internal wiring for each junction block is also provided for better understanding of connection within a junction block.

Wiring related to each system is indicated in each system circuit by arrows (from __ , to __). When overall connections are required, see the Overall Electrical Wiring Diagram at the end of this manual.

* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.



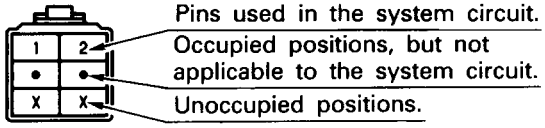
Ⓐ : System Title

Ⓑ : Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: Indicates Relay Block No. 1.

Ⓒ : Indicates the connector to be connected to a part (the numeral indicates the pin No.)

Explanation of pin use.



The pins shown are only for the highest grade, or only include those in the specification.

Ⓓ : Connector Color

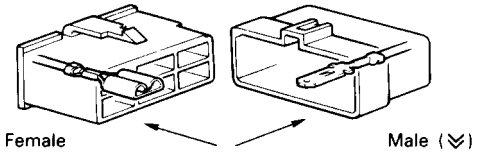
Connectors not indicated are milky white in color.

Ⓔ : ( ) is used to indicate different wiring and connector, etc. when the vehicle model, engine type, or specification is different.

Ⓕ : Indicates related system.

Ⓖ : Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (⩔).

Outside numerals are pin numbers.



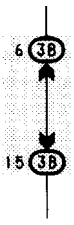
The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

When more than one code has the first and second letters in common, followed by numbers (e.g., IH1, IH2), this indicates the same type of wiring harness and wiring harness connector.

Ⓗ : Represents a part (all parts are shown in sky blue). The code is the same as the code used in parts position.

Ⓘ : Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts (different junction blocks are shaded differently for further clarification).

Example:



3B indicates that it is inside Junction Block No. 3.

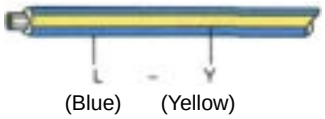
Ⓙ : Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

B = Black	L = Blue	R = Red
BR = Brown	LG = Light Green	V = Violet
G = Green	O = Orange	W = White
GR = Gray	P = Pink	Y = Yellow

The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

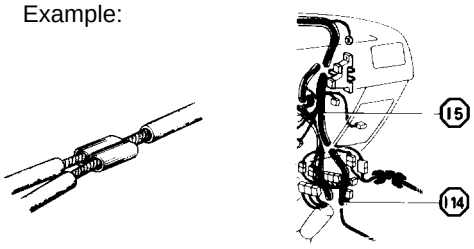
Example: L – Y



(Blue) (Yellow)

Ⓚ : Indicates a wiring Splice Point (Codes are "E" for the Engine Room, "I" for the Instrument Panel, and "B" for the Body).

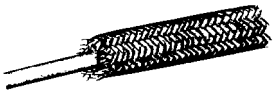
Example:



The Location of Splice Point I 5 is indicated by the shaded section.

Ⓛ : Page No.

Ⓜ : Indicates a sealed wiring harness.



Ⓝ : Indicates a ground point.

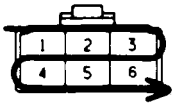
The first letter of the code for each ground point(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

Ⓞ : Indicates the pin number of the connector.

The numbering system is different for female and male connectors.

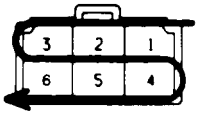
Example:

Numbered in order from upper left to lower right



Female

Numbered in order from upper right to lower left



Male

Ⓟ : When 2 parts both use one connector in common, the parts connector name used in the wire routing section is shown in square brackets [ ].

Q

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 3** OF THE POWER WINDOW MASTER SW, **TERMINAL 2** OF THE POWER WINDOW CONTROL RELAY AND **TERMINAL 8** OF THE POWER WINDOW SW THROUGH THE **DOOR** FUSE.

1. DRIVER'S WINDOW "MANUAL UP" OPERATION BY MASTER SW

HOLDING MANUAL SW (DRIVER'S) ON "UP" POSITION LOCATED IN POWER WINDOW MASTER SW, THE CURRENT FLOWS TO **TERMINAL 5** OF THE POWER WINDOW CONTROL RELAY THROUGH **TERMINAL 3** OF THE MASTER SW ② **TERMINAL 2** TO OPERATE A POWER WINDOW CONTROL RELAY. THUS THE CURRENT INSIDE THE RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY ② **TERMINAL 1** ② **TERMINAL 2** OF THE POWER WINDOW MOTOR ② **TERMINAL 1** ② **TERMINAL 4** OF THE RELAY ② **TERMINAL 3** ② TO **GROUND**. THE MOTOR TURNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND THE WINDOWS CAN STOP AT WILL POINT.

(FOR THE "MANUAL DOWN" OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

2. DRIVER'S WINDOW "AUTO DOWN" OPERATION BY MASTER SW

ONCE THE "AUTO DOWN" BUTTON OF THE MASTER SW IS PUSHED, THE CURRENT FLOWS **TERMINAL 9** OF THE POWER WINDOW CONTROL RELAY THROUGH **TERMINAL 3** OF THE MASTER SW ② **TERMINALS 8** AND **9** TO OPERATE THE RELAY. THUS THE CURRENT INSIDE THE POWER WINDOW CONTROL RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY ② **TERMINAL 4** ② **TERMINAL 1** OF THE POWER WINDOW MOTOR ② **TERMINAL 2** ② **TERMINAL 1** OF THE RELAY ② **TERMINAL 3** ② TO **GROUND**. THE MOTOR CONTINUES THE ROTATION ENABLING TO DESCENT THE WINDOW.

THE WINDOW DESCENDS TO THE END POSITION. THE CURRENT WILL BE CUT OFF TO RELEASE THE AUTO DOWN FUNCTION BASED ON THE INCREASING CURRENT BETWEEN **TERMINAL 2** OF THE RELAY AND **TERMINAL 1** IN RELAY.

3. DRIVER'S WINDOW AUTO DOWN RELEASE OPERATION BY MASTER SW

HOLDING THE MANUAL SW (DRIVER'S) ON "UP" POSITION IN OPERATING AUTO DOWN. THE CURRENT FROM **TERMINAL 3** OF THE MASTER SW PASSING **TERMINAL 2** FLOWS **TERMINAL 5** OF THE RELAY AND RELEASES THE AUTO DOWN FUNCTION IN THE POWER WINDOW CONTROL RELAY. RELEASING THE HAND FROM SW, WINDOW STOPS AND CONTINUING ON TOUCHING SW, THE FUNCTION SWITCHES TO MANUAL UP OPERATION.

4. PASSENGER'S WINDOW UP OPERATION (MASTER SW) AND WINDOW LOCK SW OPERATION

HOLDING PASSENGER'S WINDOW SW (MASTER SW) ON "UP", THE CURRENT FLOWS FROM **TERMINAL 3** OF THE MASTER SW PASSING **TERMINAL 6** TO **TERMINAL 3** OF THE POWER WINDOW SW (PASSENGER'S) ② **TERMINAL 4** ② **TERMINAL 2** OF THE MOTOR ② **TERMINAL 1** ② **TERMINAL 9** OF THE POWER WINDOW SW ② **TERMINAL 7** ② **TERMINAL 1** OF THE MASTER SW ② **TERMINAL 4** TO **GROUND**. THE MOTOR RUNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND WINDOW CAN STOP AT WILL PLACE.

SWITCHING THE WINDOW LOCK SW IN "LOCK" POSITION, THE CIRCUIT IS OPENED AND STOPPED THE MOTOR ROTATION.

(FOR THE DOWN OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

R

SERVICE HINTS

P2 POWER WINDOW CONTROL RELAY

3–GROUND: ALWAYS CONTINUITY

2–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

5–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **UP** POSITION

8–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **AUTO DOWN** POSITION

9–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **DOWN** OR **AUTO DOWN** POSITION

P4 POWER WINDOW MASTER SW

4–GROUND: ALWAYS CONTINUITY

3–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT **LOCK** POSITION

S

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P2	21	**P4**	21	**P6**	21
P3	21	**P5**	21		

T

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
1	16	R/B NO. 1 (INSTRUMENT PANEL LEFT SIDE)

U

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
3B	14	J/B NO. 3 AND COWL WIRE (INSTRUMENT PANEL LEFT SIDE)

V

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	26	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IH1	26	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)

W

: GROUND POINTS

CODE	SEE PAGE	GROUND POINT LOCATION
IC	24	COWL LEFT

X

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	24	COWL WIRE

Ⓠ : Explains the system outline.

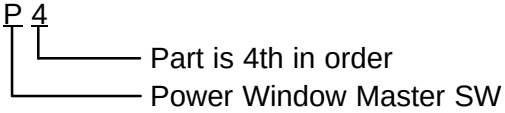
Ⓡ : Indicates values or explains the function for reference during troubleshooting.

Ⓢ : Indicates the reference page showing the position on the vehicle of the parts in the system circuit.

Example: Part “P4” (Power Window Master SW) is on page 21 of the manual.

* The letter in the code is from the first letter of the part, and the number indicates its order in parts starting with the letter.

Example: P 4



Ⓣ : Indicates the reference page showing the position on the vehicle of Relay Block Connectors in the system circuit.

Example: Connector “1” is described on page 16 of this manual and is installed on the left side of the instrument panel.

Ⓤ : Indicates the reference page showing the position on the vehicle of J/B and Wire Harness in the system circuit.

Example: Connector “3B” connects the Cowl Wire and J/B No. 3. It is described on page 14 of this manual, and is installed on the instrument panel left side.

Ⓥ : Indicates the reference page describing the wiring harness and wiring harness connector (the female wiring harness is shown first, followed by the male wiring harness).

Example: Connector “ID1”connects the front door RH wire (female) and cowl wire (male). It is described on page 26 of this manual, and is installed on the right side kick panel.

Ⓦ : Indicates the reference page showing the position of the ground points on the vehicle.

Example: Ground point “IC” is described on page 24 of this manual and is installed on the cowl left side.

Ⓧ : Indicates the reference page showing the position of the splice points on the vehicle.

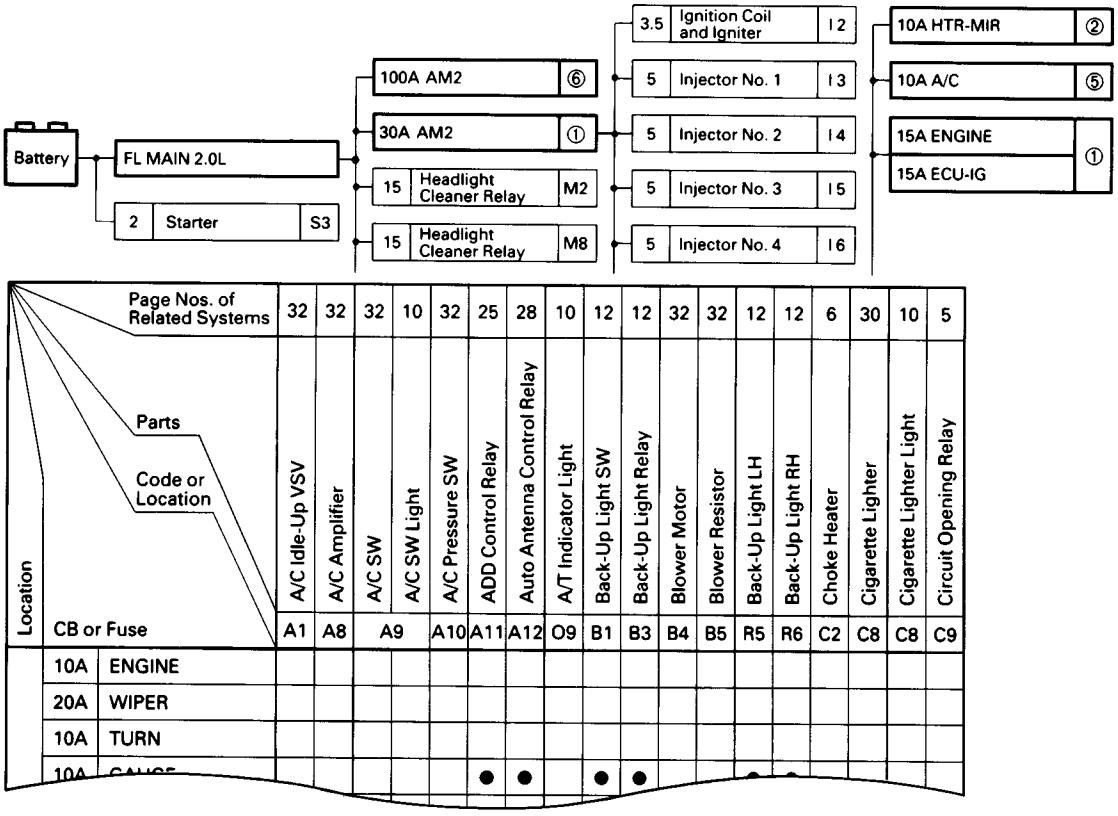
Example: Splice point “I 5” is on the Cowl Wire Harness and is described on page 24 of this manual.

The “Current Flow Chart” section, describes which parts each power source (fuses, fusible links, and circuit breakers) transmits current to. In the Power Source circuit diagram, the conditions when battery power is supplied to each system are explained. Since all System Circuit diagrams start from the power source, the power source system must be fully understood.

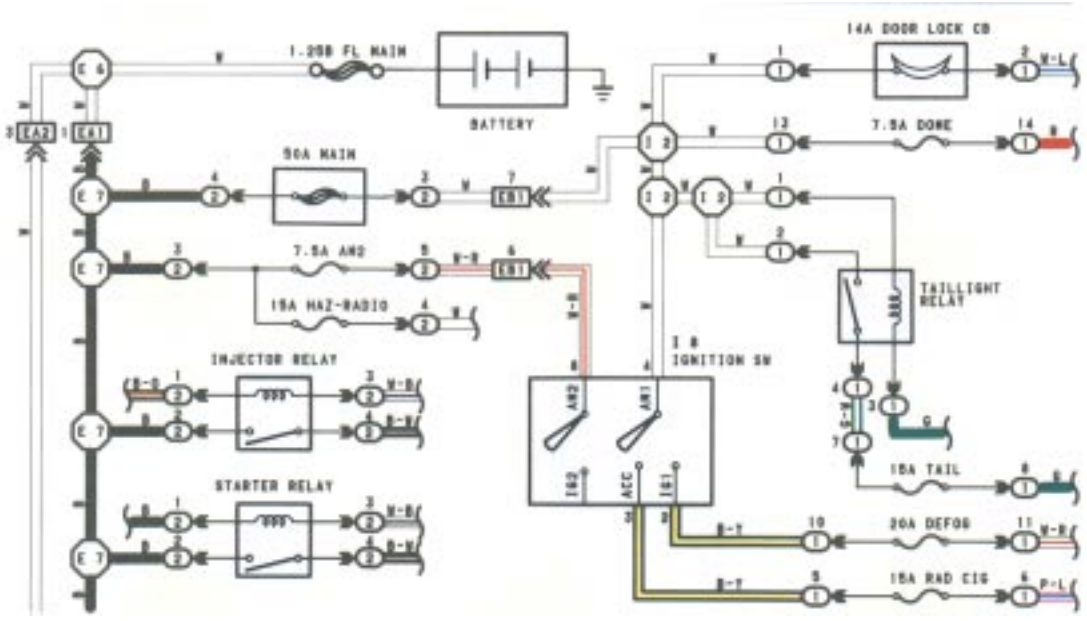
POWER SOURCE (Current Flow Chart)

The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

The next page and following pages show the parts to which each electrical source outputs current.



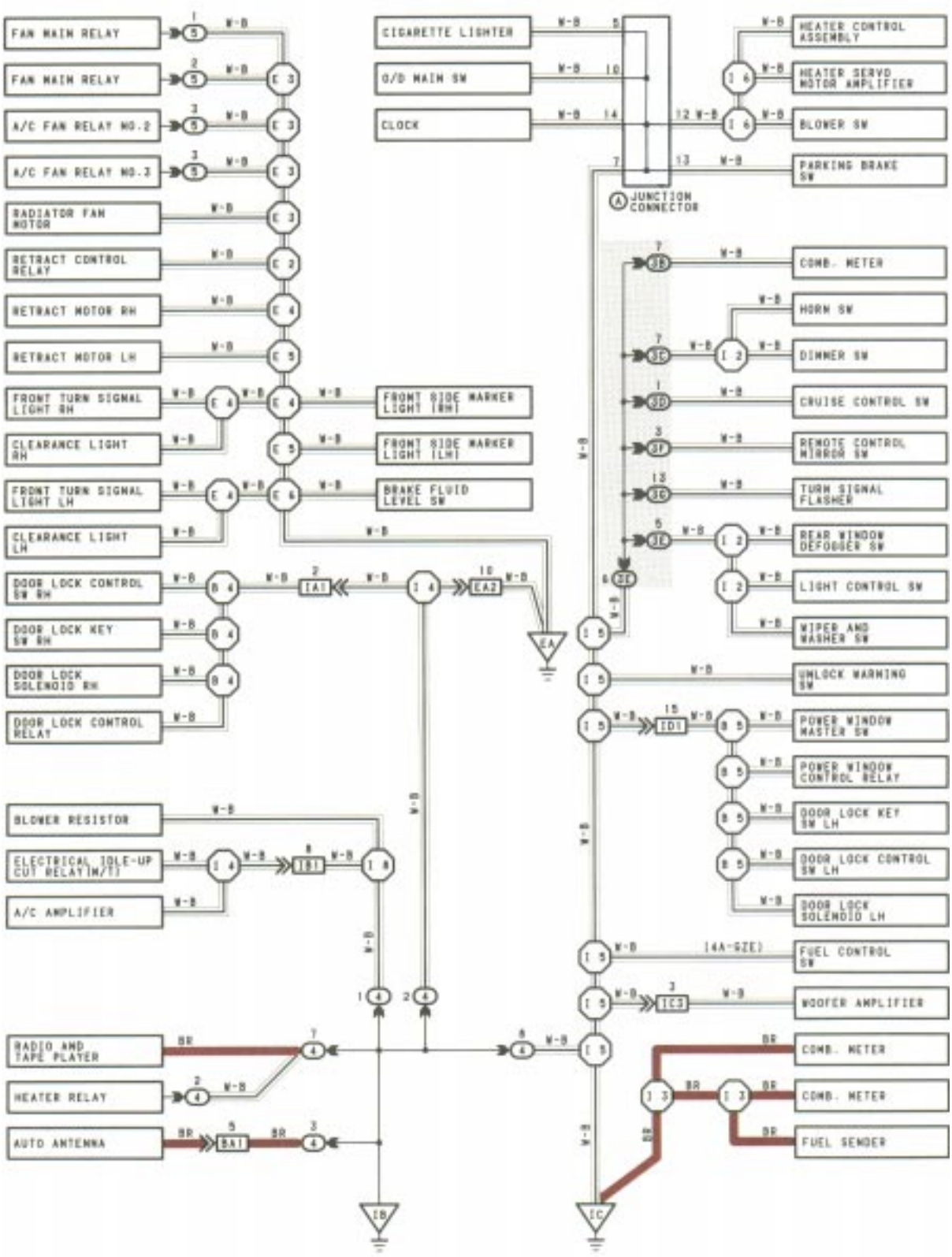
POWER SOURCE



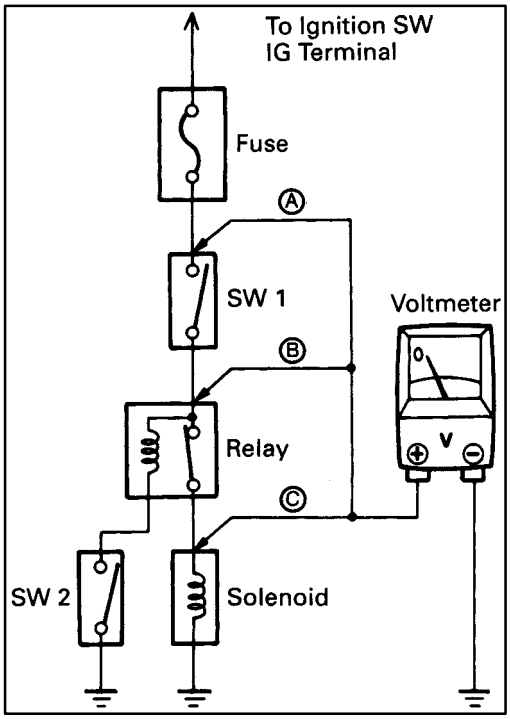
* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

The ground points circuit diagram shows the connections from all major parts to the respective ground points. When troubleshooting a faulty ground point, checking the system circuits which use a common ground may help you identify the problem ground quickly. The relationship between ground points (, , and shown below) can also be checked this way.

GROUND POINT



* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.



VOLTAGE CHECK

(a) Establish conditions in which voltage is present at the check point.

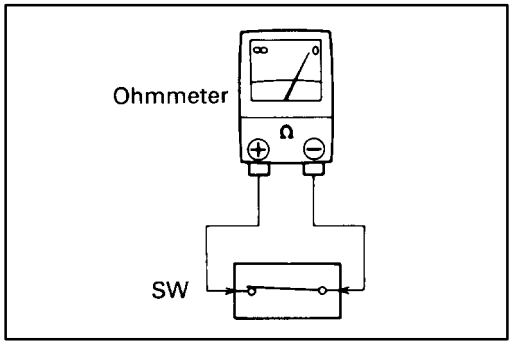
Example:

Ⓐ – Ignition SW on

Ⓑ – Ignition SW and SW 1 on

Ⓒ – Ignition SW, SW 1 and Relay on (SW 2 off)

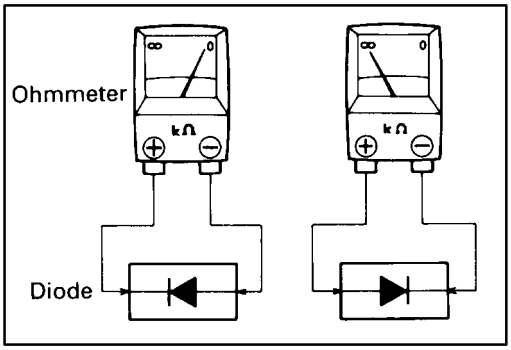
(b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

(a) Disconnect the battery terminal or wire so there is no voltage between the check points.

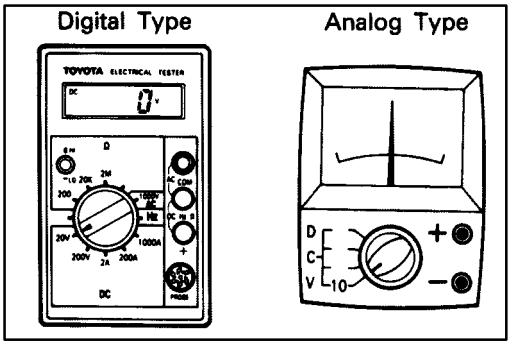
(b) Contact the two leads of an ohmmeter to each of the check points.



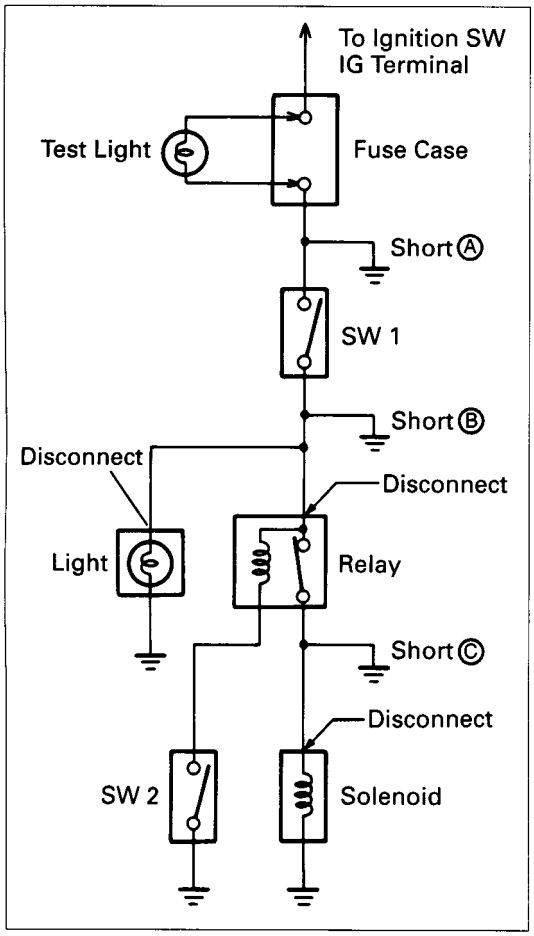
If the circuit has diodes, reverse the two leads and check again.

When contacting the negative lead to the diode positive side and the positive lead to the negative side, there should be continuity.

When contacting the two leads in reverse, there should be no continuity.



(c) Use the volt/ohmmeter with high impedance (10 kΩ/V minimum) for troubleshooting of the electrical circuit.



FINDING A SHORT CIRCUIT

(a) Remove the blown fuse and disconnect all loads of the fuse.

(b) Connect a test light in place of the fuse.

(c) Establish conditions in which the test light comes on.

Example:

Ⓐ – Ignition SW on

Ⓑ – Ignition SW and SW 1 on

Ⓒ – Ignition SW, SW 1 and Relay on (Connect the Relay) and SW 2 off (or Disconnect SW 2)

(d) Disconnect and reconnect the connectors while watching the test light.

The short lies between the connector where the test light stays lit and the connector where the light goes out.

(e) Find the exact location of the short by lightly shaking the problem wire along the body.

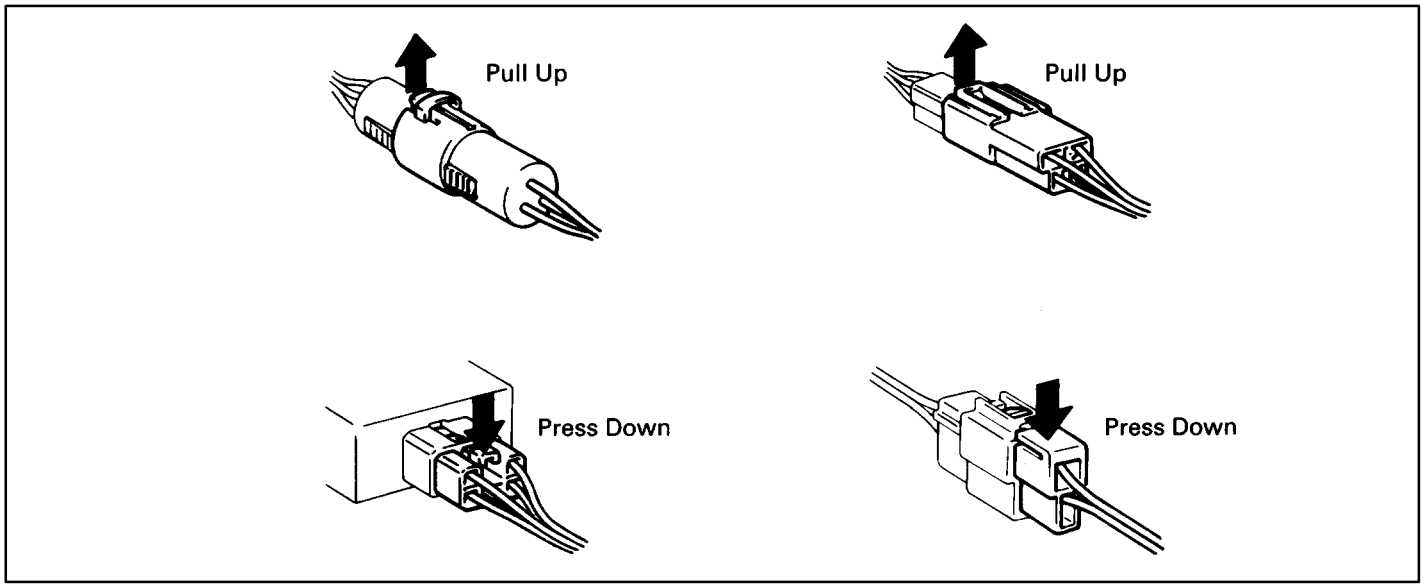
CAUTION:

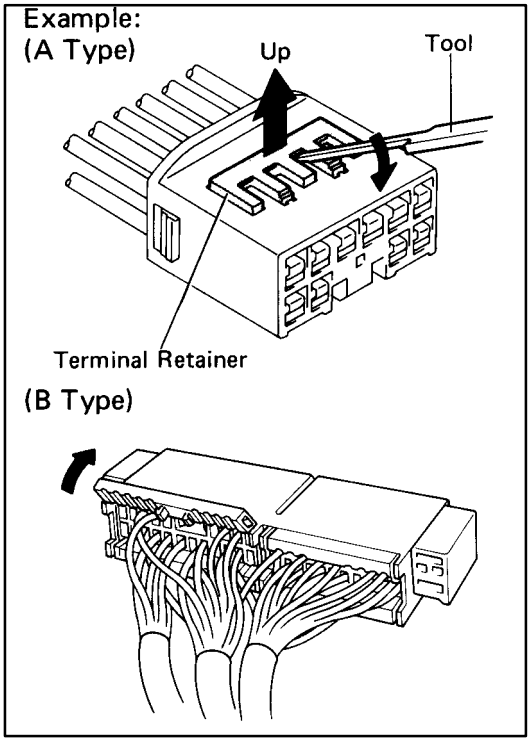
Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)

DISCONNECTION OF MALE AND FEMALE CONNECTORS

To pull apart the connectors, pull on the connector itself, not the wire harness.

HINT: Check to see what kind of connector you are disconnecting before pulling apart.





HOW TO REPLACE TERMINAL (Terminal Retainer Type)

1. DISCONNECT CONNECTOR

2. DISCONNECT TERMINAL FROM CONNECTOR

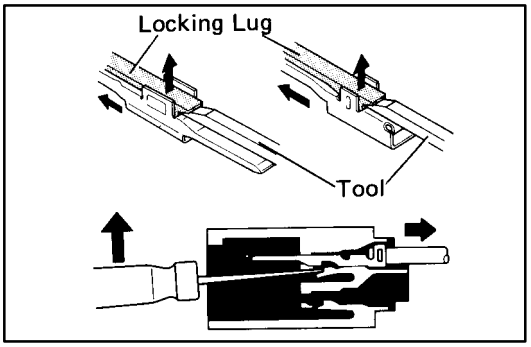
   (a) “for A type”

   Raise the terminal retainer up to the temporary lock position.

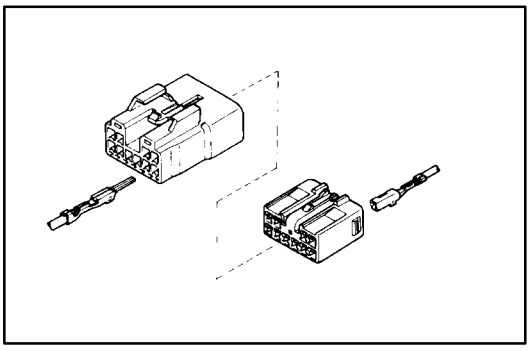
   HINT: The needle insertion position varies according to the connector’s shape (number of terminals etc.), so check the position before inserting it.

   ”for B type”

   Open the terminal retainer.



   (b) Release the locking lug from terminal and pull the terminal out from rear.

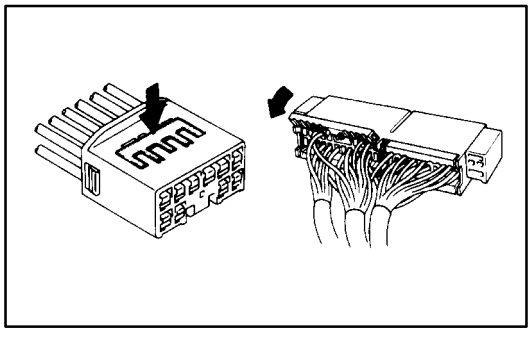


3. INSTALL TERMINAL TO CONNECTOR

   (a) Insert the terminal.

   HINT:

   1. Make sure the terminal is positioned correctly.
   2. Insert the terminal until the locking lug locks firmly.
   3. Insert the terminal with terminal retainer in the temporary lock position.



   (b) Push the terminal retainer in to the full lock position.

4. CONNECT CONNECTOR

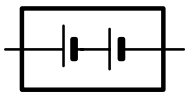
ABBREVIATIONS

The following abbreviations are used in this manual.

A/C	=	Air Conditioning
ABS	=	Anti–Lock Brake System
A/T	=	Automatic Transmission
CB	=	Circuit Breaker
COMB.	=	Combination
ECT	=	Electronic Controlled Transmission
ECU	=	Electronic Control Unit
EFI	=	Electronic Fuel Injection
EGR	=	Exhaust Gas Recirculation
EX.	=	Except
FL	=	Fusible Link
ISC	=	Idle Speed Control
J/B	=	Junction Block
LH	=	Left-Hand
M/T	=	Manual Transmission
O/D	=	Overdrive
PPS	=	Progressive Power Steering
R/B	=	Relay Block
RH	=	Right–Hand
SRS	=	Supplemental Restraint System
SW	=	Switch
TDCL	=	Total Diagnostic Communication Link
TEMP.	=	Temperature
VSV	=	Vacuum Switching Valve
W/	=	With
W/O	=	Without

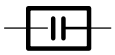
* The titles given inside the components are the names of the terminals (terminal codes) and are not treated as being abbreviations.

GLOSSARY OF TERMS AND SYMBOLS



BATTERY

Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.



CAPACITOR (Condenser)

A small holding unit for temporary storage of electrical voltage.

CIGARETTE LIGHTER

An electric resistance heating element.

CIRCUIT BREAKER

Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.

DIODE

A semiconductor which allows current flow in only one direction.

DIODE, ZENER

A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.

DISTRIBUTOR, IIA

Channels high–voltage current from the ignition coil to the individual spark plugs.

FUSE

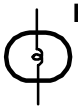
A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.

FUSIBLE LINK

A heavy–gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit.

GROUND

The point at which wiring attaches to the Body, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.



HEADLIGHTS

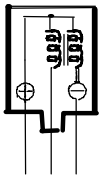
1. SINGLE FILAMENT

Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.

2. DOUBLE FILAMENT

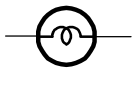
HORN

An electric device which sounds a loud audible signal.



IGNITION COIL

Convert low–voltage DC current into high–voltage ignition current for firing the spark plugs.



LIGHT

Current flow through a filament causes the filament to heat up and emit light.

LED (LIGHT EMITTING DIODE)

Upon current flow, these diodes emit light without producing the heat of a comparable light.

METER, ANALOG

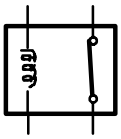
Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.

METER, DIGITAL

Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.

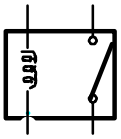
MOTOR

A power unit which converts electrical energy into mechanical energy, especially rotary motion.



RELAY

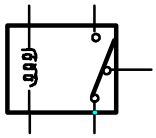
1. NORMALLY CLOSED



2. NORMALLY OPEN

Basically, an electrically operated switch which may be normally closed (1) or open (2).

Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.



RELAY, DOUBLE THROW

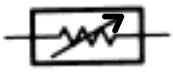
A relay which passes current through one set of contacts or the other.

RESISTOR

An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

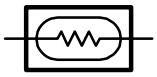
RESISTOR, TAPPED

A resistor which supplies two or more different non–adjustable resistance values.



RESISTOR, VARIABLE or RHEOSTAT

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.



SENSOR (Thermistor)

A resistor which varies its resistance with temperature.

SENSOR, ANALOG SPEED

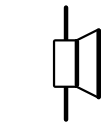
Uses magnetic impulses to open and close a switch to create a signal for activation of other components.

SHORT PIN

Used to provide an unbroken connection within a junction block.

SOLENOID

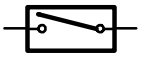
An electromagnetic coil which forms a magnetic field when current flows, to move a plunger, etc.



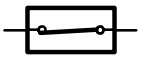
SPEAKER

An electromechanical device which creates sound waves from current flow.

SWITCH, MANUAL



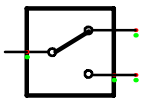
1. NORMALLY OPEN



2. NORMALLY CLOSED

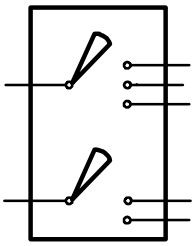
Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.

SWITCH, DOUBLE THROW



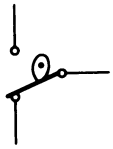
A switch which continuously passes current through one set of contacts or the other.

SWITCH, IGNITION



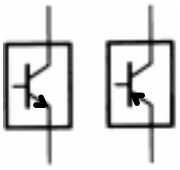
A key operated switch with several positions which allows various circuits. Particularly the primary ignition circuit, to become operational.

SWITCH, WIPER PARK



Automatically returns wipers to the stop position when the wiper switch is turned off.

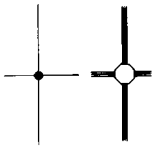
TRANSISTOR



A solidstate device typically used as an electronic relay; stops or passes current depending on the applied voltage at “base.”

WIRES

(1) NOT CONNECTED

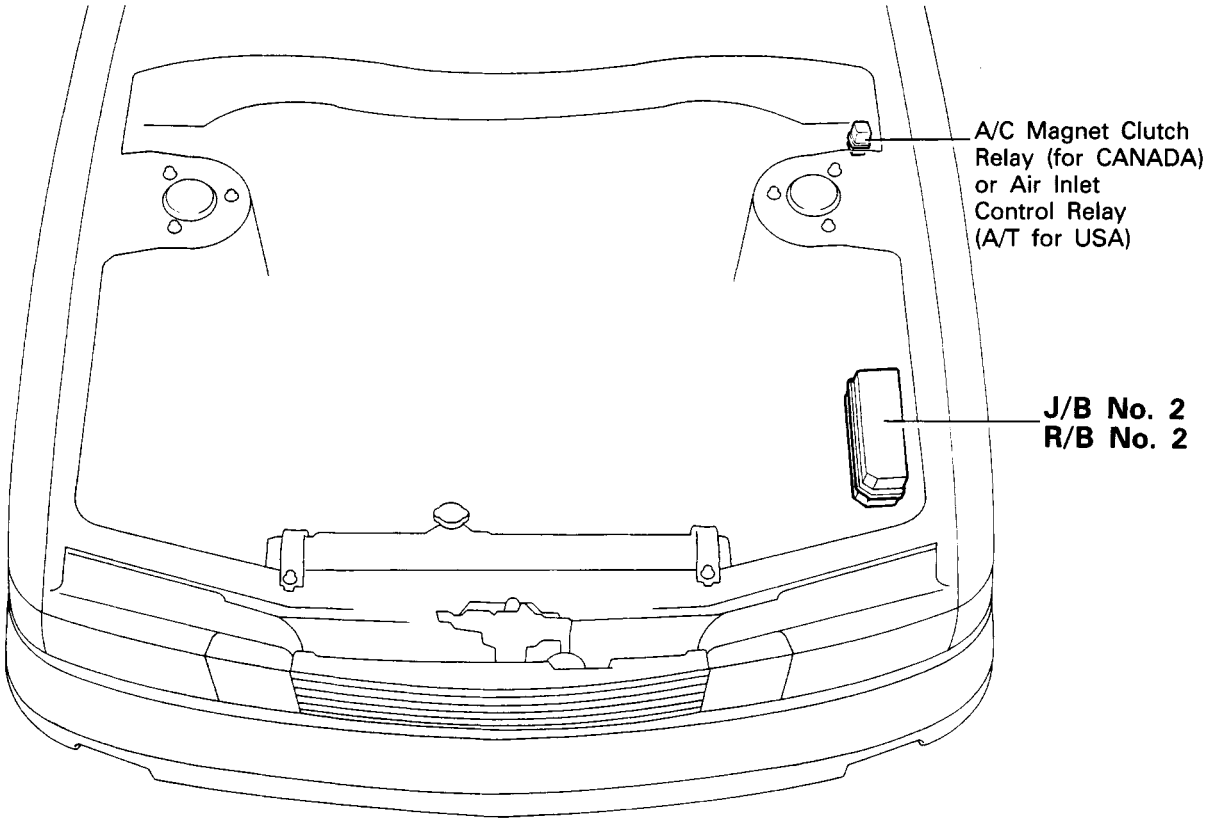


(2) SPLICED

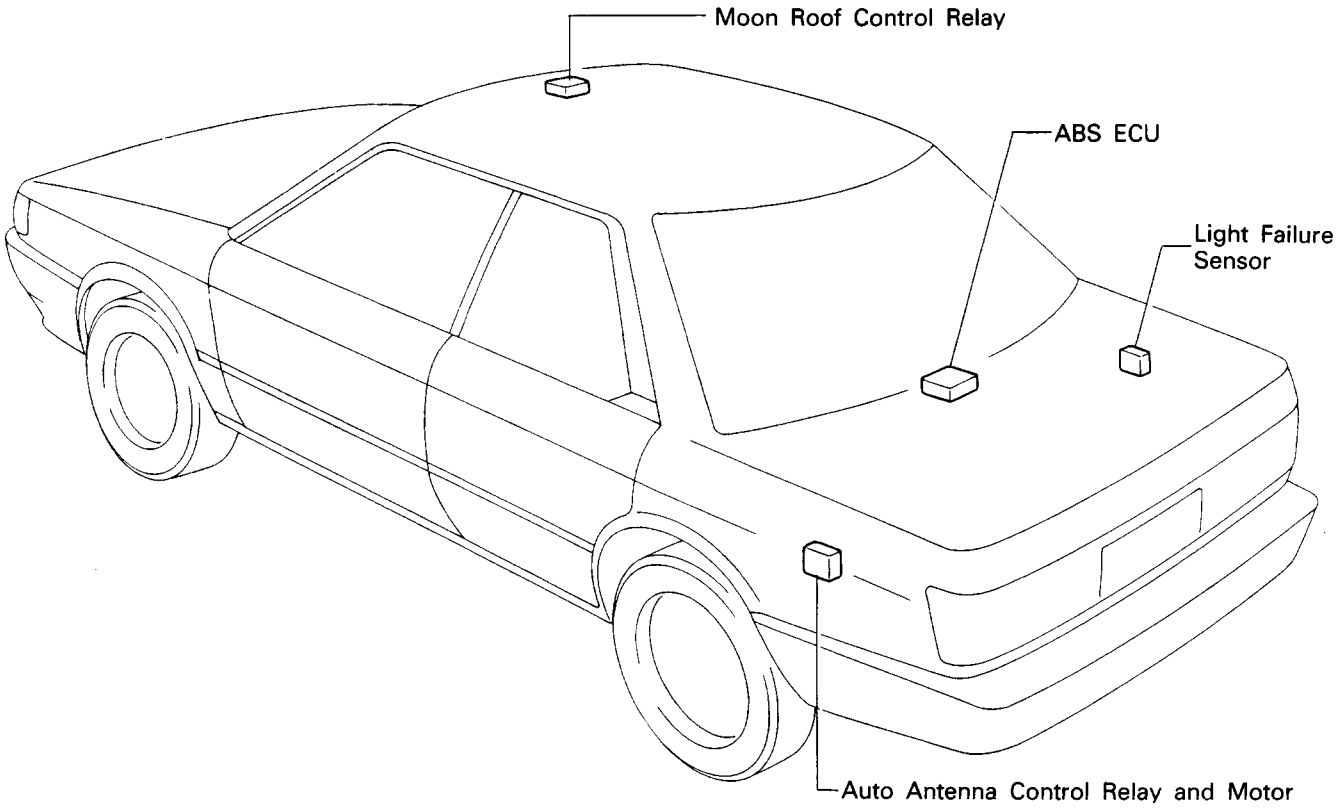
Wires are always drawn as straight lines on wiring diagrams. Crossed wired (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot or octagonal ( ) mark at the junction as spliced (joined) connections.

RELAY LOCATIONS

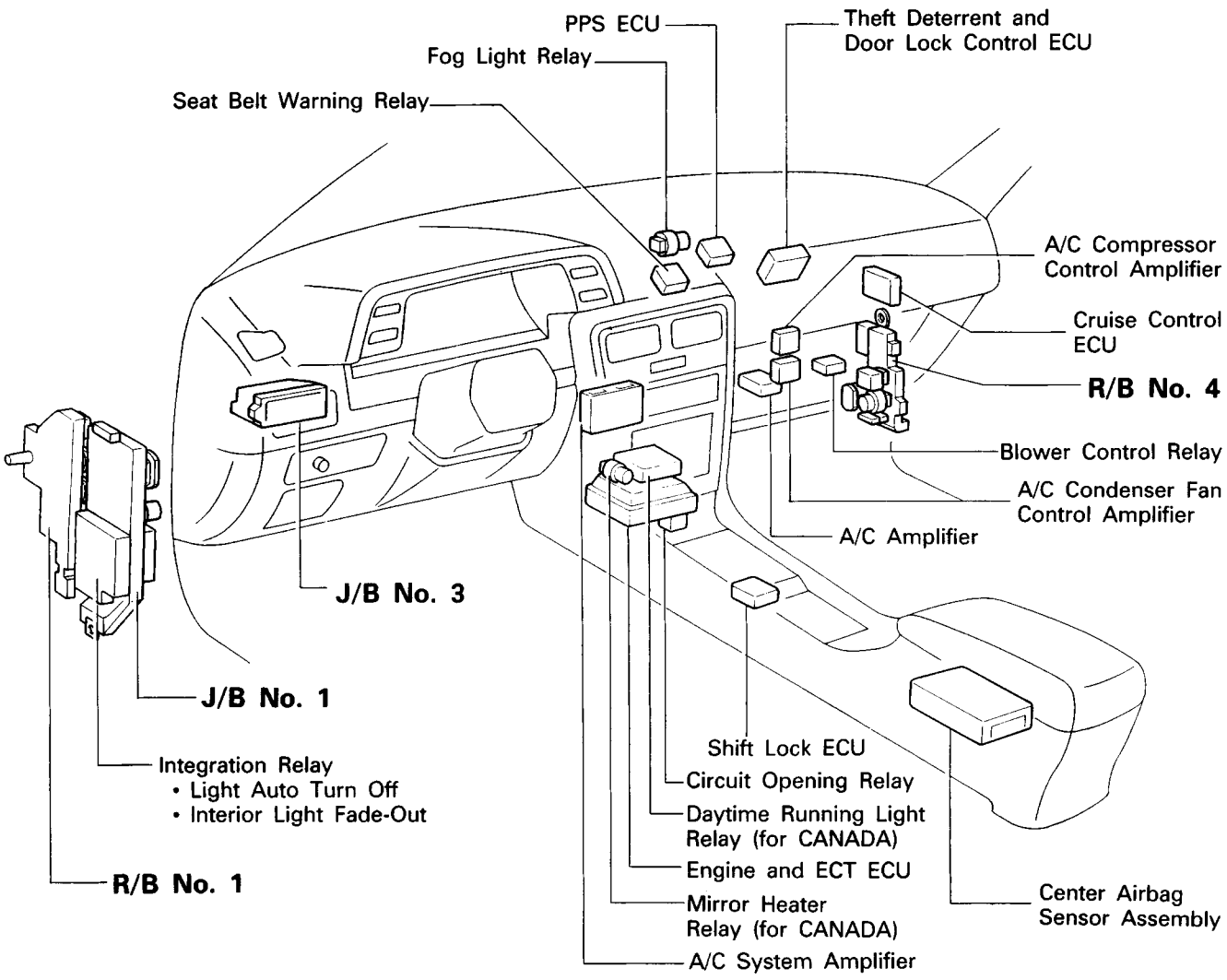
[Engine Compartment]



[Body]

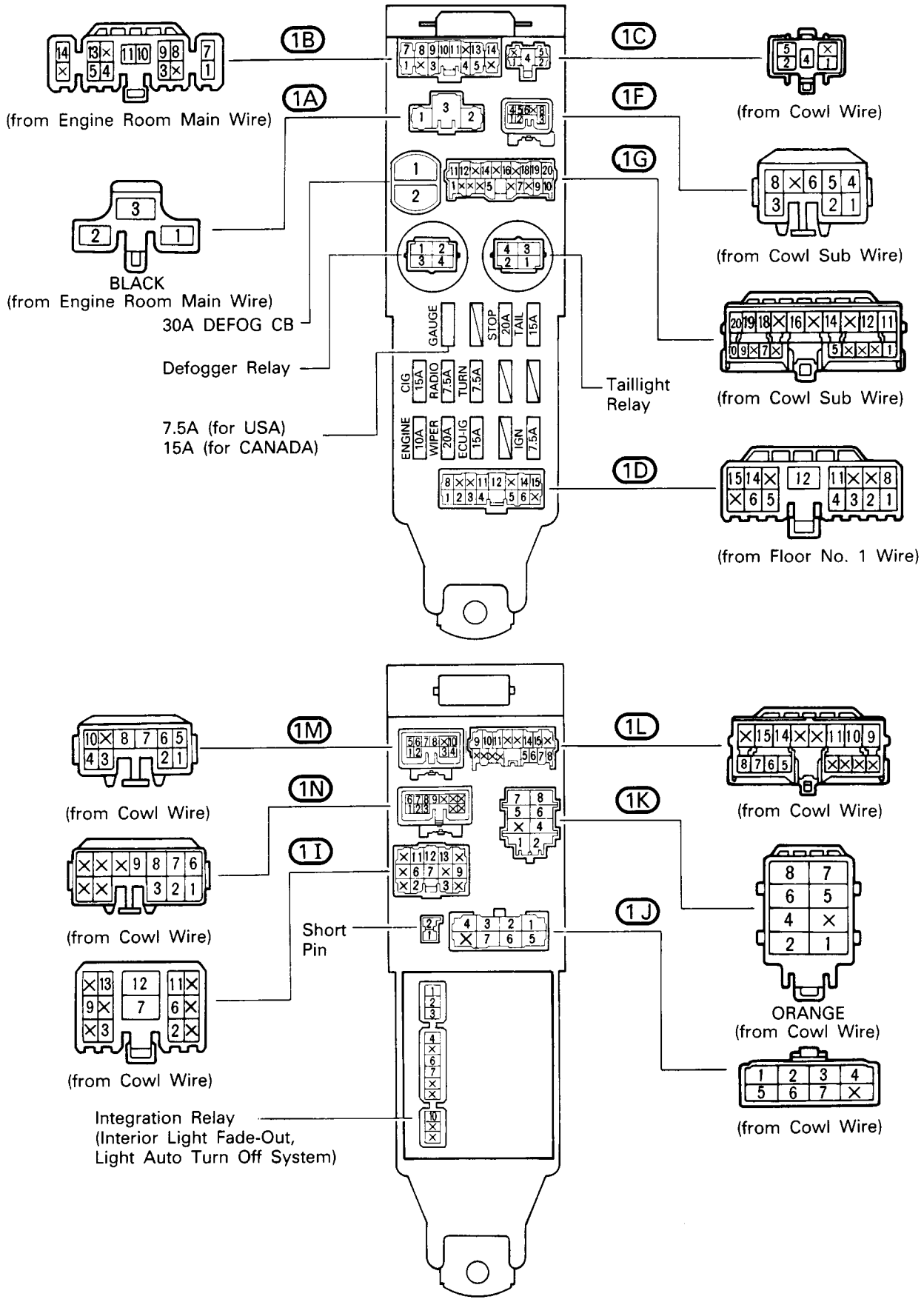


[Instrument Panel]

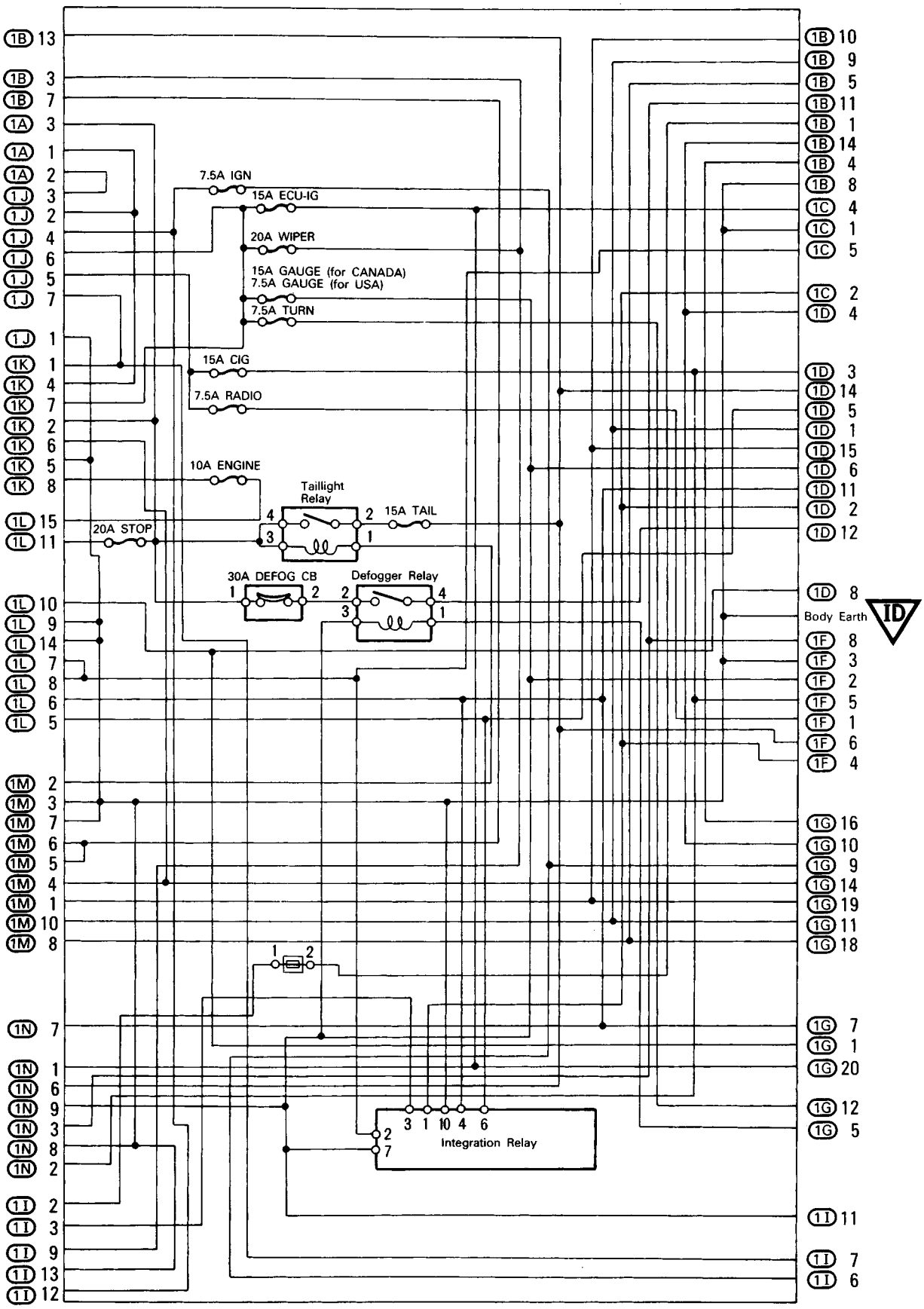


RELAY LOCATIONS

: J/B No. 1	Left Kick Panel (See Page 17)

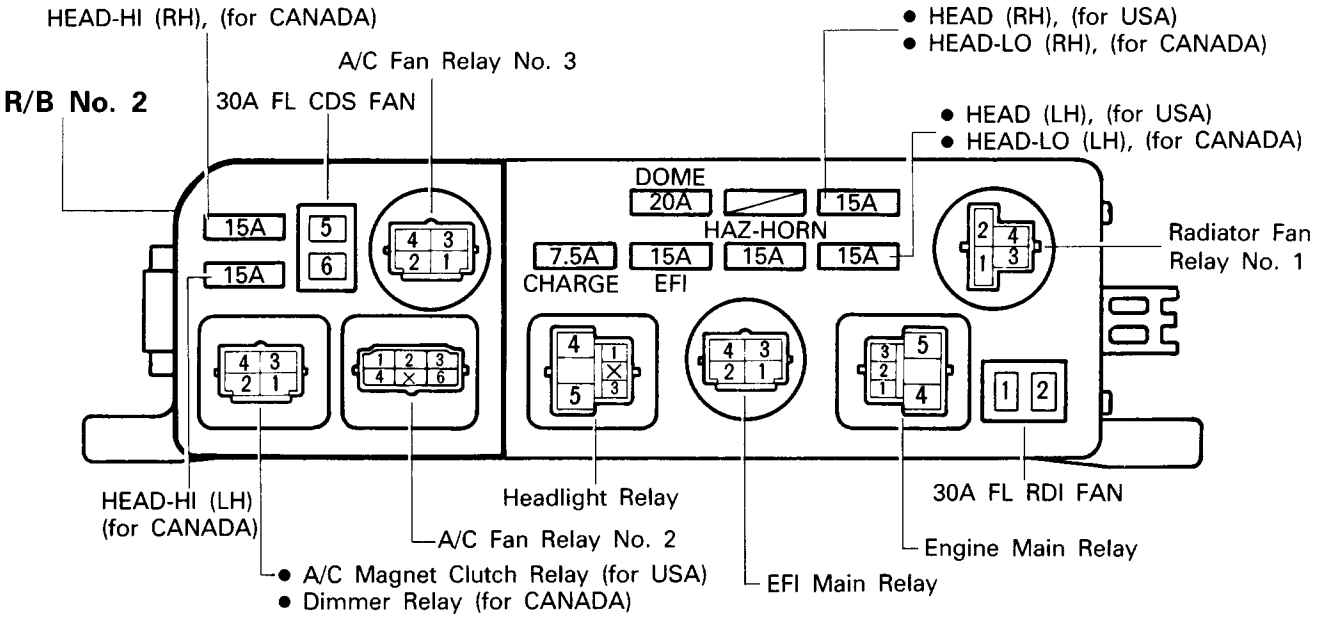


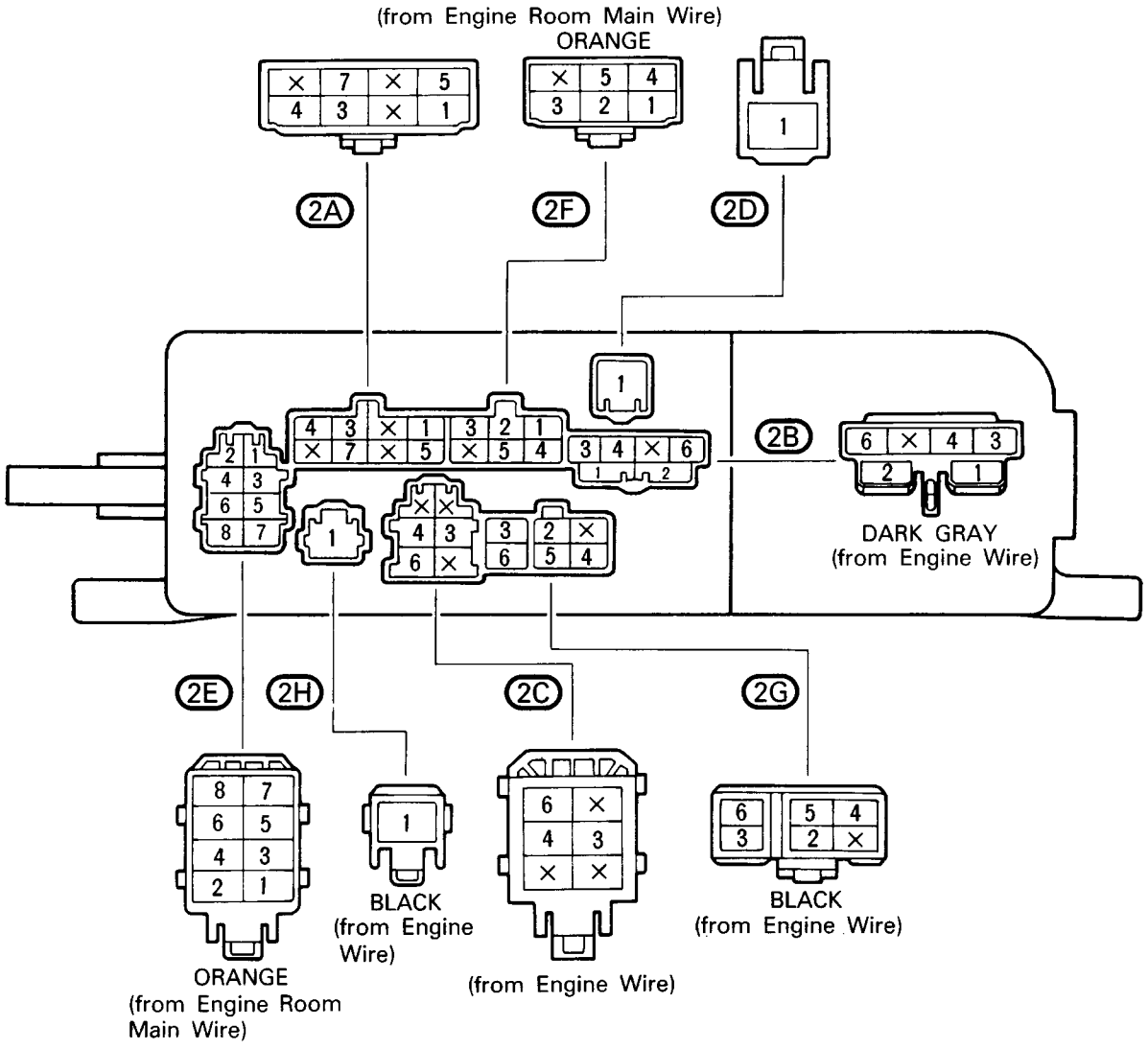
[J/B No. 1 Inner Circuit]



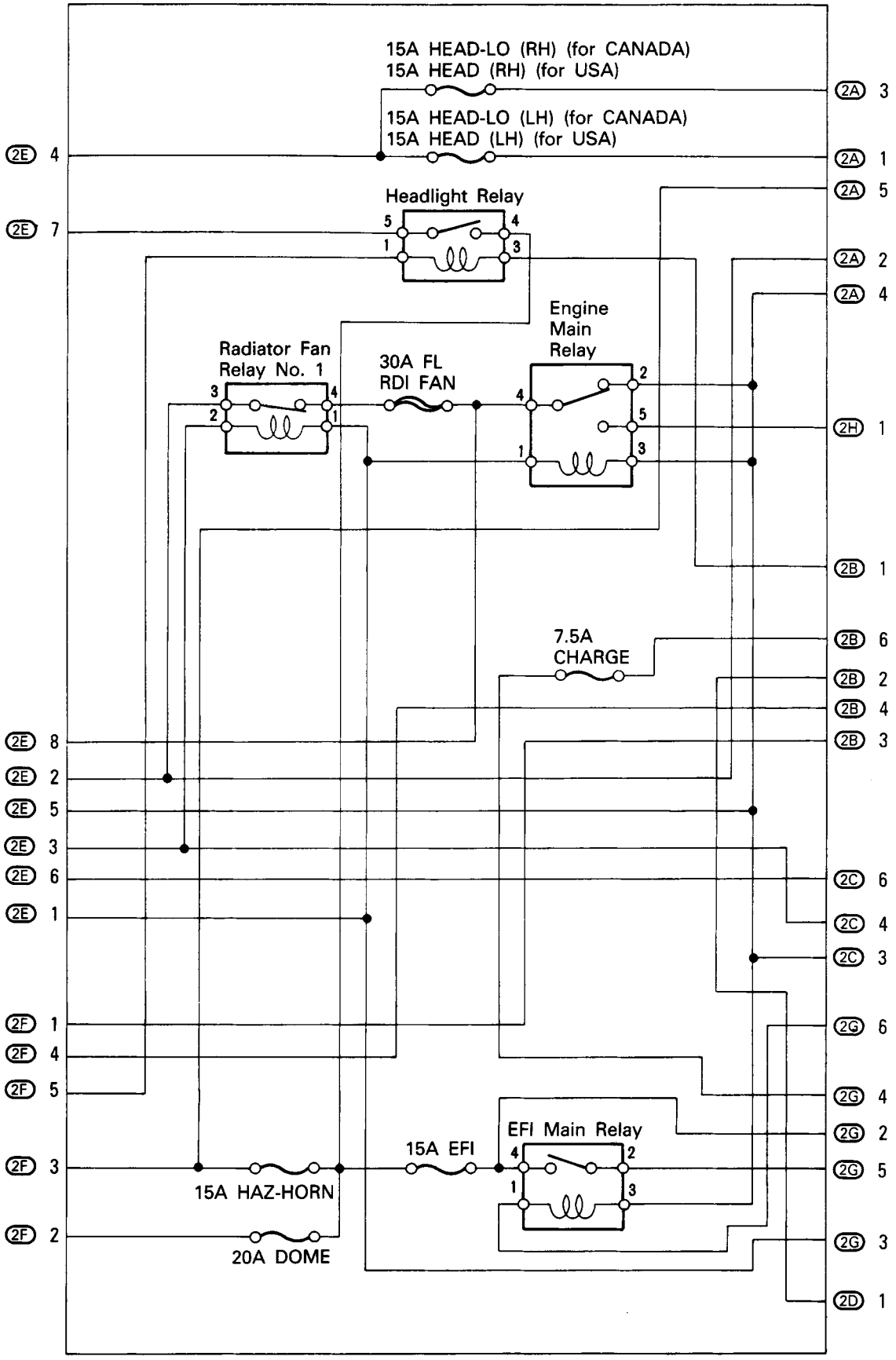
RELAY LOCATIONS

⬭ : J/B No. 2 ② : R/B No. 2	**Engine Compartment Left** (See Page 16)



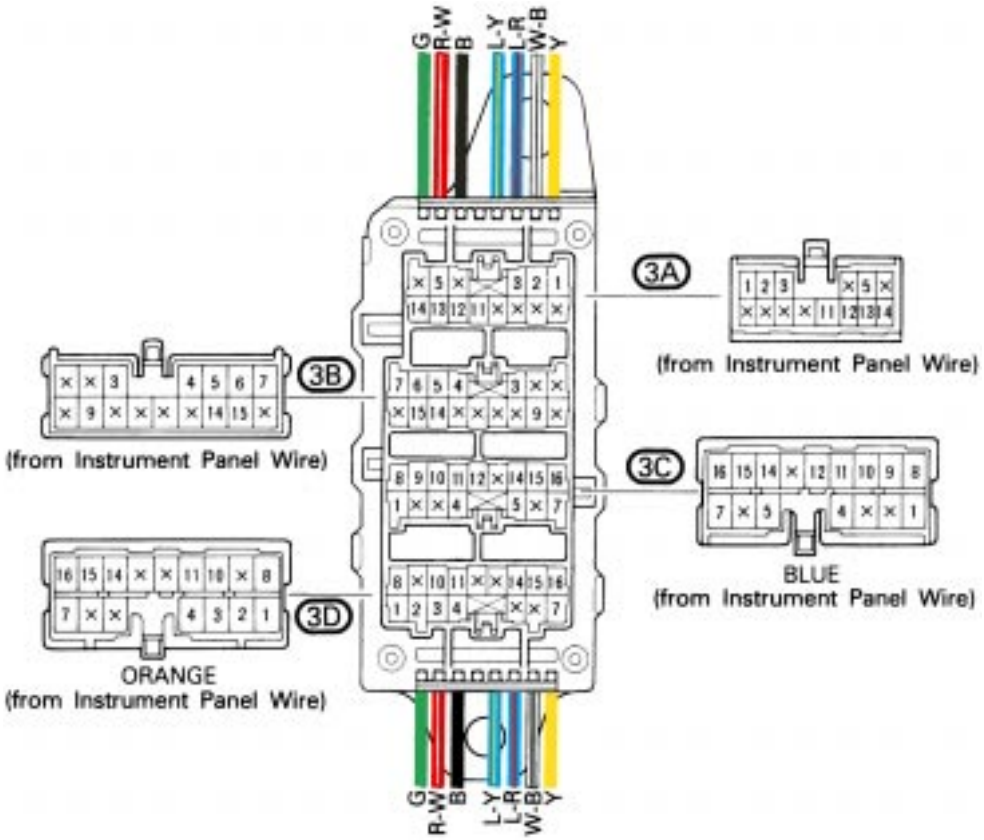


[J/B No. 2 Inner Circuit]

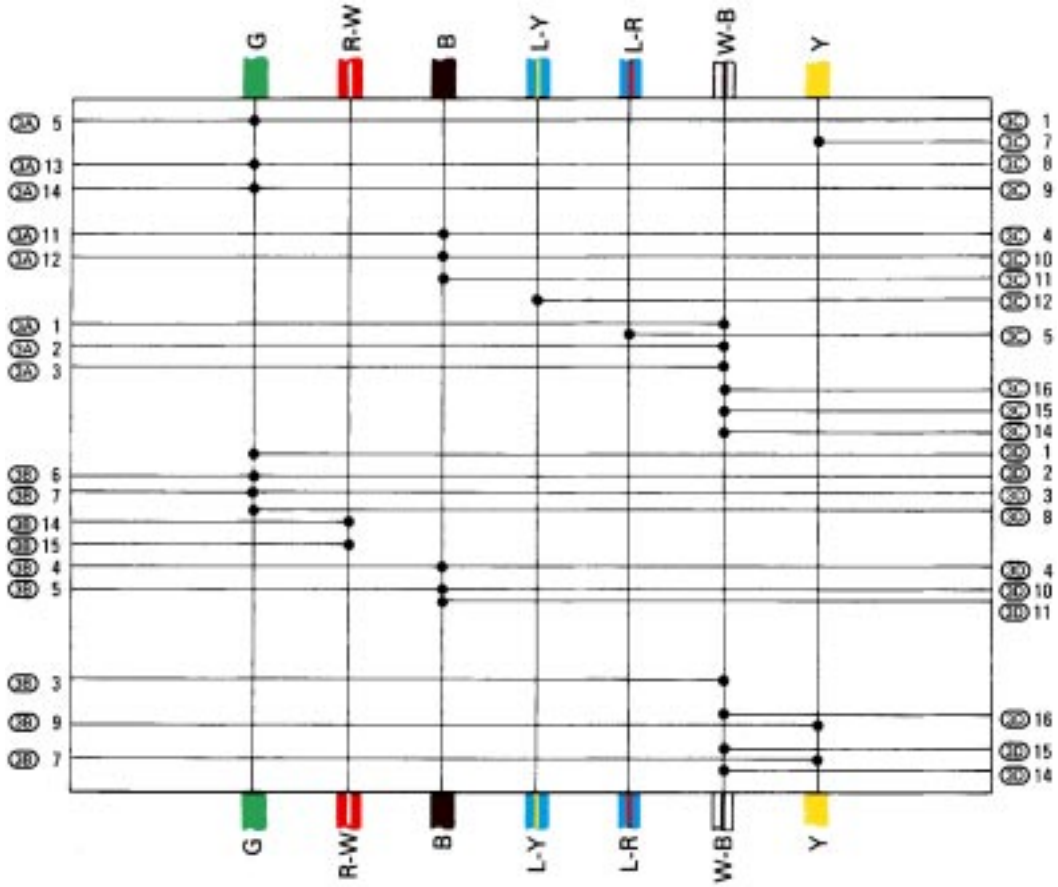


RELAY LOCATIONS

: J/B No. 3	**Instrument Panel Left** (See Page 17)

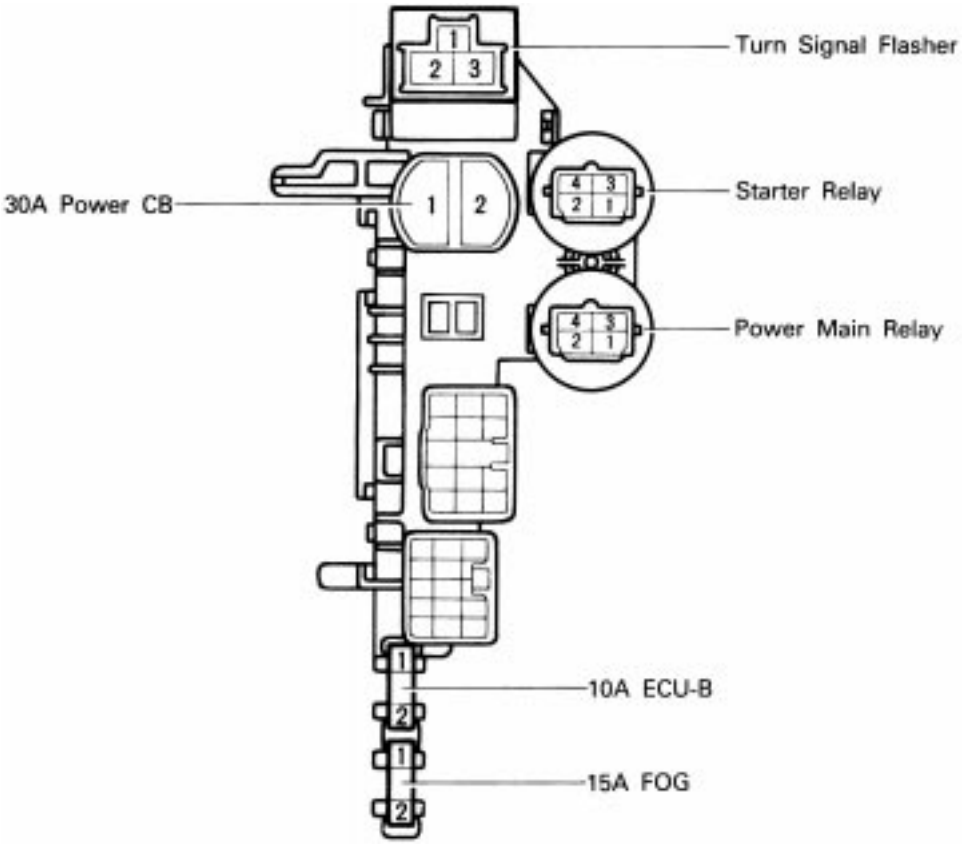


[J/B No. 3 Inner Circuit]

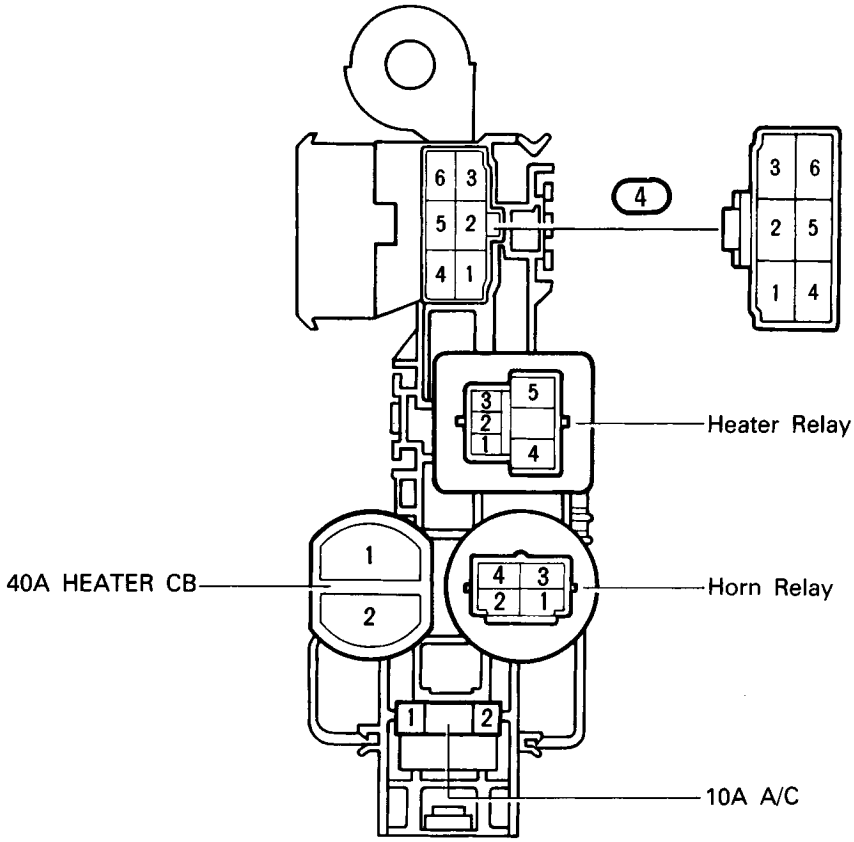


RELAY LOCATIONS

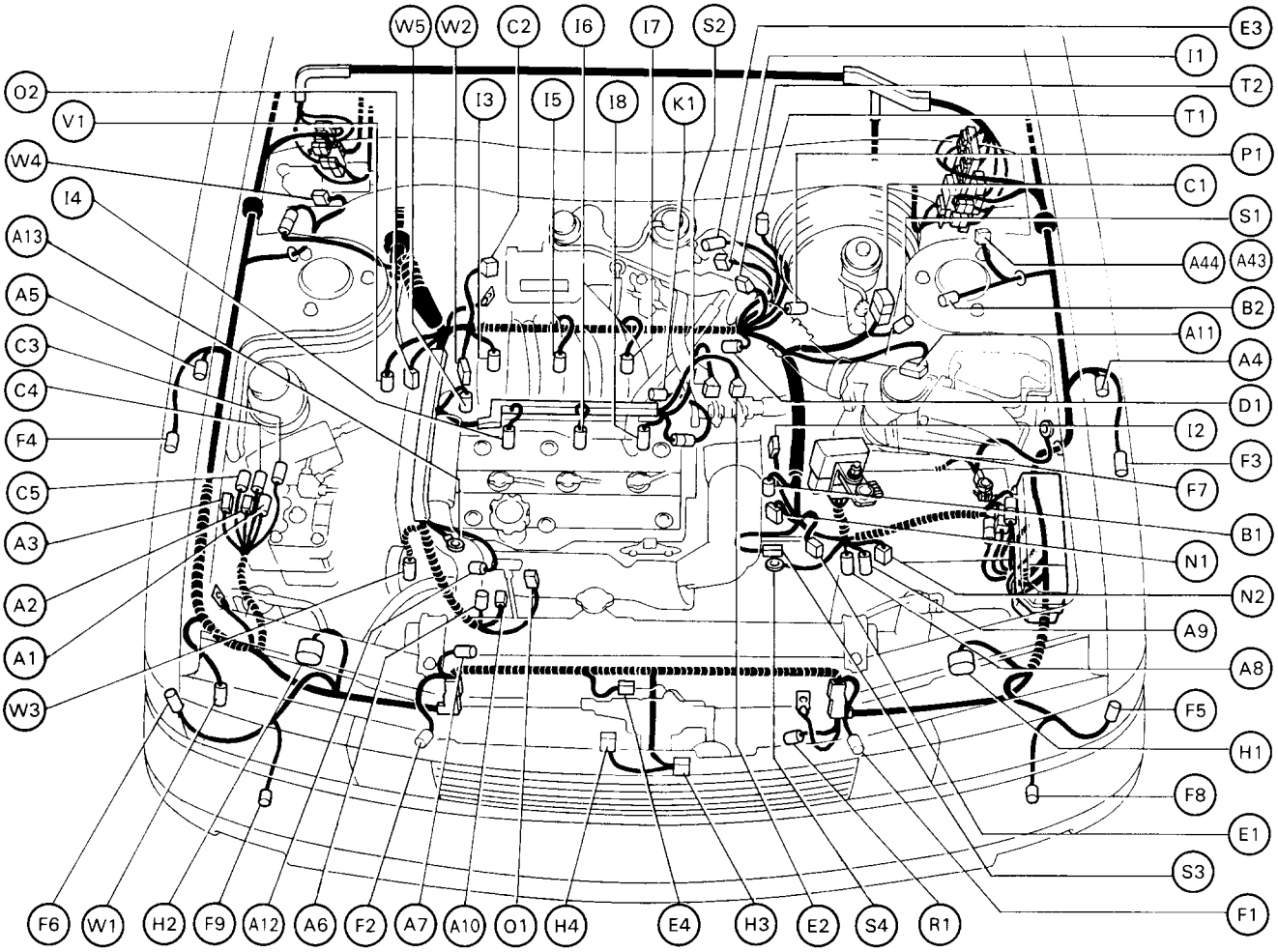
① : R/B No. 1	Right Side of J/B No. 1 (See Page 17)



④ : R/B No. 4	Right Kick Panel (See Page 17)

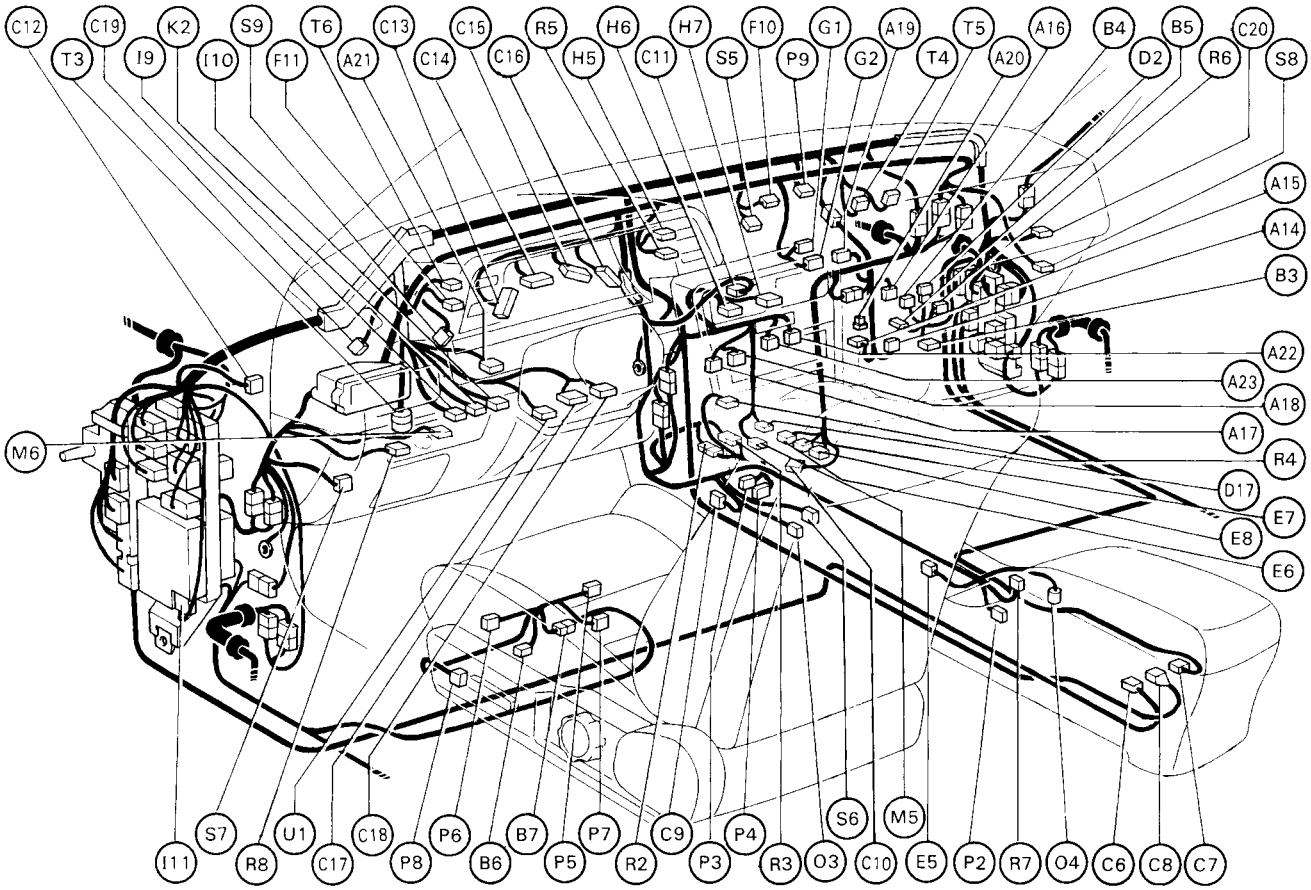


Position of Parts in Engine Compartment



A 1 ABS Actuator
A 2 ABS Actuator
A 3 ABS Actuator
A 4 ABS Speed Sensor Front LH
A 5 ABS Speed Sensor Front RH
A 6 A/C Compressor Sensor
A 7 A/C Condenser Fan Motor
A 8 A/C Dial Pressure SW
A 9 A/C High Pressure SW (for Radiator Fan)
A 10 A/C Magnet Clutch
A 11 Air Flow Meter
A 12 Alternator
A 13 Alternator
A 43 A/C magnet Clutch Relay (for (CANADA)
A 44 Air Inlet Control Relay (A/T for USA)
B 1 Back-Up Light SW (M/T)
B 2 Brake Fluid Level SW
C 1 Check Connector
C 2 Cold Start Injector
C 3 Cruise Control Actuator
C 4 Cruise Control Vacuum Pump
C 5 Cruise Control Vacuum SW
D 1 Distributor
E 1 ECT Solenoid or O/D Solenoid
E 2 EFI Water Temp. Sensor
E 3 EGR Gas Temp. Sensor (for California)
E 4 Engine Hood Courtesy SW
F 1 Fog Light LH
F 2 Fog Light RH
F 3 Front Airbag Sensor LH
F 4 Front Airbag Sensor RH
F 5 Front Clearance and Side Marker Light
F 6 Front Clearance and Side Marker Light
F 7 Fusible Link Box
F 8 Front Turn Signal Light LH
F 9 Front Turn Signal Light RH
H 1 Headlight LH
H 2 Headlight RH
H 3 Horn LH
H 4 Horn RH
I 1 ISC Valve
I 2 Igniter and Ignition Coil
I 3 Injector No. 1
I 4 Injector No. 2
I 5 Injector No. 3
I 6 Injector No. 4
I 7 Injector No. 5
I 8 Injector No. 6
K 1 Knock Sensor
N 1 Neutral Start SW and Back-Up Light SW (A/T)
N 2 Noise Filter (for Ignition System)
O 1 Oil Pressure SW
O 2 Oxygen Sensor (Main)
P 1 PPS Solenoid
R 1 Radiator Fan Motor
S 1 Short Pin (for Fan Check)
S 2 Start Injector Time SW
S 3 Starter
S 4 Starter
T 1 Theft Deterrent Horn
T 2 Throttle Position Sensor
V 1 VSV (for Fuel Pressure Up)
W 1 Washer Motor
W 2 Eater Temp. Sender
W 3 Water Temp. Sensor No. 1 (for Radiator Fan)
W 4 Wiper Motor
W 5 Water Temp. Sensor No. 2 (for A/C)

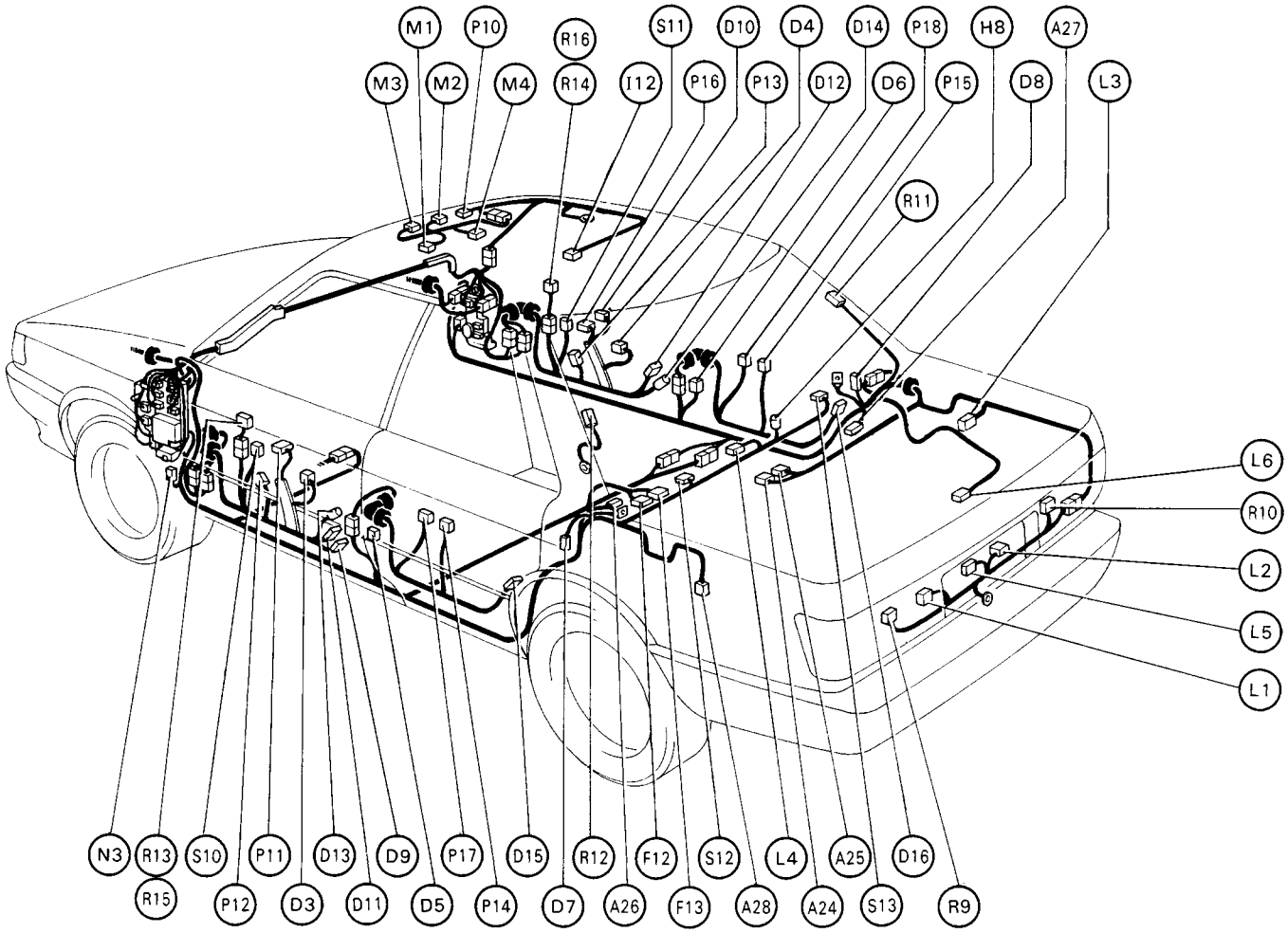
Position of Parts in Instrument Panel



A 14 A/C Condenser Fan Control Amplifier
A 15 A/C Amplifier
A 16 A/C Compressor Control Amplifier
A 17 A/C System Amplifier
A 18 A/C System Amplifier
A 19 A/C Thermistor
A 20 A/C Diode
A 21 AIrbag Squib
A 22 Air Mix Control Servo Motor
A 23 Air Vent Mode Control Servo Motor
B 3 Blower Control Relay
B 4 Blower Motor
B 5 Blower Resistor
B 6 Buckle SW (w/ Power Seat)
B 7 Buckle SW (w/o Power Seat)
C 6 Center Airbag Sensor Assembly
C 7 Center Airbag Sensor Assembly
C 8 Center Airbag Sensor Assembly
C 9 Cigarette Lighter
C 10 Circuit Opening Relay
C 11 Clock
C 12 Clutch Start SW (M/T) or Short Pin (A/T)
C 13 Combination Meter
C 14 Combination Meter
C 15 Combination Meter
C 16 Combination Meter
C 17 Combination SW
C 18 Combination SW
C 19 Cruise Control Clutch SW (M/T) or Short Pin (A/T)
C 20 Cruise Control ECU
D 2 Diode (for Interior Light System)
D 17 Daytime Running Light Relay (for CANADA)
E 5 ECT Pattern Select SW
E 6 Engine and ECT ECU
E 7 Engine and ECT ECU
E 8 Engine and ECT ECU
E 10 Fog Light Relay
E 11 Fog Light SW

G 1 Glove Box Light
G 2 Glove Box Light SW
H 5 Hazard SW
H 6 Heater Control Assembly
H 7 Heater Control Assembly
I 9 Ignition Key Cylinder Light
I 10 Ignition SW
I 11 Integration Relay
K 2 Key Interlock Solenoid
M 5 Mirror Heater Relay (for CANADA)
M 6 Mirror Heater SW (for CANADA)
O 3 O/D Main SW and A/T Indicator Light
O 4 Oxygen SEnsor (Sub)
P 2 Parking Brake SW
P 3 Power Amplifier (w/ CD Player)
P 4 Power Amplifier (w/ CD Player)
P 5 Power Seat Motor (Front Vertical)
P 6 Power Seat Motor (Rear Vertical)
P 7 Power Seat Motor (Slide)
P 8 Power Seat SW
P 9 PPS ECU
R 2 Radio and Player (w/o CD Player)
R 3 Radio and Player (w/o CD Player)
R 4 Radio and Player (w/ CD Player)
R 5 Rear Window Defogger SW
R 6 Recirc/Fresh Control Servo Motor
R 7 Remote Control Mirror SW
R 8 Rheostat
S 5 Seat Belt Warning Relay
S 6 Shift Lock ECU
S 7 Speaker Front LH
S 8 Speaker Front RH
S 9 Stop Light SW and Cruise Control Stop SW
T 3 TDCL (Total Diagnostic Communication Link)
T 4 Theft Deterrent and Door Lock Control ECU
T 5 Theft Deterrent and Door Lock Control ECU
T 6 Theft Deterrent Indicator
U 1 Unlock Warning SW

Position of Parts in Body



A 24 ABS ECU
A 25 ABS ECU
A 26 ABS Speed Sensor Rear LH
A 27 ABS Speed Sensor Rear RH
A 28 Auto Antenna Control Relay and Motor

D 3 Door Courtesy Light LH
D 4 Door Courtesy Light RH
D 5 Door Courtesy SW Front LH
D 6 Door Courtesy SW Front RH
D 7 Door Courtesy SW Rear LH
D 8 Door Courtesy SW Rear RH
D 9 Door Key Cylinder Light and Outside Handle SW
D 10 Door Lock Control SW RH
D 11 Door Lock Key SW LH
D 12 Door Lock Key SW RH
D 13 Door Lock Motor and Door Unlock Detection SW Front LH
D 14 Door Lock Motor and Door Unlock Detection SW Front RH
D 15 Door Lock Motor and Door Unlock Detection SW Rear LH
D 16 Door Lock Motor and Door Unlock Detection SW Rear RH

F 12 Fuel Pump
F 13 Fuel Sender

H 8 High Mount Stop Light

I 12 Interior Light

L 1 Licence Plate Light LH
L 2 Licence Plate Light RH
L 3 Light Failure Sensor
L 4 Luggage Compartment Light
L 5 Luggage Compartment Light SW
L 6 Luggage Compartment Key Unlock SW

M 1 Moon Roof Control Relay
M 2 Moon Roof Limit SW
M 3 Moon Roof Motor
M 4 Moon Roof SW and Personal Light

N 3 Noise Filter (for Defogger System)

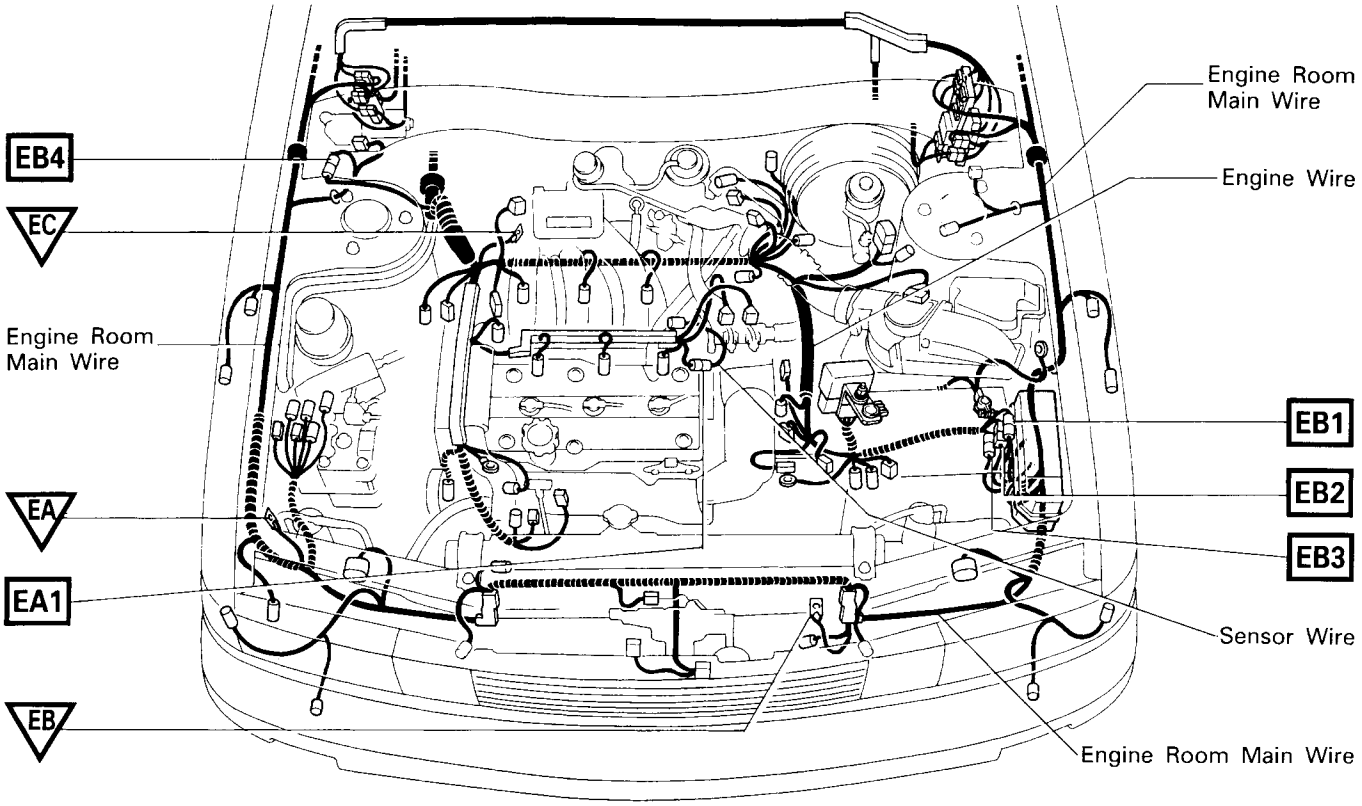
P 10 Personal Light (w/o Moon Roof)
P 11 Power Window Master SW and Door Lock Control SW LH
P 12 Power Window Motor Front LH
P 13 Power Window Motor Front RH
P 14 Power Window Motor Rear LH
P 15 Power Window Motor Rear RH
P 16 Power Window SW Front RH
P 17 Power Window SW Rear LH
P 18 Power Window SW Rear RH

R 9 Rear Combination Light LH
R 10 Rear Combination Light RH
R 11 Rear Window Defogger (+)
R 12 Rear Window Defogger (–)
R 13 Remote Control Mirror LH (for USA)
R 14 Remote Control Mirror RH (for USA)
R 15 Remote Control Mirror and Mirror Heater LH (for CANADA)
R 16 Remote Control Mirror and Mirror Heater RH (for CANADA)

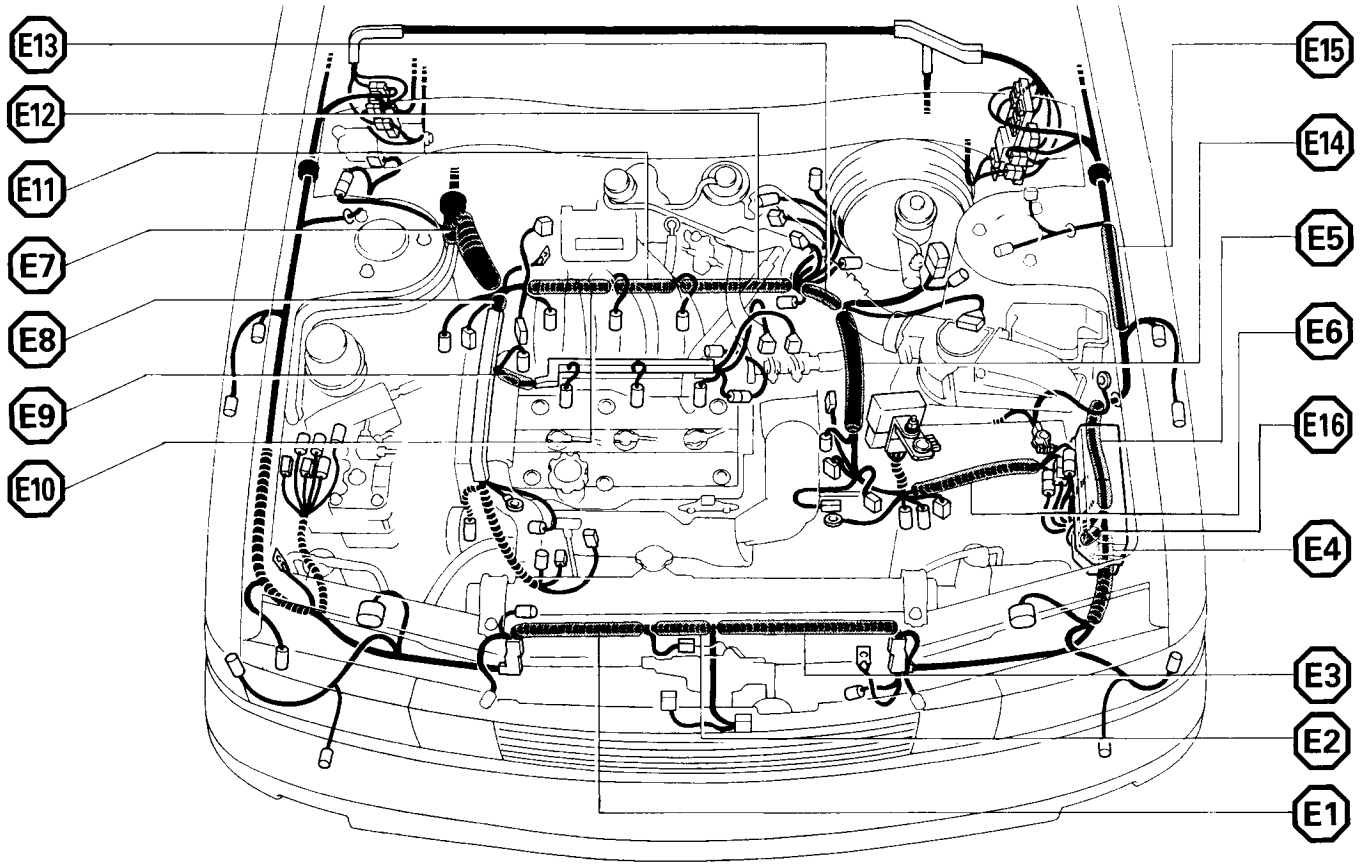
S 10 Speaker Front Door LH
S 11 Speaker Front Door RH
S 12 Speaker Rear LH
S 13 Speaker Rear RH

▭ : Location of Connector Joining Wire Harness and Wire Harness

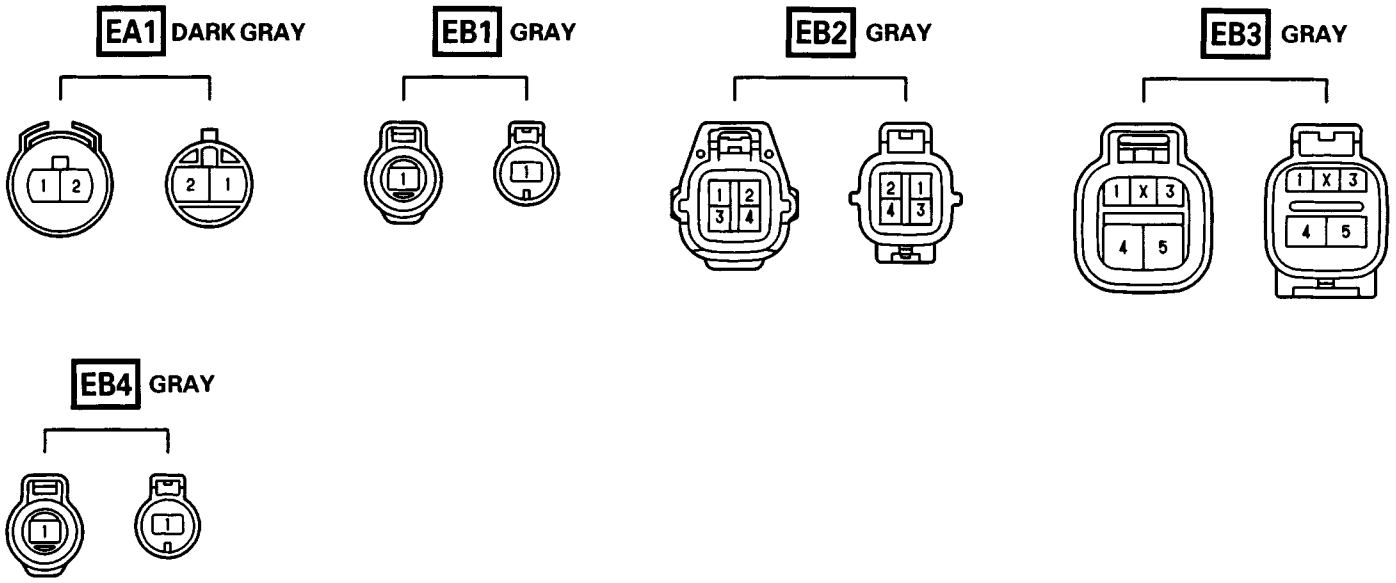
▽ : Location of Ground Points



○ : Location of Splice Points

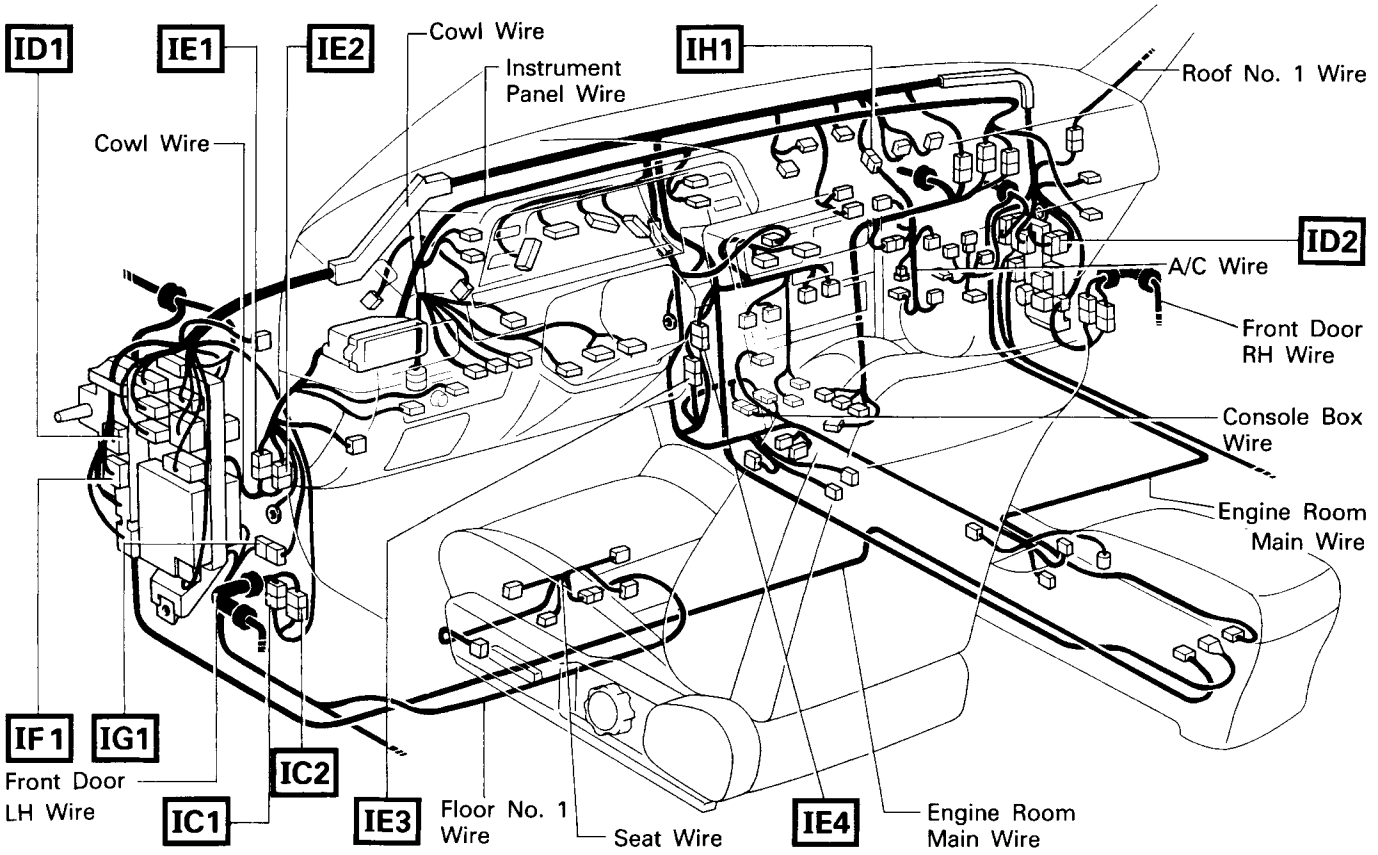


Connector Joining Wire Harness and Wire Harness

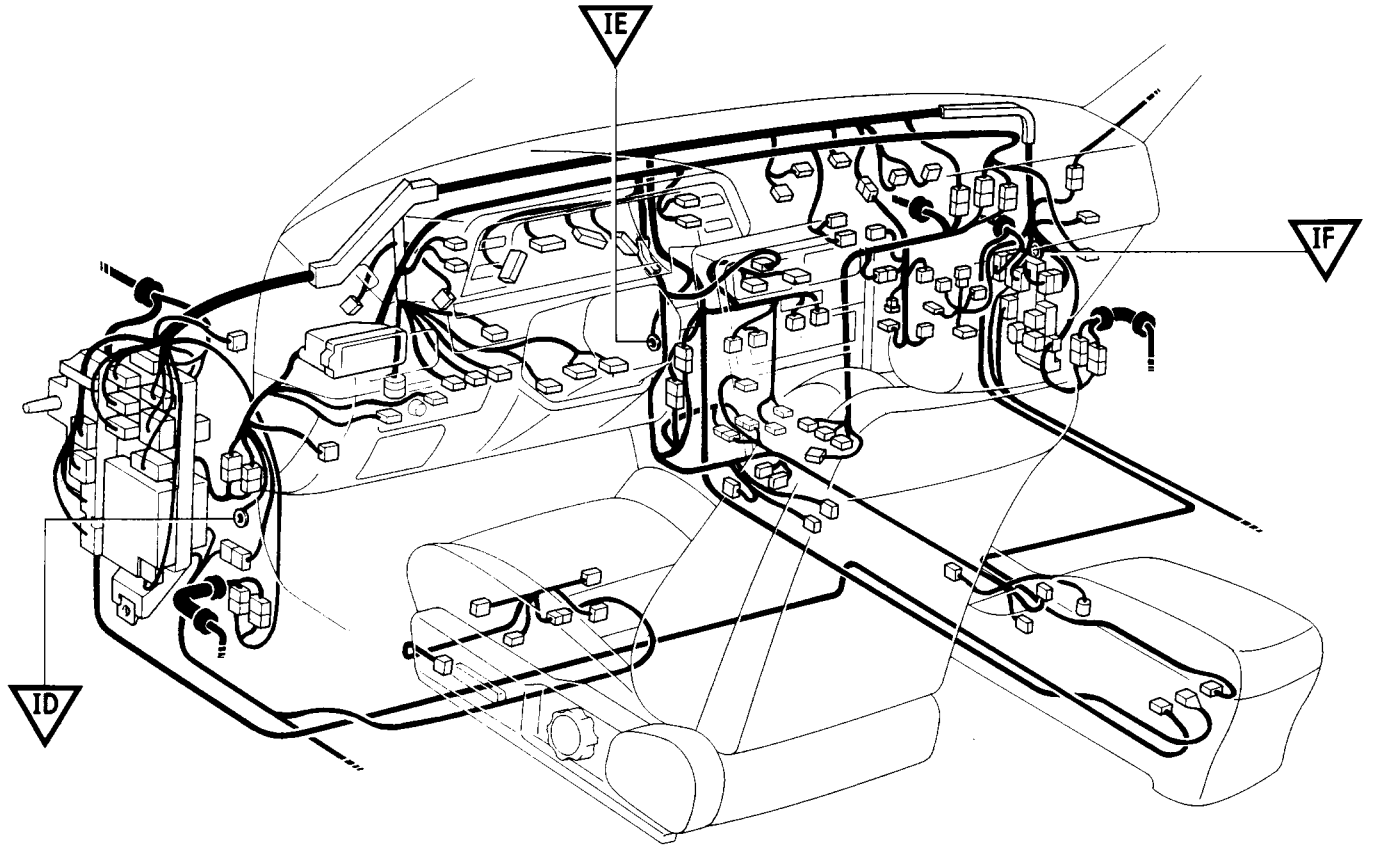


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	SENSOR WIRE AND ENGINE WIRE (ON THE HEAD COVER)
EB1	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE J/B NO.2)
EB2	
EB3	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
EB4	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE WIPER MOTOR)

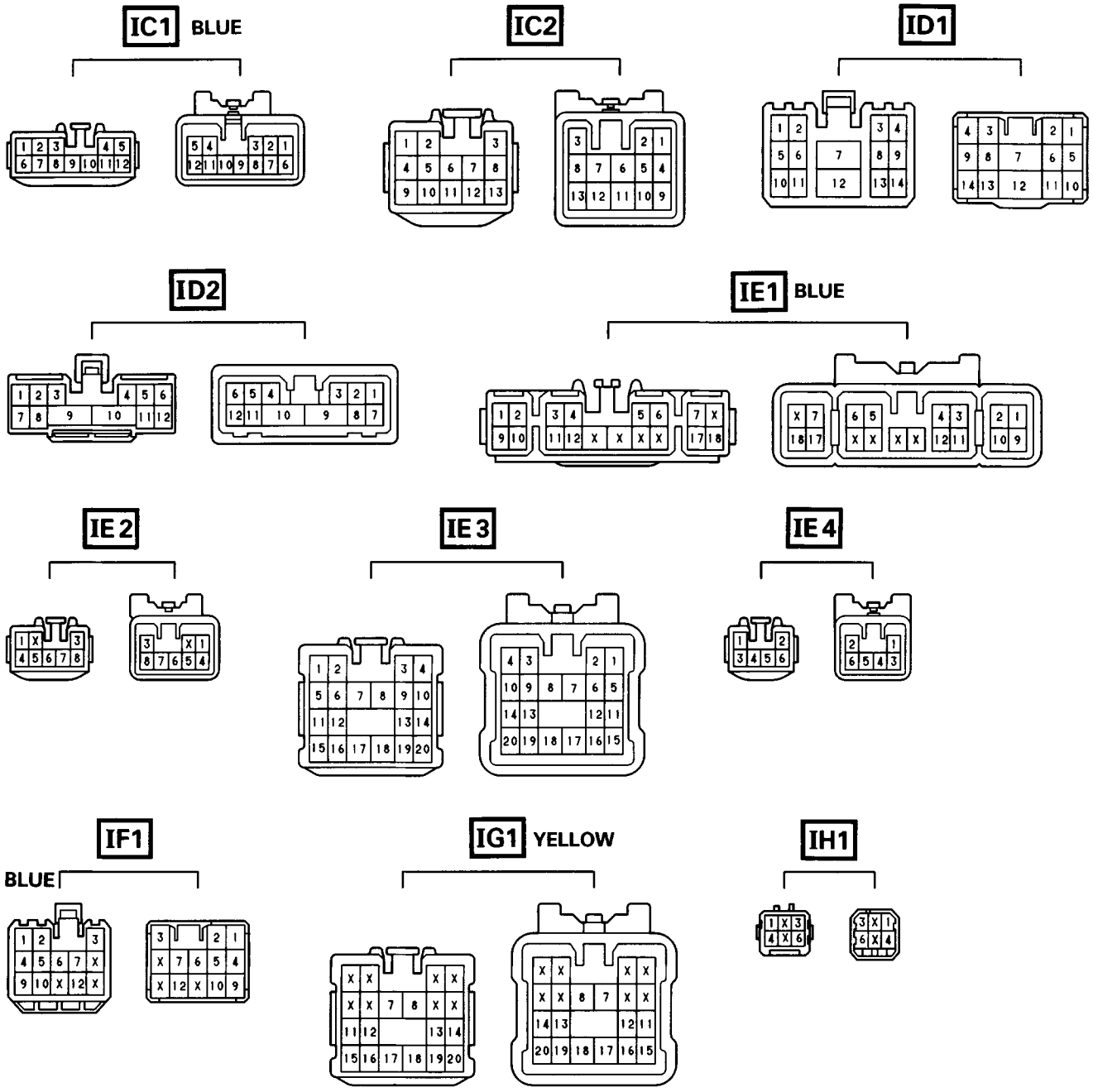
▭ : Location of Connector Joining Wire Harness and Wire Harness



▽ : Location of Ground Points

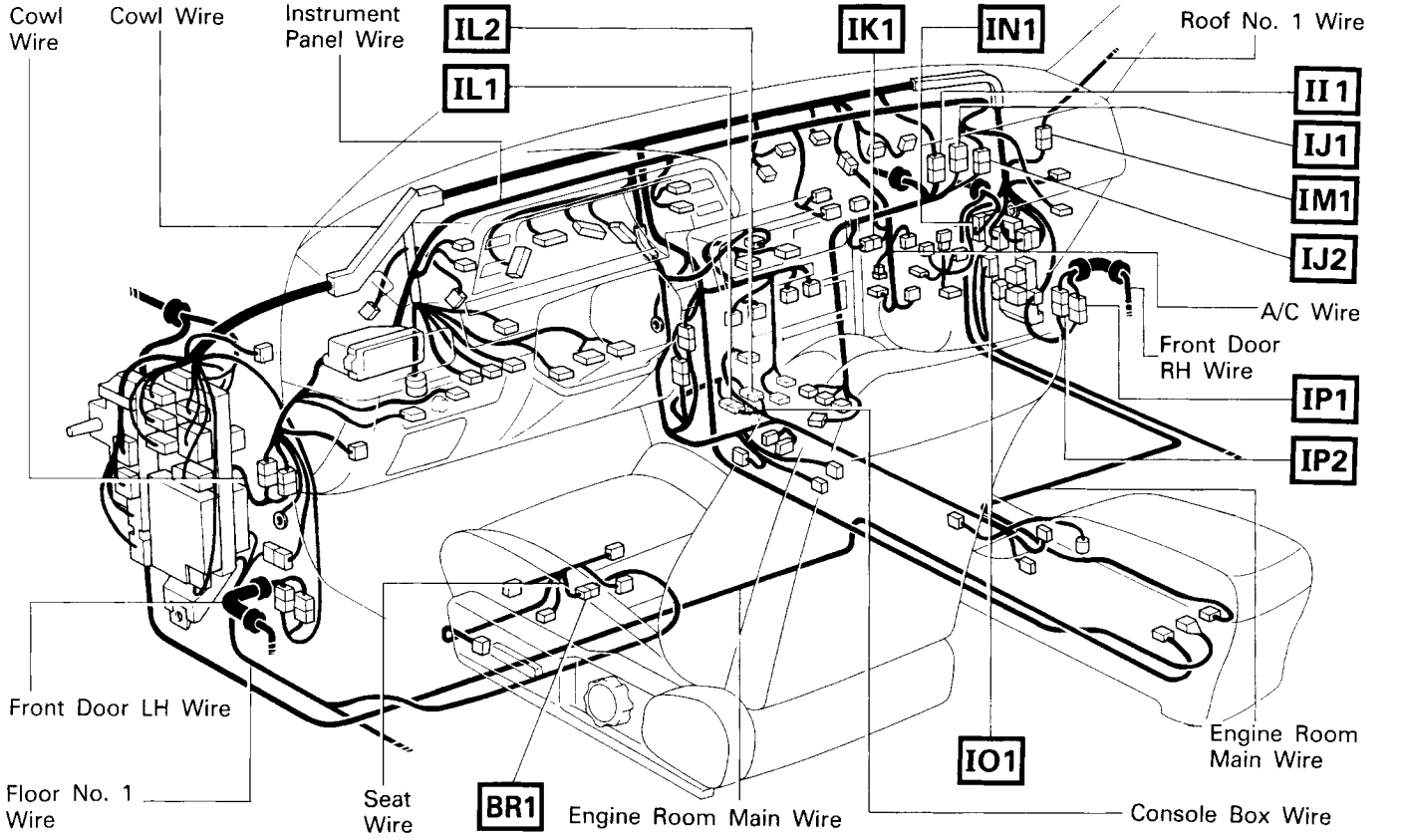


Connector Joining Wire Harness and Wire Harness

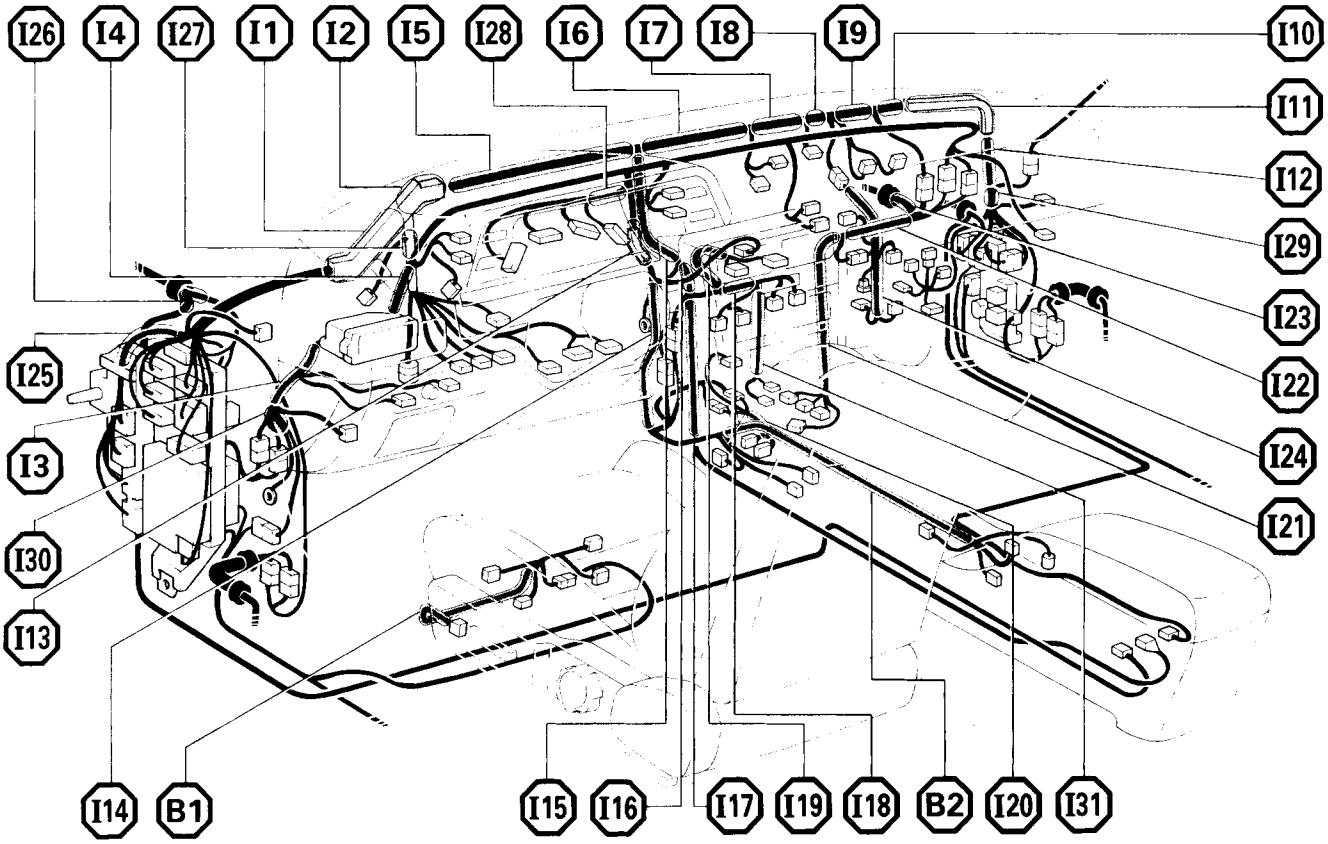


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IC2	
ID1	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
ID2	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IE1	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	
IE3	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IE4	
IF1	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IG1	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	COWL WIRE AND A/C WIRE (BEHIND GLOVE BOX)

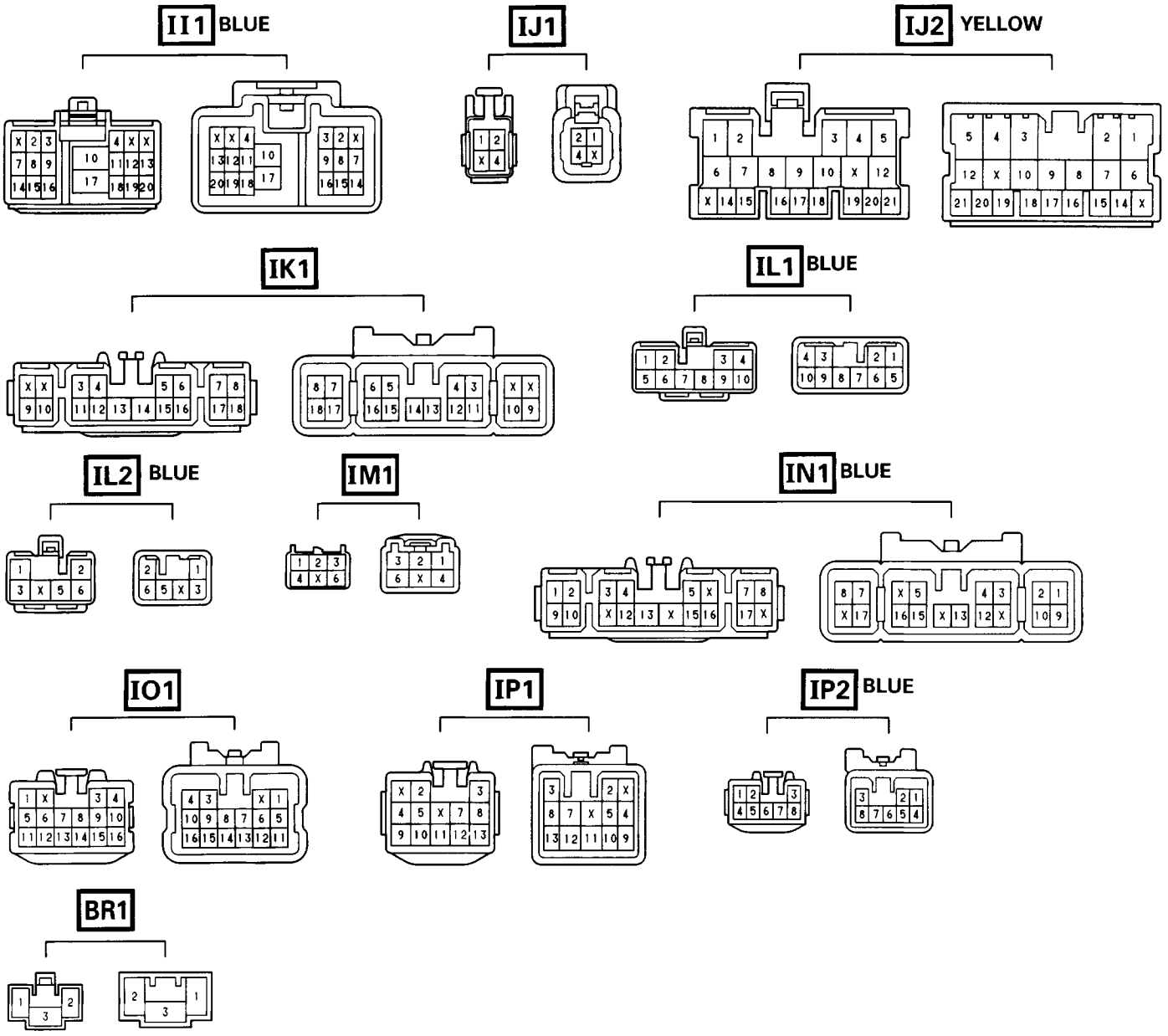
▭ : Location of Connector Joining Wire Harness and Wire Harness



◯ : Location of Splice Points



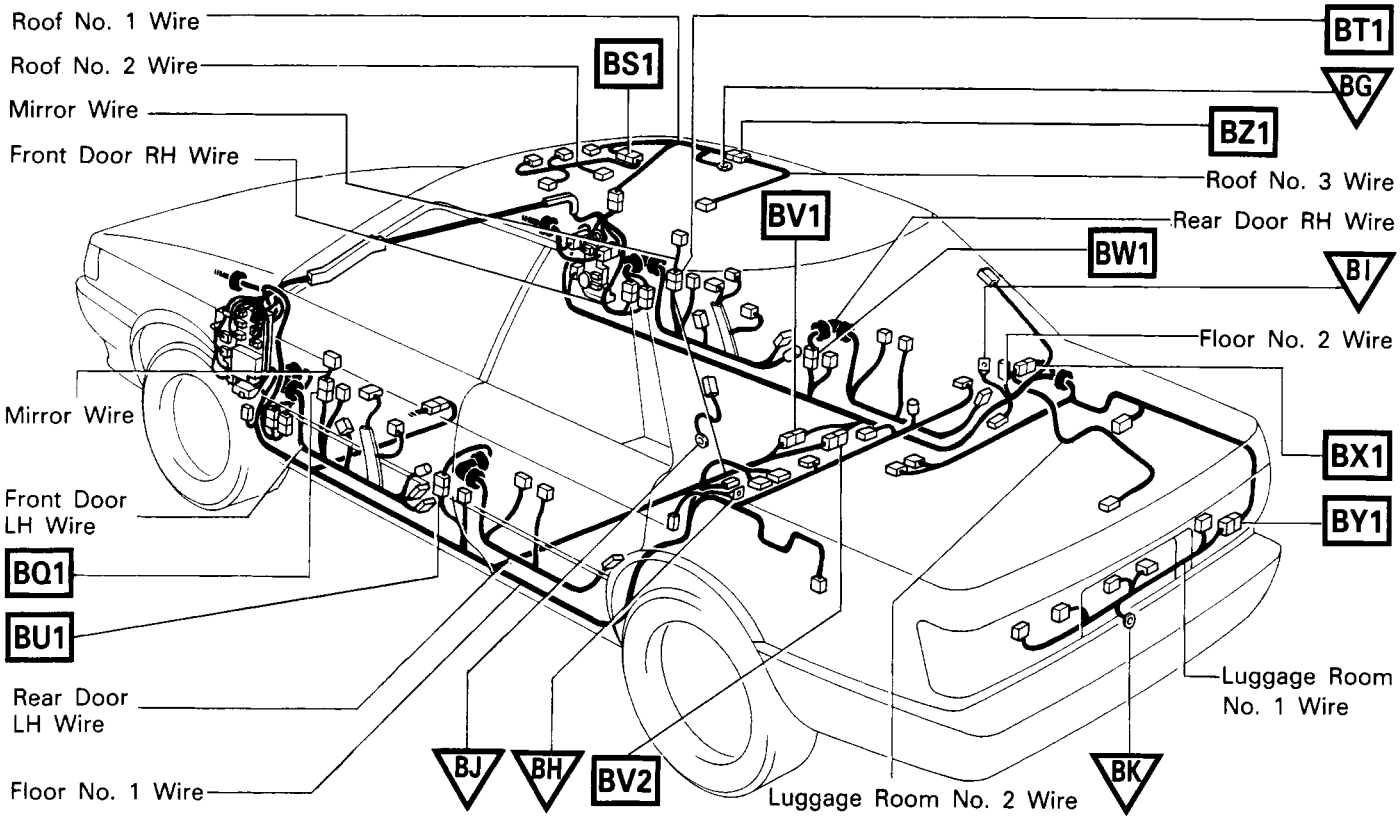
Connector Joining Wire Harness and Wire Harness



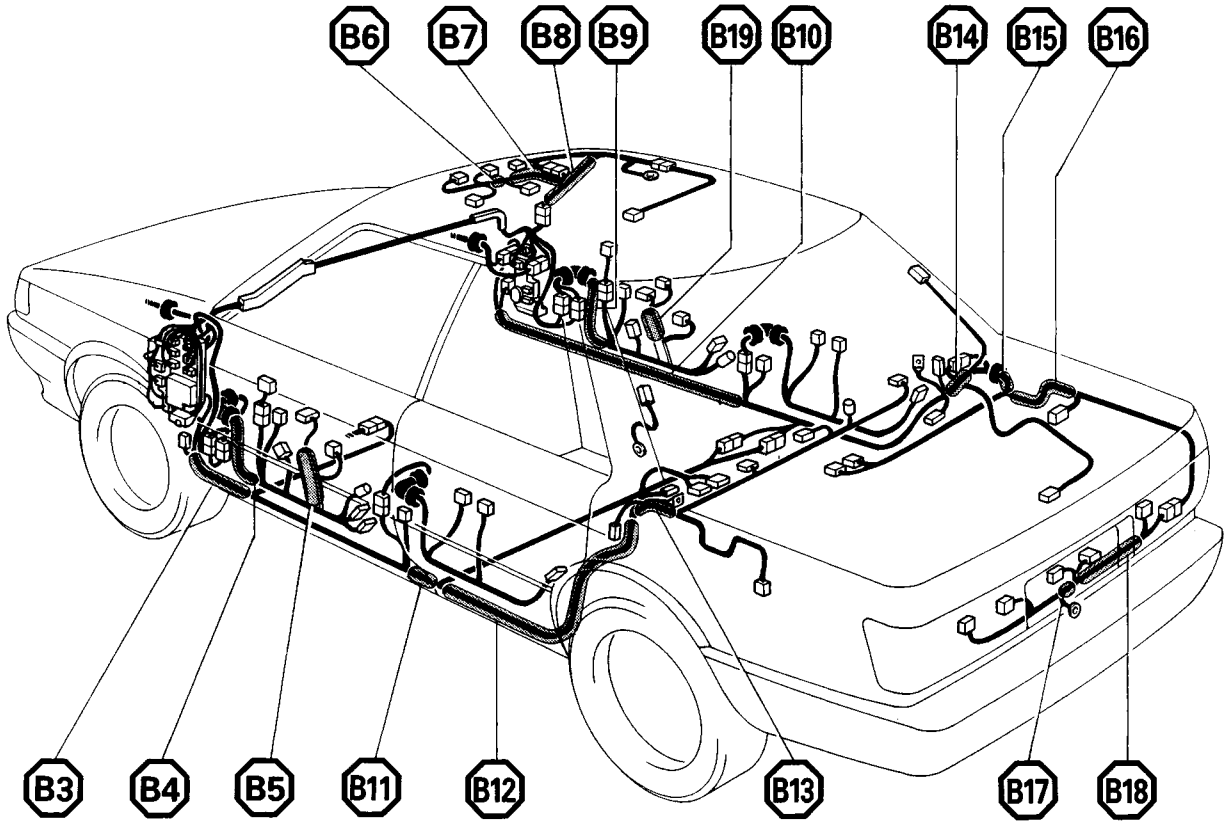
CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ1	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IJ2	
IK1	ENGINE WIRE AND A/C WIRE (BEHIND GLOVE BOX)
IL1	INSTRUMENT PANEL WIRE AND CONSOLE BOX WIRE (UNDER THE RADIO AND PLAYER)
IL2	
IM1	ROOF NO.1 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IN1	ENGINE ROOM MAIN WIRE AND FLOOR NO.2 WIRE (RIGHT KICK PANEL)
IO1	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP2	
BR1	FLOOR NO.1 WIRE AND SEAT WIRE (UNDER THE DRIVER'S SEAT)

▭ : Location of Connector Joining Wire Harness and Wire Harness

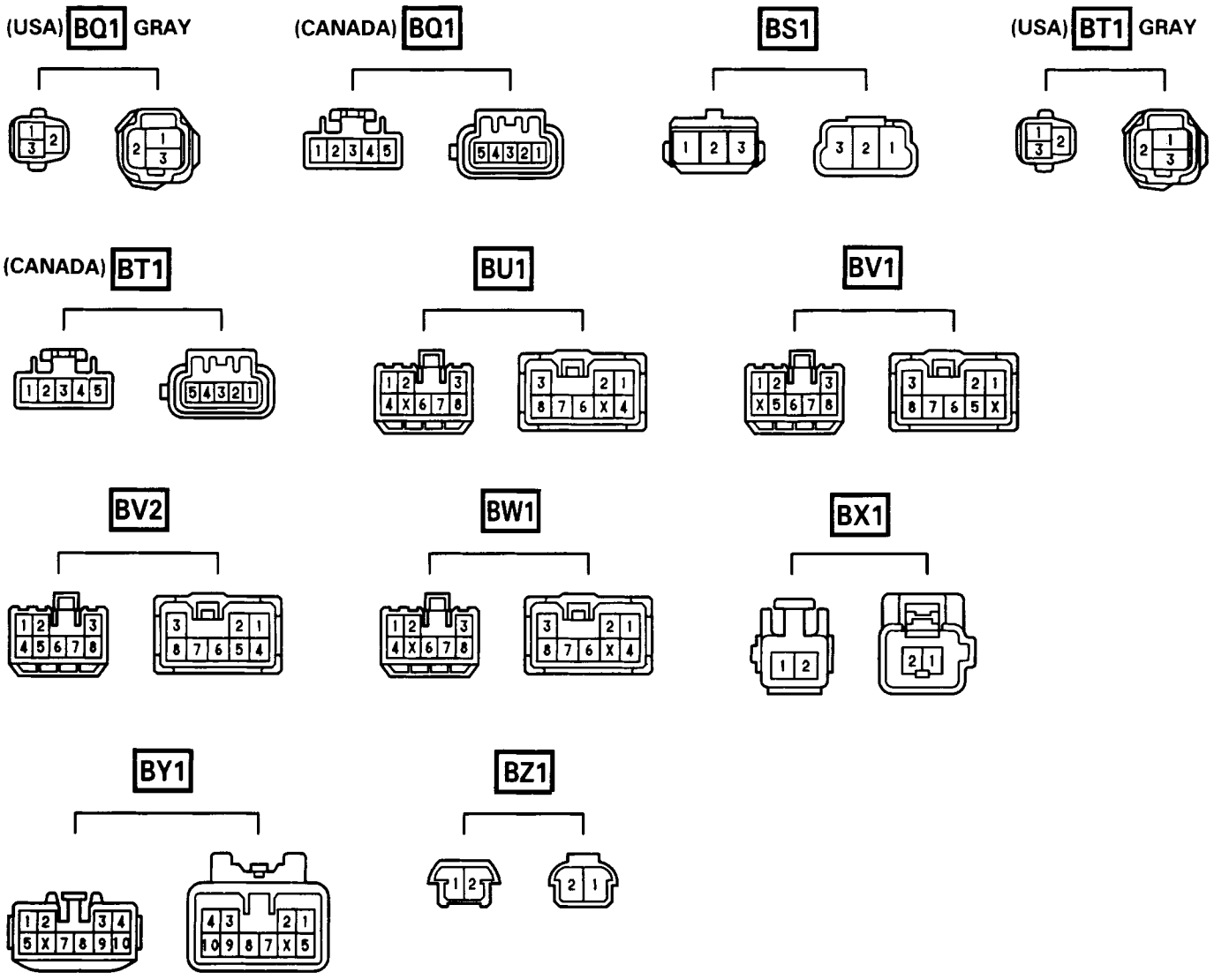
▽ : Location of Ground Points



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

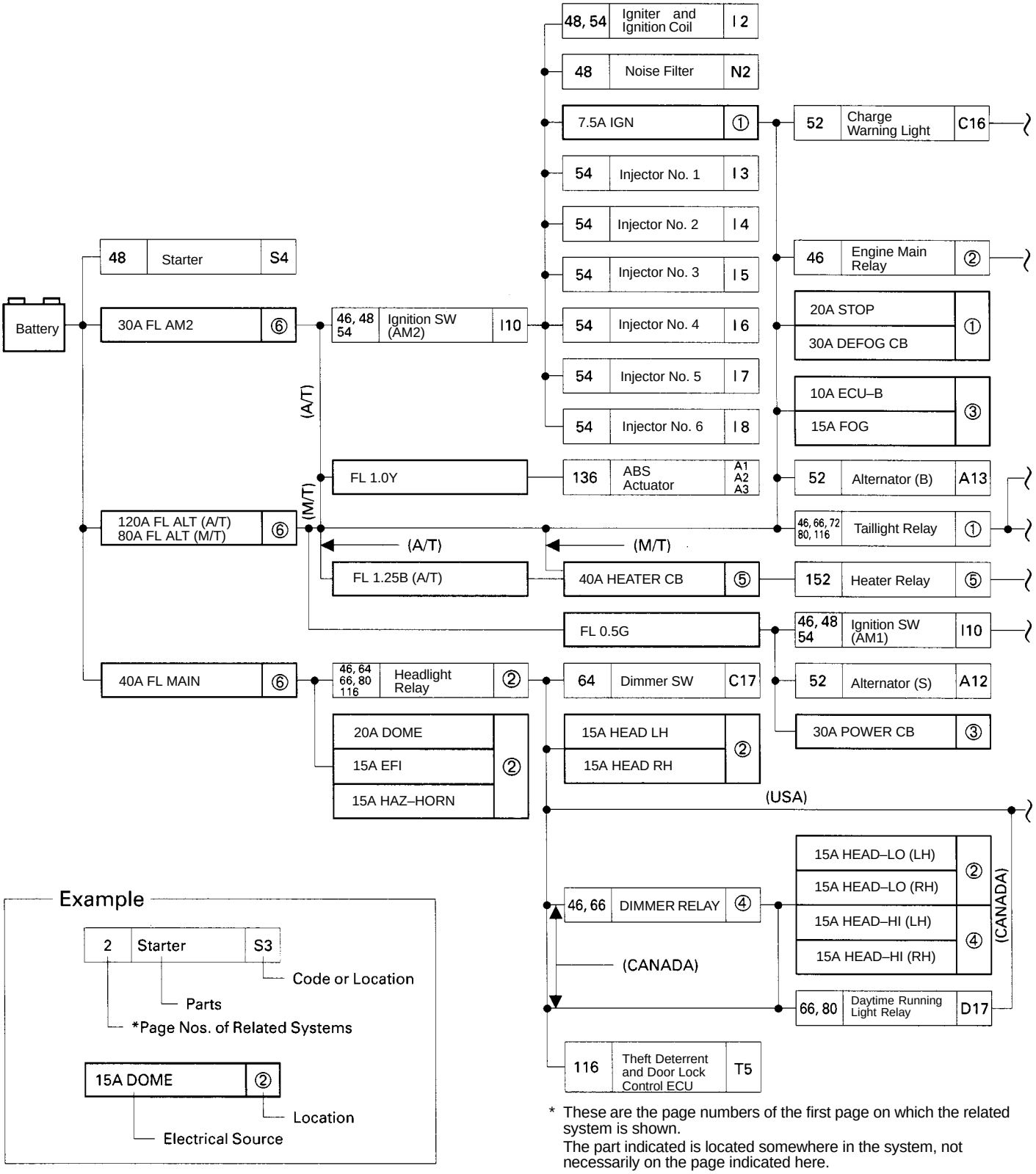


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BQ1	MIRROR WIRE AND FRONT DOOR LH WIRE (LEFT DOOR INSIDE)
BS1	ROOF NO.2 WIRE AND ROOF NO.1 WIRE (FRONT SIDE OF ROOF RIGHT)
BT1	MIRROR WIRE AND FRONT DOOR RH WIRE (RIGHT DOOR INSIDE)
BU1	REAR DOOR RH WIRE AND FLOOR NO.1 WIRE (LEFT CENTER PILLAR)
BV1	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BV2	
BW1	REAR DOOR LH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)
BX1	LUGGAGE ROOM NO.2 WIRE AND FLOOR NO.2 WIRE (UNDER THE RIGHT QUARTER PILLAR)
BY1	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)
BZ1	ROOF WIRE AND ROOF NO.3 WIRE (ROOF RIGHT)

POWER SOURCE (Current Flow Chart)

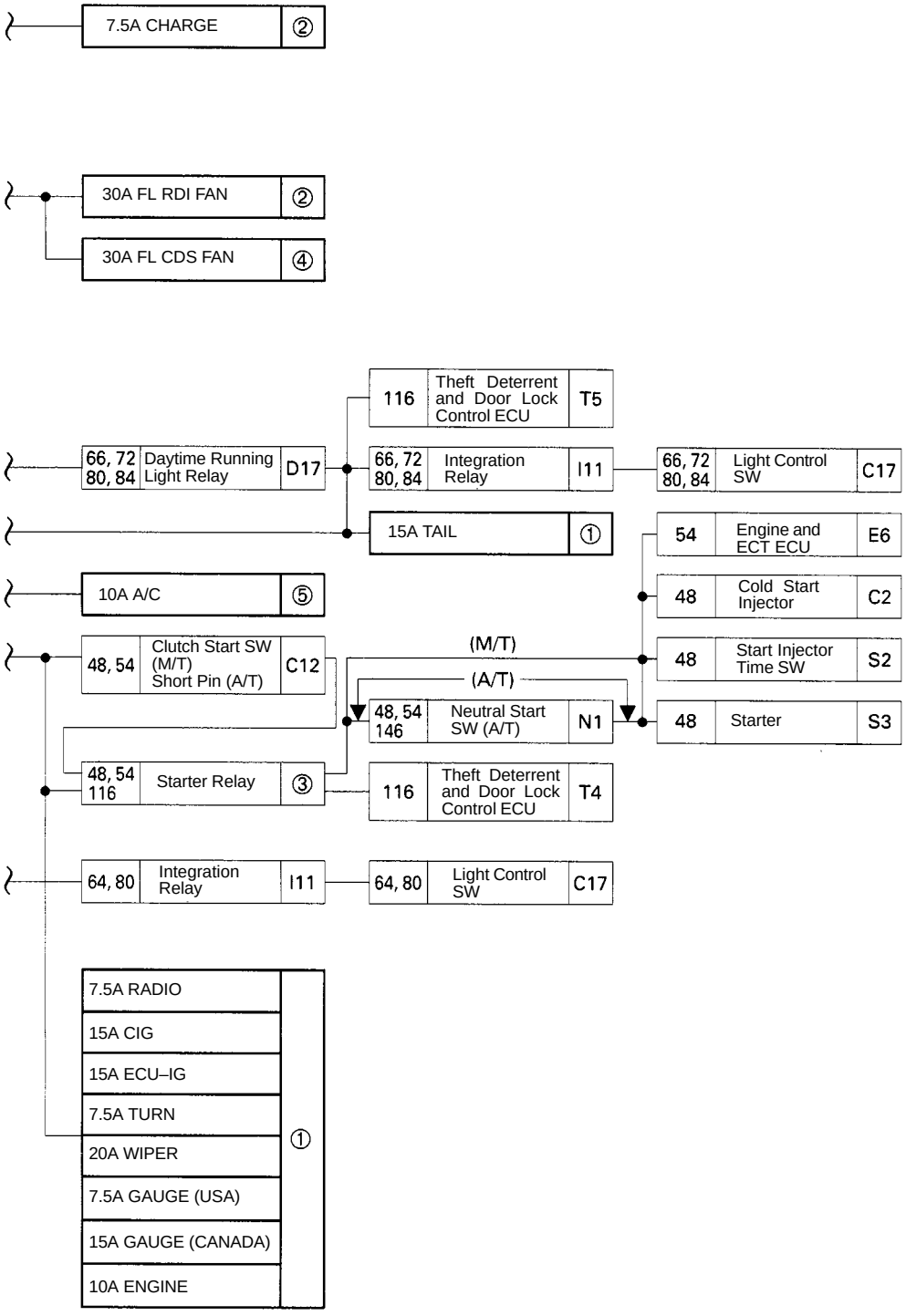
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

The next page and following pages show the parts to which each electrical source outputs current.



* These are the page numbers of the first page on which the related system is shown.
The part indicated is located somewhere in the system, not necessarily on the page indicated here.

[LOCATION] (1) : J/B No. 1 (See page 18) (2) : J/B No. 2 (See page 20) (3) : R/B No. 1 (See page 23)



(4) : R/B No. 2 (See page 20) (5) : R/B No. 4 (See page 23) (6) : Fusible Link Box (F7, See page 24)

POWER SOURCE (Current Flow Chart)

Location		CB or Fuse	ABS Actuator	A/C Condenser Fan Motor	A/C Dual Pressure SW	A/C High Pressure SW	A/C Magnet Clutch	Alternator	A/C Condenser Fan Control Amplifier	A/C Amplifier	A/C Compressor Control Amplifier	A/C System Amplifier	ABS ECU	Auto Antenna Control Relay and Motor	Air Inlet Control Relay (A/T for USA)	Back–Up Light SW (M/T)	Brake Fluid Level SW	Blower Control Relay	Blower Motor	Blower Resistor	Check Connector	Center Airbag Sensor Assembly
		*Page Nos. of Related Systems	136	150				52	150				136	140	150	78	146	150			54 102	102
		Parts / Code or Location	A3	A7	A8	A9	A10	A12	A14	A15	A16	A17	A18	A24	A25	A28	A44	B1	B2	B3	B4	B5	C1	C8
①	7.5A	IGN				●			●															●
	20A	STOP												●										
	30A	DEFOG CB																						
	15A	TAIL																						
	7.5A	RADIO														●								
	15A	CIG														●								●
	15A	ECU–IG													●									●
	7.5A	TURN																						
	20A	WIPER																						
	7.5A	GAUGE (USA)	●							●			●	●		●	●	●	●	●				
	15A	GAUGE (CANADA)	●							●			●	●		●	●	●	●	●				
	10A	ENGINE						●																
②	15A	HEAD (LH) (USA)																						
	10A	HEAD–LO (LH) (CANADA)																						
	15A	HEAD (RH) (USA)																						
	10A	HEAD–LO (RH) (CANADA)																						
	20A	DOME														●								
	15A	EFI																					●	
	15A	HAZ–HORN																						
	7.5A	CHARGE						●																
	30A	FL RDI FAN																						
③	10A	ECU–B													●								●	●
	15A	FOG																						
	30A	POWER CB																						
④	30A	FL CDS FAN		●																				
	10A	HEAD–HI (LH) (CANADA)																						
	10A	HEAD–HI (RH) (CANADA)																						
⑤	40A	HEATER CB																		●	●	●		
	10A	A/C			●		●		●	●	●	●												

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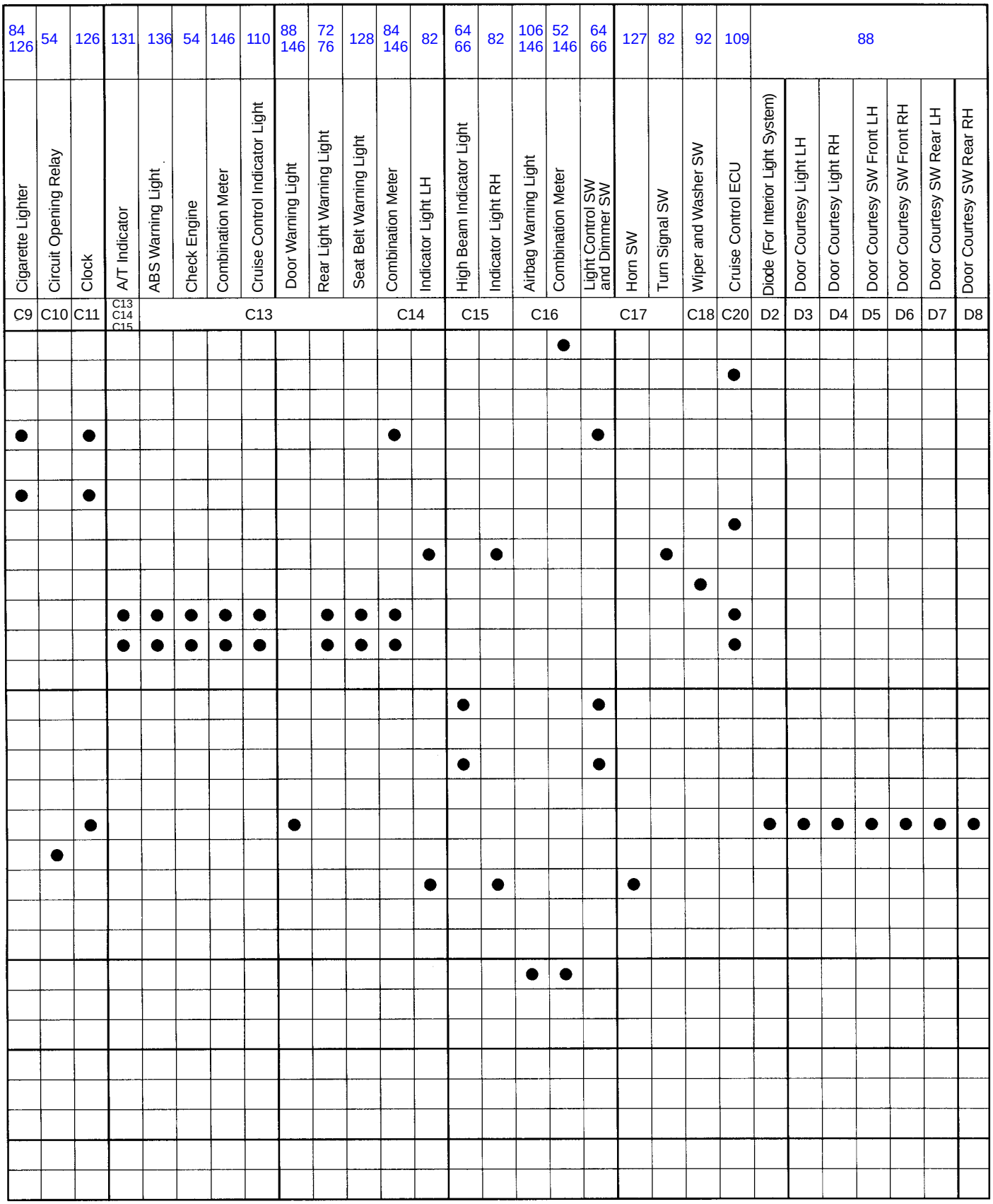
[LOCATION] ① : J/B No. 1 (See page 18) ② : J/B No. 2 (See page 20) ③ : R/B No. 1 (See page 23)



(4) : R/B No. 2 (See page 20) (5) : R/B No. 4 (See page 23)

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	88	114	66 84 126 146	84 131	54 131	54	66 70		72		82		66 70	70 84	54	146	84		64 66 70	
			Parts	Door Key Cylinder Light and Outside Handle SW	Door Lock Control SW RH	Daytime Running Light Relay	ECT Pattern Select SW	Engine and ECT ECU				Front Clearance and Side Marker Light LH	Front Clearance and Side Marker Light RH	Front Turn Signal Light LH	Front Turn Signal Light RH	Fog Light Relay	Fog Light SW	Fuel Pump	Fuel Sender	Glove Box Light	Glove Box Light SW	Headlight LH	Headlight RH
			Code or Location	D9	D10	D17	E5	E6	E7	E8	F1	F2	F5	F6	F8	F9	F10	F11	F12	F13	G1	G2	H1	H2
①	7.5A	IGN						●																
	20A	STOP							●															
	30A	DEFOG CB																						
	15A	TAIL				●	●						●	●				●			●	●		
	7.5A	RADIO																						
	15A	CIG																						
	15A	ECU–IG																						
	7.5A	TURN													●	●								
	20A	WIPER																						
	7.5A	GAUGE (USA)					●	●	●											●				
	15A	GAUGE (CANADA)				●	●	●												●				
	10A	ENGINE																						
②	15A	HEAD (LH) (USA)															●	●					●	
	10A	HEAD–LO (LH) (CANADA)															●	●					●	
	15A	HEAD (RH) (USA)															●	●						●
	10A	HEAD–LO (RH) (CANADA)															●	●						●
	20A	DOME	●																					
	15A	EFI						●		●									●					
	15A	HAZ–HORN													●	●								
	7.5A	CHARGE																						
	30A	FL RDI FAN																						
③	10A	ECU–B				●																		
	15A	FOG									●	●					●							
	30A	POWER CB		●																				
④	30A	FL CDS FAN																						
	10A	HEAD–HI (LH) (CANADA)																					●	
	10A	HEAD–HI (RH) (CANADA)																						●
⑤	40A	HEATER CB																						
	10A	A/C																						

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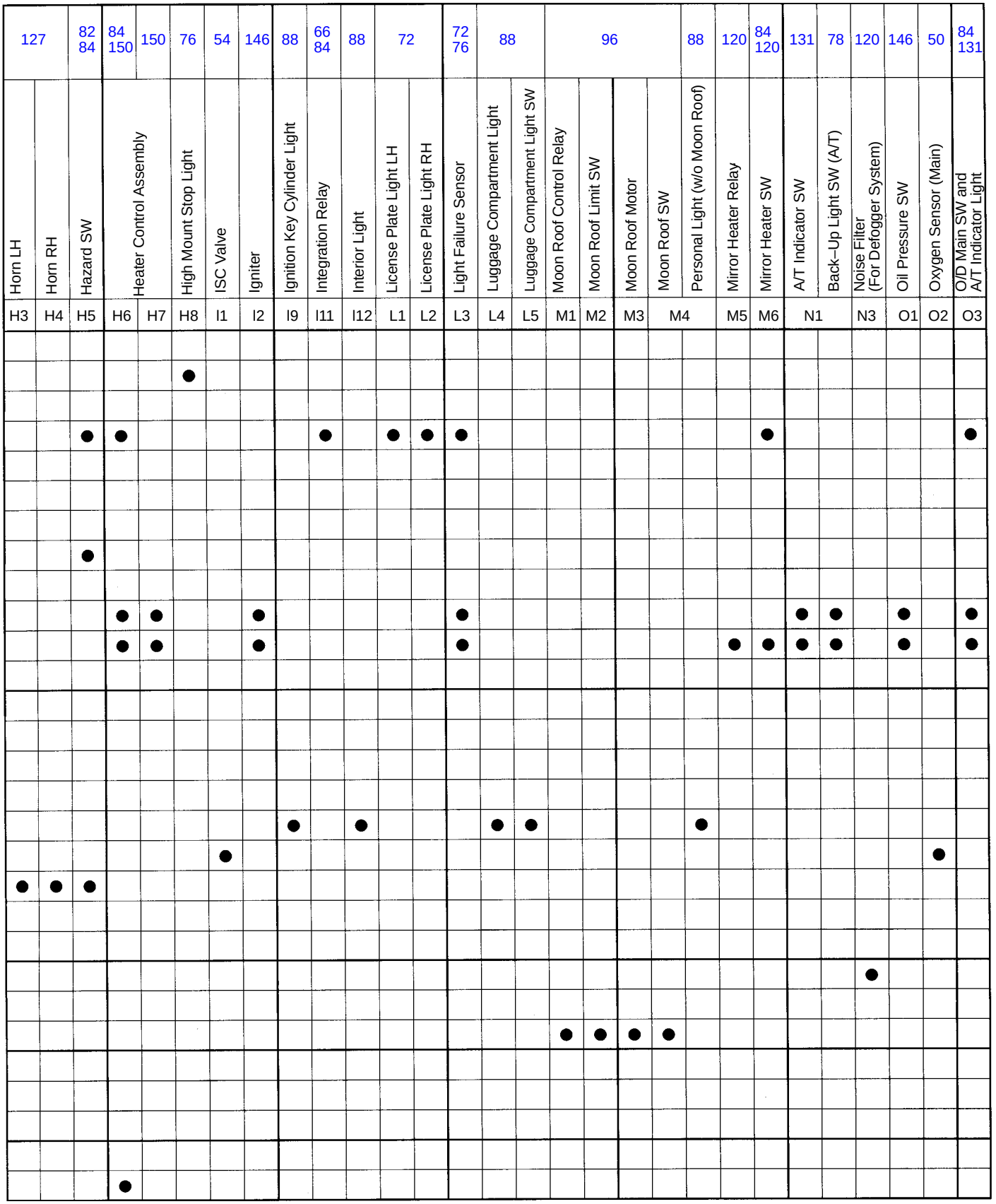
[LOCATION] (1) : J/B No. 1 (See page 18) (2) : J/B No. 2 (See page 20) (3) : R/B No. 1 (See page 23)



(4) : R/B No. 2 (See page 20) (5) : R/B No. 4 (See page 23)

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	146	140 142	142	102		122	88	114	98									150	84 140		84 120
			Parts	Parking Brake SW	Power Amplifier	Power Amplifier	Power Seat Motor (Front Vertical)	Power Seat Motor (Rear Vertical)	Power Seat Motor (Slide)	Power Seat SW	PPS ECU	Personal Light (W/O Moon Roof)	Door Lock Control SW LH	Power Window Master SW	Power Window Motor Front LH	Power Window Motor Front RH	Power Window Motor Rear LH	Power Window Motor Rear RH	Power Window SW Front RH	Power Window SW Rear LH	Power Window SW Rear RH	Radiator Fan Motor	Radio and Player (W/ CD Player)	Radio, Tape Player and CD Player	Rear Window Defogger SW
			Code or Location	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P17	P18	R1	R2	R4	R5
①	7.5A	IGN																						
	20A	STOP																						
	30A	DEFOG CB																						
	15A	TAIL																				●	●	●
	7.5A	RADIO		●																		●	●	
	15A	CIG																						
	15A	ECU–IG									●													
	7.5A	TURN																						
	20A	WIPER																						
	7.5A	GAUGE (USA)	●																					●
	15A	GAUGE (CANADA)	●																					●
	10A	ENGINE																						
②	15A	HEAD (LH) (USA)																						
	10A	HEAD–LO (LH) (CANADA)																						
	15A	HEAD (RH) (USA)																						
	10A	HEAD–LO (RH) (CANADA)																						
	20A	DOME			●							●										●	●	
	15A	EFI																						
	15A	HAZ–HORN																						
	7.5A	CHARGE																						
	30A	FL RDI FAN																			●			
③	10A	ECU–B																						
	15A	FOG																						
	30A	POWER CB					●	●	●	●			●	●	●	●	●	●	●	●	●				
④	30A	FL CDS FAN																			●			
	10A	HEAD–HI (LH) (CANADA)																						
	10A	HEAD–HI (RH) (CANADA)																						
⑤	40A	HEATER CB																						
	10A	A/C																						

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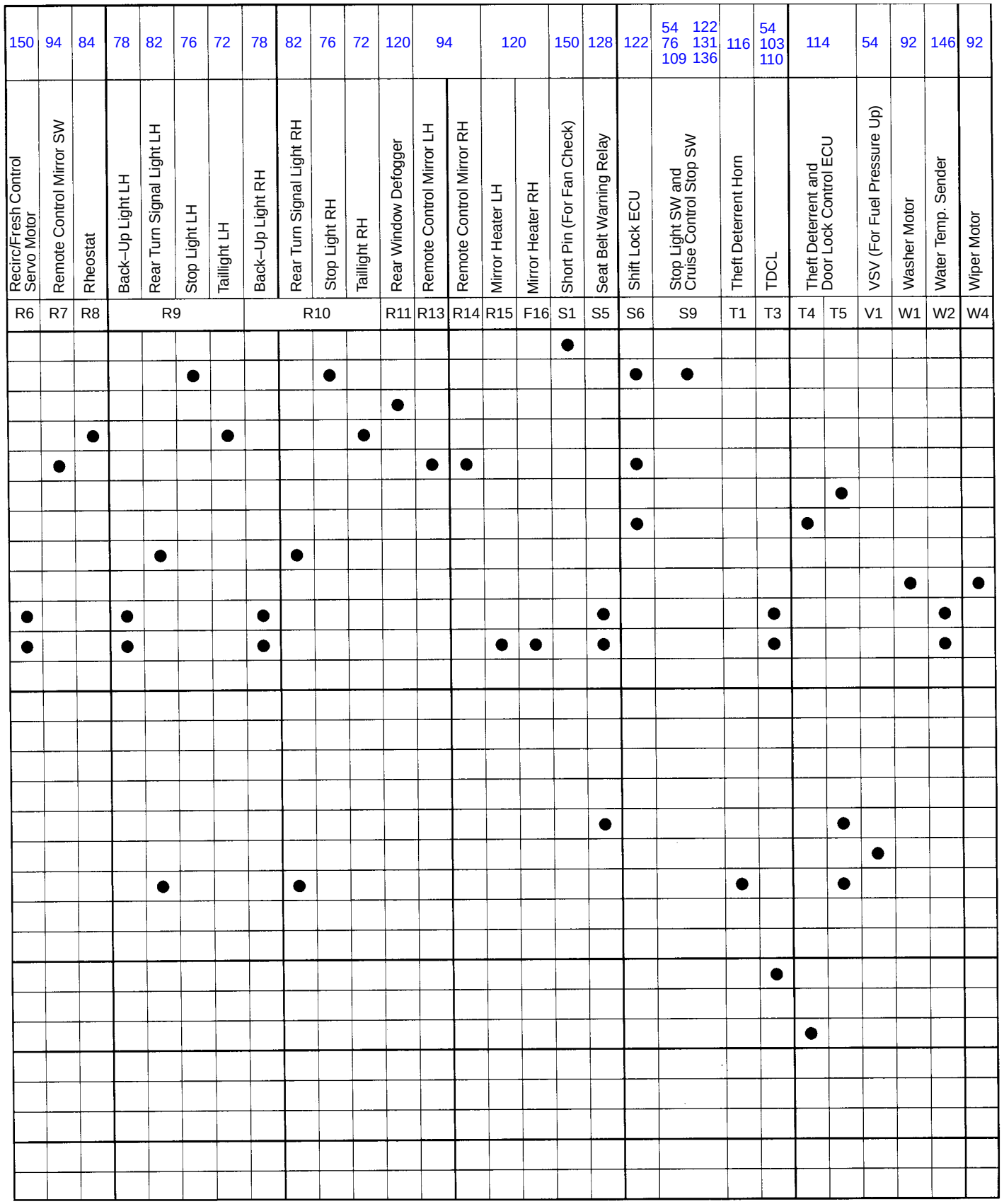

(4) : R/B No. 2 (See page 20) (5) : R/B No. 4 (See page 23)

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	120	80 84 88	92	54	46	150	96 98 114	82	150				114 127
			Parts	Defogger Relay	Integration Relay	Short Pin	EFI Main Relay	Engine Main Relay	Radiator Fan Relay No. 1	Power Main Relay	Turn Signal Flasher	A/C Fan Relay No. 2	A/C Fan Relay No. 3	A/C Magnet Clutch Relay	Heater Relay	Horn Relay
			Code or Location		①			②		③		④			⑤	
①	7.5A	IGN						●	●			●				
	20A	STOP														
	30A	DEFOG CB		●												
	15A	TAIL														
	7.5A	RADIO														
	15A	CIG														
	15A	ECU–IG														
	7.5A	TURN									●					
	20A	WIPER				●										
	7.5A	GAUGE (USA)		●	●					●					●	
	15A	GAUGE (CANADA)		●	●					●					●	
	10A	ENGINE														
②	15A	HEAD (LH) (USA)														
	10A	HEAD–LO (LH) (CANADA)														
	15A	HEAD (RH) (USA)														
	10A	HEAD–LO (RH) (CANADA)					●									
	20A	DOME			●						●					●
	15A	EFI														
	15A	HAZ–HORN							●							
	7.5A	CHARGE														
	30A	FL RDI FAN														
③	10A	ECU–B								●						
	15A	FOG										●	●			
	30A	POWER CB													●	●
④	30A	FL CDS FAN												●		
	10A	HEAD–HI (LH) (CANADA)														
	10A	HEAD–HI (RH) (CANADA)														
⑤	40A	HEATER CB														
	10A	A/C														

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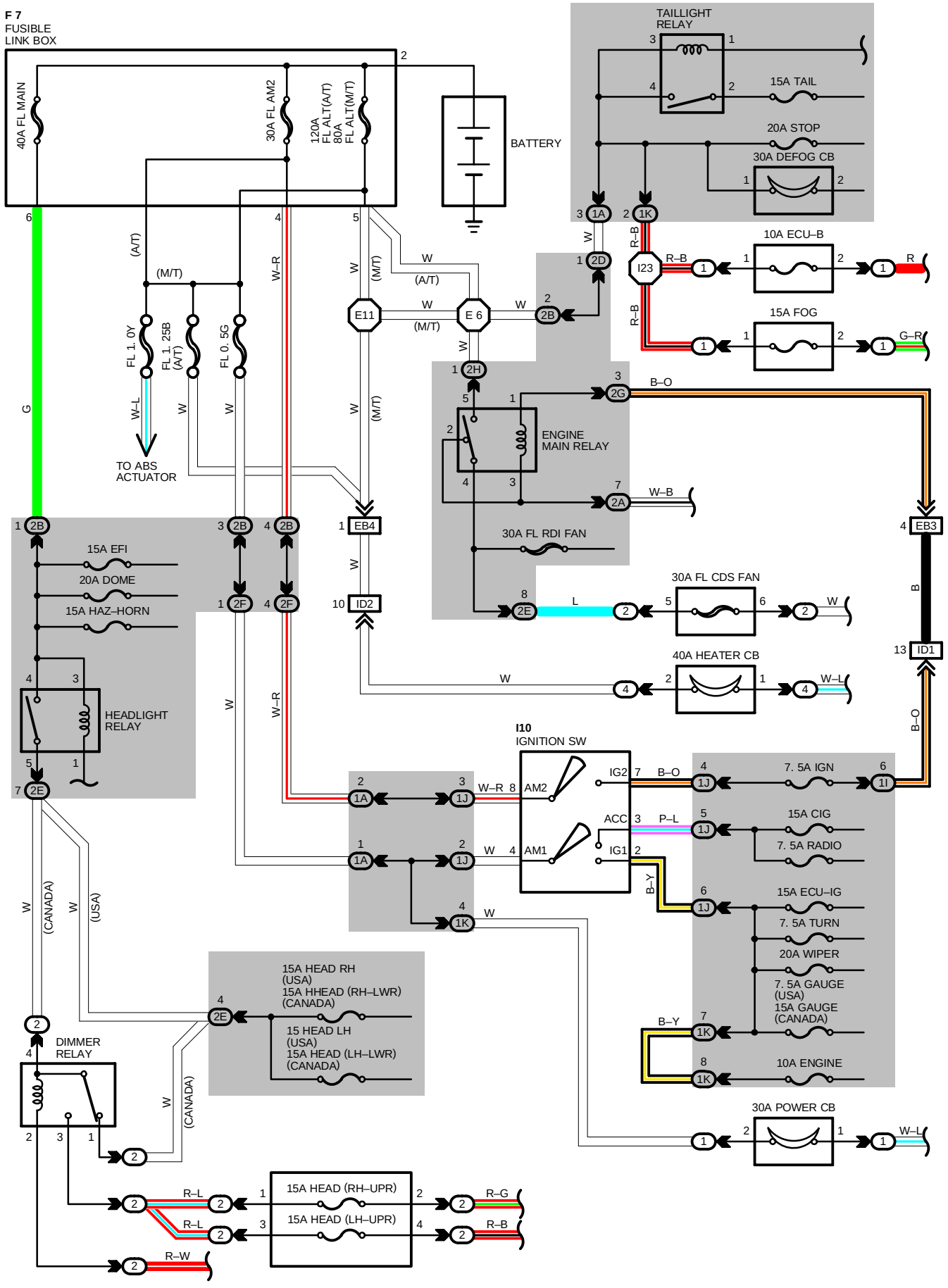
(4) : R/B No. 2 (See page 20) (5) : R/B No. 4 (See page 23)

POWER SOURCE



SERVICE HINTS

TAILLIGHT RELAY
2–4 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED (CANADA)
ENGINE MAIN RELAY
4–5 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION
HEADLIGHT RELAY
4–5 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION
CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED (CANADA)
I10 IGNITION SW
4–3 : CLOSED WITH IGNITION KEY AT **ACC** OR **ON** POSITION
8–7, 4–2 : CLOSED WITH IGNITION KEY AT **ON** OR **ST** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
F 7	24	**I10**	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
2	20	R/B NO.2 (ENGINE COMPARTMENT LEFT)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J		
1K		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E		
2F		
2G	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2H		

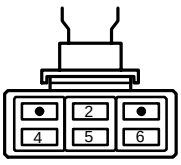
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
EB4	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE WIPER MOTOR)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
ID2	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

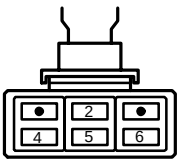
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	**28**	ENGINE WIRE	**I23**	**32**	COWL WIRE
E11					

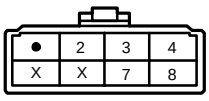
(A/T) **F 7** GRAY

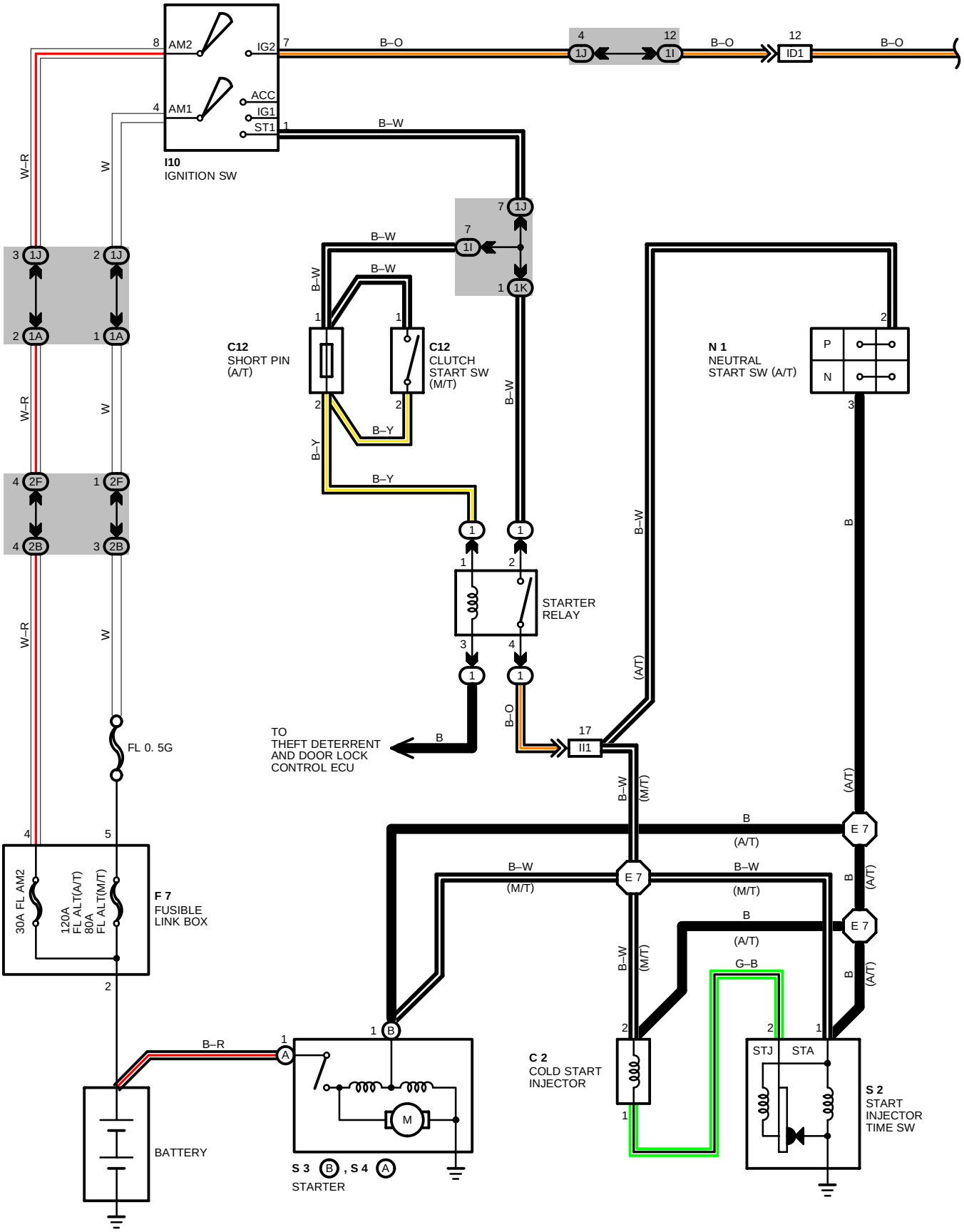


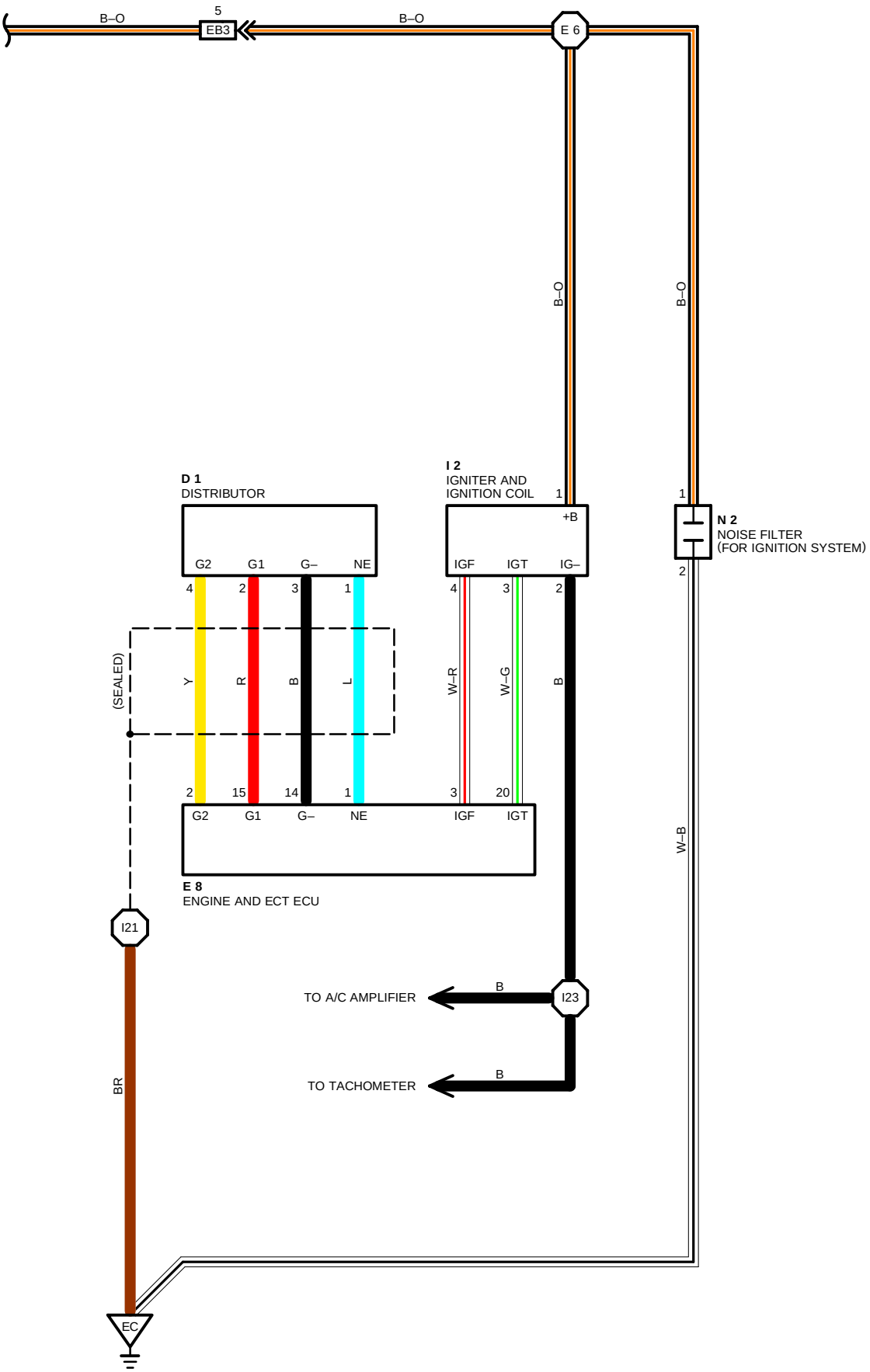
(M/T) **F 7** BLACK



I10 BLACK




I10
IGNITION SW
AM2
AM1
IG2
ACC
IG1
ST1
B–O
B–W
W–R
W
1J
1A
2F
2B
1I
1K
C12
SHORT PIN
(A/T)
C12
CLUTCH
START SW
(M/T)
B–Y
STARTER
RELAY
N 1
NEUTRAL
START SW (A/T)
P
N
TO
THEFT DETERRENT
AND DOOR LOCK
CONTROL ECU
II1
ID1
FL 0. 5G
F 7
FUSIBLE
LINK BOX
30A FL AM2
120A
FL ALT(A/T)
80A
FL ALT(M/T)
B–R
BATTERY
S 3 B , S 4 A
STARTER
M
C 2
COLD START
INJECTOR
E 7
G–B
S 2
START
INJECTOR
TIME SW
STJ
STA
(A/T)
(M/T)


B–O
5
EB3
B–O
E 6
B–O
B–O
D 1
DISTRIBUTOR
G2
G1
G–
NE
4
2
3
1
(SEALED)
Y
R
B
L
I 2
IGNITER AND
IGNITION COIL
1
+B
IGF
IGT
IG–
4
3
2
W–R
W–G
B
1
1
N 2
NOISE FILTER
(FOR IGNITION SYSTEM)
2
W–B
2
15
14
1
3
20
G2
G1
G–
NE
IGF
IGT
E 8
ENGINE AND ECT ECU
I21
BR
TO A/C AMPLIFIER
B
I23
TO TACHOMETER
B
EC

STARTING AND IGNITION

SERVICE HINTS

I10 IGNITION SW
4–1 : CLOSED WITH IGNITION SW AT **ST** POSITION
8–7 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION
C12 CLUTCH START SW (M/T)
2–1 : CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED
STARTER RELAY
(1) 2– (1) 4 : CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT **ST** POSITION (M/T)
CLOSED WITH IGNITION SW AT **ST** POSITION (AT)
STARTER
POINTS CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT **ST** POSITION
N 1 NEUTRAL START SW (A/T)
2–3 : CLOSED WITH A/T SHIFT LEVER IN **P** OR **N** POSITION
C 2 COLD START INJECTOR
2–1 : APPROX. **12** VOLTS WHILE START INJECTOR TIME SW IS CLOSED AND STARTER CRANKING
S 2 START INJECTOR TIME SW
POINTS OPEN ABOVE **35**˚C (**95**˚F)
2–1 : APPROX. **20–40**Ω BELOW **30**˚C (**86**˚F)
2–1 : APPROX. **40–60**Ω ABOVE **40**˚C (**104**˚F)
2–GROUND : APPROX. **20–80**Ω

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
C 2	24	**F 7**	24	**N 2**		24
C12	25	**I 2**	24	**S 2**		24
D 1	24	**I10**	25	**S 3**	B	24
D 8	25	**N 1**	24	**S 4**	A	24

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J		
1K		
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)

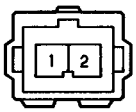
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	28	INTAKE MANIFOLD

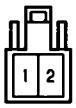
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	28	ENGINE WIRE	**I21**	32	ENGINE WIRE
E 7			**I23**		

C 2 BLACK

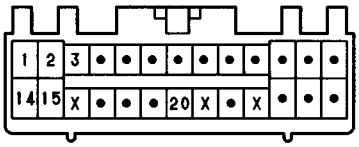


C12 BLACK

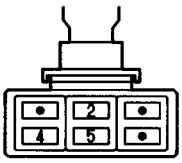


D 1 DARK GRAY

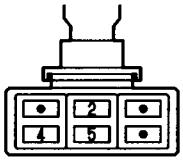
E 8 DARK GRAY



(A/T) F 7 GRAY

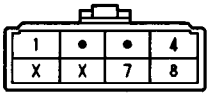


(M/T) F 7 BLACK



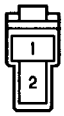
I 2 DARK GRAY

I10 BLACK



N 1 GRAY

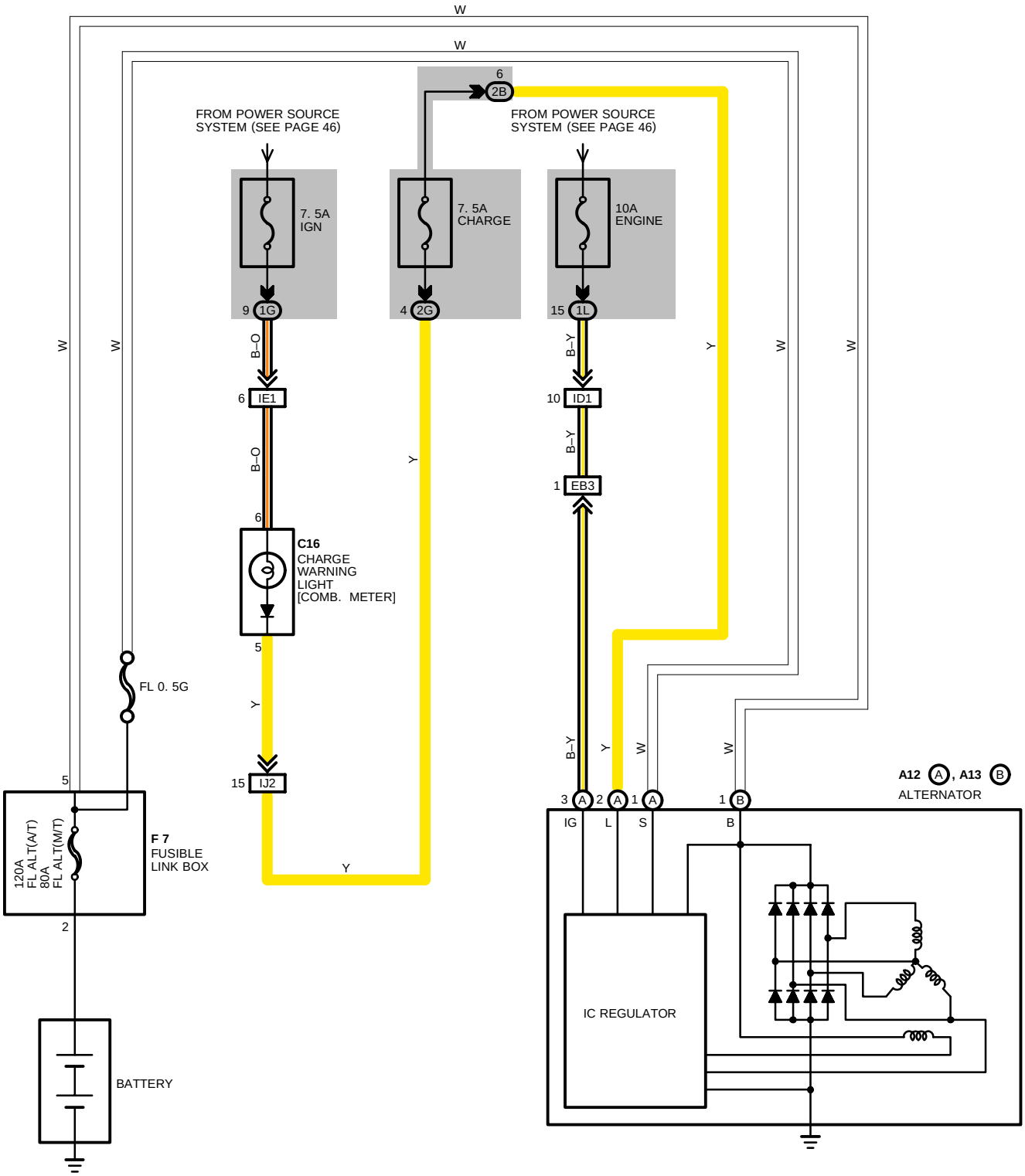
N 2 GRAY



S 2 DARK GRAY

S 3 (B) BLACK

S 4 (A)


W
W
6
2B
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A IGN
7. 5A CHARGE
10A ENGINE
9 1G
4 2G
15 1L
B–O
B–Y
6 IE1
10 ID1
B–O
B–Y
1 EB3
6
C16
CHARGE WARNING LIGHT [COMB. METER]
5
Y
15 IJ2
Y
Y
W
W
W
Y
FL 0. 5G
5
120A FL ALT(A/T) 80A FL ALT(M/T)
F 7
FUSIBLE LINK BOX
2
BATTERY
B–Y
Y
W
W
3 A
2 A
1 A
1 B
IG
L
S
B
A12 A, A13 B
ALTERNATOR
IC REGULATOR

SERVICE HINTS

A12 (A) ALTERNATOR

(A) 1–GROUND : **13.9–15.1** VOLTS WITH ENGINE RUNNING AT **2000** RPM AND **25**˚C (**77**˚F)
13.5–14.3 VOLTS WITH ENGINE RUNNING AT **2000** RPM AND **115**˚C (**239**˚F)

(A) 2–GROUND : **0–4** VOLTS WITH IGNITION SW AT **ON** POSITION AND ENGINE NOT RUNNING

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A12	24	**C16**	25		
A13	24	**F 7**	24		

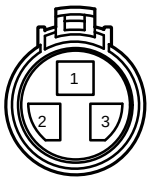
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1G	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2G		

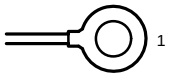
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)

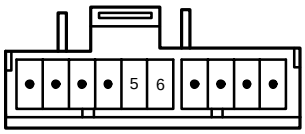
A12 (A) BLACK



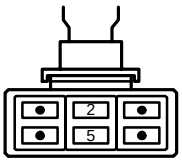
A13 (B)



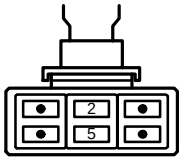
C16 GRAY

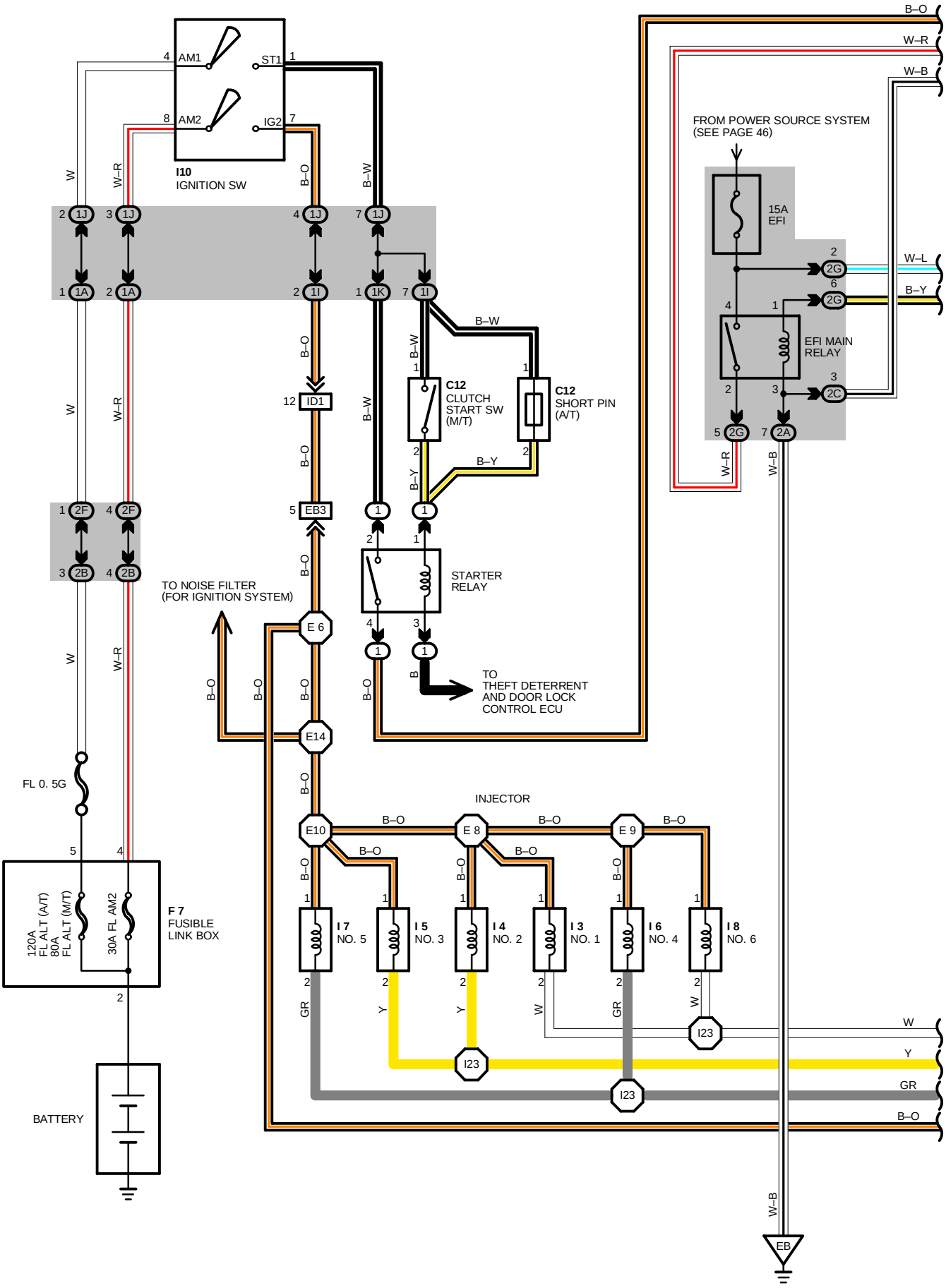


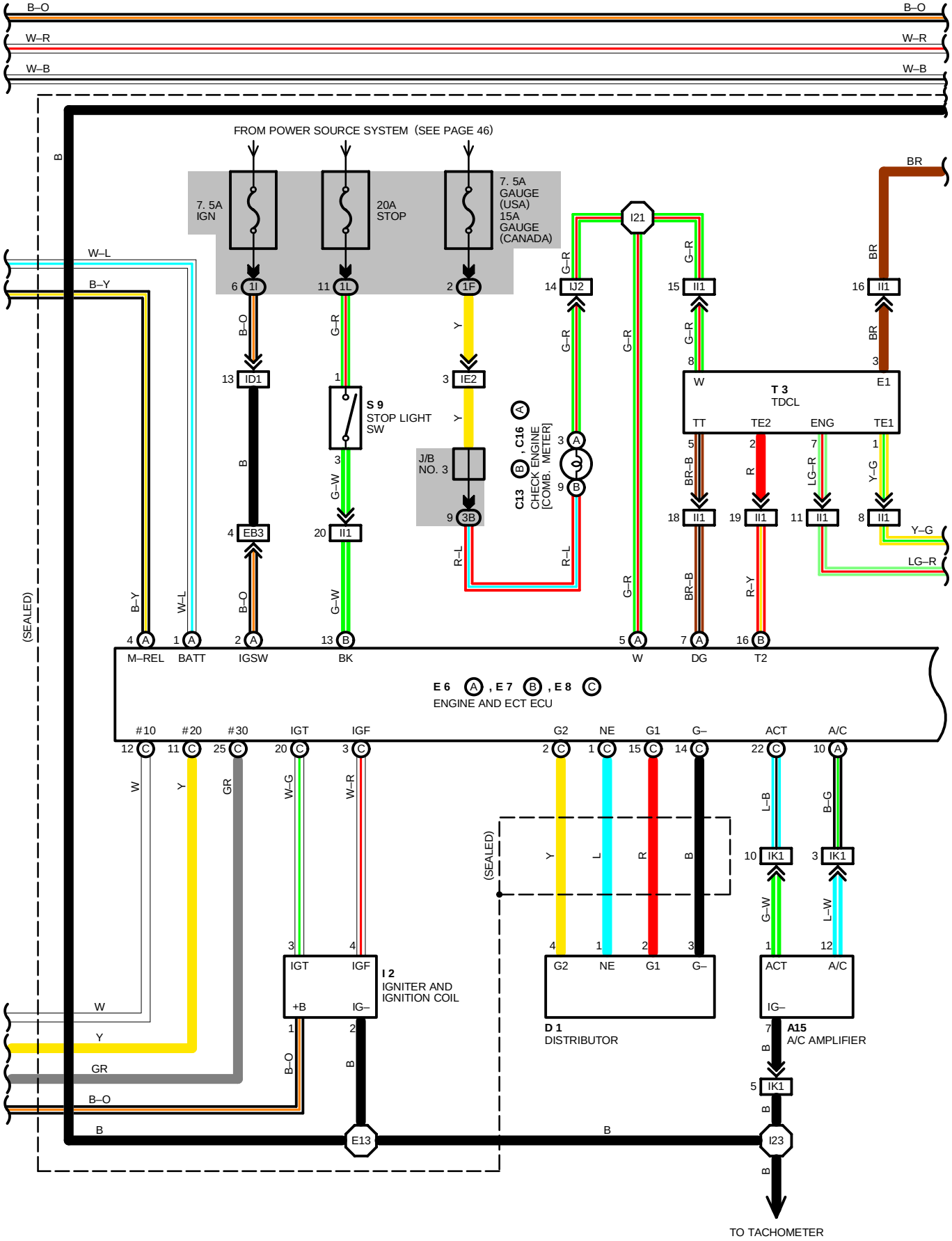
(A/T) **F 7** GRAY

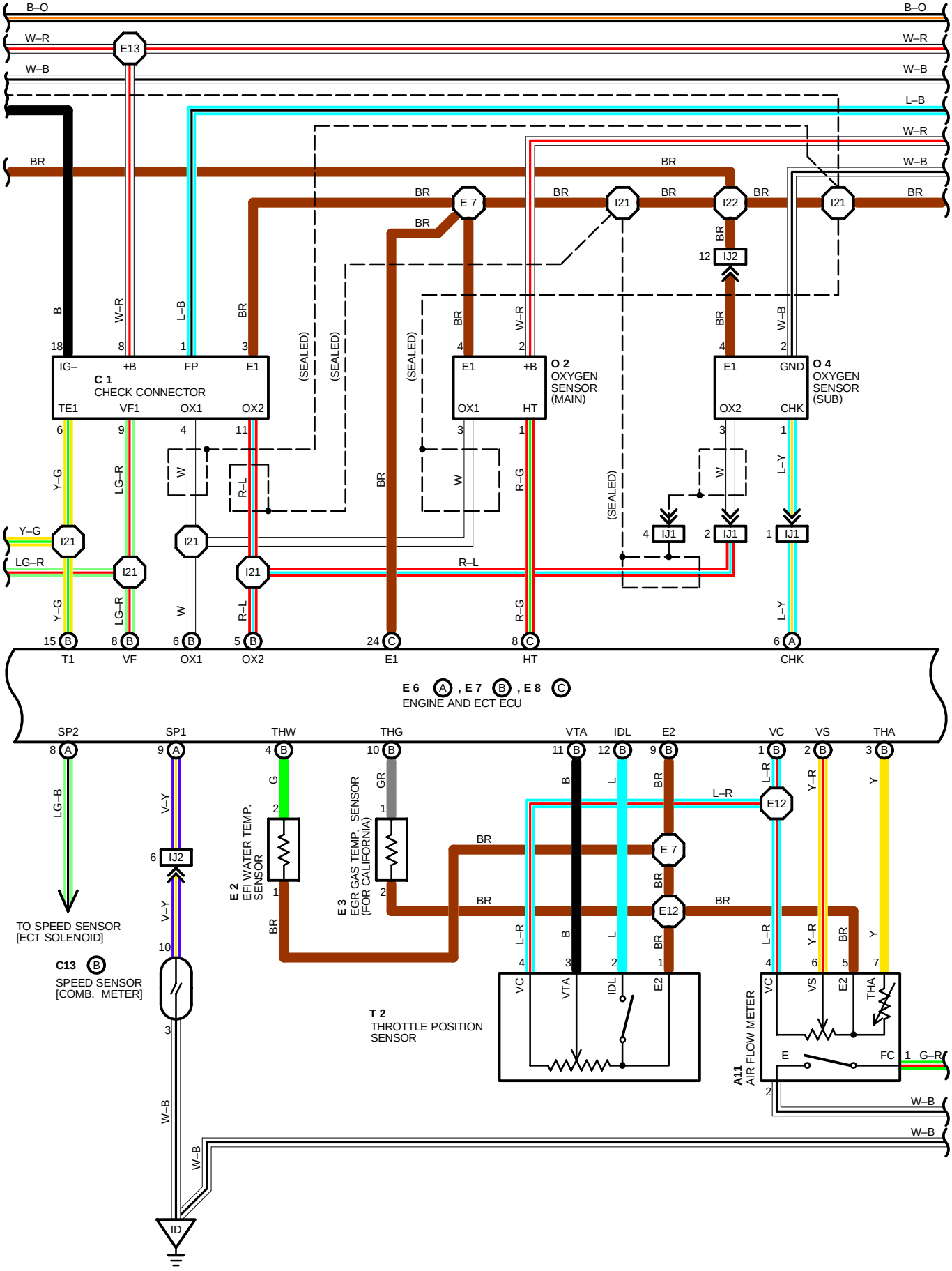


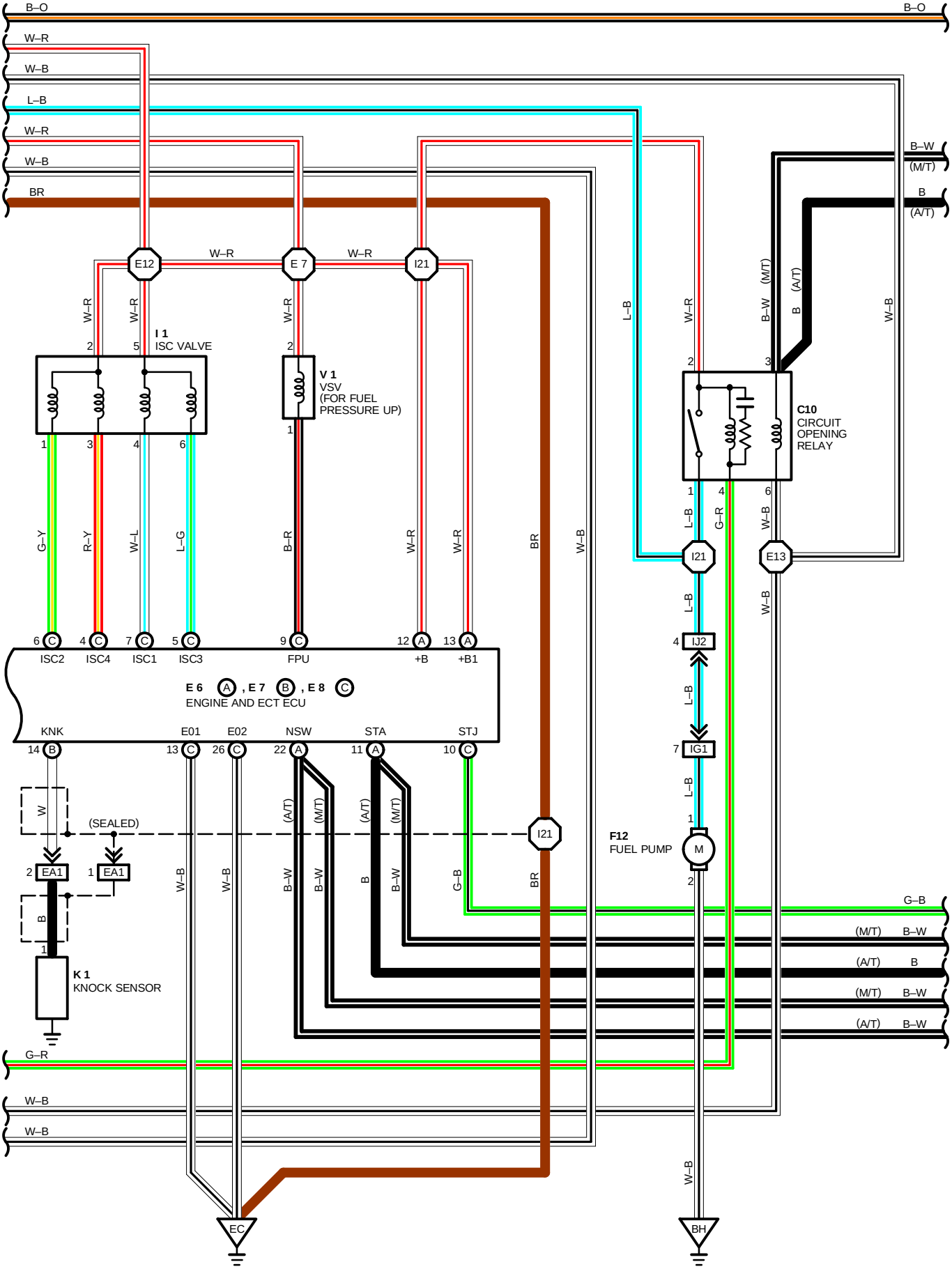
(M/T) **F 7** BLACK

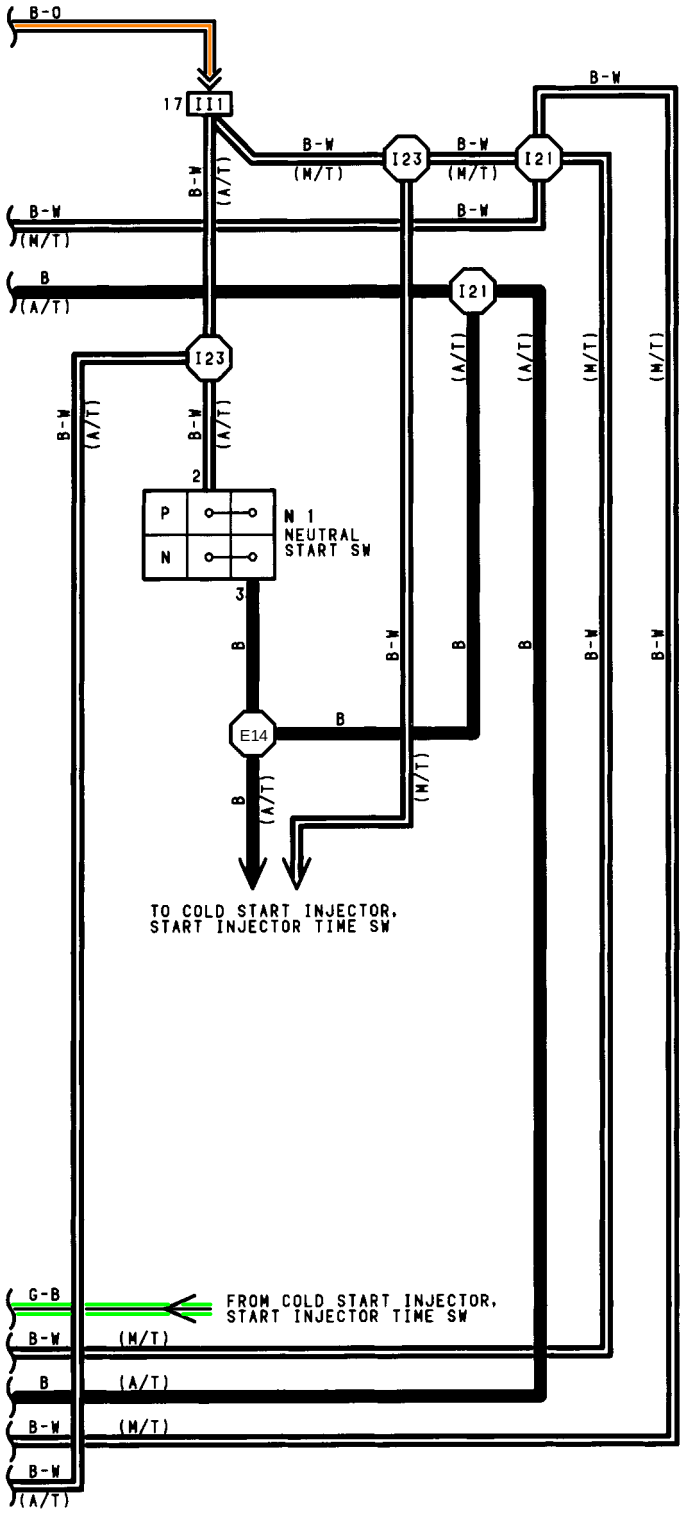



I10
IGNITION SW
AM1
AM2
ST1
IG2
FROM POWER SOURCE SYSTEM
(SEE PAGE 46)
15A
EFI
EFI MAIN
RELAY
C12
CLUTCH
START SW
(M/T)
C12
SHORT PIN
(A/T)
STARTER
RELAY
TO NOISE FILTER
(FOR IGNITION SYSTEM)
TO
THEFT DETERRENT
AND DOOR LOCK
CONTROL ECU
INJECTOR
I7
NO. 5
I5
NO. 3
I4
NO. 2
I3
NO. 1
I6
NO. 4
I8
NO. 6
F 7
FUSIBLE
LINK BOX
120A
FL ALT (A/T)
80A
FL ALT (M/T)
30A FL AM2
FL 0. 5G
BATTERY
B–O
W–R
W–B
W–L
B–Y
W
B–W
GR
Y

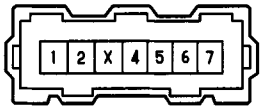

B–O
W–R
W–B
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A IGN
20A STOP
7. 5A GAUGE (USA) 15A GAUGE (CANADA)
W–L
B–Y
S 9 STOP LIGHT SW
J/B NO. 3
C13 , C16 CHECK ENGINE [COMB. METER]
I21
T 3 TDCL
TT
TE2
ENG
TE1
(SEALED)
M–REL
BATT
IGSW
BK
W
DG
T2
E6 , E7 , E8
ENGINE AND ECT ECU
#10
#20
#30
IGT
IGF
G2
NE
G1
G–
ACT
A/C
I 2 IGNITER AND IGNITION COIL
+B
IG–
D 1 DISTRIBUTOR
A15 A/C AMPLIFIER
E13
I23
TO TACHOMETER


B–O
W–R
W–B
L–B
BR
E13
E 7
I21
I22
IJ2
C 1
CHECK CONNECTOR
IG–
+B
FP
E1
TE1
VF1
OX1
OX2
O 2
OXYGEN SENSOR (MAIN)
HT
O 4
OXYGEN SENSOR (SUB)
GND
CHK
IJ1
(SEALED)
Y–G
LG–R
W
R–L
R–G
L–Y
T1
VF
E6 A , E7 B , E8 C
ENGINE AND ECT ECU
SP2
SP1
THW
THG
VTA
IDL
E2
VC
VS
THA
LG–B
V–Y
G
GR
L
L–R
Y–R
Y
E12
E2 EFI WATER TEMP. SENSOR
E3 EGR GAS TEMP. SENSOR (FOR CALIFORNIA)
TO SPEED SENSOR [ECT SOLENOID]
C13 B
SPEED SENSOR [COMB. METER]
T2 THROTTLE POSITION SENSOR
A11 AIR FLOW METER
E
FC
G–R
ID

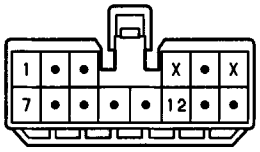

B–O
B–O
W–R
W–B
L–B
W–R
W–B
BR
B–W
(M/T)
B
(A/T)
E12
W–R
E 7
W–R
I21
I 1
ISC VALVE
V 1
VSV
(FOR FUEL
PRESSURE UP)
C10
CIRCUIT
OPENING
RELAY
G–Y
R–Y
W–L
L–G
B–R
W–R
W–R
BR
W–B
L–B
G–R
W–B
I21
E13
IJ2
IG1
ISC2
ISC4
ISC1
ISC3
FPU
+B
+B1
E6 A , E7 B , E8 C
ENGINE AND ECT ECU
KNK
E01
E02
NSW
STA
STJ
(SEALED)
EA1
EA1
K 1
KNOCK SENSOR
I21
F12
FUEL PUMP
M
G–B
(M/T) B–W
(A/T) B
(M/T) B–W
(A/T) B–W
G–R
W–B
W–B
EC
BH


B-O
17
I11
B-W
(A/T)
B-W
(M/T)
I23
B-W
(M/T)
I21
B-W
B-W
(M/T)
B-W
B
(A/T)
I21
I23
B-W
(A/T)
B-W
(A/T)
2
P
N
N 1
NEUTRAL
START SW
3
B
B-W
B
B
B-W
B-W
E14
B
B
(A/T)
(M/T)
TO COLD START INJECTOR,
START INJECTOR TIME SW
(A/T)
(A/T)
(M/T)
(M/T)
G-B
FROM COLD START INJECTOR,
START INJECTOR TIME SW
B-W
(M/T)
B
(A/T)
B-W
(M/T)
B-W
(A/T)

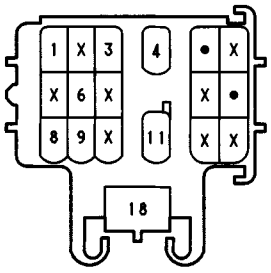
A11 BLACK



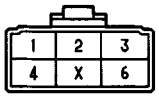
A15



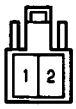
C 1 DARK GRAY



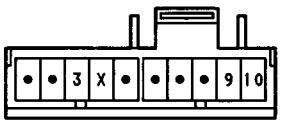
C10 DARK GRAY



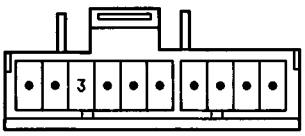
C12



C13 (B) BROWN



C16 (A) GRAY

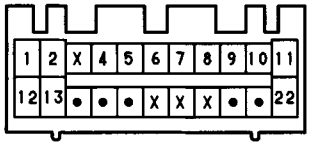


D 1 DARK GRAY

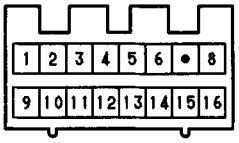
E 2 DARK GREEN

E 3 DARK GRAY

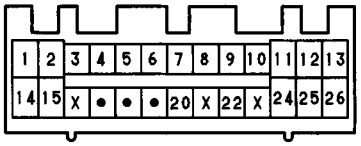
E 6 (A) DARK GRAY



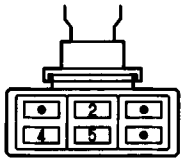
E 7 (B) DARK GRAY



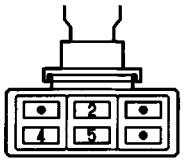
E 8 (C) DARK GRAY



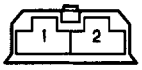
(A/T) F 7 GRAY



(M/T) F 7 BLACK



F12 DARK GRAY

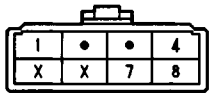


I 1 GRAY

I 2 DARK GRAY

I 3, I 4, I 5, I 6, I 7, I 8 GRAY

I10 BLACK



K 1 GREEN

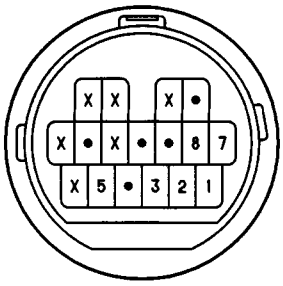
N 1 GRAY

O 2, O 4 DARK GRAY

S 9

T 2 BLACK

T 3 DARK GRAY



V 1 BLUE

SYSTEM OUTLINE

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE, TRANSMISSION, ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) WATER TEMP. SIGNAL SYSTEM

THE WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT–IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE WATER TEMP. THUS THE WATER TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL THW** OF THE ENGINE AND ECT ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR IS INSTALLED INSIDE THE AIR FLOW METER AND DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL THA** OF THE ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO **TERMINAL OX1** OF THE ECU. TO MAINTAIN STABLE DETECTION PERFORMANCE BY THE OXYGEN SENSOR, A HEATER IS USED FOR WARMING THE SENSOR. THE HEATER IS ALSO CONTROLLED BY THE ECU (HT).

(4) RPM SIGNAL SYSTEM

CRANKSHAFT POSITION AND ENGINE RPM ARE DETECTED BY THE PICK–UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINALS G1** AND **G2**, OF THE ECU, AND RPM IS INPUT TO **TERMINAL NE**.

(5) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL VTA** OF THE ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO **TERMINAL IDL**.

(6) VEHICLE SPEED SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO **TERMINAL SP1** OF THE ECU.

(7) NEUTRAL START SW SIGNAL SYSTEM (A/T)

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO **TERMINAL NSW** OF THE ECU.

(8) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNET CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL A/C** OF THE ECU.

(9) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO **TERMINALS** +**B** AND **+B1** OF THE ECU. ALSO, CURRENT FLOWS VIA THE IGN FUSE TO **TERMINAL IGSW** OF THE ECU.

(10) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE POTENTIOMETER INSTALLED INSIDE THE AIR FLOW METER AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL VS** OF THE ECU. INSIDE THE AIR FLOW METER THERE IS ALSO A SW FOR FUEL PUMP OPERATION, AND WHEN THE MEASURING PLATE OPENS (AIR INTAKE OCCURS), THIS SW TURNS ON AND CURRENT FLOWS TO THE FUEL PUMP TO OPERATE IT.

(11) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL STA** OF THE ECU.

(12) ENGINE KNOCK SIGNAL SYSTEM

ENGINE KNOCKING IS DETECTED BY THE KNOCK SENSOR AND INPUT AS A CONTROL SIGNAL TO **TERMINAL KNK** OF THE ECU.

2. CONTROL SYSTEM

***** EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1 TO 11)) INPUTS TO THE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINALS #10**, **#20** AND **#30** OF THE ECU. CAUSING THE INJECTORS TO OPERATE (TO INJECT FUEL). IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

***** ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

THE ESA SYSTEM MONITORS THE ENGINE CONDITIONS USING THE SIGNALS (INPUT SIGNALS (1, 3, 4, 5, 6, 8, 10, 11, 12)) INPUT TO THE ECU FROM EACH SENSOR. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE IGNITION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINAL IGT** OF THE ECU.

THIS OUTPUT CONTROLS THE IGNITER TO PRODUCE THE MOST APPROPRIATE IGNITION TIMING FOR THE DRIVING CONDITIONS.

* OXYGEN SENSOR HEATER CONTROL SYSTEM

THE OXYGEN SENSOR HEATER CONTROL SYSTEM TURNS THE HEATER TO ON WHEN THE INTAKE AIR VOLUME IS LOW (TEMP. OF EXHAUST EMISSIONS LOW), AND WARMS UP THE OXYGEN SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1, 4, 9, 10, 11)), CURRENT IS OUTPUT TO **TERMINAL HT** AND CONTROLS THE HEATER.

* ISC (IDLE SPEED CONTROL) SYSTEM

THE ISC SYSTEM (STEP MOTOR TYPE) INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE–UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ETC. THE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1, 4 TO 8, 11)), OUTPUTS CURRENT TO **TERMINALS ISC1**, **ISC2**, **ISC3** AND **ISC4**, AND CONTROLS THE ISC VALVE.

* FUEL PRESSURE–UP SYSTEM

THE FUEL PRESSURE UP SYSTEM CAUSES THE VSV (FOR FUEL PRESSURE UP) TO COME ON FOR HIGH TEMP. STARTS AND IMMEDIATELY AFTER STARTING IN ORDER TO INCREASE THE FUEL PRESSURE, IMPROVE STARTABILITY AT HIGH TEMPERATURES AND PROVIDE STABLE IDLING. THE ECU EVALUATES THE INPUT SIGNALS FROM EACH SENSOR (1, 2, 4, AND 12), OUTPUTS CURRENT TO **TERMINAL FPU** AND CONTROLS THE VSV.

3. DIAGNOSIS SYSTEM

WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ECU SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTION SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

4. FAIL–SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL–SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ECU MEMORY OR ELSE STOPS THE ENGINE.

SERVICE HINTS

I 3, I 4, I 5, I 6, I 7, I 8 INJECTOR
1–2 : APPROX. **13.8**Ω

N 1 NEUTRAL START SW (A/T)
2–3 : CLOSED WITH A/T SHIFT LEVER IN **P** OR **N** POSITION

C10 CIRCUIT OPENING RELAY
1–2 : CLOSED WITH STARTER RUNNING OR MEASURING PLATE (AIR FLOW METER) OPEN

EFI MAIN RELAY
2–4 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION

E 2 EFI WATER TEMP. SENSOR
1–2 : **10.0**–**20.0**KΩ (**–20**˚C, **–4**˚F)
4.0– **7.0**KΩ (**0**˚C, **32**˚F)
2.0– **3.0**KΩ (**20**˚C, **68**˚F)
0.9– **1.3**KΩ (**40**˚C, **104**˚F)
0.4– **0.7**KΩ (**60**˚C, **140**˚F)
0.2– **0.4**KΩ (**80**˚C, **176**˚F)

A11 AIR FLOW METER
1–2 : CLOSED WITH STARTER RUNNING OR MEASURING PLATE OPEN
5–6 : **0.2** – **0.6**KΩ (MEASURING PLATE FULLY CLOSED)
0.02 – **1.2**KΩ (MEASURING PLATE FULLY OPEN)
4–5 : **0.2** – **0.4**KΩ
5–7 : **10.2** – **20.0**KΩ (**–20**˚C, **–4**˚F)
4.0 – **7.0**KΩ (**0**˚C, **32**˚F)
2.0 – **3.0**KΩ (**20**˚C, **68**˚F)
0.9 – **1.3**KΩ (**40**˚C,**104**˚F)
0.4 – **0.7**KΩ (**60**˚C,**140**˚F)

T 2 THROTTLE POSITION SENSOR
3–1 : **0.3**–**6.3**KΩ WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0**MM (**0**IN.)
2–1 : LESS THAN **2.3**KΩ WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0.3**MM (**0.0118**IN.)
WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0.7**MM (**0.0276**IN.)
3–1 : **3.5**–**10.3**KΩ WITH THROTTLE VALVE FULLY OPEN

SERVICE HINTS

E 6,E 7,E 8 ENGINE AND ECT ECU

VOLTAGE AT ECU WIRING CONNECTOR

BATT – **E1** : ALWAYS 10.0–14.0 VOLTS
IGSW – **E1** : **10.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
M–REL – **E1** : **10.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
+B – **E1** : **10.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
+B1 – **E1** : **10.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
IDL – **E2** : **4.0**– **6.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
VTA – **E2** : **0.1**– **1.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
3.2– **4.2** VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
VC – **E2** : ALWAYS **4.0**–**6.0** VOLTS
VS – **E2** : **3.7**– **4.3** VOLTS (IGNITION SW ON AND MEASURING PLATE FULLY CLOSED)
0.2– **0.5** VOLTS (IGNITION SW ON AND MEASURING PLATE FULLY OPEN)
1.6– **4.1** VOLTS (ENGINE IDLING)
1.0– **2.0** VOLTS (ENGINE **3000** RPM)
#10, #20, #30 – **E01**, **E02** : **10.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
THA – **E2** : **1.0**– **3.0** VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. **20**˚C, **68**˚F)
THK – **E2** : **0.1**– **1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**˚C. **176**˚F)
STA – **E1** : **6.0**–**14.0** VOLTS (ENGINE CRANKING)
IGT – **E1** : **0.7**– **1.0** VOLTS (ENGINE CRANKING OR IDLING)
ISC1, ISC2, ISC3, ISC4 – **E1** : **9.0**–**14.0** VOLTS (IGNITION SW AT **ON** POSITION)
W – **E1** : **10.0**–**14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)
A/C – **E1** : **8.0**–**14.0** VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
ACT – **E1** : **4.0**– **6.0** VOLTS (IGNITION SW ON AND HEATER BLOWER SW ON)
T – **E1** : **4.0**– **6.0** VOLTS (IGNITION SW ON AND CHECK CONNECTOR **TE1–E1** NOT CONNECTED)
0.5 OR LESS (IGNITION SW ON AND CHECK CONNECTOR **TE1–E1** CONNECTOR)
NSW – **E1** : **0** – **2.0** VOLTS (IGNITION SW ON AND SHIFT POSITION **P** OR **N** RANGE)
10.0–**14.0** VOLTS (IGNITION SW ON AND EX. SHIFT POSITION **P** OR **N** RANGE)
BK – **E1** : **10.0**–**14.0** VOLTS (BRAKE PEDAL DEPRESSED)

RESISTANCE AT ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)

IDL – **E2** : INFINITY (THROTTLE VALVE OPEN)
2.3KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
VTA – **E2** : **3.5** – **10.3**KΩ (THROTTLE VALVE FULLY OPEN)
0.3 – **6.3**KΩ (THROTTLE VALVE FULLY CLOSED)
VC – **E2** : **0.2** – **0.4**KΩ
VS – **E2** : **0.2** – **0.6**KΩ (MEASURING PLATE FULLY CLOSED)
0.02– **1.2**KΩ (MEASURING PLATE FULLY OPEN)
THA – **E2** : **2.0** – **3.0**KΩ (INTAKE AIR TEMP. **20**˚C. **68**˚F)
THV – **E2** : **0.2** – **0.4**KΩ (COOLANT TEMP. **80**˚C, **176**˚F)
GL, G2, NE – **G–** : **0.14**–**0.18**KΩ
ISC1, ISC2, ISC3, ISC4 – **+B**, **+B1** : **0.01** – **0.03**KΩ

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A11	24	**E 7** B	25	**I 8**	24
A15	25	**E 8** C	25	**I10**	25
C 1	24	**F 7**	24	**K 1**	24
C10	25	**F12**	26	**N 1**	24
C12	25	**I 1**	24	**O 2**	24
C13 B	25	**I 2**	24	**O 4**	25
C16 A	25	**I 3**	24	**S 9**	25
D 1	24	**I 4**	24	**T 2**	24
E 2	24	**I 5**	24	**T 3**	25
E 3	24	**I 6**	24	**V 1**	24
E 6 A	25	**I 7**	24		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J		
1K		
1L		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2C		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2G	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	28	SENSOR WIRE AND ENGINE WIRE (ON THE HEAD COVER)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ1	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IJ2		
IK1	32	ENGINE WIRE AND A/C WIRE (BEHIND GLOVE BOX)

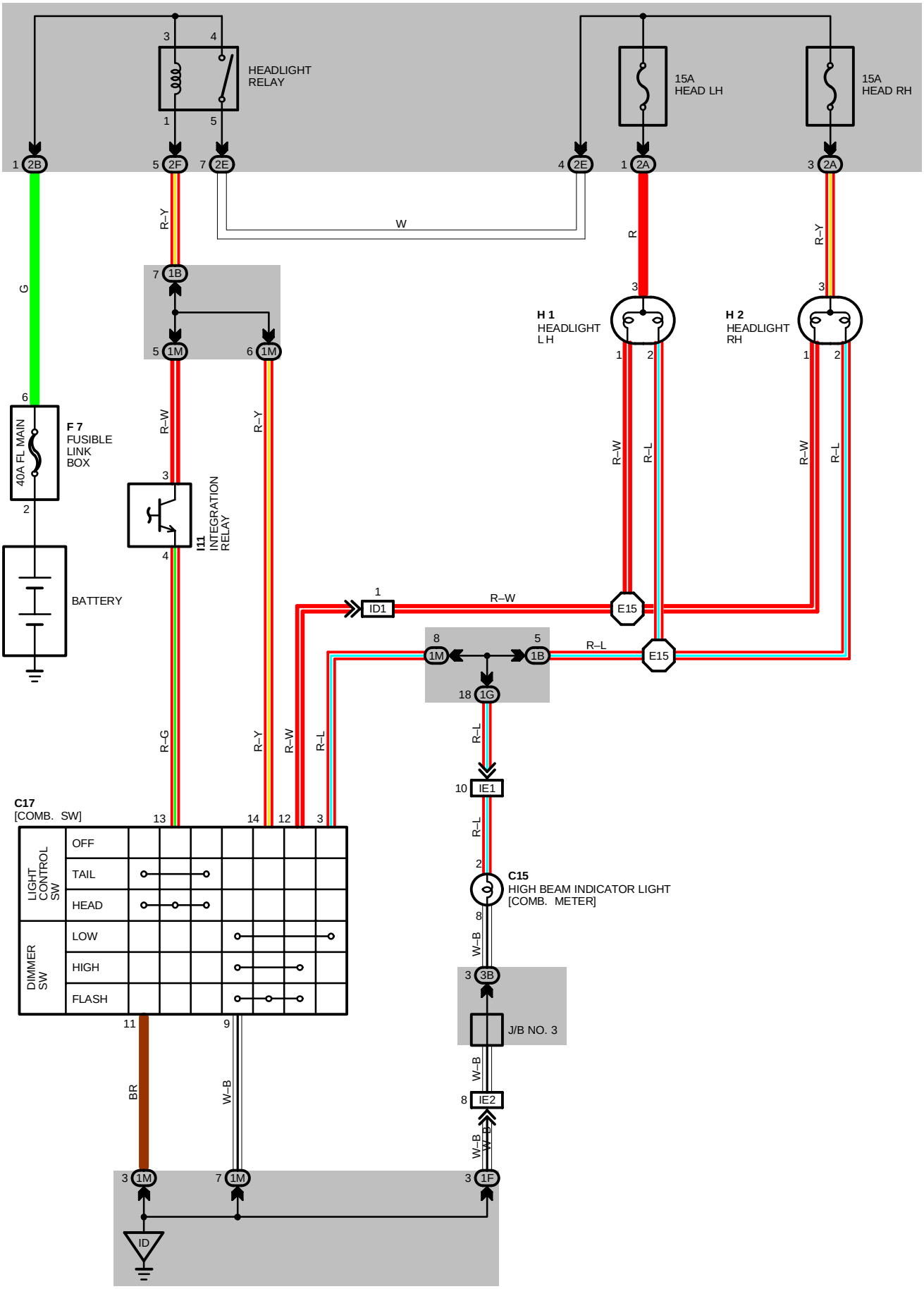
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	28	RADIATOR LEFT
EC	28	INTAKE MANIFOLD
ID	30	LEFT KICK PANEL
BH	34	UNDER THE LEFT QUARTER PILLAR

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	28	ENGINE WIRE	**E13**	28	ENGINE WIRE
E 7			**E14**		
E 8			**I21**	32	
E 9			**I22**		
E10			**I23**		
E12					

HEADLIGHT (FOR USA)



SERVICE HINTS

HEADLIGHT RELAY

4–5 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION

LIGHT AUTO TURN OFF OPERATION

PLEASE REFER TO THE LIGHT AUTO TURN OFF SYSTEM (SEE PAGE 80)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C15	25	**F 7**	24	**H 2**	24
C17	25	**H 1**	24	**I11**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1M	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2F		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		

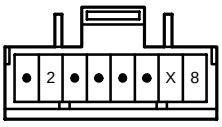
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

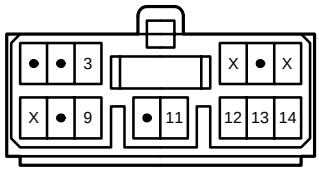
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E15	28	ENGINE ROOM MAIN WIRE			

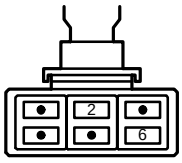
C15



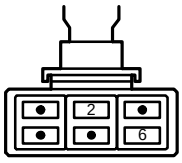
C17 BLACK



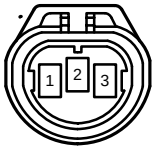
(A/T) **F 7** GRAY



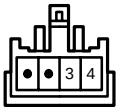
(M/T) **F 7** BLACK



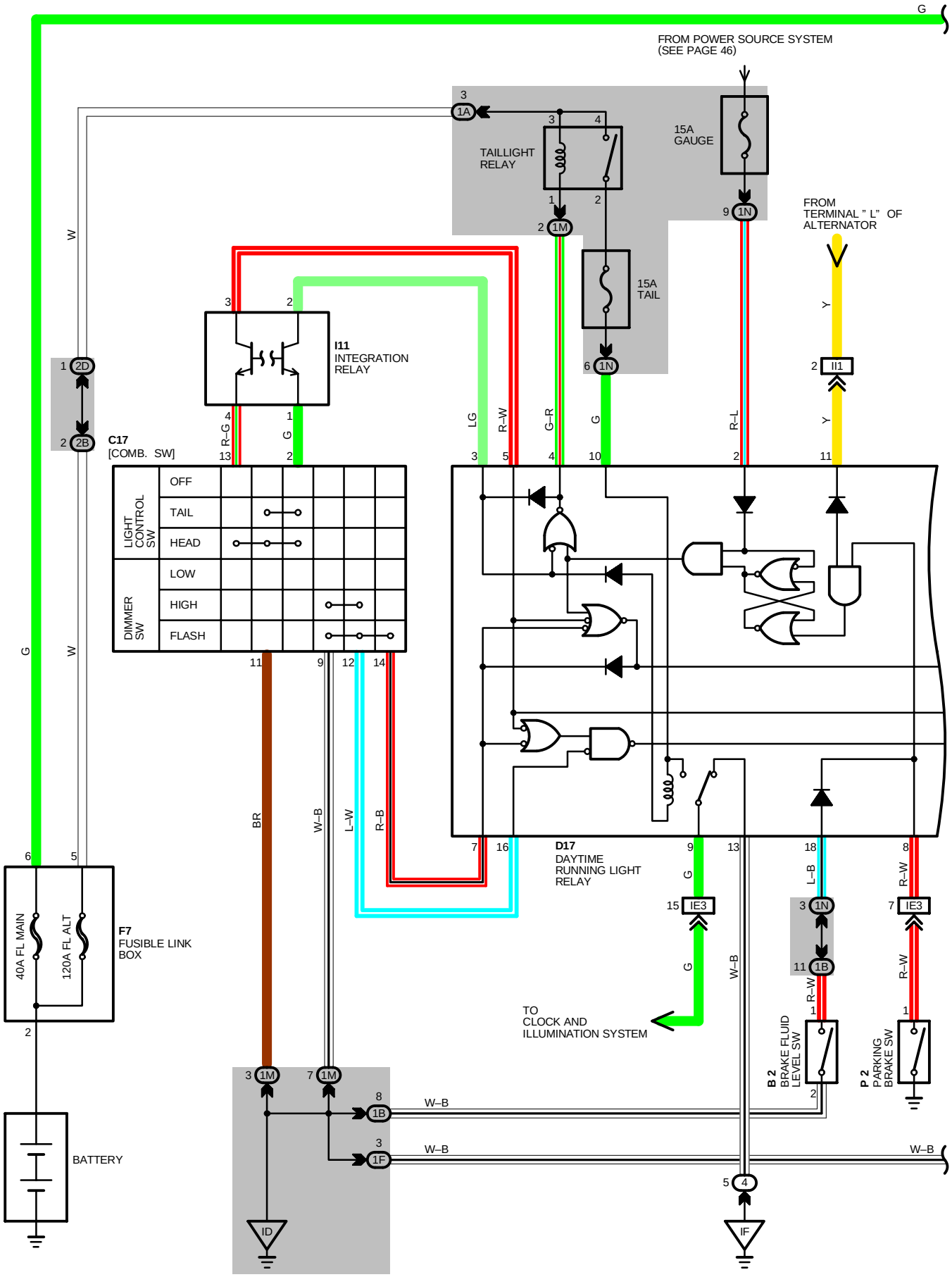
H 1, H 2 GRAY

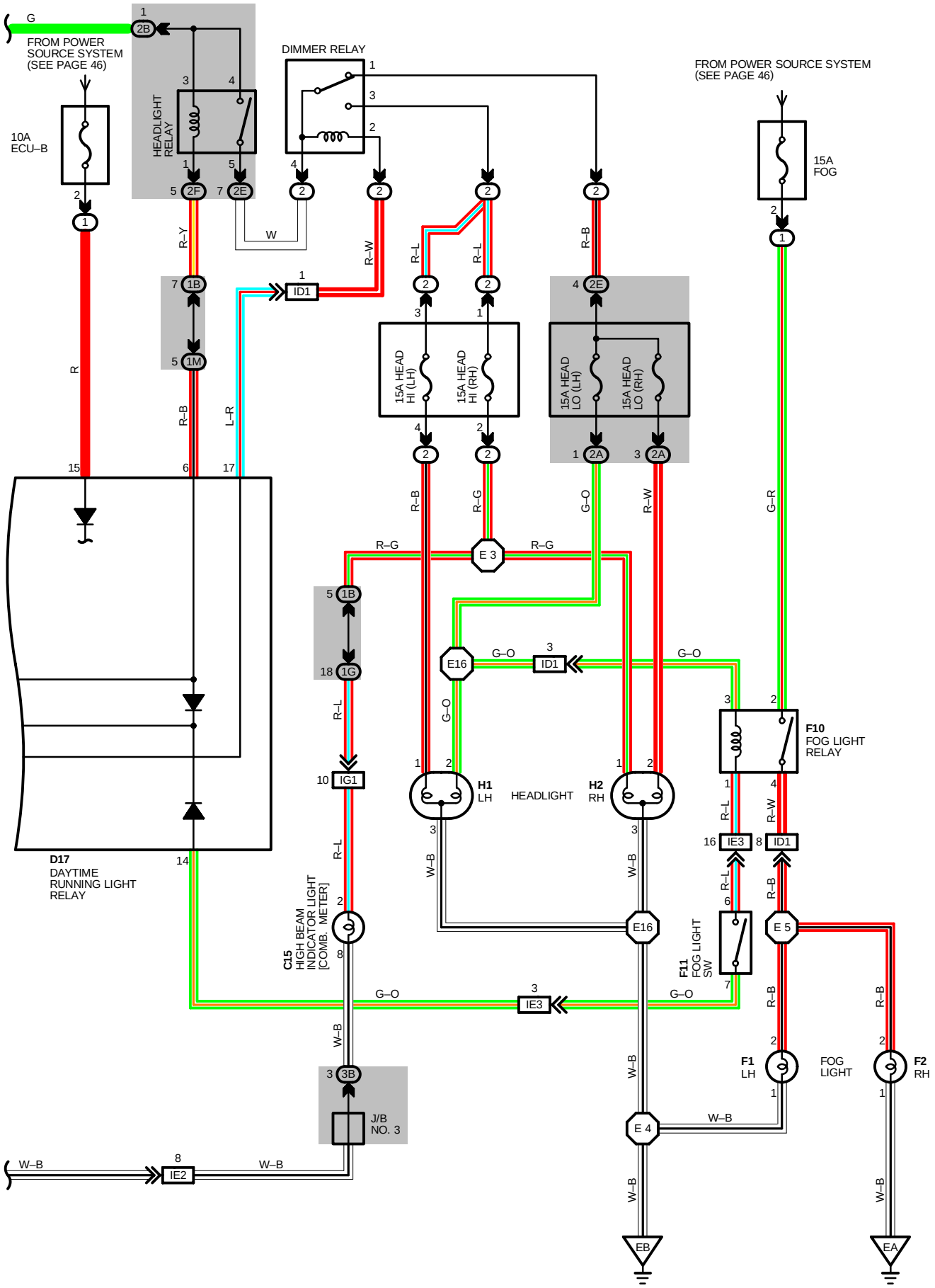


I11



HEADLIGHT AND FOG LIGHT (FOR CANADA)




G
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
10A ECU–B
HEADLIGHT RELAY
DIMMER RELAY
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
15A FOG
R–Y
W
R–W
R–L
R–B
L–R
R
ID1
15A HEAD HI (LH)
15A HEAD HI (RH)
15A HEAD LO (LH)
15A HEAD LO (RH)
R–G
G–O
E 3
E16
IG1
H1 LH
HEADLIGHT
H2 RH
F10 FOG LIGHT RELAY
IE3
F11 FOG LIGHT SW
E 5
F1 LH
FOG LIGHT
F2 RH
D17 DAYTIME RUNNING LIGHT RELAY
C15 HIGH BEAM INDICATOR LIGHT [COMB. METER]
W–B
3B
J/B NO. 3
IE2
E 4
EB
EA

HEADLIGHT AND FOG LIGHT (FOR CANADA)

SYSTEM OUTLINE

CURRENT FROM THE BATTERY IS ALWAYS FLOWING FROM FL MAIN → TAILLIGHT RELAY (COIL SIDE) → **TERMINAL 4** OF THE DAYTIME RUNNING LIGHT RELAY, FL ALT → HEADLIGHT RELAY (COIL SIDE) → **TERMINAL 6** OF THE DAYTIME RUNNING LIGHT RELAY.

1. DAYTIME RUNNING LIGHTS OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE GENERATED AT **TERMINAL L** OF ALTERNATOR IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY.

IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY IS NOT ENERGIZED, SO THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE. IF THE PARKING BRAKE LEVER IS THEN RELEASED (PARKING BRAKE SW OFF), THE SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY. THIS ACTIVATES THE RELAY AND CURRENT FROM MAIN FUSE FLOWS TO TAILLIGHT RELAY (POINT SIDE) → TAIL FUSE → TAIL, LICENCE AND FRONT CLEARANCE LIGHTS → **GROUND**. ALSO, CURRENT FROM FL ALT FLOWS TO HEADLIGHT RELAY (POINT SIDE) → DIMMER RELAY (POINT SIDE) → HEAD LOW FUSES → HEADLIGHTS (LOW SIDE) → TO **GROUND**, SO BOTH TAIL AND HEAD LIGHTS LIGHT UP.

THIS IS HOW THE DAYTIME RUNNING LIGHT SYSTEM OPERATES.

ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND TAIL, HEAD LIGHT HAVE LIGHTED UP, THE TAIL AND HEAD LIGHTS REMAIN ON EVEN IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON).

EVEN IF THE ENGINE STALLS WITH THE IGNITION SW ON AND THERE IS NO VOLTAGE FROM **TERMINAL L** OF ALTERNATOR, THE TAIL AND HEAD LIGHTS REMAIN ON. IF THE IGNITION SW IS THEN TURNED OFF, TAIL AND HEAD LIGHTS ARE TURNED OFF.

IF THE ENGINE IS STARTED WHILE THE PARKING BRAKE IS RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND THE TAIL AND HEAD LIGHTS LIGHT UP AS THE ENGINE STARTS.

SERVICE HINTS

DIMMER RELAY

CHANGED FROM HEAD (LWR) TO HEAD (UPR) WITH THE DIMMER SW AT **FLASH** POSITION OR WITH THE HEADLIGHT RELAY ON AND DIMMER SW AT **HIGH** POSITION

HEADLIGHT RELAY

4–5 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
CLOSED WITH THE ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED

TAILLIGHT RELAY

2–4 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
CLOSED WITH THE ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED

D17 DAYTIME RUNNING LIGHT RELAY

2–GROUND : **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
15–GROUND : ALWAYS APPROX. **12** VOLTS
8–GROUND : CONTINUITY WITH THE PARKING BRAKE LEVER PULLED UP (PARKING BRAKE SW ON)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	24	**F 2**	24	**H 2**	24
C15	25	**F 7**	24	**I11**	25
C17	25	**F10**	25	**P 2**	25
D17	25	**F11**	25		
F 1	24	**H 1**	24		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
2	20	R/B NO.2 (ENGINE COMPARTMENT LEFT)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1B		
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1M	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E		
2F		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRAKE LH)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)

: GROUND POINTS

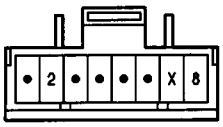
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
ID	30	LEFT KICK PANEL
IF	30	R/B NO.4 SET BOLT

: SPLICE POINTS

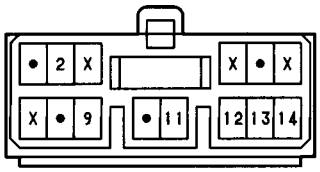
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	28	ENGINE ROOM MAIN WIRE	E 5	28	ENGINE ROOM MAIN WIRE
E 4			E16	28	ENGINE WIRE

B 2 GRAY

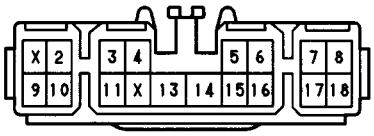
C15



C17 BLACK

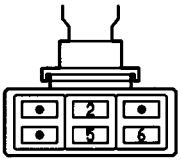


D17 GRAY



F 1,F 2 GRAY

F 7

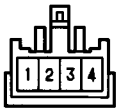


F10

F11

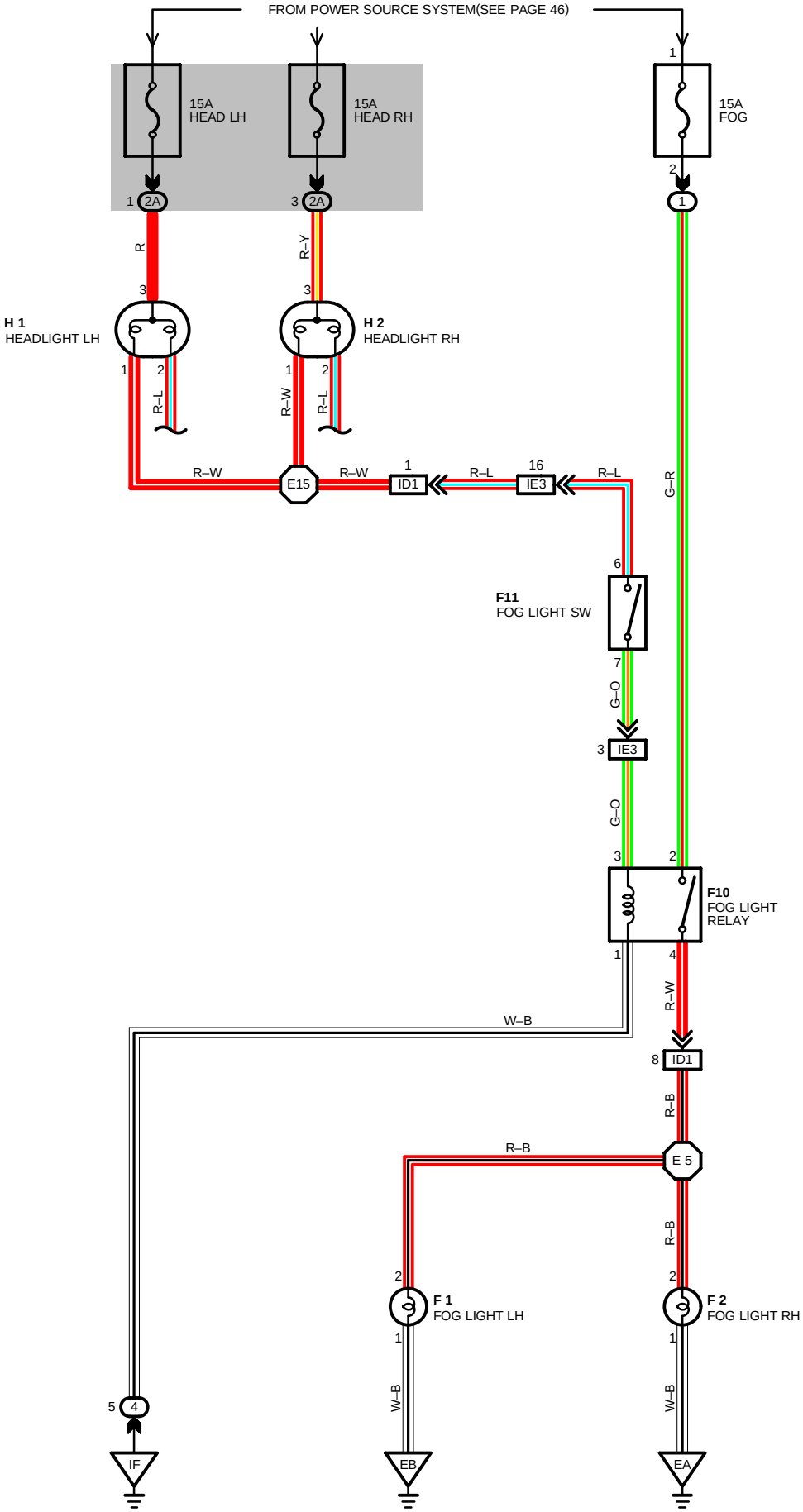
H 1,H 2 GRAY

I11



P 2

FOG LIGHT (FOR USA)



SERVICE HINTS

F10 FOG LIGHT RELAY

2–4 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION, DIMMER SW AT **LOW** AND FOG LIGHT SW **ON**

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
F 1	24	**F10**	25	**H 1**	24
F 2	24	**F11**	25	**H 2**	24

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
IF	30	R/B NO.4 SET BOLT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 5	28	ENGINE ROOM MAIN WIRE	**E15**	28	ENGINE ROOM MAIN WIRE

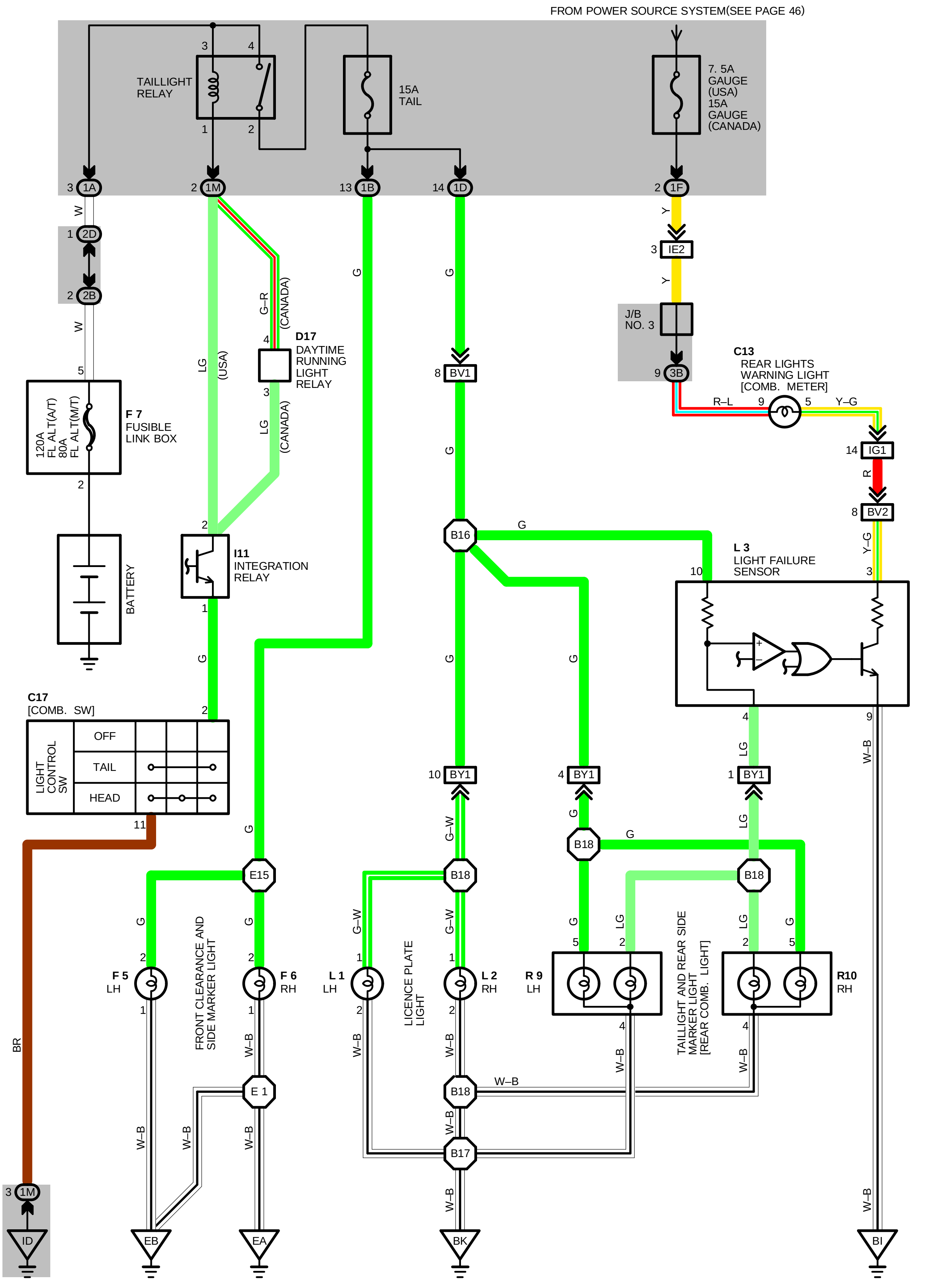
F 1, F 2 GRAY

F10

F11

H 1, H 2 GRAY

TAILLIGHT


FROM POWER SOURCE SYSTEM(SEE PAGE 46)
TAILLIGHT RELAY
15A TAIL
7. 5A GAUGE (USA) 15A GAUGE (CANADA)
J/B NO. 3
D17 DAYTIME RUNNING LIGHT RELAY
(USA)
(CANADA)
F 7 FUSIBLE LINK BOX
120A FL ALT(A/T)
80A FL ALT(M/T)
BATTERY
I11 INTEGRATION RELAY
C13 REAR LIGHTS WARNING LIGHT [COMB. METER]
L 3 LIGHT FAILURE SENSOR
C17 [COMB. SW]
LIGHT CONTROL SW
OFF
TAIL
HEAD
F 5 LH
F 6 RH
FRONT CLEARANCE AND SIDE MARKER LIGHT
L 1 LH
L 2 RH
LICENCE PLATE LIGHT
R 9 LH
R10 RH
TAILLIGHT AND REAR SIDE MARKER LIGHT [REAR COMB. LIGHT]

SYSTEM OUTLINE

WHEN THE LIGHT CONTROL SW IS TURNED TO **TAIL** OR **HEAD** POSITION, THE CURRENT FLOWS TO **TERMINAL 10** OF THE LIGHT FAILURE SENSOR THROUGH THE TAIL FUSE.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS THROUGH THE REAR LIGHTS WARNING LIGHT TO **TERMINAL 3** OF THE LIGHT FAILURE SENSOR.

TAILLIGHT DISCONNECTION WARNING

WITH THE IGNITION SW ON AND THE LIGHT CONTROL SW TURNED TO **TAIL** OR **HEAD** POSITION, IF THE TAILLIGHT CIRCUIT IS OPEN, THE LIGHT FAILURE SENSOR DETECTS THE FAILURE BY THE CHANGE IN CURRENT FLOWING FROM **TERMINAL 10** OF THE LIGHT FAILURE SENSOR TO **TERMINAL 4**, AND THE WARNING CIRCUIT OF THE LIGHT FAILURE SENSOR IS ACTIVATED.

AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 3** OF THE LIGHT FAILURE SENSOR → **TERMINAL 9** → **GROUND** AND TURNS THE REAR LIGHTS WARNING LIGHT ON, WHICH REMAINS ON UNTIL THE LIGHT CONTROL SW IS TURNED OFF.

SERVICE HINTS

TAILLIGHT RELAY

2–4 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION (INTEGRATION RELAY ON)
CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED (CANADA)

L 3 LIGHT FAILURE SENSOR

(DISCONNECT THE FAILURE SENSOR AND INSPECT THE CONNECTOR)
10–GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
9–GROUND : CONTINUITY
4–GROUND : CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	25	**F 6**	24	**L 2**	26
C17	25	**F 7**	24	**L 3**	26
D17	25	**I11**	25	**R 9**	26
F 5	24	**L 1**	26	**R10**	26

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1B		
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1M	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
BV1	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BV2		
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

▽ : GROUND POINTS

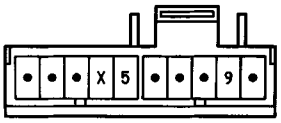
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
ID	30	LEFT KICK PANEL
BI	34	UNDER THE RIGHT QUARTER PILLAR
BK	34	BACK PANEL CENTER

⯃ : SPLICE POINTS

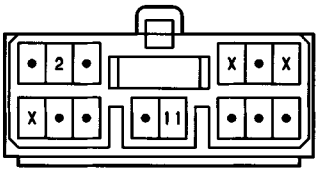
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	28	ENGINE ROOM MAIN WIRE	**B17**	34	LUGGAGE ROOM NO.1 WIRE
E15			**B18**		
B16	34	FLOOR NO.2 WIRE			

TAILLIGHT

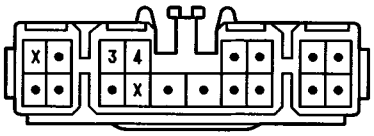
C13 BROWN



C17 BLACK

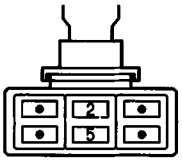


D17 GRAY

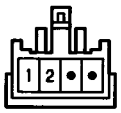


F 5, F 6 GRAY

F 7 BLACK

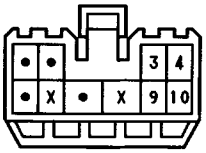


I11



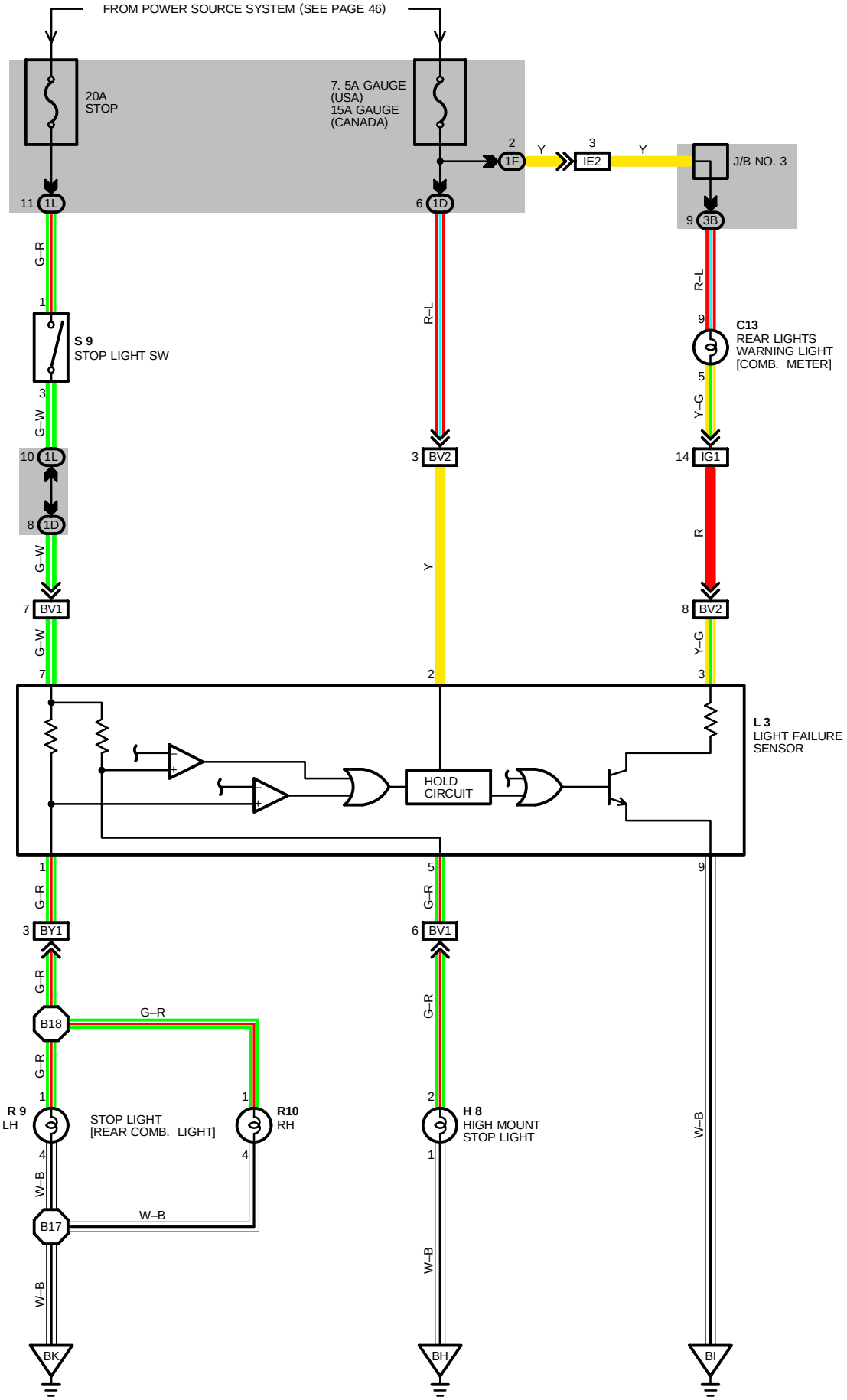
L 1, L 2

L 3



R 9, R10

STOP LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 46)
20A
STOP
7. 5A GAUGE
(USA)
15A GAUGE
(CANADA)
J/B NO. 3
11 1L
6 1D
2 1F
Y
3 IE2
Y
9 3B
G–R
R–L
1
S 9
STOP LIGHT SW
3
9
C13
REAR LIGHTS
WARNING LIGHT
[COMB. METER]
5
Y–G
G–W
10 1L
8 1D
3 BV2
14 IG1
R
G–W
Y
7 BV1
8 BV2
Y–G
G–W
7
2
3
L 3
LIGHT FAILURE
SENSOR
HOLD
CIRCUIT
1
5
9
G–R
3 BY1
6 BV1
G–R
G–R
G–R
B18
G–R
G–R
1
1
R 9
LH
STOP LIGHT
[REAR COMB. LIGHT]
1
R10
RH
2
H 8
HIGH MOUNT
STOP LIGHT
4
4
1
W–B
W–B
W–B
B17
W–B
W–B
W–B
BK
BH
BI

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH A STOP FUSE TO **TERMINAL 1** OF THE STOP LIGHT SW.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE GAUGE FUSE TO **TERMINAL 2** OF THE LIGHT FAILURE SENSOR AND THROUGH THE REAR LIGHTS WARNING LIGHT TO **TERMINAL 3** OF THE LIGHT FAILURE SENSOR.

STOP LIGHT DISCONNECTION WARNING

WHEN THE IGNITION SW IS TURNED ON AND THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON), IF THE STOP LIGHT CIRCUIT IS OPEN, THE CURRENT FLOWING FROM **TERMINAL 7** OF THE LIGHT FAILURE SENSOR TO **TERMINAL 1**, **5** CHANGES, SO THE LIGHT FAILURE SENSOR DETECTS THE DISCONNECTION AND THE WARNING CIRCUIT OF THE LIGHT FAILURE SENSOR IS ACTIVATED.

AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 3** OF THE LIGHT FAILURE SENSOR → **TERMINAL 9** → **GROUND** AND TURNS THE REAR LIGHTS WARNING LIGHT ON. BY DEPRESSING THE BRAKE PEDAL, THE CURRENT FLOWING TO **TERMINAL 2** OF THE LIGHT FAILURE SENSOR KEEPS THE WARNING CIRCUIT ON HOLD AND THE WARNING LIGHT ON UNTIL THE IGNITION SW TURNED OFF.

SERVICE HINTS

S 9 STOP LIGHT SW

1–3 : CLOSED WITH BRAKE PEDAL DEPRESSED

L 3 LIGHT FAILURE SENSOR

1, 5, 7–GROUND : APPROX. **12** VOLTS WITH STOP LIGHT SW ON

2, 3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

9–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	25	**L 3**	26	**R10**	26
H 8	26	**R 9**	26	**S 9**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
BV1	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BV2		
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

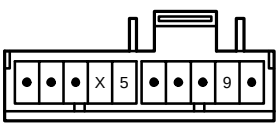
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	34	UNDER THE LEFT QUARTER PILLAR
BI	34	UNDER THE RIGHT QUARTER PILLAR
BK	34	BACK PANEL CENTER

: SPLICE POINTS

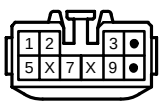
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B17	34	LUGGAGE ROOM NO.1 WIRE	**B18**	34	LUGGAGE ROOM NO.1 WIRE

C13 BROWN

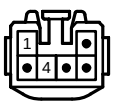


H 8

L 3

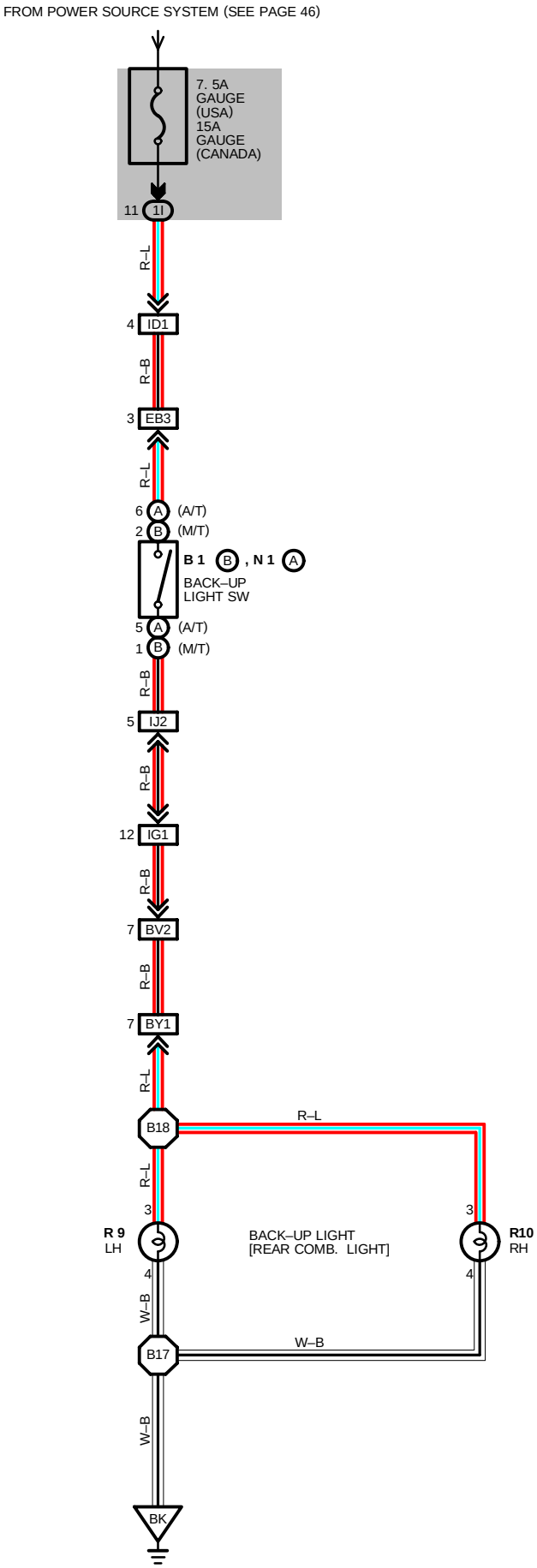


R 9, R10



S 9

BACK–UP LIGHT



SERVICE HINTS

B 1 (B), N 1 (A) BACK–UP LIGHT SW
(A) 5–6, (B) 1–2 : CLOSED WITH SHIFT LEVER IN **R** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
B 1	B	24	**R 9**	26				
N 1	A	24	**R10**	26				

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
BV2	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

: GROUND POINTS

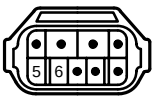
CODE	SEE PAGE	GROUND POINTS LOCATION
BK	34	BACK PANEL CENTER

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B17	34	LUGGAGE ROOM NO.1 WIRE	**B18**	34	LUGGAGE ROOM NO.1 WIRE

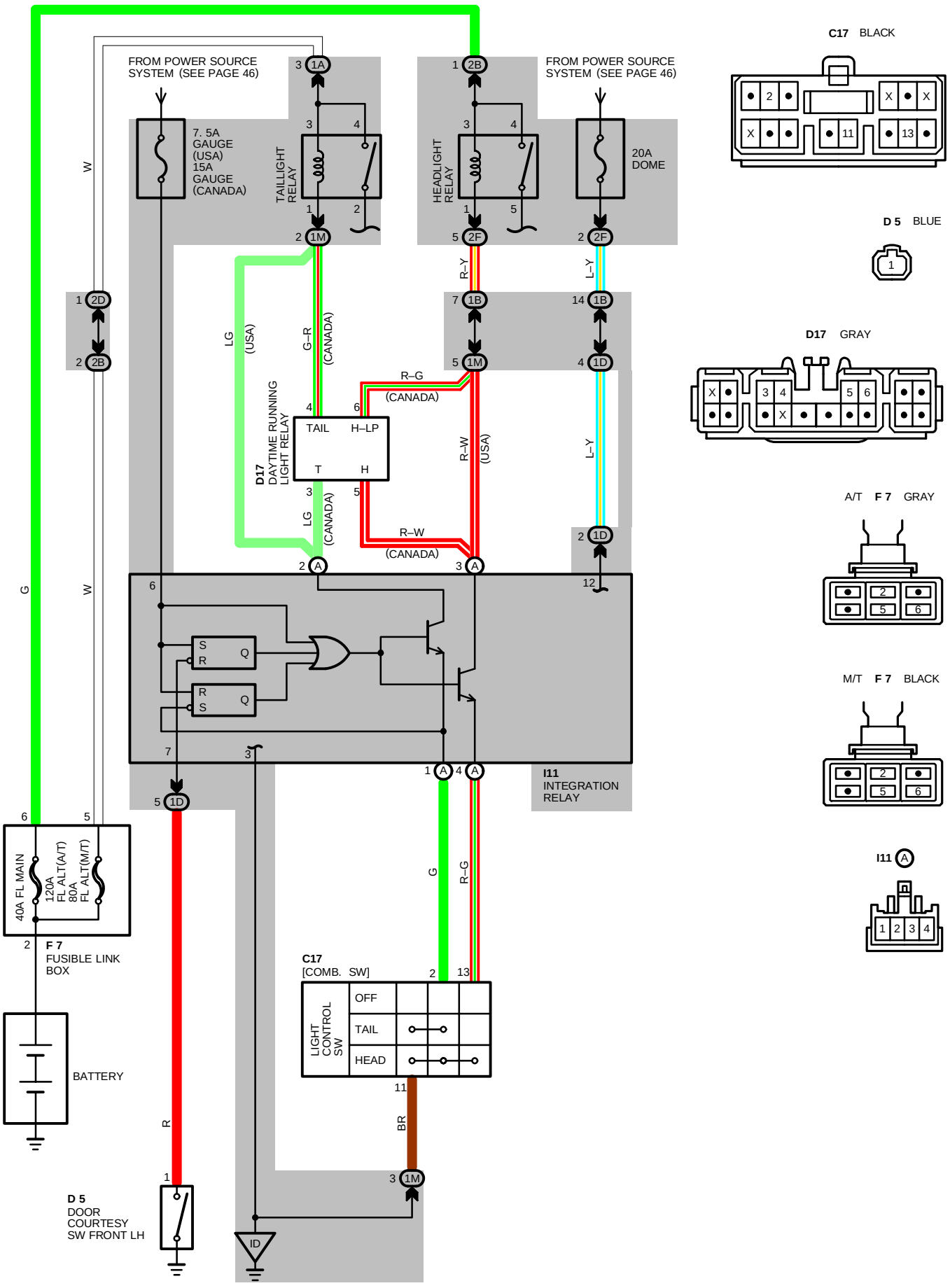
B 1 (B) GRAY

N 1 (A) GRAY



R 9, R10

LIGHT AUTO TURN OFF



C17 BLACK

D 5 BLUE

D17 GRAY

A/T F 7 GRAY

M/T F 7 BLACK

I11 A

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 6** OF THE INTEGRATION RELAY THROUGH GAUGE FUSE.

VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL (A) 2** OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL (A) 3** THROUGH THE HEADLIGHT RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

(TURN TAILLIGHT ON)

WITH LIGHT CONTROL SW TURNED TO **TAILLIGHT** POSITION, A SIGNAL IS INPUT INTO **TERMINAL (A) 1** OF THE INTEGRATION RELAY. ACCORDING TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A) 2** OF THE RELAY FLOWS FROM **TERMINAL (A) 1** → **TERMINAL 2** OF THE LIGHT CONTROL SW → **TERMINAL 11** → TO **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

(TURN HEADLIGHT ON)

WITH LIGHT CONTROL SW TURNED TO **HEADLIGHT** POSITION, A SIGNAL IS INPUT INTO **TERMINALS (A) 1** AND **(A) 4** OF THE INTEGRATION RELAY. ACCORDING TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A) 3** OF THE RELAY FLOWS TO **TERMINAL (A) 4** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 11** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEADLIGHT RELAY TO TURN THE LIGHT ON. THE TAILLIGHT CIRCUIT IS SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHTS ON AND IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 6** OF THE RELAY), WHEN DOOR ON DRIVER'S SIDE IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 7** OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CUT OFF WHICH FLOWS FROM **TERMINAL (A) 2** OF THE RELAY TO **TERMINAL (A) 1** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL (A) 3** TO **TERMINAL (A) 4** IN HEADLIGHT CIRCUIT. AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

I11 INTEGRATION RELAY

6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
12–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 3–GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION
(A) 2–GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **OFF** POSITION
7–GROUND : CONTINUITY WITH FRONT LH DOOR OPEN
(A) 4–GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **HEAD** POSITION
(A) 1–GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
3–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C17	25	**D17**	25	**I11**	25
D 5	26	**F 7**	24		

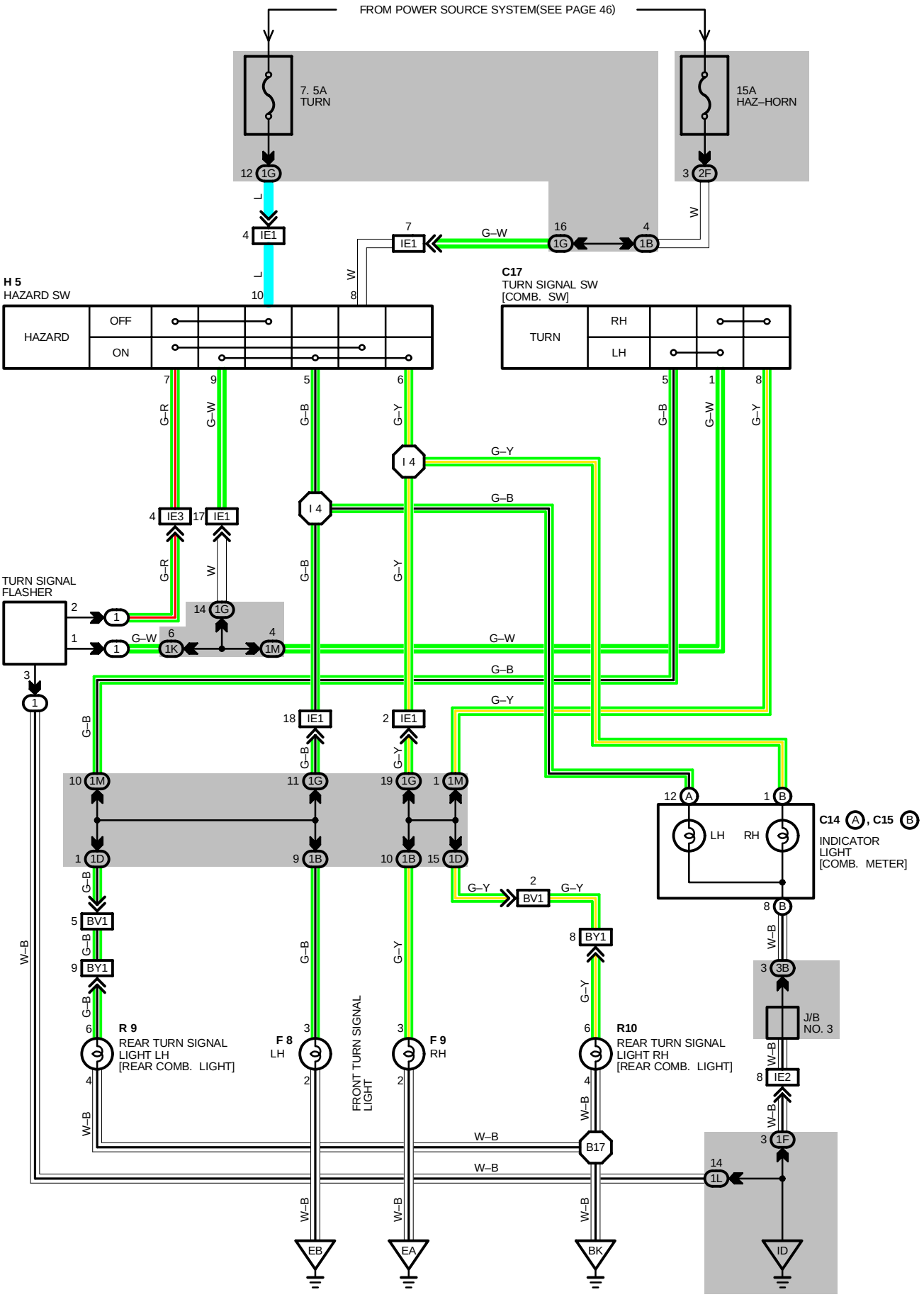
⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1B		
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1M	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2F		

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

TURN SIGNAL AND HAZARD WARNING LIGHT



SERVICE HINTS

TURN SIGNAL FLASHER

(1) 2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON OR HAZARD SW ON
(1) 1–GROUND : CHANGES FROM APPROX. **12** TO **0** VOLTS WITH IGNITION SW ON AND TURN SIGNAL SW LEFT OR RIGHT, OR HAZARD SW ON
(1) 3–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C14	A	25	**F 8**	24	**R 9**	26
C15	B	25	**F 9**	24	**R10**	26
C17		25	**H 5**	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1K	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL_
1L		
1M		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
BV1	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

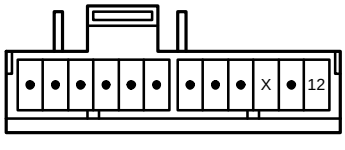
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
ID	30	LEFT KICK PANEL
BK	34	BACK PANEL CENTER

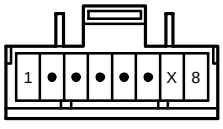
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 4	32	INSTRUMENT PANEL WIRE	**B17**	34	LUGGAGE ROOM NO.1 WIRE

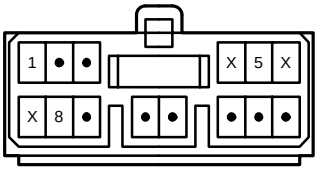
C14 (A)



C15 (B)



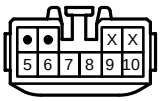
C17 BLACK



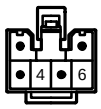
F 8 GRAY

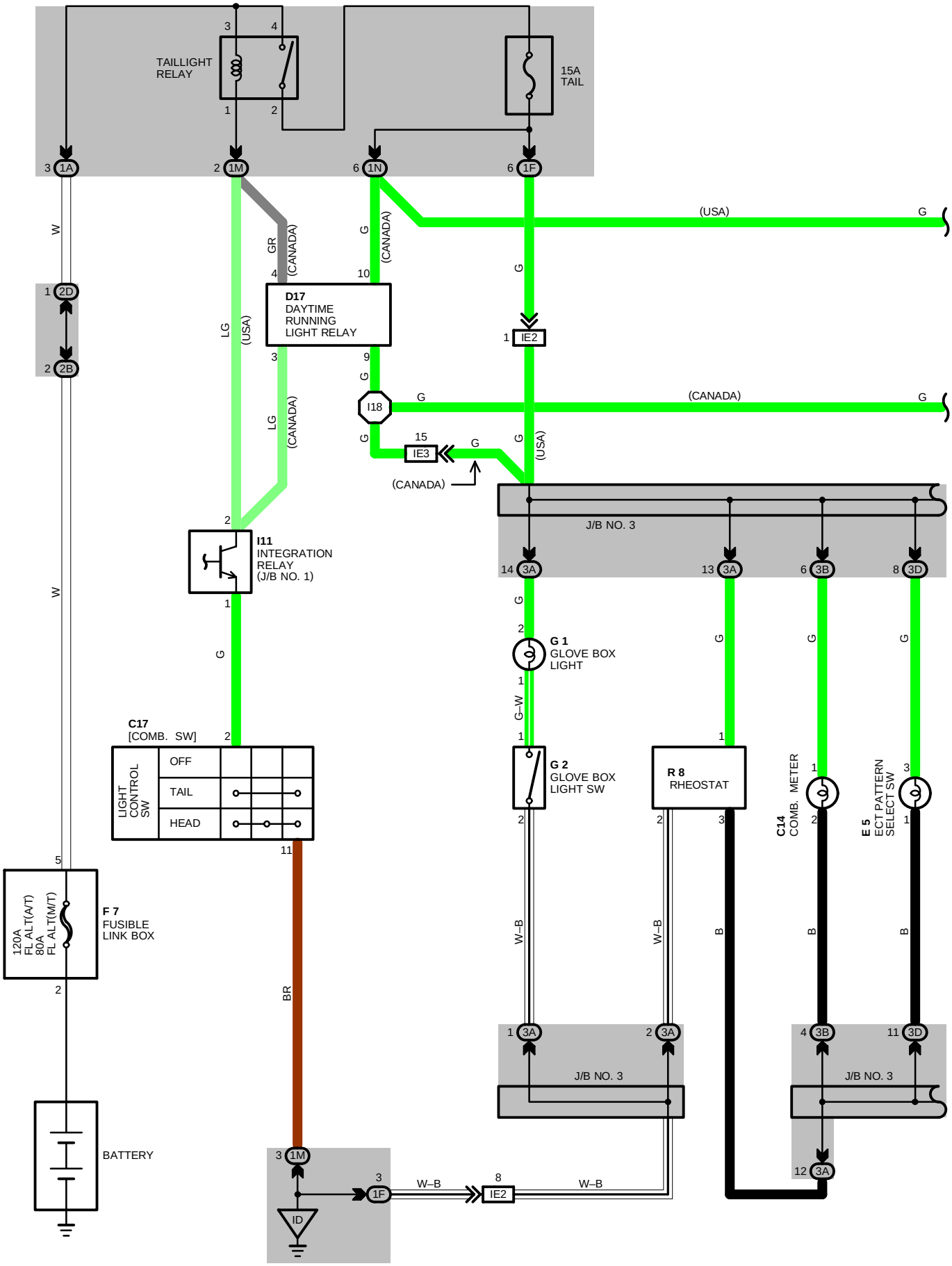
F 9 GRAY

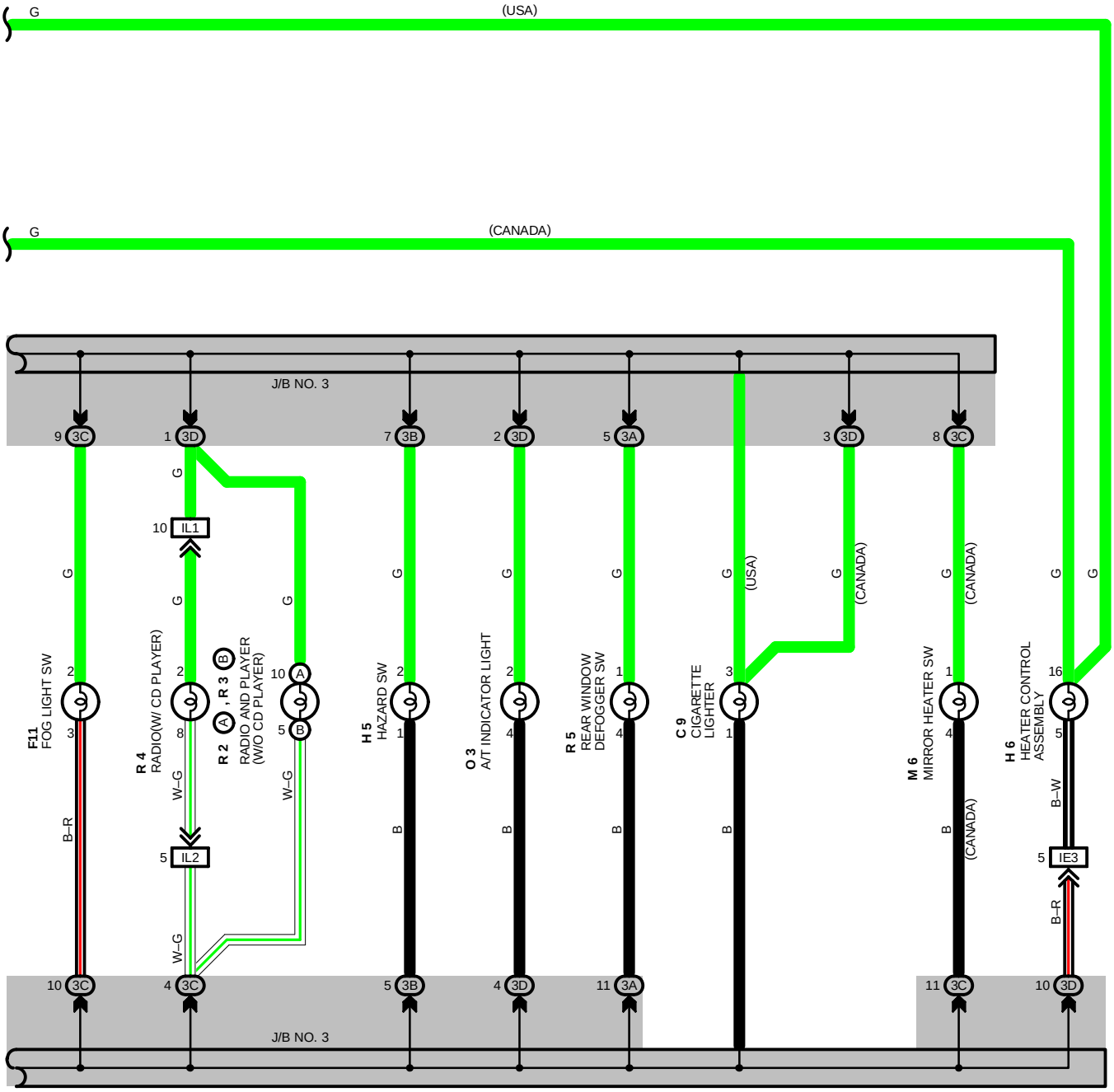
H 5



R 9, R10




TAILLIGHT RELAY
15A TAIL
3 1A
2 1M
6 1N
6 1F
W
GR (CANADA)
G (CANADA)
G (USA)
G
(USA) G
1 2D
2 2B
LG (USA)
D17 DAYTIME RUNNING LIGHT RELAY
4
10
3
9
1 IE2
G
I18
G
(CANADA) G
LG (CANADA)
G
15 IE3
G
G (USA)
(CANADA)
J/B NO. 3
2
I11 INTEGRATION RELAY (J/B NO. 1)
1
G
14 3A
13 3A
6 3B
8 3D
G
2
G 1 GLOVE BOX LIGHT
1
G–W
G
G
G
C17 [COMB. SW]
2
LIGHT CONTROL SW
OFF
TAIL
HEAD
11
1
G 2 GLOVE BOX LIGHT SW
2
R 8 RHEOSTAT
2
3
C14 COMB. METER
1
2
E 5 ECT PATTERN SELECT SW
3
1
5
120A FL ALT(A/T) 80A FL ALT(M/T)
F 7 FUSIBLE LINK BOX
2
W–B
W–B
B
B
B
BR
1 3A
2 3A
J/B NO. 3
4 3B
11 3D
J/B NO. 3
12 3A
BATTERY
3 1M
3 1F
W–B
8 IE2
W–B
ID


G
(USA)
G
(CANADA)
J/B NO. 3
9 3C
1 3D
7 3B
2 3D
5 3A
3 3D
8 3C
10 IL1
F11
FOG LIGHT SW
R 4
RADIO(W/ CD PLAYER)
R 2 , R 3
RADIO AND PLAYER
(W/O CD PLAYER)
H 5
HAZARD SW
O 3
A/T INDICATOR LIGHT
R 5
REAR WINDOW
DEFOGGER SW
C 9
CIGARETTE
LIGHTER
M 6
MIRROR HEATER SW
H 6
HEATER CONTROL
ASSEMBLY
B–R
W–G
B–W
5 IL2
5 IE3
10 3C
4 3C
5 3B
4 3D
11 3A
11 3C
10 3D
J/B NO. 3

ILLUMINATION

SERVICE HINTS

TAILLIGHT RELAY

2–4 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION (WHEN LIGHT AUTO TURN OFF SYSTEM IS OFF)
CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED (CANADA)

R 8 RHEOSTAT

1–2 : APPROX. **12** VOLTS WITH RHEOSTAT FULLY TURNED COUNTERCLOCKWISE AND **0** VOLTS WITH FULLY TURNED CLOCKWISE

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
C 9	25	**G 1**	25	**R 2**	A	25
C14	25	**G 2**	25	**R 3**	B	25
C17	25	**H 5**	25	**R 4**		25
D17	25	**H 6**	25	**R 5**		25
E 5	25	**I11**	25	**R 6**		25
F 7	24	**N 6**	25			
F11	25	**O 3**	25			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1M	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3A	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IL1	32	INSTRUMENT PANEL WIRE AND CONSOLE BOX WIRE (UNDER THE RADIO AND PLAYER)
IL2		

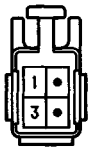
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

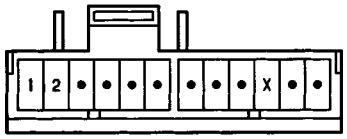
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I18	32	COWL WIRE			

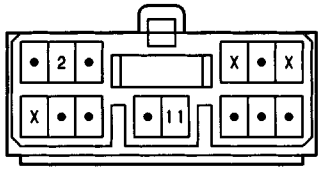
C 9



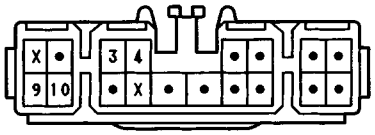
C14



C17 BLACK

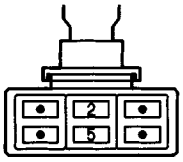


D17 GRAY

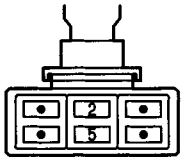


E 5

A/T F 7 GRAY



M/T F 7 BLACK

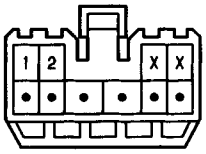


F11

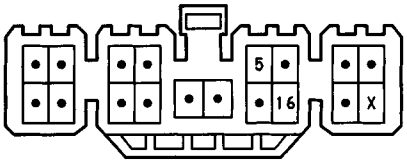
G 1 GRAY

G 2

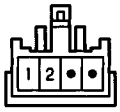
H 5



H 6

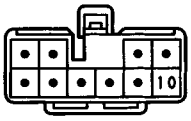


I11



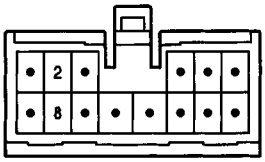
O 3 BLUE

R 2Ⓐ BLUE



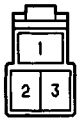
R 3Ⓑ BLUE

R 4

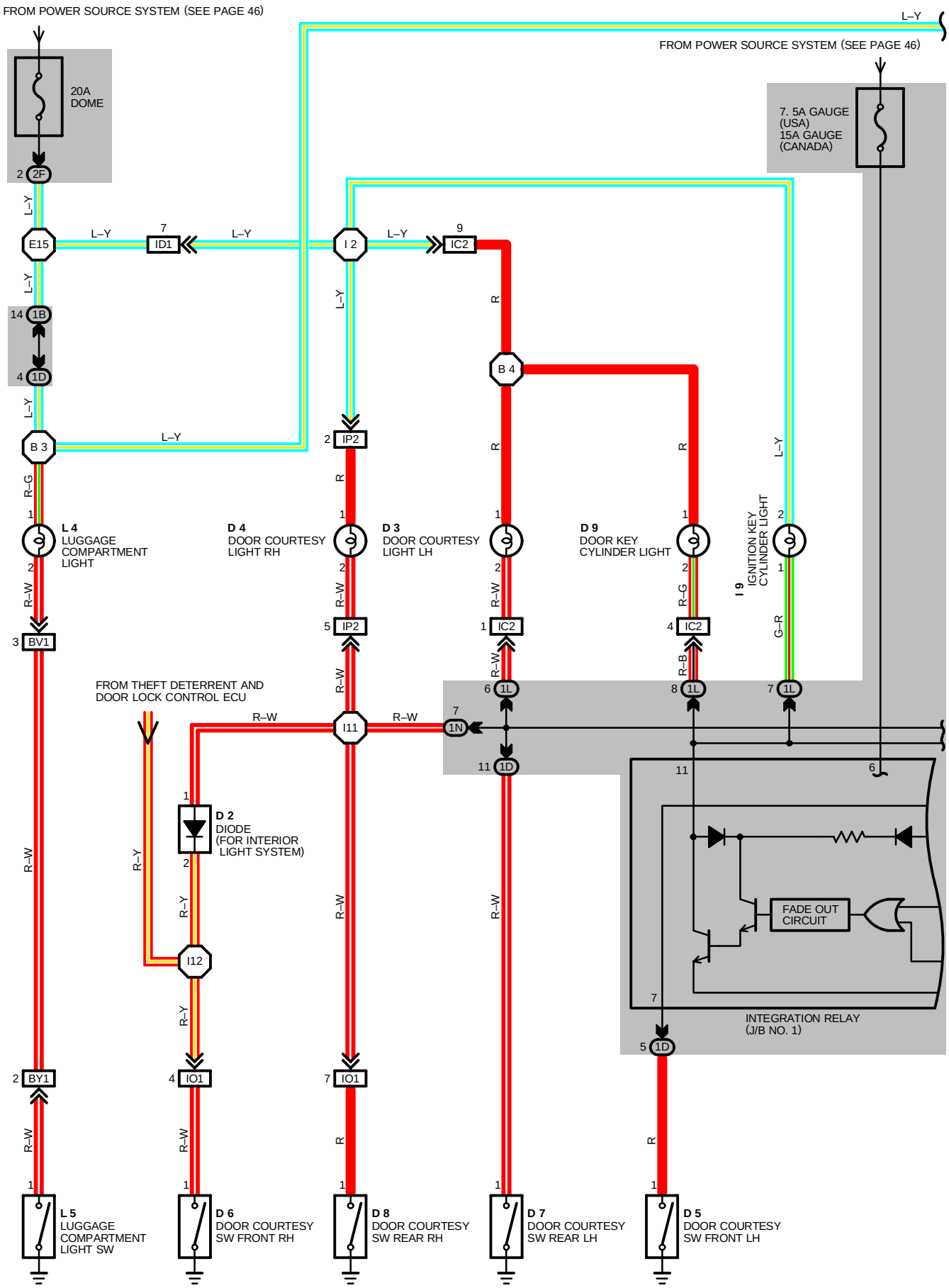


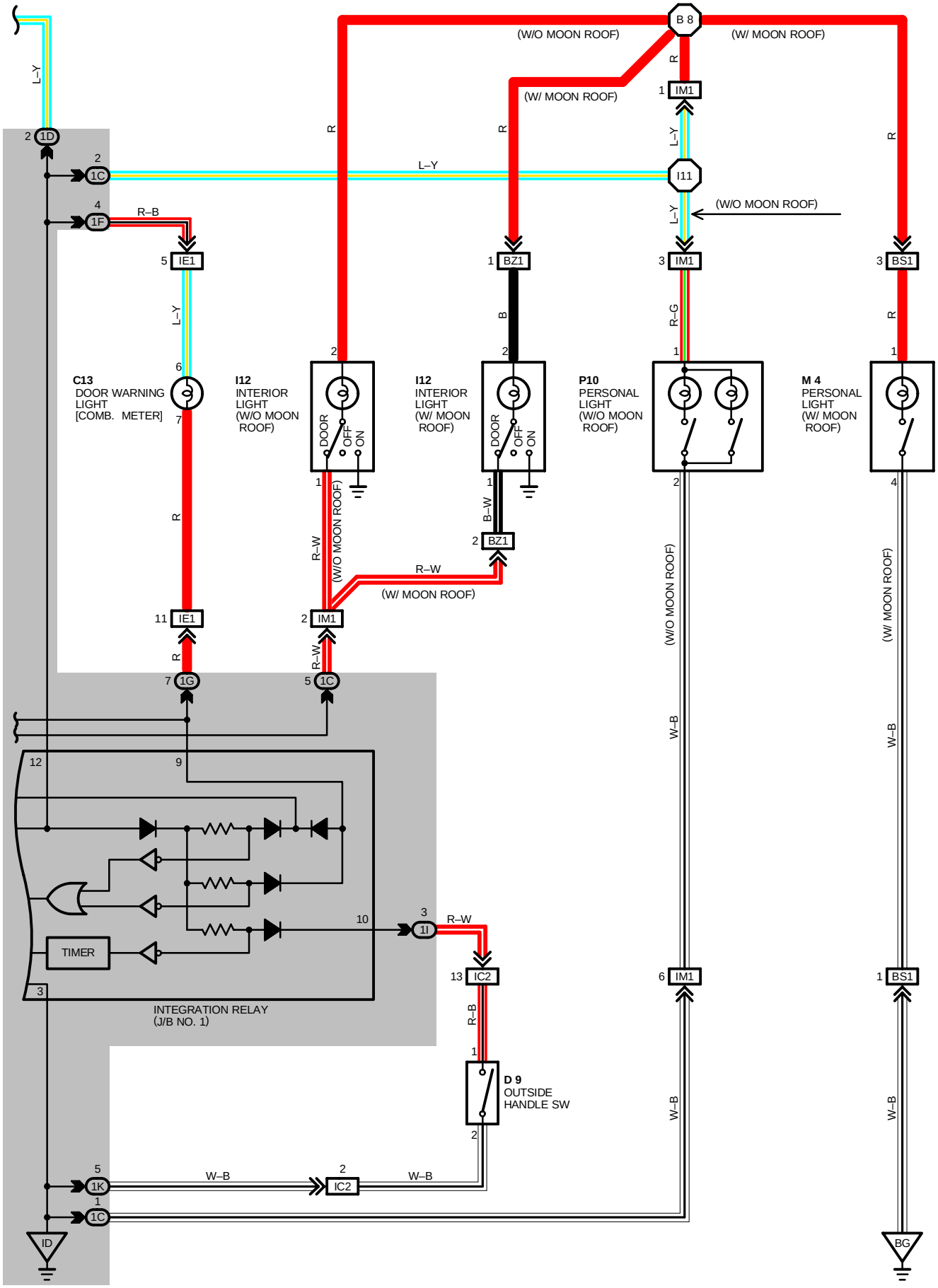
R 5, M 6

R 8



INTERIOR LIGHT




B 8
(W/O MOON ROOF)
(W/ MOON ROOF)
(W/ MOON ROOF)
L–Y
R
1 IM1
I11
(W/O MOON ROOF)
2 1D
2 1C
4 1F
R–B
5 IE1
1 BZ1
3 IM1
3 BS1
B
R–G
C13
DOOR WARNING LIGHT [COMB. METER]
6
7
I12
INTERIOR LIGHT (W/O MOON ROOF)
I12
INTERIOR LIGHT (W/ MOON ROOF)
P10
PERSONAL LIGHT (W/O MOON ROOF)
M 4
PERSONAL LIGHT (W/ MOON ROOF)
DOOR
OFF
ON
R–W
(W/O MOON ROOF)
B–W
2 BZ1
R–W
(W/ MOON ROOF)
11 IE1
2 IM1
7 1G
5 1C
(W/O MOON ROOF)
(W/ MOON ROOF)
W–B
12
9
10
3 1I
R–W
TIMER
3
INTEGRATION RELAY
(J/B NO. 1)
13 IC2
6 IM1
1 BS1
R–B
D 9
OUTSIDE HANDLE SW
5 1K
W–B
2 IC2
W–B
1 1C
ID
BG

INTERIOR LIGHT

SERVICE HINTS

INTEGRATION RELAY (J/B NO. 1)
(1G) 7–GROUND : APPROX. **12** VOLTS WITH DOOR CLOSED
0 VOLTS WITH EACH DOOR OPEN
(1C) 5, (IL) 7, (1L) 8–GROUND : APPROX. **12** VOLTS WITH DOOR CLOSED
0 VOLTS WITH ANY DOOR OPEN
0 VOLTS → **12** VOLTS WITHIN **8.5** SECONDS AFTER DOOR CLOSED
OR AFTER DRIVER'S DOOR OUTSIDE HANDLE HOLD UP

D 9 OUTSIDE HANDLE SW (DRIVER'S DOOR)
1–2 : CLOSED WITH DRIVER'S DOOR OUTSIDE HANDLE HOLD UP

D 5, D 6, D 7, D 8 DOOR COURTESY SW
1–GROUND : CLOSED WITH DOOR OPEN

L 5 LUGGAGE COMPARTMENT LIGHT SW
1–GROUND : CLOSED WITH LUGGAGE COMPARTMENT DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	25	**D 6**	26	**I12**	26
D 2	25	**D 7**	26	**L 4**	26
D 3	26	**D 8**	26	**L 5**	26
D 4	26	**D 9**	26	**M 4**	26
D 5	26	**I 9**	25	**P10**	26

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
1L		
IN		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IM1	32	ROOF NO.1 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP2	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BS1	34	ROOF NO.2 WIRE AND ROOF NO.1 WIRE (FRONT SIDE OF ROOF RIGHT)
BV1	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)
BZ1	34	ROOF WIRE AND ROOF NO.3 WIRE (ROOF RIGHT)

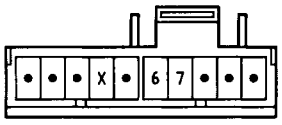
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL
BG	34	ROOF RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E15	28	ENGINE ROOM MAIN WIRE	**B 3**	34	FLOOR NO.1 WIRE
I 2	32	COWL WIRE	**B 4**	34	FRONT DOOR LH WIRE
I11			**B 8**	34	ROOF NO.1 WIRE
I12					

C13 BROWN

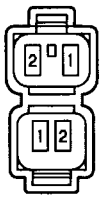


D 2 BLACK

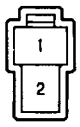
D 3, D 4

D 5, D 6, D 7, D 8 BLUE

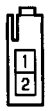
D 9



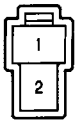
I 9 ORANGE



I12



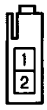
L 4



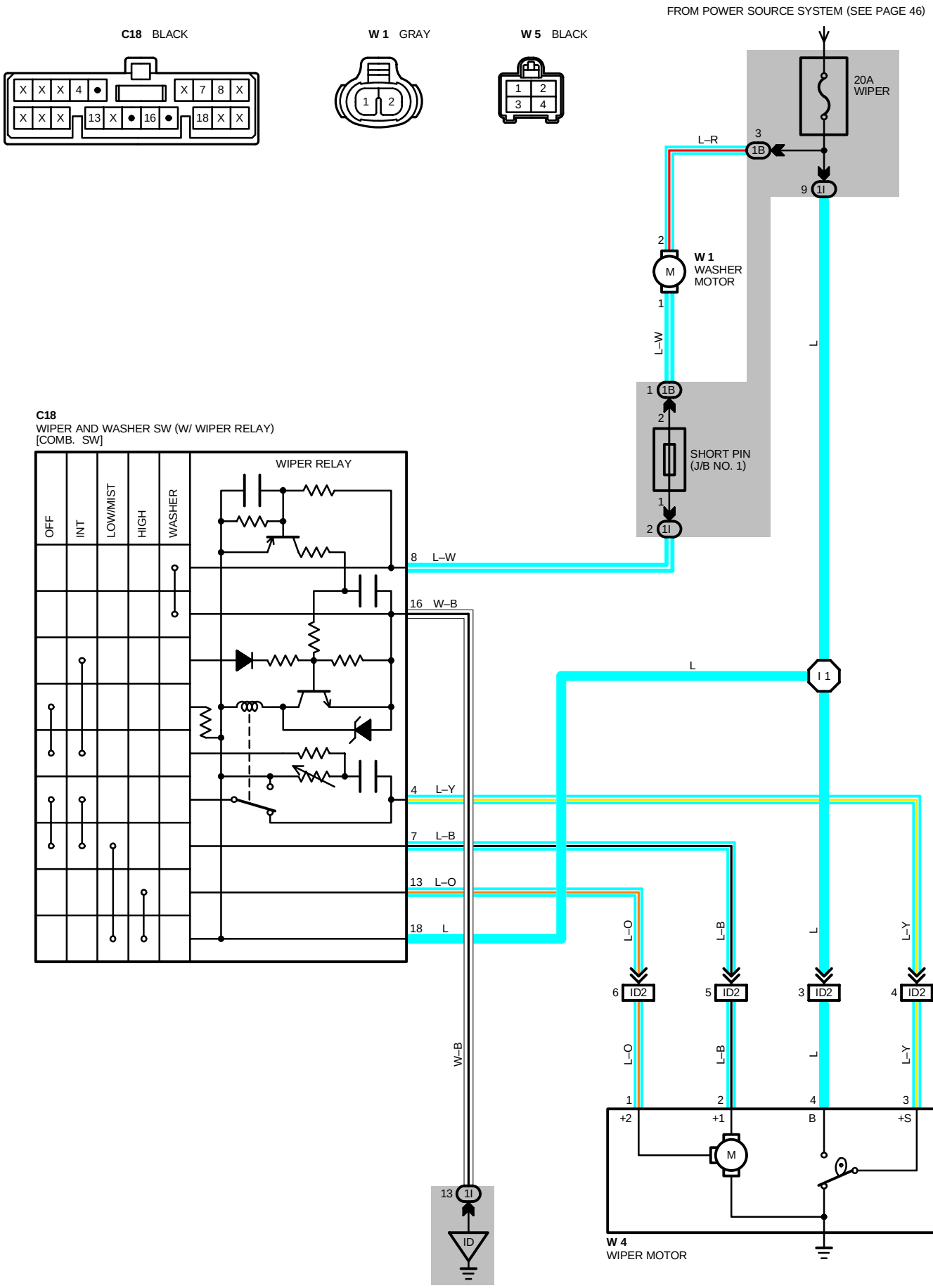
L 5 GRAY

(W/ MOON ROOF) M 4

(W/O MOON ROOF) P10



WIPER AND WASHER



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 18** OF THE WIPER AND WASHER SW, **TERMINAL 2** OF THE WASHER MOTOR AND **TERMINAL 4** OF THE WIPER MOTOR THROUGH THE WIPER FUSE.

1. LOW SPEED POSITION

WITH WIPER SW TURNED TO **LOW** POSITION, THE CURRENT FLOWS FROM **TERMINAL 18** OF THE WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 2** OF THE WIPER MOTOR → WIPER MOTOR → TO **GROUND** AND CAUSES THE WIPER MOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH WIPER SW TURNED TO **HIGH** POSITION, THE CURRENT FLOWS FROM **TERMINAL 18** OF THE WIPER AND WASHER SW → **TERMINAL 13** → **TERMINAL 1** OF THE WIPER MOTOR → WIPER MOTOR → TO **GROUND** AND CAUSES THE WIPER MOTOR TO RUN AT HIGH SPEED.

3. INT POSITION (W/ INT SW)

WITH WIPER SW TURNED TO **INT** POSITION, THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS FROM **TERMINAL 18** OF THE WIPER AND WASHER SW → **TERMINAL 16** → TO **GROUND**. THIS FLOW OF CURRENT OPERATES THE INTERMITTENT CIRCUIT AND THE CURRENT FLOWS FROM **TERMINAL 18** OF THE WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 2** OF THE WIPER MOTOR → TO **GROUND** AND THE WIPER FUNCTIONS.

THE INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER'S CHARGED AND DISCHARGED FUNCTION INSTALLED IN RELAY AND THE INTERMITTENT TIME IS CONTROLLED BY A TIME CONTROL SW TO CHANGE THE CHARGING TIME OF THE CONDENSER.

4. WASHER CONTINUOUS OPERATION (W/ INT CONTROL)

WITH WASHER SW TURNED TO ON, THE CURRENT FLOWS FROM **TERMINAL 2** OF THE WASHER MOTOR → **TERMINAL 1** → **TERMINAL 8** OF THE WIPER AND WASHER SW → **TERMINAL 16** → TO **GROUND** AND CAUSES THE WASHER MOTOR TO RUN AND WINDOW WASHER TO JET. THIS CAUSES THE CURRENT TO FLOW TO WASHER CONTINUOUS OPERATION CIRCUIT (W/ INT SW) IN **TERMINAL 18** OF THE WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 2** OF THE WIPER MOTOR → TO **GROUND** AND THE WIPER FUNCTION.

SERVICE HINTS

C18 WIPER AND WASHER SW

16–GROUND : ALWAYS CONTINUITY
18–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
7–GROUND : APPROX. **12** VOLTS WITH WIPER AND WASHER SW AT **LOW** OR **MIST** POSITION
APPROX. **12** VOLTS **2** TO **12** SECONDS INTERMITTENTLY WITH WIPER SW AT **INT** POSITION
4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON UNLESS WIPER MOTOR AT **STOP** POSITION
13–GROUND : APPROX. **12** VOLTS WITH WIPER AND WASHER SW AT **HIGH** POSITION

W 4 WIPER MOTOR

3–4 : CLOSED UNLESS WIPER MOTOR AT **STOP** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C18	25	**W 1**	24	**W 4**	24

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

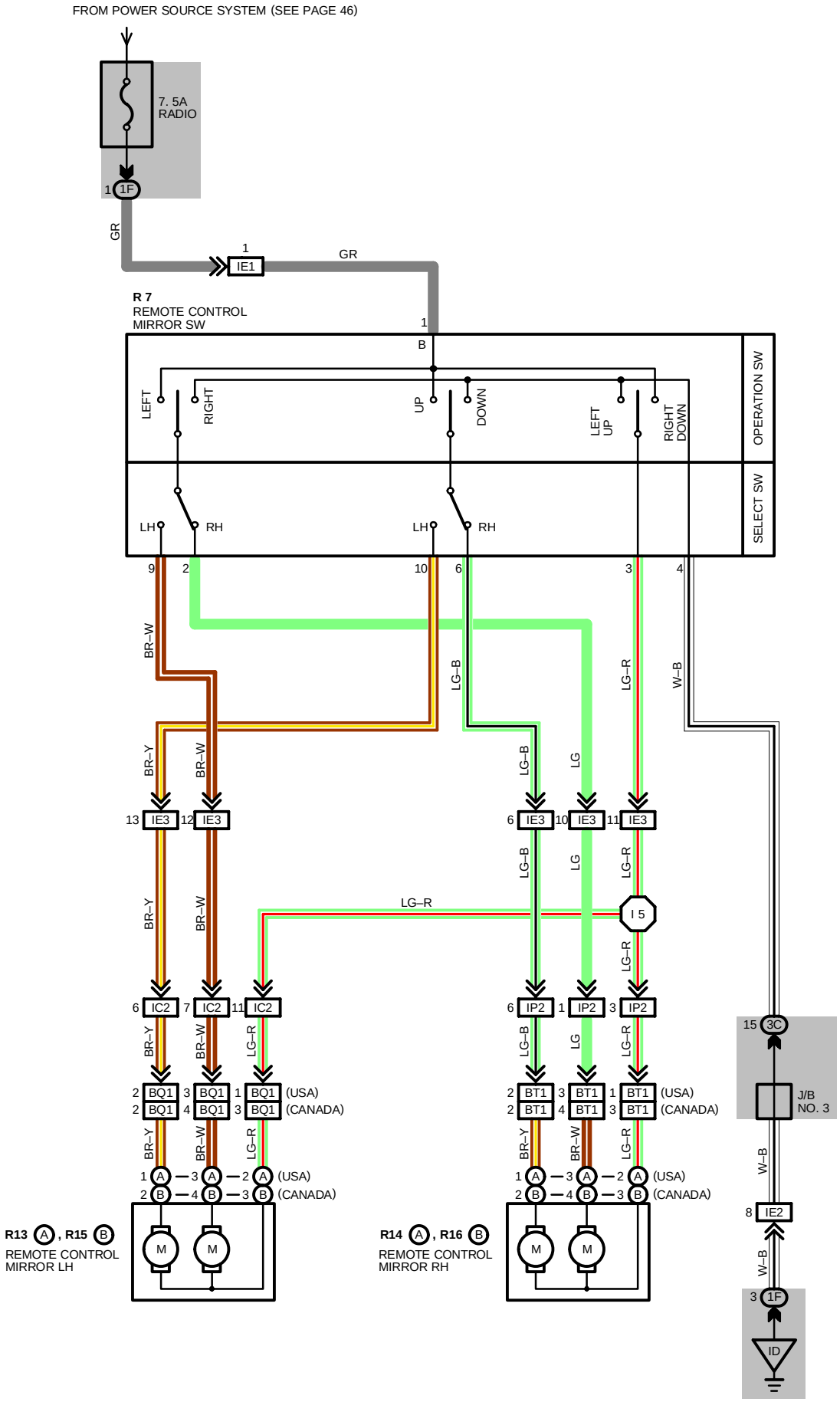
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	32	COWL WIRE			

REMOTE CONTROL MIRROR



SERVICE HINTS

R 7 REMOTE CONTROL MIRROR SW

1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
3–4 : CONTINUITY WITH OPERATION SW AT **UP** OR **LEFT** POSITION
3–1 : CONTINUITY WITH OPERATION SW AT **DOWN** OR **RIGHT** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
R 7	25	**R14** A	26	**R16** B	26
R13 A	26	**R15** B	26		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
3C	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IP2	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BQ1	34	MIRROR WIRE AND FRONT DOOR LH WIRE (LEFT DOOR INSIDE)
BT1	34	MIRROR WIRE AND FRONT DOOR RH WIRE (RIGHT DOOR INSIDE)

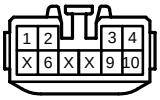
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

: SPLICE POINTS

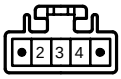
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	32	COWL WIRE			

R 7

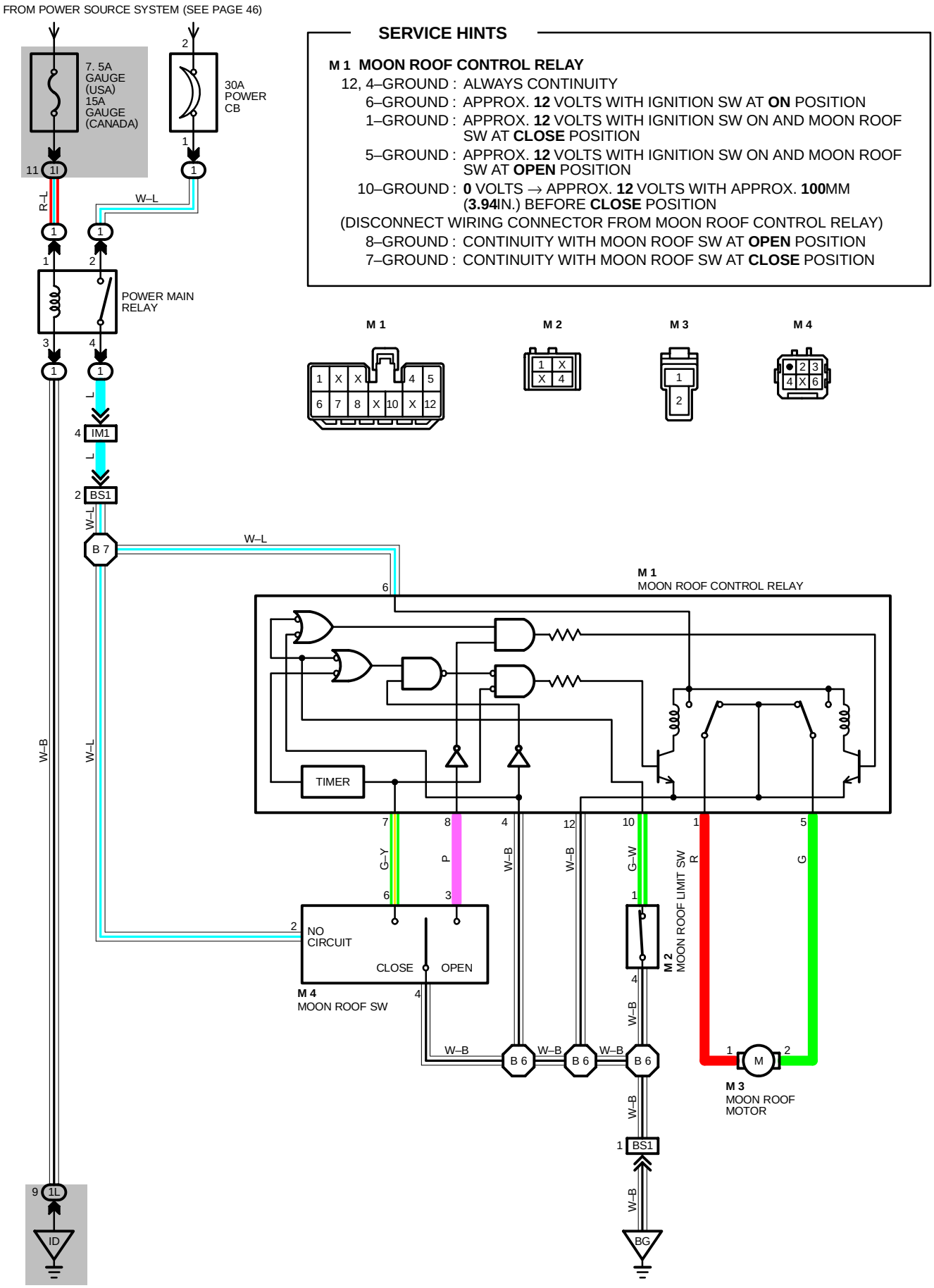


R13 (A), R14 (A)

R15 (B), R16 (B)



MOON ROOF



SERVICE HINTS

M 1 MOON ROOF CONTROL RELAY

12, 4–GROUND : ALWAYS CONTINUITY
6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON AND MOON ROOF SW AT **CLOSE** POSITION
5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON AND MOON ROOF SW AT **OPEN** POSITION
10–GROUND : **0** VOLTS → APPROX. **12** VOLTS WITH APPROX. **100**MM (**3.94**IN.) BEFORE **CLOSE** POSITION
(DISCONNECT WIRING CONNECTOR FROM MOON ROOF CONTROL RELAY)
8–GROUND : CONTINUITY WITH MOON ROOF SW AT **OPEN** POSITION
7–GROUND : CONTINUITY WITH MOON ROOF SW AT **CLOSE** POSITION

MOON ROOF

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS TO POWER MAIN RELAY (COLD SIDE) THROUGH THE GAUGE FUSE.

AS A RESULT, THE POWER MAIN RELAY TURNS ON AND THE CURRENT FLOWS FROM THE POWER CB TO POWER MAIN RELAY (POINT SIDE) → **TERMINAL 6** OF THE MOON ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

WITH THE IGNITION SW TURNED ON AND THE MOON ROOF SW PUSHED TO **OPEN** POSITION, THE CURRENT FLOWING TO **TERMINAL 6** OF MOON ROOF CONTROL RELAY FLOWS THROUGH **TERMINAL 12** TO **GROUND**.

AS A RESULT, THE RELAY COIL OPERATES AND THE CURRENT FLOWS FROM **TERMINAL 6** OF RELAY → **TERMINAL 5** → **TERMINAL 2** OF MOON ROOF MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL 1** OF RELAY → **TERMINAL 12** → TO **GROUND** AND ROTATES THE MOTOR TO OPEN THE MOON ROOF AS LONG AS THE MOON ROOF SW IS PUSHED.

WHEN THE MOON ROOF IS OPENED COMPLETELY, EVEN IF THE MOON ROOF SW IS PUSHED CONTINUOUSLY, THE CURRENT TO THE MOON ROOF INCREASES.

IN THIS CASE, THE CIRCUIT BREAKER BUILT INTO THE MOTOR OPENS AND CUTS OUT THE CURRENT TO THE MOTOR, PREVENTING THE MOTOR FROM BURNING OUT.

2. SLIDE CLOSE OPERATION

WITH THE IGNITION SWITCH TURNED ON AND THE MOON ROOF SW PUSHED TO **CLOSE** POSITION, A SIGNAL IS INPUT TO **TERMINAL 7** OF MOON ROOF CONTROL RELAY FROM **TERMINAL 6** OF THE MOON ROOF SW. THUS THE RELAY COIL OPERATES AND THE CURRENT FLOWING TO **TERMINAL 6** OF RELAY FLOWS TO **TERMINAL 1** → **TERMINAL 1** OF MOON ROOF MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL 5** OF RELAY → **TERMINAL 12** → TO **GROUND** AND ROTATES THE MOTOR TO CLOSE THE MOON ROOF. SLIDE CLOSE OPERATION CONTINUES WHILE THE MOON ROOF SWITCH CONTINUES TO BE PUSHED. **100**MM (**3.94**IN.) BEFORE THE FULLY **CLOSED** POSITION THE MOON ROOF LIMIT SW TURNS OFF AND THIS SIGNAL IS INPUT INTO THE RELAY, SO THE RELAY STOPS OPERATION. THUS CURRENT DOES NOT FLOW TO THE MOON ROOF MOTOR AND THE MOON ROOF AUTOMATICALLY STOPS.

IF THE MOON ROOF SW IS THEN PUSH AGAIN, THE TIMER INSTALLED IN THE MOON ROOF CONTROL TURNS ON AND THE RELAY OPERATES FOR APPROX. **0.65**SEC. TO RE–OPERATE THE MOTOR SO THAT THE MOON ROOF LIMIT SW TURNS ON. AS A RESULT, AS LONG AS THE MOON ROOF SW IS PUSHED, SLIDE CLOSE OPERATION OCCURS AND THE MOON ROOF IS ABLE TO FULLY CLOSE.

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
M 1	26	**M 3**	26		
M 2	26	**M 4**	26		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IM1	32	ROOF NO.1 WIRE AND COWL WIRE (RIGHT KICK PANEL)
BS1	34	ROOF NO.2 WIRE AND ROOF NO.1 WIRE (FRONT SIDE OF ROOF RIGHT)

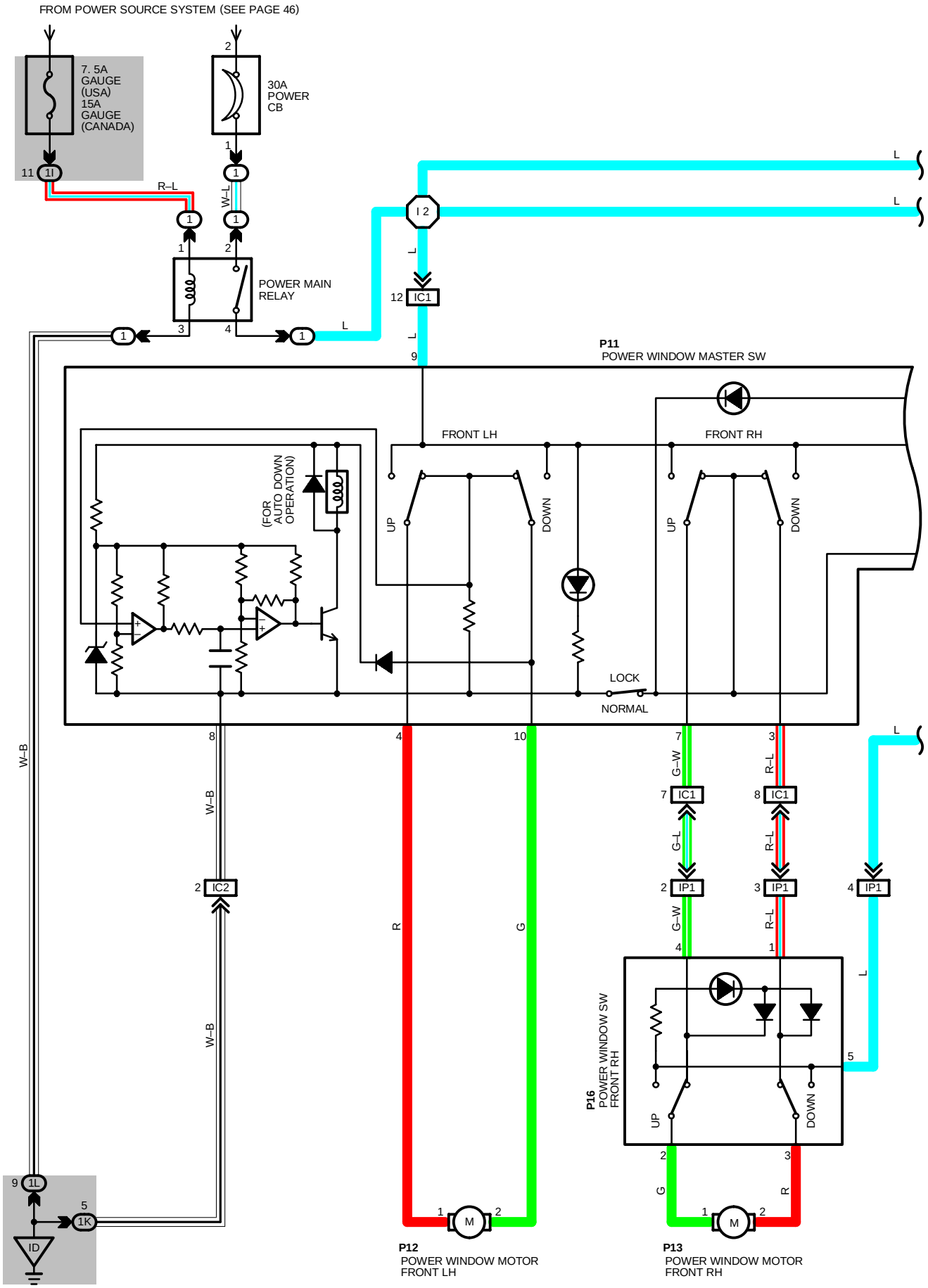
▽ : GROUND POINTS

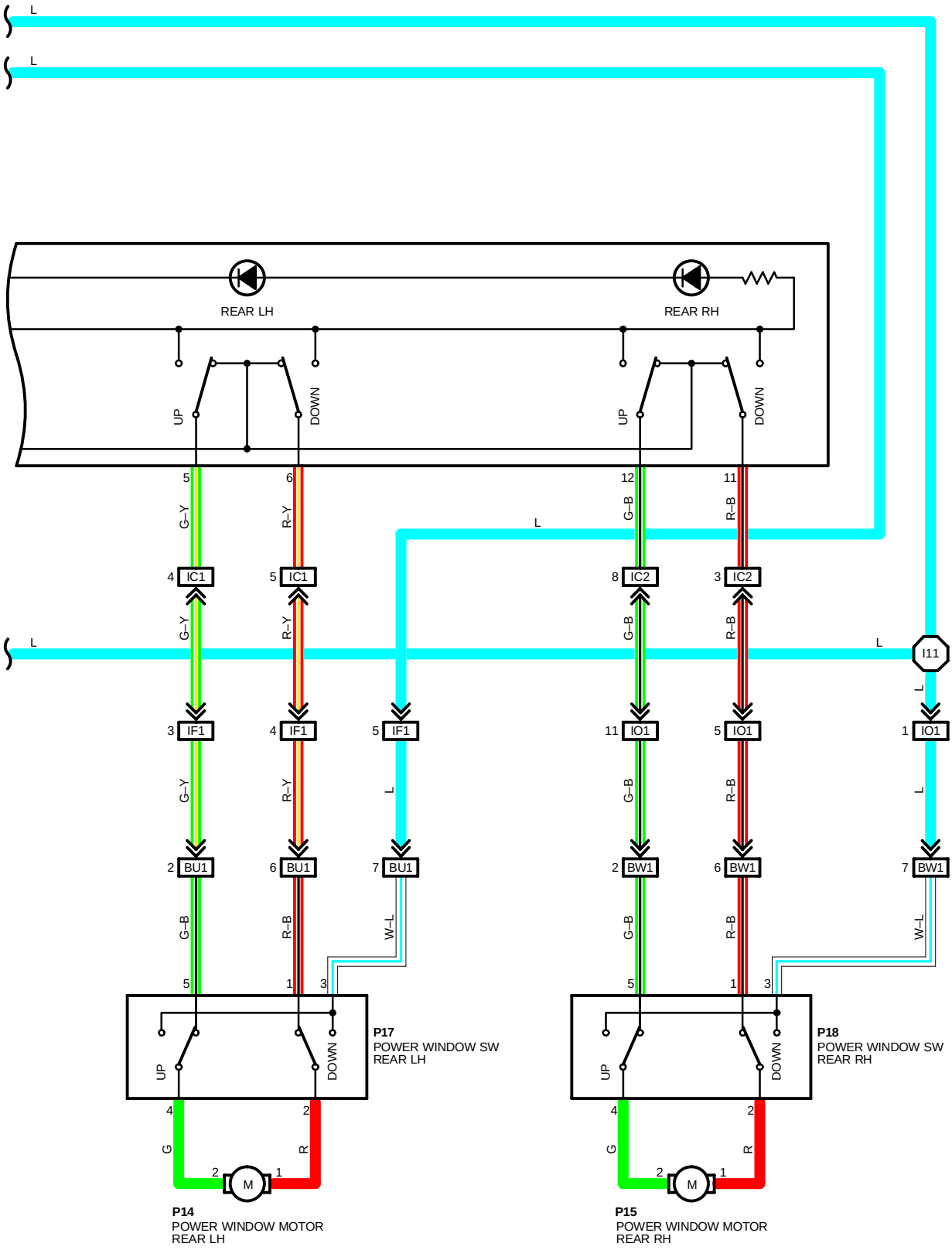
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL
BG	34	ROOF RIGHT

⯃ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 6	34	ROOF NO.2 WIRE	**B 7**	34	ROOF NO.2 WIRE

POWER WINDOW




L
L
REAR LH
REAR RH
UP
DOWN
UP
DOWN
5
6
12
11
G–Y
R–Y
G–B
R–B
L
4 IC1
5 IC1
8 IC2
3 IC2
G–Y
R–Y
G–B
R–B
L
L
I11
3 IF1
4 IF1
5 IF1
11 IO1
5 IO1
1 IO1
L
G–Y
R–Y
L
G–B
R–B
L
2 BU1
6 BU1
7 BU1
2 BW1
6 BW1
7 BW1
G–B
R–B
W–L
G–B
R–B
W–L
5
1
3
5
1
3
UP
DOWN
UP
DOWN
4
2
4
2
G
R
G
R
2
M
1
2
M
1
P17
POWER WINDOW SW
REAR LH
P18
POWER WINDOW SW
REAR RH
P14
POWER WINDOW MOTOR
REAR LH
P15
POWER WINDOW MOTOR
REAR RH

POWER WINDOW

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE GAUGE FUSE → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 3** → TO **GROUND.** THIS ACTIVATES THE RELAY AND THE CURRENT FLOWING TO **TERMINAL 2** OF THE RELAY FROM POWER CB FLOWS TO **TERMINAL 4** OF THE RELAY → **TERMINAL 9** OF THE POWER WINDOW MASTER SW, **TERMINAL 5** (PASSENGER'S) AND **TERMINAL 3** (REAR LH, RH) OF THE POWER WINDOW SW.

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND WITH THE POWER WINDOW MASTER SW (MASTER SW) IN **UP** POSITION, THE CURRENT FLOWING TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 4** OF THE MASTER SW → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 10** OF THE MASTER SW → **TERMINAL 8** → TO **GROUND** AND CAUSES THE POWER WINDOW MOTOR TO ROTATE IN THE UP DIRECTION. THE WINDOW ASCENDS ONLY WHILE THE SW IS BEING PUSHED. IN DOWN OPERATION, THE FLOW OF CURRENT FROM **TERMINAL 9** OF THE POWER WINDOW MASTER SW TO **TERMINAL 10** OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM **TERMINAL 2** OF THE MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE MASTER SW → **TERMINAL 8** → TO **GROUND**, FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION

WITH THE IGNITION SW ON AND WITH THE AUTO SW OF THE POWER WINDOW MASTER SW IN **DOWN** POSITION, CURRENT FLOWING TO **TERMINAL 9** OF THE MASTER SW FLOWS TO **TERMINAL 10** OF THE MASTER SW → **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE MASTER SW → **TERMINAL 8** → TO **GROUND**, CAUSING THE MOTOR TO ROTATE TOWARDS THE DOWN SIDE. THEN THE SOLENOID IN THE MASTER SW IS ACTIVATED AND IT LOCKS THE AUTO SW BEING PUSHED, CAUSING THE MOTOR TO CONTINUE TO ROTATE IN THE AUTO DOWN OPERATION. WHEN THE WINDOW HAS COMPLETELY DESCENDED, THE CURRENT FLOW BETWEEN **TERMINAL 4** OF THE MASTER SW AND **TERMINAL 8** INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING, THE AUTO SW TURNS OFF AND FLOW FROM **TERMINAL 9** OF THE MASTER SW TO **TERMINAL 10** IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS.

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE MASTER SW (DRIVER'S) IS PULLED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE MASTER SW AND CURRENT DOES NOT FLOW FROM **TERMINAL 4** OF THE MASTER SW → TO **TERMINAL 8**, SO THE MOTOR STOPS, CAUSING AUTO DOWN OPERATION TO STOP. IF THE MASTER SW IS PULLED CONTINUOUSLY, THE MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW SW (PASSENGER'S WINDOW)

WITH POWER WINDOW SW (PASSENGER'S) PULLED TO THE UP SIDE, CURRENT FLOWING FROM **TERMINAL 5** OF THE POWER WINDOW SW FLOWS TO **TERMINAL 2** OF THE POWER WINDOW SW → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 3** OF THE POWER WINDOW SW → **TERMINAL 1** → **TERMINAL 3** OF THE MASTER SW → **TERMINAL 8** → TO **GROUND** AND CAUSES THE POWER WINDOW MOTOR (PASSENGER'S) TO ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW SW IS PULLED TO THE UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT FLOWING TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1** TO **TERMINAL 2**, AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED TO THE LOCK SIDE, THE GROUND CIRCUIT TO THE PASSENGER'S WINDOW BECOMES OPEN. AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF THE PASSENGER'S WINDOW IS TRIED, THE CURRENT FROM **TERMINAL 8** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE PASSENGER'S WINDOW CAN NOT BE OPERATED AND WINDOW LOCK OCCURS. FURTHERMORE REAR LH, RH WINDOW OPERATE THE SAME AS THE ABOVE CIRCUIT.

SERVICE HINTS

P11 POWER WINDOW MASTER SW

9–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
8–GROUND : ALWAYS CONTINUITY
4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON AND MASTER SW (DRIVER'S WINDOW) AT **UP** POSITION
10–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON AND MASTER SW (DRIVER'S WINDOW) AT **DOWN** OR **AUTO DOWN** POSITION

WINDOW LOCK SW

OPEN WITH WINDOW LOCK SW AT **LOCK** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P11	26	**P14**	26	**P17**	26
P12	26	**P15**	26	**P18**	26
P13	26	**P16**	26		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B N0.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
1L		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IC2		
IF1	30	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BU1	34	REAR DOOR RH WIRE AND FLOOR NO.1 WIRE (LEFT CENTER PILLAR)
BW1	34	REAR DOOR LH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)

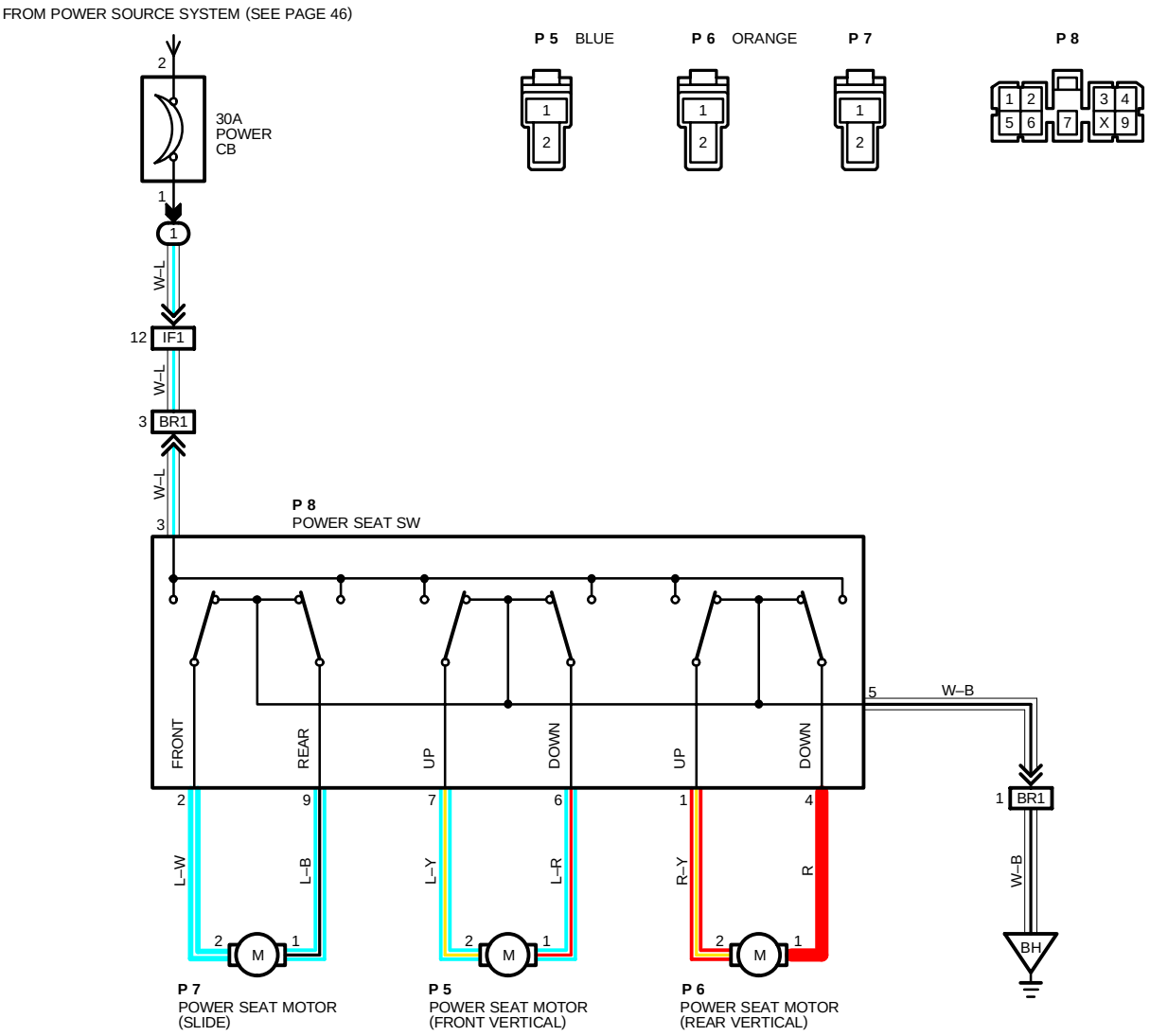
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	32	COWL WIRE	**I11**	32	COWL WIRE

POWER SEAT



SERVICE HINTS

P 8 POWER SEAT SW

3–GROUND : ALWAYS APPROX. **12** VOLTS

5–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P 5	25	**P 7**	25		
P 6	25	**P 8**	25		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF1	30	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
BR1	32	FLOOR NO.1 WIRE AND SEAT WIRE (UNDER THE DRIVER'S SEAT)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	34	UNDER THE LEFT QUARTER PANEL

NOTICE: When inspecting or repairing the SRS AIRBAG, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- Malfunction symptoms of the airbag system are difficult to confirm, so the diagnostic codes become the most important source of information when troubleshooting.

  When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery.

- Work must be started after 20 seconds or longer from the time the Ignition SW is set to the “LOCK” position and the negative (–) terminal cable is disconnected from the battery.

  (The airbag system is equipped with a back–up power source so that if work is started within 20 seconds of disconnecting the negative (–) terminal cable of the battery, the airbag may be deployed.)

  When the negative (–) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by each memory system. Then when work is finished, reset the clock and audio system as before.

  To avoid erasing the memory of each memory system, never use a back–up power supply from outside the vehicle.

- When removing the steering wheel pad or handling a new steering wheel pad, keep the pad upper surface facing upward. Also, lock the lock lever of the twin lock type connector at the rear of the pad and take care not to damage the connector.

  (Storing the pad with its metallic surface up may lead to a serious accident if the airbag inflates for some reason.)

- Store the steering wheel pad where the ambient temperature remains below 93˚C (200˚F), without high humidity and away from electrical noise.

- Never use airbag parts from another vehicle. When replacing airbag parts, replace them with new parts.

- Never disassemble or repair the steering wheel pad, center airbag sensor assembly or front airbag sensors.

- Before repairing the body, remove the airbag sensors if during repair shocks are likely to be applied to the sensors due to vibration of the body or direct tapping with tools or other parts.

- Do not reuse a steering wheel pad or front airbag sensors.

  After evaluating whether the center airbag sensor assembly is damaged or not, decide whether or not to reuse it. (See the Repair Manual for the method for evaluating the center airbag sensor assembly.)

- When troubleshooting the airbag system, use a high–impedance (Min. 10kΩ/V) tester.

- The wire harness of the airbag system is combined with the engine room main wiring harness assembly and cowl wiring harness assembly.

  The vehicle wiring harness exclusively for the airbag system is distinguished by corrugated yellow tubing, as are the connectors.

- Do not measure the resistance of the airbag squib.

  (It is possible this will deploy the airbag and is very dangerous.)

- If the wire harness used in the airbag system is damaged, replace the whole wire harness assembly.

  When the connector to the airbag front sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.

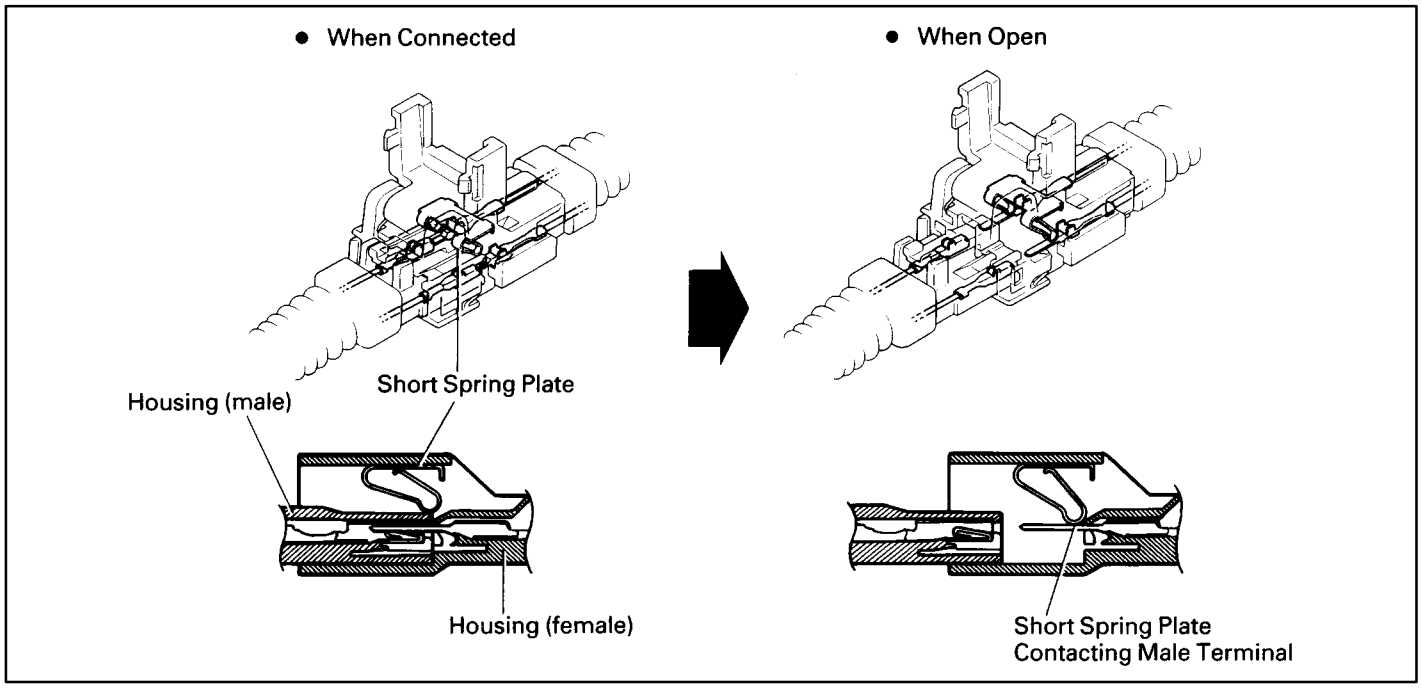
  (Refer to the Repair Manual for the applicable Model year for details of the replacement method.)

- INFORMATION LABELS (NOTICES) are attached to the periphery of the airbag components. Follow the instructions on the notices.

The airbag system has connectors which possess the functions described below:

1. AIRBAG ACTIVATION PREVENTION MECHANISM

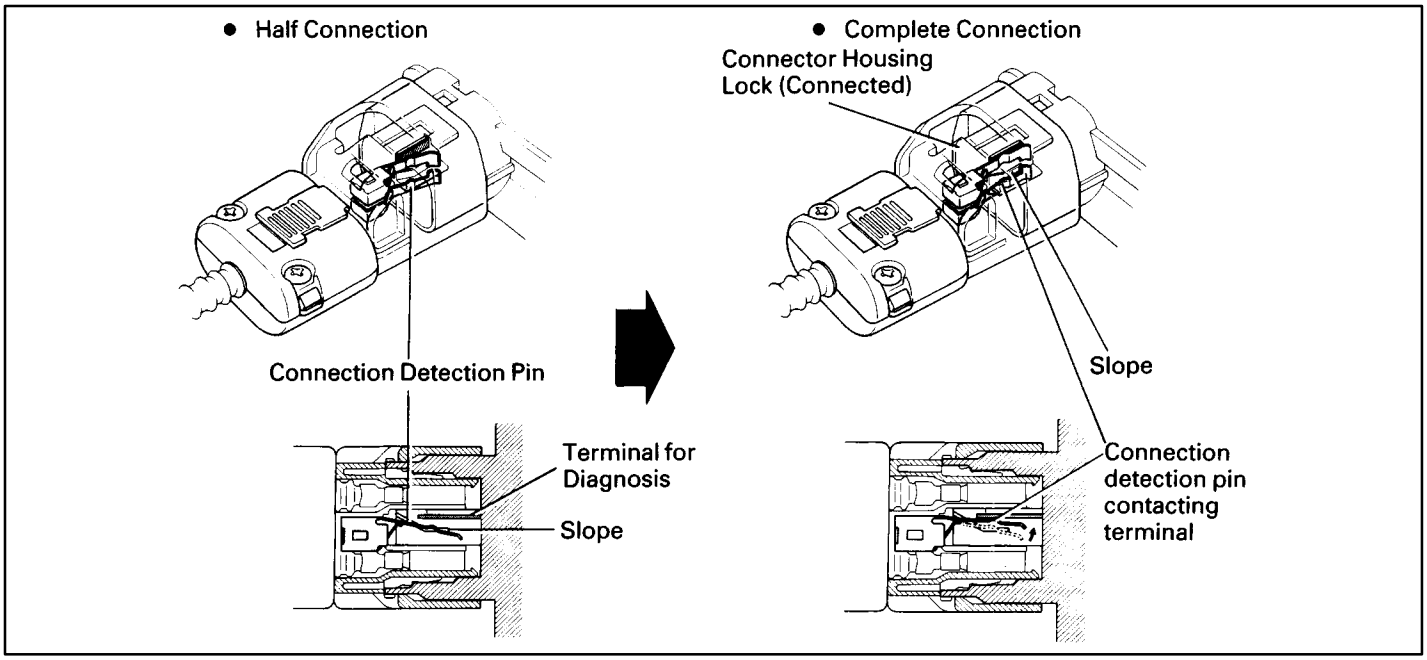
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

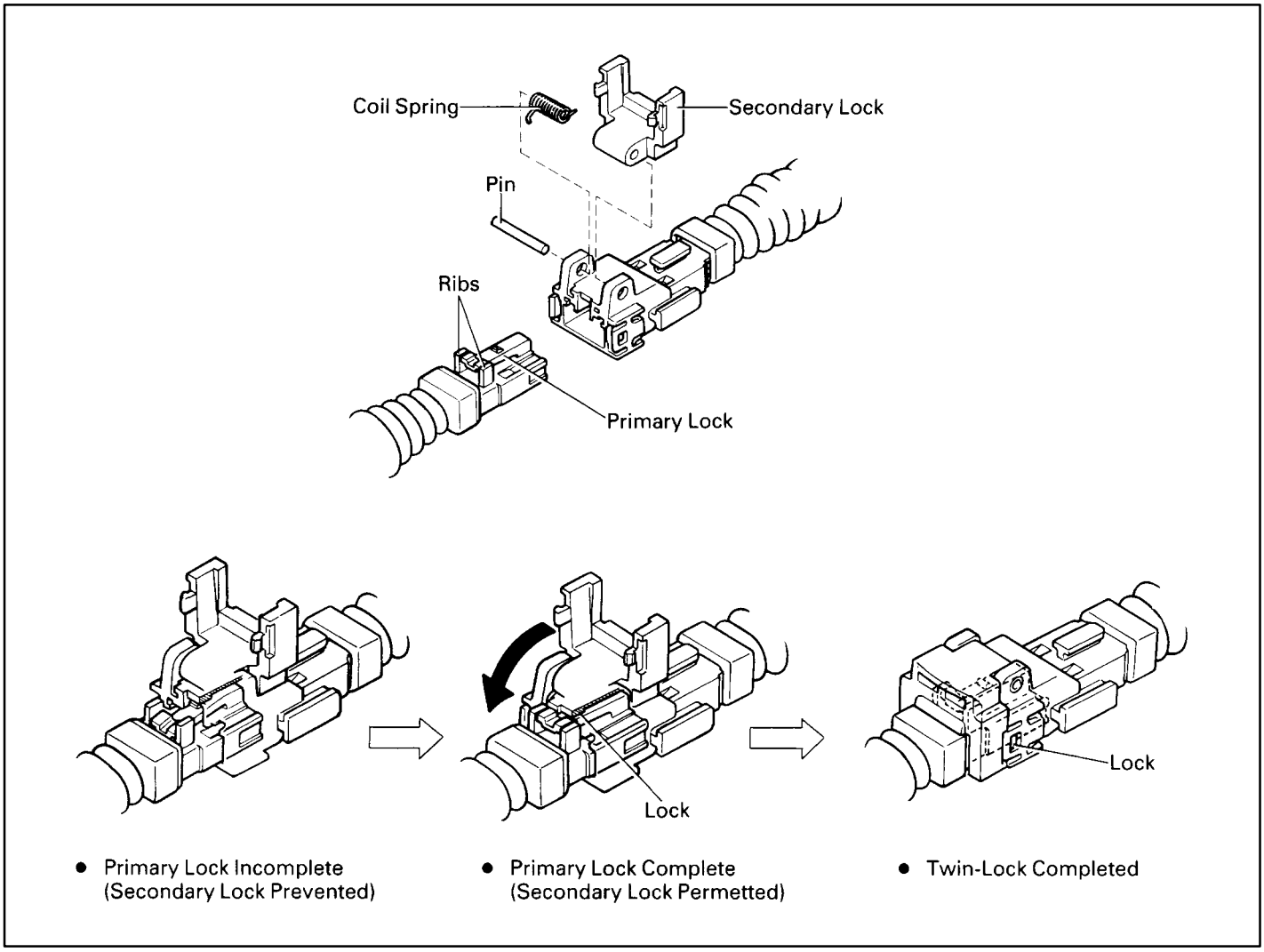
   This mechanism is designed to electrically check if connectors are connected correctly and completely.

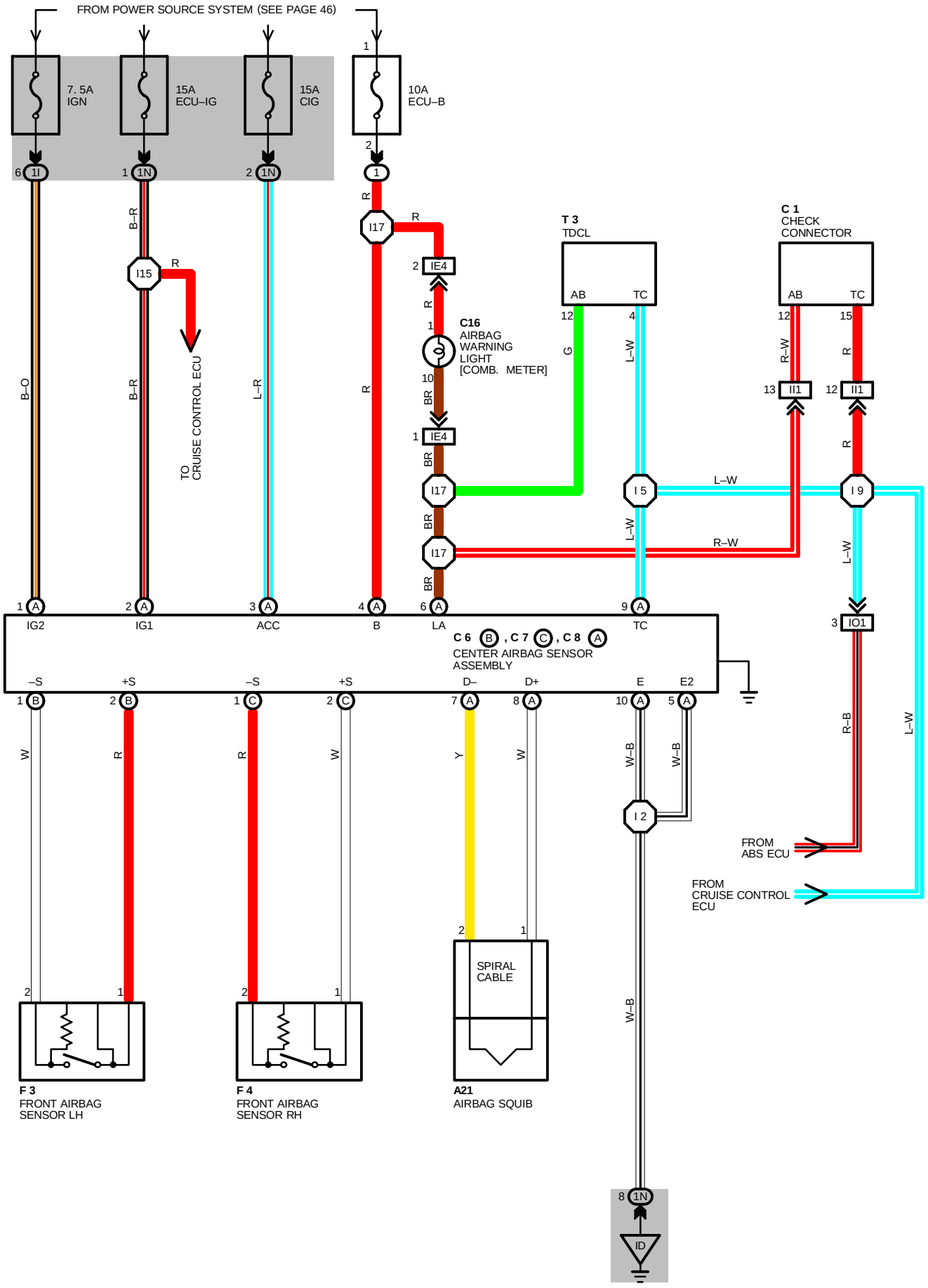
   The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing lock is in the locked condition.



3. CONNECTOR TWIN–LOCK MECHANISM

With this mechanism connectors (male and female connectors) are locked by two locking devices to increase connection reliability. If the primary lock is incomplete, ribs interfere and prevent the secondary lock.




FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A IGN
15A ECU–IG
15A CIG
10A ECU–B
B–O
B–R
L–R
R
TO CRUISE CONTROL ECU
C16 AIRBAG WARNING LIGHT [COMB. METER]
T 3 TDCL
C 1 CHECK CONNECTOR
G
L–W
R–W
IG2
IG1
ACC
B
LA
TC
C 6 (B) , C 7 (C) , C 8 (A) CENTER AIRBAG SENSOR ASSEMBLY
–S
+S
D–
D+
E
E2
W
Y
W–B
R–B
I 2
FROM ABS ECU
FROM CRUISE CONTROL ECU
SPIRAL CABLE
F 3 FRONT AIRBAG SENSOR LH
F 4 FRONT AIRBAG SENSOR RH
A21 AIRBAG SQUIB
ID

SYSTEM OUTLINE

THE SRS (SUPPLEMENTAL RESTRAINT SYSTEM) AIRBAG IS A DRIVER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.

CURRENT FLOWS CONSTANTLY TO **TERMINAL (A) 4** OF THE CENTER AIRBAG SENSOR ASSEMBLY. WHEN THE IGNITION SW IS TURNED TO ACC OR ON, CURRENT FROM THE CIG FUSE FLOW TO **TERMINAL (A) 3** OF THE CENTER AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES THE CURRENT FROM THE ECU–IG FUSE FLOW TO **TERMINAL (A) 2**, AND THE CURRENT FROM THE IGN FUSE TO **TERMINAL (A) 1**.

IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY EACH SENSOR AND SWITCH, AND WHEN THE FRONTAL IMPACT EXCEEDS A SET LEVEL (WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE CENTER AIRBAG SENSOR IS ON, FRONT AIRBAG SENSORS ARE OFF), CURRENT FROM THE CIG, ECU–IG OR IGN FUSE FLOWS TO **TERMINAL (A) 8** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB → SQUIB → **TERMINAL 2** → **TERMINAL (A) 7** OF CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (A) 5**, **TERMINAL (A) 10** OR **BODY GROUND** → **GROUND**.

WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE FRONT AIRBAG SENSOR LH OR RH IS ON, CENTER AIRBAG SENSOR IS OFF CURRENT FROM THE CIG, ECU–IG OR IGN FUSE FLOWS TO **TERMINAL (A) 8** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB → SQUIB → **TERMINAL 2** → **TERMINAL (A) 7** OF CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (B) 2** OR **(C) 2** → **TERMINAL 1** OF FRONT AIRBAG SENSOR — **TERMINAL 2** → **TERMINAL (B) 1** OR **(C) 1** OF CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (A) 5**, **TERMINAL (A) 10** OR **BODY GROUND** → **GROUND**.

WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON, AND THE FRONT AIRBAG SENSOR LH OR RH IS ON AND CENTER AIRBAG SENSOR IS ON ONE OF THE ABOVE–MENTIONED CIRCUITS IS ACTIVATED SO THAT CURRENT FLOWS TO THE AIRBAG SQUIB AND CAUSES IT TO OPERATE. THE BAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER.

THE REASON WHY THERE ARE MULTIPLE POWER SOURCES AND GROUND POINTS IS SO THAT IN THE EVENT THAT ONE OR TWO OF THE POWER SOURCES AND GROUND POINTS DO NOT WORK FOR SOME REASON, THE REMAINING POWER SOURCE AND GROUND POINT WILL BE AVAILABLE TO COMPENSATE.

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A21	25	**C 7** C	25	**F 3**	24
C 1	24	**C 8** A	25	**F 4**	24
C 6 B	25	**C16**	25	**T 3**	25

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE4	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)

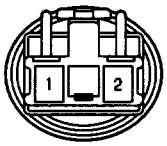
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

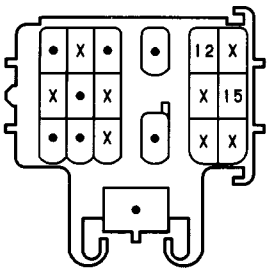
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	32	COWL WIRE	**I15**	32	COWL WIRE
I 4			**I17**		
I 9					

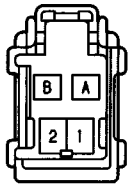
A21 YELLOW



C 1 DARK GRAY

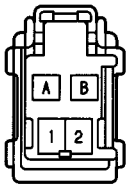


C 6 (B) YELLOW



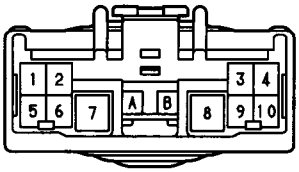
*1

C 7 (C) YELLOW



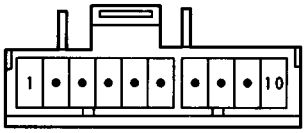
*1

C 8 (A) YELLOW

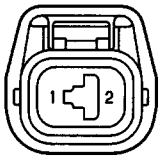


*1

C16 GRAY

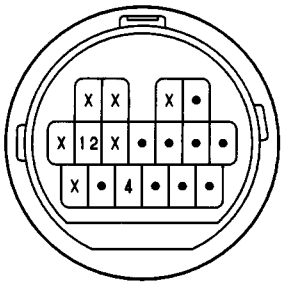


F 3, F 4 YELLOW



*1

T 3 DARK GRAY



*1 : WITH ELECTRICAL CONNECTION CHECK MECHANISM (SEE PAGE 104)

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH STOP FUSE TO **TERMINAL 18** OF THE CRUISE CONTROL ECU AND **TERMINAL 1** OF THE STOP LIGHT SW.

WITH THE IGNITION SW TURNED TO ON, THE CURRENT FLOWS THROUGH GAUGE FUSE TO **TERMINAL (A) 9** OF THE COMBINATION METER AND THE CURRENT THROUGH ECU–IG FUSE FLOWS TO **TERMINAL 12** OF THE CRUISE CONTROL ECU.

WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL MAIN SW IS TURNED ON, A SIGNAL IS INPUT FROM **TERMINAL 15** OF THE CRUISE CONTROL MAIN SW TO **TERMINAL 6** OF THE CRUISE CONTROL ECU. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT TO **TERMINAL 12** OF THE CRUISE CONTROL ECU FLOWS TO **TERMINAL 15** OF THE CRUISE CONTROL ECU → **GROUND**, AND THE CRUISE CONTROL SYSTEM IS IN A CONDITION READY FOR OPERATION.

AT THE SAME TIME, THE CURRENT THROUGH GAUGE FUSE FLOWS FROM **TERMINAL (A) 9** → **TERMINAL (B) 5** → **TERMINAL 4** OF CRUISE CONTROL ECU → **TERMINAL 15** → TO **GROUND** AND CAUSING THE CRUISE CONTROL INDICATOR LIGHT TO LIGHT UP IN ORDER TO NOTE THE CRUISE CONTROL CAN START UP.

1. CRUISE CONTROL DRIVING

WHEN THE MAIN SW IS TURNED TO ON AND THE SET SW IS PUSHED IN WITH THE VEHICLE SPEED WITHIN THE SET LIMIT (APPROX. **40** KM/H, **25**MPH TO **200**KM/H, **124**MPH), A SIGNAL IS INPUT TO **TERMINAL 19** OF THE ECU AND THE VEHICLE SPEED AT THAT TIME IS RECORDED IN THE ECU MEMORY AS THE SET SPEED.

THE ECU COMPARES THE RECORDED SET SPEED WITH THE ACTUAL VEHICLE SPEED INPUT INTO **TERMINAL 8** FROM THE SPEED SENSOR (**TERMINAL 10** WHEN ECT IS USED), AND CONTROLS THE CRUISE CONTROL ACTUATOR IN ORDER TO MAINTAIN THE SET VEHICLE SPEED.

WHEN THE ACTUAL VEHICLE SPEED IS LOWER THAN THE SET SPEED, ECU OPERATION LENGTHENS THE PERIOD OF CURRENT FLOW FROM **TERMINAL 5** OF THE ECU → **TERMINAL 2** OF THE ACTUATOR → THE CONTROL VALVE → **TERMINAL 3** → **TERMINAL 16** OF THE ECU, THE CABLE IS PULLED IN THE DIRECTION FOR OPENING THROTTLE VALVE AND THE VEHICLE SPEED INCREASES.

WHEN THE ACTUAL VEHICLE SPEED IS HIGHER THAN THE SET SPEED, A SHORTER PERIOD OF CURRENT FLOW TO THE CONTROL VALVE RETURNS THE CABLE IN THE DIRECTION FOR CLOSING THE THROTTLE VALVE AND THE VEHICLE SPEED DECREASES.

(ACTUATOR OPERATION)

WHEN THE CRUISE CONTROL SYSTEM OPERATES (THE SET SIGNAL IS INPUT), CURRENT FLOWS FROM THE ECU TO THE RELEASE VALVE, CLOSING THE ATMOSPHERIC INTAKE PORT.

WHEN THERE IS CONTINUITY TO THE CONTROL VALVE, VACUUM IS INTRODUCED INSIDE THE ACTUATOR, AND WHEN THERE IS NO CONTINUITY, VACUUM INTAKE STOPS AND ATMOSPHERE IS INTRODUCED. IN OTHER WORDS, THE ACTUATOR (THROTTLE VALVE) IS CONTROLLED BY CHANGING THE RATIO OF CONTINUITY AND NON–CONTINUITY TO THE CONTROL VALVE WITHIN A SPECIFIED PERIOD OF TIME.

(ROLE OF THE VACUUM SW AND VACUUM PUMP)

WHEN THE VACUUM SW TURNS ON DURING CRUISE CONTROL OPERATION, ITS SIGNAL IS INPUT TO **TERMINAL 11** OF THE ECU SO THAT THE ECU APPLIES CURRENT TO OPERATE THE VACUUM PUMP (**TERMINAL 2** OF THE ECU → **TERMINAL 1** OF THE PUMP → **TERMINAL 2** → **GROUND**) AND SUPPLEMENT THE ENGINE VACUUM WHICH BY ITSELF IS INADEQUATE FOR CONTROL.

2. CANCEL MECHANISM

IF ANY OF THE FOLLOWING OPERATIONS IS PERFORMED DURING CRUISE CONTROL, THEN CONTINUITY TO THE CONTROL VALVE AND THE RELEASE VALVE IS CUT OFF AND CRUISE CONTROL IS RELEASED:

- DEPRESSING THE CLUTCH PEDAL (CLUTCH SW ON), SIGNAL INPUT TO **TERMINAL 13** OF THE ECU. (M/T)
- PLACING THE NEUTRAL START SW IN “N” RANGE (NEUTRAL START SW ON), SIGNAL INPUT TO **TERMINAL 13** OF THE ECU. (A/T)
- DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON), SIGNAL INPUT TO **TERMINAL 17** OF THE ECU.
- PULLING THE PARKING BRAKE LEVER (PARKING BRAKE SW ON), SIGNAL INPUT TO **TERMINAL 14** OF THE ECU.

3. COAST CONTROL

WHILE THE COAST SW IS ON DURING CRUISE CONTROL, CURRENT FLOW TO THE CONTROL VALVE AND RELEASE VALVE IS STOPPED AND THE VEHICLE DECELERATES UNTIL THE SW IS RELEASED. THE VEHICLE SPEED WHEN THE SW IS RELEASED IS THEN RECORDED IN MEMORY.

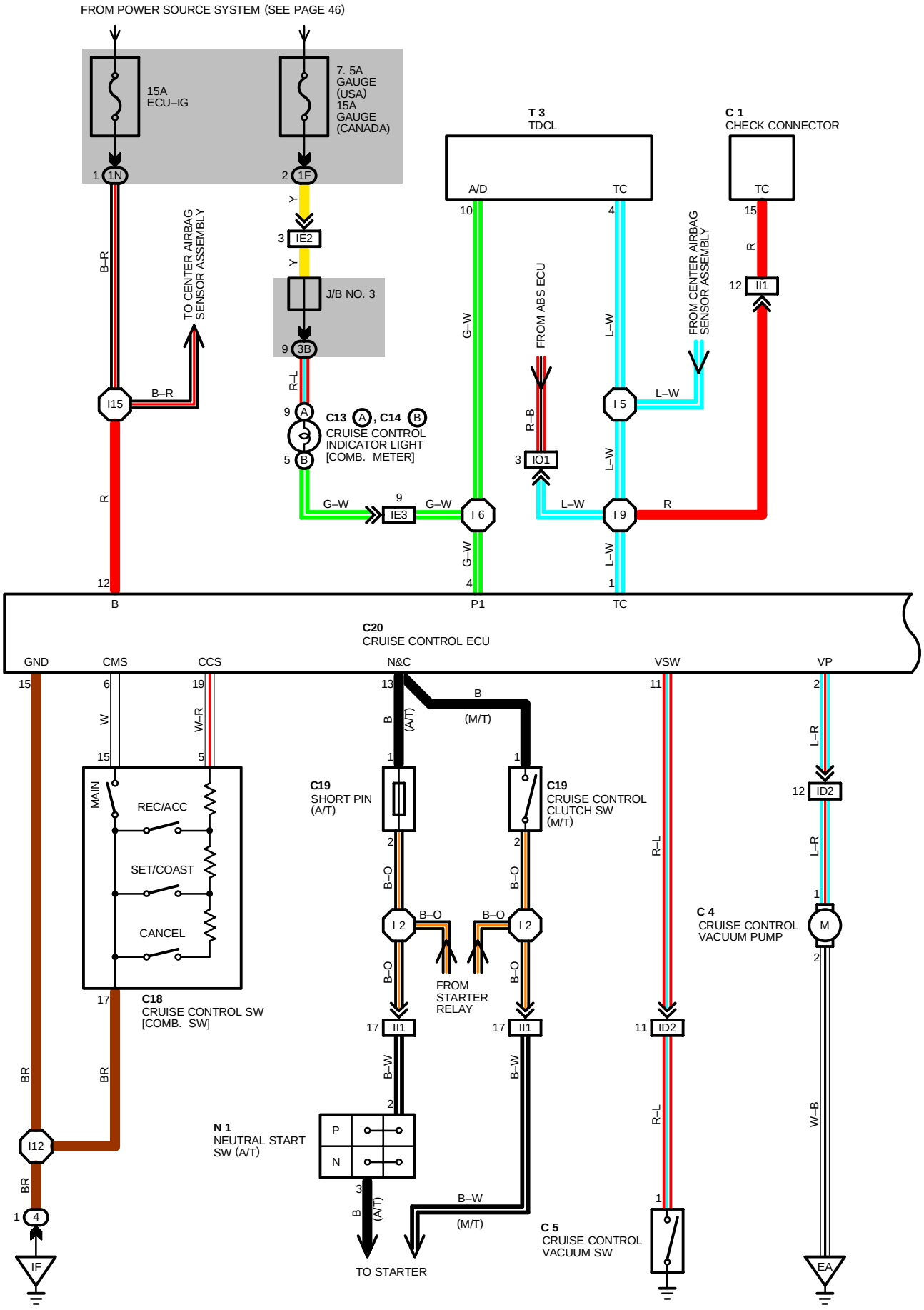
4. RESUME CONTROL

BY TURNING THE RESUME SW TO ON AFTER CANCELLATION OF THE CRUISE CONTROL SYSTEMS, THE VEHICLE SPEED WILL RETURN TO THE SPEED SET BEFORE CANCELLATION, PROVIDED THAT THE VEHICLE SPEED IS WITHIN THE SET LIMITS.

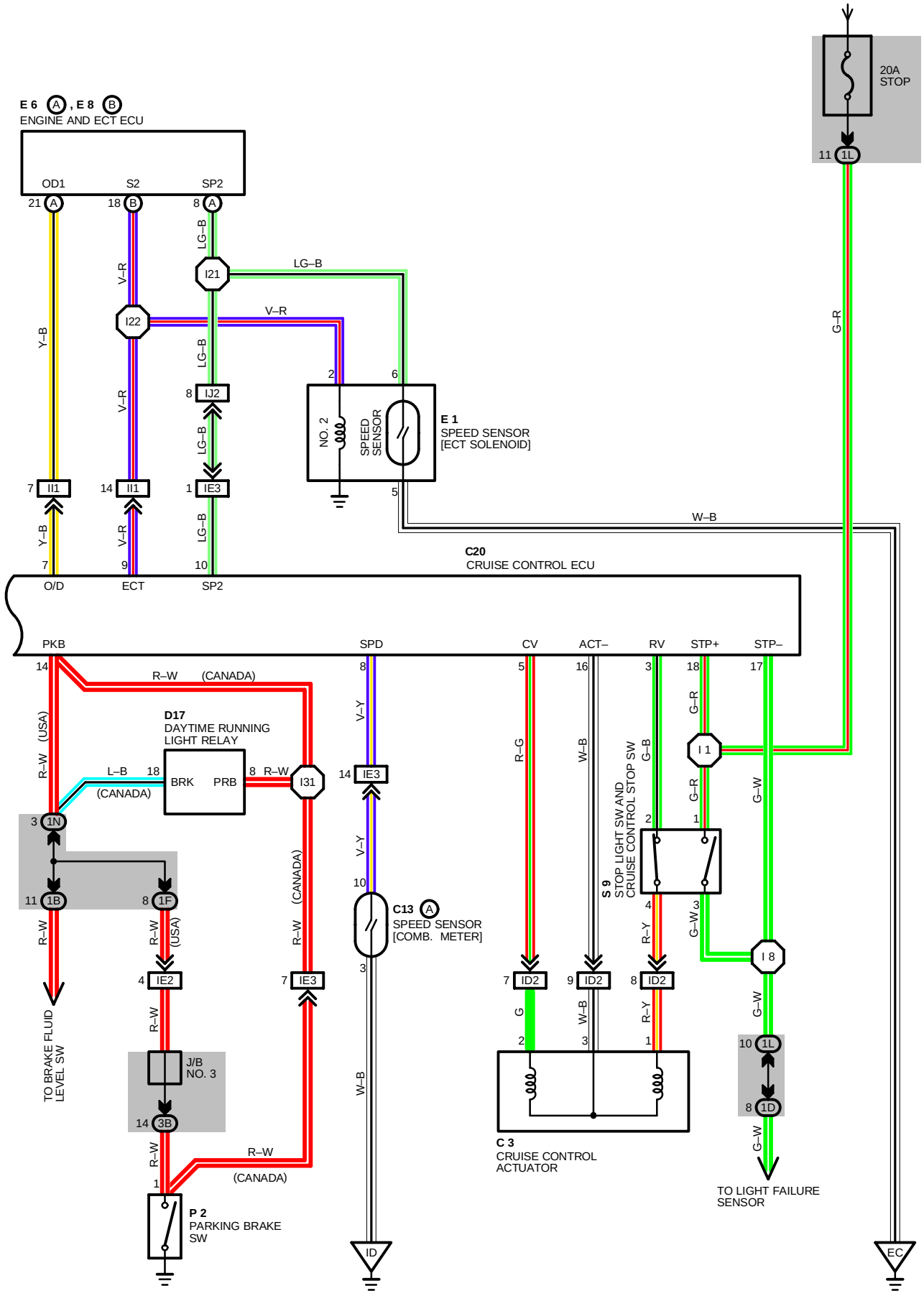
5. ACCEL CONTROL

WHEN THE ACCEL SW IS TURNED TO ON DURING CRUISE CONTROL DRIVING, CURRENT CONTINUES TO FLOW TO THE CONTROL VALVE AND THE VEHICLE ACCELERATES. THE VEHICLE SPEED WHEN THE SW IS TURNED OFF IS RECORDED IN MEMORY.

CRUISE CONTROL



FROM POWER SOURCE SYSTEM (SEE PAGE 46)



CRUISE CONTROL

SERVICE HINTS

C20 CRUISE CONTROL ECU
(DISCONNECT THE ECU CONNECTOR)
15–GROUND : ALWAYS CONTINUITY
4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
8–GROUND : **1** PULSE EACH **40**CM, **15.75**IN (DRIVE VEHICLE SLOWLY)
6–GROUND : CONTINUITY WITH MAIN SW ON
18–GROUND : ALWAYS APPROX. 12VOLTS
17–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED (ONE OF THE CANCEL SW)
13–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ST** POSITION AND CLUTCH PEDAL DEPRESSED (M/T) OR,
APPROX. **12** VOLTS WITH IGNITION SW AT **ST** POSITION AND SHIFT LEVER IN **N** OR **P** RANGE (A/T)
(ONE OF THE CANCEL SW)
14–GROUND : CONTINUITY WITH PARKING BRAKE LEVER PULL UP, (ONE OF THE CANCEL SW) OR BRAKE LEVEL WARNING SW ON

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	24	**C18**	25	**E 8** B	25
C 3	24	**C19**	25	**N 1**	24
C 4	24	**C20**	25	**P 2**	25
C 5	24	**D17**	25	**S 9**	25
C13 A	25	**E 1**	24	**T 3**	25
C14 B	25	**E 6** A	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)

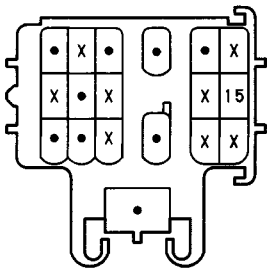
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EC	28	INTAKE MANIFOLD
ID	30	LEFT KICK PANEL
IF	30	R/B NO.4 SET BOLT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	32	COWL WIRE	**I12**	32	COWL WIRE
I 2			**I15**		
I 5			**I21**	32	ENGINE WIRE
I 6			**I22**		
I 8			**I31**	32	COWL WIRE
I 9					

C 1 DARK GARY

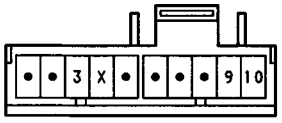


C 3 GRAY

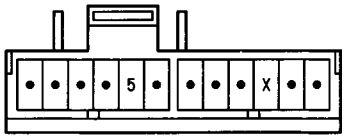
C 4 GRAY

C 5 BLACK

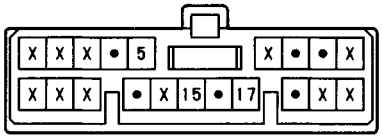
C13 (A) BROWN



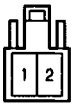
C14 (B)



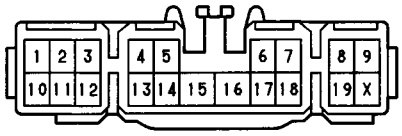
C18 BLACK



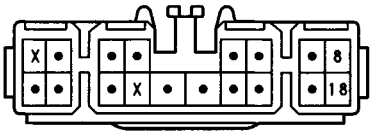
C19



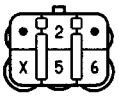
C20



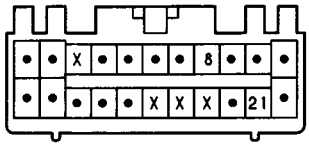
D17 GRAY



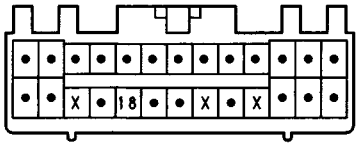
E 1 GRAY



E 6 (A) DARK GRAY



E 8 (B) DARK GRAY

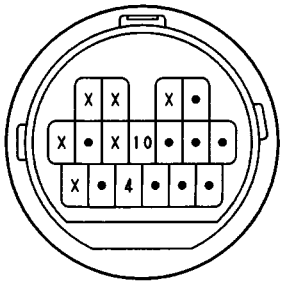


N 1 GRAY

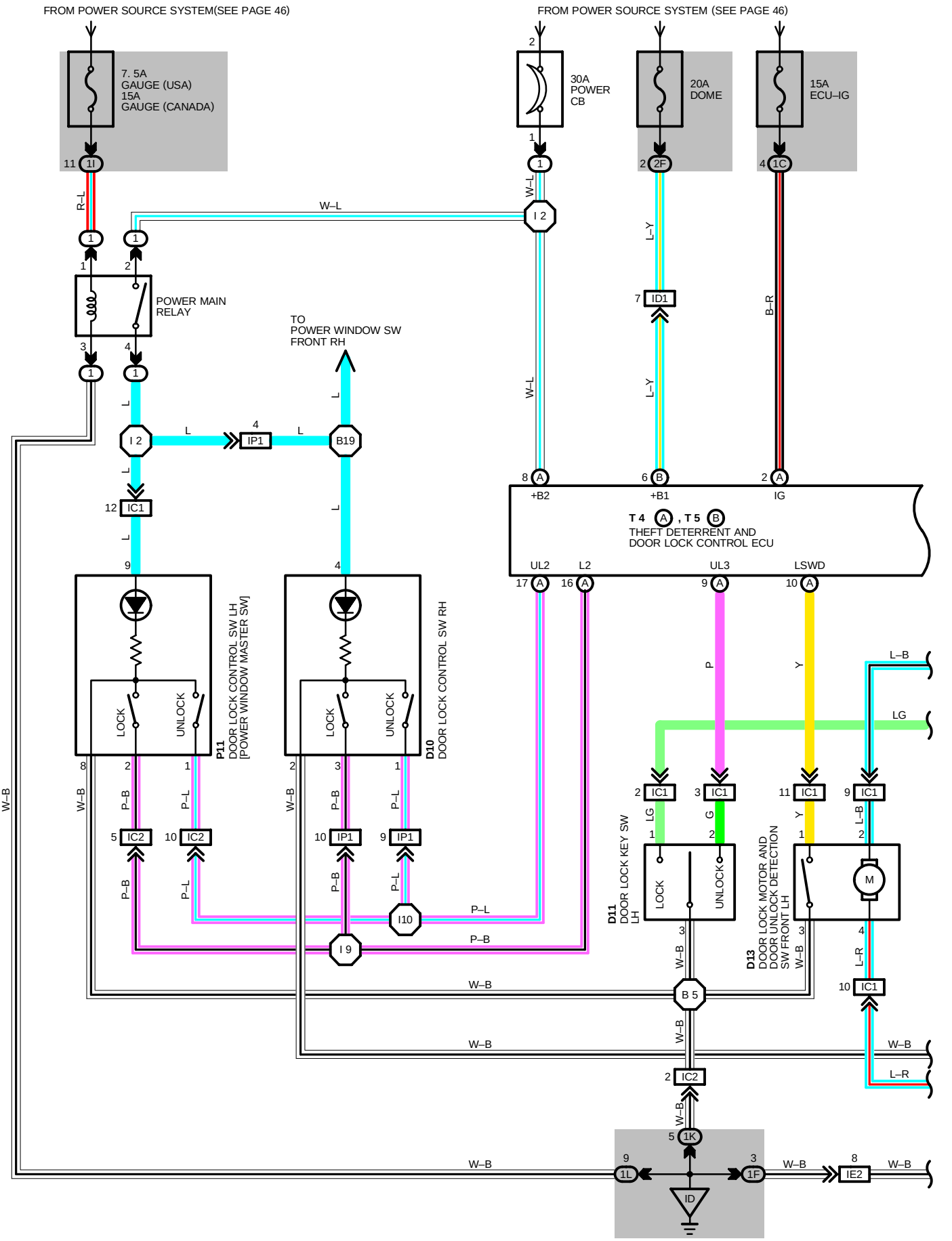
P 2 BLACK

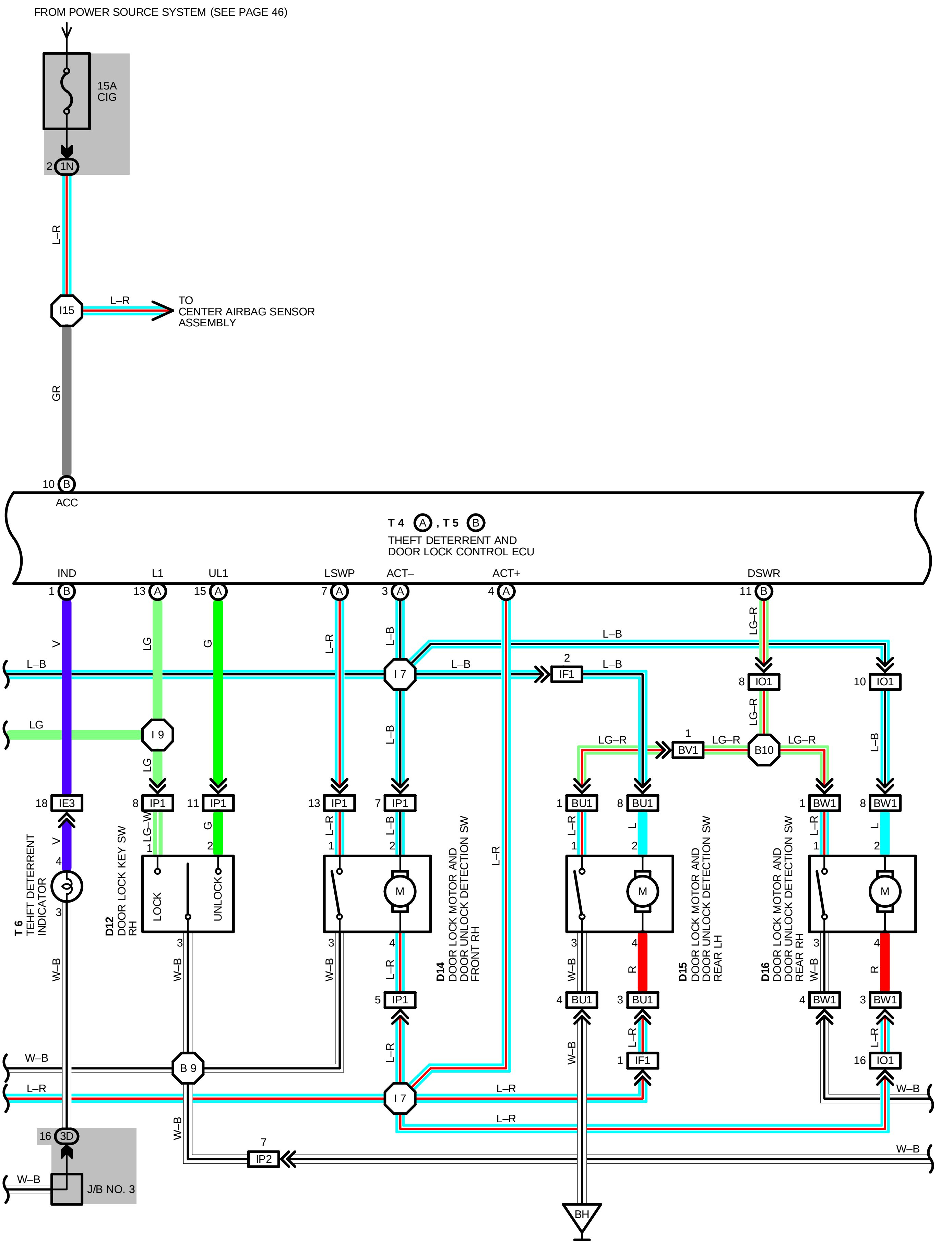
S 9

T 3 DARK GARY

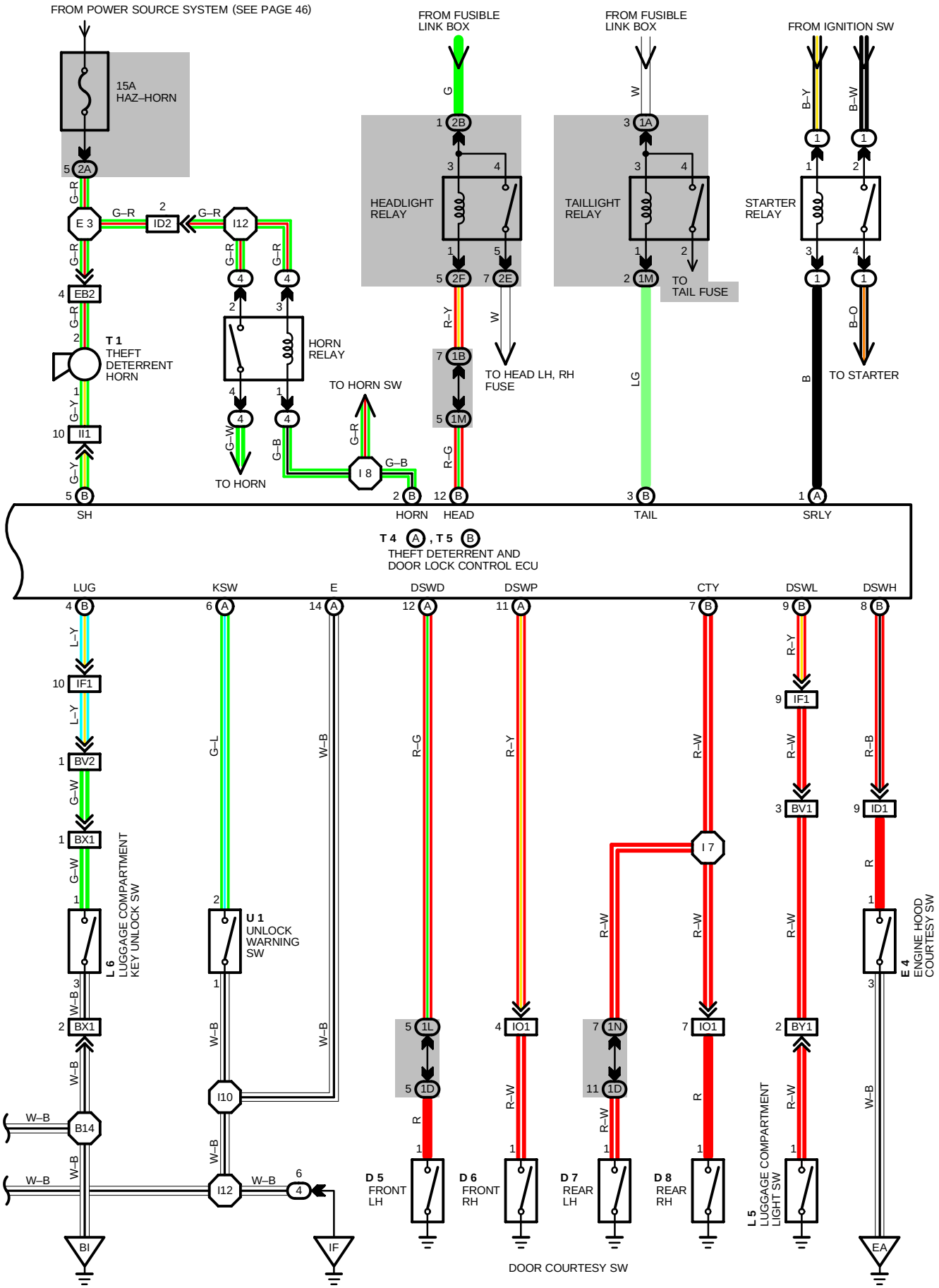


THEFT DETERRENT AND DOOR LOCK CONTROL




FROM POWER SOURCE SYSTEM (SEE PAGE 46)
15A
CIG
2 1N
L–R
I15
L–R
TO
CENTER AIRBAG SENSOR
ASSEMBLY
GR
10 B
ACC
T4 A, T5 B
THEFT DETERRENT AND
DOOR LOCK CONTROL ECU
IND
L1
UL1
LSWP
ACT–
ACT+
DSWR
1 B
13 A
15 A
7 A
3 A
4 A
11 B
V
LG
G
L–R
L–B
LG–R
L–B
2 IF1
8 IO1
10 IO1
I 7
I 9
1 BV1
B10
LG–R
18 IE3
8 IP1
11 IP1
13 IP1
7 IP1
1 BU1
8 BU1
1 BW1
8 BW1
LG–W
T6
TEHFT DETERRENT
INDICATOR
D12
DOOR LOCK KEY SW
RH
LOCK
UNLOCK
M
D14
DOOR LOCK MOTOR AND
DOOR UNLOCK DETECTION SW
FRONT RH
D15
DOOR LOCK MOTOR AND
DOOR UNLOCK DETECTION SW
REAR LH
D16
DOOR LOCK MOTOR AND
DOOR UNLOCK DETECTION SW
REAR RH
W–B
R
L
5 IP1
4 BU1
3 BU1
4 BW1
3 BW1
1 IF1
16 IO1
B 9
L–R
W–B
16 3D
J/B NO. 3
7 IP2
BH

THEFT DETERRENT AND DOOR LOCK CONTROL



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL (A) 8** OF THE DOOR LOCK CONTROL ECU THROUGH THE POWER CB, AND TO **TERMINAL (B) 6** THROUGH THE DOME FUSE.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE GAUGE FUSE FLOWS THROUGH THE COIL SIDE OF THE POWER MAIN RELAY TO **GROUND**, CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE POWER CB FUSE FLOWS TO THE LH AND RH DOOR LOCK CONTROL SW, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW AND KEY SW ARE PUSHED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (A) 16**, **(A) 13** (FOR KEY SW) OF THE DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A) 8** OF THE ECU → **TERMINAL (A) 4** → **TERMINAL 4** OF THE DOOR LOCK MOTORS → **TERMINAL 2** → **TERMINAL (A) 3** OF THE ECU → **TERMINAL (A) 14** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW IS PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (A) 17, (A) 9** (FOR KEY SW LH) OR **(A) 15** (FOR KEY SW RH) OF THE DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A) 8** OF THE ECU → **TERMINAL (A) 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 4** → **TERMINAL (A) 4** OF THE ECU → **TERMINAL (A) 14** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE LH DOOR LOCK KEY SW, PERFORMING THE UNLOCK OPERATION ONCE UNLOCKS ONLY THE DRIVER'S DOOR. TO UNLOCK ALL THE OTHER DOORS TOGETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN **3** SECONDS OF THE FIRST OPERATION. THE SAME APPLIES TO UNLOCK OPERATION USING THE RH DOOR LOCK KEY SW.

3. IGNITION KEY REMINDER OPERATION

***** OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)

WHEN THE IGNITION KEY IS IN THE CYLINDER (UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM **TERMINAL (A) 8** OF THE ECU → **TERMINAL (A) 3** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 4** → **TERMINAL (A) 4** OF THE ECU → **TERMINAL (A) 14** → TO **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW.

***** KEY LESS LOCK OPERATION

WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (UNLOCK WARNING SW ON), THE DOOR IS OPEN AND UNLOCK OPERATION IS PREVENTED BY KEEPING THE DOOR LOCK BUTTON PRESSED TO THE LOCK SIDE, THE DOOR IS KEPT IN THE LOCK CONDITION. IF THE DOOR IS THEN CLOSED, A SIGNAL IS INPUT TO THE ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE ECU AND EACH DOOR IS UNLOCKED.

SERVICE HINTS

D13, DI4, D15, D16 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW
1–3 : CLOSED WITH **UNLOCK** POSITION

U 1 UNLOCK WARNING SW
1–2 : CLOSED WITH IGNITION KEY IN CYLINDER

D11, D12 DOOR LOCK KEY SW
1–3 : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY
2–3 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

D 5, D 6, D 7, D 8 DOOR COURTESY SW
1–GROUND : CLOSED WITH EACH DOOR OPEN

T 4 (A) THEFT DETERRENT AND DOOR LOCK CONTROL ECU
1–GROUND : APPROX.**12** VOLTS WITH IGNITION SW AT **ST** POSITION
2–GROUND : APPROX.**12** VOLTS WITH IGNITION SW AT **ON** POSITION
6–GROUND : CONTINUITY WITH IGNITION KEY IN CYLINDER
7–GROUND : CONTINUITY WITH FRONT RH DOOR TO **UNLOCK** POSITION
8–GROUND : ALWAYS APPROX. **12** VOLTS
9–GROUND : CONTINUITY WITH DOOR LOCK KEY SW LH TO **UNLOCK** POSITION
10–GROUND : CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
11–GROUND : CONTINUITY WITH FRONT RH DOOR OPEN
12–GROUND : CONTINUITY WITH FRONT LH DOOR OPEN
13–GROUND : CONTINUITY WITH DOOR LOCK KEY SW LH OR RH **LOCK** POSITION
14–GROUND : ALWAYS CONTINUITY
15–GROUND : CONTINUITY WITH DOOR LOCK KEY SW RH TO **UNLOCK** POSITION

THEFT DETERRENT AND DOOR LOCK CONTROL

SERVICE HINTS

T 5 (B) THEFT DETERRENT AND DOOR LOCK CONTROL ECU
4–GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT KEY UNLOCK SW AT **UNLOCK** POSITION
6–GROUND : ALWAYS APPROX. **12** VOLTS
7–GROUND : CONTINUITY WITH REAR LH OR RH DOOR OPEN
8–GROUND : CONTINUITY WITH ENGINE HOOD OPEN
9–GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR OPEN
10–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
11–GROUND : CONTINUITY WITH REAR LH OR RH DOOR TO **UNLOCK** POSITION
L 6 LUGGAGE COMPARTMENT KEY UNLOCK SW
1–3 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY
E 4 ENGINE HOOD COURTESY SW
1–3 : CLOSED WITH ENGINE HOOD OPEN
L 5 LUGGAGE COMPARTMENT LIGHT SW
1–GROUND : CLOSED WITH LUGGAGE COMPARTMENT DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
D 5	26	**D13**	26	**P11**		26
D 6	26	**D14**	26	**T 1**		24
D 7	26	**D15**	26	**T 4**	A	25
D 8	26	**D16**	26	**T 5**	B	25
D10	26	**E 4**	24	**T 6**		25
D11	26	**L 5**	26	**U 1**		25
D12	26	**L 6**	26			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1B		
1C		
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
1L		
1M		
1N		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2F		
3D	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

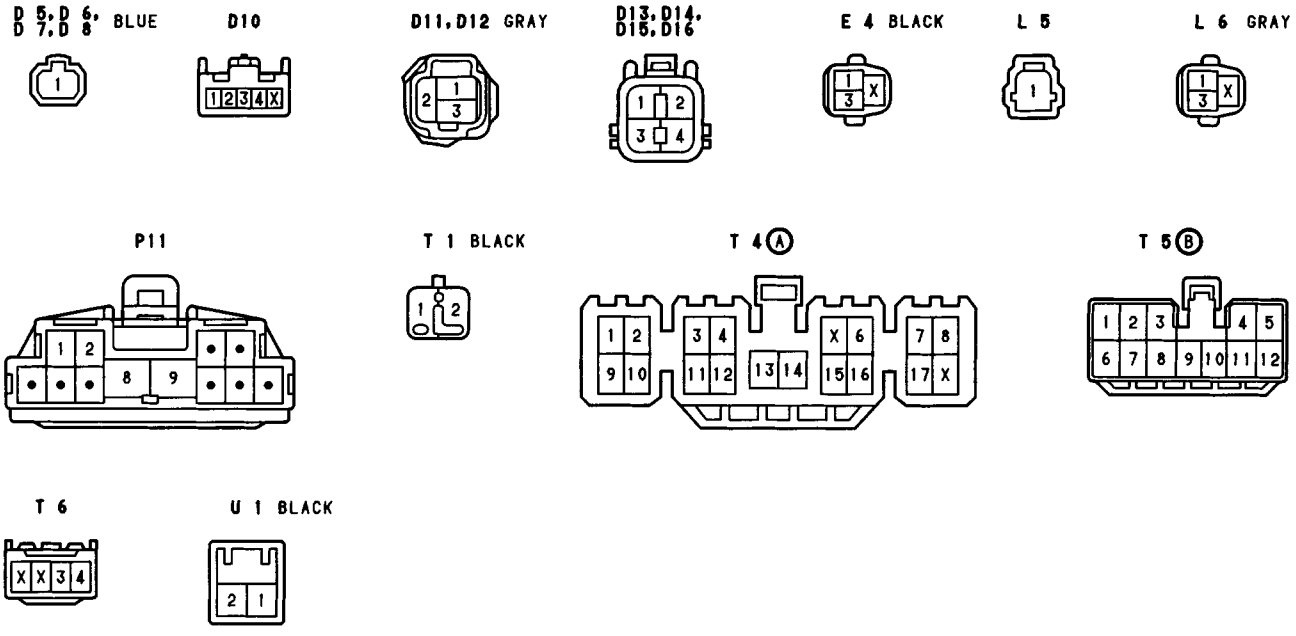
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	28	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE J/B NO.2)
IC1	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IC2		
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
ID2	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IF1	30	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP2		
BU1	34	REAR DOOR RH WIRE AND FLOOR NO.1 WIRE (LEFT CENTER PILLAR)
BV1	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BV2		
BW1	34	REAR DOOR LH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)
BX1	34	LUGGAGE ROOM NO.2 WIRE AND FLOOR NO.2 WIRE (UNDER THE RIGHT OUARTER PILLAR)
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

: GROUND POINTS

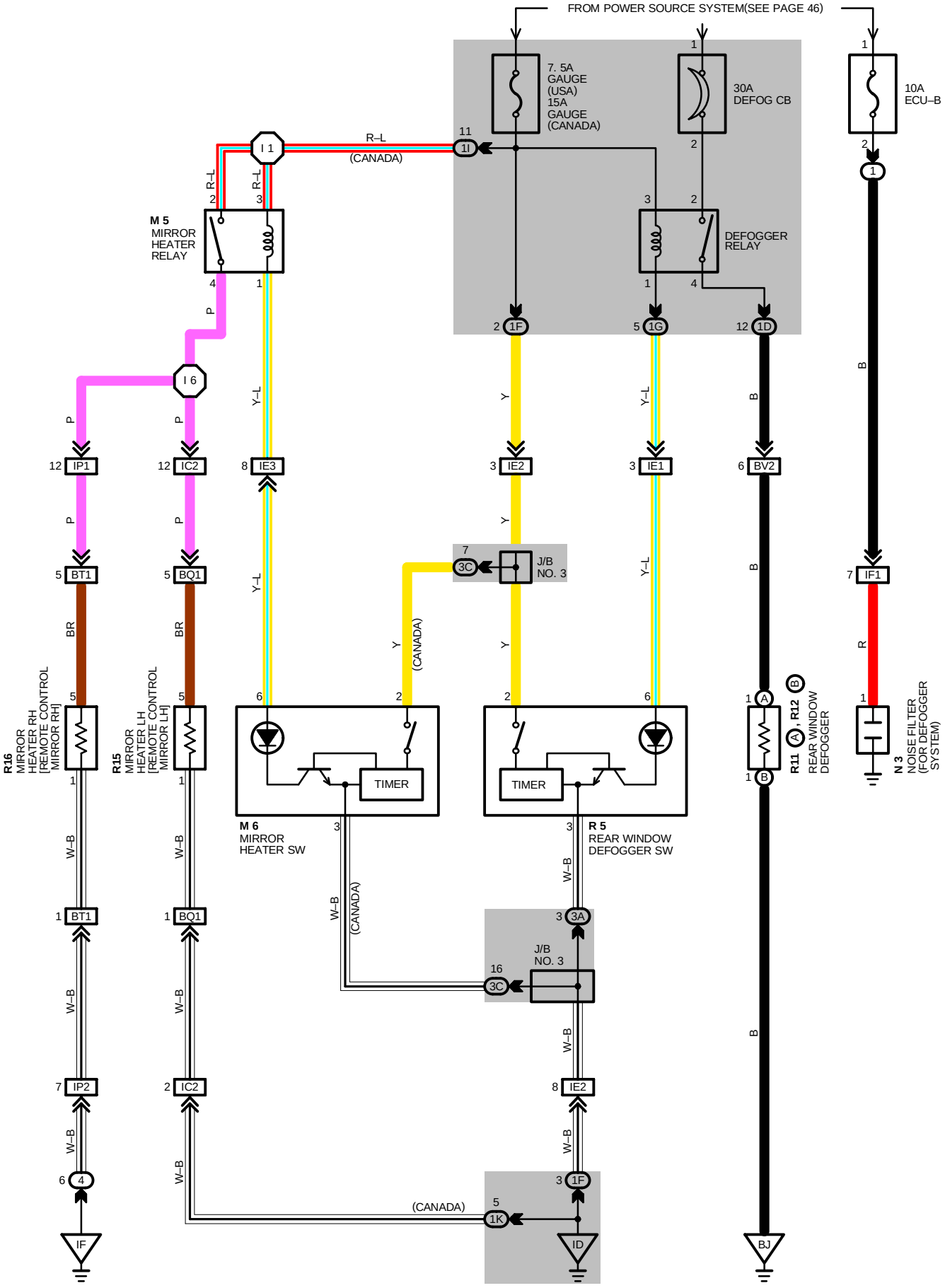
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
ID	30	LEFT KICK PANEL
IF	30	R/B NO.4 SET BOLT
BH	34	UNDER THE LEFT QUARTER PILLAR
BI	34	UNDER THE RIGHT QUARTER PILLAR

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	32	COWL WIRE	**I15**	32	COWL WIRE
I 7			**B 5**	34	FRONT DOOR LH WIRE
I 8			**B 9**	34	FRONT DOOR RH WIRE
I 9			**B10**	34	FLOOR NO.2 WIRE
I10			**B14**		
I12			**B19**	32	FRONT DOOR RH WIRE



REAR WINDOW DEFOGGER AND MIRROR HEATER



SERVICE HINTS

DEFOGGER RELAY
2–4 : CLOSED WITH IGNITION SW ON, DEFOGGER SW ON AND **12** TO **18** MINUTES THEREAFTER
M 5 MIRROR HEATER RELAY
2–4 : CLOSED WITH IGNITION SW ON, MIRROR HEATER SW ON AND **12** TO **18** MINUTES THEREAFTER
M 6 MIRROR HEATER SW
2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
3–GROUND : ALWAYS CONTINUITY
6–3 : CONTINUITY WITH MIRROR HEATER SW ON AND **12** TO **18** MINUTES THEREAFTER
R 5 REAR WINDOW DEFOGGER SW
2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
3–GROUND : ALWAYS CONTINUITY
6–3 : CONTINUITY WITH DEFOGGER SW ON AND **12** TO **18** MINUTES THEREAFTER

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
M 5	25	**R 5**		25	**R15**	26
M 6	25	**R11**	A	26	**R16**	26
N 3	26	**R12**	B	26		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
3A	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)
3C		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IF1	30	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IP1	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP2		
BQ1	34	MIRROR WIRE AND FRONT DOOR LH WIRE (LEFT DOOR INSIDE)
BT1	34	MIRROR WIRE AND FRONT DOOR RH WIRE (RIGHT DOOR INSIDE)
BV2	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF SEAT CUSHION)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL
IF	30	R/B NO.4 SET BOLT
BJ	34	LEFT QUARTER PILLAR

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	32	COWL WIRE	**I 6**	32	COWL WIRE

M 5

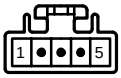
M 6

N 3 BLUE

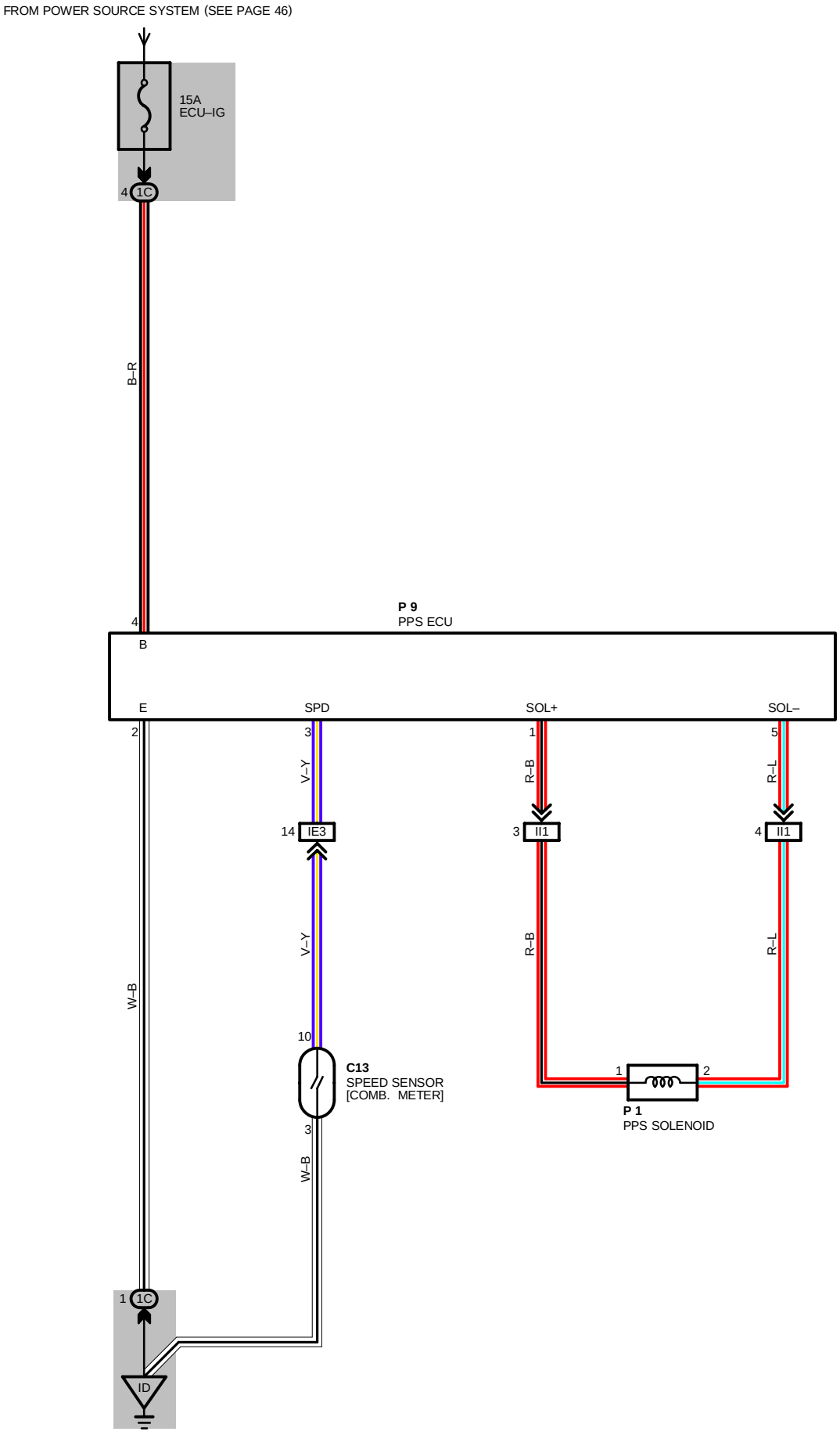
R 5 BLACK

R11 (A) **R12** (B)

R15, R16



PPS (PROGRESSIVE POWER STEERING)



SYSTEM OUTLINE

THE PPS (HYDRAULIC REACTION TYPE) CONTROLS THE HYDRAULIC PRESSURE APPLIED TO THE HYDRAULIC REACTION CHAMBER IN THE GEAR BOX CONTROL UNIT USING THE PPS ECU, TO CHANGE THE STEERING FORCE AND PROVIDE OPTIMUM STEERING FEELING AT ANY VEHICLE SPEED AND UNDER ANY STEERING CONDITIONS.

(PPS OPERATION)

WHEN THE IGNITION SW IS TURNED ON THE STARTING CURRENT FLOWS FROM THE ECU–IG FUSE TO **TERMINAL 4** OF THE PPS ECU. THE SPEED SENSOR MONITORS THE VEHICLE SPEED AND TRANSMITS CONTROL SIGNALS TO **TERMINAL 3** OF THE ECU.

WHEN THE VEHICLE SPEED IS LOW, THE PPS ECU SENDS A HIGHER–VOLTAGE FROM **TERMINAL 1** OF THE ECU → **TERMINAL 1** OF THE SOLENOID VALVE → **TERMINAL 2** → **TERMINAL 5** OF THE ECU → **GROUND,** INCREASING THE SOLENOID VALVE OPENING ANGLE TO PROVIDE COMFORTABLE STEERING OPERATION. WHEN THE VEHICLE SPEED IS HIGH, THE PPS ECU DECREASES THE SOLENOID VALVE OPENING ANGLE BY REDUCING THE VOLTAGE TO THE VALVE TO PROVIDE RESPONSIVE STEERING FEELING.

SERVICE HINTS

P 9 PPS SOLENOID

4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

2–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	25	**P 1**	24	**P 9**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)

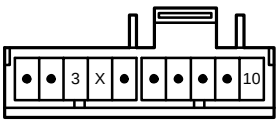
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)

: GROUND POINTS

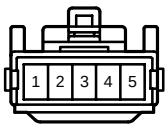
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

C13 BROWN

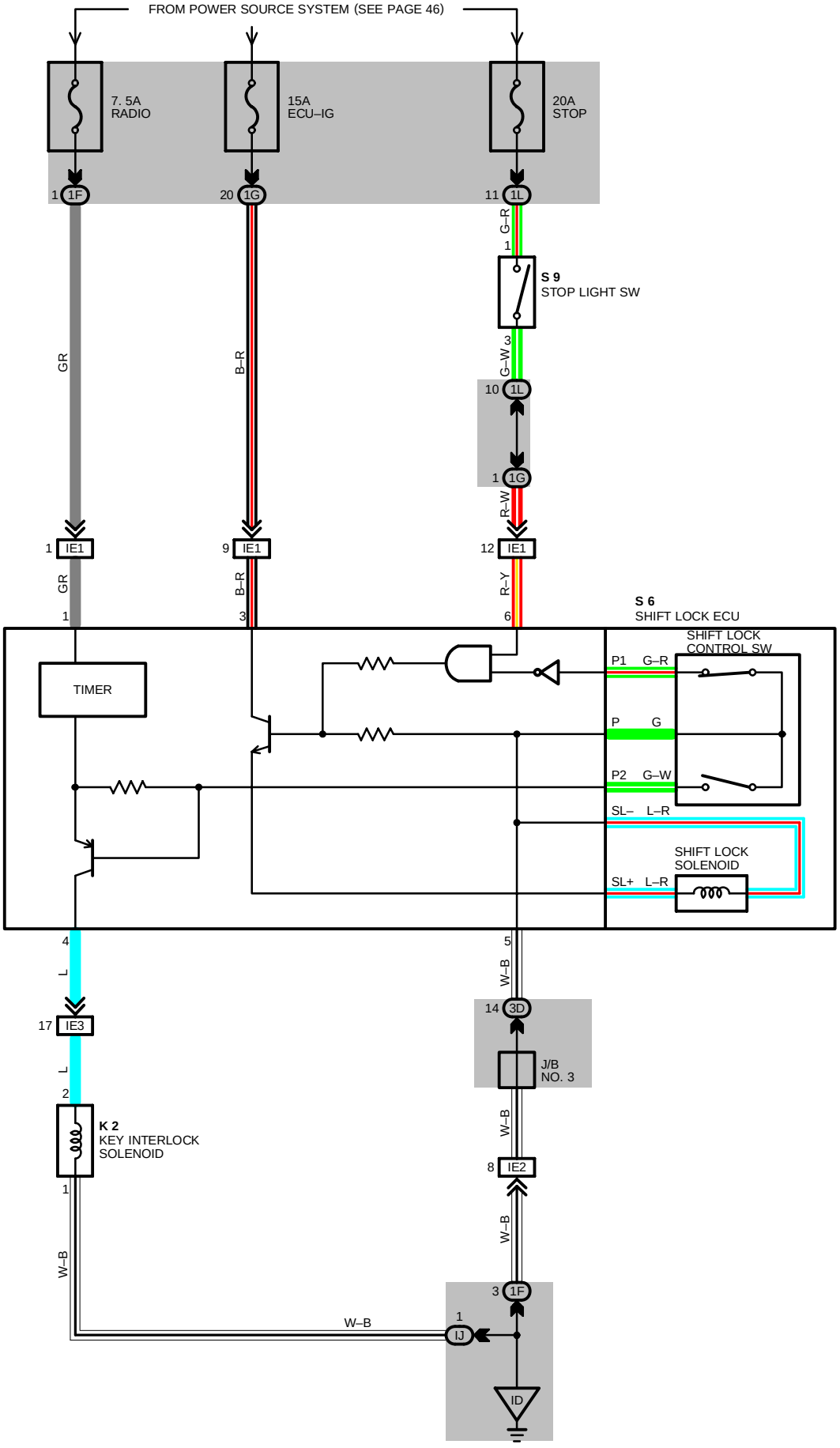


P 1 GRAY

P 9



SHIFT LOCK


FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A
RADIO
15A
ECU–IG
20A
STOP
1 1F
20 1G
11 1L
G–R
1
S 9
STOP LIGHT SW
3
G–W
10 1L
1 1G
R–W
GR
B–R
1 IE1
9 IE1
12 IE1
GR
B–R
R–Y
1
3
6
S 6
SHIFT LOCK ECU
SHIFT LOCK
CONTROL SW
TIMER
P1 G–R
P G
P2 G–W
SL– L–R
SHIFT LOCK
SOLENOID
SL+ L–R
4
L
5
W–B
17 IE3
14 3D
J/B
NO. 3
L
2
W–B
K 2
KEY INTERLOCK
SOLENOID
8 IE2
1
W–B
W–B
3 1F
W–B
1
IJ
ID

SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED TO **ACC** TO POSITION THE CURRENT FROM THE RADIO FUSE FLOWS TO **TERMINAL 1** OF THE SHIFT LOCK ECU. WHEN THE IGNITION SW IS TURNED TO THE **ON** POSITION THE CURRENT FROM THE ECU–IG FUSE FLOWS TO **TERMINAL 3** OF THE ECU.

1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON, WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS PUT IN **"P"** RANGE (CONTINUITY BETWEEN P1 AND P OF THE SHIFT LOCK CONTROL SW) IS INPUT TO THE ECU, THE ECU OPERATES AND CURRENT FLOWS FROM **TERMINAL 3** OF THE ECU → **TERMINAL SL+** OF THE SHIFT LOCK SOLENOID → SOLENOID → **TERMINAL SL–** → **TERMINAL 5** OF THE ECU → **GROUND.** THIS CAUSES THE SHIFT LOCK SOLENOID TO TURN ON (PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO OTHER RANGE THAN THE "P" RANGE.

2. KEY INTER LOCK MECHANISM

WITH THE IGNITION SW IN **ON** OR **ACC** POSITION, WHEN THE SHIFT LEVER IS PUT IN "P" RANGE (NO CONTINUITY BETWEEN P2 AND P OF SHIFT LOCK CONTROL SW), THE CURRENT FLOWING FROM **TERMINAL 4** OF THE ECU → KEY INTERLOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTERLOCK SOLENOID TO TURN OFF (LOCK LEVER DISENGAGES FROM **LOCK** POSITION) AND THE IGNITION KEY CAN BE TURNED FROM **ACC** TO **LOCK** POSITION. IF THE IGNITION IS LEFT IN **ACC** OR **ON** POSITION WITH THE SHIFT LEVER IN OTHER THAN "P" RANGE, THEN AFTER APPROX. ONE HOUR THE ECU OPERATES TO RELEASE THE LOCK.

SERVICE HINTS

S 6 SHIFT LOCK CONTROL ECU

1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
5–GROUND : ALWAYS CONTINUITY
6–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED
4–GROUND : **0** VOLTS WITH IGNITION SW AT **ACC** POSITION AND SHIFT LEVER POSITION IN **P** RANGE
6–12 VOLTS WITH SHIFT LEVER POSITION IN ANY EXCEPT **P** RANGE

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
K 2	25	**S 6**	25	**S 9**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1J	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L		
3D	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

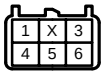
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

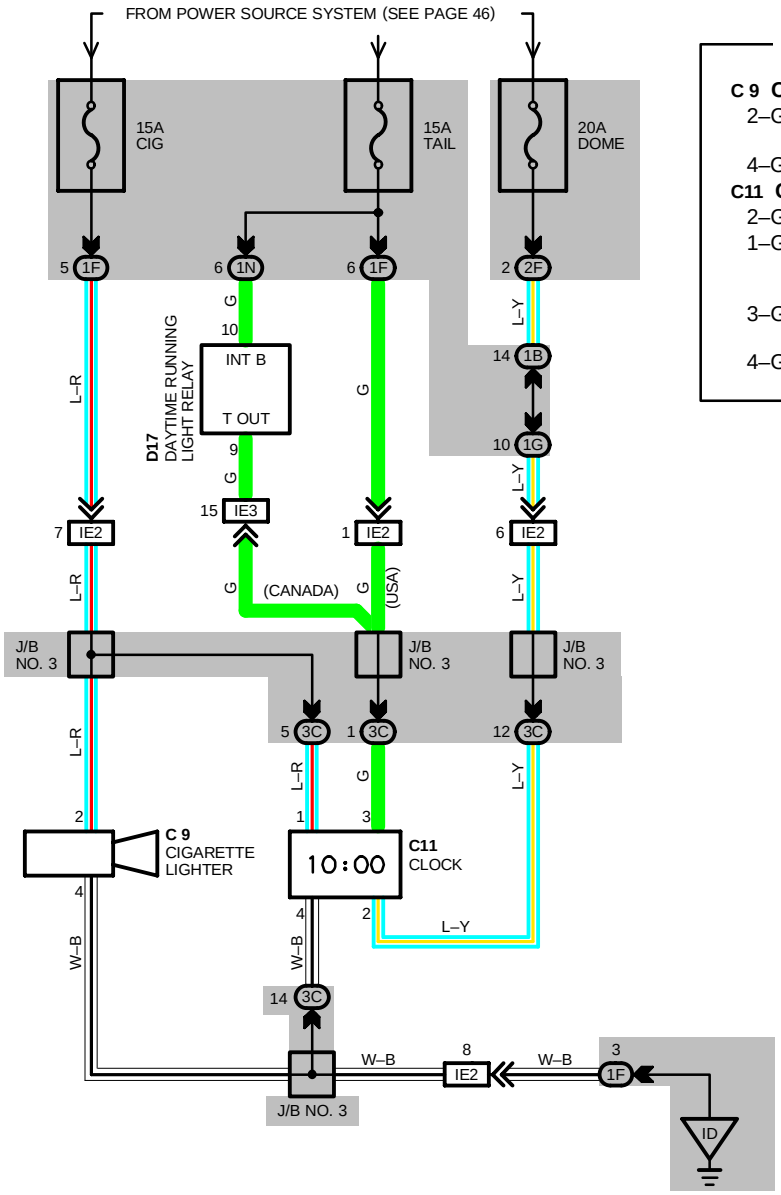
K 2

S 6



S 9

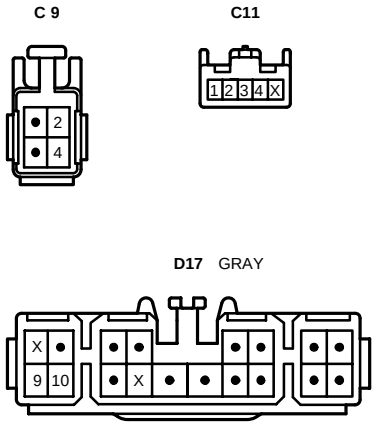
CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C 9 CIGARETTE LIGHTER
2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
4–GROUND : ALWAYS CONTINUITY

C11 CLOCK
2–GROUND : ALWAYS **12** VOLTS (POWER FOR CLOCK)
1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION (POWER FOR INDICATION)
3–GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
4–GROUND : ALWAYS CONTINUITY



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	25	**C11**	25	**D17**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

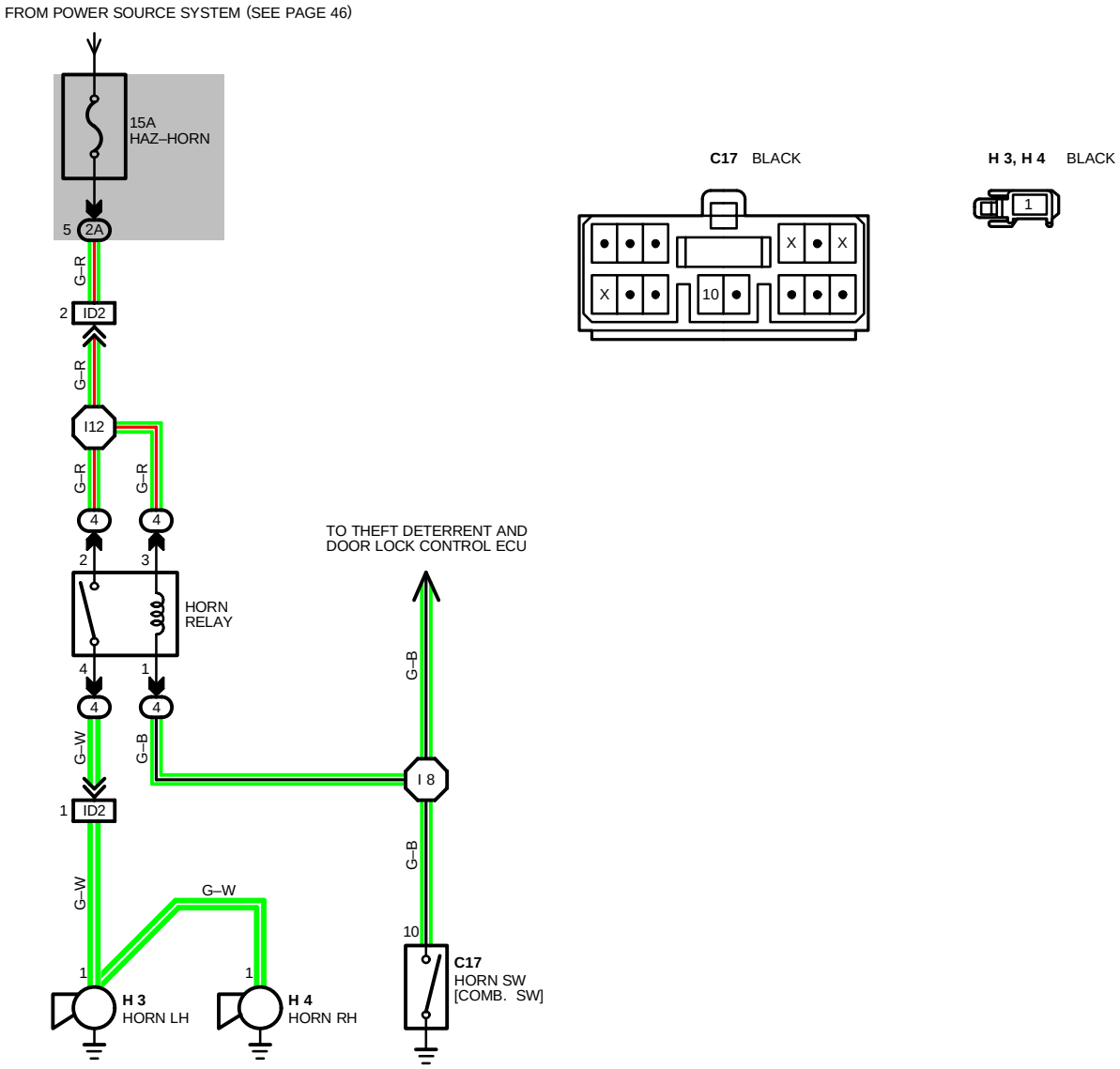
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1N	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3C	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL



SERVICE HINTS

HORN RELAY

(4) 2– (4) 4 : CLOSED WITH HORN SW ON

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C17	25	**H 3**	24	**H 4**	24

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

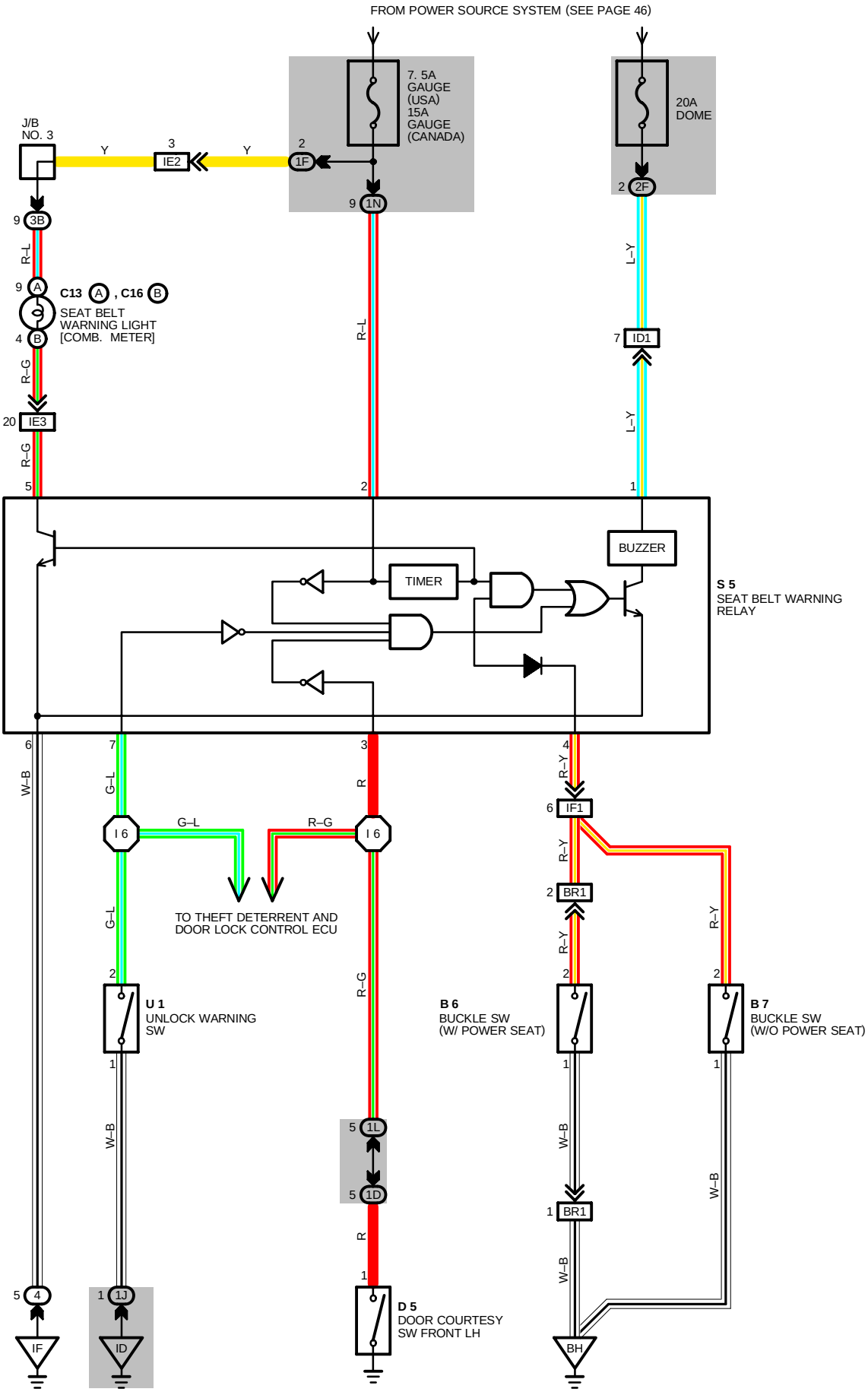
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	32	COWL WIRE	**I12**	32	COWL WIRE

UNLOCK AND SEAT BELT WARNING



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 1** OF THE SEAT BELT WARNING RELAY THROUGH DOME FUSE.

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNTION SW IS TURNED ON, CURRENT FLOWS FROM THE GAUGE FUSE TO **TERMINAL 2** OF THE SEAT BELT WARNING RELAY. AT THE SAME TIME, CURRENT FLOWS TO **TERMINAL 5** OF THE RELAY FROM THE GAUGE FUSE THROUGH THE SEAT BELT WARNING LIGHT. THIS CURRENT ACTIVATES THE SEAT BELT WARNING RELAY AND, FOR APPROX. **4–8** SECONDS, CURRENT FLOWING THROUGH THE WARNING LIGHT FLOWS FROM **TERMINAL 5** OF THE RELAY → **TERMINAL 6** → **GROUND**, CAUSING THE WARNING LIGHT TO LIGHT UP, AT THE SAME AS THE WARNING LIGHT LIGHTS UP, A BUCKLE SW OFF SIGNAL IS INPUT TO **TERMINAL 4** OF THE RELAY, THE CURRENT FLOWING TO **TERMINAL 1** OF THE RELAY FLOWS FROM **TERMINAL 6** → **GROUND** AND THE SEAT BELT WARNING BUZZER SOUNDS FOR APPROX. **4–8** SECONDS. HOWEVER, IF THE SEAT BELT IS PUT ON DURING THIS PERIOD (WHILE THE BUZZER IS SOUNDING), SIGNAL INPUT TO **TERMINAL 4** OF RELAY STOPS AND THE CURRENT FLOW FROM **TERMINAL 1** OF THE RELAY → **TERMINAL 6** → **GROUND** IS CUT, CAUSING THE BUZZER TO STOP.

2. UNLOCK WARNING SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK WARNING SW ON), THE IGNITION SW STILL OFF AND DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT TO **TERMINAL 3** OF THE RELAY, THE SEAT BELT WARNING RELAY OPERATES, CURRENT FLOWS FROM **TERMINAL 1** OF THE RELAY → **TERMINAL 6** → **GROUND** AND THE UNLOCK WARNING BUZZER SOUNDS.

SERVICE HINTS

B 6, B 7 BUCKLE SW
I–2 : CLOSED WITH DRIVER'S LAP BELT IN USE
D 5 DOOR COURTESY SW FRONT LH
1–GROUND : CLOSED WITH FRONT LH DOOR OPEN
S 5 SEAT BELT WARNING RELAY
6–GROUND : ALWAYS CONTINUITY
3–GROUND : CONTINUITY WITH FRONT LH DOOR OPEN
7–GROUND : CONTINUITY WITH IGNITION KEY IN CYLINDER
4–GROUND : CONTINUITY UNLESS DRIVER'S LAP BELT IN USE
5–GROUND : **0** VOLTS FOR **4–8** SECONDS WITH IGNITION SW ON AND **12** VOLTS **4–8** SECONDS AFTER IGNITION SW ON
1–GROUND : ALWAYS APPROX. **12** VOLTS
2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
U 1 UNLOCK WARNING SW
1–2 : CLOSED WITH IGNITION KEY IN CYLINDER

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6	25	**C16** B	25	**U 1**	25
B 7	25	**D 5**	26		
C13 A	25	**S 5**	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L		
1N		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IF1	30	FLOOR NO.1 WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
BR1	32	FLOOR NO.1 WIRE AND SEAT WIRE (UNDER THE DRIVER'S SEAT)

UNLOCK AND SEAT BELT WARNING

: GROUND POINTS

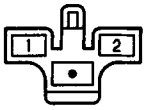
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL
IF	30	R/B NO.4 SET POINT
BH	34	UNDER THE LEFT QUARTER PILLAR

: SPLICE POINTS

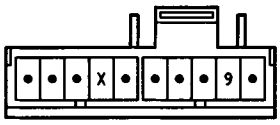
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 6	32	COWL WIRE			

B 6 BLUE

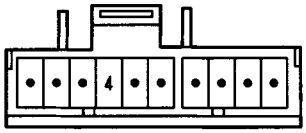
B 7



C13 (A) BROWN

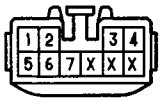


C16 (B) GRAY



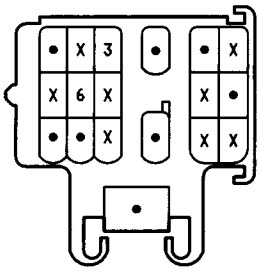
D 5 BLUE

S 5

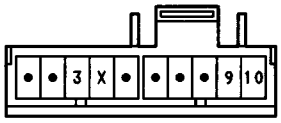


U 1 BLACK

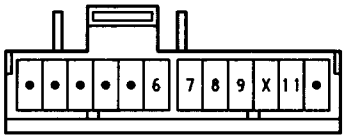
C 1 DARK GRAY



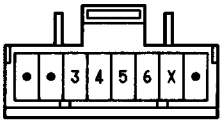
C13 (C) BROWN



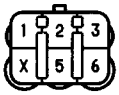
C14 (A)



C15 (B)

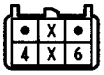


E 1 GRAY

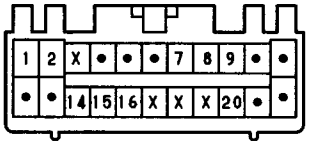


E 2 DARK GREEN

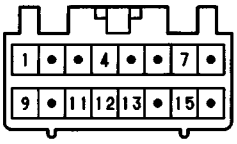
E 5



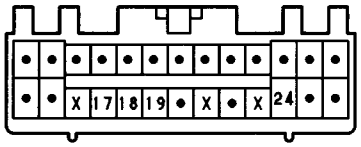
E 6 (A) DARK GRAY



E 7 (B) DARK GRAY



E 8 (C) DARK GRAY



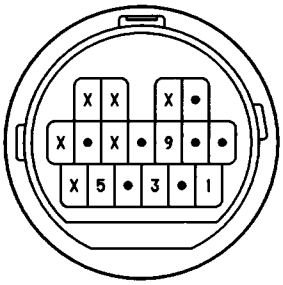
N 1 GRAY

O 3 BLUE

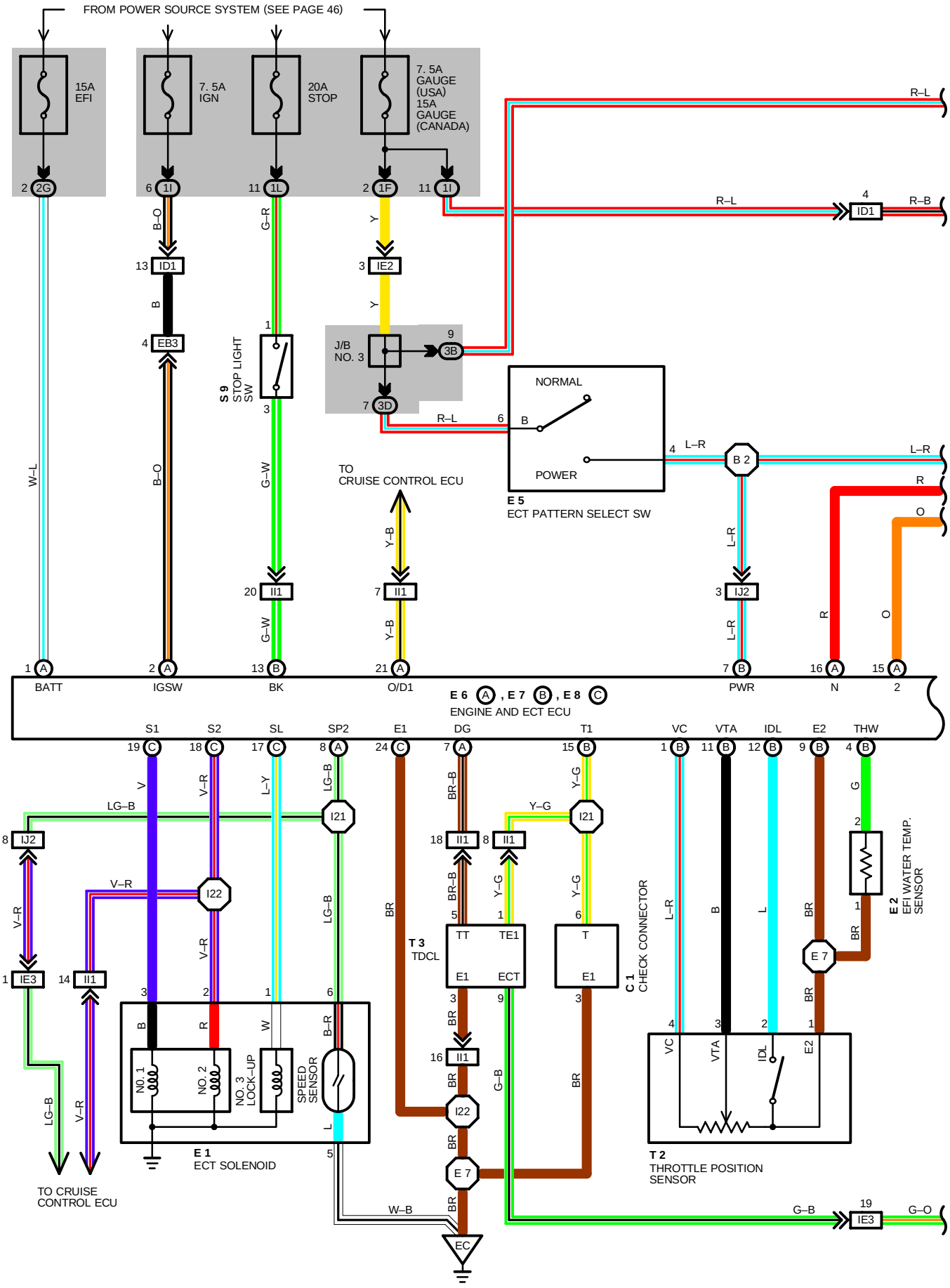
S 9

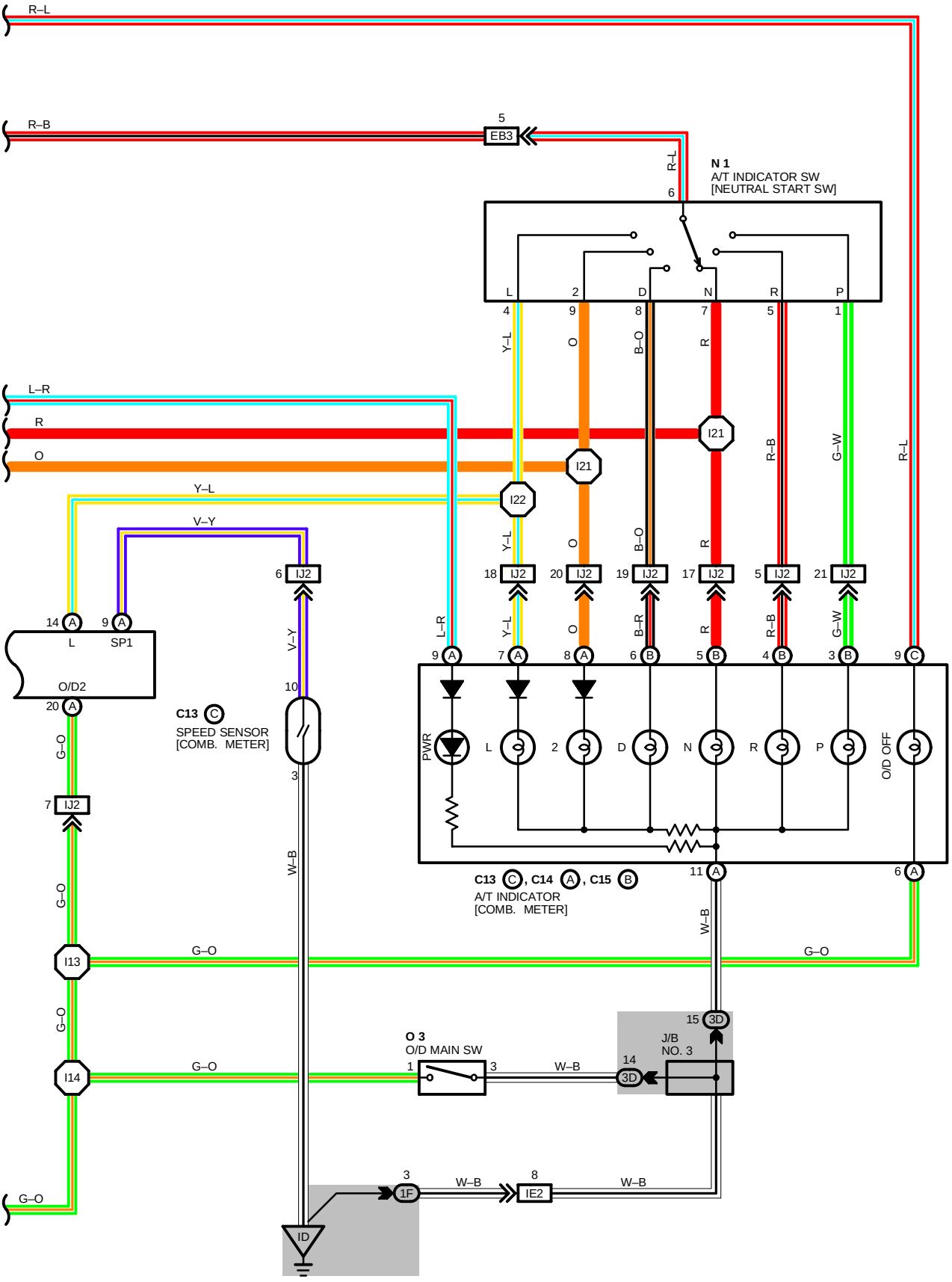
T 2 BLACK

T 3 DARK GRAY



ECT AND A/T INDICATOR




R–L
R–B
5
EB3
R–L
6
N 1
A/T INDICATOR SW
[NEUTRAL START SW]
L
2
D
N
R
P
4
9
8
7
5
1
Y–L
O
B–O
R
R–B
G–W
R–L
L–R
R
O
I21
I21
Y–L
I22
V–Y
6
IJ2
18
IJ2
20
IJ2
19
IJ2
17
IJ2
5
IJ2
21
IJ2
14
A
L
9
A
SP1
O/D2
20
A
V–Y
10
L–R
Y–L
O
B–R
R
R–B
G–W
9
A
7
A
8
A
6
B
5
B
4
B
3
B
9
C
C13
C
SPEED SENSOR
[COMB. METER]
3
PWR
L
2
D
N
R
P
O/D OFF
C13
C
, C14
A
, C15
B
A/T INDICATOR
[COMB. METER]
11
A
6
A
W–B
G–O
7
IJ2
G–O
I13
G–O
G–O
I14
G–O
O 3
O/D MAIN SW
1
3
W–B
15
3D
J/B
NO. 3
14
3D
G–O
3
1F
W–B
8
IE2
W–B
ID

ECT AND A/T INDICATOR

SYSTEM OUTLINE

PREVIOUS AUTOMATIC TRANSMISSIONS HAVE SELECTED EACH GEAR SHIFT USING MECHANICALLY CONTROLLED THROTTLE HYDRAULIC PRESSURE, GOVERNOR HYDRAULIC PRESSURE AND LOCK–UP HYDRAULIC PRESSURE. THE ECT, HOWEVER, ELECTRICALLY CONTROLS THE LINE PRESSURE AND LOCK–UP PRESSURE ETC., THROUGH THE SOLENOID VALVE. ECT ECU CONTROL OF THE SOLENOID VALVE BASED ON THE INPUT SIGNALS FROM EACH SENSOR MAKES SMOOTH DRIVING POSSIBLE BY SHIFT SELECTION FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS AT THAT TIME.

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ECU SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE EFI WATER TEMP. SENSOR TO **TERMINAL THW** OF THE ECT ECU, AND ALSO THE INPUT SIGNALS TO **TERMINAL SP2** OF THE ECU FROM THE SPEED SENSOR DEVOTED TO THE ECT. CURRENT IS THEN OUTPUT TO THE ECT SOLENOIDS. WHEN SHIFTING TO 1ST SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ECU → **TERMINAL 3** OF THE ECT SOLENOIDS → **GROUND**, AND CONTINUITY TO THE NO.1 SOLENOID CAUSES THE SHIFT.

FOR 2ND SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ECU → **TERMINAL 3** OF THE ECT SOLENOIDS → **GROUND**, AND FROM **TERMINAL S2** OF THE ECU → **TERMINAL 2** OF THE ECT SOLENOIDS → **GROUND**, AND CONTINUITY TO SOLENOIDS NO.1 AND NO.2 CAUSES THE SHIFT.

FOR 3RD SPEED, THERE IS NO CONTINUITY TO NO.1 SOLENOID, ONLY TO NO.2, CAUSING THE SHIFT.

SHIFTING INTO 4TH SPEED (OVER DRIVE) TAKES PLACE WHEN THERE IS NO CONTINUITY TO EITHER NO.1 OR NO. 2 SOLENOID.

2. LOCK–UP OPERATION

WHEN THE ECT ECU JUDGES FROM EACH SIGNAL THAT LOCK–UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM **TERMINAL SL** OF THE ECT ECU → **TERMINAL 1** OF THE ECT SOLENOID → **GROUND**, CAUSING CONTINUITY TO THE LOCK–UP SOLENOID AND CAUSING LOCK–UP OPERATION.

3. STOP LIGHT SW CIRCUIT

IF THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) WHEN DRIVING IN LOCK–UP CONDITION, A SIGNAL IS INPUT TO **TERMINAL BK** OF THE ECU, THE ECU OPERATES AND CONTINUITY TO THE LOCK–UP SOLENOID IS CUT.

4. OVERDRIVE CIRCUIT

***** O/D MAIN SW ON

WHEN THE O/D MAIN SW IS TURNED ON (O/D OFF INDICATOR LIGHT TURNS OFF), A SIGNAL IS INPUT TO **TERMINAL O/D2** OF THE ECU AND ECU OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

***** O/D MAIN SW OFF

WHEN THE OVERDRIVE SW IS TURNED TO OFF, THE CURRENT FLOWING THROUGH THE O/D OFF INDICATOR LIGHT FLOWS THROUGH THE O/D MAIN SW TO GROUND, CAUSING THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO **TERMINAL O/D2** OF THE ECU AND ECU OPERATION PREVENTS SHIFT INTO OVERDRIVE.

5. ECT PATTERN SELECT SW CIRCUIT

IF THE ECT PATTERN SELECT SW IS CHANGED FROM NORMAL TO POWER, THE CURRENT FLOWING THROUGH THE POWER INDICATOR FLOWS TO **GROUND**, CURRENT FLOWS TO **TERMINAL PWR** OF THE ECT ECU, THE ECU OPERATES, AND SHIFT UP AND SHIFT DOWN OCCUR AT HIGHER VEHICLE SPEEDS THAN WHEN THE SW IS IN **NORMAL** POSITION.

SERVICE HINTS

E 6, E 7, E 8 ENGINE AND ECT ECU (TURN ON THE IGNITION SW)

S1 –E1	:	APPROX. **12** VOLTS WITH SHIFT LEVER AT **D**, **2** OR **L** RANGE
		0 VOLTS WITH SHIFT LEVER AT **P**, **R** OR **N** RANGE
SL, S2 –E1	:	**0** VOLTS
PWR–E1	:	APPROX. **12** VOLTS WITH PATTERN SELECT SW AT **POWER** POSITION
		0–2 VOLTS WITH PATTERN SELECT SW AT **NORMAL** POSITION
BK –E1	:	APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED
		0 VOLTS WITH BRAKE PEDAL RELEASED
THW–E2	:	**0.1–1.0** VOLTS WITH COOLANT TEMP. **80**˚C (1**76**˚F)
IDL–E2	:	**0** VOLTS WITH THROTTLE VALVE FULLY CLOSED
		4–6 VOLTS WITH THROTTLE VALVE OPEN
VTA–E2	:	**0.1–1.0** VOLTS WITH THROTTLE VALVE FULLY CLOSED
		3–5 VOLTS WITH THROTTLE VALVE FULLY OPEN
VC –E2	:	**4–6** VOLTS
O/D1–E1	:	**5** VOLTS
O/D2–E1	:	APPROX. **12** VOLTS WITH O/D MAIN SWITCH TURNED ON
		0 VOLTS O/D MAIN SWITCH TURNED OFF
SP1–E1	:	**0** OR **5** VOLTS CRUISE CONTROL MAIN SW OFF AND STANDING STILL
		2–3 VOLTS CRUISE CONTROL MAIN SW OFF AND VEHICLE MOVING
SP2–E1	:	**0** OR **5** VOLTS WITH STANDING STILL
		2–3 VOLTS WITH VEHICLE MOVING

N–E1 : **10–14** VOLTS WITH SHIFT LEVER AT **N** RANGE
0–2 VOLTS WITH SHIFT LEVER AT EXCEPT **N** RANGE
2–E1 : **10–14** VOLTS WITH SHIFT LEVER AT **2** RANGE
0–2 VOLTS WITH SHIFT LEVER AT EXCEPT **2** RANGE
L–E1 : **10–14** VOLTS WITH SHIFT LEVER AT **L** RANGE
0–2 VOLTS WITH SHIFT LEVER AT EXCEPT **L** RANGE
IGSW–E1 : **10–14** VOLTS
BATT–E1 : **10–14** VOLTS

E 1 ECT SOLENOID
1, 2, 3–GROUND : EACH **11–15**Ω

O 3 O/D MAIN SW
1–3 : CLOSED WITH O/D MAIN SW OFF, OPEN WITH O/D MAIN SW ON

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C 1		24	**E 2**		24	**N 1**	24
C13	C	25	**E 5**		25	**O 3**	25
C14	A	25	**E 6**	A	25	**S 9**	25
C15	B	25	**E 7**	B	25	**T 2**	24
E 1		24	**E 8**	C	25	**T 3**	25

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L		
2G	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

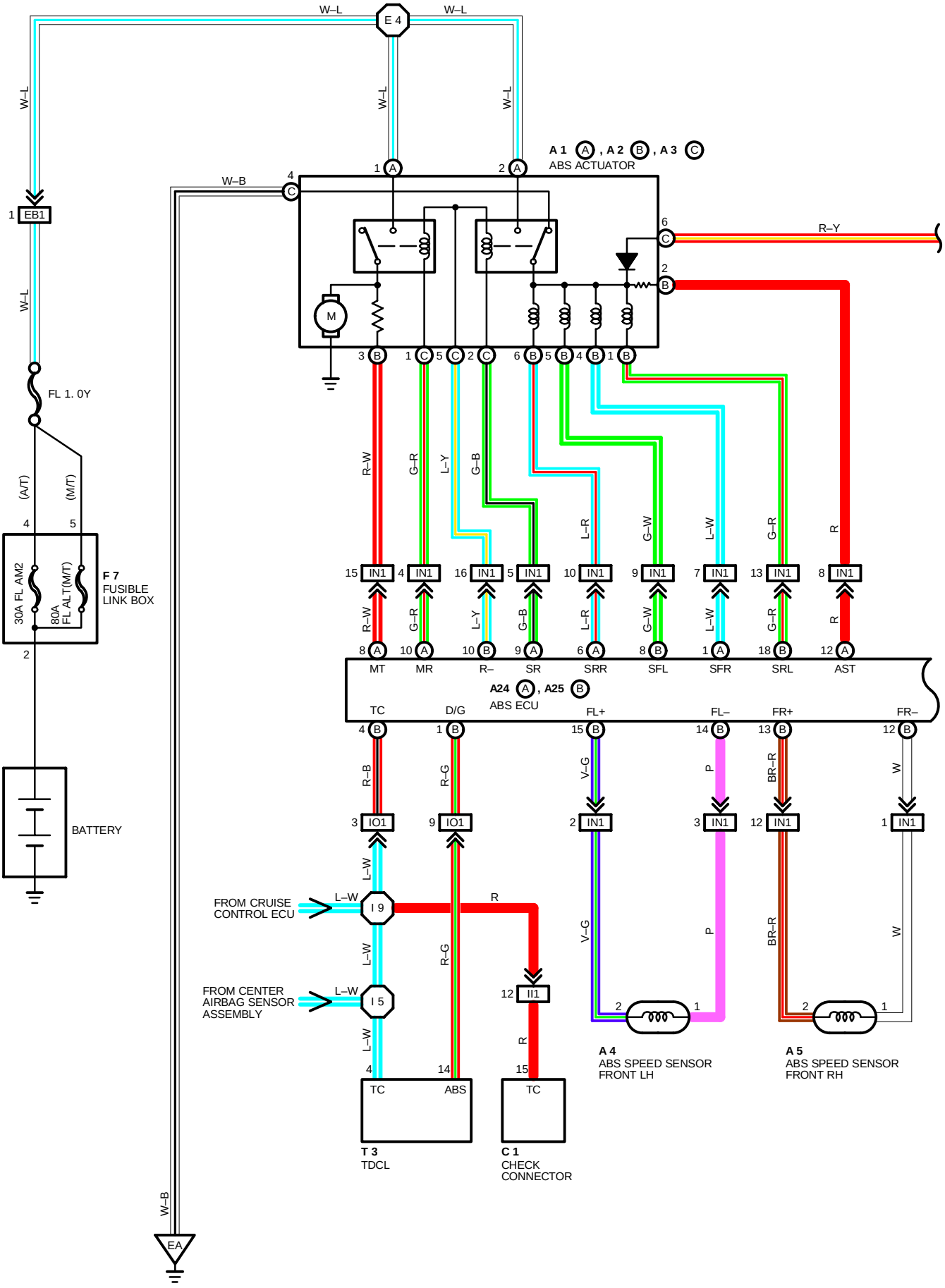
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)

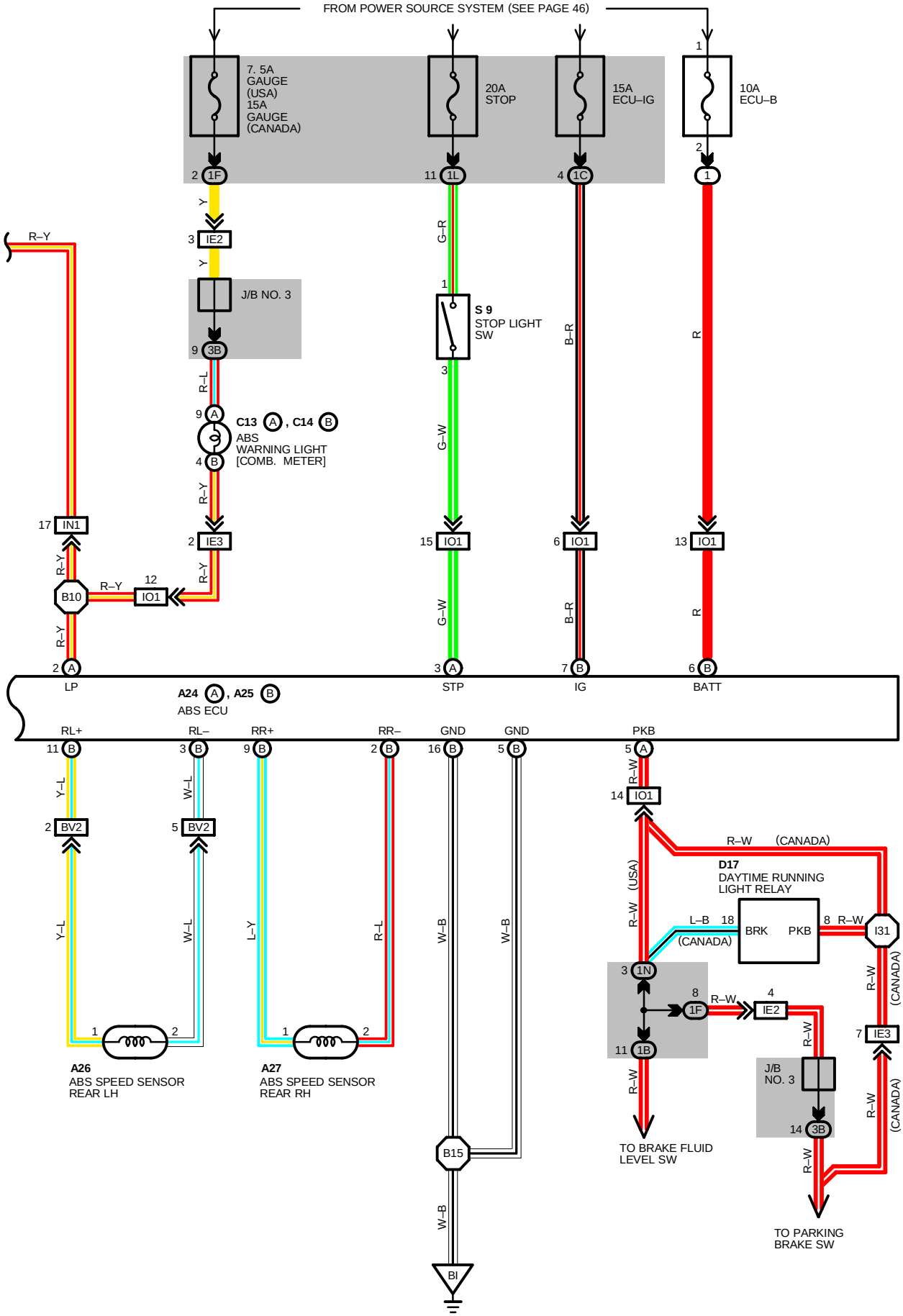
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	28	INTAKE MANIFOLD
ID	30	LEFT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 7	28	ENGINE WIRE	**I21**	32	ENGINE WIRE
I13	32	INSTRUMENT PANEL WIRE	**I22**		
I14			**B 2**	32	INSTRUMENT PANEL WIRE


W–L
E 4
W–L
W–L
W–L
W–L
A 1 A , A 2 B , A 3 C
ABS ACTUATOR
W–B
4
1 A
2 A
1 EB1
6
C
R–Y
2
B
M
3 B
1 C
5 C
2 C
6 B
5 B
4 B
1 B
FL 1. 0Y
R–W
G–R
L–Y
G–B
L–R
G–W
L–W
G–R
R
(A/T)
(M/T)
4
5
30A FL AM2
80A FL ALT(M/T)
F 7
FUSIBLE LINK BOX
2
15 IN1
4 IN1
16 IN1
5 IN1
10 IN1
9 IN1
7 IN1
13 IN1
8 IN1
8 A
MT
10 A
MR
10 B
R–
9 A
SR
6 A
SRR
8 B
SFL
1 A
SFR
18 B
SRL
12 A
AST
A24 A , A25 B
ABS ECU
TC
D/G
FL+
FL–
FR+
FR–
4 B
1 B
15 B
14 B
13 B
12 B
R–B
R–G
V–G
P
BR–R
W
3 IO1
9 IO1
2 IN1
3 IN1
12 IN1
1 IN1
L–W
FROM CRUISE CONTROL ECU
L–W
I 9
R
FROM CENTER AIRBAG SENSOR ASSEMBLY
L–W
I 5
12 II1
R
4
TC
14
ABS
15
TC
T 3
TDCL
C 1
CHECK CONNECTOR
2
1
A 4
ABS SPEED SENSOR FRONT LH
A 5
ABS SPEED SENSOR FRONT RH
BATTERY
W–B
EA


FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A GAUGE (USA) 15A GAUGE (CANADA)
20A STOP
15A ECU–IG
10A ECU–B
2 1F
11 1L
4 1C
1
2
Y
3 IE2
J/B NO. 3
9 3B
R–L
9 A
C13 A , C14 B
ABS WARNING LIGHT [COMB. METER]
4 B
R–Y
2 IE3
17 IN1
R–Y
B10
R–Y
12 IO1
2 A
LP
A24 A , A25 B
ABS ECU
G–R
1
S 9
STOP LIGHT SW
3
G–W
15 IO1
G–W
3 A
STP
B–R
6 IO1
B–R
7 B
IG
R
13 IO1
R
6 B
BATT
RL+
RL–
RR+
RR–
GND
GND
PKB
11 B
3 B
9 B
2 B
16 B
5 B
5 A
Y–L
2 BV2
W–L
5 BV2
Y–L
W–L
1
2
A26
ABS SPEED SENSOR REAR LH
L–Y
R–L
1
2
A27
ABS SPEED SENSOR REAR RH
W–B
W–B
B15
W–B
BI
R–W
14 IO1
R–W (USA)
R–W (CANADA)
D17
DAYTIME RUNNING LIGHT RELAY
L–B 18
(CANADA)
BRK
PKB
8 R–W
I31
R–W (CANADA)
3 1N
8 1F
R–W
4 IE2
11 1B
R–W
TO BRAKE FLUID LEVEL SW
R–W
7 IE3
R–W (CANADA)
J/B NO. 3
14 3B
R–W
TO PARKING BRAKE SW

ABS (ANTI–LOCK BRAKE SYSTEM)

SYSTEM OUTLINE

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURES ACTING ON THE DISC BRAKE CYLINDERS OF THE RIGHT FRONT WHEEL, LEFT FRONT WHEEL AND REAR WHEELS WHEN THE BRAKES ARE APPLIED IN A PANIC STOP SO THAT THE WHEELS DO NOT LOCK. THIS RESULTS IN IMPROVED DIRECTIONAL STABILITY AND STEERABILITY DURING PANIC BRAKING.

1. INPUT SIGNALS

(1) SPEED SENSOR SIGNAL

THE SPEED OF THE WHEELS IS DETECTED AND INPUT TO **TERMINALS FL+**, **FR+**, **RL+** AND **RR+** OF THE ABS ECU.

(2) STOP LIGHT SW SIGNAL

A SIGNAL IS INPUT TO **TERMIMAL STP** OF THE ABS ECU WHEN BRAKE PEDAL IS OPERATED.

(3) PARKING BRAKE SW SIGNAL

A SIGNAL IS INPUT TO **TERMINAL PKB** OF THE ABS ECU WHEN THE PARKING BRAKE IS OPERATED.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECU, WHICH HAS SIGNALS INPUT FROM EACH SENSOR, CONTROLS THE CURRENT FLOWING TO THE SOLENOID INSIDE THE ACTUATOR AND LETS THE HYDRAULIC PRESSURE ACTING ON EACH WHEEL CYLINDER ESCAPE TO THE RESERVOIR. THE PUMP INSIDE THE ACTUATOR IS ALSO OPERATING AT THIS TIME AND IT RETURNS THE BRAKE FLUID FROM THE RESERVOIR TO THE MASTER CYLINDER, THUS PREVENTING LOCKING OF THE VEHICLE WHEELS.

IF THE ECU JUDGES THAT THE HYDRAULIC PRESSURE ACTING ON THE WHEEL CYLINDER IS INSUFFICIENT, THE CURRENT ACTING ON THE SOLENOID IS CONTROLLED AND THE HYDRAULIC PRESSURE IS INCREASED. HOLDING OF THE HYDRAULIC PRESSURE IS ALSO CONTROLLED BY THE ECU, BY THE SAME METHOD AS ABOVE. BY REPEATED PRESSURE REDUCTION, HOLDING AND INCREASE ARE REPEATED TO MAINTAIN VEHICLE STABILITY AND TO IMPROVE STEERABILITY DURING SUDDEN BRAKING.

SERVICE HINTS

A24 (A), A25 (B) ABS ECU

(DISCONNECT THE ECU CONNECTOR)
(A) 1–GROUND, (A) 2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(A) 6–GROUND, (A) 12–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(B) 8–GROUND, (B) 18–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(B) 5–GROUND : ALWAYS CONTINUITY (IGNITION SW OFF)
(B) 16–GROUND : ALWAYS CONTINUITY (IGNITION SW OFF)
(B) 6–GROUND : ALWAYS APPROX. **12** VOLTS
(B) 7–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(A) 3–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED
(B) 14– (B) 15 : APPROX**. 0.85–1.30**KΩ
(B) 12– (B) 13 : APPROX**. 0.85–1.30**KΩ
(B) 3– (B) 11 : APPROX**. 0.85–1.30**KΩ
(B) 2– (B) 9 : APPROX**. 0.85–1.30**KΩ

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 1	A	24	**A25**	B	26	**D17**	25
A 2	B	24	**A26**		26	**F 7**	24
A 3	C	24	**A27**		26	**S 9**	25
A 4		24	**C 1**		24	**T 3**	25
A 5		24	**C13**	A	25		
A24	A	26	**C14**	B	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1L	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	28	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE J/B NO.2)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IN1	32	ENGINE ROOM MAIN WIRE AND FLOOR NO.2 WIRE (RIGHT KICK PANEL)
IO1	32	FLOOR NO.2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
BV2	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)

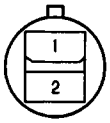
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
BI	34	UNDER THE RIGHT QUARTER PILLAR

: SPLICE POINTS

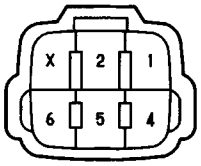
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 4	28	ENGINE ROOM MAIN WIRE	**I31**	32	COWL WIRE
I 5	32	COWL WIRE	**B10**	34	FLOOR NO.2 WIRE
I 9			**B15**		

A 1 (A) GRAY



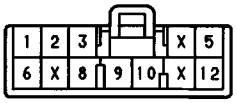
A 2 (B) GRAY

A 3 (C) BLACK

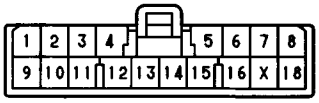


A 4, A 5 GRAY

A24 (A)

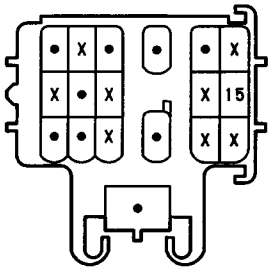


A25 (B)

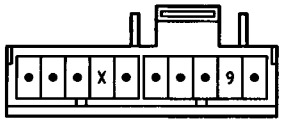


A26, A27 BLUE

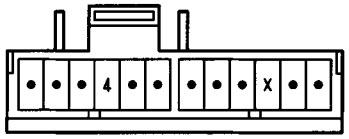
C 1 DARK GRAY



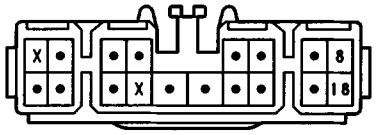
C13 (A) BROWN



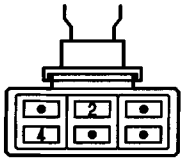
C14 (B)



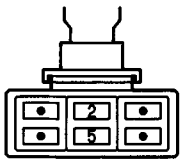
D17 GRAY



(A/T) F 7 GRAY

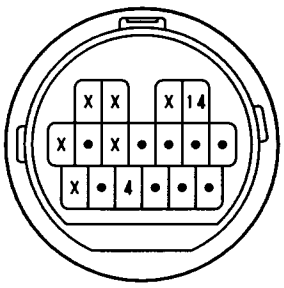


(M/T) F 7 BLACK

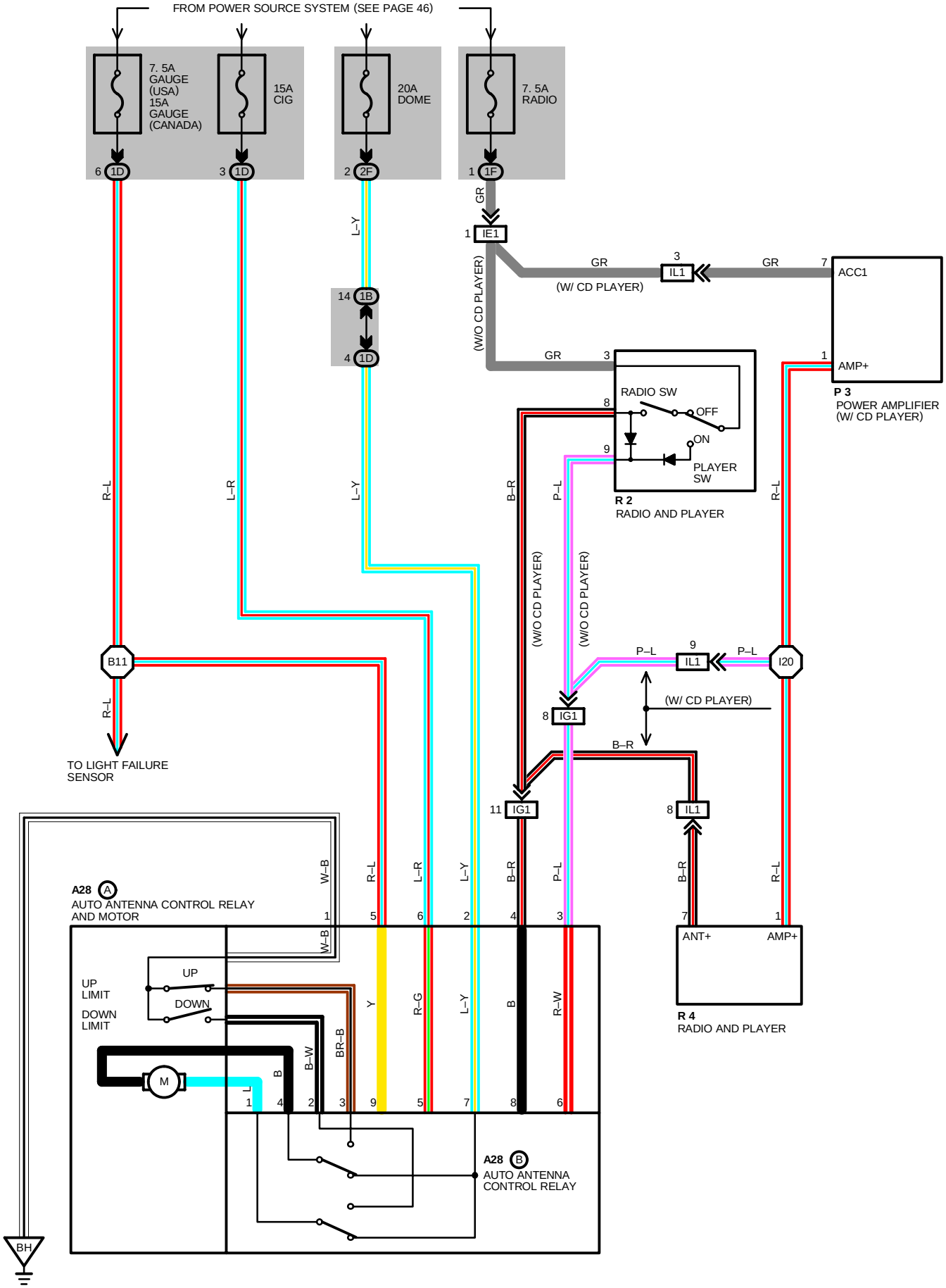


S 9

T 3 DARK GRAY



AUTO ANTENNA



SERVICE HINTS

A28 (B) AUTO ANTENNA CONTROL RELAY

9–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
7–GROUND : ALWAYS APPROX. **12** VOLTS
8–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION AND RADIO SW ON
3–GROUND : CONTINUITY (UPPER LIMIT SW ON) UNLESS ANTENNA AT **UP** STOP
2–GROUND : CONTINUITY (DOWN LIMIT SW ON) UNLESS ANTENNA AT **DOWN** STOP
4–3 : CLOSED WITH IGNITION SW AT **ACC** OR **ON** POSITION AND RADIO SW ON AND PLAYER SW OFF UNTIL ANTENNA AT **UPPERMOST** POSITION
1–2 : CLOSED WITH IGNITION SW AT **ACC** OR **ON** POSITION AND RADIO SW OFF AND PLAYER SW OFF UNTIL ANTENNA AT **LOWERMOST** POSITION
1–2 : CLOSED WITH IGNITION SW OFF UNTIL ANTENNA AT **LOWERMOST** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A28	26	**R 2**	25		
P 3	25	**R 4**	25		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IL1	32	INSTRUMENT PANEL WIRE AND CONSOLE BOX WIRE (UNDER THE RADIO AND PLAYER)

▽ : GROUND POINTS

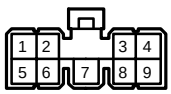
CODE	SEE PAGE	GROUND POINTS LOCATION
BH	34	UNDER THE LEFT QUARTER PILLAR

⯃ : SPLICE POINTS

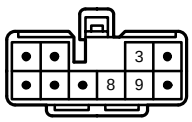
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I20	32	CONSOLE BOX WIRE	**B11**	34	FLOOR NO.1 WIRE

A28 (A) BLUE

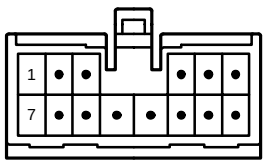
A28 (B)



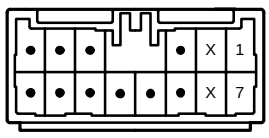
R 2 BLUE



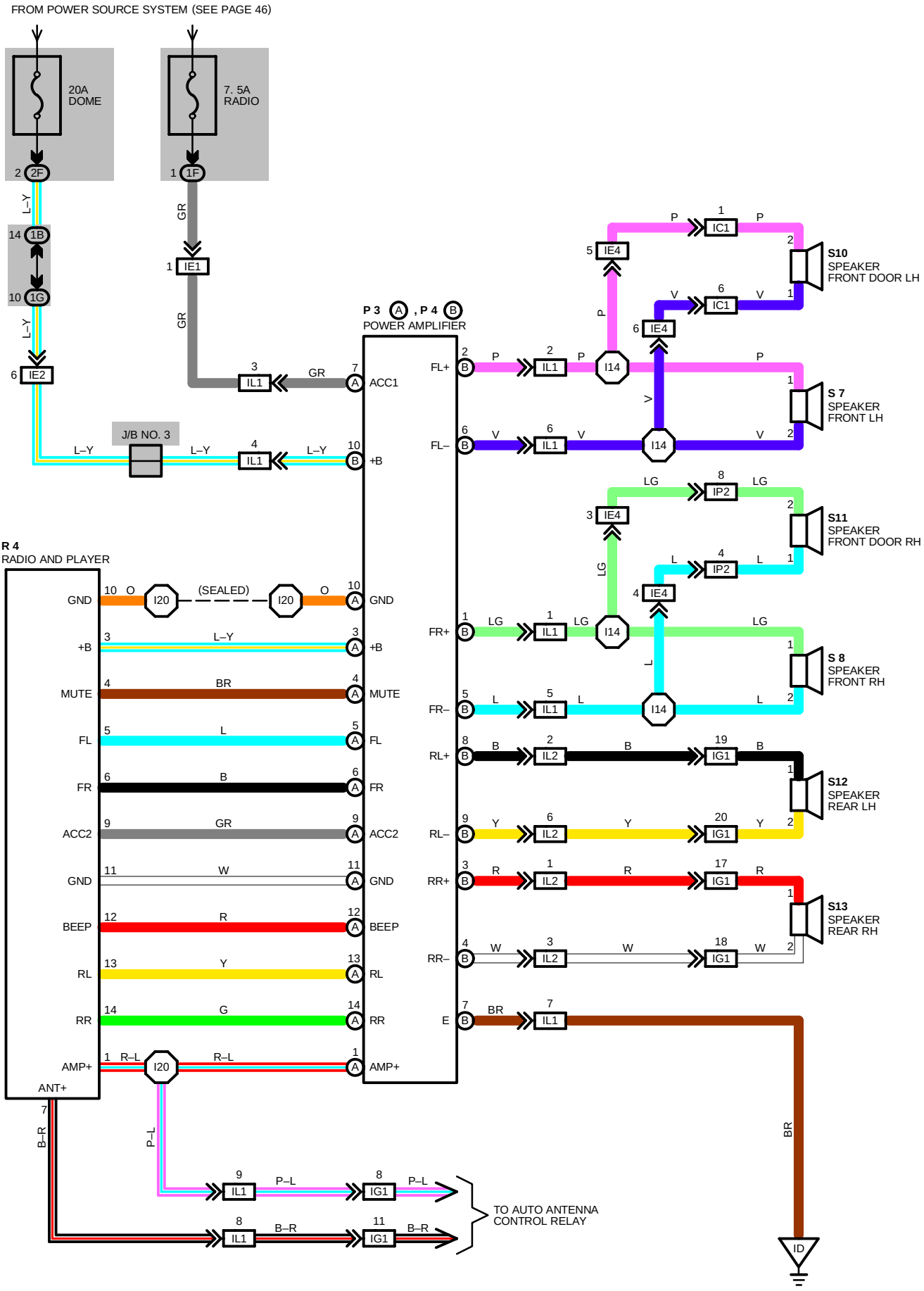
R 4



P 3



RADIO AND PLAYER (W/ CD PLAYER)



SERVICE HINTS

P 3 (A), P 4 (B) POWER AMPLIFIER

(B) 10–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 7–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ACC** POSITION
(B) 7–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P 3	A	25	**S 7**	25	**S11**	26
P 4	B	25	**S 8**	25	**S12**	26
R 4		25	**S10**	26	**S13**	26

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE4	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IL1	32	INSTRUMENT PANEL WIRE AND CONSOLE BOX WIRE (UNDER THE RADIO AND PLAYER)
IL2		
IP2	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

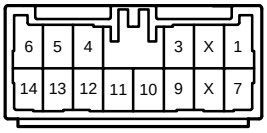
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

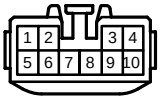
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I14	32	INSTRUMENT PANEL WIRE	**I20**	32	CONSOLE BOX WIRE

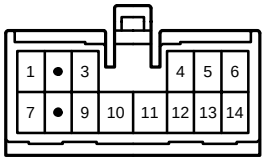
P 3 (A)



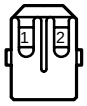
P 4 (B)



R 4



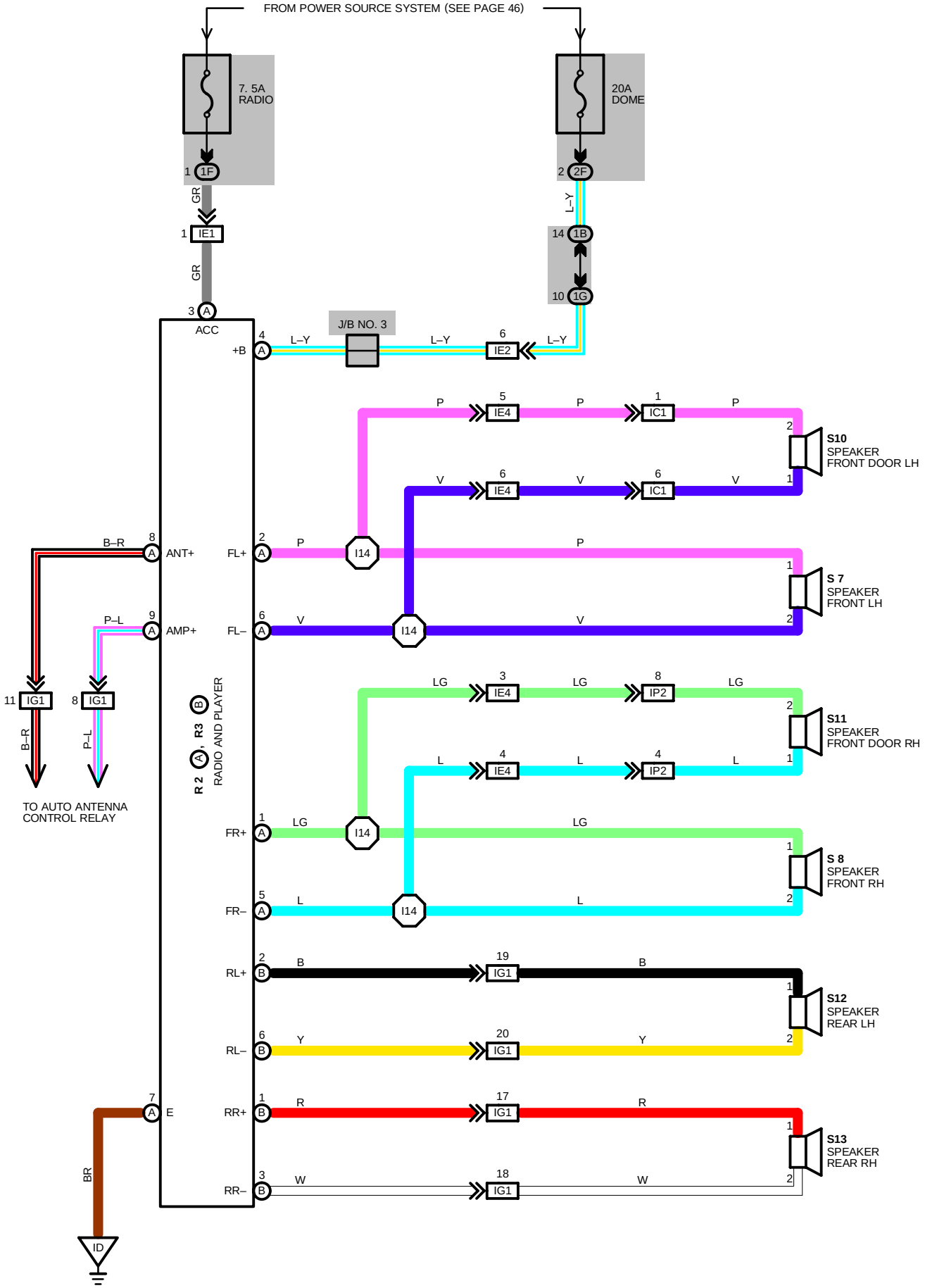
S 7, S 8



S10, S11

S12, S13

RADIO AND PLAYER (W/O CD PLAYER)



SERVICE HINTS

R 2 (A), R 3 (B) RADIO AND PLAYER

(A) 4–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ACC** POSITION
(A) 7–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
R 2	A	25	**S 8**	25	**S12**	26
R 3	B	25	**S10**	26	**S13**	26
S 7		25	**S11**	26		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE4	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IP2	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

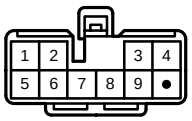
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	30	LEFT KICK PANEL

: SPLICE POINTS

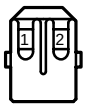
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I14	32	INSTRUMENT PANEL WIRE			

R 2 (A) BLUE



R 3 (B) BLUE

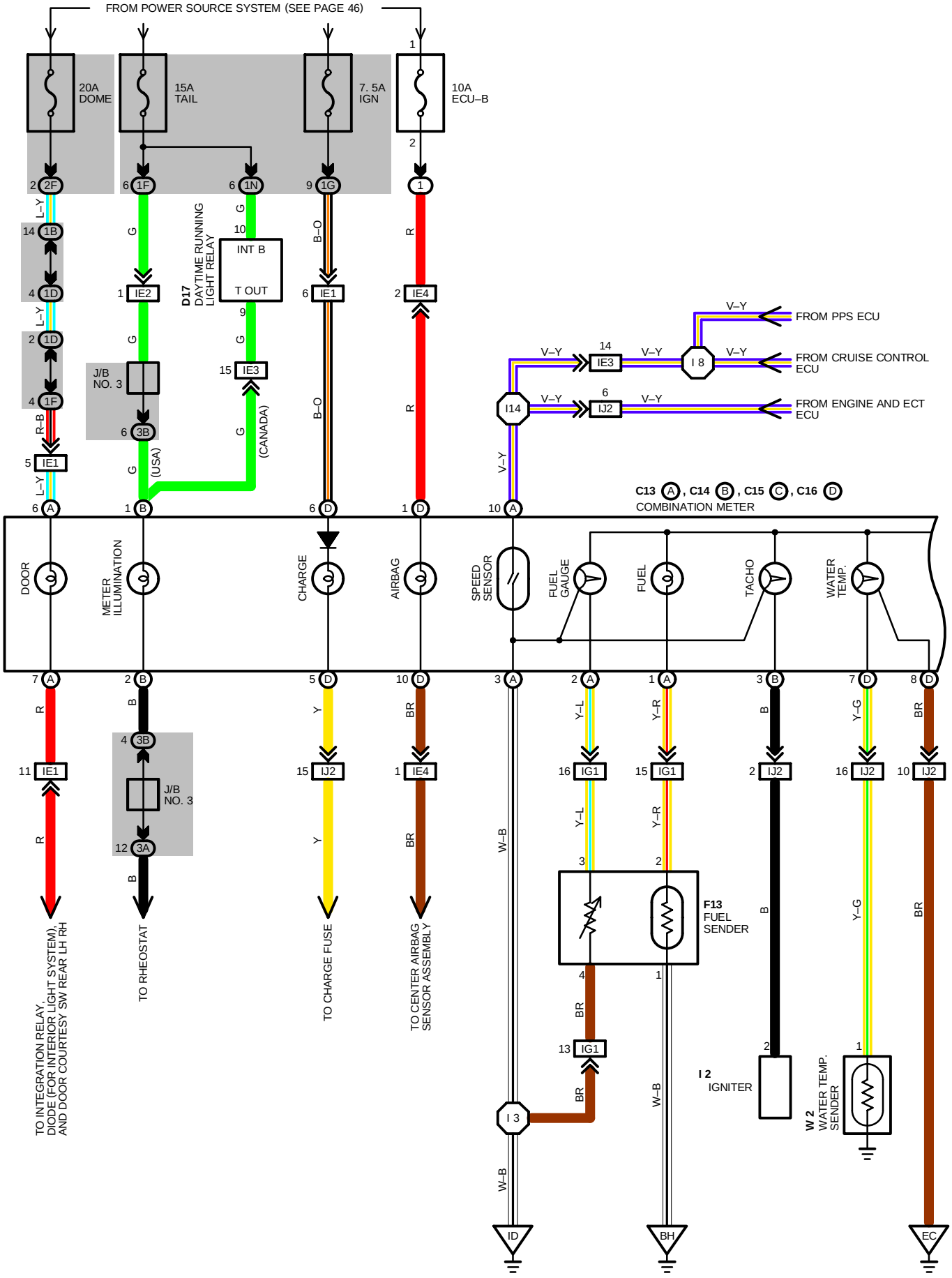
S 7, S 8

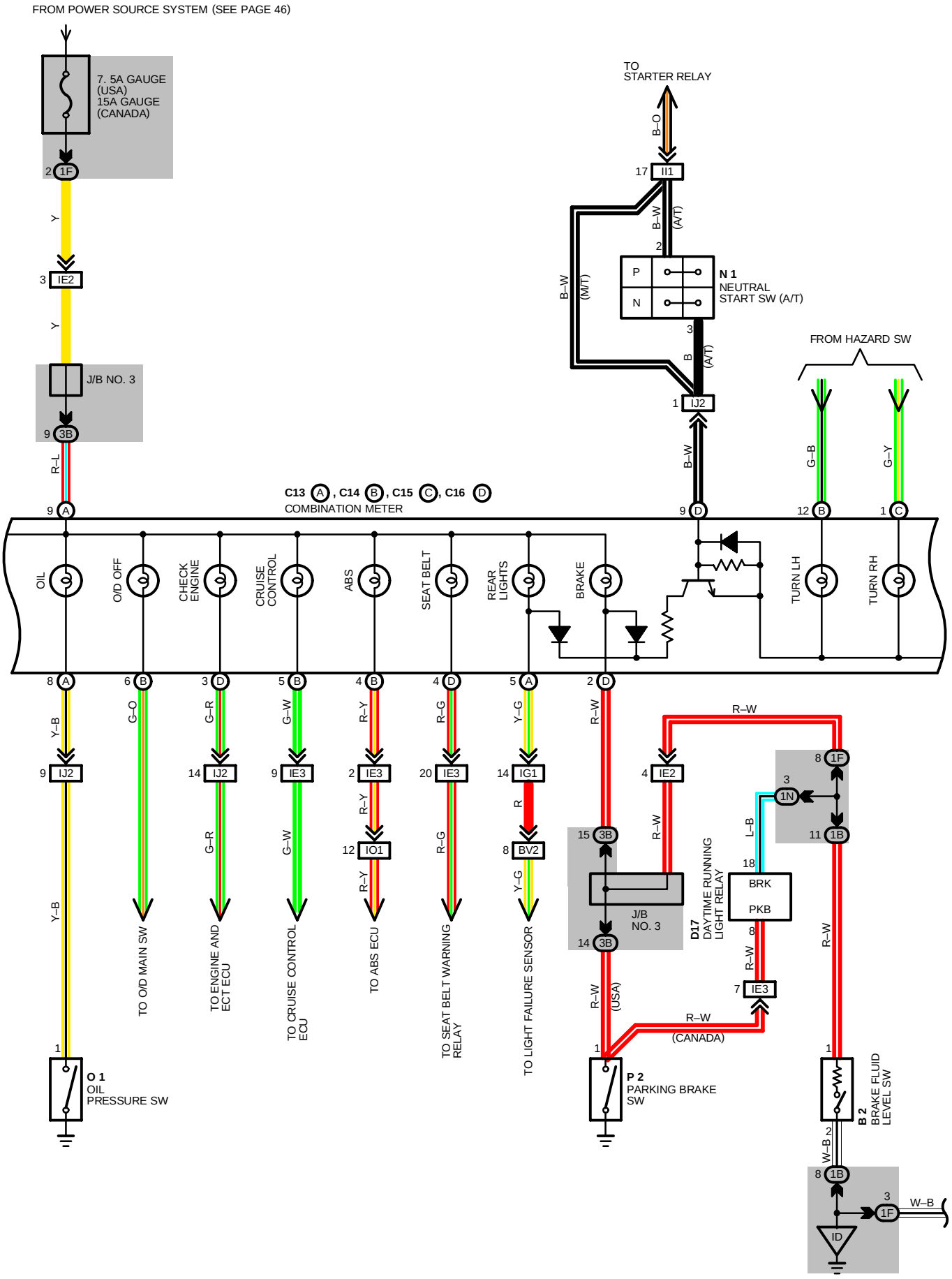


S10, S11

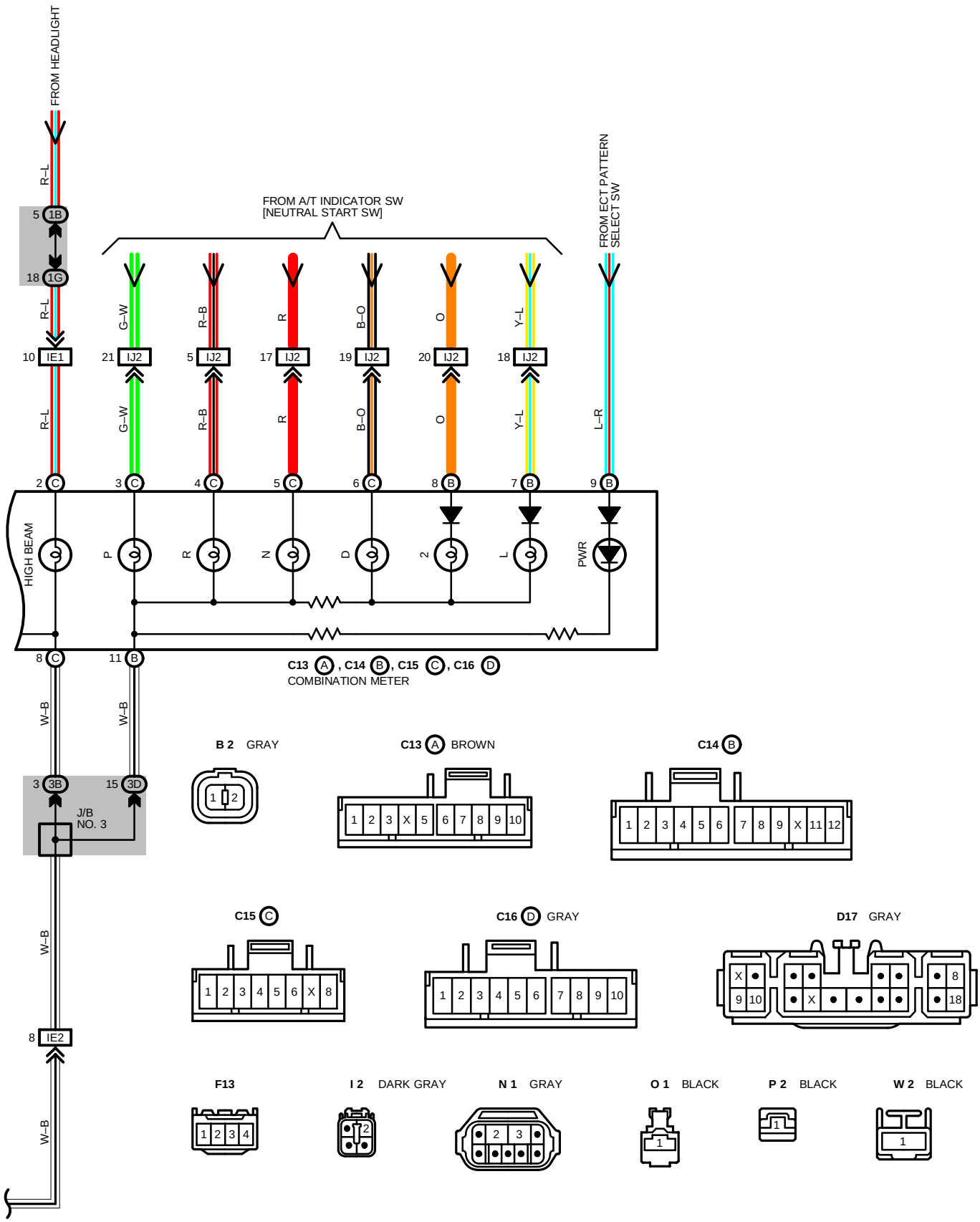
S12, S13

COMBINATION METER




FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A GAUGE (USA)
15A GAUGE (CANADA)
2 1F
Y
3 IE2
Y
J/B NO. 3
9 3B
R–L
9 A
C13 A , C14 B , C15 C , C16 D
COMBINATION METER
TO STARTER RELAY
B–O
17 II1
B–W (A/T)
2
P
N
N 1
NEUTRAL START SW (A/T)
3
B (A/T)
B–W (M/T)
1 IJ2
B–W
9 D
FROM HAZARD SW
G–B
G–Y
12 B
1 C
OIL
O/D OFF
CHECK ENGINE
CRUISE CONTROL
ABS
SEAT BELT
REAR LIGHTS
BRAKE
TURN LH
TURN RH
8 A
6 B
3 D
5 B
4 B
4 D
5 A
2 D
Y–B
9 IJ2
Y–B
1
O 1
OIL PRESSURE SW
G–O
TO O/D MAIN SW
G–R
14 IJ2
G–R
TO ENGINE AND ECT ECU
G–W
9 IE3
G–W
TO CRUISE CONTROL ECU
R–Y
2 IE3
R–Y
12 IO1
R–Y
TO ABS ECU
R–G
20 IE3
R–G
TO SEAT BELT WARNING RELAY
Y–G
14 IG1
R
8 BV2
Y–G
TO LIGHT FAILURE SENSOR
R–W
15 3B
14 3B
J/B NO. 3
R–W
1
P 2
PARKING BRAKE SW
R–W (USA)
R–W (CANADA)
R–W
4 IE2
R–W
L–B
18 BRK PKB
D17
DAYTIME RUNNING LIGHT RELAY
8 R–W
7 IE3
R–W
8 1F
3 1N
11 1B
1
B 2
BRAKE FLUID LEVEL SW
W–B
8 1B
3 1F
W–B
ID

COMBINATION METER



SERVICE HINTS

B 2 BRAKE FLUID LEVEL SW
1–2 : CLOSED WITH FLOAT DOWN
C13, C15, C16 COMBINATION METER
(A) 9, (D) 1, (D) 6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(A) 3, (C) 8, (D) 8–GROUND : ALWAYS CONTINUITY
F13 FUEL SENDER
3–4 : APPROX. **3**Ω WITH FUEL FULL
APPROX. **110.0**Ω WITH FUEL EMPTY
O 1 OIL PRESSURE SW
1–GROUND : CLOSED WITH OIL PRESSURE BELOW **0.2**KG/CM^2 (**2.84**PSI, **19.61**KPA)
P 2 PARKING BRAKE SW
1–GROUND : CLOSED WITH PARKING BRAKE LEVER PULLED UP

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	24	**C16** D	25	**N 1**	24
C13 A	25	**D17**	25	**O 1**	24
C14 B	25	**F13**	26	**P 2**	25
C15 C	25	**I 2**	24	**W 2**	24

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	18	FLOOR NO.1 WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1G		
1N	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2F	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3A	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)
3B		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2		
IE3	30	COWL WIRE AND INSTRUMENT PANEL WIRE (BESIDE INSTRUMENT PANEL BRACE LH)
IE4		
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
BV2	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	28	INTAKE MANIFOLD
ID	30	LEFT KICK PANEL
BH	34	UNDER THE LEFT QUARTER PILLAR

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	32	INSTRUMENT PANEL WIRE	**I14**	32	INSTRUMENT PANEL WIRE
I 8	32	COWL WIRE			

SYSTEM OUTLINE

1. RECIRC/FRESH CONTROL SERVO MOTOR OPERATION

(SWITCHING FROM FRESH TO RECIRC)

WITH THE IGNITION SW ON, CURRENT FROM THE GAUGE FUSE FLOWS TO **TERMINAL 1** OF THE SERVO MOTOR. WHEN THE RECIRC SW IS TURNED ON, THE CURRENT FLOWS FROM SERVO MOTOR → **TERMINAL 2** → **TERMINAL (A) 2** OF THE HEATER CONTROL ASSEMBLY → **TERMINAL (A) 17** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE. WHEN IT IS IN THE **RECIRC** POSITION, THE CIRCUIT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS IN THAT POSITION.

WITH THE CIRCUIT FOR THE INDICATOR LIGHT, CURRENT FLOWS FROM THE GAUGE FUSE → **TERMINAL (A) 7** OF THE HEATER CONTROL ASSEMBLY → INDICATOR LIGHT → **TERMINAL (A) 17** → **GROUND** AND THE INDICATOR LIGHT CONTINUES TO LIGHT UP WHILE THE RECIRC SW IS ON.

(SWITCHING FROM RECIRC TO FRESH)

WHEN THE IGNITION SW ON AND THE FRESH SW IS TURNED ON, CURRENT FLOWS FROM **TERMINAL 3** OF THE SERVO MOTOR → **TERMINAL (A) 10** OF THE HEATER CONTROL ASSEMBLY → **TERMINAL (A) 17** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN THE DAMPER IS IN THE **FRESH** POSITION, THE CIRCUIT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS IN THAT POSITION.

WITH THE CIRCUIT FOR THE INDICATOR LIGHT, CURRENT FLOWS FROM THE GAUGE FUSE → **TERMINAL (A) 7** OF THE HEATER CONTROL ASSEMBLY → INDICATOR LIGHT → **TERMINAL (A) 17** → **GROUND** AND THE INDICATOR LIGHT CONTINUES TO LIGHT UP WHILE THE FRESH SW IS ON.

2. OPERATION OF THE AIR VENT MODE CONTROL SERVO MOTOR

(SWITCHING FROM FACE TO BI–LEVEL)

WHEN THE BI–LEVEL SW IS TURNED ON WITH THE DAMPER IN THE **FACE** POSITION, A SIGNAL THAT THE CIRCUIT IS GROUNDED IS OUTPUT FROM **TERMINAL (A) 12** OF THE HEATER CONTROL ASSEMBLY → **TERMINAL 6** OF THE SERVO MOTOR → **TERMINAL (A) 11** OF THE SYSTEM AMPLIFIER. (AT THIS TIME, THE CURRENT FLOWING THROUGH **TERMINAL (A) 7** OF THE HEATER CONTROL ASSEMBLY FLOWS THROUGH **TERMINAL (A) 17** OF THE INDICATOR LIGHT → **GROUND**, CAUSING THE INDICATOR LIGHT TO LIGHT UP). AT THE SAME TIME, THE SIGNAL FOR WHEN THE CIRCUIT IS NOT GROUNDED IS INPUT TO **TERMINAL (A) 10** OF THE AMPLIFIER. THESE 2 SIGNALS CAUSE THE AMPLIFIER TO OPERATE AND CURRENT FLOWS FROM **TERMINAL (A) 5** OF THE AMPLIFIER → SERVO MOTOR → **TERMINAL (A) 4** → **GROUND**, WHICH ROTATES THE SERVO MOTOR, CAUSING THE DAMPER TO MOVE TO THE **BI–LEVEL** POSITION. WHEN THE DAMPER COMES TO THE **BI–LEVEL** POSITION, A SIGNAL THAT THE GROUND CIRCUIT IS CUT IS INPUT TO **TERMINAL (A) 11** OF THE AMPLIFIER, AND AMPLIFIER OPERATION CAUSES THE SERVO MOTOR TO STOP ROTATING AND THE DAMPER TO STAY IN POSITION.

(SWITCHING TO OTHER MODE POSITIONS)

WHEN SWITCHING THE DAMPER FROM FACE TOWARDS DEF, AS EXPLAINED BEFORE, A GROUND SIGNAL IS INPUT TO **TERMINAL (A) 11** OF THE AMPLIFIER AND A NON–GROUND SIGNAL IS INPUT TO **TERMINAL (A) 10** SO THAT CURRENT FLOWS FROM **TERMINAL (A) 5** → SERVO MOTOR → **TERMINAL (A) 4**, MOVING THE DAMPER TO THE **DESIRED** POSITION.

WHEN SWITCHING THE DAMPER IN THE OPPOSITE DIRECTION FROM DEF TOWARDS FACE, A GROUND SIGNAL IS INPUT TO **TERMINAL (A) 10** OF THE AMPLIFIER AND A NON–GROUND SIGNAL IS INPUT TO **TERMINAL (A) 11** SO THAT THE CURRENT FLOWS FROM **TERMINAL (A) 4** → SERVO MOTOR → **TERMINAL (A) 5**, CAUSING THE SERVO MOTOR TO ROTATE IN REVERSE AND MOVING THE DAMPER TO THE **DESIRED** POSITION.

3. OPERATION OF THE AIR MIX CONTROL SERVO MOTOR

(SWITCHING FROM WARM TO COOL)

WHEN THE TEMPERATURE CONTROL KNOB IS SWITCHED FROM **WARM** POSITION TO COOL POSITION, THE RESISTANCE INSIDE THE HEATER CONTROL ASSEMBLY BECOMES GREATER THAN THE RESISTANCE INSIDE THE SERVO MOTOR. THE SIGNAL AT THIS TIME IS INPUT TO THE SYSTEM AMPLIFIER, CAUSING THE AMPLIFIER TO OPERATE. CURRENT FLOWS FROM **TERMINAL (A) 8** OF THE AMPLIFIER → SERVO MOTOR → **TERMINAL (A) 9** → **GROUND**, CHANGING THE DAMPER FROM **WARM** TO **COOL** POSITION. WHEN THE RESPECTIVE RESISTANCE ARE THE SAME VALVE, THE SERVO MOTOR STOPS.

(SWITCHING FROM COOL TO WARM)

WHEN THE TEMPERATURE CONTROL KNOB IS SWITCHED FROM **COOL** POSITION TO **WARM** POSITION, THE RESISTANCE INSIDE THE HEATER CONTROL ASSEMBLY BECOMES LESS THAN THE RESISTANCE INSIDE THE SERVO MOTOR. THE SIGNAL AT THIS TIME IS INPUT TO THE SYSTEM AMPLIFIER, CAUSING THE AMPLIFIER TO OPERATE. CURRENT FLOWS FROM **TERMINAL (A) 9** OF THE AMPLIFIER → SERVO MOTOR → **TERMINAL (A) 8** → **GROUND**, CHANGING THE DAMPER FROM **COOL** TO **WARM** POSITION. WHEN THE RESPECTIVE RESISTANCES ARE THE SAME VALVE, THE SERVO MOTOR STOPS.

4. RADIATOR FAN AND CONDENSER FAN OPERATION

WHEN THE IGNITION SW IS ON. TURNING THE ENGINE MAIN RELAY TO ON CAUSES CURRENT TO FLOW TO THE RAD FAN FUSE AND THE CDS FAN FUSE.

***** LOW SPEED OPERATION

OPERATION OF THE A/C CONDENSER FAN CONTROL AMPLIFIER TURNS RADIATOR FAN RELAY NO.1 AND A/C FAN RELAY NO.2 AND NO.3 TO ON, AND CURRENT FROM THE CDS FAN FUSE FLOWS IN SERIES FROM THE CONDENSER FAN MOTOR → **TERMINAL 1** OF THE A/C FAN RELAY NO.2 → **TERMINAL 4** → **TERMINAL 2** OF A/C FAN RELAY NO.3 → **TERMINAL 4** → RADIATOR FAN MOTOR → **GROUND**, CAUSING EACH FAN TO ROTATE AT LOW SPEED. (THIS IS WHEN THE WATER TEMP. IS APPROX. **85**˚ TO **90**˚C (**185**˚ TO **194**˚F).)

***** HIGH SPEED OPERATION

OPERATION OF THE A/C CONDENSER FAN AMPLIFIER AND HIGH PRESSURE SW CAUSES CURRENT TO THE COIL SIDE OF RADIATOR FAN RELAY NO.1 AND A/C FAN RELAY NO.2 TO BE CUT (BOTH RELAYS OFF). ACCORDINGLY, CURRENT FROM THE RAD FAN FUSE FLOWS FROM **TERMINAL 4** OF RADIATOR FAN RELAY NO.1 → **TERMINAL 3** → RADIATOR FAN MOTOR → **GROUND**, AND CURRENT FROM THE CDS FAN FUSE FLOWS FROM THE CONDENSER FAN MOTOR → **TERMINAL 1** OF A/C FAN RELAY NO.2 → **TERMINAL 3** → **GROUND**. THIS PARALLEL CURRENT FLOW TO BOTH MOTORS CAUSES BOTH FANS TO ROTATE AT HIGH SPEED. (THIS IS WHEN THE WATER TEMP. IS APPROX. **90**˚C (**194**˚F) OR MORE, WITH THE MAGNET CLUTCH OFF, OR ELSE WITH THE MAGNET CLUTCH ON AND THE REFRIGERANT PRESSURE AT **15.5**KG/CM^2 (**220**PSI, **1520**KPA) OR MORE.)

5. AIR CONDITIONER OPERATION

WHEN THE BLOWER SW IS SET TO ON, CURRENT FROM THE 30A HEATER CB FLOWS THROUGH **TERMINAL (A) 14** OF THE A/C SW, **TERMINAL 1** OF THE A/C DUAL PRESSURE SW → **TERMINAL 2** → **TERMINAL 14** OF THE A/C AMPLIFIER, **TERMINAL 1** OF THE MAGNET CLUTCH RELAY VIA THE A/C FUSE. THE ENGINE SPEED SIGNAL FROM IGNITER, THE EVAPORATOR TEMP. SIGNAL FROM THE A/C THERMISTOR, AND THE LOCK SIGNAL FROM THE A/C COMPRESSOR ARE ALL SUPPLIED TO THE A/C AMPLIFIER. WHEN THE A/C SW IS TURNED ON, THE A/C SW ON SIGNAL IS SENT TO THE A/C AMPLIFIER, ACTIVATING IT AND TURNING ON THE MAGNET CLUTCH RELAY, SO THAT CURRENT FLOWS FROM **TERMINAL 1** OF THE RELAY → **TERMINAL 2** → A/C MAGNET CLUTCH, CAUSING THE COMPRESSOR TO OPERATE, THEN THE A/C MAGNET CLUTCH ACTIVATING THE COMPRESSOR. THE A/C OPERATION IS SHUT OFF WHEN A SIGNAL INDICATING LOW EVAPORATOR TEMP., GREAT DIFFERENCE BETWEEN THE ENGINE AND COMPRESSOR SPEEDS, HIGH WATER TEMP. SIGNAL OR ABNORMALLY HIGH OR LOW REFRIGERANT PRESSURE, IS SUPPLIED WHILE THE ENGINE HIGH SPEED SIGNAL EXISTS. WHEN ONE OF THESE SIGNALS IS RECEIVED, THE AMPLIFIER SHUTS OFF THE A/C OPERATION.

WHEN THE DIFFERENCE BETWEEN THE ENGINE AND COMPRESSOR SPEED IS EXCESSIVE, THE AMPLIFIER TURNS ON THE A/C SW INDICATOR LIGHT TO INDICATE A FAULT.

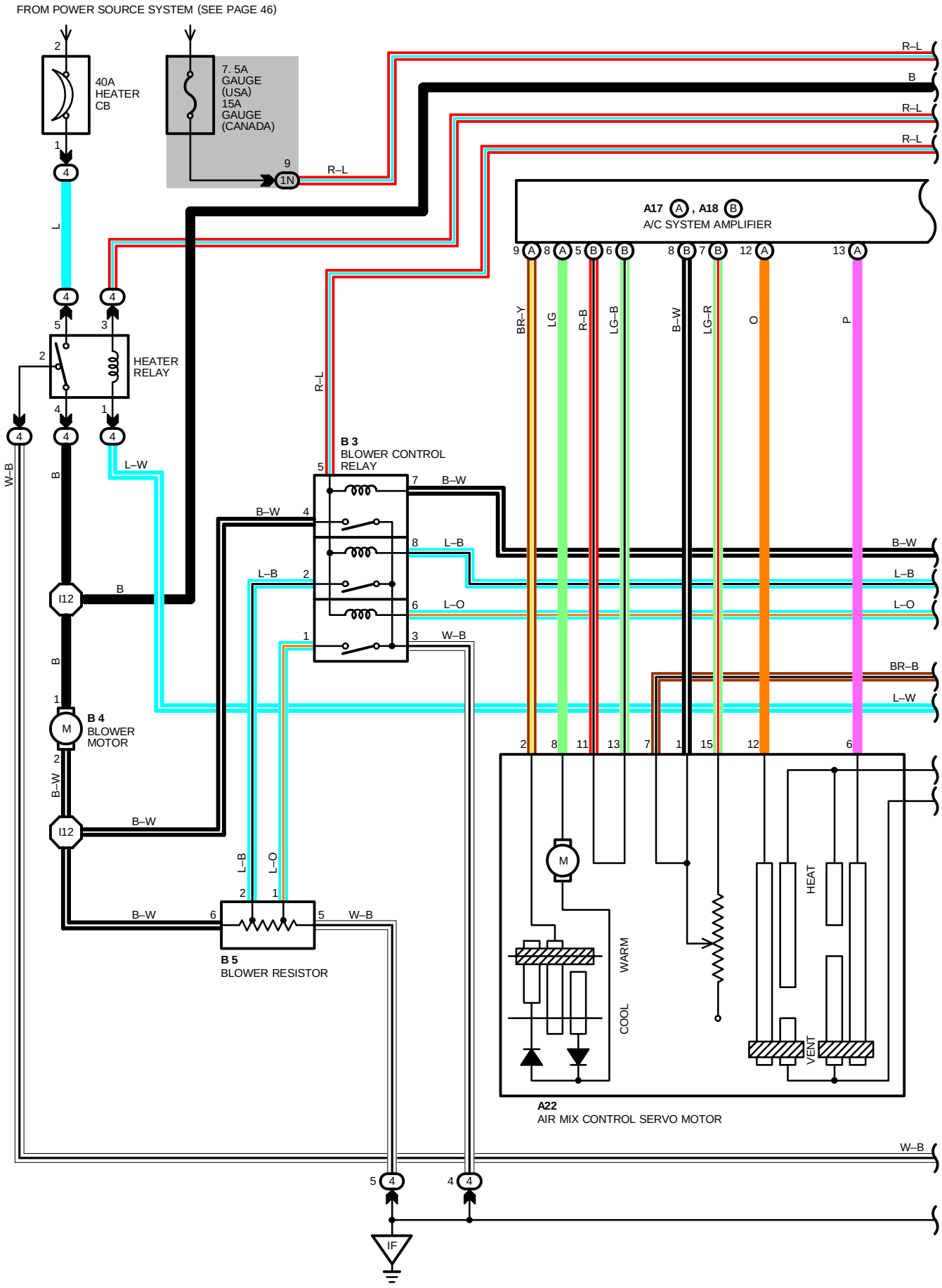
6. AIR INLET CONTROL RELAY OPERATION

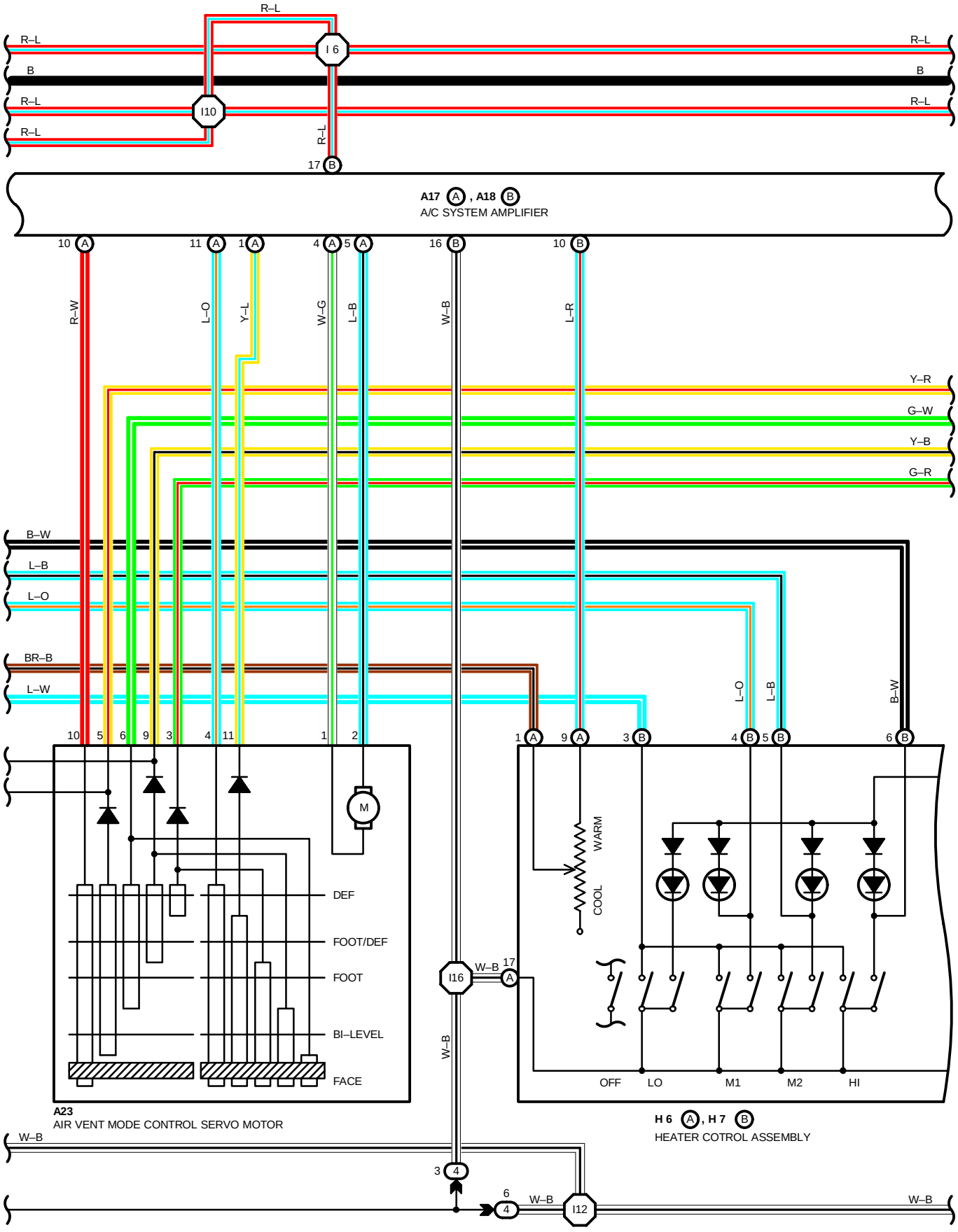
THE AIR INLET CONTROL RELAY OPERATES WHEN THE A/C SW IS ON WITH THE HEATER CONTROL IN THE **FRESH** POSITION, IF THE WATER TEMP. IS APPROX. **106**˚C **(221**˚F) OR MORE.

THE CURRENT FLOWS FROM THE COIL SIDE OF AIR INLET CONTROL RELAY TO **TERMINAL 2** OF A/C COMPRESSOR CONTROL AMPLIFIER → **TERMINAL 6** → **GROUND**, AND CURRENT FLOWS FROM SERVO MOTOR → **TERMINAL 2** → **TERMINAL 5** OF AIR INLET CONTROL RELAY → **TERMINAL 4** → **TERMINAL (A) 10** OF HEATER CONTROL ASSEMBLY → **TERMINAL (A) 17** → **GROUND**, SO THE MOTOR ROTATES AND THE DAMPER MOVES TO THE **RECIRC** SIDE.

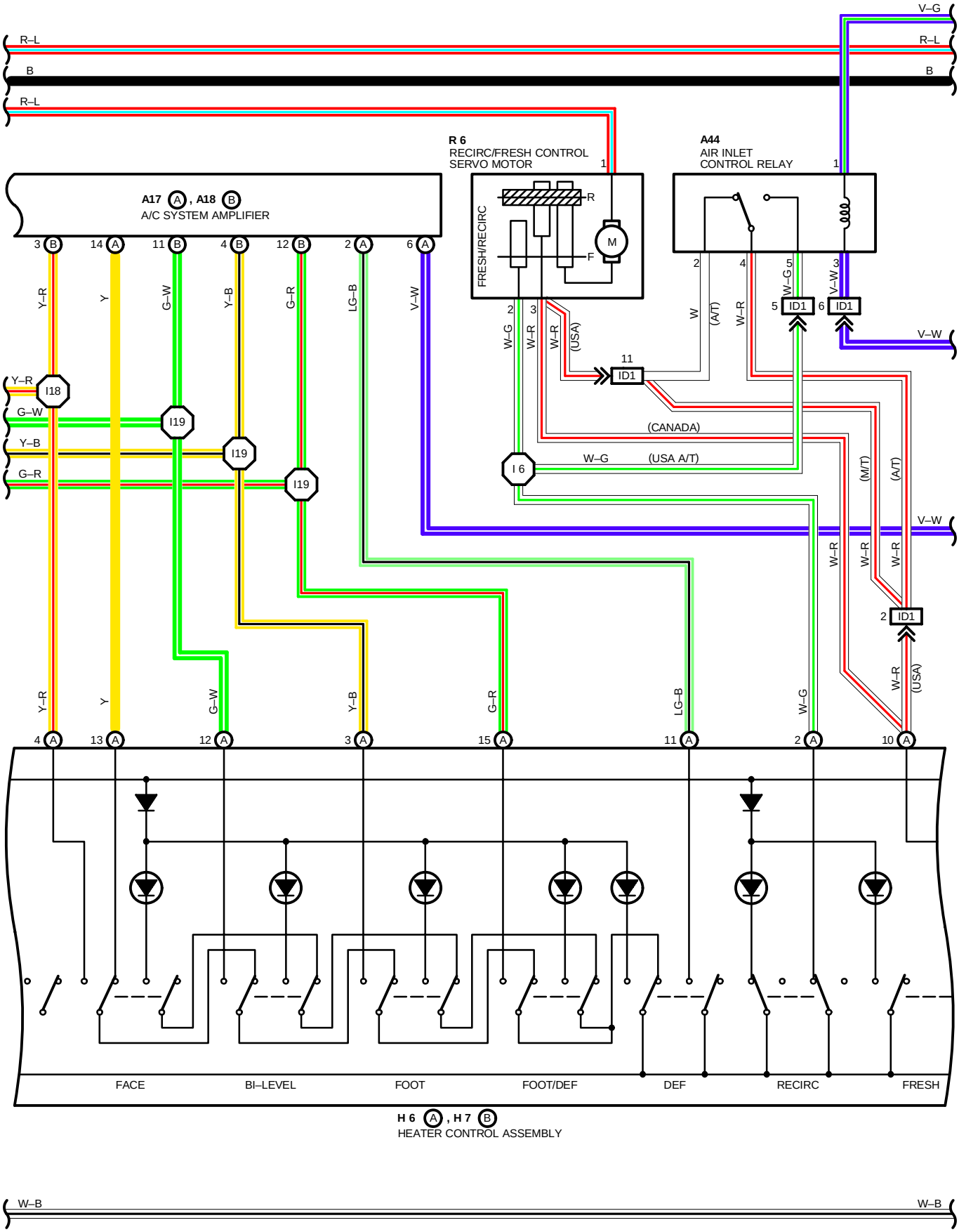
WHEN IT IS IN THE **RECIRC** POSITION, THE CIRCUIT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS IN THAT POSITION. (THE HEATER CONTROL SW DOES NOT CHANGE FROM **FRESH** TO **RECIRC** POSITION DURING THE ABOVE OPERATION, ONLY THE DAMPER CHANGES SIDES)

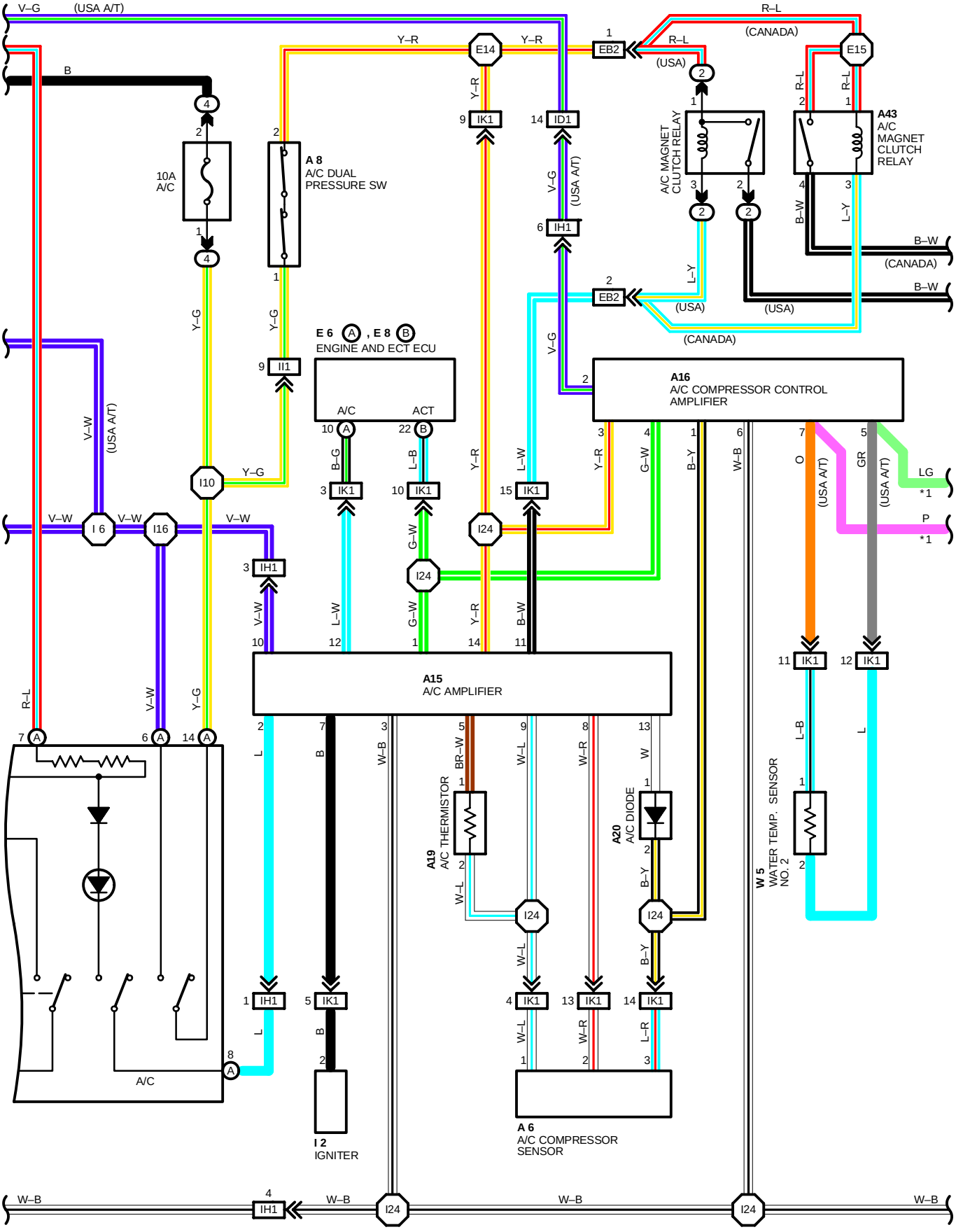
RADIATOR FAN AND AIR CONDITIONER



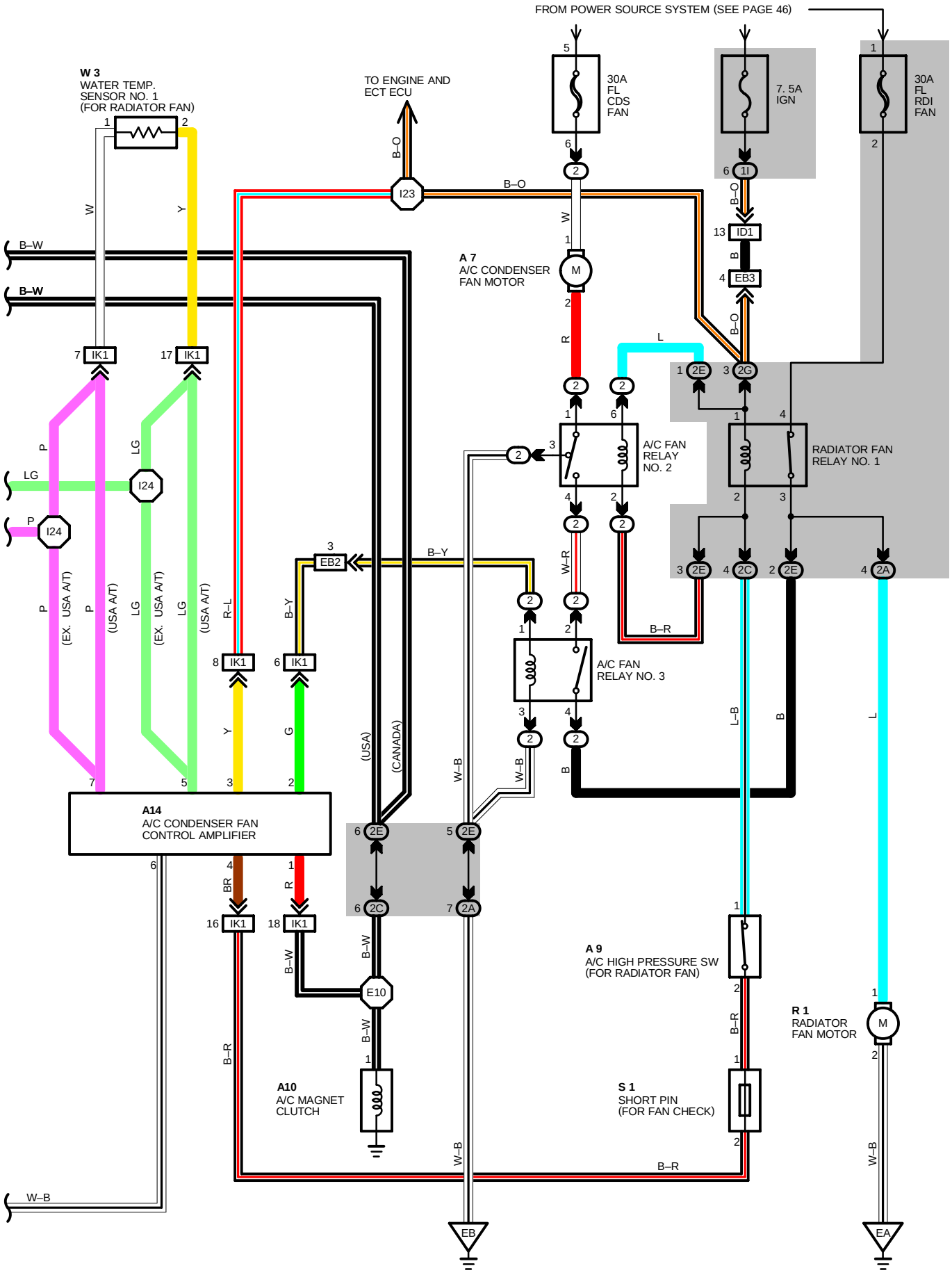

R–L
I 6
B
I10
17
A17 A , A18 B
A/C SYSTEM AMPLIFIER
R–W
L–O
Y–L
W–G
L–B
W–B
L–R
Y–R
G–W
Y–B
G–R
B–W
BR–B
L–W
M
DEF
FOOT/DEF
FOOT
BI–LEVEL
FACE
A23
AIR VENT MODE CONTROL SERVO MOTOR
WARM
COOL
OFF
LO
M1
M2
HI
H 6 A , H 7 B
HEATER COTROL ASSEMBLY
I16
I12

RADIATOR FAN AND AIR CONDITIONER




V–G (USA A/T)
B
10A A/C
A 8 A/C DUAL PRESSURE SW
Y–R
E14
IK1
ID1
EB2
R–L (CANADA)
R–L (USA)
E15
A43 A/C MAGNET CLUTCH RELAY
A/C MAGNET CLUTCH RELAY
V–G (USA A/T)
IH1
L–Y
B–W
(CANADA)
(USA)
Y–G
II1
E 6 A , E 8 B
ENGINE AND ECT ECU
A/C
ACT
B–G
L–B
L–W
G–W
B–Y
W–B
O
GR
LG *1
P *1
(USA A/T)
V–W
I10
I 6
I16
I24
A16 A/C COMPRESSOR CONTROL AMPLIFIER
A15 A/C AMPLIFIER
R–L
V–W
Y–G
L
B
W–B
BR–W
W–L
W–R
W
L–R
A19 A/C THERMISTOR
A20 A/C DIODE
W 5 WATER TEMP. SENSOR NO. 2
A/C
I 2 IGNITER
A 6 A/C COMPRESSOR SENSOR

RADIATOR FAN AND AIR CONDITIONER



A 6 GRAY

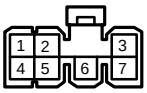
A 7 BLACK

A 8

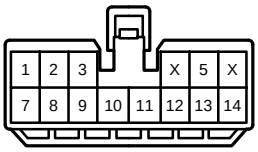
A 9 GRAY

A10 GRAY

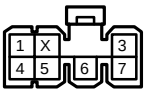
A14



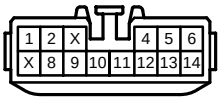
A15



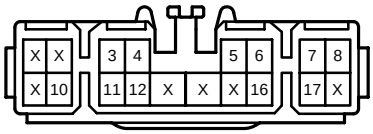
A16



A17 (A)

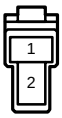


A18 (B) BLUE

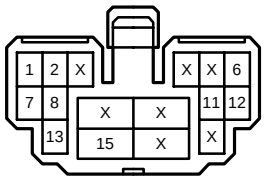


A19

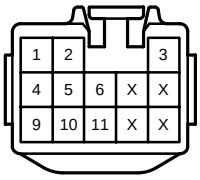
A20



A22



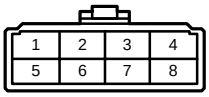
A23



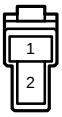
A43

A44

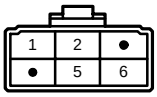
B 3 BLACK



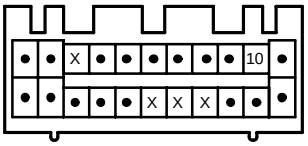
B 4



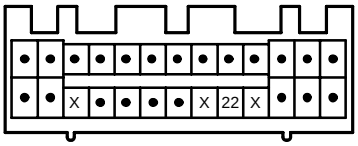
B 5



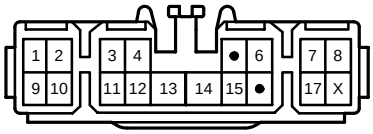
E 6 (A) DARK GRAY



E 8 (B) DARK GRAY



H 6 (A)

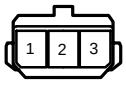


H 7 (B)

I 2 DARK GRAY

R 1 GRAY

R 6



S 1 BLACK

W 3

W 5 GRAY

RADIATOR FAN AND AIR CONDITIONER

SERVICE HINTS

RADIATOR FAN RELAY NO.1
3–4 : OPEN WITH IGNITION SW ON AND A/C HIGH PRESSURE SW ON OR WATER TEMP. IS APPROX. **90**˚C (**194**˚F) OR MORE
A/C FAN RELAY NO.2
(2) 1– (2) 3 : CLOSED WITH IGNITION SW OFF, A/C HIGH PRESSURE SW OFF OR WATER TEMP. SW OFF
(2) 1– (2) 4 : CLOSED WITH IGNITION SW ON AND A/C HIGH PRESSURE SW ON AND/OR WATER TEMP. IS APPROX. **90**˚C (**194**˚F) OR MORE
A/C FAN RELAY NO.3
(2) 2– (2) 4 : CLOSED WITH MAGNET CLUTCH ON
HEATER RELAY
(4) 4– (4) 5 : CLOSED WITH IGNITION SW ON AND BLOWER SW ON
A 8 A/C DUAL PRESSURE SW
1–2 : OPEN WITH PRESSURE LESS THAN **2.1**KG/CM^2 (**30**PSI, **206**KPA) OR ABOVE **27.0**KG/CM^2 (**384**PSI, **2648**KPA)
A 9 A/C HIGH PRESSURE SW (FOR RADIATOR FAN)
1–2 : OPEN ABOVE **15.5**KG/CM^2 (**220**PSI, **1520**KPA)
CLOSED BELOW **12.5**KG/CM^2 **178**PSI, **1226**KPA)
A14 A/C CONDENSER FAN CONTROL AMPLIFIER
3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
B 5 BLOWER RESISTOR
1–2 : APPROX. **0.8**Ω
1–5 : APPROX. **1.5**Ω
2–6 : APPROX. **0.4**Ω
A44 A/C INLET CONTROL RELAY (A/T, USA)
4–5 : CLOSED WITH ENGINE WATER TEMP. APPROX. **105**˚C (**221**˚F) OR MORE

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 6	24	**A19**	25	**E 8** B	25
A 7	24	**A20**	25	**H 6** A	25
A 8	24	**A22**	25	**H 7** B	25
A 9	24	**A23**	25	**I 2**	24
A10	24	**A43**	24	**R 1**	24
A14	25	**A44**	24	**R 6**	25
A15	25	**B 3**	25	**S 1**	24
A16	25	**B 4**	25	**W 3**	24
A17 A	25	**B 5**	25	**W 5**	24
A18 B	25	**E 6** A	25		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	20	R/B NO.2 (ENGINE COMPARTMENT LEFT)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2C	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E	20	ENGINE ROOM MAIN AND WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2G	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	28	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE J/B NO.2)
EB3	28	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (NEAR THE J/B NO.2)
ID1	30	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.1 OF LEFT KICK PANEL)
IH1	30	COWL WIRE AND A/C WIRE (BEHIND GLOVE BOX)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IK1	32	ENGINE WIRE AND A/C WIRE (BEHIND GLOVE BOX)

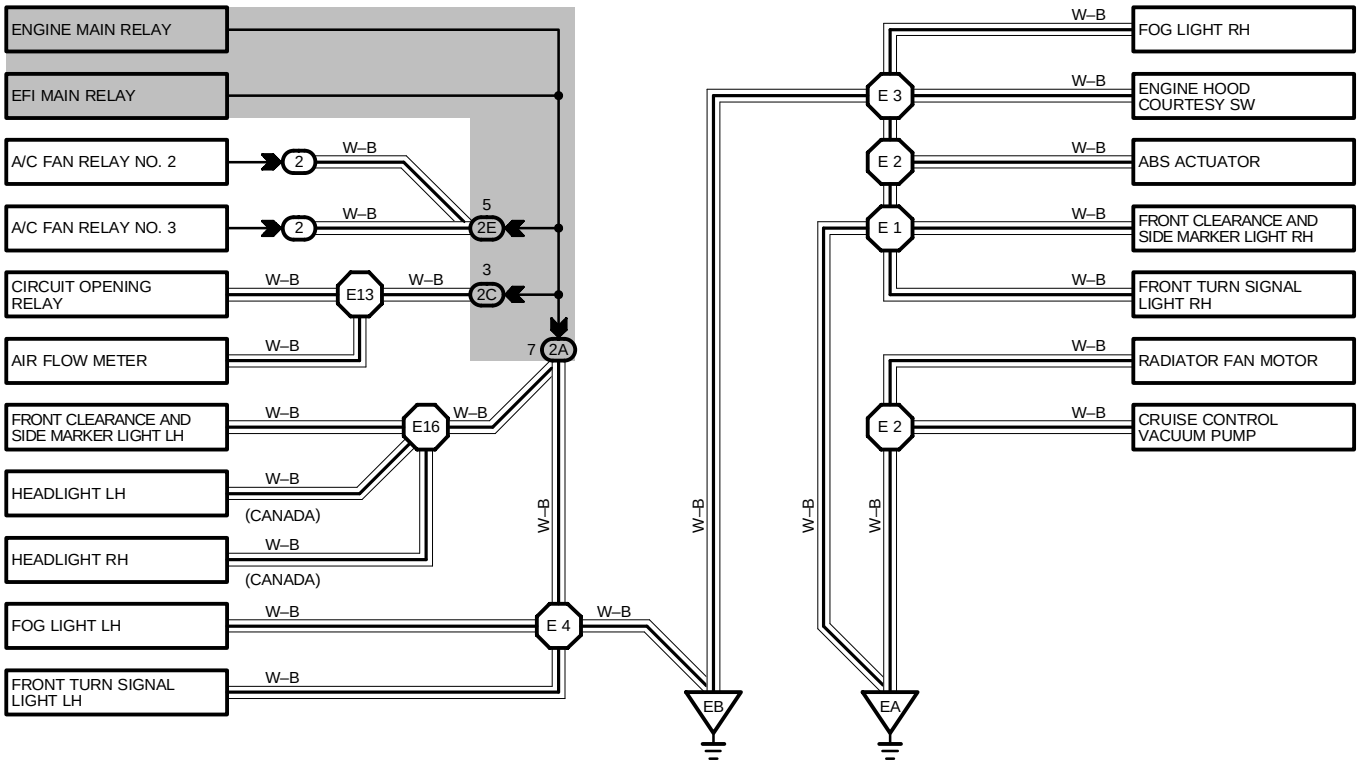
: GROUND POINTS

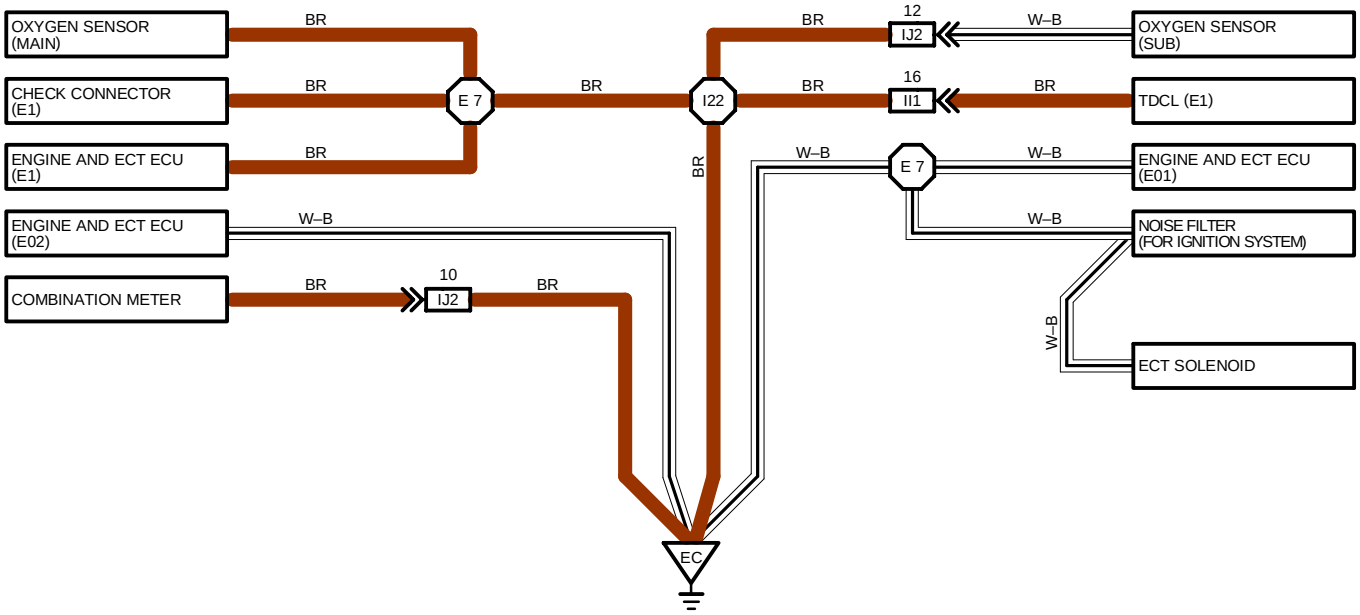
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
IF	30	R/B NO.4 SET BOLT

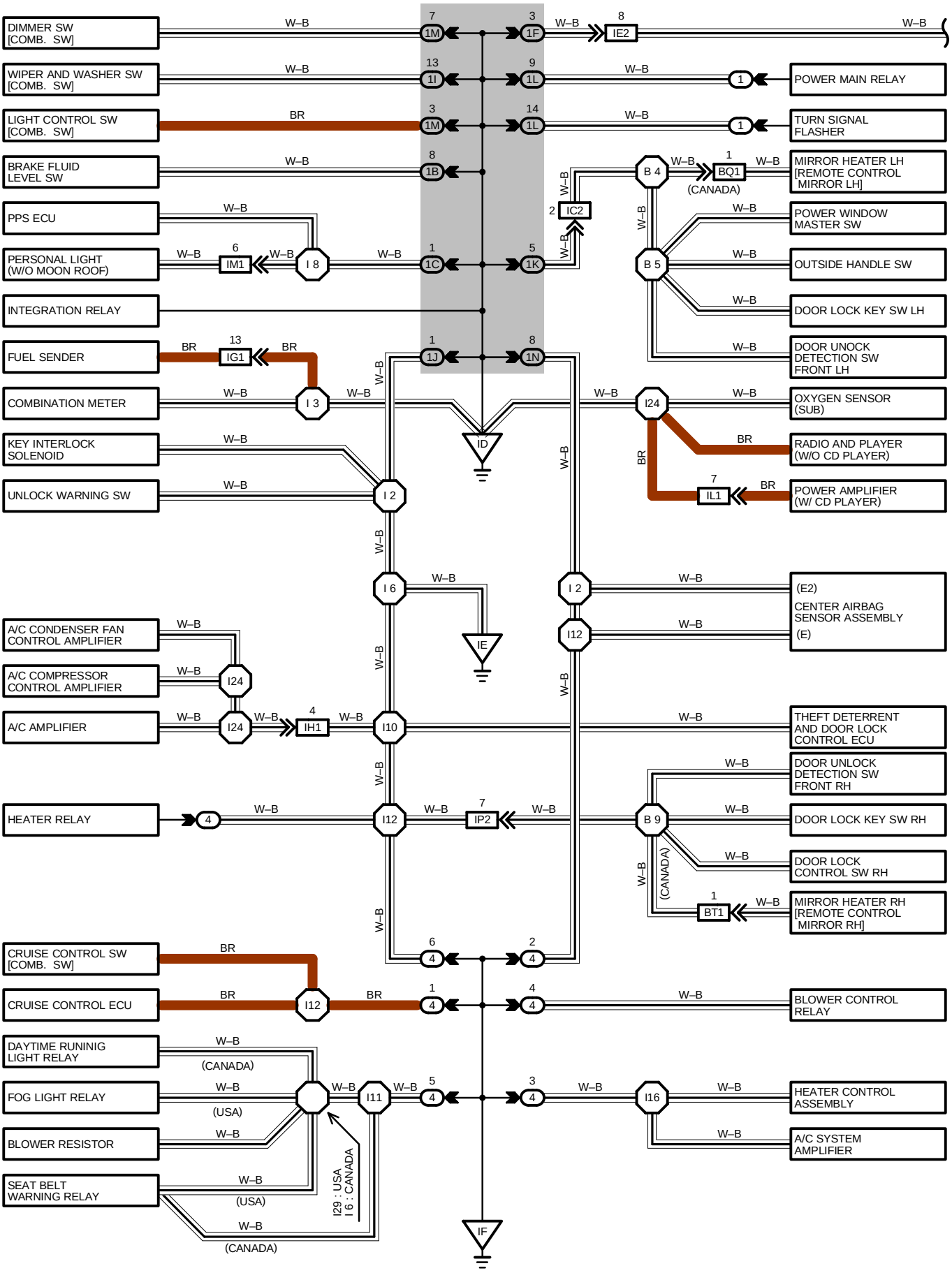
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E10	28	ENGINE WIRE	**I16**	32	COWL WIRE
E14			**I18**		
E15	28	ENGINE ROOM MAIN WIRE	**I19**		
I 6	32	COWL WIRE	**I23**	32	ENGINE WIRE
I10			**I24**	32	A/C WIRE
I12					

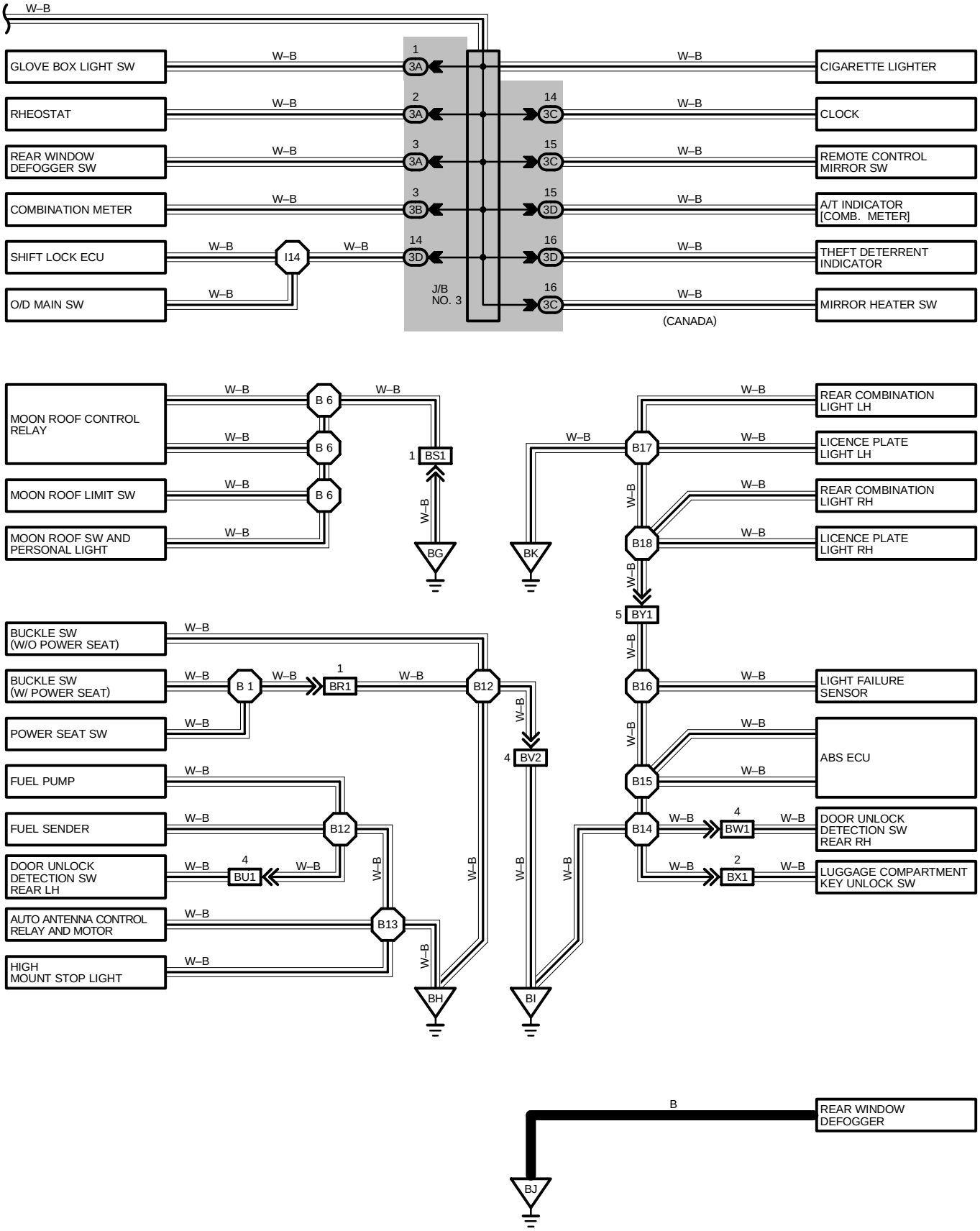
GROUND POINT






DIMMER SW [COMB. SW]
WIPER AND WASHER SW [COMB. SW]
LIGHT CONTROL SW [COMB. SW]
BRAKE FLUID LEVEL SW
PPS ECU
PERSONAL LIGHT (W/O MOON ROOF)
INTEGRATION RELAY
FUEL SENDER
COMBINATION METER
KEY INTERLOCK SOLENOID
UNLOCK WARNING SW
A/C CONDENSER FAN CONTROL AMPLIFIER
A/C COMPRESSOR CONTROL AMPLIFIER
A/C AMPLIFIER
HEATER RELAY
CRUISE CONTROL SW [COMB. SW]
CRUISE CONTROL ECU
DAYTIME RUNINIG LIGHT RELAY
FOG LIGHT RELAY
BLOWER RESISTOR
SEAT BELT WARNING RELAY
POWER MAIN RELAY
TURN SIGNAL FLASHER
MIRROR HEATER LH [REMOTE CONTROL MIRROR LH]
POWER WINDOW MASTER SW
OUTSIDE HANDLE SW
DOOR LOCK KEY SW LH
DOOR UNOCK DETECTION SW FRONT LH
OXYGEN SENSOR (SUB)
RADIO AND PLAYER (W/O CD PLAYER)
POWER AMPLIFIER (W/ CD PLAYER)
(E2)
CENTER AIRBAG SENSOR ASSEMBLY
(E)
THEFT DETERRENT AND DOOR LOCK CONTROL ECU
DOOR UNLOCK DETECTION SW FRONT RH
DOOR LOCK KEY SW RH
DOOR LOCK CONTROL SW RH
MIRROR HEATER RH [REMOTE CONTROL MIRROR RH]
BLOWER CONTROL RELAY
HEATER CONTROL ASSEMBLY
A/C SYSTEM AMPLIFIER
(CANADA)
(USA)
I29 : USA
I 6 : CANADA
W–B
BR

GROUND POINT



: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	23	R/B NO.1 (RIGHT SIDE OF J/B NO.1)
2	20	R/B NO.2 (ENGINE COMPARTMENT LEFT)
4	23	R/B NO.4 (RIGHT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	18	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	18	COWL WIRE AND J/B NO.1(LEFT KICK PANEL)
1F	18	COWL SUB WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I	18	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J		
1K		
1L		
1M		
1N		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2C	20	ENGINE WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2E	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3A	22	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL LEFT)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	30	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	30	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	30	FLOOR NO.1 WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	30	COWL WIRE AND A/C WIRE (BEHIND GLOVE BOX)
II1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IJ2	32	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IL1	32	INSTRUMENT PANEL WIRE AND CONSOLE BOX WIRE (UNDER THE RADIO AND PLAYER)
IM1	32	ROOF NO.1 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP2	32	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BQ1	34	MIRROR WIRE AND FRONT DOOR LH WIRE (LEFT DOOR INSIDE)
BR1	32	FLOOR NO.1 WIRE AND SEAT WIRE (UNDER THE DRIVER'S SEAT)
BS1	34	ROOF NO.2 WIRE AND ROOF NO.1 WIRE (FRONT SIDE OF ROOF RIGHT)
BT1	34	MIRROR WIRE AND FRONT DOOR RH WIRE (RIGHT DOOR INSIDE)
BU1	34	REAR DOOR RH WIRE AND FLOOR NO.1 WIRE (LEFT CENTER PILLAR)
BV2	34	FLOOR NO.2 WIRE AND FLOOR NO.1 WIRE (UNDER THE RIGHT SIDE OF REAR SEAT CUSHION)
BW1	34	REAR DOOR LH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)
BX1	34	LUGGAGE ROOM NO.2 WIRE AND FLOOR NO.2 WIRE (UNDER THE RIGHT QUARTER PILLAR)
BY1	34	FLOOR NO.2 WIRE AND LUGGAGE ROOM NO.1 WIRE (BACK PANEL RIGHT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT SIDE OF RIGHT FENDER
EB	28	RADIATOR LEFT
EC	28	INTAKE MANIFOLD
ID	30	LEFT KICK PANEL
IE	30	INSTRUMENT PANEL BRACE LH
IF	30	R/B NO.4 SET BOLT
BG	34	ROOF RIGHT
BH	34	UNDER THE LEFT QUARTER PILLAR
BI	34	UNDER THE RIGHT QUARTER PILLAR
BJ	34	LEFT QUARTER PILLAR
BK	34	BACK PANEL CENTER

GROUND POINT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	28	ENGINE ROOM MAIN WIRE	**I22**	32	ENGINE WIRE
E 2			**I24**	32	A/C WIRE
E 3			**I29**	32	COWL WIRE
E 4			**B 1**	32	SEAT WIRE
E 7	28	ENGINE WIRE	**B 4**	34	FRONT DOOR LH WIRE
E13			**B 5**		
E16	28	ENGINE ROOM MAIN WIRE	**B 6**	34	ROOF NO.2 WIRE
I 2	32	COWL WIRE	**B 9**	34	FRONT DOOR RH WIRE
I 3	32	INSTRUMENT PANEL WIRE	**B12**	34	FLOOR NO.1 WIRE
I 6	32	COWL WIRE	**B13**		
I 8			**B14**	34	FLOOR NO.2 WIRE
I10			**B15**		
I11			**B16**		
I12			**B17**	34	LUGGAGE ROOM NO.1 WIRE
I14	32	INSTRUMENT PANEL WIRE	**B18**		
I16	32	COWL WIRE			