FOREWORD

This wiring diagram manual has been prepared to provide information on the electrical system of the 1995 LEXUS GS300.

Applicable models: JZS 147 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.
• 1995 LEXUS GS300 Repair Manual Volume 1 Volume 2 • 1995 LEXUS New Car Features	 RM406U1 RM406U2 NCF110U

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

When handling supplemental restraint system components (removal, installation or inspection, etc.), always follow the direction given in the repair manuals listed above to prevent accidents and supplemental restraint system 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 WIRING 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 described in this manual.
K	OVERALL ELECTRICAL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

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

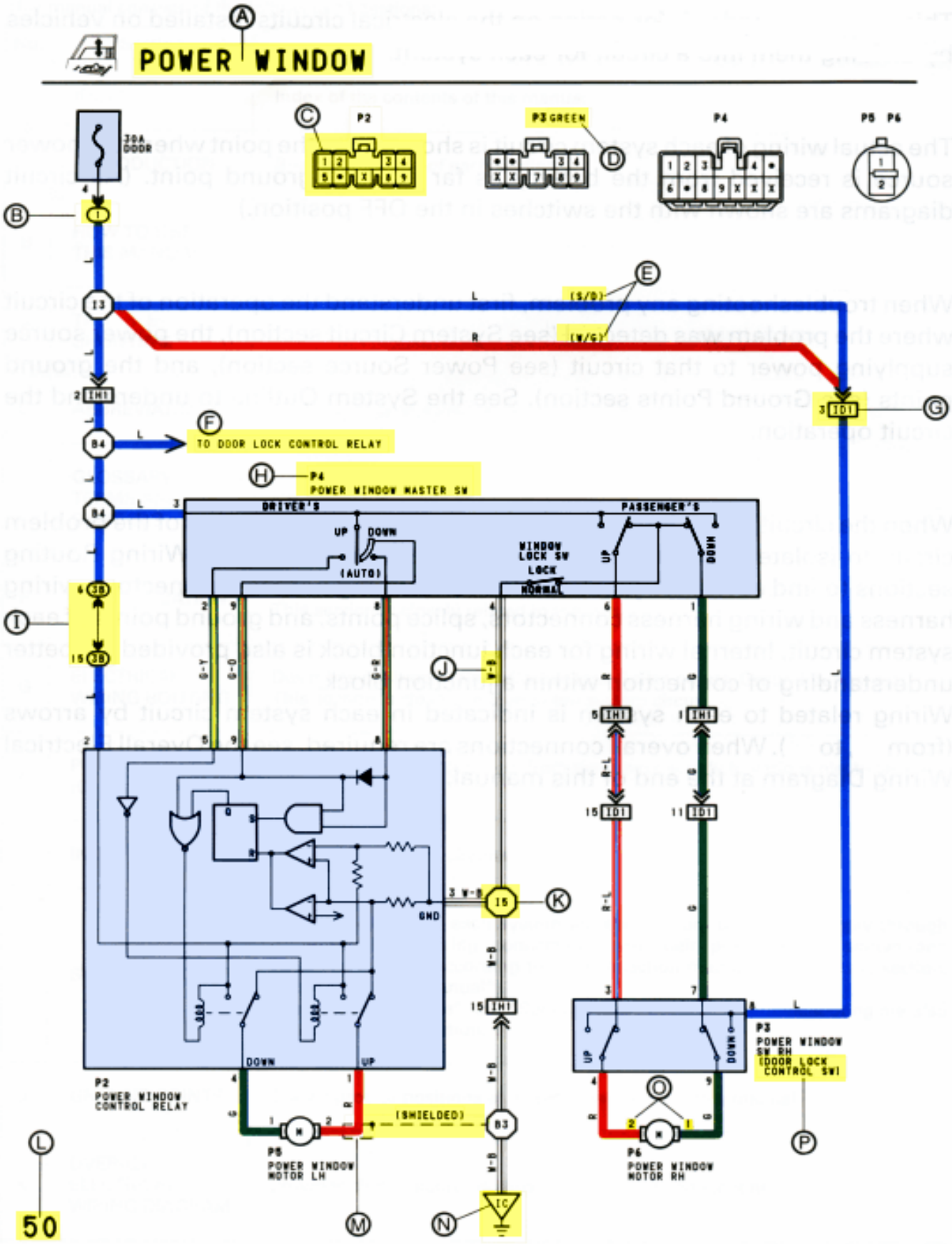
The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)

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 Wire 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 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.



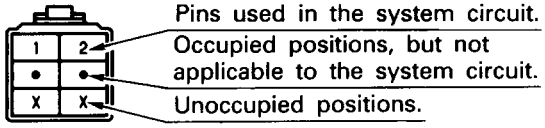
Ⓐ : System Title

Ⓑ : 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

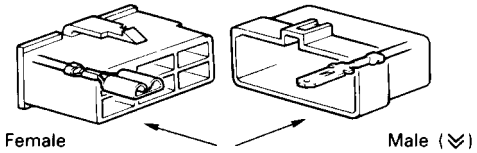
Connectors not indicated are milky white in color.

Ⓔ : ( ) 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.



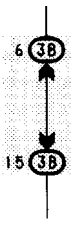
The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

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.

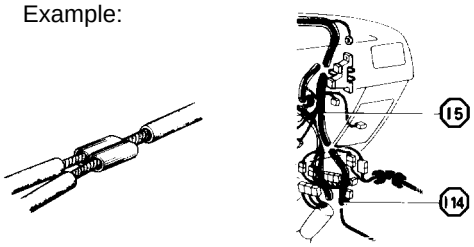
B = Black	L = Blue	R = Red
BR = Brown	LG = Light Green	V = Violet
G = Green	O = Orange	W = White
GR = Gray	P = Pink	Y = Yellow

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

Example: L – Y

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

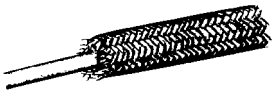
Example:



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

Ⓛ : Page No.

Ⓜ : Indicates a shielded cable.



Ⓝ : Indicates a ground point.

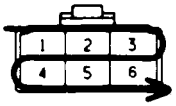
The first letter of the code for each ground point(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

Ⓞ : Indicates the pin number of the connector.

The numbering system is different for female and male connectors.

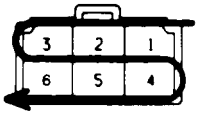
Example:

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 → **TERMINAL 2** TO OPERATE A POWER WINDOW CONTROL RELAY. THUS THE CURRENT INSIDE THE RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE RELAY → **TERMINAL 3** → 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 → **TERMINALS 8** AND **9** TO OPERATE THE RELAY. THUS THE CURRENT INSIDE THE POWER WINDOW CONTROL RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 1** OF THE RELAY → **TERMINAL 3** → 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) → **TERMINAL 4** → **TERMINAL 2** OF THE MOTOR → **TERMINAL 1** → **TERMINAL 9** OF THE POWER WINDOW SW → **TERMINAL 7** → **TERMINAL 1** OF THE MASTER SW → **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

P 2 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 MASTER SW ON **UP** POSITION

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

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

P 4 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
P 2	21	**P 4**	21	**P 6**	21
P 3	21	**P 5**	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

Part is 4th in order

Power Window Master SW

Ⓣ : 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.

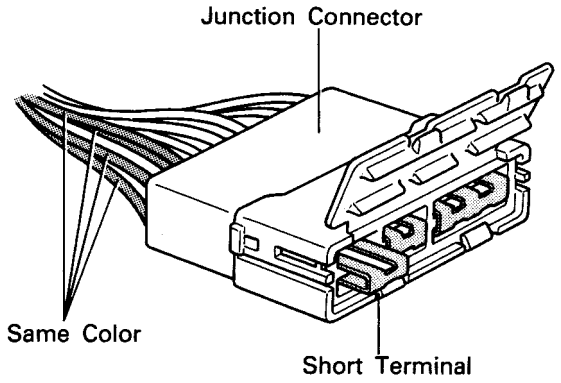
Ⓦ : Indicates the reference page showing the position of the ground points on the vehicle.

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.

HINT



Junction connector (code: J1, J2, J3, J4, J5, J6, J7, J8, J9, J10, J11, J12, J13) in this manual include a short terminal which is connected to a number of wire harnesses. Always perform inspection with the short terminal installed. (When installing the wire harnesses, the harnesses can be connected to any position within the short terminal grouping. Accordingly, in other vehicles, the same position in the short terminal may be connected to a wire harness from a different part.)

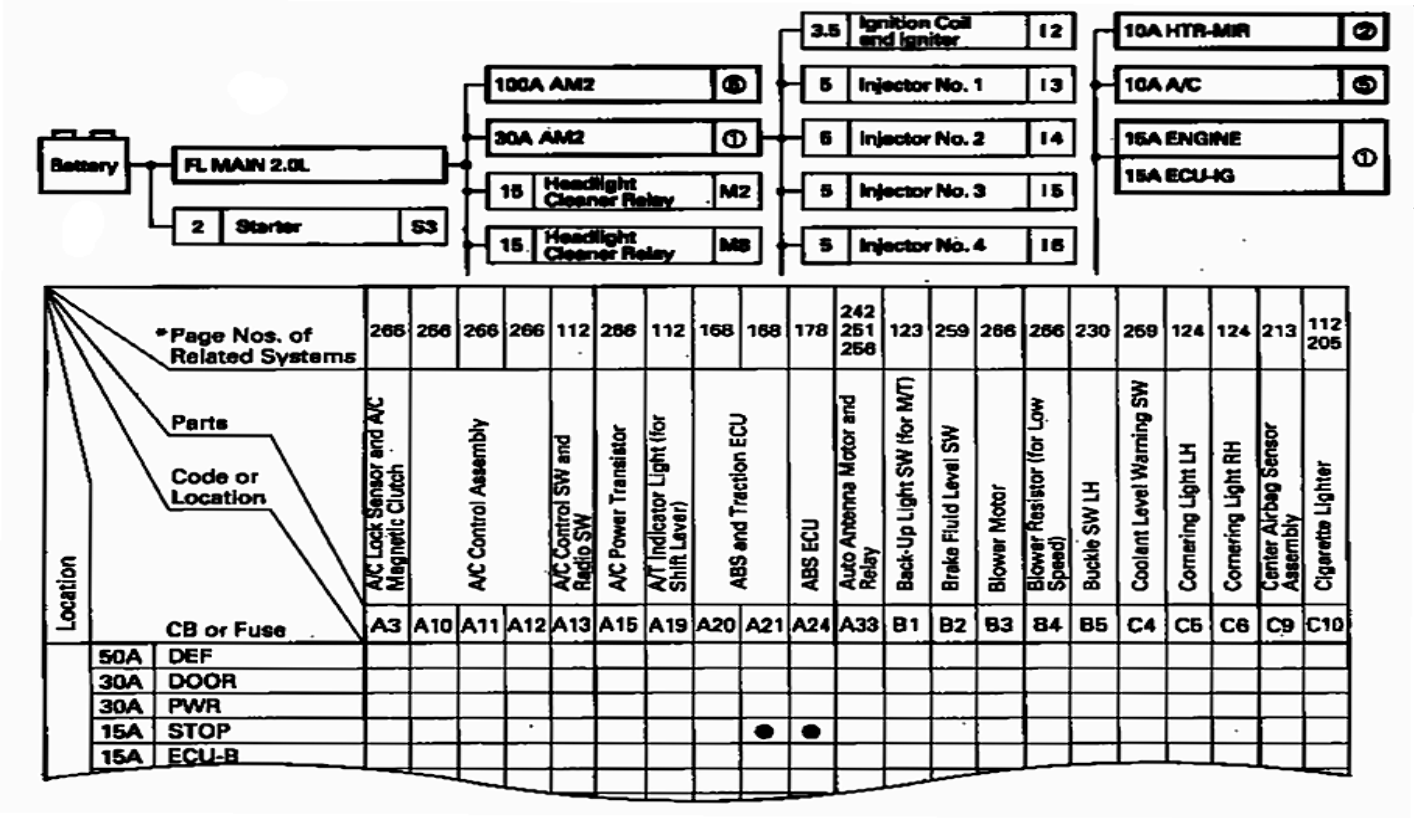
Wire harness share the same short terminal grouping have the same color.

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.

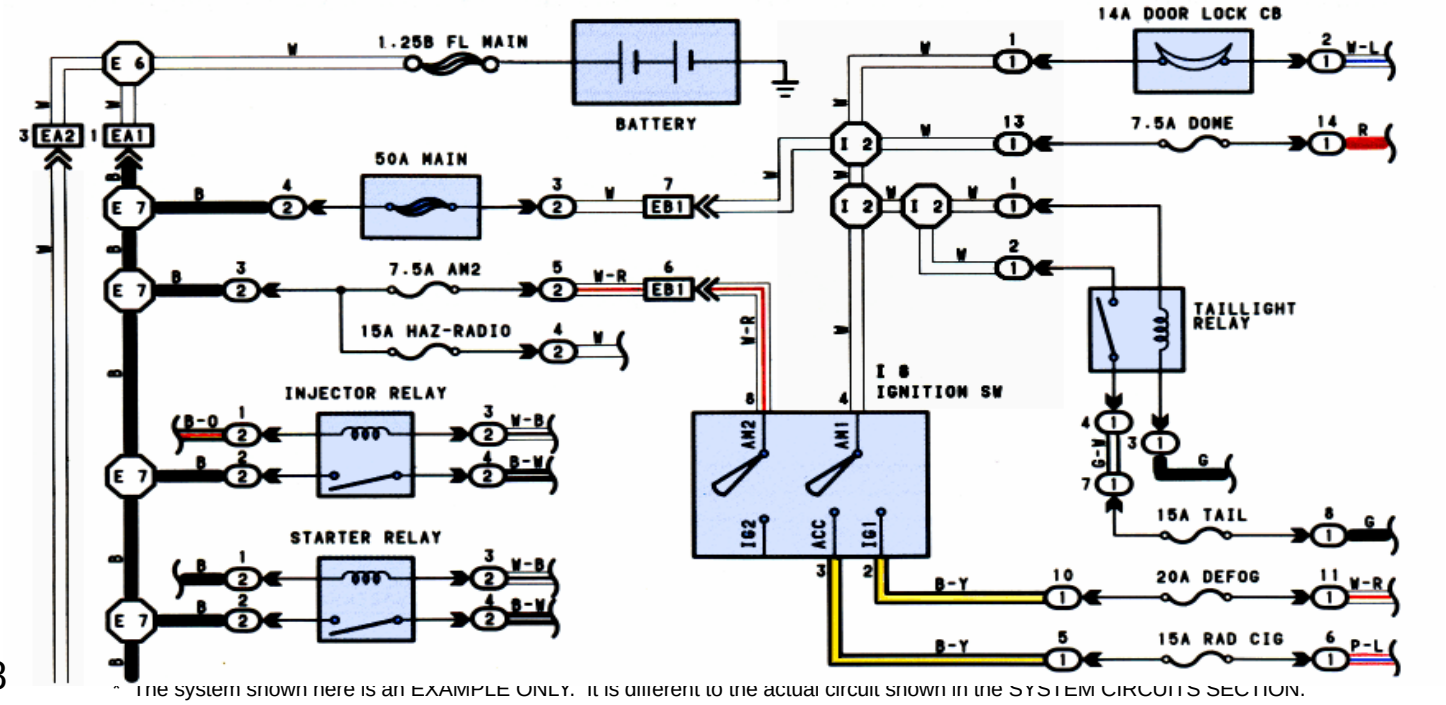
H POWER SOURCE (Current Flow Chart)

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.



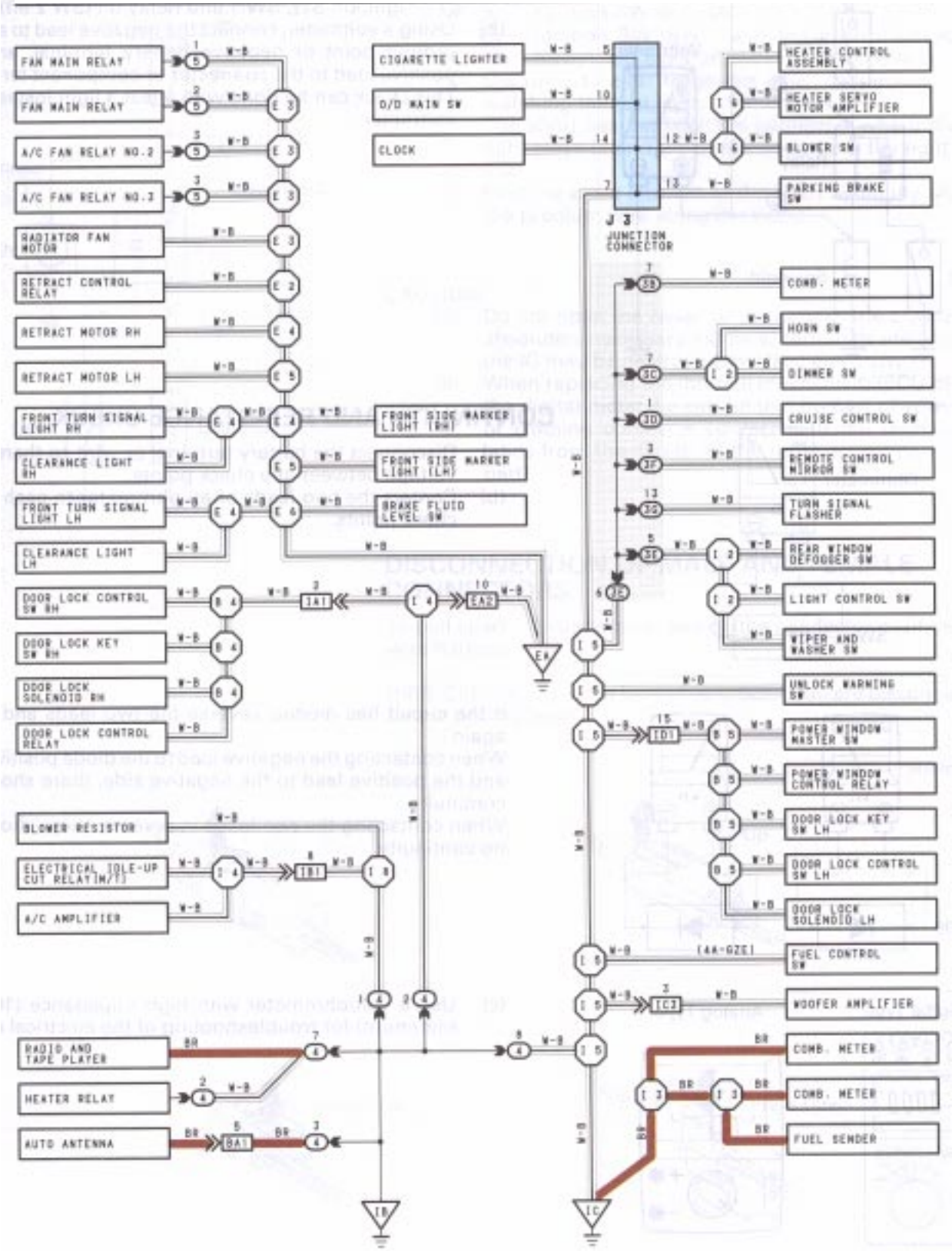
POWER SOURCE



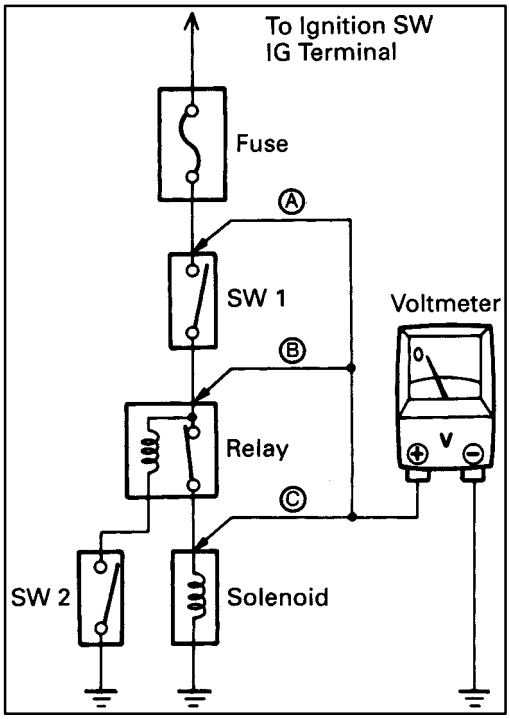
* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

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.

J 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.

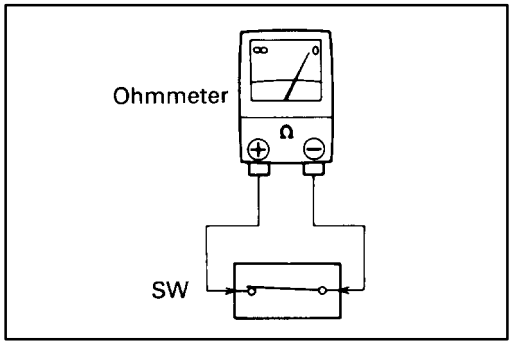
Example:

Ⓐ – Ignition SW on

Ⓑ – Ignition SW and SW 1 on

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

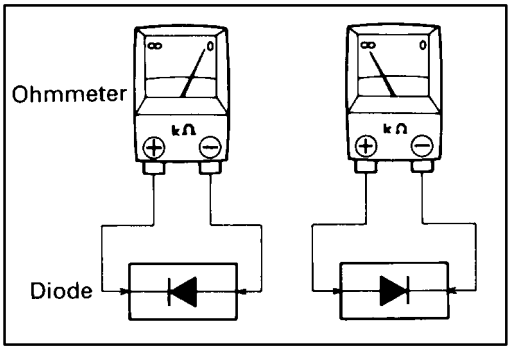
(b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

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

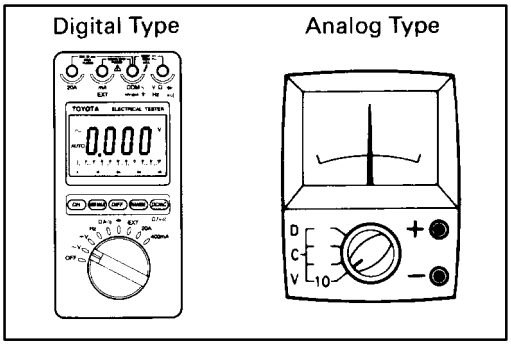
(b) Contact the two leads of an ohmmeter to each of the check points.



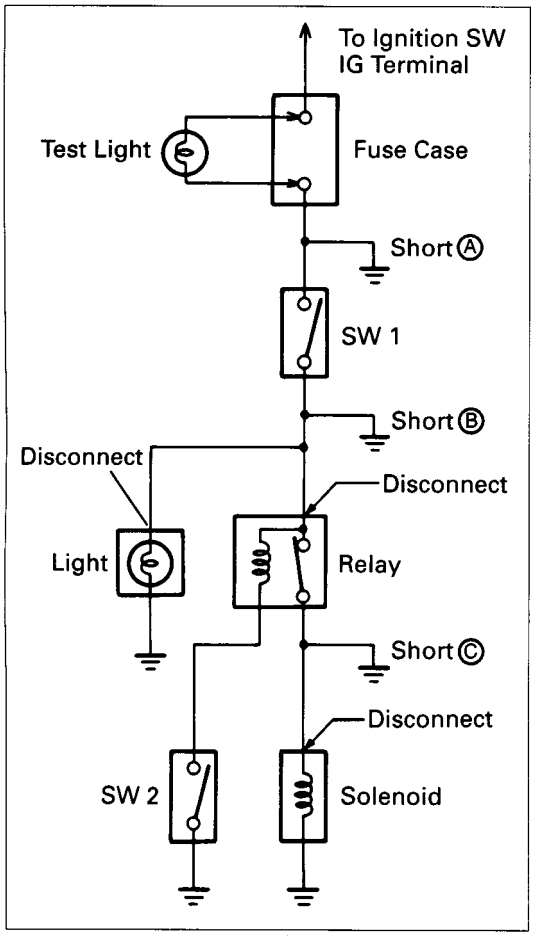
If the circuit has diodes, reverse the two leads and check again.

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:

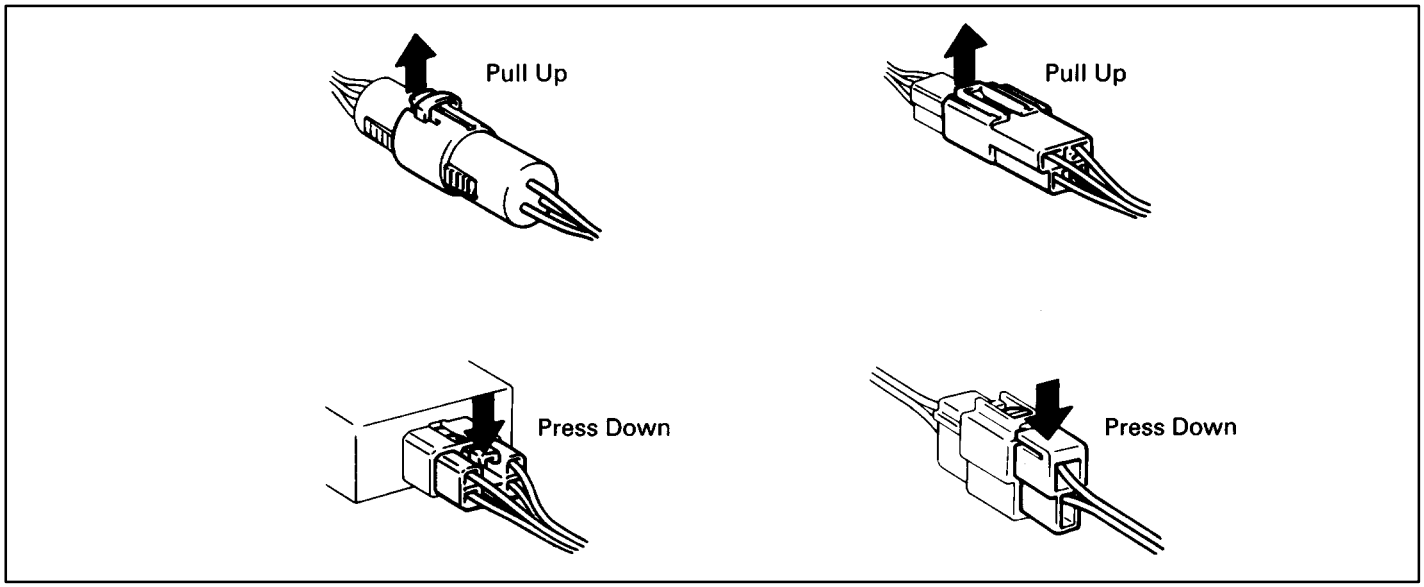
(a) Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)

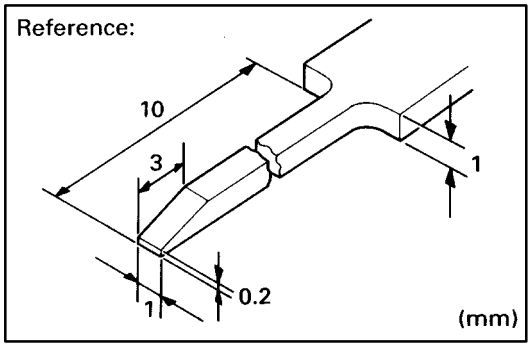
(b) When replacing the internal mechanism (ECU part) of the digital meter, be careful that no part of your body or clothing comes in contact with the terminals of leads from the IC, etc. of the replacement part (spare part).

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.





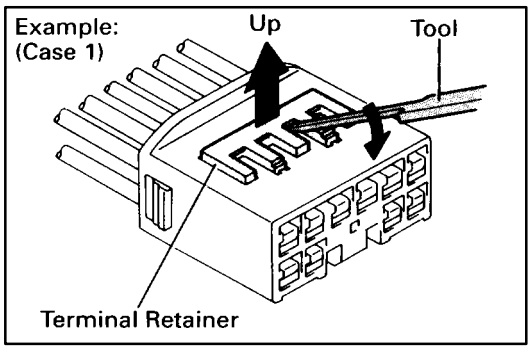
HOW TO REPLACE TERMINAL

(with terminal retainer or secondary locking device)

1. PREPARE THE SPECIAL TOOL

   HINT: To remove the terminal from the connector, please construct and use the special tool or like object shown on the left.

2. DISCONNECT CONNECTOR



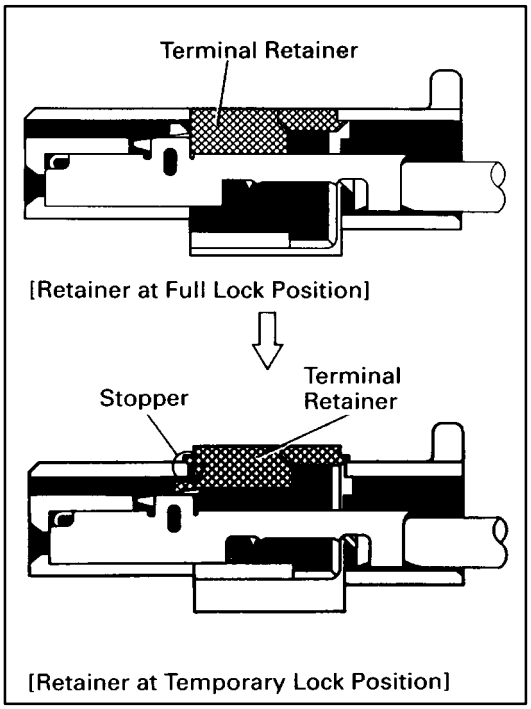
3. DISENGAGE THE SECONDARY LOCKING DEVICE OR TERMINAL RETAINER

   (a) Locking device must be disengaged before the terminal locking clip can be released and the terminal removed from the connector.

   (b) Use a special tool or the terminal pick to unlock the secondary locking device or terminal retainer.

NOTICE:

Do not remove the terminal retainer from connector body.

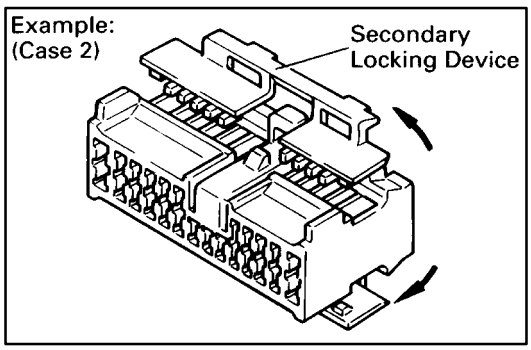


Ⓐ For Non–Waterproof Type Connector

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

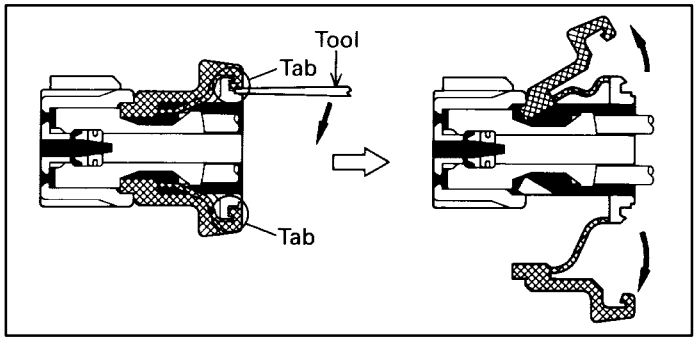
"Case 1"

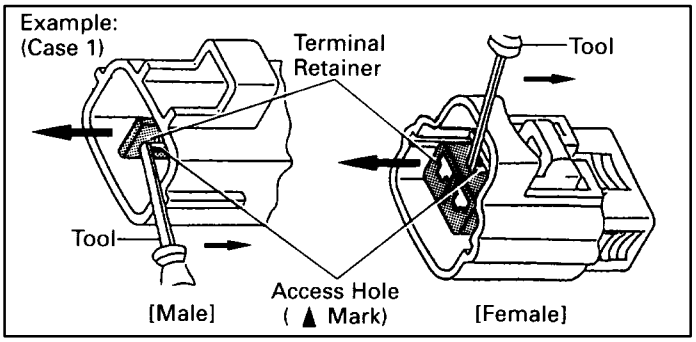
Raise the terminal retainer up to the temporary lock position.



"Case 2"

Open the secondary locking device.



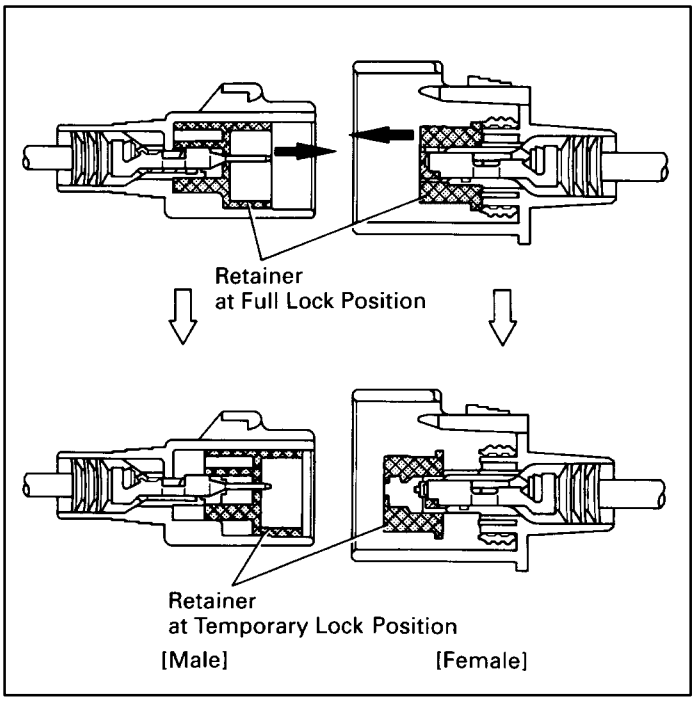


Ⓑ For Waterproof Type Connector

HINT: Terminal retainer color is different according to connector body.

Example:

Terminal Retainer	Connector Body
Black or White	: Gray
Black or White	: Dark Gray
Gray or White	: Black

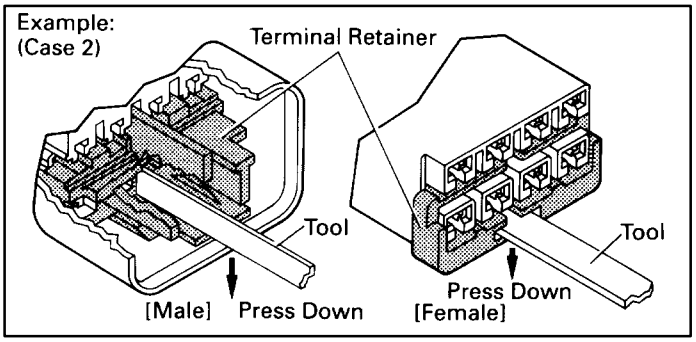


"Case 1"

Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

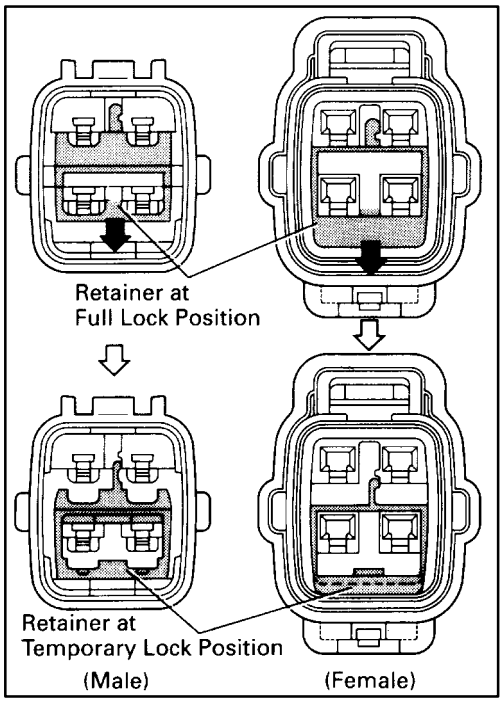
Insert the special tool into the terminal retainer access hole (▲ Mark) and pull the terminal retainer up to the temporary lock position.

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

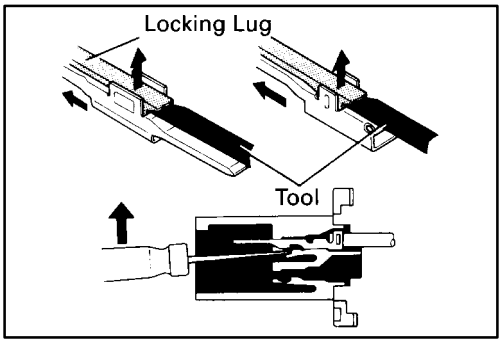


"Case 2"

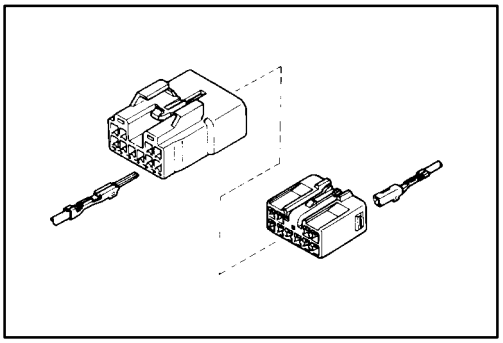
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.



Push the terminal retainer down to the temporary lock position.



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

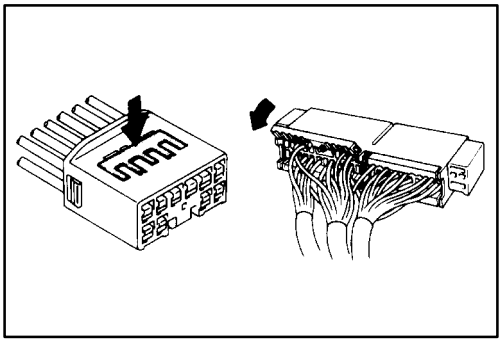


4. INSTALL TERMINAL TO CONNECTOR

(a) Insert the terminal.

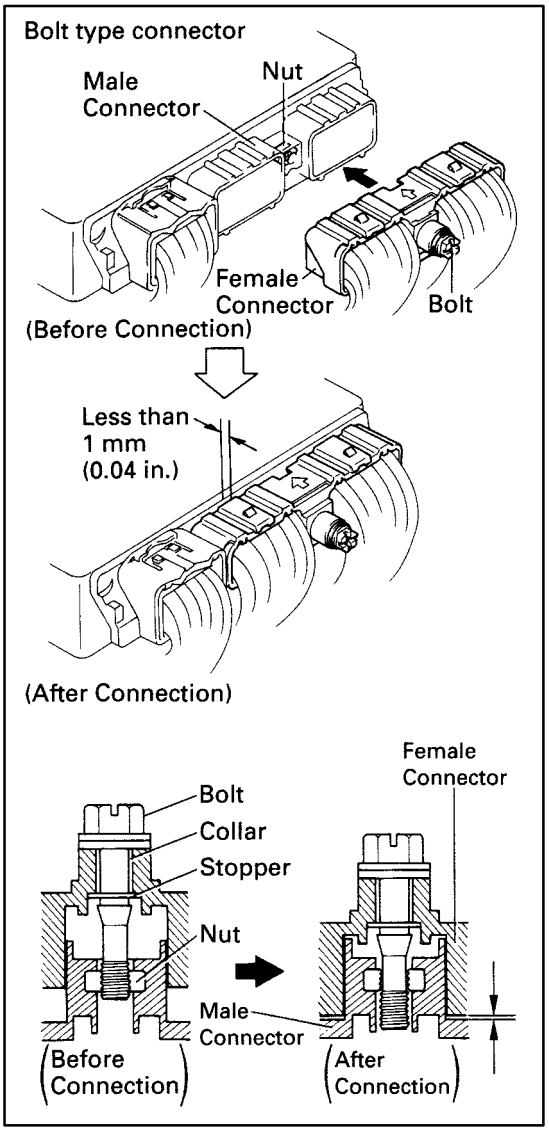
HINT:

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 secondary locking device or terminal retainer into the full lock position.

5. CONNECT CONNECTOR



DISCONNECTION AND CONNECTION OF BOLT TYPE CONNECTORS

For engine control module (engine and electronically controlled transmission ECU) in this vehicle, connectors are used which require a bolt built into the connector to be screwed down to securely connect the connector.

1. Disconnect the connector

   After completely loosening the bolt, the two parts of the connector can be separated.

   NOTICE:

   Do not pull the wire harness when disconnecting the connector.

2. Connect the connector

   NOTICE:

   Before connecting the connector, always check that the terminals are not bent or damaged.

   (a) Match the guide section of the male connector correctly with the female connector, then press them together.

   (b) Tighten the bolt.

   Make sure the connectors are completely connected, by tightening the bolt until there is a clearance of less than 1 mm (0.04 in.) between the bottom of male connector and the end of female connector.

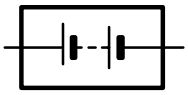
ABBREVIATIONS

The following abbreviations are used in this manual.

ABS	=	Anti–Lock Brake System			
A/C	=	Air Conditioning	PPS	=	Progressive Power Steering
A/T	=	Automatic Transmission	R/B	=	Relay Block
COMB.	=	Combination	RH	=	Right–Hand
ECU	=	Electronic Control Unit	SRS	=	Supplemental Restraint System
EFI	=	Electronic Fuel Injection	SW	=	Switch
EGR	=	Exhaust Gas Recirculation	TDCL	=	Total Diagnostic Communication Link
EVAP	=	Evaporative Emmission	TEMP.	=	Temperature
ISC	=	Idle Speed Control	TRAC	=	Traction Control
J/B	=	Junction Block	VSV	=	Vacuum Switching Valve
LH	=	Left-Hand	w/	=	With
O/D	=	Overdrive	w/o	=	Without

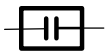
* The titles given inside the components are the names of the terminals (terminal codes) and are not treated as being abbreviations.

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

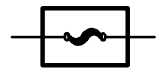
A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.

DISTRIBUTOR, IIA

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

FUSE

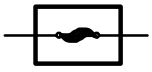
A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.



(for Medium Current Fuse)

FUSIBLE LINK

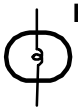
A heavy–gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit. The numbers indicate the cross–section surface area of the wires.



(for High Current Fuse or Fusible Link.)

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

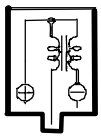
1. SINGLE FILAMENT

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 ingition 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.

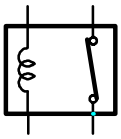
METER, DIGITAL

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

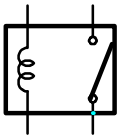
MOTOR

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

RELAY



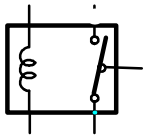
1. NORMALLY CLOSED



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

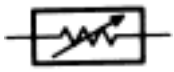
A relay which passes current through one set of contacts or the other.

RESISTOR

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

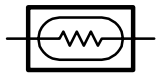
RESISTOR, TAPPED

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)

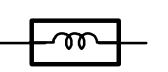
A resistor which varies its resistance with temperature.

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.



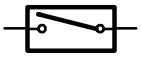
SOLENOID

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

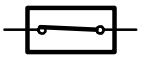
SPEAKER

An electromechanical device which creates sound waves from current flow.

SWITCH, MANUAL



1. NORMALLY OPEN

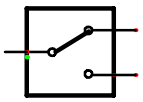


2. NORMALLY CLOSED

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

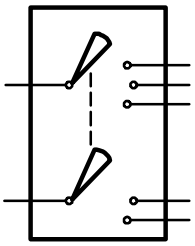
SWITCH, DOUBLE THROW

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



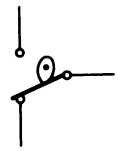
SWITCH, IGNITION

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



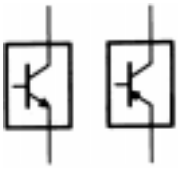
SWITCH, WIPER PARK

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



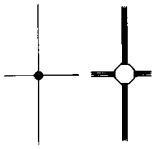
TRANSISTOR

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



WIRES

(1) NOT CONNECTED

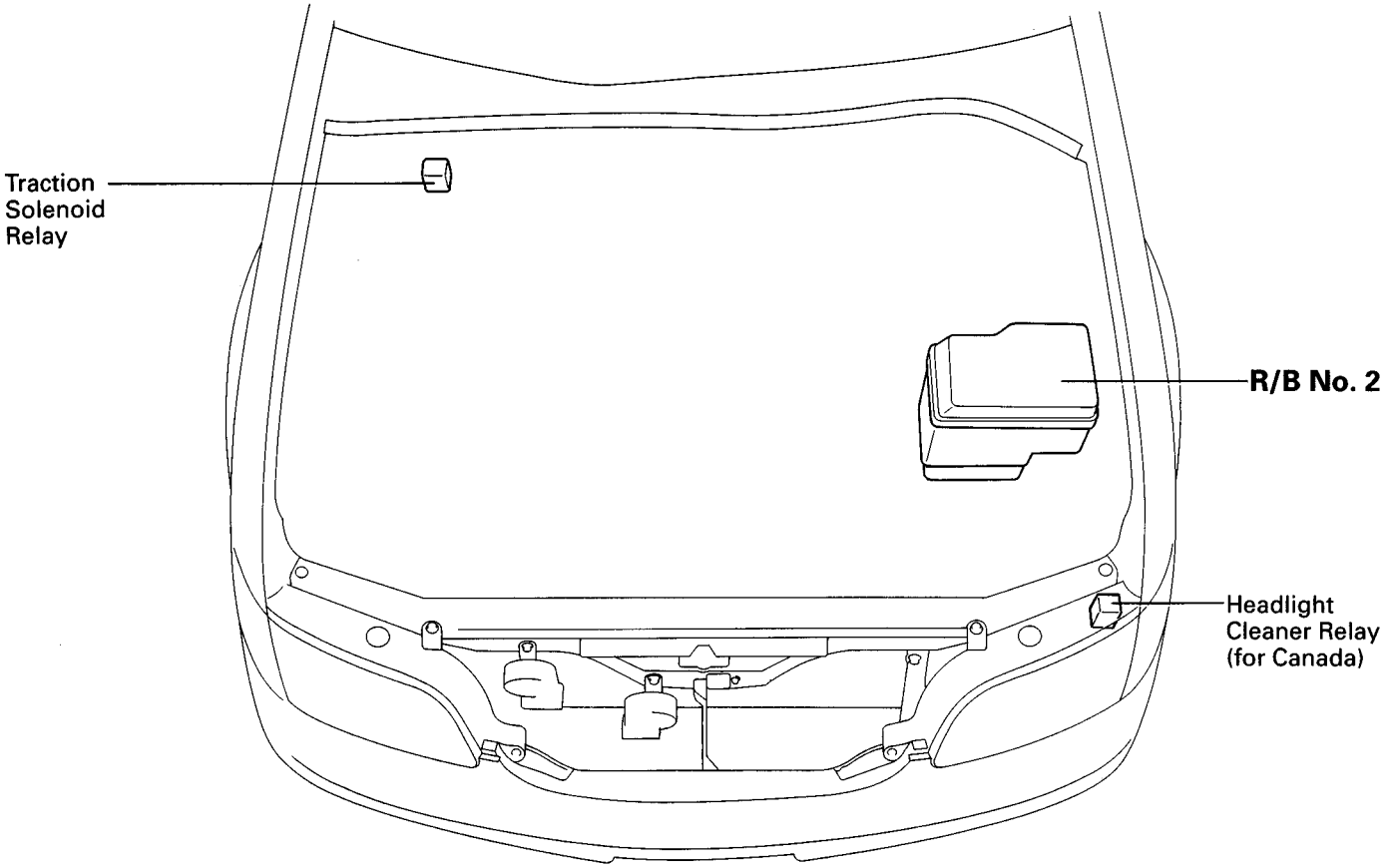


(2) SPLICED

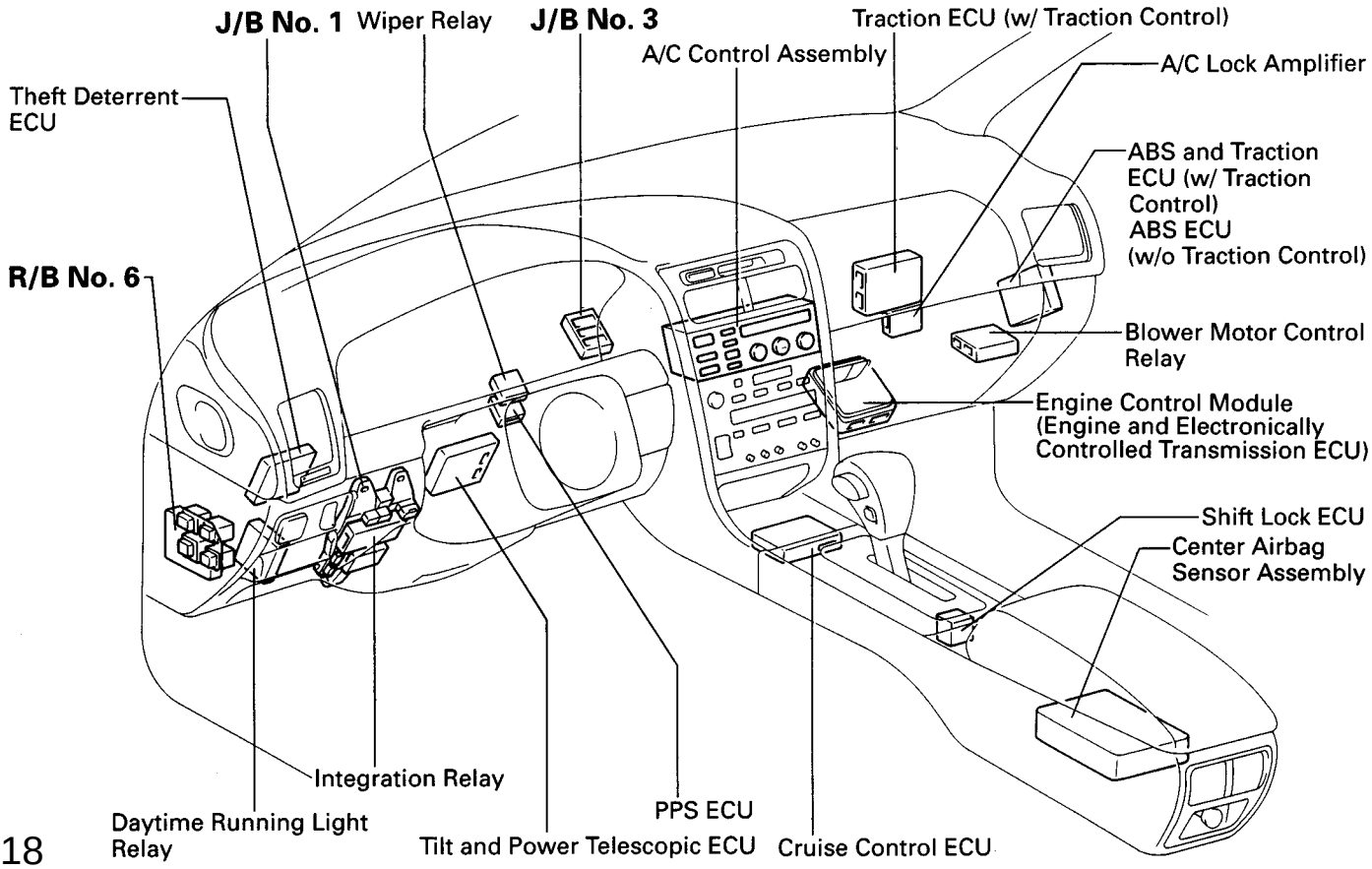
Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot or octagonal (◯) mark at the juction are spliced (joined) connections.

RELAY LOCATIONS

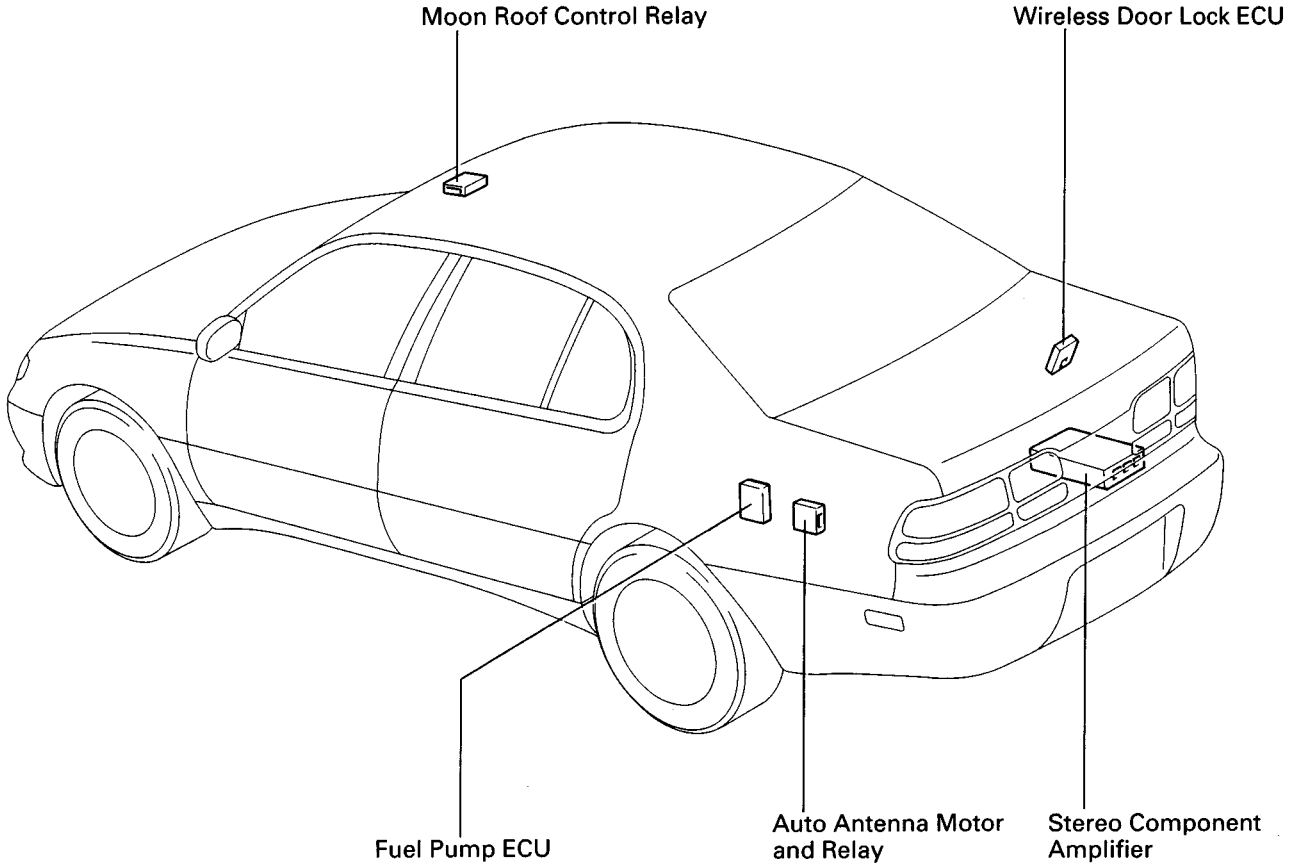
[Engine Compartment]



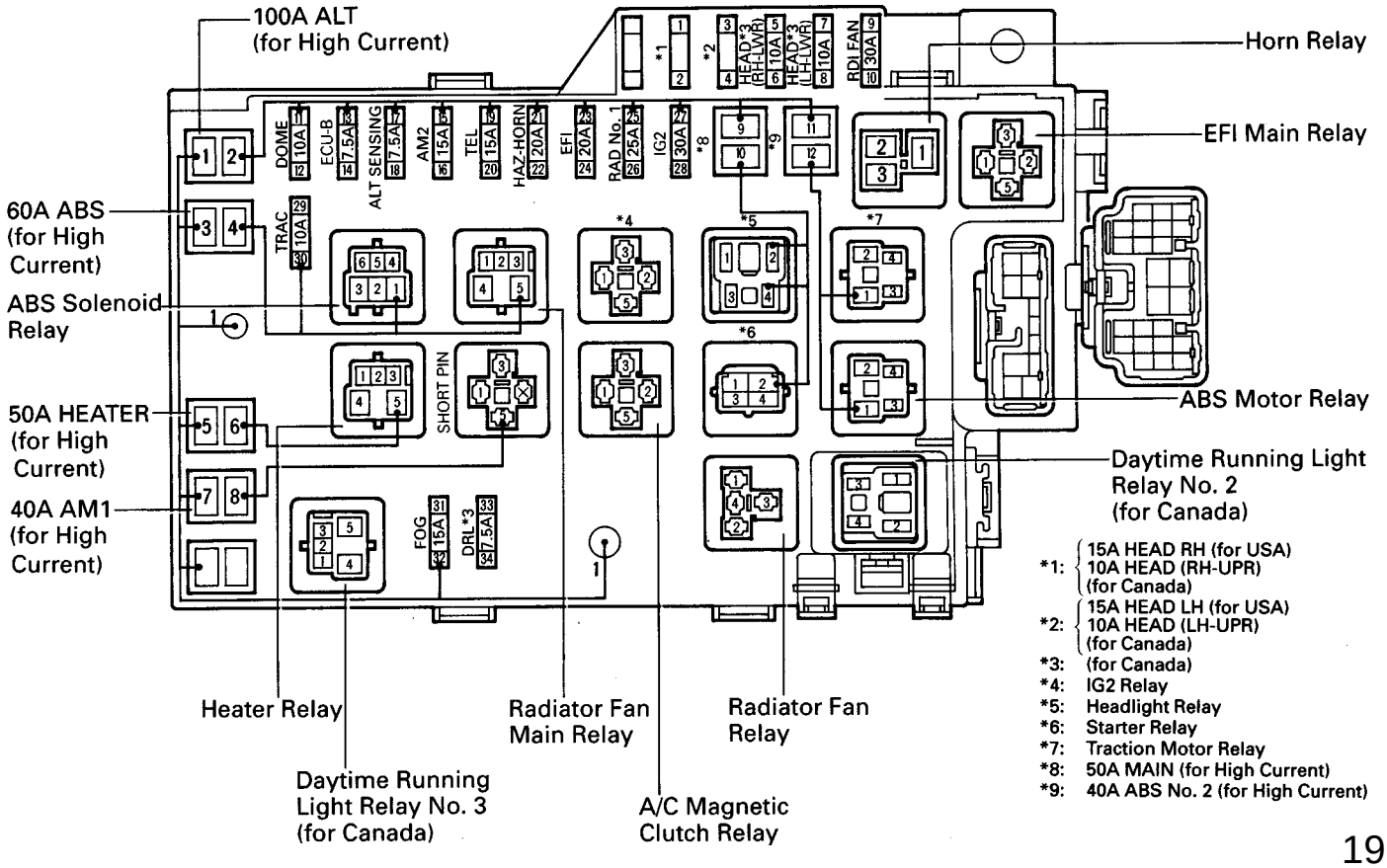
[Instrument Panel]



[Body]

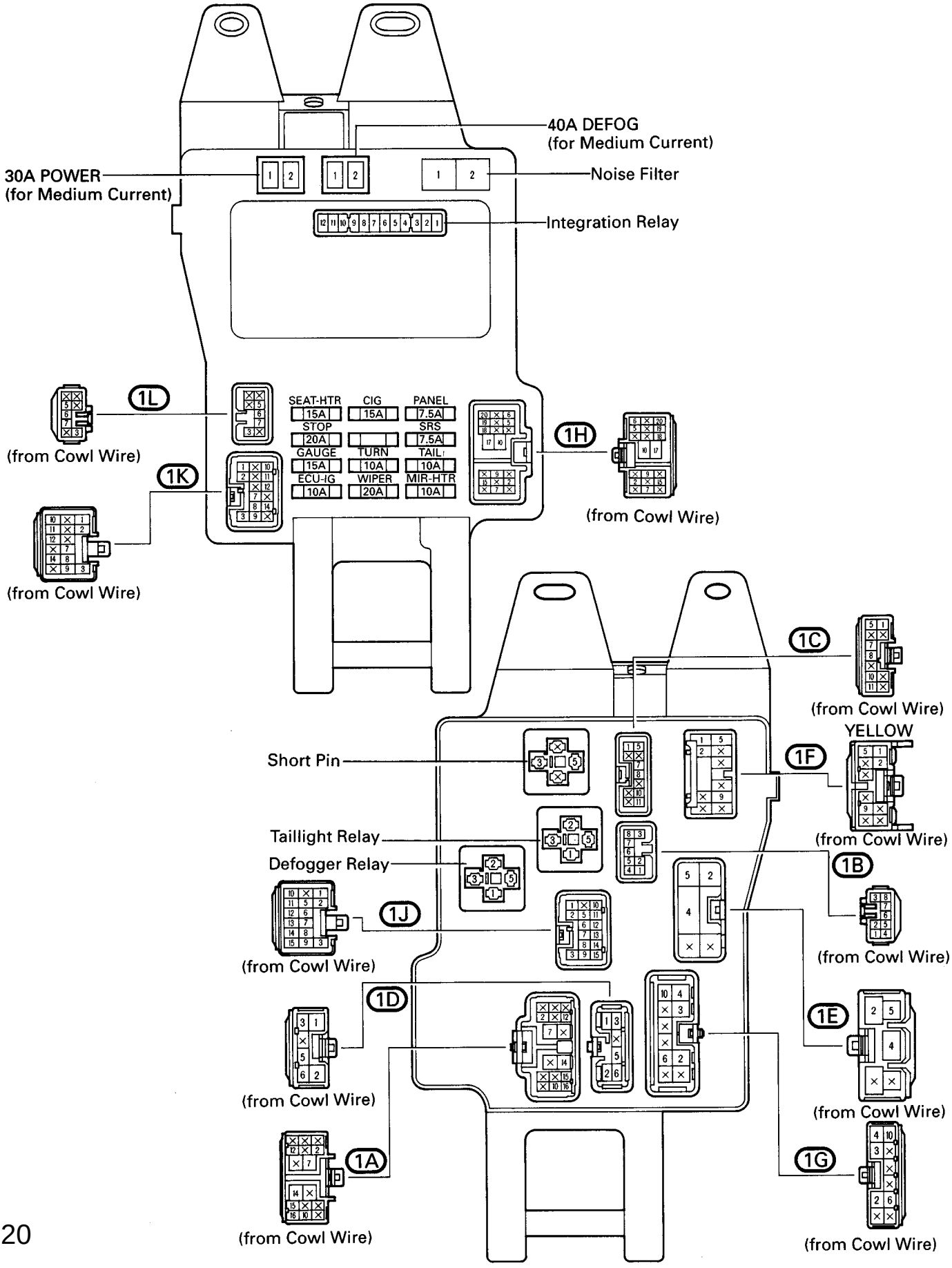


② : R/B No. 2	Engine Compartment Left (See Page 18)

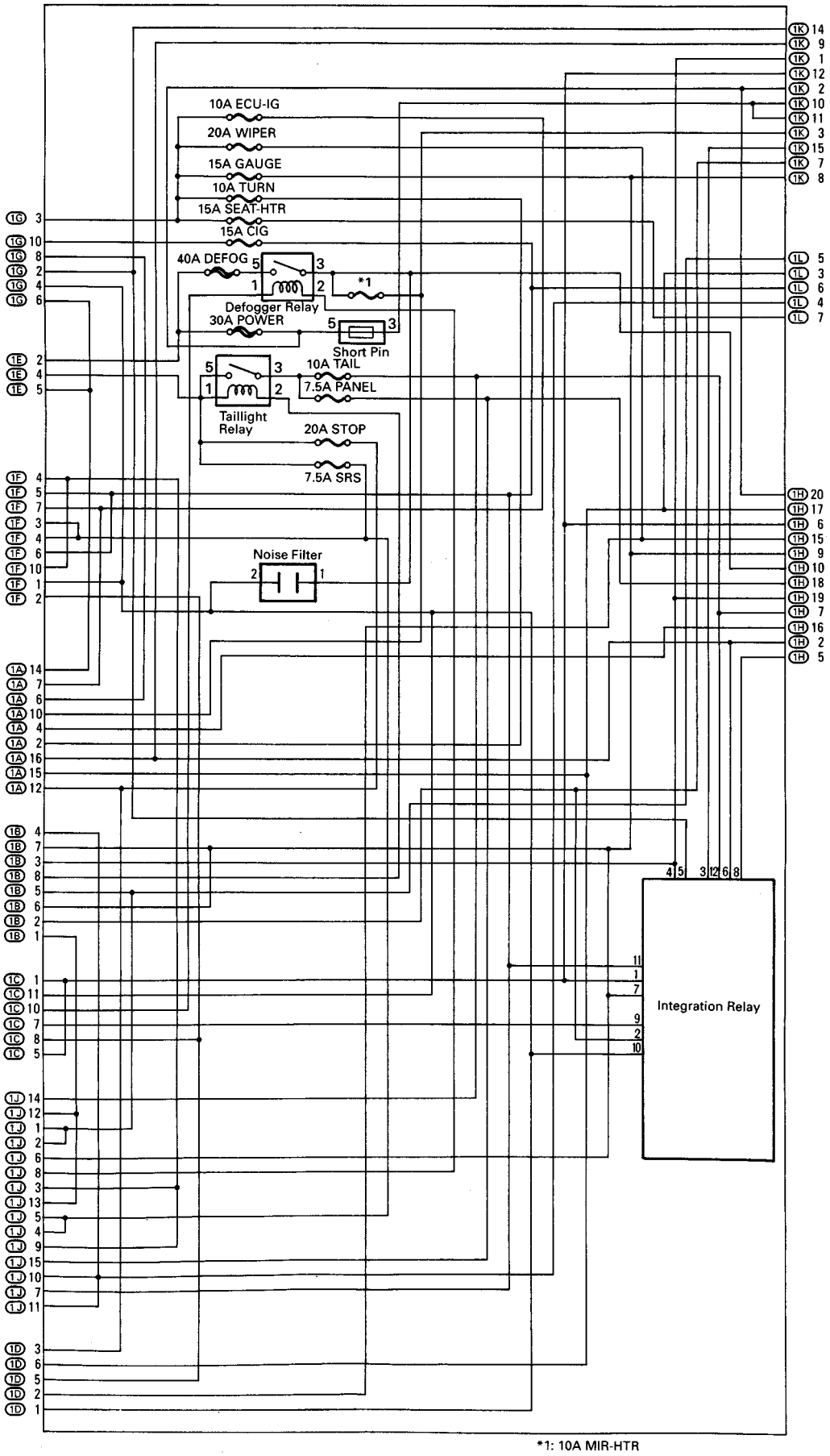


RELAY LOCATIONS

: J/B No. 1	Left Kick Panel (See Page 18)

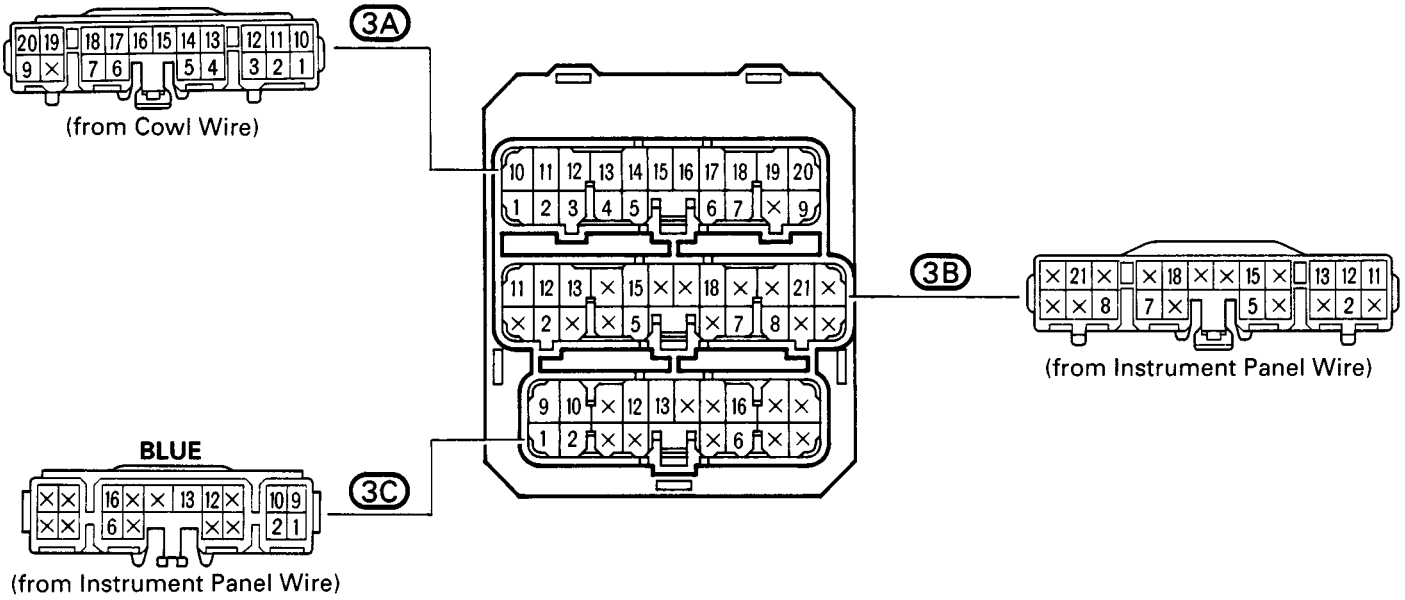


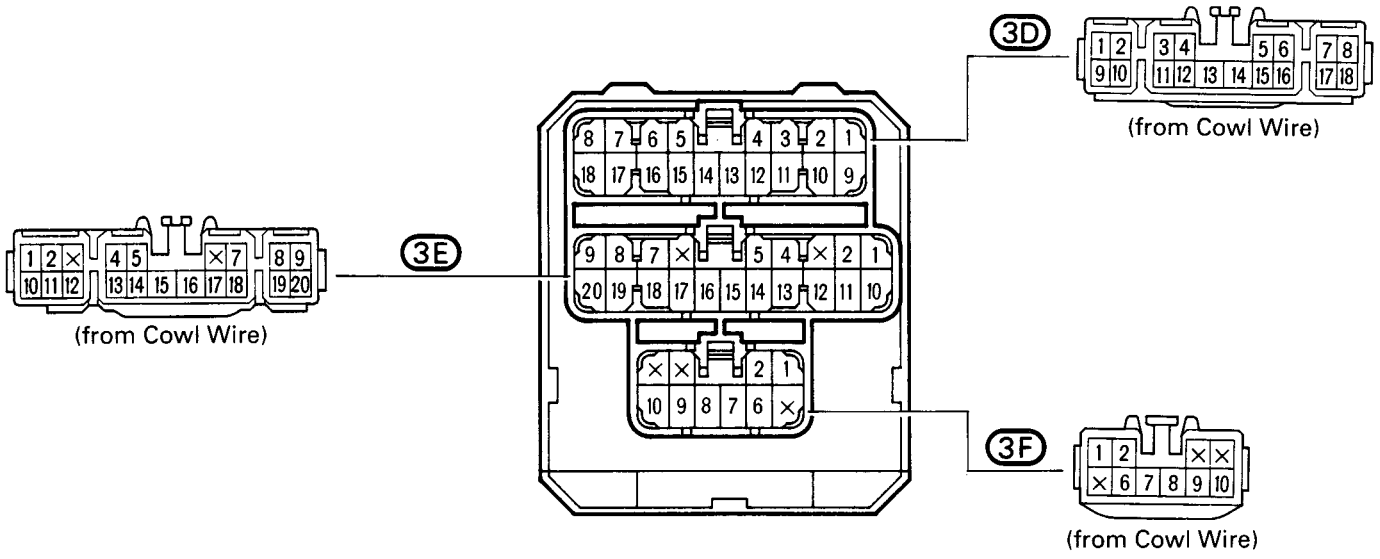
[J/B No. 1 Inner Circuit]



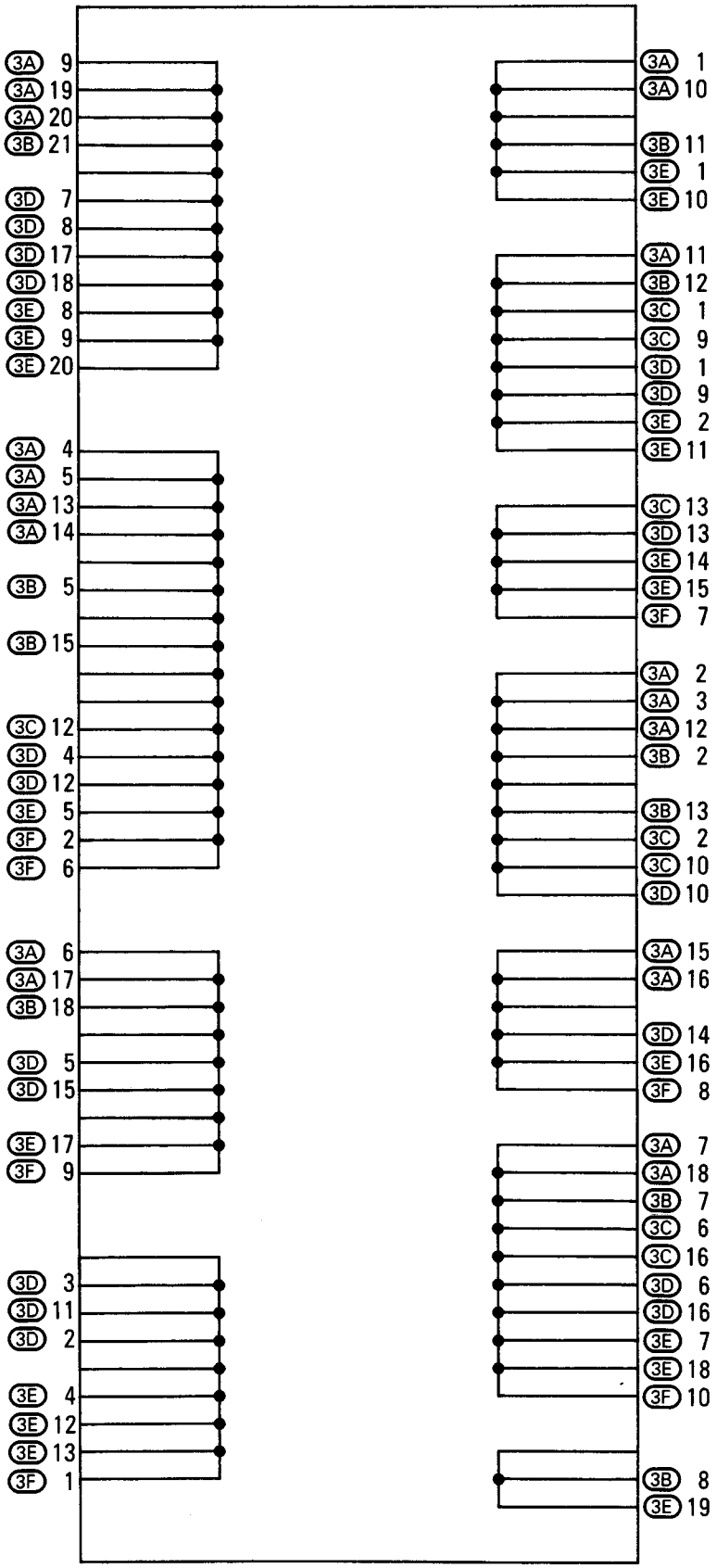
RELAY LOCATIONS

: J/B No. 3	Behind the Instrument Panel Center (See Page 18)



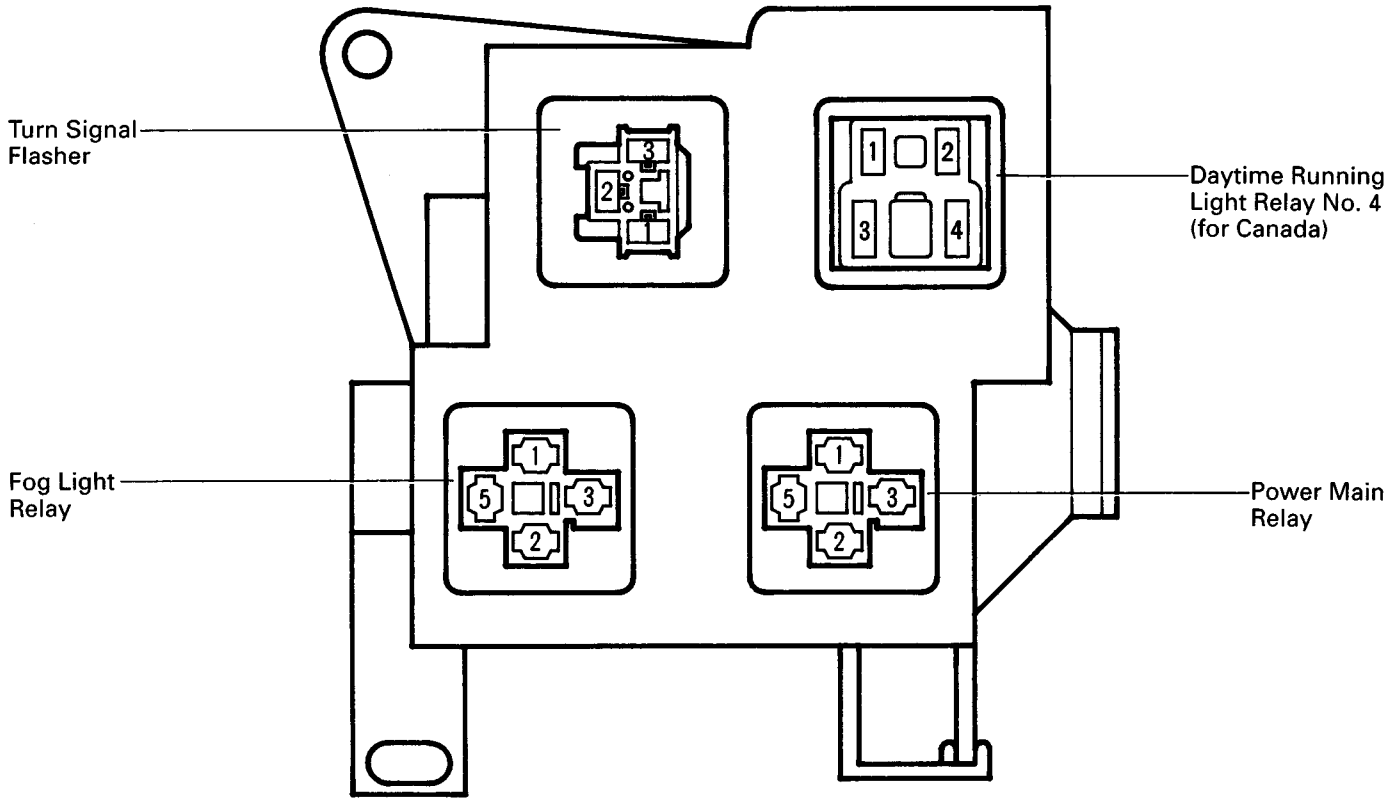


[J/B No. 3 Inner Circuit]

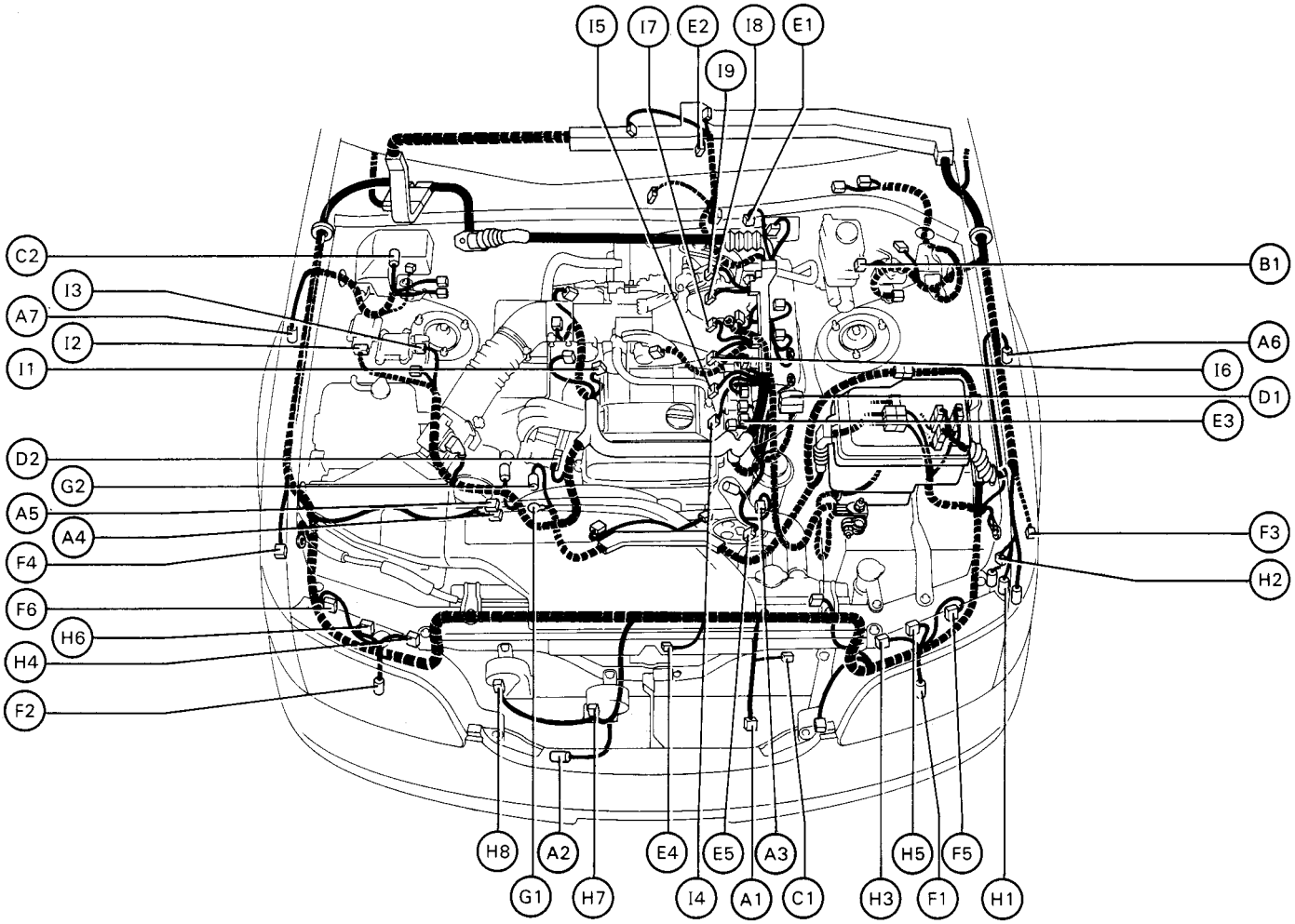


RELAY LOCATIONS

⑥ : R/B No. 6	Left Kick Panel (See Page 18)



Position of Parts in Engine Compartment



A 1 A/C Ambient Temp. Sensor
A 2 A/C Triple Pressure SW (A/C Dual and Single Pressure SW)
A 3 A/C Lock Sensor and A/C Magnetic Clutch
A 4 ABS Actuator
A 5 ABS Actuator
A 6 ABS Speed Sensor Front LH
A 7 ABS Speed Sensor Front RH

B 1 Brake Fluid Level Warning SW

C 1 Condenser Fan Motor
C 2 Cruise Control Actuator

D 1 Data Link Connector 1 (Check Connector)
D 2 Distributor

E 1 EGR Gas Temp. Sensor
E 2 Electronically Controlled Transmission Solenoid
E 3 Engine Coolant Temp. Sensor (EFI Water Temp. Sensor)
E 4 Engine Hood Courtesy SW
E 5 Engine Oil Level Warning SW

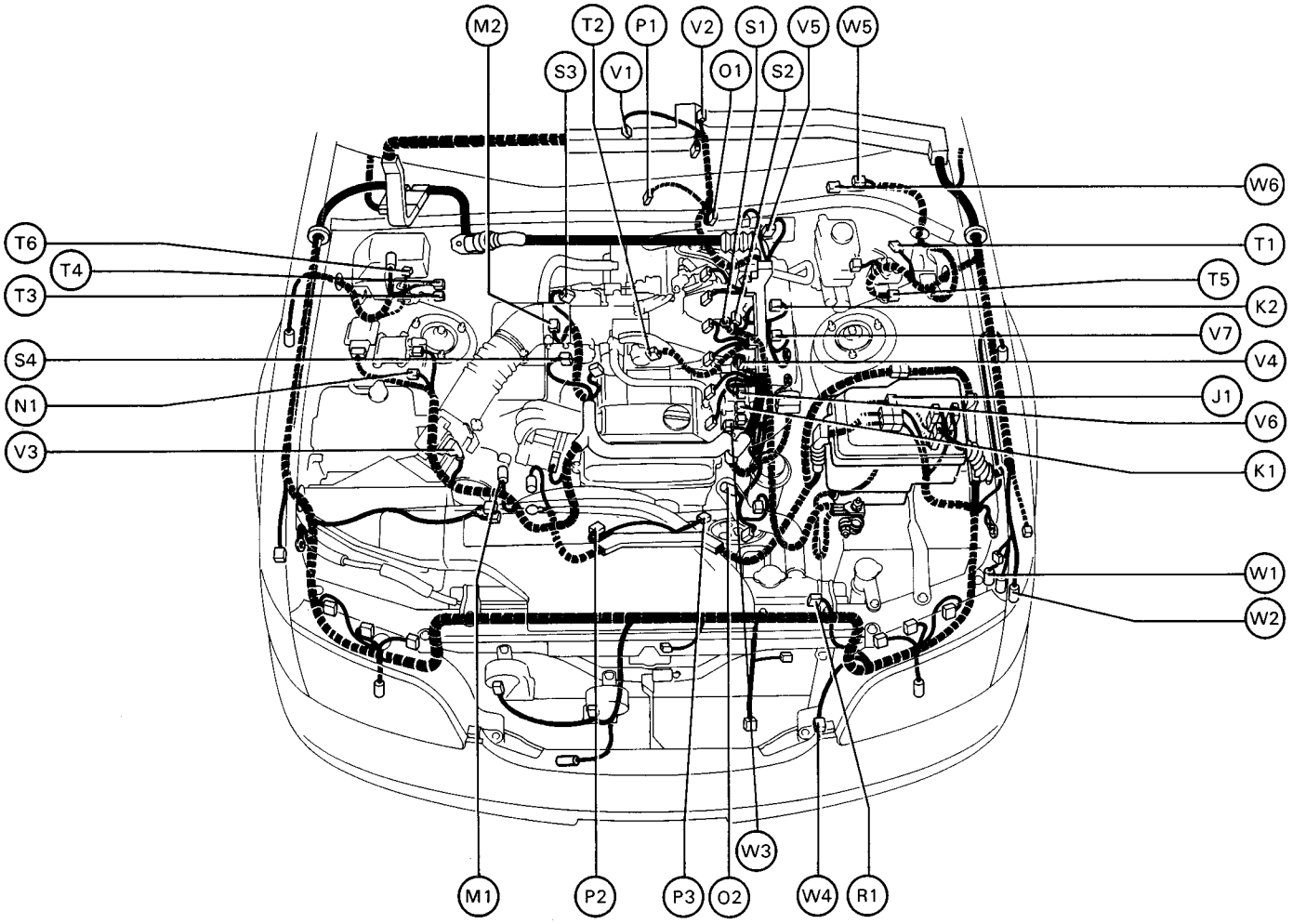
F 1 Fog Light LH
F 2 Fog Light RH
F 3 Front Airbag Sensor LH
F 4 Front Airbag Sensor RH
F 5 Front Turn Signal Light and Clearance Light LH
F 6 Front Turn Signal Light and Clearance Light RH

G 1 Generator (Alternator)
G 2 Generator (Alternator)

H 1 Headlight Cleaner Motor (for Canada)
H 2 Headlight Cleaner Relay (for Canada)
H 3 Headlight Hi LH
H 4 Headlight Hi RH
H 5 Headlight Lo LH
H 6 Headlight Lo RH
H 7 Horn (Low)
H 8 Horn (High)

I 1 Idle Air Control Valve (ISC Valve)
I 2 Igniter
I 3 Ignition Coil
I 4 Injector No. 1
I 5 Injector No. 2
I 6 Injector No. 3
I 7 Injector No. 4
I 8 Injector No. 5
I 9 Injector No. 6

Position of Parts in Engine Compartment



J 1 Junction Connector

K 1 Knock Sensor (on Front Side)
K 2 Knock Sensor (on Rear Side)

M 1 Main Heated Oxygen Sensor (on Front Side)
M 2 Main Heated Oxygen Sensor (on Rear Side)

N 1 Noise Filter (for Ignition System)

O 1 O/D Direct Clutch Speed Sensor
O 2 Oil Pressure SW

P 1 Park/Neutral Position SW (Neutral Start SW), Back–Up Light SW and A/T Indicator Light SW
P 2 Power Steering Pressure SW
P 3 PPS Solenoid

R 1 Radiator Fan Motor

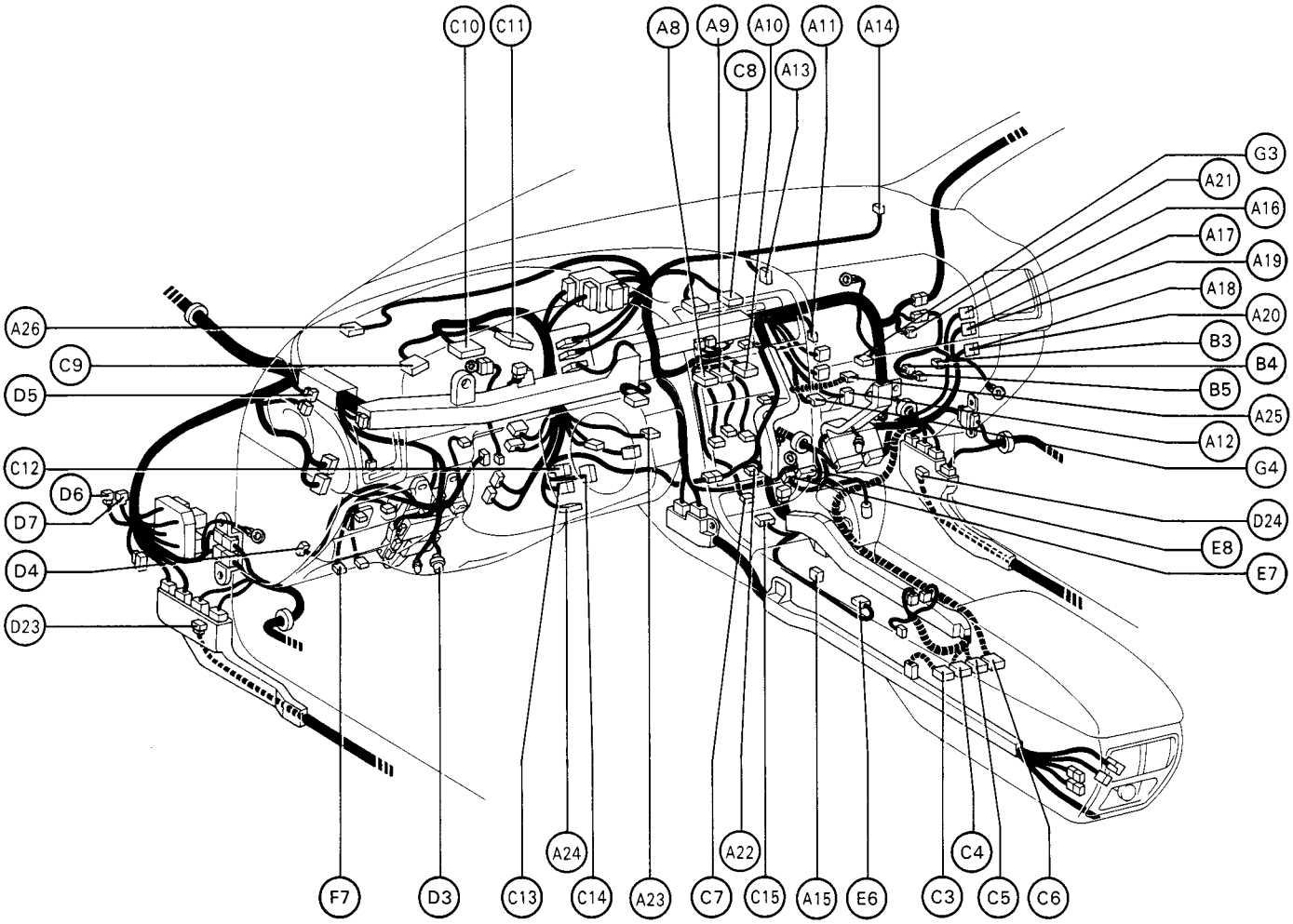
S 1 Starter
S 2 Starter
S 3 Sub Throttle Actuator
S 4 Sub Throttle Position Sensor

T 1 Theft Deterrent Horn
T 2 Throttle Position Sensor
T 3 Traction Actuator
T 4 Traction Actuator
T 5 Traction Pump and Motor
T 6 Traction Solenoid Relay

V 1 Vehicle Speed Sensor (Speed Sensor) No. 1 (for Combination Meter)
V 2 Vehicle Speed Sensor (Speed Sensor) No. 2 (for Electronically Controlled Transmission)
V 3 Volume Air Flow (Air Flow Meter)
V 4 VSV (for EGR)
V 5 VSV (for EVAP)
V 6 VSV (for Fuel Pressure Up)
V 7 VSV (for Intake Control)

W 1 Washer Level Warning SW
W 2 Washer Motor
W 3 Washer Temp. Sender
W 4 Water Temp. SW
W 5 Wiper Angle Control Motor
W 6 Wiper Motor

Position of Parts in Instrument Panel



A 8 A/C Control Assembly
A 9 A/C Control Assembly
A 10 A/C Control Assembly
A 11 A/C Evaporator Temp. Sensor
A 12 A/C Look Amplifier
A 13 A/C Room Temp. Sensor
A 14 A/C Solar Sensor
A 15 A/T Indicator Light (for Shift Lever)
A 16 ABS and Traction ECU
A 17 ABS and Traction ECU
A 18 ABS and Traction ECU
A 19 ABS ECU (w/o Traction Control)
A 20 ABS ECU (w/o Traction Control)
A 21 Air Inlet Control Servo Motor
A 22 Air Mix Control Servo Motor
A 23 Air Vent Mode Control Servo Motor
A 24 Airbag Squib (for Driver's)
A 25 Airbag Squib (for Passenger's)
A 26 Automatic Light Control Sensor

B 3 Blower Motor
B 4 Blower Motor Control Relay
B 5 Blower Motor Control Relay

C 3 Center Airbag Sensor Assembly
C 4 Center Airbag Sensor Assembly
C 5 Center Airbag Sensor Assembly
C 6 Center Airbag Sensor Assembly
C 7 Cigarette Lighter
C 8 Clock
C 9 Combination Meter
C 10 Combination Meter
C 11 Combination Meter
C 12 Combination SW
C 13 Combination SW
C 14 Combination SW
C 15 Cruise Control ECU

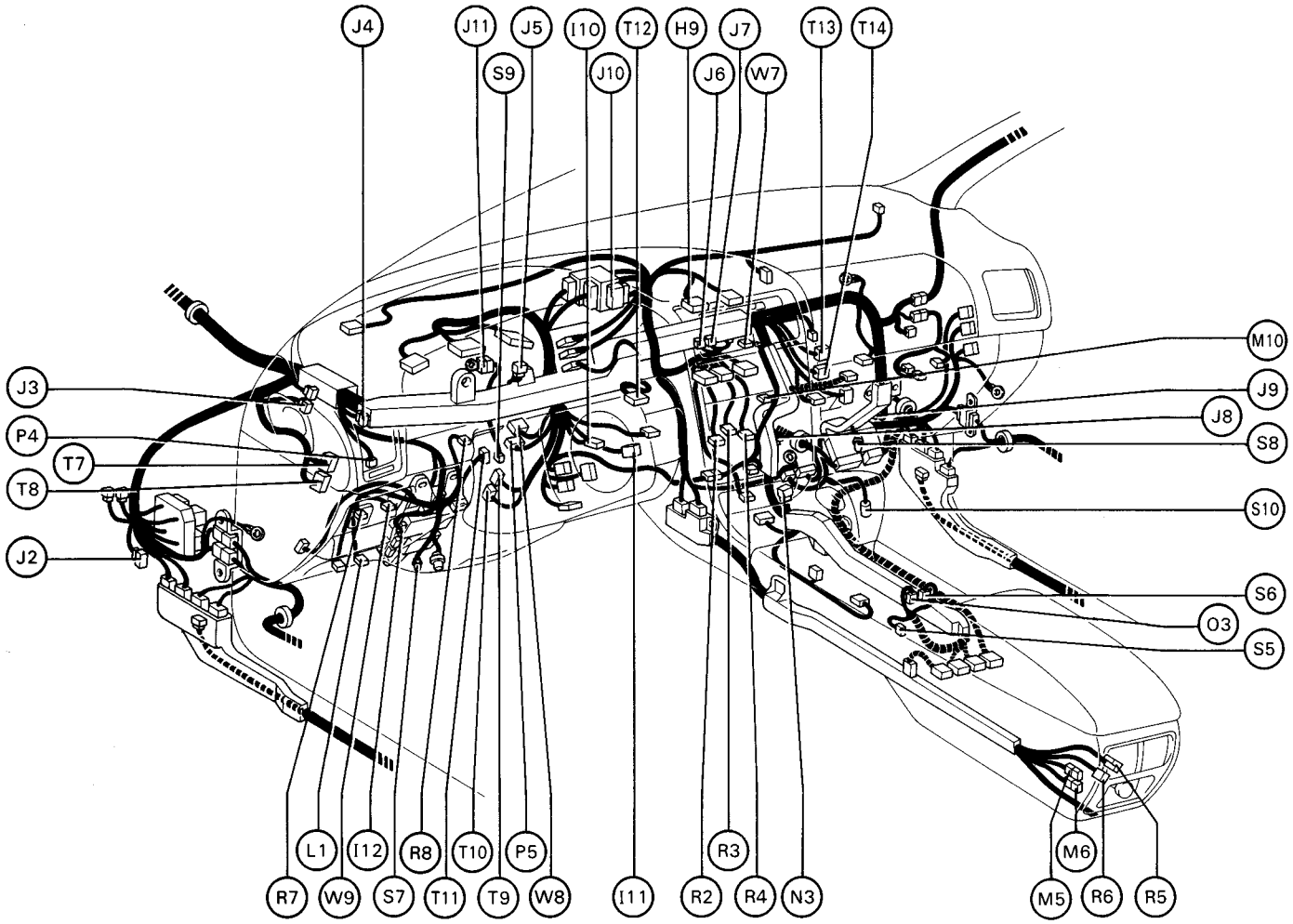
D 3 Data Link Connector 2 (TDCL)
D 4 Daytime Running Light Relay
D 5 Diode (for Headlight Cleaner) (for Canada)
D 6 Diode (for Idle–Up)
D 7 Diode (for Traction Control)
D 23 Diode (for Interior Light)
D 24 Diode (for Interior Light)

E 6 Electronically Controlled Transmission Pattern Select SW
E 7 Engine Control Module (Engine and Electronically Controlled Transmission ECU)
E 8 Engine Control Module (Engine and Electronically Controlled Transmission ECU)

F 7 Fuel Lid Opener SW

G 3 Glove Box Light
G 4 Glove Box Light SW

Position of Parts in Instrument Panel



H 9 Hazard SW

I 10 Ignition Key Cylinder Light
I 11 Ignition SW, Unlock Warning SW and Key Interlock Solenoid
I 12 Integration Relay

J 2 Junction Connector
J 3 Junction Connector
J 4 Junction Connector
J 5 Junction Connector
J 6 Junction Connector
J 7 Junction Connector
J 8 Junction Connector
J 9 Junction Connector
J 10 Junction Connector
J 11 Junction Connector (for Earth)

L 1 Luggage Compartment Door Open SW

M 5 Mobilephone
M 6 Mobilephone
M 10 Max Cool Control Servo Motor

N 3 Noise Filter

O 3 O/D Main SW

P 4 Parking Brake SW
P 5 PPS ECU

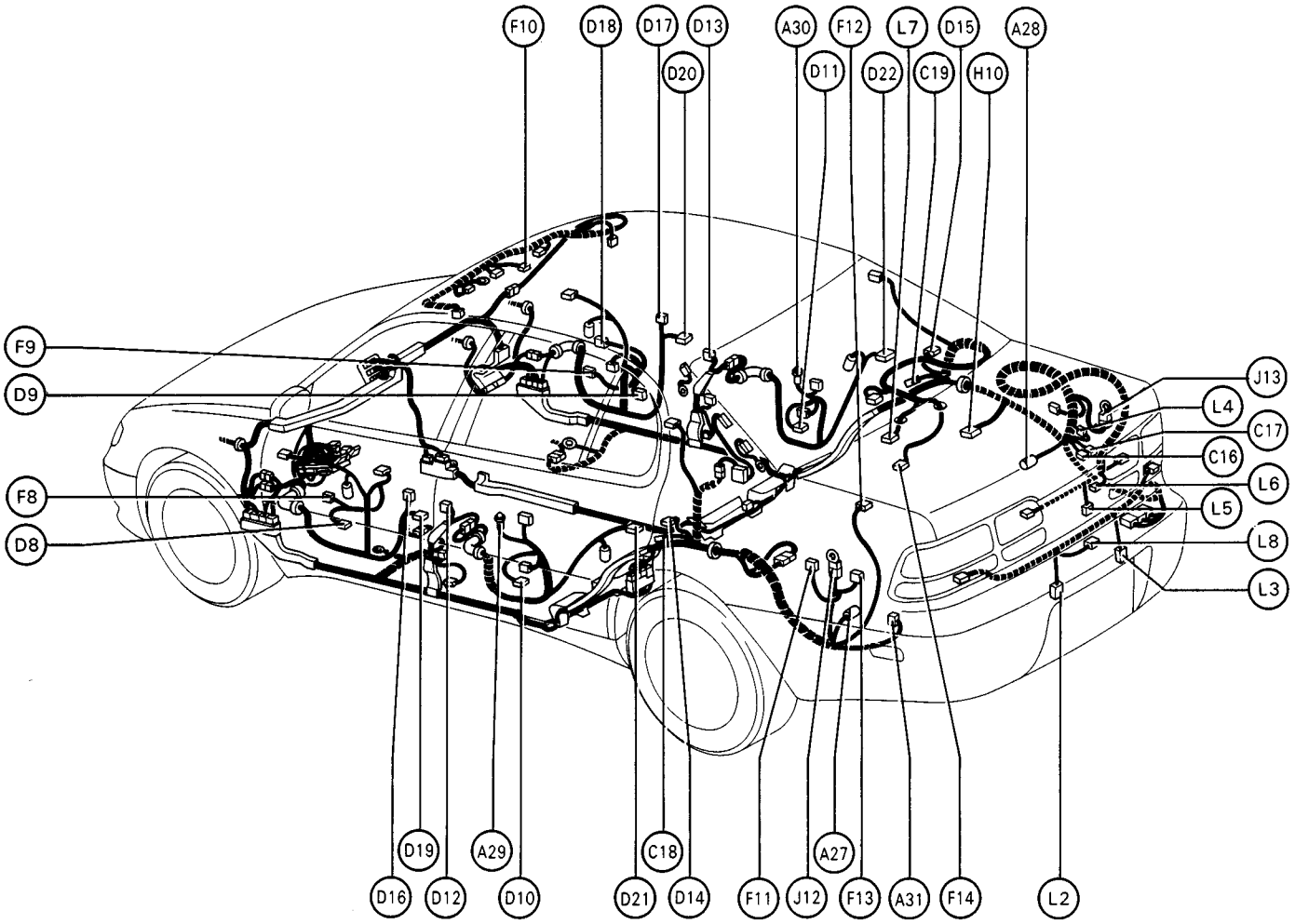
R 2 Radio and Player
R 3 Radio and Player
R 4 Radio and Player
R 5 Rear Cigarette Lighter
R 6 Rear Cigarette Lighter Illumination
R 7 Remote Control Mirror SW
R 8 Rheostat

S 5 Seat Heater SW
S 6 Shift Lock ECU
S 7 Step Light LH
S 8 Step Light RH
S 9 Stop Light SW
S 10 Sub Heated Oxygen Sensor

T 7 Theft Deterrent ECU
T 8 Theft Deterrent ECU
T 9 Tilt and Power Telescopic ECU
T 10 Tilt and Power Telescopic ECU
T 11 Tilt and Power Telescopic Sensor and Motor
T 12 Traction Cut SW
T 13 Traction ECU
T 14 Traction ECU

W 7 Water Temp. Sensor (for A/C System)
W 8 Wiper Relay
W 9 Wireless Door Lock Main SW

Position of Parts in Body



A 27 ABS Speed Sensor Rear LH
A 28 ABS Speed Sensor Rear RH
A 29 Ashtray Illumination Rear LH
A 30 Ashtray Illumination Rear RH
A 31 Auto Antenna Motor and Relay

C 16 CD Automatic Changer
C 17 CD Automatic Changer
C 18 Condenser LH
C 19 Condenser RH

D 8 Door Courtesy Light Front LH
D 9 Door Courtesy Light Front RH
D 10 Door Courtesy Light Rear LH
D 11 Door Courtesy Light Rear RH
D 12 Door Courtesy SW Front LH
D 13 Door Courtesy SW Front RH
D 14 Door Courtesy SW Rear LH
D 15 Door Courtesy SW Rear RH
D 16 Door Key Lock and Unlock SW Front LH
D 17 Door Key Lock and Unlock SW Front RH
D 18 Door Lock Control SW RH
D 19 Door Lock Motor and Door Unlock Detection SW Front LH
D 20 Door Lock Motor and Door Unlock Detection SW Front RH
D 21 Door Lock Motor and Door Unlock Detection SW Rear LH
D 22 Door Lock Motor and Door Unlock Detection SW Rear RH

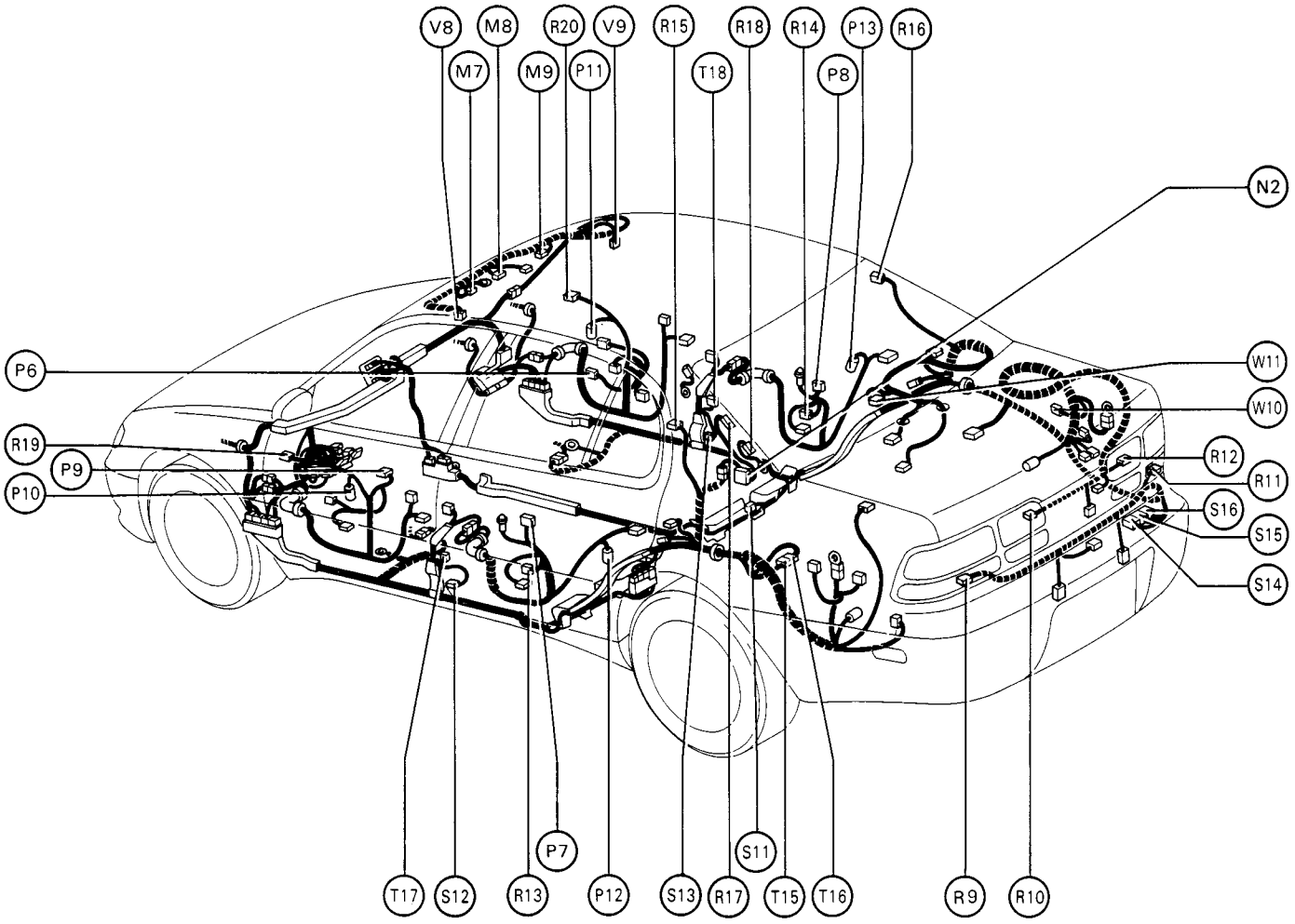
F 8 Front Door Speaker LH
F 9 Front Door Speaker RH
F 10 Front Personal Light
F 11 Fuel Lid Opener Motor
F 12 Fuel Pump
F 13 Fuel Pump ECU
F 14 Fuel Sender

H 10 High Mounted Stop Light

J 12 Junction Connector (for Earth)
J 13 Junction Connector (for Earth)

L 2 License Plate Light LH
L 3 License Plate Light RH
L 4 Light Failure Sensor
L 5 Luggage Compartment Door Opener Motor
L 6 Luggage Compartment Key Unlock SW
L 7 Luggage Compartment Light
L 8 Luggage Compartment Light SW

Position of Parts in Body



M 7 Moon Roof Control Relay
M 8 Moon Roof Control SW
M 9 Moon Roof Motor and Limit SW

N 2 Noise Filter (for Rear Window Defogger)

P 6 Power Window Control SW Front RH
P 7 Power Window Control SW Rear LH
P 8 Power Window Control SW Rear RH
P 9 Power Window Master SW and Door Lock Control SW
P 10 Power Window Motor Front LH
P 11 Power Window Motor Front RH
P 12 Power Window Motor Rear LH
P 13 Power Window Motor Rear RH

R 9 Rear Combination Light LH
R 10 Rear Combination Light LH
R 11 Rear Combination Light RH
R 12 Rear Combination Light RH
R 13 Rear Door Speaker LH
R 14 Rear Door Speaker RH
R 15 Rear Personal Light LH
R 16 Rear Personal Light RH
R 17 Rear Window Defogger (+)
R 18 Rear Window Defogger (–)
R 19 Remote Control Mirror and Mirror Heater LH
R 20 Remote Control Mirror and Mirror Heater RH

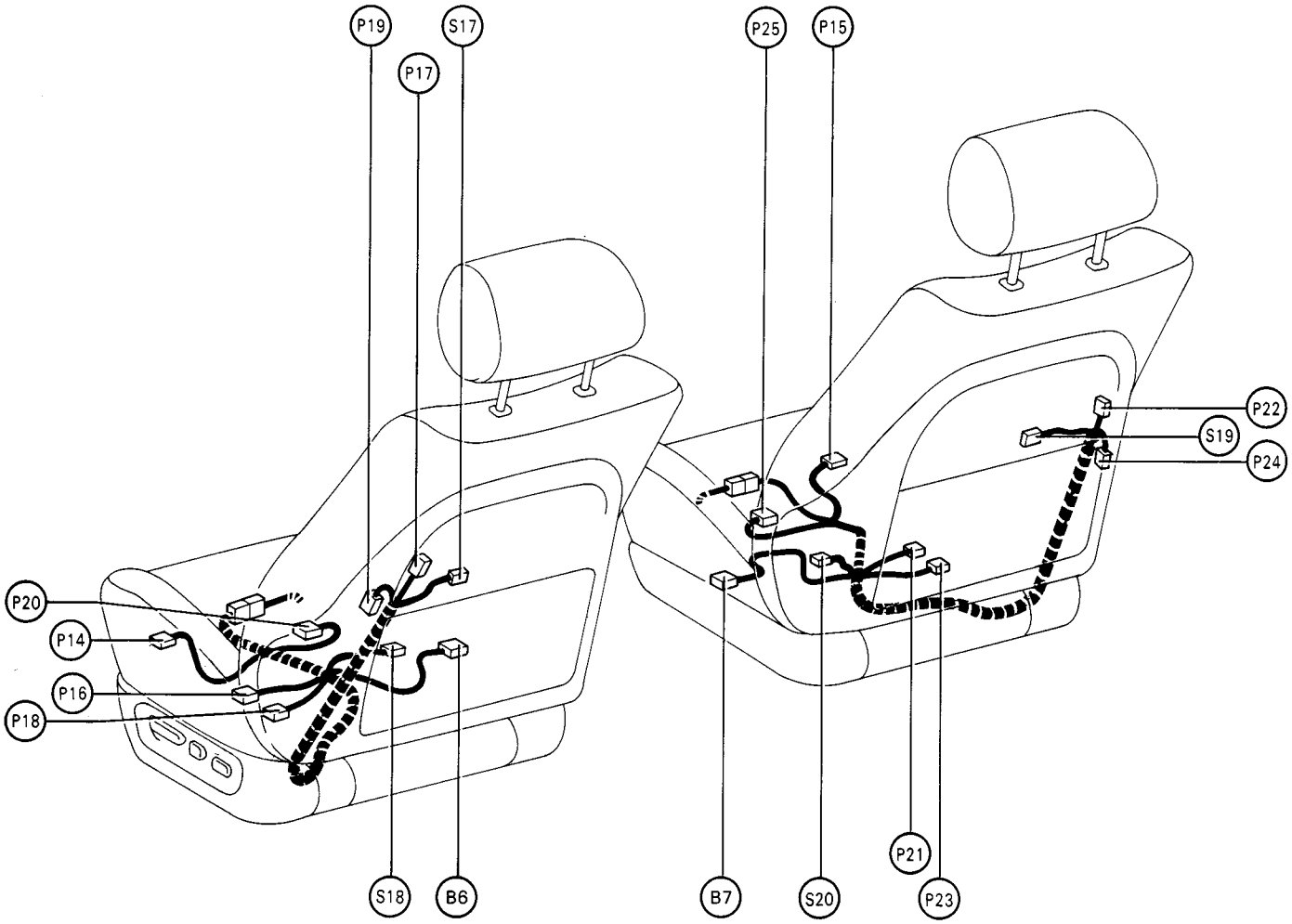
S 11 Seat Belt Pretensioner Check Connector
S 12 Seat Belt Pretensioner LH
S 13 Seat Belt Pretensioner RH
S 14 Stereo Component Amplifier
S 15 Stereo Component Amplifier
S 16 Stereo Component Amplifier

T 15 Telephone Transceiver and Speaker Relay
T 16 Telephone Transceiver and Speaker Relay
T 17 Tension Reducer Solenoid LH
T 18 Tension Reducer Solenoid RH

V 8 Vanity Light LH
V 9 Vanity Light RH

W 10 Wireless Door Lock ECU
W 11 Woofer Speaker

Position of Parts in Seat



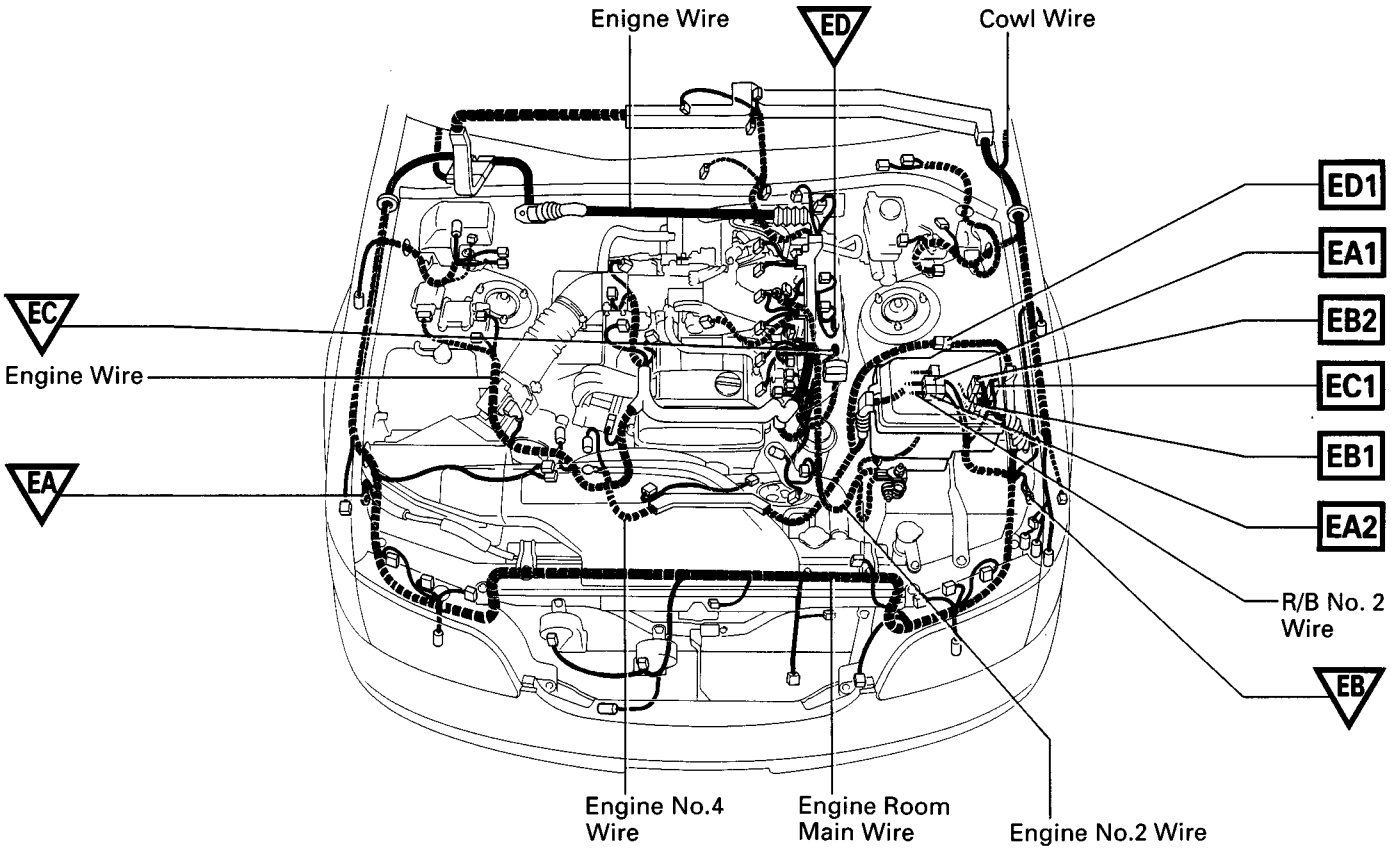
B 6 Buckle SW LH
B 7 Buckle SW RH

P 14 Power Seat Control SW (for Driver's Seat)
P 15 Power Seat Control SW (for Passenger's Seat)
P 16 Power Seat Motor (for Driver's Seat Front Vertical Control)
P 17 Power Seat Motor (for Driver's Seat Lumbar Support Control)
P 18 Power Seat Motor (for Driver's Seat Rear Vertical Control)
P 19 Power Seat Motor (for Driver's Seat Reclining Control)
P 20 Power Seat Motor (for Driver's Seat Slide Control)
P 21 Power Seat Motor (for Passenger's Seat Front Vertical Control)
P 22 Power Seat Motor (for Passenger's Seat Lumbar Support Control)
P 23 Power Seat Motor (for Passenger's Seat Rear Vertical Control)
P 24 Power Seat Motor (for Passenger's Seat Reclining Control)
P 25 Power Seat Motor (for Passenger's Seat Slide Control)

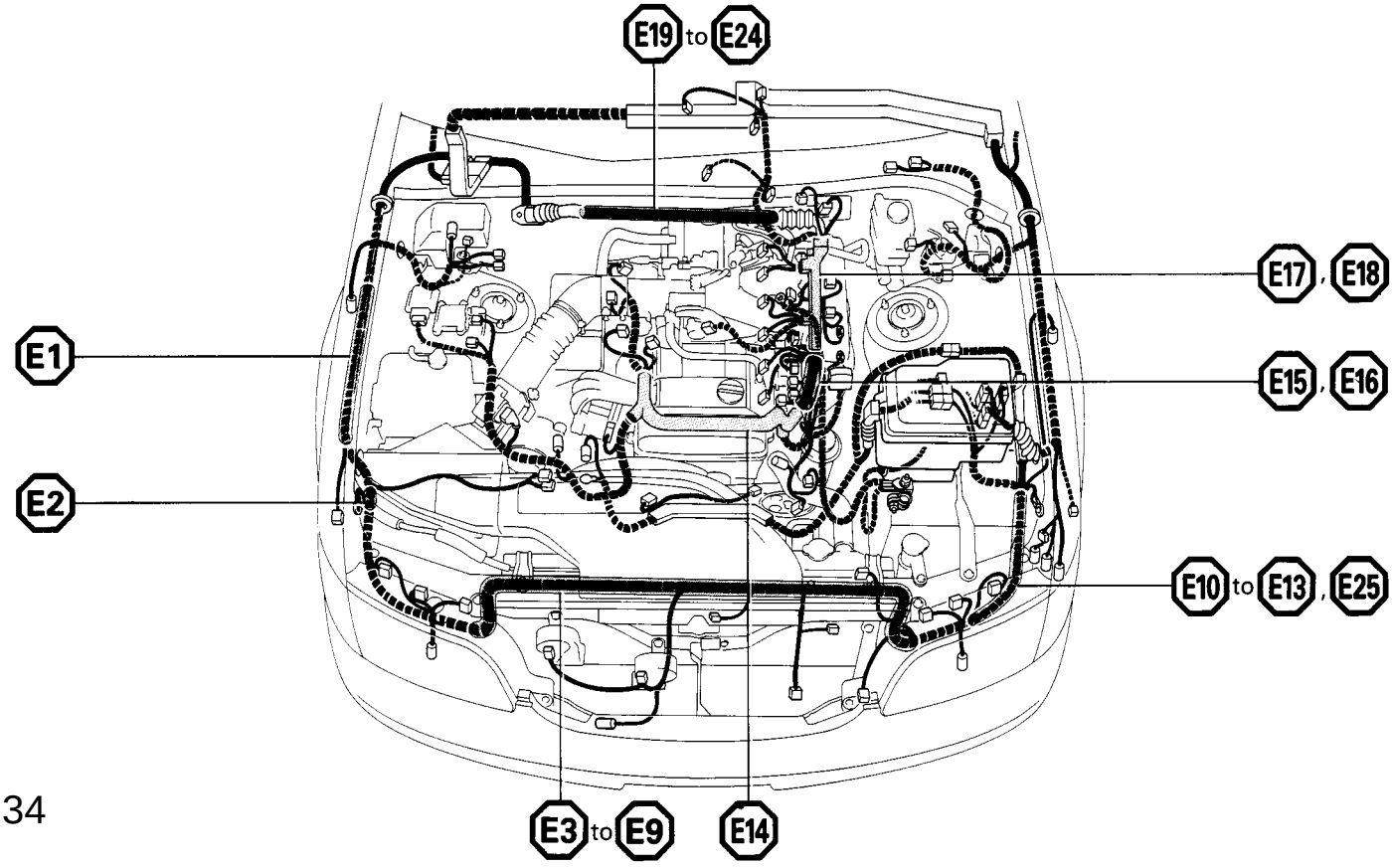
S 17 Seat Heater (for Driver's Seat Back)
S 18 Seat Heater (for Driver's Seat Cushion)
S 19 Seat Heater (for Passenger's Seat Back)
S 20 Seat Heater (for Passenger's Seat Cushion)

▭ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

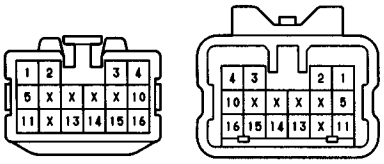


○ : Location of Splice Points

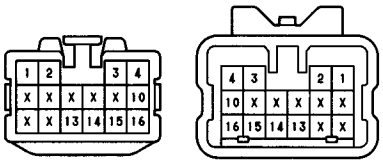


Connector Joining Wire Harness and Wire Harness

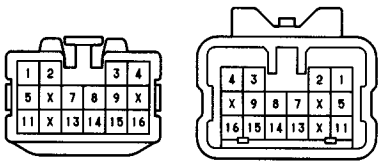
(USA w/ Traction Control) **EA1**



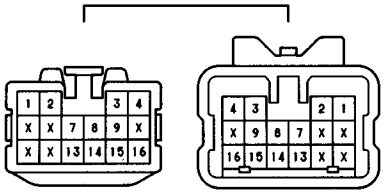
(USA w/o Traction Control) **EA1**



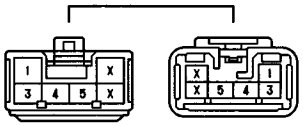
(Canada w/ Traction Control) **EA1**



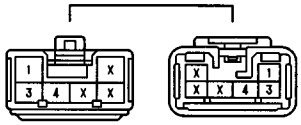
(Canada w/o Traction Control) **EA1**



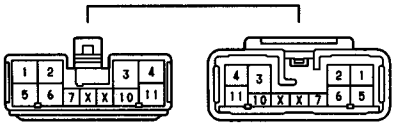
(w/ Traction Control) **EA2** BLUE



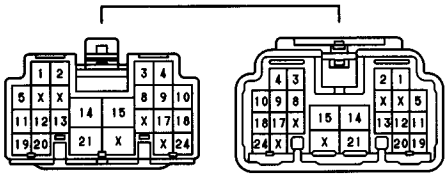
(w/o Traction Control) **EA2** BLUE



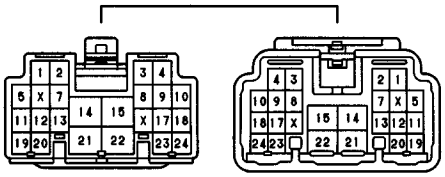
EB1 ORANGE



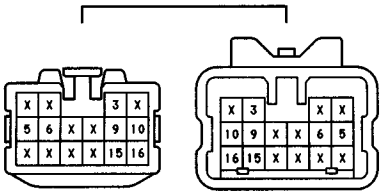
(USA) **EB2**



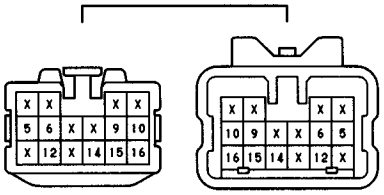
(Canada) **EB2**



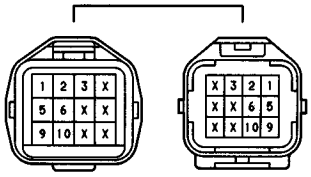
(USA) **EC1** GRAY



(Canada) **EC1** GRAY

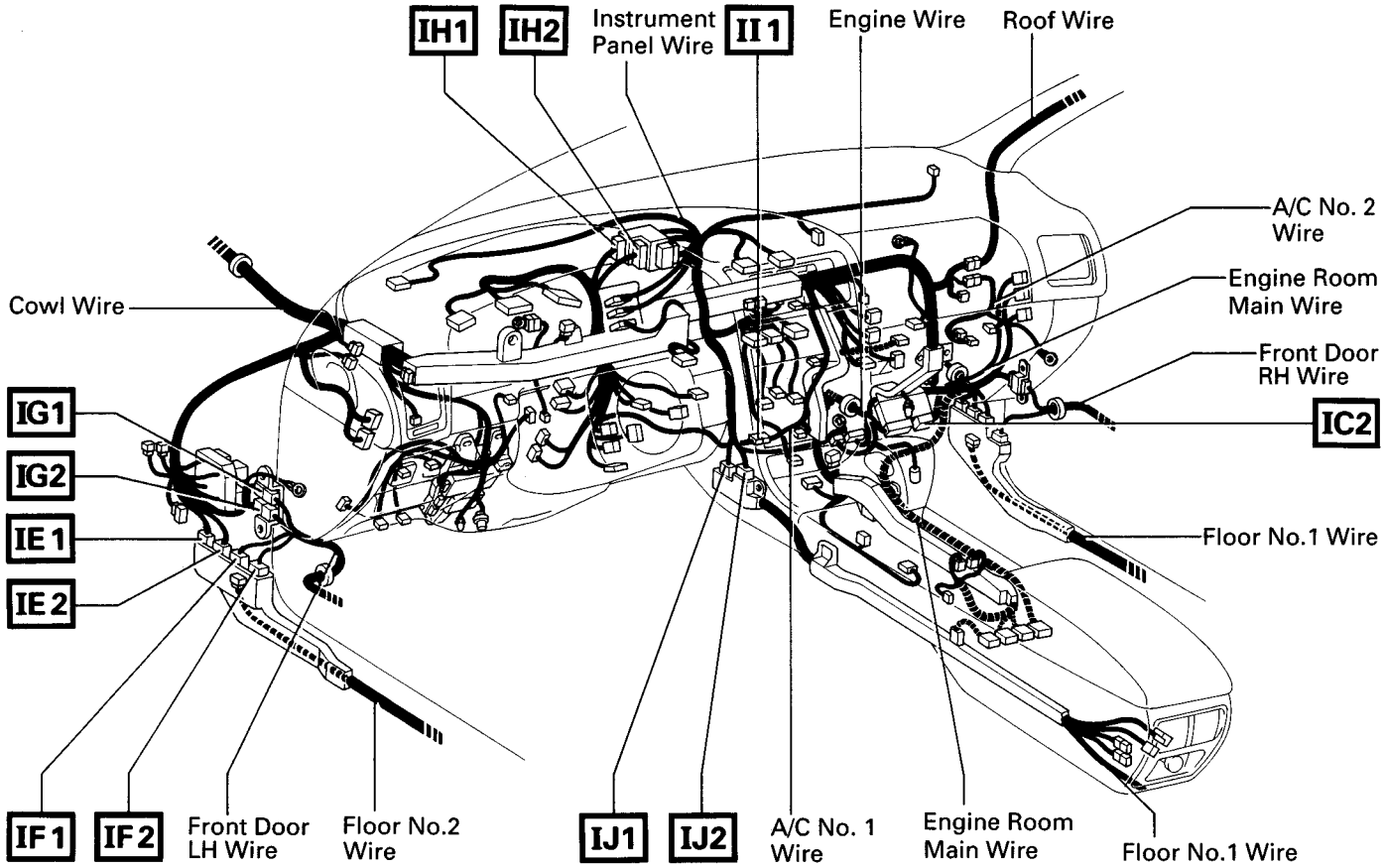


ED1 BLACK

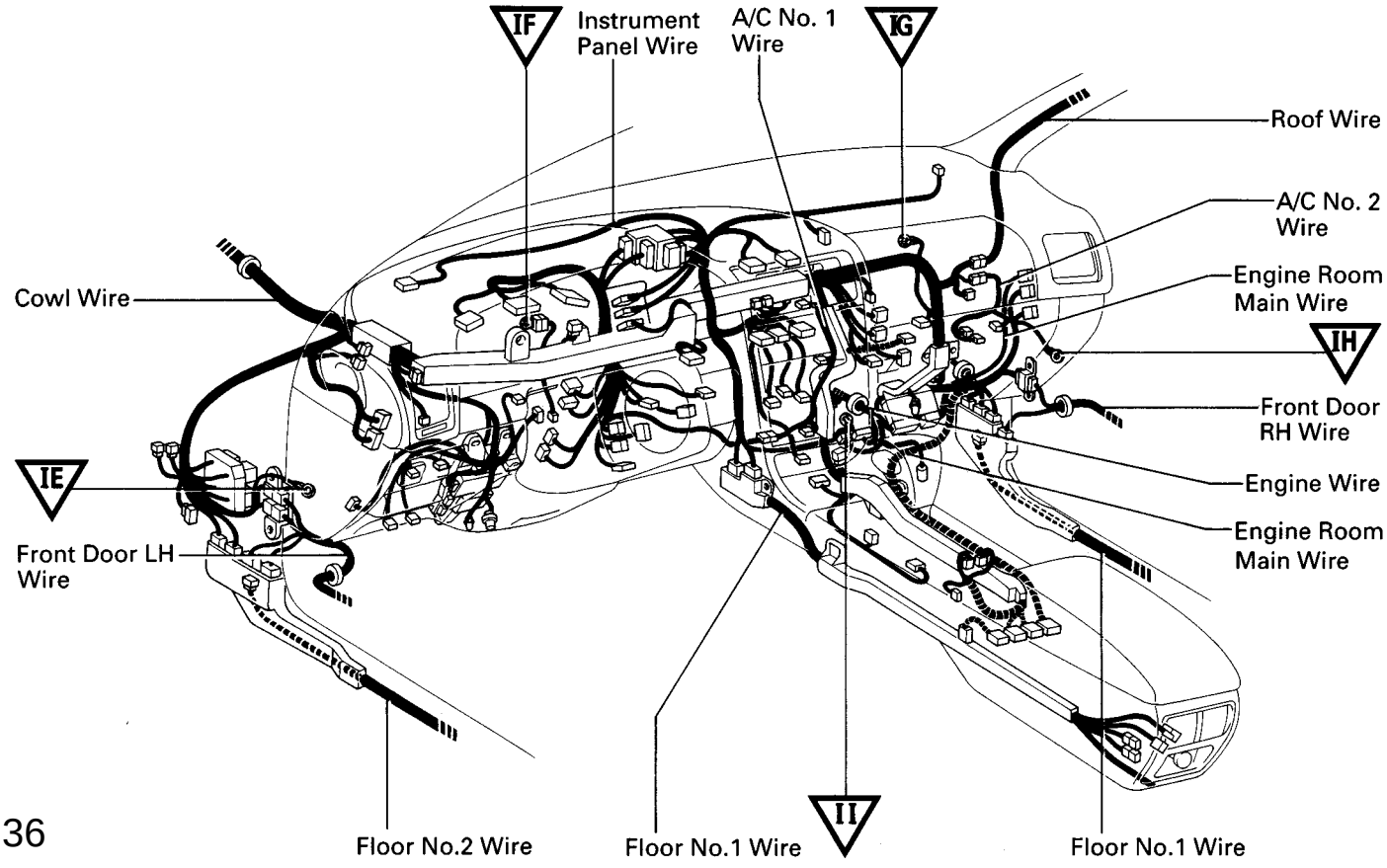


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EA2	
EB1	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2	
EC1	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)

▭ : Location of Connector Joining Wire Harness and Wire Harness

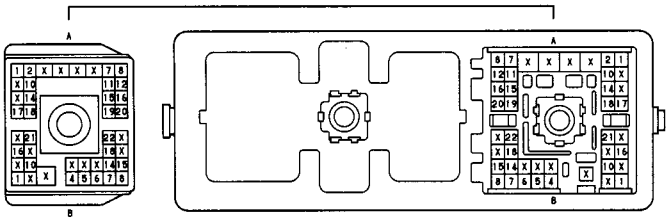


▽ : Location of Ground Points

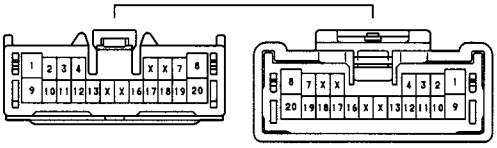


Connector Joining Wire Harness and Wire Harness

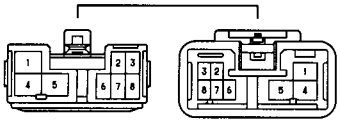
IC2 DARK GRAY



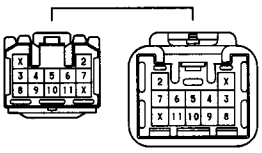
IE 1



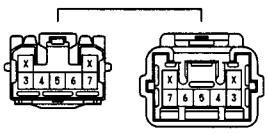
IE 2 BLUE



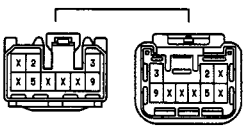
IF 1 ORANGE



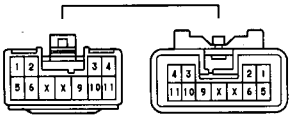
IF 2 GRAY



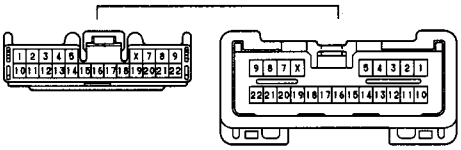
IG1



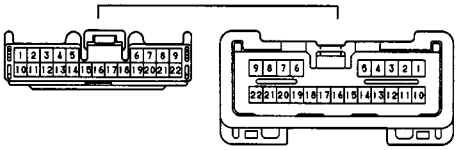
IG2 BLUE



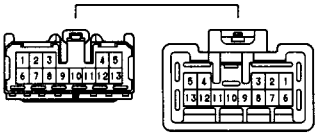
(USA) **IH1** BLUE



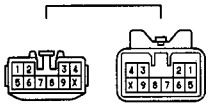
(Canada) **IH1** BLUE



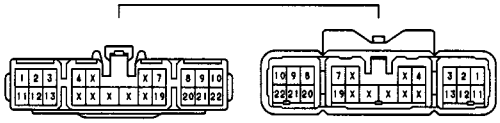
IH2



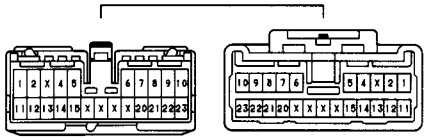
II 1



IJ1

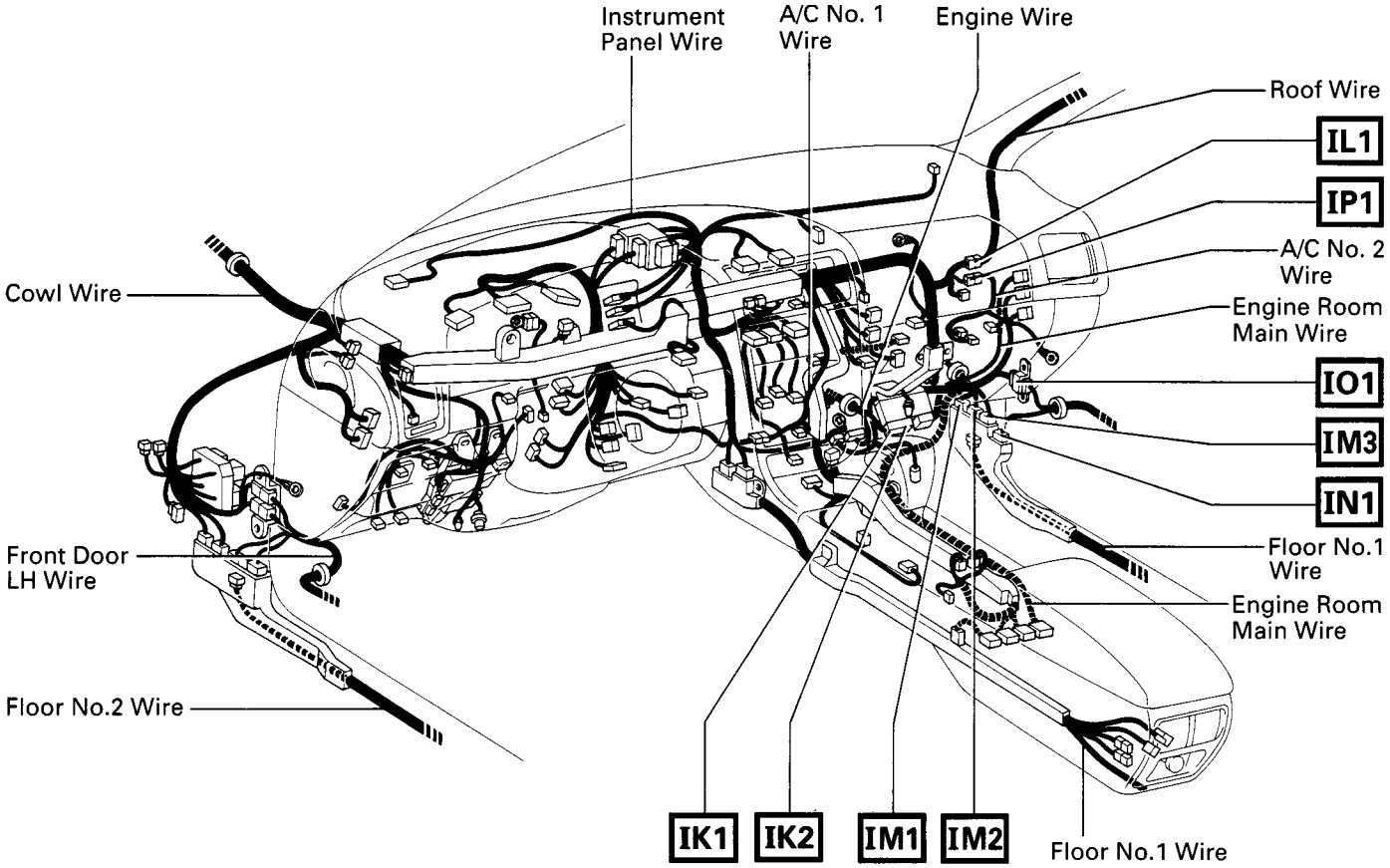


IJ2

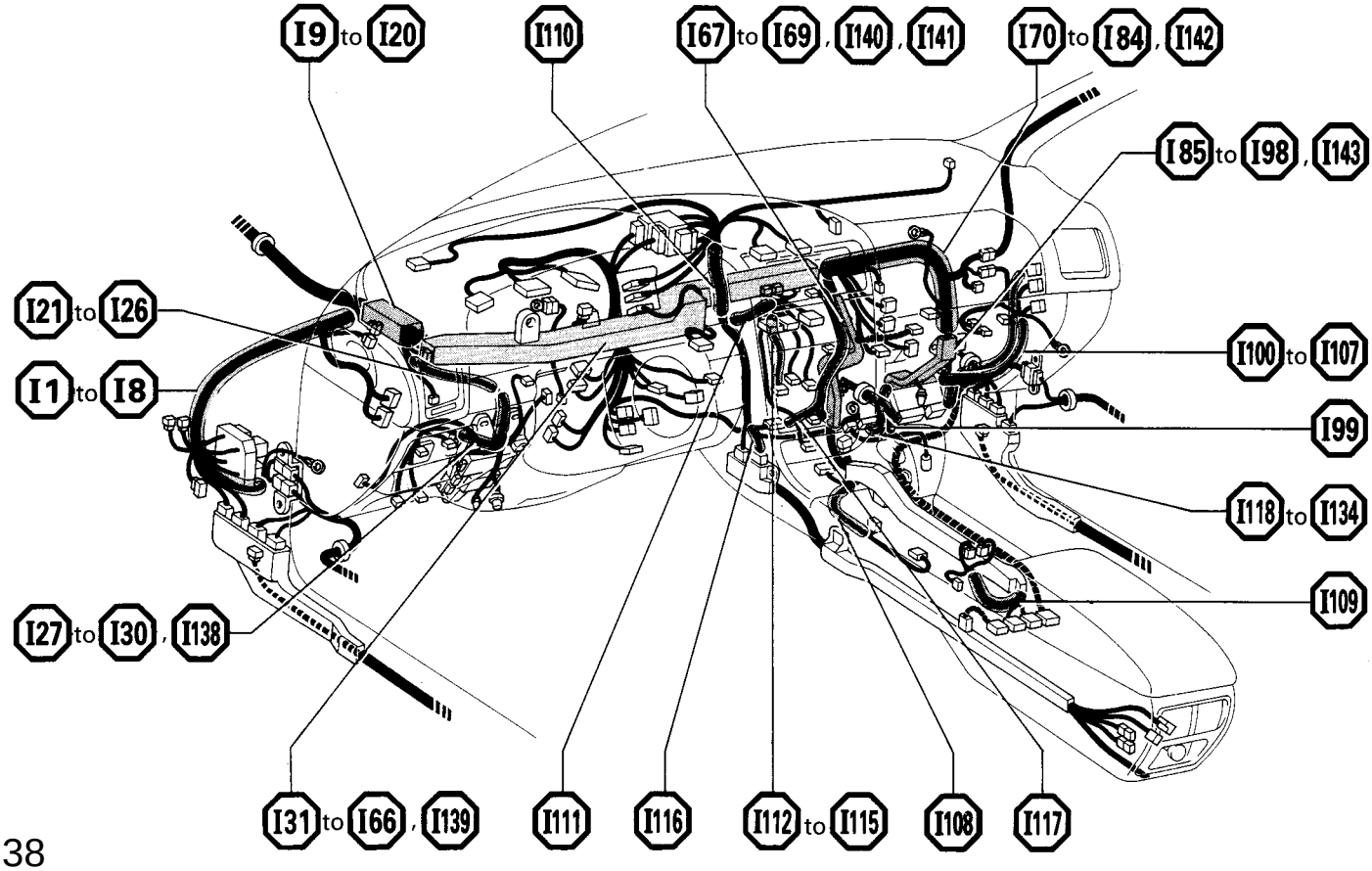


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IE1	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IE2	
IF1	FRONT DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IF2	
IG1	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IG2	
IH1	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IH2	
II1	COWL WIRE AND A/C SUB NO. 1 WIRE (INSTRUMENT PANEL CENTER)
IJ1	INSTRUMENT PANEL WIRE AND FLOOR NO. 1 WIRE (UNDER THE INSTRUMENT PANEL BRACE LH)
IJ2	

▭ : Location of Connector Joining Wire Harness and Wire Harness

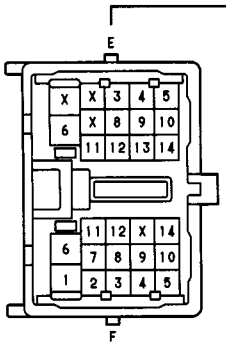


○ : Location of Splice Points

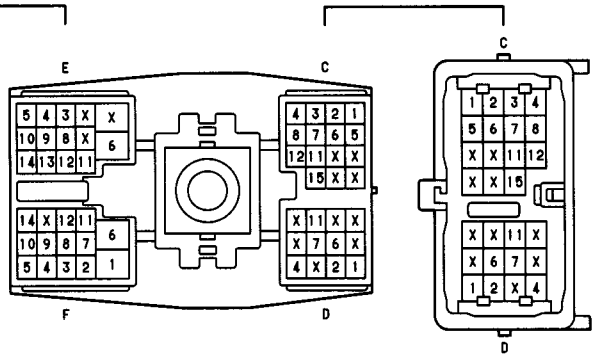


Connector Joining Wire Harness and Wire Harness

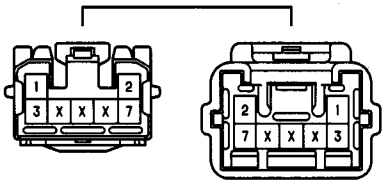
IK1 DARK GRAY



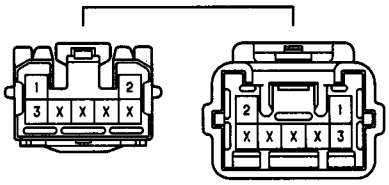
IK2 DARK GRAY



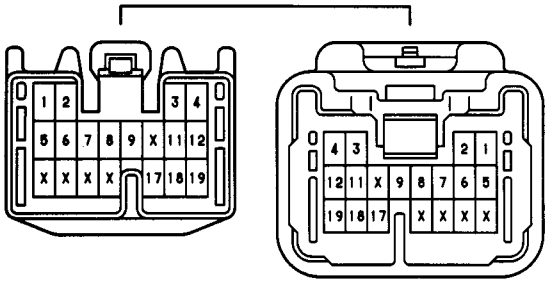
(w/ Moon Roof) **IL1** ORANGE



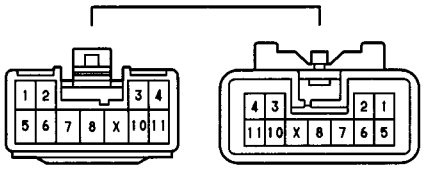
(w/o Moon Roof) **IL1** ORANGE



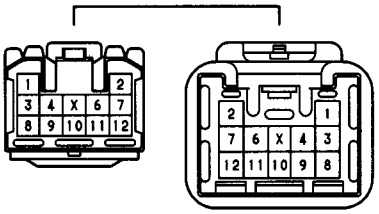
IM1



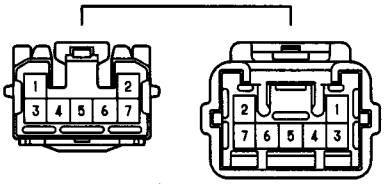
IM2 BLUE



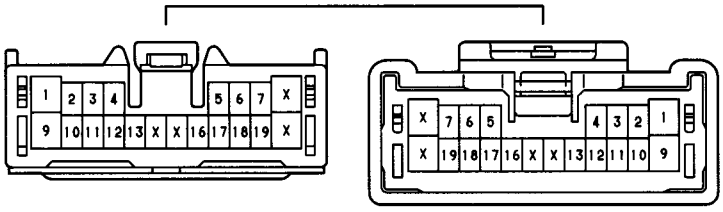
IM3 ORANGE



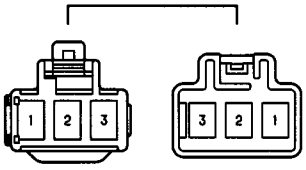
IN1 GRAY



IO1



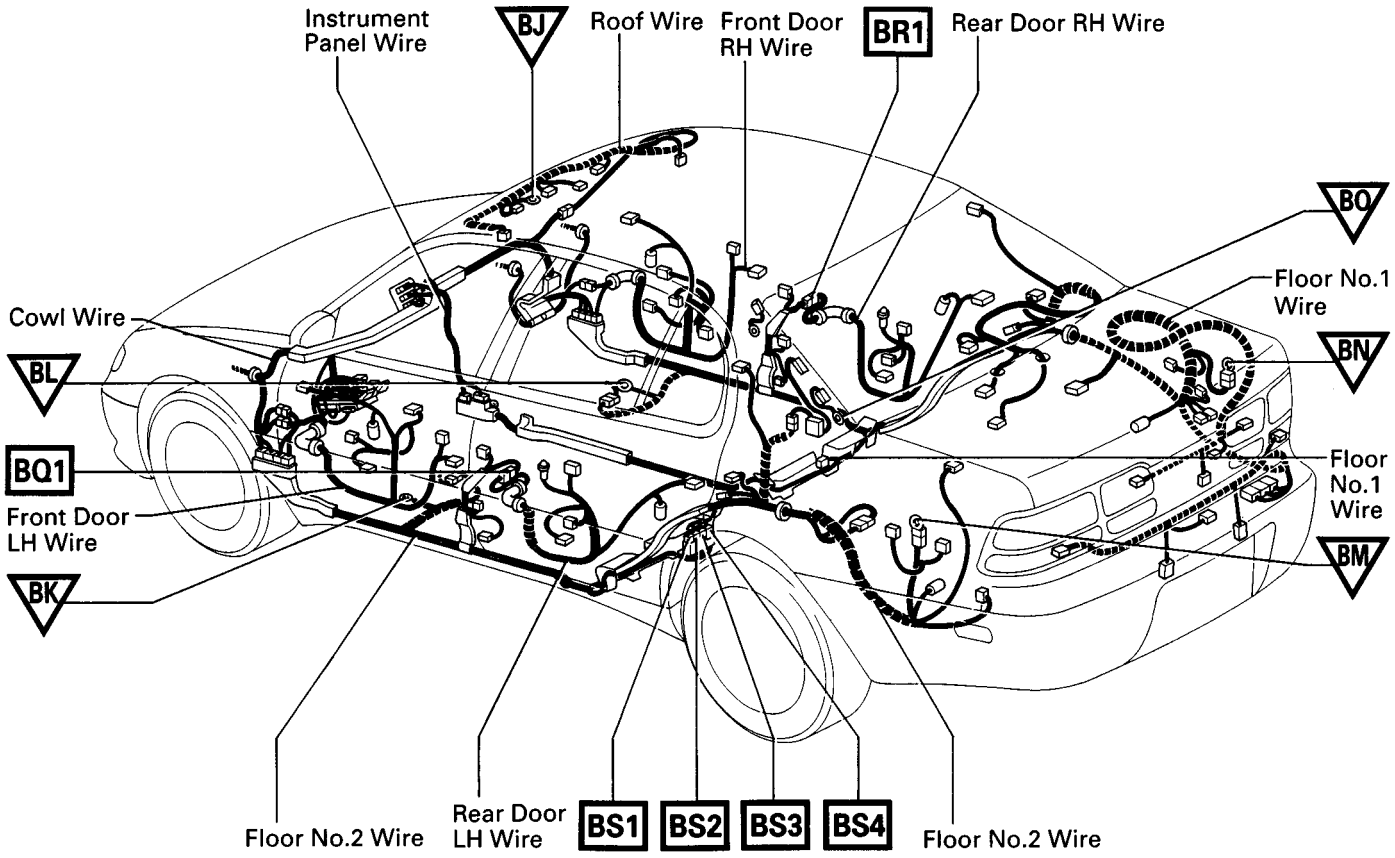
IP1



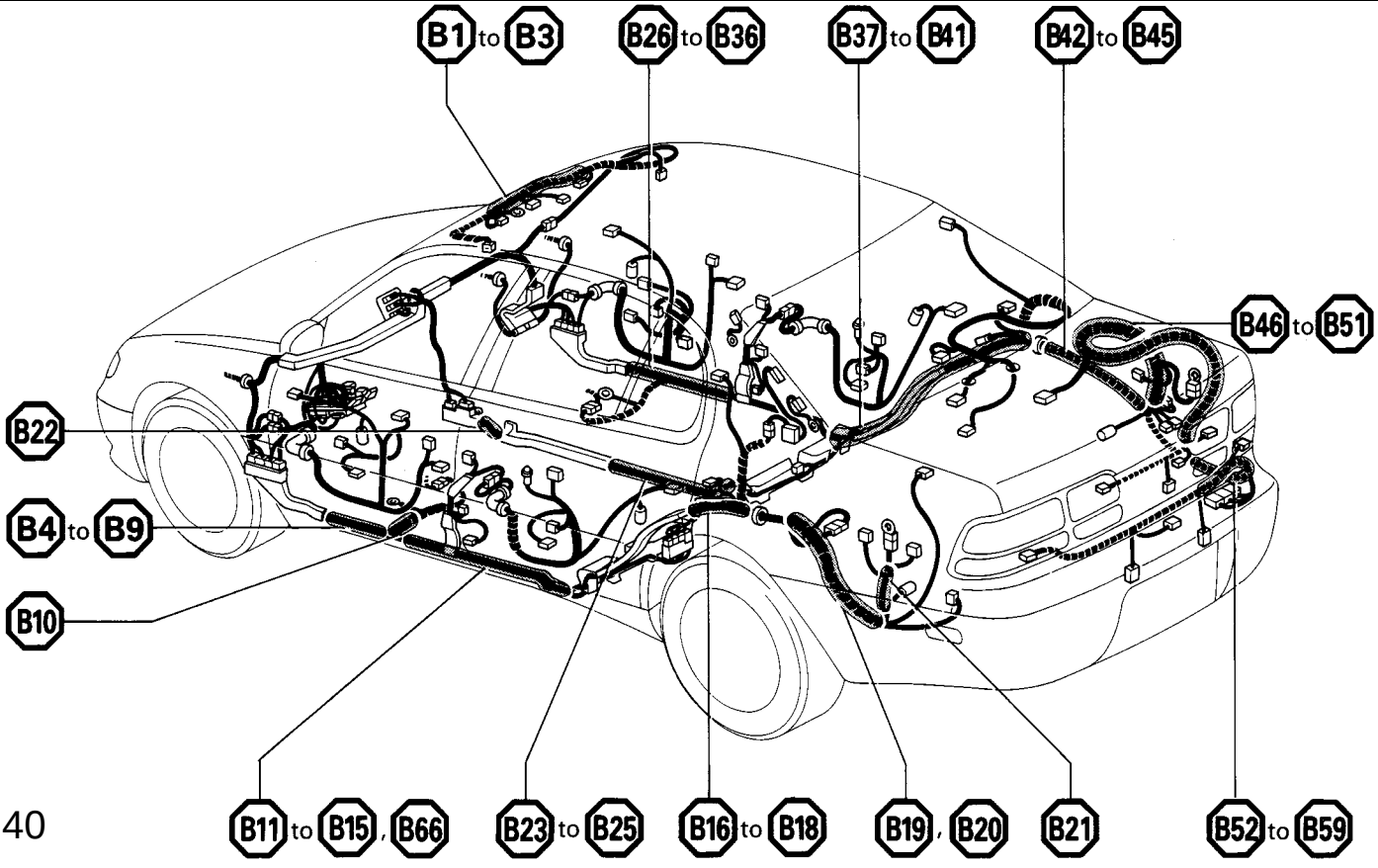
CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IK1	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	
IL1	COWL WIRE AND ROOF WIRE (BEHIND GLOVE BOX)
IM1	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM2	
IM3	
IN1	FRONT DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IO1	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	COWL WIRE AND A/C SUB NO. 2 WIRE (BEHIND GLOVE BOX)

▭ : Location of Connector Joining Wire Harness and Wire Harness

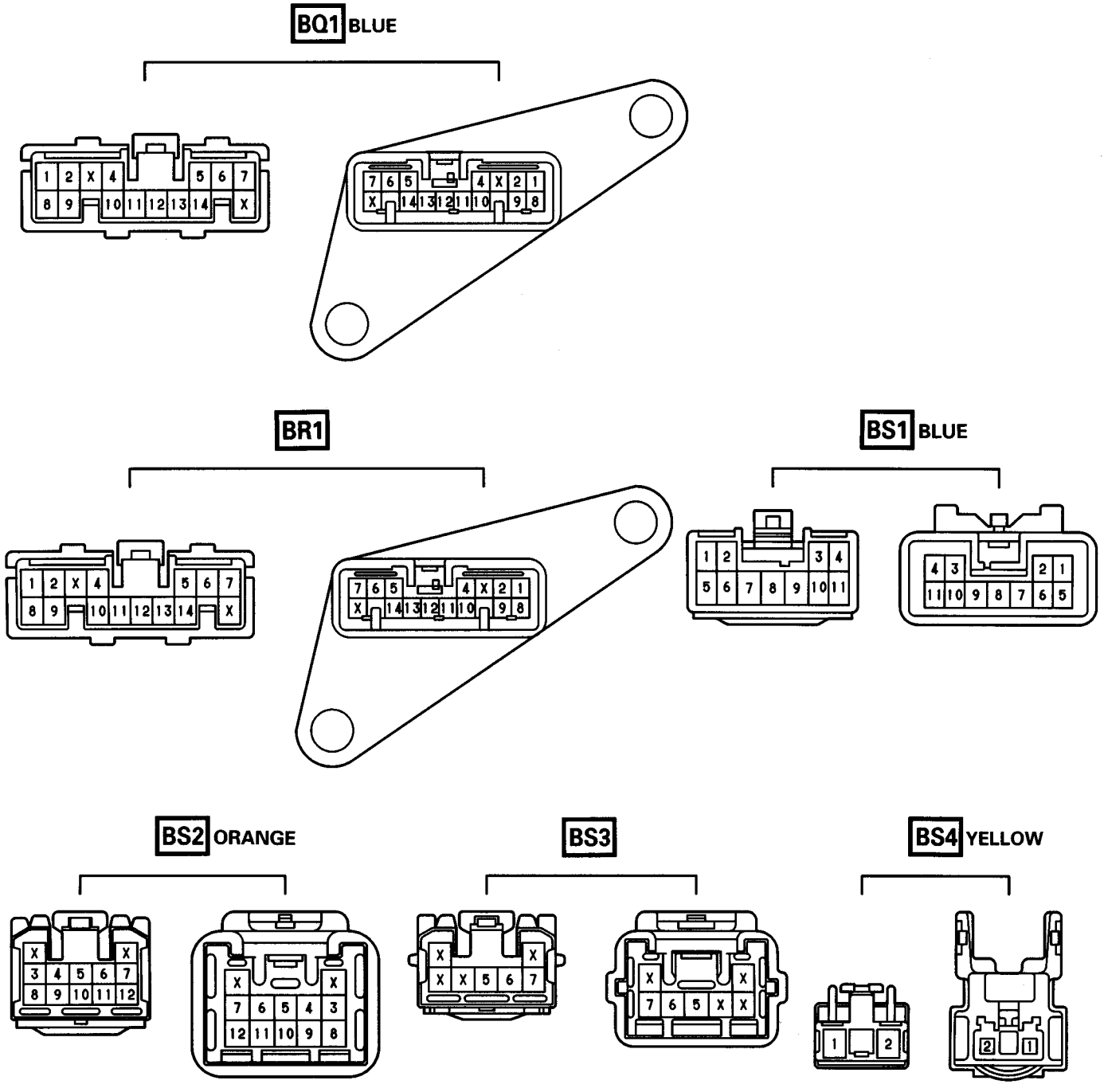
▽ : Location of Ground Points



○ : Location of Splice Points

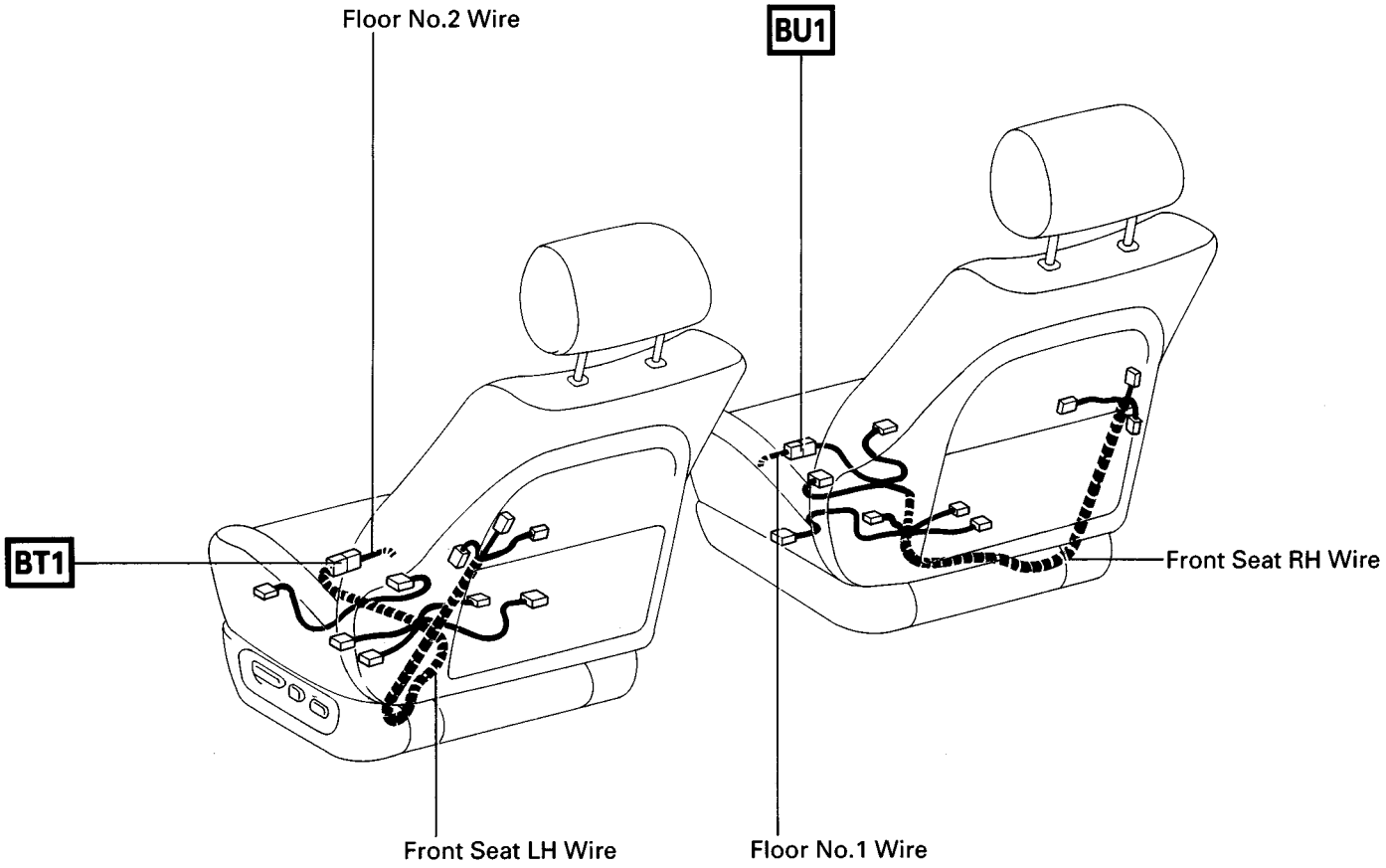


Connector Joining Wire Harness and Wire Harness

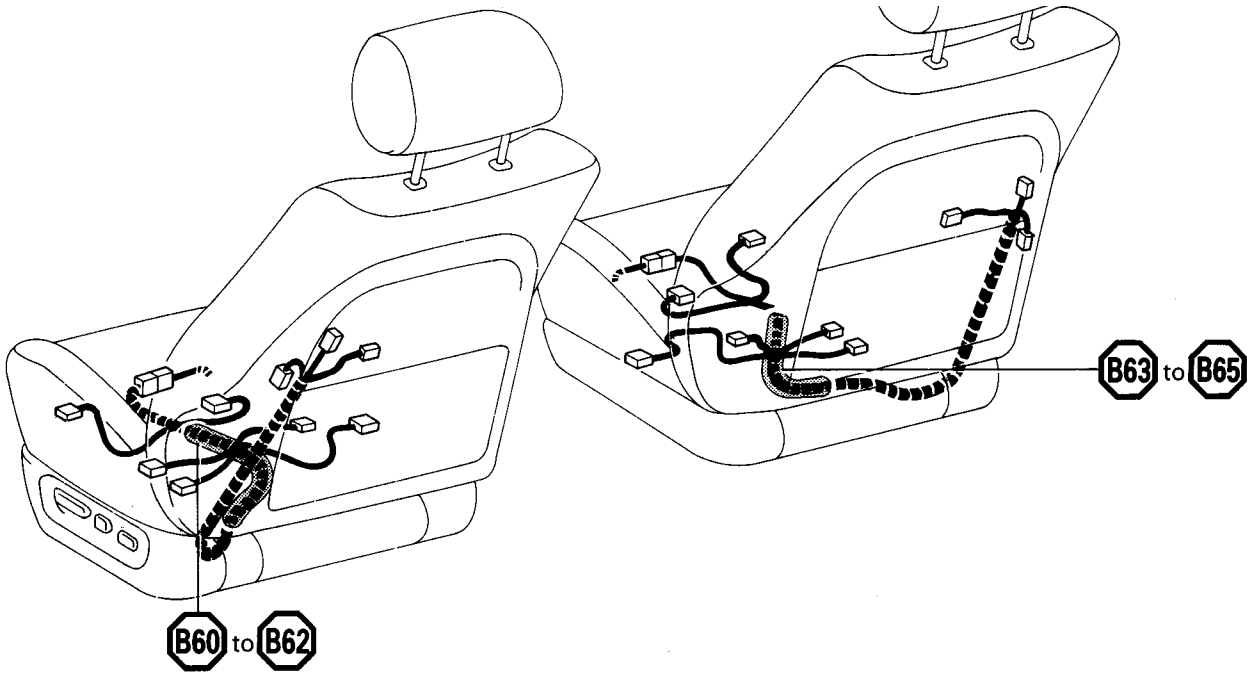


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BQ1	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)
BS1	FLOOR NO. 1 WIRE AND FLOOR NO. 2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)
BS2	
BS3	
BS4	

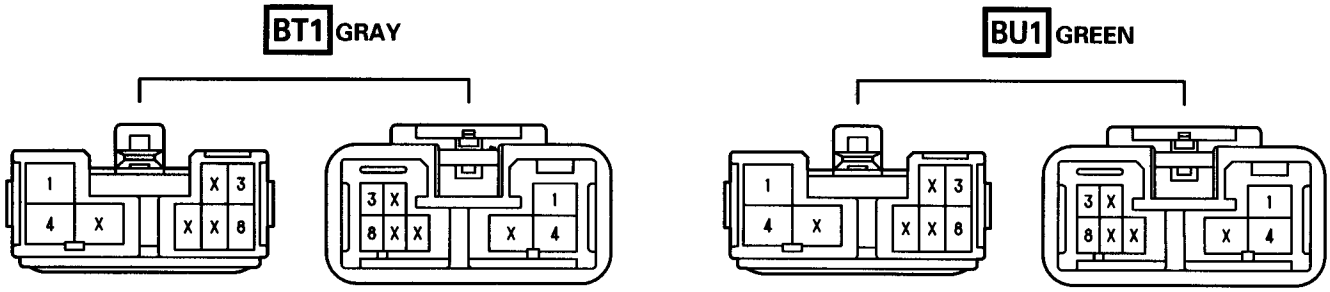
▭ : Location of Connector Joining Wire Harness and Wire Harness



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

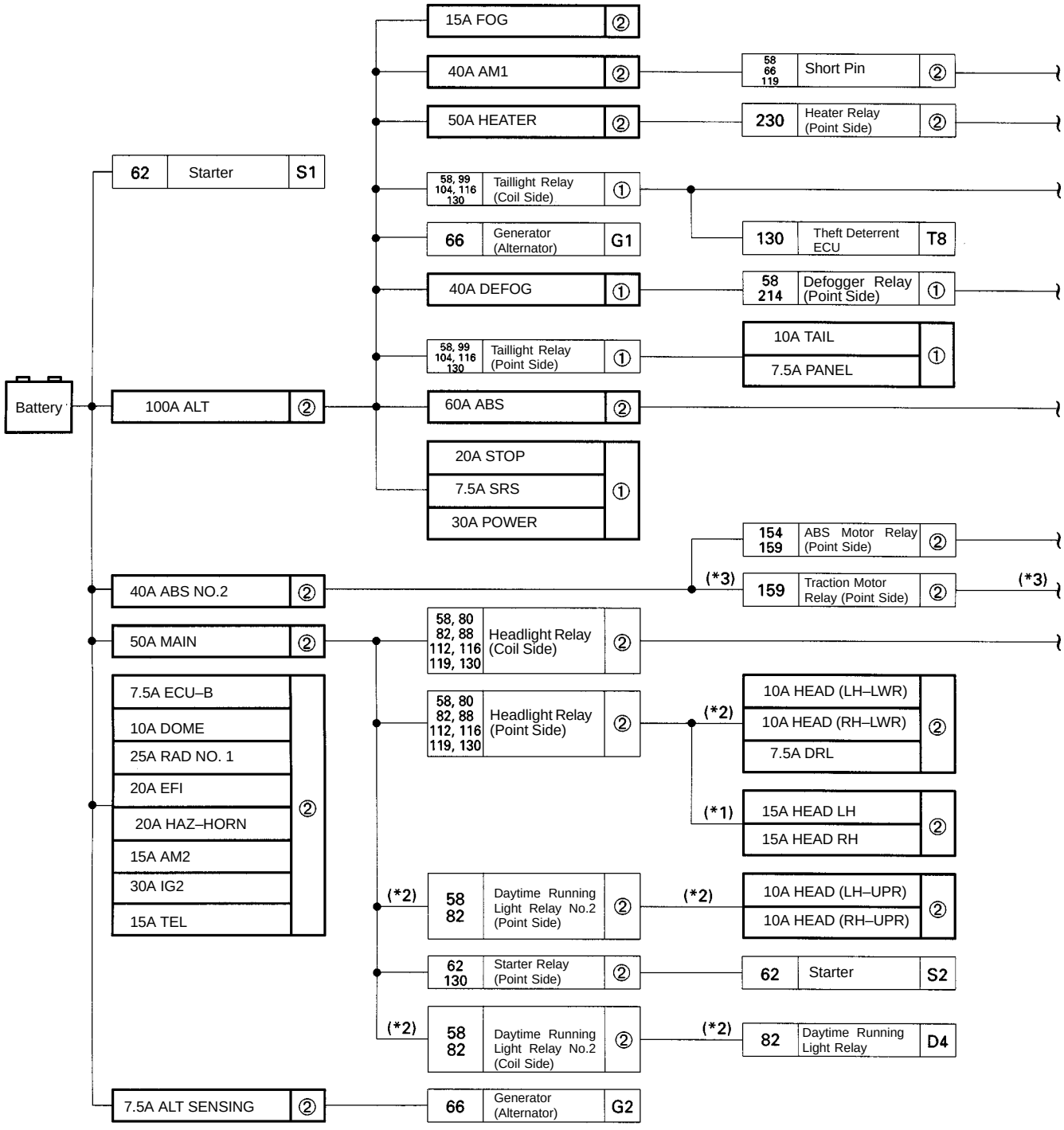


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BT1	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
BU1	FLOOR NO. 1 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

POWER SOURCE (Current Flow Chart)

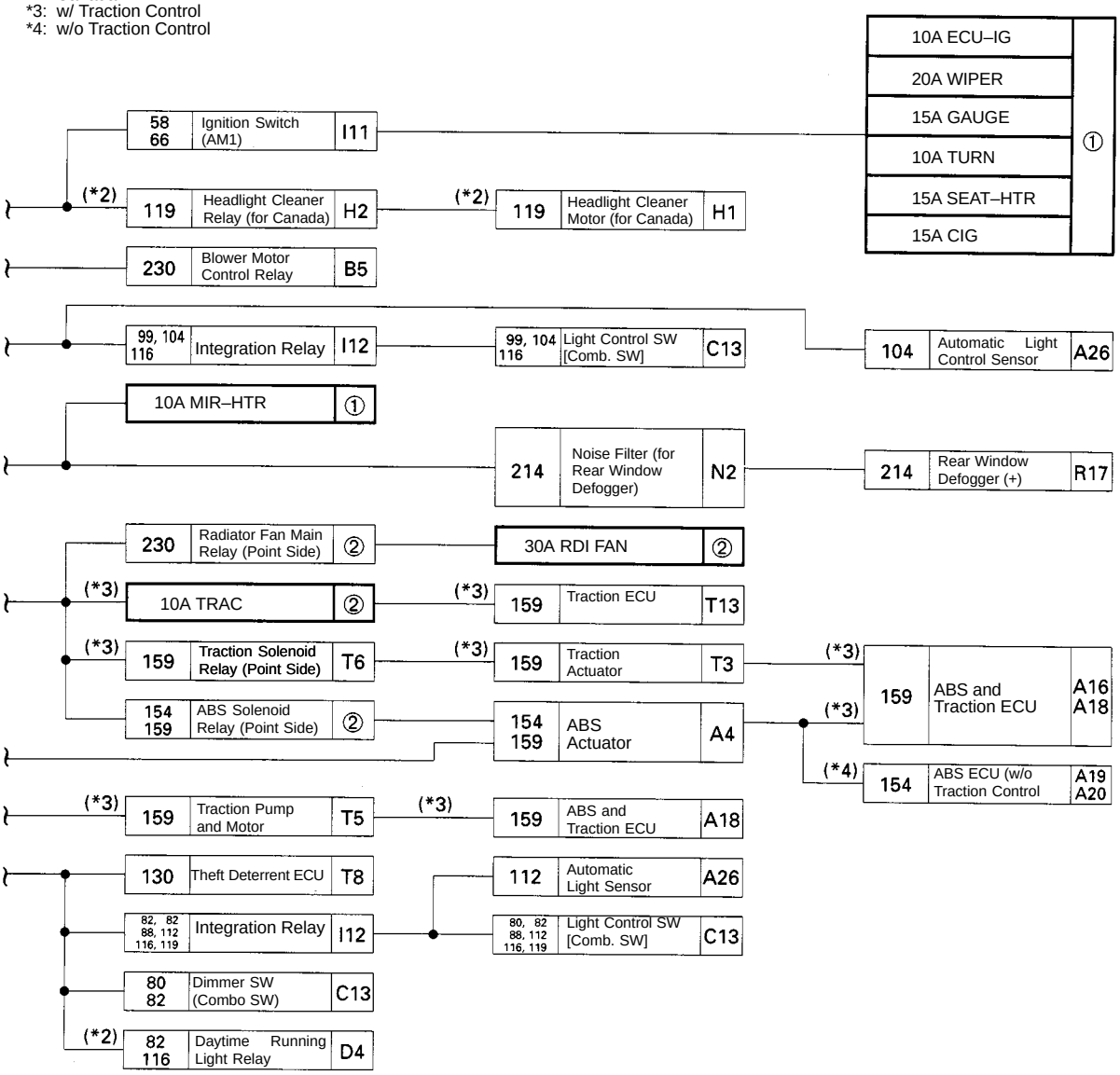
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

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



[LOCATION] (1) : J/B No. 1 (See page 20) (2) : R/B No. 2 (See page 19) (3) : J/B No. 6 (See page 24)

*1: USA
*2: Canada
*3: w/ Traction Control
*4: w/o Traction Control



* These are the page numbers of the first page on which the related system is shown.
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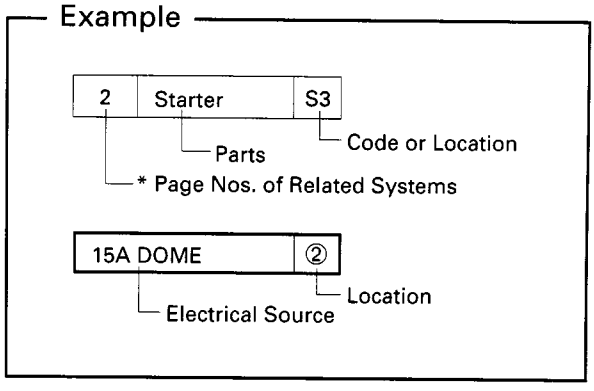
Example



POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	230	230	214 230	99 230	230	99 159 170	159	159	154	112	99	99	216	222	208	208	230	181	181	99 142	99 142	80 170 222
			Parts	A/C Single Pressure SW [A/C Triple Pressure SW]	A/C Lock Sensor and A/C Magnetic Clutch	A/C Control Assembly	A/C Control Assembly	A/C Lock Amplifier	A/T Indicator Light (for Shift Lever)	ABS and Traction ECU	ABS and Traction ECU	ABS ECU (w/o Traction Control)	Automatic Light Control Sensor	Ashtray Illumination Rear LH	Ashtray Illumination Rear RH	Auto Antenna Motor and Relay	Brake Fluid Level Warning SW	Buckle SW LH	Buckle SW RH	Condenser Fan Motor	Center Airbag Sensor Assembly	Center Airbag Sensor Assembly	Cigarette Lighter	Clock	Combination Meter
			Code or Location	A2	A3	A8	A10	A12	A15	A16	A18	A20	A26	A29	A30	A31	B1	B6	B7	C1	C3	C5	C7	C8	C9
①	15A	CIG					●									●					●	●	●	●	
	10A	ECU–IG		●						●		●	●			●		●	●						●
	20A	WIPER																							
	15A	GAUGE			●	●	●	●	●		●	●					●								
	10A	TURN																							
	15A	SEAT–HTR																							
	10A	TAIL																							
	7.5A	PANEL					●		●					●	●								●	●	
	20A	STOP									●	●													
	7.5A	SRS																				●			
	30A	POWER																							
	10A	MIR–HTR																							
②	7.5A	ECU–B					●			●		●													
	10A	DOME											●			●								●	
	25A	RAD NO. 1																							
	20A	EFI																							
	20A	HAZ–HORN																							
	15A	AM2																			●	●			
	30A	IG2																							
	15A	TEL																							
	15A	FOG																							
	30A	CDS																							
	10A	HEAD (LH–UPR)																							
	10A	HEAD (RH–UPR)																							●
	10A	HEAD (LH–LWR)																							
	10A	HEAD (RH–LWR)																							
	7.5A	DRL																							
	15A	HEAD LH																							
	15A	HEAD RH																							●
	30A	RDI FAN																			●				

* These are the page numbers of the first page on which the related system is shown.
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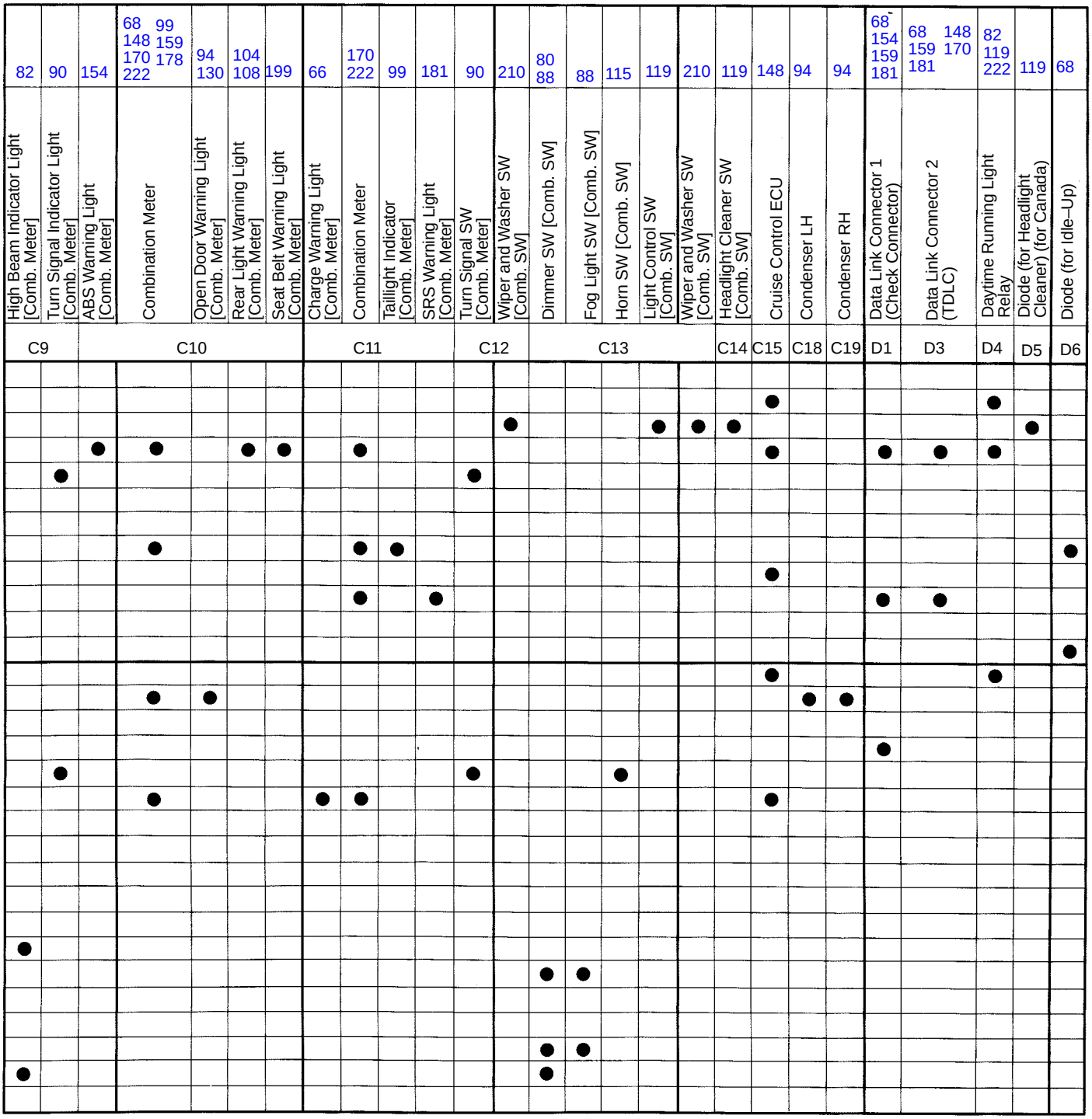
[LOCATION] (1) : J/B No. 1 (See page 20) (2) : J/B No. 2 (See page 19) (3) : J/B No. 6 (See page 24)


82
90
154
68 99 148 159 170 178 222
94 130
104 108
199
66
170 222
99
181
90
210
80 88
88
115
119
210
119
148
94
94
68, 154 159 181
68 148 159 170 181
82 119 222
119
68
High Beam Indicator Light [Comb. Meter]
Turn Signal Indicator Light [Comb. Meter]
ABS Warning Light [Comb. Meter]
Combination Meter
Open Door Warning Light [Comb. Meter]
Rear Light Warning Light [Comb. Meter]
Seat Belt Warning Light [Comb. Meter]
Charge Warning Light [Comb. Meter]
Combination Meter
Taillight Indicator [Comb. Meter]
SRS Warning Light [Comb. Meter]
Turn Signal SW [Comb. Meter]
Wiper and Washer SW [Comb. SW]
Dimmer SW [Comb. SW]
Fog Light SW [Comb. SW]
Horn SW [Comb. SW]
Light Control SW [Comb. SW]
Wiper and Washer SW [Comb. SW]
Headlight Cleaner SW [Comb. SW]
Cruise Control ECU
Condenser LH
Condenser RH
Data Link Connector 1 (Check Connector)
Data Link Connector 2 (TDLC)
Daytime Running Light Relay
Diode (for Headlight Cleaner) (for Canada)
Diode (for Idle–Up)
C9
C10
C11
C12
C13
C14
C15
C18
C19
D1
D3
D4
D5
D6

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	222	94	94	94	94	94 130	94 130	94 130	94 130	130	94	94	170	222	99 170	68 170 230	62 148	68 170	88	88
			Parts	Diode (for Traction Control)	Door Courtesy Light Front LH	Door Courtesy Light Front RH	Door Courtesy Light Rear LH	Door Courtesy Light Rear RH	Door Courtesy SW Front LH	Door Courtesy SW Front RH	Door Courtesy SW Rear LH	Door Courtesy SW Rear RH	Door Lock Control SW RH	Diode (for Interior Light)	Diode (for Interior Light)	Electronically Controlled Transmission Solenoid	Engine Oil Level Warning SW	Electronically Controlled Transmission Pattern Select SW	Engine Control Module (Engine and Electronically Controlled Transmission ECU)	Engine Control Module (Engine and Electronically Controlled Transmission ECU)		Fog Light LH	Fog Light RH
			Code or Location	D7	D8	D9	D10	D11	D12	D13	D14	D15	D18	D23	D24	E2	E5	E6	E7	E8		F1	F2
①	15A	CIG																					
	10A	ECU–IG											●					●	●				
	20A	WIPER																					
	15A	GAUGE	●														●		●				
	10A	TURN																					
	15A	SEAT–HTR																					
	10A	TAIL																					
	7.5A	PANEL																●	●				
	20A	STOP																					
	7.5A	SRS																					
	30A	POWER																					
	10A	MIR–HTR																	●				
②	7.5A	ECU–B																					
	10A	DOME		●	●	●	●	●	●	●	●	●		●	●								
	25A	RAD NO. 1																					
	20A	EFI														●			●	●			
	20A	HAZ–HORN																					
	15A	AM2																	●	●			
	30A	IG2																		●			
	15A	TEL																					
	15A	FOG																			●	●	
	30A	CDS																					
	10A	HEAD (LH–UPR)																					
	10A	HEAD (RH–UPR)																					
	10A	HEAD (LH–LWR)																					
	10A	HEAD (RH–LWR)																					
	7.5A	DRL																					
	15A	HEAD LH																					
	15A	HEAD RH																					
	30A	RDI FAN																					

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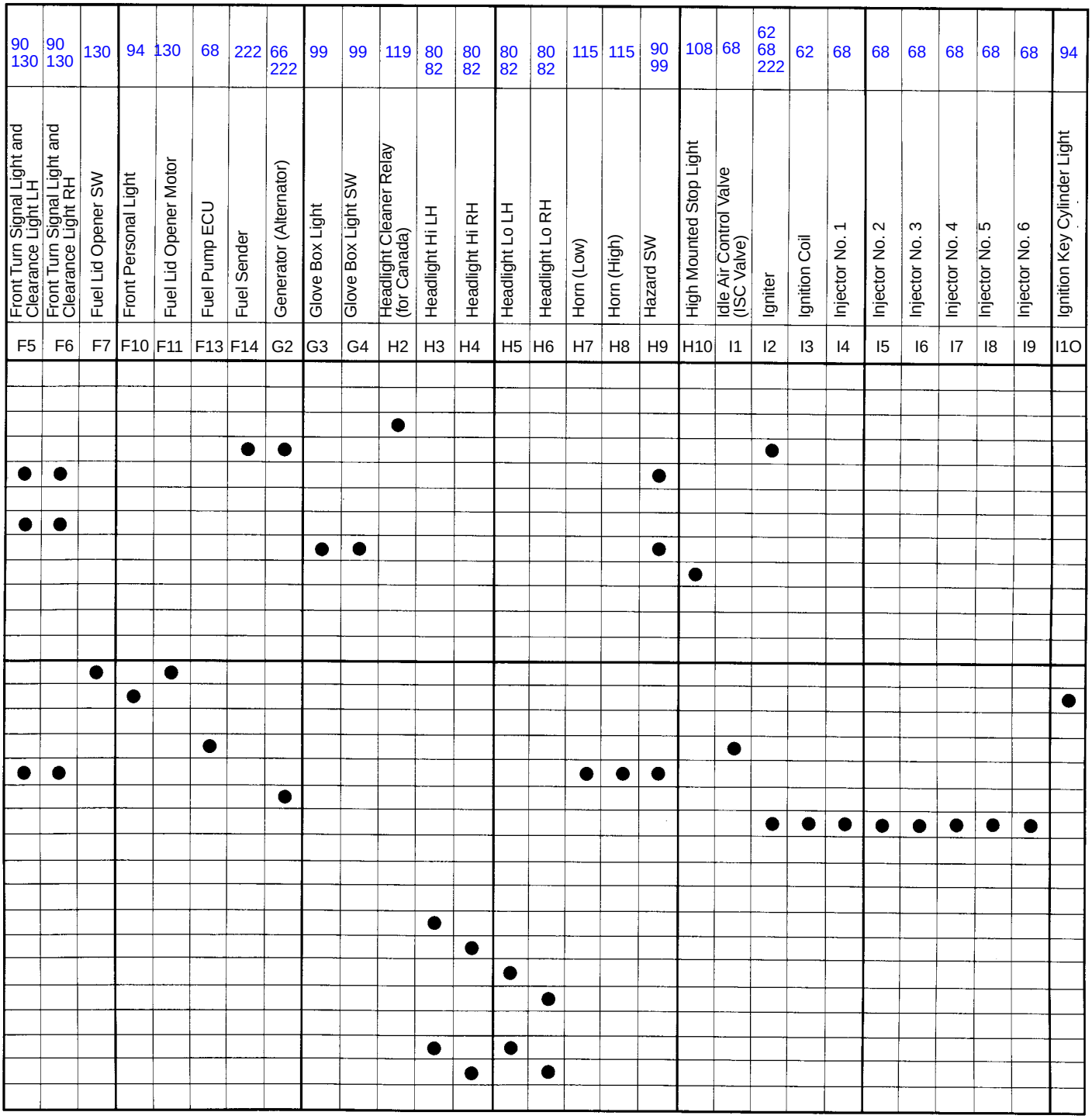
90 130
Front Turn Signal Light and Clearance Light LH
F5
90 130
Front Turn Signal Light and Clearance Light RH
F6
130
Fuel Lid Opener SW
F7
94
Front Personal Light
F10
130
Fuel Lid Opener Motor
F11
68
Fuel Pump ECU
F13
222
Fuel Sender
F14
66 222
Generator (Alternator)
G2
99
Glove Box Light
G3
99
Glove Box Light SW
G4
119
Headlight Cleaner Relay (for Canada)
H2
80 82
Headlight Hi LH
H3
80 82
Headlight Hi RH
H4
80 82
Headlight Lo LH
H5
80 82
Headlight Lo RH
H6
115
Horn (Low)
H7
115
Horn (High)
H8
90 99
Hazard SW
H9
108
High Mounted Stop Light
H10
68
Idle Air Control Valve (ISC Valve)
I1
62 68 222
Igniter
I2
62
Ignition Coil
I3
68
Injector No. 1
I4
68
Injector No. 2
I5
68
Injector No. 3
I6
68
Injector No. 4
I7
68
Injector No. 5
I8
68
Injector No. 6
I9
94
Ignition Key Cylinder Light
I10

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	58 66 130 170 222 62 68 148 181	119	104	104	104 108	94 130	94 130	68	68	144	194	194	230	62	222	170	62 111 159 187 68 130 170 222	178
			Parts	Ignition SW, Unlock Warning SW and Key Interlock Solenoid	Integration Relay	License Plate Light LH	License Plate Light RH	Light Failure Sensor	Luggage Compartment Light	Luggage Compartment Light SW	Main Heated Oxygen Sensor (on Front Side)	Main Heated Oxygen Sensor (on Rear Side)	Mobilephone	Moon Roof Control Relay	Moon Roof Motor and Limit SW	Max Cool Control Servo Motor	Noise Filter (For Ignition System)	Oil Pressure SW	O/D Main SW	Park/Neutral Position SW (Neutral Start SW), Back–Up Light SW and A/T Indicator Light SW	PPS Solenoid
			Code or Location	I11	I12	L2	L3	L4	L7	L8	M1	M2	M5	M7	M9	M10	N1	O2	O3	P1	P3
①	15A	CIG																			
	10A	ECU–IG											●								●
	20A	WIPER			●																
	15A	GAUGE						●								●		●	●	●	
	10A	TURN																			
	15A	SEAT–HTR																			
	10A	TAIL				●	●	●													
	7.5A	PANEL																			
	20A	STOP						●													
	7.5A	SRS																			
	30A	POWER												●	●						
	10A	MIR–HTR																			
②	7.5A	ECU–B																			
	10A	DOME							●	●				●							
	25A	RAD NO. 1																			
	20A	EFI									●	●									
	20A	HAZ–HORN																			
	15A	AM2		●																●	
	30A	IG2															●				
	15A	TEL																			
	15A	FOG																			
	30A	CDS																			
	10A	HEAD (LH–UPR)																			
	10A	HEAD (RH–UPR)																			
	10A	HEAD (LH–LWR)																			
	10A	HEAD (RH–LWR)																			
	7.5A	DRL																			
	15A	HEAD LH																			
	15A	HEAD RH																			
	30A	RDI FAN																			

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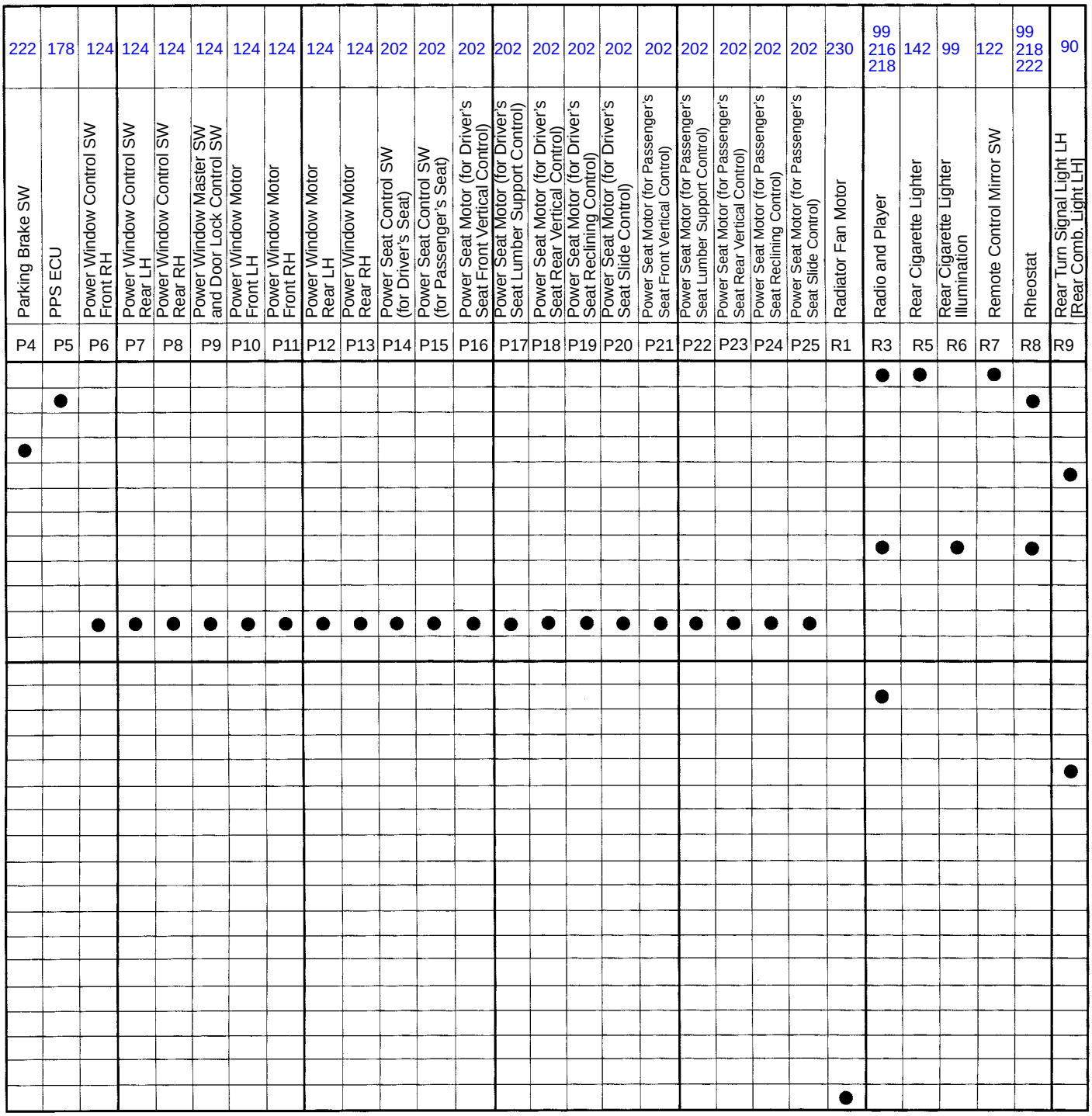
222 178 124 124 124 124 124 124 124 124 202 202 202 202 202 202 202 202 202 202 230 99 216 218 142 99 122 99 218 222 90
Parking Brake SW
PPS ECU
Power Window Control SW Front RH
Power Window Control SW Rear LH
Power Window Control SW Rear RH
Power Window Master SW and Door Lock Control SW
Power Window Motor Front LH
Power Window Motor Front RH
Power Window Motor Rear LH
Power Window Motor Rear RH
Power Seat Control SW (for Driver's Seat)
Power Seat Control SW (for Passenger's Seat)
Power Seat Motor (for Driver's Seat Front Vertical Control)
Power Seat Motor (for Driver's Seat Lumber Support Control)
Power Seat Motor (for Driver's Seat Rear Vertical Control)
Power Seat Motor (for Driver's Seat Reclining Control)
Power Seat Motor (for Driver's Seat Slide Control)
Power Seat Motor (for Passenger's Seat Front Vertical Control)
Power Seat Motor (for Passenger's Seat Lumber Support Control)
Power Seat Motor (for Passenger's Seat Rear Vertical Control)
Power Seat Motor (for Passenger's Seat Reclining Control)
Power Seat Motor (for Passenger's Seat Slide Control)
Radiator Fan Motor
Radio and Player
Rear Cigarette Lighter
Rear Cigarette Lighter Illumination
Remote Control Mirror SW
Rheostat
Rear Turn Signal Light LH [Rear Comb. Light LH]
P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 R1 R3 R5 R6 R7 R8 R9

POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		*Page Nos. of Related Systems	108	104	111	108	104	90	108	104	111	108	104	94	94	122 214	122 214	99 206	192	94	94	108 148 154 159 192	68	218
			Parts	Stop Light LH [Rear Combo. Light LH]	Taillight LH [Rear Combo. Light LH]	Back–Up Light LH [Rear Combo. Light LH]	Stop Light LH [Rear Combo. Light LH]	Taillight LH [Rear Combo. Light LH]	Rear Turn Signal Light RH [Rear Comb. Light RH]	Stop Light RH [Rear Combo. Light RH]	Taillight RH [Rear Combo. Light RH]	Back–Up Light RH [Rear Combo. Light RH]	Stop Light RH [Rear Combo. Light RH]	Taillight RH [Rear Combo. Light RH]	Rear Personal Light LH	Rear Personal Light RH	Remote Control Mirror and Mirror Heater LH	Remote Control Mirror and Mirror Heater RH	Seat Heater SW	Shift Lock ECU	Step Light LH	Step Light RH	Stop Light SW	Sub Heated Oxygen Sensor	Stereo Component Amplifier
			Code or Location	R9		R10			R11			R12			R15	R16	R19	R20	S5	S6	S7	S8	S9	S10	S14
①	15A	CIG																●	●		●					●
	10A	ECU–IG																			●					
	20A	WIPER																								
	15A	GAUGE				●						●														
	10A	TURN							●																	
	15A	SEAT–HTR																		●						
	10A	TAIL		●				●			●			●												
	7.5A	PANEL																		●						
	20A	STOP	●				●			●			●								●				●	
	7.5A	SRS																								
	30A	POWER																								
	10A	MIR–HTR																●	●							
②	7.5A	ECU–B																								
	10A	DOME													●	●						●	●			
	25A	RAD NO. 1																								●
	20A	EFI																							●	
	20A	HAZ–HORN							●																	
	15A	AM2																								
	30A	IG2																								
	15A	TEL																								
	15A	FOG																								
	30A	CDS																								
	10A	HEAD (LH–UPR)																								
	10A	HEAD (RH–UPR)																								
	10A	HEAD (LH–LWR)																								
	10A	HEAD (RH–LWR)																								
	7.5A	DRL																								
	15A	HEAD LH																								
	15A	HEAD RH																								
	30A	RDI FAN																								

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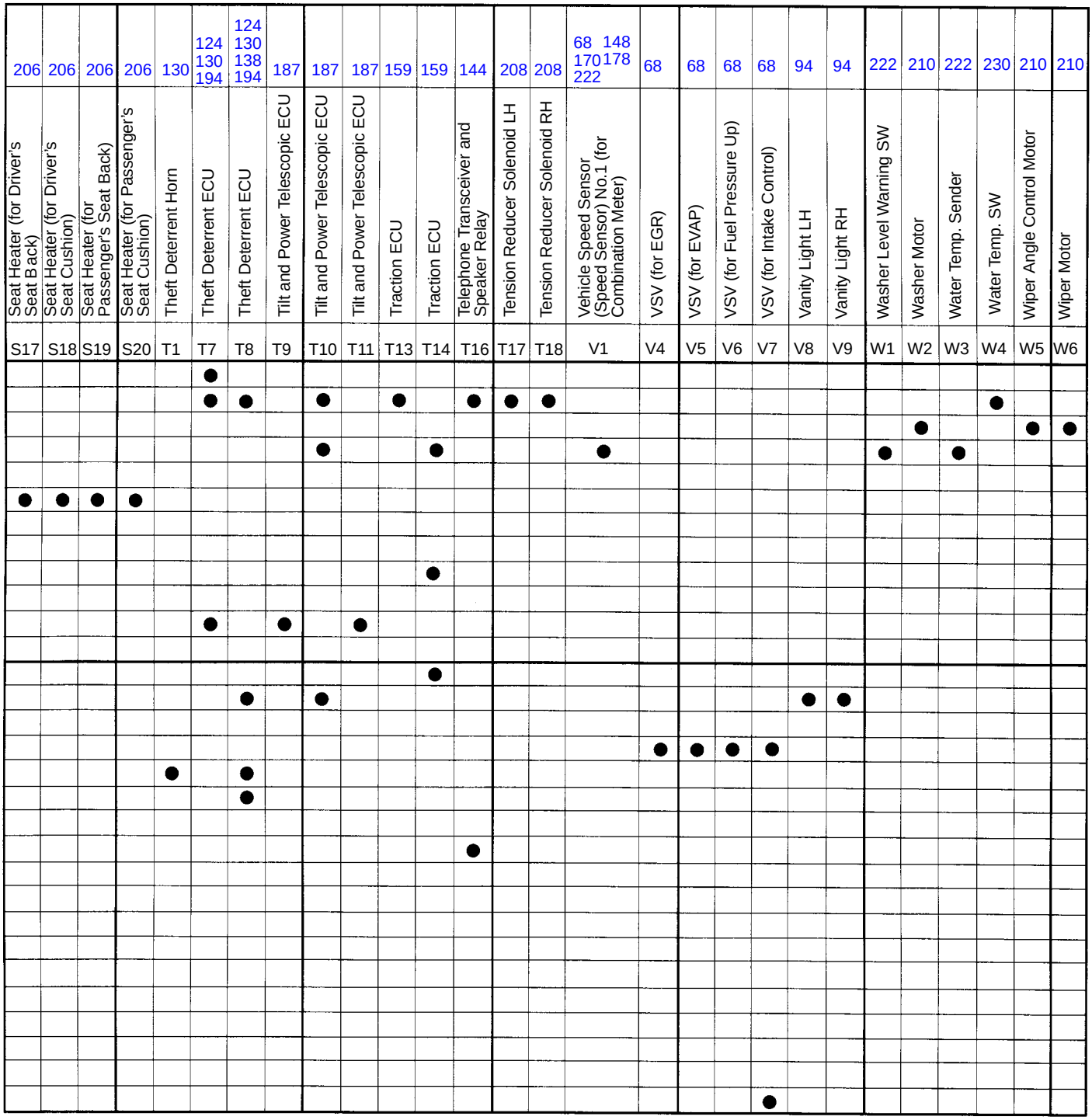
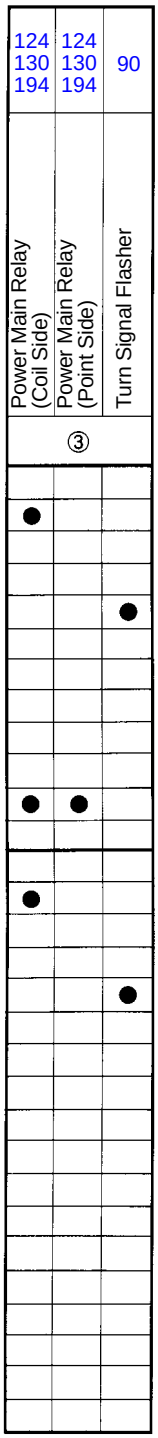

206 Seat Heater (for Driver's Seat Back) S17
206 Seat Heater (for Driver's Seat Cushion) S18
206 Seat Heater (for Passenger's Seat Back) S19
206 Seat Heater (for Passenger's Seat Cushion) S20
130 Theft Deterrent Horn T1
124 130 194 Theft Deterrent ECU T7
124 130 138 194 Theft Deterrent ECU T8
187 Tilt and Power Telescopic ECU T9
187 Tilt and Power Telescopic ECU T10
187 Tilt and Power Telescopic ECU T11
159 Traction ECU T13
159 Traction ECU T14
144 Telephone Transceiver and Speaker Relay T16
208 Tension Reducer Solenoid LH T17
208 Tension Reducer Solenoid RH T18
68 148 170 178 222 Vehicle Speed Sensor (Speed Sensor) No.1 (for Combination Meter) V1
68 VSV (for EGR) V4
68 VSV (for EVAP) V5
68 VSV (for Fuel Pressure Up) V6
68 VSV (for Intake Control) V7
94 Vanity Light LH V8
94 Vanity Light RH V9
222 Washer Level Warning SW W1
210 Washer Motor W2
222 Water Temp. Sender W3
230 Water Temp. SW W4
210 Wiper Angle Control Motor W5
210 Wiper Motor W6

POWER SOURCE (Current Flow Chart)

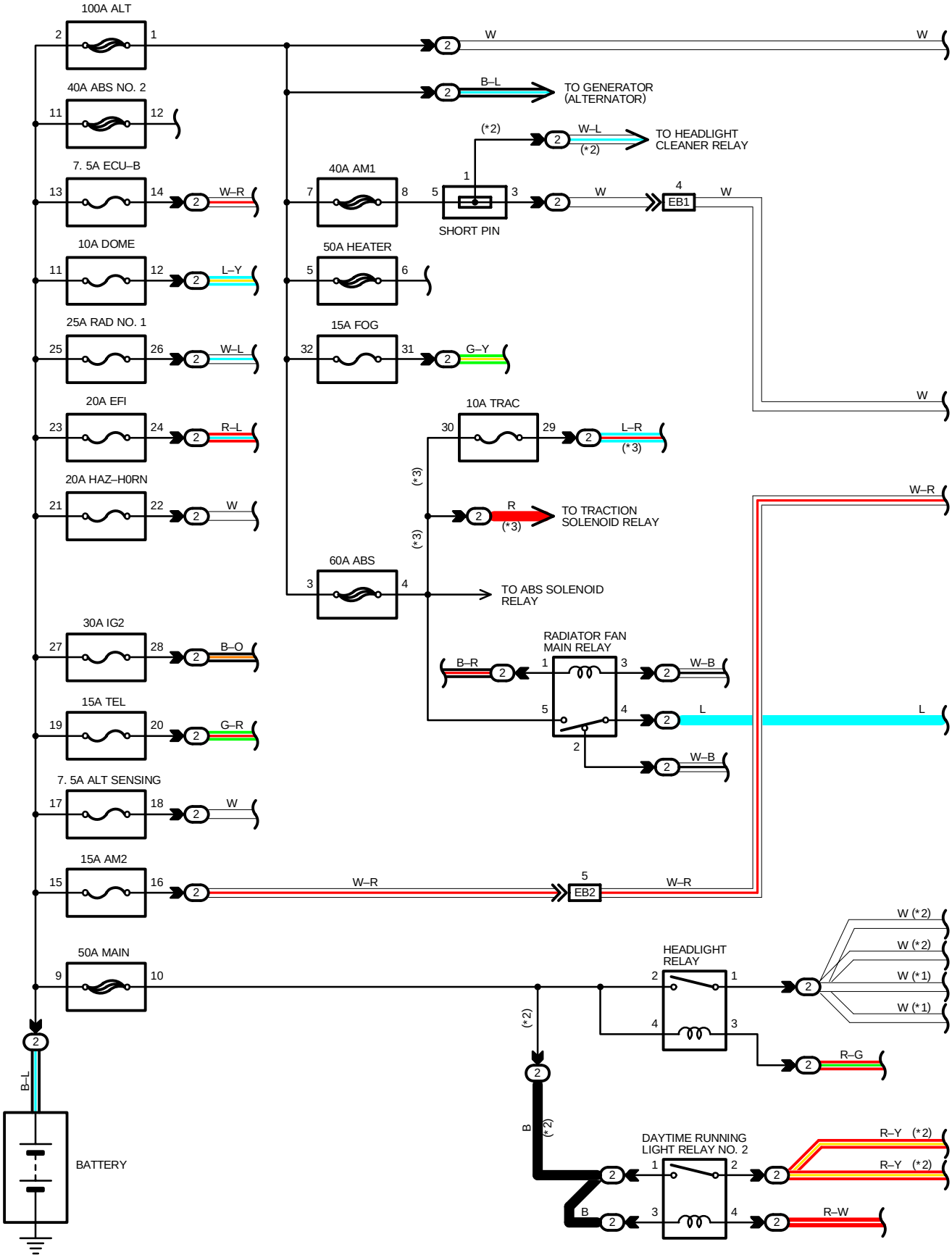
Location	CB or Fuse		*Page Nos. of Related Systems	210	138	138	214	94 116 199	230	154 159	82 222	82 222	68 170	230	115 130	62 68	62 68	230	230	230	62 130	82	82	88	88
			Parts / Code or Location	Wiper Relay	Wireless Door Lock Main SW	Wireless Door Lock ECU	Defogger Relay (Coil Side)	Integration Relay	A/C Magnetic Clutch Relay	ABS Solenoid Relay	Daytime Running Light Relay No. 3 (Coil Side)	Daytime Running Light Relay No. 3 (Point Side)	EFI Main Relay (Point Side)	Heater Relay (Coil Side)	Horn Relay	IG2 Relay (Coil Side)	IG2 Relay (Point Side)	Radiator Fan Main Relay (Coil Side)	Radiator Fan Relay (Coil Side)	Radiator Fan Relay (Point Side)	Starter Relay (Coil Side)	Daytime Running Light Relay No. 4 (Coil Side)	Daytime Running Light Relay No. 4 (Point Side)	Fog Light Relay (Coil Side)	Fog Light Relay (Point Side)
			CB or Fuse	W8	W9	W10	①		②														③			
①	15A	CIG						●																		
	10A	ECU–IG				●												●	●							
	20A	WIPER	●																							
	15A	GAUGE					●	●	●	●				●												
	10A	TURN																								
	15A	SEAT–HTR																								
	10A	TAIL																								
	7.5A	PANEL																								
	20A	STOP																								
	7.5A	SRS																								
	30A	POWER																								
	10A	MIR–HTR																								
②	7.5A	ECU–B																								
	10A	DOME		●	●			●																		
	25A	RAD NO. 1																								
	20A	EFI											●													
	20A	HAZ–HORN													●											
	15A	AM2														●					●					
	30A	IG2															●									
	15A	TEL																								
	15A	FOG																								●
	30A	CDS																								
	10A	HEAD (LH–UPR)										●											●			
	10A	HEAD (RH–UPR)										●											●			
	10A	HEAD (LH–LWR)																						●		
	10A	HEAD (RH–LWR)																								
	7.5A	DRL									●											●				
	15A	HEAD LH																						●		
	15A	HEAD RH																								
	30A	RDI FAN																		●						

* 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.

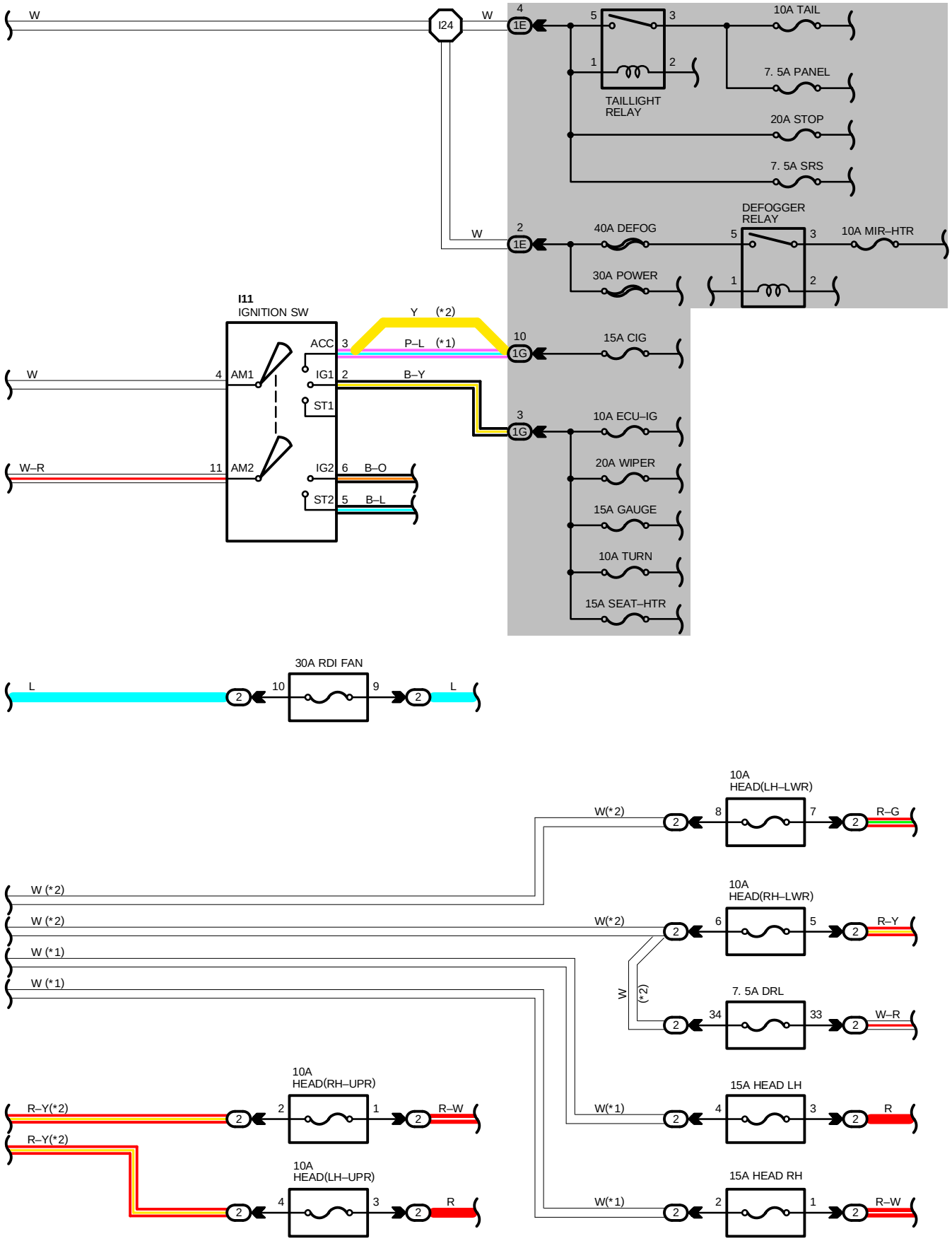
[LOCATION] (1) : J/B No. 1 (See page 20) (2) : J/B No. 2 (See page 19) (3) : J/B No. 6 (See page 24)


124
130
194
124
130
194
90
Power Main Relay
(Coil Side)
Power Main Relay
(Point Side)
Turn Signal Flasher
③

POWER SOURCE



*1 : USA
*2 : CANADA
*3 : W/ TRACTION CONTROL



POWER SOURCE

SERVICE HINTS

HEADLIGHT RELAY (FOR USA)
(2) 2– (2) 1: CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION

HEADLIGHT RELAY (FOR CANADA)
(2) 2– (2) 1: CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION
: CLOSE WITH ENGINE RUNNING AND PARKING BRAKE PEDAL RELEASED (PARKING BRAKE SW OFF)

TAILLIGHT RELAY
5–3 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

I11 IGNITION SW
4–3 : CLOSED WITH IGNITION KEY AT **ACC** OR **ON** POSITION
4–2 : CLOSED WITH IGNITION KEY AT **ON** OR **ST** POSITION
11–6: CLOSED WITH IGNITION KEY AT **ON** OR **ST** POSITION
11–5: CLOSED WITH IGNITION KEY AT **ST** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
I11	29				

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1E	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
IG		

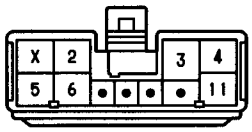
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

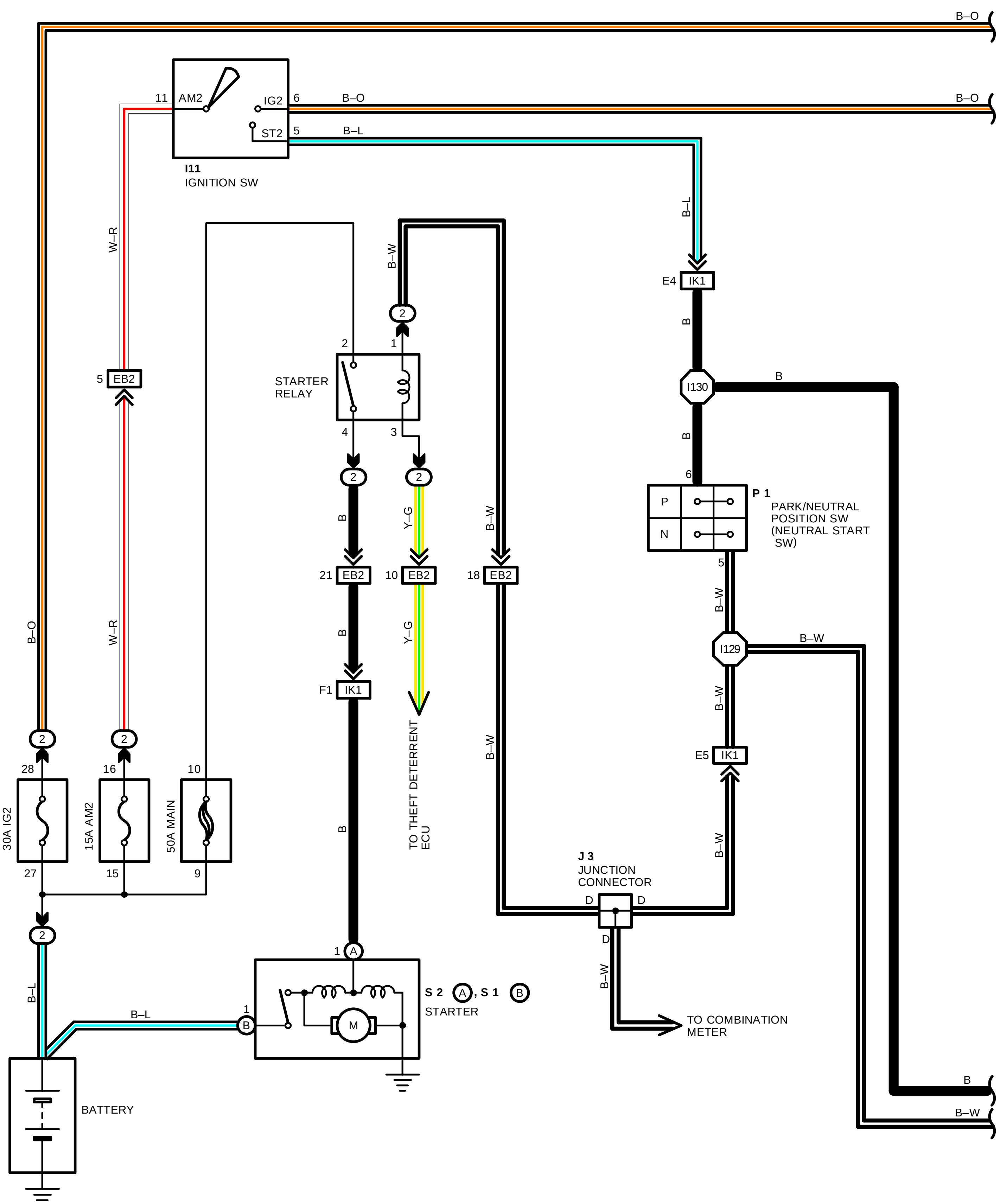
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		

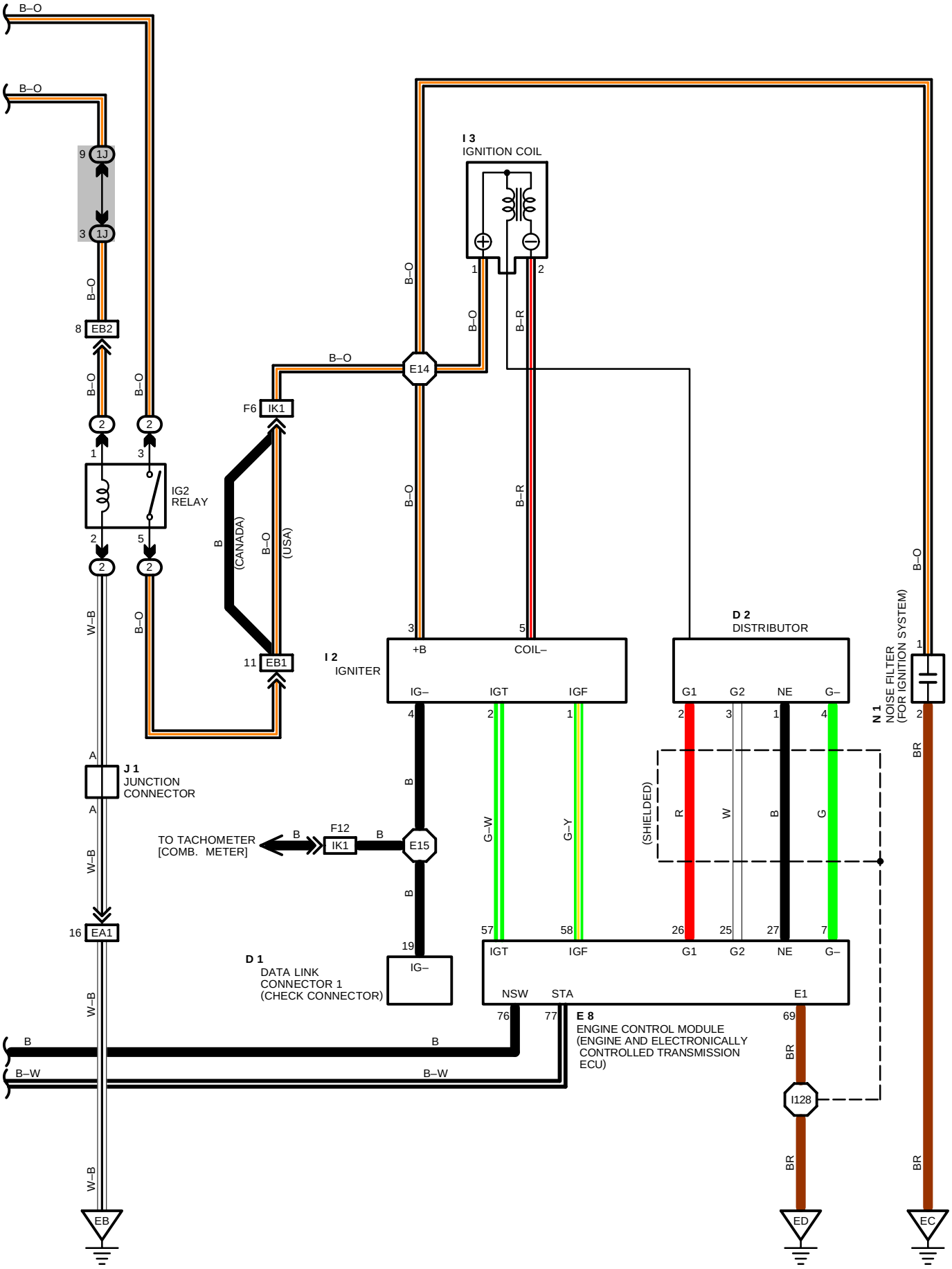
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I24	38	COWL WIRE			

I11 BLACK




B–O
B–O
11
AM2
IG2
6
B–O
ST2
5
B–L
I11
IGNITION SW
W–R
B–L
B–W
E4
IK1
B
2
2
1
STARTER RELAY
5
EB2
I130
B
4
3
B
6
P 1
PARK/NEUTRAL POSITION SW (NEUTRAL START SW)
P
N
2
2
B
Y–G
B–W
21
EB2
10
EB2
18
EB2
5
B–W
B–O
W–R
B
Y–G
I129
B–W
F1
IK1
B–W
2
2
E5
IK1
28
16
10
TO THEFT DETERRENT ECU
30A IG2
15A AM2
50A MAIN
B
27
15
9
J 3
JUNCTION CONNECTOR
D
D
2
D
B–L
1
A
S 2 A, S 1 B
STARTER
B–W
B–L
1
B
M
TO COMBINATION METER
B
B–W
BATTERY


B–O
B–O
9 1J
3 1J
B–O
8 EB2
B–O
B–O
2
2
1
3
IG2 RELAY
2
5
2
2
W–B
B–O
A
J 1 JUNCTION CONNECTOR
A
W–B
16 EA1
W–B
B
B–W
W–B
EB
B
(CANADA)
B–O
(USA)
F6 IK1
11 EB1
B–O
E14
I 3 IGNITION COIL
1
2
B–O
B–R
B–O
B–R
3
5
I 2 IGNITER
+B
COIL–
IG–
IGT
IGF
4
2
1
B
F12
IK1
E15
TO TACHOMETER [COMB. METER]
B
B
19
IG–
D 1 DATA LINK CONNECTOR 1 (CHECK CONNECTOR)
G–W
G–Y
D 2 DISTRIBUTOR
G1
G2
NE
G–
2
3
1
4
(SHIELDED)
R
W
B
G
57
58
26
25
27
7
IGT
IGF
G1
G2
NE
G–
NSW
STA
E1
76
77
69
E 8 ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU)
BR
I128
BR
ED
B–O
N 1 NOISE FILTER (FOR IGNITION SYSTEM)
1
2
BR
BR
EC

SERVICE HINTS

I11 IGNITION SW

11–6: CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION
11–5: CLOSED WITH IGNITION SW AT **ST** POSITION

P 1 PARK/NEUTRAL POSITION SW (NEUTRAL START SW)

6–5 : CLOSED WITH A/T SHIFT LEVER IN **P** OR **N** POSITION

S 1(B), S 2(A) STARTER

POINTS CLOSED WITH PARK/NEUTRAL POSITION SW (NEUTRAL START SW) ON AND IGNITION SW AT **ST** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
D 1	26	**I 3**	26	**N 1**		27
D 2	26	**I11**	29	**P 1**		27
E 8	28	**J 1**	27	**S 1**	B	27
I 2	26	**J 3**	29	**S 2**	A	27

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1J	20	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)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

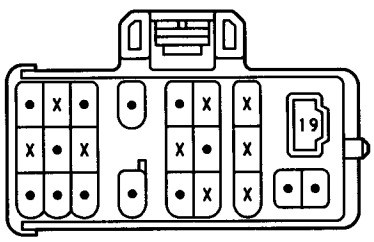
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	34	FRONT SIDE OF LEFT FENDER
EC	34	FRONT SIDE OF INTAKE MANIFOLD
ED	34	REAR SIDE OF INTAKE MANIFOLD

⯃ : SPLICE POINTS

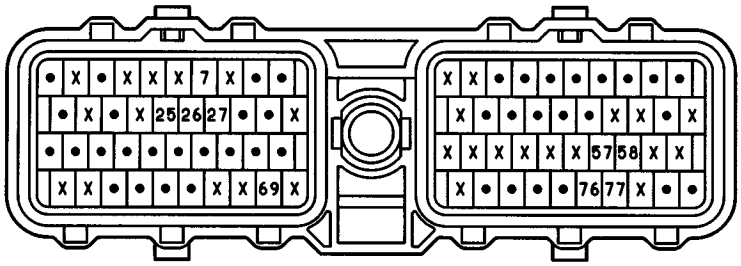
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E14	34	ENGINE WIRE	**I129**	38	ENGINE WIRE
E15			**I130**		
I128	38				

D 1 BLACK

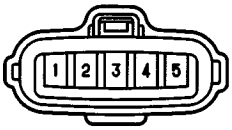


D 2 BLACK

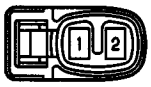
E 8 DARK GRAY



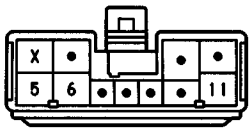
I 2 BLACK



I 3 BLACK



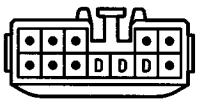
I11 BLACK



J 1

(HINT:SEE PAGE 7)

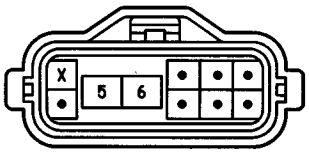
J 3 BLACK



(HINT:SEE PAGE 7)

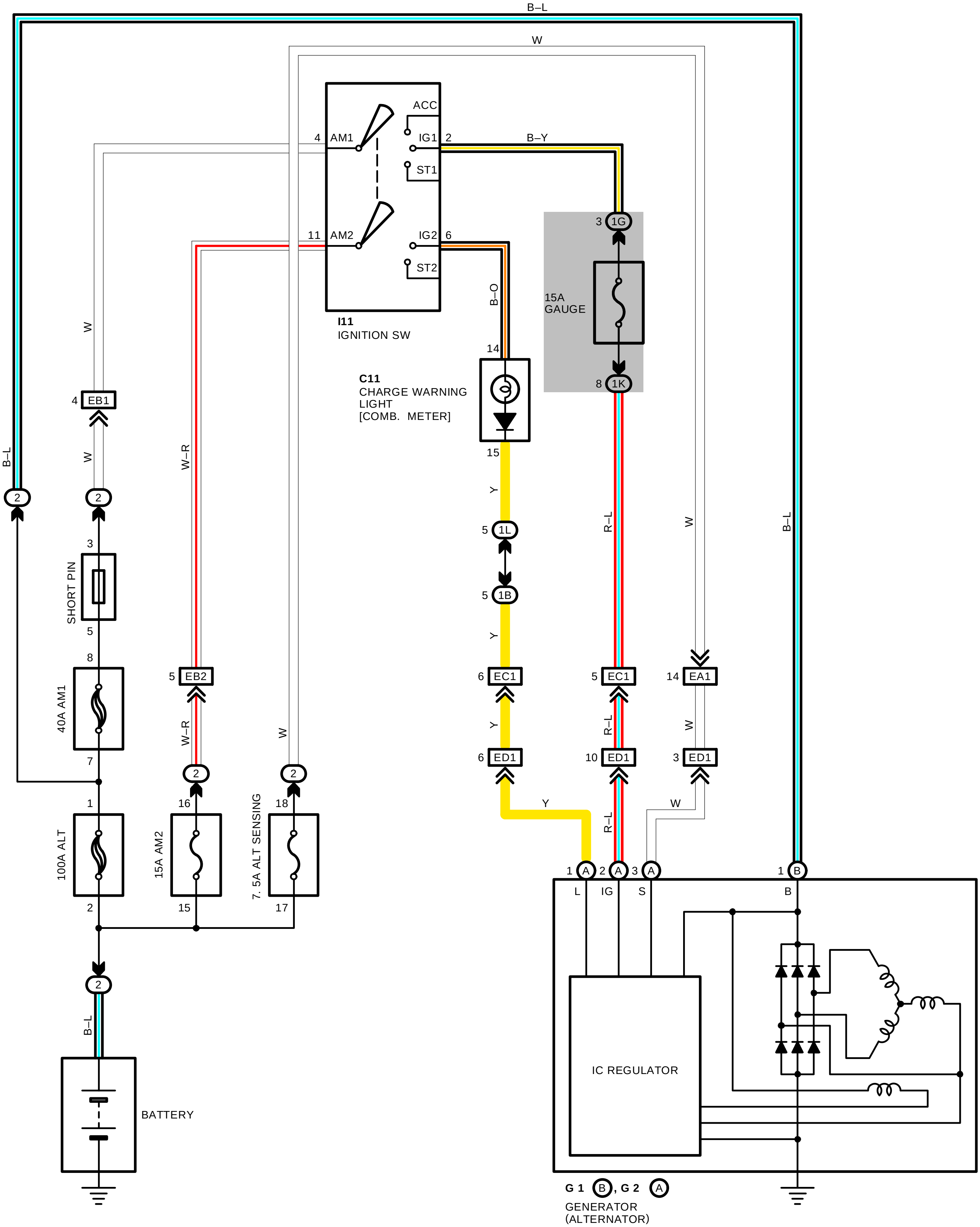
N 1 BLACK

P 1 GRAY



S 1 (B)

S 2 (A) BLACK


B–L
W
ACC
4
AM1
IG1
2
B–Y
ST1
11
AM2
IG2
6
ST2
I11
IGNITION SW
3
1G
15A
GAUGE
8
1K
B–O
14
C11
CHARGE WARNING
LIGHT
[COMB. METER]
15
Y
5
1L
5
1B
R–L
W
B–L
4
EB1
W
W–R
B–L
2
2
3
SHORT PIN
5
8
40A AM1
7
5
EB2
W–R
W
2
2
6
EC1
5
EC1
14
EA1
6
ED1
10
ED1
3
ED1
1
100A ALT
2
16
15A AM2
15
18
7. 5A ALT SENSING
17
2
B–L
BATTERY
L
IG
S
B
1 A 2 A 3 A
1 B
IC REGULATOR
G 1 B, G 2 A
GENERATOR
(ALTERNATOR)

SERVICE HINTS

G 2 (A) GENERATOR (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 **5000** 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
C11	28	**G 2** A	26		
G 1 B	26	**I11**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

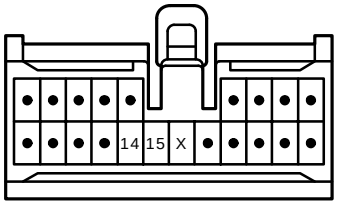
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

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

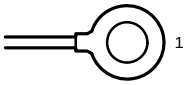
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)

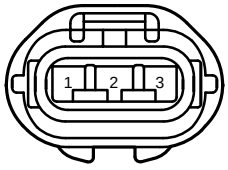
C11 GRAY



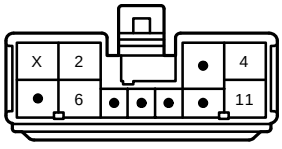
G 1 B



G 2 A GRAY



I11 BLACK



SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. (WATER TEMP.) SIGNAL CIRCUIT

THE ENGINE COOLANT TEMP. SENSOR (WATER TEMP. SENSOR) DETECTS THE ENGINE COOLANT TEMP. (WATER TEMP.) AND HAS A BUILT–IN THERMISTOR WITH A RESISTANCE, WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. (WATER TEMP.), WHICH IS INPUT INTO **TERMINAL THW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS A CONTROL SIGNAL.

(2) INTAKE AIR TEMP. SIGNAL CIRCUIT

INTAKE AIR TEMP. SENSOR IS INSTALLED IN THE VOLUME AIR FLOW (AIR FLOW METER) AND DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO **TERMINAL THA** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU).

(3) OXYGEN DENSITY SIGNAL CIRCUIT

THE OXYGEN DENSITY IN THE EXHAUST EMISSION IS DETECTED BY THE MAIN HEATED OXYGEN SENSOR FRONT AND REAR SIDE AND INPUT AS A CONTROL SIGNAL TO **TERMINAL OX1, OX2** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU).

(4) RPM SIGNAL CIRCUIT

CAMSHAFT POSITION IS 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 ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU), AND ENGINE SPEED IS INPUT INTO **TERMINAL NE**.

(5) THROTTLE POSITION SIGNAL CIRCUIT

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE AS A CONTROL SIGNAL, WHICH IS INPUT INTO **TERMINAL VTA1** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). WHEN THE VALVE IS COMPLETELY CLOSED, THE CONTROL SIGNAL IS INPUT INTO **TERMINAL IDL1**.

(6) VEHICLE SPEED CIRCUIT

THE VEHICLE SPEED IS DETECTED BY VEHICLE SPEED SENSOR (SPEED SENSOR) NO. 1 INSTALLED IN THE TRANSMISSION AND THE SIGNAL IS INPUT TO **TERMINAL SP1** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) VIA THE COMBINATION METER.

(7) NEUTRAL POSITION SIGNAL CIRCUIT

THE PARK/NEUTRAL POSITION SW (NEUTRAL START SW) DETECTS WHETHER THE SHIFT POSITION IS IN “N” AND “P” OR NOT, AND THE SIGNAL IS INPUT INTO **TERMINAL NSW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU).

(8) A/C SW SIGNAL CIRCUIT

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND THE SIGNAL IS INPUT INTO **TERMINAL ACMG** OF ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS A CONTROL SIGNAL.

(9) BATTERY SIGNAL CIRCUIT

VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). WITH THE IGNITION SW TURNED ON, THE VOLTAGE FOR ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) START–UP POWER SUPPLY IS APPLIED TO **TERMINALS +B** AND OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) VIA EFI MAIN RELAY.

THE CURRENT FLOWING THROUGH THE **AM2** FUSE FLOWS TO **TERMINAL IGSW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU).

(10) INTAKE AIR VOLUME SIGNAL CIRCUIT

INTAKE AIR VOLUME IS DETECTED BY THE VOLUME AIR FLOW (AIR FLOW METER) AND THE SIGNAL IS INPUT TO **TERMINAL KS** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS A CONTROL SIGNAL.

(11) STOP LIGHT SW SIGNAL CIRCUIT

THE STOP LIGHT SW IS USED TO DETECT WHETHER OR NOT THE VEHICLE IS BRAKING AND THE SIGNAL IS INPUT INTO **TERMINAL STP** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS A CONTROL SIGNAL.

(12) STARTER SIGNAL CIRCUIT

TO CONFIRM WHETHER THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND THE SIGNAL IS INPUT INTO **TERMINAL STA** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS A CONTROL SIGNAL.

(13) ENGINE KNOCK SIGNAL CIRCUIT

ENGINE KNOCKING IS DETECTED BY KNOCK SENSOR FRONT AND REAR SIDE AND THE SIGNAL IS INPUT INTO **TERMINALS KNK1** AND **KNK2** AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

* SEQUENTIAL MULTIPORT FUEL INJECTION (ELECTRONICALLY FUEL INJECTION) SYSTEM

  THE SEQUENTIAL MULTIPORT FUEL INJECTION (ELECTRONICALLY FUEL INJECTION) SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS INPUT FROM EACH SENSOR (INPUT SIGNAL FROM (1) TO (13) ETC.) TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). THE BEST FUEL INJECTION TIMING IS DECIDED BASED ON THIS DATA AND THE PROGRAM MEMORIZED BY THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU), AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS #10, #20, #30, #40, #50** AND **#60** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) TO OPERATE THE INJECTOR. (INJECT THE FUEL). THE SEQUENTIAL MULTIPORT FUEL INJECTION (ELECTRONICALLY FUEL INJECTION) SYSTEM CONTROLS OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) IN RESPONSE TO THE DRIVING CONDITIONS.

* ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

  THE ESA SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS INPUT TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) FROM EACH SENSOR (INPUT SIGNALS FROM (1), (2), (4) TO (13) ETC.). THE BEST IGNITION TIMING IS DECIDED ACCORDING TO THIS DATA AND THE MEMORIZED DATA IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS IGT** THIS SIGNAL CONTROLS THE IGNITER TO PROVIDE THE BEST IGNITION TIMING FOR THE DRIVING CONDITIONS.

* HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM

  THE MAIN HEATED OXYGEN SENSOR FRONT AND REAR SIDE. SUB HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM TURNS THE HEATER ON WHEN THE INTAKE AIR VOLUME IS LOW (TEMP. OF EXHAUST EMISSIONS IS LOW), AND WARMS UP THE OXYGEN SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM (1), (2), (4), (9) TO (11) ETC.), AND OUTPUTS CURRENT TO **TERMINAL HT1, HT2, HT3** TO CONTROL THE HEATER.

* IDLE AIR CONTROL (IDLE SPEED CONTROL) SYSTEM

  THE IDLE AIR CONTROL (ISC) SYSTEM (STEP MOTOR TYPE) INCREASES THE ENGINE SPEED AND PROVIDES IDLING STABILITY FOR FAST IDLE–UP WHEN THE ENGINE IS COLD, AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD AND SO ON. THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM (1), (4), (5), (8), (9), (11) ETC.), OUTPUTS CURRENT TO **TERMINALS ISC1, ISC2, ISC3** AND **ISC4** TO CONTROL THE IDLE AIR CONTROL VALVE (ISC VALVE).

* EGR CONTROL SYSTEM

  THE EGR CONTROL SYSTEM DETECTS THE SIGNAL FROM EACH SENSOR (INPUT SIGNALS FROM (1), (4), (9), (10) ETC.), AND OUTPUTS CURRENT TO **TERMINALS EGR** TO CONTROL THE EGR VALVE.

* FUEL PUMP CONTROL SYSTEM

  THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OUTPUTS CURRENT TO **TERMINAL FPC** AND CONTROLS THE FUEL PUMP ECU AND FUEL PUMP DRIVE SPEED IN RESPONSE TO THE DRIVING CONDITIONS.

* ACIS (ACOUSTIC CONTROL INDUCTION SYSTEM)

  ACIS INCLUDES A VALVE IN THE BULKHEAD SEPARATING THE SURGE TANK INTO TWO PARTS. THIS VALVE IS OPENED AND CLOSED IN ACCORDANCE WITH THE DRIVING CONDITIONS TO CONTROL THE INTAKE MANIFOLD LENGTH IN TWO STAGES FOR INCREASED ENGINE OUTPUT IN ALL RANGES FROM LOW TO HIGH SPEEDS.

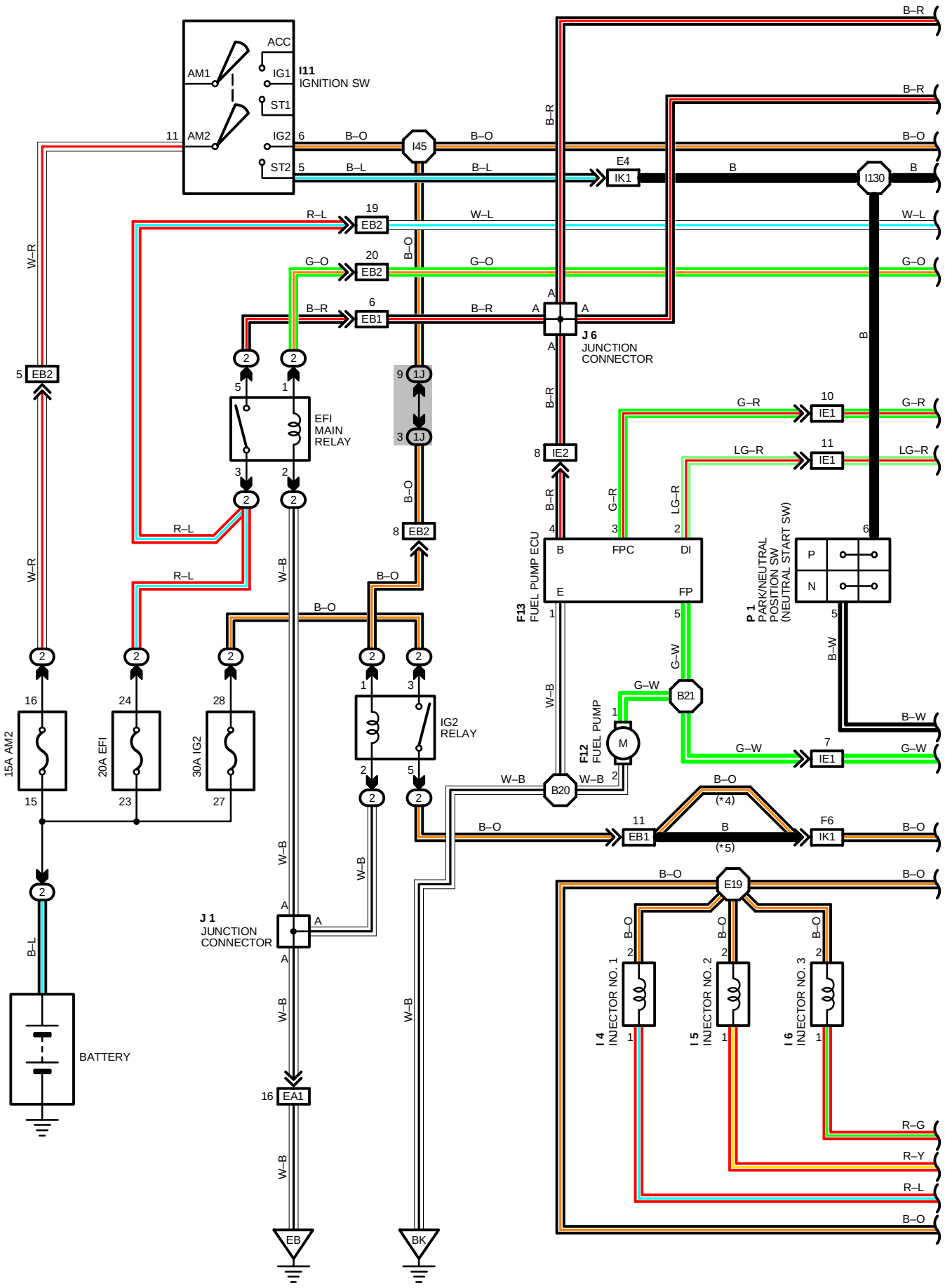
  THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) JUDGES THE VEHICLE SPEED BY THE SIGNALS ((4), (5)) FROM EACH SENSOR AND OUTPUTS SIGNALS TO THE **TERMINAL ACIS** TO CONTROL THE VSV (FOR INTAKE CONTROL VALVE).

3. DIAGNOSIS SYSTEM

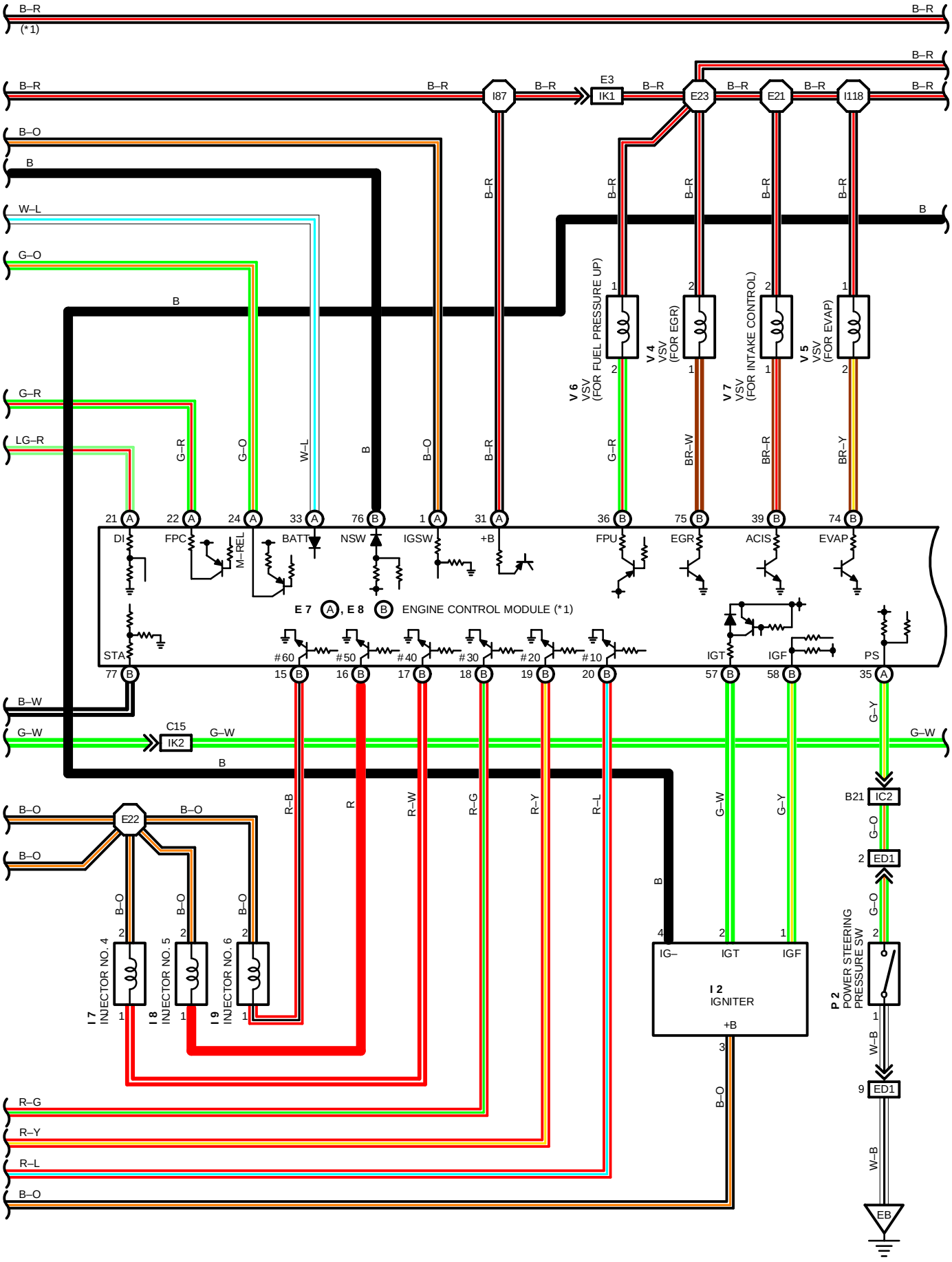
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN BE FOUND BY READING THE CODE DISPLAYED BY THE MALFUNCTION INDICATOR LAMP (CHECK ENGINE WARNING LIGHT).

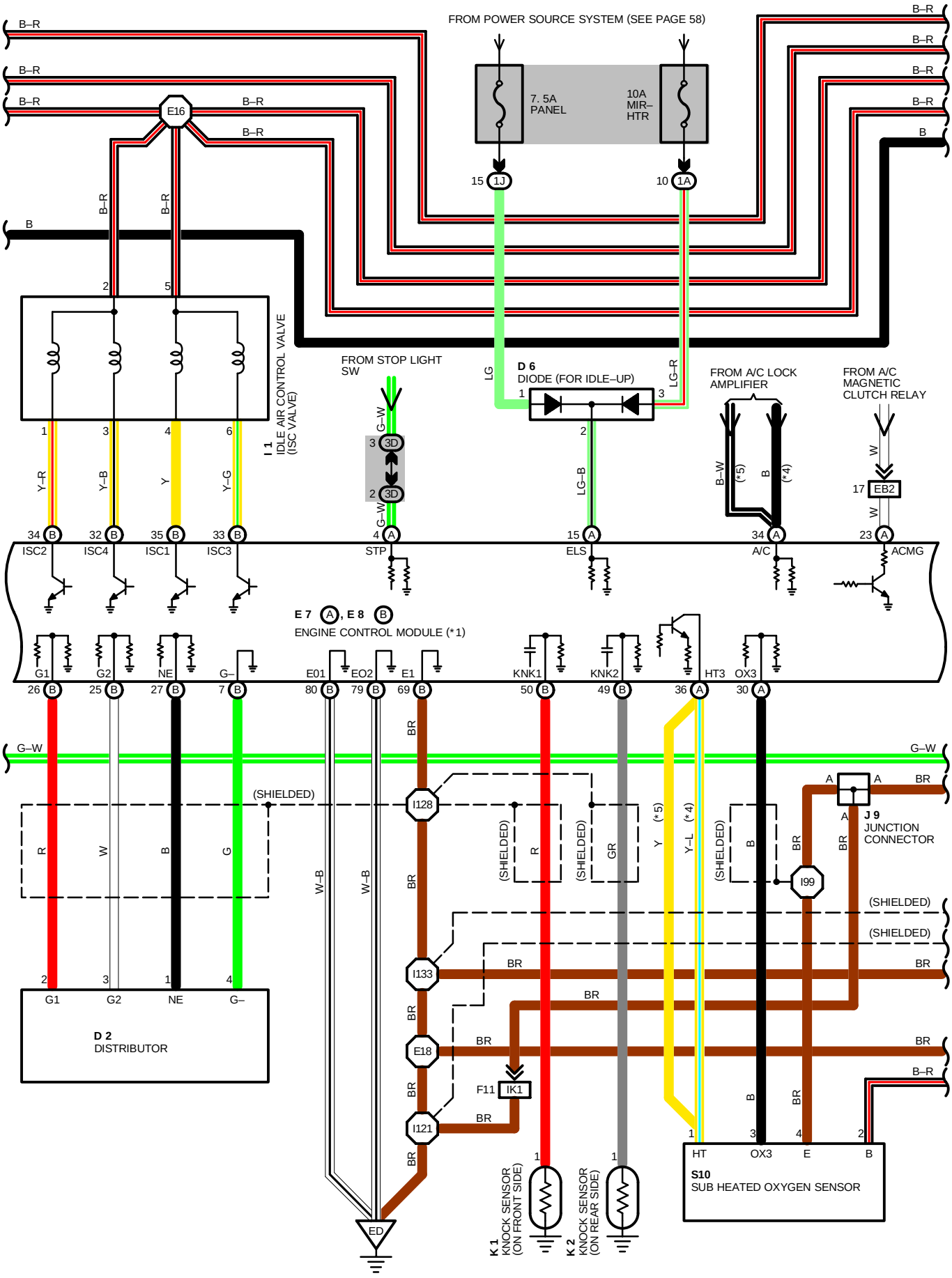
4. FAIL–SAFE SYSTEM

WHEN A MALFUNCTION HAS OCCURRED 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 ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) MEMORY OR ELSE STOPS THE ENGINE.

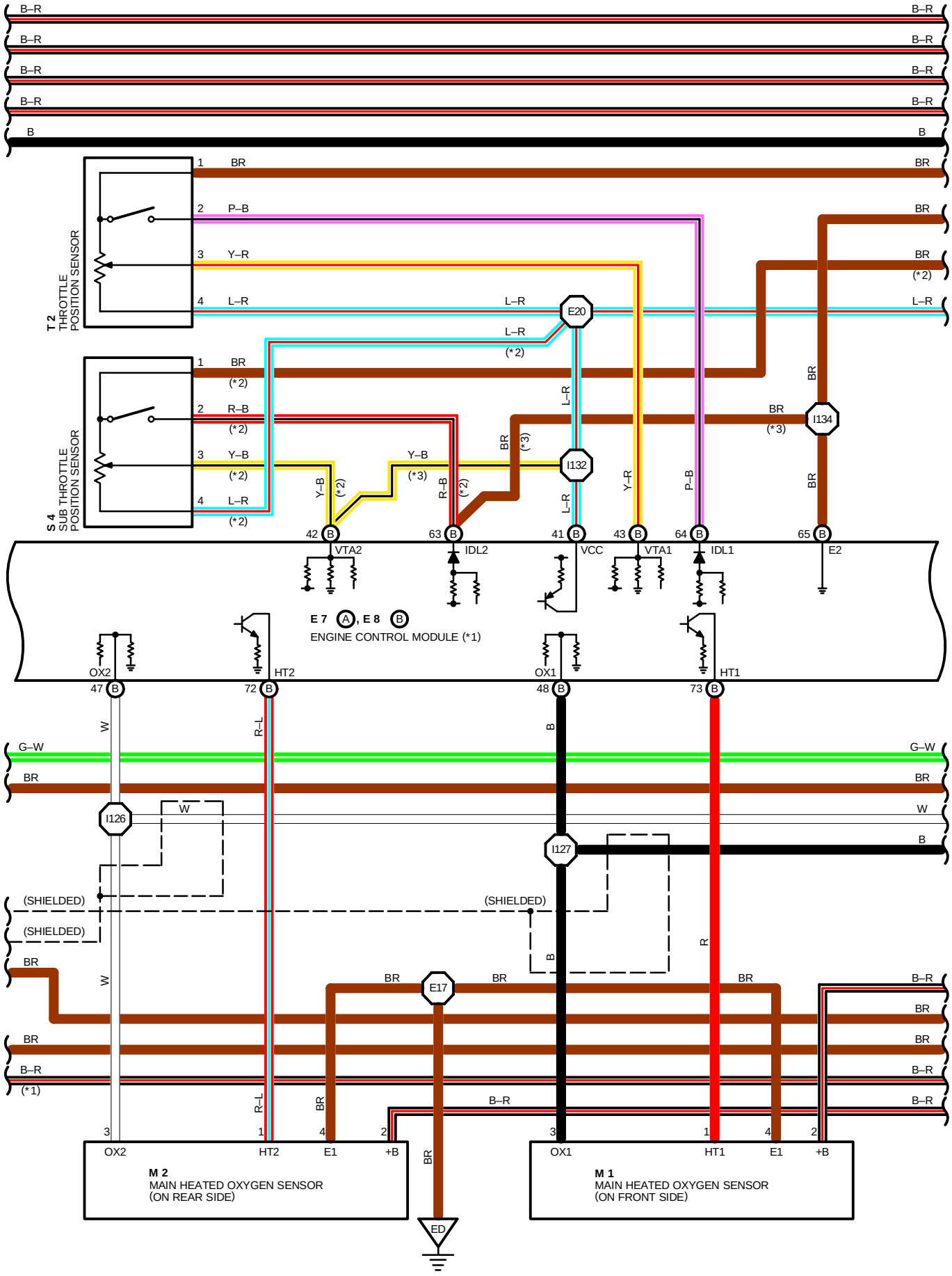

I11
IGNITION SW
ACC
AM1
IG1
ST1
AM2
IG2
ST2
I45
IK1
I130
EB2
EB1
IE2
IE1
J 6
JUNCTION
CONNECTOR
EFI
MAIN
RELAY
IG2
RELAY
F13
FUEL PUMP ECU
FPC
DI
FP
E
F12
FUEL PUMP
M
B21
B20
P 1
PARK/NEUTRAL
POSITION SW
(NEUTRAL START SW)
P
N
15A AM2
20A EFI
30A IG2
BATTERY
J 1
JUNCTION
CONNECTOR
EA1
EB
BK
E19
I 4
INJECTOR NO. 1
I 5
INJECTOR NO. 2
I 6
INJECTOR NO. 3
F6
(*4)
(*5)
B–R
B–O
B–L
W–L
G–O
R–L
W–R
W–B
G–R
LG–R
G–W
B–W
R–G
R–Y

*1 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU
*4 : USA
*5 : CANADA

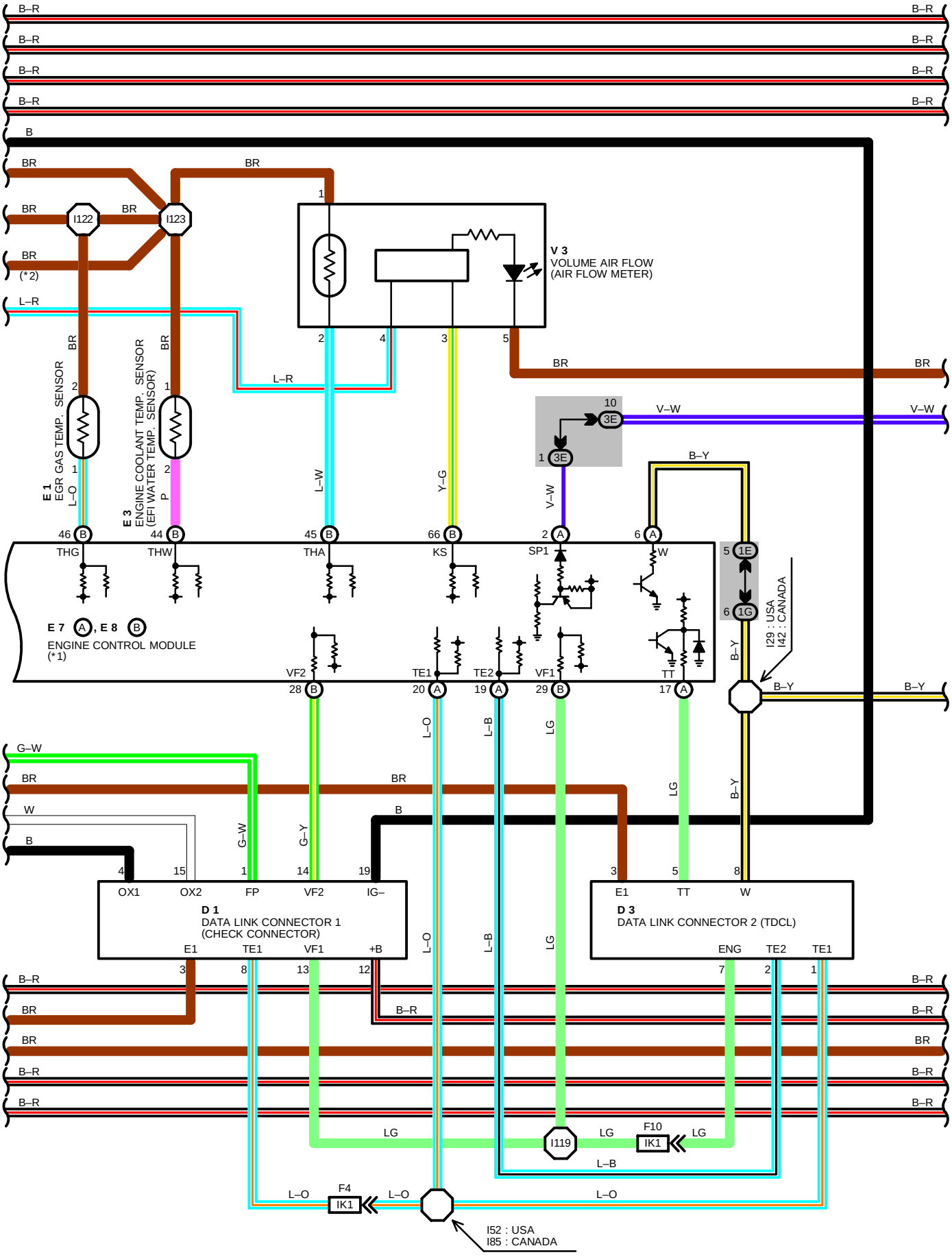



FROM POWER SOURCE SYSTEM (SEE PAGE 58)
7. 5A PANEL
10A MIR– HTR
15 1J
10 1A
B–R
B
E16
2
5
I 1 IDLE AIR CONTROL VALVE (ISC VALVE)
1 Y–R
3 Y–B
4 Y
6 Y–G
34 B ISC2
32 B ISC4
35 B ISC1
33 B ISC3
FROM STOP LIGHT SW
G–W
3 3D
2 3D
4 A STP
D 6 DIODE (FOR IDLE–UP)
LG
LG–R
1
3
2
LG–B
15 A ELS
FROM A/C LOCK AMPLIFIER
B–W (*5)
B (*4)
34 A A/C
FROM A/C MAGNETIC CLUTCH RELAY
W
17 EB2
W
23 A ACMG
E 7 A, E 8 B
ENGINE CONTROL MODULE (*1)
G1
G2
NE
G–
E01
EO2
E1
KNK1
KNK2
HT3
OX3
26 B
25 B
27 B
7 B
80 B
79 B
69 B
50 B
49 B
36 A
30 A
G–W
(SHIELDED)
R
W
B
G
W–B
BR
I128
I133
E18
I121
(SHIELDED)
GR
Y (*5)
Y–L (*4)
I99
J 9 JUNCTION CONNECTOR
F11 IK1
2 G1
3 G2
1 NE
4 G–
D 2 DISTRIBUTOR
ED
K 1 KNOCK SENSOR (ON FRONT SIDE)
K 2 KNOCK SENSOR (ON REAR SIDE)
1 HT
3 OX3
4 E
2 B
S10 SUB HEATED OXYGEN SENSOR

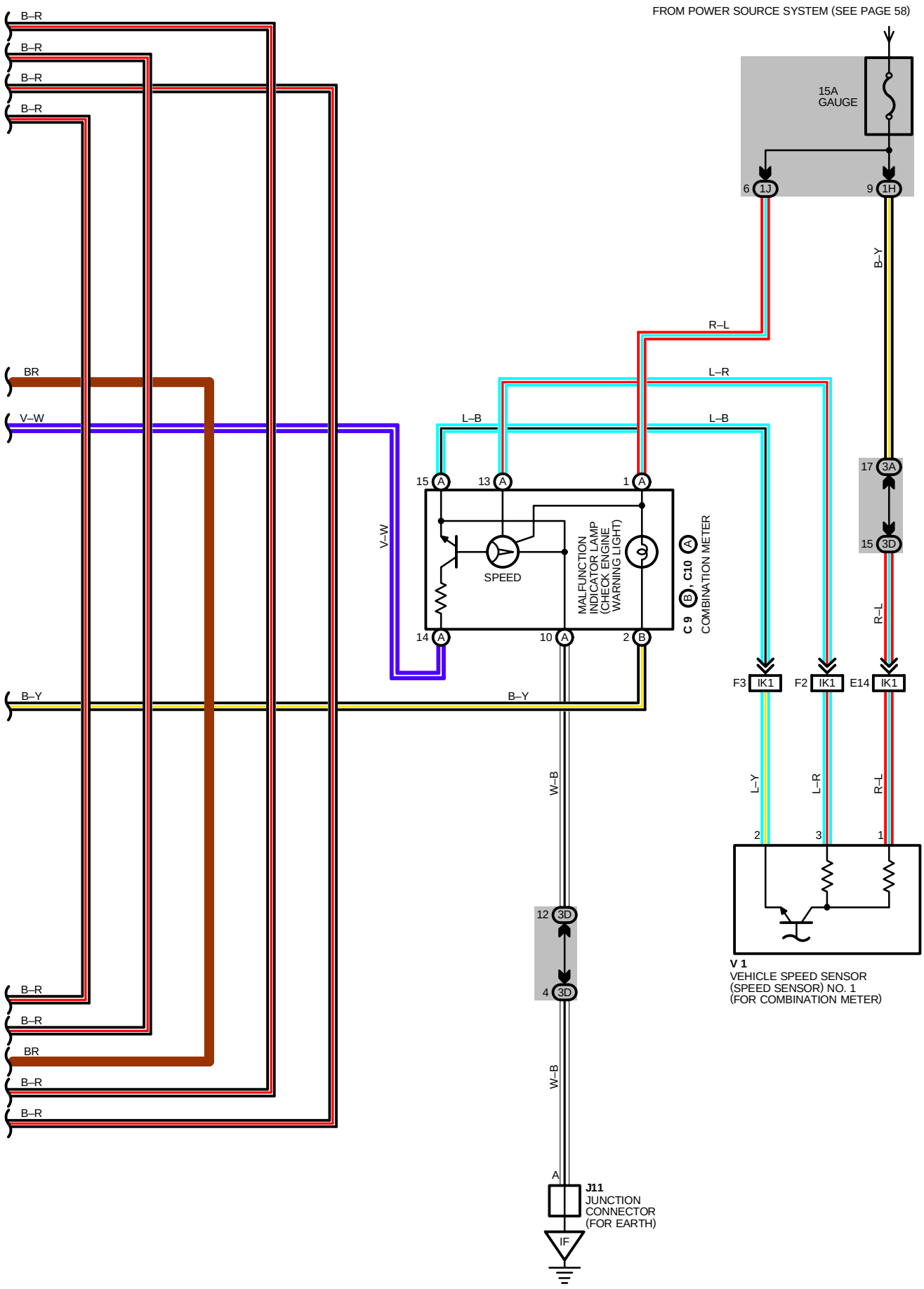
*1 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU
*2 : W/ TRACTION CONTROL
*3 : W/O TRACTION CONTROL
*4 : USA
*5 : CANADA



ENGINE CONTROL



*1 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU
*2 : W/ TRACTION CONTROL
*3 : W/O TRACTION CONTROL



SERVICE HINTS

EFI MAIN RELAY

(2)3– **(2)**5 : CLOSED WITH IGNITION SW AT **ON** POSITION

E 3 ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR)

1 – 2: **10–20** K (**–20**˚C, **–4**˚F)
4– 7 K (**0**˚C, **32**˚F)
2– 3 K (**20**˚C, **68**˚F)
0.9–1.3 K (**40**˚C, **104**˚F)
0.4–0.7 K (**60**˚C, **140**˚F)
0.2–0.4 K (**80**˚C, **176**˚F)

I 1 IDLE AIR CONTROL VALVE (ISC VALVE)

1, 3–2 : APPROX. **10–30**
4, 6–5 : APPROX. **10–30**

I 4, I 5, I 6, I 7, I 8, I 9 INJECTOR

1–2 : APPROX. **13.8**

T2 THROTTLE POSITION SENSOR

1–4 : APPROX. **4–9**
1–3 : **3.3–10.0** K WITH THROTTLE VALVE FULLY **OPENED** POSITION
0.2– 0.8 K WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0** MM (**0** IN.)
1–2 : **0–2.3** K WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0.45** MM (**0.018** IN.)
INFINITY WITH CLEARANCE BETWEEN LEVER AND STOP SCREW **0.55** MM (**0.022** IN.)

E 7(A), E 8(B) ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU)

(VOLTAGE AT ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU WIRING CONNECTORS)

BATT – E1 : **9** – **14** VOLTS
IGSW – E1 : **9** – **14** VOLTS WITH IGNITION SW ON
M–REL – E1 : **9** – **14** VOLTS WITH IGNITION SW ON
+B – E1 : **9** – **14** VOLTS WITH IGNITION SW ON
IDL1 – E2 : **9** – **14** VOLTS WITH IGNITION SW ON AND THROTTLE VALVE OPEN
VTA1 – E2 : **0.3–0.8** VOLTS WITH IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
3.2–4.4 VOLTS WITH IGNITION SW ON AND THROTTLE VALVE OPEN
#10, #20, #30, #40, #50, #60 – E01, E02 : **9** – **14** VOLTS WITH IGNITION SW ON
THA – E2 : **0.5–3.4** VOLTS WITH IGNITION SW ON AND INTAKE AIR TEMP. **20**˚C (**68**˚F)
THW – E2 : **0.2–1.0** VOLTS WITH IGNITION SW ON AND COOLANT TEMP. **80**˚C (**176**˚F)
STA – E1 : **6–14** VOLTS WITH ENGINE CRANKING
ISC1, ISC2, ISC3, ISC4 – E1 : **10–14** VOLTS WITH IGNITION SW ON
W – E1 : **9–14** VOLTS WITH ENGINE IDLING
ACIS – E1 : **9–14** VOLTS WITH IGNITION SW ON
IGF – E1 : **0–1.5** VOLTS WITH IGNITION SW ON
NSW – E1 : **0–3** VOLTS WITH IGNITION SW ON AND SHIFT LEVER **P** OR **N** POSITION
: **9–14** VOLTS WITH IGNITION SW ON AND SHIFT LEVER EXCEPT **P** OR **N** POSITION
SP1 : **0–4** VOLTS WITH IGNITION SW ON AND ROTATE DRIVING WHEEL ONLY
TE1, TE2 – E1 : **9–14** VOLTS WITH IGNITION SW ON AND DATA LINK CONNECTOR 1 (CHECK CONNECTOR) TE1–E1 NOT CONNECTED
0–1 VOLTS WITH IGNITION SW ON AND DATA LINK CONNECTOR 1 (CHECK CONNECTOR) : TE1–E1 CONNECTED
A/C – E1 : **0–1.5** VOLTS WITH IGNITION SW ON AND AIR CONDITIONING OFF
: **7.5–14** VOLTS WITH IGNITION SW ON AND AIR CONDITIONING ON
ELS – E1 : **9–14** VOLTS WITH TAILLIGHT ON, DEFOGGER ON
: **0–3** VOLTS WITH TAILLIGHT OFF, DEFOGGER OFF
STP – E1 : **9–14** VOLTS WITH STOP LIGHT SW ON (BRAKE PEDAL DEPRESSED)
: **0–3** VOLTS WITH STOP LIGHT SW OFF

(RESISTANCE OF ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU WIRING CONNECTORS)

IDL1 – E2 : INFINITY WITH THROTTLE VALVE OPEN
0–2.3 K WITH THROTTLE VALVE FULLY CLOSED
VTA1 – E2 : **3.3** K – 10.0 K WITH THROTTLE VALVE FULLY OPEN
: **200** – **800** WITH THROTTLE VALVE FULLY CLOSED
VCC – E2 : **4** K – **9** K
THA – E2 : **2** K – **3** K WITH INTAKE AIR TEMP. **20**˚C (**68**˚F)
THW – E2 : **200** – **400** WITH COOLANT TEMP. **80**˚C (**176**˚F)
ISC1, ISC2, ISC3, ISC4 – +B : **10–30**
#10, #20, #30, #40, #50, #60 – +B : **13.2** – **14.2**
ACIS – +B : **38.5** – **44.5**

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C9	B	28	**I 4**	26	**M 2**	27
C10	A	28	**I 5**	26	**M 3**	27
D 1		26	**I 6**	26	**M 4**	27
D 2		26	**I 7**	26	**P 1**	27
D 3		28	**I 8**	26	**P 2**	27
D 6		28	**I 9**	26	**S 4**	27
E 1		26	**I11**	29	**S10**	29
E 3		26	**J 1**	27	**T 2**	27
E 7	A	28	**J 6**	29	**V 1**	27
E 8	B	28	**J 9**	29	**V 3**	27
F12		30	**J11**	29	**V 4**	27
F13		30	**K 1**	27	**V 5**	27
I 1		26	**K 2**	27	**V 6**	27
I 2		26	**M 1**	27	**V 7**	27

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1G		
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IE2		
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		

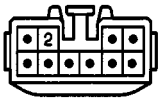
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	34	FRONT SIDE OF LEFT FENDER
ED	34	REAR SIDE OF INTAKE MANIFOLD
IF	36	BEHIND COMBINATION METER
BK	40	UNDER THE FRONT SEAT LH

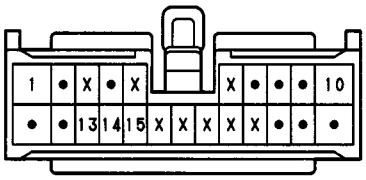
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E16	34	ENGINE WIRE	I89	38	COWL WIRE
E17			I99		
E18			I118	38	ENGINE WIRE
E19			I119		
E20			I121		
E21			I122		
E22			I123		
E23			I126		
I29	38	ENGINE WIRE	I127		
I42			I128		
I45			I130		
I52			I132		
I64			I133		
I77			I134		
I85			B20	40	FLOOR NO. 2 WIRE
I87			B21		

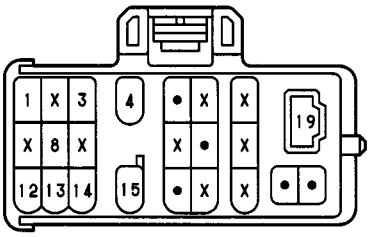
C 9 (B)



C10 (A) ORANGE

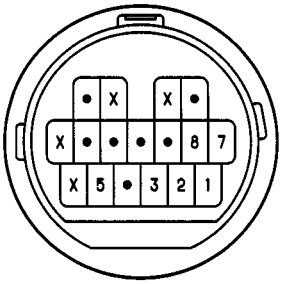


D 1 BLACK



D 2 BLACK

D 3

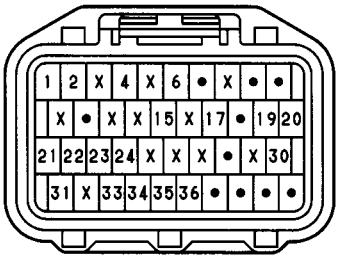


D 6 ORANGE

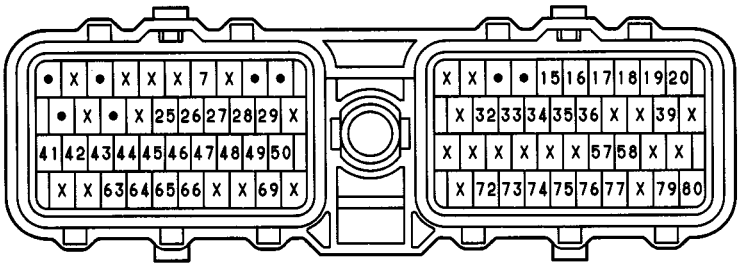
E 1 DARK GRAY

E 3 GREEN

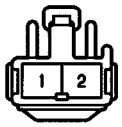
E 7 (A) DARK GRAY



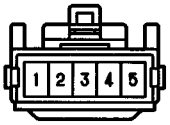
E 8 (B) DARK GRAY



F12 DARK GRAY

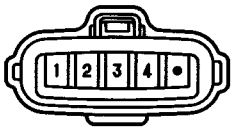


F13 BLACK



I 1 GRAY

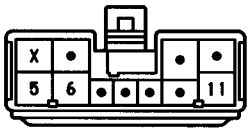
I 2 BLACK



I 4, I 6, I 8 DARK GRAY

I 5, I 7, I 9 BROWN

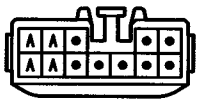
I11 BLACK



J 1

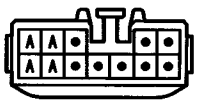
(HINT:SEE PAGE 7)

J 6 GRAY



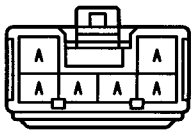
(HINT:SEE PAGE 7)

J 9 GRAY



(HINT:SEE PAGE 7)

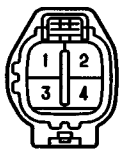
J11



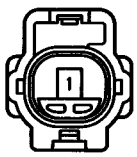
(HINT:SEE PAGE 7)

K 1, K 2 DARK GRAY

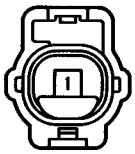
M 1, M 2 DARK GRAY



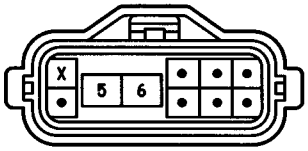
M 3 DARK GRAY



M 4 DARK GRAY



P 1 GRAY



P 2 DARK GRAY

S 4 BLACK

S10 DARK GRAY

T 2 BLACK

V 1 BLACK

V 3 BLACK

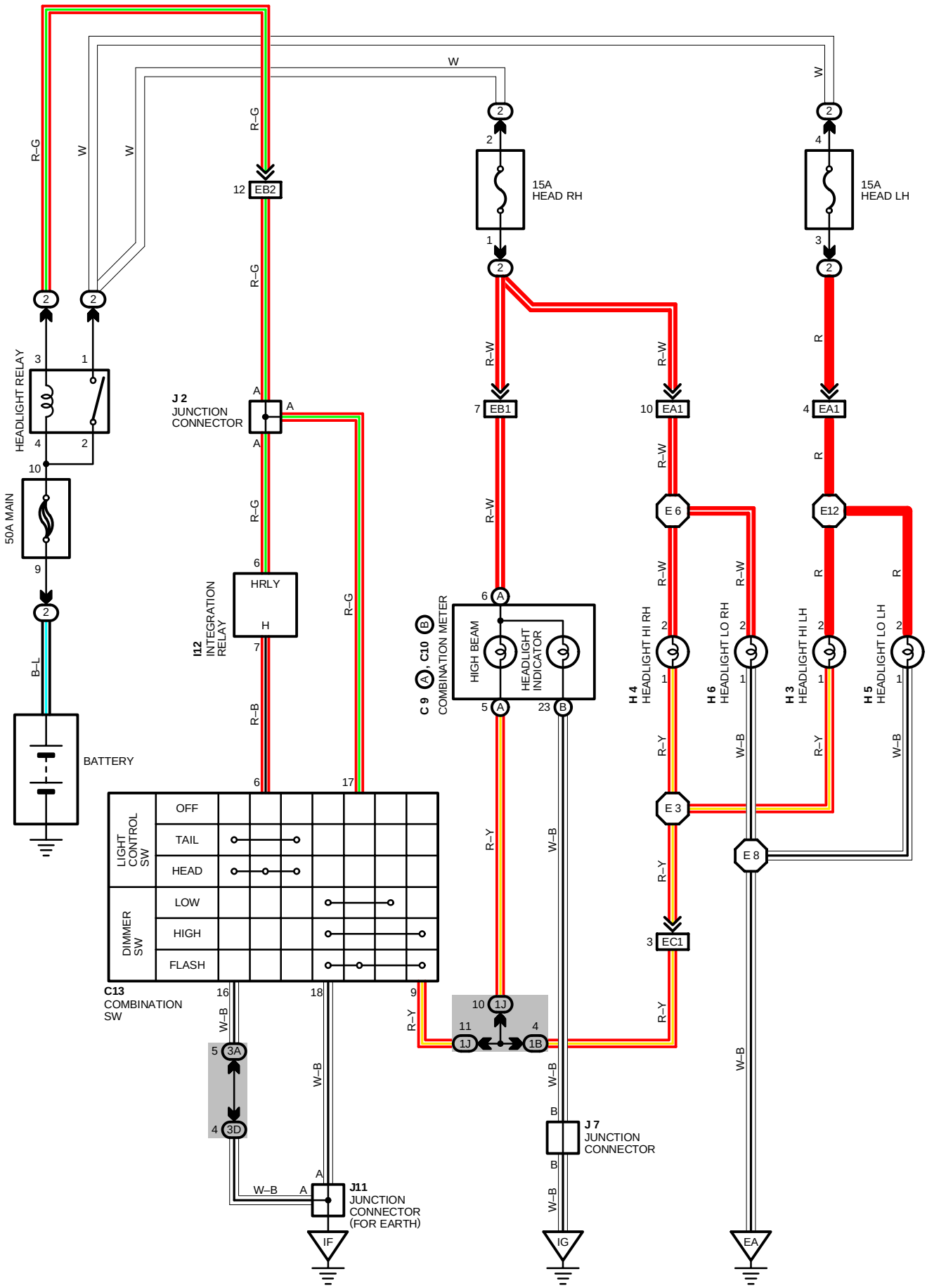
V 4 BLACK

V 5 BLUE

V 6 BLUE

V 7 BROWN

HEADLIGHT (FOR USA)



SERVICE HINTS

HEADLIGHT RELAY

(2) 2– (2) 1 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION

C13 LIGHT CONTROL SW [COMB. SW]

6–16 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION

C13 DIMMER SW [COMB. SW]

17–18 : CLOSED WITH DIMMER SW AT **FLASH** POSITION

9–18 : CLOSED WITH DIMMER SW AT **HIGH** OR **FLASH** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	A	28	**H 4**	26	**J 2**	29
C10	B	28	**H 5**	26	**J 7**	29
C13		28	**H 6**	26	**J11**	29
H 3		26	**I12**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)

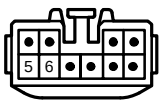
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GOLVE BOX

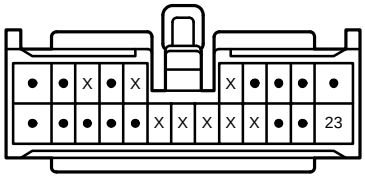
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	34	ENGINE ROOM MAIN WIRE	**E 8**	34	ENGINE ROOM MAIN WIRE
E 6			**E12**		

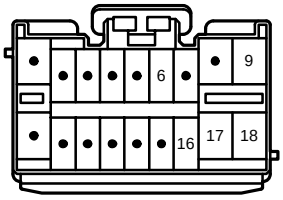
C 9 (A)



C10 (B) ORANGE



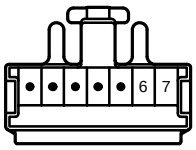
C13



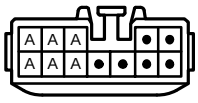
H 3, H 4 BLACK

H 5, H 6 BROWN

I12

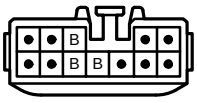


J 2



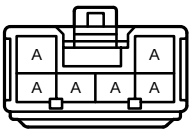
(HINT : SEE PAGE 7)

J 7 GRAY



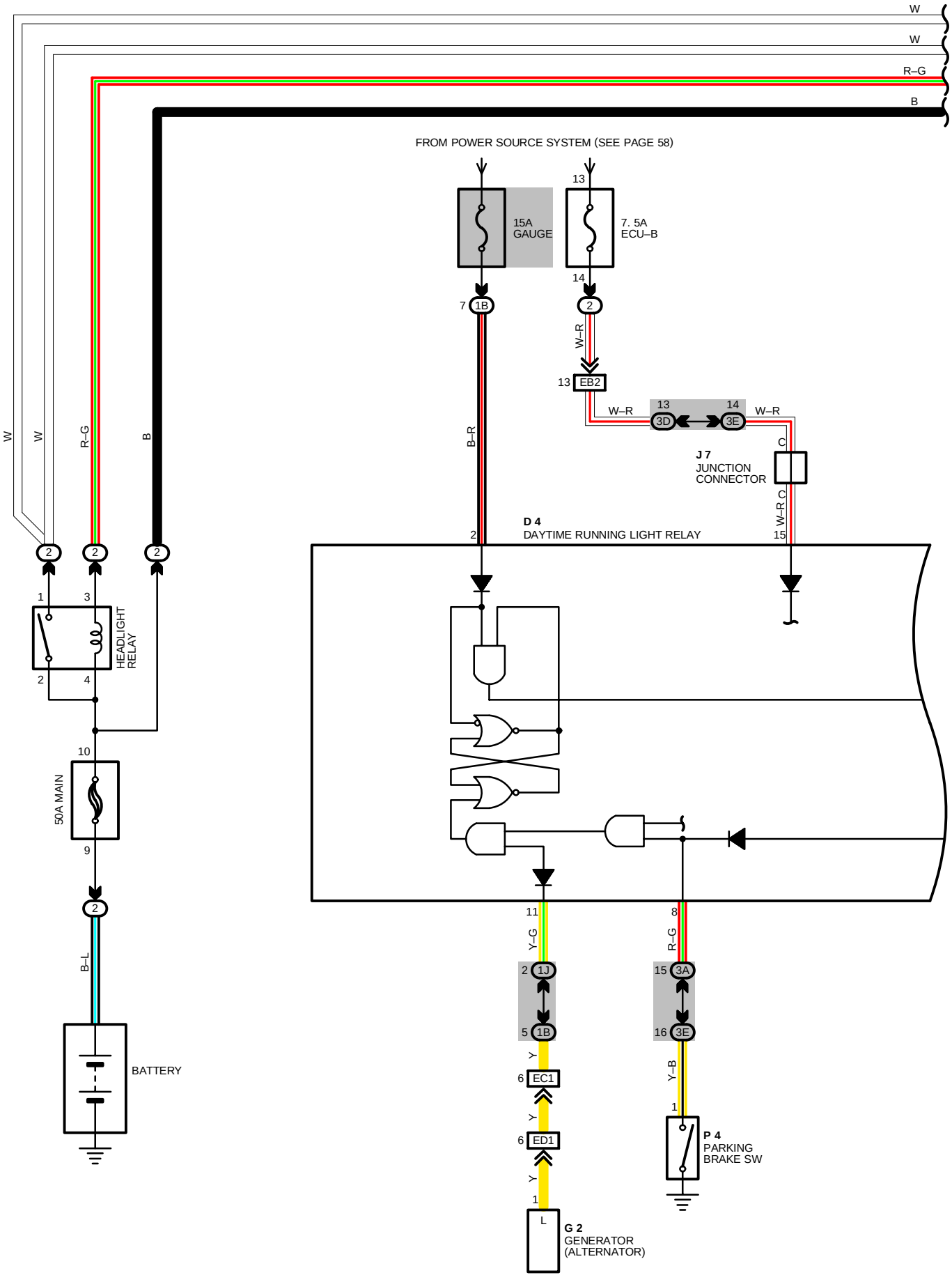
(HINT : SEE PAGE 7)

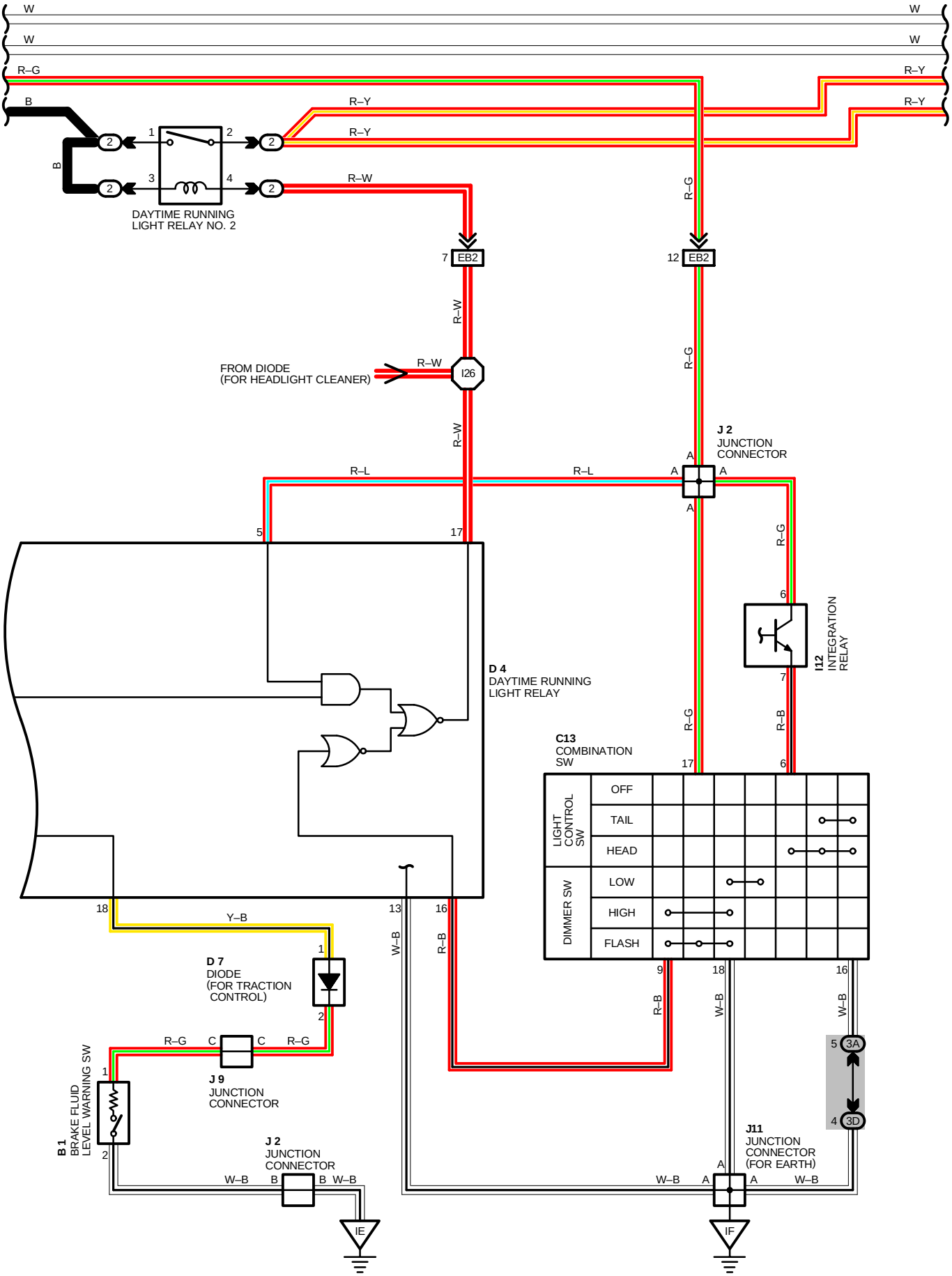
J11



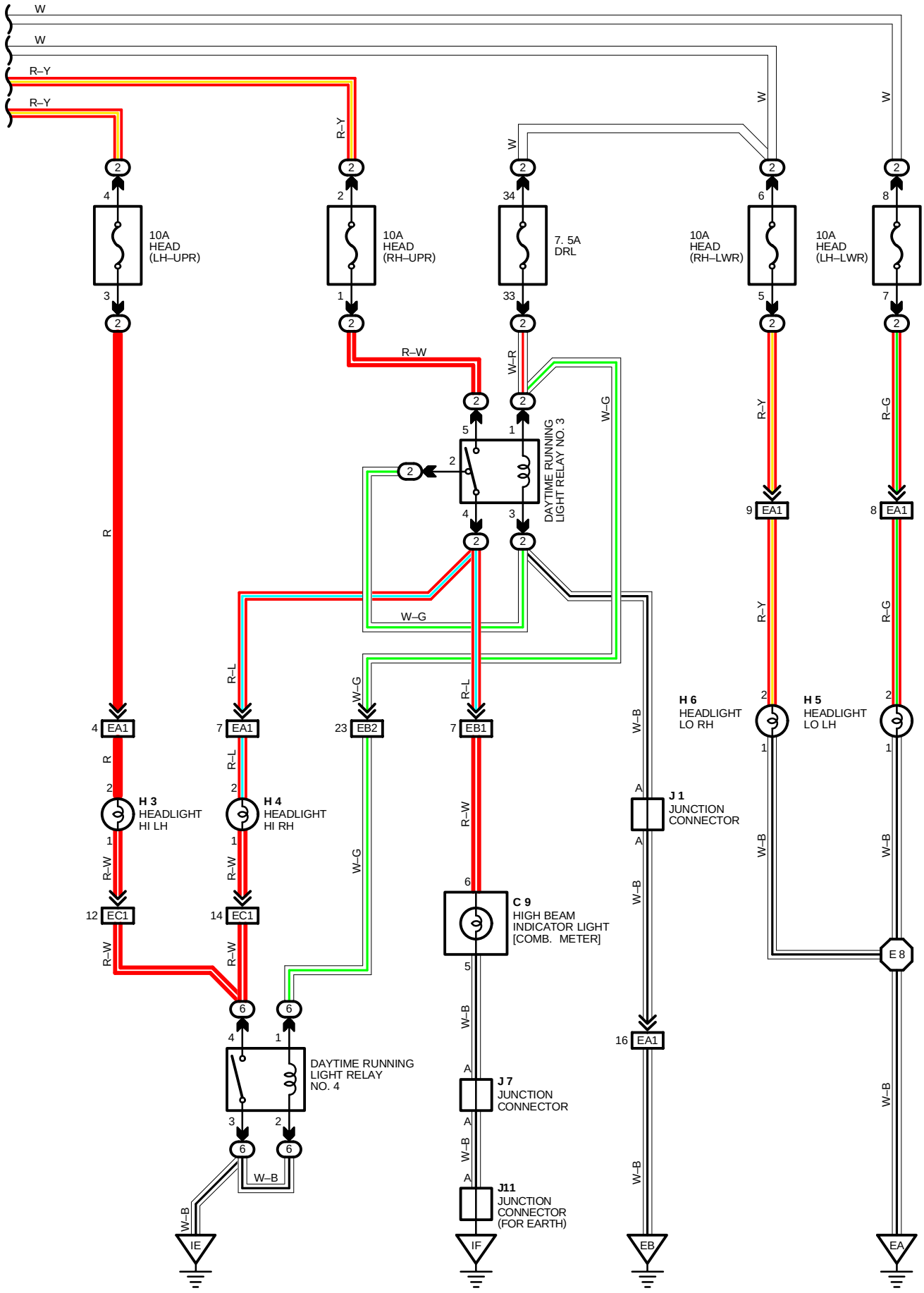
(HINT : SEE PAGE 7)

HEADLIGHT (FOR CANADA)




W
W
R–G
B
R–Y
R–Y
R–W
R–G
DAYTIME RUNNING
LIGHT RELAY NO. 2
7 EB2
12 EB2
R–W
FROM DIODE
(FOR HEADLIGHT CLEANER)
I26
R–G
J 2
JUNCTION
CONNECTOR
R–L
R–L
5
17
D 4
DAYTIME RUNNING
LIGHT RELAY
6
I12
INTEGRATION
RELAY
7
C13
COMBINATION
SW
OFF
TAIL
HEAD
LOW
HIGH
FLASH
LIGHT CONTROL SW
DIMMER SW
18
Y–B
13
16
W–B
R–B
D 7
DIODE
(FOR TRACTION
CONTROL)
R–G
C
J 9
JUNCTION
CONNECTOR
B 1
BRAKE FLUID
LEVEL WARNING SW
J 2
JUNCTION
CONNECTOR
W–B
B
J11
JUNCTION
CONNECTOR
(FOR EARTH)
5 3A
4 3D
IE
IF

HEADLIGHT (FOR CANADA)



SYSTEM OUTLINE

VOLTAGE IS ALWAYS APPLIED FROM THE **MAIN** FUSE, THROUGH THE HEADLIGHT RELAY (COIL SIDE) TO **TERMINAL** 5 OF THE DAYTIME RUNNING LIGHT RELAY, **TERMINAL 6** OF INTEGRATION RELAY, **TERMINAL 17** OF DIMMER SW, DAYTIME RUNNING LIGHT RELAY NO. 2 (COIL SIDE), TO **TERMINAL** 17 OF THE DAYTIME RUNNING LIGHT RELAY. WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FROM THE **GAUGE** FUSE IS APPLIED TO **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY.

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE STARTS, VOLTAGE FROM **TERMINAL L** OF THE GENERATOR (ALTERNATOR) IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY. IF THE PARKING BRAKE PEDAL IS DEPRESSED (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY AND THE DAYTIME RUNNING LIGHT DO NOT OPERATE.

WHEN THE PARKING BRAKE IS RELEASED (PARKING BRAKE SW OFF), A SIGNAL IS OUTPUT FROM **TERMINAL 1** OF THE PARKING BRAKE SW TO **TERMINAL 8** OF THE DAYTIME RUNNING LIGHT RELAY. THIS ACTIVATES THE DAYTIME RUNNING LIGHT RELAY, TURNING ON THE DAYTIME RUNNING LIGHT RELAY NO. 2. CURRENT ALSO FLOWS FROM THE **MAIN** FUSE TO DAYTIME RUNNING LIGHT RELAY NO. 2 (POINT SIDE) → **HEAD (LH–UPR)** FUSE → HEADLIGHT HI–LH → HEADLIGHT HI–RH → **TERMINAL 4** OF DAYTIME RUNNING LIGHT RELAY NO. 3 → **TERMINAL 2** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT HALF THEIR NORMAL BRIGHTNESS.

ONCE THE DAYTIME RUNNING LIGHT RELAY HAS BEEN ACTIVATED AND THE HEADLIGHTS LIGHT UP, THE HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE PEDAL IS ENGAGED AGAIN (PARKING BRAKE SW ON).

2. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS AT **HEAD** POSITION AND THE DIMMER SW AT **LOW** POSITION, CURRENT FLOWS FROM THE HEADLIGHT RELAY (COIL SIDE) TO **TERMINAL 6** OF THE INTEGRATION RELAY → **TERMINAL 7** → **TERMINAL 6** OF LIGHT CONTROL SW → **TERMINAL 16** → **GROUND,** ACTIVATING THE HEADLIGHT RELAY.

THIS CAUSES CURRENT TO FLOW FROM HEADLIGHT RELAY (POINT SIDE) TO THE **HEAD LWR** FUSE → HEADLIGHT LO → **GROUND,** CAUSING THE HEADLIGHTS TO LIGHT UP AT NORMAL BRIGHTNESS. SIMULTANEOUSLY, CURRENT FLOWS FROM THE **DRL** FUSE → DAYTIME RUNNING LIGHT RELAY NO. 3, NO. 4 (COIL SIDE) → **GROUND,** ACTIVATING RELAY NO. 3 AND NO. 4.

WHEN THE DIMMER SW IS AT **HIGH** POSITION, **TERMINAL 9** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY TO ACTIVATE IT. THIS TURNS ON DAYTIME RUNNING LIGHT RELAY RELAY NO. 2 SO CURRENT FLOWS FROM DAYTIME RUNNING LIGHT RELAY NO. 2 (POINT SIDE) TO THE **HEAD (LH–UPR)** FUSE → HEADLIGHT HI LH → DAYTIME RUNNING LIGHT RELAY NO. 4 (POINT SIDE) → **GROUND,** AND FROM THE **HEAD (RH–UPR)** FUSE → DAYTIME RUNNING LIGHT RELAY NO. 3 (POINT SIDE) → HEADLIGHT HI RH → DAYTIME RUNNING LIGHT RELAY NO. 4 (POINT SIDE) → **GROUND,** CAUSING THE HEADLIGHTS TO OPERATE AT HI.

WHEN THE DIMMER SW IS AT **FLASH** POSITION, CURRENT FROM THE HEADLIGHT RELAY (COIL SIDE) FLOWS TO **TERMINAL 17** OF THE DIMMER SW → **TERMINAL 18** → **GROUND,** ACTIVATING THE RELAY. SIMULTANEOUSLY, CURRENT FROM THE HEADLIGHT RELAY (POINT SIDE) FLOWS TO HEADLIGHT LO, LIGHTING UP HEADLIGHT LO AND ACTIVATING DAYTIME RUNNING LIGHT RELAY NO. 3 AND NO. 4. THEN **TERMINAL 9** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY, ACTIVATING THE DAYTIME RUNNING LIGHT RELAY SO THAT CURRENT FLOWS TO HEADLIGHT HI LIKE IT DOES FOR **HIGH** POSITION. THIS CAUSES ALL HEADLIGHTS TO LIGHT UP.

SERVICE HINTS

D 4 DAYTIME RUNNING LIGHT RELAY

15–GROUND : ALWAYS APPROX. **12** VOLTS
2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
13–GROUND : ALWAYS CONTINUITY
5–GROUND : APPROX. **12** VOLTS WITH THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE OR LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION (WITH THE CONNECTOR IS DISCONNECTED, ALWAYS APPROX. **12** VOLTS)
8–GROUND : CONTINUITY WITH THE PARKING BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 1	26	**H 3**	26	**J 2**	29
C 9	28	**H 4**	26	**J 7**	29
C13	28	**H 5**	26	**J 9**	29
D 4	28	**H 6**	26	**J11**	29
D 7	28	**I12**	29	**P 4**	29
G 2	26	**J 1**	27		

HEADLIGHT (FOR CANADA)

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO .4 WIRE (NEAR THE R/B NO. 2)

: GROUND POINTS

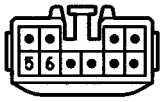
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER

: SPLICE POINTS

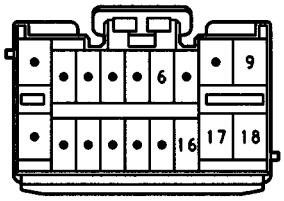
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 8	34	ENGINE ROOM MAIN WIRE	**I26**	38	COWL WIRE

B 1 GRAY

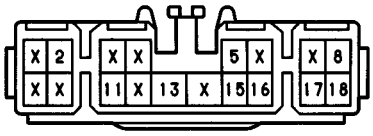
C 9



C13

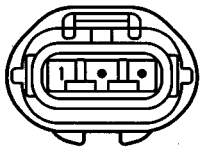


D 4 GRAY



D 7 BLACK

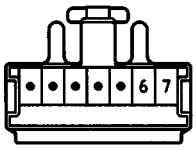
G 2 GRAY



H 3, H 4 BLACK

H 5, H 6 BROWN

I12



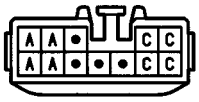
J 1

(HINT:SEE PAGE 7)

J 2

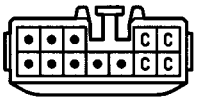
(HINT:SEE PAGE 7)

J 7 GRAY



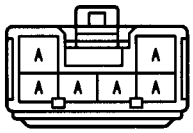
(HINT:SEE PAGE 7)

J 9 GRAY



(HINT:SEE PAGE 7)

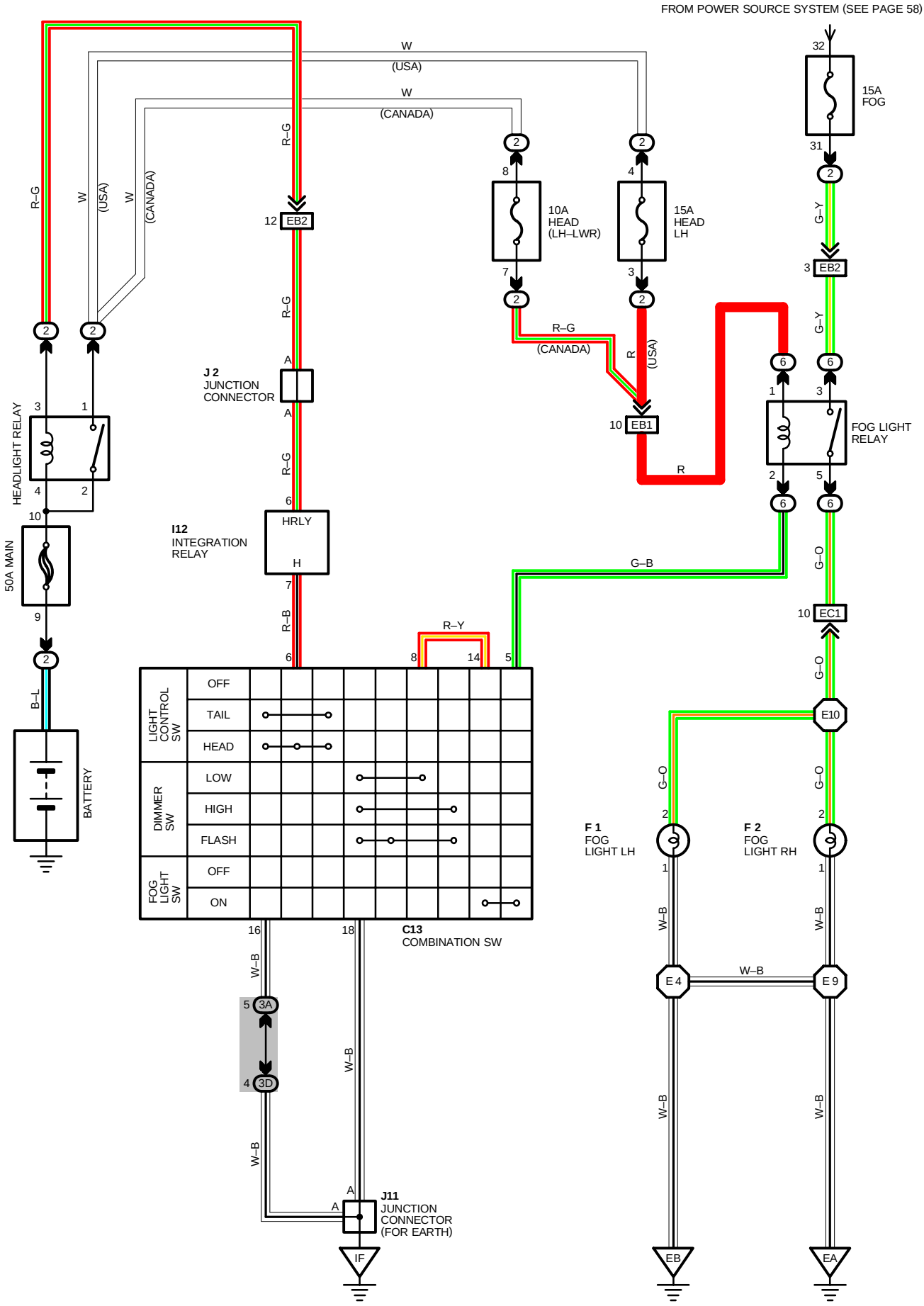
J11



(HINT:SEE PAGE 7)

P 4 GRAY

FOG LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
W
(USA)
W
(CANADA)
R–G
W
(USA)
W
(CANADA)
R–G
12 EB2
R–G
A
J 2
JUNCTION
CONNECTOR
A
R–G
6
HRLY
H
I12
INTEGRATION
RELAY
7
R–B
6
R–Y
8
14
5
G–B
8
10A
HEAD
(LH–LWR)
7
2
R–G
(CANADA)
4
15A
HEAD
LH
3
2
R
(USA)
10 EB1
R
32
15A
FOG
31
2
G–Y
3 EB2
G–Y
6
6
1
3
FOG LIGHT
RELAY
2
5
6
6
G–O
10 EC1
G–O
E10
G–O
G–O
2
2
F 1
FOG
LIGHT LH
F 2
FOG
LIGHT RH
1
1
W–B
W–B
E 4
W–B
E 9
W–B
W–B
EB
EA
3
1
HEADLIGHT RELAY
4
2
10
50A MAIN
9
2
B–L
BATTERY
LIGHT
CONTROL
SW
OFF
TAIL
HEAD
DIMMER
SW
LOW
HIGH
FLASH
FOG
LIGHT
SW
OFF
ON
16
18
C13
COMBINATION SW
W–B
5 3A
4 3D
W–B
W–B
A
A
J11
JUNCTION
CONNECTOR
(FOR EARTH)
IF

SERVICE HINTS

FOG LIGHT RELAY

(6) 3– (6) 5 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION, DIMMER SW AT **LOW** POSITION AND FOG LIGHT SW **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	28	**F 2**	26	**J 2**	29
F 1	26	**I12**	29	**J11**	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)

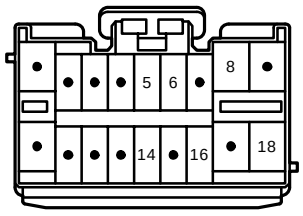
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IF	36	BEHIND COMBINATION METER

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 4	34	ENGINE ROOM MAIN WIRE	**E10**	34	ENGINE ROOM MAIN WIRE
E 9					

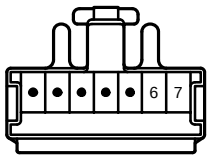
C13



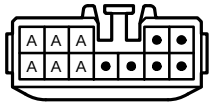
F 1 BLACK

F 2 BLACK

I12

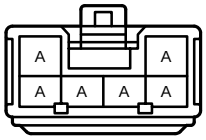


J 2



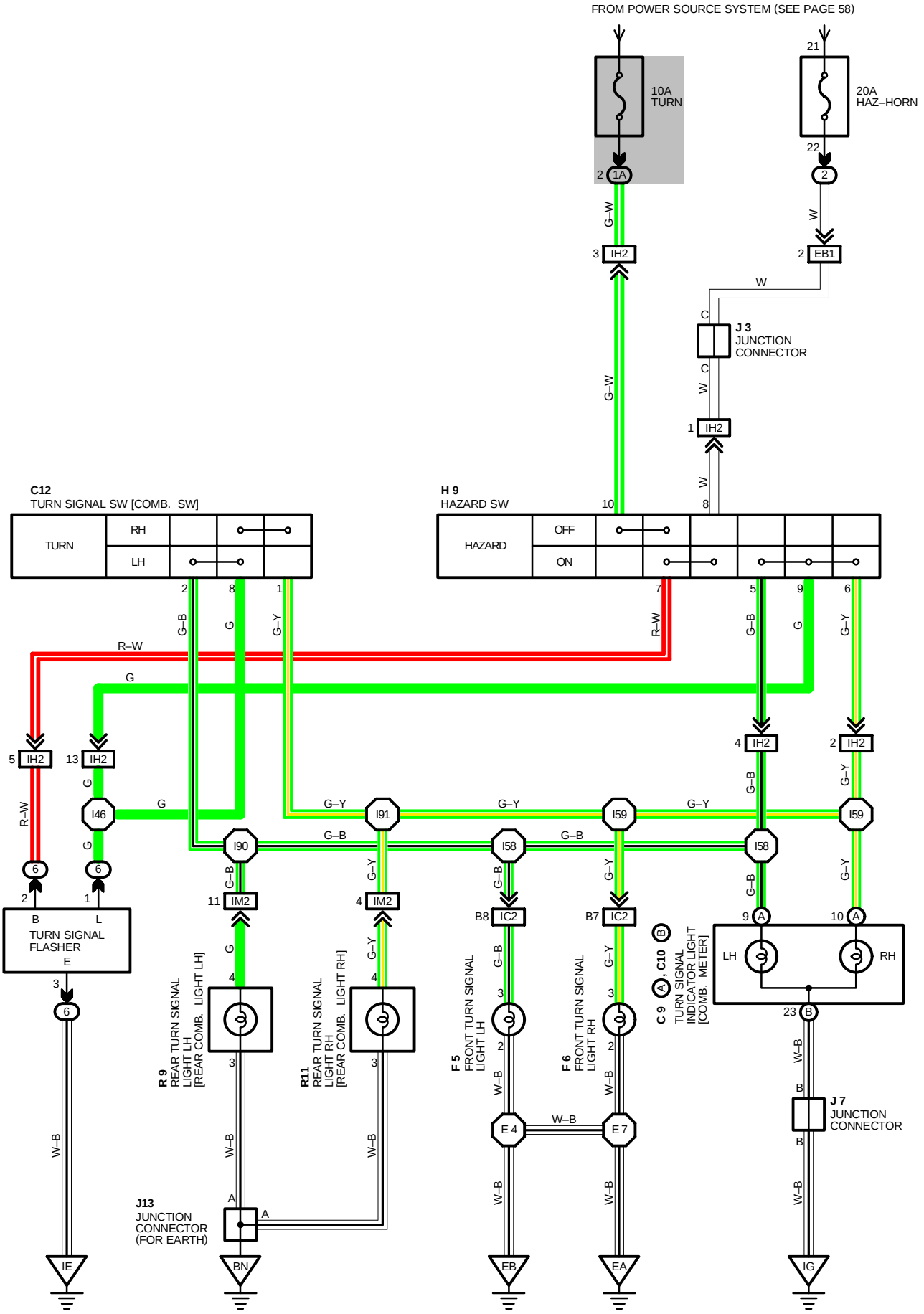
(HINT : SEE PAGE 7)

J11



(HINT : SEE PAGE 7)

TURN SIGNAL AND HAZARD WARNING LIGHT



SERVICE HINTS

TURN SIGNAL FLASHER

(6) 1 – GROUND : CHANGES FROM APPROX. **12** VOLTS TO **0** VOLTS WITH IGNITION SW ON AND TURN SIGNAL SW LEFT OR RIGHT, OR WITH HAZARD SW ON

(6) 2 – GROUND : APPROX.. **12** VOLTS WITH IGNITION SW ON OR HAZARD SW ON

(6) 3 – GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	A	28	**F6**	26	**J13**	30
C10	B	28	**H 9**	29	**R 9**	31
C12		28	**J 3**	29	**R11**	31
F 5		26	**J 7**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	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)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IH2	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IM2	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IE	36	LEFT KICK PANEL
IG	36	BEHIND GLOVE BOX
BN	40	LUGGAGE ROOM RIGHT

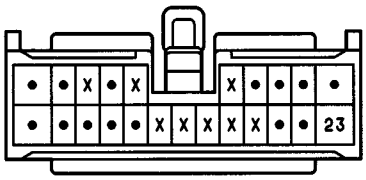
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 4	34	ENGINE ROOM MAIN WIRE	**I59**	38	COWL WIRE
E 7			**I90**		
I46	38	COWL WIRE	**I91**		
I58					

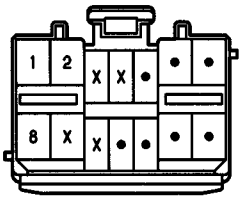
TURN SIGNAL AND HAZARD WARNING LIGHT

C 9 (A)

C10 (B) ORANGE



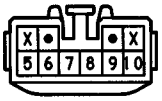
C12 BLACK



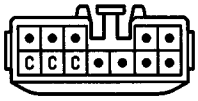
F 5 GRAY

F 6 GRAY

H 9 BLACK

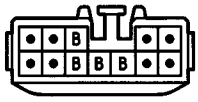


J 3 BLACK



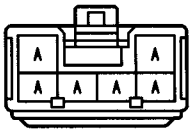
(HINT:SEE PAGE 7)

J 7 GRAY



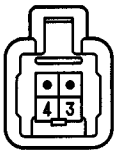
(HINT:SEE PAGE 7)

J13

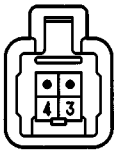


(HINT:SEE PAGE 7)

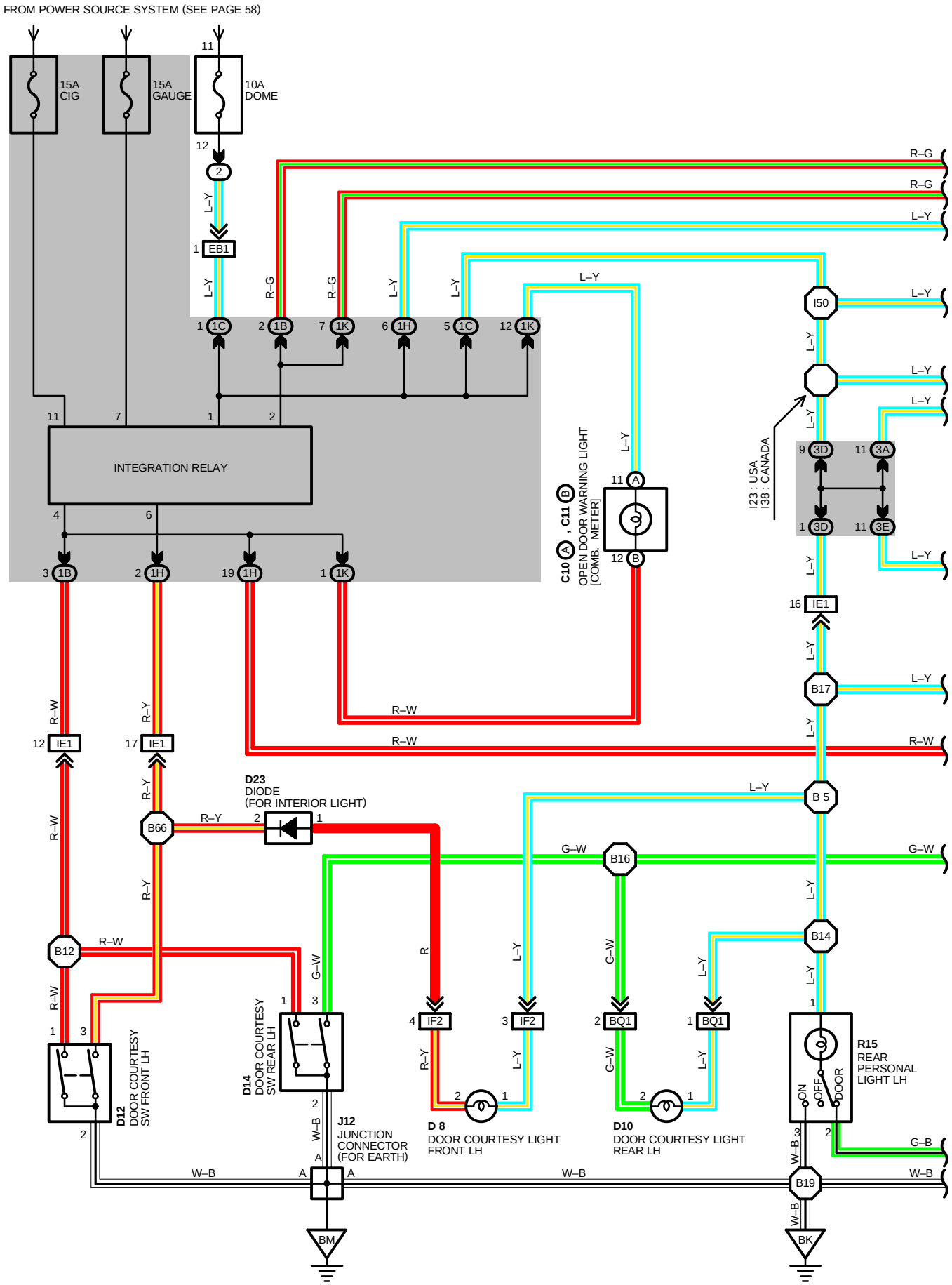
R 9

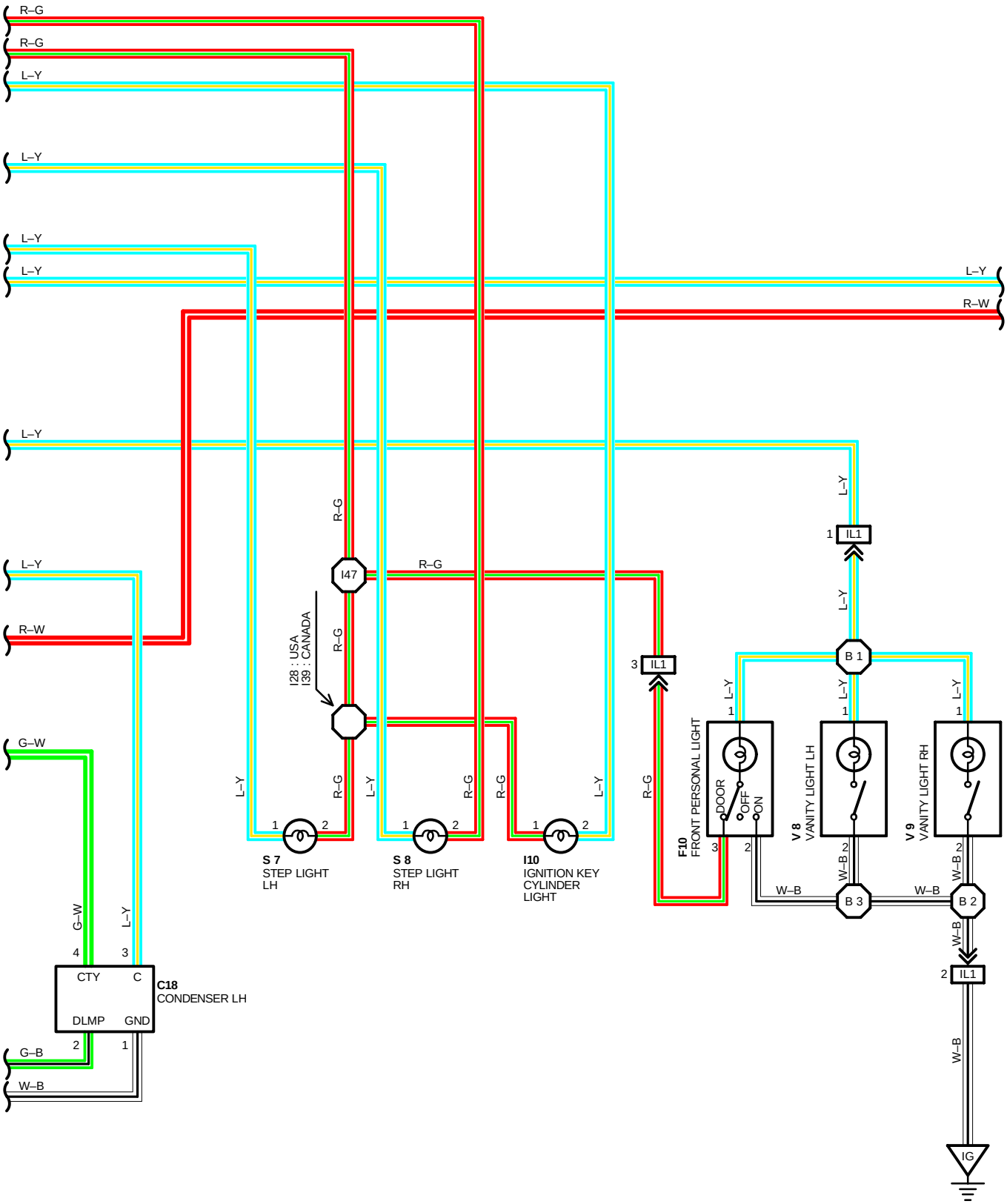


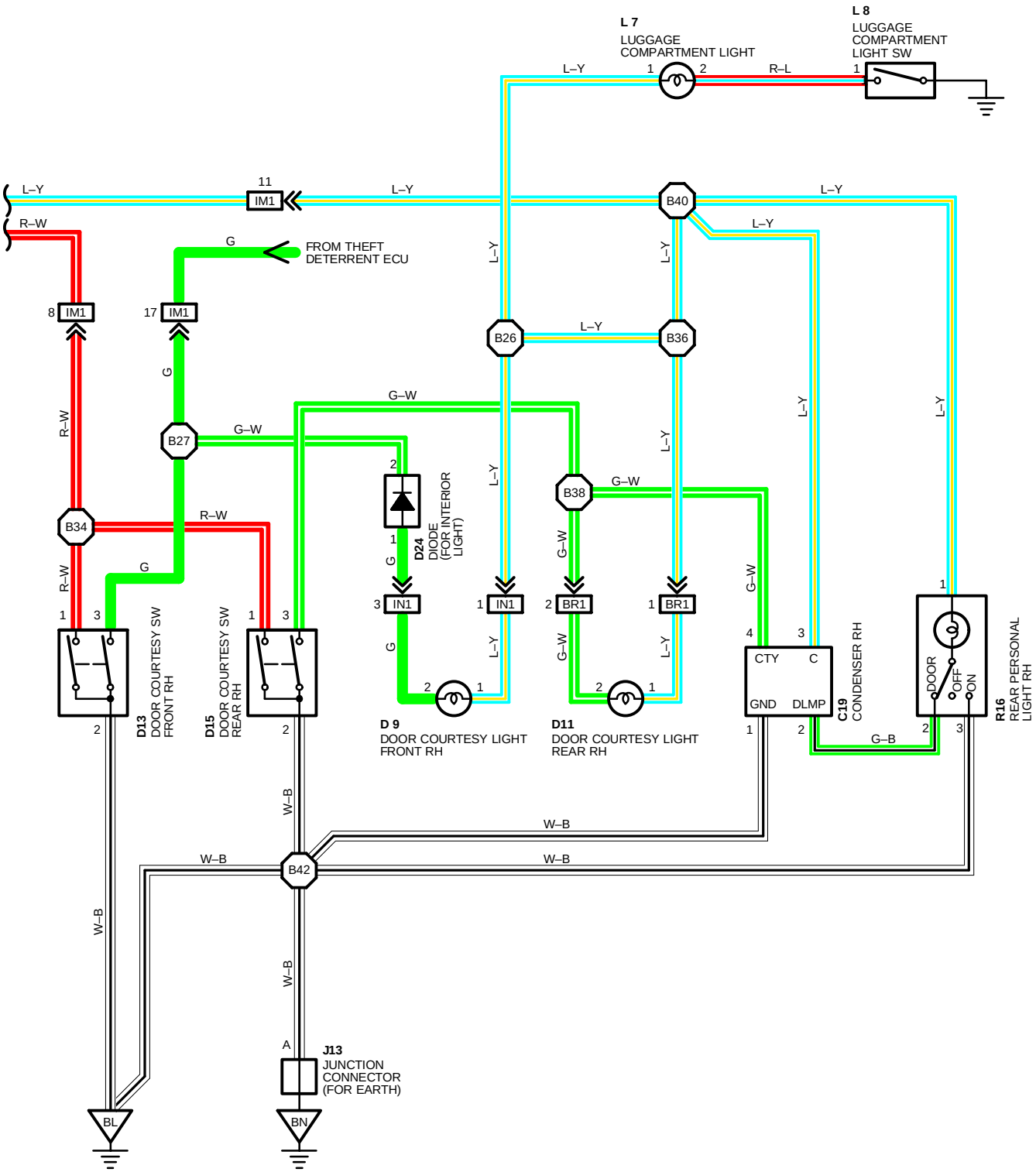
R11



INTERIOR LIGHT




R–G
R–G
L–Y
L–Y
L–Y
L–Y
L–Y
R–W
L–Y
L–Y
R–W
G–W
G–B
W–B
L–Y
R–G
I47
R–G
I28 : USA
I39 : CANADA
R–G
L–Y
R–G
L–Y
R–G
R–G
L–Y
R–G
L–Y
1
2
S 7
STEP LIGHT
LH
S 8
STEP LIGHT
RH
I10
IGNITION KEY
CYLINDER
LIGHT
3
IL1
F10
FRONT PERSONAL LIGHT
DOOR
OFF
ON
L–Y
1
IL1
L–Y
B 1
L–Y
L–Y
L–Y
V 8
VANITY LIGHT LH
V 9
VANITY LIGHT RH
W–B
W–B
W–B
B 3
B 2
W–B
2
IL1
W–B
IG
G–W
L–Y
4
3
CTY
C
C18
CONDENSER LH
DLMP
GND
2
1


L 7
LUGGAGE COMPARTMENT LIGHT
L 8
LUGGAGE COMPARTMENT LIGHT SW
L–Y
R–L
11
IM1
R–W
G
FROM THEFT DETERRENT ECU
8
17
B40
B26
B36
B27
G–W
B34
B38
R–W
G
2
1
D24
DIODE (FOR INTERIOR LIGHT)
3
IN1
BR1
D13
DOOR COURTESY SW FRONT RH
D15
DOOR COURTESY SW REAR RH
D 9
DOOR COURTESY LIGHT FRONT RH
D11
DOOR COURTESY LIGHT REAR RH
CTY
C
GND
DLMP
C19
CONDENSER RH
DOOR
OFF
ON
R16
REAR PERSONAL LIGHT RH
G–B
W–B
B42
A
J13
JUNCTION CONNECTOR (FOR EARTH)
BL
BN

SERVICE HINTS

INTEGRATION RELAY

1–GROUND : ALWAYS APPROX. **12** VOLTS
4–GROUND : CONTINUITY WITH EACH DOOR (FRONT LH AND RH, REAR LH AND RH) OPEN
6–GROUND : CONTINUITY WITH FRONT LH DOOR OPEN

D12, D13, D14, D15 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1, 3–GROUND : CLOSED WITH DOOR OPEN

L 8 LUGGAGE COMPARTMENT LIGHT SW

1–GROUND : CLOSED WITH LUGGAGE COMPARTMENT DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10 A	28	**D13**	30	**L 7**	30
C11 B	28	**D14**	30	**L 8**	30
C18	30	**D15**	30	**R15**	31
C19	30	**D23**	28	**R16**	31
D 8	30	**D24**	28	**S 7**	29
D 9	30	**F10**	30	**S 8**	29
D10	30	**I10**	29	**V 8**	31
D11	30	**J12**	30	**V 9**	31
D12	30	**J13**	30		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1H		
1K		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IF2	36	FRONT DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IL1	38	COWL WIRE AND ROOF WIRE (BEHIND GLOVE BOX)
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IN1	38	FRONT DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)

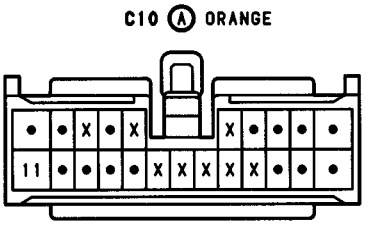
: GROUND POINTS

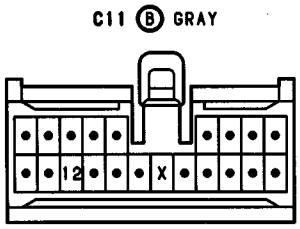
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	BEHIND GLOVE BOX
BK	40	UNDER THE FRONT SEAT LH
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT
BN	40	LUGGAGE ROOM RIGHT

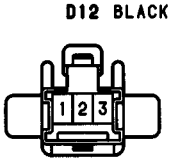
INTERIOR LIGHT

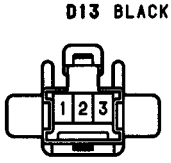
: SPLICE POINTS

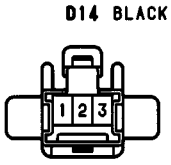
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I23			B16		
I28			B17	40	FLOOR NO. 2 WIRE
I38	38	COWL WIRE	B19		
I39			B26		
I47			B27		
I50			B34		
B 1			B36	40	FLOOR NO. 1 WIRE
B 2	40	ROOF WIRE	B38		
B 3			B40		
B 5			B42		
B12	40	FRONT NO. 2 WIRE	B66	40	FLOOR NO. 2 WIRE
B14					

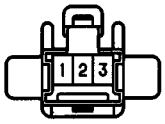


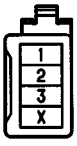


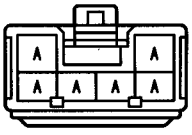


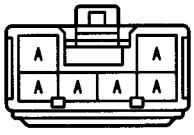


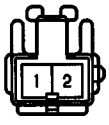












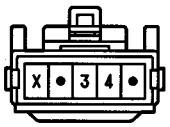
A10 ORANGE

A15

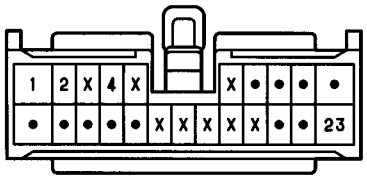
A29, A30

C 7

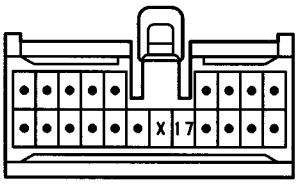
C 8 BLACK



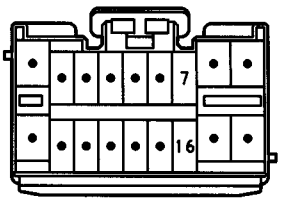
C10 (B) ORANGE



C11 (A) GRAY



C13

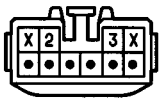


E 6

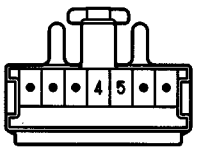
G 3 GRAY

G 4 BLACK

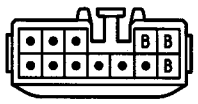
H 9 BLACK



I12

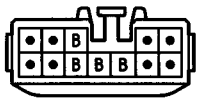


J 3 BLACK



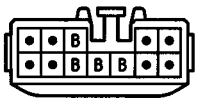
(HINT:SEE PAGE 7)

J 6 GRAY



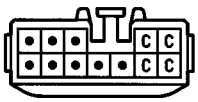
(HINT:SEE PAGE 7)

J 7 GRAY



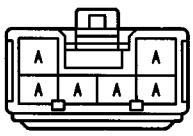
(HINT:SEE PAGE 7)

J10 GRAY



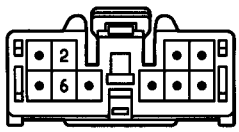
(HINT:SEE PAGE 7)

J11, J12



(HINT:SEE PAGE 7)

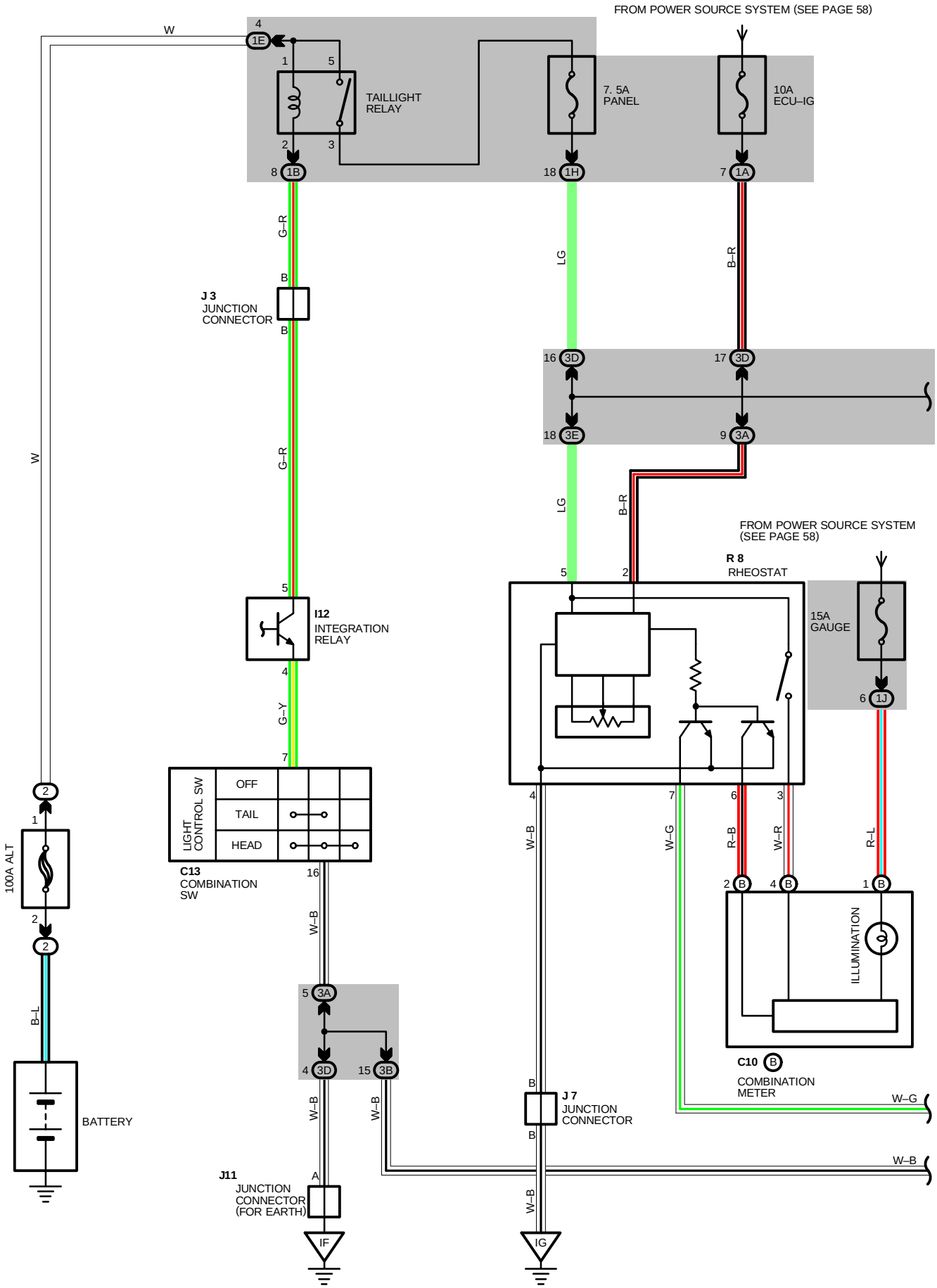
R 3 BLUE

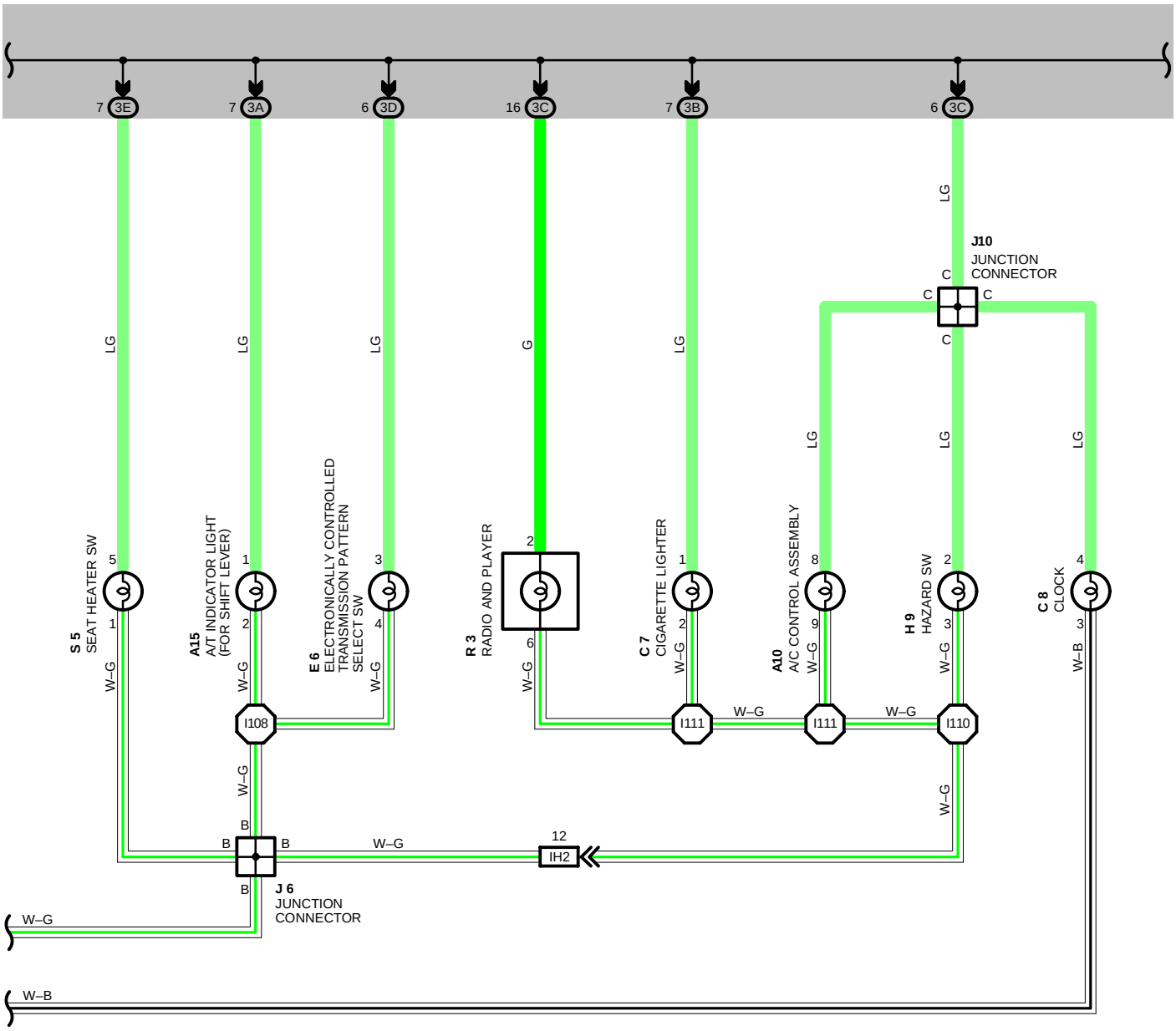


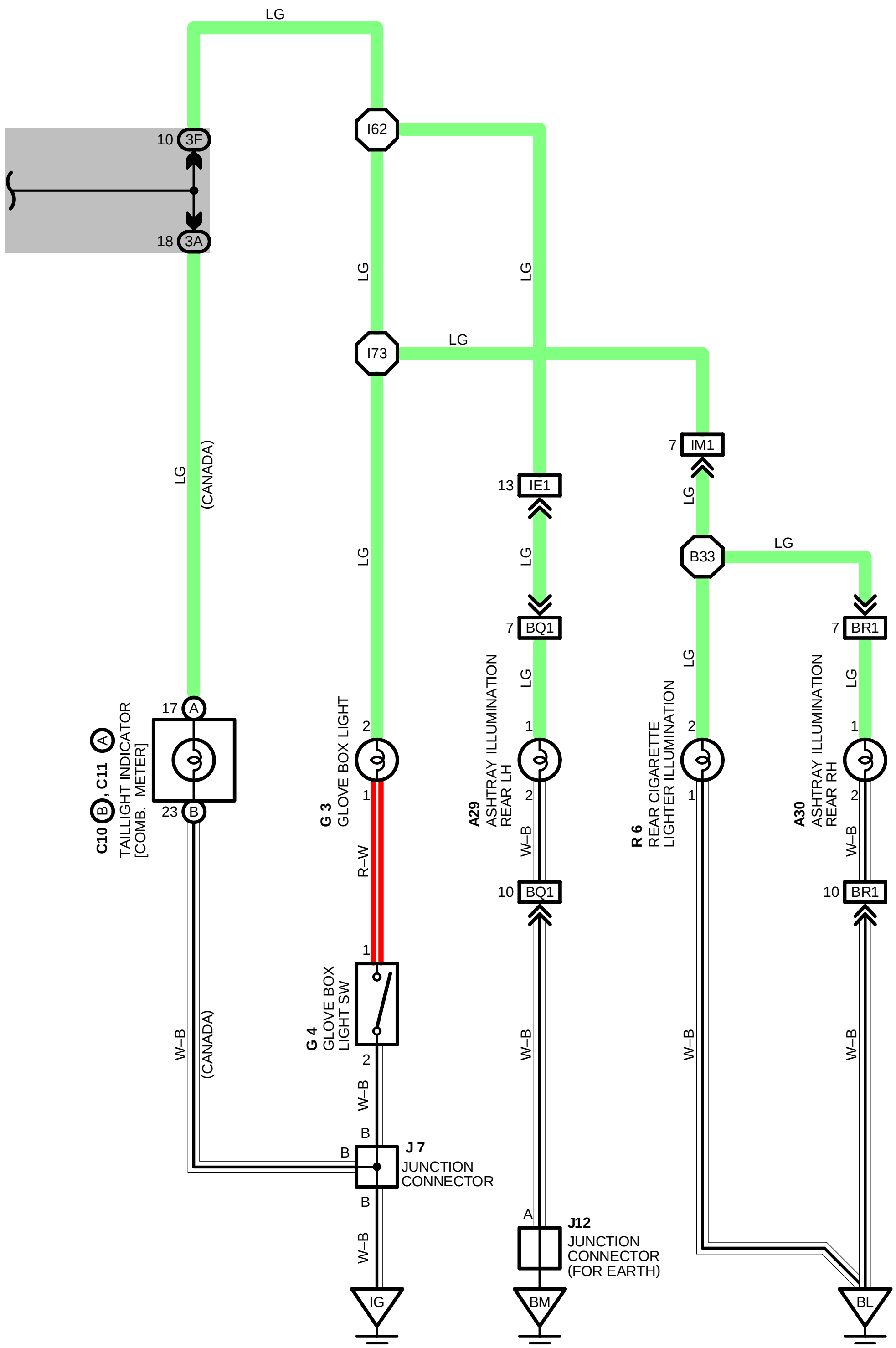
R 6 GRAY

R 8

S 5


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
TAILLIGHT RELAY
7. 5A PANEL
10A ECU–IG
J 3 JUNCTION CONNECTOR
I12 INTEGRATION RELAY
FROM POWER SOURCE SYSTEM (SEE PAGE 58)
R 8 RHEOSTAT
15A GAUGE
LIGHT CONTROL SW
OFF
TAIL
HEAD
C13 COMBINATION SW
100A ALT
BATTERY
J11 JUNCTION CONNECTOR (FOR EARTH)
J 7 JUNCTION CONNECTOR
C10 COMBINATION METER
ILLUMINATION
IF
IG
W
G–R
LG
B–R
G–Y
W–B
W–G
R–B
W–R
R–L
B–L


7 3E
7 3A
6 3D
16 3C
7 3B
6 3C
J10
JUNCTION
CONNECTOR
S 5
SEAT HEATER SW
A15
A/T INDICATOR LIGHT
(FOR SHIFT LEVER)
E 6
ELECTRONICALLY CONTROLLED
TRANSMISSION PATTERN
SELECT SW
R 3
RADIO AND PLAYER
C 7
CIGARETTE LIGHTER
A10
A/C CONTROL ASSEMBLY
H 9
HAZARD SW
C 8
CLOCK
I108
I111
I111
I110
IH2
J 6
JUNCTION
CONNECTOR
LG
G
W–G
W–B


LG
10 3F
18 3A
I62
LG
LG
I73
LG
LG
(CANADA)
7 IM1
13 IE1
LG
LG
B33
LG
LG
7 BQ1
7 BR1
LG
LG
LG
LG
17 A
C10 B, C11 A
TAILLIGHT INDICATOR
[COMB. METER]
23 B
G 3
GLOVE BOX LIGHT
2
1
A29
ASHTRAY ILLUMINATION
REAR LH
1
2
R 6
REAR CIGARETTE
LIGHTER ILLUMINATION
2
1
A30
ASHTRAY ILLUMINATION
REAR RH
1
2
R–W
W–B
W–B
10 BQ1
10 BR1
1
G 4
GLOVE BOX
LIGHT SW
2
W–B
(CANADA)
W–B
W–B
W–B
W–B
B
B
J 7
JUNCTION
CONNECTOR
B
W–B
A
J12
JUNCTION
CONNECTOR
(FOR EARTH)
IG
BM
BL

SERVICE HINTS

TAILLIGHT RELAY

5–3 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

C13 LIGHT CONTROL SW [COMB. SW]

7–16 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A10		28	**C13**	28	**J 7**	29
A15		28	**E 6**	28	**J10**	29
A29		30	**G 3**	28	**J11**	29
A30		30	**G 4**	28	**J12**	30
C 7		28	**H 9**	29	**R 3**	29
C 8		28	**I12**	29	**R 6**	29
C10	B	28	**J 3**	29	**R 8**	29
C11	A	28	**J 6**	29	**S 5**	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1B		
1E		
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		
3F		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IH2	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)

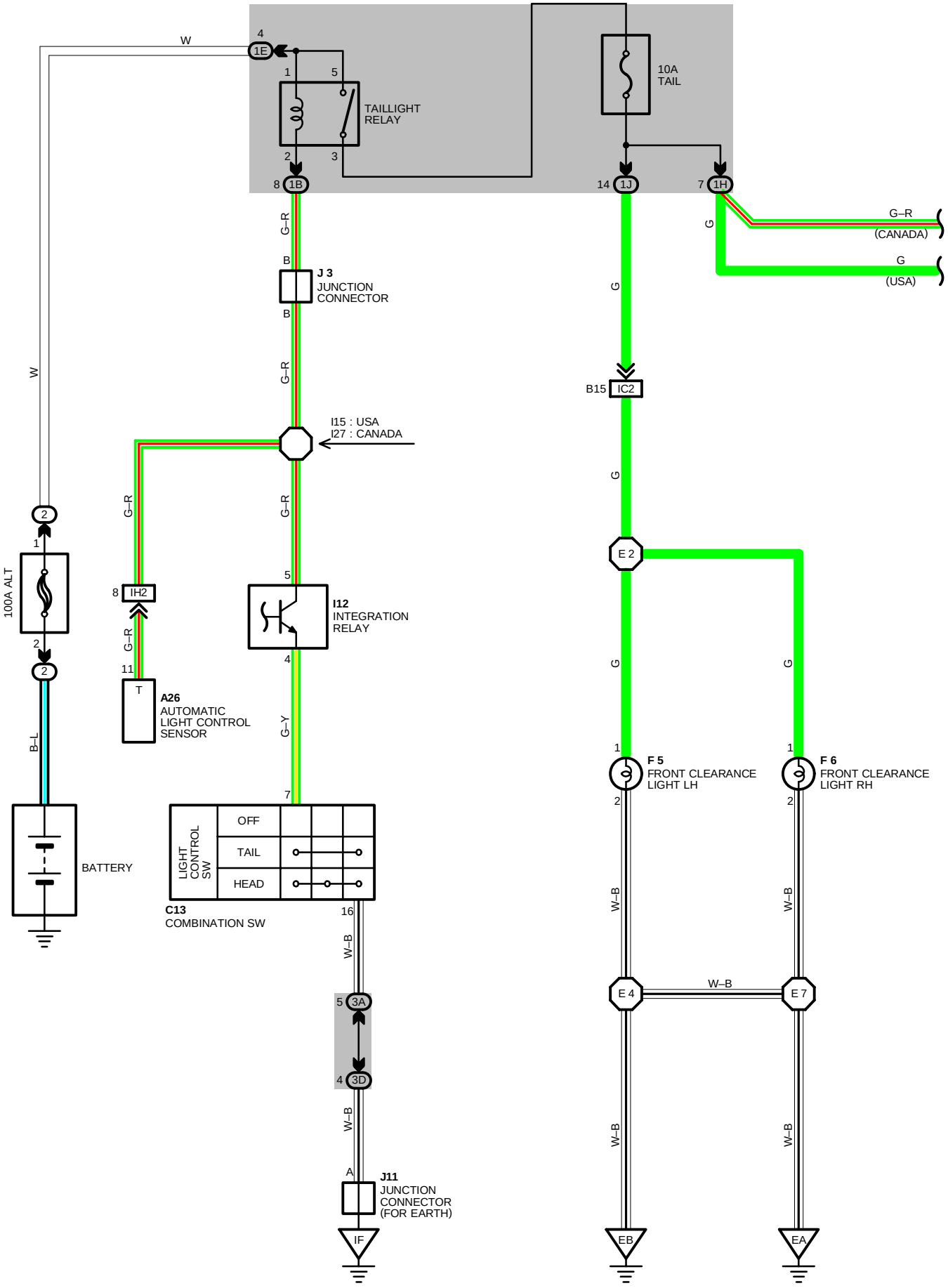
: GROUND POINTS

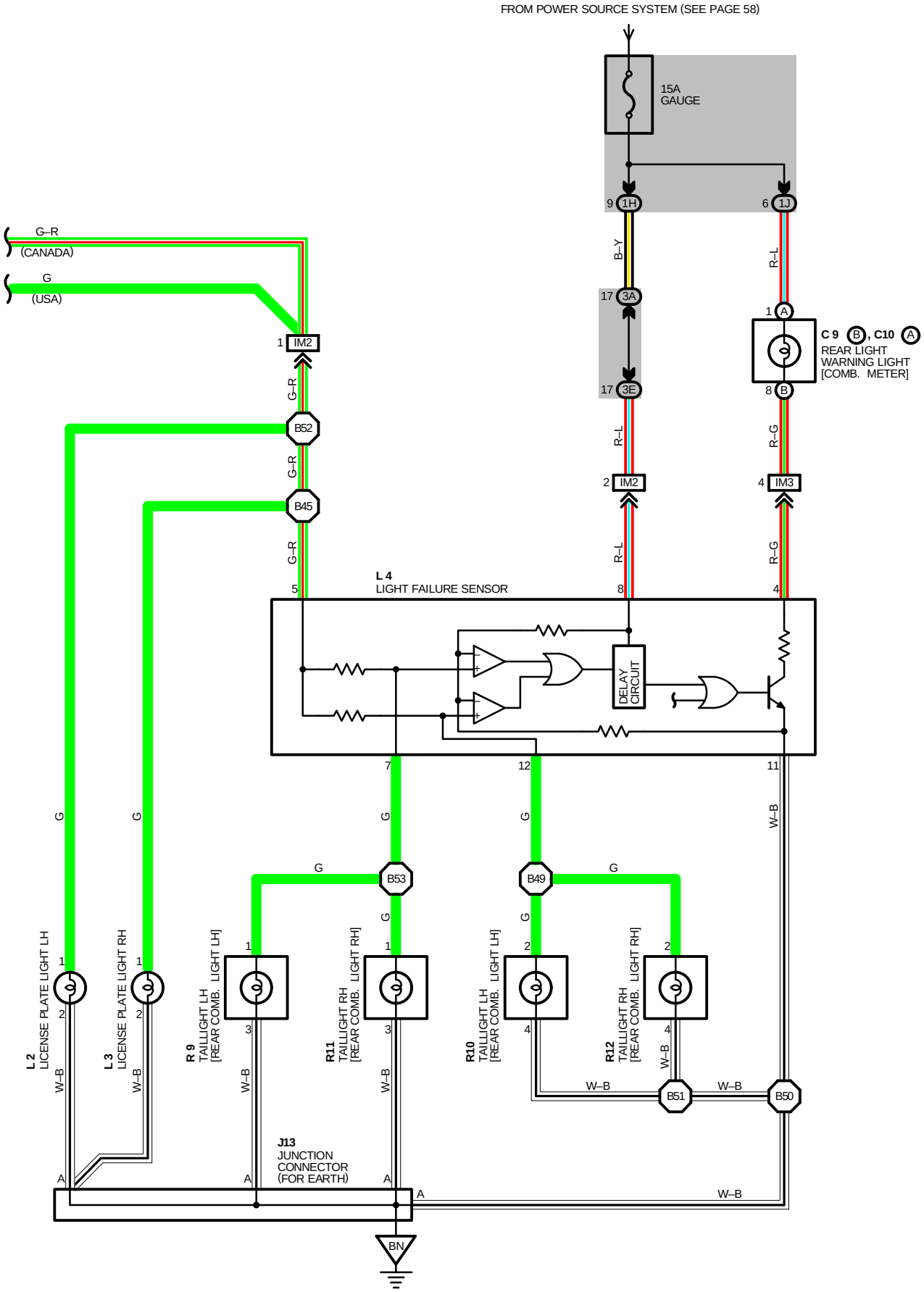
CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I62	38	COWL WIRE	**I110**	38	INSTRUMENT PANEL WIRE
I73			**I111**		
I108			**B33**	40	FLOOR NO. 1 WIRE

TAILLIGHT


4
1E
W
1
5
TAILLIGHT
RELAY
2
3
8
1B
14
1J
7
1H
10A
TAIL
G–R
G
(CANADA)
G
(USA)
B
J 3
JUNCTION
CONNECTOR
B
G–R
G
B15
IC2
W
I15 : USA
I27 : CANADA
G–R
G–R
G
2
1
100A ALT
2
8
IH2
G–R
11
T
A26
AUTOMATIC
LIGHT CONTROL
SENSOR
5
I12
INTEGRATION
RELAY
4
G–Y
E 2
G
G
1
F 5
FRONT CLEARANCE
LIGHT LH
2
1
F 6
FRONT CLEARANCE
LIGHT RH
2
B–L
7
BATTERY
LIGHT
CONTROL
SW
OFF
TAIL
HEAD
C13
COMBINATION SW
16
W–B
W–B
W–B
E 4
W–B
E 7
5
3A
4
3D
W–B
W–B
A
J11
JUNCTION
CONNECTOR
(FOR EARTH)
IF
EB
EA


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
GAUGE
9 1H
6 1J
B–Y
R–L
17 3A
1 A
C 9 B, C10 A
REAR LIGHT
WARNING LIGHT
[COMB. METER]
17 3E
8 B
R–L
R–G
G–R
(CANADA)
G
(USA)
1 IM2
G–R
B52
G–R
B45
G–R
5
2 IM2
4 IM3
R–L
R–G
8
4
L 4
LIGHT FAILURE SENSOR
DELAY
CIRCUIT
7
12
11
W–B
G
B53
B49
L 2
LICENSE PLATE LIGHT LH
L 3
LICENSE PLATE LIGHT RH
R 9
TAILLIGHT LH
[REAR COMB. LIGHT LH]
R11
TAILLIGHT RH
[REAR COMB. LIGHT RH]
R10
TAILLIGHT LH
[REAR COMB. LIGHT LH]
R12
TAILLIGHT RH
[REAR COMB. LIGHT RH]
B51
B50
J13
JUNCTION
CONNECTOR
(FOR EARTH)
BN

TAILLIGHT

SYSTEM OUTLINE

WHEN THE LIGHT CONTROL SW IS TURNED TO **TAIL** OR **HEAD** POSITION. THE CURRENT FLOWS TO **TERMINAL 5** OF LIGHT FAILURE SENSOR THROUGH THE **TAIL** FUSE.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS FROM THE **GAUGE** FUSE TO **TERMINAL 8** OF THE LIGHT FAILURE SENSOR, AND ALSO FLOWS THROUGH THE REAR LIGHT WARNING LIGHT TO **TERMINAL 4** 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 5** OF THE LIGHT FAILURE SENSOR TO **TERMINAL 7, 12** AND THE WARNING CIRCUIT OF THE LIGHT FAILURE SENSOR IS ACTIVATED.

AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL 4** OF THE LIGHT FAILURE SENSOR → **TERMINAL 11** → **GROUND** AND TURNS THE REAR LIGHT WARNING LIGHT ON, WHICH REMAINS ON UNTIL THE LIGHT CONTROL SW IS TURNED OFF.

SERVICE HINTS

TAILLIGHT RELAY

5–3: CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

L 4 LIGHT FAILURE SENSOR

4, 8–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

5–GROUND: APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

11–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A26	28	**I12**	29	**L 4**	30
C 9 B	28	**J 3**	29	**R 9**	31
C10 A	28	**J11**	29	**R10**	31
C13	28	**J13**	30	**R11**	31
F 5	26	**L 2**	30	**R12**	31
F 6	26	**L 3**	30		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IH2	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IM2	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM3		

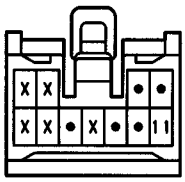
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IF	36	BEHIND COMBINATION METER
BN	40	LUGGAGE ROOM RIGHT

: SPLICE POINTS

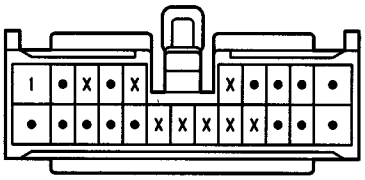
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	ENGINE ROOM MAIN WIRE	**B49**	40	FLOOR NO. 1 WIRE
E 4			**B50**		
E 7			**B51**		
I15	38	COWL WIRE	**B52**		
I27			**B53**		
B45	40	FLOOR NO. 1 WIRE			

A26

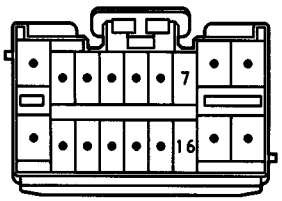


C 9 (B)

C10 (A) ORANGE

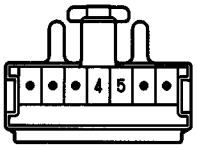


C13

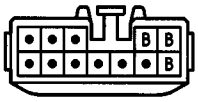


F 5, F 6 GRAY

I12

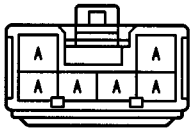


J 3 BLACK



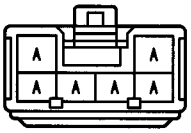
(HINT:SEE PAGE 7)

J11



(HINT:SEE PAGE 7)

J13

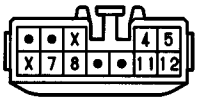


(HINT:SEE PAGE 7)

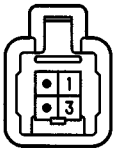
L 2

L 3

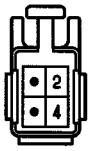
L 4



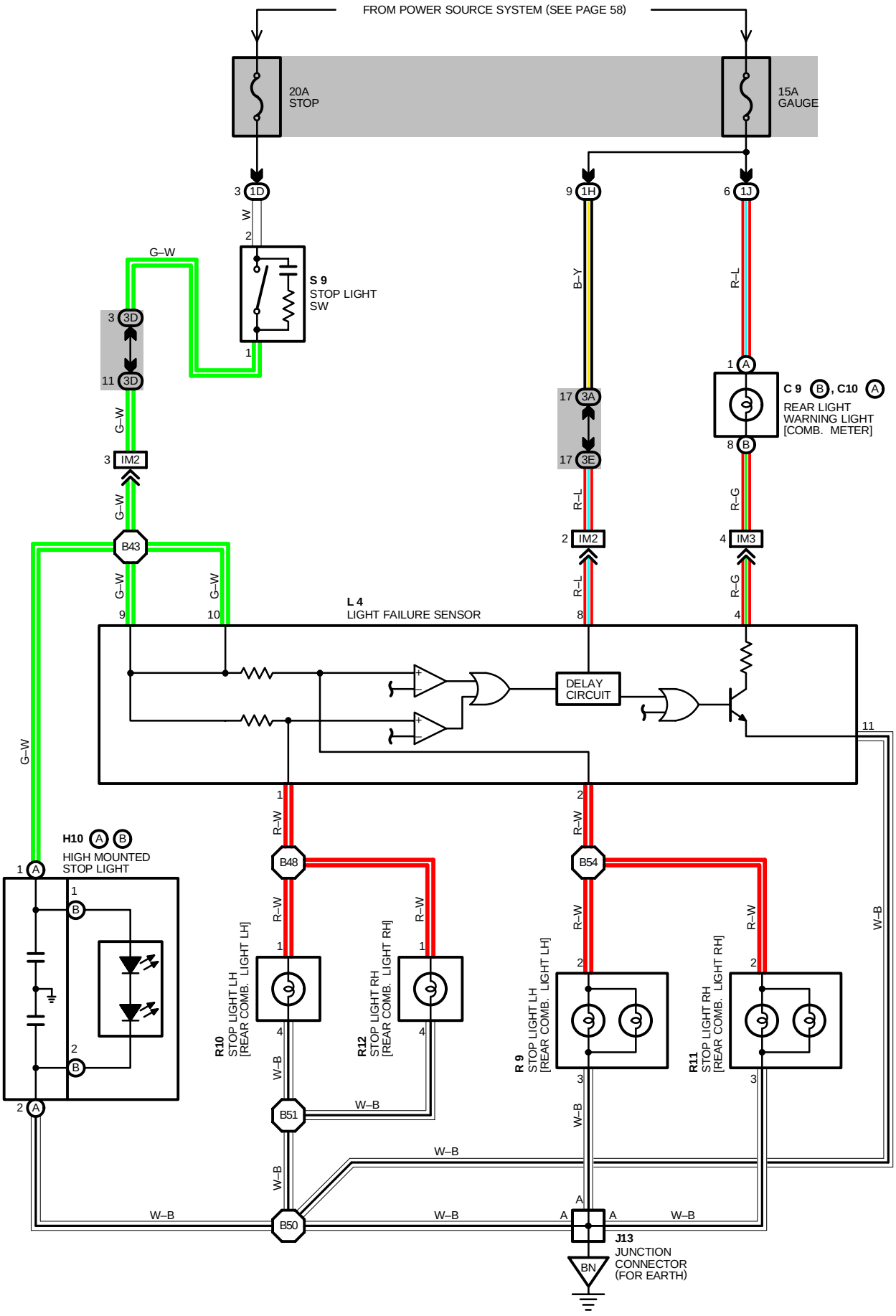
R 9, R11



R10, R12



STOP LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
20A
STOP
15A
GAUGE
3 1D
W
2
S 9
STOP LIGHT
SW
1
G–W
3 3D
11 3D
G–W
3 IM2
G–W
B43
G–W
9
G–W
10
9 1H
B–Y
17 3A
17 3E
R–L
2 IM2
R–L
8
6 1J
R–L
1 A
C 9 B, C10 A
REAR LIGHT
WARNING LIGHT
[COMB. METER]
8 B
R–G
4 IM3
R–G
4
L 4
LIGHT FAILURE SENSOR
DELAY
CIRCUIT
11
G–W
H10 A B
HIGH MOUNTED
STOP LIGHT
1 A
1 B
2 B
2 A
1
R–W
B48
R–W
1
R10
STOP LIGHT LH
[REAR COMB. LIGHT LH]
4
W–B
R–W
1
R12
STOP LIGHT RH
[REAR COMB. LIGHT RH]
4
B51
W–B
W–B
W–B
B50
W–B
2
R–W
B54
R–W
2
R 9
STOP LIGHT LH
[REAR COMB. LIGHT LH]
3
W–B
R–W
2
R11
STOP LIGHT RH
[REAR COMB. LIGHT RH]
3
W–B
W–B
A
A A
W–B
J13
JUNCTION
CONNECTOR
(FOR EARTH)
BN

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH A **STOP** FUSE TO **TERMINAL 2** OF THE STOP LIGHT SW.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE **GAUGE** FUSE TO **TERMINAL 8** OF THE LIGHT FAILURE SENSOR, AND ALSO FLOWS THROUGH THE REAR LIGHT WARNING LIGHT TO **TERMINAL 4** OF THE LIGHT FAILURE SENSOR.

STOP LIGHT DISCONNECTION WARNING

WHEN THE IGNITION SW IS TURNED ON AND THE BRAKE PEDAL IS PRESSED (STOP LIGHT SW ON), IF THE STOP LIGHT CIRCUIT IS OPEN, THE CURRENT FLOWING FROM **TERMINAL 9, 10** OF THE LIGHT FAILURE SENSOR TO **TERMINALS 1, 2** 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 4** OF THE LIGHT FAILURE SENSOR → **TERMINAL 11** → **GROUND** AND TURNS THE REAR LIGHT WARNING LIGHT ON. BY PRESSING THE BRAKE PEDAL, THE CURRENT FLOWING TO **TERMINAL 8** OF THE LIGHT FAILURE SENSOR KEEPS THE WARNING CIRCUIT ON HOLD AND THE WARNING LIGHT ON UNTIL THE IGNITION SW IS TURNED OFF.

SERVICE HINTS

S 9 STOP LIGHT SW

2–1: CLOSED WITH BRAKE PEDAL DEPRESSED

L 4 LIGHT FAILURE SENSOR

9, 10–GROUND : APPROX. **12** VOLTS WITH STOP LIGHT SW ON

4, 8–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

11–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	B	28	**J13**	30	**R11**	31
C10	A	28	**L 4**	30	**R12**	31
H10	**A**	30	**R 9**	31	**S 9**	29
	B	30	**R10**	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IM2	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM3		

: GROUND POINTS

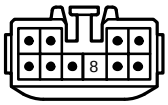
CODE	SEE PAGE	GROUND POINTS LOCATION
BN	40	LUGGAGE ROOM RIGHT

: SPLICE POINTS

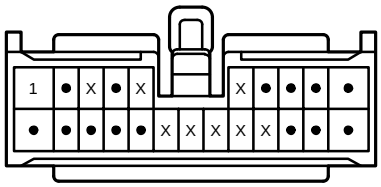
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B43	40	FLOOR NO. 1 WIRE	**B51**	40	FLOOR NO. 1 WIRE
B48			**B54**		
B50					

STOP LIGHT

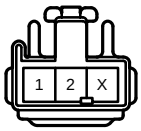
C 9 (B)



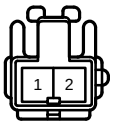
C10 (A) ORANGE



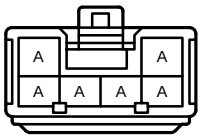
H10 (A) BLUE



H10 (B)

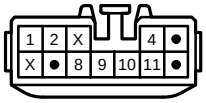


J13

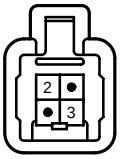


(HINT : SEE PAGE 7)

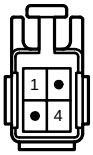
L 4



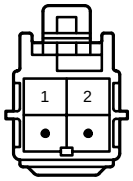
R 9, R11

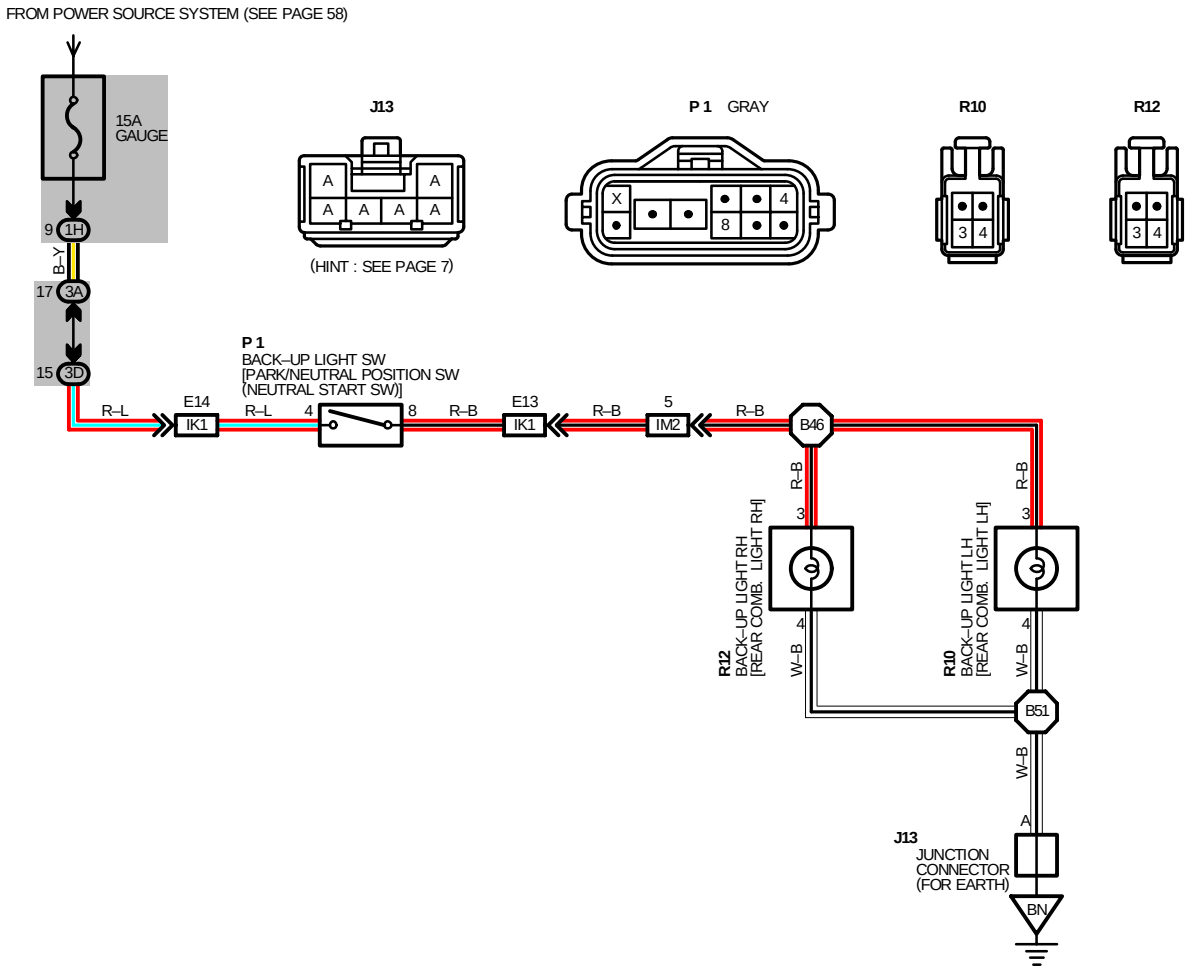


R10, R12



S 9





SERVICE HINTS

P 1 BACK–UP LIGHT SW [PARK/NEUTRAL POSITION SW (NEUTRAL START SW)]
4–8: CLOSED WITH SHIFT LEVER IN **R** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J13	30	**R10**	31		
P 1	27	**R12**	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1H	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM2	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

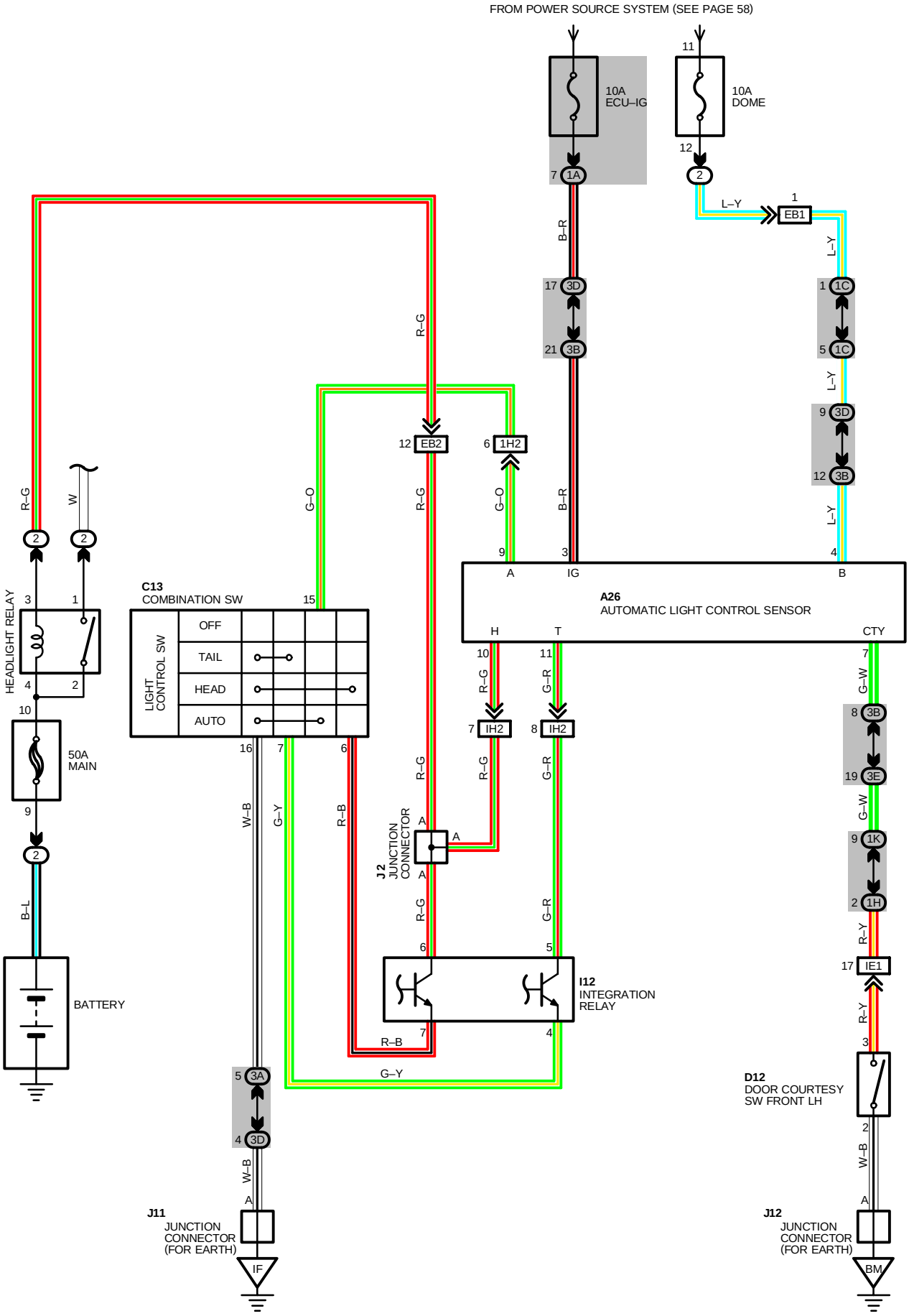
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BN	40	LUGGAGE ROOM RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B46	40	FLOOR NO. 1 WIRE	**B51**	40	FLOOR NO. 1 WIRE

AUTOMATIC LIGHT CONTROL



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 3** OF AUTOMATIC LIGHT CONTROL SENSOR THROUGH **ECU–IG** FUSE. VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL 4** OF AUTOMATIC LIGHT CONTROL SENSOR THROUGH **DOME** FUSE, AND TO **TERMINAL 10** OF THE AUTOMATIC LIGHT CONTROL SENSOR THROUGH THE HEADLIGHT RELAY COIL.

AUTOMATIC LIGHT CONTROL

WHEN THE LIGHT CONTROL SW IS IN AUTO POSITION, IF THE AUTOMATIC LIGHT CONTROL SENSOR DETECTS A DECREASE IN THE AMBIENT LIGHT (TO BETWEEN **80** AND **400** LUX), THE AUTOMATIC LIGHT SENSOR IS ACTIVATED. ABOUT **5** SECONDS AFTER IT IS ACTIVATED, CURRENT FLOWS FROM **TERMINAL 9** OF THE SENSOR TO **TERMINAL 15** OF THE LIGHT CONTROL SW TO **TERMINAL 16** TO **GROUND,** LIGHTING UP THE HEADLIGHT AND TAILLIGHTS.

IF THE AMBIENT LIGHT DROP BELOW **80** LUX, THE AUTOMATIC LIGHT SENSOR IS ACTIVATED AND ABOUT **3** SECONDS LATER CURRENT FLOWS FROM **TERMINAL 9** OF THE SENSOR TO **TERMINAL 15** OF THE LIGHT CONTROL SW TO **TERMINAL 16** TO **GROUND**, LIGHTING UP THE HEADLIGHTS AND TAILLIGHTS.

WHEN THE LIGHT CONTROL SW IS AT AUTO POSITION AND ACTIVATION OF THE AUTOMATIC LIGHT SENSOR HAS TURNED ON THE HEADLIGHTS AND TAILLIGHTS, IF THE AUTOMATIC LIGHT CONTROL SENSOR DETECTS AMBIENT LIGHT ABOVE **800** LUX, THE SENSOR IS TURNED OFF AFTER ABOUT **5** SECONDS. SO THE CURRENT FROM **TERMINAL 9** OF THE SENSOR TO **TERMINAL 15** OF LIGHT CONTROL SW STOP, AND THE HEADLIGHTS AND TAILLIGHTS TURN OFF.

SERVICE HINTS

A26 AUTOMATIC LIGHT CONTROL SENSOR

4–GROUND: ALWAYS APPROX. **12** VOLTS
3–GROUND: APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
9–GROUND: CONTINUITY WITH LIGHT CONTROL SW AT **AUTO** POSITION
7–GROUND: CONTINUITY WITH DRIVER'S DOOR OPEN

HEADLIGHT RELAY

(2)1– (2)2 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION

C13 LIGHT CONTROL SW [COMB. SW]

15–16 : CLOSED WITH LIGHT CONTROL SW AT **AUTO** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A26	28	**I12**	29	**J12**	30
C13	28	**J 2**	29		
D12	30	**J11**	29		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO.2 (ENGINE COMPARTMENT LEFT)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C		
1H		
1K		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

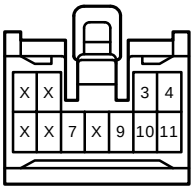
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IH2	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)

▽ : GROUND POINTS

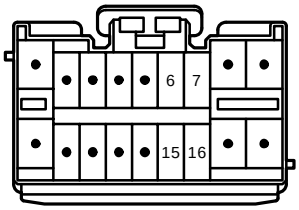
CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
BM	40	LUGGAGE ROOM LEFT

AUTOMATIC LIGHT CONTROL

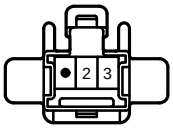
A26



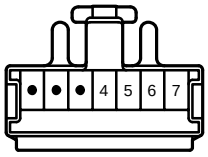
C13



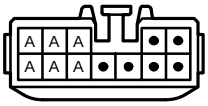
D12 BLACK



I12

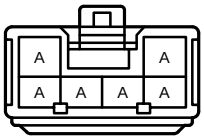


J 2

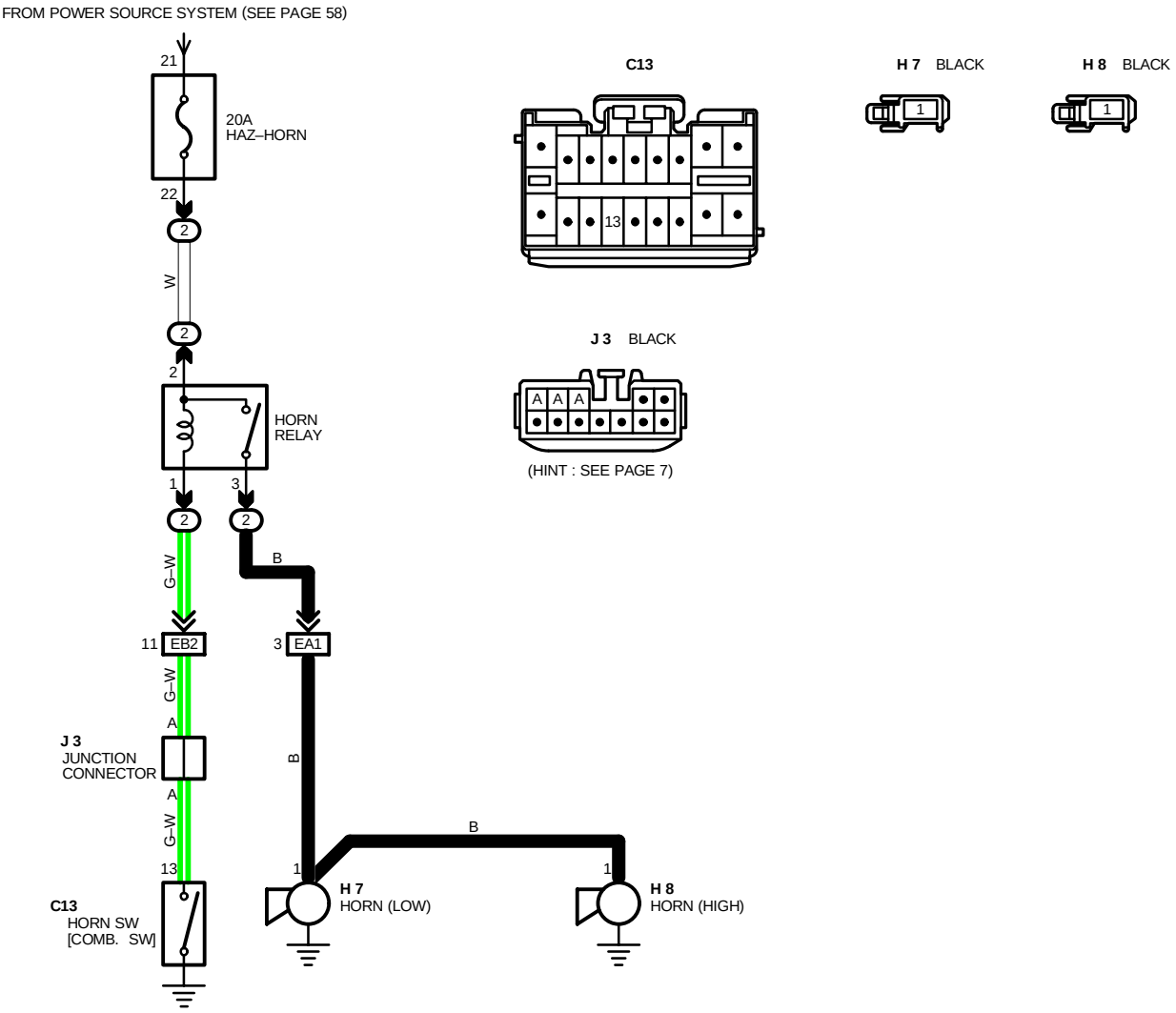


(HINT : SEE PAGE 7)

J11, J12



(HINT : SEE PAGE 7)



SERVICE HINTS

HORN RELAY

(2)2– **(2)**3 **:** CLOSED WITH HORN SW ON

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	28	**H 8**	26		
H 7	26	**J 3**	29		

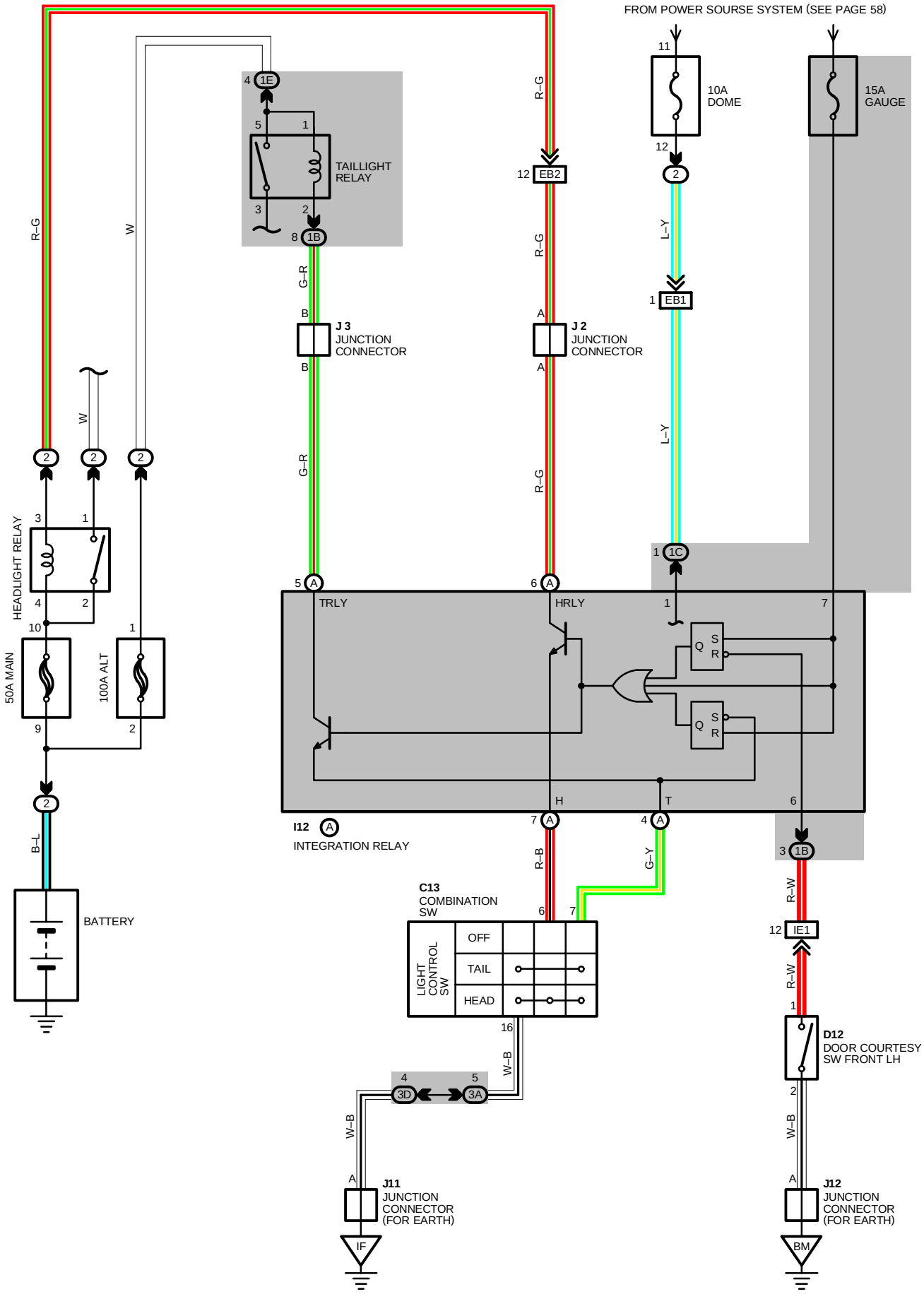
: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)

LIGHT AUTO TURN OFF



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 7** OF THE INTEGRATION RELAY THROUGH **GAUGE** FUSE.

VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL (A)5** OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY COIL, AND TO **TERMINAL (A)6** THROUGH THE HEADLIGHT RELAY COIL.

1. NORMAL LIGHTING OPERATION

<TURN TAILLIGHT ON>
WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT INTO **TERMINAL (A)4** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)5** OF THE RELAY FLOWS TO **TERMINAL (A)4** → **TERMINAL 7** OF THE LIGHT CONTROL SW → **TERMINAL 16** → TO **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHTS TO TURN ON.

<TURN HEADLIGHT ON>
WITH LIGHT CONTROL SW TURNED TO **HEAD** POSITION, A SIGNAL INPUT INTO **TERMINALS (A)4** AND **(A)7** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)6** OF THE RELAY FLOWS TO **TERMINAL (A)7** → **TERMINAL 6** OF THE LIGHT CONTROL SW → **TERMINAL 16** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEADLIGHT RELAY TO TURN ON. THE TAILLIGHT CIRCUIT IS SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 7** OF THE RELAY), WHEN DOOR ON DRIVER'S SIDE IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 6** OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CUT OFF WHICH FLOWS FROM **TERMINAL (A)5** OF THE RELAY TO **TERMINAL (A)4** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL (A)6** TO **TERMINAL (A)7** IN HEADLIGHT CIRCUIT.
AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

HEAD RELAY
(2)2– **(2)**1 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION (FOR USA)
: CLOSED WITH ENGINE RUNNING AND PARKING BRAKE PEDAL RELEASED (FOR CANADA)
TAILLIGHT RELAY
5–3: CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
D12 DOOR COURTESY SW FRONT LH
1–2: CLOSED WITH FRONT LH DOOR OPEN
I12 INTEGRATION RELAY
7–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
6–GROUND : CONTINUITY WITH FRONT LH DOOR OPEN
1–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 5–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 6–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 7–GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **HEAD** POSITION
(A) 4–GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13		28	**J 2**	29	**J12**	30
D12		30	**J 3**	29		
I12	A	29	**J11**	29		

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C		
1E		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

LIGHT AUTO TURN OFF

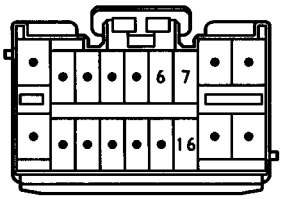
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)

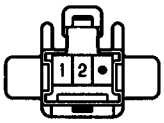
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
BM	40	LUGGAGE ROOM LEFT

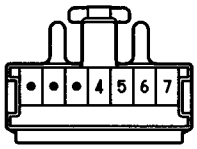
C13



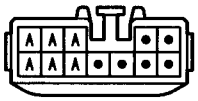
D12 BLACK



I12 (A)

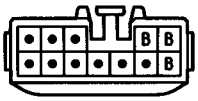


J 2



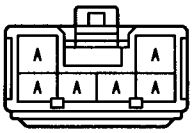
(HINT:SEE PAGE 7)

J 3 BLACK



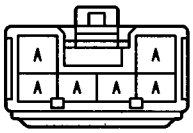
(HINT:SEE PAGE 7)

J11



(HINT:SEE PAGE 7)

J12



(HINT:SEE PAGE 7)

SERVICE HINTS

H 2 HEADLIGHT CLEANER RELAY

5–2 : CLOSED WITH IGNITION SW AT **ON** POSITION AND HEADLIGHT CLEANER SW **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	28	**D 5**	28	**I12**	29
C14	28	**H 1**	26	**J 2**	29
D 4	28	**H 2**	26	**J11**	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1H	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL
1L		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

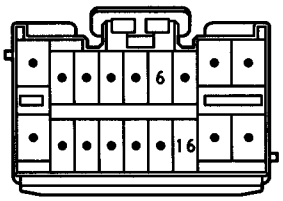
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)

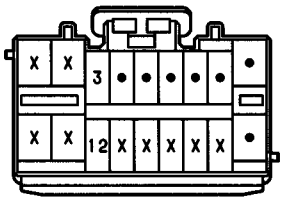
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER

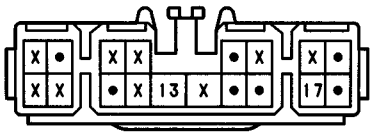
C13



C14 GRAY



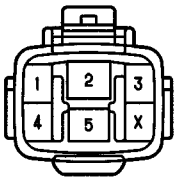
D 4 GRAY



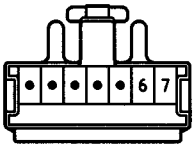
D 5

H 1 BLACK

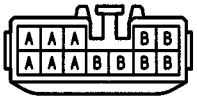
H 2 BLACK



I12

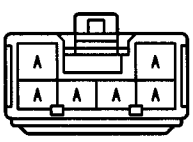


J 2



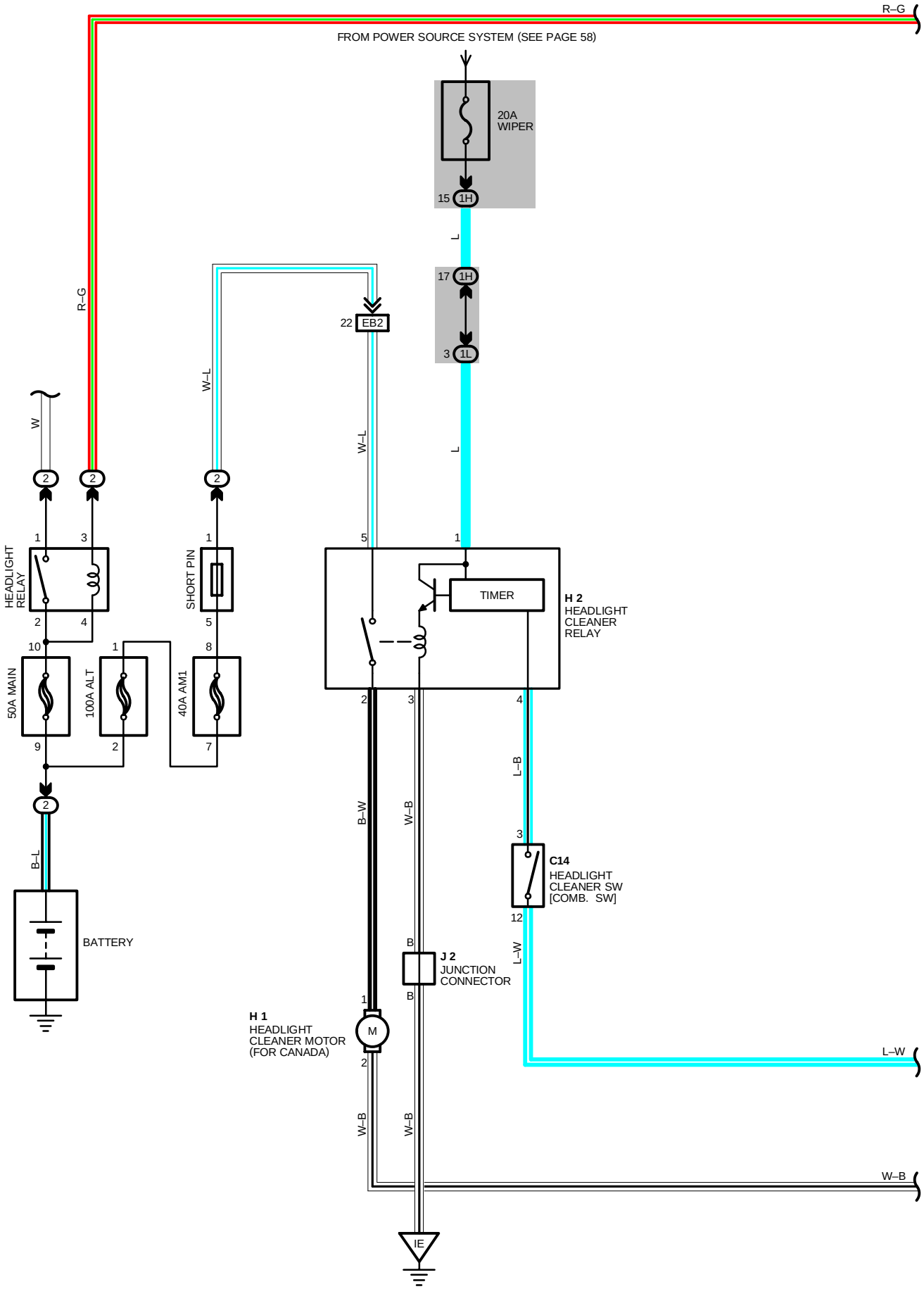
(HINT:SEE PAGE 7)

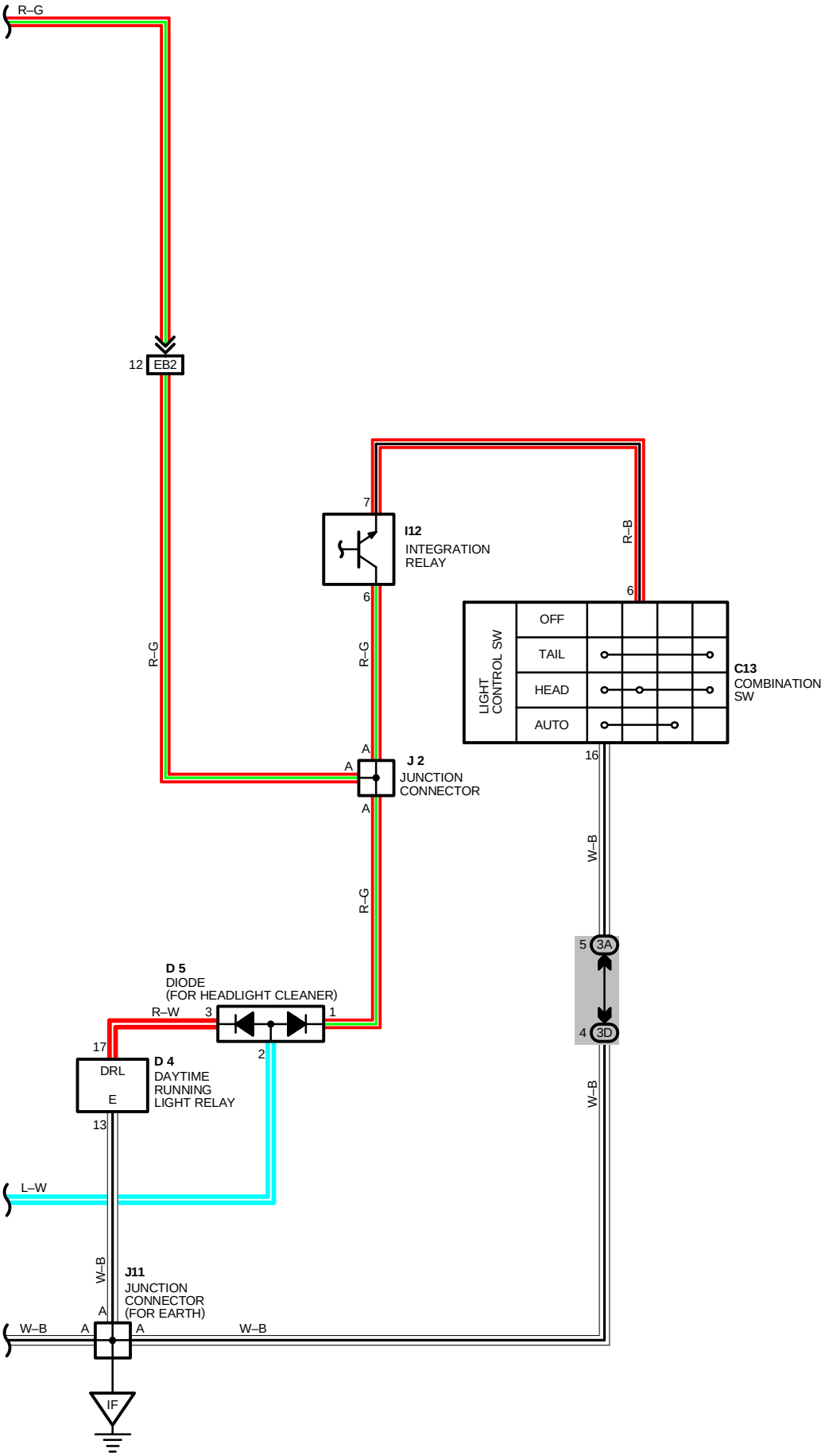
J11



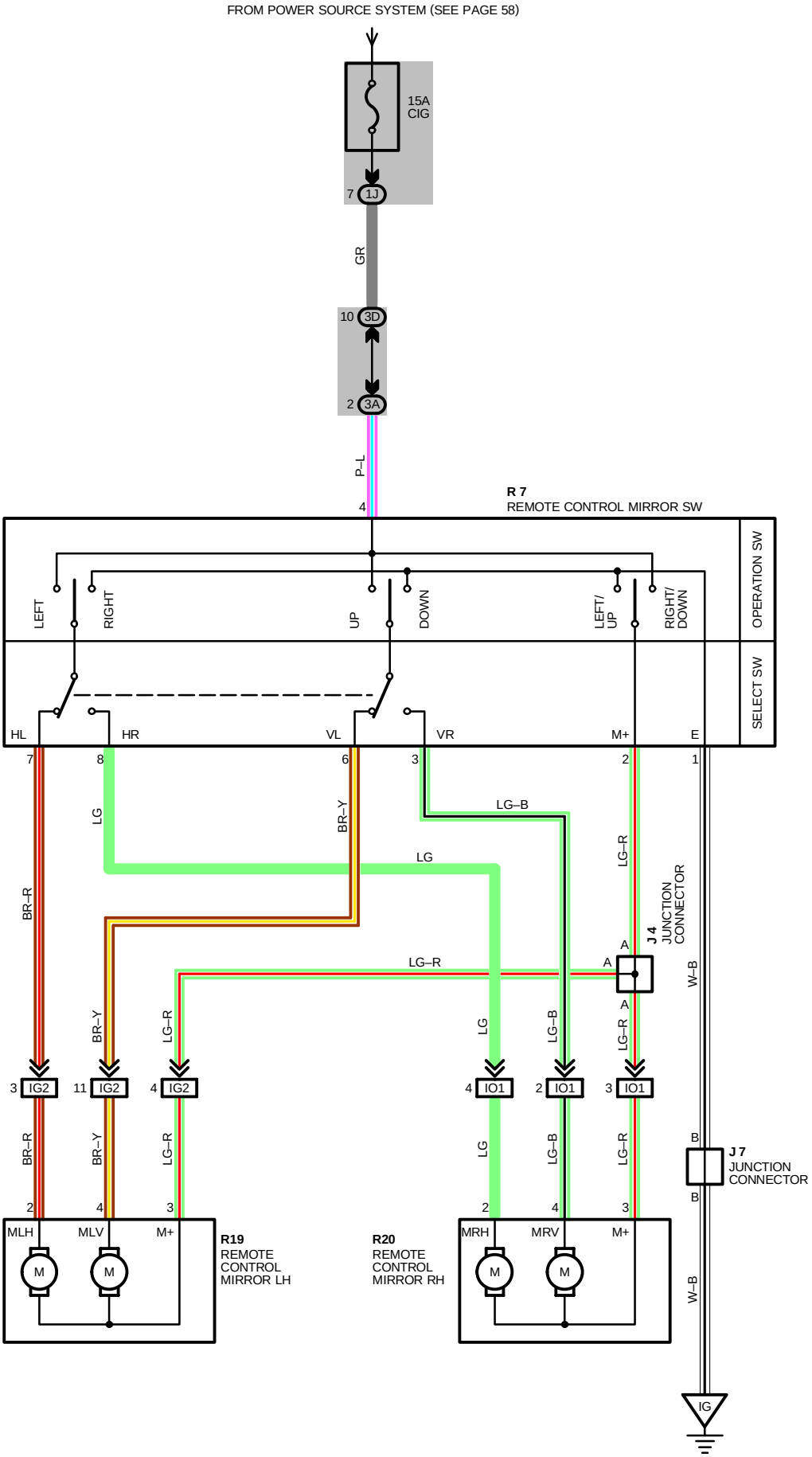
(HINT:SEE PAGE 7)

HEADLIGHT CLEANER (FOR CANADA)




R–G
12 EB2
7
I12
INTEGRATION
RELAY
6
R–G
R–G
R–B
6
LIGHT
CONTROL SW
OFF
TAIL
HEAD
AUTO
C13
COMBINATION
SW
16
A
A
J 2
JUNCTION
CONNECTOR
A
W–B
R–G
5 3A
4 3D
W–B
D 5
DIODE
(FOR HEADLIGHT CLEANER)
R–W
3
1
2
17
DRL
E
D 4
DAYTIME
RUNNING
LIGHT RELAY
13
L–W
W–B
J11
JUNCTION
CONNECTOR
(FOR EARTH)
A
W–B
A
A
W–B
IF

REMOTE CONTROL MIRROR



SERVICE HINTS

R 7 REMOTE CONTROL MIRROR SW

4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
2–1 : CONTINUITY WITH OPERATION SW AT **LEFT** OR **UP** POSITION
4–2 : CONTINUITY WITH OPERATION SW AT **RIGHT** OR **DOWN** POSITION
1–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 4	29	**R 7**	29	**R20**	31
J 7	29	**R19**	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1J	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

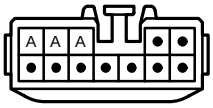
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG2	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IO2	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

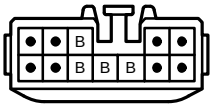
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	BEHIND GLOVE BOX

J 4 BLACK



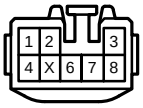
(HINT : SEE PAGE 7)

J 7 GRAY

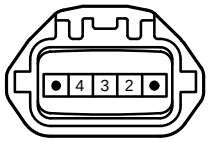


(HINT : SEE PAGE 7)

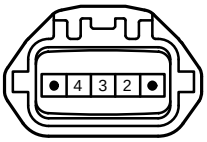
R 7 GREEN



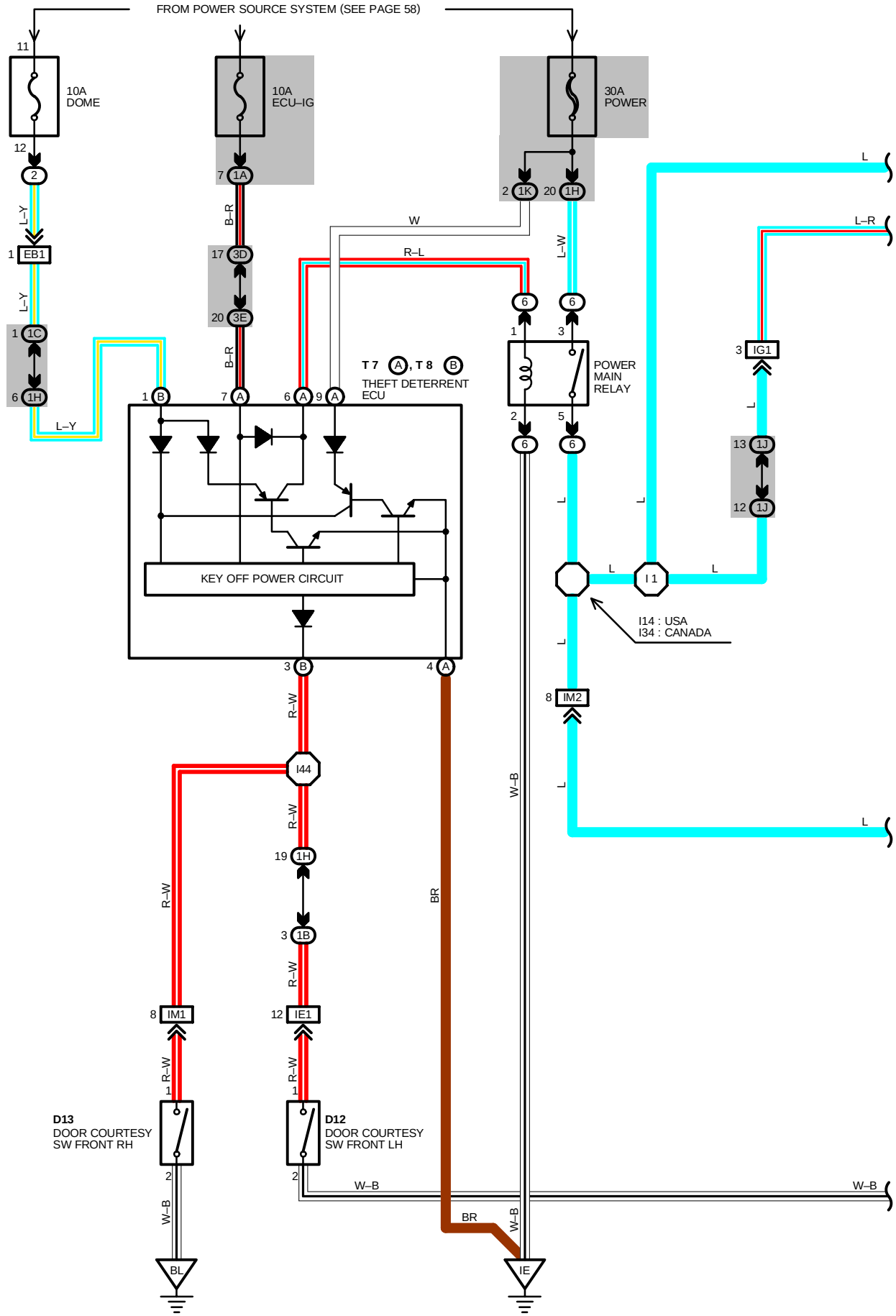
R19

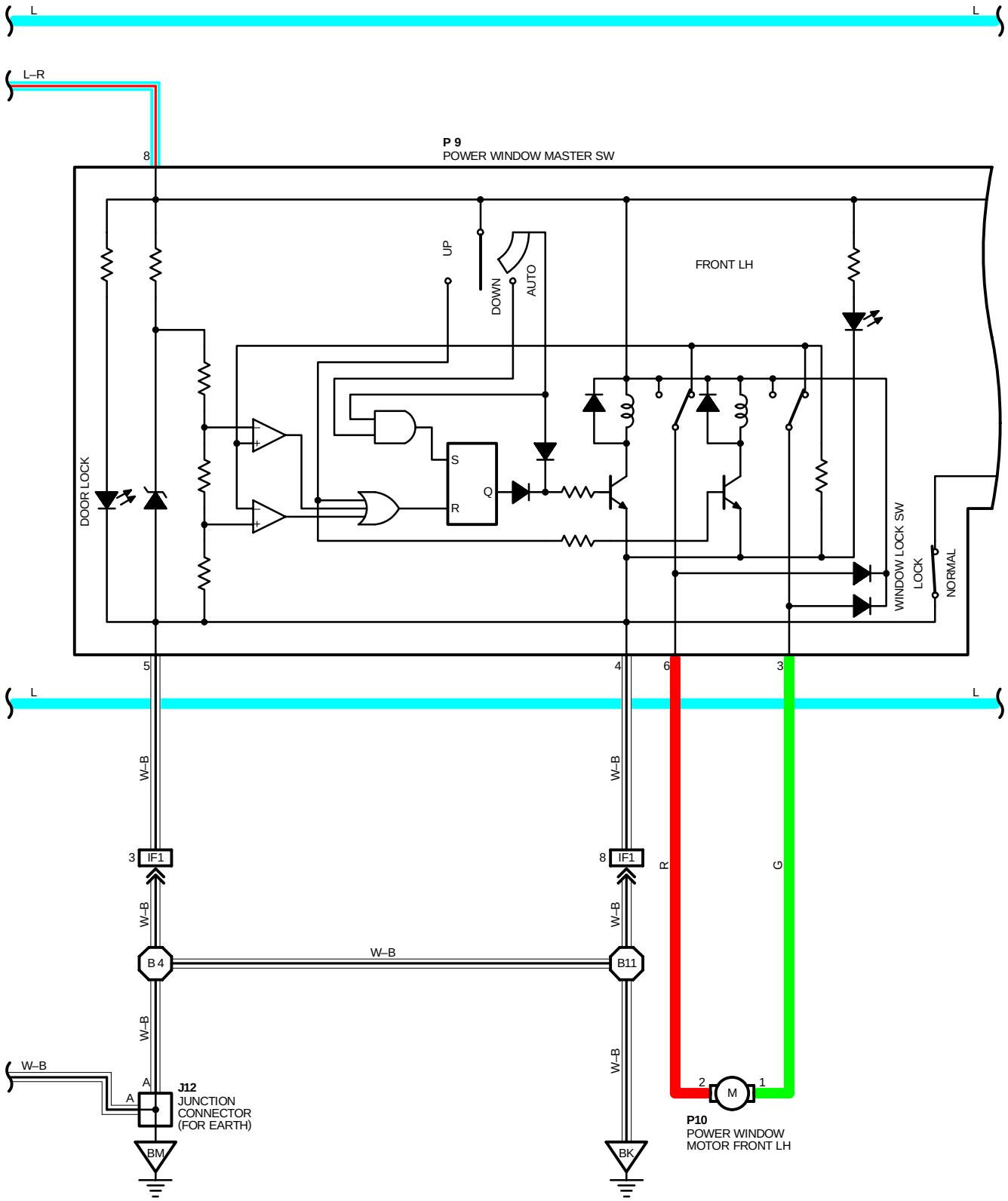


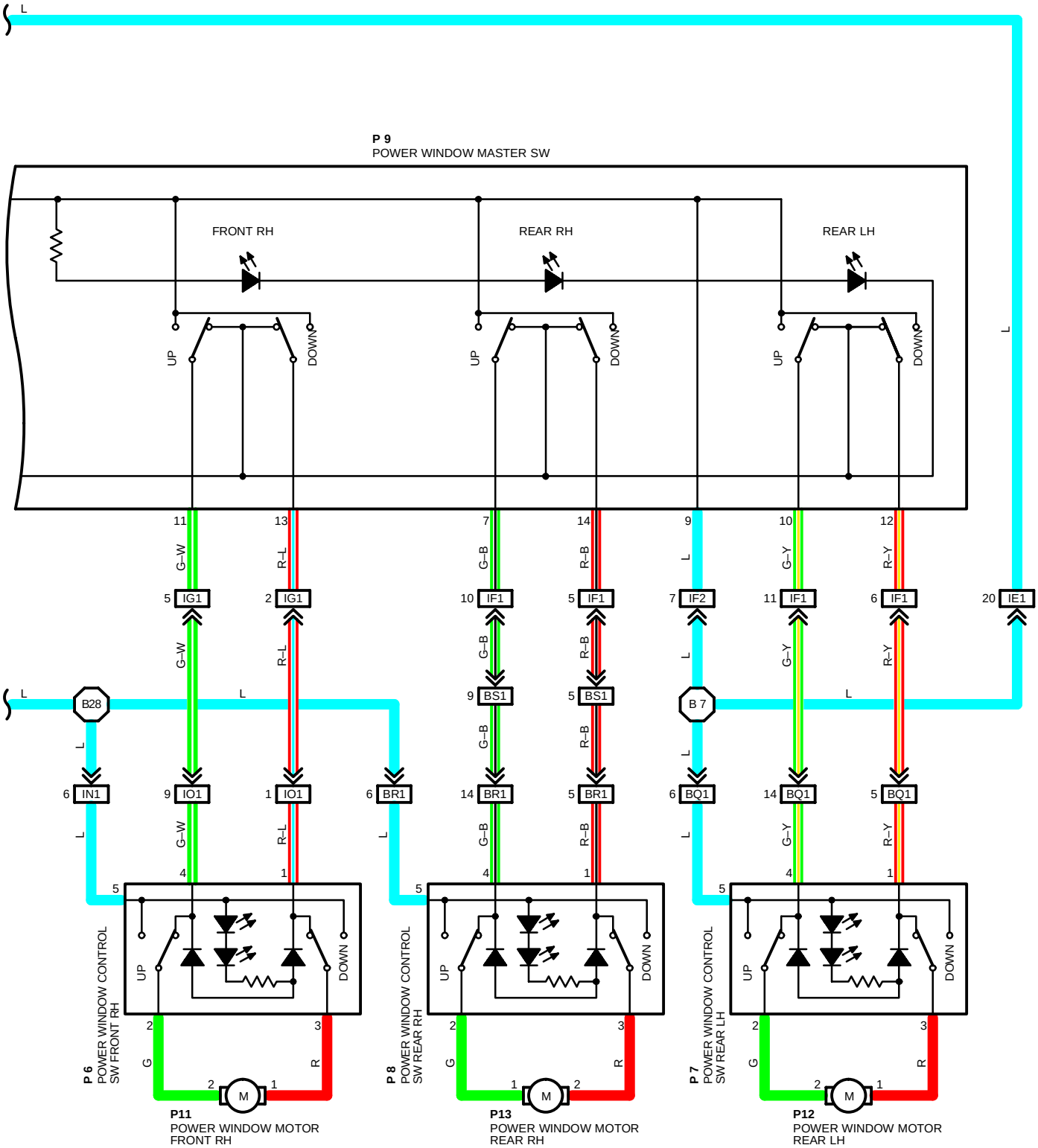
R20



POWER WINDOW




L
L
L–R
8
P 9
POWER WINDOW MASTER SW
UP
DOWN
AUTO
FRONT LH
DOOR LOCK
S
Q
R
WINDOW LOCK SW
LOCK
NORMAL
5
4
6
3
L
L
W–B
W–B
3
IF1
8
IF1
R
G
W–B
W–B
B 4
W–B
B11
W–B
W–B
A
A
J12
JUNCTION
CONNECTOR
(FOR EARTH)
BM
BK
2
M
1
P10
POWER WINDOW
MOTOR FRONT LH


P 9
POWER WINDOW MASTER SW
FRONT RH
REAR RH
REAR LH
UP
DOWN
L
G–W
R–L
G–B
R–B
G–Y
R–Y
B28
B 7
IG1
IF1
IF2
IE1
IN1
IO1
BS1
BR1
BQ1
P 6
POWER WINDOW CONTROL
SW FRONT RH
P 8
POWER WINDOW CONTROL
SW REAR RH
P 7
POWER WINDOW CONTROL
SW REAR LH
G
R
M
P11
POWER WINDOW MOTOR
FRONT RH
P13
POWER WINDOW MOTOR
REAR RH
P12
POWER WINDOW MOTOR
REAR LH

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE ECU–IG FUSE → **TERMINAL (A)7** OF THE THEFT DETERRENT ECU → **TERMINAL (A)6** → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → TO **GROUND,** THIS ACTIVATES THE RELAY AND THE CURRENT FLOWING TO **TERMINAL 3** OF THE RELAY FROM **POWER** FUSE FLOWS TO **TERMINAL 5** OF THE RELAY → **TERMINAL 8** OF THE POWER WINDOW MASTER SW, **TERMINAL 5** (FRONT RH, REAR LH, RH) OF THE POWER WINDOW CONTROL SW.

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND WITH THE POWER WINDOW MASTER SW (DRIVER'S) IN UP POSITION, THE CURRENT FLOWING TO **TERMINAL 8** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 3** OF THE MASTER SW → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 6** OF THE MASTER SW → **TERMINAL 4** → 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 8** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6** OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE MASTER SW → **TERMINAL 4** → TO **GROUND,** FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. DRIVER'S WINDOW AUTO DOWN OPERATION

WHEN THE DRIVER'S WINDOW SW IS PUSHED STRONGLY ON THE DOWN SIDE, THE CURRENT FLOWING TO **TERMINAL 8** OF THE POWER WINDOW MASTER SW FLOWS TO THE DOWN CONTACT POINT AND AUTO DOWN CONTACT POINT OF THE DRIVER'S SW.

THIS ACTIVATES THE RELAY (DOWN SIDE) INSIDE THE POWER WINDOW MASTER SW AND THE HOLD CIRCUIT ALSO TURNS ON AT THE SANE TIME, SO THE RELAY (DOWN SIDE) REMAINS ACTIVATED EVEN WHEN THE SW IS RELEASED.

CURRENT FLOWS AT THIS TIME FROM **TERMINAL 8** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **TERMINAL 2** OF POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 3** OF POWER WINDOW MASTER SW → **TERMINAL 4** → **GROUND,** SO THE MOTOR CONTINUES TO OPERATE UNTIL THE DRIVER'S WINDOW IS FULLY DOWN.

WHEN THE DRIVER'S WINDOW FINISHES DOWN OPERATION THE HOLD CIRCUIT GOES OFF, SO THE RELAY (DOWN SIDE) ALSO TURNS OFF. THIS STOPS THE CURRENT FLOW FROM **TERMINAL 8** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6,** SO THE POWER WINDOW MOTOR STOPS AND AUTO DOWN OPERATION STOPS.

WHEN THE DRIVER'S SW IS PULLED ON THE UP SIDE DURING AUTO DOWN OPERATION, THE HOLD CIRCUIT IS TURNED OFF SO CURRENT FLOW FROM **TERMINAL 8** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6** IS CUT OFF AND THE POWER WINDOW MOTOR STOPS. IF THE SW REMAINS PULLED UP THE RELAY (UP SIDE) IS ACTIVATED, SO CURRENT FLOWS FROM **TERMINAL 8** OF THE POWER WINDOW MASTER SW → **TERMINAL 3** → **TERMINAL 1** OF POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 6** → **TERMINAL 4** → **GROUND,** THE POWER WINDOW MOTOR ROTATES IN THE UP DIRECTION AND MANUAL UP OPERATION OCCURS WHILE THE SW IS PULLED UP.

3. 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 CONTROL SW FLOWS TO **TERMINAL 2** OF THE POWER WINDOW SW → **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE POWER WINDOW SW → **TERMINAL 1** → **TERMINAL 13** OF THE MASTER SW → **TERMINAL 4** → 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 4** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE PASSENGER'S WINDOW CANNOT BE OPERATED AND WINDOW LOCK OCCURS. FURTHERMORE, REAR LH, RH WINDOW OPERATE THE SAME AS THE ABOVE CIRCUIT.

4. KEY OFF POWER WINDOW OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, THE THEFT DETERRENT ECU OPERATES AND CURRENT FLOWS FROM **POWER** FUSE TO **TERMINAL (A)9** OF THE ECU OR **DOME** FUSE TO **TERMINAL (B)1** OF THE ECU → **TERMINAL (A)6** → **TERMINAL 1** OF POWER MAIN RELAY → **TERMINAL 2** → TO **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, THE CURRENT FLOWS FROM POWER FUSE → **TERMINAL 3** OF THE POWER MAIN RELAY → **TERMINAL 5** → **TERMINAL 8** OF THE POWER WINDOW MASTER SW AND **TERMINAL 5** (FRONT RH, REAR LH, RH) OF THE POWER WINDOW CONTROL SW. AS A RESULT, FOR ABOUT **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, THE FUNCTIONING OF THIS RELAY MAKES IT POSSIBLE TO RAISE AND LOWER THE POWER WINDOW. ALSO, BY OPENING THE FRONT DOOR (DOOR OPEN DETECTION SW ON) WITHIN ABOUT **60** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINAL (B)3** OF THEFT DETERRENT ECU. AS A RESULT, THE ECU TURNED OFF AND UP AND DOWN MOVENENT OF THE POWER WINDOW STOPS.

POWER WINDOW

SERVICE HINTS

P 9 POWER WINDOW MASTER SW

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

4, 5–GROUND: ALWAYS CONTINUITY

3–GROUND: APPROX. **12** VOLTS WITH IGNITION SW **ON** AND MASTER SW (DRIVER'S WINDOW) AT **UP** POSITION

6–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
D12	30	**P 8**	31	**P13**		31
D13	30	**P 9**	31	**T 7**	A	29
J12	30	**P10**	31	**T 8**	B	29
P 6	31	**P11**	31			
P 7	31	**P12**	31			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1B		
1C		
1H		
1J		
1K		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IE1	36	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IF1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IF2		FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IG1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IM1	38	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IM2		FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IN1	38	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IO1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BQ1	40	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BR1	40	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
BS1	40	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

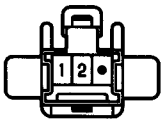
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
BK	40	UNDER THE FRONT SEAT LH
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

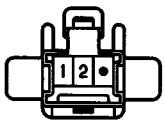
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	38	COWL WIRE	**B 4**	40	FLOOR NO. 2 WIRE
I14			**B 7**		
I34			**B11**		
I44			**B28**	40	FLOOR NO. 1 WIRE

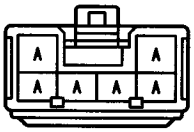
D12 BLACK



D13 BLACK



J12



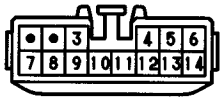
(HINT:SEE PAGE 7)

P 6

P 7

P 8

P 9



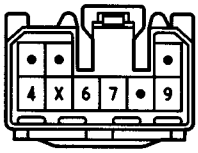
P10 GRAY

P11 GRAY

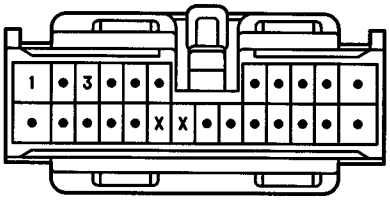
P12 GRAY

P13 GRAY

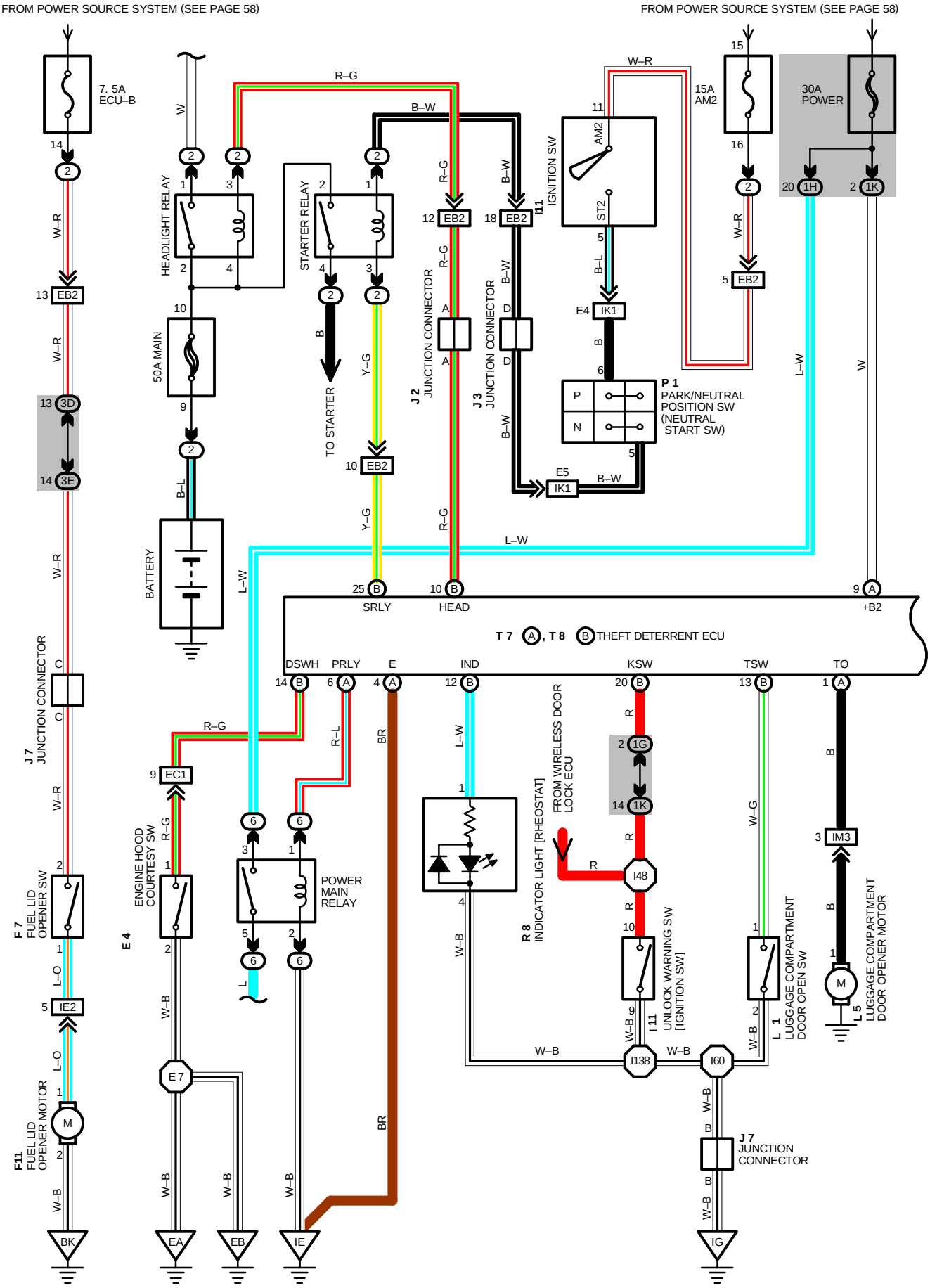
T 7 (A) ORANGE

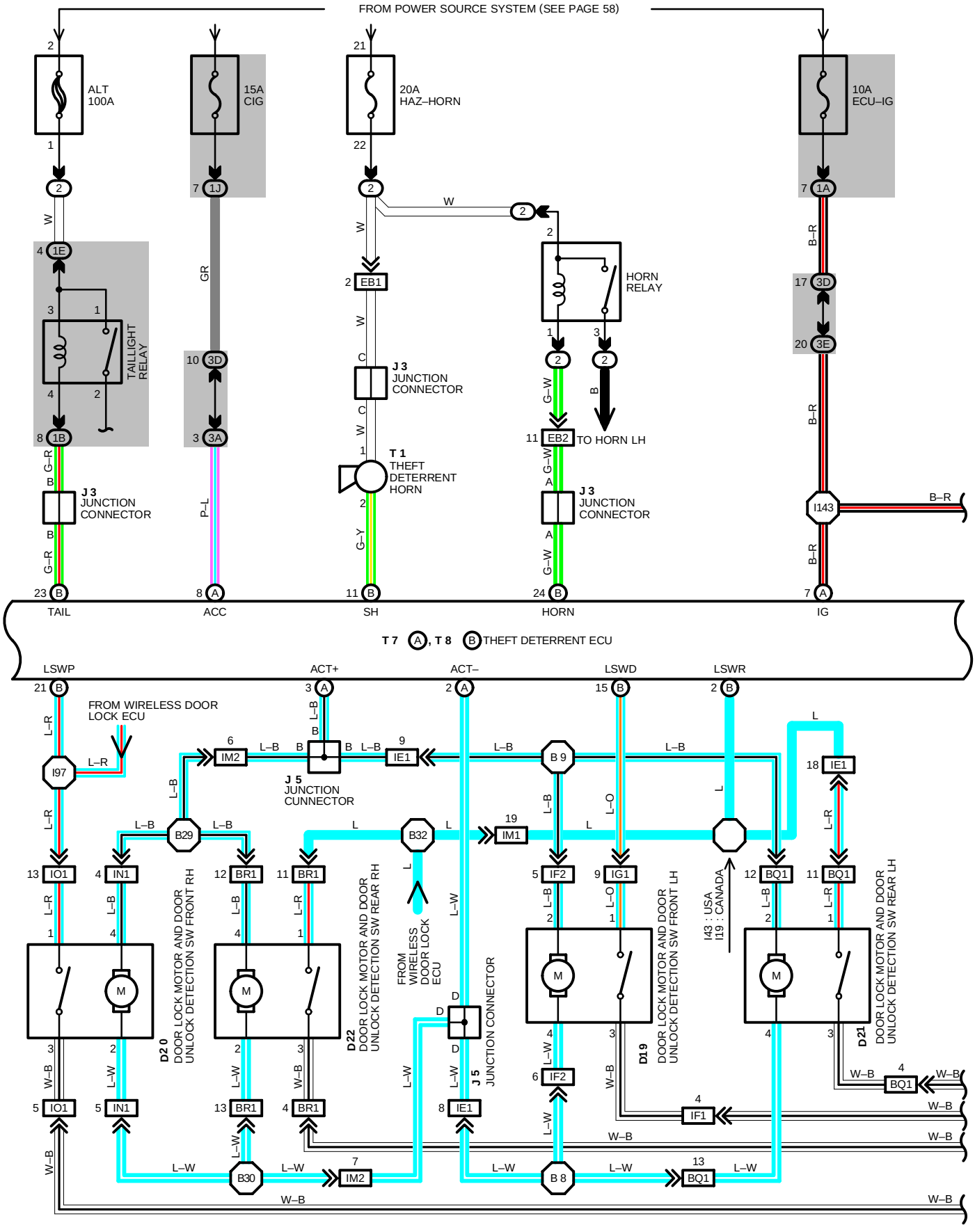


T 8 (B) ORANGE

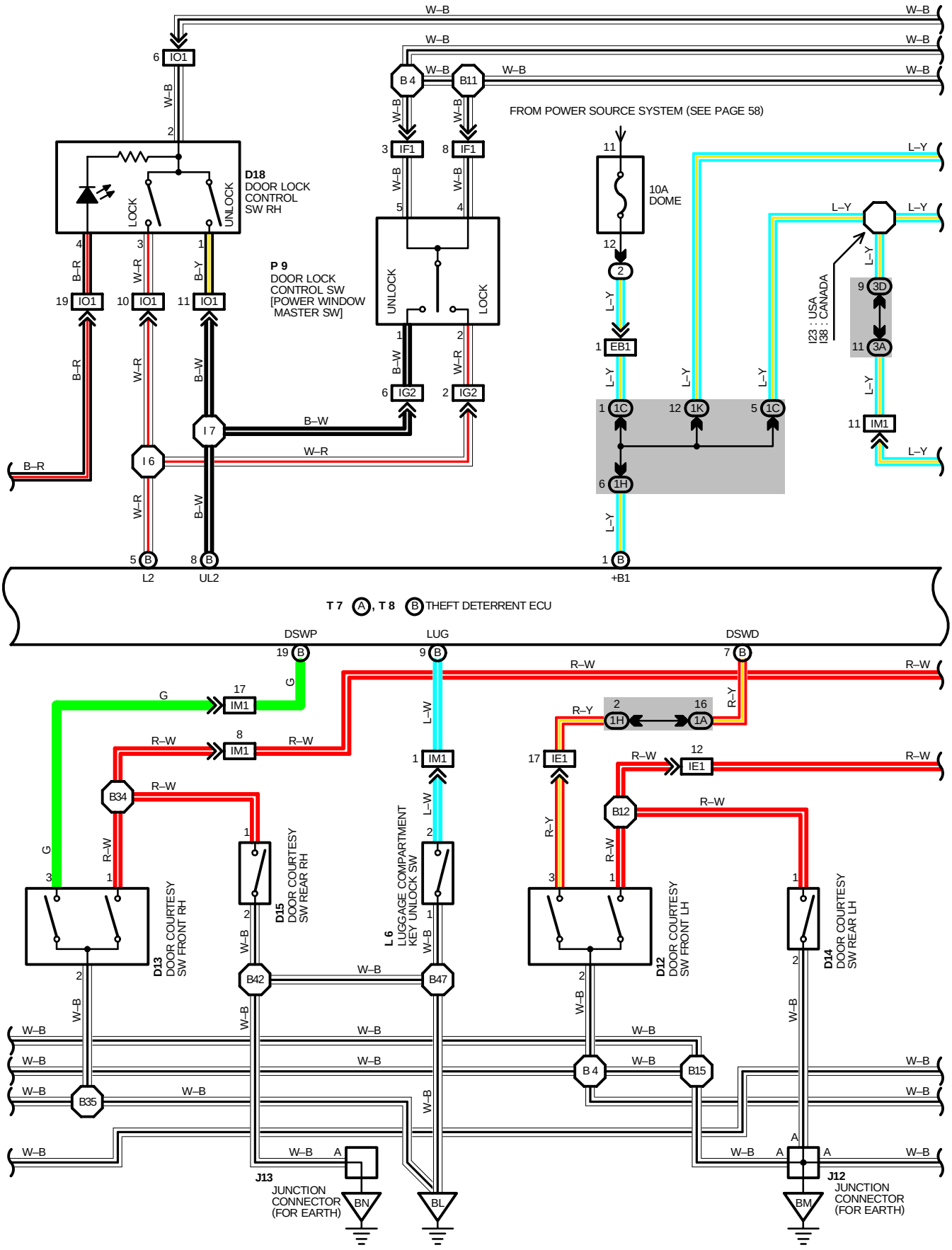


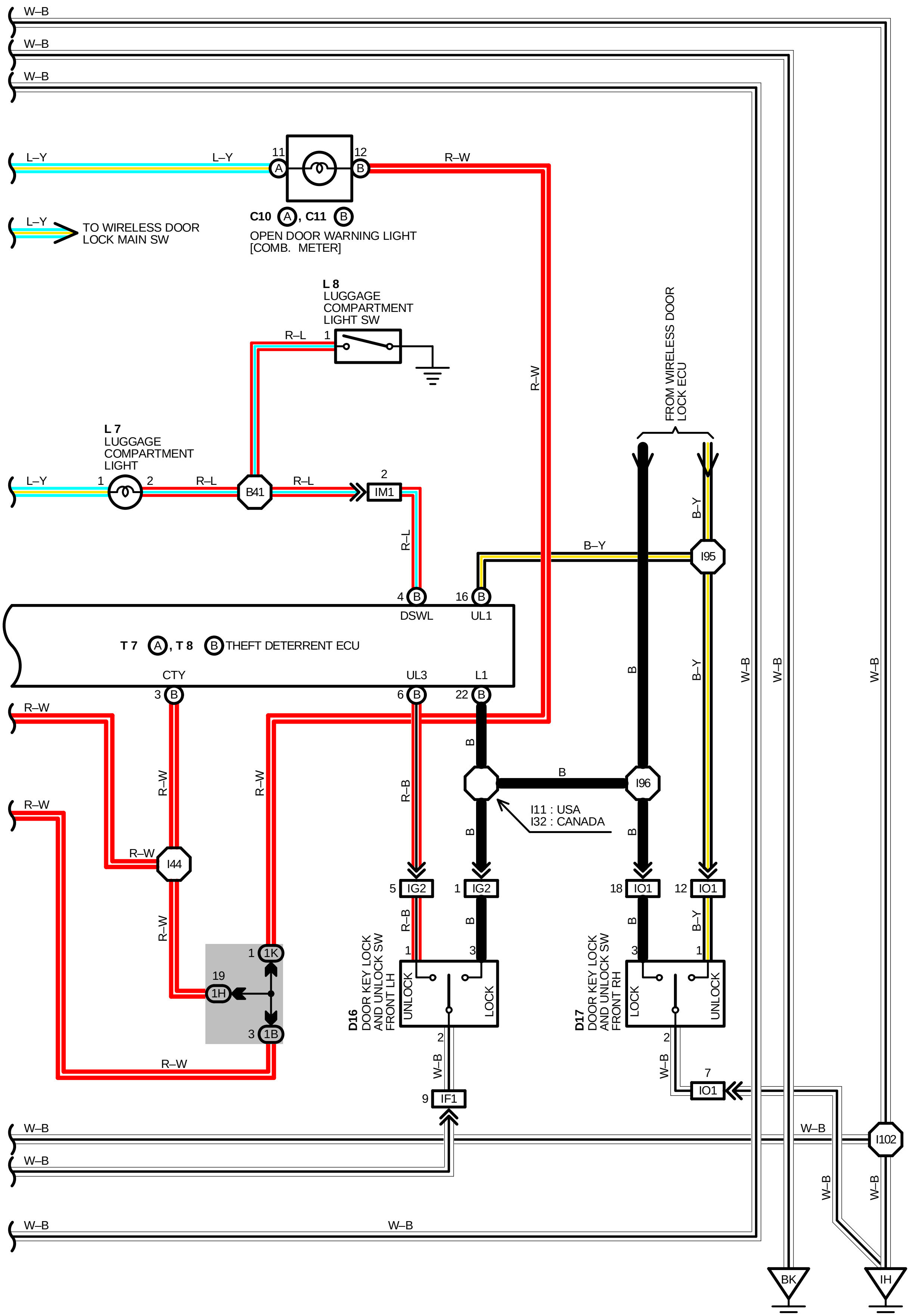
THEFT DETERRENT AND DOOR LOCK CONTROL




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
ALT 100A
15A CIG
20A HAZ–HORN
10A ECU–IG
TAILLIGHT RELAY
HORN RELAY
J 3 JUNCTION CONNECTOR
T 1 THEFT DETERRENT HORN
TO HORN LH
TAIL
ACC
SH
HORN
IG
T 7 A, T 8 B THEFT DETERRENT ECU
LSWP
ACT+
ACT–
LSWD
LSWR
FROM WIRELESS DOOR LOCK ECU
J 5 JUNCTION CUNNECTOR
FROM WIRELESS DOOR LOCK ECU
J 5 JUNCTION CONNECTOR
D 20 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT RH
D 22 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW REAR RH
D 19 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH
D 21 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW REAR LH
I43 : USA
I19 : CANADA

THEFT DETERRENT AND DOOR LOCK CONTROL




W–B
L–Y
R–W
11
12
C10 A, C11 B
OPEN DOOR WARNING LIGHT
[COMB. METER]
TO WIRELESS DOOR
LOCK MAIN SW
L 8
LUGGAGE
COMPARTMENT
LIGHT SW
R–L
L 7
LUGGAGE
COMPARTMENT
LIGHT
B41
IM1
FROM WIRELESS DOOR
LOCK ECU
B–Y
I95
DSWL
UL1
T 7 A, T 8 B THEFT DETERRENT ECU
CTY
UL3
L1
I44
R–B
B
I96
I11 : USA
I32 : CANADA
IG2
IO1
1K
1H
1B
UNLOCK
LOCK
D16
DOOR KEY LOCK
AND UNLOCK SW
FRONT LH
D17
DOOR KEY LOCK
AND UNLOCK SW
FRONT RH
IF1
I102
BK
IH

THEFT DETERRENT AND DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL (A)9** OF THE THEFT DETERRENT ECU THROUGH THE **POWER** FUSE, AND TO **TERMINAL (B)1** THROUGH THE **DOME** FUSE.

WHEN THE IGNITION SW TURNED ON. THE CURRENT FLOWING THROUGH THE **ECU–IG** FUSE → **TERMINAL (A)7** OF THE ECU → **TERMINAL (A)6** FLOWS THROUGH THE COIL SIDE OF THE POWER MAIN RELAY TO **GROUND,** CAUSING THE RELAY TO OPERATE. THE CURRENT FLOWING THROUGH THE **POWER** FUSE FLOWS TO THE DOOR LOCK CONTROL SWITCHES, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

1. MANUAL LOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO LOCK POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (B)5**, **(B)22** (FOR KEY SW) OF THE THEFT DETERRENT ECU AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A)9** OF THE ECU → **TERMINAL (A)3** → **TERMINAL 2** (LH), **TERMINAL 4** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 4** (LH), **TERMINAL 2** (RH) → **TERMINAL (A)2** OF THE ECU → **TERMINAL (A)4** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO UNLOCK POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (A)8, (B)6** (FOR KEY SW LH) OR **(B)16** (FOR KEY SW RH) OF THE THEFT DETERRENT ECU AND CAUSES TO FUNCTION. CURRENT FLOWS FROM **TERMINAL (A)9** OF THE ECU → **TERMINAL (A)2** → **TERMINAL 4** (LH), **TERMINAL 2** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 2** (LH), **TERMINAL 4** (RH) → **TERMINAL (A)3** OF THE ECU → **TERMINAL (A)4** → TO **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

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

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)9** OF THE ECU → **TERMINAL (A)2** → **TERMINAL 4** (LH), **TERMINAL 2** (RH) OF THE DOOR LOCK MOTORS → **TERMINAL 2** (LH), **TERMINAL 4** (RH) → **TERMINAL (A)3** OF THE ECU → **TERMINAL (A)4** → TO **GROUND** AND CAUSES ALL 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

D12, D13, D14, D15 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH
1–2: CLOSED WITH DOOR OPEN

D16, D17 DOOR KEY LOCK AND UNLOCK SW LH, RH
1–2: CLOSED WITH DOOR LOCK CYLINDER UNLOCK WITH KEY
3–2: CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY

D19, D20, D21, D22 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH, RH, REAR LH, RH
1–3: CLOSED WITH **UNLOCK** POSITION

E 4 ENGINE HOOD COURTESY SW
1–2: CLOSED WITH ENGINE HOOD OPEN

I11 UNLOCK WARNING SW [IGNITION SW]
10–9: CLOSED WITH IGNITION KEY IN CYLINDER

L 6 LUGGAGE COMPARTMENT KEY UNLOCK SW
2–1: CLOSED WITH DOOR LOCK CYLINDER UNLOCK WITH KEY

L 8 LUGGAGE COMPARTMENT LIGHT SW
1–GROUND: CLOSED WITH DOOR OPEN

T 7(A), T 8(B) THEFT DETERRENT ECU

(B) 9–GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR TO **UNLOCK** POSITION
(B) 3–GROUND : CONTINUITY WITH DOOR OPEN
(B) 14–GROUND : CONTINUITY WITH ENGINE HOOD OPEN
(B) 4–GROUND : CONTINUITY WITH LUGGAGE COMPARTMENT DOOR OPEN
(B) 8–GROUND : CONTINUITY WITH DOOR LOCK CONTROL SW TO **UNLOCK** POSITION
(B) 5–GROUND : CONTINUITY WITH DOOR LOCK CONTROL SW TO **LOCK** POSITION
(B) 2–GROUND : CONTINUITY WITH REAR DOOR TO **UNLOCK** POSITION
(B) 25–GROUND : APPROX. **12** VOLTS WITH SHIFT LEVER IN **N** OR **P** POSITION AND IGNITION SW AT **ST** POSITION
(A) 7–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(B) 20–GROUND : CONTINUITY WITH IGNITION KEY IN CYLINDER
(B) 15–GROUND : CONTINUITY WITH FRONT LH DOOR TO **UNLOCK** POSITION
(B) 21–GROUND : CONTINUITY WITH FRONT RH DOOR TO **UNLOCK** POSITION
(B) 6–GROUND : CONTINUITY WITH DOOR KEY LOCK SW LH TO **UNLOCK** POSITION
(B) 16–GROUND : CONTINUITY WITH DOOR KEY LOCK SW RH TO **UNLOCK** POSITION
(B) 22–GROUND : CONTINUITY WITH DOOR KEY LOCK SW TO **LOCK** POSITION
(A) 4–GROUND : ALWAYS CONTINUITY
(B) 1–GROUND : ALWAYS APPROX. **12** VOLTS

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10 A	28	**D22**	30	**L 5**	30
C11 B	28	**E 4**	26	**L 6**	30
D12	30	**F 7**	28	**L 7**	30
D13	30	**F11**	30	**L 8**	30
D14	30	**I11**	29	**P 1**	27
D15	30	**J 2**	29	**P 9**	31
D16	30	**J 3**	29	**R 8**	29
D17	30	**J 5**	29	**T 1**	27
D18	30	**J 7**	29	**T 7** A	29
D19	30	**J12**	30	**T 8** B	29
D20	30	**J13**	30		
D21	30	**L 1**	29		

▭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1B		
1C		
1E		
1G		
1H		
1J		
1K		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

THEFT DETERRENT AND DOOR LOCK CONTROL

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IE2		
IF1	36	FRONT DOOR LH WIRE AND FLOR NO. 2 WIRE (LEFT KICK PANEL)
IF2		
IG1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IG2		
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM2		
IM3		
IN1	38	FRONT DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IO1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)

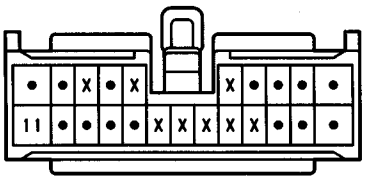
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IE	36	LEFT KICK PANEL
IG	36	BEHIND GLOVE BOX
IH	36	RIGHT KICK PANEL
BK	40	UNDER THE FRONT SEAT LH
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT
BN	40	LUGGAGE ROOM RIGHT

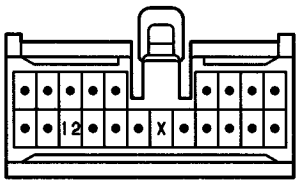
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 7	34	ENGINE ROOM MAIN WIRE	**I138**	38	COWL WIRE
I 6	38	COWL WIRE	**I143**		
I 7			**B 4**	40	FLOOR NO. 2 WIRE
I11			**B 8**		
I19			**B 9**		
I23			**B11**		
I32			**B12**		
I38			**B15**		
I43			**B29**	40	FLOOR NO. 1 WIRE
I44			**B30**		
I48			**B32**		
I60			**B34**		
I95			**B35**		
I96			**B41**		
I97			**B42**		
I102			**B47**		

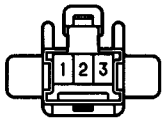
C10 (A) ORANGE



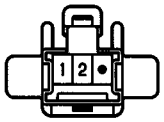
C11 (B) GRAY



D12, D13 BLACK



D14, D15 BLACK



D16, D17

D18

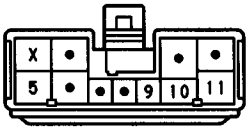
D19, D20, D21, D22

E 4 BLACK

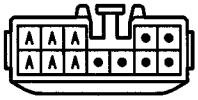
F 7 GREEN

F11 GRAY

I11 BLACK

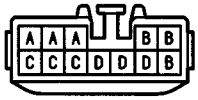


J 2



(HINT:SEE PAGE 7)

J 3 BLACK



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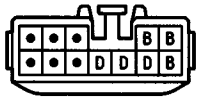
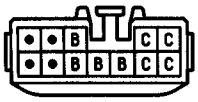
J 5 BLACK



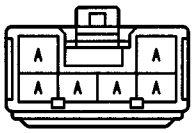
(HINT:SEE PAGE 7)

J 7 GRAY



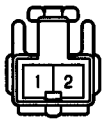
(HINT:SEE PAGE 7)

J12, J13



(HINT:SEE PAGE 7)

L 1



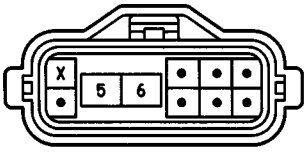
L 5

L 6

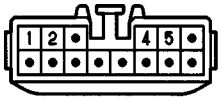
L 7 GRAY

L 8 GRAY

P 1 GRAY



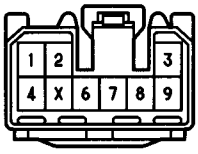
P 9



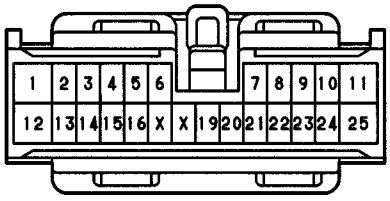
R 8

T 1 BLACK

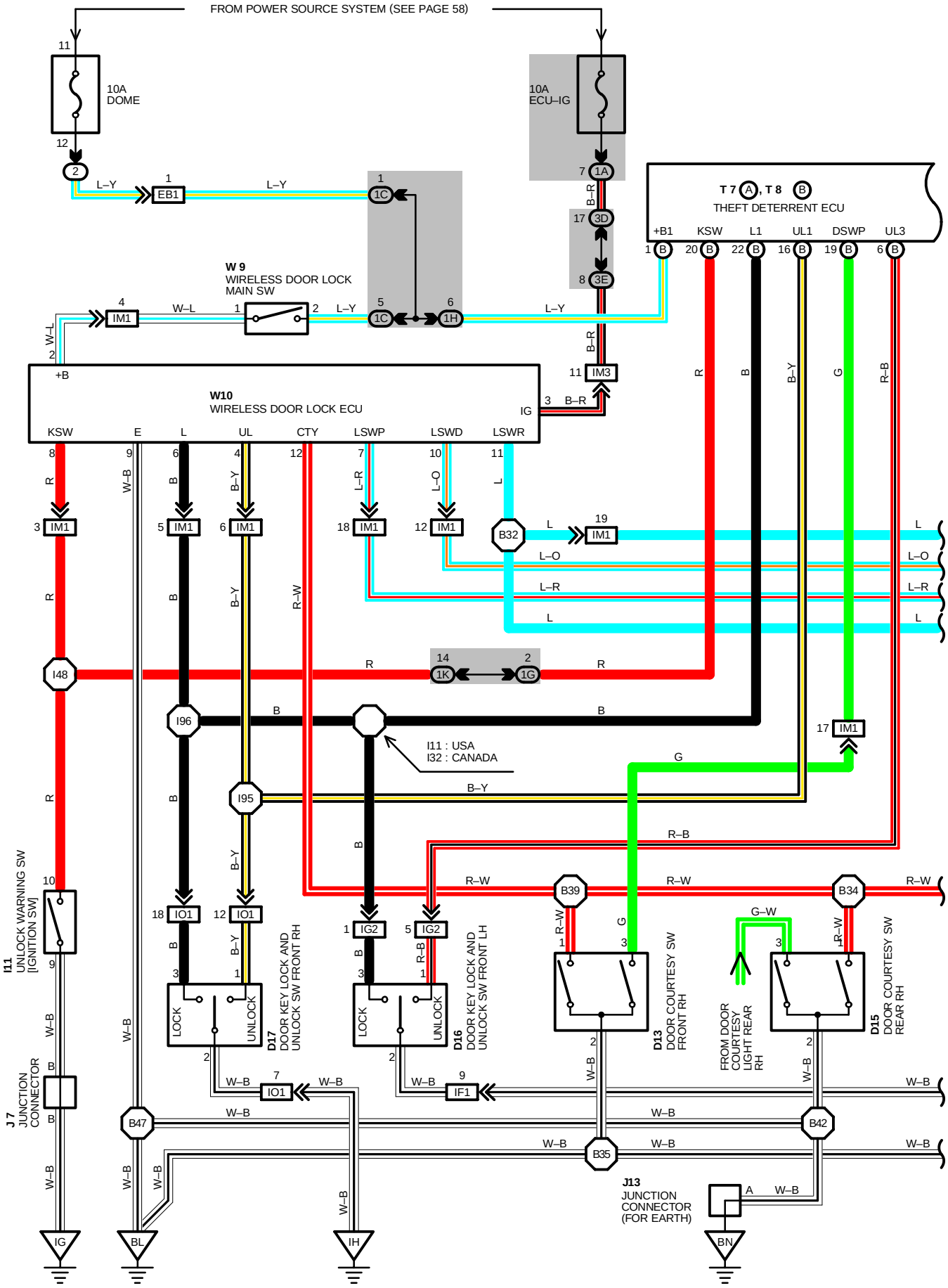
T 7 (A) ORANGE

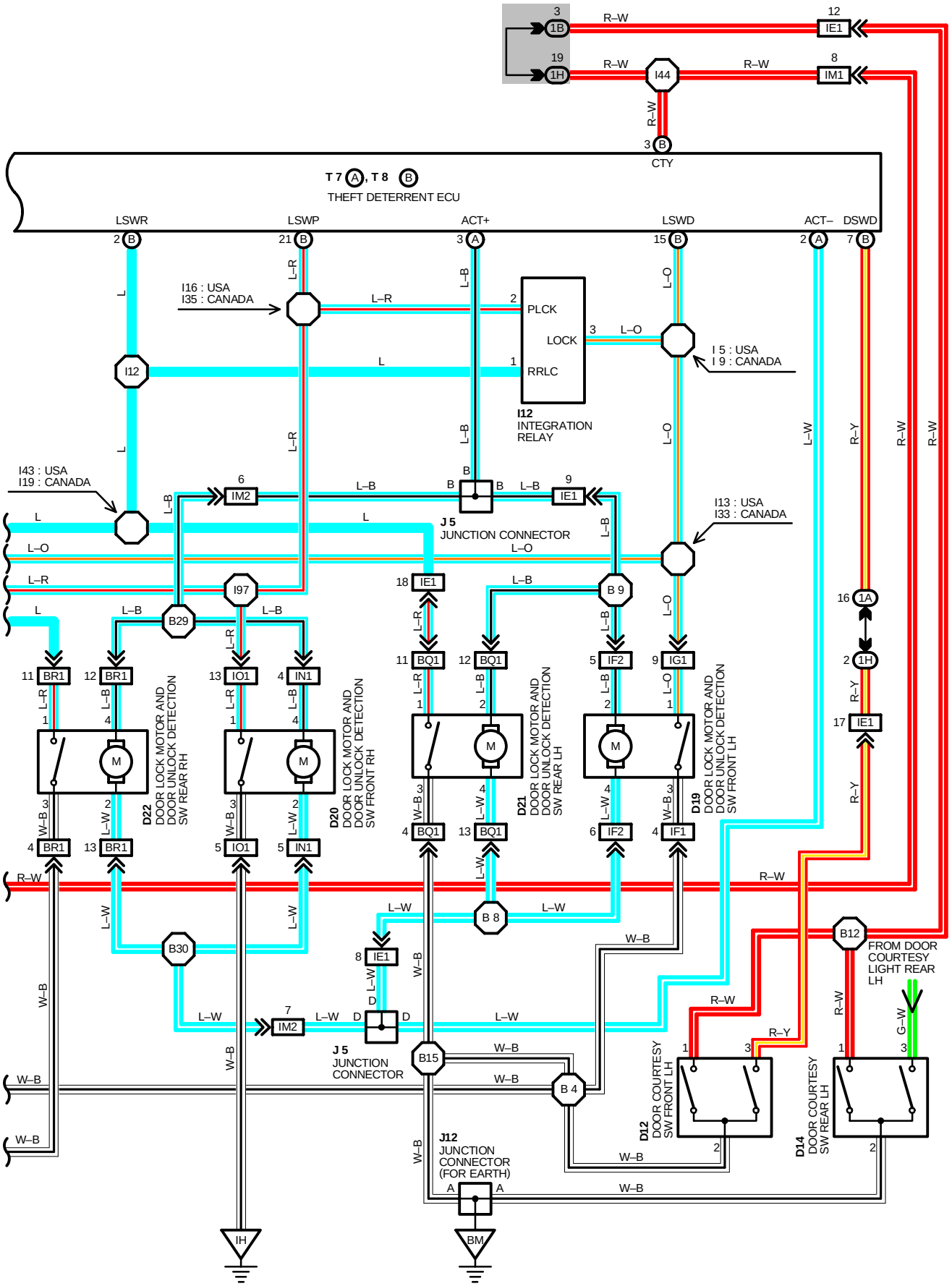


T 8 (B) ORANGE



WIRELESS DOOR LOCK CONTROL




3 1B
19 1H
R–W
12 IE1
8 IM1
I44
3 B CTY
T 7 A, T 8 B
THEFT DETERRENT ECU
LSWR
LSWP
ACT+
LSWD
ACT–
DSWD
I16 : USA
I35 : CANADA
I12
PLCK
LOCK
RRLC
I12 INTEGRATION RELAY
I 5 : USA
I 9 : CANADA
I43 : USA
I19 : CANADA
IM2
IE1
J 5 JUNCTION CONNECTOR
I13 : USA
I33 : CANADA
I97
B29
B 9
IF2
IG1
BR1
IO1
IN1
BQ1
IF1
D22 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW REAR RH
D20 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT RH
D21 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW REAR LH
D19 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH
B30
B 8
B15
B 4
B12
FROM DOOR COURTESY LIGHT REAR LH
D12 DOOR COURTESY SW FRONT LH
D14 DOOR COURTESY SW REAR LH
J12 JUNCTION CONNECTOR (FOR EARTH)
IH
BM

WIRELESS DOOR LOCK CONTROL

SYSTEM OUTLINE

DOOR LOCK CONTROL (LOCK AND UNLOCK) IS PERFORMED BY REMOTE CONTROL, WITHOUT THE IGNITION KEY INSERTED IN THE DOOR KEY CYLINDER, USING LOW–POWER RADIO WAVES EMITTED BY A TRANSMITTER BUILT INTO IGNITION KEY.

1. WIRELESS DOOR LOCK OR UNLOCK NORMAL OPERATION

WITH THE WIRELESS DOOR LOCK MAIN SW ON, THE IGNITION KEY NOT INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW OFF) AND ALL THE DOORS COMPLETELY CLOSED, WHEN THE SW (TRANSMITTER) ON THE IGNITION KEY IS PUSHED, THE WIRELESS DOOR LOCK ECU RECEIVES THE ELECTRICAL WAVES FROM THE IGNITION KEY (TRANSMITTER), CAUSING IT TO OPERATE.

AS A RESULT, THE ECU JUDGES WHETHER THE DOOR IS LOCKED OR UNLOCKED BASED ON THE SIGNAL FROM THE DOOR LOCK MOTOR. AND SENDS A SIGNAL TO THE DOOR LOCK ECU TO SW THE CONDITION FROM LOCK TO UNLOCK OR VICE VERSA, CAUSING THE DOOR LOCK MOTOR TO OPERATE (FOR THE CURRENT FLOW DURING LOCK AND UNLOCK REFER TO THE DOOR LOCK CONTROL SYSTEM.)

2. AUTO LOCK OPERATION

AFTER PUSHING THE IGNITION KEY SW (TRANSMITTER) TO UNLOCK ALL THE DOORS, IF A DOOR IS NOT OPENED WITHIN 30 SECONDS, ALL OF THE DOORS ARE AUTOMATICALLY LOCKED AGAIN.

3. WIRELESS DOOR LOCK STOP FUNCTION

IF A DOOR IS OPEN (DOOR COURTESY SW ON), A SIGNAL IS INPUT FROM THE DOOR COURTESY SW TO THE WIRELESS DOOR LOCK ECU, STOPPING WIRELESS DOOR LOCK OR UNLOCK.

IF THE IGNITION KEY IS IN THE IGNITION KEY CYLINDER (UNLOCK WARNING SW ON). THE UNLOCK WARNING SW INPUT A SIGNAL TO THE WIRELESS DOOR LOCK ECU, STOPPING WIRELESS DOOR LOCK OR UNLOCK.

4. DOOR LOCK MOTOR PROTECTIVE FUNCTION

IF THE DOOR LOCK OR UNLOCK CONDITION DOES NOT CHANGE AFTER WIRELESS DOOR LOCK OR UNLOCK OPERATION, THE DOOR LOCK ECU SENDS CURRENT TEN TIMES TO THE DOOR LOCK MOTOR. IF THE DOOR LOCK CONDITION STILL HAS NOT CHANGED AS A RESULT THE WIRELESS DOOR LOCK ECU STOPS RECEPTION AND STOPS DOOR LOCK AND UNLOCK FUNCTION.

BY MANUALLY OPERATION THE DOOR LOCK OR UNLOCK, THE STOP CONDITION OF THE WIRELESS DOOR LOCK FUNCTION IS RELEASED.

SERVICE HINTS

D12, D13, D14, D15 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH
1–2, 3–2: CLOSED WITH DOOR OPENED

I11 UNLOCK WARNING SW [IGNITION SW]
10–9: CLOSED WITH IGNITION KEY IN CYLINDER

W10 WIRELESS DOOR LOCK ECU
1–GROUND: APPROX. **12** VOLTS WITH WIRELESS DOOR LOCK MAIN SW ON
7–GROUND: ALWAYS CONTINUITY
10–GROUND: CONTINUITY WITH EACH DOOR OPENED
6–GROUND: CONTINUITY WITH IGNITION KEY IN CYLINDER

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
D12	30	**D20**	30	**J12**		30
D13	30	**D21**	30	**J13**		30
D14	30	**D22**	30	**T 7**	A	29
D15	30	**I11**	29	**T 8**	B	29
D16	30	**I12**	29	**W 9**		29
D17	30	**J 5**	29	**W10**		31
D19	30	**J 7**	29			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1B		
1C		
1G		
1H		
1K		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IF1	36	FRONT DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IF2		
IG1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IG2		
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM2		
IM3		
IN1	38	FRONT DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IO1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)

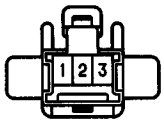
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	BEHIND GLOVE BOX
IH	36	RIGHT KICK PANEL
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT
BN	40	LUGGAGE ROOM RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	38	COWL WIRE	I97	38	COWL WIRE
I 9			B 4	40	FLOOR NO. 2 WIRE
I11			B 8		
I12			B 9		
I13			B12		
I16			B15		
I19			B29	40	FLOOR NO. 1 WIRE
I32			B30		
I33			B32		
I35			B34		
I43			B35		
I44			B39		
I48			B42		
I95			B47		
I96					

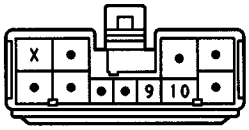
D12, D13, BLACK
D14, D15



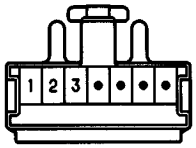
D16, D17

D19, D20
D21, D22

I11 BLACK



I12



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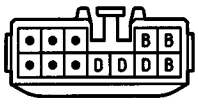
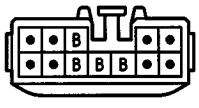


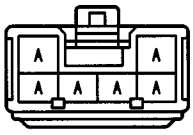
(HINT:SEE PAGE 7)

J 7 GRAY



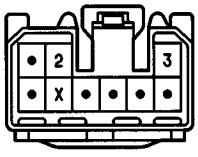
(HINT:SEE PAGE 7)

J12, J13

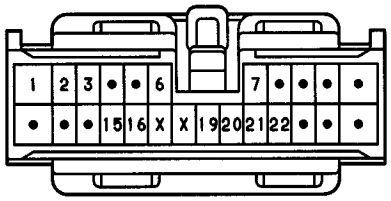


(HINT:SEE PAGE 7)

T 7 (A) ORANGE

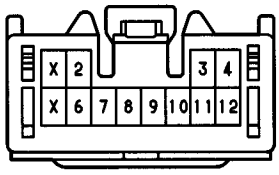


T 8 (B) ORANGE

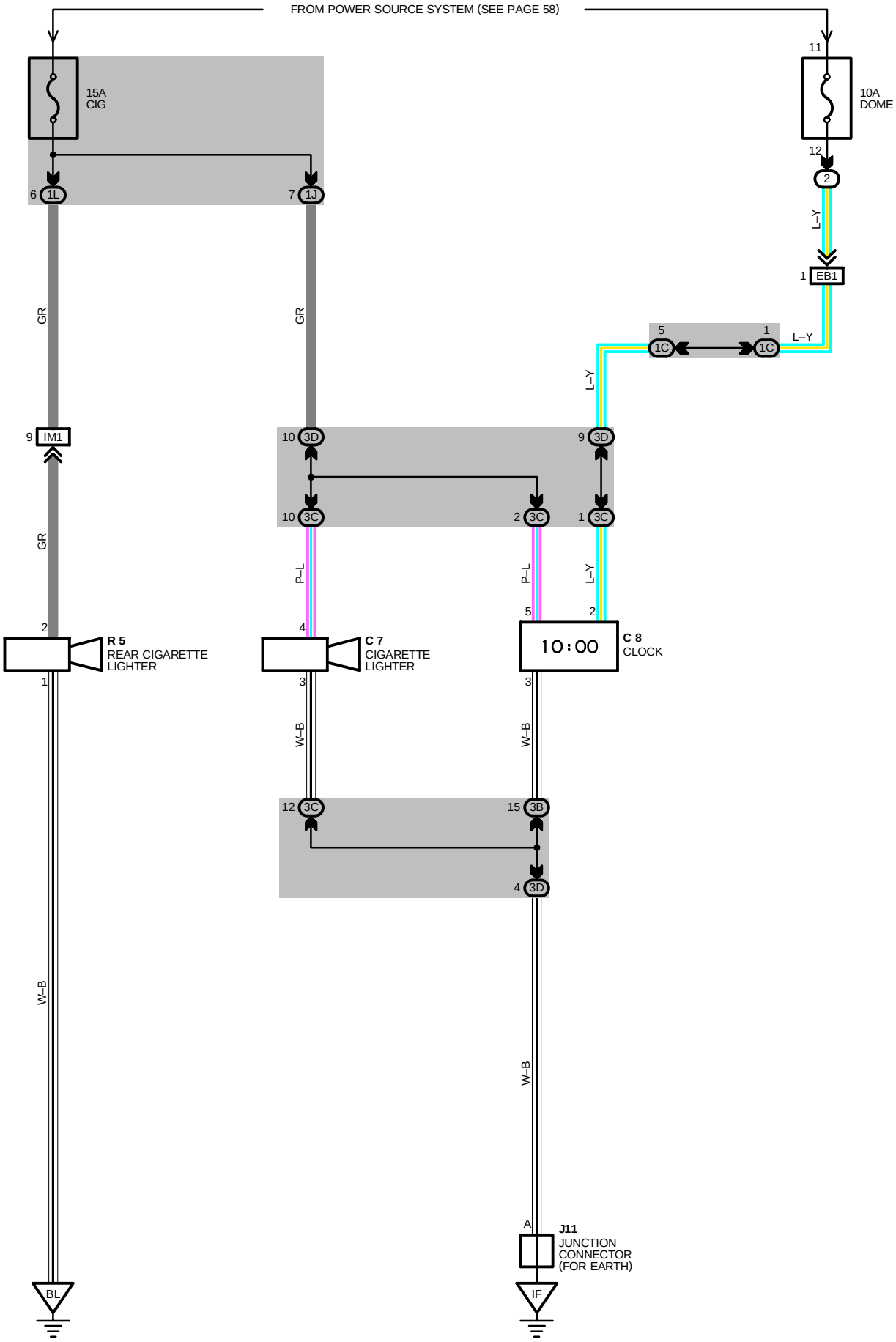


W 9 BLUE

W10



CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C7 CIGARETTE LIGHTER

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

R 5 REAR CIGARETTE LIGHTER

2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
1–GROUND : ALWAYS CONTINUITY

C 8 CLOCK

2–GROUND : APPROX. **12** VOLTS (POWER FOR CLOCK)
5–GROUND : APPROX .**12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
(POWER FOR INDICATION)
3–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	28	**J11**	29		
C 8	28	**R 5**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

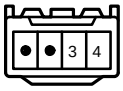
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J		
1L		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)

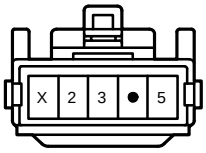
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
BL	40	UNDER THE FRONT SEAT RH

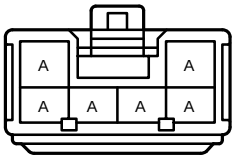
C 7



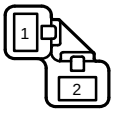
C 8 BLACK



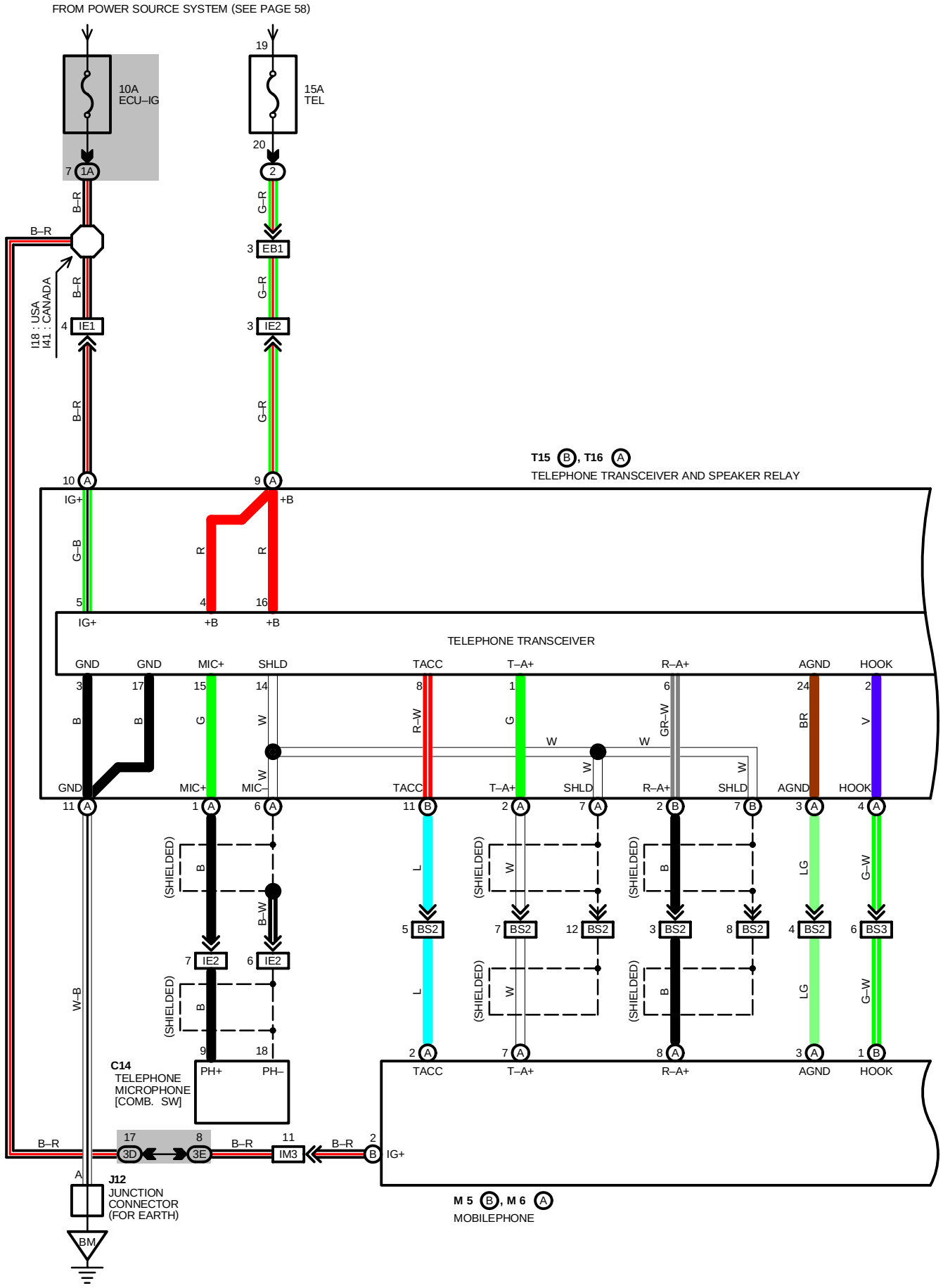
J11

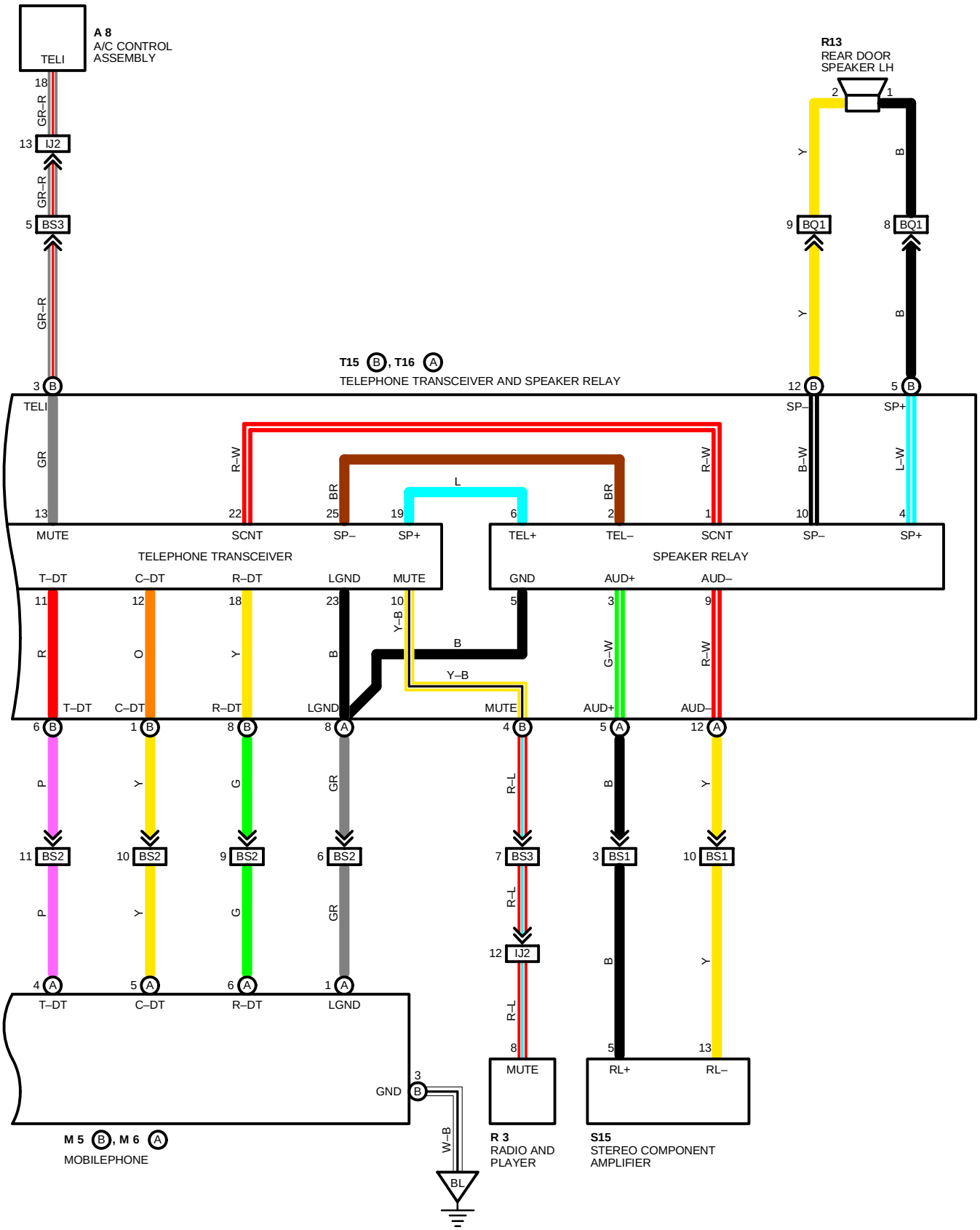


R 5



CELLULAR MOBILE TELEPHONE




A 8
A/C CONTROL ASSEMBLY
TELI
18
GR–R
13
IJ2
GR–R
5
BS3
GR–R
3
B
TELI
GR
13
MUTE
T15 B, T16 A
TELEPHONE TRANSCEIVER AND SPEAKER RELAY
R–W
22
SCNT
BR
25
SP–
L
19
SP+
TELEPHONE TRANSCEIVER
T–DT
11
R
6
B
T–DT
C–DT
12
O
1
B
C–DT
R–DT
18
Y
8
B
R–DT
LGND
23
B
8
A
LGND
Y–B
10
B
MUTE
R13
REAR DOOR SPEAKER LH
2
1
Y
B
9
BQ1
8
BQ1
Y
B
12
B
SP–
5
B
SP+
B–W
L–W
10
4
BR
6
TEL+
2
TEL–
R–W
1
SCNT
SPEAKER RELAY
GND
5
AUD+
3
G–W
AUD–
9
R–W
AUD+
5
A
AUD–
12
A
P
11
BS2
P
4
A
T–DT
Y
10
BS2
Y
5
A
C–DT
G
9
BS2
G
6
A
R–DT
GR
6
BS2
GR
1
A
LGND
R–L
7
BS3
R–L
12
IJ2
R–L
8
MUTE
B
3
BS1
B
5
RL+
Y
10
BS1
Y
13
RL–
GND
3
B
W–B
BL
M 5 B, M 6 A
MOBILEPHONE
R 3
RADIO AND PLAYER
S15
STEREO COMPONENT AMPLIFIER

CELLULAR MOBILE TELEPHONE

SERVICE HINTS

T15(B), T16(A) TELEPHONE TRANSCEIVER AND SPEAKER RELAY

(A) 9–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 10–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(A) 11–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 8	28	**M 6** A	29	**T15** B	31
C14	28	**R 3**	29	**T16** A	31
J12	30	**R13**	31		
M 5 B	29	**S15**	31		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IE2		
IJ2	36	INSTRUMENT PANEL WIRE AND FLOOR NO. 1 WIRE (UNDER THE INSTRUMENT PANEL BRACE LH)
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PANEL)
BS1	40	FLOOR NO. 1 WIRE AND FLOOR NO. 2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)
BS2		
BS3		

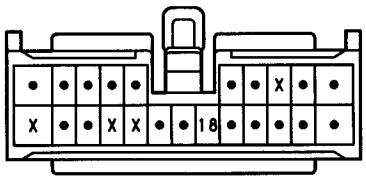
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

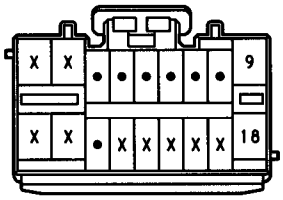
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I18	38	COWL WIRE	**I41**	38	COWL WIRE

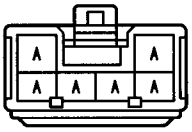
A 8



C14 GRAY



J12

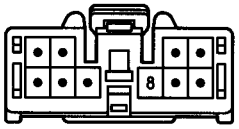


(HINT:SEE PAGE 7)

M 5 (B)

M 6 (A)

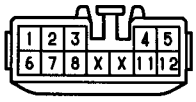
R 3 BLUE



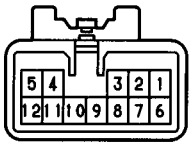
R13 BLUE

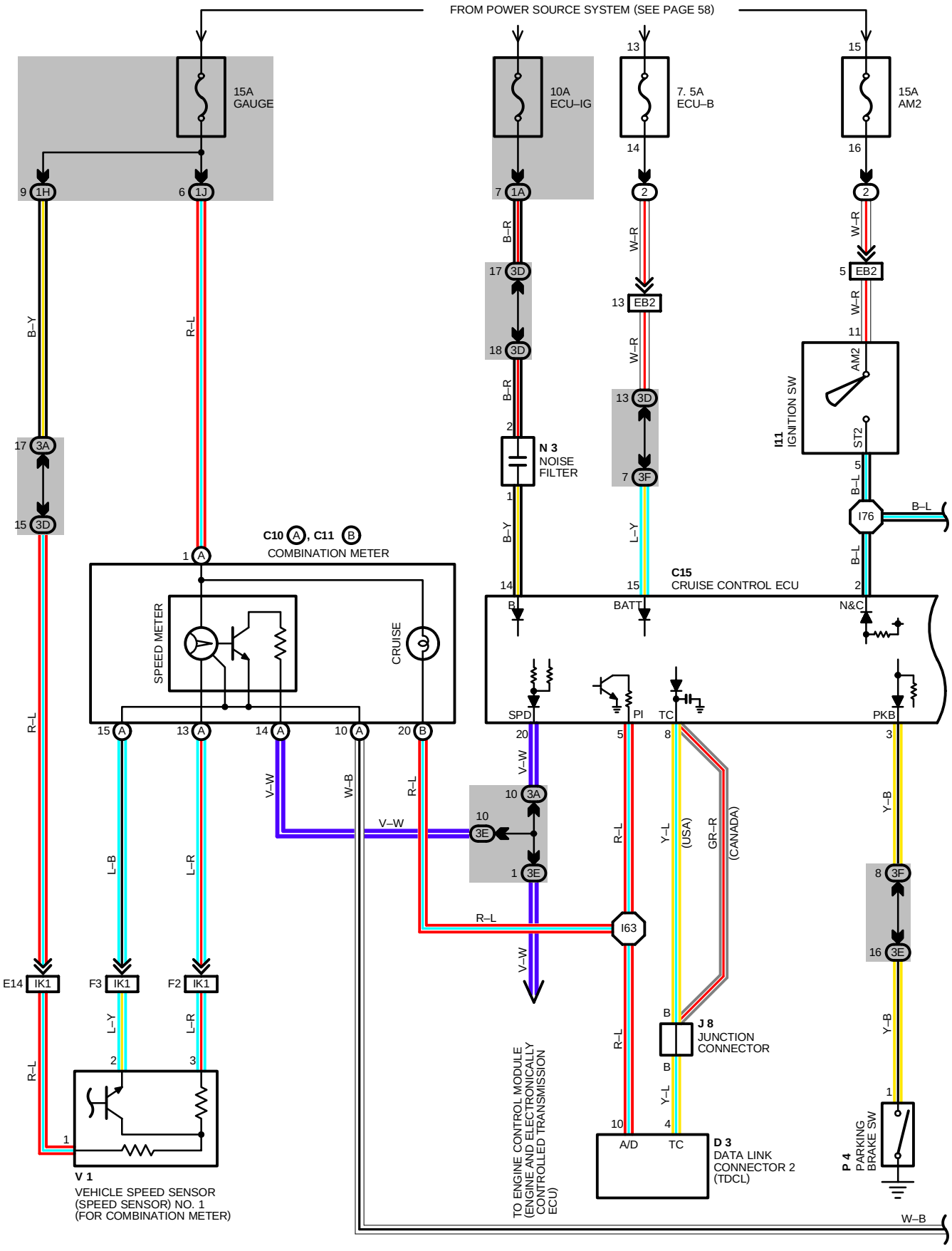
S15 BLUE

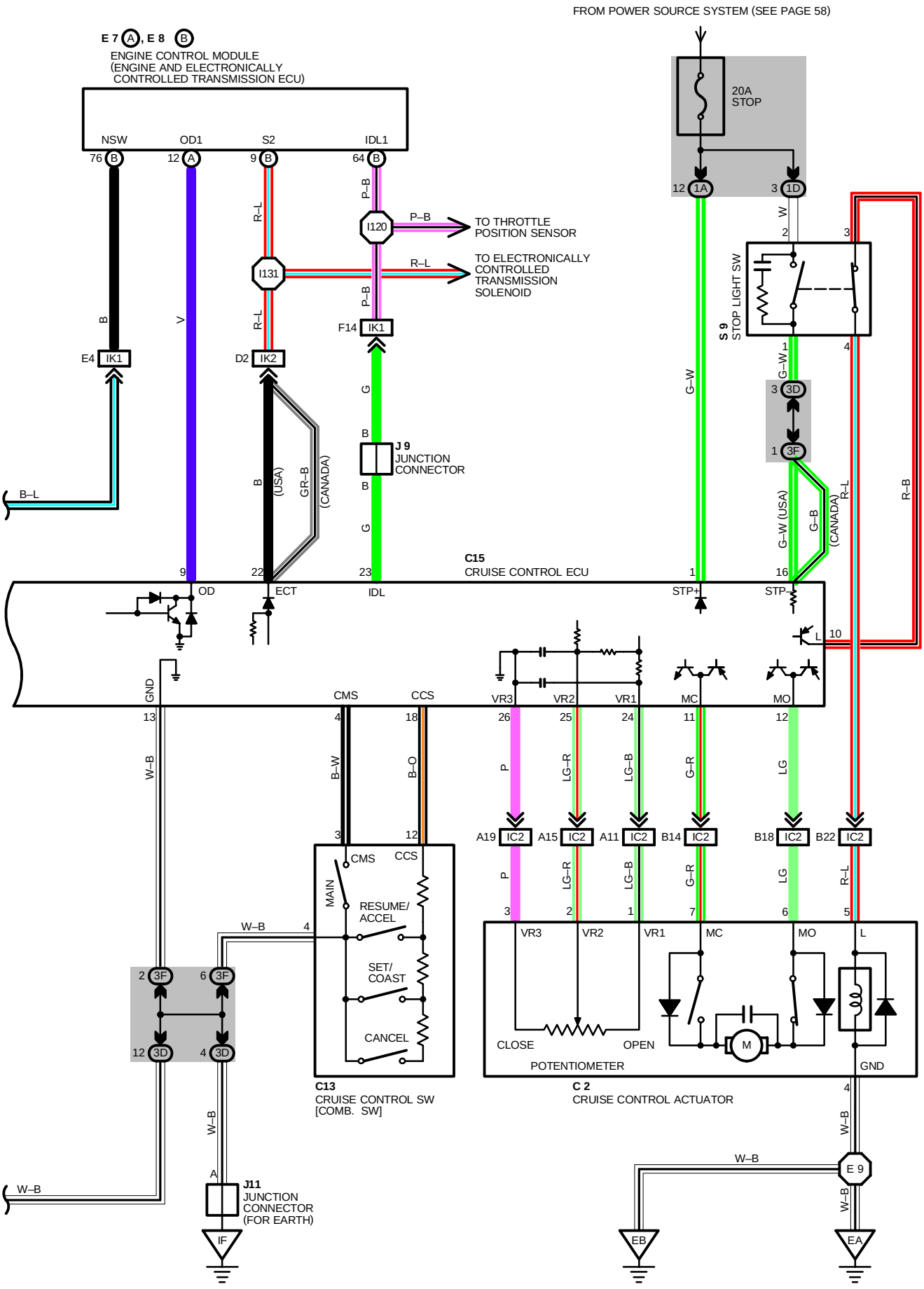
T15 (B)



T16 (A)




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A GAUGE
10A ECU–IG
7. 5A ECU–B
15A AM2
C10 A, C11 B
COMBINATION METER
SPEED METER
CRUISE
N 3 NOISE FILTER
I11 IGNITION SW
C15 CRUISE CONTROL ECU
SPD
PI
TC
PKB
BATT
B
N&C
I76
I63
J 8 JUNCTION CONNECTOR
D 3 DATA LINK CONNECTOR 2 (TDCL)
A/D
P 4 PARKING BRAKE SW
V 1 VEHICLE SPEED SENSOR (SPEED SENSOR) NO. 1 (FOR COMBINATION METER)
TO ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU)
(USA)
(CANADA)
B–Y
R–L
B–R
W–R
L–Y
L–B
L–R
V–W
W–B
Y–L
GR–R
Y–B


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
E 7 A, E 8 B
ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY
CONTROLLED TRANSMISSION ECU)
NSW
OD1
S2
IDL1
76 B
12 A
9 B
64 B
P–B
R–L
I120
P–B
TO THROTTLE
POSITION SENSOR
I131
R–L
TO ELECTRONICALLY
CONTROLLED
TRANSMISSION
SOLENOID
P–B
F14 IK1
B
V
R–L
E4 IK1
D2 IK2
G
B
J 9
JUNCTION
CONNECTOR
B
G
B–L
B
(USA)
GR–B
(CANADA)
C15
CRUISE CONTROL ECU
9
22
23
OD
ECT
IDL
20A
STOP
12 1A
3 1D
W
2
3
S 9
STOP LIGHT SW
1
4
G–W
3 3D
1 3F
G–W
G–W (USA)
G–B
(CANADA)
R–L
R–B
1
16
STP+
STP–
L
10
GND
CMS
CCS
VR3
VR2
VR1
MC
MO
13
4
18
26
25
24
11
12
W–B
B–W
B–O
P
LG–R
LG–B
G–R
LG
3
12
A19 IC2
A15 IC2
A11 IC2
B14 IC2
B18 IC2
B22 IC2
CMS
CCS
MAIN
RESUME/
ACCEL
SET/
COAST
CANCEL
W–B
4
P
LG–R
LG–B
G–R
LG
R–L
3
2
1
7
6
5
VR3
VR2
VR1
MC
MO
L
2 3F
6 3F
12 3D
4 3D
CLOSE
OPEN
M
POTENTIOMETER
GND
C13
CRUISE CONTROL SW
[COMB. SW]
C 2
CRUISE CONTROL ACTUATOR
4
W–B
W–B
A
J11
JUNCTION
CONNECTOR
(FOR EARTH)
W–B
E 9
W–B
IF
EB
EA

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH **STOP** FUSE TO **TERMINAL 1** OF THE CONTROL ECU AND **TERMINAL 2** OF STOP LIGHT SW, AND ALSO THROUGH THE **ECU–B** FUSE TO **TERMINAL 15** OF CRUISE CONTROL ECU.

WITH THE IGNITION SW TURNED TO ON, THE CURRENT FLOWS THROUGH GAUGE FUSE TO **TERMINAL (A)1** OF COMBINATION METER AND THE CURRENT THROUGH **ECU–IG** FUSE FLOWS TO **TERMINAL 14** OF CRUISE CONTROL ECU.

WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL MAIN SWITCH IS TURNED ON, A SIGNAL IS INPUT FROM **TERMINAL 3** OF CRUISE CONTROL MAIN SW TO **TERMINAL 4** OF CRUISE CONTROL ECU. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT TO **TERMINAL 14** OF CRUISE CONTROL ECU TO **TERMINAL 13** OF CRUISE CONTROL ECU → **GROUND,** AND THE CRUISE CONTROL SYSTEM IS IN A CONDITION READY FOR OPERATION.

AT THE SAME TIME, THE CURRENT THROUGH THE **GAUGE** FUSE FLOWS FROM **TERMINAL (A)1** OF CRUISE CONTROL INDICATOR LIGHT → **TERMINAL (B)20** → **TERMINAL 5** OF CRUISE CONTROL ECU → **TERMINAL 13** → TO **GROUND,** CAUSING THE CRUISE CONTROL INDICATOR LIGHT TO LIGHT UP, INDICATING THAT THE CRUISE CONTROL IS READY FOR OPERATION.

1. SET OPERATION

WHEN THE CRUISE CONTROL MAIN SW IS TURNED ON AND THE SET SW IS PUSHED 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 18** OF THE CRUISE CONTROL ECU AND THE VEHICLE SPEED AT THE TIME THE SET SW IS RELEASED IS MEMORIZED IN THE ECU AS THE SET SPEED.

2. SET SPEED CONTROL

DURING CRUISE CONTROL DRIVING, THE ECU COMPARES THE SET SPEED MEMORIZED IN THE ECU WITH THE ACTUAL VEHICLE SPEED INPUT INTO **TERMINAL 20** OF THE CRUISE CONTROL ECU FROM THE SPEED SENSOR, AND CONTROLS THE CRUISE CONTROL ACTUATOR TO MAINTAIN THE SET SPEED.

WHEN THE ACTUAL SPEED IS LOWER THAN THE SET SPEED, THE ECU CAUSES THE CURRENT TO THE CRUISE CONTROL ACTUATOR TO FLOW FROM **TERMINAL 12** → **TERMINAL 6** OF CRUISE CONTROL ACTUATOR → **TERMINAL 7** → **TERMINAL 11** OF CRUISE CONTROL ECU. AS A RESULT, THE MOTOR IN THE CRUISE CONTROL ACTUATOR IS ROTATED TO OPEN THE THROTTLE VALVE AND THE THROTTLE CABLE IS PULLED TO INCREASE THE VEHICLE SPEED. WHEN THE ACTUAL DRIVING SPEED IS HIGHER THAN THE SET SPEED, THE CURRENT TO CRUISE CONTROL ACTUATOR FLOWS FROM **TERMINAL 11** OF ECU → **TERMINAL 7** OF CRUISE CONTROL ACTUATOR → **TERMINAL 6** → **TERMINAL 12** OF CRUISE CONTROL ECU.

THIS CAUSES THE MOTOR IN THE CRUISE CONTROL ACTUATOR TO ROTATE TO CLOSE THE THROTTLE VALVE AND RETURN THE THROTTLE CABLE TO DECREASE THE VEHICLE SPEED.

3. COAST CONTROL

DURING THE CRUISE CONTROL DRIVING, WHILE THE COAST SW IS ON, THE CRUISE CONTROL ACTUATOR RETURNS THE THROTTLE CABLE TO CLOSE THE THROTTLE VALVE AND DIECREASE THE DRIVING SPEED. THE VEHICLE SPEED WHEN THE COAST SWITCH IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

4. ACCEL CONTROL

DURING–CRUISE CONTROL DRIVING, WHILE THE ACCEL SW IS TURNED ON, THE CRUISE CONTROL ACTUATOR PULLS THE THROTTLE CABLE TO OPEN THE THROTTLE VALVE AND INCREASE THE DRIVING SPEED.

THE VEHICLE SPEED WHEN THE ACCEL SW IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

5. RESUME CONTROL

UNLESS THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT (APPROX. **40** KM/H. **25** MPH) AFTER CANCELING THE SET SPEED BY THE CANCEL SW. PUSHING THE RESUME SW WILL CAUSE THE VEHICLE TO RESUME THE SPEED SET BEFORE CANCELLATION.

6. MANUAL CANCEL MECHANISM

IF ANY OF THE FOLLOWING OPERATIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SAFETY MAGNETIC CLUTCH OF THE ACTUATOR TURNS OFF AND THE MOTOR ROTATES TO CLOSE THE THROTTLE VALVE AND THE CRUISE CONTROL IS RELEASED.

* PLACING THE SHIFT LEVER IN “N” POSITION (PARK/NEUTRAL POSITION SW(NEUTRAL START SW ON)). “SIGNAL INPUT TO **TERMINAL 2** OF THE ECU”
* DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON). “SIGNAL INPUT TO **TERMINAL 16** OF THE ECU”
* PULLING THE PARKING BRAKE LEVER (PARKING BRAKE SW ON). “SIGNAL INPUT TO **TERMINAL 3** OF THE ECU”
* PUSHING THE CANCEL SWITCH (CANCEL SW ON). “SIGNAL INPUT TO **TERMINAL 18**“ OF THE ECU”

7. AUTO CANCEL FUNCTION

A) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED. CURRENT FLOW TO SAFETY MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW TURNS OFF).

WHEN THIS OCCURS, THE IGNITION SW MUST BE TURNED OFF ONCE BEFORE THE MAIN SW WILL TURN ON.

- OVER CURRENT TO TRANSISTOR DRIVING MOTOR AND/OR SAFETY MAGNETIC CLUTCH.
- WHEN CURRENT CONTINUED TO FLOW TO THE MOTOR INSIDE THE ACTUATOR IN THE THROTTLE VALVE “OPEN” DIRECTION.
- OPEN CIRCUIT IN SAFETY MAGNETIC CLUTCH.
- MOMENTARY INTERRUPTION OF VEHICLE SPEED SIGNAL.
- SHORT CIRCUIT IN CRUISE CONTROL SW.
- MOTOR DOES NOT OPERATE DESPITE THE MOTOR DRIVE SIGNAL BEING OUTPUT.

B) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED AND THE CRUISE CONTROL IS RELEASED. (THE POWER OF SAFETY MAGNETIC CLUTCH IS CUT OFF UNTIL THE SET SW IS “ON” AGAIN.)

- WHEN THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT, APPROX. **40** KM/H (**25** MPH)
- WHEN THE VEHICLE SPEED FALLS MORE THAN **16** KM/H (**10** MPH) BELOW THE SET SPEED, E.G. ON AN UPWARD SLOPE.
- WHEN POWER TO THE CRUISE CONTROL SYSTEM IS MOMENTARILY CUT OFF.

C) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE CRUISE CONTROL IS RELEASED.

- OPEN CIRCUIT FOR **TERMINAL 1** OF THE CRUISE CONTROL ECU AND **TERMINAL 2** OF STOP LIGHT SW.

8. AUTOMATIC TRANSMISSION CONTROL FUNCTION

- IN OVERDRIVE. IF THE VEHICLE SPEED BECOMES LOWER THAN THE OVERDRIVE CUT SPEED (SET SPEED MINUS APPROX. **4** KM/H, **2.5** MPH) DURING CRUISE CONTROL OPERATION, SUCH AS DRIVING UP A HILL, THE OVERDRIVE IS RELEASED AND THE POWER INCREASED TO PREVENT A REDUCTION IN VEHICLE SPEED.
- AFTER RELEASING THE OVERDRIVE, VEHICLE SPEED BECOMES HIGHER THAN THE OVERDRIVE RETURN SPEED (SET SPEED MINUS APPROX. **2** KM/H, **1.2** MPH) AND THE ECU JUDGES BY THE SIGNALS FROM POTENTIOMETER OF THE ACTUATOR THAT THE UPWARD SLOPE HAS FINISHED, OVERDRIVE IS RESUMED AFTER APPROXIMATELY **6** SECONDS.
- DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL OPERATION SIGNAL IS OUTPUT FROM THE CRUISE CONTROL ECU TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). UPON RECEIVING THIS SIGNAL, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) CHANGES THE SHIFT PATTERN TO NORMAL.

TO MAINTAIN SMOOTH CRUISE CONTROL OPERATION (ON A DOWNWARD SLOPE ETC.), LOCK–UP RELEASE OF THE TRANSMISSION WHEN THE IDLING POINT OF THE THROTTLE POSITION IS “ON” IS FORBIDDEN.

SERVICE HINTS

C2 CRUISE CONTROL ACTUATOR

1–3 : APPROX. **2** KΩ
5–4 : APPROX. **38.5**

C13 CRUISE CONTROL SW [COMB. SW]

3–4 : CONTINUITY WITH MAIN SW ON
12–4 : APPROX. **418** WITH CANCEL SW ON
APPROX. **68** WITH RESUME/ACCEL SW ON
APPROX. **198** WITH SET/COAST SW ON

C15 CRUISE CONTROL ECU

14–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
1, 15–GROUND : ALWAYS APPROX. **12** VOLTS
3–GROUND : CONTINUITY WITH PARKING BRAKE PEDAL DEPRESSED (ONE OF THE CANCEL SW)
20–GROUND : **4** PULSE WITH **1** ROTATION OF ROTOR SHAFT
18–GROUND : APPROX. **418** WITH CANCEL SW ON IN CONTROL SW
APPROX. **198** WITH SET/COAST SW ON IN CONTROL SW
APPROX. **68** WITH RESUME/ACCEL SW ON IN CRUISE CONTROL SW
13–GROUND : ALWAYS CONTINUITY

CRUISE CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 2	26	E 7 A	28	N 3	29
C10 A	28	E 8 B	28	P 4	29
C11 B	28	I11	29	S 9	29
C13	28	J 8	29	V 1	27
C15	28	J 9	29		
D 3	28	J11	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A 1D 1H 1J	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3A 3C 3E 3F	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK1 IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

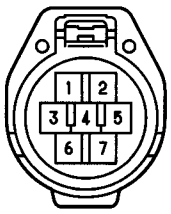
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IF	36	BEHIND COMPARTMENT METER

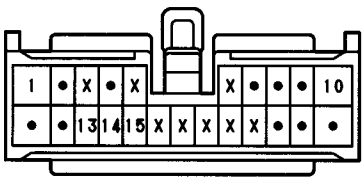
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 9	34	ENGINE ROOM MAIN WIRE	I120	38	ENGINE WIRE
I63	38	COWL WIRE	I131		
I76					

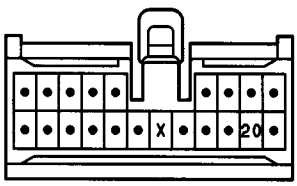
C 2 GRAY



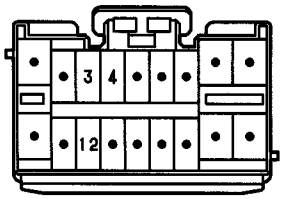
C10 (A) ORANGE



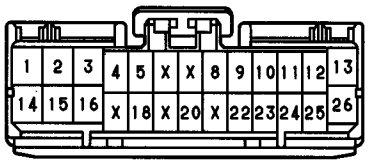
C11 (B) GRAY



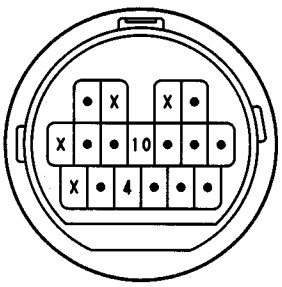
C13



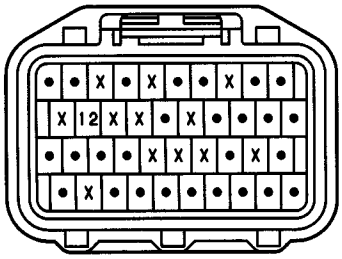
C15 GRAY



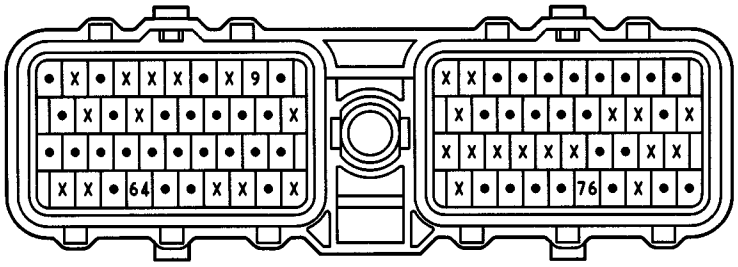
D 3



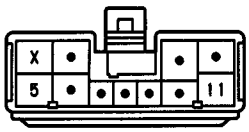
E 7 (A) DARK GRAY



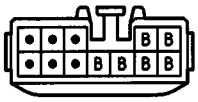
E 8 (B) DARK GRAY



I11 BLACK

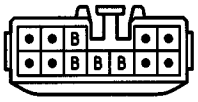


J 8



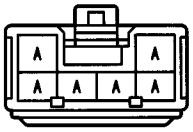
(HINT:SEE PAGE 7)

J 9 GRAY



(HINT:SEE PAGE 7)

J11

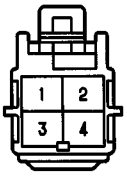


(HINT:SEE PAGE 7)

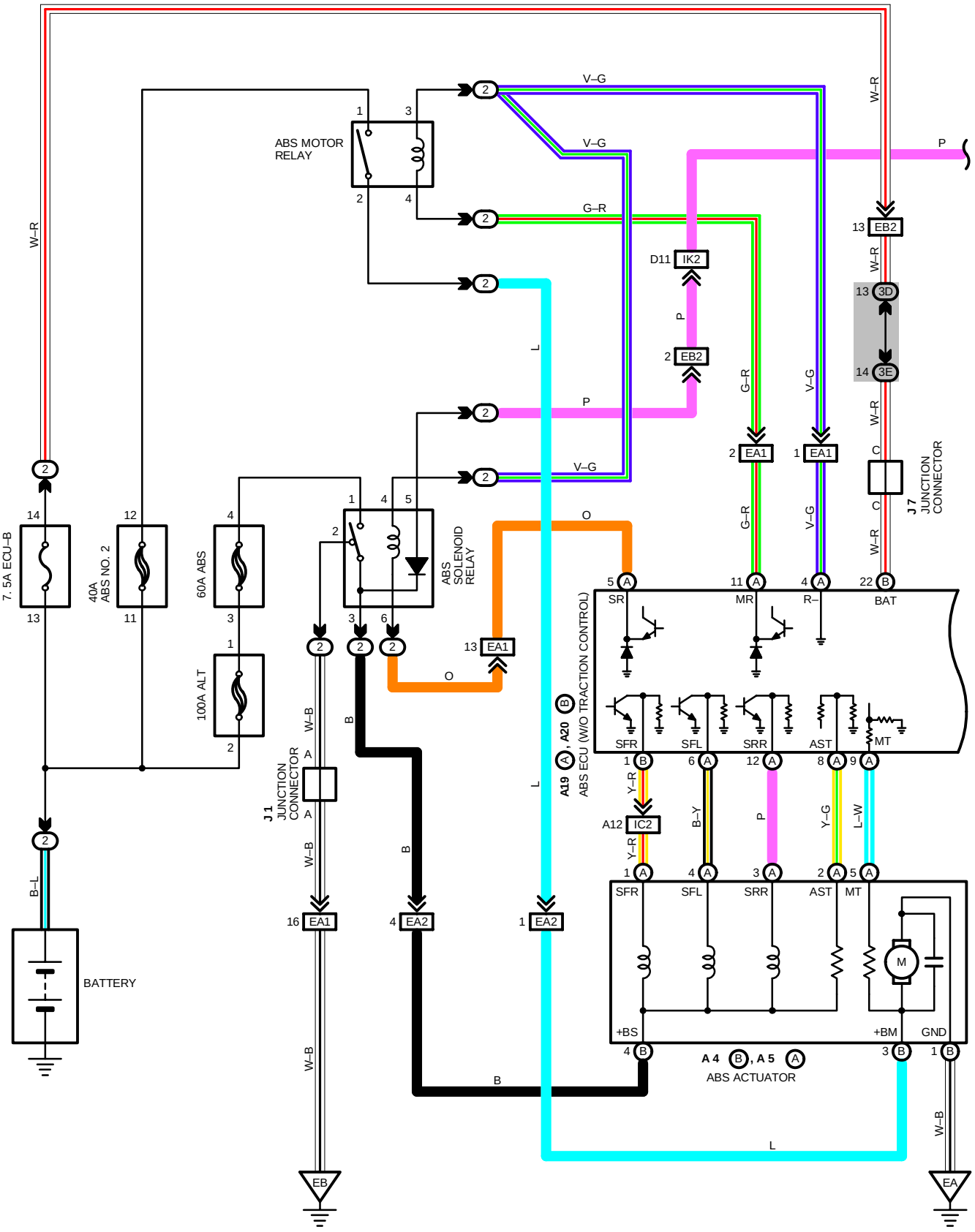
N 3

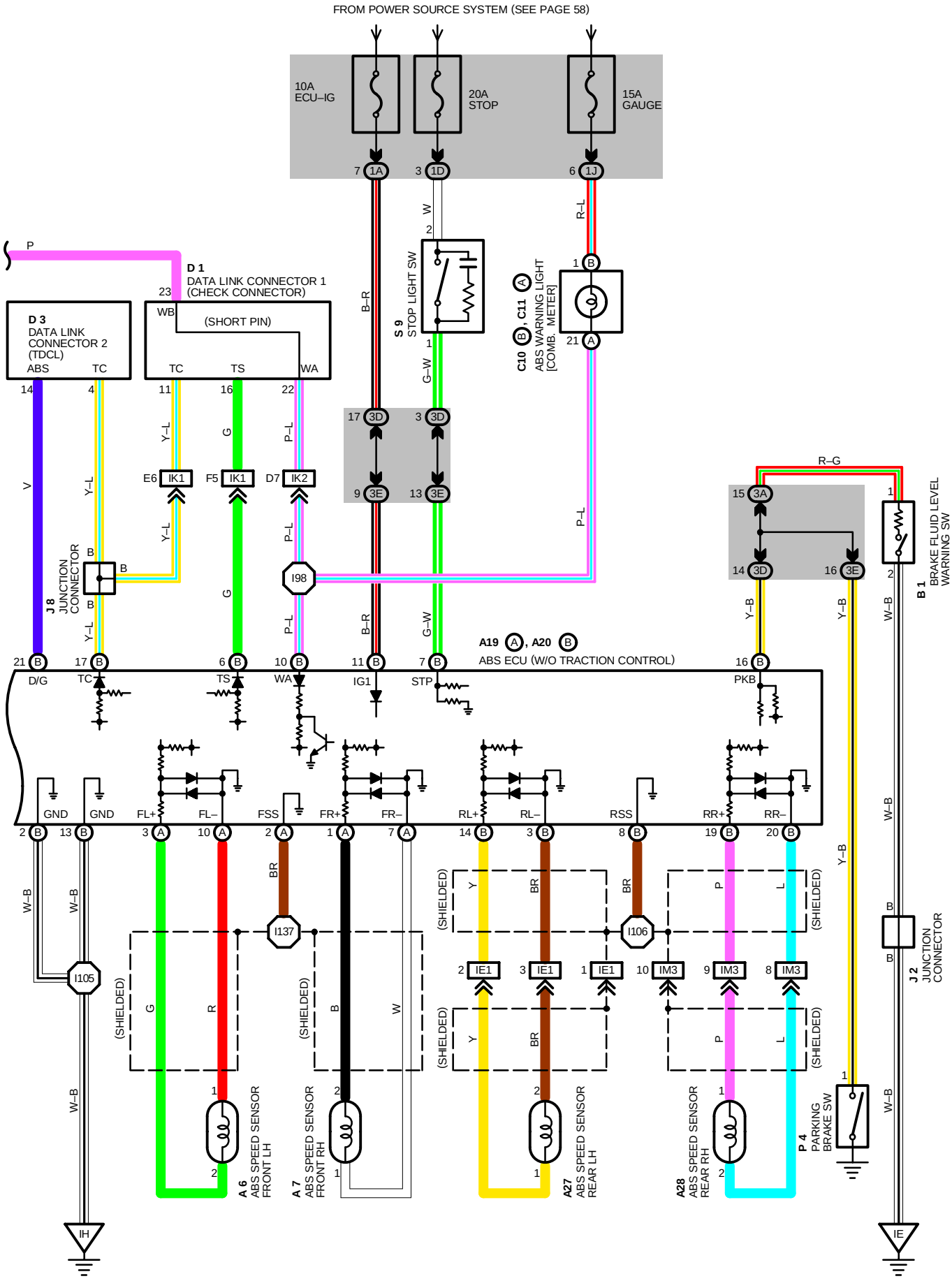
P 4 GRAY

S 9



V 1 BLACK


ABS MOTOR RELAY
ABS SOLENOID RELAY
7. 5A ECU–B
40A ABS NO. 2
60A ABS
100A ALT
BATTERY
J1 JUNCTION CONNECTOR
J7 JUNCTION CONNECTOR
D11 IK2
2 EB2
13 EB2
13 3D
14 3E
2 EA1
1 EA1
13 EA1
16 EA1
4 EA2
1 EA2
A12 IC2
A19, A20 ABS ECU (W/O TRACTION CONTROL)
SR
MR
R–
BAT
SFR
SFL
SRR
AST
MT
+BS
+BM
GND
A4, A5 ABS ACTUATOR
EB
EA
V–G
W–R
G–R
P
L
O
B
W–B
Y–R
B–Y
Y–G
L–W
B–L


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A ECU–IG
20A STOP
15A GAUGE
D 1 DATA LINK CONNECTOR 1 (CHECK CONNECTOR)
D 3 DATA LINK CONNECTOR 2 (TDCL)
(SHORT PIN)
S 9 STOP LIGHT SW
C10 B, C11 A ABS WARNING LIGHT [COMB. METER]
J 8 JUNCTION CONNECTOR
A19 A, A20 B ABS ECU (W/O TRACTION CONTROL)
D/G
TC
TS
WA
IG1
STP
PKB
GND
FL+
FL–
FSS
FR+
FR–
RL+
RL–
RSS
RR+
RR–
B 1 BRAKE FLUID LEVEL WARNING SW
J 2 JUNCTION CONNECTOR
A 6 ABS SPEED SENSOR FRONT LH
A 7 ABS SPEED SENSOR FRONT RH
A27 ABS SPEED SENSOR REAR LH
A28 ABS SPEED SENSOR REAR RH
P 4 PARKING BRAKE SW
(SHIELDED)
IH
IE

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 **TERMINAL STP** OF THE ABS ECU WHEN THE 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 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

A 4(B), A 5(A) ABS ACTUATOR
(B) 1–GROUND : ALWAYS CONTINUITY
(A) 1, **(A)** 3, **(B)** 4–GROUND : APPROX. **1.20** (IGNITION SW OFF)
(A) 2–GROUND : **4–6** (IGNITION SW OFF)

A 6, A 7, A27, A28 ABS SPEED SENSOR FRONT LH, RH, REAR LH, RH
1–2 : 0.8–1.3 K (**20**˚C, **68**˚F)

A19(A), A20(B) ABS ECU (W/O TRACTION CONTROL)
(B) 11–GROUND : **10–14** VOLTS WITH IGNITION SW ON
(B) 2, **(B)** 13–GROUND : ALWAYS CONTINUITY
(B) 22–GROUND : ALWAYS **10–14** VOLTS
(B) 1, **(A)** 6, **(A)** 12–GROUND : **10–14** VOLTS WITH IGNITION SW AT ON
(B) 16–GROUND : CONTINUITY WITH PARKING BRAKE PEDAL DEPRESSED
(B) 7–GROUND : **10–14** VOLTS WITH STOP LIGHT SW ON (BRAKE PEDAL DEPRESSED)

P 4 PARKING BRAKE SW
1–GROUND : CLOSED WITH PARKING BRAKE PEDAL DEPRESSED

S 9 STOP LIGHT SW
1–2 : CLOSED WITH BRAKE PEDAL DEPRESSED

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 4	B	26	**A28**		30	**J 2**	29
A 5	A	26	**B 1**		26	**J 7**	29
A 6		26	**C10**	B	28	**J 8**	29
A 7		26	**C11**	A	28	**P 4**	29
A19	A	28	**D 1**		26	**S 9**	29
A20	B	28	**D 3**		28		
A27		30	**J 1**		27		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EA2		
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IE	36	LEFT KICK PANEL
IH	36	RIGHT KICK PANEL

: SPLICE POINTS

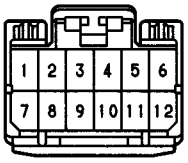
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I98	38	COWL WIRE	**I106**	38	COWL WIRE
I105			**I137**	38	ENGINE ROOM MAIN WIRE

A 4 (B) BLACK

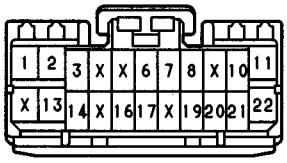
A 5 (A) GRAY

A 6, A 7 GRAY

A19 (A) GRAY



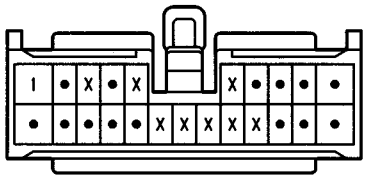
A20 (B) GRAY



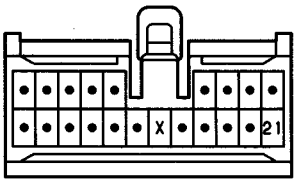
A27, A28 GRAY

B 1 GRAY

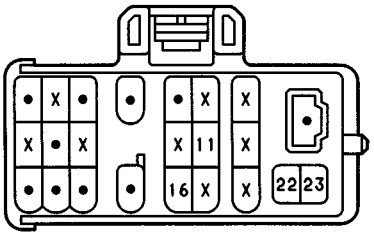
C10 (B) ORANGE



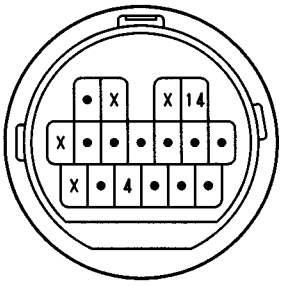
C11 (A) GRAY



D 1 BLACK



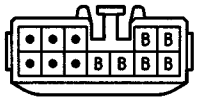
D 3



J 1

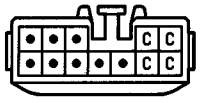
(HINT:SEE PAGE 7)

J 2



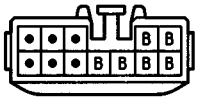
(HINT:SEE PAGE 7)

J 7 GRAY



(HINT:SEE PAGE 7)

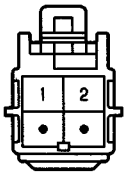
J 8



(HINT:SEE PAGE 7)

P 4 GRAY

S 9



SYSTEM OUTLINE

(FOR ABS)

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 DIRECTIONALLY 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 AND TRACTION ECU.

(2) STOP LIGHT SW SIGNAL

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

(3) PARKING BRAKE SW SIGNAL

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

2. SYSTEM OPERATION

DURING SUDDEN BRAKING, THE ABS AND TRACTION 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 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.

(FOR TRACTION CONTROL)

THE TRACTION CONTROL SYSTEM IS A SYSTEM WHEREBY THE “ABS AND TRACTION ECU” AND “TRACTION ECU” CONTROLS THE ENGINE TORQUE AND THE HYDRAULIC PRESSURE OF THE WHEEL CYLINDER OF THE DRIVING WHEELS IN ORDER TO CONTROL SPINNING OF THE DRIVING WHEELS WHEN STARTING OFF AND ACCELERATING, AND PROVIDE THE MOST APPROPRIATE DRIVING FORCE IN RESPONSE TO THE ROAD CONDITIONS FOR VEHICLE STABILITY.

TRACTION CONTROL OPERATION

VEHICLE SPEED SIGNALS FROM THE SPEED SENSOR INSTALLED ON EACH WHEEL ARE INPUT TO THE ABS AND TRACTION ECU.

WHEN THE ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING ON A SLIPPERY ROAD AND THE DRIVING WHEEL (REAR WHEEL) SLIPS, IF THE ROTATION OF THE REAR WHEEL EXCEEDS THE ROTATION OF THE FRONT WHEELS FOR A SPECIFIED PERIOD, THE ECU JUDGES THAT THE REAR WHEEL IS SLIPPING.

WHEN THIS OCCURS, CURRENT FLOWS FROM TRACTION ECU TO SUB THROTTLE ACTUATOR TO CLOSE THE SUB THROTTLE VALVE.

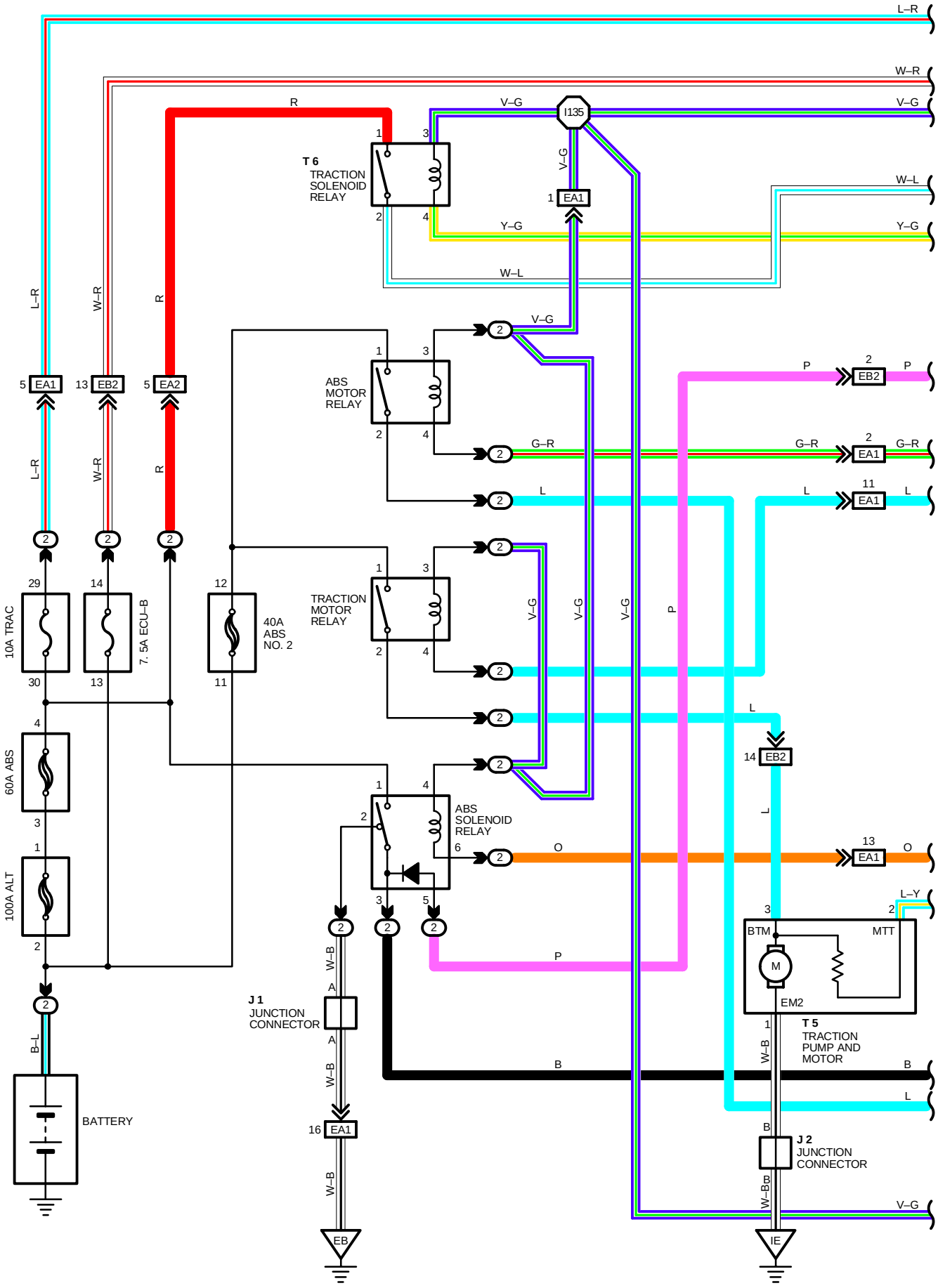
THE THROTTLE VALVE OPENING ANGLE SIGNAL IS OUTPUT FROM **TERMINAL VTA** OF SUB THROTTLE POSITION SENSOR TO **TERMINAL VTA2** OF ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) TO KEEP THE ENGINE RPM AT THE MOST SUITABLE LEVEL FOR THE DRIVING CONDITIONS AND REDUCE SLIP OF THE DRIVING WHEEL. AT THE SAME TIME, OPERATION OF THE ABS AND TRACTION ECU CAUSE THE TRACTION BRAKE ACTUATORS (ACC CUT, MIC CUT, RESERVOIR CUT SOLENOID) TO TURN ON TO SWITCH THE HYDRAULIC CIRCUIT TO “TRACTION” MODE.

IN THIS CASE, SIGNALS ARE INPUT FROM **TERMINAL SRR** OF THE ABS AND TRACTION ECU TO **TERMINAL (A)3** OF THE ABS ACTUATOR, AND FROM **TERMINAL SRL** OF ABS AND TRACTION ECU TO **TERMINAL (A)6** OF ABS ACTUATOR, CONTROLLING THE REAR WHEEL SOLENOID IN THE ABS ACTUATOR AND INCREASING THE HYDRAULIC PRESSURE OF THE WHEEL CYLINDER IN ORDER TO PREVENT SLIP.

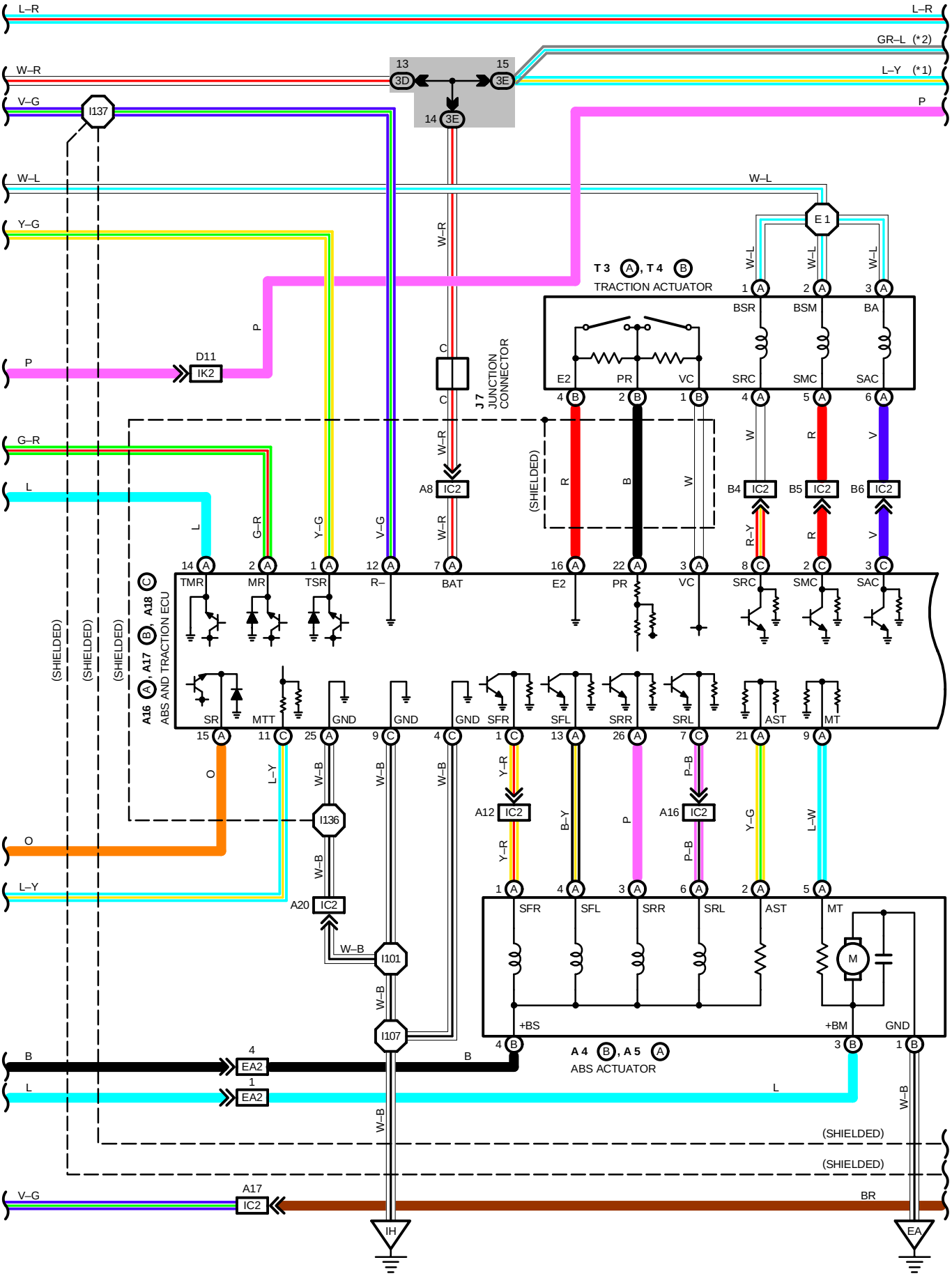
TO MAINTAIN THE HYDRAULIC PRESSURE OF THE REAR WHEELS, THE REAR WHEEL SOLENOID INSIDE THE ABS ACTUATOR IS PUT IN “HOLD” MODE AND KEEPS THE HYDRAULIC PRESSURE TO THE WHEEL CYLINDER CONSTANT.

WHEN THE BRAKE CYLINDER HYDRAULIC PRESSURE IS REDUCED, THE PRESSURE REDUCTION MODE REDUCES AND CONTROLS THE HYDRAULIC PRESSURE.

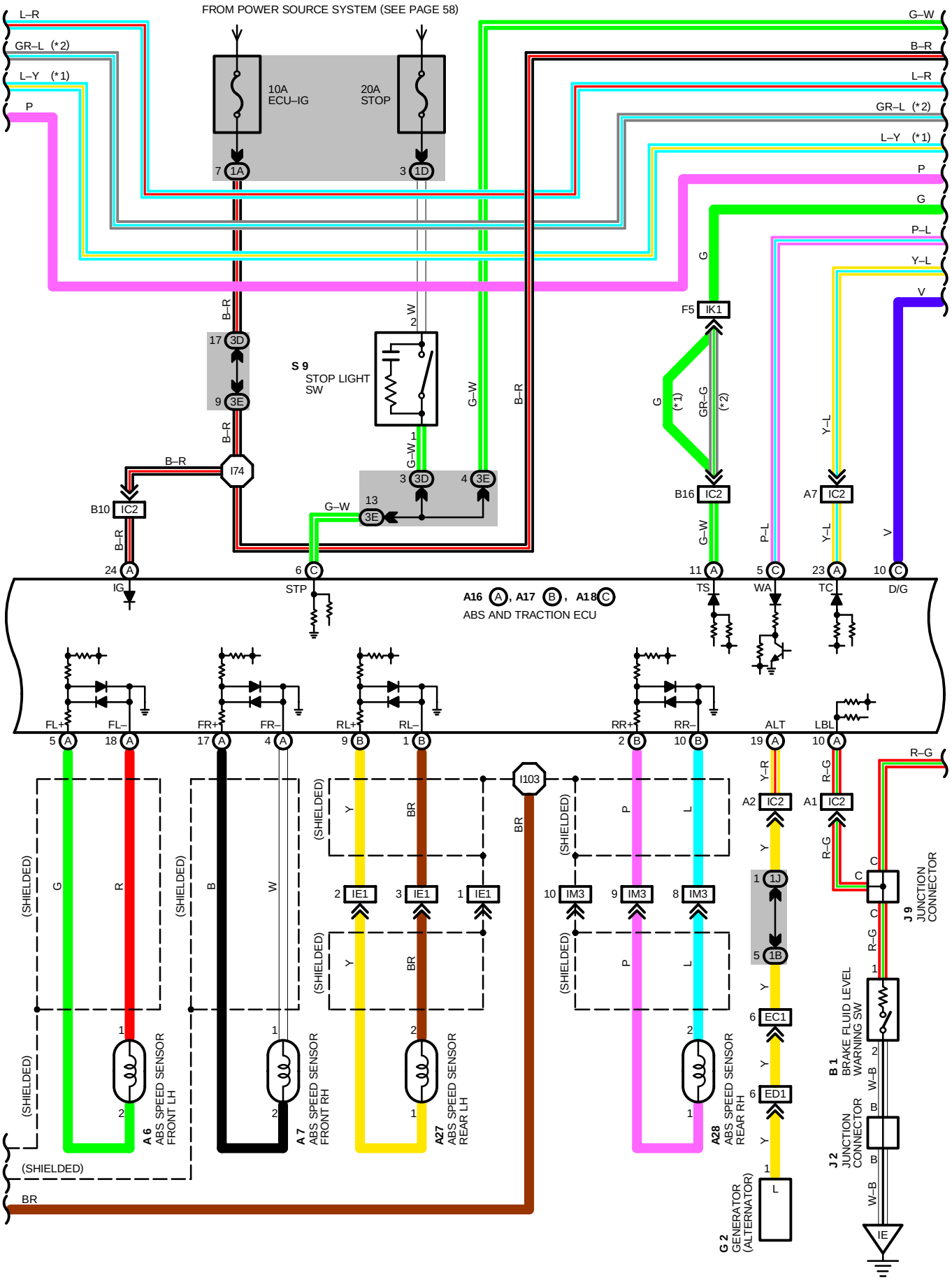
ABS AND TRACTION CONTROL



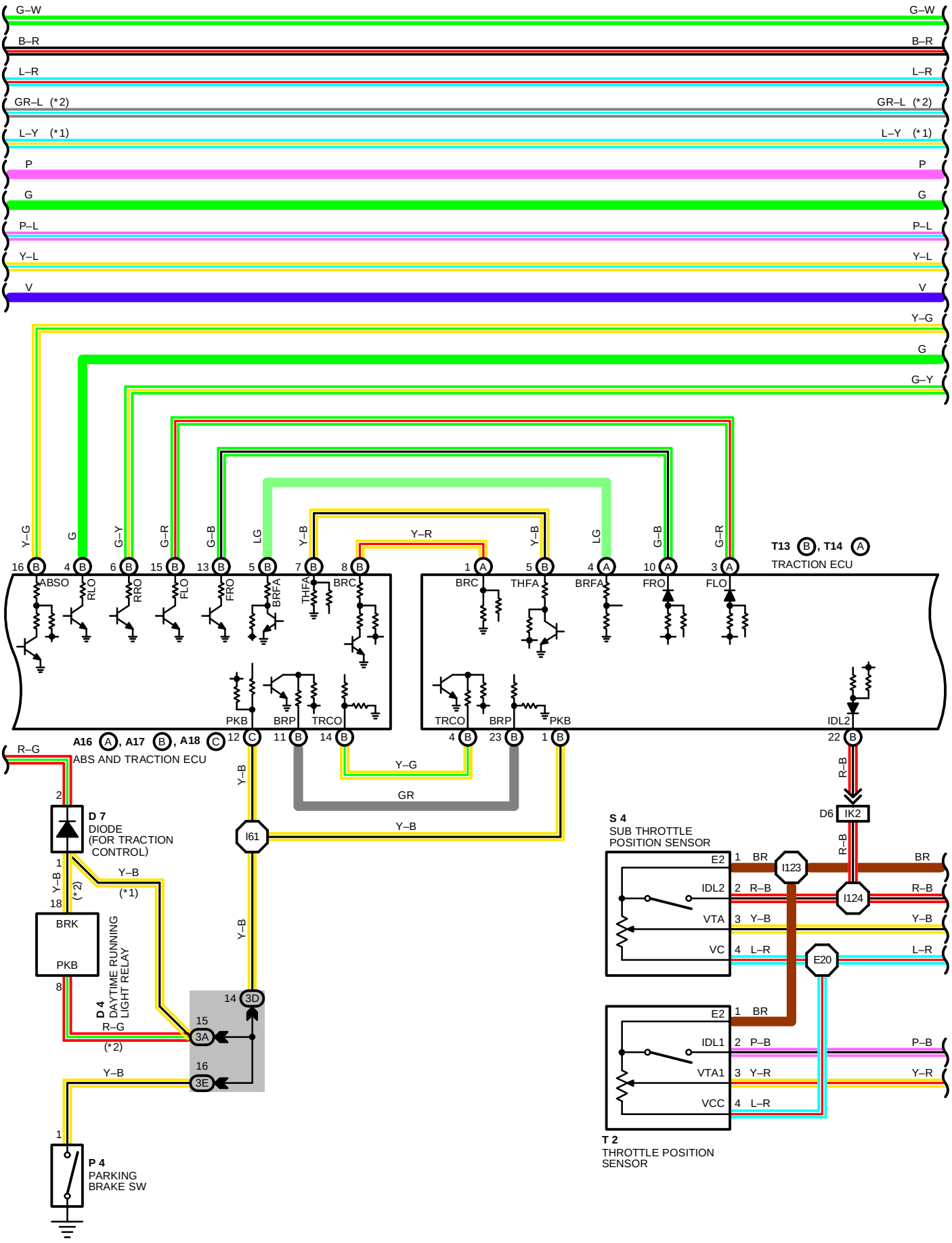
*1 : USA
*2 : CANADA

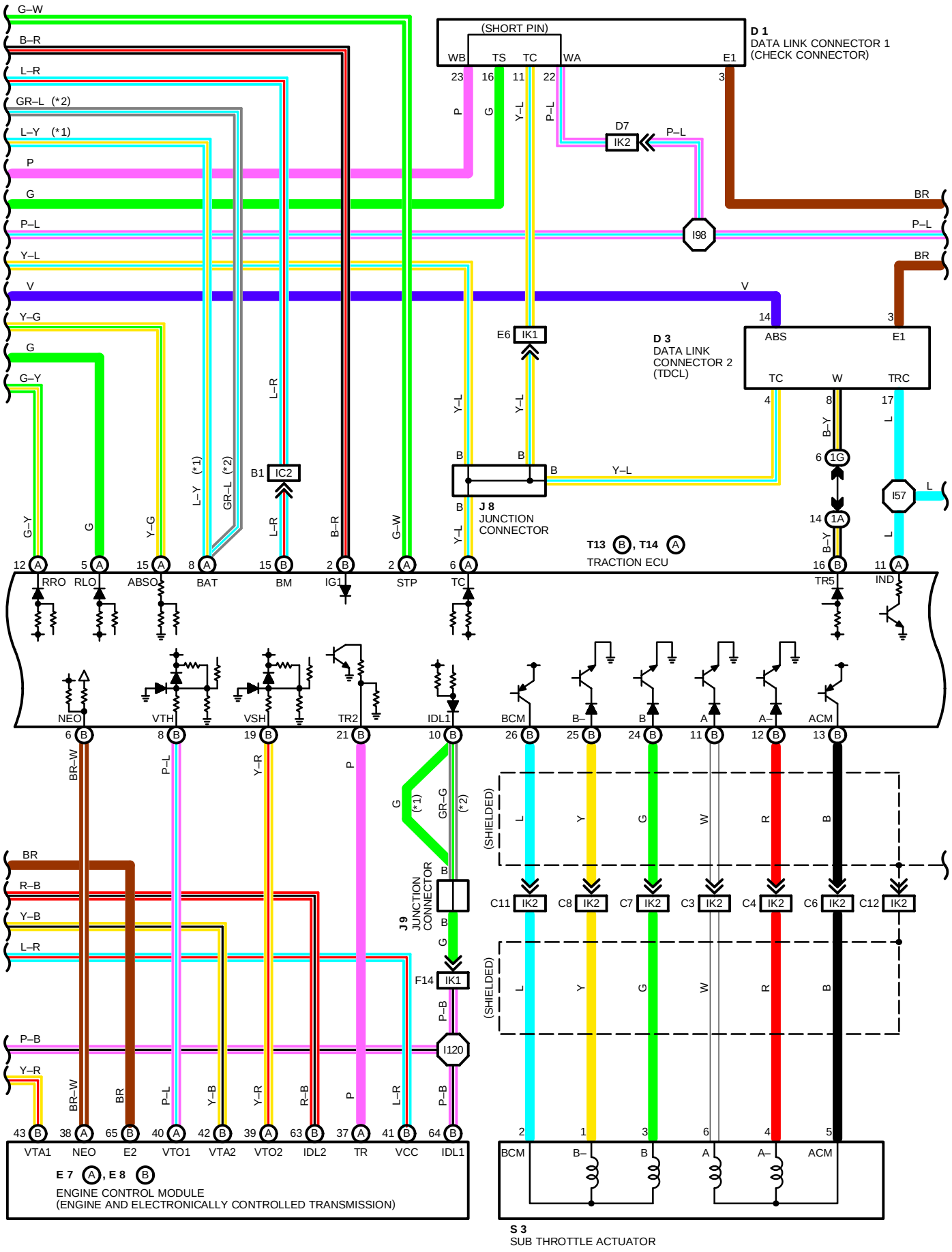


ABS AND TRACTION CONTROL

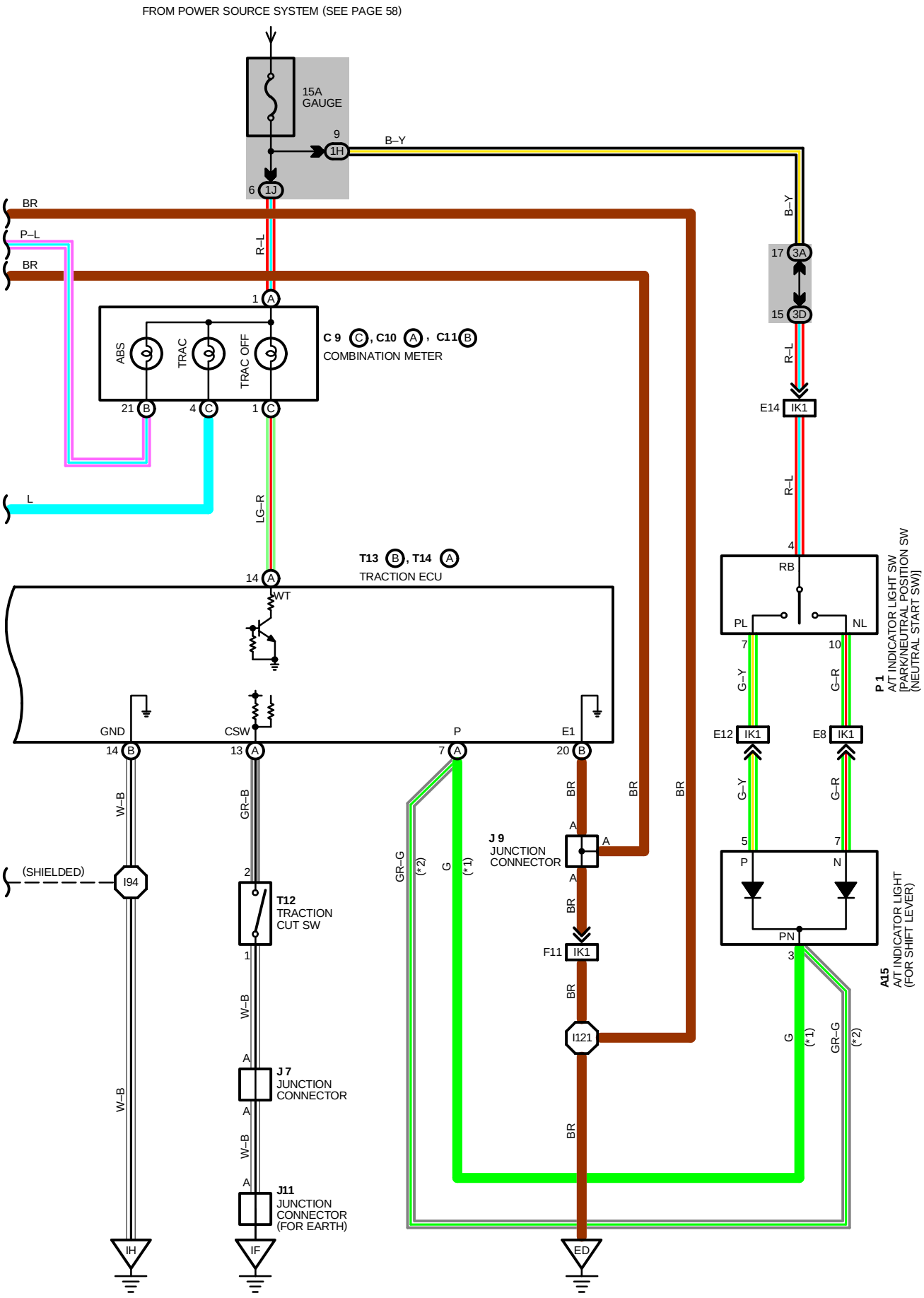


*1 : USA
*2 : CANADA




(SHORT PIN)
WB
TS
TC
WA
E1
D 1
DATA LINK CONNECTOR 1
(CHECK CONNECTOR)
D7
IK2
P–L
I98
BR
D 3
DATA LINK
CONNECTOR 2
(TDCL)
ABS
TC
W
TRC
E6
IK1
B1
IC2
J 8
JUNCTION
CONNECTOR
T13 B, T14 A
TRACTION ECU
RRO
RLO
ABSO
BAT
BM
IG1
STP
TC
TR5
IND
1G
1A
I57
NEO
VTH
VSH
TR2
IDL1
BCM
B–
B
A
A–
ACM
(SHIELDED)
C11 IK2
C8 IK2
C7 IK2
C3 IK2
C4 IK2
C6 IK2
C12 IK2
J 9
JUNCTION
CONNECTOR
F14 IK1
I120
VTA1
NEO
E2
VTO1
VTA2
VTO2
IDL2
TR
VCC
IDL1
E 7 A, E 8 B
ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION)
S 3
SUB THROTTLE ACTUATOR

*1 : USA
*2 : CANADA



ABS AND TRACTION CONTROL

SERVICE HINTS

A16(A), A17(B), A18(C) ABS AND TRACTION ECU
(A) 7–GROUND : ALWAYS **10–14** VOLTS
(A) 24–GROUND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION
(C) 6–GROUND : **10–14** VOLTS WITH STOP LIGHT SW ON
(A) 25, **(C)** 4, **(C)** 9–GROUND : ALWAYS CONTINUITY
(C) 12–GROUND : **10–14** VOLTS WITH PARKING BRAKE PEDAL DEPRESSED (PARKING BRAKE SW ON)

A 4(B), A 5(A) ABS ACTUATOR
(B) 1–GROUND : ALWAYS CONTINUITY
(A) 1, **(A)** 3, **(A)** 4, **(A)** 6–GROUND : APPROX. **1.2** (IGNITION SW OFF)
(A) 2–GROUND : **4–6** (IGNITION SW OFF)

T 3(A), T 4(B) TRACTION ACTUATOR
(B) 2 – **(B)** 4 : **5–7** VOLTS ABOVE APPROX. **12748** KPA (**130** KG/CM^2, **1846** PSI)
: **10–14** VOLTS BELOW APPROX. **8630** KPA (**88** KG/CM^2, **1250** PSI)
(A) 3 – **(A)** 6 : APPROX. **2.1**
(A) 2 – **(A)** 5 : APPROX. **2.1**
(A) 1 – **(A)** 4 : APPROX. **2.1**

S 9 STOP LIGHT SW
2–1 : CLOSED WITH BRAKE PEDAL DEPRESSED

A 6, A 7, A27, A28 ABS SPEED SENSOR FRONT LH, RH, REAR LH, RH
1–2 : **0.8–1.2** K (**20**˚C, **68**˚F)

T13(B), T14(A) TRACTION ECU
(B) 2–GROUND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION
(B) 15–GROUND : ALWAYS **10–14** VOLTS
(B) 14, **(B)** 20–GROUND : ALWAYS BELOW **1** VOLTS
(B) 1–GROUND : **10–14** VOLTS WITH IGNITION SW ON PARKING BRAKE LEVER RELEASED (PARKING BRAKE SW OFF)
(A) 2–GROUND : **10–14** VOLTS WITH STOP LIGHT SW ON
(A) 13–GROUND : **10–14** VOLTS WITH TRACTION CUT SW RELEASED
(A) 8–GROUND : ALWAYS **10–14** VOLTS

P 4 PARKING BRAKE SW
1–GROUND : CLOSED WITH PARKING BRAKE PEDAL DEPRESSED

S 3 SUB THROTTLE ACTUATOR
2–1, 2–3 : APPROX. **1.1**
5–4, 5–6 : APPROX. **1.1**

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
A 4	B	26	**D 1**		26	**P 4**		29
A 5	A	26	**D 3**		28	**S 3**		27
A 6		26	**D 4**		28	**S 4**		27
A 7		26	**D 7**		28	**S 9**		29
A15		28	**E 7**	A	28	**T 2**		27
A16	A	28	**E 8**	B	28	**T 3**	A	27
A17	B	28	**G 2**		26	**T 4**	B	27
A18	C	28	**J 1**		27	**T 5**		27
A27		30	**J 2**		29	**T 6**		27
A28		30	**J 7**		29	**T12**		29
B 1		26	**J 8**		29	**T13**	B	29
C 9	C	28	**J 9**		29	**T14**	A	29
C10	A	28	**J11**		29			
C11	B	28	**P 1**		27			

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1B		
1D		
1G		
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EA2		
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
ED	34	REAR SIDE OF INTAKE MANIFOLD
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER
IH	36	RIGHT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	34	ENGINE ROOM MAIN WIRE	I107	38	COWL WIRE
E20	34	ENGINE WIRE	I120	38	ENGINE WIRE
I57	38	COWL WIRE	I121		
I61			I123		
I74			I124		
I94			I125		
I98			I135	38	ENGINE ROOM MAIN WIRE
I101			I136		
I103			I137		

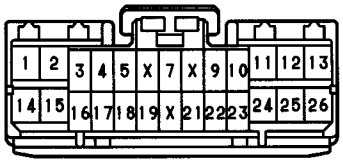
A 4 (B) BLACK

A 5 (A) GRAY

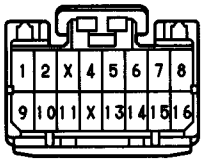
A 6, A 7 GRAY

A15

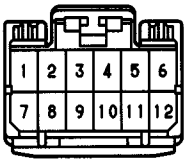
A16 (A)



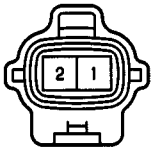
A17 (B)



A18 (C)

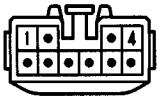


A27, A28 GRAY



B 1 GRAY

C 9 (C)



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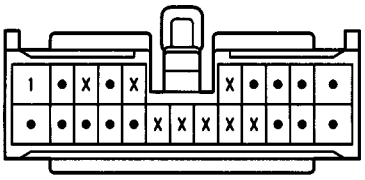
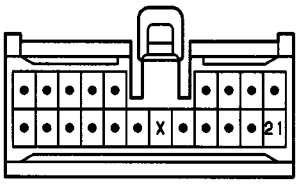


C11 (B) GRAY



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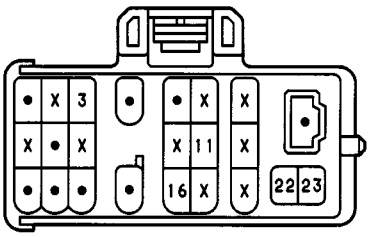

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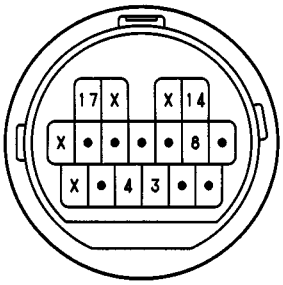

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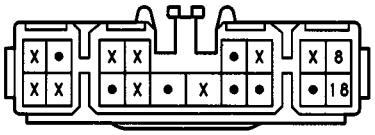

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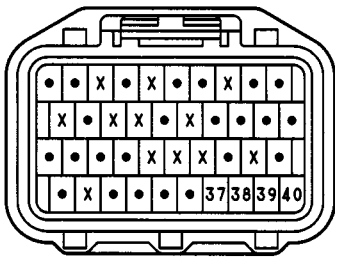

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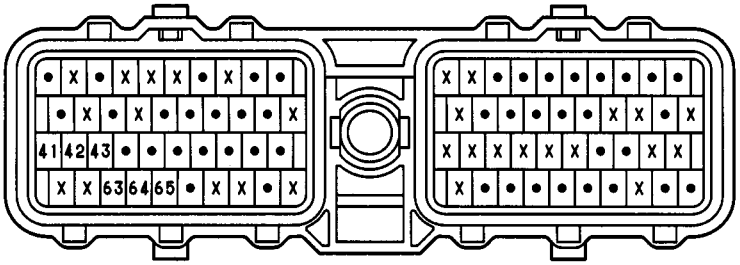

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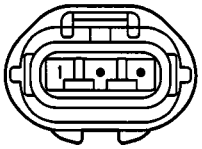
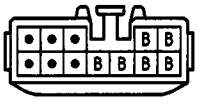


J 1

(HINT:SEE PAGE 7)

J 2



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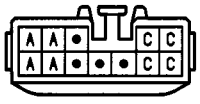

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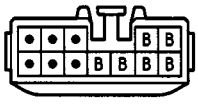

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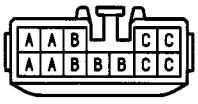

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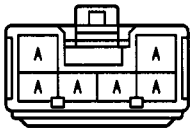

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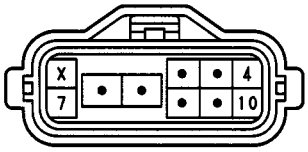

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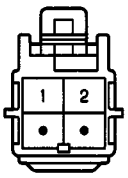
S 3 GRAY

S 4 BLACK

S 9



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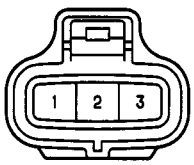
T 4 (B) BLACK

T 5 GRAY



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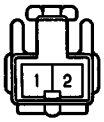

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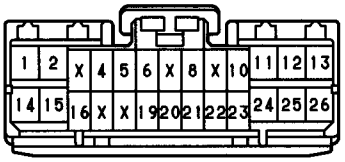

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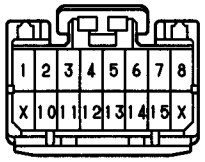
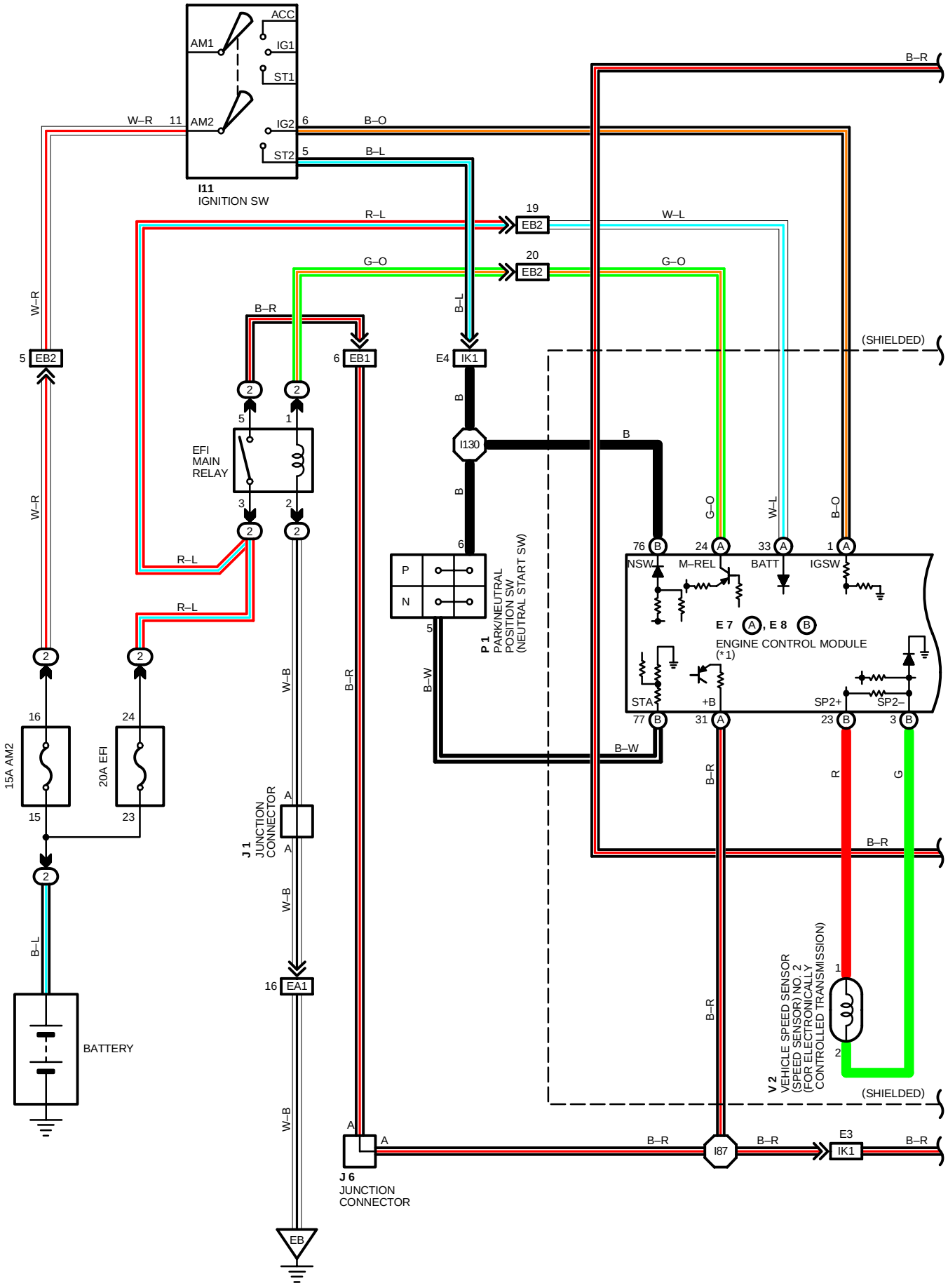
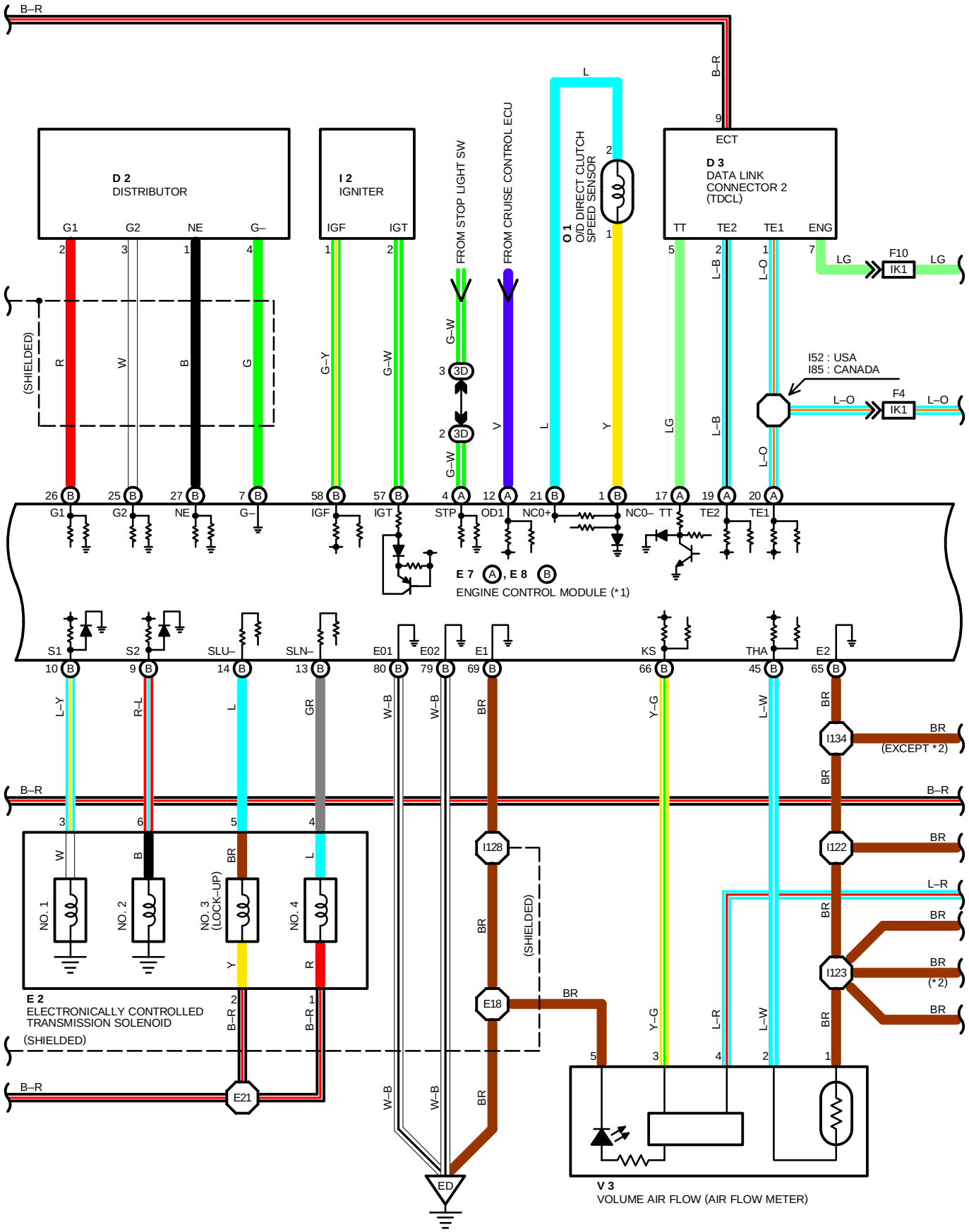


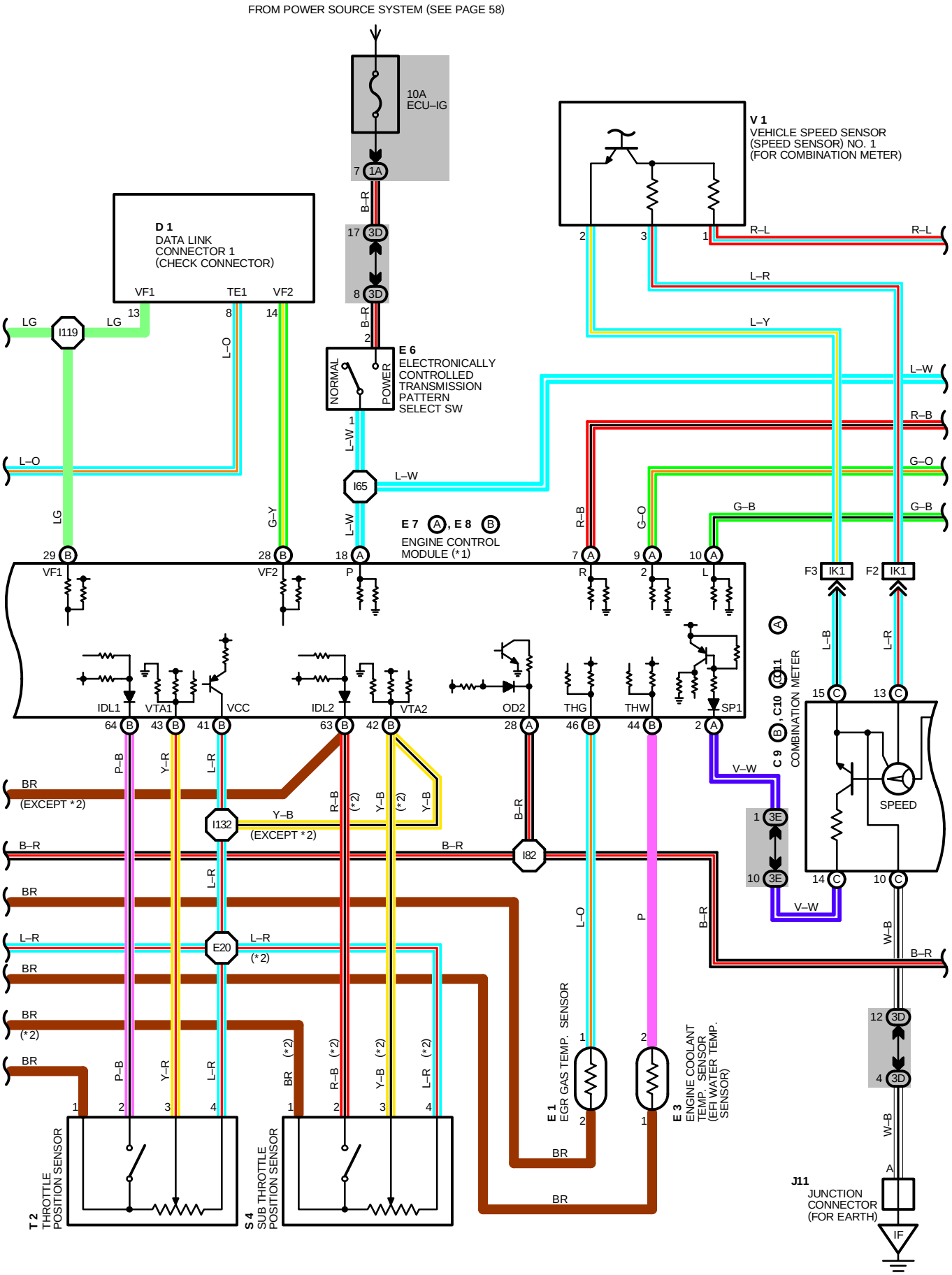
ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR



*1 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU
*2 : W/ TRACTION CONTROL

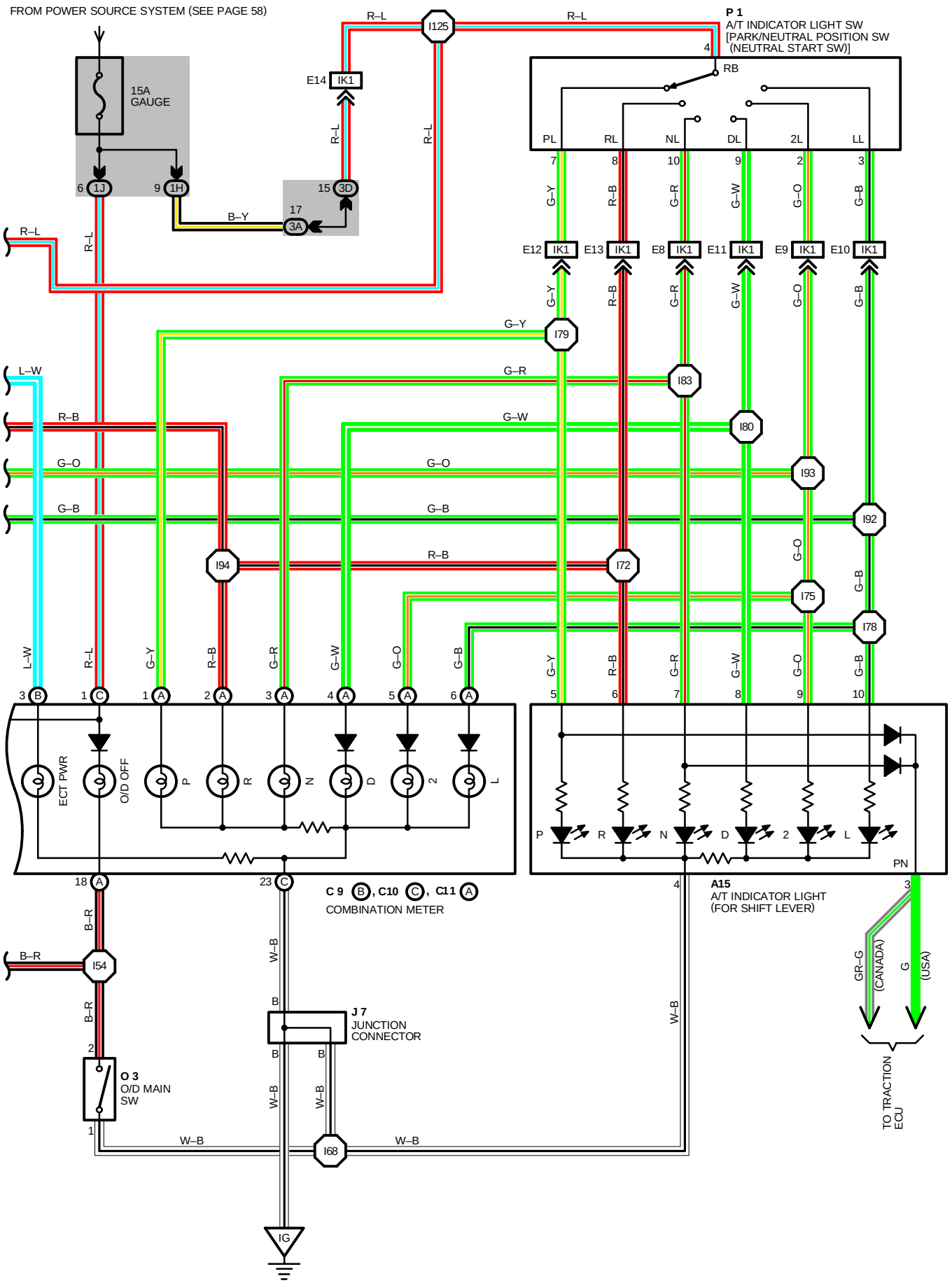


ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR



*1 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU

*2 : W/ TRACTION CONTROL



ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR

SYSTEM OUTLINE

THIS SYSTEM ELECTRICALLY CONTROLS THE LINE PRESSURE, THROTTLE PRESSURE, LOCK–UP PRESSURE AND ACCUMULATOR PRESSURE ETC. THROUGH THE SOLENOID VALVE. THE ELECTRONICALLY CONTROLLED TRANSMISSION IS A SYSTEM WHICH PRECISELY CONTROLS GEAR SHIFT TIMING AND LOCK–UP TIMING IN RESPONSE TO THE VEHICLE'S DRIVING CONDITIONS AND THE ENGINE OPERATING CONDITIONS DETECTED BY VARIOUS SENSORS, MAKING SMOOTH DRIVING POSSIBLE BY SHIFT SELECTION FOR EACH GEAR WHICH IS THE MOST APPROPRIATE TO THE DRIVING CONDITIONS AT THAT TIME, AND CONTROLS THE ENGINE TORQUE DURING SHIFTING TO ACHIEVE OPTIMUM SHIFT FEELING.

1. GEAR SHIFT OPERATION

WHEN DRIVING THE ENGINE WARM UP CONDITION IS INPUT AS A SIGNAL TO **TERMINAL (B)44** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) FROM THE ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR) AND THE VEHICLE SPEED SIGNAL FROM VEHICLE SPEED SENSOR (SPEED SENSOR) N0.2 IS INPUT TO **TERMINAL (B)23** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). AT THE SAME TIME, THE THROTTLE VALVE OPENING SIGNAL FROM THE THROTTLE POSITION SENSOR IS INPUT TO **TERMINAL (B)43** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AS THROTTLE ANGLE SIGNAL.

BASED ON THESE SIGNALS, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) SELECTS THE BEST SHIFT POSITION FOR DRIVING CONDITIONS AND SENDS CURRENT TO THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOIDS. WHEN SHIFTING TO 1ST SPEED, THE CURRENT FLOWS FROM **TERMINAL (B)10** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) → **TERMINAL 3** OF ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND** AND CONTINUITY TO NO.1 SOLENOID CAUSES THE SHIFT (NO.2 SOLENOID DOES NOT HAVE CONTINUITY AT THIS TIME).

FOR 2ND SPEED, THE CURRENT FLOWS SIMULTANEOUSLY FROM **TERMINAL (B)9** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) → **TERMINAL 6** OF ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND,** AND FROM **TERMINAL (B)10** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) → **TERMINAL 3** OF ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND,** AND CONTINUITY TO NO.1 AND NO.2 SOLENOIDS CAUSES THE SHIFT.

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

SHIFTING INTO THE 4TH SPEED (OVERDRIVE) OCCURS WHEN NO CURRENT FLOWS TO NO.1 AND NO.2 SOLENOIDS. THE NO.4 SOLENOID (FOR ACCUMULATOR BACK PRESSURE MODULATION) IS INSTALLED TO ADJUST THE BACK PRESSURE ON THE ACCUMULATOR AND CONTROL THE HYDRAULIC PRESSURE DURING SHIFTING AND LOCK–UP IN ORDER TO PROVIDE SMOOTH SHIFTING WITH LITTLE SHIFT SHOCK.

2. LOCK–UP OPERATION

WHEN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) DECIDES, BASED ON EACH SIGNAL, THAT THE LOCK–UP CONDITION HAS BEEN MET, THE CURRENT THROUGH **EFI** FUSE FLOWS FROM THE EFI MAIN RELAY → **TERMINAL 2** OF ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **TERMINAL 5** → **TERMINAL (B)14** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) → **GROUND,** SO CONTINUITY TO NO. 3 (FOR LOCK–UP) CAUSES LOCK–UP.

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 (A)4** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU). THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OPERATES AND CUTS THE CURRENT TO THE SOLENOID TO RELEASE LOCK–UP.

4. OVERDRIVE CIRCUIT

***** O/D MAIN SW ON

WHEN THE O/D MAIN SW IS TURNED ON (SW POINT IS OPEN), A SIGNAL IS INPUT TO **TERMINAL (A)28** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AND THE ELECTRONICALLY CONTROLLED TRANSMISSION CAUSES SHIFT TO OVERDRIVE WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

***** O/D MAIN SW OFF

WHEN THE O/D MAIN SW IS TURNED OFF (SW POINT IS CLOSED), THE CURRENT FLOWING THROUGH THE O/D OFF INDICATOR LIGHT FLOWS TO **GROUND** BY WAY OF THE O/D MAIN SW AND CAUSES THE O/D OFF INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO **TERMINAL (A)28** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AND THE ELECTRONICALLY CONTROLLED TRANSMISSION PREVENTS SHIFT INTO OVERDRIVE.

5. ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW CIRCUIT

WHEN THE ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW IS CHANGED FROM **NORMAL** TO **POWER,** THE CURRENT THROUGH THE **ECU–IG** FUSE FLOWS TO **TERMINAL 2** OF ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW → **TERMINAL 1** → **TERMINAL (B)3** OF A/T INDICATOR (COMB. METER) → **TERMINAL (C)23** → **GROUND** AND CAUSES THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, THE CURRENT FLOWS TO **TERMINAL (A)18** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AND THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) PERFORMS SHIFT UP AND SHIFT DOWN AT A HIGHER VEHICLE SPEED RANGE COMPARED WITH **"NORMAL"** POSITION.

6. CRUISE CONTROL

WHEN CRUISE CONTROL OPERATION IS SELECTED A SIGNAL IS INPUT TO **TERMINAL (A)12** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) FROM CRUISE CONTROL ECU. AS A RESULT, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OPERATES AND CONTROLS OVERDRIVE, LOCK–UP AND SO ON FOR SMOOTH DRIVING.

SERVICE HINTS

E 2 ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID

6–GROUND : APPROX. **13.2**
3–GROUND : APPROX. **13.2**
4–1 : APPROX. **8.3**
5–2 : APPROX. **3.8**

E 5 ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR)

1–2 : **10–20** K (**–20**˚C **–4**˚F)
4–7 K (**0**˚C **32**˚F)
2–3 K (**20**˚C **68**˚F)
0.9–1.3 K (**40**˚C **104**˚F)
0.4–0.7 K (**60**˚C **140**˚F)
0.2–0.4 K (**80**˚C **176**˚F)

E 7(A), E 8(B) ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU)

BATT – E1: ALWAYS **9–14** VOLTS
IGSW – E1: **9–14** VOLTS WITH IGNITION SW ON
+B – E1: **9–14** VOLTS WITH IGNITION SW ON
IDL1 – E1: **0–1.5** VOLTS WITH IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
9–14 VOLTS WITH IGNITION SW ON AND THROTTLE VALVE FULLY OPEN
VTA1 – E1: **0.3–0.8** VOLTS WITH IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
3.2–4.9 VOLTS WITH IGNITION SW ON AND THROTTLE VALVE FULLY OPEN
STA – E1: **6–14** VOLTS WITH ENGINE CRANKING
M–REL– E1: **9–14** VOLTS WITH IGNITION SW ON
VCC – E1: **4.5–5.5** VOLTS WITH IGNITION SW ON
L–GROUND: APPROX. **12** VOLTS WITH SHIFT LEVER AT **L** RANGE
2–GROUND: APPROX. **12** VOLTS WITH SHIFT LEVER AT **2** RANGE
R–GROUND: APPROX. **12** VOLTS WITH SHIFT LEVER AT **R** RANGE

O 1 O/D DIRECT CLUTCH SPEED SENSOR

1–2 : APPROX. **620**

V 2 VEHICLE SPEED SENSOR (SPEED SENSOR) NO. 2 (FOR ELECTRONICALLY CONTROLLED TRANSMISSION)

1–2 : APPROX. **620**

E 6 ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW

2–1 : CLOSED WITH ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW AT **POWER** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A15	28	**E 3**	26	**J11**	29
C 9 B	28	**E 6**	28	**O 1**	27
C10 C	28	**E 7** A	28	**O 3**	29
C11 A	28	**E 8** B	28	**P 1**	27
D 1	26	**I 2**	26	**S 4**	27
D 2	26	**I11**	29	**T 2**	27
D 3	28	**J 1**	27	**V 1**	27
E 1	26	**J 6**	29	**V 2**	27
E 2	26	**J 7**	29	**V 3**	27

ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

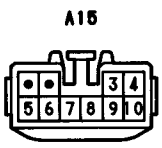
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

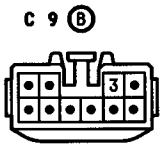
: GROUND POINTS

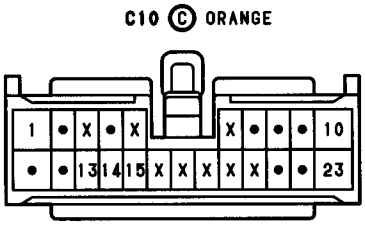
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	34	FRONT SIDE OF LEFT FENDER
ED	34	REAR SIDE OF INTAKE MANIFOLD
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX

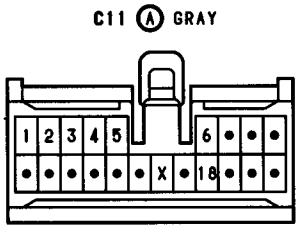
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E18	34	ENGINE WIRE	**I85**	38	COWL WIRE
E20			**I87**		
E21			**I89**		
I52	38	COWL WIRE	**I92**		
I54			**I93**		
I65			**I94**		
I68			**I119**	38	ENGINE WIRE
I72			**I122**		
I75			**I123**		
I77			**I125**		
I78			**I128**		
I79			**I130**		
I80			**I132**		
I82			**I134**		
I83					









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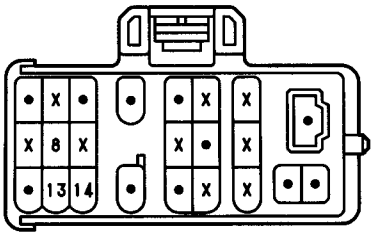

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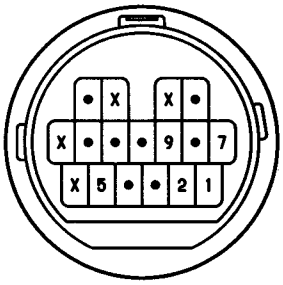
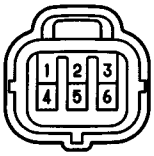
D 3



E 1 DARK GRAY

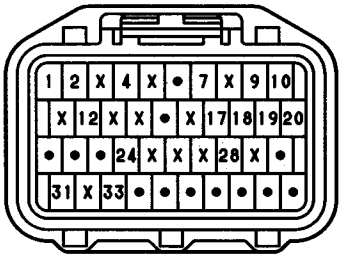
E 2 BLACK



E 3 GREEN

E 6

E 7 (A) DARK GRAY



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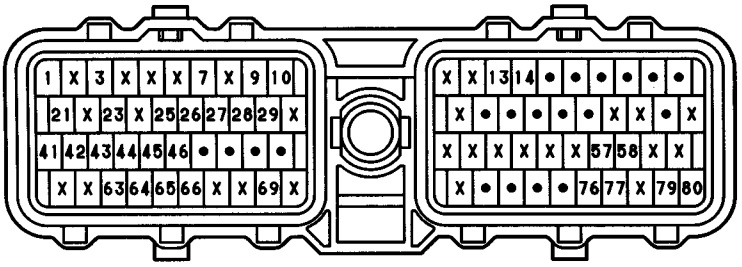
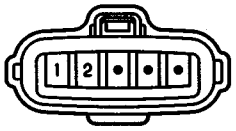
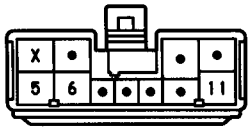


I 2 BLACK



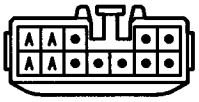
I11 BLACK



J 1

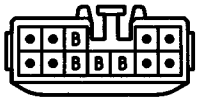
(HINT:SEE PAGE 7)

J 6 GRAY



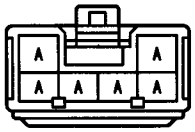
(HINT:SEE PAGE 7)

J 7 GRAY



(HINT:SEE PAGE 7)

J11

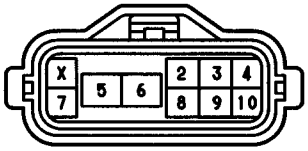


(HINT:SEE PAGE 7)

O 1 BLACK

O 3

P 1 GRAY



S 4 BLACK

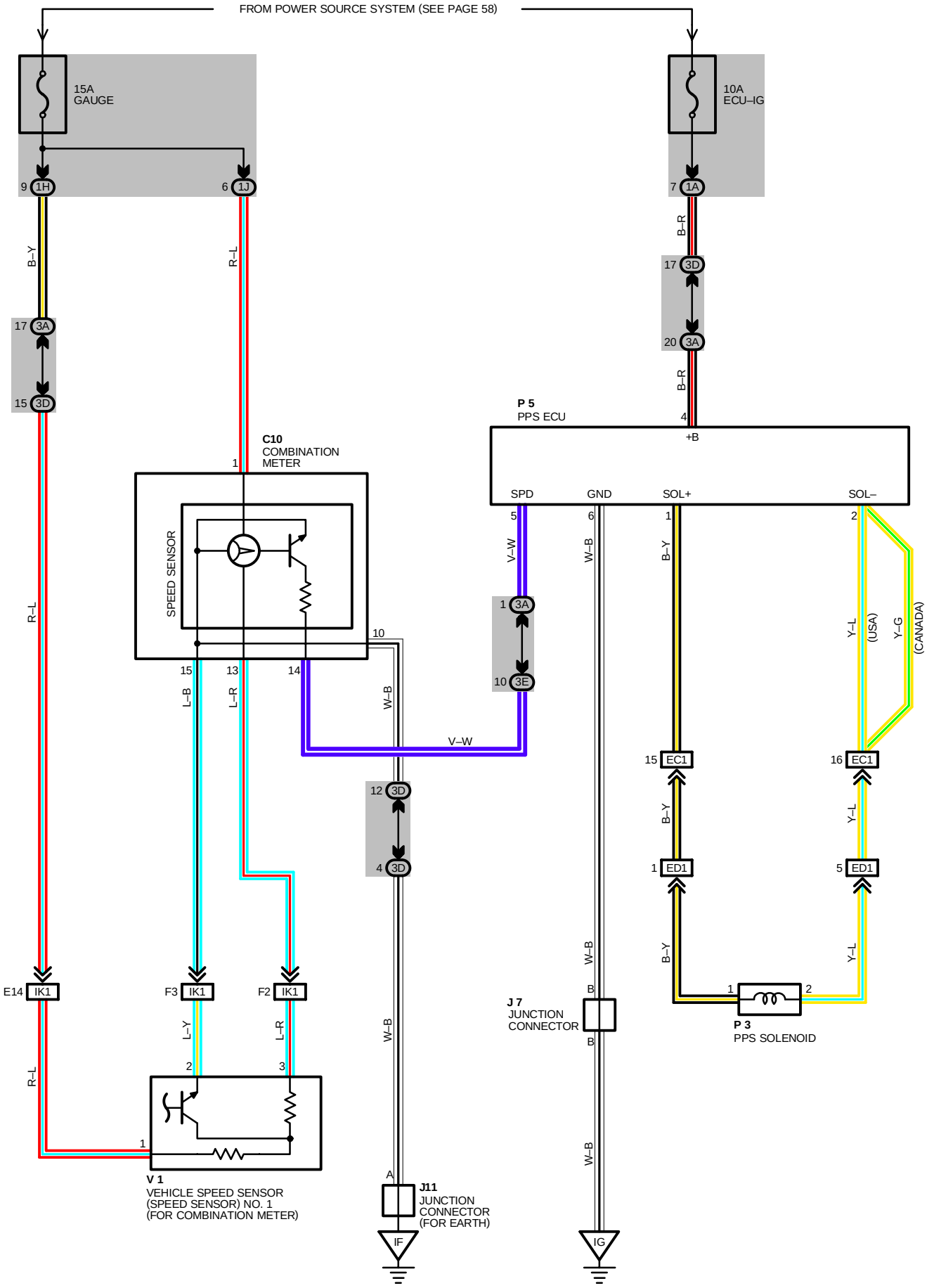
T 2 BLACK

V 1 BLACK

V 2 BLACK

V 3 BLACK

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 PPS ECU MONITORS VEHICLE SPEED, INPUT SIGNAL TO **TERMINAL 5** OF THE ECU. WHEN THE VEHICLE SPEED IS LOW, THE PPS ECU SENDS A HIGHER–CURRENT FROM **TERMINAL 1** OF THE ECU → **TERMINAL 1** OF THE SOLENOID VALVE → **TERMINAL 2** → **TERMINAL 2** OF THE ECU → **TERMINAL 6** → **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 CURRENT TO THE VALVE TO PROVIDE RESPONSIVE STEERING FEELING.

SERVICE HINTS

P 3 PPS SOLENOID
1–2 : APPROX. **7.7** (**25**˚C, **77**˚F)

P 5 PPS ECU
4–GROUND: APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
6–GROUND : ALWAYS CONTINUITY
1–2 : APPROX. **0.8** A WITH VEHICLE SPEED BELOW **20** KM/H (12 MPH)
APPROX. **0.45** A WITH VEHICLE SPEED AT **80** KM/H (**48** MPH)
APPROX. **0.2** A WITH VEHICLE SPEED ABOVE **160** KM/H (**96** MPH)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10	28	**J11**	29	**P 5**	29
J 7	29	**P 3**	27	**V 1**	27

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

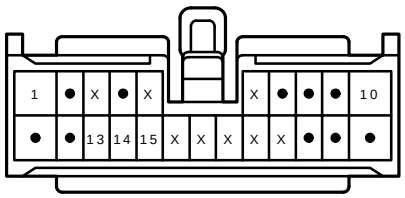
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

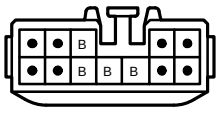
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX

C10 ORANGE

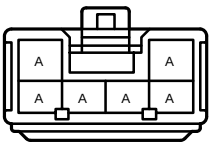


J 7 GRAY



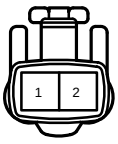
(HINT : SEE PAGE 7)

J11



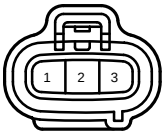
(HINT : SEE PAGE 7)

P 3 GRAY



P 5 BLUE

V 1 BLACK



NOTICE: When inspecting or repairing the SRS (supplemental restraint system), 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 supplemental restraint system are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting.

  When troubleshooting the supplemental restraint system, always inspect the diagnostic trouble codes before disconnecting the battery.

- Work must be started after 90 seconds from the time the Ignition SW is set to the “LOCK” position and the negative (–) terminal cable is disconnected from the battery.

  (The supplemental restraint system is equipped with a back–up power source so that if work is started within 90 seconds of disconnecting the negative (–) terminal cable of the battery, the SRS may be activated.)

  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. When work is finished, reset the clock and audio system as before and adjust the clock. This vehicle has tilt and telescopic steering, power seat and outside rear view mirror and power shoulder belt anchorage, which are all equipped with memory function, it is not possible to make a record of the memory contents. So when the work is finished, therefore it will be necessary to explain this fact to the customer, and ask the customer to adjust the features and reset the memory.

  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 SRS 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 SRS parts from another vehicle. When replacing SRS parts, replace them with new parts.

- Never disassemble and repair the steering wheel pad, center SRS 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 supplemental restraint system, use a high–impedance (Min. 10kΩ/V) tester.

- The wire harness of the supplemental restraint system is integrated with the cowl No. wire harness assembly, engine room main wire harness assembly, floor No. 1 wire harness assembly and floor No. 2 wire 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 supplemental restraint 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.

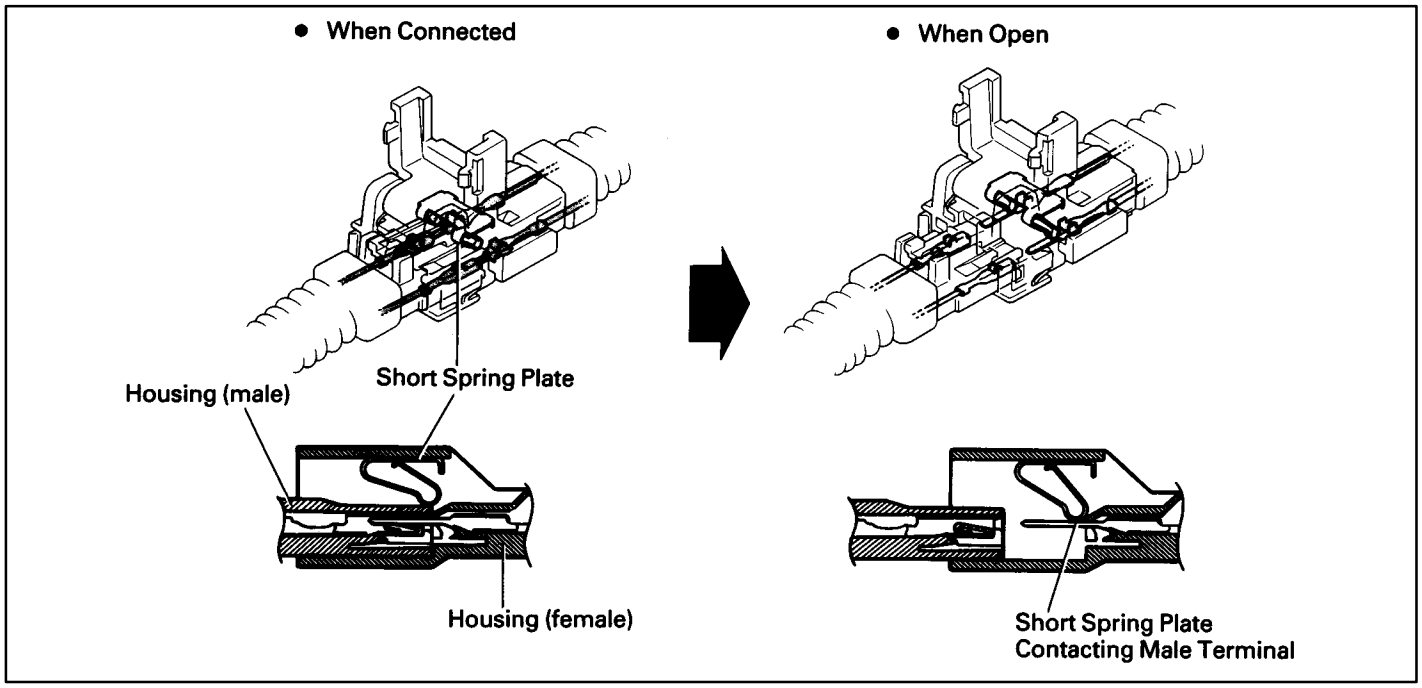
  (Refer to the Repair Manual for the applicable Model year for details of the replacement method.)

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

The supplemental restraint system has connectors which possess the functions described below:

1. SRS ACTIVATION PREVENTION MECHANISM

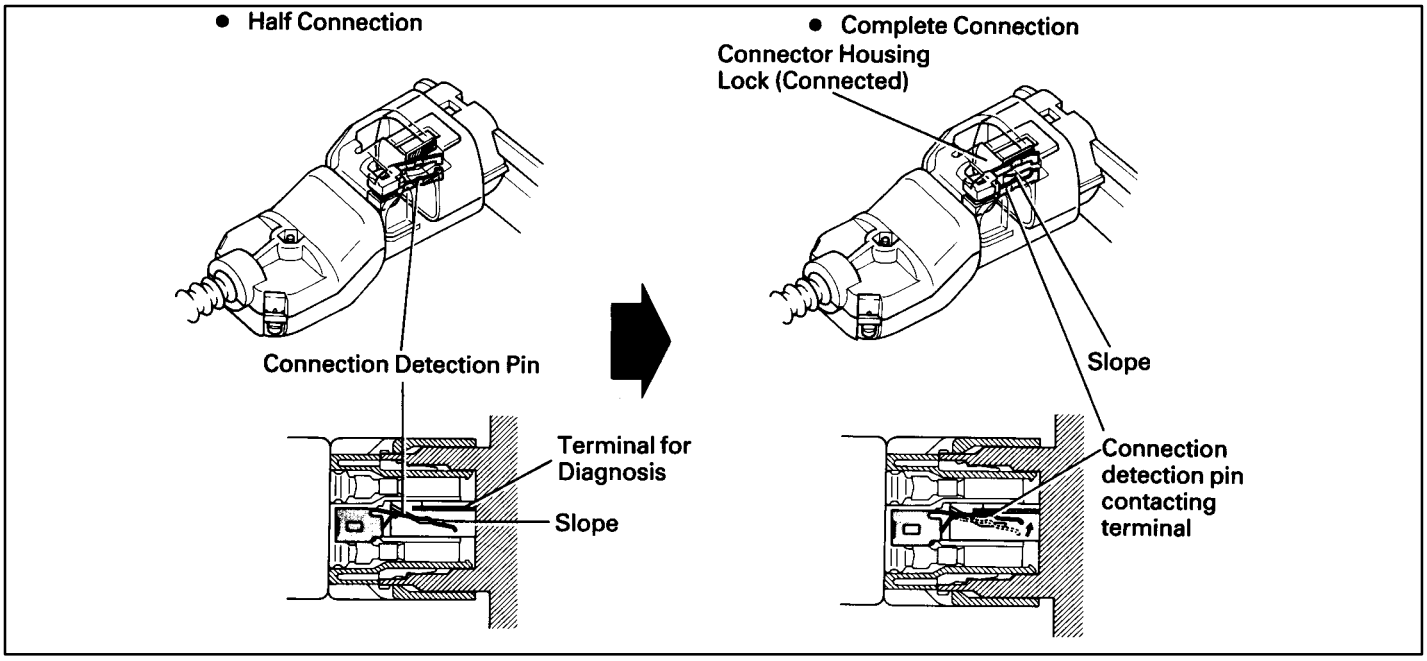
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

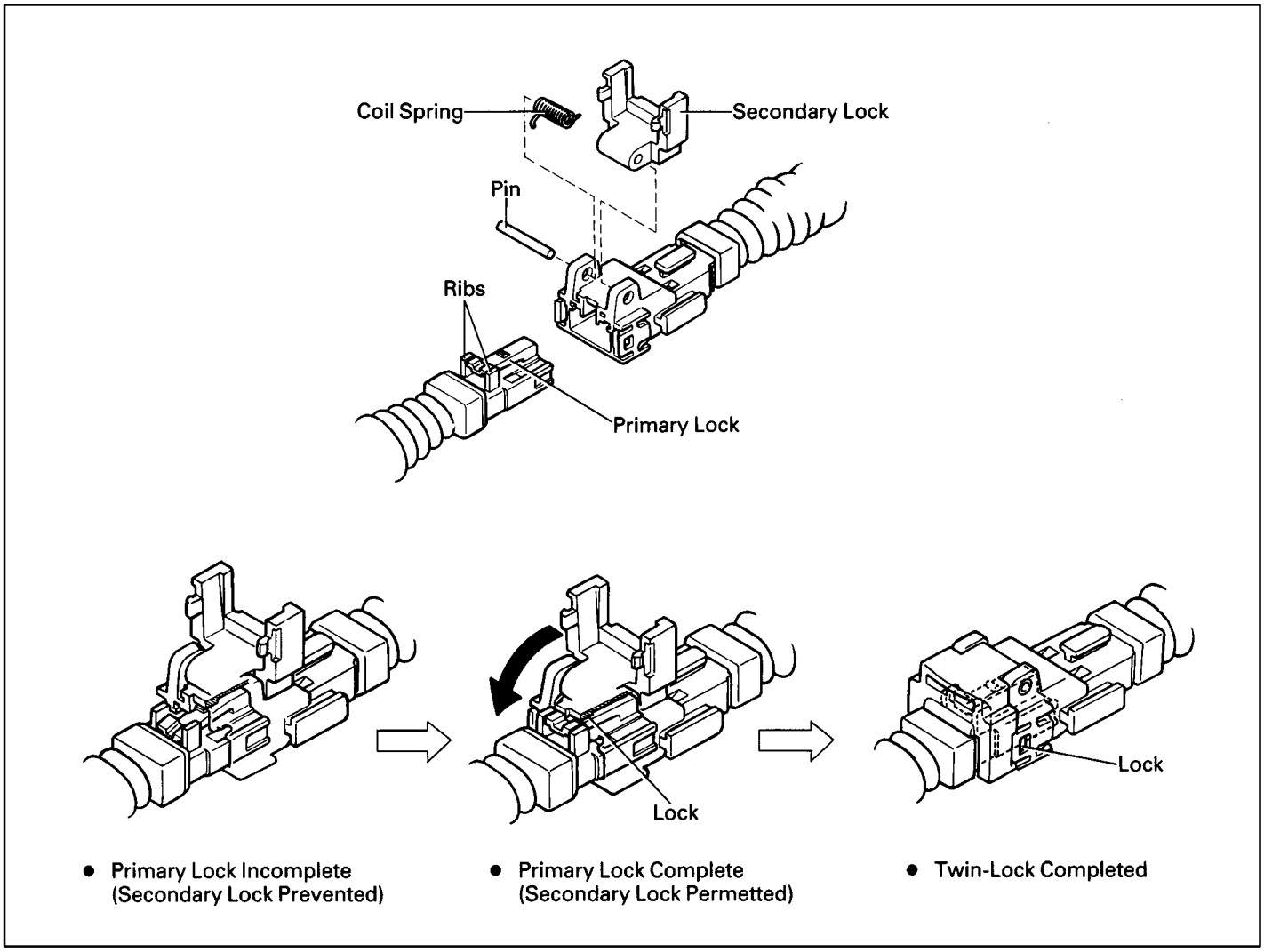
   This mechanism is designed to electrically check if connectors are connected correctly and completely.

   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.

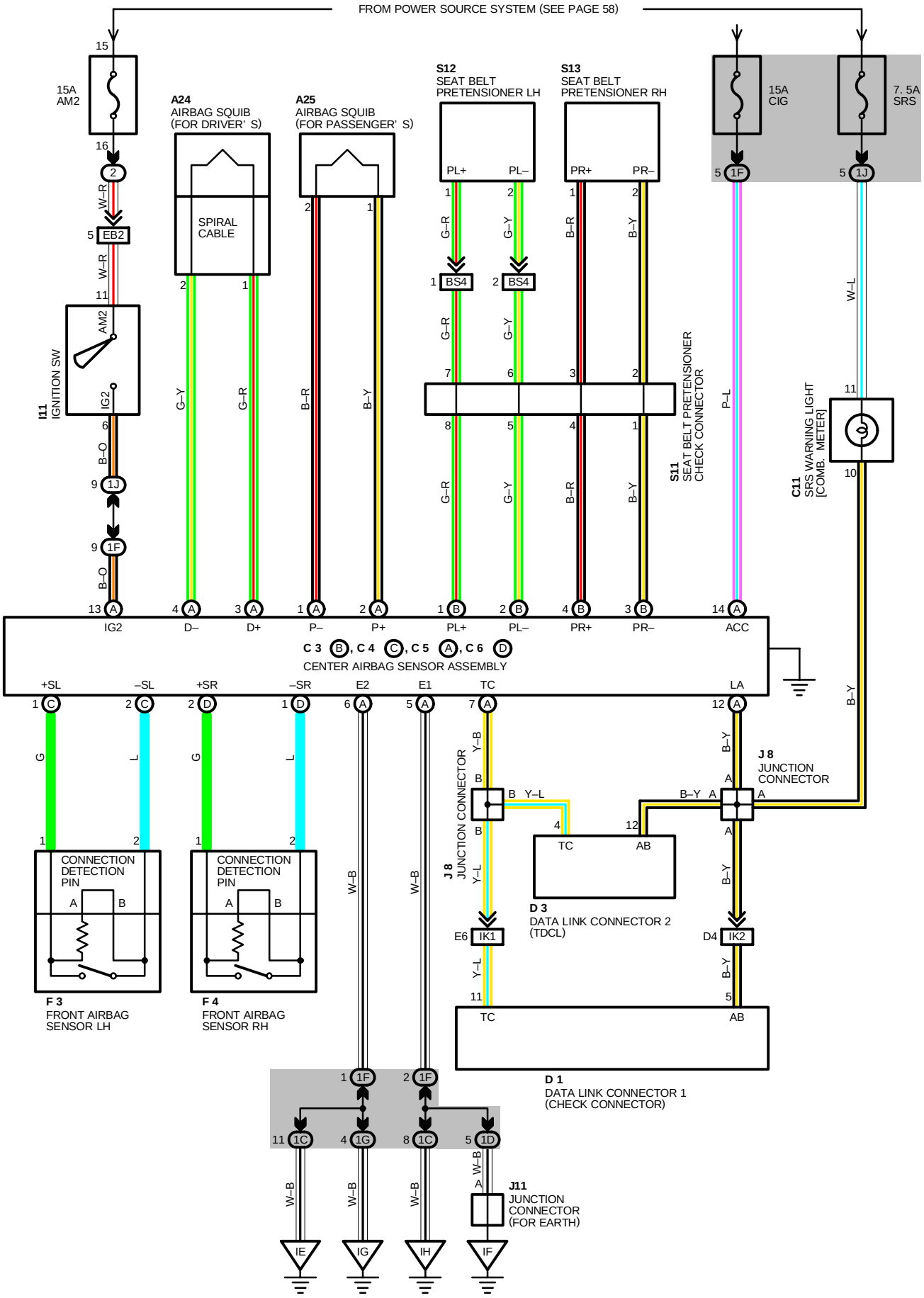


3. CONNECTOR TWIN–LOCK MECHANISM

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.



SRS (SUPPLEMENTAL RESTRAINT SYSTEM)



*1 : CONNECTION DETECTION PIN

SYSTEM OUTLINE

THE SRS (SUPPLEMENTAL RESTRAINT SYSTEM) IS A DRIVER AND PASSENGER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.
WHEN THE IGNITION SW IS TURNED TO ACC OR ON, CURRENT FROM THE **CIG** FUSE FLOWS TO **TERMINAL (A)14** OF THE CENTER AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES THE CURRENT FROM THE **AM2** FUSE TO **TERMINAL (A)13**.
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 SAFING SENSOR 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** OR **AM2** FUSE FLOWS TO **TERMINALS (A)3, (A)2, (B)4** AND **(B)1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB AND SEAT BELT PRETENTIONER → **TERMINAL 2** → **TERMINAL (A)4, (A)1, (B)3** AND **(B)2** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (A)5, TERMINAL (A)6** OR **BODY** → **GROUND.**
WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE FRONT AIRBAG SENSOR LH OR RH IS ON, CENTER AIRBAG SENSOR IS OFF AND CURRENT FROM THE **CIG** OR **AM2** FUSE FLOWS TO **TERMINALS (A)3, (A)2, (B)4** AND **(B)1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB AND SEAT BELT PRETENSIONER → **TERMINAL 2** → **TERMINALS (A)4, (A)1, (B)3** AND **(B)2** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (C)1** OR **(D)2** → **TERMINAL 1** OF THE FRONT AIRBAG SENSOR → **TERMINAL 2** → **TERMINAL (C)2** OR **(D)1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL (A)5, TERMINAL (A)6** OR BODY **GROUND** → **GROUND**, WHEN THE SAFING SENSOR 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 SQUIBS AND CAUSES THEM TO OPERATE.
THE AIRBAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER.
THE AIRBAG STORED INSIDE THE PASSENGER'S INSTRUMENT PANEL IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE PASSENGER.

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A24		28	**C11**	28	**J 8**	29
A25		28	**D 1**	26	**J11**	29
C 3	B	28	**D 3**	28	**S11**	31
C 4	C	28	**F 3**	26	**S12**	31
C 5	A	28	**F 4**	26	**S13**	31
C 6	D	28	**I11**	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1F		
1G		
1J		

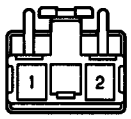
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
BS4	40	FLOOR NO. 1 WIRE AND FLOOR NO. 2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)

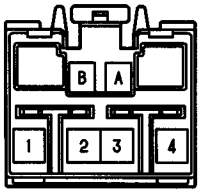
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX
IH	36	RIGHT KICK PANEL

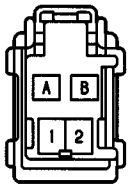
A24, A25
S12, S13 YELLOW



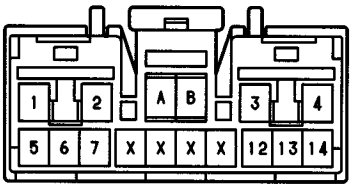
C 3 Ⓑ YELLOW



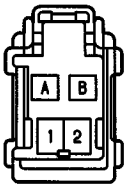
C 4 Ⓒ YELLOW



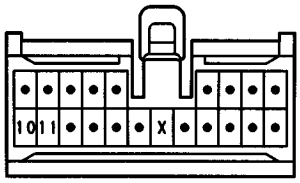
C 5 Ⓐ YELLOW



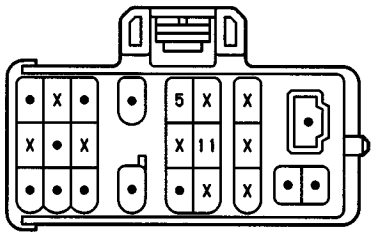
C 6 Ⓓ YELLOW



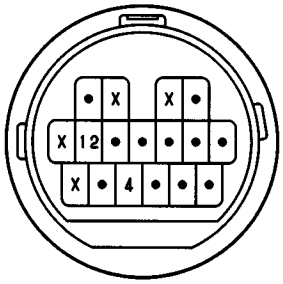
C11 GRAY



D 1 BLACK

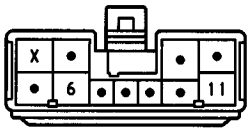


D 3

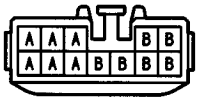


F 3, F 4 YELLOW

I11 BLACK

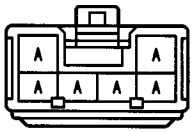


J 8



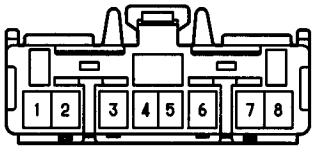
(HINT:SEE PAGE 7)

J11



(HINT:SEE PAGE 7)

S11 YELLOW



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
C14	28	**J 7**	29	**T 9**	B	29
I11	29	**J11**	29	**T10**	A	29
J 4	29	**P 1**	27	**T11**		29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1H		
1K		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

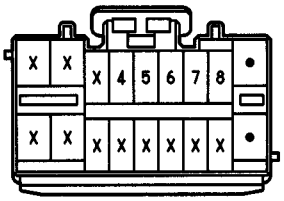
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX

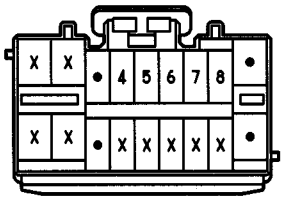
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I55	38	COWL WIRE	**I125**	38	ENGINE WIRE

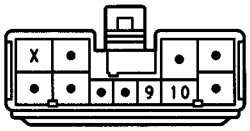
(USA) C14 GRAY



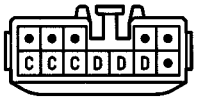
(CANADA) C14 GRAY



I11 BLACK

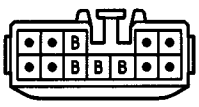


J 4 BLACK



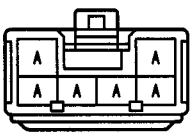
(HINT:SEE PAGE 7)

J 7 GRAY



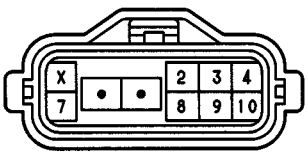
(HINT:SEE PAGE 7)

J11

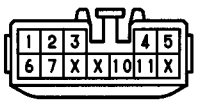


(HINT:SEE PAGE 7)

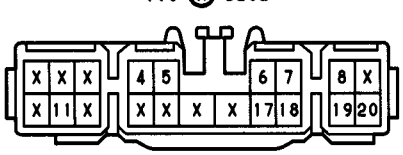
P 1 GRAY



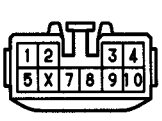
T 9 (B) BLUE



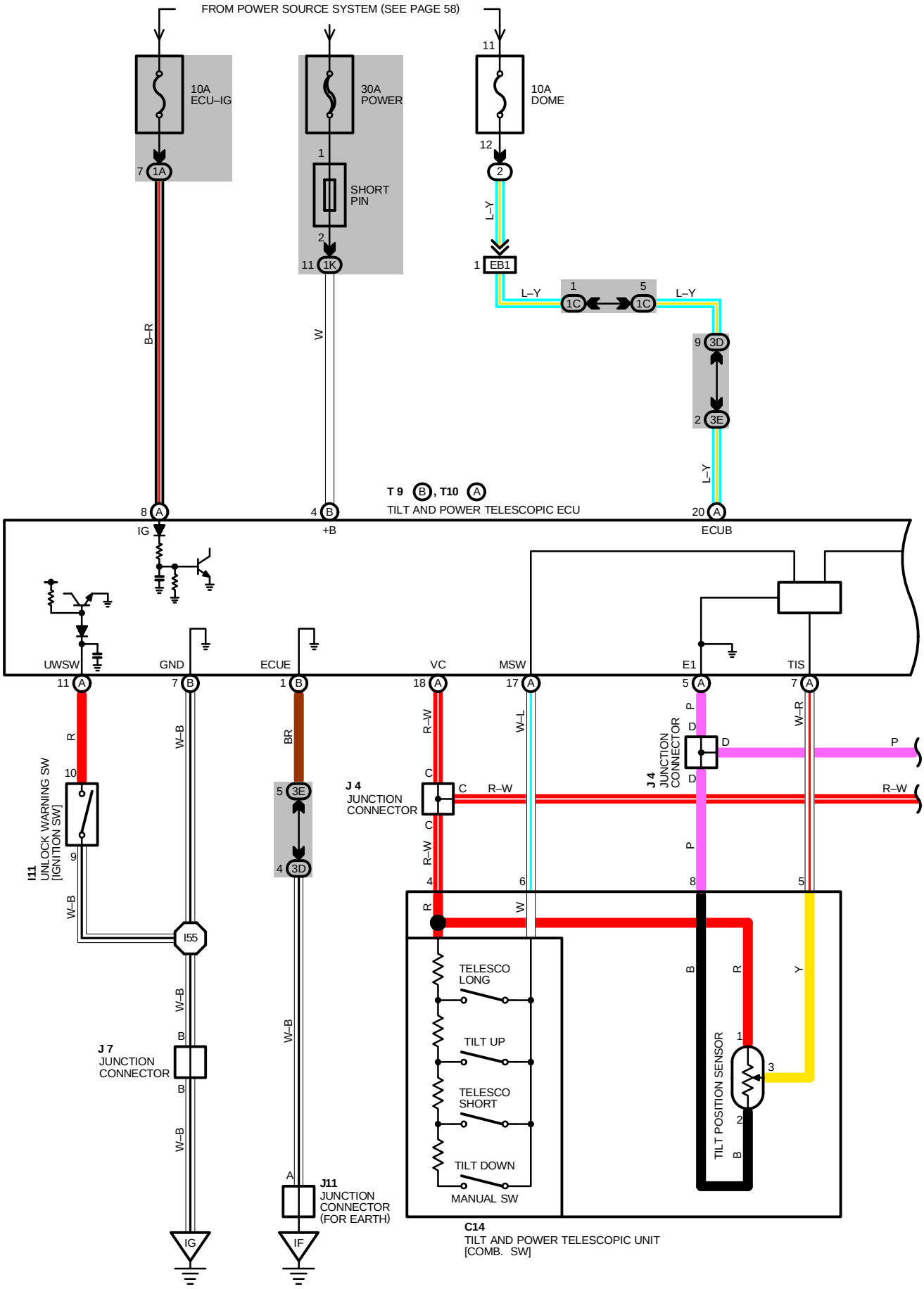
T10 (A) BLUE

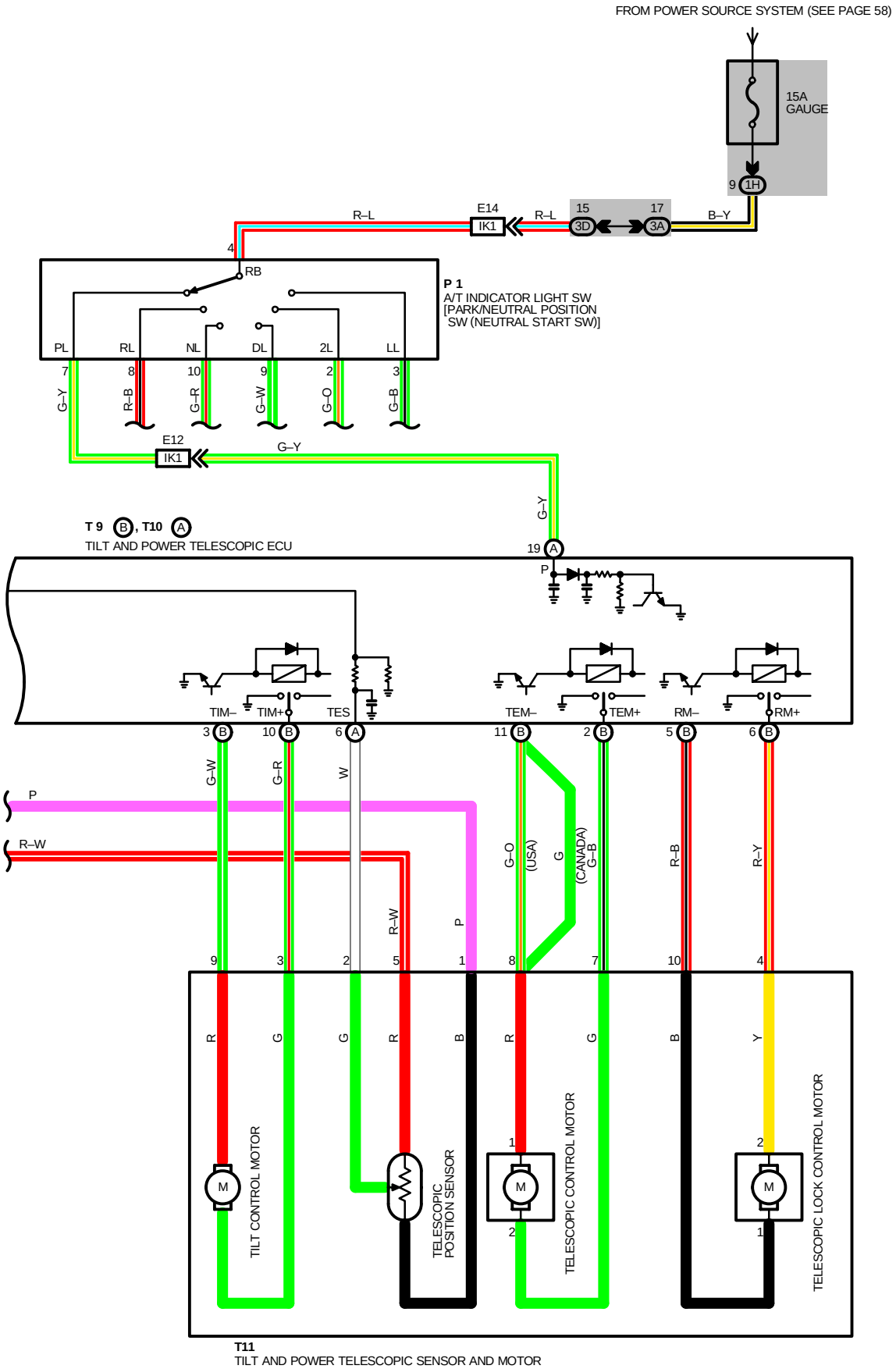


T11 GRAY



POWER TILT AND POWER TELESCOPIC




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
GAUGE
9 1H
R–L
E14
IK1
R–L
15
3D
17
3A
B–Y
4
RB
P 1
A/T INDICATOR LIGHT SW
[PARK/NEUTRAL POSITION
SW (NEUTRAL START SW)]
PL
RL
NL
DL
2L
LL
7 G–Y
8 R–B
10 G–R
9 G–W
2 G–O
3 G–B
E12
IK1
G–Y
G–Y
T 9 B, T10 A
TILT AND POWER TELESCOPIC ECU
19 A
P
TIM–
TIM+
TES
TEM–
TEM+
RM–
RM+
3 B
10 B
6 A
11 B
2 B
5 B
6 B
G–W
G–R
W
P
R–W
G–O (USA)
G (CANADA)
G–B
R–B
R–Y
9
3
2
5
1
8
7
10
4
R
G
G
R
B
R
G
B
Y
TILT CONTROL MOTOR
TELESCOPIC POSITION SENSOR
TELESCOPIC CONTROL MOTOR
TELESCOPIC LOCK CONTROL MOTOR
M
1
2
T11
TILT AND POWER TELESCOPIC SENSOR AND MOTOR

POWER TILT AND POWER TELESCOPIC

SYSTEM OUTLINE

THIS SYSTEM OPERATES WITH BOTH THE TILT FUNCTION AND TELESCOPIC FUNCTION DRIVEN AUTOMATICALLY BY THE MOTOR AND CONTROLLED BY THE ECU. THE STEERING CAN BE ADJUSTED STEPLESSLY FORWARD AND BACK, AND UP AND DOWN, TO PROVIDE THE MOST SUITABLE STEERING POSITION FOR EASY DRIVING, WITH AUTOMATIC MOVEMENT OF THE STEERING TO A POSITION WHICH FACILITATES GETTING IN AND OUT OF THE VEHICLE.

CURRENT IS ALWAYS APPLIED THROUGH THE **POWER** FUSE TO **TERMINAL +B** OF THE TILT AND POWER TELESCOPIC ECU AND THROUGH THE **DOME** FUSE TO **TERMINAL ECU–B** OF THE TILT AND POWER TELESCOPIC ECU.

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS FROM **ECU–IG** FUSE TO **TERMINAL IG** OF THE TILT AND POWER TELESCOPIC ECU.

1. MANUAL TILT OPERATION

WHEN THE IGNITION KEY IS INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW ON), A SIGNAL IS INPUT TO **TERMINAL UWSW** OF THE TILT AND POWER TELESCOPIC ECU. IF THE MANUAL SW IS PUSHED TO THE “TILT UP“ SIDE, CURRENT FLOWS FROM **TERMINAL VC** OF THE TILT AND POWER TELESCOPIC ECU TO **TERMINAL MSW** OF THE TILT AND POWER TELESCOPIC ECU PASSING THROUGH THE MANUAL SW. (THE ECU DETECTS THE MANUAL SW POSITION BY THE VOLUME OF CURRENT.)

AS A RESULT, TILT AND POWER TELESCOPIC ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF THE ECU FLOWS FROM **TERMINAL TIM+** → **TERMINAL 3** OF TILT CONTROL MOTOR → **TERMINAL 9** → **TERMINAL TIM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** AND THE TILT UP FUNCTION OPERATES AS LONG AS THE MANUAL SW IS PUSHED TO THE “TILT UP” SIDE.

FOR TILT DOWN OPERATION, WHEN THE MANUAL SW IS PUSHED TO THE “TILT DOWN” SIDE, THE CURRENT FLOWING FROM ECU TO MOTOR FLOWS TO **TERMINAL TIM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL 9** OF TILT CONTROL MOTOR → **TERMINAL 3** → **TERMINAL TIM+** OF THE TILT AND POWER TELESCOPIC ECU, SO THE MOTOR ROTATES IN THE REVERSE DIRECTION TO TILT UP OPERATION, AND TILT DOWN OPERATION OCCURS ONLY WHILE THE MANUAL SW IS BEING PUSHED.

2. MANUAL TELESCOPIC OPERATION

WHEN THE IGNITION KEY IS INSERTED IN THE IGNITION KEY CYLINDER (UNLOCK WARNING SW ON), THE SIGNAL FOR THIS IN INPUT TO **TERMINAL UWSW** OF THE TILT AND POWER TELESCOPIC ECU (HEREAFTER TILT AND POWER TELESCOPIC ECU) TELESCO SHORT. WHEN THE MANUAL SW IS MOVED TO THE “TELESCO SHORT” SIDE, CURRENT FLOWS FROM **TERMINAL VC** OF THE TILT AND POWER TELESCOPIC ECU, THROUGH THE MANUAL SW TO **TERMINAL MSW** OF THE TILT AND POWER TELESCOPIC ECU, THIS CAUSES THE TILT AND POWER TELESCOPIC ECU TO OPERATE, SENDING CURRENT FROM **TERMINAL +B** TO **TERMINAL RM+** → **TERMINAL 2** OF TELESCOPIC LOCK CONTROL MOTOR → **TERMINAL 1** → **TERMINAL RM–** OF TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** RELEASING THE TELESCOPIC LOCK, CURRENT TO OPERATE THE TELESCOPIC UNIT THEN FLOWS FROM **TERMINAL TEM+** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL 2** OF THE TELESCOPIC CONTROL MOTOR → **TERMINAL 1** → **TERMINAL TEM–** OF TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** SO THE TELESCOPIC UNIT CHANGES FROM EXTENDED POSITION TO SHORT POSITION. WHEN THE TELESCOPIC MOVEMENT ENDS, CURRENT FLOWS FROM **TERMINAL RM–** OF THE TILT AND POWER TELESCOPIC ECU TO **TERMINAL 1** OF THE TELESCOPIC LOCK CONTROL MOTOR → **TERMINAL 2** → **TERMINAL RM+** OF TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** ACTIVATING THE TELESCOPIC LOCK CONTROL MOTOR TO LOCK THE TELESCOPIC UNIT.

WHEN THE MANUAL SW IS MOVED TO THE “TELESCO LONG“ POSITION, THE TILT AND POWER TELESCOPIC ECU ACTIVATE THE TELESCOPIC LOCK CONTROL MOTOR TO RELEASE THE TELESCOPIC LOCK THE SAME WAY AS FOR TELESCO SHORT OPERATION ABOVE. THEN CURRENT FLOWS FROM **TERMINAL TEM–** OF THE TILT AND POWER TELESCOPIC ECU TO **TERMINAL 1** OF TELESCOPIC CONTROL MOTOR → **TERMINAL 2** → **TERMINAL TEM+** OF TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND.** AS A RESULT, THE TELESCOPIC CONTROL MOTOR ROTATES IN THE OPPOSITE DIRECTION TO TELESCOPIC SHORT OPERATION, AND THE TELESCOPIC UNIT EXTENDS. WHEN THE TELESCOPIC MOVEMENT ENDS, THE TILT AND POWER TELESCOPIC ECU ACTIVATES THE TELESCOPIC LOCK CONTROL MOTOR TO LOCK THE TELESCOPIC UNIT, THE SAME AS IN TELESCOPIC SHORT OPERATION.

3. AWAY OPERATION

IF THE IGNITION KEY IS REMOVED FROM THE IGNITION KEY CYLINDER (UNLOCK WARNING SW OFF) AT THIS TIME, A SIGNAL IS INPUT FROM **TERMINAL UWSW** OF THE TILT AND POWER TELESCOPIC ECU. ALSO, THE TILT POSITION SENSOR (COMB. SW) INPUTS INTO **TERMINAL TIS** OF THE TILT AND TELESCOPIC ECU A SIGNAL OF THE STEERING TILT POSITION JUST BEFORE THE IGNITION SW (FOR UNLOCK WARNING) IS TURNED FROM ON TO OFF.

AS A RESULT, THE TILT AND POWER TELESCOPIC ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF THE TILT AND POWER TELESCOPIC FLOWS FROM **TERMINAL TIM+** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL 3** OF TILT CONTROL MOTOR → **TERMINAL 9** → **TERMINAL TIM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** CAUSING THE MOTOR TO ROTATE SO THAT TILT–UP OPERATION OCCURS AUTOMATICALLY.

AT THE SAME TIME, THE CURRENT FROM **TERMINAL +B** OF THE TILT AND POWER TELESCOPIC ECU TO **TERMINAL TEM+** FLOWS FROM **TERMINAL 7** OF TILT AND POWER TELESCOPIC SENSOR AND MOTOR → **TERMINAL 2** OF TELESCOPIC CONTROL MOTOR → **TERMINAL 1** → **TERMINAL 8** OF TILT AND POWER TELESCOPIC SENSOR AND MOTOR → **TERMINAL TEM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND,** CAUSING THE MOTOR TO ROTATE SO THAT TELESCOPIC SHORT OPERATION OCCURS ON AUTO AND WITH TILT UP OPERATION OCCURRING SIMULTANEOUSLY ON AUTO, AUTO AWAY OPERATION OCCURS.

4. RETURN OPERATION

WHEN THE STEERING IS IN AUTO AWAY CONDITION AND THE IGNITION KEY IS INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW ON), A SIGNAL IS INPUT TO **TERMINAL UWSW** OF THE TILT AND POWER TELESCOPIC ECU.

AS A RESULT, THE TILT AND POWER TELESCOPIC ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF THE TILT AND POWER TELESCOPIC ECU FLOWS FROM **TERMINAL TEM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL 8** OF TILT AND POWER TELESCOPIC SENSOR AND MOTOR → **TERMINAL 1** OF THE TELESCOPIC CONTROL MOTOR → **TERMINAL 2** → **TERMINAL 7** OF TILT AND POWER TELESCOPIC SENSOR AND MOTOR → **TERMINAL TEM+** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND**, AND AT THE SAME TIME, CURRENT FLOWS FROM **TERMINAL TIM–** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL 9** OF TILT CONTROL MOTOR → **TERMINAL 3** → **TERMINAL TIM+** OF THE TILT AND POWER TELESCOPIC ECU → **TERMINAL GND** → **GROUND**, CAUSING BOTH THE TILT CONTROL MOTOR AND TELESCOPIC CONTROL MOTOR TO ROTATE. THE MOTORS CONTINUE TO ROTATE UNTIL THE SIGNALS INPUT FROM THE TILT POSITION SENSOR TO **TERMINAL TIS** OF THE TILT AND POWER TELESCOPIC ECU AND FROM THE TELESCOPIC POSITION SENSOR TO TERMINAL TES OF THE TILT AND POWER TELESCOPIC ECU (SIGNALS INFORMING THE ECU OF THE CURRENT POSITION OF THE STEERING) MATCH THE POSITION MEMORIZED BY THE ECU PRIOR TO AUTO AWAY OPERATION.

IN THIS WAY, THE STEERING POSITION IS AUTOMATICALLY RETURNED TO THE ORIGINAL POSITION.

WHEN THE IGNITION SW IS TURNED FROM OFF TO ON AND THE SHIFT LEVER IS SHIFTED TO A POSITION OTHER THAN “P” AUTO OPERATION IS STOPPED.

SERVICE HINTS

C14 TILT AND POWER TELESCOPIC UNIT [COMB. SW]
- 4–6 : APPROX. **160** WITH TELESCOPIC LONG OPERATION
- : APPROX. **360** WITH TILT UP OPERATION
- : APPROX. **790** WITH TELESCOPIC SHORT OPERATION
- : APPROX. **1990** WITH TILT DOWN OPERATION
- 7–8 : CONTINUITY WITH AUTO SW OFF
- 7–4 : **4–6** K

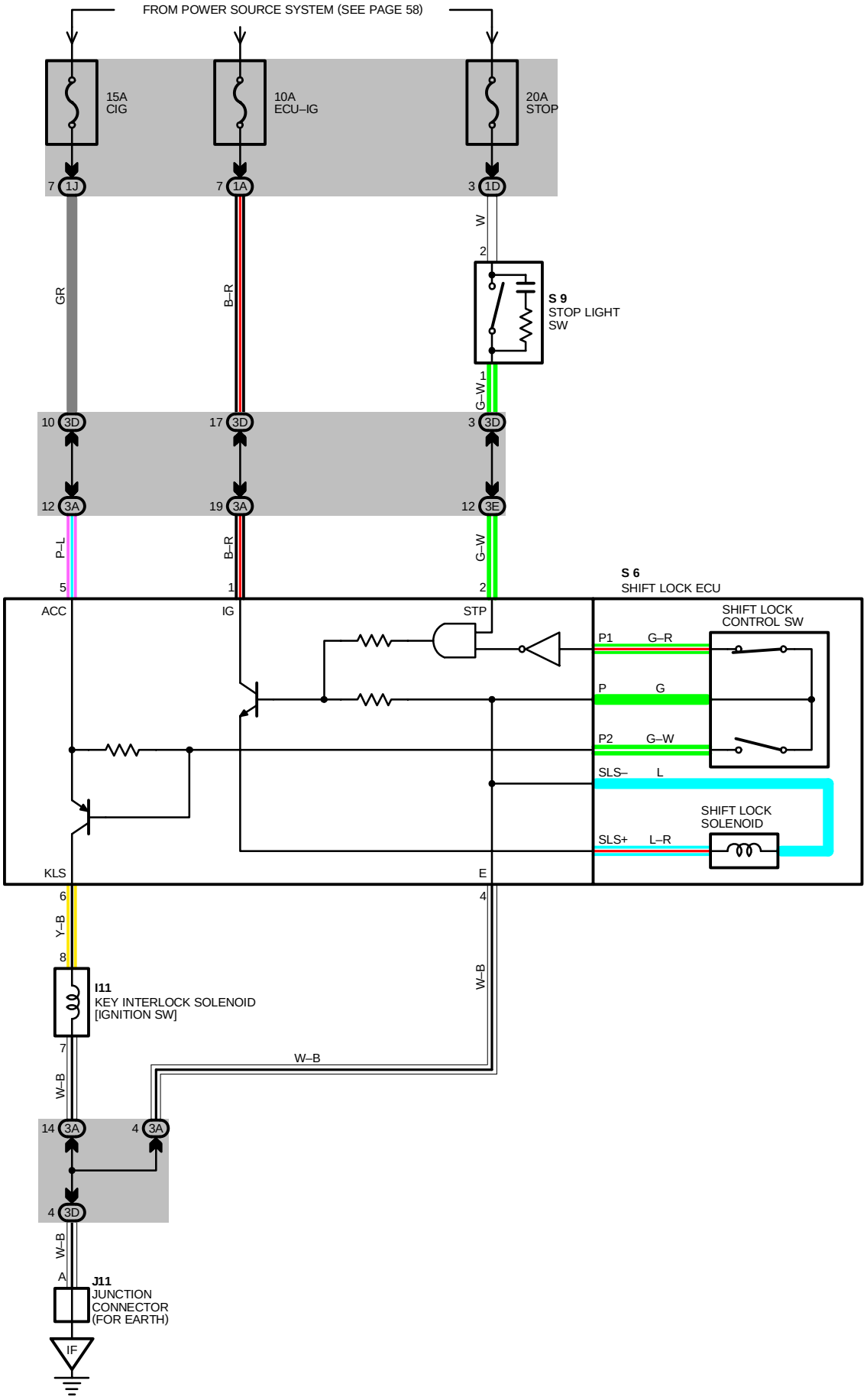
T 11 TILT AND POWER TELESCOPIC SENSOR AND MOTOR
- 5–1 : **4–6** K

I11 UNLOCK WARNING SW [IGNITION SW]
- 10–9: CLOSED WITH IGNITION KEY IN KEY CYLINDER

P 1 A/T INDICATOR LIGHT SW [PARK/NEUTRAL POSITION SW (NEUTRAL START SW)]
- 4–7 : CLOSED WITH SHIFT LEVER AT **P** POSITION

T 9(B), T10(A) TILT AND POWER TELESCOPIC ECU
- **(A)** 4–GROUND : ALWAYS **10–14** VOLTS
- **(A)** 8–GROUND : **10–14** VOLTS WITH IGNITION SW ON
- **(A)** 20–GROUND : ALWAYS **10–14** VOLTS
- **(A)** 19–GROUND : **10–14** VOLTS WITH IGNITION SW ON AND SHIFT LEVER AT **P** POSITION
- **(A)** 11–GROUND : CONTINUITY WITH IGNITION KEY IN KEY CYLINDER
- **(B)** 7–GROUND : ALWAYS BELOW **1** VOLTS
- **(B)** 1–GROUND : ALWAYS BELOW **1** VOLTS
- **(B)** 10–GROUND : **10–14** VOLTS WITH UNLOCK WARNING SW ON AND TILT UP OPERATION
- **(B)** 3–GROUND : **10–1**4 VOLTS WITH UNLOCK WARNING SW ON AND TILT DOWN OPERATION
- **(B)** 2–GROUND : **10–14** VOLTS WITH UNLOCK WARNING SW ON AND TELESCOPIC SHORT OPERATION
- **(B)** 11–GROUND : **10–14** VOLTS WITH UNLOCK WARNING SW ON AND TELESCOPIC LONG OPERATION

SHIFT LOCK


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
CIG
10A
ECU–IG
20A
STOP
7 1J
7 1A
3 1D
W
2
GR
B–R
S 9
STOP LIGHT
SW
1
G–W
10 3D
17 3D
3 3D
12 3A
19 3A
12 3E
P–L
B–R
G–W
5
1
2
S 6
SHIFT LOCK ECU
ACC
IG
STP
SHIFT LOCK
CONTROL SW
P1
G–R
P
G
P2
G–W
SLS–
L
SHIFT LOCK
SOLENOID
SLS+
L–R
KLS
E
6
4
Y–B
8
W–B
I11
KEY INTERLOCK SOLENOID
[IGNITION SW]
7
W–B
W–B
14 3A
4 3A
4 3D
W–B
A
J11
JUNCTION
CONNECTOR
(FOR EARTH)
IF

SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED TO **ACC** POSITION THE CURRENT FROM THE **CIG** FUSE FLOWS TO **TERMINAL 5** OF THE SHIFT LOCK ECU, IN THE ON POSITION, THE CURRENT FROM THE **ECU–IG** FUSE FLOWS TO **TERMINAL 1** 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** POSITION (CONTINUITY BETWEEN P1 AND P OF THE SHIFT LOCK CONTROL SW) IS INPUT TO THE ECU, THE ECU OPERATES AND CURRENT FLOWS FROM **TERMINAL 1** OF THE ECU → **TERMINAL SLS+** OF THE SHIFT LOCK SOLENOID → SOLENOID → **TERMINAL SLS–** → **TERMINAL 4** OF THE ECU → **GROUND.** THIS CAUSES THE SHIFT LOCK SOLENOID TO TURN ON (PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO POSITION OTHER THAN THE **P**.

2. KEY INTERLOCK MECHANISM

WITH THE IGNITION SW **ON** OR **ACC** POSITION, WHEN THE SHIFT LEVER IS PUT IN **P** POSITION (NO CONTINUITY BETWEEN P2 AND P OF SHIFT LOCK CONTROL SW), THE CURRENT FLOWING FROM **TERMINAL 6** OF THE ECU → KEY INTERLOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTER LOCK SOLENOID TO TURN OFF (LOCK LEVER DISENGAGES FROM **LOCK** POSITION) AND THE IGNITION KEY CAN BE TURNED FROM **ACC** TO **LOCK** POSITION.

SERVICE HINTS

S 6 SHIFT LOCK ECU

5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
4–GROUND : ALWAYS CONTINUITY
2–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED

S 9 STOP LIGHT SW

2–1 : CLOSED WITH BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
I11	29	**S 6**	29		
J11	29	**S 9**	29		

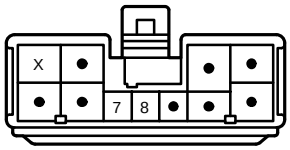
⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		
3E		

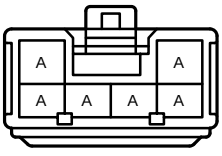
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	BEHIND COMBINATION METER

I11 BLACK

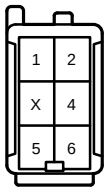


J11

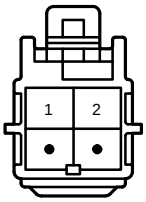


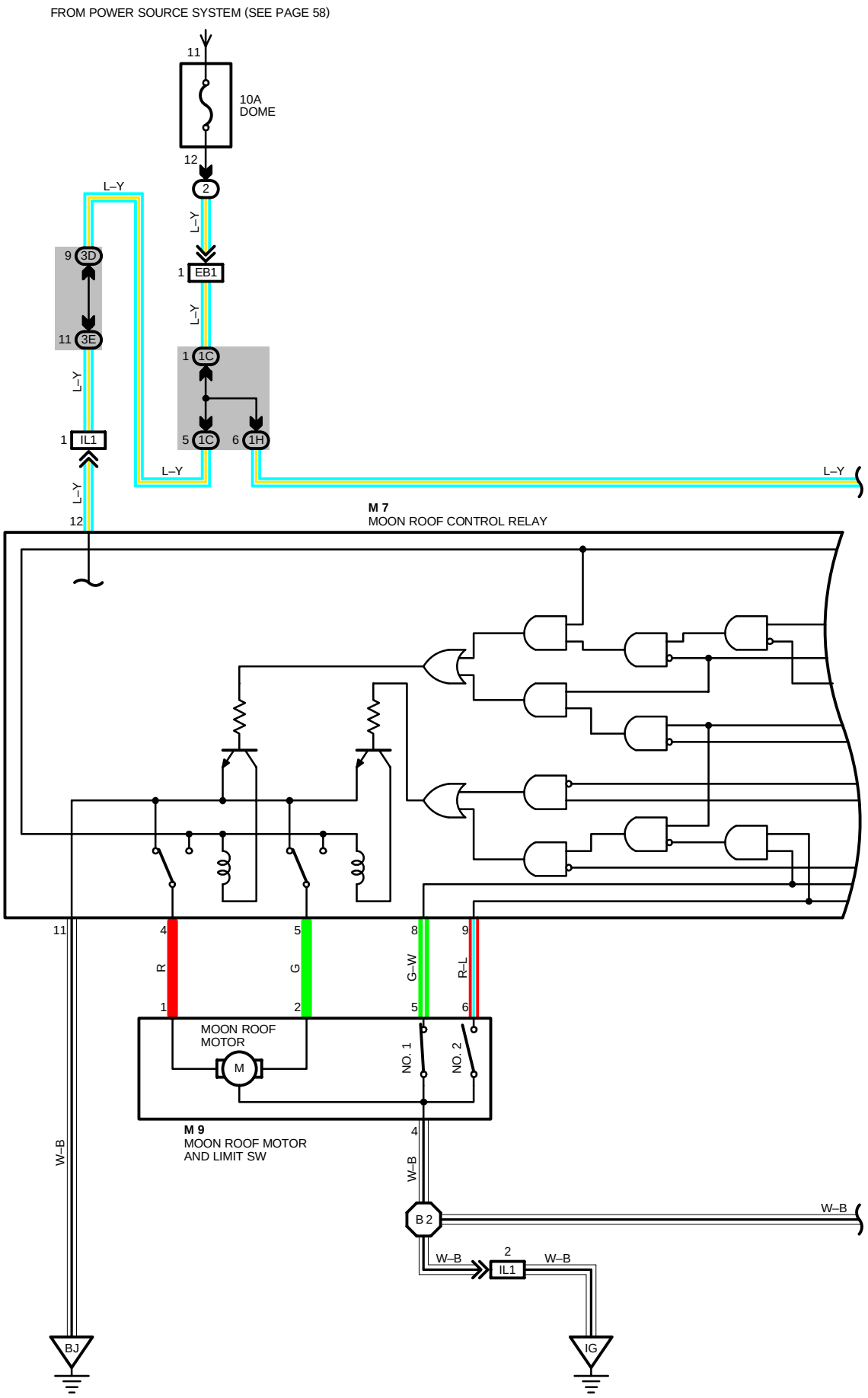
(HINT : SEE PAGE 7)

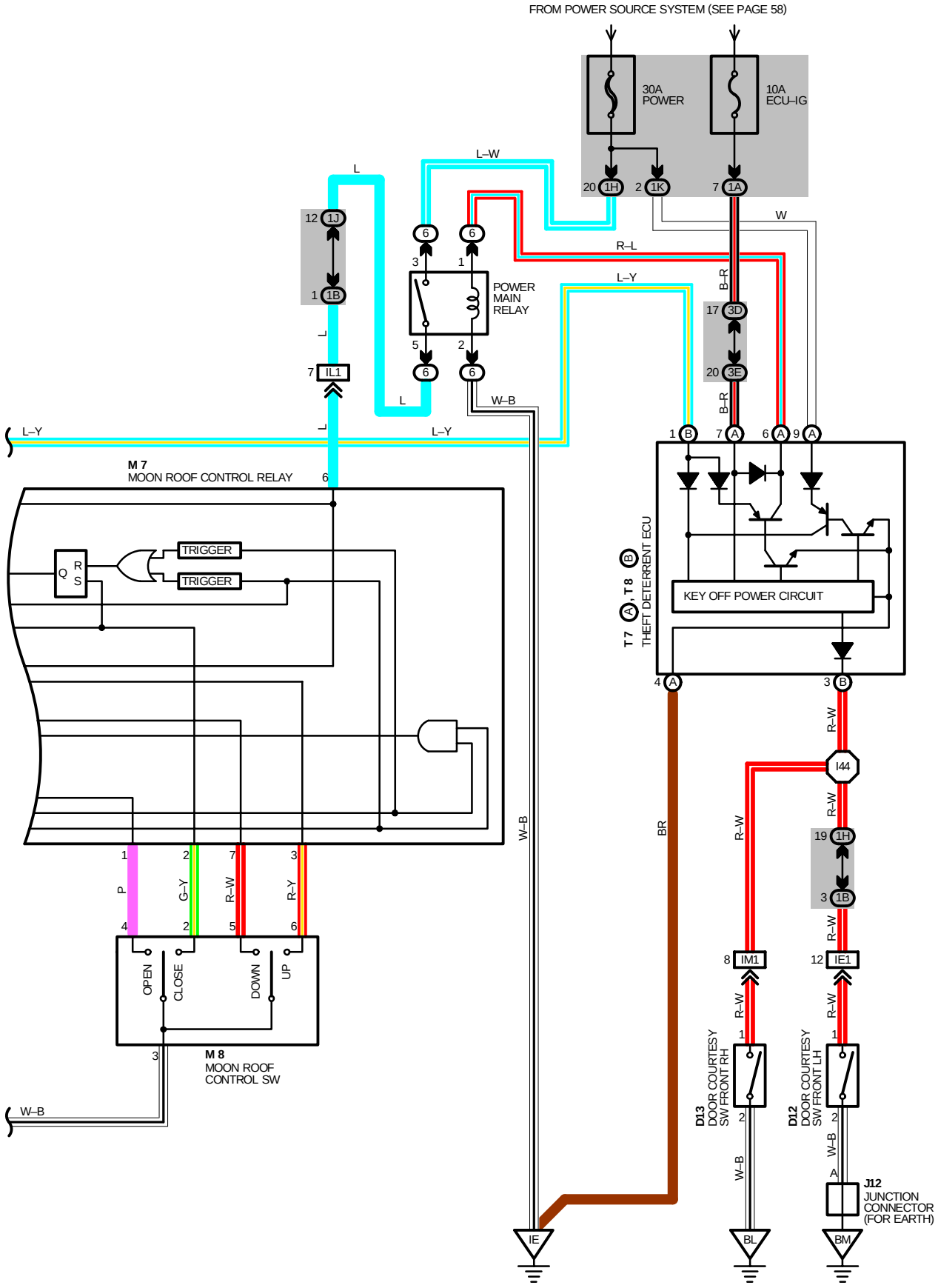
S 6



S 9




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
11
10A
DOME
12
2
L–Y
9 3D
11 3E
1 EB1
1 1C
5 1C
6 1H
1 IL1
12
M 7
MOON ROOF CONTROL RELAY
11
4
5
8
9
R
G
G–W
R–L
1
2
5
6
MOON ROOF
MOTOR
M
NO. 1
NO. 2
M 9
MOON ROOF MOTOR
AND LIMIT SW
W–B
B 2
2
IL1
BJ
IG


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
30A POWER
10A ECU–IG
20 1H
2 1K
7 1A
W
L–W
L
R–L
L–Y
B–R
12 1J
1 1B
3
1
POWER MAIN RELAY
5
2
6
6
6
6
17 3D
20 3E
B–R
7 IL1
L
W–B
L–Y
L–Y
1 B
7 A
6 A
9 A
M 7
MOON ROOF CONTROL RELAY
6
TRIGGER
TRIGGER
Q
R
S
T7 (A), T8 (B)
THEFT DETERRENT ECU
KEY OFF POWER CIRCUIT
4 A
3 B
R–W
I44
R–W
19 1H
3 1B
R–W
8 IM1
12 IE1
R–W
R–W
1
1
D13
DOOR COURTESY SW FRONT RH
D12
DOOR COURTESY SW FRONT LH
2
2
W–B
W–B
A
J12
JUNCTION CONNECTOR (FOR EARTH)
BR
W–B
1
2
7
3
P
G–Y
R–W
R–Y
4
2
5
6
OPEN
CLOSE
DOWN
UP
3
M 8
MOON ROOF CONTROL SW
W–B
IE
BL
BM

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH **POWER** FUSE TO **TERMINAL 3** OF POWER MAIN RELAY AND ALSO THROUGH **DOME** FUSE TO **TERMINAL 12** OF MOON ROOF CONTROL RELAY. WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE **ECU–IG** FUSE → **TERMINAL (A)7** OF THE THEFT DETERRENT ECU → **TERNINAL (A)6** → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → TO **GROUND.** AS A RESULT, POWER MAIN RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 3** OF POWER MAIN RELAY FLOWS FROM **TERMINAL 5** OF RELAY TO **TERMINAL 6** OF MOON ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE MOON ROOF CONTROL SW IS PUSHED TO THE **OPEN** POSITION, A SIGNAL IS INPUT FROM **TERMINAL 4** OF MOON ROOF CONTROL SW TO **TERMINAL 1** OF MOON ROOF CONTROL RELAY. MOON ROOF LIMIT SW NO.1 OR NO.2 IS ON AT THIS TIME.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 6** OF MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 5** → **TERMINAL 2** OF MOON ROOF MOTOR → **TERMINAL 1** → **TERMINAL 4** OF MOON ROOF CONTROL RELAY → **TERMINAL 11** → TO **GROUND** AND ROTATES THE MOTOR TO OPEN THE MOON ROOF WHILE THE SW IS BEING PUSHED TO **OPEN** POSITION.

2. SLIDE CLOSE OPERATION

WITH THE IGNITION SW TURNED ON, THE MOON ROOF COMPLETELY OPEN AND MOON ROOF LIMIT SW NO.1 AND NO.2 BOTH ON, WHEN THE MOON ROOF CONTROL SW IS PUSHED TO THE **CLOSE** POSITION A SIGNAL IS INPUT FROM **TERMINAL 2** OF MOON ROOF CONTROL SW TO **TERMINAL 2** OF MOON ROOF CONTROL RELAY.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 6** OF MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 4** → **TERMINAL 1** OF MOON ROOF MOTOR → **TERMINAL 2** → **TERMINAL 5** OF MOON ROOF CONTROL RELAY → **TERMINAL 11** → TO **GROUND** AND ROTATES THE MOTOR TO CLOSE THE MOON ROOF WHILE THE SW IS BEING PUSHED TO **CLOSE** POSITION.

MOON ROOF LIMIT SW NO.1 TURNS OFF (LIMIT SW NO.2 IS ON) AND AT **200 MM** (**7.9** IN) BEFORE FULLY **CLOSED** POSITION, SIGNAL IS INPUT FROM **TERMINAL 5** OF LIMIT SW NO.1 TO **TERMINAL 8** OF MOON ROOF CONTROL RELAY. THIS SIGNAL ACTIVATES THE RELAY AND STOPS CONTINUITY FROM **TERMINAL 6** OF MOON ROOF CONTROL RELAY TO **TERMINAL 11**. AS A RELAY, THE MOON ROOF STOPS AT THIS POSITION.

TO CLOSE THE MOON ROOF COMPLETELY, PUSHING THE MOON ROOF CONTROL SW AGAIN TO THE CLOSE SIDE CAUSES A SIGNAL TO BE INPUT AGAIN TO **TERMINAL 2** OF MOON ROOF CONTROL RELAY. THIS ACTIVATES THE RELAY AND THE MOON ROOF WILL CLOSE AS LONG AS THE MOON ROOF CONTROL SW IS BEING PUSHED, ALLOWING THE MOON ROOF TO FULLY CLOSE.

3. TILT UP OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUSHED TO **TILT UP** POSITION, WITH THE IGNITION SW TURNED ON AND THE MOON ROOF COMPLETELY CLOSED (MOON ROOF LIMIT SW NO.2 IS OFF), A SIGNAL IS INPUT FROM **TERMINAL 6** OF MOON ROOF CONTROL SW TO **TERMINAL 3** OF MOON ROOF CONTROL RELAY. AS A RESULT, THE RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 6** OF RELAY FLOWS FROM **TERMINAL 4** OF RELAY → **TERMINAL 1** OF MOON ROOF MOTOR → **TERMINAL 2** → **TERMINAL 5** OF RELAY → **TERMINAL 11** TO **GROUND** AND ROTATES THE MOTOR SO THAT TILT UP OPERATION OCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHED ON THE TILT UP SIDE.

4. TILT DOWN OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUSHED TO **TILT DOWN** POSITION, WITH THE IGNITION SW TURNED ON AND THE MOON ROOF TILTED UP (NO.1 AND NO.2 MOON ROOF LIMIT SWITCHES ARE BOTH OFF), A SIGNAL IS INPUT FROM **TERMINAL 5** OF MOON ROOF CONTROL SW TO **TERMINAL 7** OF MOON ROOF CONTROL RELAY.

AS A RESULT THE RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 6** OF RELAY FLOWS FROM **TERMINAL 5** OF RELAY → **TERMINAL 2** OF MOON ROOF MOTOR → **TERMINAL 1** → **TERMINAL 4** OF RELAY → **TERMINAL 11** → TO **GROUND** AND ROTATES THE MOTOR SO THAT TILT DOWN OPERATION OCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHED ON THE TILT DOWN SIDE. (DURING TILT DOWN, LIMIT SW NO.1 IS CHANGED FROM OFF TO ON.)

5. KEY OFF MOON ROOF OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, THE THEFT DETERRENT ECU OPERATES AND CURRENT FLOWS FROM **POWER** FUSE TO **TERMINAL (A)9** OF THE ECU OR **DOME** FUSE TO **TERMINAL (B)1** OF THE ECU → **TERMINAL (A)6** → **TERMINAL 1** OF POWER MAIN RELAY → **TERMINAL 2** → TO **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, THE CURRENT FLOWS FROM **POWER** FUSE → **TERMINAL 3** OF THE POWER MAIN RELAY → **TERMINAL 5** → **TERMINAL 6** OF THE MOON ROOF CONTROL RELAY. AS A RESULT, FOR ABOUT **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, THE FUNCTIONING OF THIS RELAY MAKES IT POSSIBLE TO OPEN AND CLOSE THE MOON ROOF. ALSO, BY OPENING THE FRONT DOOR (DOOR COURTESY SW ON) WITHIN ABOUT **60** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINAL (B)3** OF THEFT DETERRENT ECU. AS A RESULT, THE ECU TURNS OFF AND OPEN AND CLOSE MOVEMENT OF THE MOON ROOF STOPS.

SERVICE HINTS

POWER MAIN RELAY

(6)3– **(6)**5 : CLOSED WITH IGNITION SW AT **ON** POSITION

M 7 MOON ROOF CONTROL RELAY

11–GROUND : ALWAYS CONTINUITY
6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON, AND MOON ROOF CONTROL SW AT **CLOSE** OR **UP** POSITION (EXCEPT APPROX. **200 MM** (**7.9** IN) BEFORE FULLY CLOSED POSITION)
5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON, AND MOON ROOF CONTROL SW AT **OPEN** OR **DOWN** POSITION

M 8 MOON ROOF CONTROL SW

6–3 : CLOSED WITH MOON ROOF CONTROL SW AT **UP** POSITION
2–3 : CLOSED WITH MOON ROOF CONTROL SW AT **CLOSE** POSITION
5–3 : CLOSED WITH MOON ROOF CONTROL SW AT **DOWN** POSITION
4–3 : CLOSED WITH MOON ROOF CONTROL SW AT **OPEN** POSITION
3–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
D12	30	**M 7**	31	**T 7**	A	29
D13	30	**M 8**	31	**T 8**	B	29
J12	30	**M 9**	31			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO. 6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1B		
1C		
1H		
1J		
1K		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

MOON ROOF

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IL1	38	COWL WIRE AND ROOF WIRE (BEHIND GLOVE BOX)
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

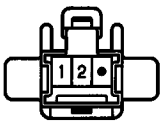
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IG	36	BEHIND GLOVE BOX
BJ	40	FRONT SIDE OF ROOF CENTER
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

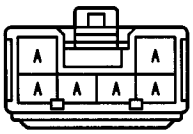
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I44	38	COWL WIRE	**B 2**	40	ROOF WIRE

D12, D13 BLACK

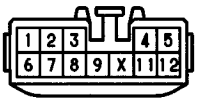


J12

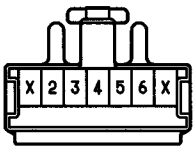


(HINT:SEE PAGE 7)

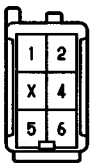
M 7



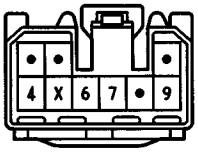
M 8



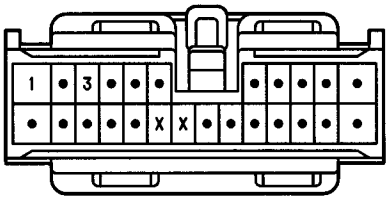
M 9



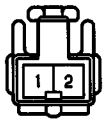
T 7 (A) ORANGE



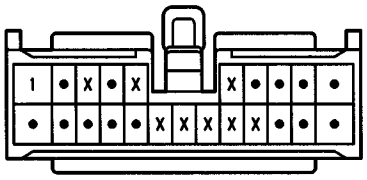
T 8 (B) ORANGE



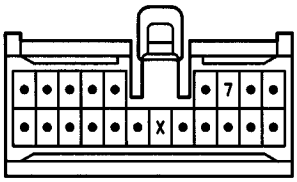
B 6



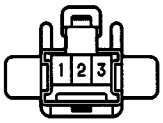
C10 (B) ORANGE



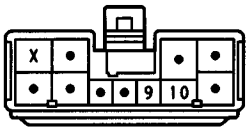
C11 (A) GRAY



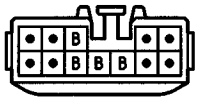
D12 BLACK



I11 BLACK

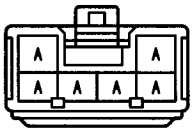


J 7 GRAY



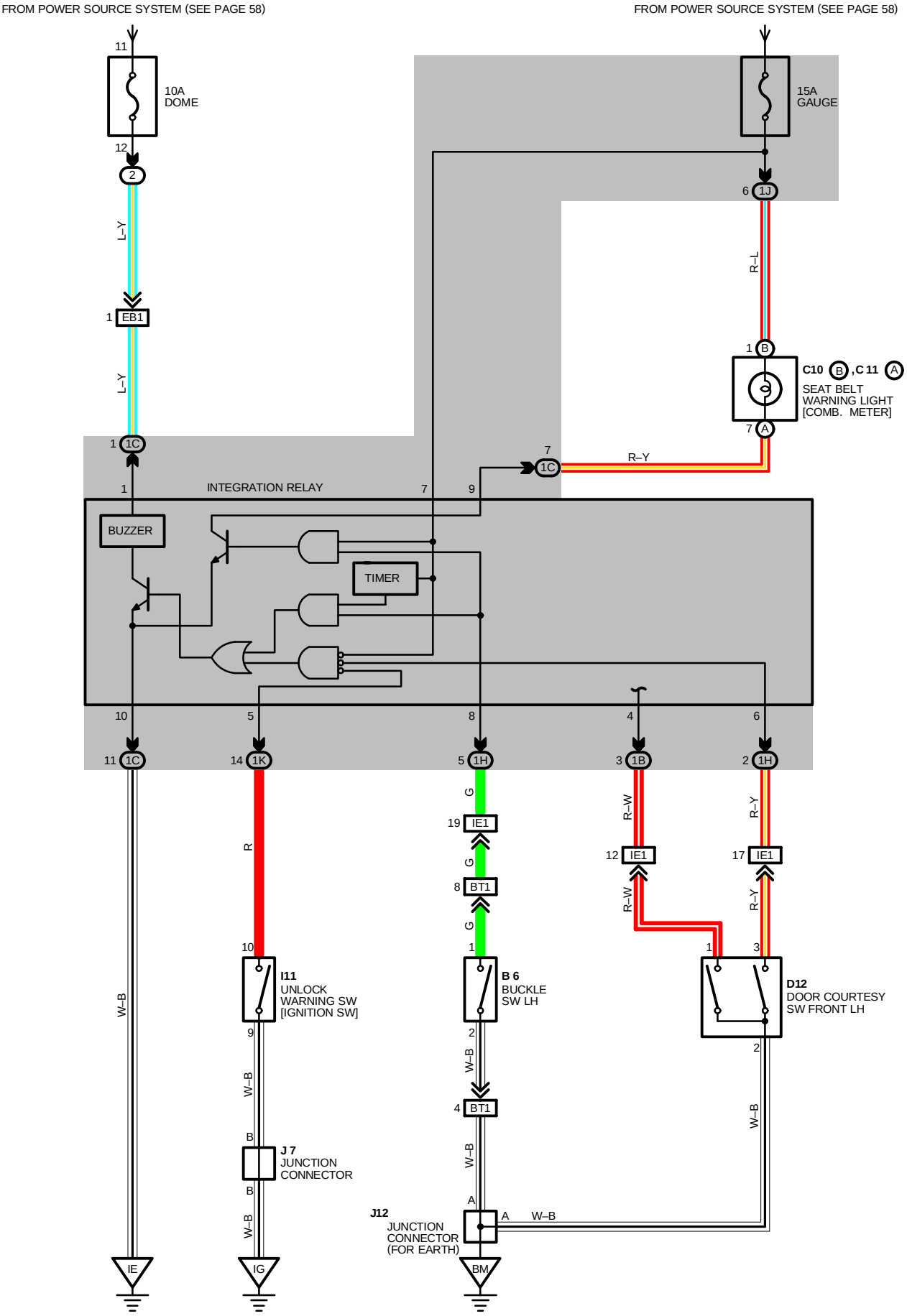
(HINT:SEE PAGE 7)

J12



(HINT:SEE PAGE 7)

UNLOCK AND SEAT BELT WARNING



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 1** OF THE INTEGRATION RELAY THROUGH **DOME** FUSE.

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE **GAUGE** FUSE TO **TERMINAL 7** OF THE INTEGRATION RELAY. AT THE SAME TIME, CURRENT FLOWS TO **TERMINAL 9** OF THE RELAY FROM THE **GAUGE** FUSE THROUGH THE SEAT BELT WARNING LIGHT. THIS CURRENT ACTIVATES THE INTEGRATION RELAY AND CURRENT FLOWING THROUGH THE WARNING LIGHT FLOWS FROM **TERMINAL 9** OF THE RELAY → **TERMINAL 10** → **GROUND,** CAUSING THE WARNING LIGHT TO LIGHT UP. A BUCKLE SW OFF SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY, THE CURRENT FLOWING TO **TERMINAL 7** OF THE RELAY FLOWS FROM **TERMINAL 10** → **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 8** OF RELAY STOPS AND THE CURRENT FLOW FROM **TERMINAL 7** OF THE RELAY → **TERMINAL 10** → **GROUND** IS CUT, CAUSING THE BUZZER TO STOP.

2. UNLOCK WARNING SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK SW ON), THE IGNITION SW STILL OFF AND DRIVER'S DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT TO **TERMINAL 6** OF THE RELAY, THE INTEGRATION RELAY OPERATES, CURRENT FLOWS FROM **TERMINAL 7** OF THE RELAY → **TERMINAL 10** → **GROUND** AND UNLOCK WARNING BUZZER SOUNDS.

SERVICE HINTS

B 6 BUCKLE SW LH
1–2 : CLOSED WITH DRIVER'S SEAT BELT IN USE
D12 DOOR COURTESY SW FRONT LH
3–2 : CLOSED WITH LH DOOR OPEN
I11 UNLOCK WARNING SW [IGNITION SW]
10–9: CLOSED WITH IGNITION KEY IN CYLINDER
INTEGRATION RELAY
10–GROUND : ALWAYS CONTINUITY
6–GROUND : CONTINUITY WITH DRIVER'S DOOR OPEN
5–GROUND : CONTINUITY WITH IGNITION KEY IN CYLINDER
8–GROUND : CONTINUITY WITH DRIVER'S SEAT BELT IN USE
9–GROUND : **0** VOLTS WITH IGNITION SW ON AND BUCKLE SW OFF
1–GROUND : ALWAYS APPROX. **12** VOLTS

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6		32	**D12**	30	**J12**	30
C10	B	28	**I11**	29		
C11	A	28	**J 7**	29		

▭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

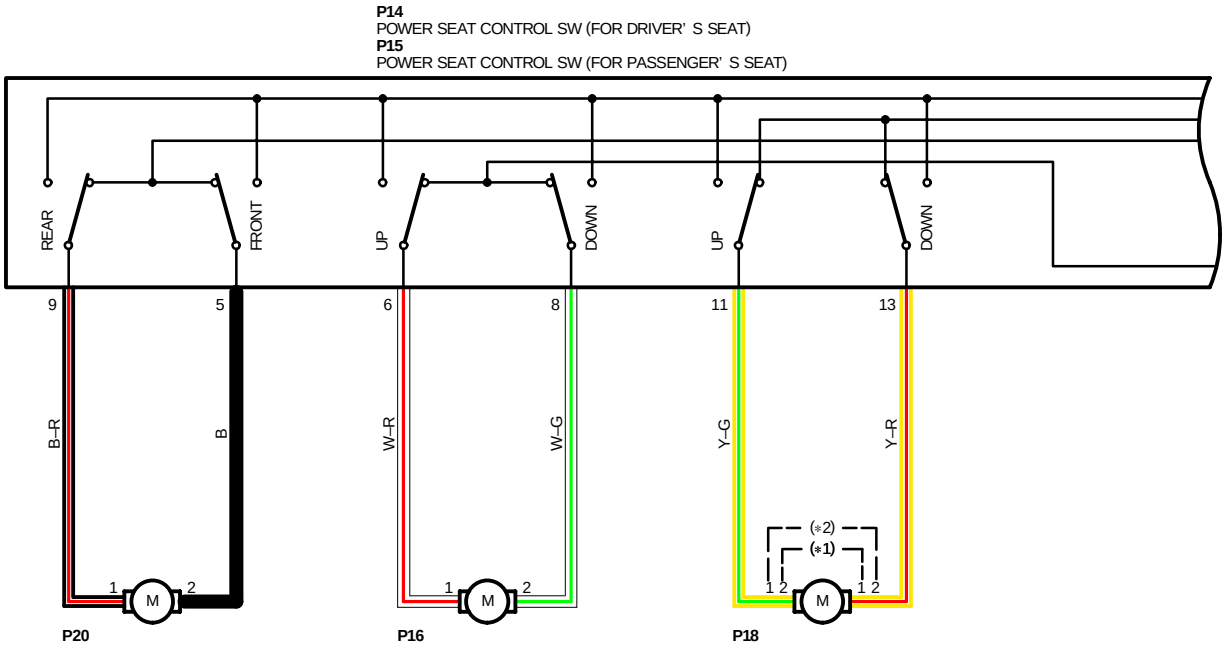
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1H		
1J		
1K		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

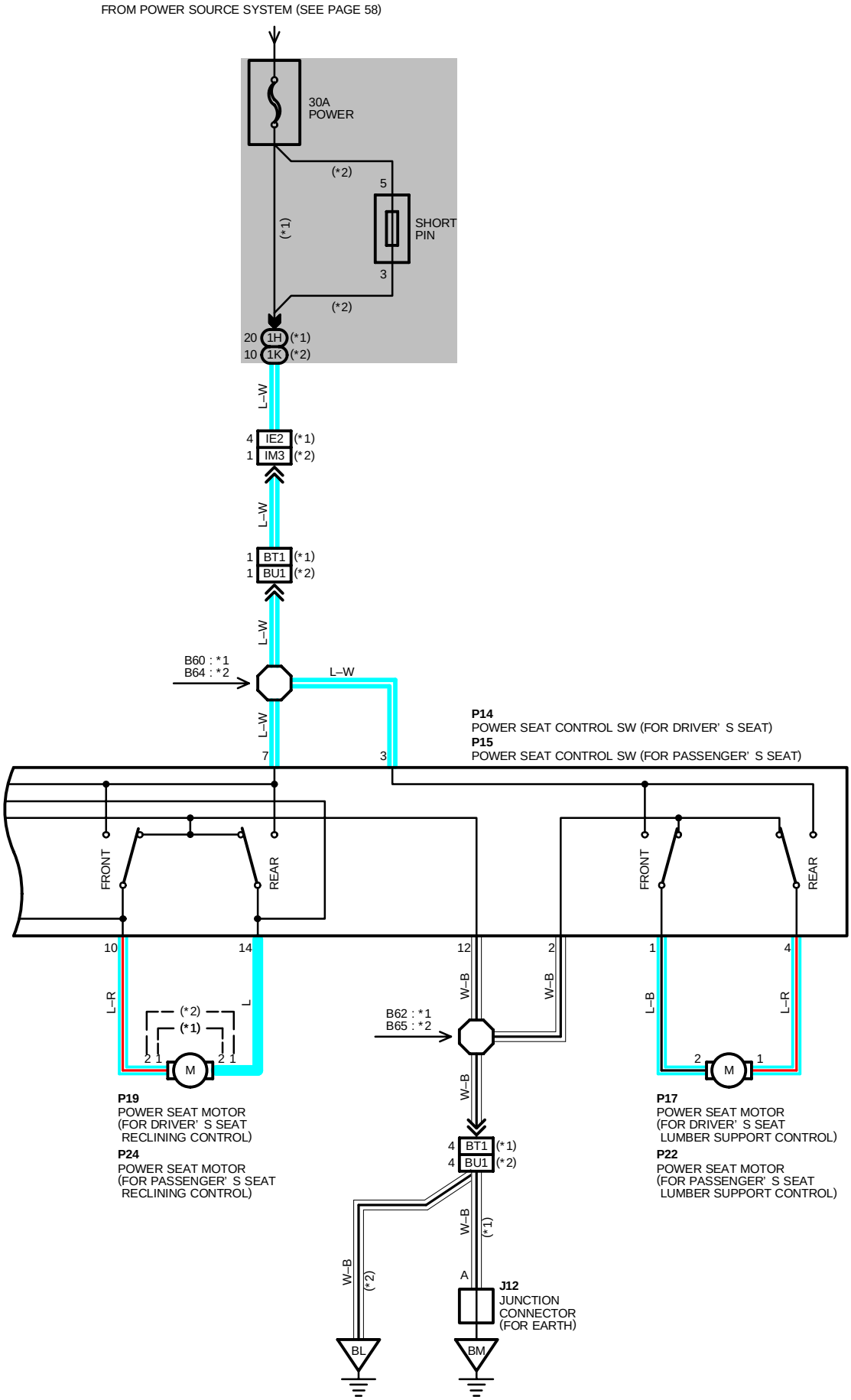
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
BT1	42	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IG	36	BEHIND GLOVE BOX
BM	40	LUGGAGE ROOM LEFT


P14
POWER SEAT CONTROL SW (FOR DRIVER' S SEAT)
P15
POWER SEAT CONTROL SW (FOR PASSENGER' S SEAT)
REAR
FRONT
UP
DOWN
UP
DOWN
9
5
6
8
11
13
B–R
B
W–R
W–G
Y–G
Y–R
(*2)
(*1)
1
2
M
1
2
M
1 2
1 2
M
P20
POWER SEAT MOTOR
(FOR DRIVER' S SEAT
SLIDE CONTROL)
P25
POWER SEAT MOTOR
(FOR PASSENGER' S SEAT
SLIDE CONTROL)
P16
POWER SEAT MOTOR
(FOR DRIVER' S SEAT
FRONT VERTICAL CONTROL)
P21
POWER SEAT MOTOR
(FOR PASSENGER' S SEAT
FRONT VERTICAL CONTROL)
P18
POWER SEAT MOTOR
(FOR DRIVER' S SEAT
REAR VERTICAL CONTROL)
P23
POWER SEAT MOTOR
(FOR PASSENGER' S SEAT
REAR VERTICAL CONTROL)

*1 : FOR DRIVER
*2 : FOR PASSENGER



POWER SEAT

SERVICE HINTS

P14 POWER SEAT CONTROL SW (FOR DRIVER'S SEAT)
3, 7–GROUND : ALWAYS APPROX. **12** VOLTS
2, 12–GROUND: ALWAYS CONTINUITY

P15 POWER SEAT CONTROL SW (FOR PASSENGER'S SEAT)
3, 7–GROUND : ALWAYS APPROX. **12** VOLTS
2, 12–GROUND: ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J12	30	**P18**	32	**P23**	32
P14	32	**P19**	32	**R24**	32
P15	32	**P20**	32	**R25**	32
P16	32	**P21**	32		
P17	32	**P22**	32		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1H	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1K		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BT1	42	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
BU1	42	FLOOR NO. 1 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

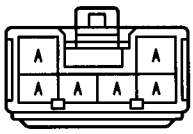
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

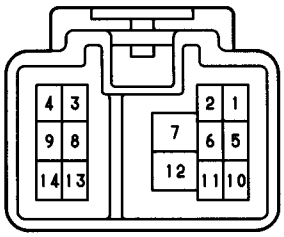
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B60	42	FRONT SEAT LH WIRE	**B64**	42	FRONT SEAT RH WIRE
B62			**B65**		

J12

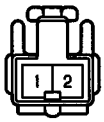


P14, P15 DARK GRAY



P16, P19
P21, P24 ORANGE

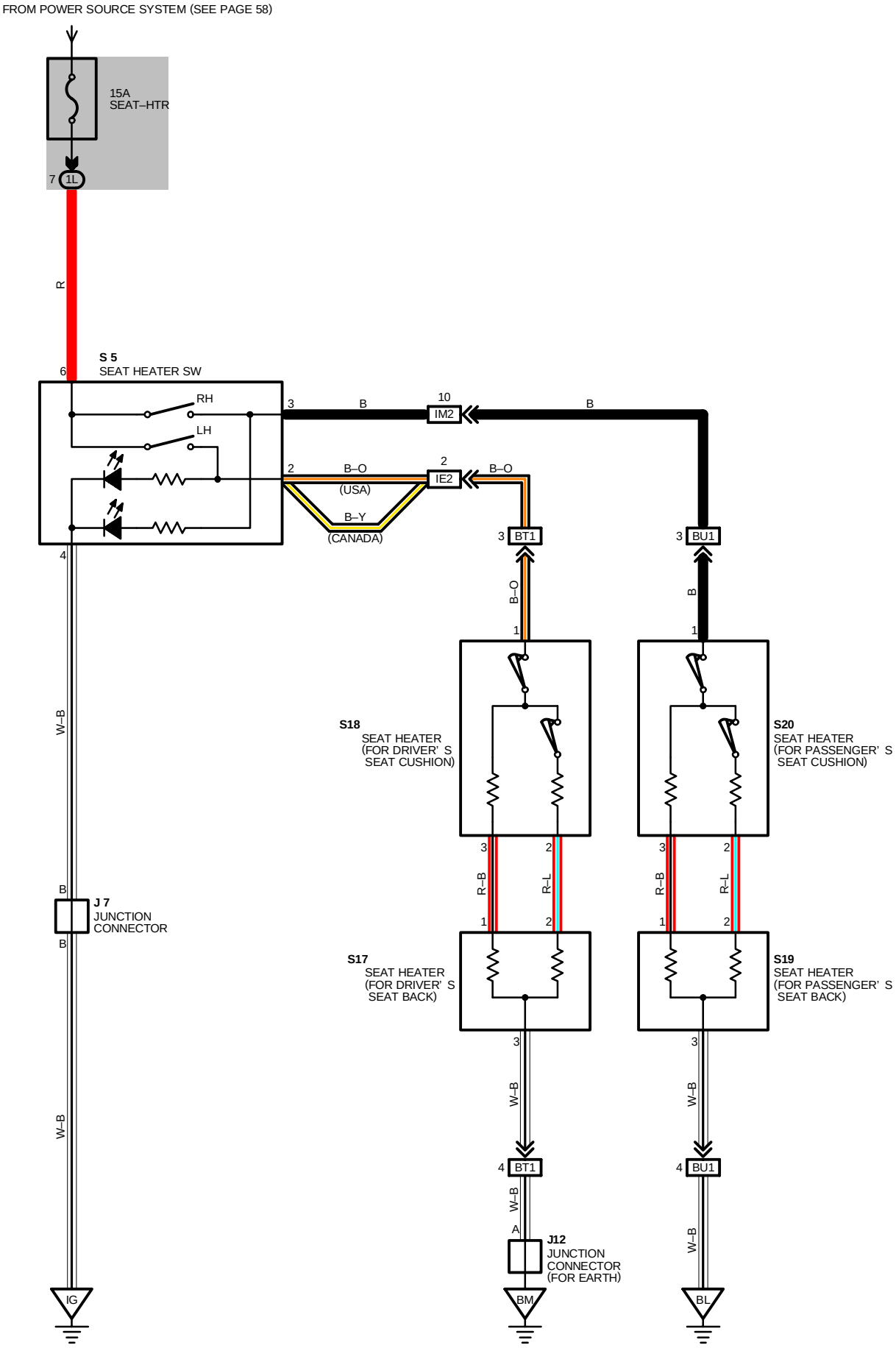
P17, P22



P18, P23 BLUE

P20, P25

SEAT HEATER


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
SEAT–HTR
7
1L
R
6
S 5
SEAT HEATER SW
RH
LH
3
B
10
IM2
B
2
B–O
(USA)
B–Y
(CANADA)
2
IE2
B–O
3
BT1
3
BU1
B–O
B
1
1
S18
SEAT HEATER
(FOR DRIVER' S
SEAT CUSHION)
S20
SEAT HEATER
(FOR PASSENGER' S
SEAT CUSHION)
3
2
R–B
R–L
1
2
S17
SEAT HEATER
(FOR DRIVER' S
SEAT BACK)
S19
SEAT HEATER
(FOR PASSENGER' S
SEAT BACK)
3
W–B
4
BT1
4
BU1
A
J12
JUNCTION
CONNECTOR
(FOR EARTH)
4
W–B
B
J 7
JUNCTION
CONNECTOR
B
W–B
IG
BM
BL

SERVICE HINTS

S 5 SEAT HEATER SW

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

4–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 7	29	**S17**	32	**S20**	32
J12	30	**S18**	32		
S 5	29	**S19**	32		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

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

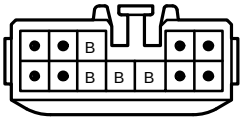
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IM2	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BT1	42	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
BU1	42	FLOOR NO. 1 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

: GROUND POINTS

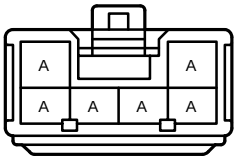
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	BEHIND GLOVE BOX
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

J 7 GRAY



(HINT : SEE PAGE 7)

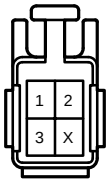
J12



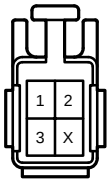
(HINT : SEE PAGE 7)

S 5

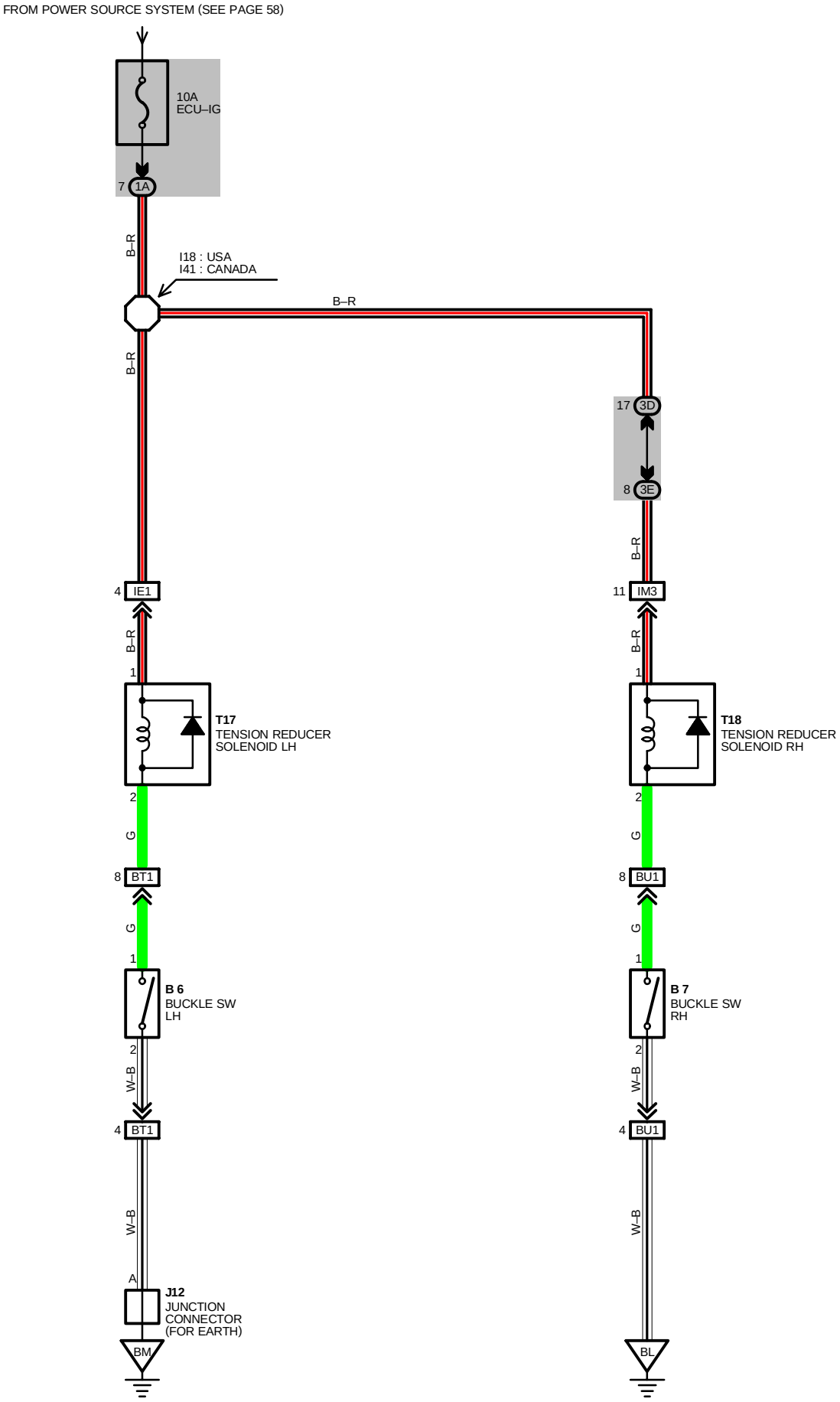
S17, S19



S18, S20 GRAY



ELECTRIC TENSION REDUCER



SERVICE HINTS

B 6 BUCKLE SW LH
1–2 : CLOSED WITH DRIVER'S SEAT BELT IN USE
B 7 BUCKLE SW RH
1–2 : CLOSED WITH PASSENGER'S SEAT BELT IN USE
T17, T18 TENSION REDUCER SOLENOID LH, RH
1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6	32	**J12**	30	**T18**	31
B 7	32	**T17**	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BT1	42	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
BU1	42	FLOOR NO. 1 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

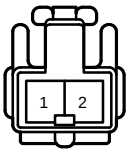
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT

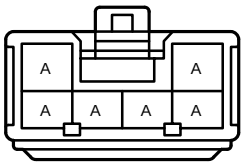
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I18	38	COWL WIRE	**I41**	38	COWL WIRE

B 6, B 7

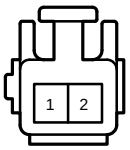


J12

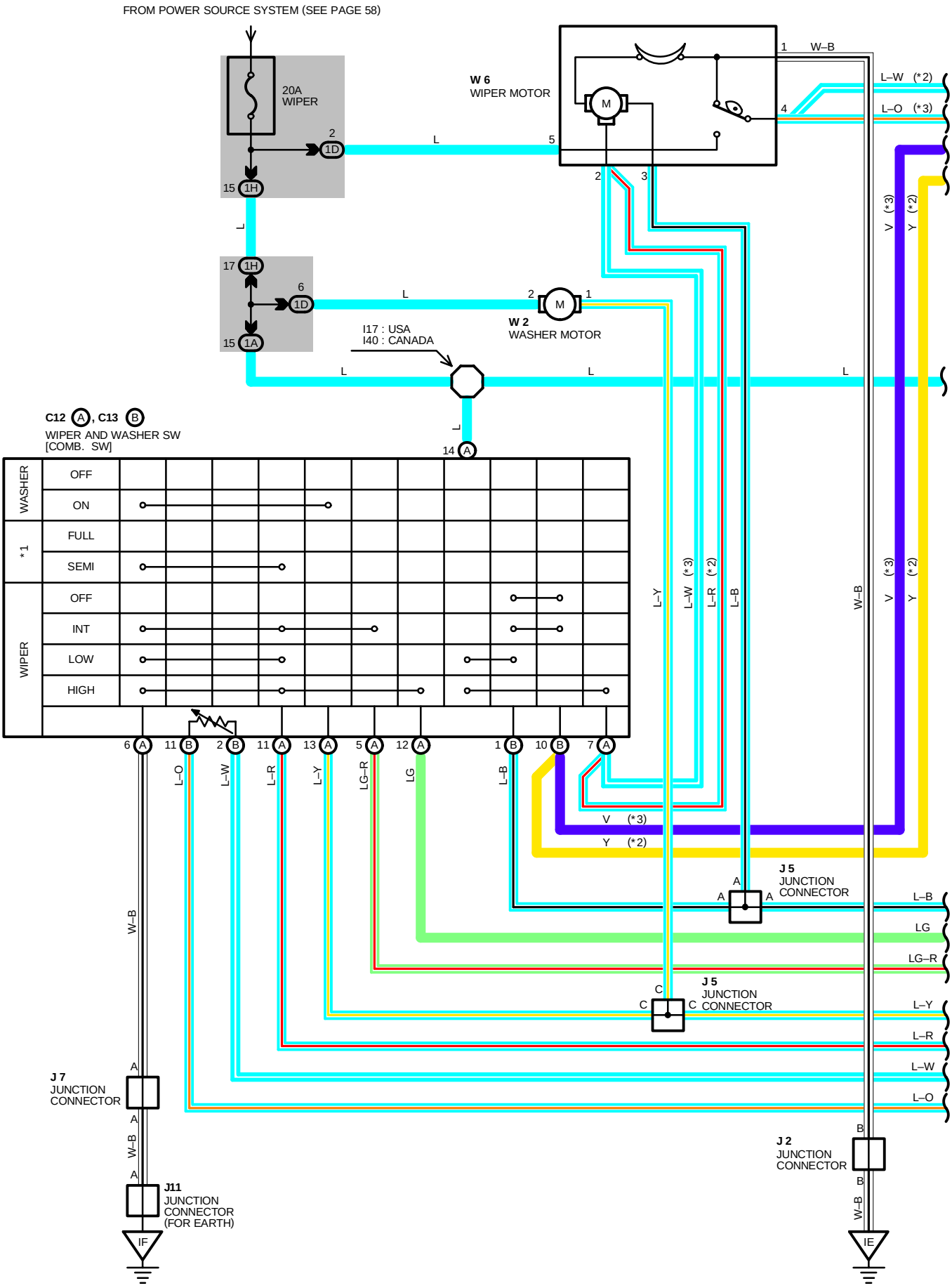


(HINT : SEE PAGE 7)

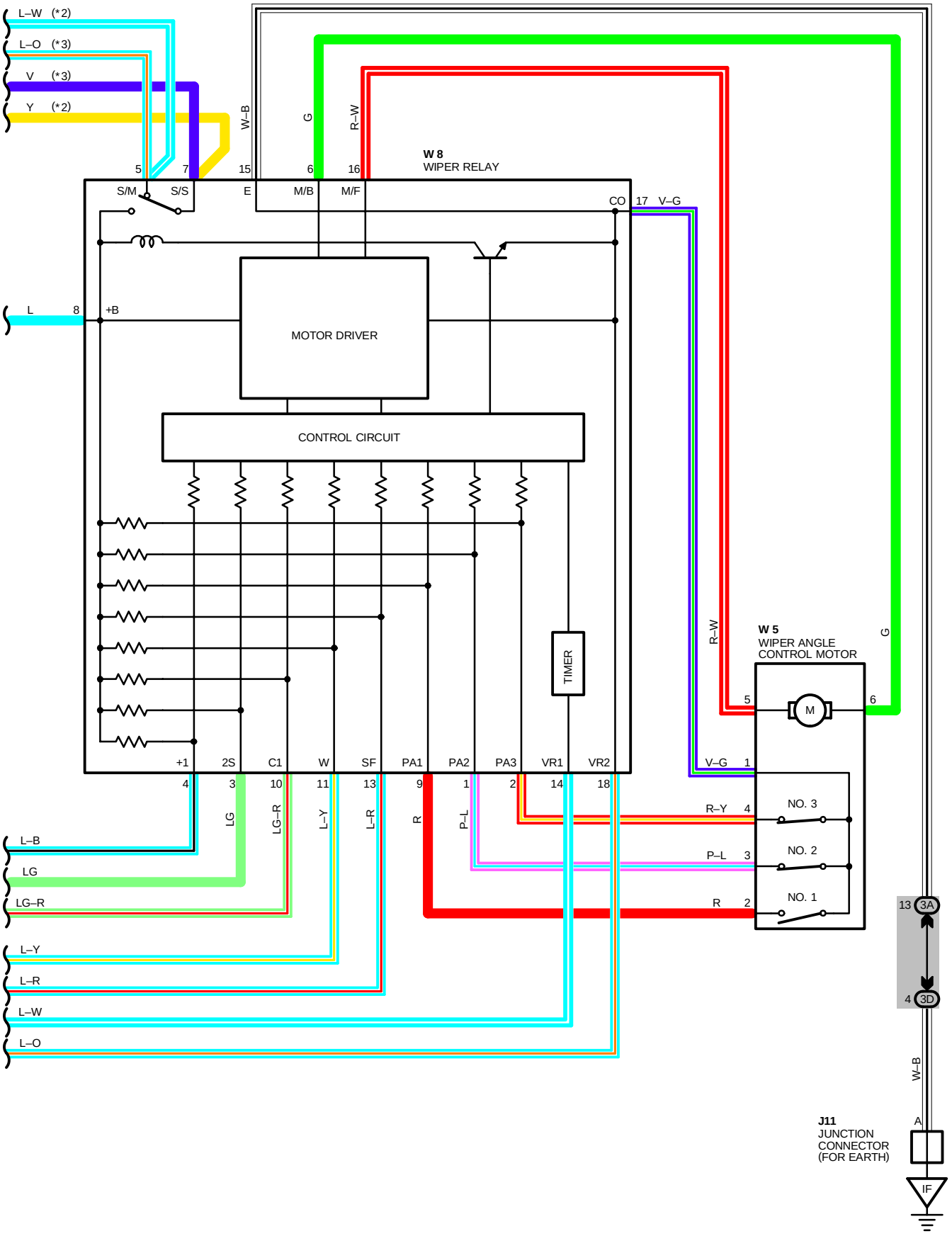
T17, T18



WIPER AND WASHER



*1 : FULLY–CONCEALED/SEMI–CONCEALED CHENGEOVER SW
*2 : CANADA
*3 : USA



SYSTEM OUTLINE

1. LOW SPEED POSITION

WIPER SW AT LOW OR INT POSITION

WHEN THE WIPER AND WASHER SW ARE AT LOW POSITION, A SIGNAL IS OUTPUT FROM **TERMINAL (A)11** OF THE WIPER SW TO **TERMINAL 13** OF THE WIPER RELAY. THIS SIGNAL ACTIVATES THE WIPER RELAY SO THAT CURRENT FLOWS FROM THE **WIPER** FUSE TO **TERMINAL 8** OF WIPER RELAY → **TERMINAL 16** → **TERMINAL 5** OF WIPER ANGLE CONTROL MOTOR → **TERMINAL 6** → **TERMINAL 6** OF WIPER RELAY → **TERMINAL 15** → **GROUND,** ACTIVATING THE WIPER ANGLE CONTROL MOTOR SO THAT THE WIPERS OPERATE AT LOW SPEED WITH THE WIPER ARMS AT THE RAISED POSITION.

WIPER SW AT HIGH POSITION

WHEN THE WIPER AND WASHER SW ARE AT HIGH POSITION, A SIGNAL IS OUTPUT FROM **TERMINAL (A)11,**. **(A)12** OF THE WIPER SW TO **TERMINAL 13, 3** OF THE WIPER RELAY. THIS SIGNAL ACTIVATES THE WIPER RELAY SO THAT CURRENT FLOWS THE SAME AS WHEN THE WIPER SW IS AT LOW OR INT POSITION, THUS ACTIVATING THE WIPER ANGLE CONTROL MOTOR. AS A RESULT, THE WIPERS OPERATE AT HIGH SPEED WITH THE WIPER ARMS AT THE RAISED POSITION. THE RETURN POSITION OF THE WIPER BLADES IS ALSO AUTOMATICALLY ADJUSTED TO A DIFFERENT POSITION TO LOW SPEED OR INT OPERATION TO PREVENT OVERRUN.

2. LOW SPEED OPERATION

WHEN THE WIPER SW IS AT LOW POSITION, THE WIPER ANGLE CONTROL MOTOR SETS THE WIPER ARMS AT THE RAISED POSITION. AT THE SAME TIME, CURRENT FROM THE **WIPER** FUSE FLOWS TO **TERMINAL (A)14** OF WIPER AND WASHER SW → **TERMINAL (B)1** → **TERMINAL 3** OF WIPER MOTOR → **TERMINAL 1** → **GROUND,** OPERATING THE WIPER MOTOR AT LOW SPEED.

3. INT POSITION

WHEN THE WIPER SW IS AT HIGH POSITION, CURRENT FROM THE **WIPER** FUSE FLOWS TO **TERMINAL (A)14** OF WIPER AND WASHER SW → **TERMINAL (A)7** → **TERMINAL 2** OF WIPER MOTOR → **TERMINAL 1** → **GROUND,** OPERATING THE WIPER MOTOR AT HIGH SPEED. AT THE SAME TIME, THE WIPER ARNGLIE CONTROL MOTOR SETS THE WIPER ARMS TO RAISE POSITION AND AUTOMATICALLY CHANGES THE RETURN POSITION OF THE WIPER BLADES TO PREVENT OVERRUN.

4. MIST POSITION

WHEN THE WIPER SW IS AT INT POSITION. THE WIPER ANGLE CONTROL MOTOR SETS THE WIPER ARM TO RAISED POSITION. AT THE SAME TIME. A SIGNAL IS OUTPUT FROM **TERMINAL (A)5** OF THE WIPER AND WASHER SW TO **TERMINAL 10** OF THE WIPER RELAY. THIS SIGNAL ACTIVATES THE WIPER RELAY, AND FOR **0.6** TO **1.0** SECOND. CURRENT FROM THE **WIPER** FUSE FLOWS TO **TERMINAL 8** OF THE WIPER RELAY → **TERMINAL 4** → **TERMINAL 3** OF WIPER MOTOR → **TERMINAL 1** TO **GROUND,** ACTIVATING THE WIPER MOTOR. THEN APPROX **2** SECONDS TO **10** SECONDS AFTER WIPER OPERATION STOPS, CURRENT AGAIN FLOWS FROM **TERMINAL 8** OF THE WIPER RELAY TO **TERMINAL 4.** ACTIVATING THE WIPER MOTOR. THIS OPERATION REPEATS WHILE THE WIPER SW IS AT INT POSITION. THE TIME INTERVAL BETWEEN WIPER OPERNTION CAN BE ADJUSTED USING THE INT TIME CONTROL SW.

5. FULLY–CONCEALED/SEMICONCEALED CHANGEROVER OPERATION

WHEN THE FULLY–CONCEALED/SEMI–CONCEALED CHANGEOVER OPERATION SWITCH IS CHANGED FROM FULL TO SEMI, A SIGNAL IS OUTPUT FROM **TERMINAL (A)11** OF THE WIPER AND WASHER SW TO **TERMINAL 13** OF THE WIPER RELAY. THIS SIGNAL ACTIVATES THE WIPER RELAY SO THAT CURRENT FLOWS THE SAME ROUTE AS WHEN THE WIPER SW IS AT LOW OR INT POSITION. AS A RESULT, THE WIPER ANGLE CONTROL MOTOR OPERATES AND MOVES THE WIPER ARMS TO THE RAISED POSITION.

WHEN THE CHANGEOVER SW IS SWITCHED FROM SEMI TO FULL, A SIGNAL IS OUTPUT FROM **TERMINAL (A)11** OF THE WIPER AND WASHER SW TO **TERMINAL 13** OF THE WIPER RELAY. THIS SIGNAL ACTIVATES THE WIPER RELAY SO THAT CURRENT FLOWS FROM THE **WIPER** FUSE TO **TERMINAL 8** OF THE WIPER RELAY → **TERMINAL 6** → **TERMINAL 6** OF WIPER ANGLE CONTROL MOTOR → **TERMINAL 5** → **TERMINAL 16** OF WIPER RELAY → **GROUND.** THIS ACTIVATES THE WIPER ANGLE CONTROL MOTOR SO THAT THE WIPER ARM MOVES FROM THE RAISED POSITION TO THE STORED POSITION.

6. WASHER CONTINUOUS OPERATION

WHEN THE WASHER SW I.S ON, CURRENT FROM THE **WIPER** FUSE FLOWS TO **TERMINAL 2** OF THE WASHER MOTOR → **TERMINAL 1** → **GROUND,** ACTIVATING THE WASHER MOTOR TO SPRAY WASHER FLUID ON THE WINDSHIELD. AT THE SAME TIME. A SIGNAL IS INPUT TO **TERMINAL 11** OF THE WIPER RELAY, ACTIVATING THE WIPER RELAY AND RAISING THE WIPER ARM. CURRENT FLOWS FROM THE **WIPER** FUSE TO **TERMINAL 8** → **TERMINAL 4** → **TERMINAL 3** OF WIPER MOTOR → **GROUND.**

SERVICE HINTS

C12(A), C13(B) WIPER AND WASHER SW [COMB. SW]

(A) 6–GROUND : ALWAYS CONTINUITY
(A) 14–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(B) 1–GROUND : APPROX. **12** VOLTS WITH WIPER AND WASHER SW AT **LOW** POSITION
APPROX. **12** VOLTS **2** TO **10** SECONDS INTERMITTENTLY WITH WIPER SW AT **INT** POSITION
(B) 10–GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON UNLESS WIPER MOTOR AT **STOP** POSITION
(A) 7–GROUND : APPROX. **12** VOLTS WITH WIPER AND WASHER SW AT **HIGH** POSITION

W 6 WIPER MOTOR

4–5 : CLOSED UNLESS WIPER MOTOR AT **STOP** POSITION

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C12	A	28	**J 7**	29	**W 6**	27
C13	B	28	**J11**	29	**W 8**	29
J 2		29	**W 2**	27		
J 5		29	**W 5**	27		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

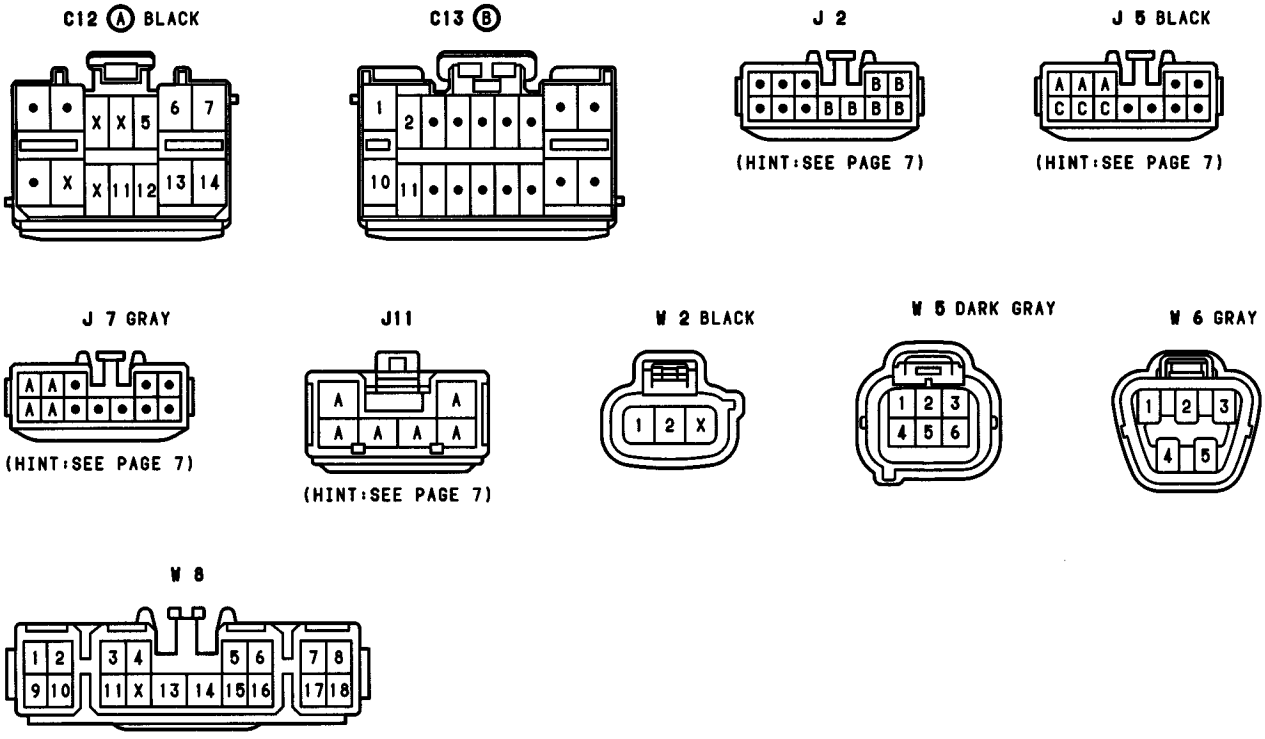
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1H		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

▽ : GROUND POINTS

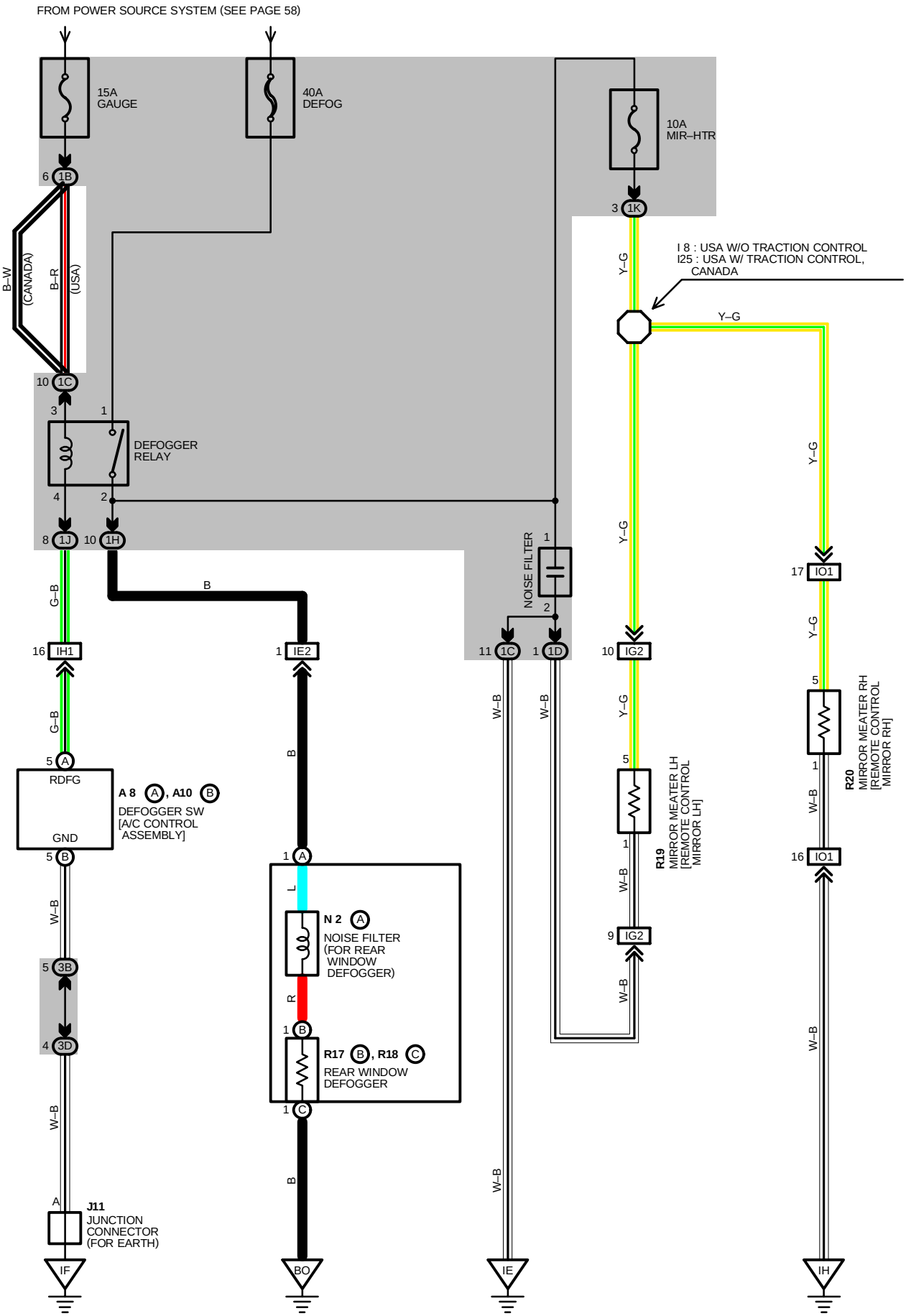
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER

⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I17	38	COWL WIRE	**I40**	38	COWL WIRE



REAR WINDOW DEFOGGER AND MIRROR HEATER



SERVICE HINTS

DEFOGGER RELAY

1–2 : CLOSED WITH IGNITION SW AT **ON** POSITION AND DEFOGGER SW [A/C CONTROL ASSEMBLY] **ON** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 8	A	28	**N 2**	A	31	**R19**	31
A10	B	28	**R17**	B	31	**R20**	31
J11		29	**R18**	C	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1D		
1H		
1J		
1K		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IG2	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IH1	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IO1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)

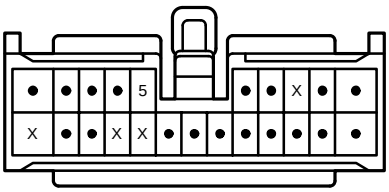
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER
IH	36	RIGHT KICK PANEL
BO	40	LEFT SIDE OF REAR PILLAR

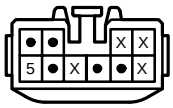
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	38	COWL WIRE	**I25**	38	COWL WIRE

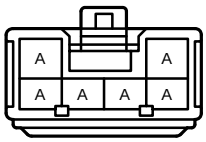
A 8 (A)



A10 (B) ORANGE

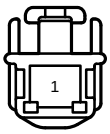


J11



(HINT : SEE PAGE 7)

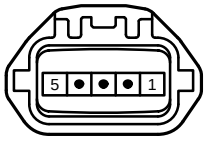
N 2 (A)



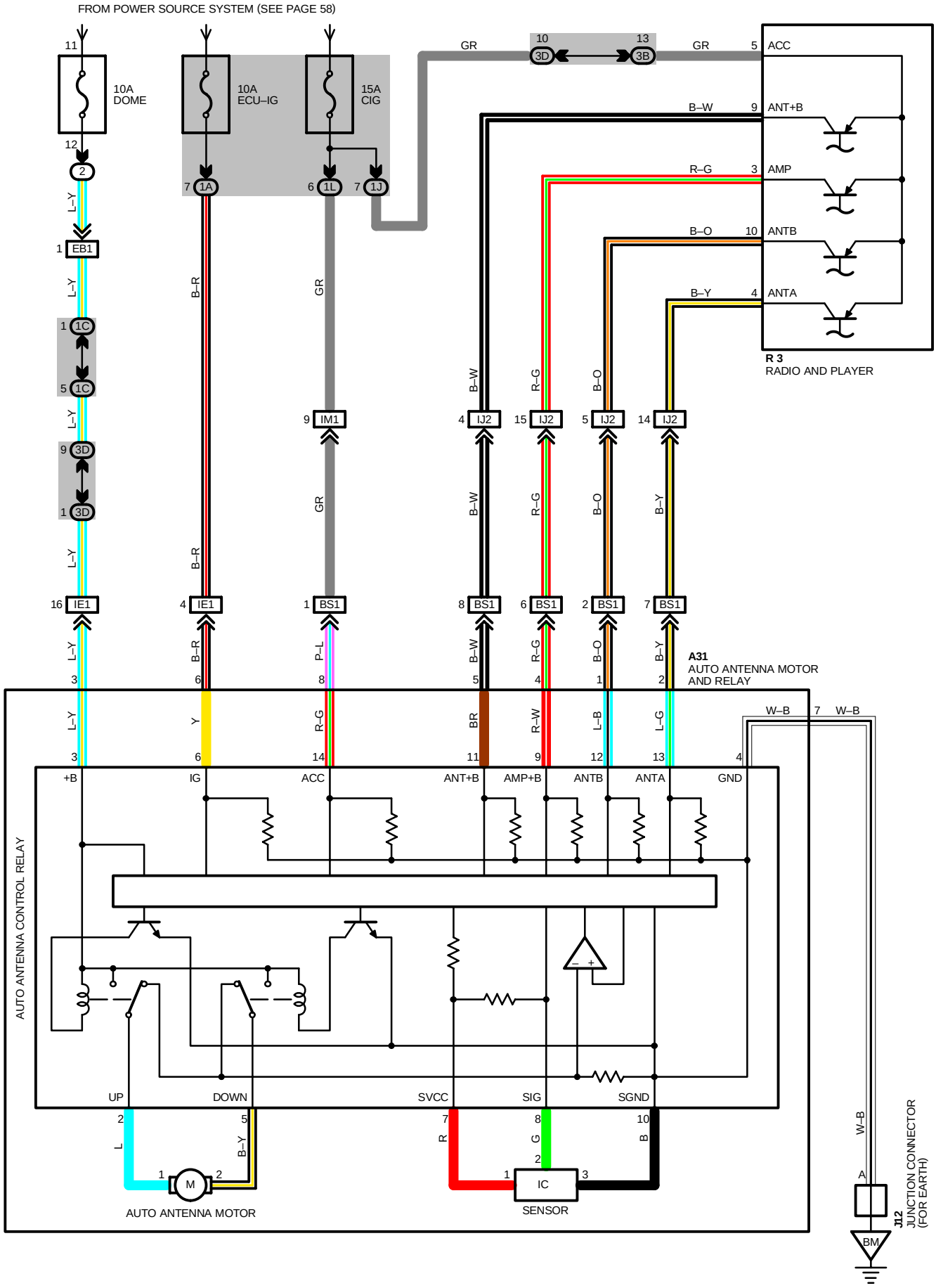
R17 (B) BLACK

R18 (C) BLACK

R19, R20



AUTO ANTENNA



SERVICE HINTS

A31 AUTO ANTENNA MOTOR AND RELAY

3–GROUND : ALWAYS APPROX. **12** VOLTS
6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
8–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
7–GROUND : ALWAYS CONTINUITY

R 3 RADIO AND PLAYER

5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A31	30	**J12**	30	**R 3**	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1J		
1L		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)

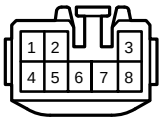
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IE1	36	COWL WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IJ2	36	INSTRUMENT PANEL WIRE AND FLOOR NO. 1 WIRE (UNDER THE INSTRUMENT PANEL BRACE LH)
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BS1	40	FLOOR NO. 1 WIRE AND FLOOR NO. 2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)

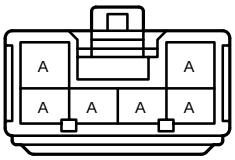
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BM	40	LUGGAGE ROOM LEFT

A31

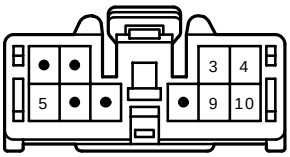


J12

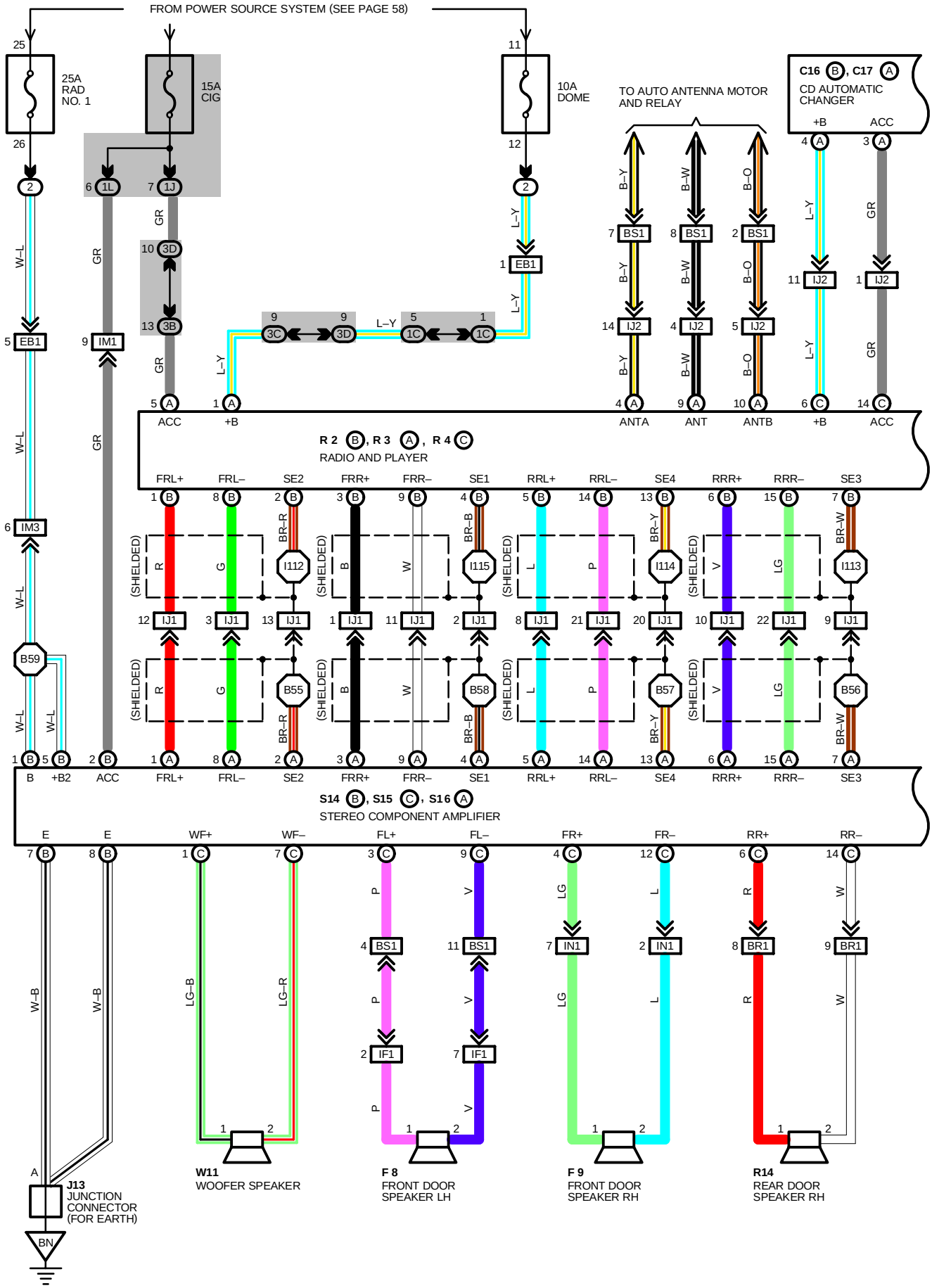


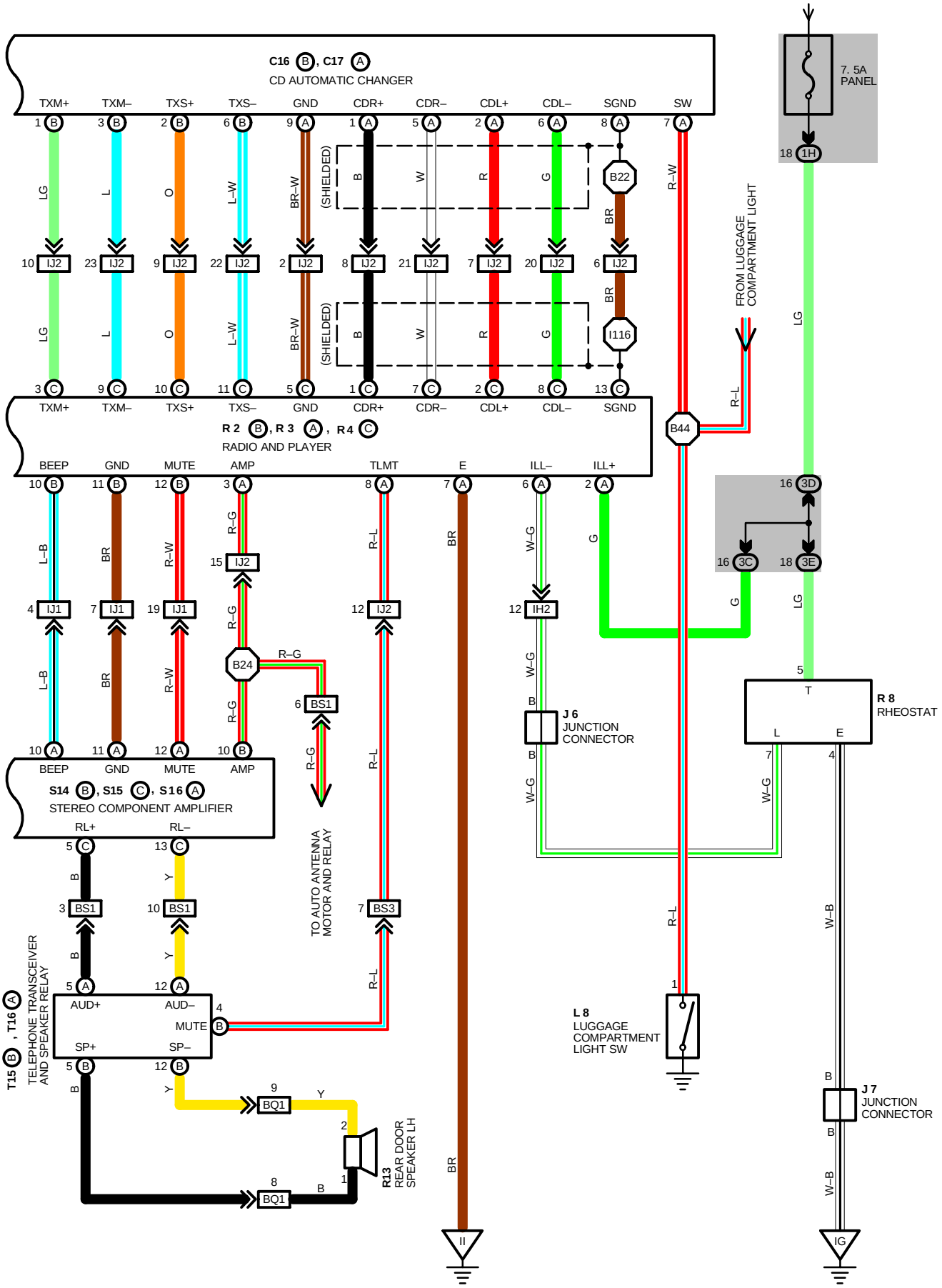
(HINT : SEE PAGE 7)

R 3 BLUE



RADIO AND PLAYER




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
C16 B, C17 A
CD AUTOMATIC CHANGER
TXM+ TXM– TXS+ TXS– GND CDR+ CDR– CDL+ CDL– SGND SW
(SHIELDED)
B22
I116
7. 5A PANEL
1H
FROM LUGGAGE COMPARTMENT LIGHT
R2 B, R3 A, R4 C
RADIO AND PLAYER
BEEP GND MUTE AMP TLMT E ILL– ILL+
B44
3D
3C
3E
B24
BS1
IJ1
IJ2
IH2
R 8
RHEOSTAT
J 6
JUNCTION CONNECTOR
S14 B, S15 C, S16 A
STEREO COMPONENT AMPLIFIER
RL+ RL–
TO AUTO ANTENNA MOTOR AND RELAY
BS3
T15 B, T16 A
TELEPHONE TRANSCEIVER AND SPEAKER RELAY
AUD+ AUD– MUTE SP+ SP–
BQ1
R13
REAR DOOR SPEAKER LH
L 8
LUGGAGE COMPARTMENT LIGHT SW
J 7
JUNCTION CONNECTOR
II
IG

RADIO AND PLAYER

SERVICE HINTS

R 3(A) RADIO AND PLAYER
(A) 1–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 5–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ACC** POSITION
(A) 7–GROUND : ALWAYS CONTINUITY

C17(A) CD AUTOMATIC CHANGER
(A) 4–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 3–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ACC** POSITION
(A) 9–GROUND : ALWAYS CONTINUITY

S14(B) STEREO COMPONENT AMPLIFIER
(B)1, **(B)**5–GROUND : ALWAYS APPROX. **12** VOLTS
(B) 2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ACC** POSITION
(B)7, **(B)**8–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
C16	B	30	**L 8**		30	**S14**	B	31
C17	A	30	**R 2**	B	29	**S15**	C	31
F 8		30	**R 3**	A	29	**S16**	A	31
F 9		30	**R 4**	C	29	**T15**	B	31
J 6		29	**R 8**		29	**T16**	A	31
J 7		29	**R13**		31	**W11**		31
J13		30	**R14**		31			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H		
1J		
1L		
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IF1	36	FRONT DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IH2	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IJ1	36	INSTRUMENT PANEL WIRE AND FLOOR NO. 1 WIRE (UNDER THE INSTRUMENT PANEL BRACE LH)
IJ2		
IM1	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
IM3		
IN1	38	FRONT DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)
BS1	40	FLOOR NO.1 WIRE AND FLOOR NO. 2 WIRE (UNDER THE LEFT SIDE OF REAR SEAT CUSHION)
BS3		

: GROUND POINTS

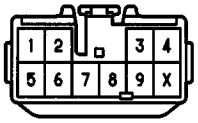
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	BEHIND GLOVE BOX
II	36	INSTRUMENT PANEL BRACE LH
BN	40	LUGGAGE ROOM RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I112	38	INSTRUMENT PANEL WIRE	B44	40	FLOOR NO. 1 WIRE
I113			B55		
I114			B56		
I115			B57		
I116			B58		
B22	40	FLOOR NO. 1 WIRE	B59		
B24					

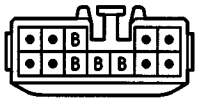
C16 (B) GRAY

C17 (A) GRAY



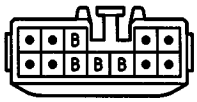
F 8, F 9 BLUE

J 6 GRAY



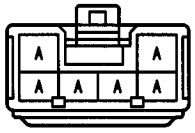
(HINT: SEE PAGE 7)

J 7 GRAY



(HINT: SEE PAGE 7)

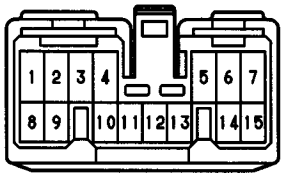
J13



(HINT: SEE PAGE 7)

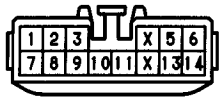
L 8 GRAY

R 2 (B)



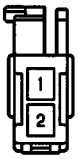
R 3 (A) BLUE

R 4 (C) GRAY



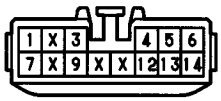
R 8

R13, R14 BLUE

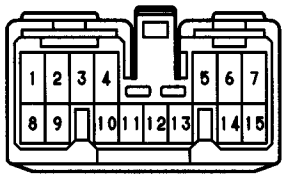


S14 (B) BLUE

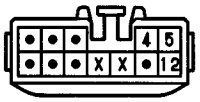
S15 (C) ORANGE



S16 (A)



T15 (B)



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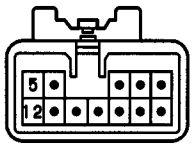
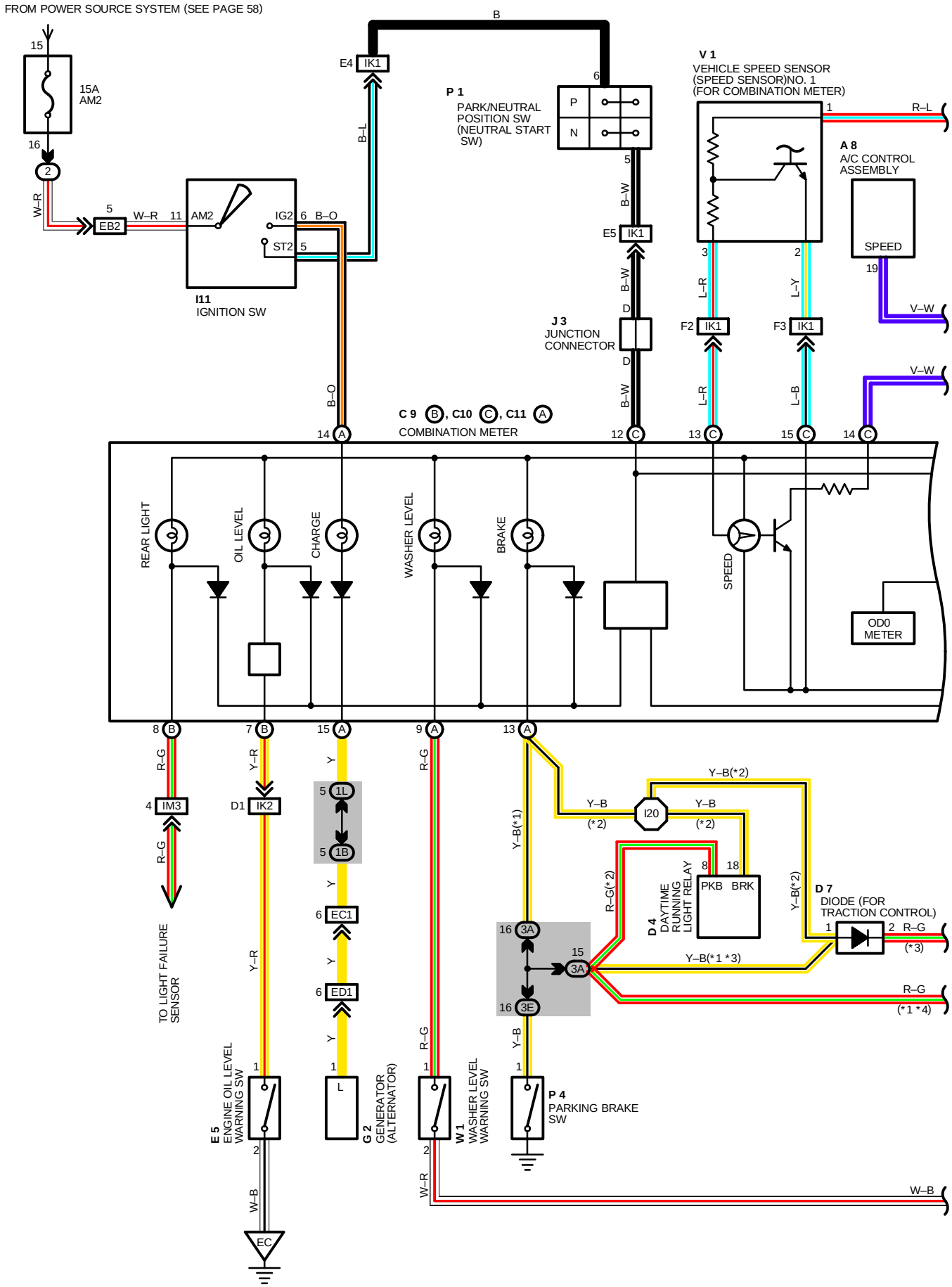
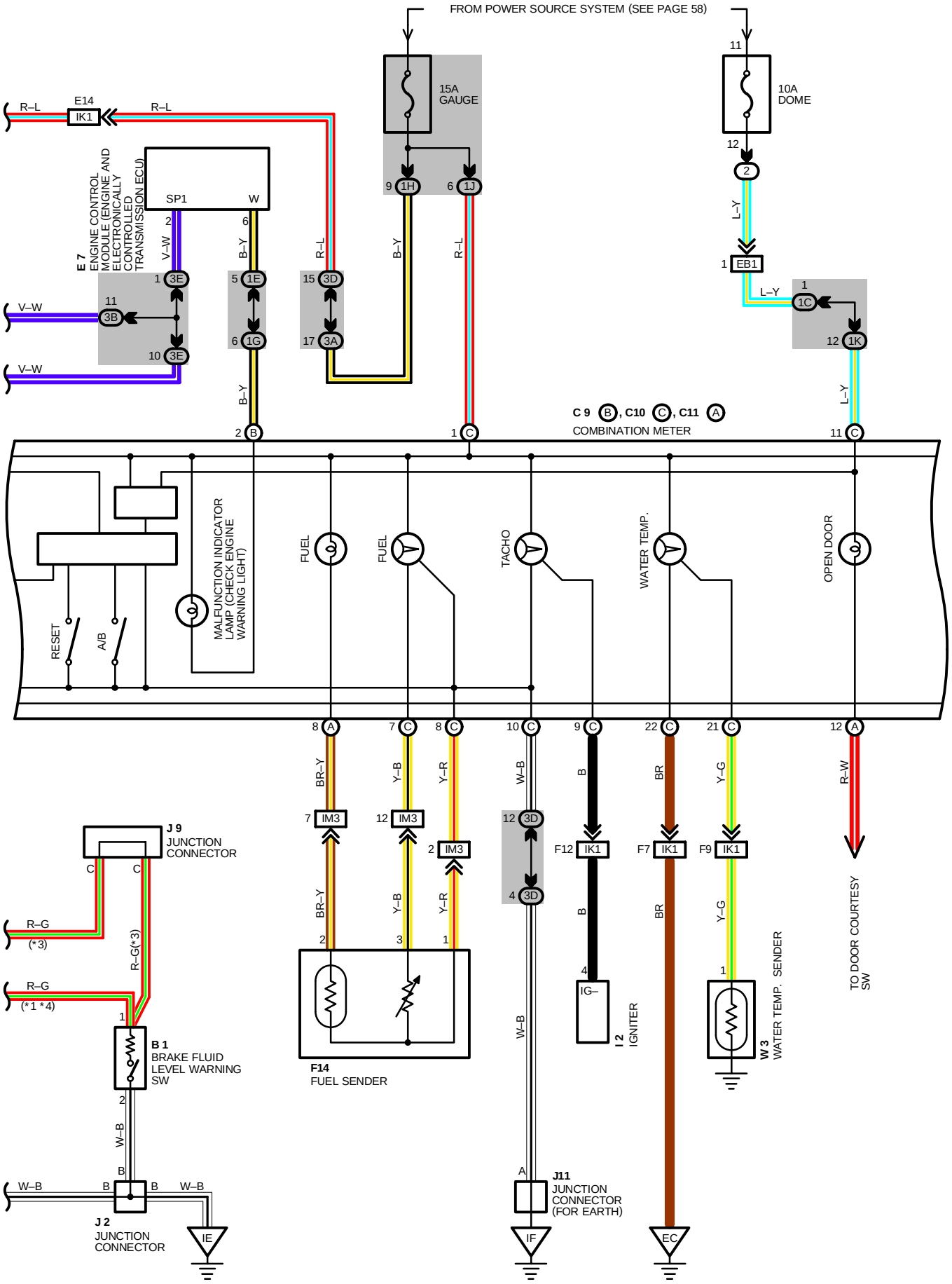


W11 BLUE

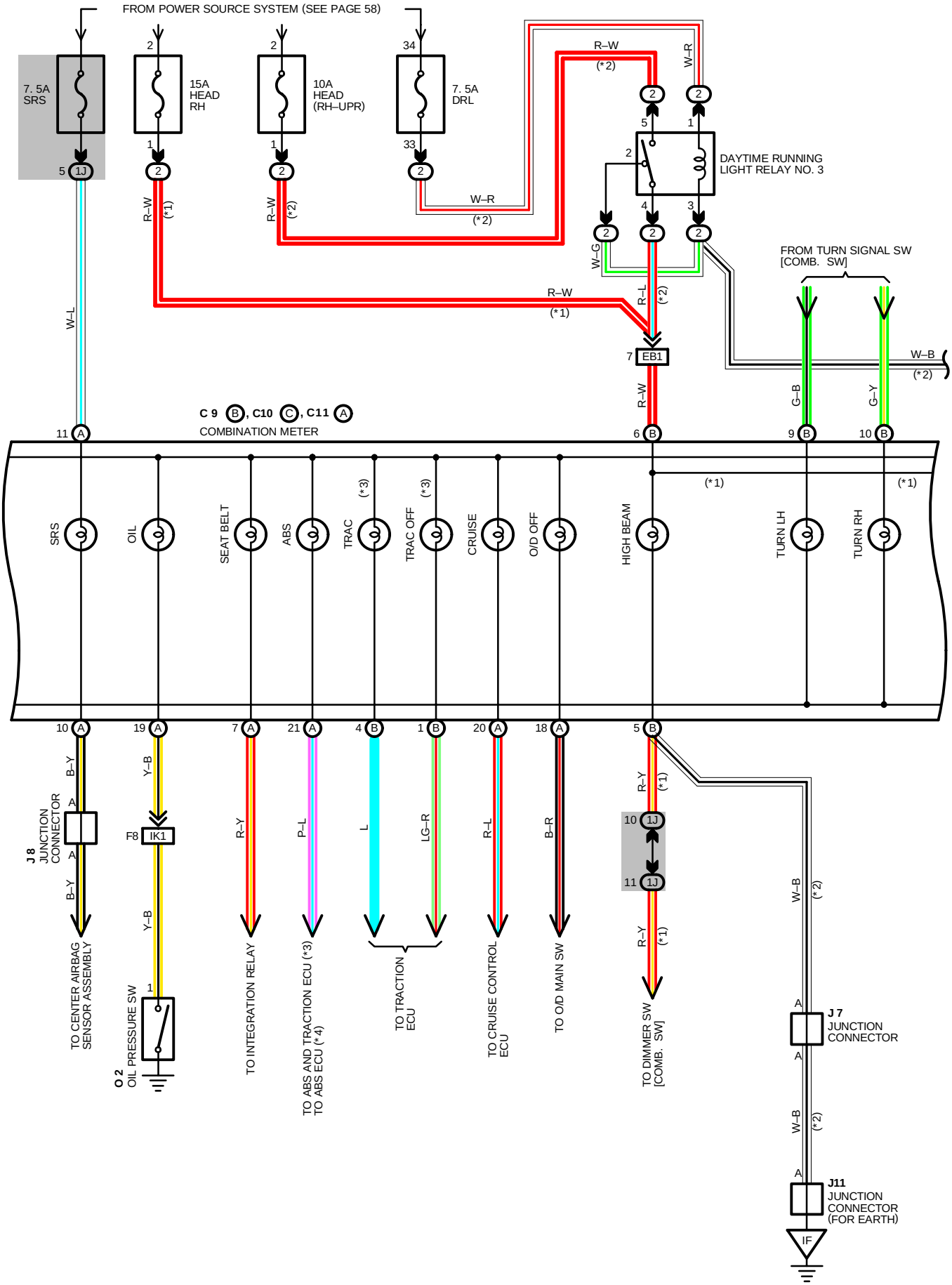
COMBINATION METER



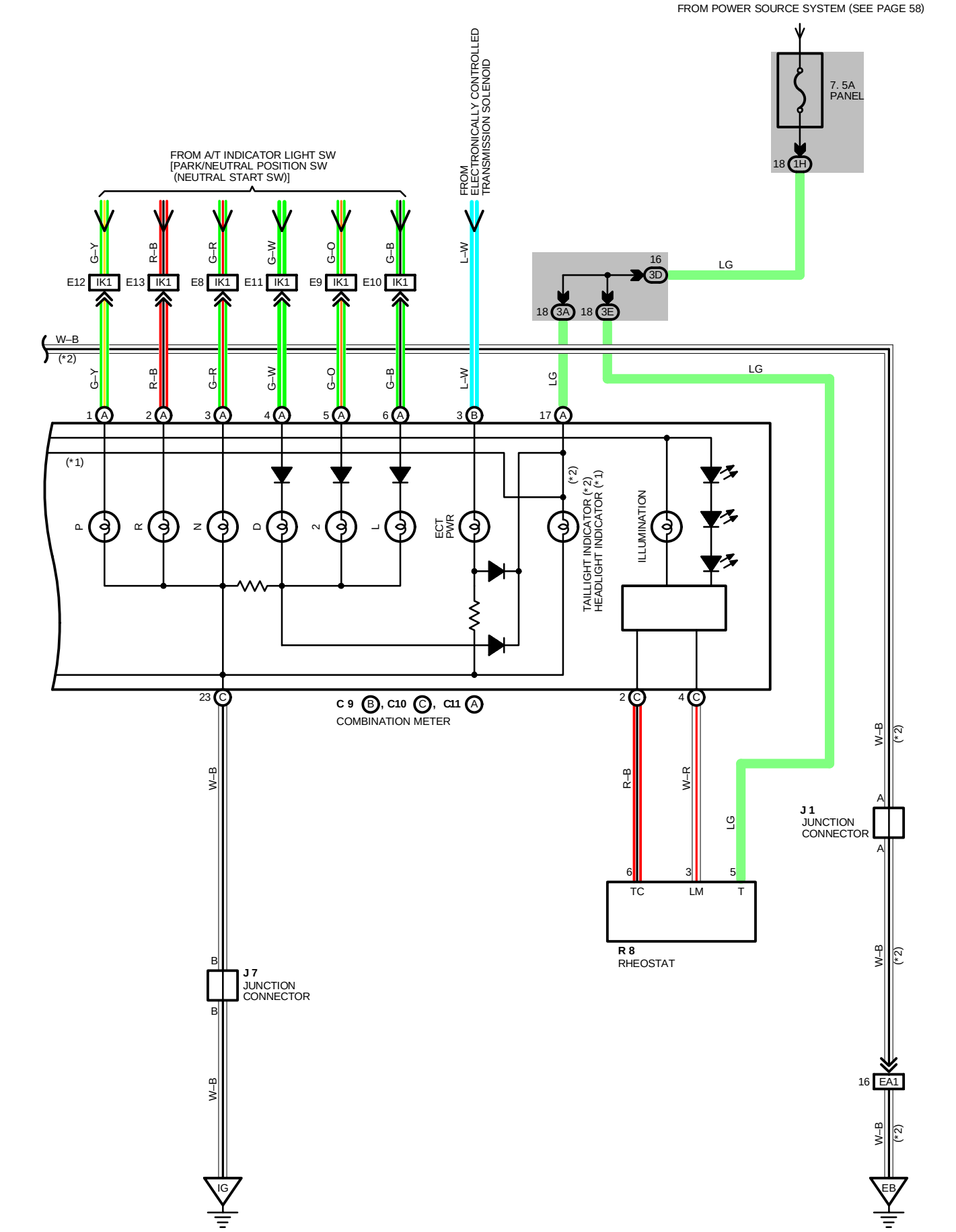
*1 : USA
*2 : CANADA
*3 : W/ TRACTION CONTROL
*4 : W/O TRACTION CONTROL



COMBINATION METER



*1 : USA
*2 : CANADA
*3 : W/ TRACTION CONTROL
*4 : W/O TRACTION CONTROL



COMBINATION METER

SERVICE HINTS

B 1 BRAKE FLUID LEVEL WARNING SW
1–2 : CLOSED WITH FLOAT DOWN
P 4 PARKING BRAKE SW
1–GROUND : CLOSED WITH PARKING BRAKE PEDAL DEPRESSED
O 2 OIL PRESSURE SW
1–GROUND : CLOSED WITH OIL PRESSURE BELOW APPROX. **20** KPA (**2.8** PSI, **0.2** KG/CM^2)
W 3 WATER TEMP. SENDER
1–GROUND : APPROX. **226** (**50**˚C, **122**˚F)
APPROX. **25** (**115**˚C, **239**˚F)
E 5 ENGINE OIL LEVEL WARNING SW
1–2 : CLOSED WITH FLOAT UP AND ENGINE OIL TEMP. AT BELOW APPROX. **55**˚C (**131**˚F)
OPEN WITH FLOAT DOWN AND ENGINE OIL TEMP. AT BELOW APPROX. **60**˚C (**140**˚F)
F14 FUEL SENDER
2–3 : APPROX. **3** AT FUEL FULL
APPROX. **110** AT FUEL EMPTY
C10(C) COMBINATION METER
1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
12–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ST** POSITION AND SHIFT LEVER AT **P** OR **N** POSITION
10–GROUND : ALWAYS CONTINUITY
22–GROUND : ALWAYS CONTINUITY
11–GROUND : ALWAYS APPROX. **12** VOLTS

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 8		28	**F14**	30	**J 9**	29
B 1		26	**G 2**	26	**J11**	29
C 9	B	28	**I 2**	26	**O 2**	27
C10	C	28	**I11**	29	**P 1**	27
C11	A	28	**J 1**	27	**P 4**	29
D 4		28	**J 2**	29	**R 8**	29
D 7		28	**J 3**	29	**V 1**	27
E 5		26	**J 7**	29	**W 1**	27
E 7		28	**J 8**	29	**W 3**	27

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C		
1E		
1G		
1H		
1J		
1K		
1L		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB1	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EB2		
EC1	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IM3	38	COWL WIRE AND FLOOR NO. 1 WIRE (RIGHT KICK PANEL)

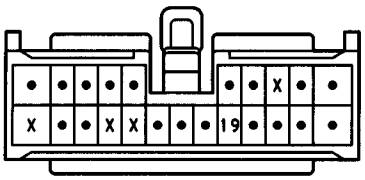
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	34	FRONT SIDE OF LEFT FENDER
EC	34	FRONT SIDE OF INTAKE MANIFOLD
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX

: SPLICE POINTS

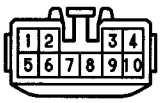
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I20	38	COWL WIRE			

A 8

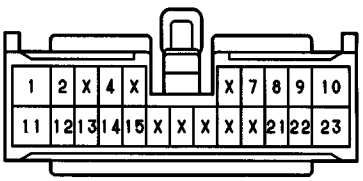


B 1 GRAY

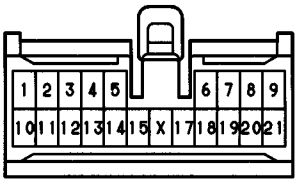
C 9 (B)



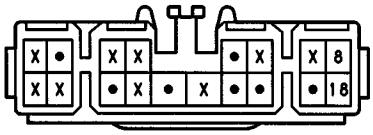
C10 (C) ORANGE



C11 (A) GRAY



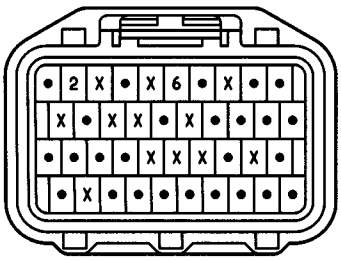
D 4 GRAY



D 7 BLACK

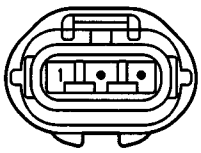
E 5 GRAY

E 7 DARK GRAY

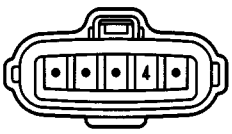


F14 GREEN

G 2 GRAY



I 2 BLACK



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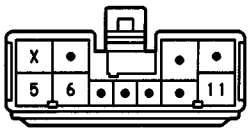
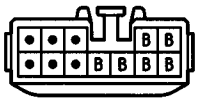


J 1

(HINT:SEE PAGE 7)

J 2



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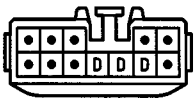
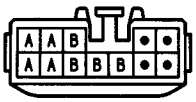


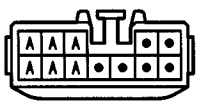
(HINT:SEE PAGE 7)

J 7 GRAY



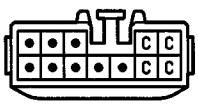
(HINT:SEE PAGE 7)

J 8



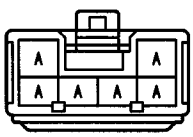
(HINT:SEE PAGE 7)

J 9 GRAY



(HINT:SEE PAGE 7)

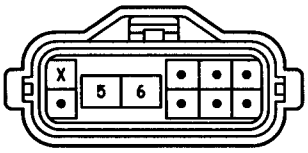
J11



(HINT:SEE PAGE 7)

O 2 GRAY

P 1 GRAY



P 4 GRAY

R 8

V 1 BLACK

W 1 GRAY

W 3 GRAY

SYSTEM OUTLINE

1. HEATER BLOWER OPERATION

MANUAL BLOWER OPERATION

WHEN THE BLOWER CONTROL SW IS SET TO ANY BLOWER SPEED, THE A/C CONTROL ASSEMBLY OPERATES AND THE CURRENT TO DRIVE THE BLOWER MOTOR FLOWS FROM **TERMINAL BLW** OF THE A/C CONTROL ASSEMBLY TO **TERMINAL SI** OF THE BLOWER MOTOR CONTROL RELAY. THE CURRENT ACTIVATES THE RELAY AND THE VOLTAGE APPLIED TO **TERMINAL +B** OF THE BLOWER MOTOR CONTROL RELAY IS OUTPUT AT **TERMINAL M+** AS THE VOLTAGE FOR THE SELECTED BLOWER SPEED. THE CURRENT THEN FLOWS FROM **TERMINAL M+** OF THE BLOWER MOTOR CONTROL RELAY TO **TERMINAL 2** → **TERMINAL 1** → **TERMINAL M–** OF BLOWER MOTOR CONTROL RELAY → **TERMINAL GND** → **GROUND,** AND THE BLOWER MOTOR OPERATES AT THE BLOWER SPEED SELECTED.

AUTO FUNCTION

WHEN THE AUTO SW IS TURNED ON, THE A/C CONTROL ASSEMBLY CALCULATES THE REQUIRED VENT TEMPERATURE BASED ON THE SET TEMPERATURE AND INPUT FROM EACH SENSOR. THEN **TERMINAL BLW** OF THE A/C CONTROL ASSEMBLY INPUTS CURRENT TO **TERMINAL SI** OF THE BLOWER MOTOR CONTROL RELAY IN CONFORMITY WITH THE REGUIRED VENT OUTPUT. THIS CURRENT ACTIVATES THE BLOWER MOTOR CONTROL RELAY SO THAT CURRENT FLOWS FROM **TERMINAL M+** OF THE BLOWER MOTOR CONTROL RELAY → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL M–** OF BLOWER MOTOR CONTROL RELAY → **TERMINAL GND** → **GROUND,** ACTIVATING THE BLOWER MOTOR. THE BLOWER MOTOR THEN OPERATES AT DIFFERENT STEPS IN CONFORMITY WITH VARIABLE CURRENT FLOW OUTPUT FROM **TERMINAL BLW** OF THE A/C CONTROL ASSEMBLY TO **TERMINAL SI** OF THE BLOWER MOTOR CONTROL RELAY.

2. OPERATION OF AIR INLET CONTROL SERVO MOTOR

(SWITCHING FROM FRESH TO RECIRC)

WITH IGNITION SW TURNED ON, THE CURRENT FLOWS FROM GAUGE FUSE TO **TERMINAL IG** OF A/C CONTROL ASSEMBLY → **TERMINAL AIR** → **TERMINAL 2** (F AIR INLET CONTROL SERVO MOTOR → **TERMINAL 1** → **TERMINAL AIF** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND,** THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE. WHILE THE DAMPER OPERATES, THE DAMPER POSITION SIGNAL IS INPUT FROM **TERMINAL 5** OF THE SERVO MOTOR TO **TERMINAL TPI** OF THE ECU (BUILT INTO THE A/C CONTROL ASSEMBLY). AS A RESULT, CURRENT TO THE SERVO MOTOR CIRCUIT IS CUT OFF BY THE ECU, SO THE DAMPER STOPS AT THAT POSITION.

(SWITCHING FROM RECIRC TO FRESH)

WITH IGNITION SW TURNED ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM **TERMINAL IG** OF A/C CONTROL ASSEMBLY → **TERMINAL AIF** → **TERMINAL 1** OF AIR INLET CONTROL SERVO MOTOR → **TERMINAL 2** → **TERMINAL. AIR** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND,** THE MOTOR ROTATES AND THE DAMPER STOPS AT THAT POSITION.

3. OPERATION OF AIR VENT MODE CONTROL SERVO MOTOR

WITH IGNITION SW TURNED ON, THE CURRENT FLOWS FROM **GAUGE** FUSE TO **TERMINAL IG** OF A/C CONTROL ASSEMBLY.

(SWITCHING FROM DEF TO FACE)

THE CURRENT FLOWS FROM **TERMINAL AOF** OF A/C CONTROL ASSEMBLY → **TERMINAL 1** OF AIR VENT CONTROL MODE SERVO MOTOR → **TERMINAL 2** → **TERMINAL. AOD** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND.** THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FACE SIDE. WHILE THE DAMPER OPERATES, THE DAMPER POSITION SIGNAL IS INPUT FROM **TERMINAL 5** OF THE SERVO MOTOR TO THE **TERMINAL TPO** OF THE ECU (BUILT INTO THE A/C CONTROL ASSEMBLY). AS A RESULT, CURRENT TO THE SERVO MOTOR CIRCUIT IS CUT OFF BY THE ECU, SO THE DAMPER STOPS AT THAT POSITION.

(SWITCHING FROM FACE TO DEF)

THE CURRENT FLOWS FROM **TERMINAL AOD** OF A/C CONTROL ASSEMBLY → **TERMINAL 2** OF AIR VENT MODE CONTROL SERVO MOTOR → **TERMINAL 1** → **TERMINAL. AOF** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND,** THE MOTOR ROTATES AND THE DAMPER STOPS AT THAT POSITION.

4. OPERATION OF AIR MIX CONTROL SERVO MOTOR

WHEN THE TEMPERATURE SW IS TURNED TO THE 'COOL' SIDE, THE CURRENT FLOWS FROM **TERMINAL AMC** OF A/C CONTROL ASSEMBLY → **TERMINAL 1** OF AIR MIX CONTROL SERVO MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL AMH** OF A/C CONTROL ASSEMBLY → **GROUND** AND THE MOTOR ROTATES. THE DAMPER OPENING ANGLE AT THIS TIME IS INPUT FROM **TERMINAL 5** OF SERVO MOTOR TO **TERMINAL TP** OF A/C CONTROL ASSEMBLY, THIS IS USED TO DETERMINE THE DAMPER STOP POSITION AND MAINTAIN THE SET TEMPERATURE.

WHEN THE TEMPERATURE CONTROL SW IS TURNED TO THE “WARM” SIDE, THE CURRENT FLOWS FROM SERVO MOTOR → **TERMINAL AMH** OF A/C CONTROL ASSEMBLY → **TERMINAL 2** OF AIR MIX CONTROL SERVO MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL AMC** OF A/C CONTROL ASSEMBLY, ROTATING THE MOTOR IN REVERSE AND SWITCHING THE DAMPER FROM COOL TO WARM SIDE.

5. OPERATION OF AIR MIX CONTROL SERVO MOTOR

WHEN THE MODE SW IS SET TO BI–LEVEL, CURRENT FLOWS FROM THE **GAUGE** FUSE TO **TERMINAL 4** OF MAX COOL CONTROL SERVO MOTOR → **TERMINAL 1** → **TERMINAL CBLO** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND.** THIS OPERATES THE MOTOR TO SET THE DAMPER TO THE MAX COOL SIDE.

6. AIR CONDITIONING OPERATION

THE A/C CONTROL ASSEMBLY RECEIVES VARIOUS SIGNALS, I.E., THE ENGINE RPM FROM THE IGNITER, OUTLET TEMPERATURE SIGNAL FROM THE A/C THERMISTOR, COOLANT TEMPERATURE FROM THE ENGINE COOLANT TEMP. SENSOR (WATER TEMP. SENSOR) AND THE LOCK SIGNAL FROM THE A/C COMPRESSOR, ETC.

WHEN THE ENGINE IS STARTED AND THE A/C SW (A/C CONTROL ASSEMBLY) IS ON, A SIGNAL IS INPUT TO THE ECU (BUILT IN THE A/C CONTROL ASSEMBLY). AS A RESULT, THE GROUND CIRCUIT IN A/C CONTROL ASSEMBLY IS CLOSED AND CURRENT FLOWS FROM **GAUGE** TO **TERMINAL 1** OF A/C MAGNETIC CLUTCH RELAY → **TERMINAL 2** → **TERMINAL ACMG** OF ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) → **TERMINAL A/C** → **TERMINAL MGC** OF A/C LOCK AMPLIFIER → **TERMINAL 7** → **TERMINAL MGC** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND,** TURNING THE RELAY ON, SO THAT THE A/C MAGNETIC CLUTCH IS ON AND THE A/C COMPRESSOR OPERATES.

AT THE SAME TIME, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) DETECTS THE MAGNETIC CLUTCH IS ON AND THE A/C COMPRESSOR OPERATES. OPEN DIRECTION TO AVOID LOWERING THE ENGINE RPM DURING A/C OPERATING.

WHEN ANY OF THE FOLLOWING SIGNALS ARE INPUT TO THE A/C CONTROL ASSEMBLY, THE CONTROL ASSEMBLY OPERATES TO TURN OFF THE AIR CONDITIONING.

* ENGINE TEMP. SIGNAL IS HIGH.
* COOLANT TEMP. SIGNAL IS HIGH.
* A SIGNAL THAT THE TEMPERATURE AT THE AIR OUTLET IS LOW.
* A SIGNAL THAT THERE IS A LARGE DIFFERENCE BETWEEN ENGINE SPEED AND COMPRESSOR SPEED.
* A SIGNAL THAT THE REFRIGERANT PRESSURE IS ABNORMALLY HIGH OR LOW.

SERVICE HINTS

A 3 A/C LOCK SENSOR AND A/C MAGNETIC CLUTCH

4–GROUND : APPROX. **3.7**

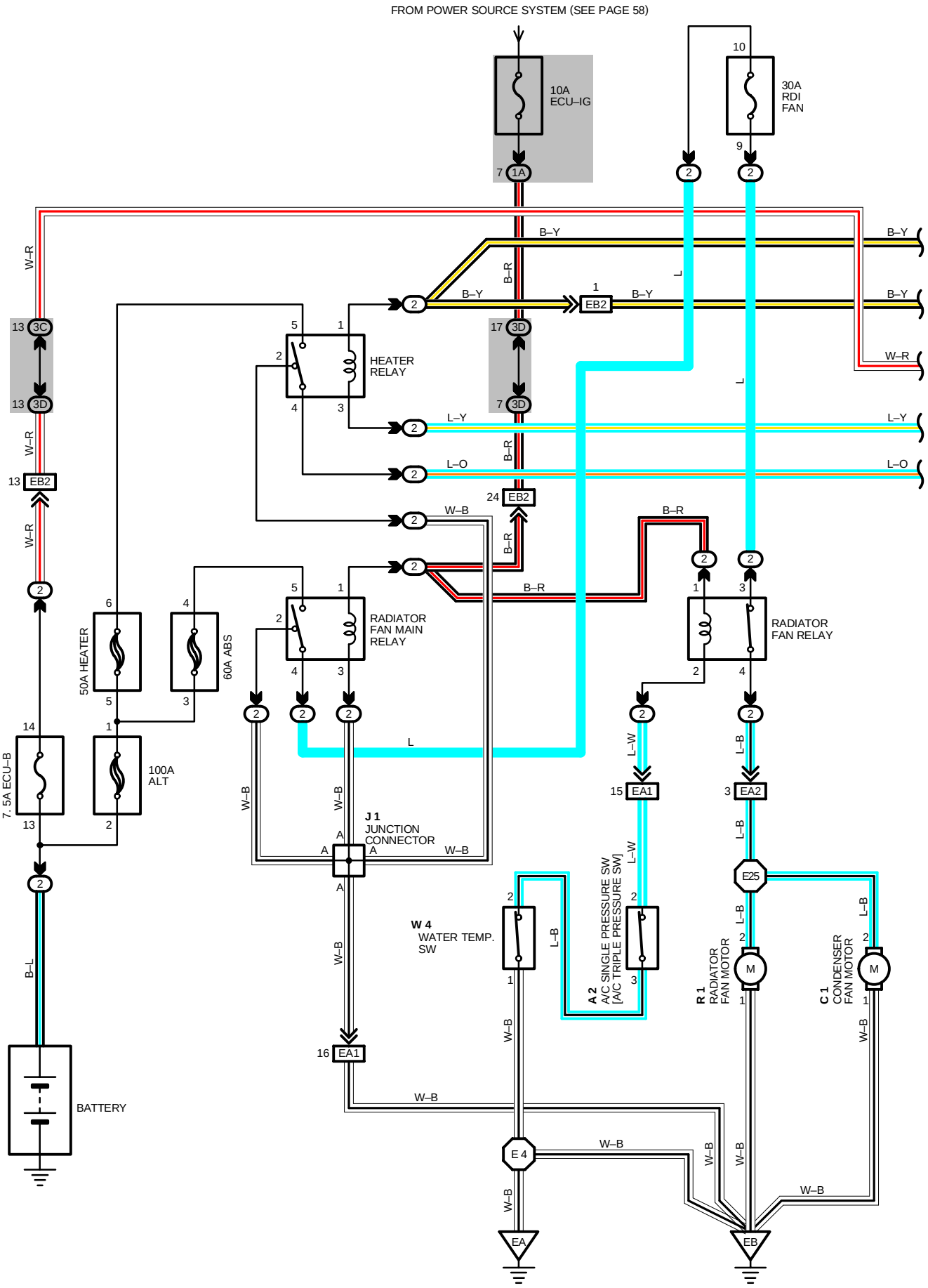
A 2 A/C DUAL PRESSURE SW [A/C TRIPLE PRESSURE SW]

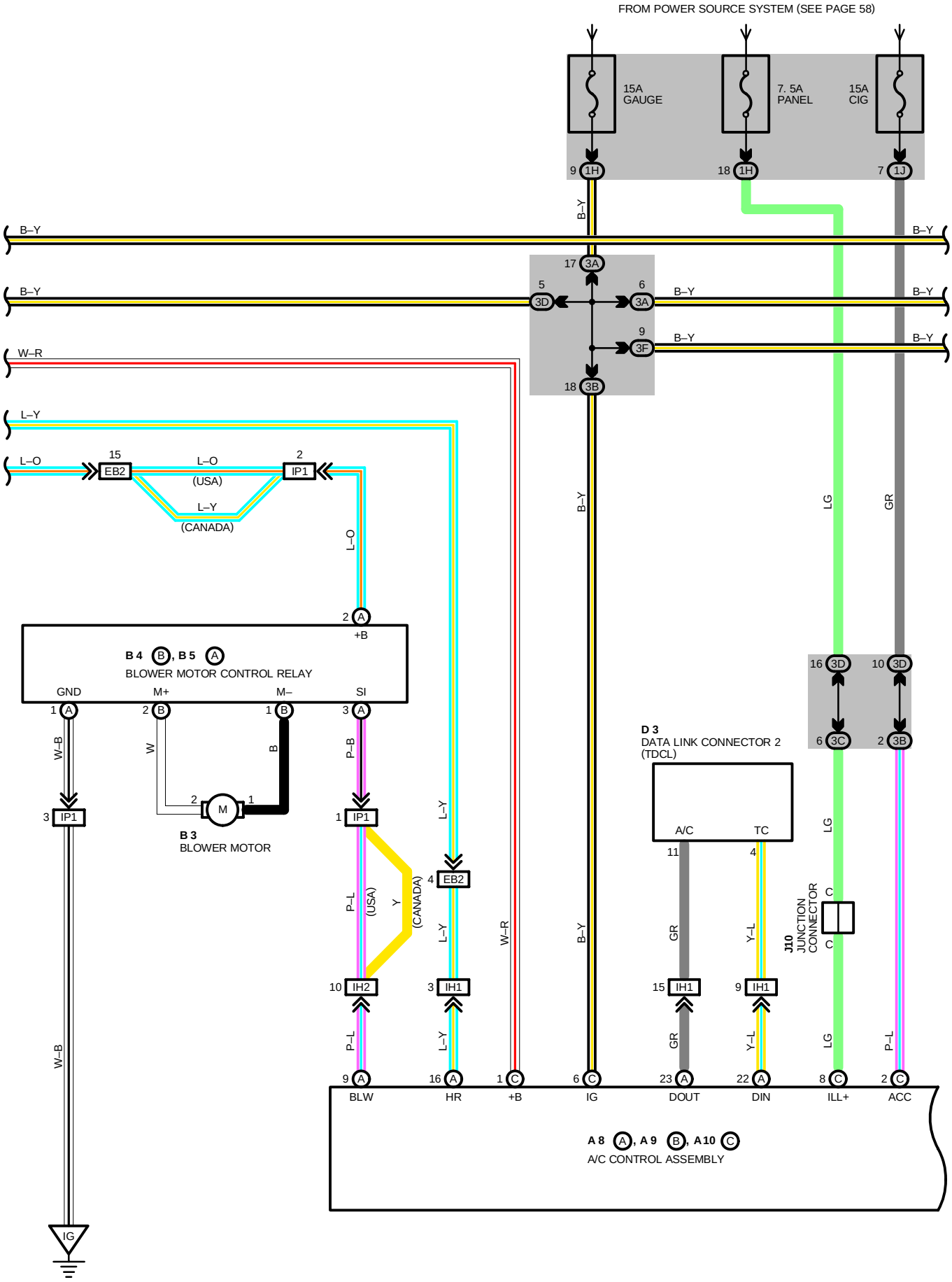
1–4 : OPEN ABOVE APPROX. **206** KPA (**30** PSI, **15.5** KG/CM^2) OR **2648** KPA (**384** PSI, **27** KG/CM^2)

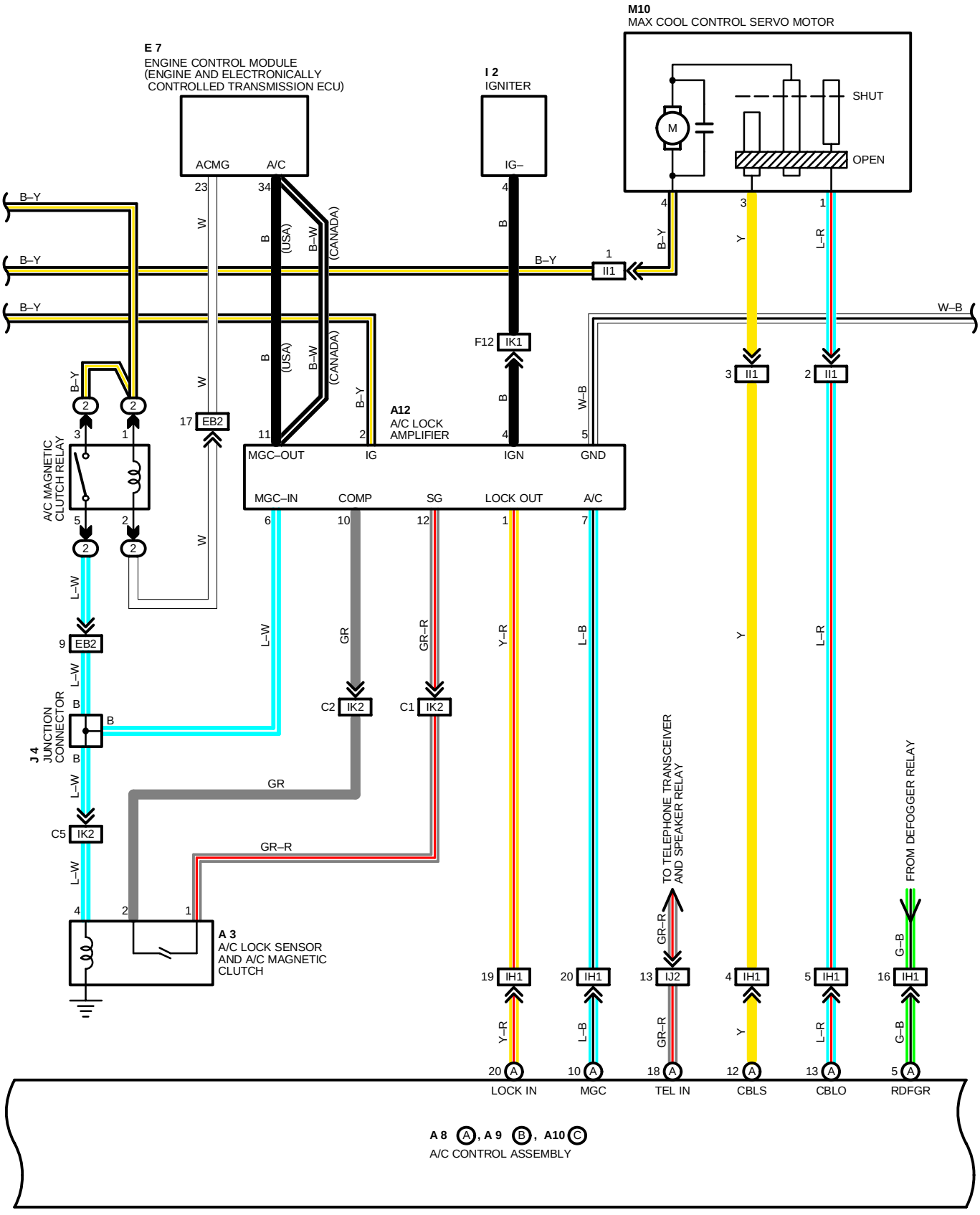
A 8, A 9, A10 A/C CONTROL ASSEMBLY

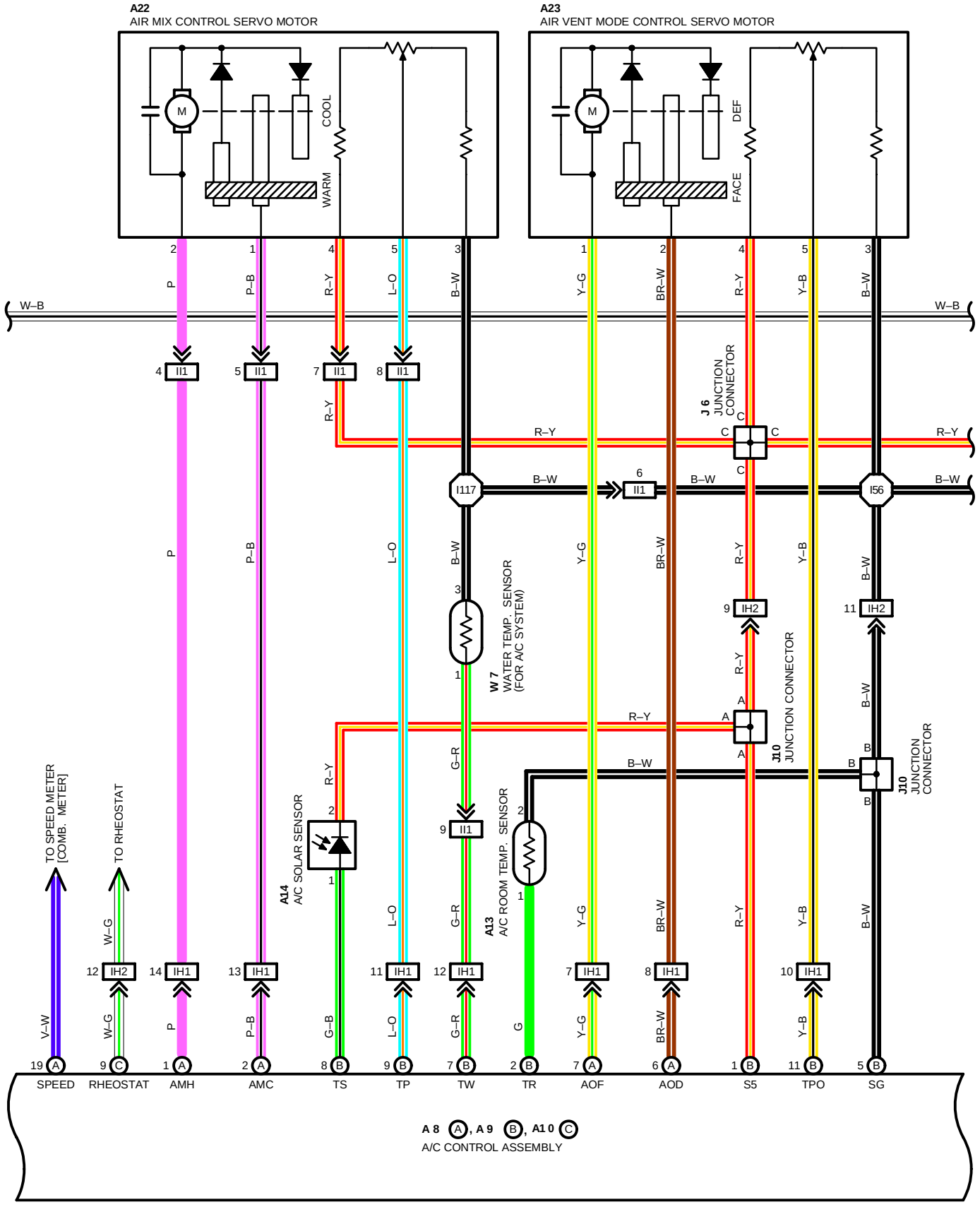
+B – GROUND: ALWAYS APPROX. **10–14** VOLTS
IG – GROUND: APPROX. **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION
HR – GROUND: APPROX. **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND DO NOT TURN THE BLOWER MOTOR
BELOW **1** VOLTS WITH IGNITION SW AT **ON** POSITION AND TURN THE BLOWER MOTOR
ACC – GROUND: APPROX. **10–14** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
TW – GROUND: **10–14** VOLTS AT START THE ENGINE AND MAX. COLD POSITION OF A/C TEMP. CONTROL SW
BELOW **1** VOLTS AT START THE ENGINE AND MAX. WARM POSITION OF A/C TEMP. CONTROL SW
MGC – GROUND: BELOW **1** VOLTS AT START THE ENGINE, PUSH THE A/C AUTO SW AND A/C SW **ON** POSITION
10–14 VOLTS AT START THE ENGINE, PUSH THE A/C AUTO SW AND A/C SW **OFF** POSITION
BLW – GROUND: **1.0–3.0** VOLTS WITH THE IGNITION SW ON AND TURN THE BLOWER MOTOR
S5 – GROUND: **4–6** VOLTS WITH THE IGNITION SW ON
SG – GROUND: ALWAYS CONTINUITY
AMH – AMC: **13–19** VOLTS WITH IGNITION SW OFF
AIF – GROUND: APPROX. **12** VOLTS WITH FRESH SW ON
AIR – GROUND: APPROX. **12** VOLTS WITH RECIRC SW ON
AOF – GROUND: APPROX. **12** VOLTS WITH FACE SW ON
AOD – GROUND: APPROX. **12** VOLTS WITH DEF SW ON
GND – GROUND: ALWAYS CONTINUITY

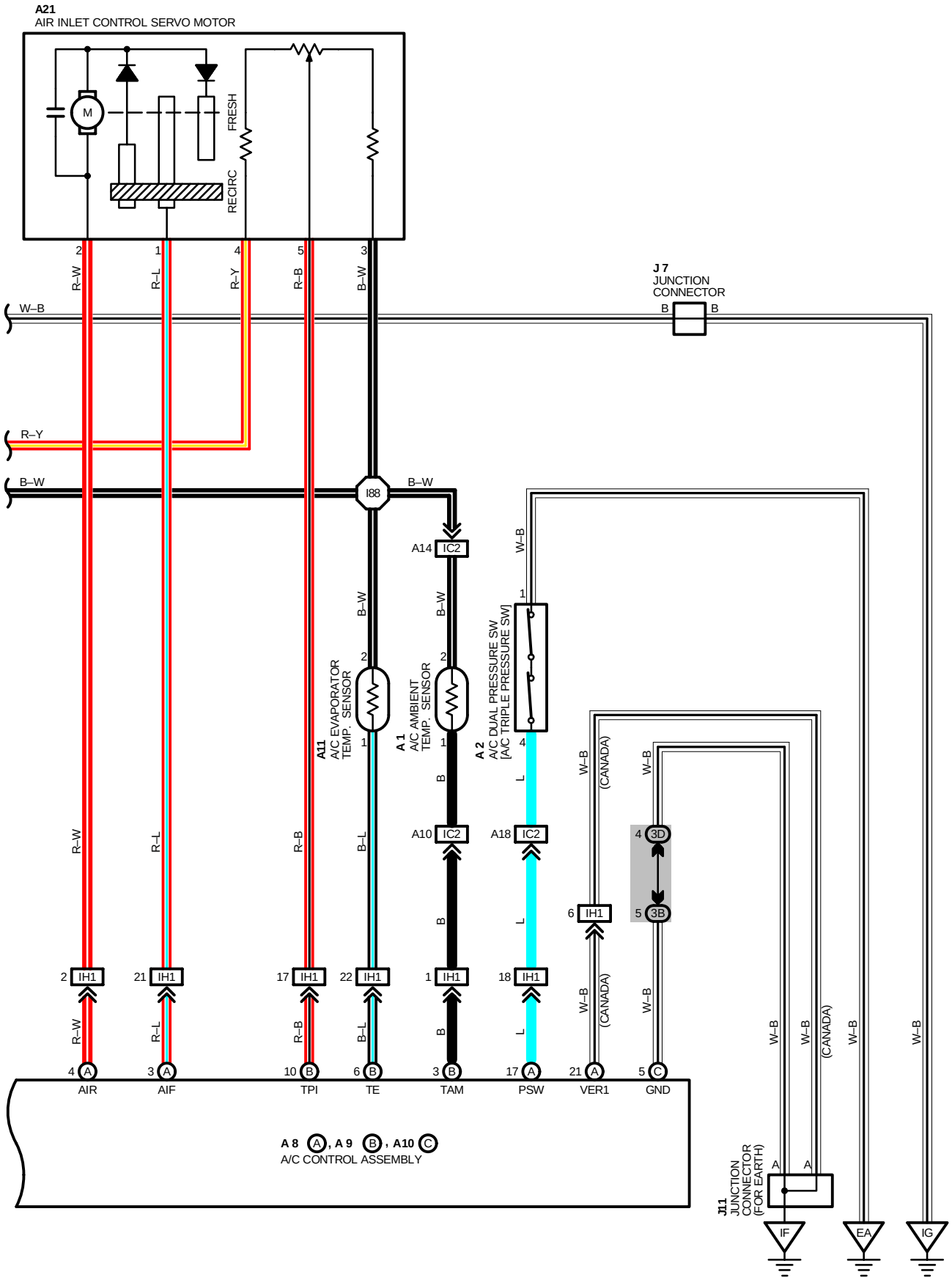
RADIATOR FAN AND AUTOMATIC AIR CONDITIONING




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A GAUGE
7. 5A PANEL
15A CIG
9 1H
18 1H
7 1J
B–Y
17 3A
5 3D
6 3A
9 3F
18 3B
W–R
L–Y
L–O
15 EB2
2 IP1
(USA)
(CANADA)
2 A +B
B 4 B, B 5 A
BLOWER MOTOR CONTROL RELAY
GND
M+
M–
SI
B 3
BLOWER MOTOR
W–B
P–B
P–L
Y
3 IP1
1 IP1
10 IH2
4 EB2
3 IH1
9 A BLW
16 A HR
1 C +B
6 C IG
LG
GR
16 3D
10 3D
6 3C
2 3B
D 3
DATA LINK CONNECTOR 2
(TDCL)
A/C
TC
11
4
15 IH1
9 IH1
GR
Y–L
23 A DOUT
22 A DIN
J10
JUNCTION CONNECTOR
8 C ILL+
2 C ACC
A 8 A, A 9 B, A 10 C
A/C CONTROL ASSEMBLY
IG


M10
MAX COOL CONTROL SERVO MOTOR
SHUT
OPEN
E 7
ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY
CONTROLLED TRANSMISSION ECU)
ACMG
A/C
I 2
IGNITER
IG–
B–Y
W
B
(USA)
B–W
(CANADA)
W–B
Y
L–R
F12 IK1
II1
A12
A/C LOCK
AMPLIFIER
MGC–OUT
IG
IGN
GND
MGC–IN
COMP
SG
LOCK OUT
A/C
17 EB2
A/C MAGNETIC
CLUTCH RELAY
L–W
GR
GR–R
Y–R
L–B
C2 IK2
C1 IK2
C5 IK2
J 4
JUNCTION
CONNECTOR
A 3
A/C LOCK SENSOR
AND A/C MAGNETIC
CLUTCH
TO TELEPHONE TRANSCEIVER
AND SPEAKER RELAY
FROM DEFOGGER RELAY
G–B
IH1
IJ2
LOCK IN
MGC
TEL IN
CBLS
CBLO
RDFGR
A 8 A, A 9 B, A10 C
A/C CONTROL ASSEMBLY


A22
AIR MIX CONTROL SERVO MOTOR
A23
AIR VENT MODE CONTROL SERVO MOTOR
M
COOL
WARM
DEF
FACE
W–B
P
P–B
R–Y
L–O
B–W
Y–G
BR–W
Y–B
G–R
G–B
V–W
W–G
J 6
JUNCTION
CONNECTOR
I117
I56
II1
IH1
IH2
W 7
WATER TEMP. SENSOR
(FOR A/C SYSTEM)
A14
A/C SOLAR SENSOR
A13
A/C ROOM TEMP. SENSOR
J10
JUNCTION CONNECTOR
TO SPEED METER
[COMB. METER]
TO RHEOSTAT
SPEED
RHEOSTAT
AMH
AMC
TS
TP
TW
TR
AOF
AOD
S5
TPO
SG
A 8 A, A 9 B, A10 C
A/C CONTROL ASSEMBLY


A21
AIR INLET CONTROL SERVO MOTOR
M
FRESH
RECIRC
J7
JUNCTION CONNECTOR
W–B
R–Y
B–W
I88
A14 IC2
A10 IC2
A18 IC2
A11
A/C EVAPORATOR TEMP. SENSOR
A1
A/C AMBIENT TEMP. SENSOR
A2
A/C DUAL PRESSURE SW [A/C TRIPLE PRESSURE SW]
(CANADA)
3D
3B
IH1
R–W
R–L
R–B
B–L
B
L
2 IH1
21 IH1
17 IH1
22 IH1
1 IH1
18 IH1
6 IH1
4 A AIR
3 A AIF
10 B TPI
6 B TE
3 B TAM
17 A PSW
21 A VER1
5 C GND
A 8 A, A 9 B, A10 C
A/C CONTROL ASSEMBLY
J11
JUNCTION CONNECTOR (FOR EARTH)
IF
EA
IG

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 1	26	A21	28	J 1	27
A 2	26	A22	28	J 4	29
A 3	26	A23	28	J 6	29
A 8 A	28	B 3	28	J 7	29
A 9 B	28	B 4 B	28	J10	29
A10 C	28	B 5 A	28	J11	29
A11	28	C 1	26	M10	29
A12	28	D 3	28	R 1	27
A13	28	E 7	28	W 4	27
A14	28	I 2	26	W 7	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1H		
1J		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3F		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
EA2		
EB2	34	COWL WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IH1	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IH2		
II1	36	COWL WIRE AND A/C SUB NO. 1 WIRE (INSTRUMENT PANEL CENTER)
IJ2	36	INSTRUMENT PANEL WIRE AND FLOOR NO. 1 WIRE (UNDER THE INSTRUMENT PANEL BRACE LH)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IP1	38	COWL WIRE AND A/C SUB NO. 2 WIRE (BEHIND GLOVE BOX)

: GROUND POINTS

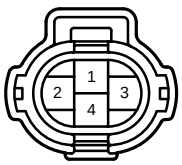
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 4	34	ENGINE ROOM MAIN WIRE	I88	38	COWL WIRE
E25			I117	38	A/C NO. 1 WIRE
I56	38	COWL WIRE			

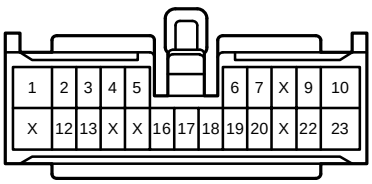
A 1 BLACK

A 2 BLACK

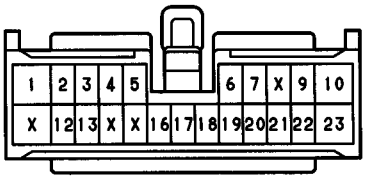


A 3 GRAY

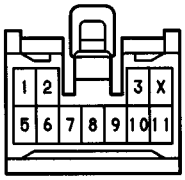
(USA) **A 8** (A)



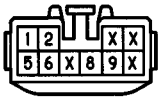
(CANADA) A 8 (A)



A 9 (B)

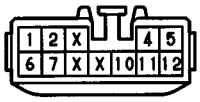


A10 (C) ORANGE



A11

A12 BLACK



A13 BLACK

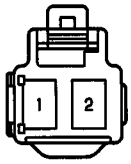
A14

A21

A22

A23

B 3

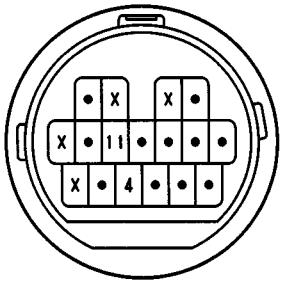


B 4 (B)

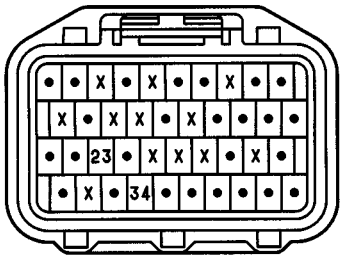
B 5 (A)

C 1 BLACK

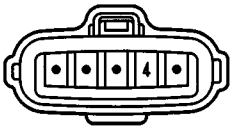
D 3



E 7 DARK GRAY



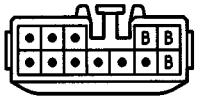
I 2 BLACK



J 1

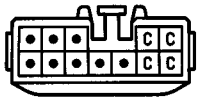
(HINT:SEE PAGE 7)

J 4 BLACK



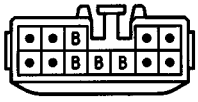
(HINT:SEE PAGE 7)

J 6 GRAY



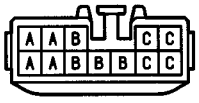
(HINT:SEE PAGE 7)

J 7 GRAY



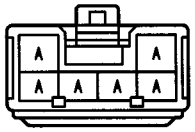
(HINT:SEE PAGE 7)

J10 GRAY



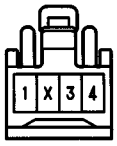
(HINT:SEE PAGE 7)

J11



(HINT:SEE PAGE 7)

M10

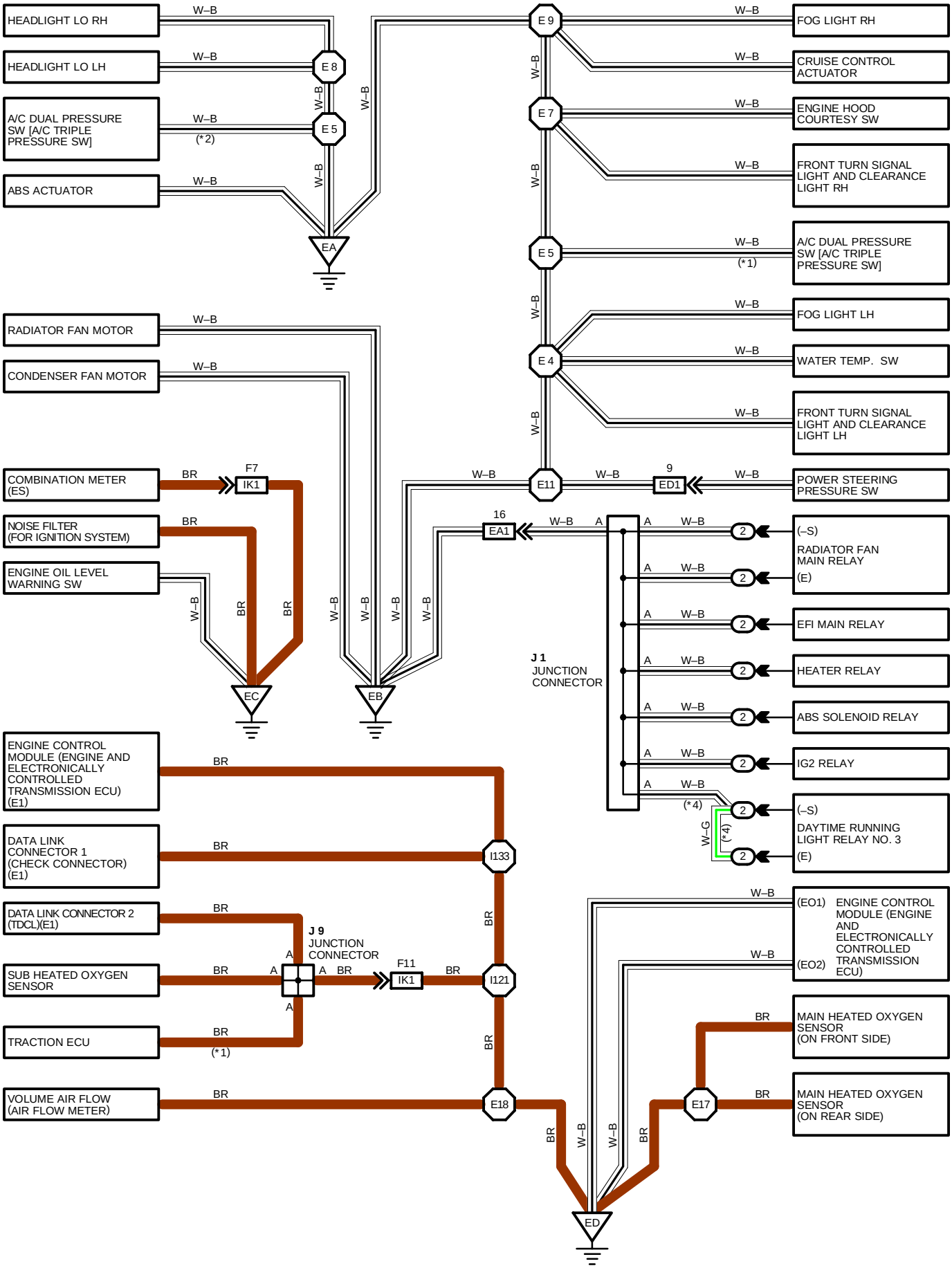


R 1 BLACK

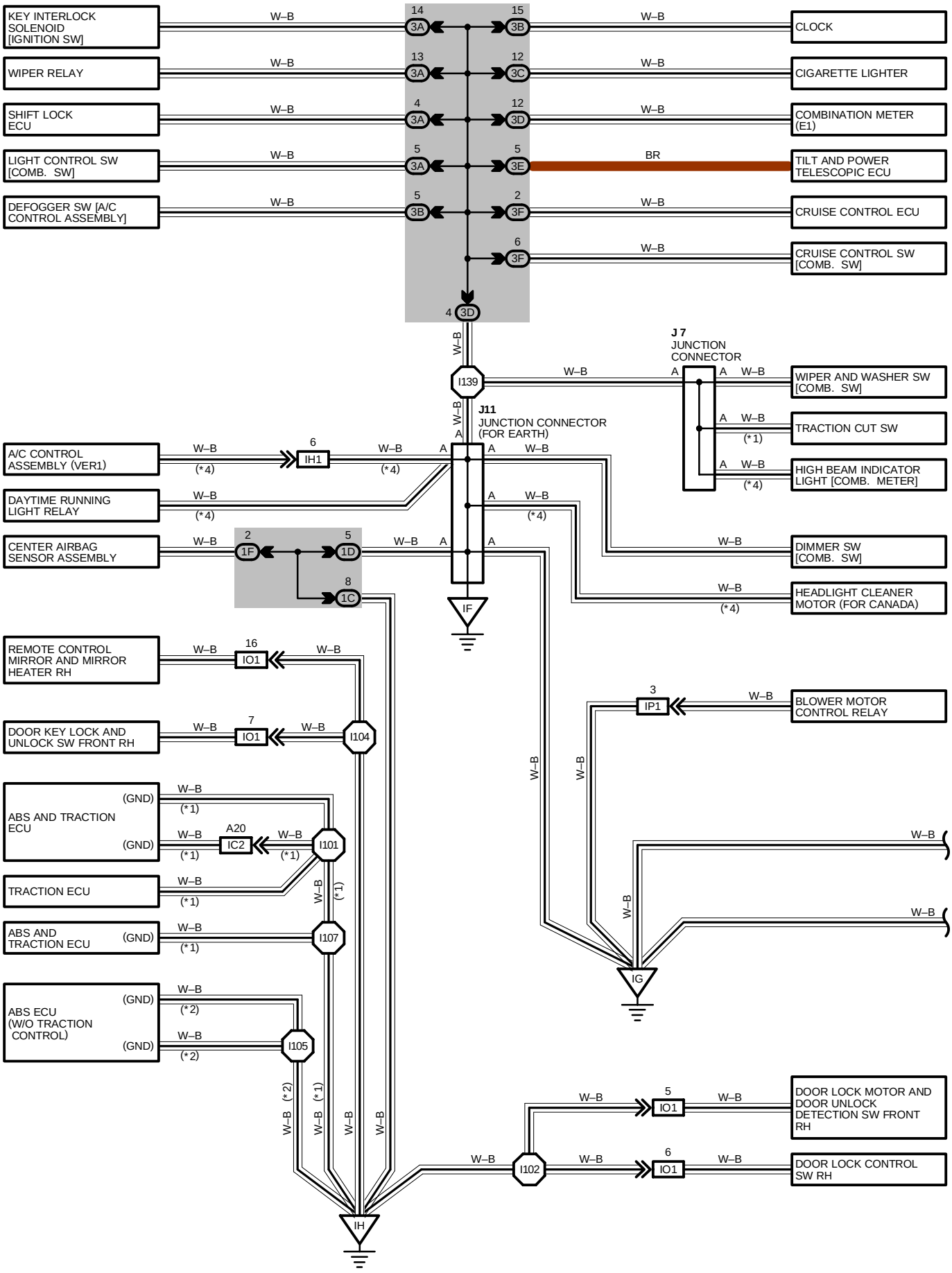
W 4 DARK GRAY

W 7

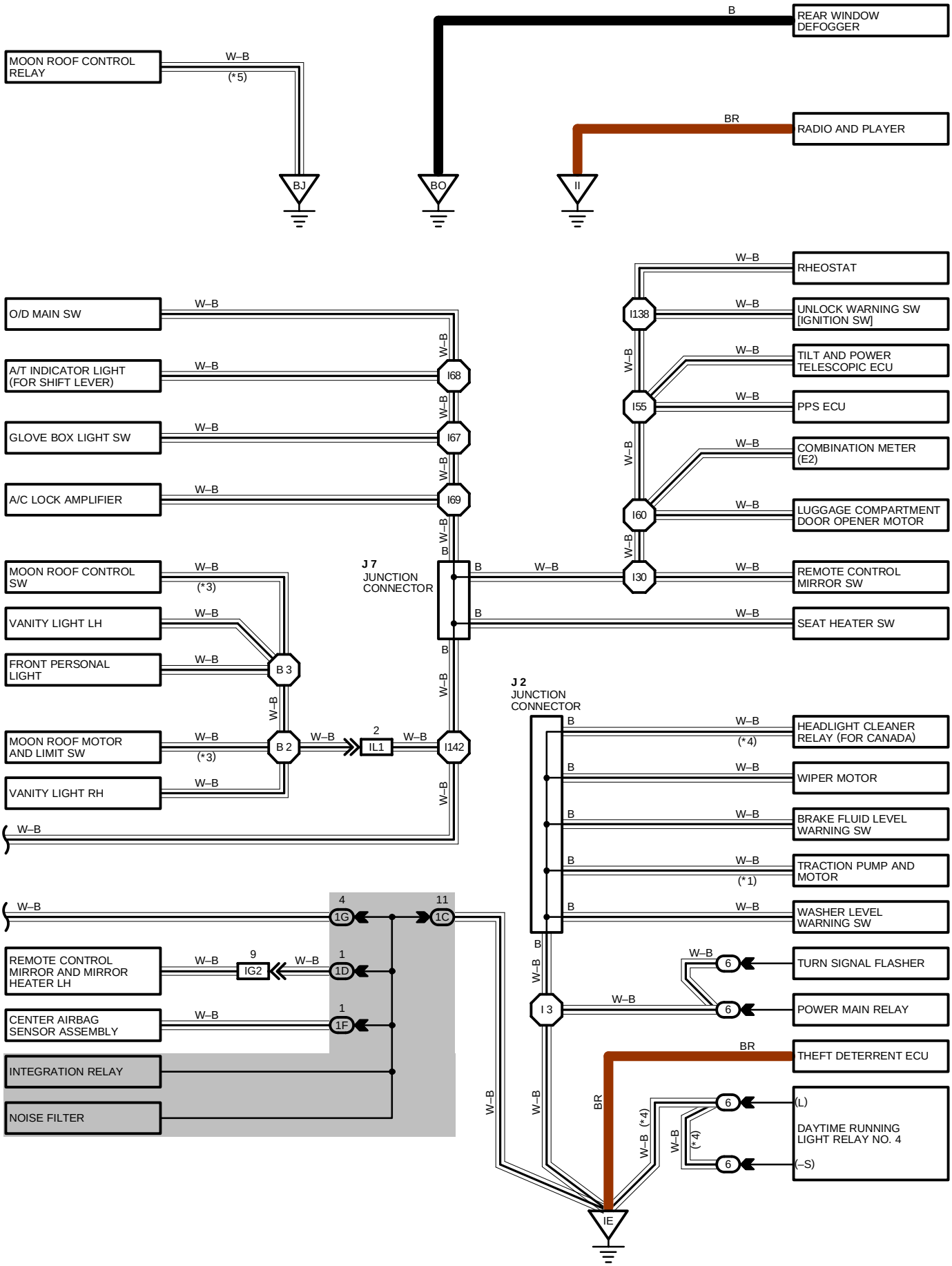
GROUND POINT



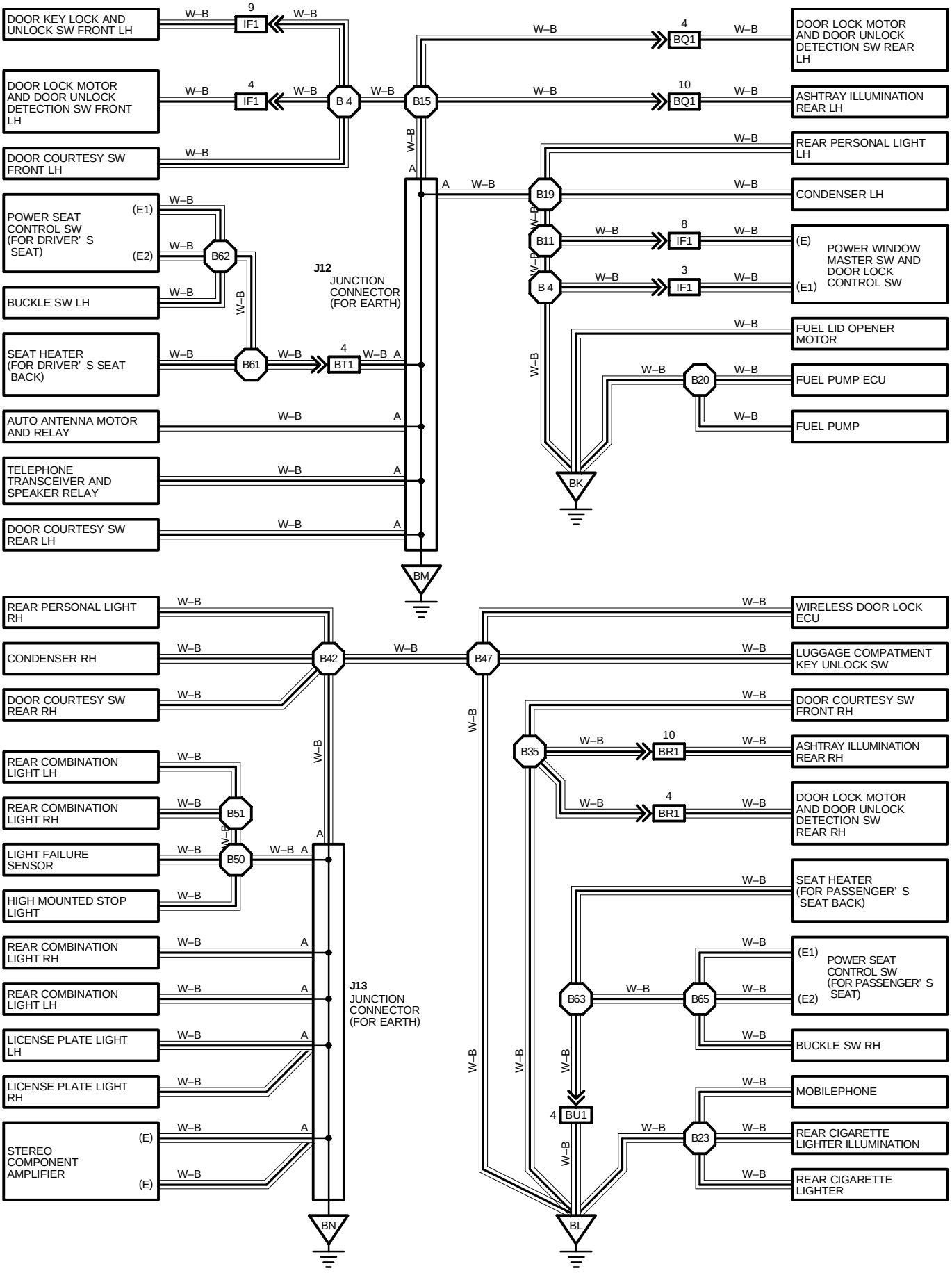
*1 : W/ TRACTION CONTROL
*2 : W/O TRACTION CONTROL *4 : CANADA



GROUND POINT



*1 : W/ TRACTION CONTROL
*3 : W/ MOON ROOF *4 : CANADA



GROUND POINT

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 1	27	**J 9**	29	**J13**	30
J 2	29	**J11**	29		
J 7	29	**J12**	30		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT LEFT)
6	24	R/B NO.6 (LEFT KICK PANEL)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1F		
1G		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B	22	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		
3D	22	COWL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3E		
3F		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	34	ENGINE ROOM MAIN WIRE AND R/B NO. 2 WIRE (INSIDE OF R/B NO. 2)
ED1	34	ENGINE ROOM MAIN WIRE AND ENGINE NO. 4 WIRE (NEAR THE R/B NO. 2)
IC2	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IF1	36	FRONT DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT KICK PANEL)
IG2	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
IH1	36	COWL WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IL1	38	COWL WIRE AND ROOF WIRE (BEHIND GLOVE BOX)
IO1	38	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IP1	38	COWL WIRE AND A/C SUB NO. 2 WIRE (BEHIND GLOVE BOX)
BQ1	40	REAR DOOR LH WIRE AND FLOOR NO. 2 WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 1 WIRE (RIGHT CENTER PILLAR)
BT1	42	FLOOR NO. 2 WIRE AND FRONT SEAT LH WIRE (UNDER THE FRONT LH SEAT)
BU1	42	FLOOR NO. 1 WIRE AND FRONT SEAT RH WIRE (UNDER THE FRONT RH SEAT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	FRONT SIDE OF RIGHT FENDER
EB	34	FRONT SIDE OF LEFT FENDER
EC	34	FRONT SIDE OF INTAKE MANIFOLD
ED	34	REAR SIDE OF INTAKE MANIFOLD
IE	36	LEFT KICK PANEL
IF	36	BEHIND COMBINATION METER
IG	36	BEHIND GLOVE BOX
IH	36	RIGHT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH
BJ	40	FRONT SIDE OF ROOF CENTER
BK	40	UNDER THE FRONT SEAT LH
BL	40	UNDER THE FRONT SEAT RH
BM	40	LUGGAGE ROOM LEFT
BN	40	LUGGAGE ROOM RIGHT
BO	40	LEFT SIDE OF REAR PILLAR

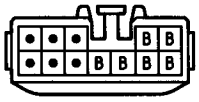
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 4	34	ENGINE ROOM MAIN WIRE	**I133**	38	ENGINE WIRE
E 5			**I138**	38	COWL WIRE
E 7			**I139**		
E 8			**I142**		
E 9			**B 2**	40	ROOF WIRE
E11			**B 3**		
E17	34	ENGINE WIRE	**B 4**	40	FLOOR NO. 2 WIRE
E18			**B11**		
I 3	38	COWL WIRE	**B15**		
I30			**B19**		
I55			**B20**		
I60			**B23**	40	FLOOR NO. 1 WIRE
I67			**B35**		
I68			**B42**		
I69			**B47**		
I101			**B50**		
I102			**B51**		
I104			**B61**	42	FRONT SEAT LH WIRE
I105			**B62**		
I107			**B63**	42	FRONT SEAT RH WIRE
I121	38	ENGINE WIRE	**B65**		

J 1

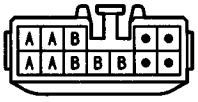
(HINT:SEE PAGE 7)

J 2



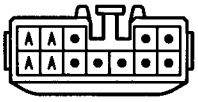
(HINT:SEE PAGE 7)

J 7 GRAY



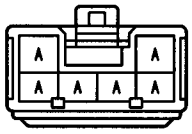
(HINT:SEE PAGE 7)

J 9 GRAY



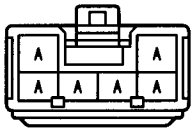
(HINT:SEE PAGE 7)

J11



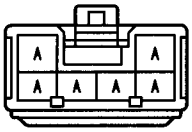
(HINT:SEE PAGE 7)

J12



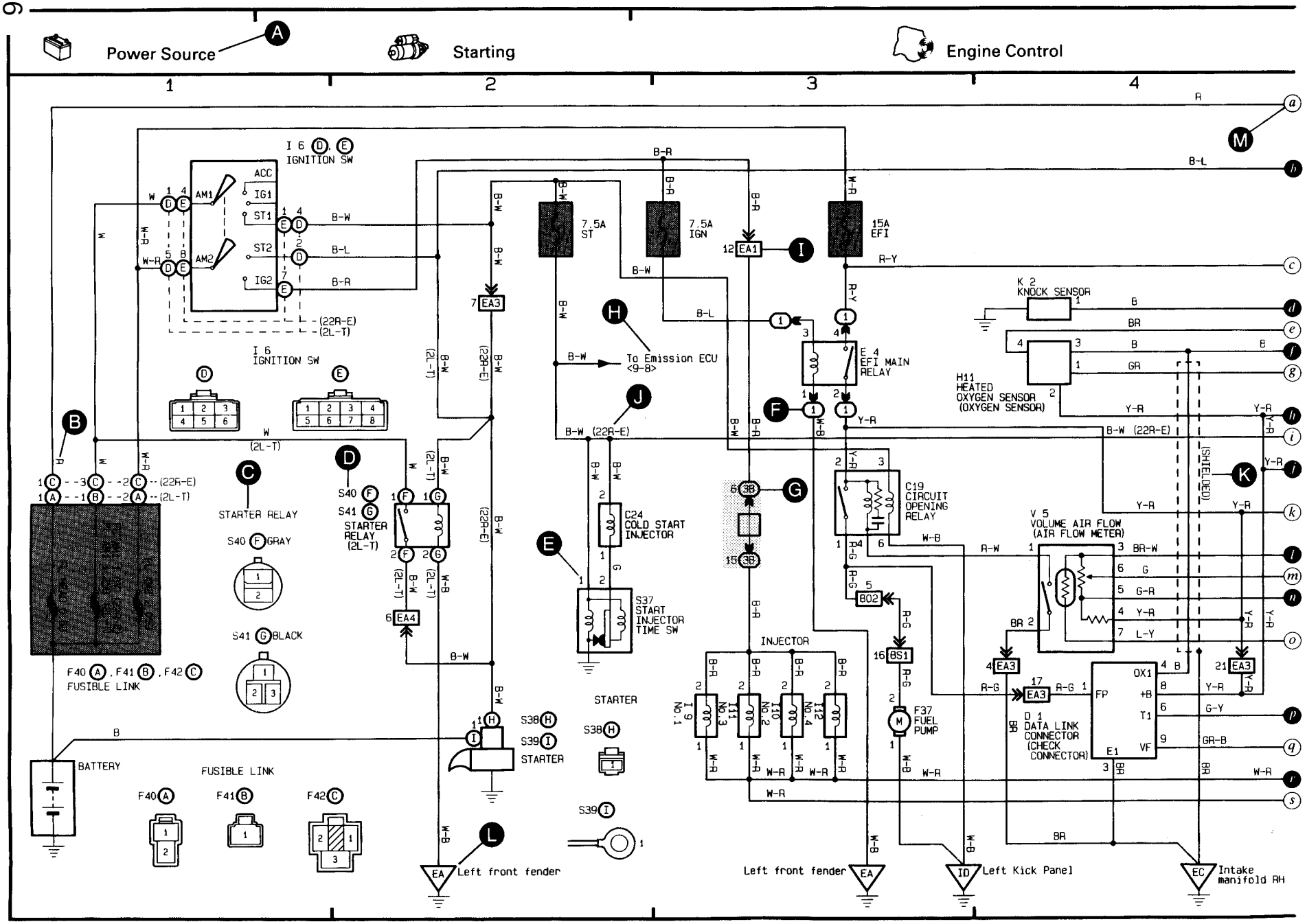
(HINT:SEE PAGE 7)

J13



(HINT:SEE PAGE 7)

* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the wiring diagram section.



Ⓐ: System Title

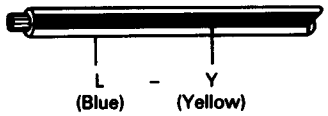
Ⓑ: Indicates the wiring color.

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



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

Ⓓ: The position of the parts is the same as shown in the wiring diagram and wire routing.

Ⓔ: 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** **Numbered in order from upper right to lower left**

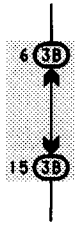
The numbering system for the overall wiring diagram is the same as above.

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

Example: ① Indicates Relay Block No. 1.

Ⓖ: Junction Block (The number in the circle is the J/B No. and 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:

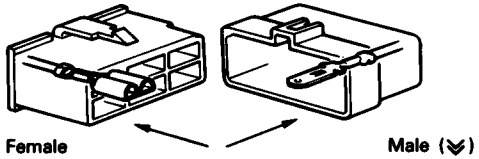


3B indicates that it is inside Junction Block No. 3.

Ⓗ: Indicates 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.



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

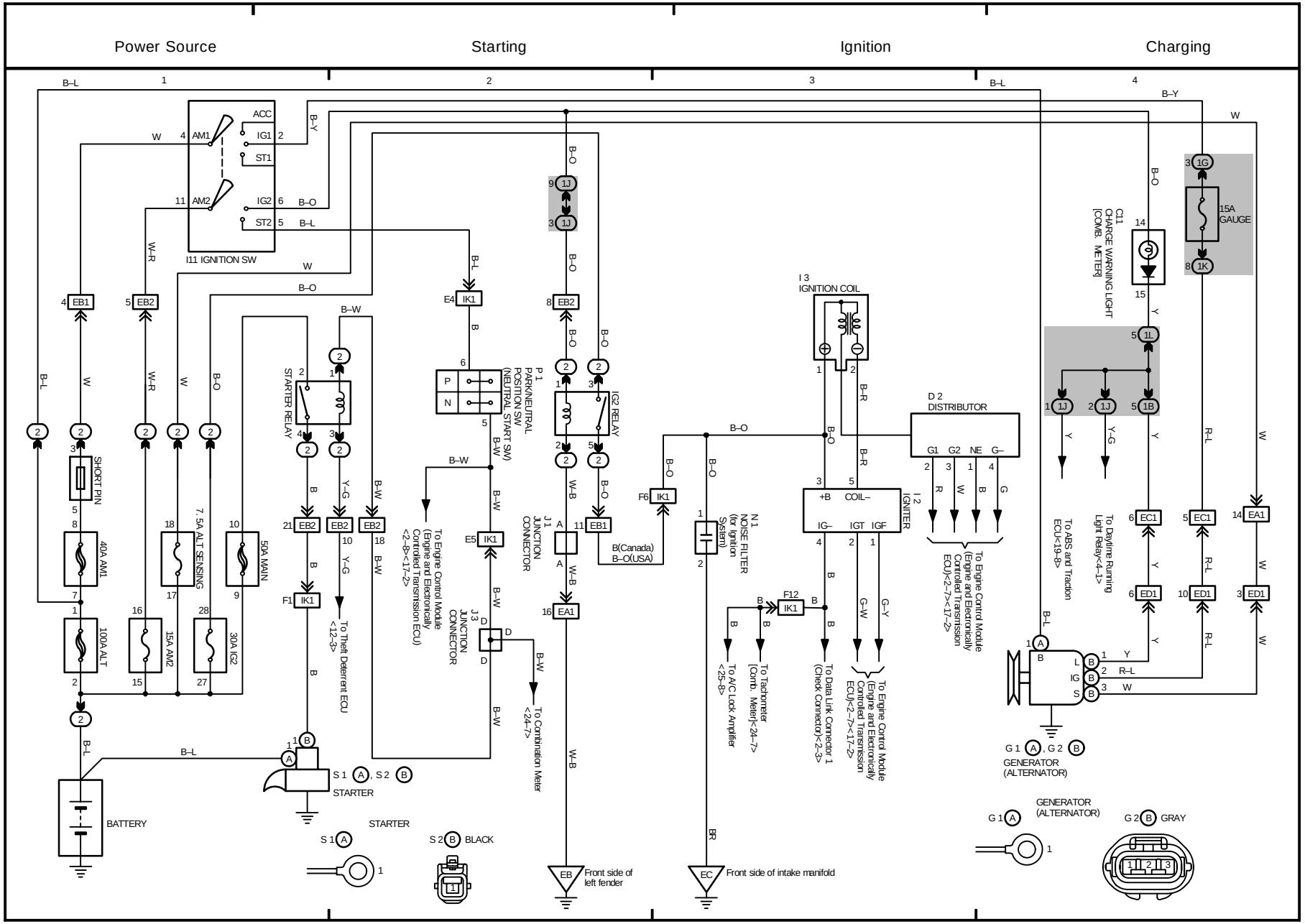
Ⓚ: Indicates a shielded cable.

Ⓛ: Indicates and located on ground point.

Ⓜ: The same code occuring on the next page indicates that the wire harness is continuous.

SYSTEM INDEX

1 LEXUS GS300 ELECTRICAL WIRING DIAGRAM



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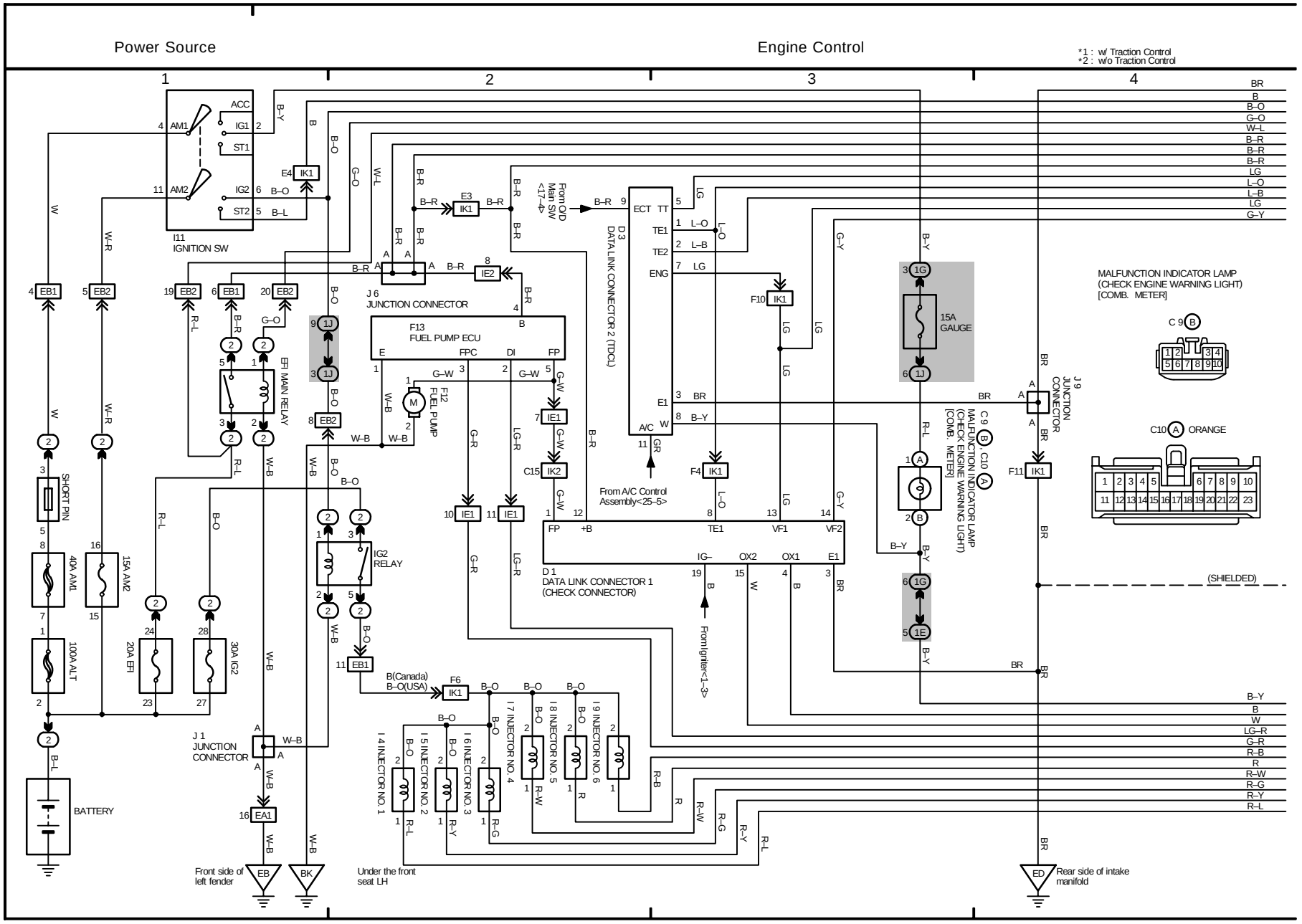
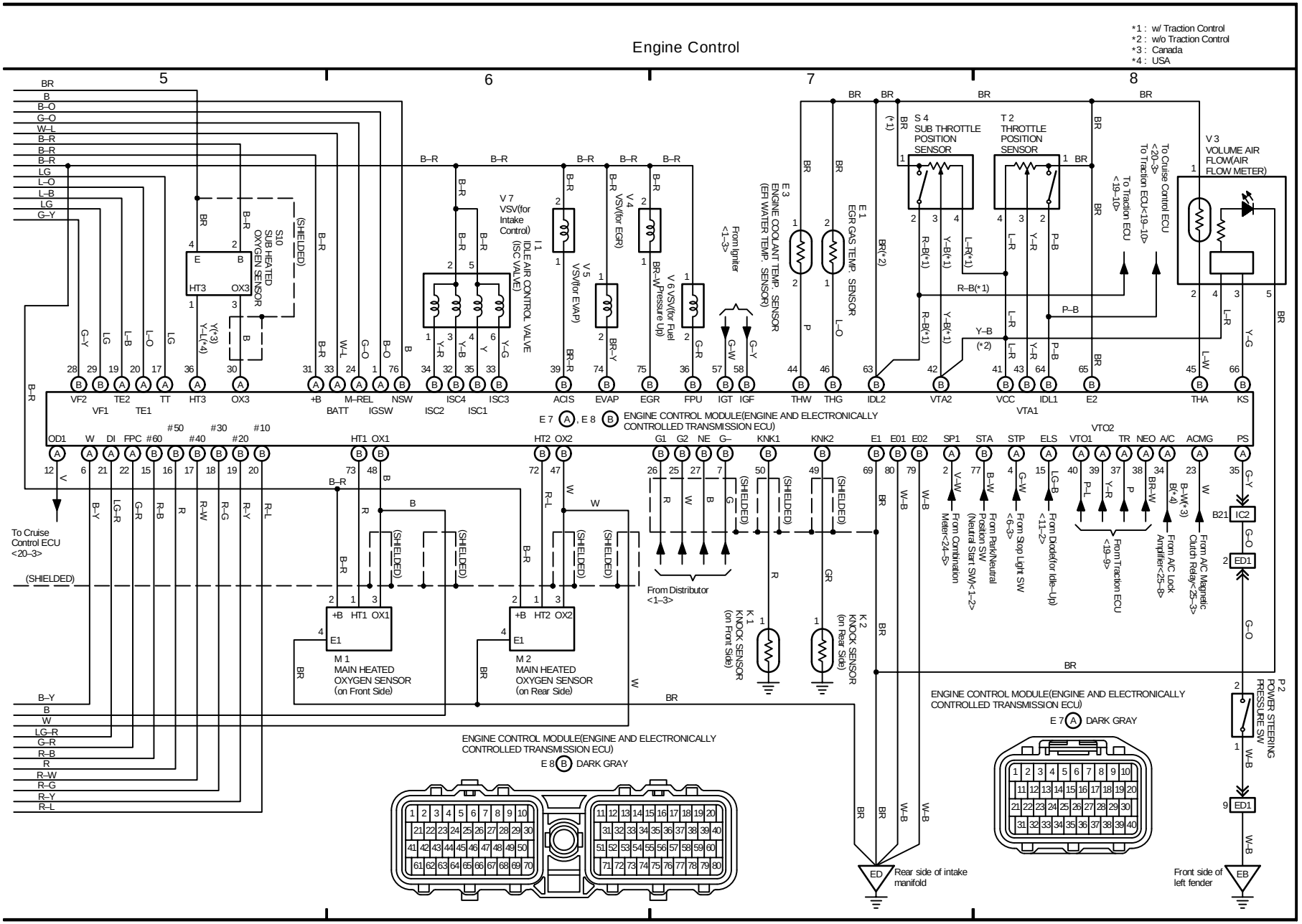
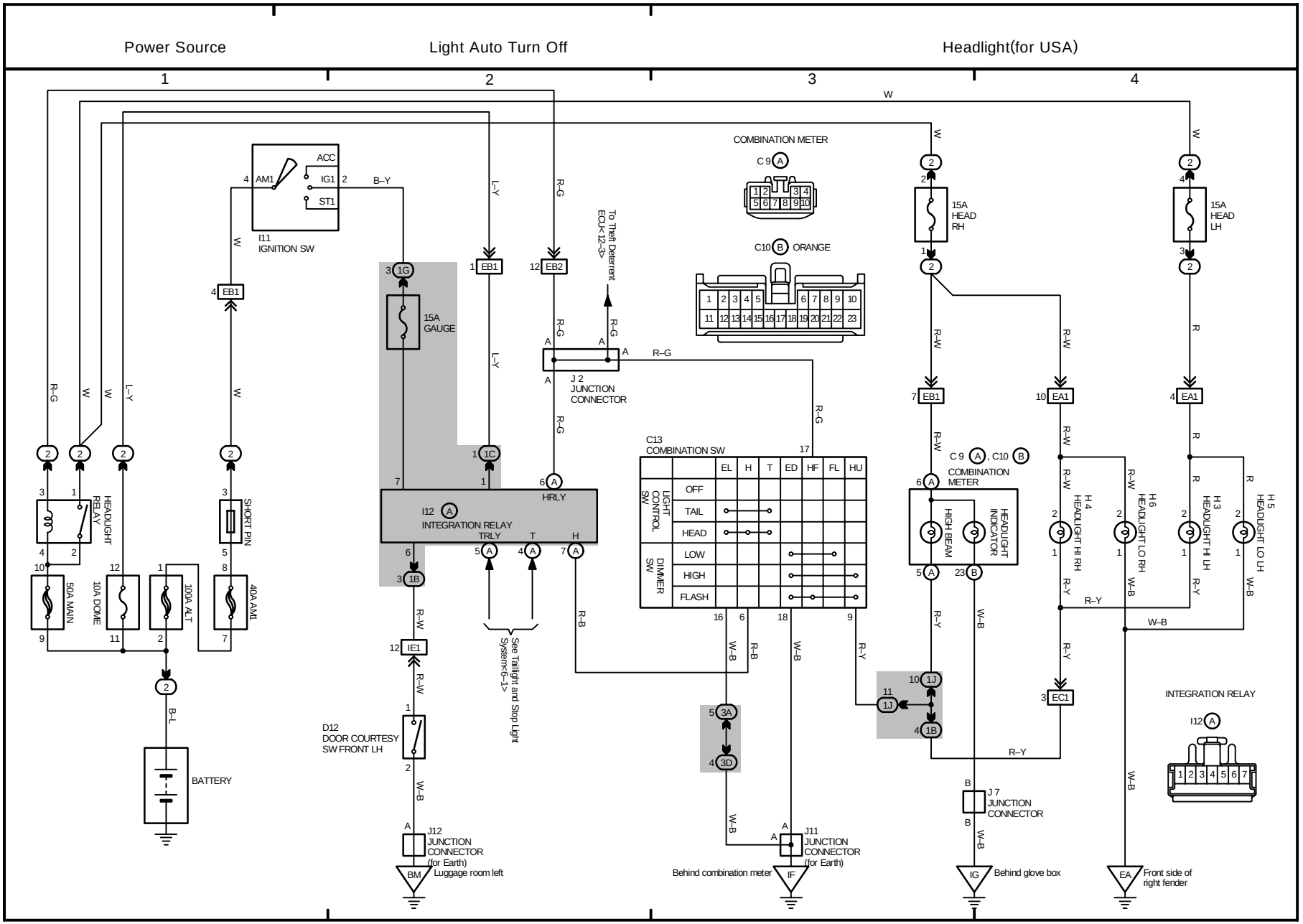
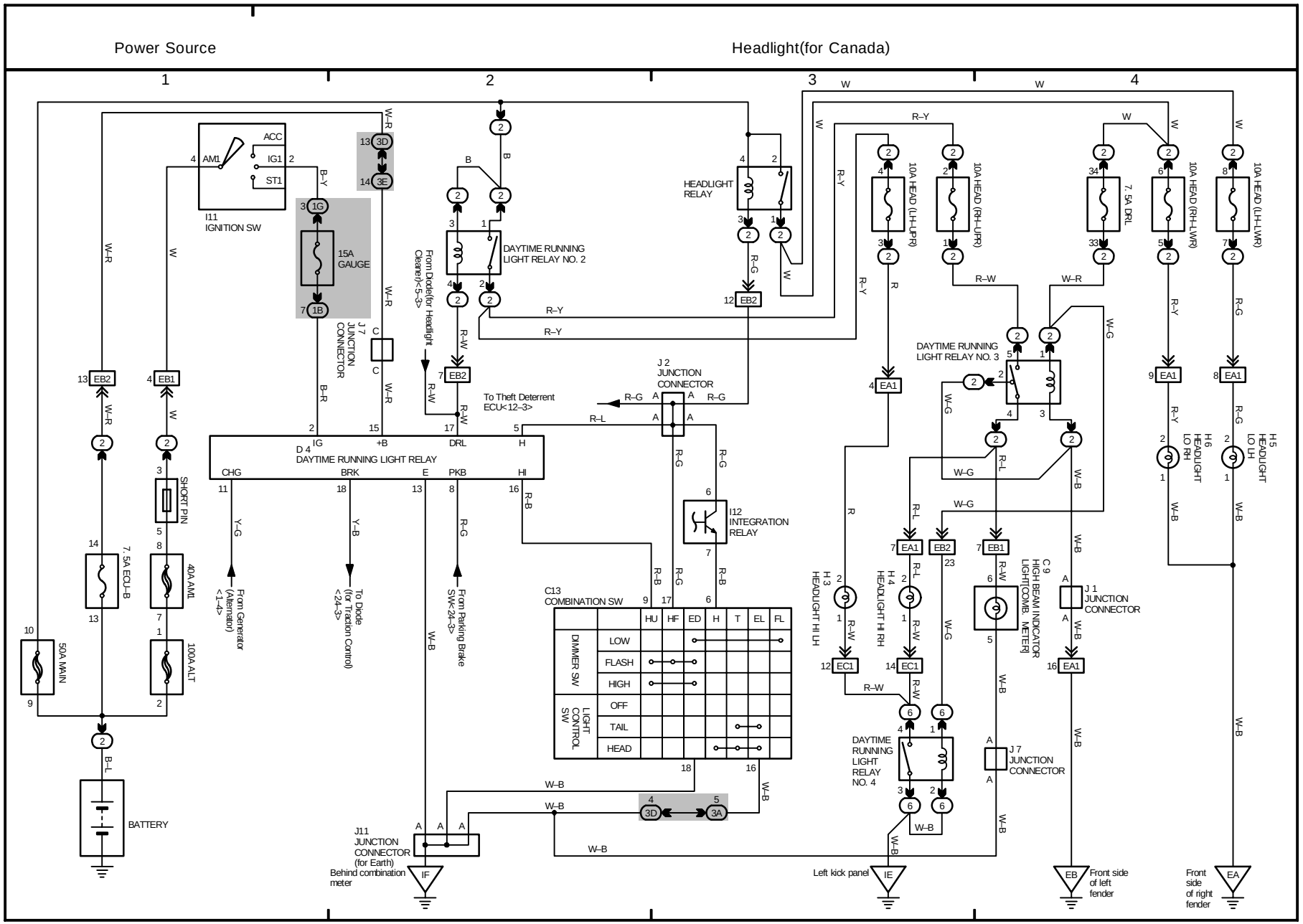


2 LEXUS GS300(Cont' d)

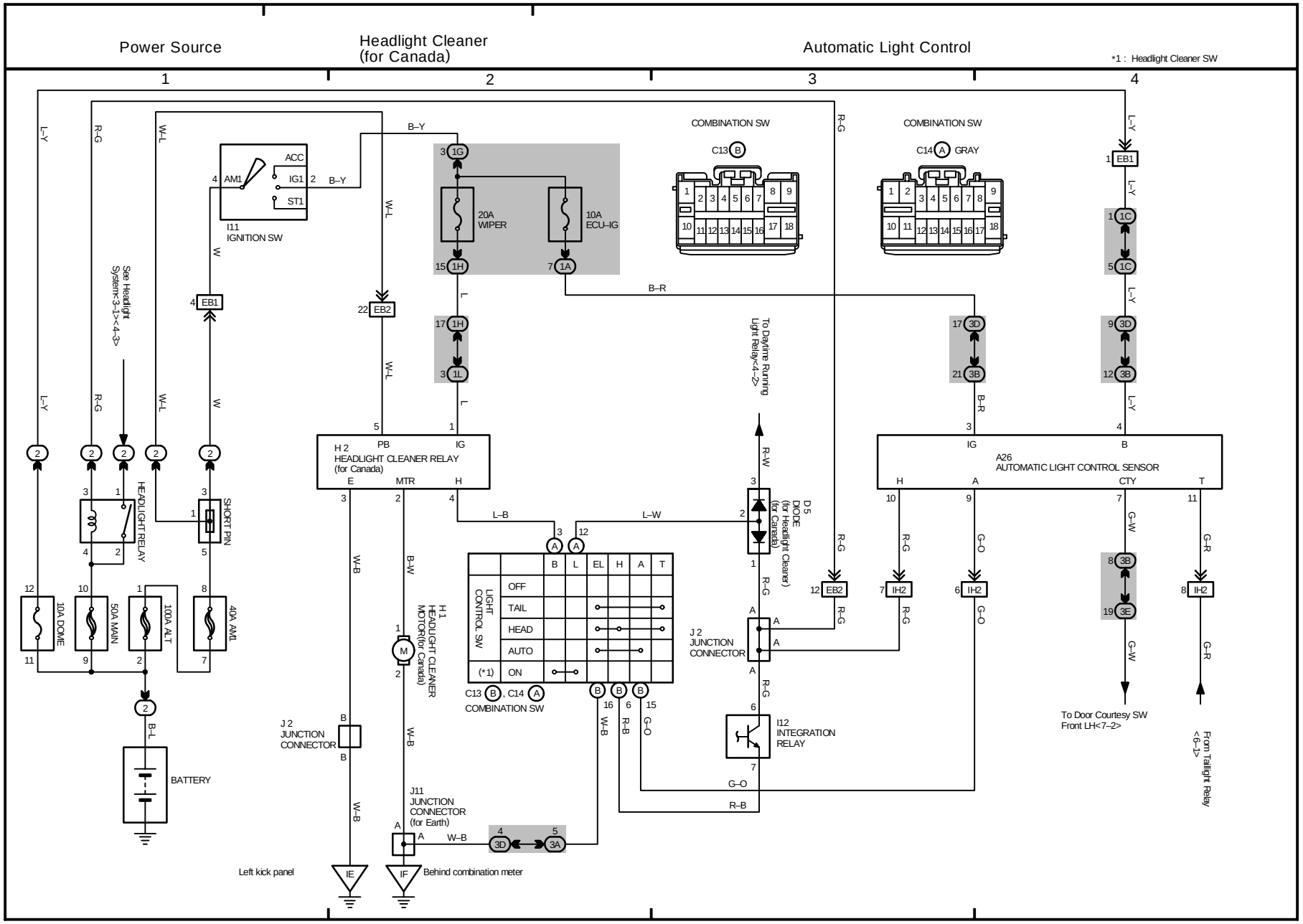


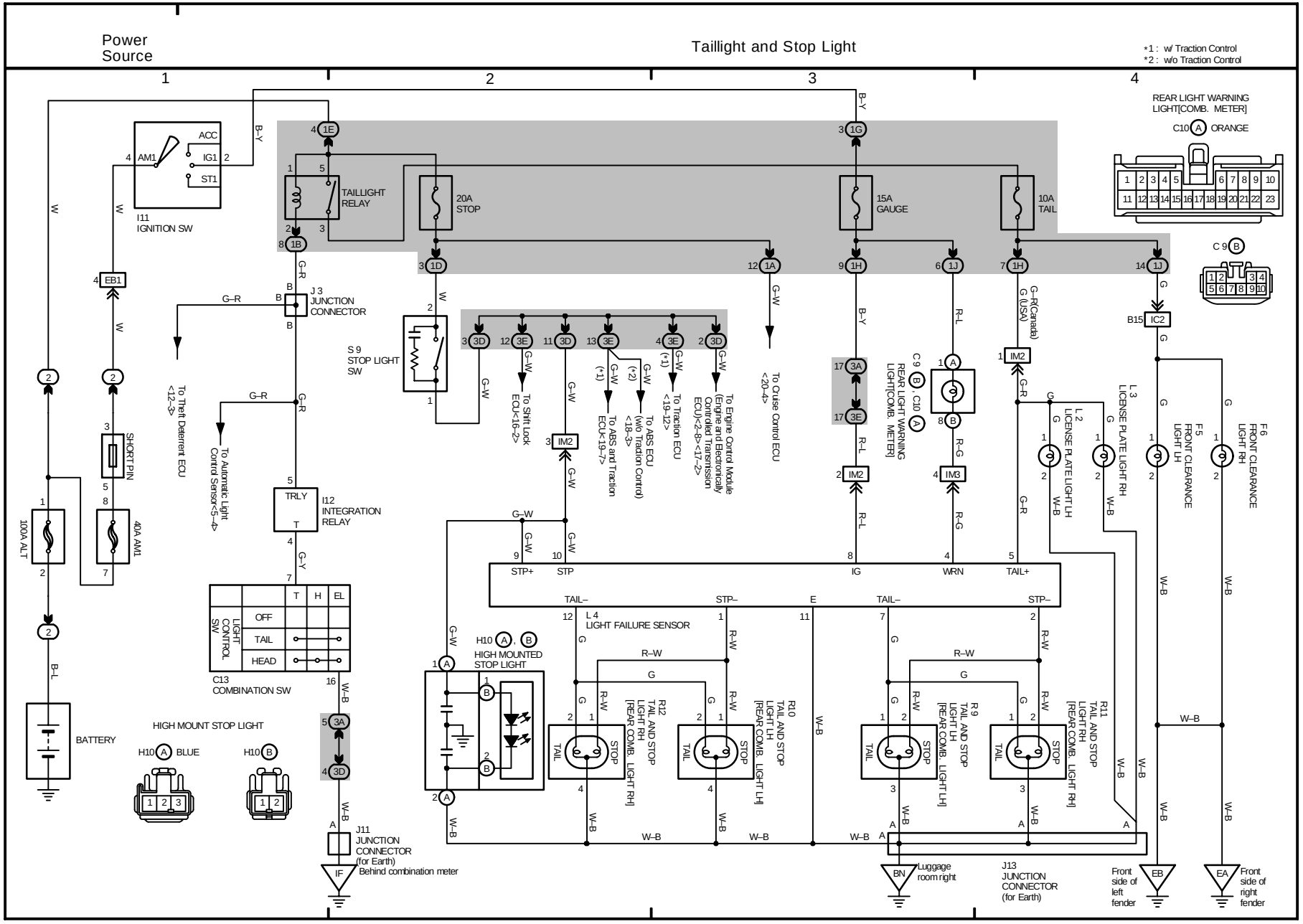
3 LEXUS GS300



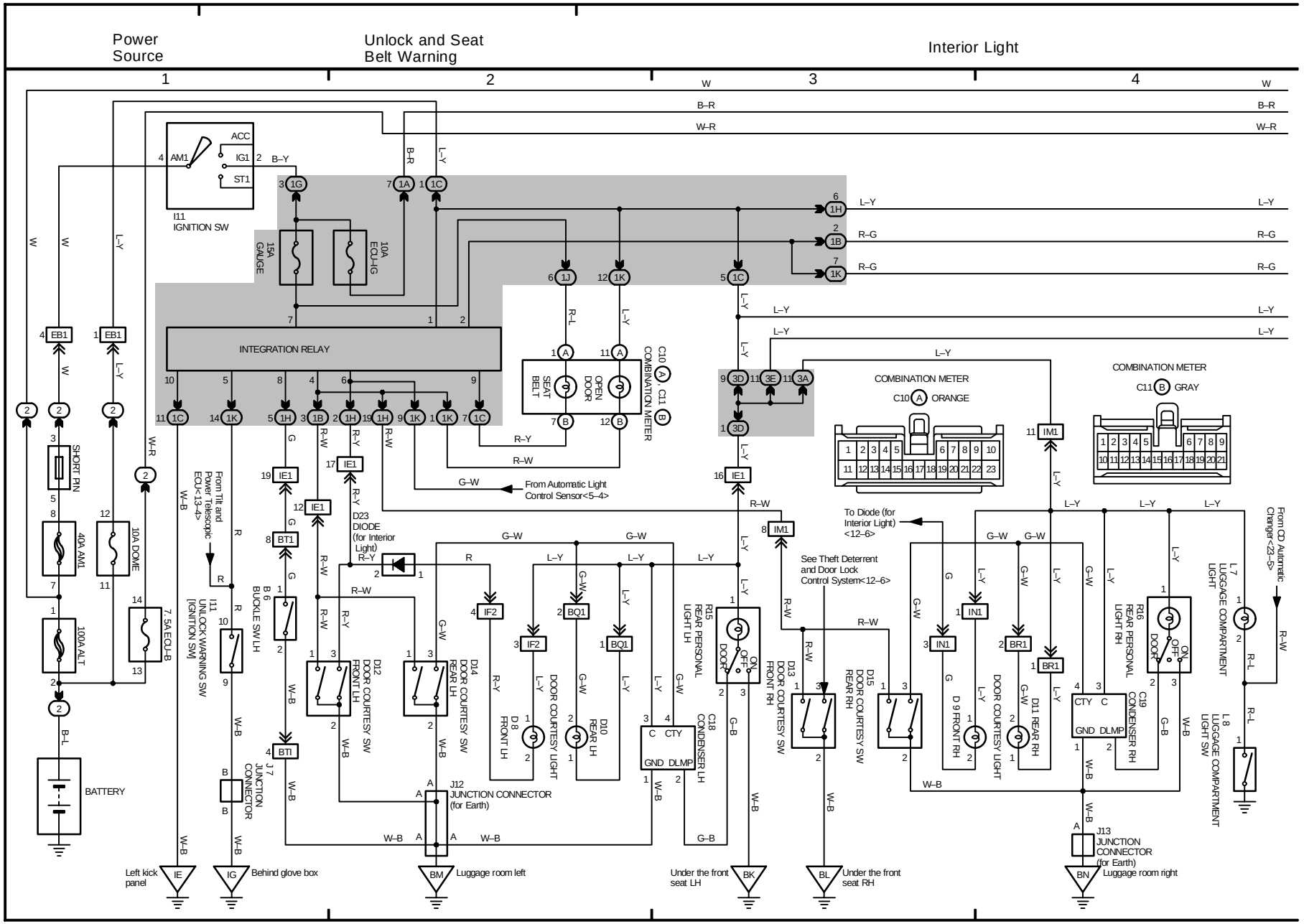

Power Source
Headlight(for Canada)
1
2
3
4
ACC
IG1
ST1
AM1
I11
IGNITION SW
15A
GAUGE
J 7
JUNCTION
CONNECTOR
DAYTIME RUNNING
LIGHT RELAY NO. 2
From Diode(for Headlight
Cleaner)<5–3>
HEADLIGHT
RELAY
10A HEAD (LH–UPR)
10A HEAD (RH–UPR)
7. 5A DRL
10A HEAD (RH–LWR)
10A HEAD (LH–LWR)
DAYTIME RUNNING
LIGHT RELAY NO. 3
J 2
JUNCTION
CONNECTOR
To Theft Deterrent
ECU<12–3>
D 4
DAYTIME RUNNING LIGHT RELAY
IG
+B
DRL
H
CHG
BRK
E
PKB
HI
I12
INTEGRATION
RELAY
C13
COMBINATION SW
HU
HF
ED
H
T
EL
FL
DIMMER SW
LOW
FLASH
HIGH
LIGHT CONTROL SW
OFF
TAIL
HEAD
SHORT PIN
7. 5A ECU–B
40A AM1
50A MAIN
100A ALT
BATTERY
From Generator
(Alternator)
<1–4>
To Diode
(for Traction Control)
<24–3>
From Parking Brake
SW<24–3>
J11
JUNCTION
CONNECTOR
(for Earth)
Behind combination
meter
H 3
HEADLIGHT HI LH
H 4
HEADLIGHT HI RH
C 9
HIGH BEAM INDICATOR
LIGHT(COMB. METER)
J 1
JUNCTION
CONNECTOR
DAYTIME
RUNNING
LIGHT
RELAY
NO. 4
Left kick panel
Front side
of left
fender
Front
side
of right
fender
H 6
HEADLIGHT
LO RH
H 5
HEADLIGHT
LO LH

5 LEXUS GS300

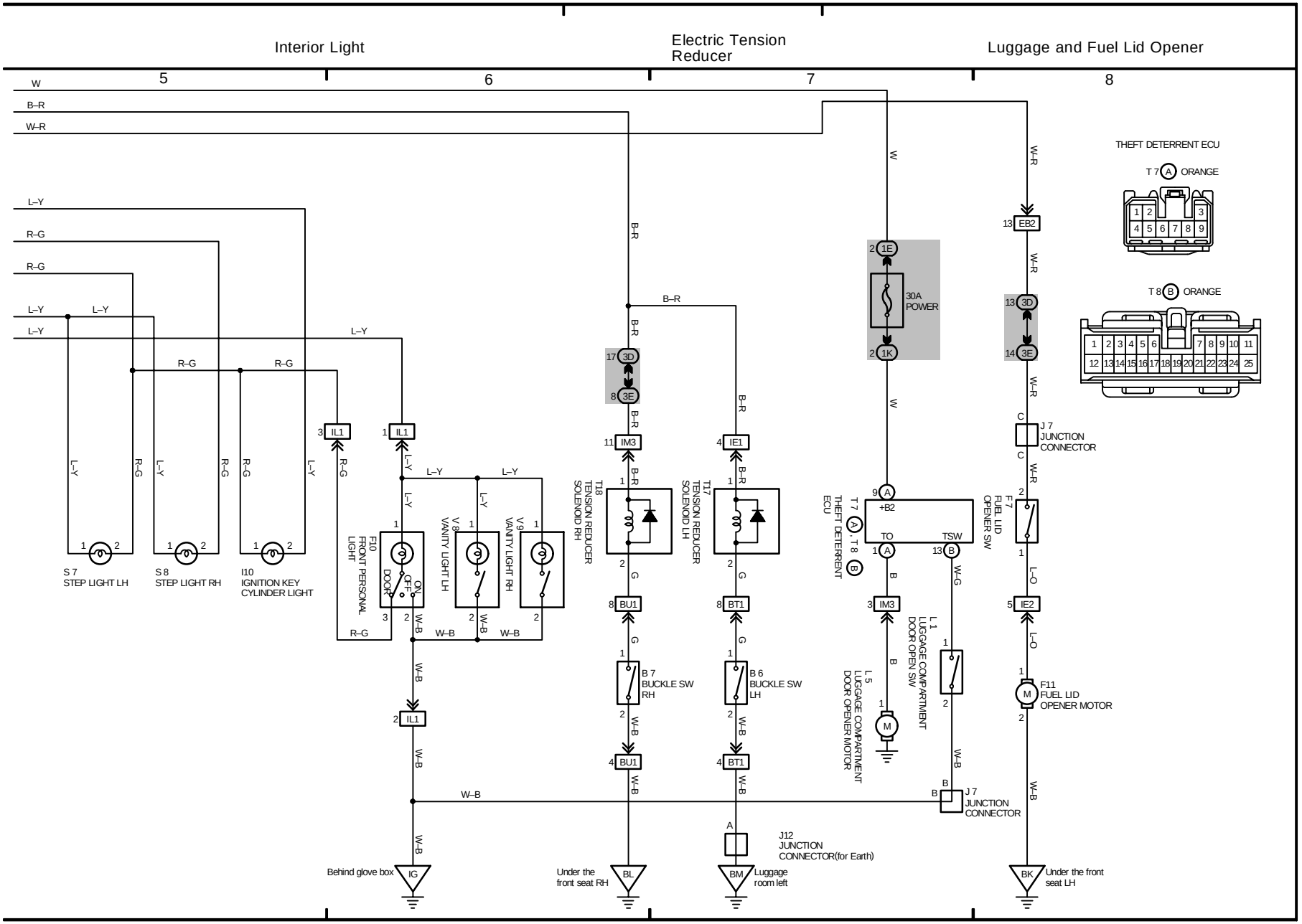


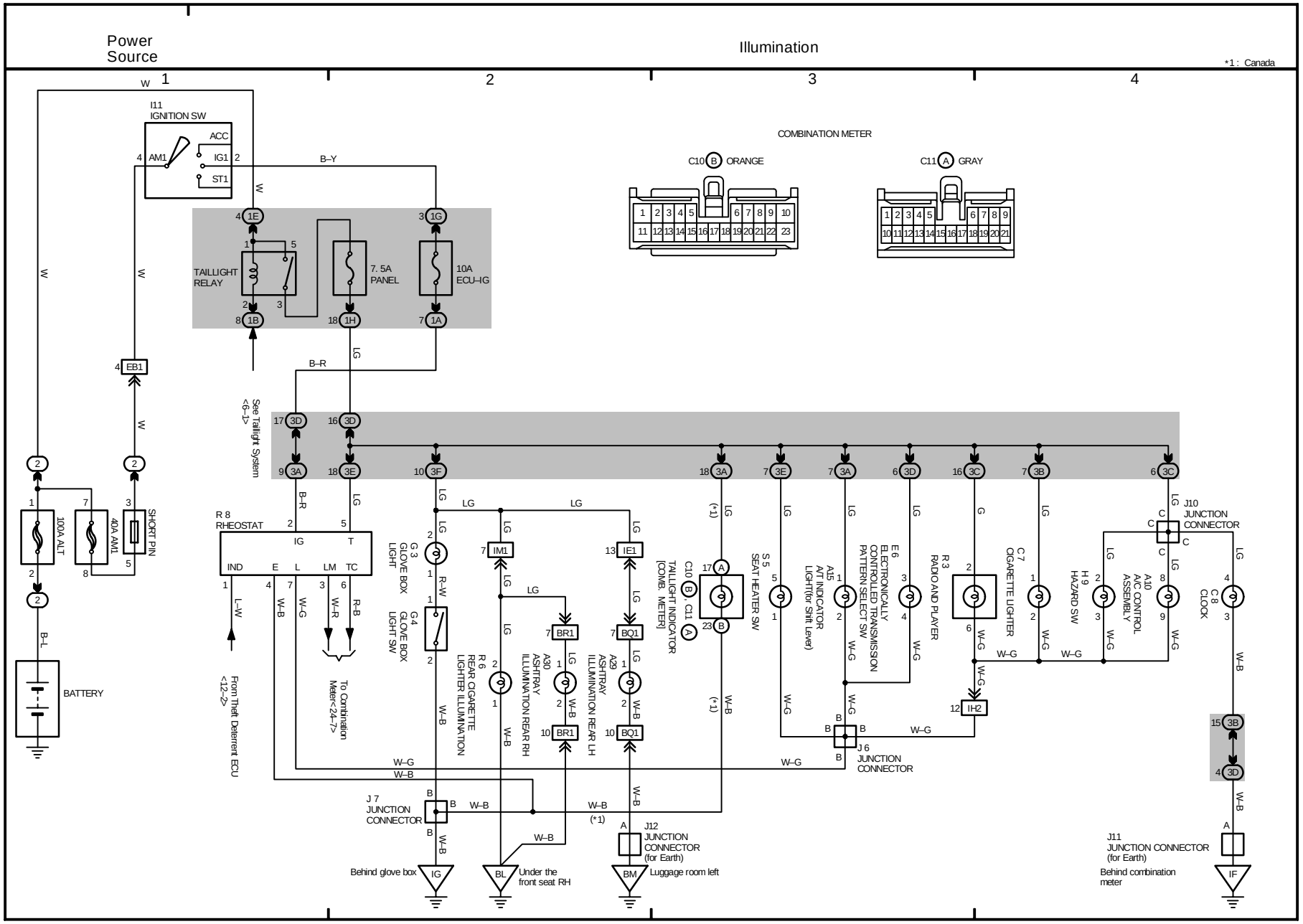

Power Source
Taillight and Stop Light
*1 : w/ Traction Control
*2 : w/o Traction Control
1
2
3
4
REAR LIGHT WARNING LIGHT[COMB. METER]
C10 A ORANGE
C 9 B
I11 IGNITION SW
ACC
IG1
ST1
AM1
TAILLIGHT RELAY
20A STOP
15A GAUGE
10A TAIL
J 3 JUNCTION CONNECTOR
S 9 STOP LIGHT SW
To Theft Deterrent ECU <12–3>
To Automatic Light Control Sensor<5–4>
To Shift Lock ECU<16–2>
To ABS and Traction ECU<19–7>
To ABS ECU (w/o Traction Control) <18–3>
To Traction ECU <19–12>
To Engine Control Module (Engine and Electronically Controlled Transmission ECU<2–8><17–2>
To Cruise Control ECU <20–4>
REAR LIGHT WARNING LIGHT[COMB. METER]
G–R(Canada) G (USA)
L 3 LICENSE PLATE LIGHT RH
L 2 LICENSE PLATE LIGHT LH
F 5 FRONT CLEARANCE LIGHT LH
F 6 FRONT CLEARANCE LIGHT RH
SHORT PIN
100A ALT
40A AM1
I12 INTEGRATION RELAY
TRLY
LIGHT CONTROL SW
OFF
TAIL
HEAD
C13 COMBINATION SW
BATTERY
HIGH MOUNT STOP LIGHT
H10 A BLUE
H10 B
HIGH MOUNTED STOP LIGHT
L 4 LIGHT FAILURE SENSOR
R12 TAIL AND STOP LIGHT RH [REAR COMB. LIGHT RH]
R10 TAIL AND STOP LIGHT LH [REAR COMB. LIGHT LH]
R9 TAIL AND STOP LIGHT LH [REAR COMB. LIGHT LH]
R11 TAIL AND STOP LIGHT RH [REAR COMB. LIGHT RH]
J11 JUNCTION CONNECTOR (for Earth)
Behind combination meter
J13 JUNCTION CONNECTOR (for Earth)
Luggage room right
Front side of left fender
Front side of right fender
STP+
STP
IG
WRN
TAIL+
TAIL–
STP–
E

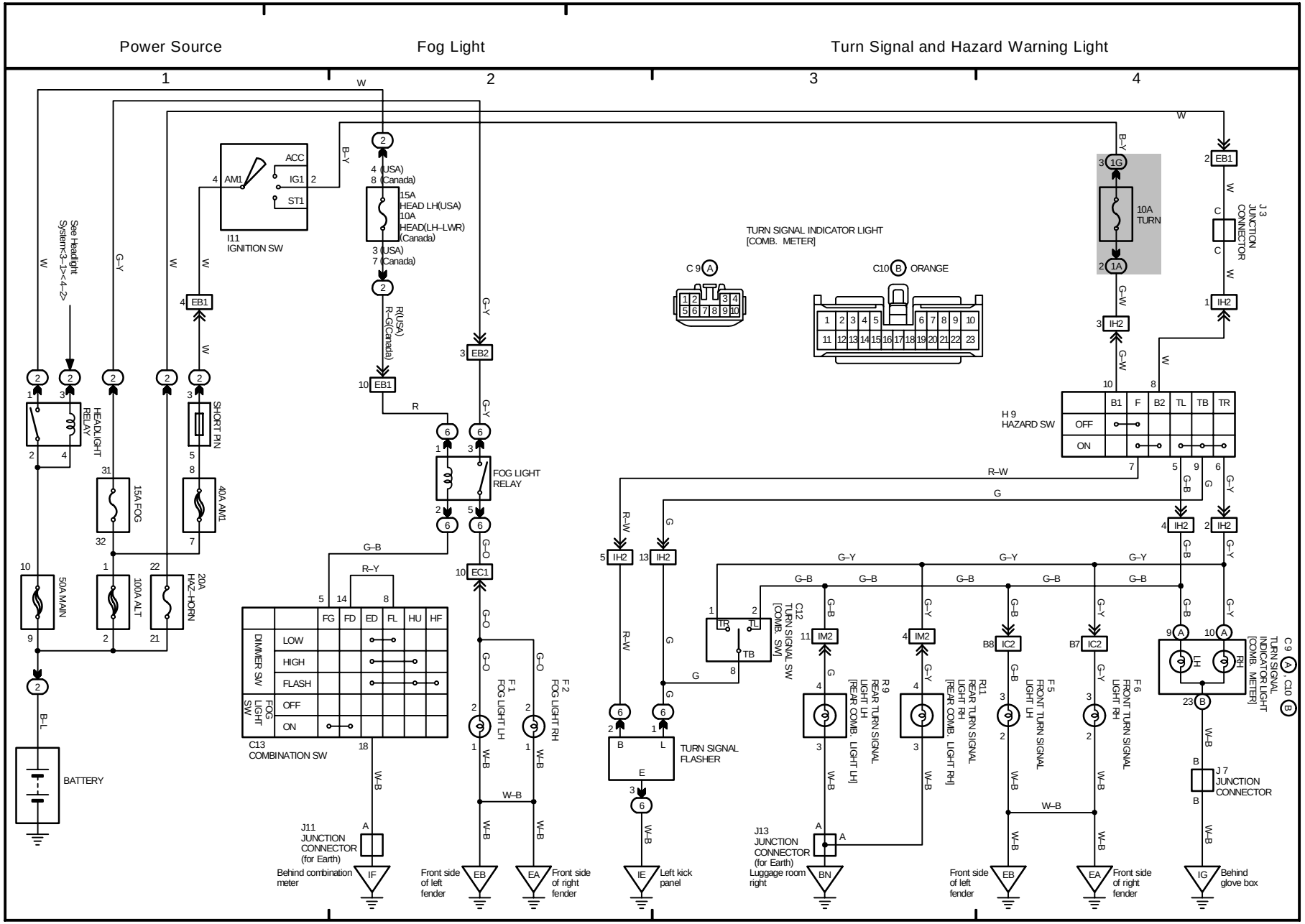
(Cont. next page)

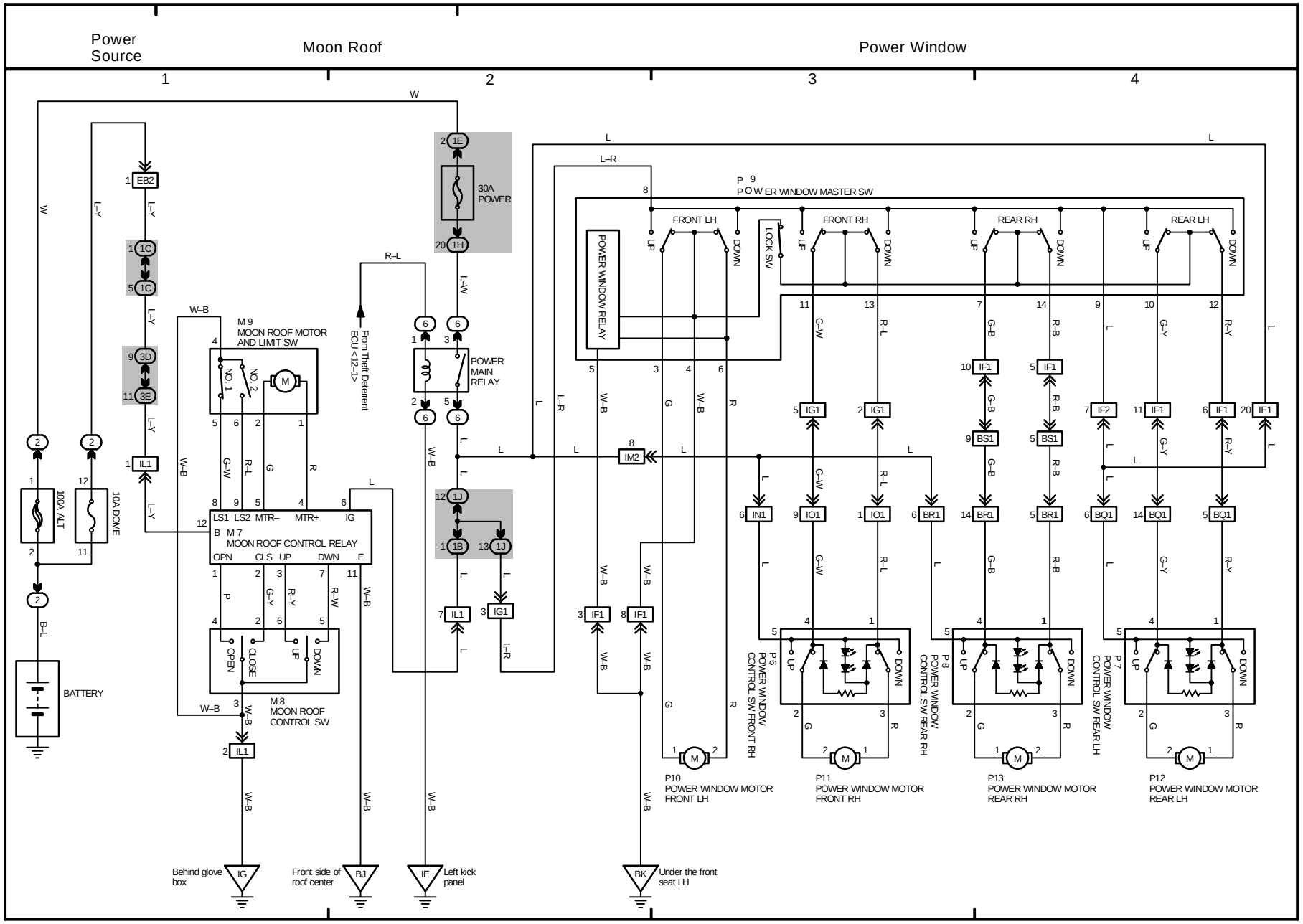


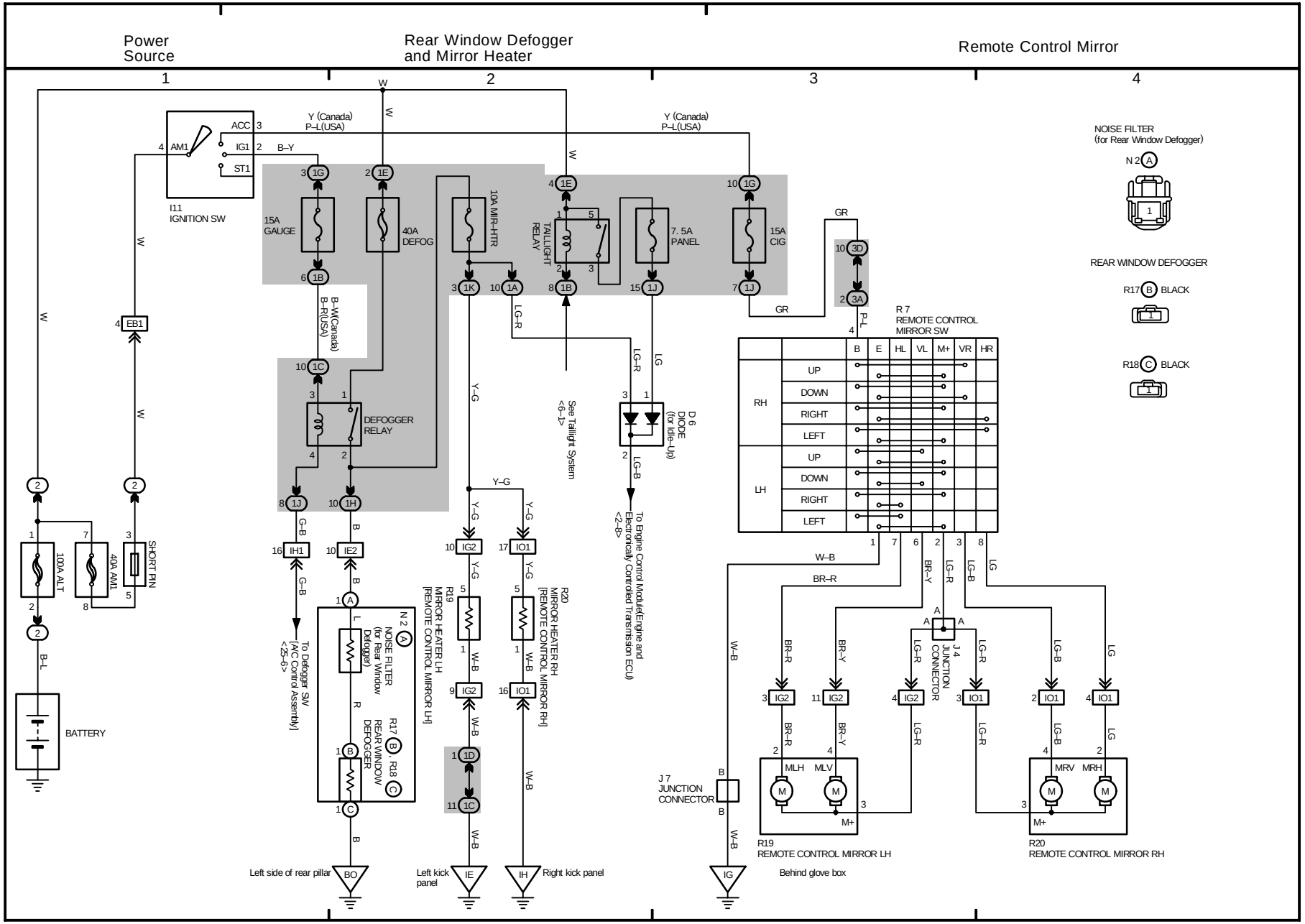
7 LEXUS GS300(Cont' d)



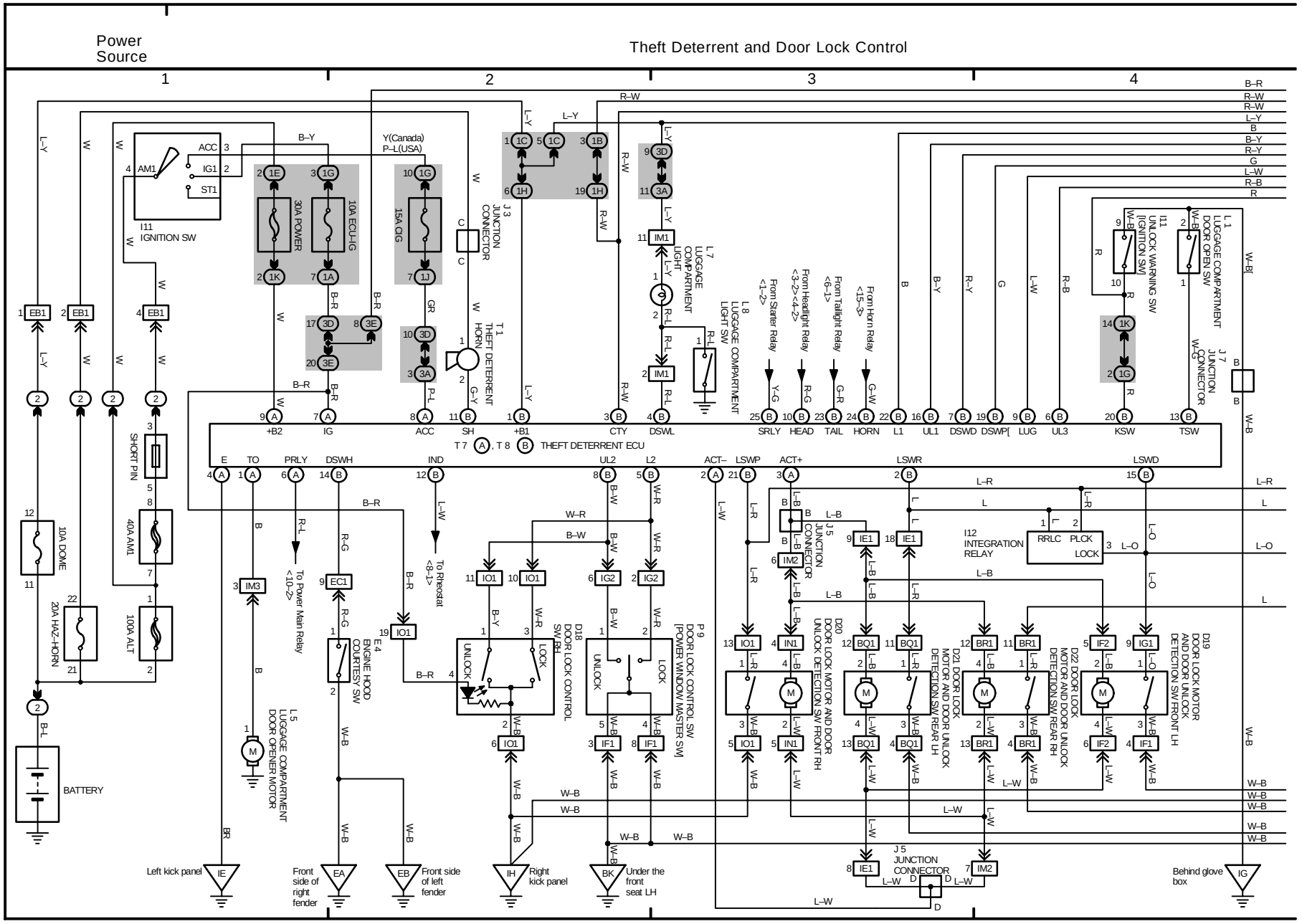

Power Source
Illumination
*1 : Canada
1
2
3
4
I11
IGNITION SW
ACC
IG1
ST1
AM1
COMBINATION METER
C10 (B) ORANGE
C11 (A) GRAY
TAILLIGHT RELAY
7. 5A PANEL
10A ECU-IG
EB1
See Taillight System <6–1>
100A ALT
40A AM1
SHORT PIN
BATTERY
R 8
RHEOSTAT
IG
IND
E
L
LM
TC
T
From Theft Deterrent ECU <12–2>
To Combination Meter<24–7>
G 3
GLOVE BOX LIGHT
G 4
GLOVE BOX LIGHT SW
R 6
REAR CIGARETTE LIGHTER ILLUMINATION
A30
ASHTRAY ILLUMINATION REAR RH
A29
ASHTRAY ILLUMINATION REAR LH
TAILLIGHT INDICATOR [COMB. METER]
S 5
SEAT HEATER SW
A15
A/T INDICATOR LIGHT(for Shift Lever)
E 6
ELECTRONICALLY CONTROLLED TRANSMISSION PATTERN SELECT SW
R 3
RADIO AND PLAYER
C 7
CIGARETTE LIGHTER
H 9
HAZARD SW
A10
A/C CONTROL ASSEMBLY
C 8
CLOCK
J10
JUNCTION CONNECTOR
J 6
JUNCTION CONNECTOR
J 7
JUNCTION CONNECTOR
J12
JUNCTION CONNECTOR (for Earth)
J11
JUNCTION CONNECTOR (for Earth)
Behind glove box
Under the front seat RH
Luggage room left
Behind combination meter
IG
BL
BM
IF

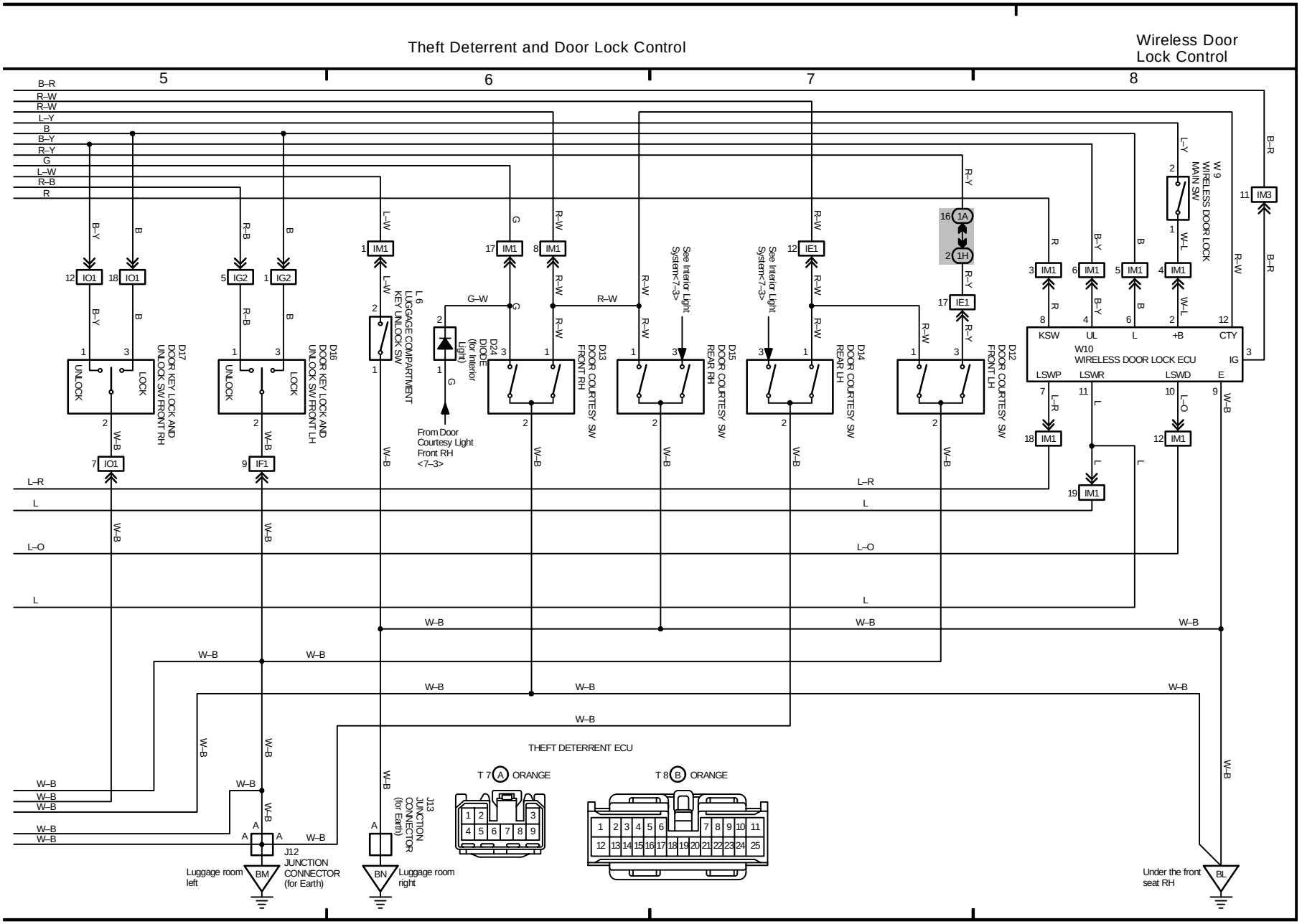

Power Source
Fog Light
Turn Signal and Hazard Warning Light
1
2
3
4
See Headlight Systems<3-1><4-2>
I11 IGNITION SW
ACC
IG1
ST1
AM1
15A HEAD LH(USA) 10A HEAD(LH-LWR) (Canada)
4 (USA) 8 (Canada)
3 (USA) 7 (Canada)
R(USA) R-G(Canada)
HEADLIGHT RELAY
SHORT PIN
15A FOG
40A AM1
50A MAIN
100A ALT
20A HAZ-HORN
BATTERY
FOG LIGHT RELAY
C13 COMBINATION SW
DIMMER SW
FOG LIGHT SW
LOW
HIGH
FLASH
OFF
ON
FG FD ED FL HU HF
J11 JUNCTION CONNECTOR (for Earth)
Behind combination meter
F1 FOG LIGHT LH
F2 FOG LIGHT RH
Front side of left fender
Front side of right fender
TURN SIGNAL FLASHER
Left kick panel
TURN SIGNAL INDICATOR LIGHT [COMB. METER]
C12 TURN SIGNAL SW [COMB. SW]
R9 REAR TURN SIGNAL LIGHT LH [REAR COMB. LIGHT LH]
R11 REAR TURN SIGNAL LIGHT RH [REAR COMB. LIGHT RH]
J13 JUNCTION CONNECTOR (for Earth)
Luggage room right
F5 FRONT TURN SIGNAL LIGHT LH
F6 FRONT TURN SIGNAL LIGHT RH
10A TURN
J3 JUNCTION CONNECTOR
H9 HAZARD SW
B1 F B2 TL TB TR
OFF
ON
J7 JUNCTION CONNECTOR
Behind glove box
C9 (A), C10 (B) TURN SIGNAL INDICATOR LIGHT [COMB. METER]

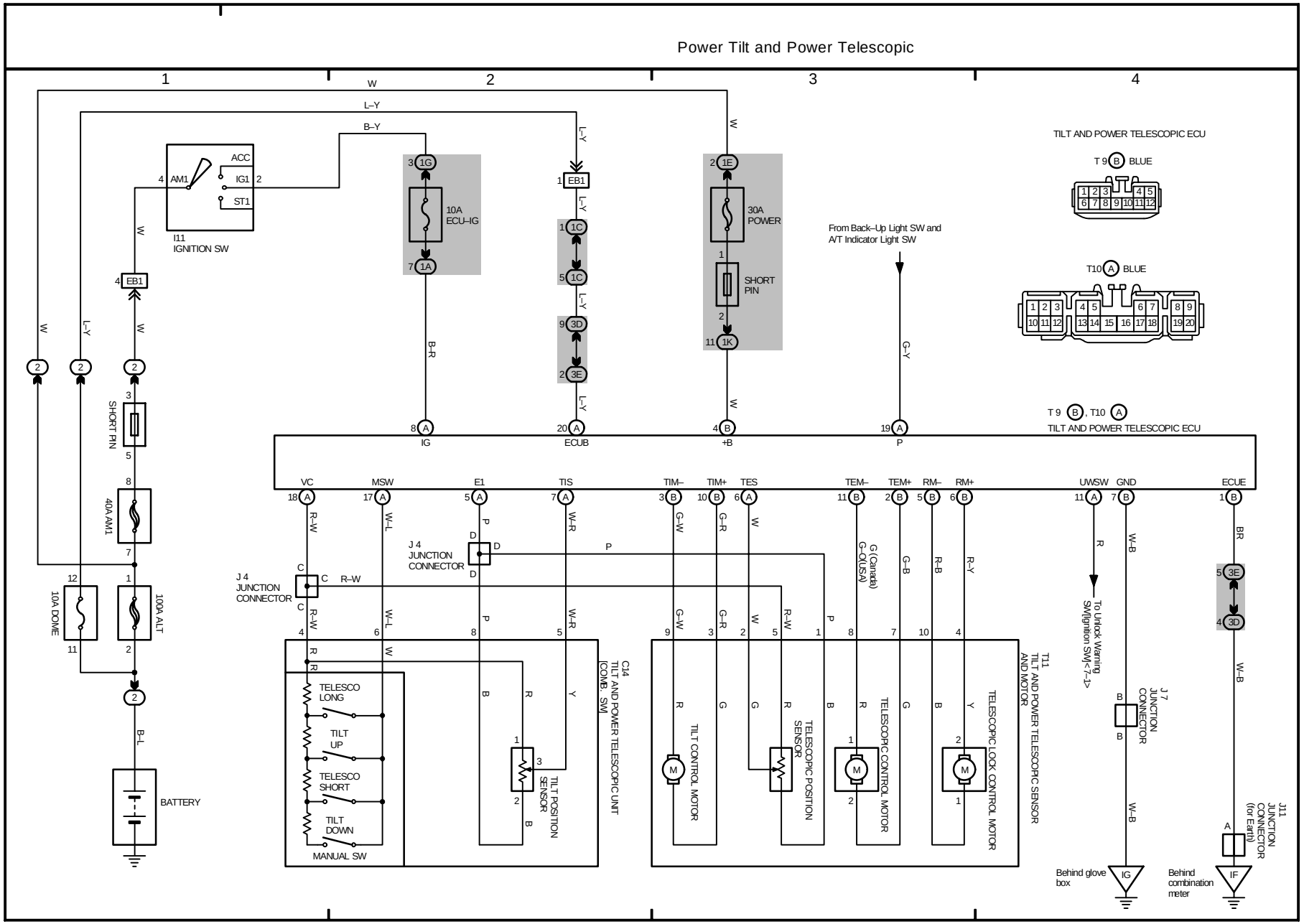

Power Source
Moon Roof
Power Window
1
2
3
4
W
L–Y
W–B
L–W
R–L
L–R
L
G–W
R–L
G
R
G–Y
R–Y
G–B
R–B
B–L
W–B
1E
30A POWER
1H
EB2
1C
3D
3E
IL1
100A ALT
10A DOME
BATTERY
M 9
MOON ROOF MOTOR AND LIMIT SW
NO. 1
NO. 2
M
From Theft Deterrent ECU <12–1>
POWER MAIN RELAY
1J
1B
IG1
M 7
MOON ROOF CONTROL RELAY
LS1 LS2 MTR– MTR+ IG
OPN CLS UP DWN E
M 8
MOON ROOF CONTROL SW
OPEN
CLOSE
UP
DOWN
Behind glove box
IG
Front side of roof center
BJ
IE
Left kick panel
P 9
POWER WINDOW MASTER SW
FRONT LH
FRONT RH
REAR RH
REAR LH
LOCK SW
POWER WINDOW RELAY
IM2
IF1
IG1
IF2
IE1
IN1
IO1
BR1
BQ1
BS1
P 6
POWER WINDOW CONTROL SW FRONT RH
P 8
POWER WINDOW CONTROL SW REAR RH
P 7
POWER WINDOW CONTROL SW REAR LH
P10
POWER WINDOW MOTOR FRONT LH
P11
POWER WINDOW MOTOR FRONT RH
P13
POWER WINDOW MOTOR REAR RH
P12
POWER WINDOW MOTOR REAR LH
BK
Under the front seat LH

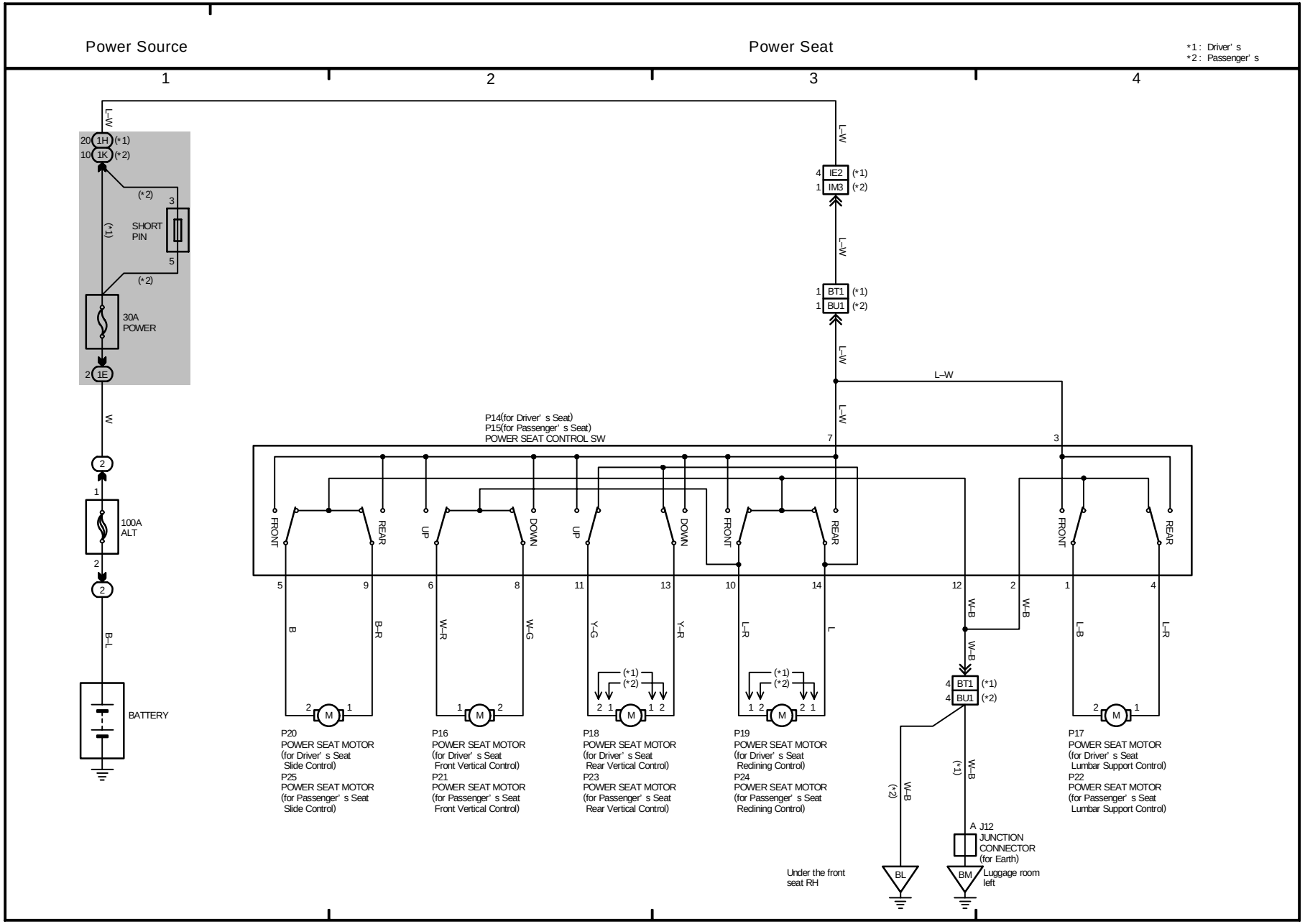

Power Source
Rear Window Defogger and Mirror Heater
Remote Control Mirror
1
2
3
4
I11 IGNITION SW
ACC
IG1
ST1
AM1
15A GAUGE
40A DEFOG
10A MIR-HTR
TAILLIGHT RELAY
7. 5A PANEL
15A CIG
DEFOGGER RELAY
D 6 DIODE (for Idle-Up)
See Taillight System <6–1>
To Engine Control Module[Engine and Electronically Controlled Transmission ECU] <2–8>
EB1
100A ALT
40A AM1
SHORT PIN
BATTERY
To Defogger SW [A/C Control Assembly] <25–6>
N 2 NOISE FILTER (for Rear Window Defogger)
R17 REAR WINDOW DEFOGGER
R18
R19 MIRROR HEATER LH [REMOTE CONTROL MIRROR LH]
R20 MIRROR HEATER RH [REMOTE CONTROL MIRROR RH]
R 7 REMOTE CONTROL MIRROR SW
RH
LH
UP
DOWN
RIGHT
LEFT
J 4 JUNCTION CONNECTOR
J 7 JUNCTION CONNECTOR
MLH
MLV
MRV
MRH
Left side of rear pillar
Left kick panel
Right kick panel
Behind glove box
R19 REMOTE CONTROL MIRROR LH
R20 REMOTE CONTROL MIRROR RH
NOISE FILTER (for Rear Window Defogger)
REAR WINDOW DEFOGGER
R17 B BLACK
R18 C BLACK

(Cont. next page)

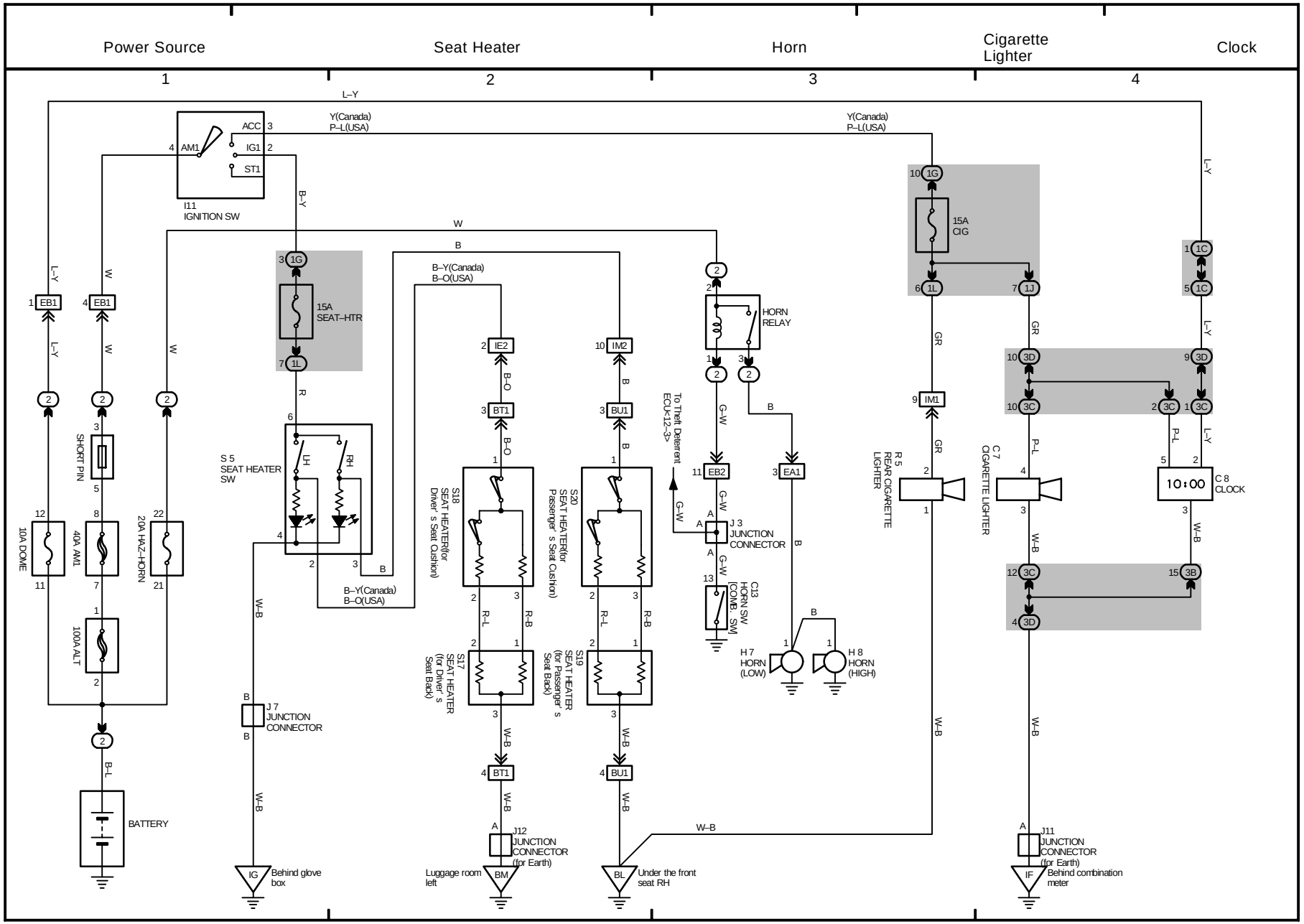


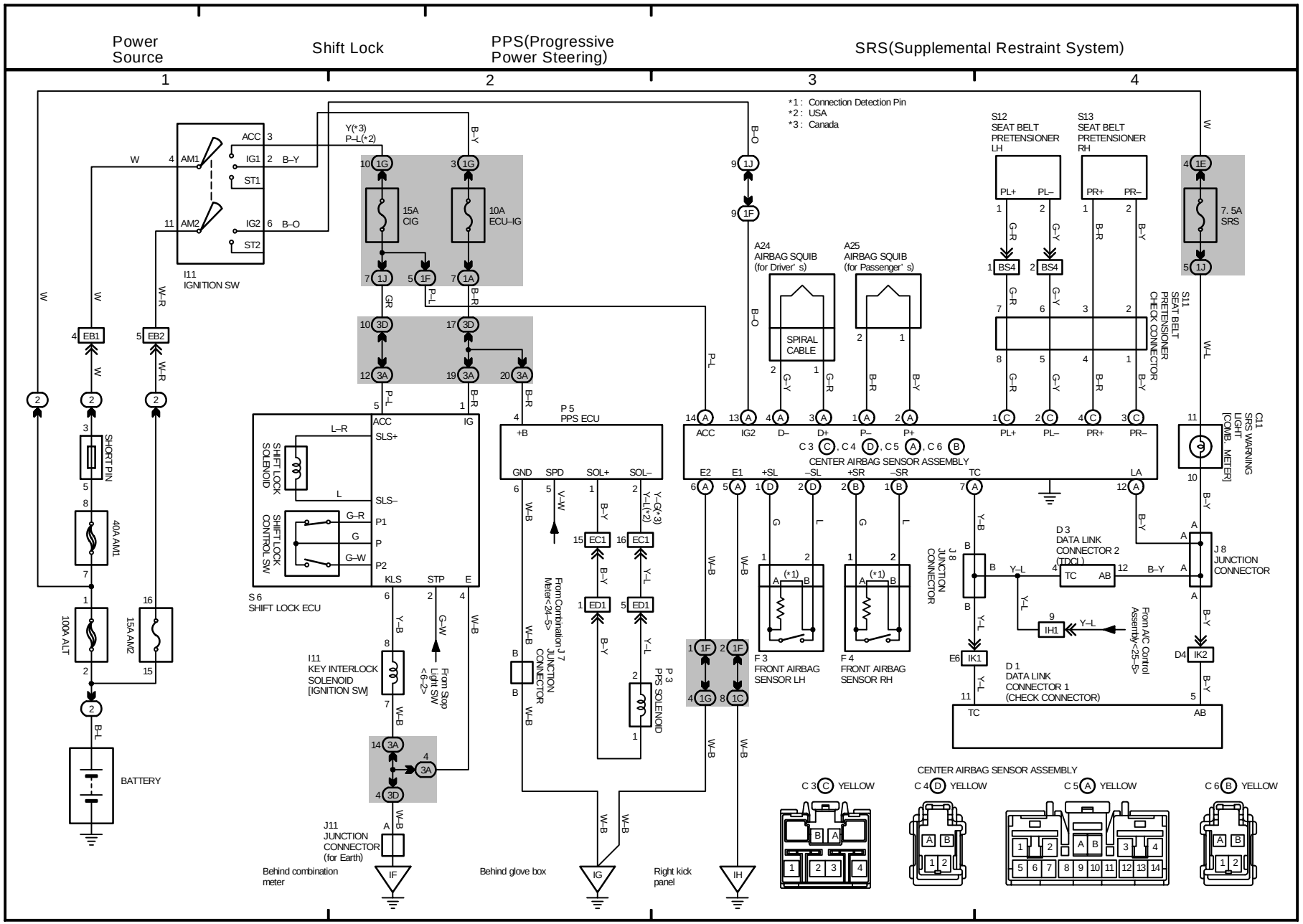

Theft Deterrent and Door Lock Control
Wireless Door Lock Control
5
6
7
8
B–R
R–W
R–W
L–Y
B
B–Y
R–Y
G
L–W
R–B
R
IO1
IG2
IM1
IE1
IF1
IM3
D17 DOOR KEY LOCK AND UNLOCK SW FRONT RH
D16 DOOR KEY LOCK AND UNLOCK SW FRONT LH
L6 LUGGAGE COMPARTMENT KEY UNLOCK SW
D24 DIODE (for Interior Light)
D13 DOOR COURTESY SW FRONT RH
D15 DOOR COURTESY SW REAR RH
D14 DOOR COURTESY SW REAR LH
D12 DOOR COURTESY SW FRONT LH
W9 WIRELESS DOOR LOCK MAIN SW
W10 WIRELESS DOOR LOCK ECU
KSW
UL
L
+B
CTY
IG
LSWP
LSWR
LSWD
E
See Interior Light System<7–3>
From Door Courtesy Light Front RH <7–3>
THEFT DETERRENT ECU
T 7 (A) ORANGE
T 8 (B) ORANGE
J12 JUNCTION CONNECTOR (for Earth)
J13 JUNCTION CONNECTOR (for Earth)
Luggage room left
Luggage room right
Under the front seat RH
BM
BN
BL


Power Tilt and Power Telescopic
1
2
3
4
W
L–Y
B–Y
ACC
IG1
ST1
AM1
I11
IGNITION SW
10A
ECU–IG
30A
POWER
SHORT
PIN
EB1
SHORT PIN
40A AM1
10A DOME
100A ALT
BATTERY
B–L
B–R
From Back–Up Light SW and
A/T Indicator Light SW
G–Y
TILT AND POWER TELESCOPIC ECU
T 9 B BLUE
T10 A BLUE
T 9 B , T10 A
TILT AND POWER TELESCOPIC ECU
IG
ECUB
+B
P
VC
MSW
E1
TIS
TIM–
TIM+
TES
TEM–
TEM+
RM–
RM+
UWSW
GND
ECUE
R–W
W–L
P
W–R
G–W
G–R
W
G (Canada)
G–O(USA)
G–B
R–B
R–Y
R
W–B
BR
J 4
JUNCTION
CONNECTOR
C14
TILT AND POWER TELESCOPIC UNIT
(COMB. SW)
TELESCO
LONG
TILT
UP
TELESCO
SHORT
TILT
DOWN
MANUAL SW
TILT POSITION
SENSOR
T11
TILT AND POWER TELESCOPIC SENSOR
AND MOTOR
TILT CONTROL MOTOR
TELESCOPIC POSITION
SENSOR
TELESCOPIC CONTROL MOTOR
TELESCOPIC LOCK CONTROL MOTOR
To Unlock Warning
SW(Ignition SW)<7–1>
J 7
JUNCTION
CONNECTOR
J11
JUNCTION
CONNECTOR
(for Earth)
Behind glove
box
Behind
combination
meter
IG
IF


Power Source
Power Seat
*1: Driver's
*2: Passenger's
1
2
3
4
L–W
20 1H (*1)
10 1K (*2)
(*2)
3
SHORT PIN
(*1)
5
(*2)
30A POWER
2 1E
W
2
1
100A ALT
2
2
B–L
BATTERY
4 IE2 (*1)
1 IM3 (*2)
1 BT1 (*1)
1 BU1 (*2)
L–W
L–W
L–W
L–W
P14(for Driver's Seat)
P15(for Passenger's Seat)
POWER SEAT CONTROL SW
7
3
FRONT
REAR
UP
DOWN
UP
DOWN
FRONT
REAR
FRONT
REAR
5
9
6
8
11
13
10
14
12
2
1
4
B
B–R
W–R
W–G
Y–G
Y–R
L–R
L
W–B
W–B
L–B
L–R
W–B
4 BT1 (*1)
4 BU1 (*2)
(*1)
(*2)
M
P20
POWER SEAT MOTOR
(for Driver's Seat
Slide Control)
P25
POWER SEAT MOTOR
(for Passenger's Seat
Slide Control)
P16
POWER SEAT MOTOR
(for Driver's Seat
Front Vertical Control)
P21
POWER SEAT MOTOR
(for Passenger's Seat
Front Vertical Control)
P18
POWER SEAT MOTOR
(for Driver's Seat
Rear Vertical Control)
P23
POWER SEAT MOTOR
(for Passenger's Seat
Rear Vertical Control)
P19
POWER SEAT MOTOR
(for Driver's Seat
Reclining Control)
P24
POWER SEAT MOTOR
(for Passenger's Seat
Reclining Control)
P17
POWER SEAT MOTOR
(for Driver's Seat
Lumbar Support Control)
P22
POWER SEAT MOTOR
(for Passenger's Seat
Lumbar Support Control)
W–B
(*2)
(*1)
A J12
JUNCTION CONNECTOR
(for Earth)
Under the front seat RH
BL
BM
Luggage room left

15 LEXUS GS300

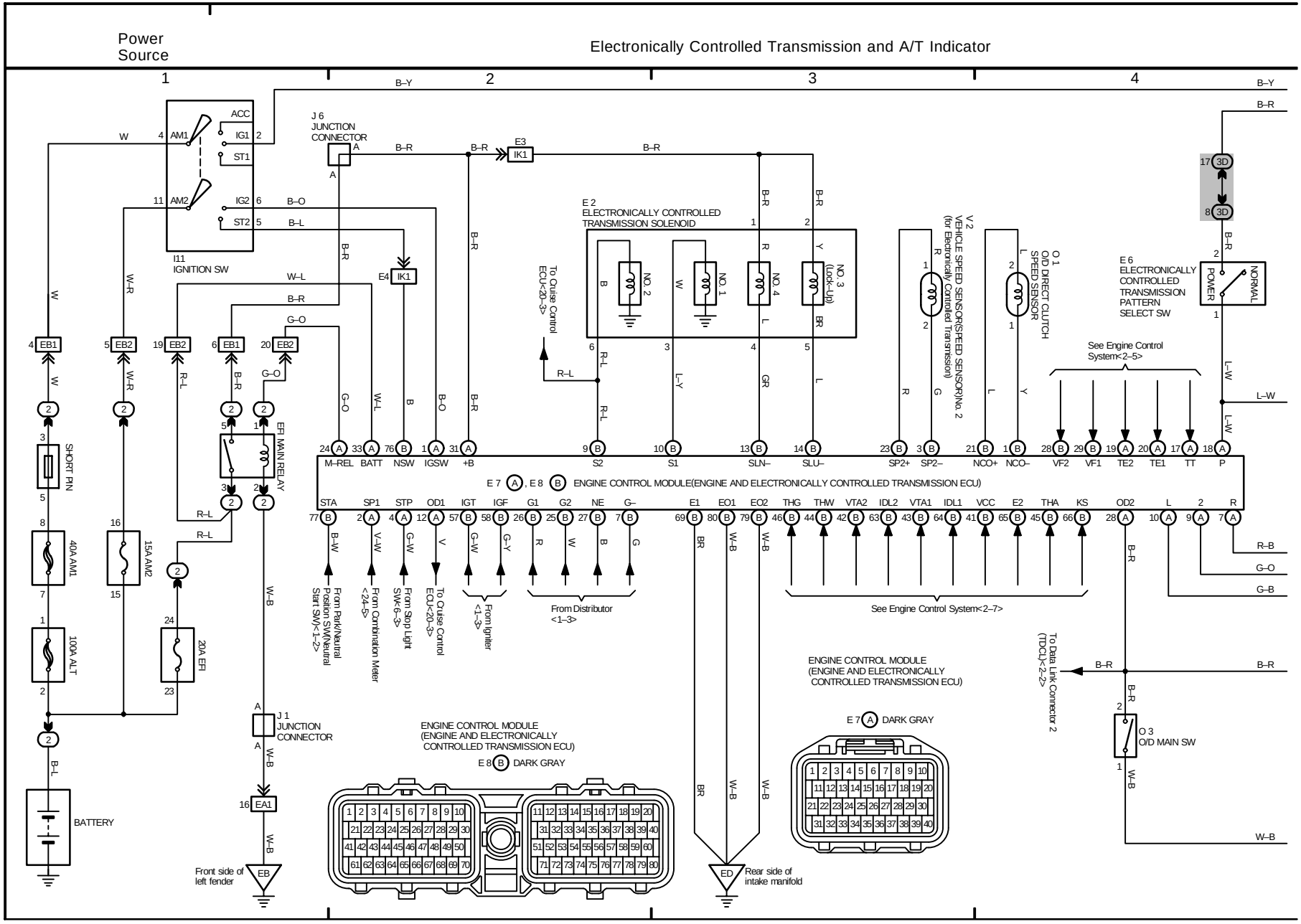



Power Source
Shift Lock
PPS(Progressive Power Steering)
SRS(Supplemental Restraint System)
1
2
3
4
*1 : Connection Detection Pin
*2 : USA
*3 : Canada
I11 IGNITION SW
15A CIG
10A ECU–IG
7. 5A SRS
A24 AIRBAG SQUIB (for Driver' s)
A25 AIRBAG SQUIB (for Passenger' s)
SPIRAL CABLE
S12 SEAT BELT PRETENSIONER LH
S13 SEAT BELT PRETENSIONER RH
S11 SEAT BELT PRETENSIONER CHECK CONNECTOR
C11 SRS WARNING LIGHT [COMB. METER]
P 5 PPS ECU
C 3 , C 4 , C 5 , C 6
CENTER AIRBAG SENSOR ASSEMBLY
S 6 SHIFT LOCK ECU
SHIFT LOCK SOLENOID
SHIFT LOCK CONTROL SW
I11 KEY INTERLOCK SOLENOID [IGNITION SW]
From Stop Light SW <6–2>
From Combination Meter<24–5>
From A/C Control Assembly<25–5>
J 7 JUNCTION CONNECTOR
J 8 JUNCTION CONNECTOR
J11 JUNCTION CONNECTOR (for Earth)
P 3 PPS SOLENOID
F 3 FRONT AIRBAG SENSOR LH
F 4 FRONT AIRBAG SENSOR RH
D 3 DATA LINK CONNECTOR 2 (TDCL)
D 1 DATA LINK CONNECTOR 1 (CHECK CONNECTOR)
SHORT PIN
40A AM1
100A ALT
15A AM2
BATTERY
EB1
EB2
Behind combination meter
Behind glove box
Right kick panel
C 3 YELLOW
C 4 YELLOW
C 5 YELLOW
C 6 YELLOW

(Cont. next page)

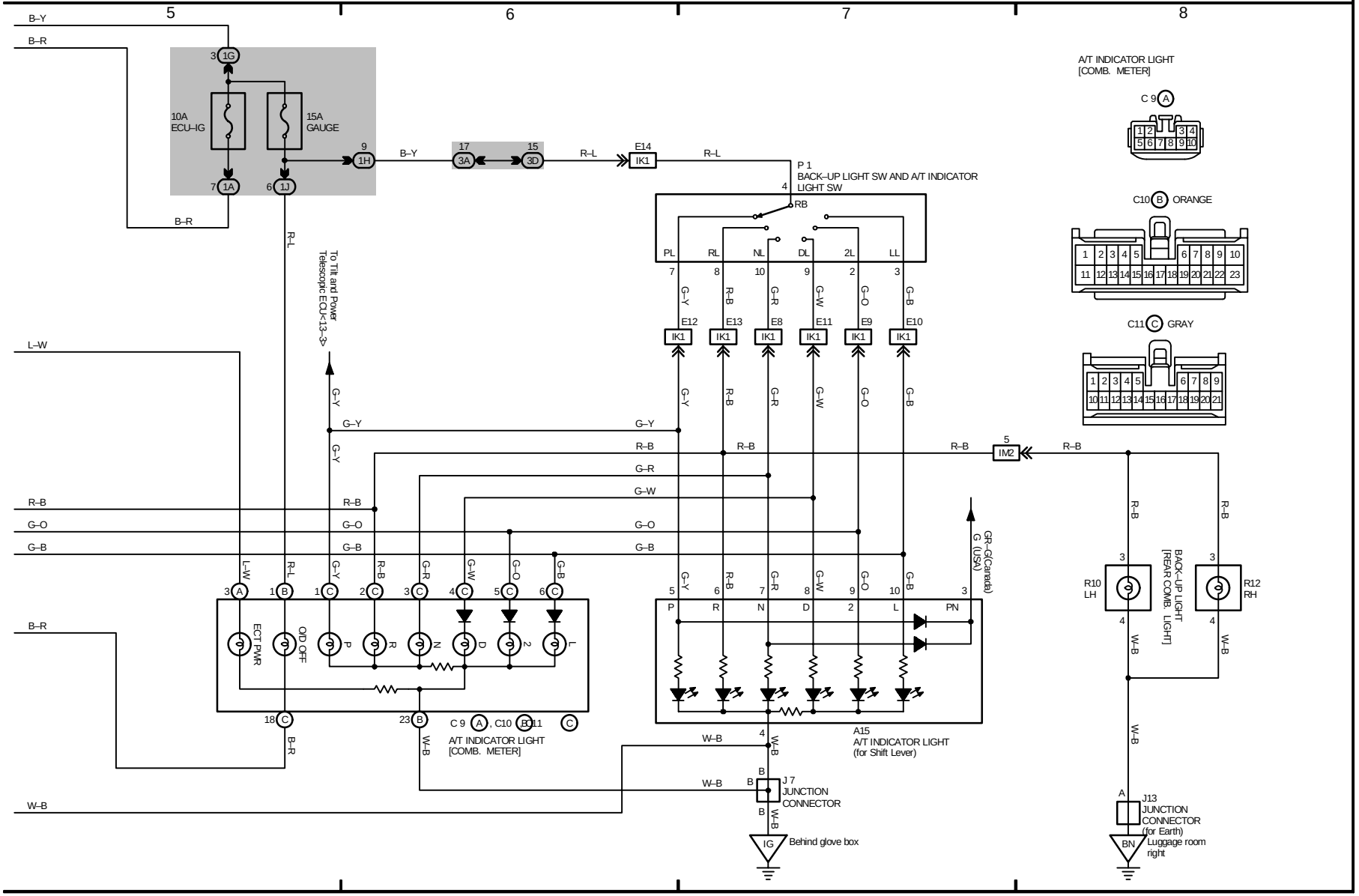
Power Source

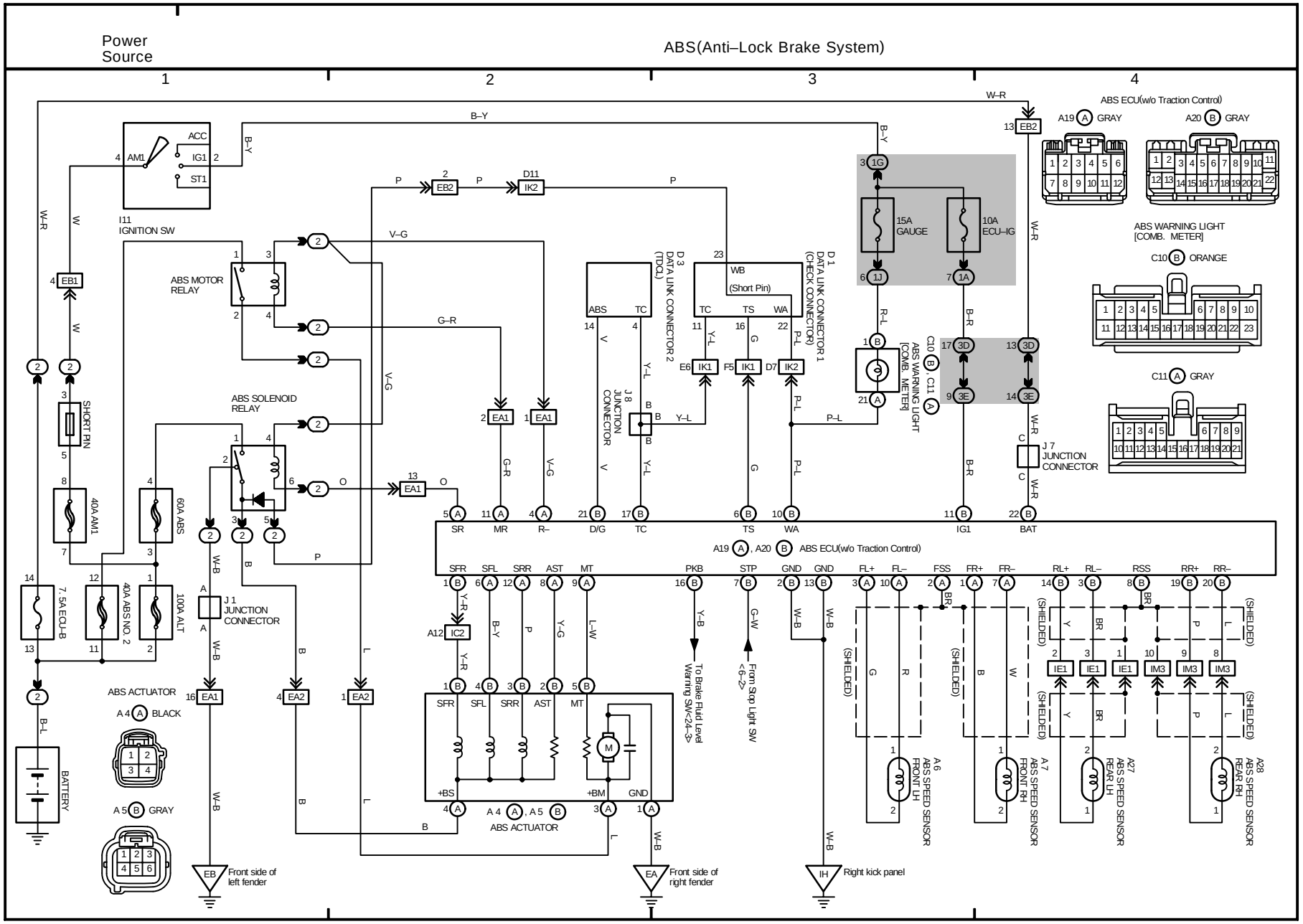
Electronically Controlled Transmission and A/T Indicator



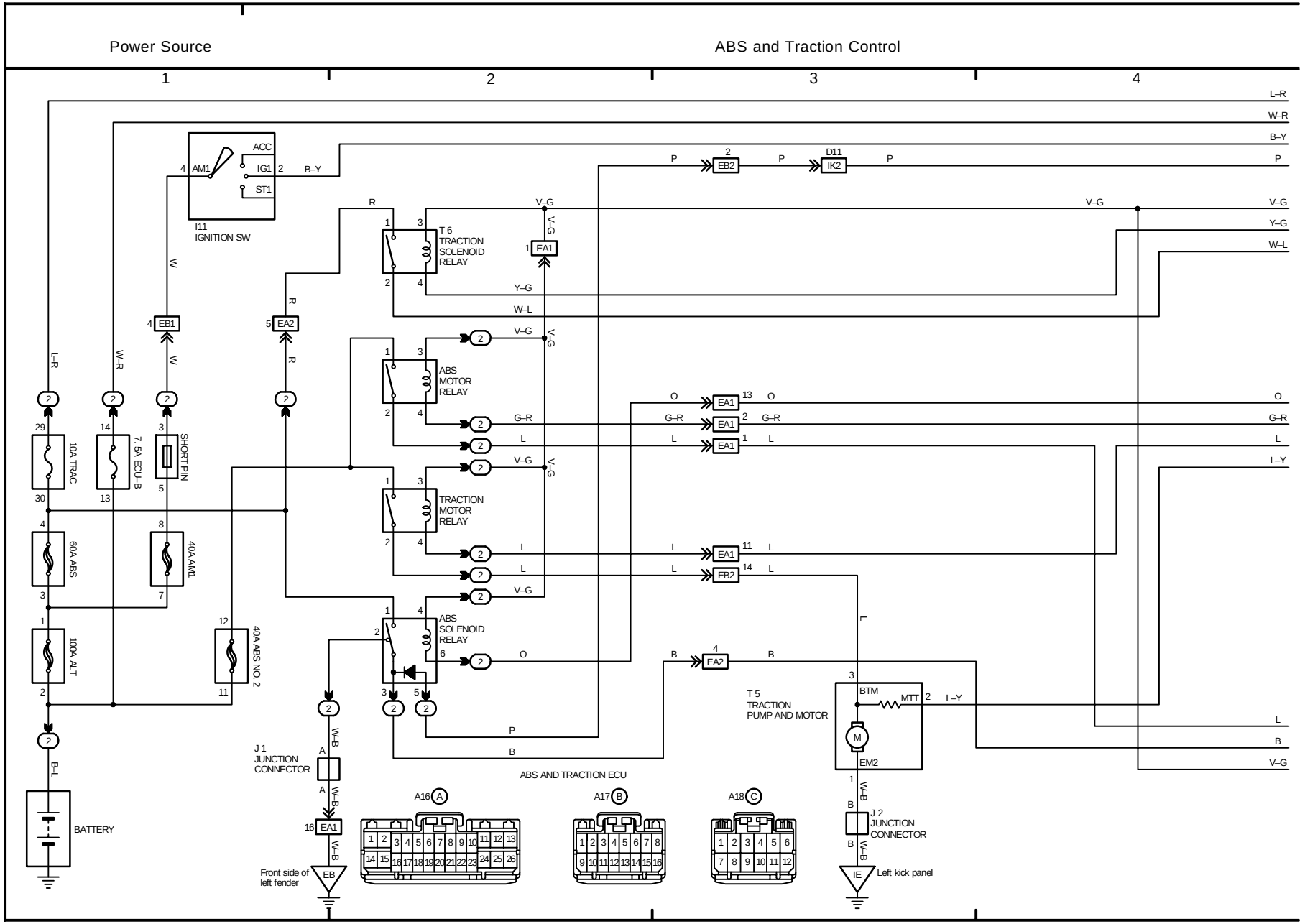
Electronically Controlled Transmission and A/T Indicator

Back–Up Light



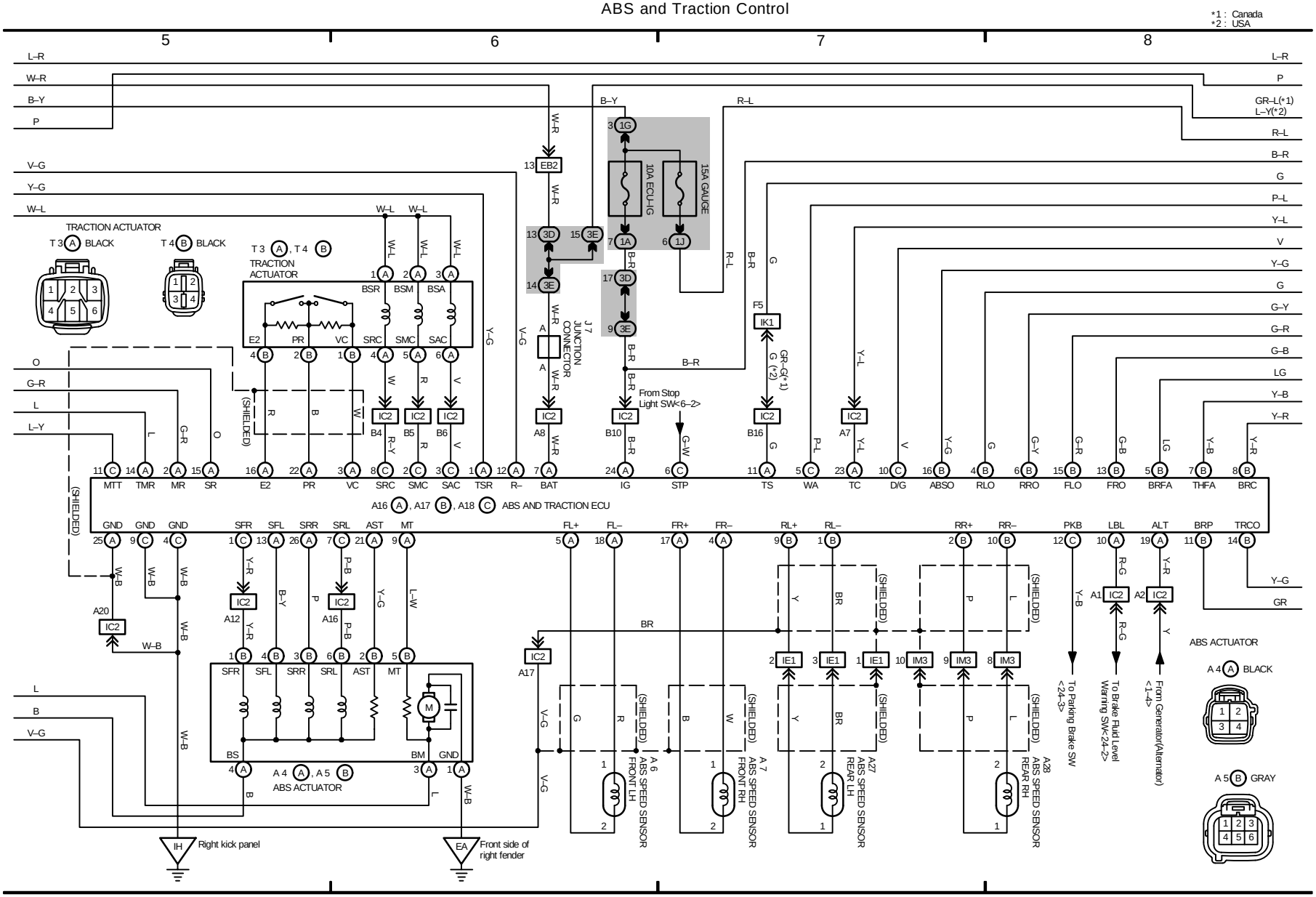

Power Source
ABS(Anti–Lock Brake System)
1
2
3
4
ACC
IG1
ST1
AM1
I11 IGNITION SW
ABS MOTOR RELAY
ABS SOLENOID RELAY
SHORT PIN
40A AM1
60A ABS
7.5A ECU–B
40A ABS NO. 2
100A ALT
J 1 JUNCTION CONNECTOR
BATTERY
ABS ACTUATOR
A 4 A BLACK
A 5 B GRAY
EB Front side of left fender
EA Front side of right fender
IH Right kick panel
15A GAUGE
10A ECU–IG
ABS WARNING LIGHT [COMB. METER]
D 1 DATA LINK CONNECTOR 1 (CHECK CONNECTOR)
D 3 DATA LINK CONNECTOR 2 (TDCL)
J 8 JUNCTION CONNECTOR
J 7 JUNCTION CONNECTOR
WB (Short Pin)
ABS ECU(w/o Traction Control)
A19 A GRAY
A20 B GRAY
C10 B ORANGE
C11 A GRAY
SR
MR
R–
D/G
TC
TS
WA
IG1
BAT
SFR
SFL
SRR
AST
MT
PKB
STP
GND
FL+
FL–
FSS
FR+
FR–
RL+
RL–
RSS
RR+
RR–
+BS
+BM
To Brake Fluid Level Warning SW<24–3>
From Stop Light SW <6–2>
A6 ABS SPEED SENSOR FRONT LH
A7 ABS SPEED SENSOR FRONT RH
A27 ABS SPEED SENSOR REAR LH
A28 ABS SPEED SENSOR REAR RH
(SHIELDED)

(Cont. next page)

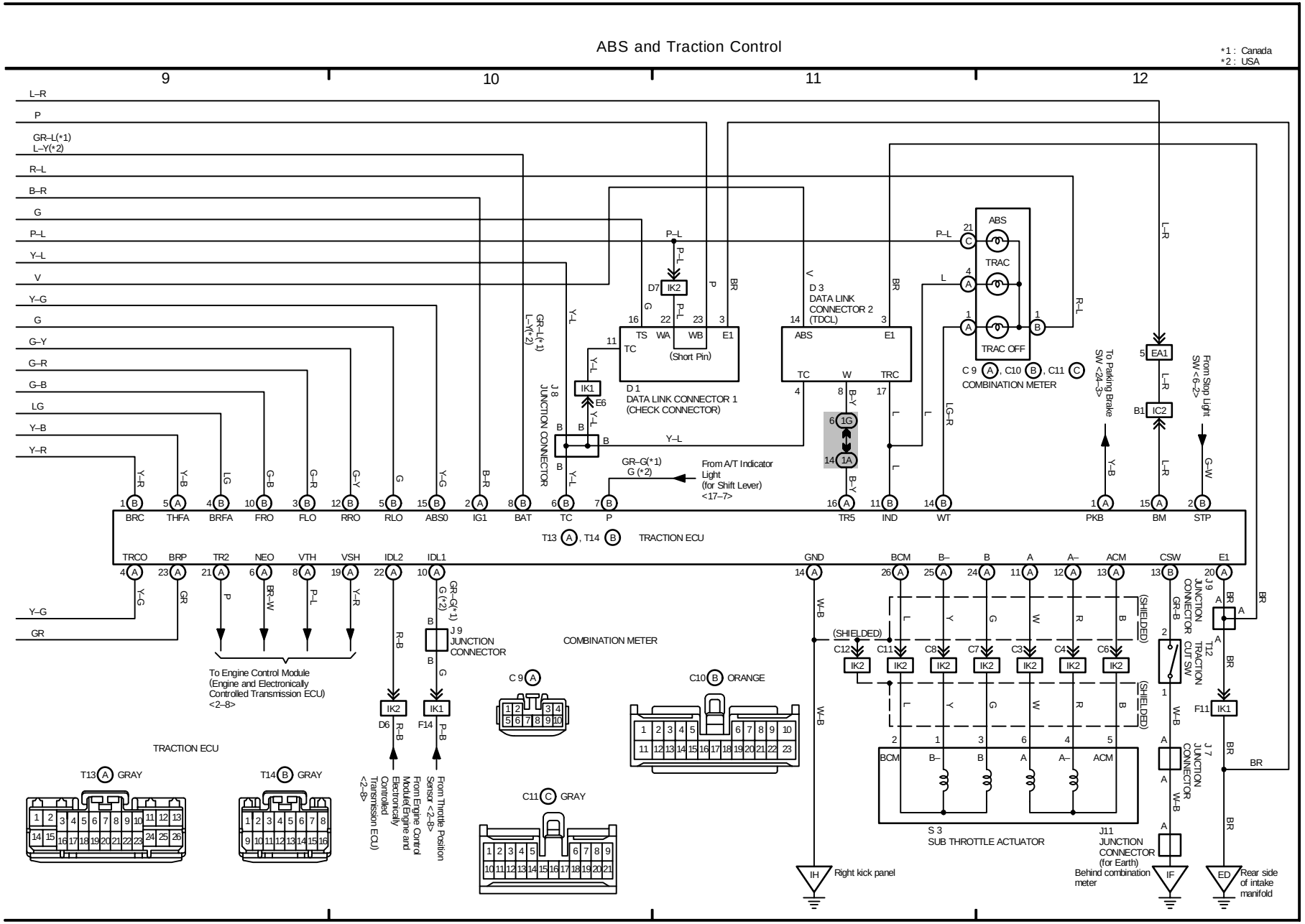


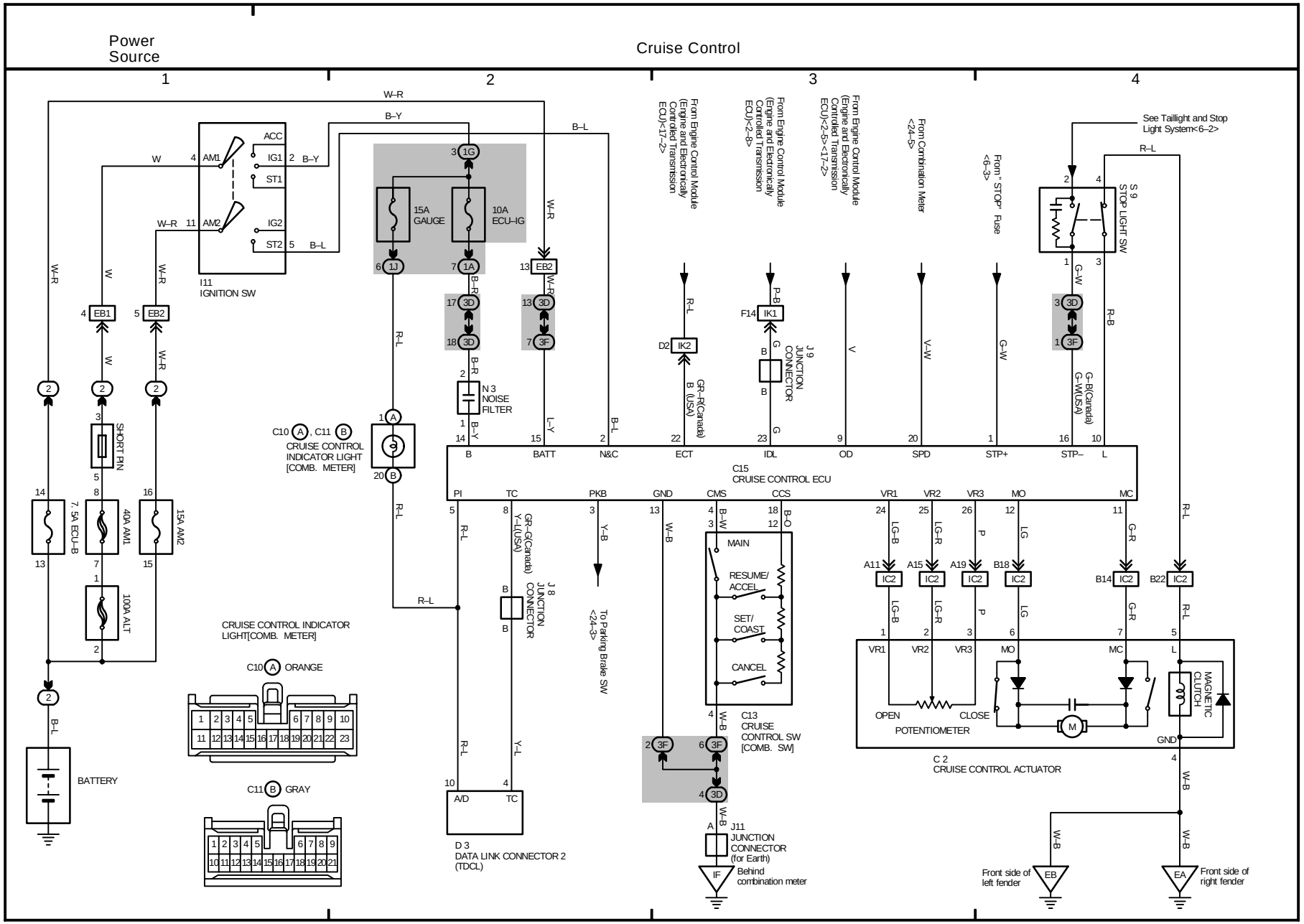
(Cont. next page)

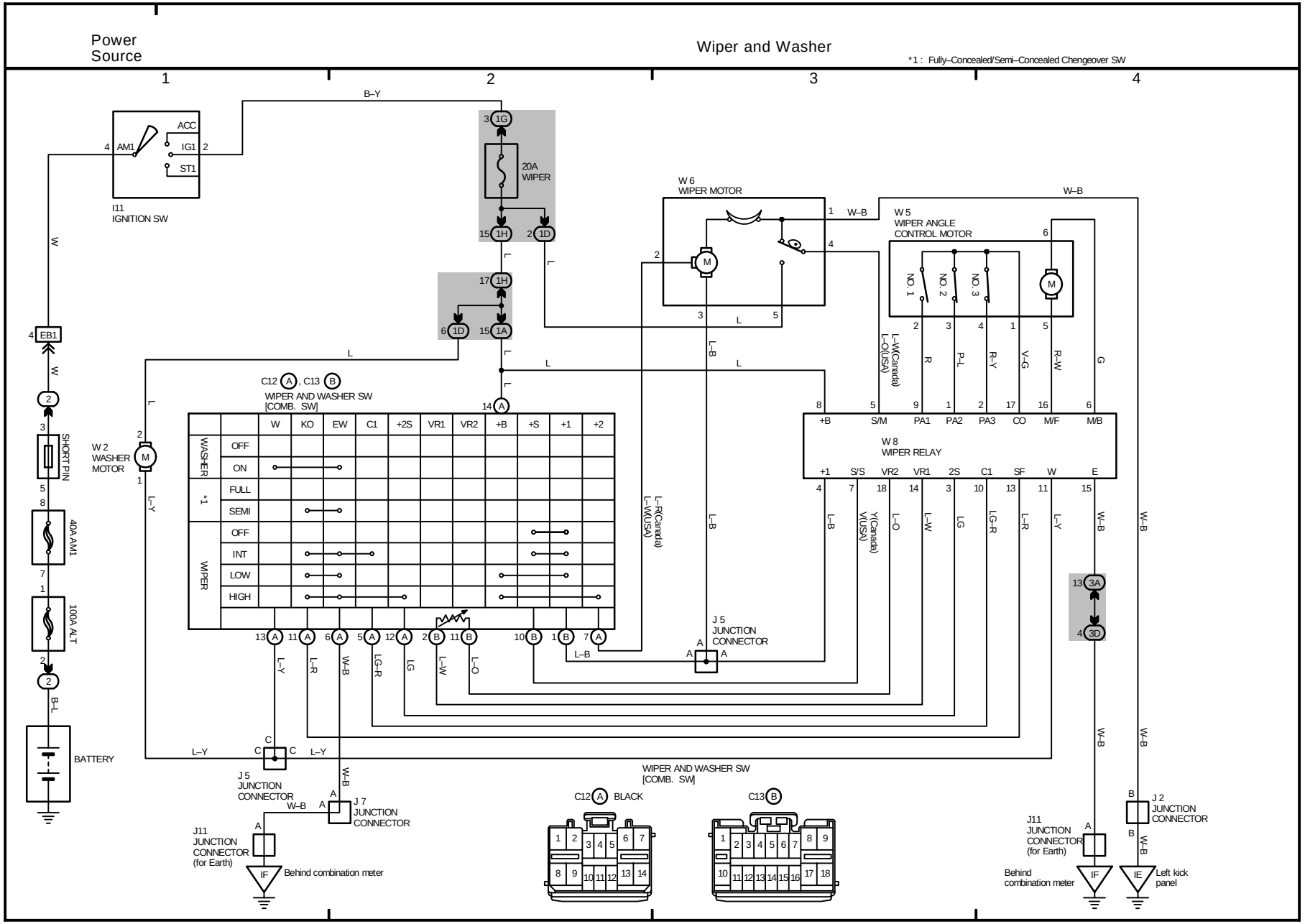
ABS and Traction Control

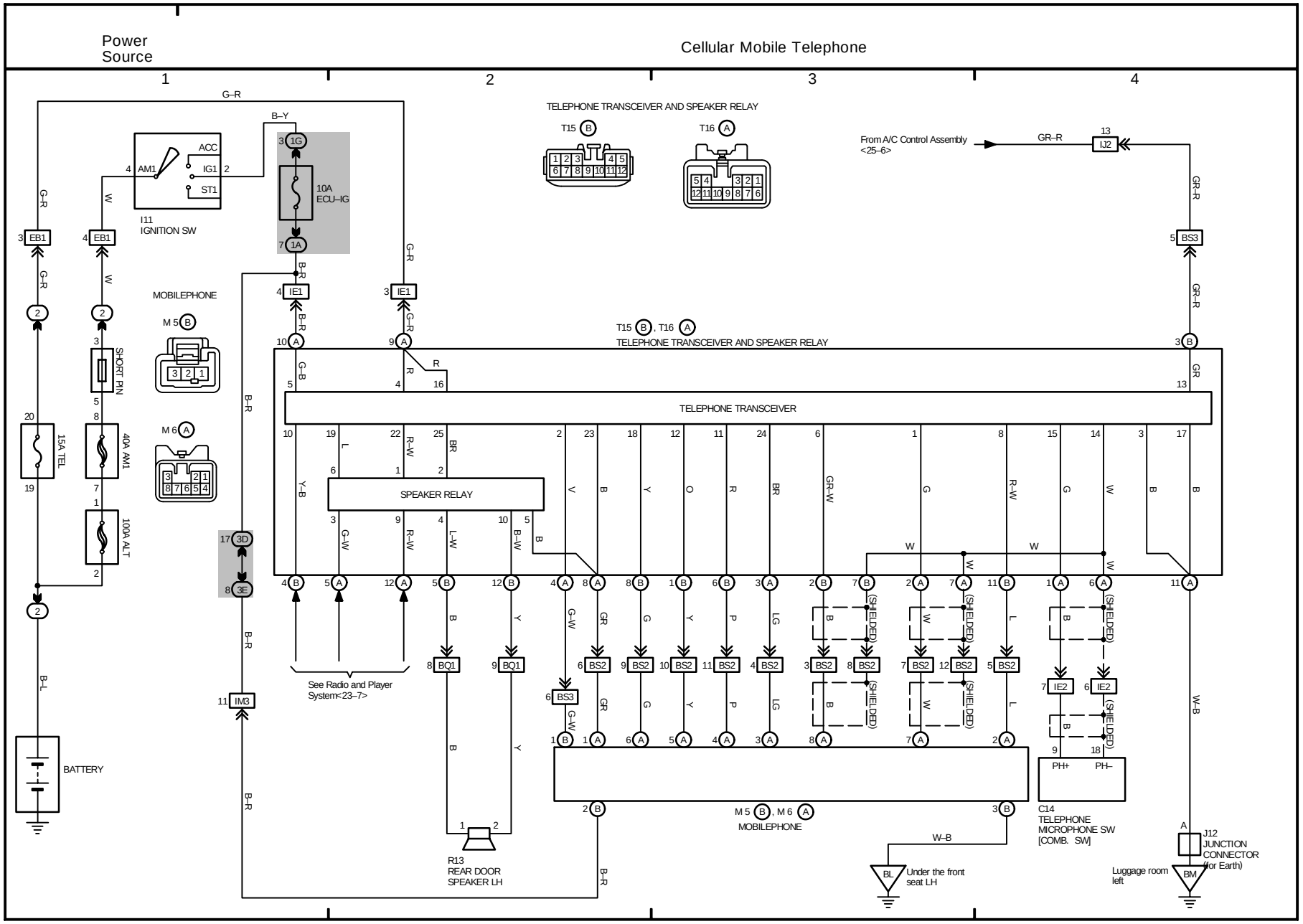


19 LEXUS GS300(Cont' d)

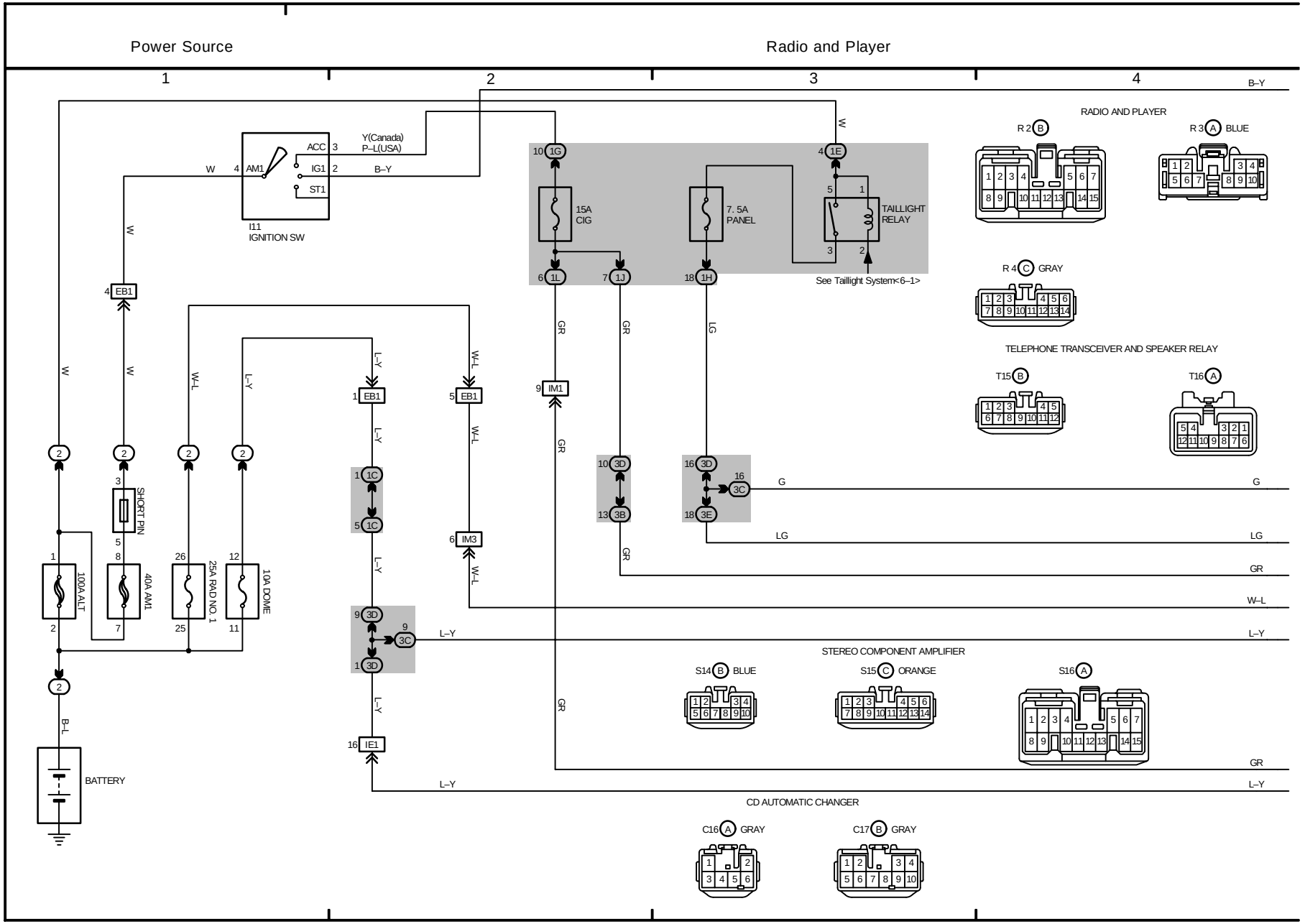



Power Source
Cruise Control
1
2
3
4
W–R
B–Y
B–L
ACC
IG1
ST1
IG2
ST2
AM1
AM2
I11
IGNITION SW
15A GAUGE
10A ECU–IG
N 3
NOISE FILTER
SHORT PIN
7.5A ECU–B
40A AM1
15A AM2
100A ALT
BATTERY
C10 (A), C11 (B)
CRUISE CONTROL INDICATOR LIGHT [COMB. METER]
CRUISE CONTROL INDICATOR LIGHT[COMB. METER]
C10 (A) ORANGE
C11 (B) GRAY
D 3
DATA LINK CONNECTOR 2
(TDCL)
J 8
JUNCTION CONNECTOR
J 9
JUNCTION CONNECTOR
From Engine Control Module (Engine and Electronically Controlled Transmission ECU)<17–2>
From Engine Control Module (Engine and Electronically Controlled Transmission ECU)<2–8>
From Engine Control Module (Engine and Electronically Controlled Transmission ECU)<2–5><17–2>
From Combination Meter <24–5>
From "STOP" Fuse <6–3>
See Taillight and Stop Light System<6–2>
S 9
STOP LIGHT SW
C15
CRUISE CONTROL ECU
B
BATT
N&C
ECT
IDL
OD
SPD
STP+
STP–
L
PI
TC
PKB
GND
CMS
CCS
VR1
VR2
VR3
MO
MC
MAIN
RESUME/ ACCEL
SET/ COAST
CANCEL
C13
CRUISE CONTROL SW
[COMB. SW]
To Parking Brake SW <24–3>
C 2
CRUISE CONTROL ACTUATOR
OPEN
CLOSE
POTENTIOMETER
MAGNETIC CLUTCH
J11
JUNCTION CONNECTOR
(for Earth)
IF
Behind combination meter
EB
Front side of left fender
EA
Front side of right fender

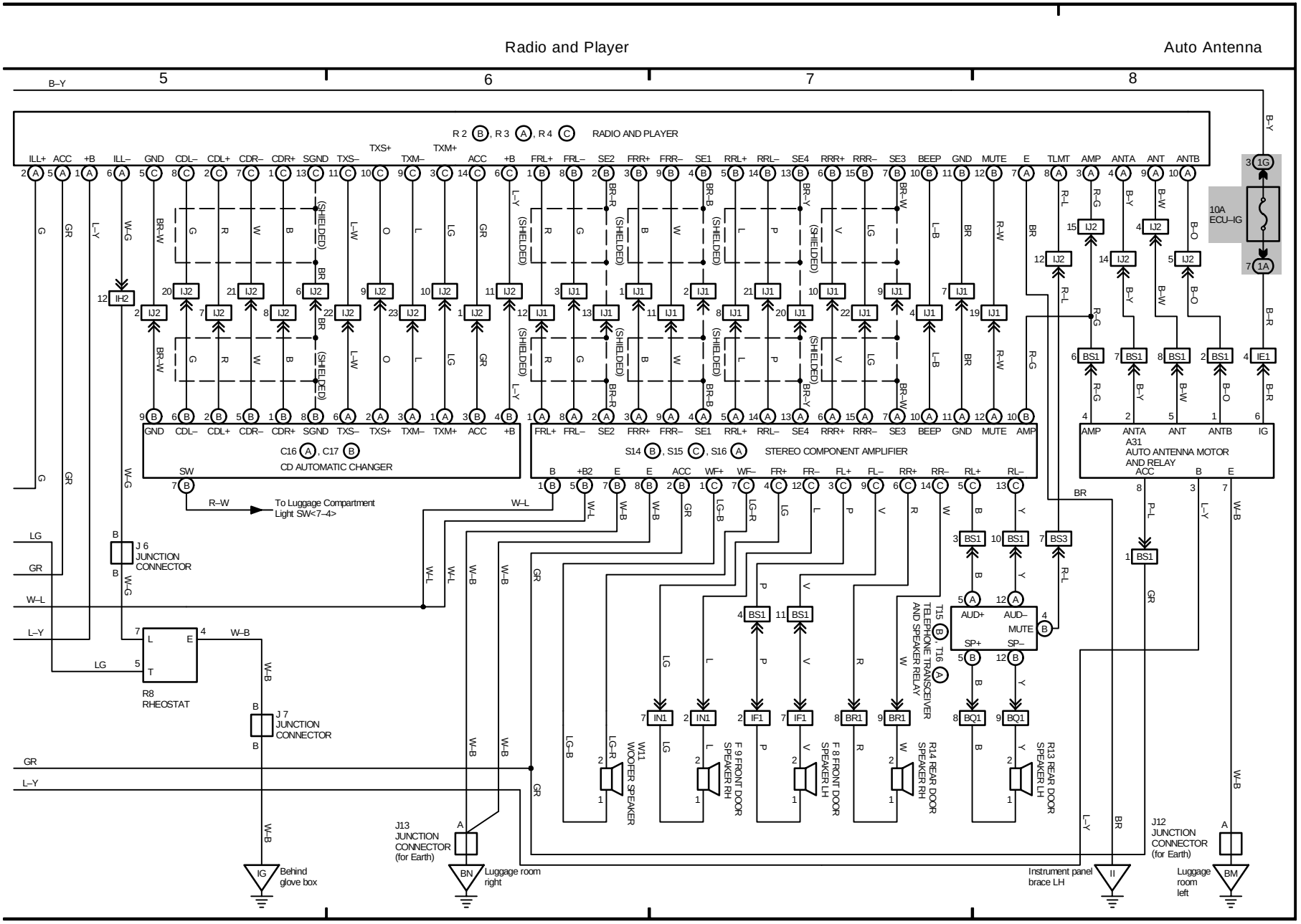

Power Source
Wiper and Washer
*1 : Fully–Concealed/Semi–Concealed Chengeover SW
1
2
3
4
B–Y
ACC
IG1
ST1
AM1
I11
IGNITION SW
20A WIPER
W 6
WIPER MOTOR
W 5
WIPER ANGLE CONTROL MOTOR
NO. 1
NO. 2
NO. 3
W–B
W
L
L–B
L–W(Canada)
L–O(USA)
R
P–L
R–Y
V–G
R–W
G
EB1
SHORT PIN
40A AM1
100A ALT
BATTERY
B–L
L–Y
W 2
WASHER MOTOR
C12 A , C13 B
WIPER AND WASHER SW [COMB. SW]
WASHER
OFF
ON
*1
FULL
SEMI
WIPER
INT
LOW
HIGH
W
KO
EW
C1
+2S
VR1
VR2
+B
+S
+1
+2
L–R(Canada)
L–W(USA)
Y(Canada)
V(USA)
W 8
WIPER RELAY
+B
S/M
PA1
PA2
PA3
CO
M/F
M/B
+1
S/S
VR2
VR1
2S
C1
SF
W
E
L–O
L–W
LG
LG–R
L–R
L–Y
W–B
LG
J 5
JUNCTION CONNECTOR
3A
3D
J 7
JUNCTION CONNECTOR
J 2
JUNCTION CONNECTOR
J11
JUNCTION CONNECTOR (for Earth)
IF
IE
Behind combination meter
Left kick panel
C12 A BLACK
C13 B


Power Source
Cellular Mobile Telephone
1
2
3
4
G–R
B–Y
ACC
IG1
ST1
AM1
I11
IGNITION SW
10A
ECU–IG
1G
1A
3 EB1
4 EB1
MOBILEPHONE
M 5 B
M 6 A
SHORT PIN
15A TEL
40A AM1
100A ALT
BATTERY
B–L
B–R
3D
3E
IM3
IE1
TELEPHONE TRANSCEIVER AND SPEAKER RELAY
T15 B
T16 A
From A/C Control Assembly
<25–6>
GR–R
IJ2
BS3
TELEPHONE TRANSCEIVER
SPEAKER RELAY
See Radio and Player System<23–7>
BQ1
R13
REAR DOOR SPEAKER LH
BS2
BS3
(SHIELDED)
IE2
M 5 B , M 6 A
MOBILEPHONE
C14
TELEPHONE MICROPHONE SW [COMB. SW]
PH+
PH–
W–B
BL
Under the front seat LH
J12
JUNCTION CONNECTOR (for Earth)
Luggage room left
BM

(Cont. next page)



23 LEXUS GS300 (Cont' d)



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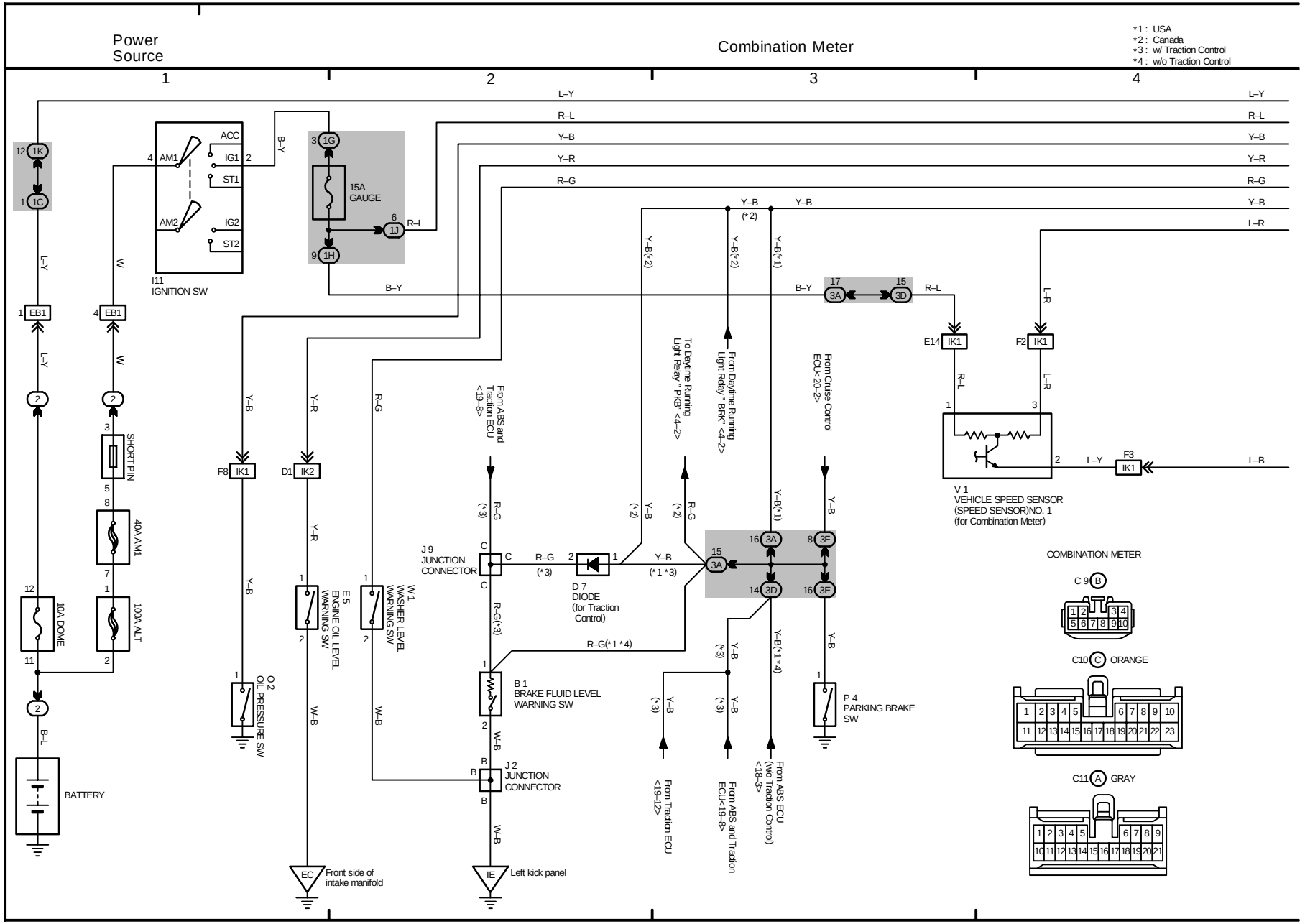
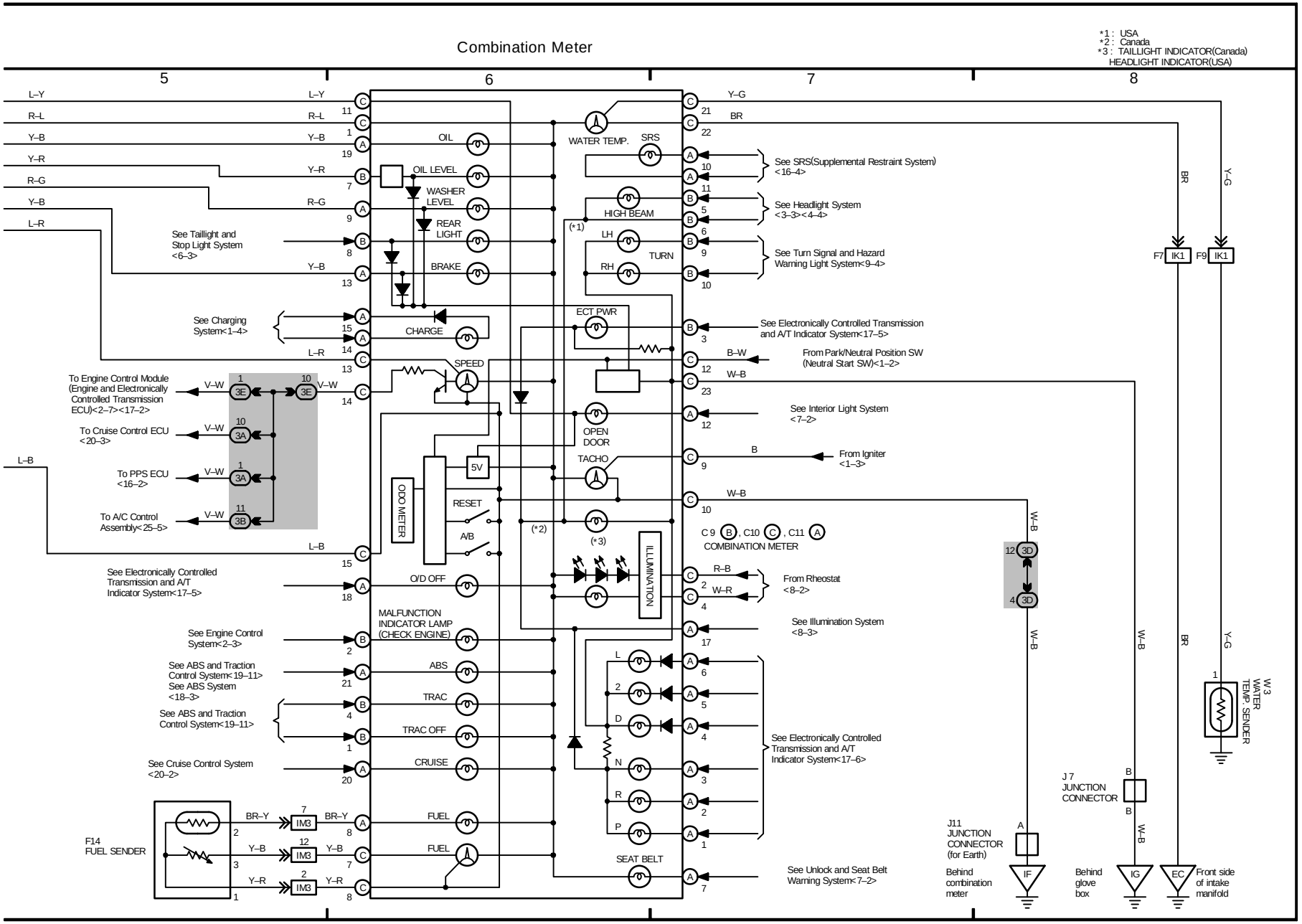
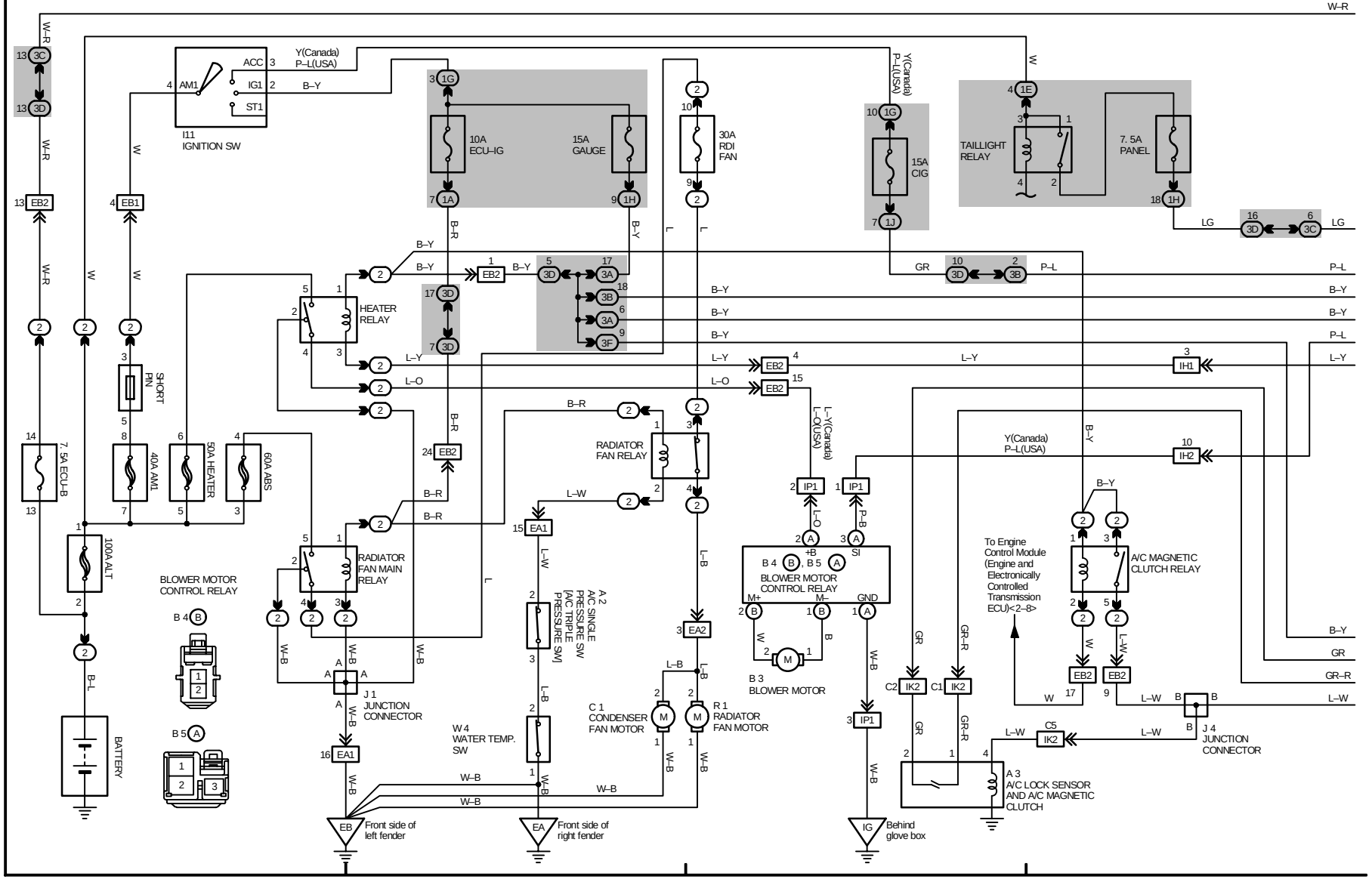



Combination Meter
*1 : USA
*2 : Canada
*3 : TAILLIGHT INDICATOR(Canada)
HEADLIGHT INDICATOR(USA)
5
6
7
8
OIL
OIL LEVEL
WASHER LEVEL
REAR LIGHT
BRAKE
CHARGE
SPEED
WATER TEMP.
SRS
HIGH BEAM
LH
RH
TURN
ECT PWR
OPEN DOOR
TACHO
5V
RESET
A/B
ODO METER
ILLUMINATION
O/D OFF
MALFUNCTION INDICATOR LAMP (CHECK ENGINE)
ABS
TRAC
TRAC OFF
CRUISE
FUEL
FUEL
SEAT BELT
L
2
D
N
R
P
See SRS(Supplemental Restraint System) <16–4>
See Headlight System <3–3><4–4>
See Turn Signal and Hazard Warning Light System<9–4>
See Electronically Controlled Transmission and A/T Indicator System<17–5>
From Park/Neutral Position SW (Neutral Start SW)<1–2>
See Interior Light System <7–2>
From Igniter <1–3>
C 9 B , C10 C , C11 A
COMBINATION METER
From Rheostat <8–2>
See Illumination System <8–3>
See Electronically Controlled Transmission and A/T Indicator System<17–6>
See Unlock and Seat Belt Warning System<7–2>
See Taillight and Stop Light System <6–3>
See Charging System<1–4>
To Engine Control Module (Engine and Electronically Controlled Transmission ECU)<2–7><17–2>
To Cruise Control ECU <20–3>
To PPS ECU <16–2>
To A/C Control Assembly<25–5>
See Electronically Controlled Transmission and A/T Indicator System<17–5>
See Engine Control System<2–3>
See ABS and Traction Control System<19–11> See ABS System <18–3>
See ABS and Traction Control System<19–11>
See Cruise Control System <20–2>
F14 FUEL SENDER
J 7 JUNCTION CONNECTOR
J11 JUNCTION CONNECTOR (for Earth)
Behind combination meter
Behind glove box
Front side of intake manifold
W 3 WATER TEMP. SENDER
F7 IK1
F9 IK1
IF
IG
EC

(Cont. next page)

Power Source

Radiator Fan and Automatic Air Conditioning



Radiator Fan and Automatic Air Conditioning