A 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 sue this manual”). The “System Outline” and “Service Hints” useful for troubleshooting are also contained in this section.
J	GROUND POINTS	Shows ground positions of all the parts decribed in this manual.
K	OVERALL ELECTRICAL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

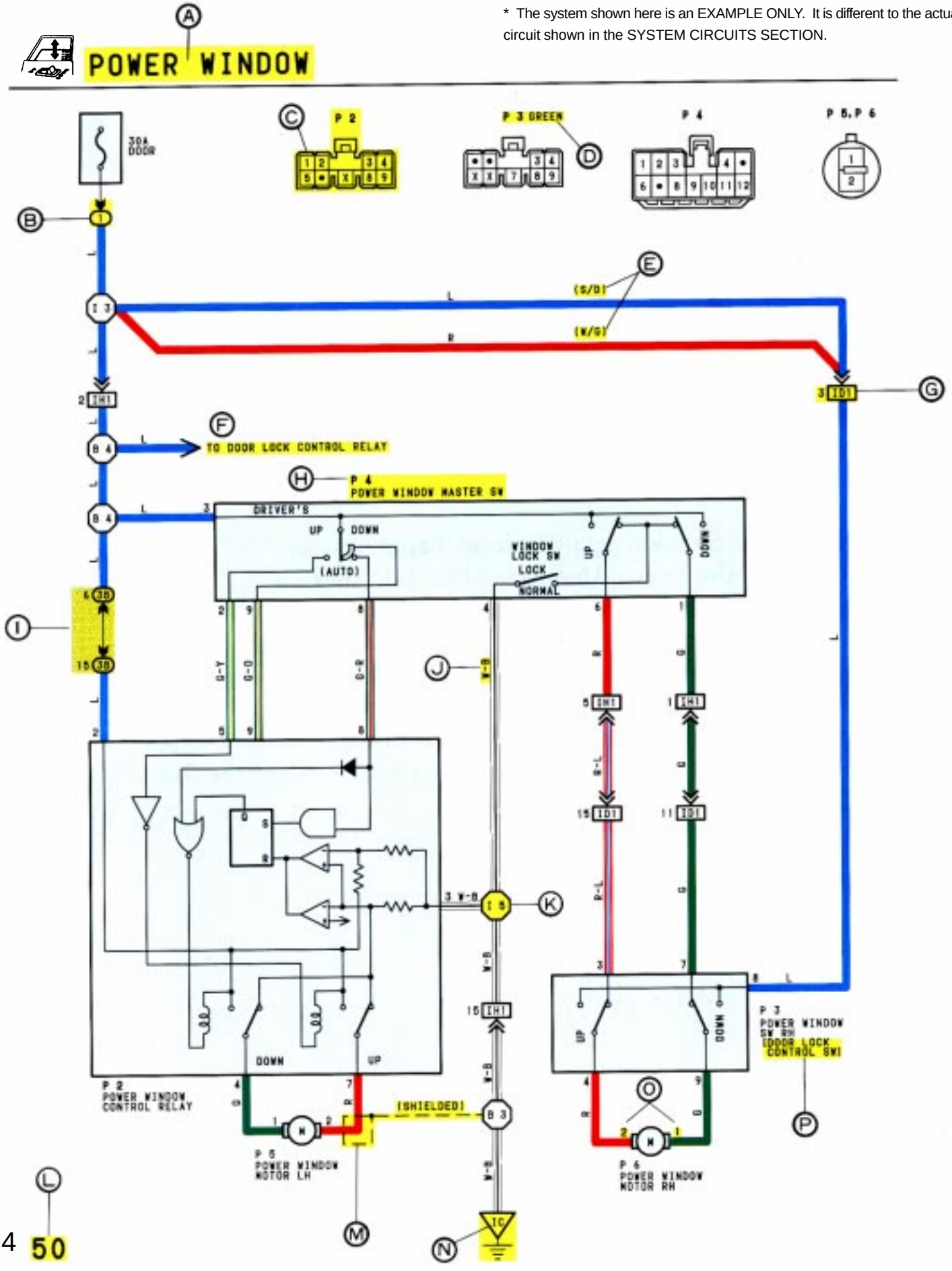
This manual provides information on the electrical circuits installed on vehicles by dividing them into a circuit for each system.

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 Wiring Routing sections to find each part, junction block and wiring harness connectors, wiring harness and wiring harness connectors, splice points, and ground points of each system circuit. Internal wiring for each junction block is also provided for better understanding of connection within a junction block.
Wiring related to each system is indicated in each system circuit by arrows (from__,to__). When overall connections are required, see the Overall Electrical Wiring Diagram at the end of this manual.

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

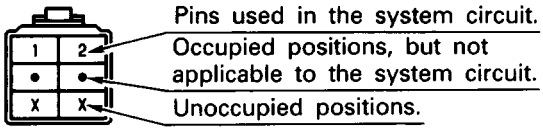


A : System Title

B : 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.

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



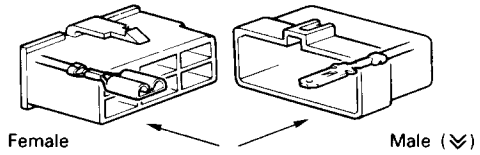
The pins shown are only for the highest grade, or only include those in the specification.

D : Connector Color Connectors not indicated are milky white in color:

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

F : Indicates related system.

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



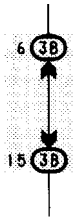
The first letter of the code for each wiring harness and wiring harness connector(s) indicates thecomponent's location, e.g, "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

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.

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

I : 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:



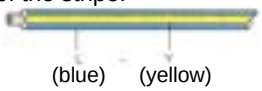
3B indicates that it is inside Junction Block No. 3.

J : Indicates the wiring color.
Wire colors are indicated by an alphabetical code.

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

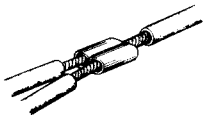
The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

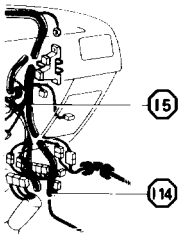
Example: L – Y



K : 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.

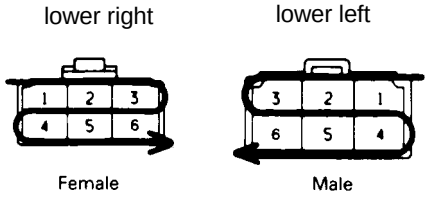
L : Page No.

M : Indicates a shielded cable.

N : 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.

O : Indicates the pin number of the connector.
The numbering system is different for female and male connectors.



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

B HOW TO USE THIS MANUAL

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 FLOW 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 FLOW **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.

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

SERVICE HINTS

P 2 POWER WINDOW CONTROL RELAY

3–GROUND: ALWAYS CONTINUITY

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

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

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

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

P 4 POWER WINDOW MASTER SW

4–GROUND: ALWAYS CONTINUITY

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

WINDOW LOCK SW

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

S ○ : **PARTS LOCATION**

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

T ⬭ : **RELAY BLOCKS**

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

U ⬭ : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
38	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	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	24	COWL WIRE			

Ⓠ: Explains the system outline.

Ⓡ: Indicates values or explain 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 “P 4” (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

- 4 → Part is 4th in order
- P → 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 on 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.

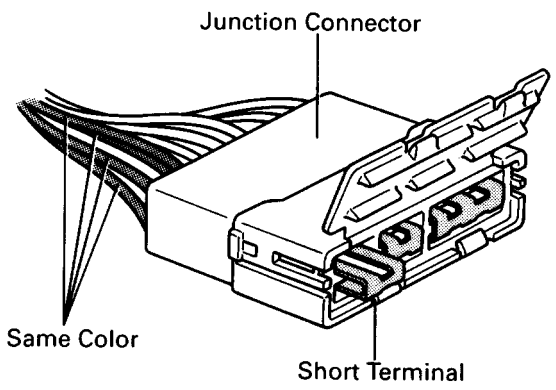
Ⓦ: Indicates the reference page showing the position of the ground points on the vehicle.

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.

HINTS:



Junction connector (code: J1 to J19) 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 sharing the same short terminal grouping have the same color.

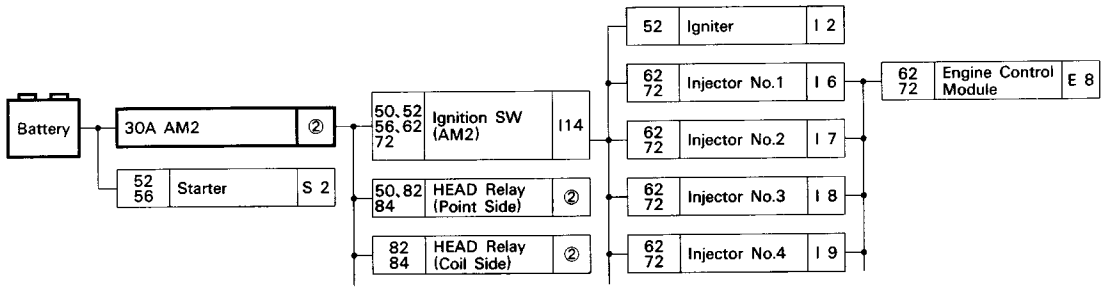
B HOW TO USE THIS MANUAL

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

H POWER SOURCE (CURRENT FLOW CHART)

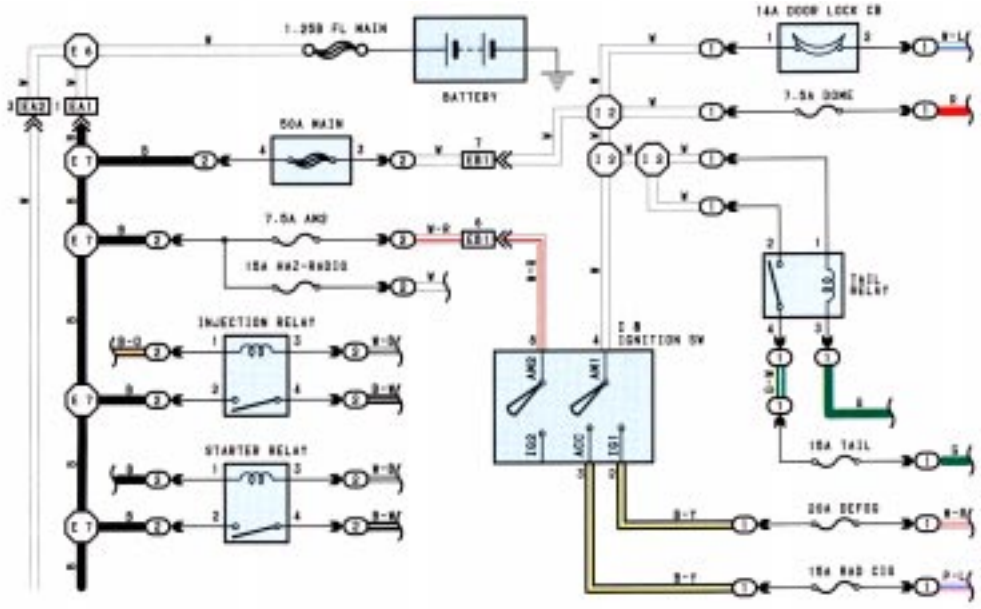
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

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



Location	CB or Fuse		Page Nos. of Related Systems	120		132 138	166	120	120 132 138	120	174	90 174	138	127	90	166 168	98	170	98	164	90	62 72	164
			Parts	ABS Actuator	ABS Relay	ADD Indicator SW	Auto Antenna Motor	ABS Deceleration Sensor	ABS ECU		A/C Amplifier	A/C Dual Pressure SW	A/C SW	ADD Control Relay	Airbag Sencor Assembly	Ashtray Illumination	Auto Antenna Control Relay	Back-Up Light SW	Brake Fluid Level Warning SW	Back-Up Light Relay	Cigarette Lighter	Cigarette Lighter Illumination	Circuit Opening Relay	Clock
			Code or Location	A 2	A 3	A 4	A 6	A 8	A 9	A10	A11	A12	A13	A14	A16	A17	A19	A20	B 1	B 2	B 3	C 4	C 5	C 6	C 7
	15A	ECU-B								●						●								
	10A	GAUGE		●		●	●			●	●							●	●	●	●			
	10A	TURN																						
①	15A	ECU-IG							●	●														

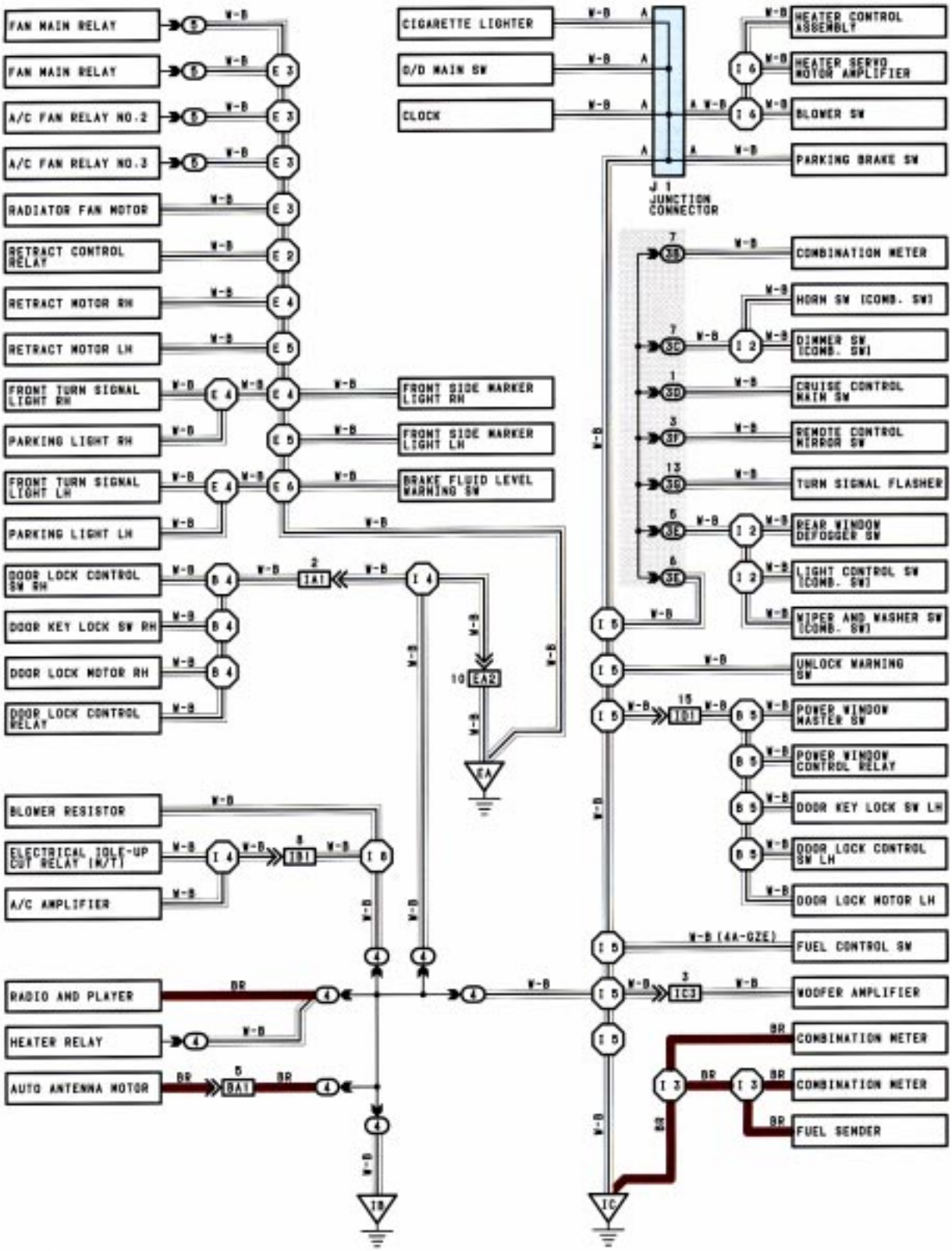
POWER SOURCE



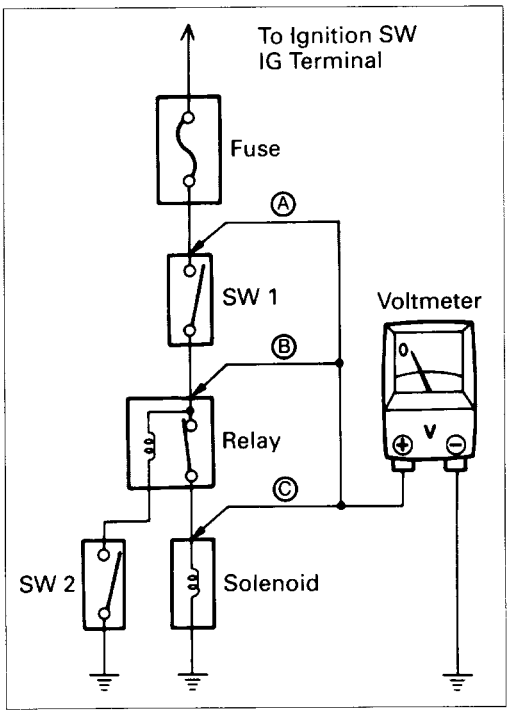
* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

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 (EA, IB and IC 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.



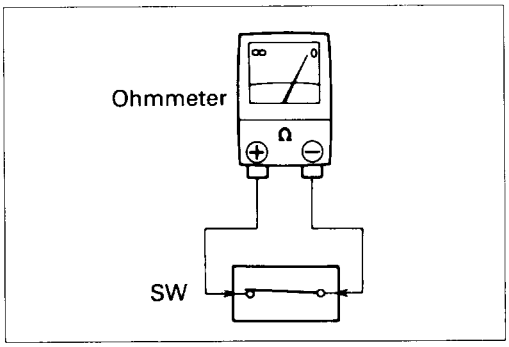
VOLTAGE CHECK

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

Example:

Ⓐ– Ignition SW on
Ⓑ– Ignition SW and SW 1 on
Ⓒ– Ignition SW, SW 1 and Relay on (SW2 off)

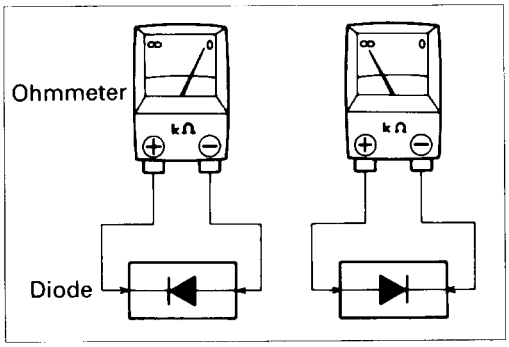
(b) Using a voltmeter, connect the negative lead to a ground point or negative battery terminal, and a positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



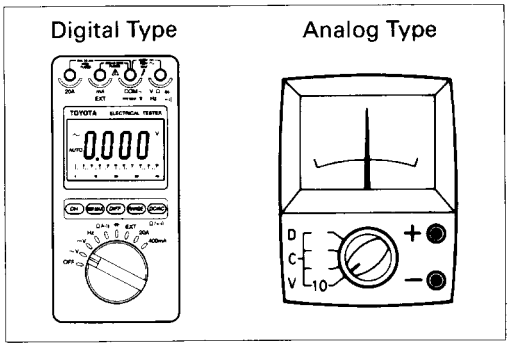
CONTINUITY AND RESISTANCE CHECK

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

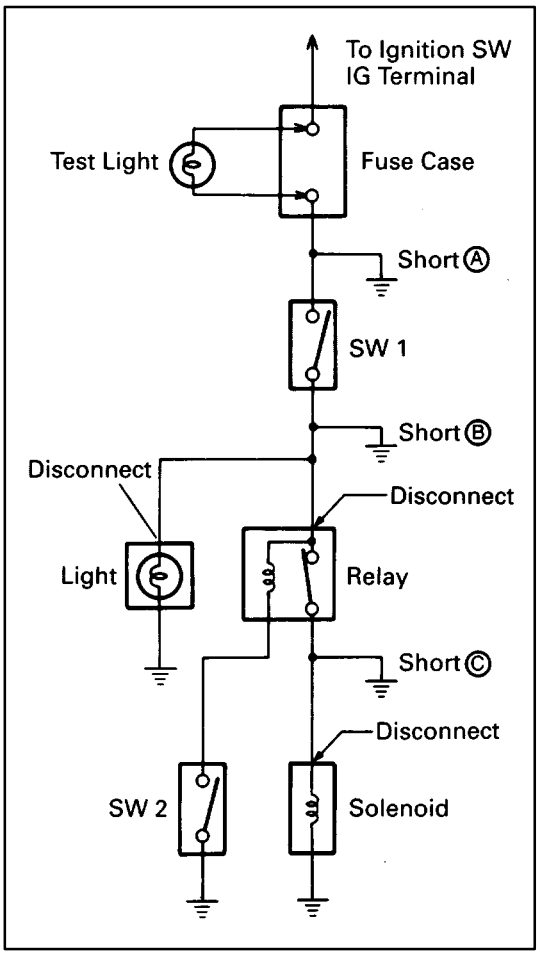
(b) Contact the two leads of an ohmmeter to each of the check point.



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 (10kΩ/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.

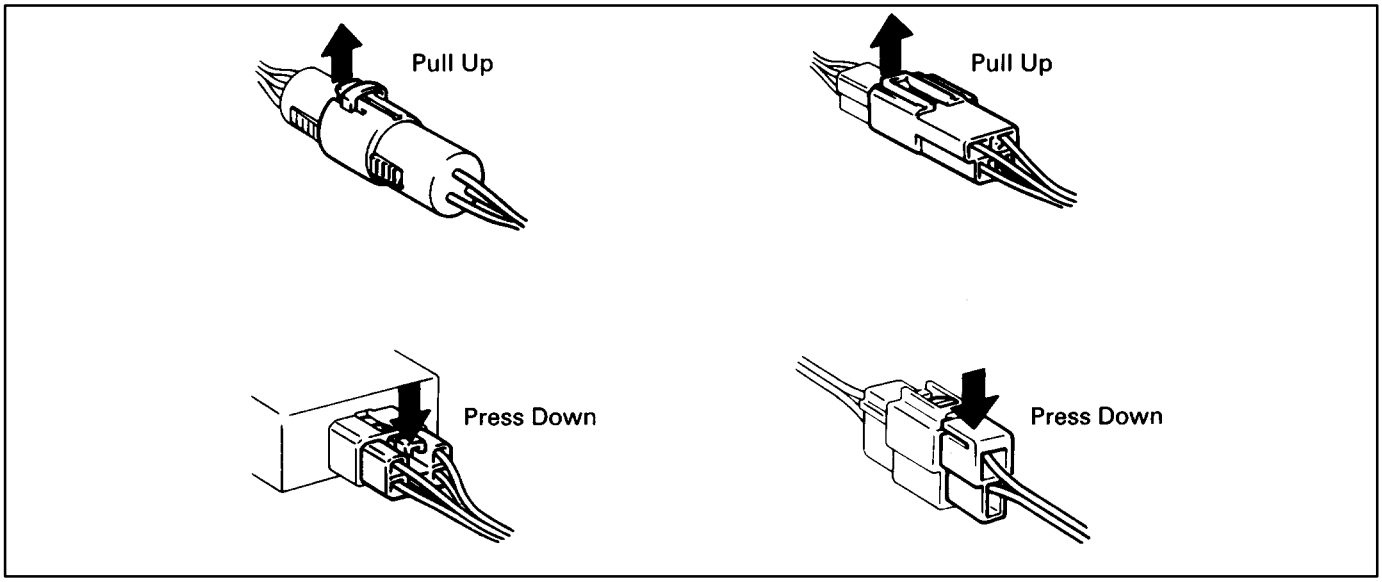
CAUTION:

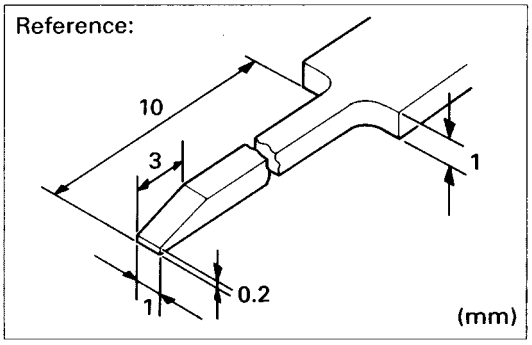
(a) Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)
(b) When replacing the internal mechanism (ECU part) of the digital meter, be careful that no part of your body or clothing comes in contact with the terminals of leads from the IC, etc. of the replacement part (spare part).

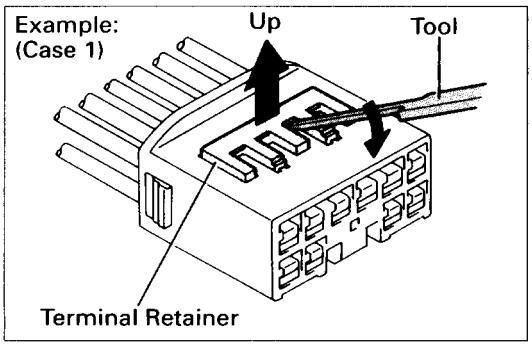
DISCONNECTION OF MALE AND FEMALE CONNECTORS

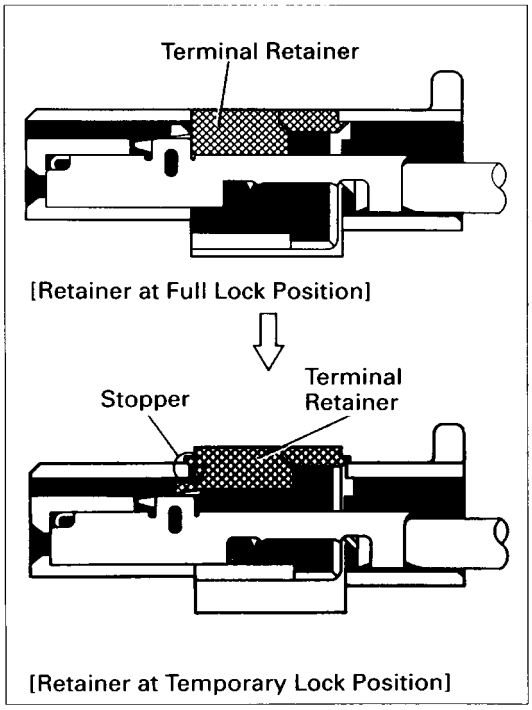
To pull apart the connectors, pull on the connector itself, not the wire harness.

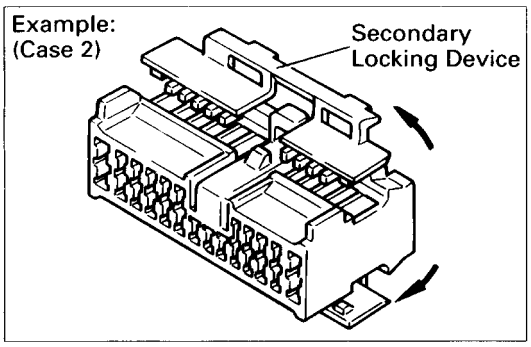
HINT: Check to see what kind of connector you are disconnecting before pulling apart.











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.

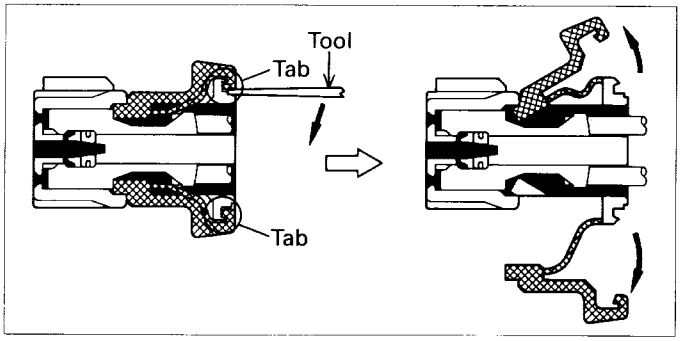
NOTICE:
Do not remove the terminal retainer from connector body.

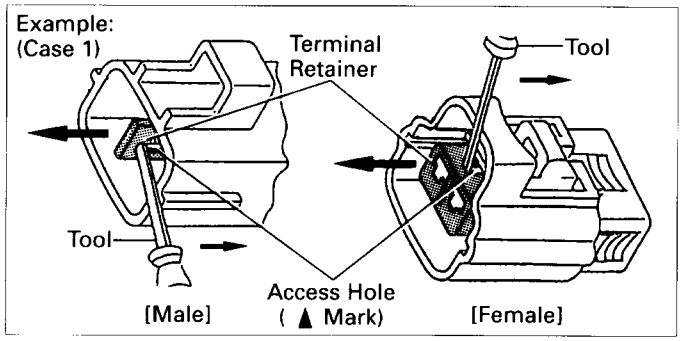
Ⓐ For Non–Waterproof Type Connector

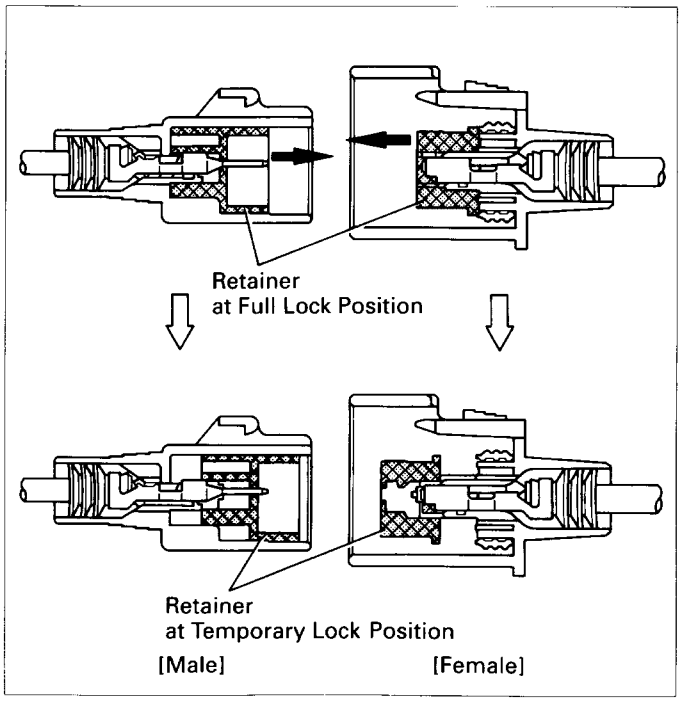
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

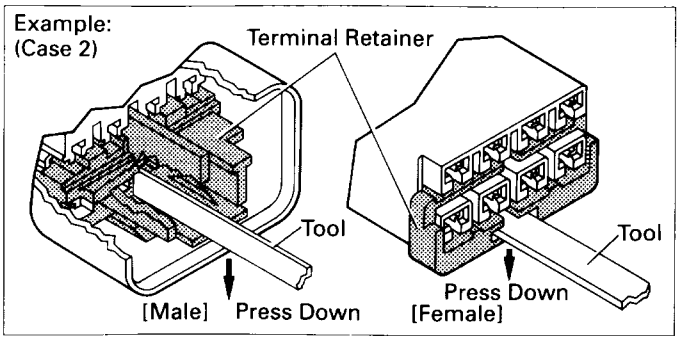
"Case 1"
Raise the terminal retainer up to the temporary lock position.

"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"

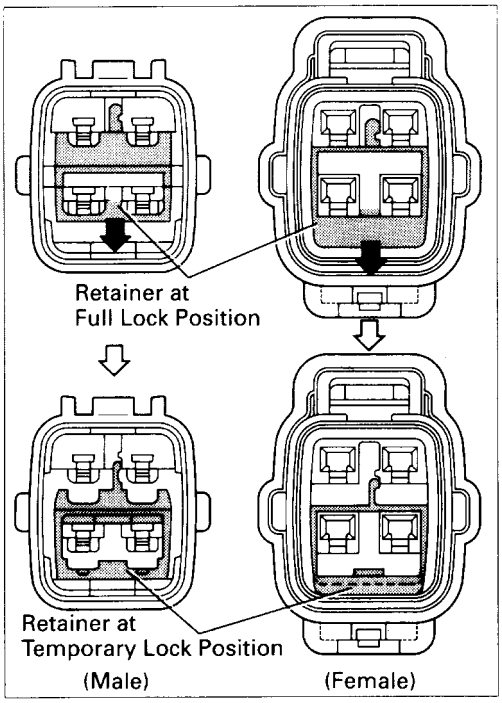
Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

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

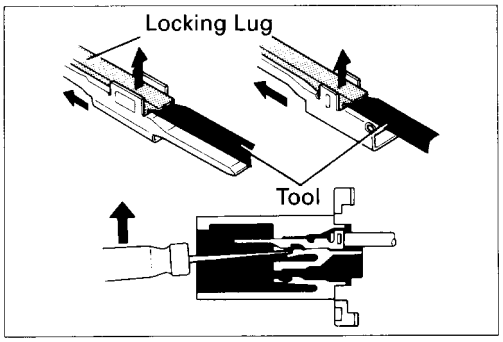
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

"Case 2"

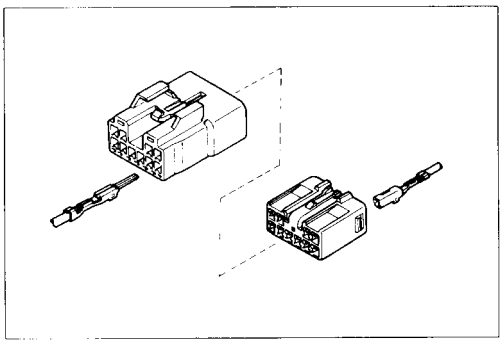
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.



Push the terminal retainer down to the temporary lock position.



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

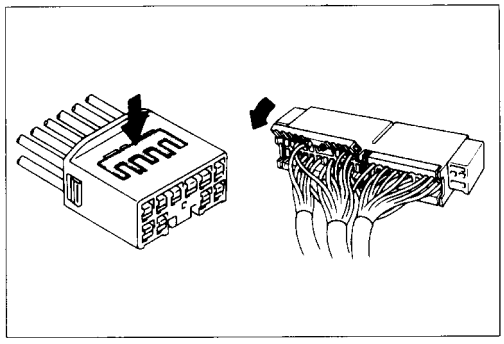


4. INSTALL TERMINAL TO CONNECTOR

(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

ABBREVIATIONS

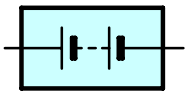
The following abbreviations are used in this manual.

ABS	=	Anti–Lock Brake System
A/C	=	Air Conditioning
ACIS	=	Acoustic Control Induction System
A/T	=	Automatic Transaxle
CD	=	Compact Disc
COMB.	=	Combination
ECU	=	Electronic Control Unit
EGR	=	Exhaust Gas Recirculation
ESA	=	Electronic Spark Advance
EVAP	=	Evaporative Emission
FL	=	Fusible Link
J/B	=	Junction Block
LH	=	Left–Hand
O/D	=	Overdrive
R/B	=	Relay Block
RH	=	Right–Hand
SFI	=	Sequential Multiport Fuel Injection
SRS	=	Supplemental Restraint System
SW	=	Switch
TEMP.	=	Temperature
TRAC	=	Traction Control
VSV	=	Vacuum Switching Valve
w/	=	With
w/o	=	Without

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

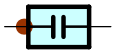
E GLOSSARY OF TERMS AND SYMBOLS

BATTERY



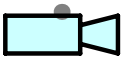
Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.

CAPACITOR (Condenser)



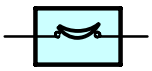
A small holding unit for temporary storage of electrical voltage.

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.

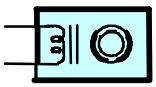
DIODE, ZENER

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.

PHOTODIODE

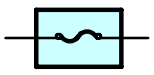
The photodiode is a semiconductor which controls the current flow according to the amount of light.

DISTRIBUTOR, IIA

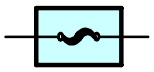


Channels high–voltage current from the ignition coil to the individual spark plugs.

FUSE

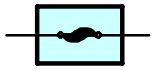


A thin metal strip which burns through when too much current flows through it, thereby stop–ping current flow and protecting a circuit from damage.



(for Medium Current Fuse)

FUSIBLE LINK



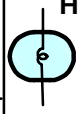
(for High Current Fuse or Fusible Link.)

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.

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.

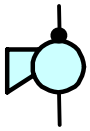
HEADLIGHTS



1. **SINGLE FILAMENT**
2. **DOUBLE FILAMENT**

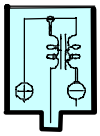
Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.

HORN



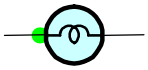
An electric device which sounds a loud audible signal.

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

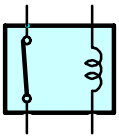
Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.

METER, DIGITAL

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

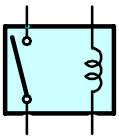
MOTOR

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



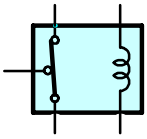
RELAY

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.

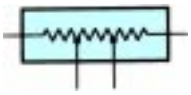


RELAY, DOUBLE THROW

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.

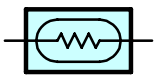


RESISTOR, TAPPED

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)

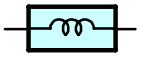
A resistor which varies its resistance with temperature.

SENSOR, 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 juction block.



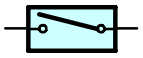
SOLENOID

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

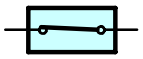
SPEAKER

An electromechanical device which creates sound waves from current flow.

SWITCH, MANUAL

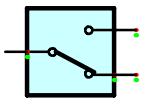


1. **NORMALLY OPEN**



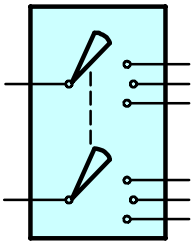
2. **NORMALLY CLOSED**

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



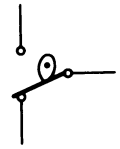
SWITCH, DOUBLE THROW

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



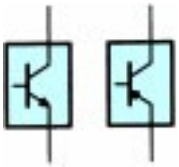
SWITCH, IGNITION

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.

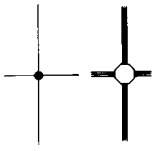


TRANSISTOR

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

WIRES

(1) **NOT CONNECTED**

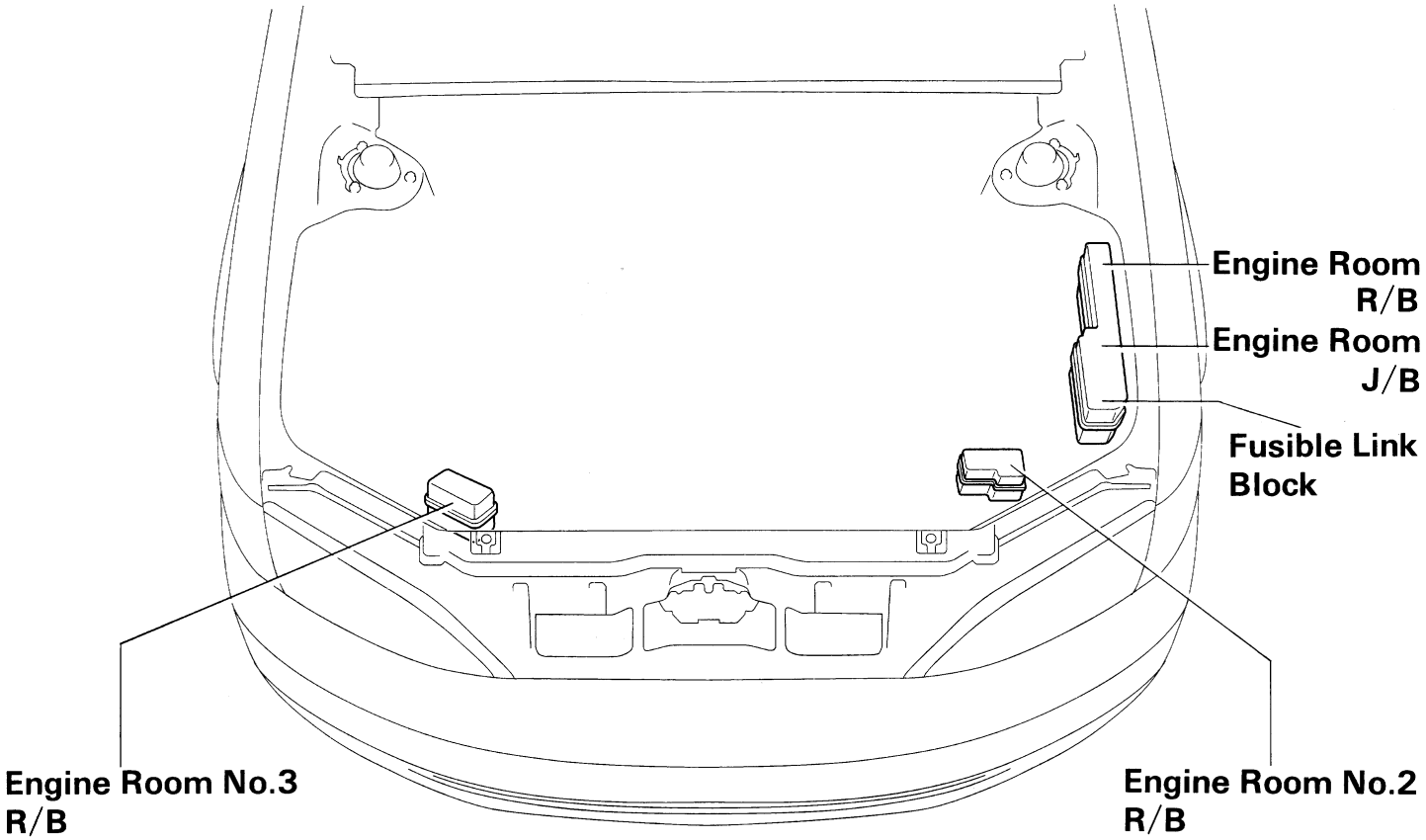


(2) **SPLICED**

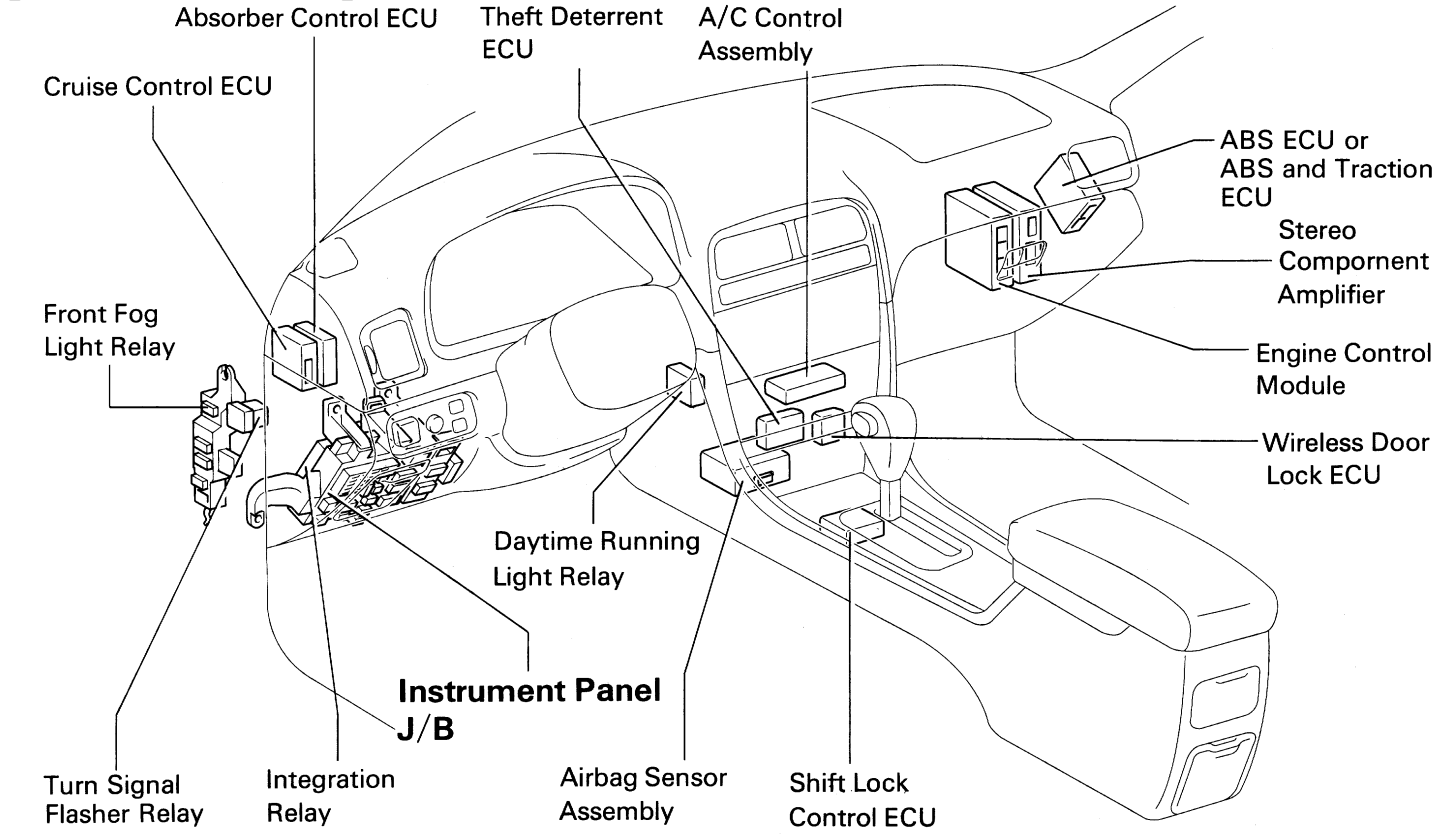
Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) and a black dot or octagonal (⬡) mark at the juction as spliced (joined) connections.

F RELAY LOCATIONS

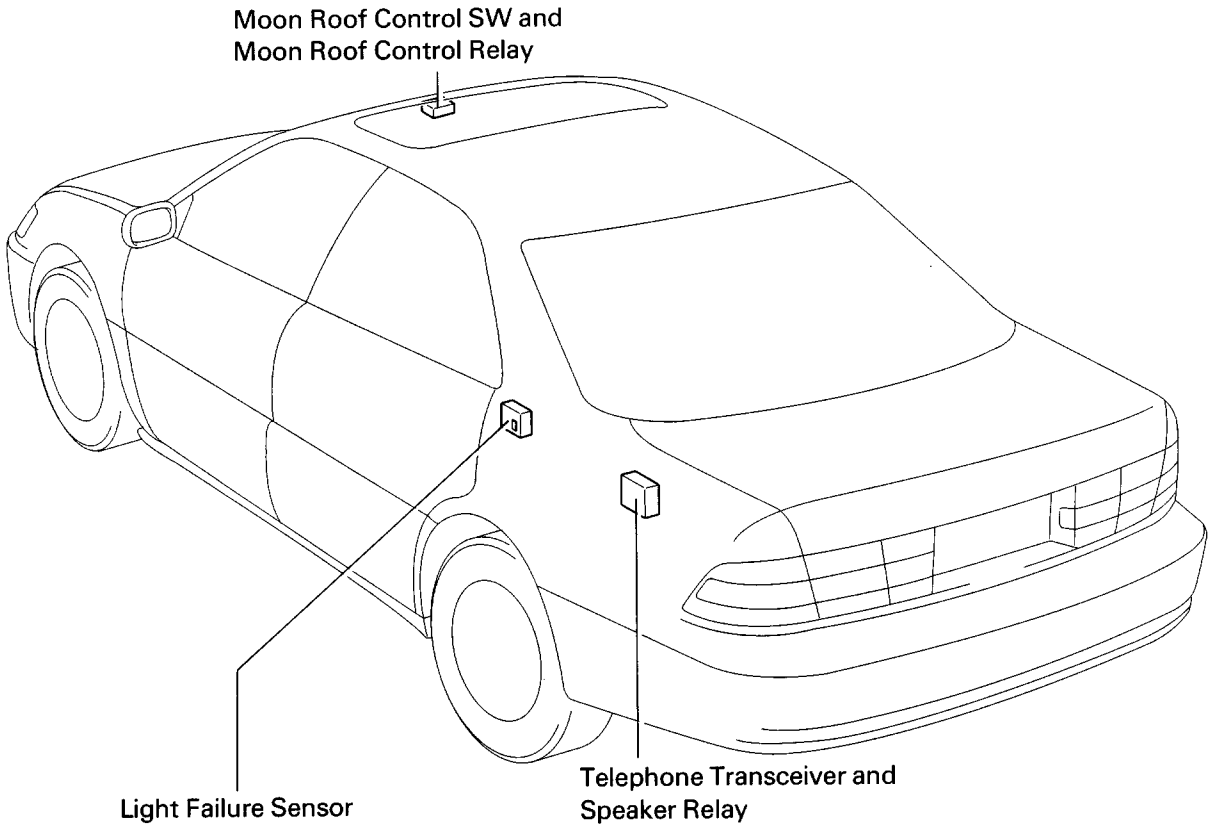
[Engine Compartment]



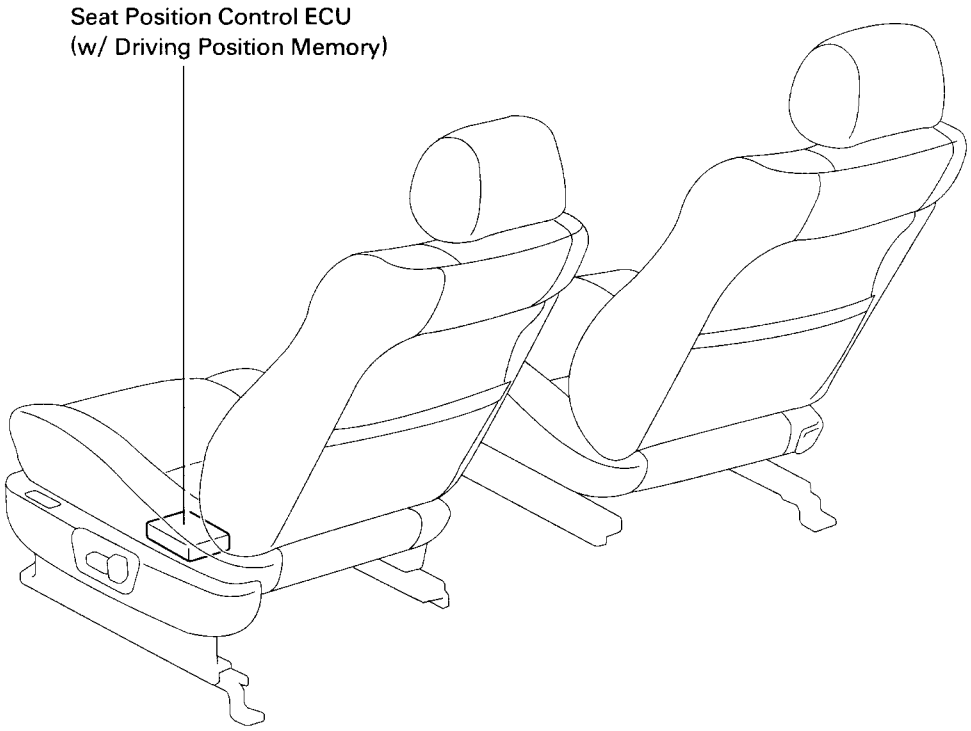
[Instrument Panel]



(Body)

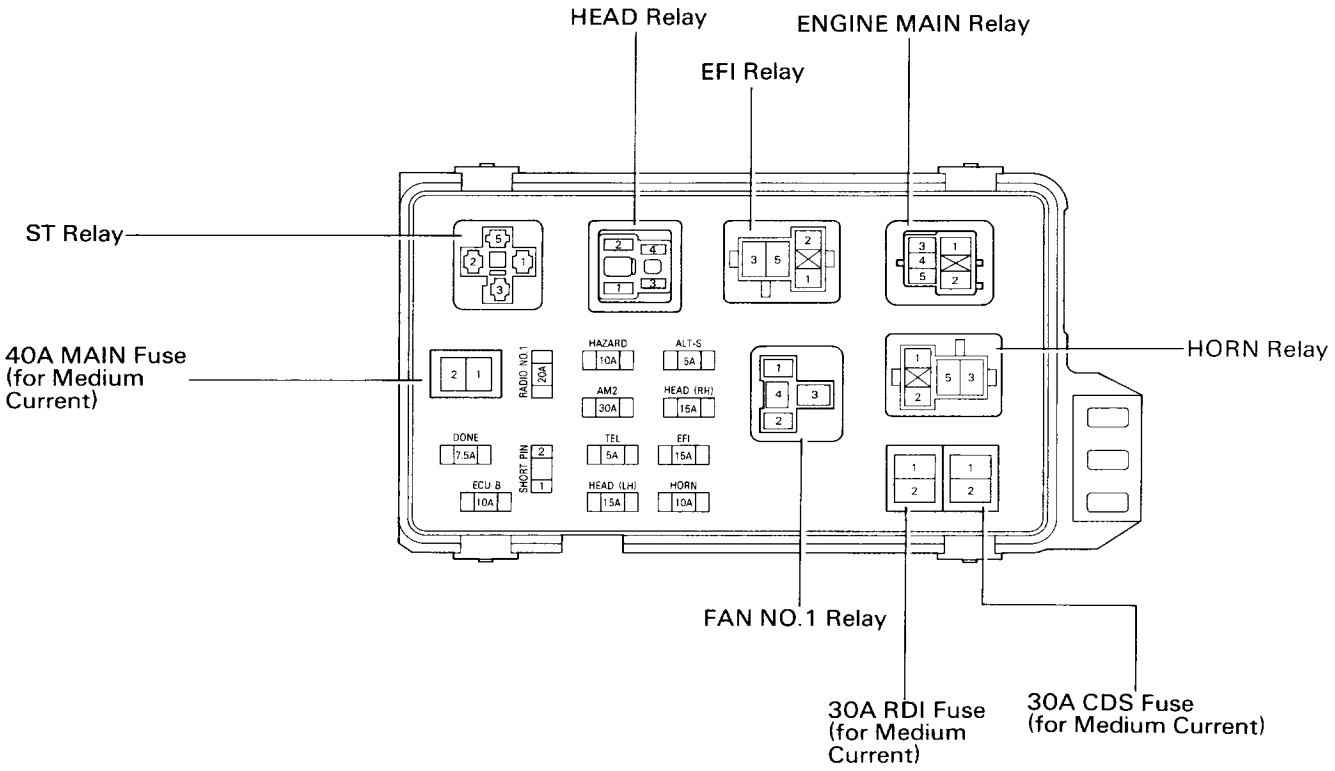

Moon Roof Control SW and
Moon Roof Control Relay
Light Failure Sensor
Telephone Transceiver and
Speaker Relay

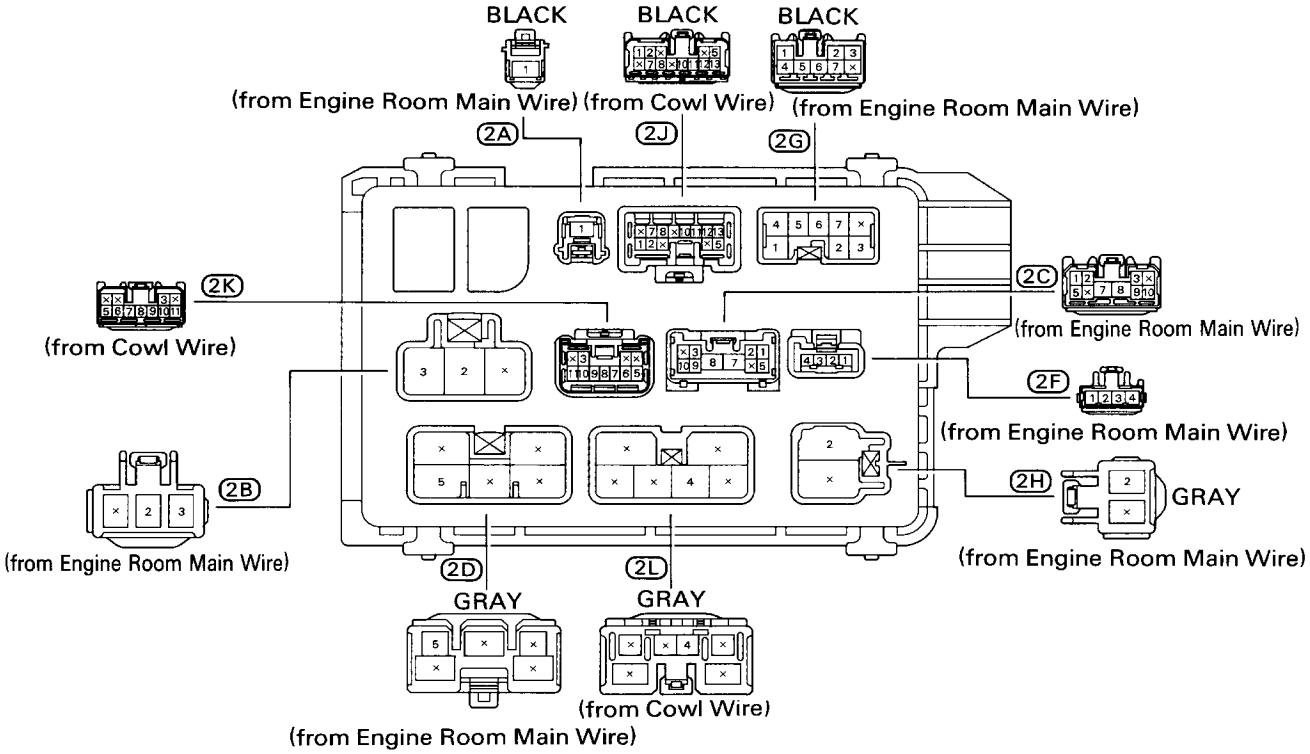
[Seat]


Seat Position Control ECU
(w/ Driving Position Memory)

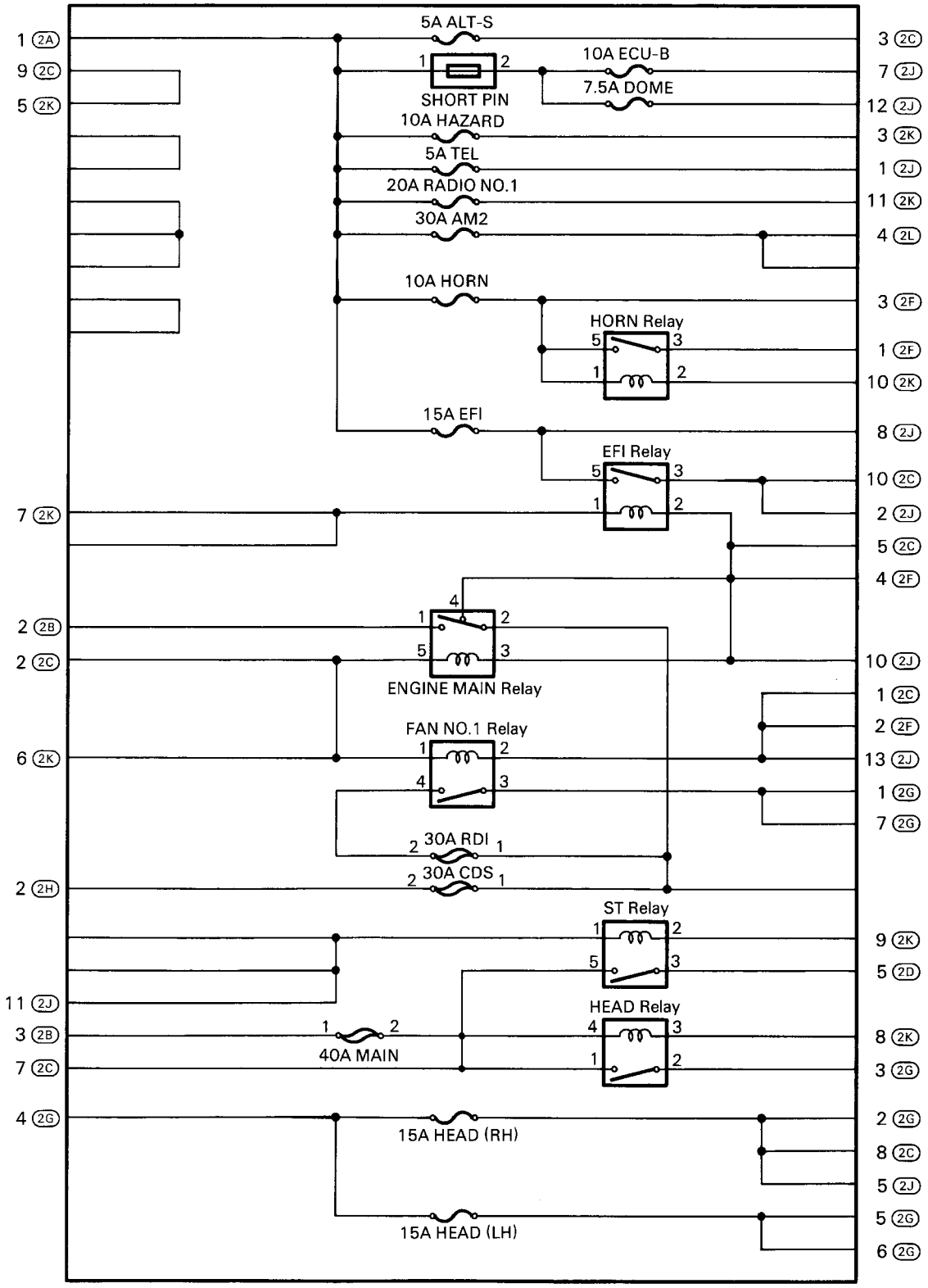
F RELAY LOCATIONS

: Engine Room J/B	Engine Compartment Left (See Page 18)



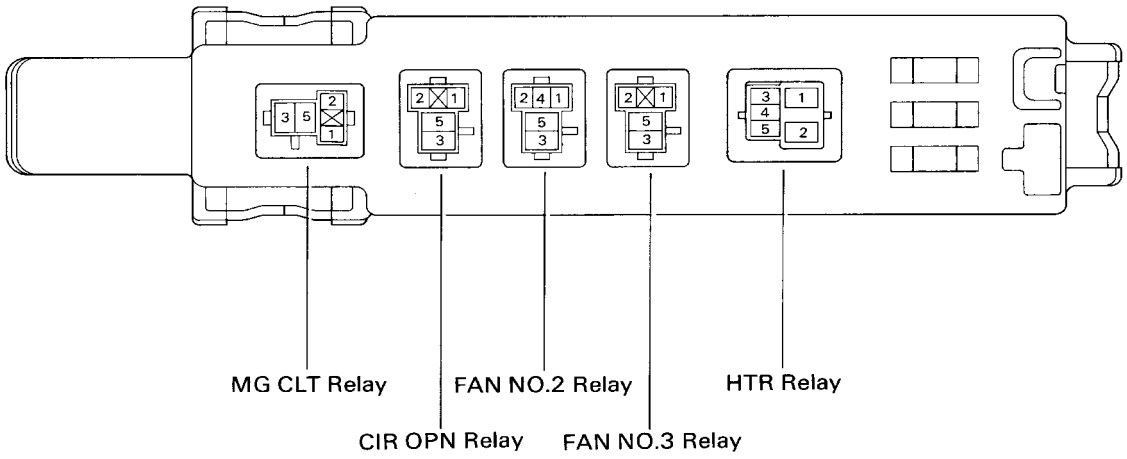


(Engine Room J/B Inner Circuit)

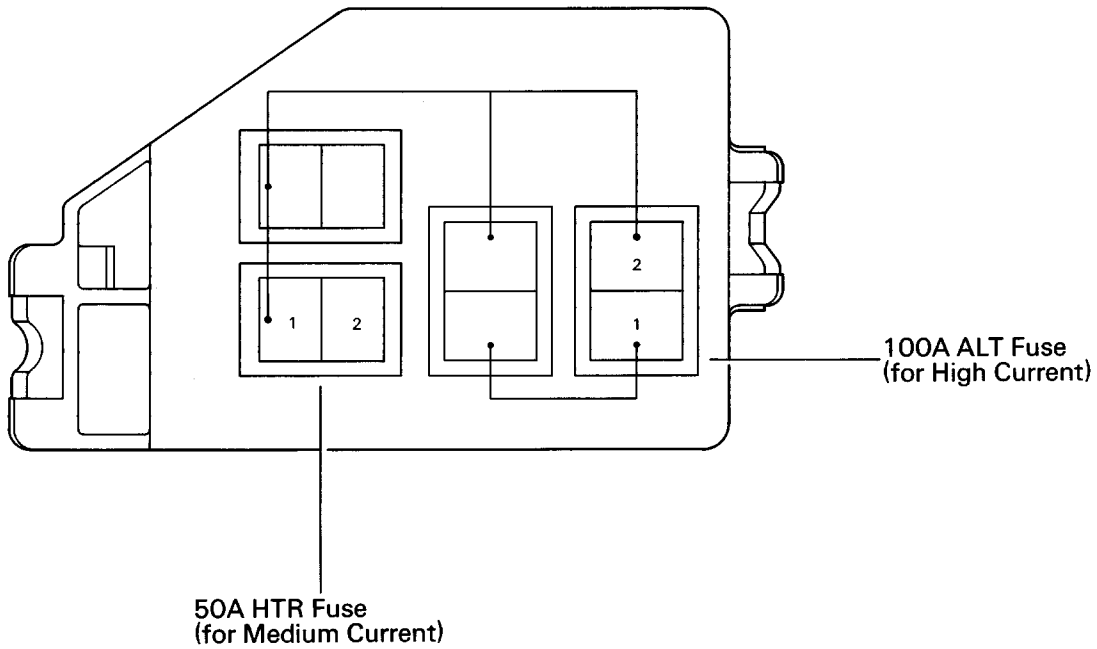


F RELAY LOCATIONS

① : Engine Room R/B	Engine Compartment Left (See Page 18) (Inside Engine Room J/B)

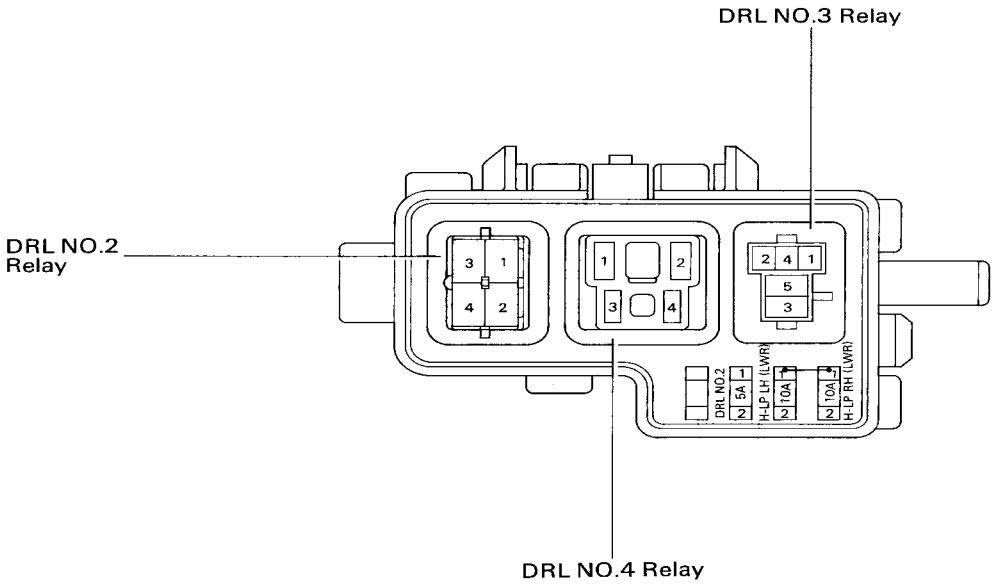


Fusible Link Block	Engine Compartment Left (See Page 18) (Inside Engine Room J/B)

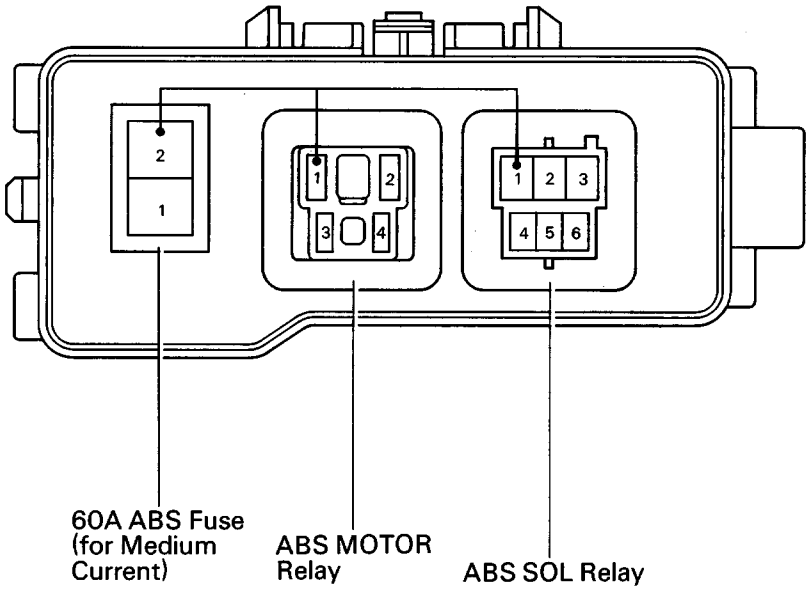


② : Engine Room No. 2 R/B	Engine Compartment Left (See Page 18)

(Canada)

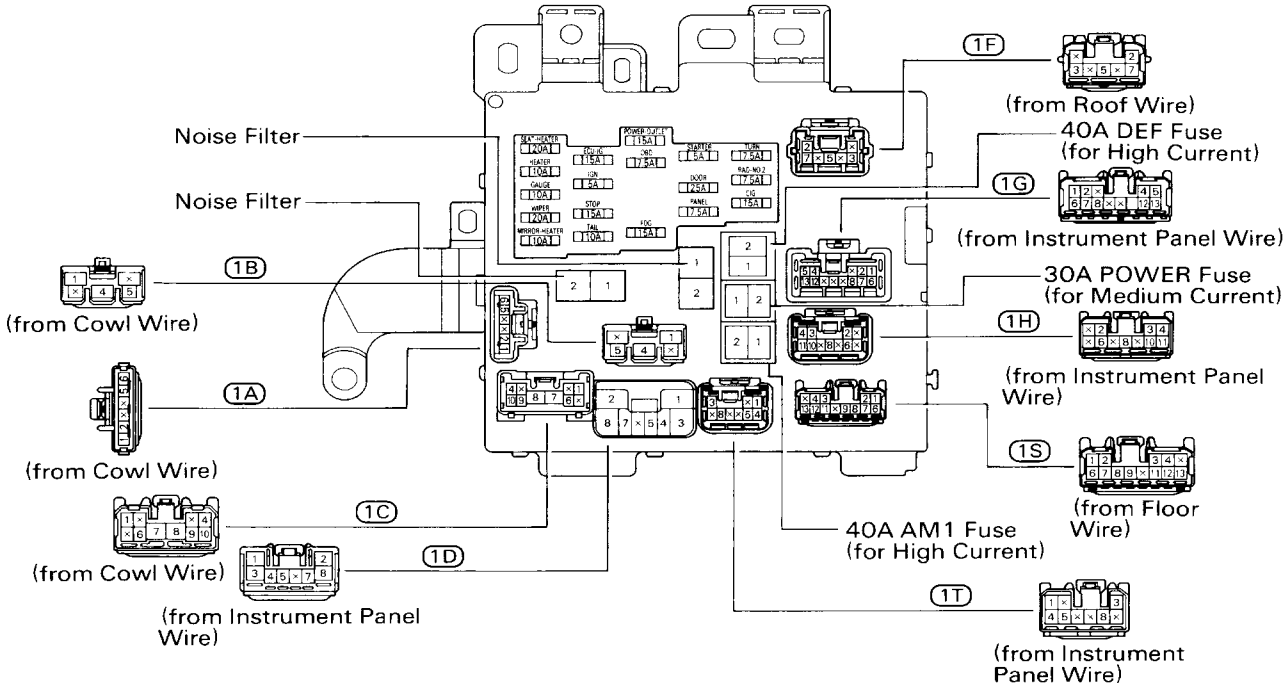


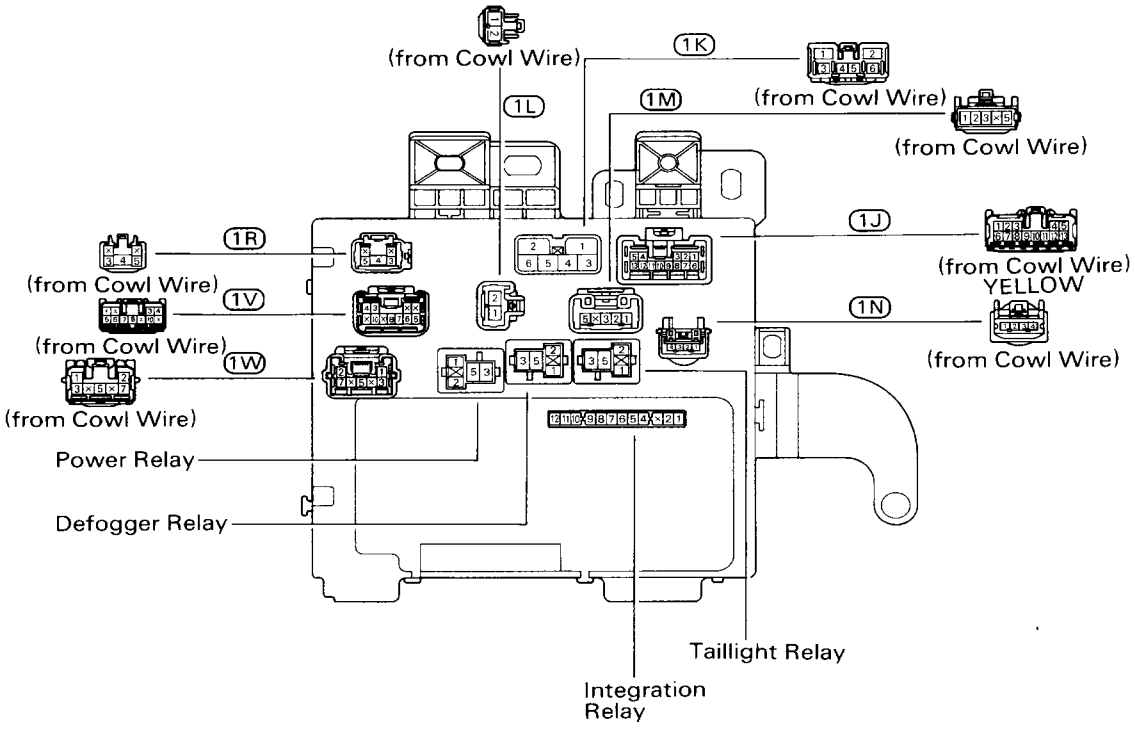
③ : Engine Room No.3 R/B	Radiator Upper Support RH (See Page 18)



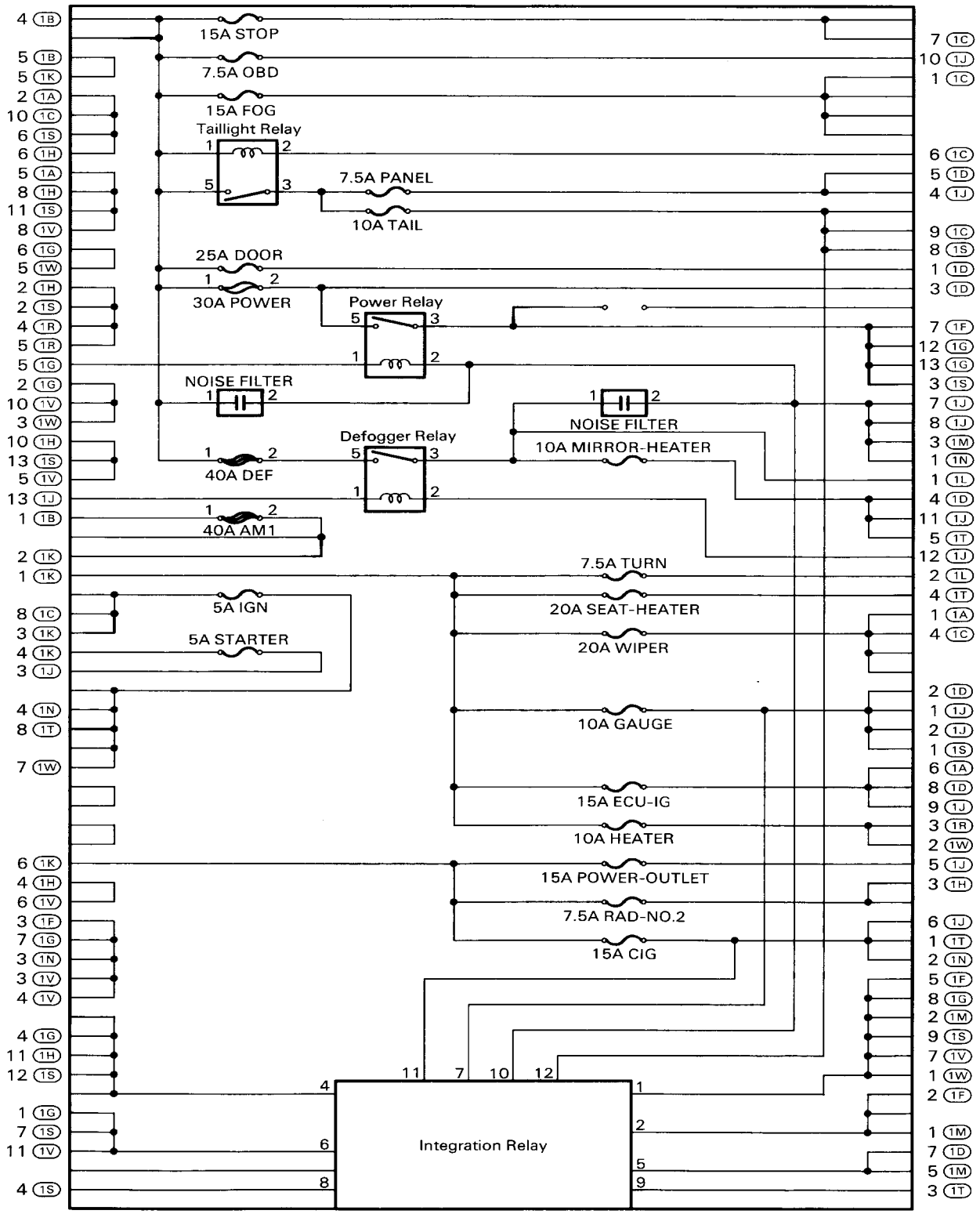
F RELAY LOCATIONS

: Instrument Panel J/B	Lower Finish Panel (See Page 18)

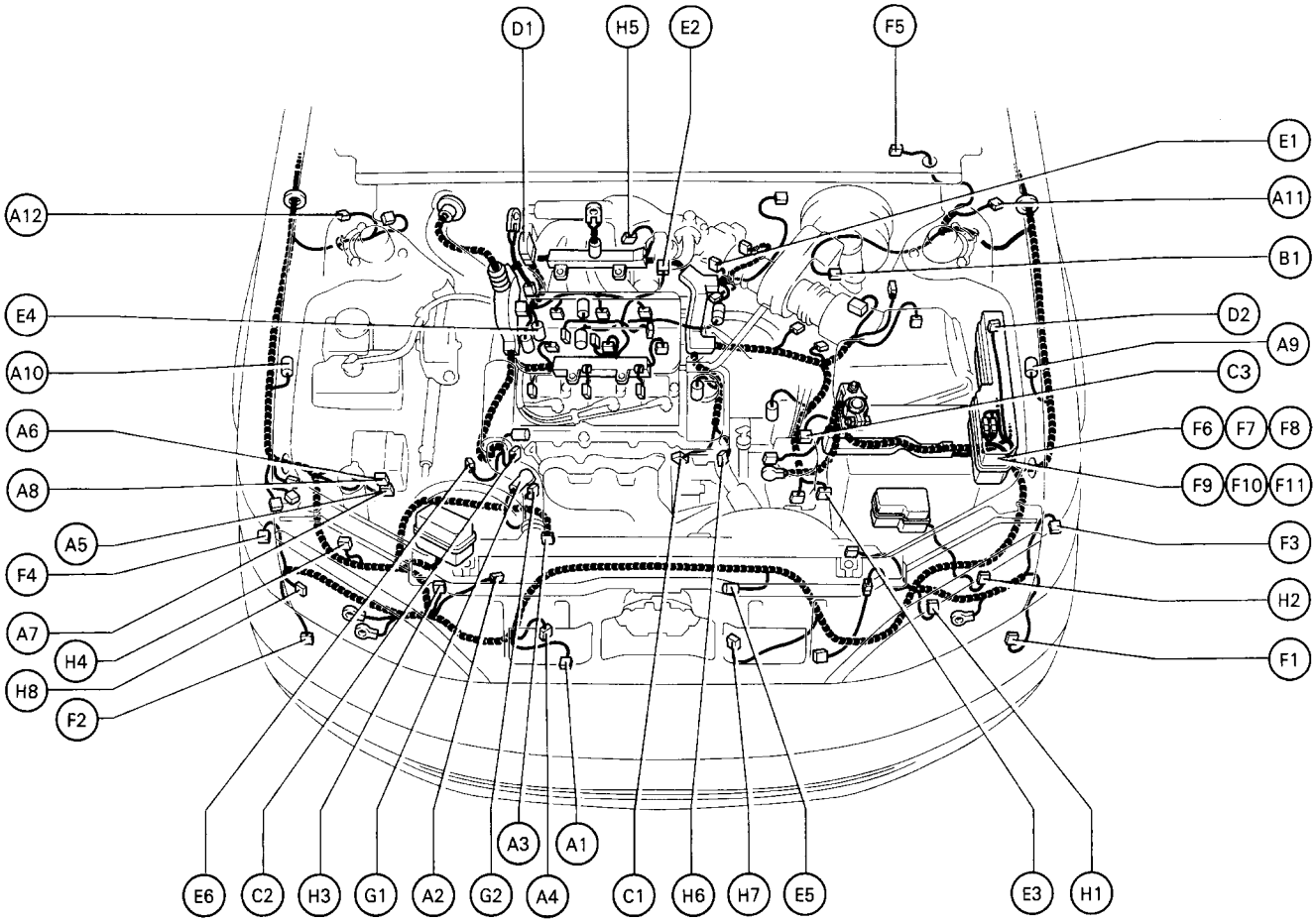




(Instrument Panel J/B Inner Circuit)



Position of Parts in Engine Compartment



A 1 Ambient Temp. Sensor
A 2 A/C Condenser Fan Motor
A 3 A/C Magnetic Clutch and Lock Sensor
A 4 A/C Triple Pressure SW (A/C Dual and Single Pressure SW)
A 5 ABS Actuator
A 6 ABS Actuator
A 7 ABS and Traction Actuator
A 8 ABS and Traction Actuator
A 9 ABS Speed Sensor Front LH
A 10 ABS Speed Sensor Front RH
A 11 Absorber Control Acuator Front LH
A 12 Absorber Control Acuator Front RH

B 1 Brake Fluid Level Warning SW

C 1 Camshaft Position Sensor
C 2 Crankshaft Position Sensor
C 3 Cruise Control Actuator

D 1 Data Link Connector 1
D 2 Diode (A/C)

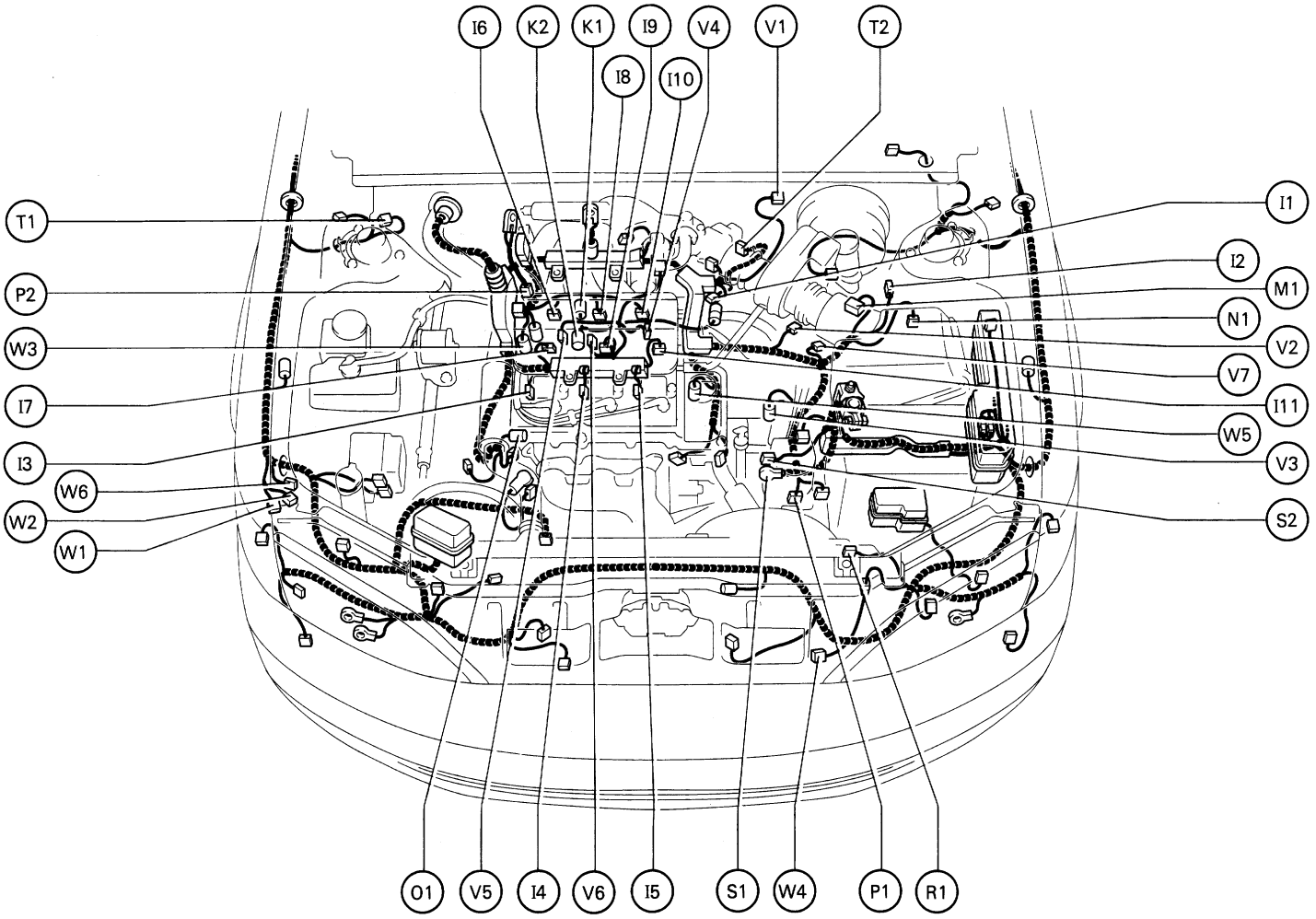
E 1 EGR Gas Temp. Sensor
E 2 EGR Valve Position Sensor
E 3 Electronically Controlled Transmission Solenoid
E 4 Engine Coolant Temp. Sensor
E 5 Engine Hood Courtesy SW
E 6 Engine Oil Level Warning SW

F 1 Front Fog Light LH
F 2 Front Fog Light RH
F 3 Front Turn Signal and Front Parking Light LH
F 4 Front Turn Signal and Front Parking Light RH
F 5 Front Wiper Motor
F 6 Fusible Link Block
F 7 Fusible Link Block
F 8 Fusible Link Block
F 9 Fusible Link Block
F 10 Fusible Link Block
F 11 Fusible Link Block

G 1 Generator
G 2 Generator

H 1 Headlight LH (HI)
H 2 Headlight LH (LO)
H 3 Headlight RH (HI)
H 4 Headlight RH (LO)
H 5 Heated Oxygen Sensor (Bank 1 Sensor 1)
H 6 Heated Oxygen Sensor (Bank 2 Sensor 1)
H 7 Horn LH
H 8 Horn RH

Position of Parts in Engine Compartment



I 1 Idle Air Control Valve
I 2 Igniter
I 3 Ignition Coil No. 1
I 4 Ignition Coil No. 2
I 5 Ignition Coil No. 3
I 6 Injector No. 1
I 7 Injector No. 2
I 8 Injector No. 3
I 9 Injector No. 4
I 10 Injector No. 5
I 11 Injector No. 6

K 1 Knock Sensor 1
K 2 Knock Sensor 2

M 1 Mass Air Flow Meter

N 1 Noise Filter (Ignition)

O 1 Oil Pressure SW

P 1 Park/Neutral Position SW,A/T Indicator Light SW and Back–Up Light SW
P 2 Power Steering Oil Pressure SW

R 1 Radiator Fan Motor

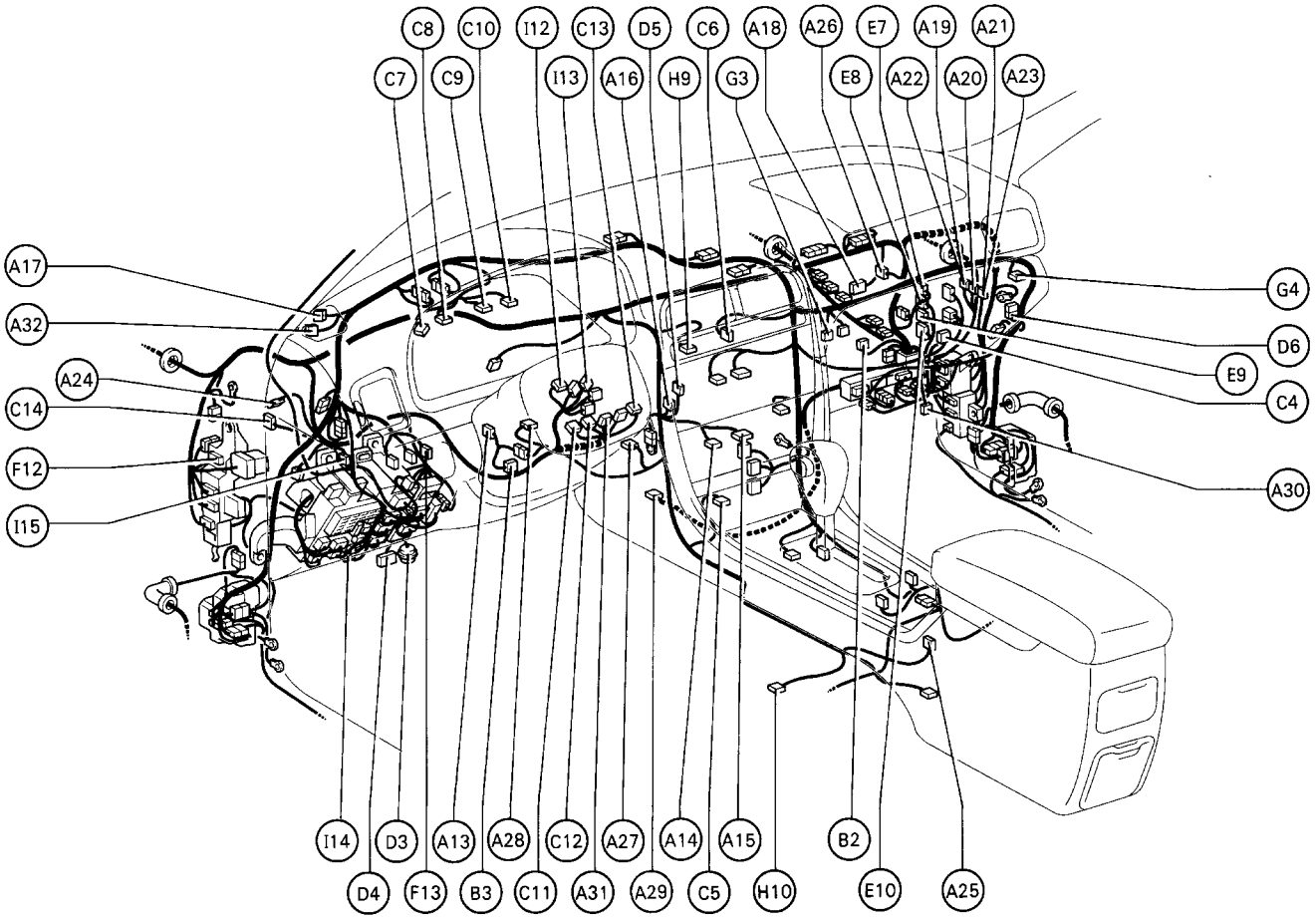
S 1 Starter
S 2 Starter

T 1 Theft Deterrent Horn
T 2 Throttle Position Sensor

V 1 Vapor Pressure Sensor
V 2 Vehicle Speed Sensor (Combination Meter)
V 3 Vehicle Speed Sensor (Electronically Controlled Transmission)
V 4 VSV (EGR)
V 5 VSV (EVAP)
V 6 VSV (Intake Air Control)
V 7 VSV (Vapor Pressure Sensor)

W 1 Water Level Warning SW
W 2 Washer Motor
W 3 Water Temp. Sender
W 4 Water Temp. SW No.1
W 5 Water Temp. SW No.2
W 6 Wireless Door Lock Buzzer

Position of Parts in Instrument Panel



A 13 A/C Blower Motor Linear Controller
A 14 A/C Control Assembly
A 15 A/C Control Assembly
A 16 A/C Room Temp. Sensor
A 17 A/C Solar Sensor
A 18 A/C Thermistor
A 19 ABS and Traction ECU
A 20 ABS and Traction ECU
A 21 ABS and Traction ECU
A 22 ABS ECU
A 23 ABS ECU
A 24 Absorber Control ECU
A 25 Absorber Control SW
A 26 Air Inlet Control Servo Motor
A 27 Air Mix Control Servo Motor
A 28 Air Vent Mode Control Servo Motor
A 29 Airbag Sensor Assembly
A 30 Airbag Squib (Front Passenger Airbag Assembly)
A 31 Airbag Squib (Steering Wheel Pad)
A 32 Automatic Light Control Sensor

B 2 Blower Motor
B 3 Blower Resistor

C 4 CD Automatic Changer
C 5 Cigarette Lighter
C 6 Clock
C 7 Combination Meter
C 8 Combination Meter
C 9 Combination Meter
C 10 Combination Meter
C 11 Combination SW
C 12 Combination SW
C 13 Combination SW
C 14 Cruise Control ECU

D 3 Data Link Connector 2
D 4 Data Link Connector 3
D 5 Daytime Running Light Relay (Main)
D 6 Diode (Courtesy)

E 7 Engine Control Module
E 8 Engine Control Module
E 9 Engine Control Module
E 10 Engine Control Module

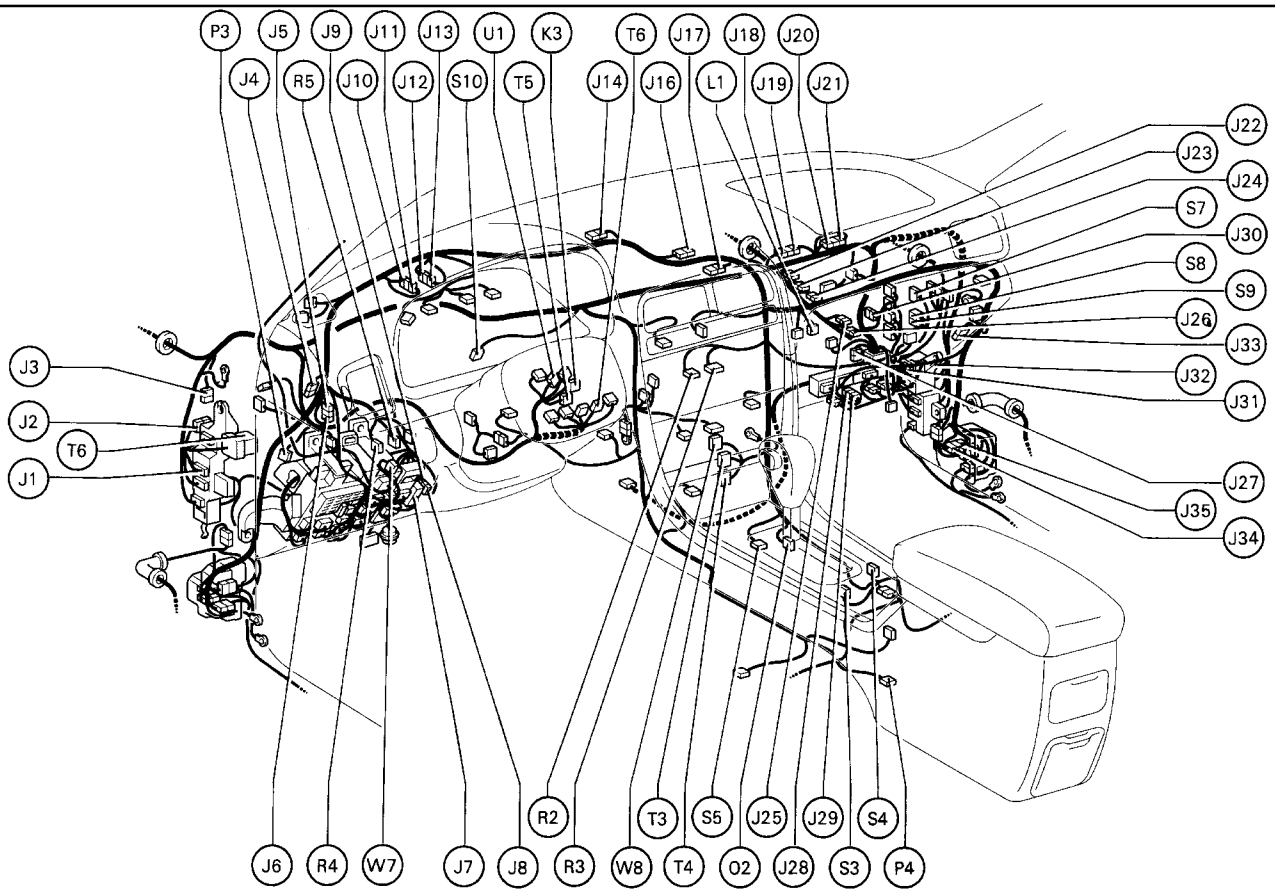
F 12 Front Fog Light Relay
F 13 Fuel Lid and Luggage Compartment Door Opener SW

G 3 Generator Box Light
G 4 Generator Box Light SW

H 9 Hazard SW
H 10 Heated Oxygen Sensor (Bank 1 Sensor 2)

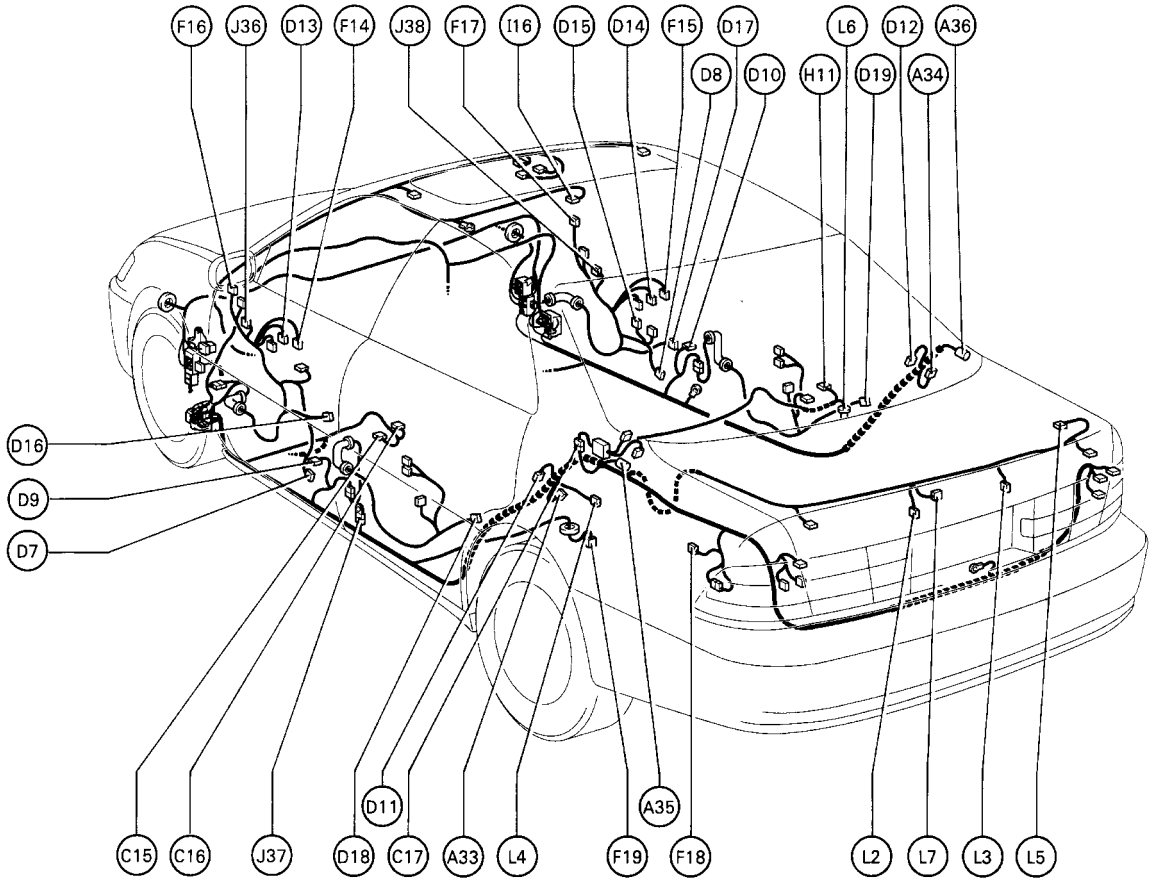
I 12 Ignition Key Cylinder Light
I 13 Ignition SW
I 14 Integration Relay
I 15 Integration Relay

Position of Parts in Instrument Panel



J	1	Junction Connector
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
J	12	Junction Connector
J	13	Junction Connector
J	14	Junction Connector
J	15	Junction Connector
J	16	Junction Connector
J	17	Junction Connector
J	18	Junction Connector
J	19	Junction Connector
J	20	Junction Connector
J	21	Junction Connector
J	22	Junction Connector
J	23	Junction Connector
J	24	Junction Connector
J	25	Junction Connector
J	26	Junction Connector
J	27	Junction Connector
J	28	Junction Connector
J	29	Junction Connector
J	30	Junction Connector
J	31	Junction Connector
J	32	Junction Connector
J	33	Junction Connector
J	34	Junction Connector
J	35	Junction Connector
K	3	Key Interlock Solenoid
L	1	Luggage Compartment Door Opener Main SW
O	2	O/D Main SW and A/T Shift Lever Illumination
P	3	Parking Brake SW
P	4	Power Outlet
R	2	Radio and Player
R	3	Radio and Player
R	4	Remote Control Morror SW
R	5	Rheostat
S	3	Seat Heater SW (Driver's Seat)
S	4	Seat Heater SW (Front Passenger's Seat)
S	5	Shift Lock Control ECU
S	6	Steering Sensor
S	7	Stereo Component Amplifier
S	8	Stereo Component Amplifier
S	9	Stereo Component Amplifier
S	10	Stop Light SW
T	3	Theft Deterrent ECU
T	4	Theft Deterrent ECU
T	5	TRAC OFF SW
T	6	Turn Signal Flasher Relay
U	1	Unlock Warning SW (Ignition Key)
W	7	Wireless Door Lock Buzzer Volume SW
W	8	Wireless Door Lock ECU

Position of Parts in Body



A 33 ABS Speed Sensor Rear LH
A 34 ABS Speed Sensor Rear RH
A 35 Absorber Control Actuator Rear LH
A 36 Absorber Control Actuator Rear RH

C 15 Cellular Phone (Hand Set)
C 16 Cellular Phone (Hand Set)
C 17 Choke Coil

D 7 Door Courtesy Light Front LH
D 8 Door Courtesy Light Front RH
D 9 Door Courtesy SW Front LH
D 10 Door Courtesy SW Front RH
D 11 Door Courtesy SW Rear LH
D 12 Door Courtesy SW Rear RH
D 13 Door Key Lock and Unlock SW Front LH
D 14 Door Key Lock and Unlock SW Front RH
D 15 Door Lock Control SW Front RH
D 16 Door Lock Motor and Door Unlock Detection SW Front LH
D 17 Door Lock Motor and Door Unlock Detection SW Front RH
D 18 Door Lock Motor and Door Unlock Detection SW Rear LH
D 19 Door Lock Motor and Door Unlock Detection SW Rear RH

F 14 Front Door Speaker LH
F 15 Front Door Speaker RH
F 16 Front Tweeter Speaker LH
F 17 Front Tweeter Speaker RH
F 18 Fuel Lid Opener Motor
F 19 Fuel Pump and Fuel Sender

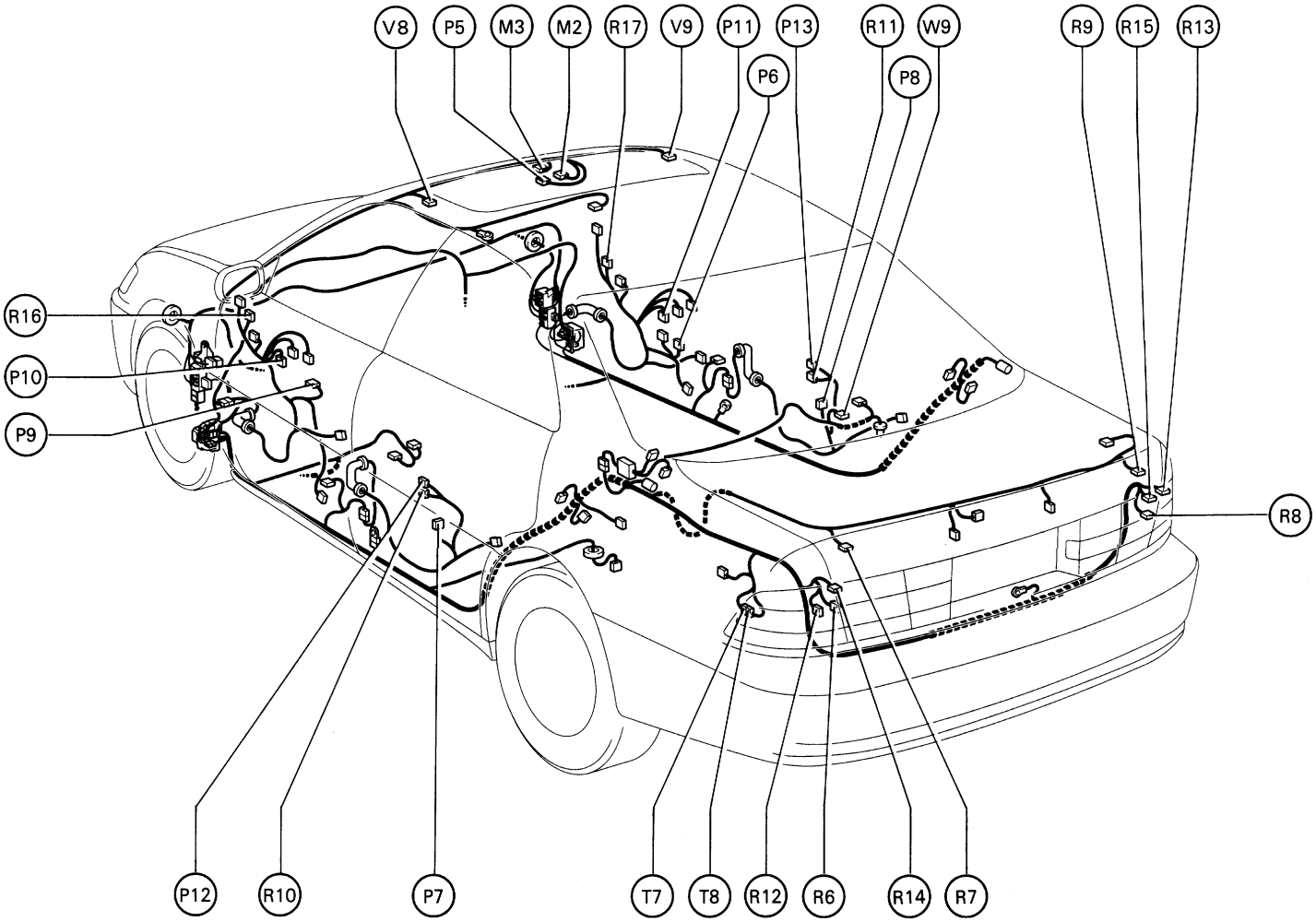
H 11 High Mounted Stop Light

I 16 Interior Light

J 36 Junction Connector
J 37 Junction Connector
J 38 Junction Connector

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

Position of Parts in Body



M 2 Moon Roof Control SW and Moon Roof Control Relay
M 3 Moon Roof Moon and Limit SW

P 5 Personal Light
P 5 Personal Light
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 Front LH
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

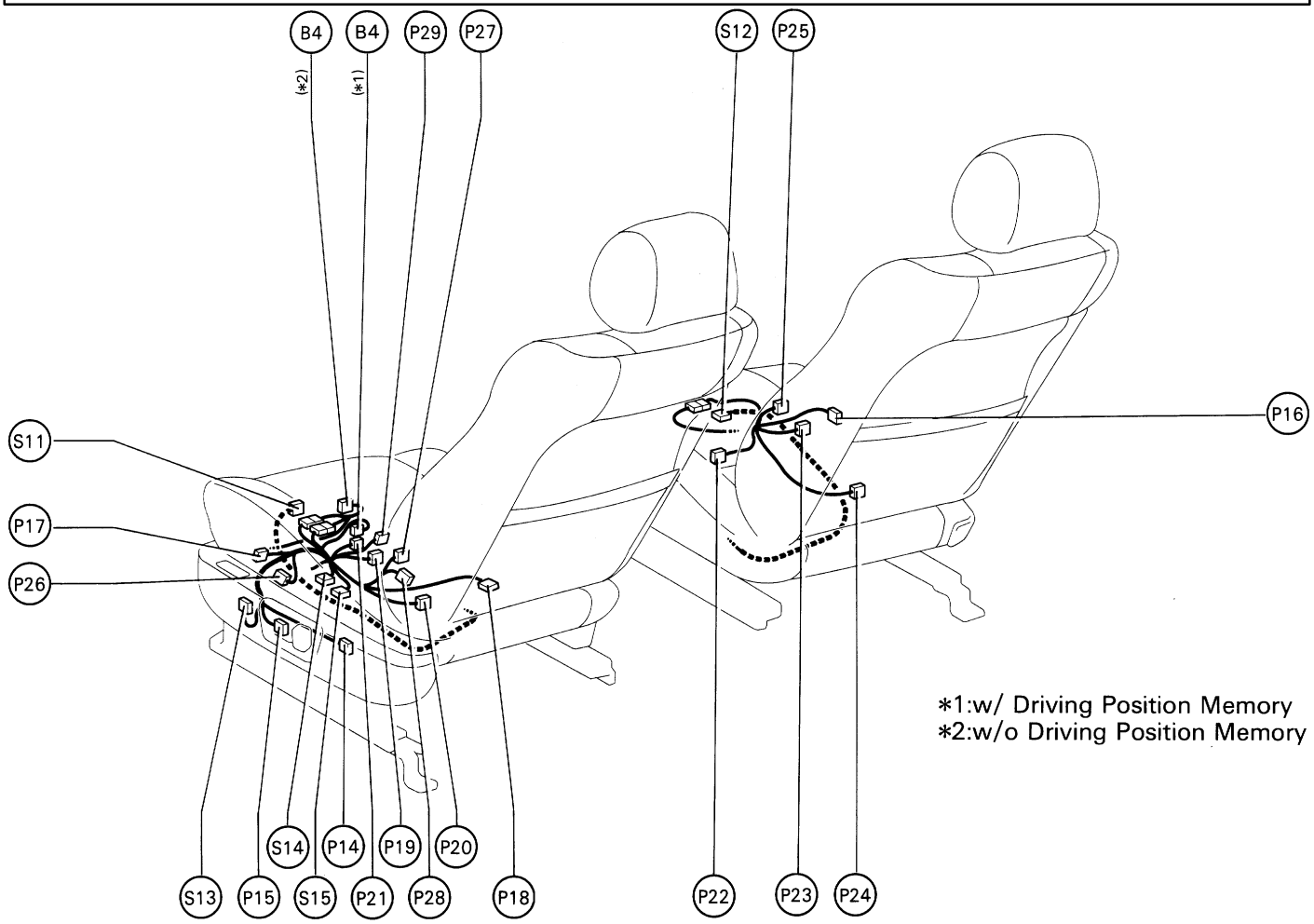
R 6 Rear Combination Light LH
R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 9 Rear Combination Light RH
R 10 Rear Door Speaker LH
R 11 Rear Door Speaker RH
R 12 Rear Side Marker Light LH
R 13 Rear Side Marker Light RH
R 14 Rear Turn Signal Light LH
R 15 Rear Turn Signal Light RH
R 16 Remote Control Mirror and Mirror Heater LH
R 17 Remote Control Mirror and Mirror Heater RH

T 7 Telephone Transceiver and Speaker Relay
T 8 Telephone Transceiver and Speaker Relay

V 8 Vanity Light LH
V 9 Vanity Light RH

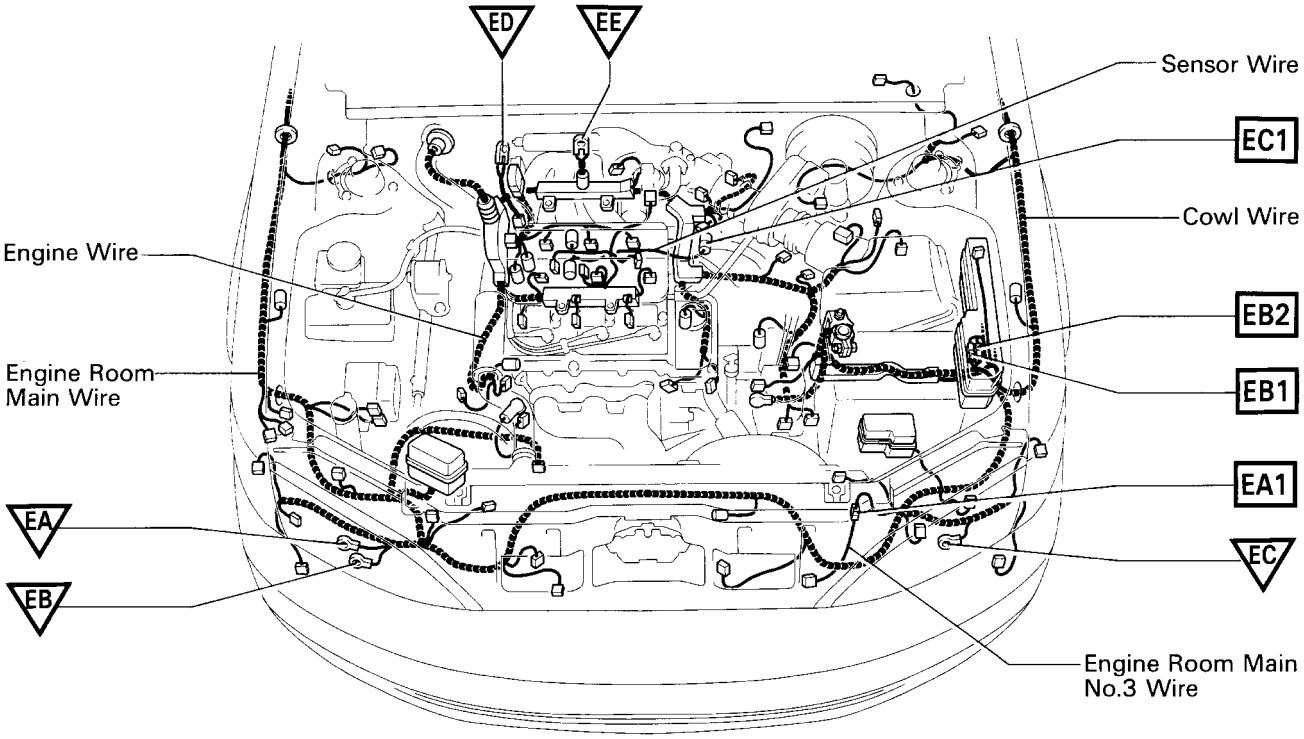
W 9 Woofer Speaker

Position of Parts in Seat

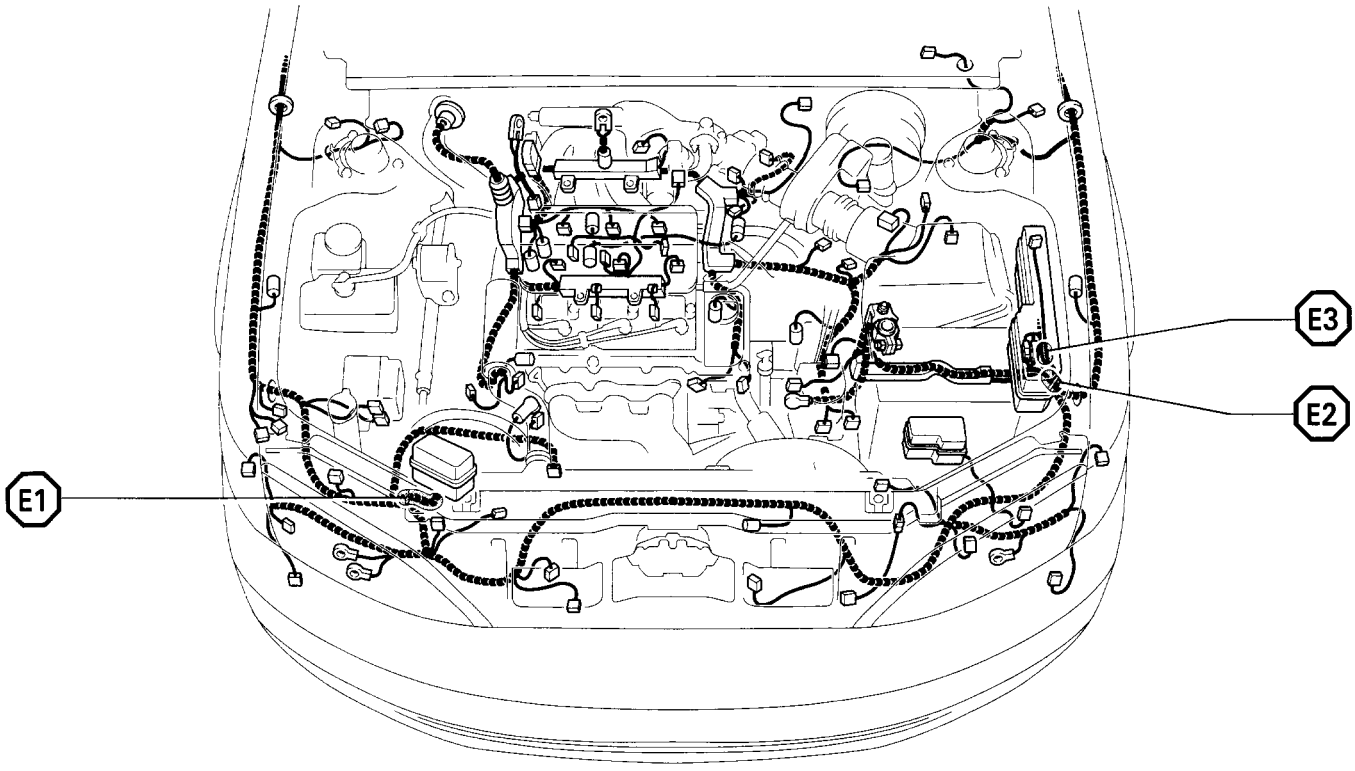


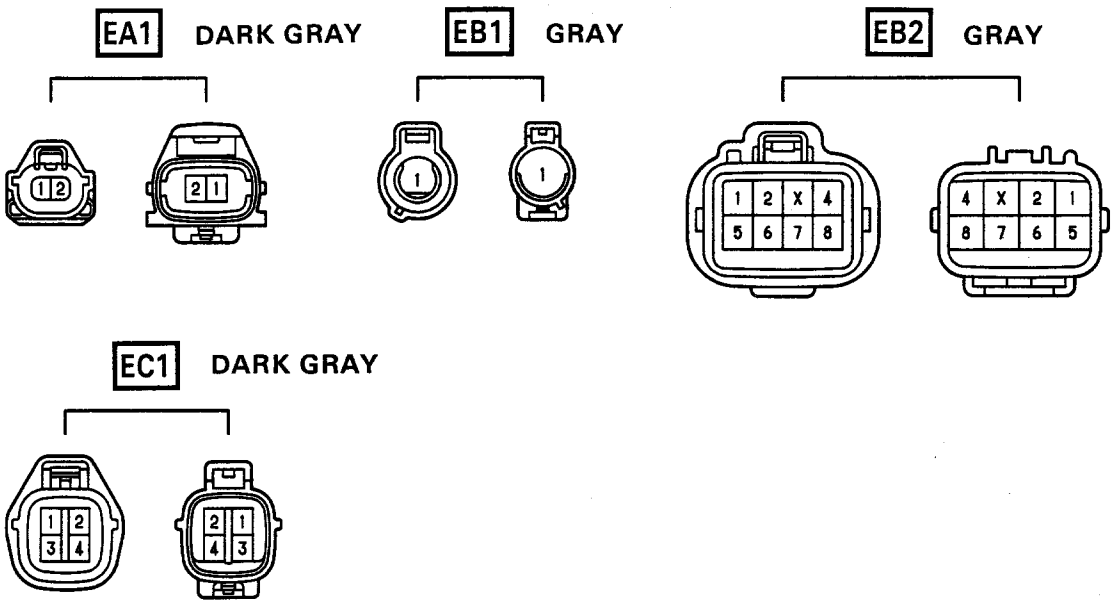
B 4	Buckle SW	P 26	Power Seat Position Sensor (Driver's Seat Front Vertical Control)
P 14	Power Seat Control SW (Driver's Seat Lumber Support Control)	P 27	Power Seat Position Sensor (Driver's Seat Rear Vertical Control)
P 15	Power Seat Control SW (Driver's Seat)	P 28	Power Seat Position Sensor (Driver's Seat Reclining Control)
P 16	Power Seat Control SW (Front Passenger's Seat))	P 29	Power Seat Position Sensor (Driver's Seat Slide Control)
P 17	Power Seat Motor (Driver's Seat Front Vertical Control)	S 11	Seat Heater (Driver's Seat)
P 18	Power Seat Motor (Driver's Seat Lumber Support Control)	S 12	Seat Heater (Front Passenger's Seat)
P 19	Power Seat Motor (Driver's Seat Rear Vertical Control)	S 13	Seat Memory SW
P 20	Power Seat Motor (Driver's Seat Reclining Control)	S 14	Seat Position Control ECU
P 21	Power Seat Motor (Driver's Seat Slide Control)	S 15	Seat Position Control ECU
P 22	Power Seat Motor (Front Passenger's Seat Front Vertical Control)		
P 23	Power Seat Motor (Front Passenger's Seat Rear Vertical Control)		
P 24	Power Seat Motor (Front Passenger's Seat Reclining Control)		
P 25	Power Seat Motor (Front Passenger's Seat Slide Control)		

: Location of Connector Joining Wire Harness and Wire Harness
: Location of Ground Points



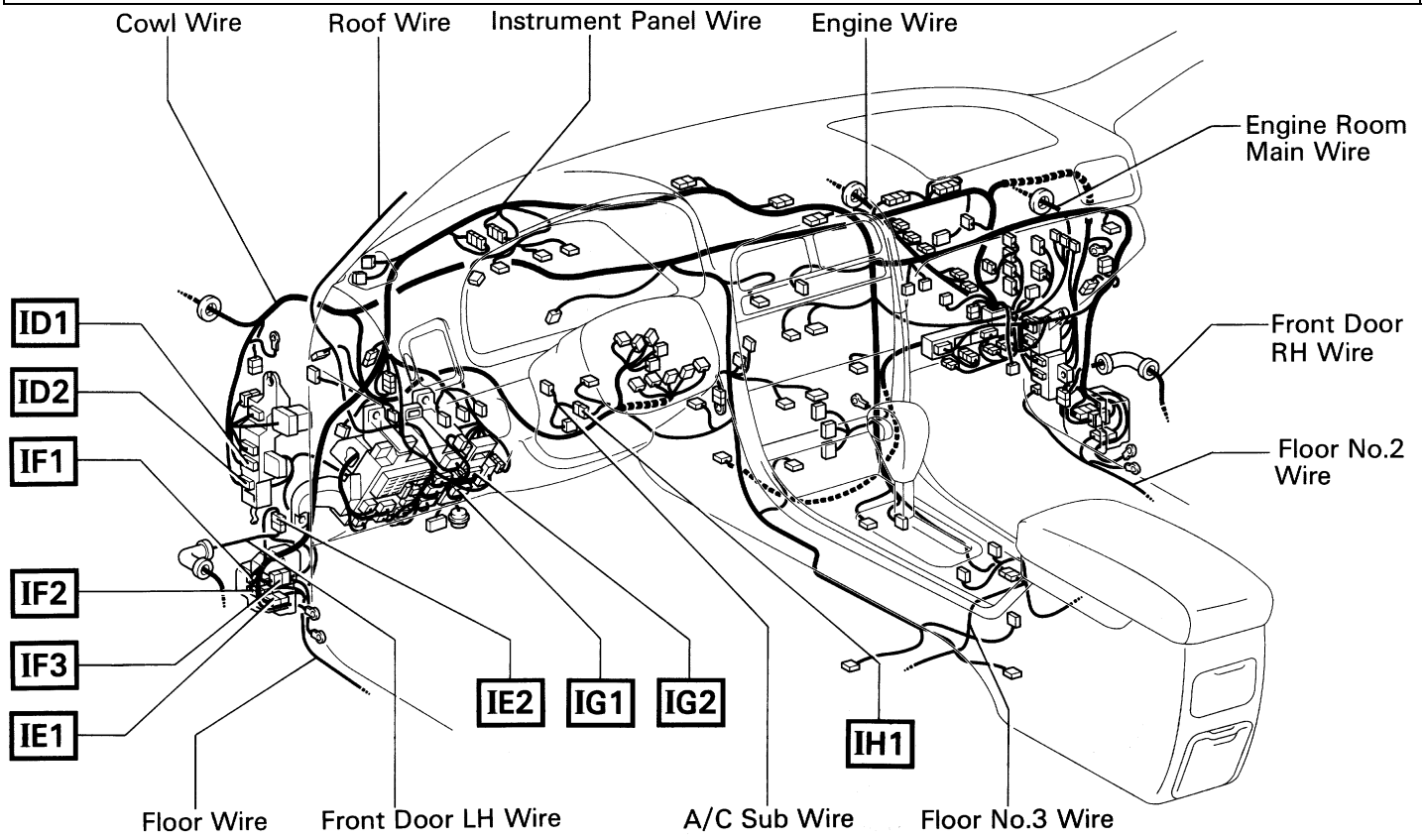
: Location of Splice Points



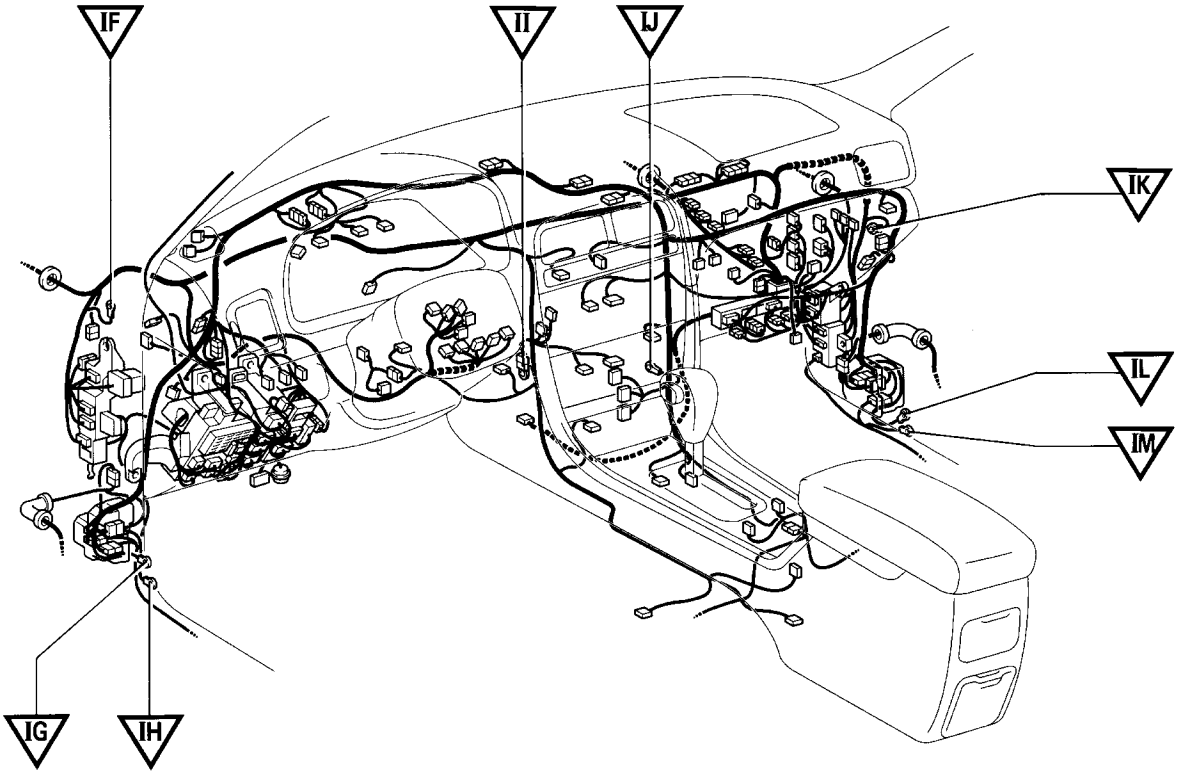


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	ENGINE ROOM MAIN WIRE AND ENGINE ROOM MAIN NO. 3 WIRE (BEHIND HEADLIGHT LH)
EB1	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
EB2	
EC1	ENGINE WIRE AND SENSOR WIRE (LEFT BANK OF THE CYLINDER HEAD)

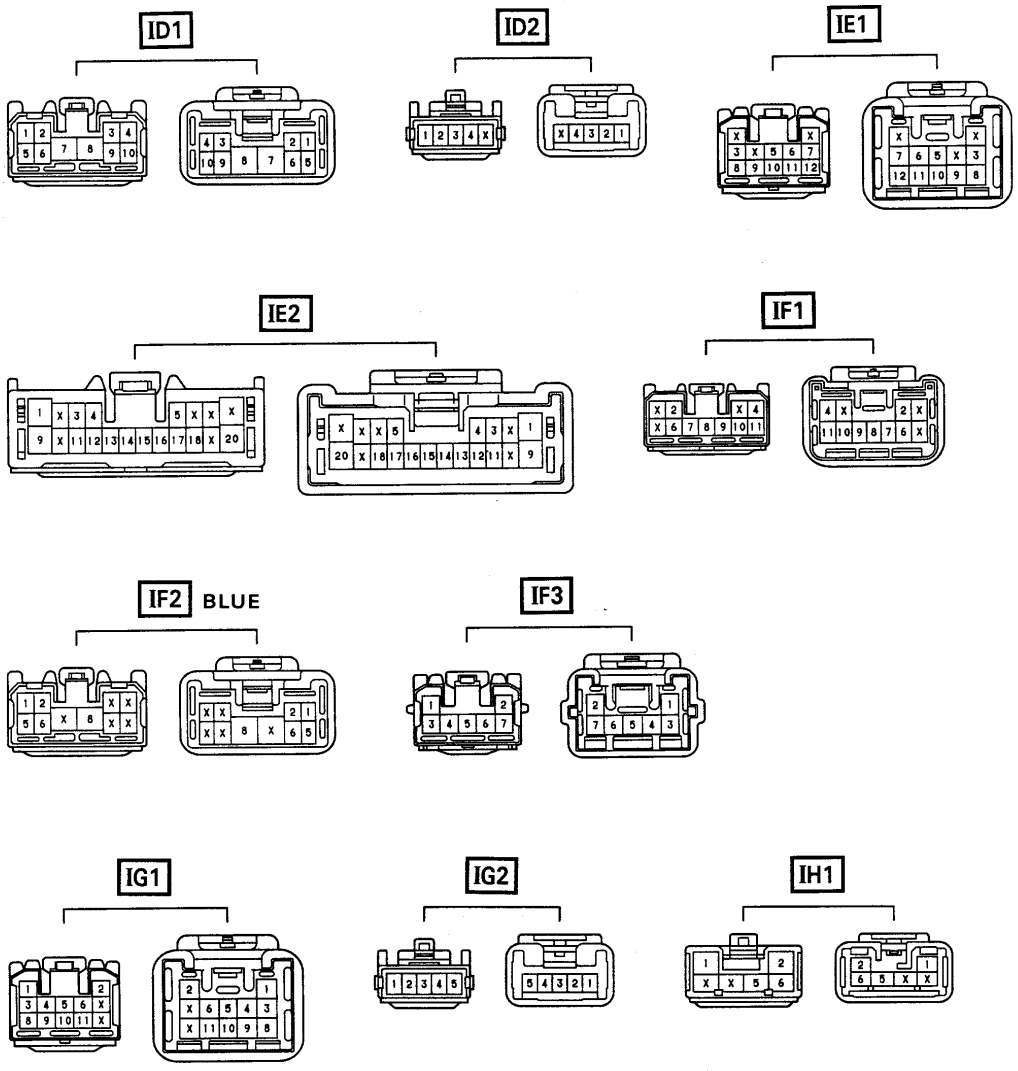
: Location of Connector Joining Wire Harness and Wire Harness



: Location of Ground Points

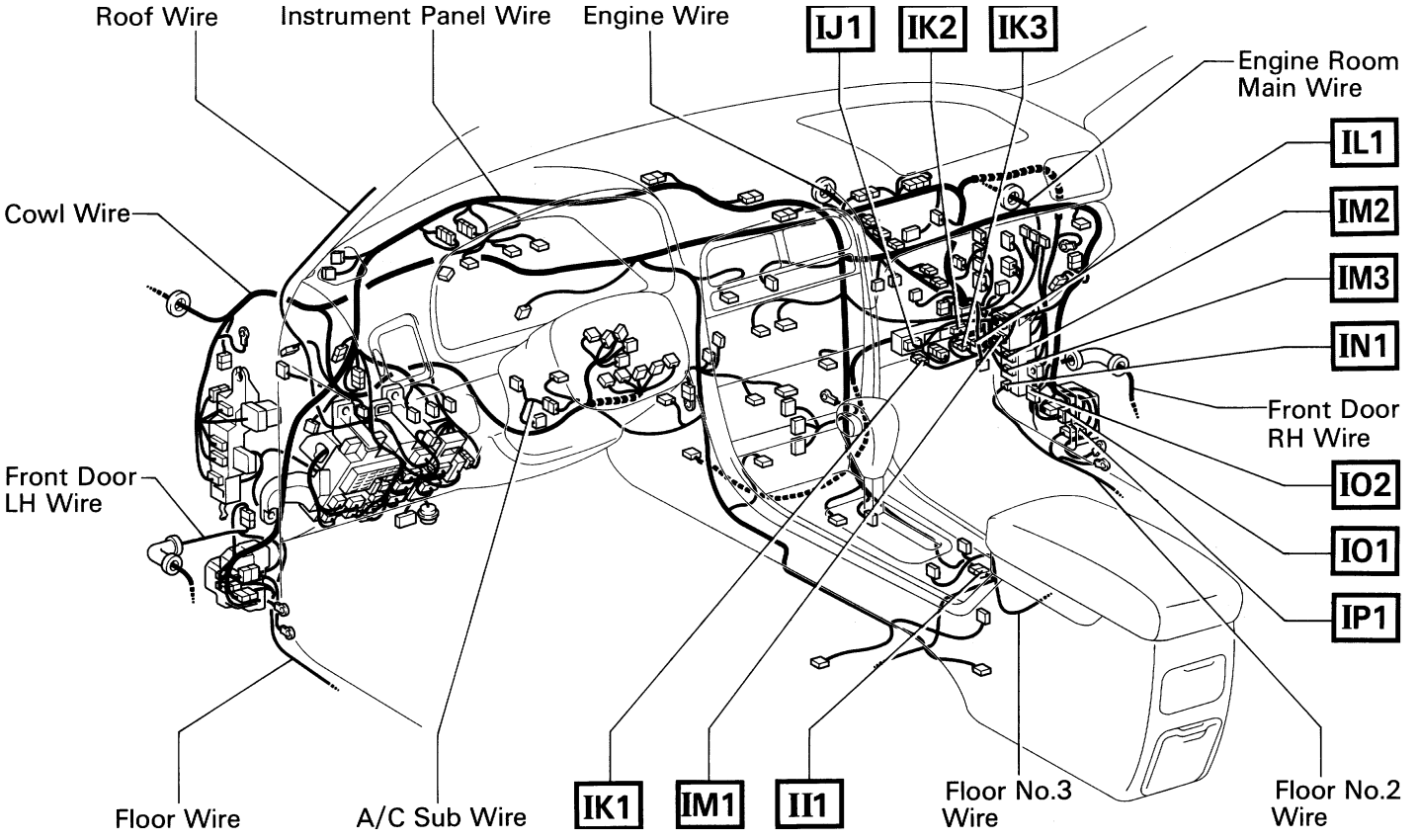


Connector Joining Wire Harness and Wire Harness

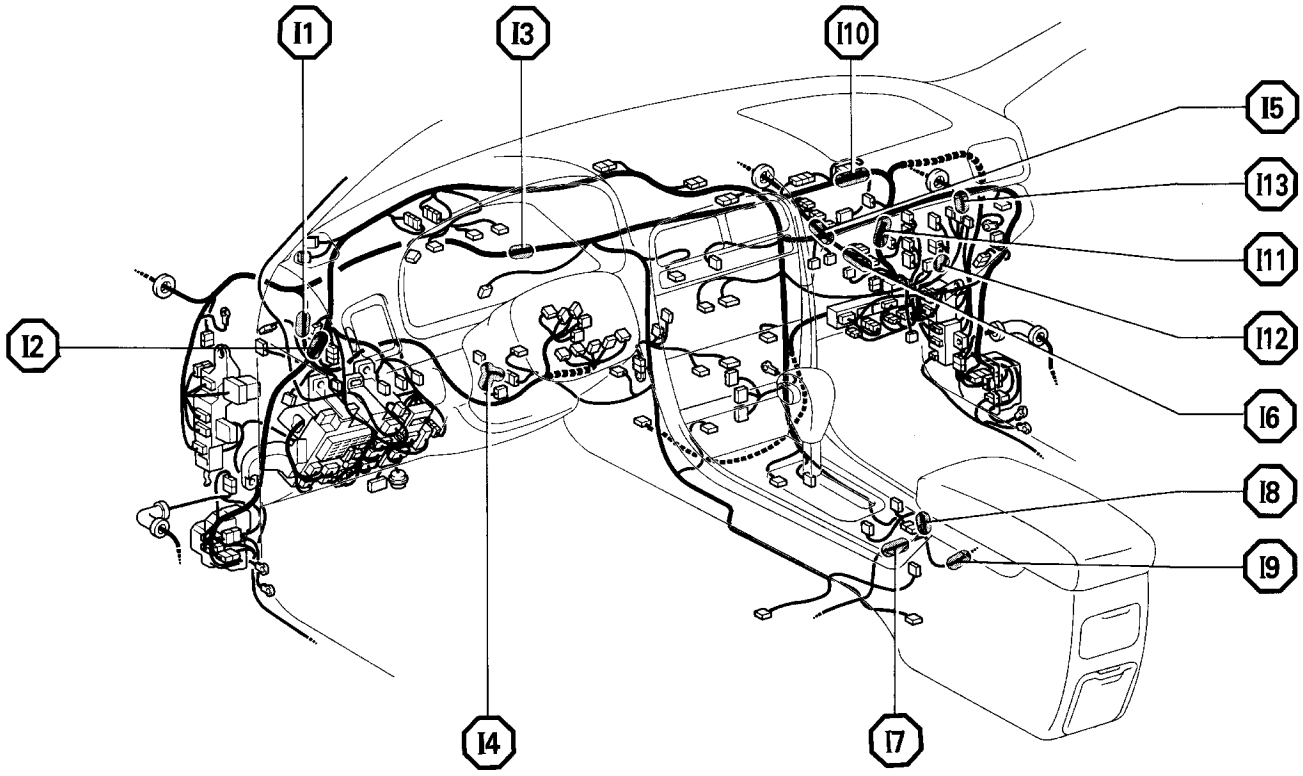


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2	
IE1	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2	
IF1	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF2	
IF3	
IG1	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IG2	
IH1	COWL WIRE AND A/C SUB WIRE (BEHIND RADIO AND PLAYER)

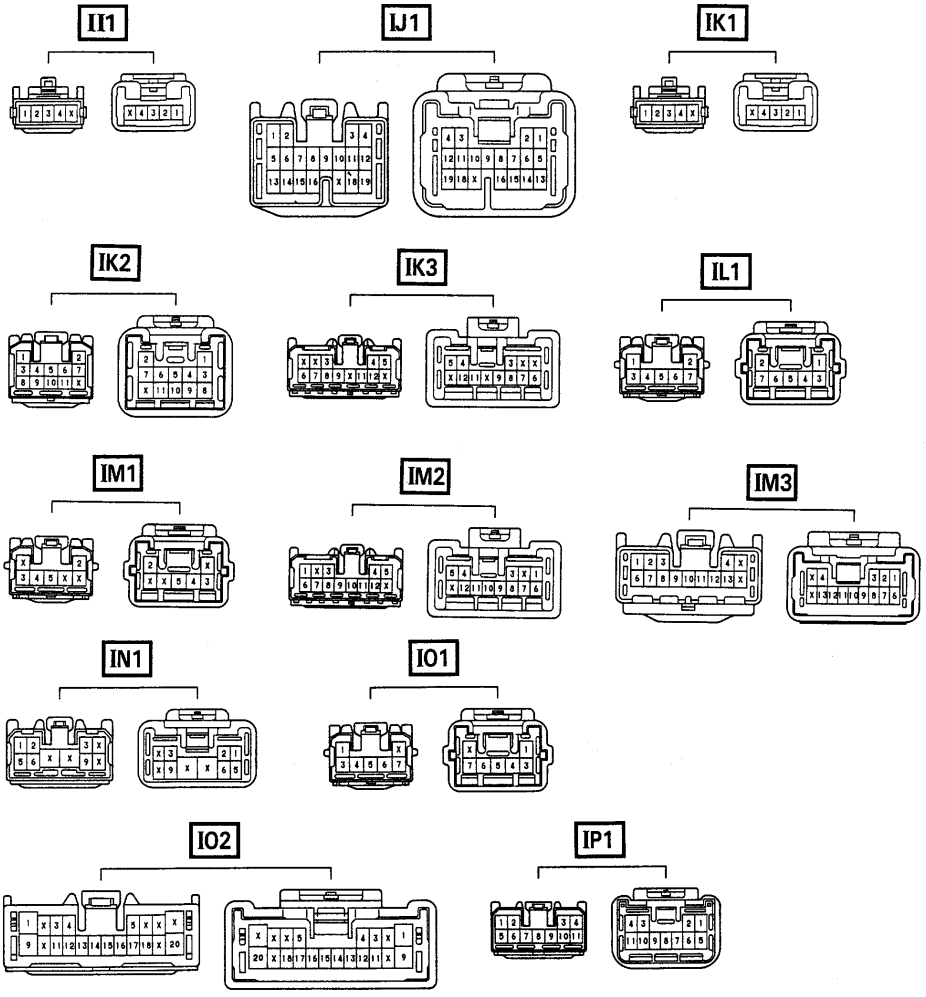
□ : Location of Connector Joining Wire Harness and Wire Harness



○ : Location of Splice Points

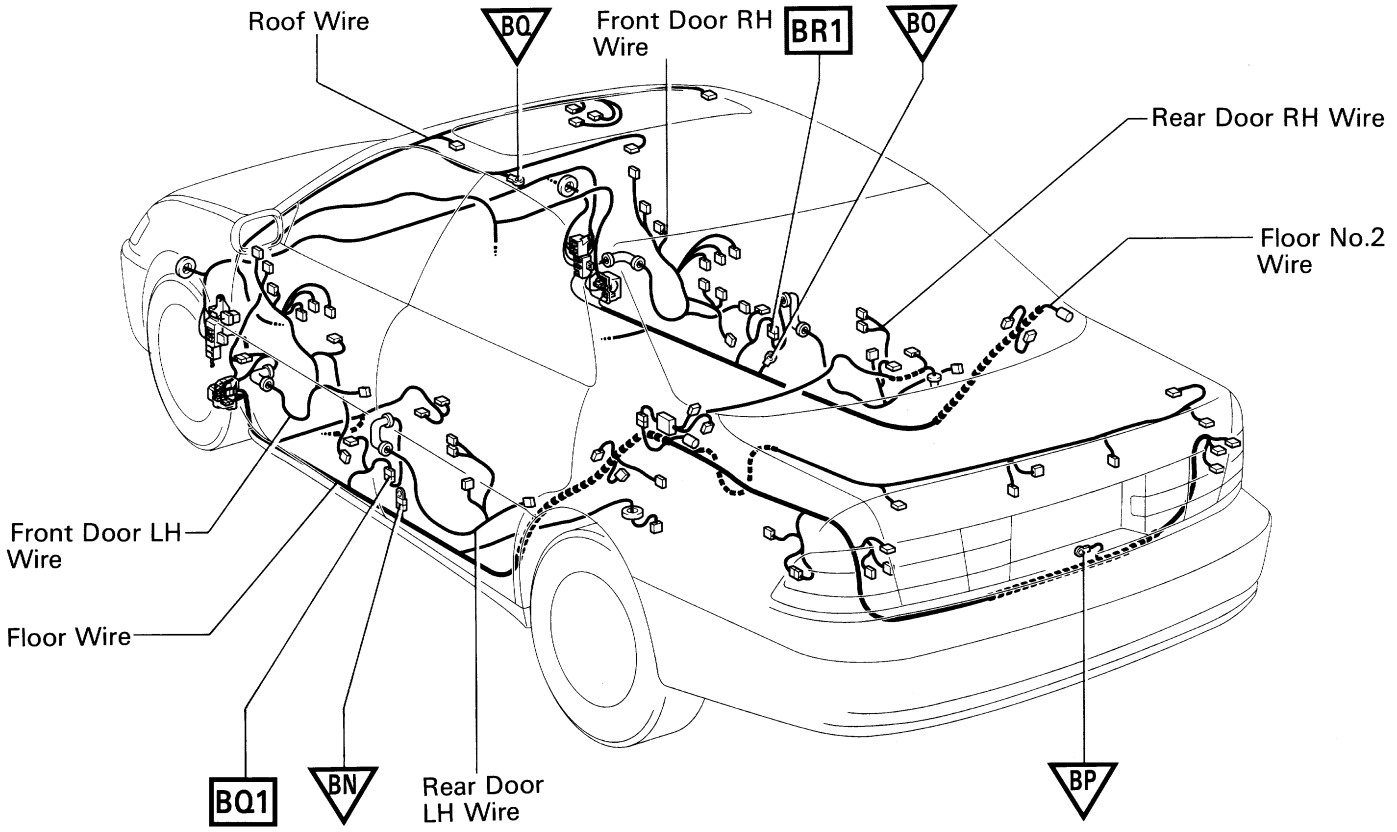


Connector Joining Wire Harness and Wire Harness

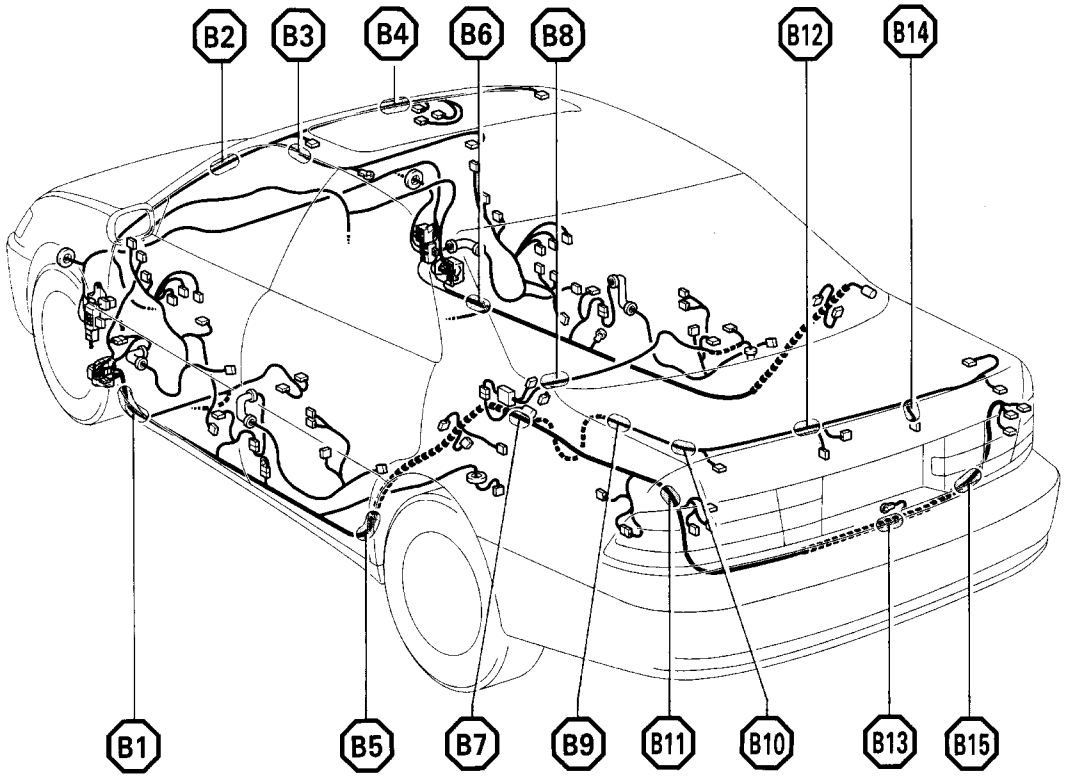


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	FLOOR NO.3 WIRE AND INSTRUMENT PANEL WIRE (UNDER THE CONSOLE BOX)
IJ1	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK1	EWNGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	
IK3	
IL1	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)
IM1	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IM2	
IM3	
IN1	FLOOR NO. 2 WIRE AND COWL WIRE (RIGHT KICK PANEL)
IO1	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IO2	
IP1	FRONT NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

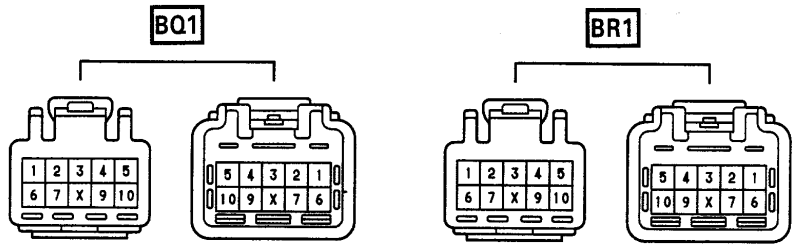
: Location of Connector Joining Wire Harness and Wire Harness
: Location of Ground Points



: Location of Splice Points

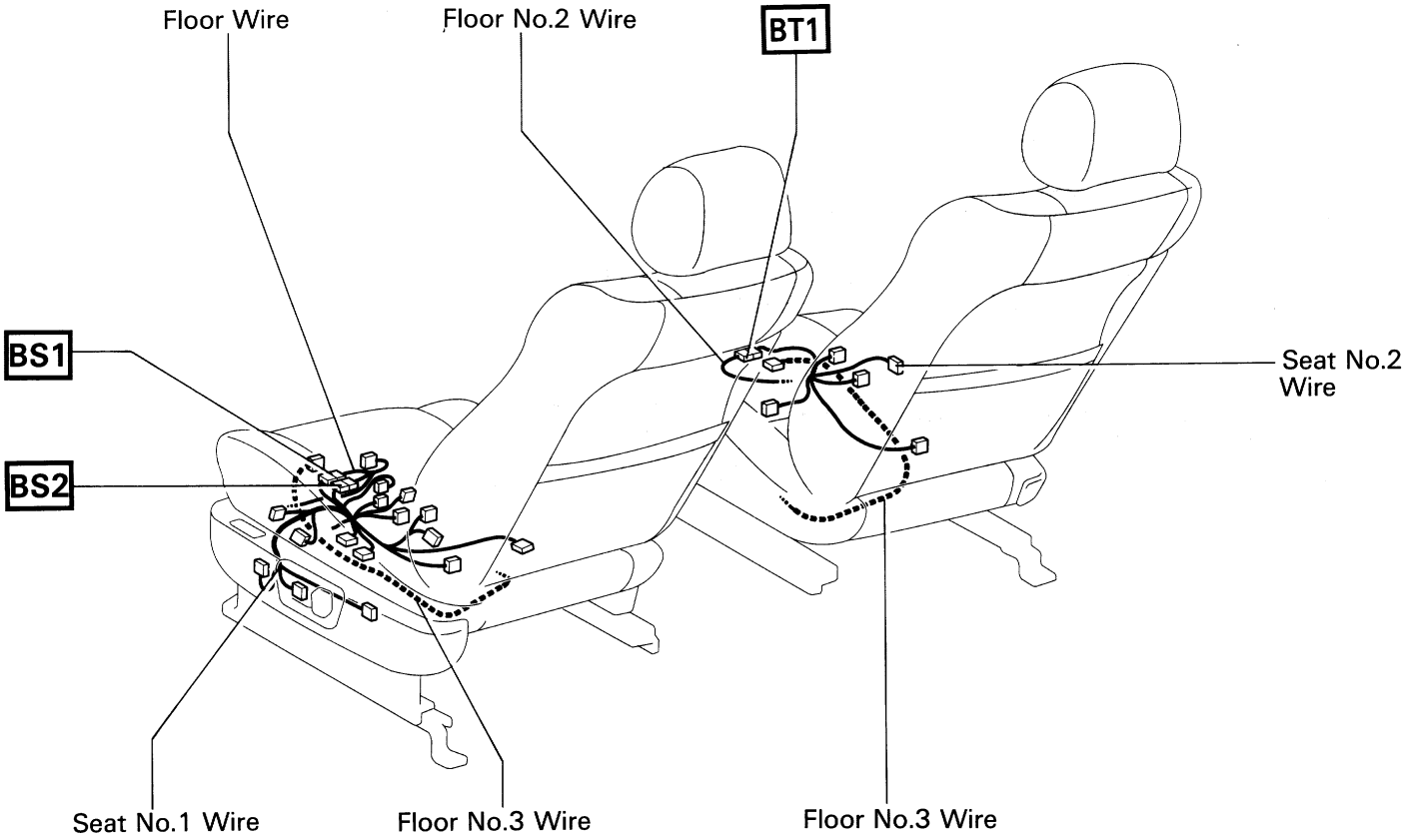


Connector Joining Wire Harness and Wire Harness

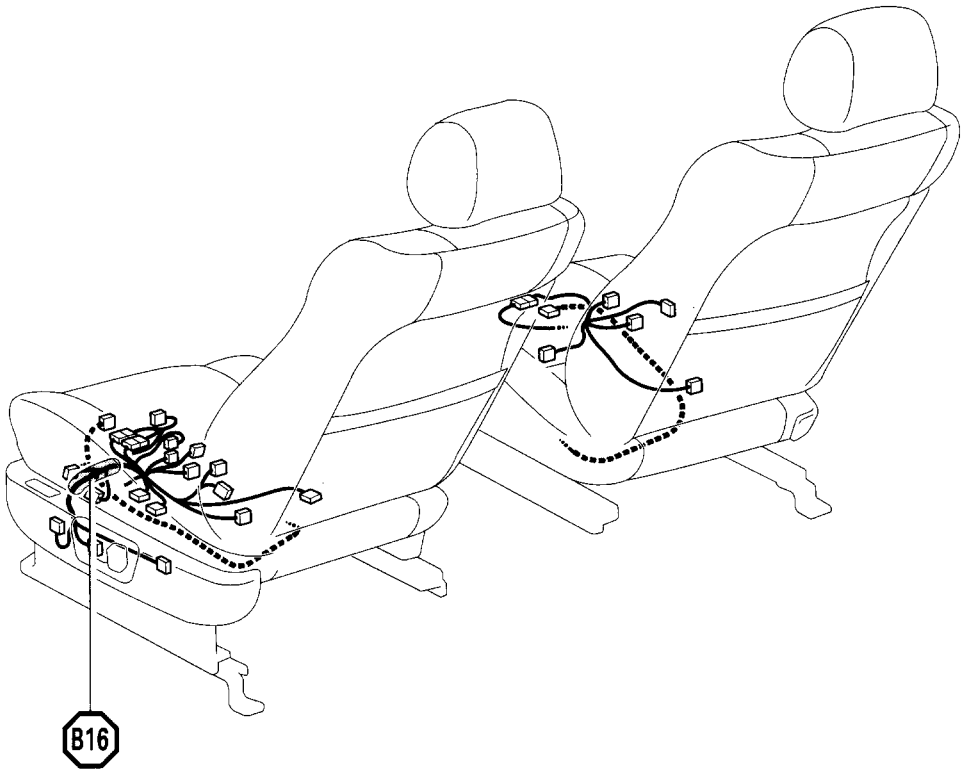


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BQ1	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

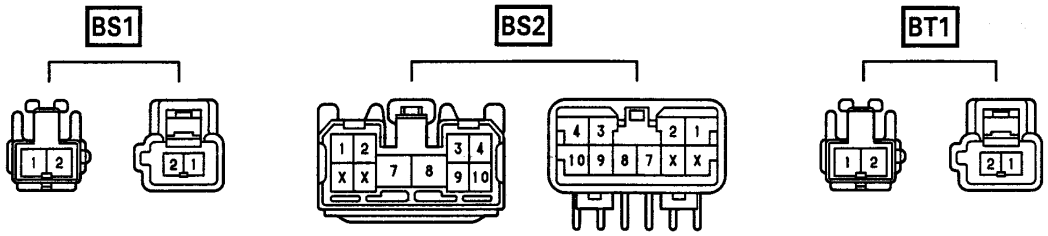
: Location of Connector Joining Wire Harness and Wire Harness



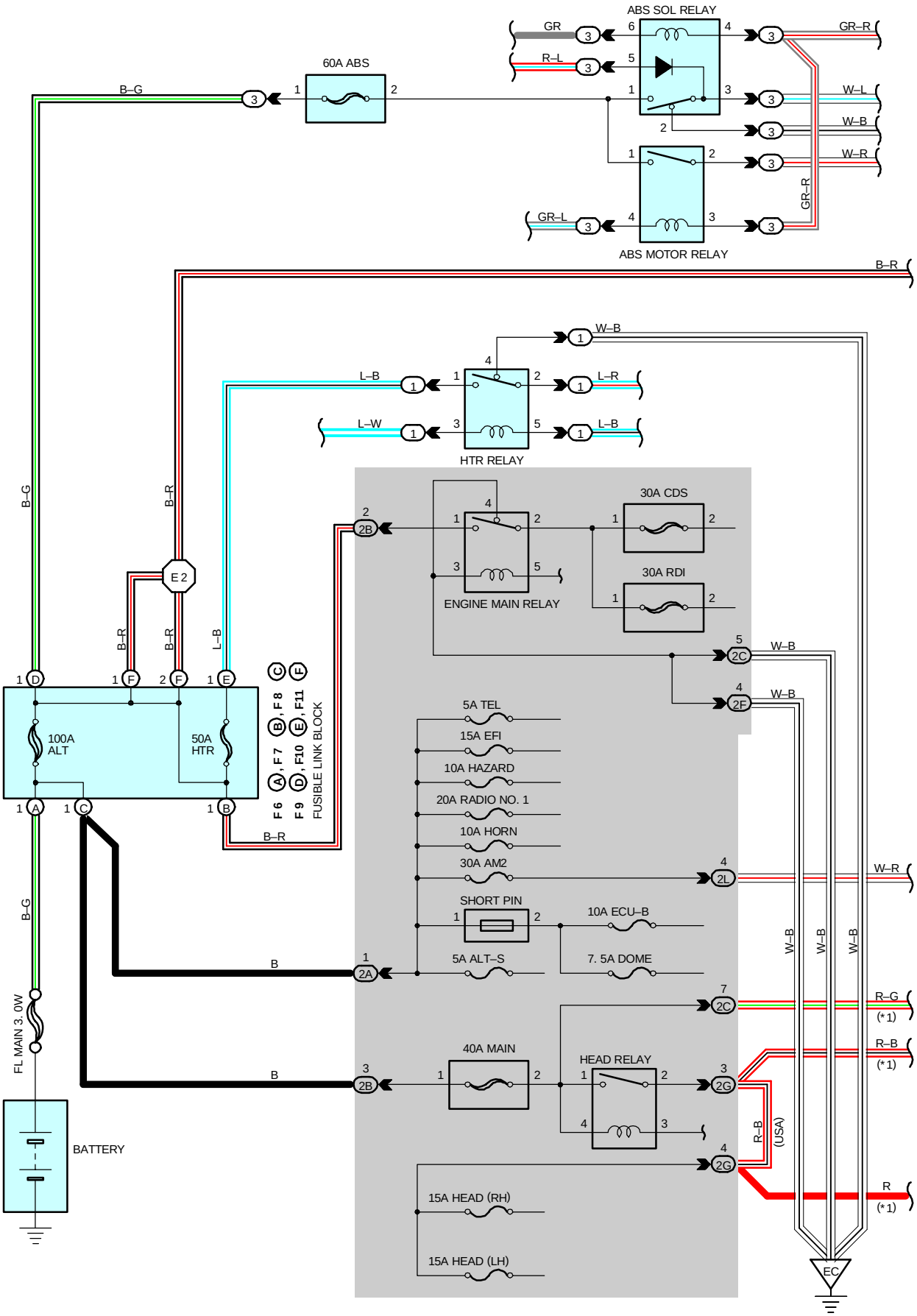
: Location of Splice Point

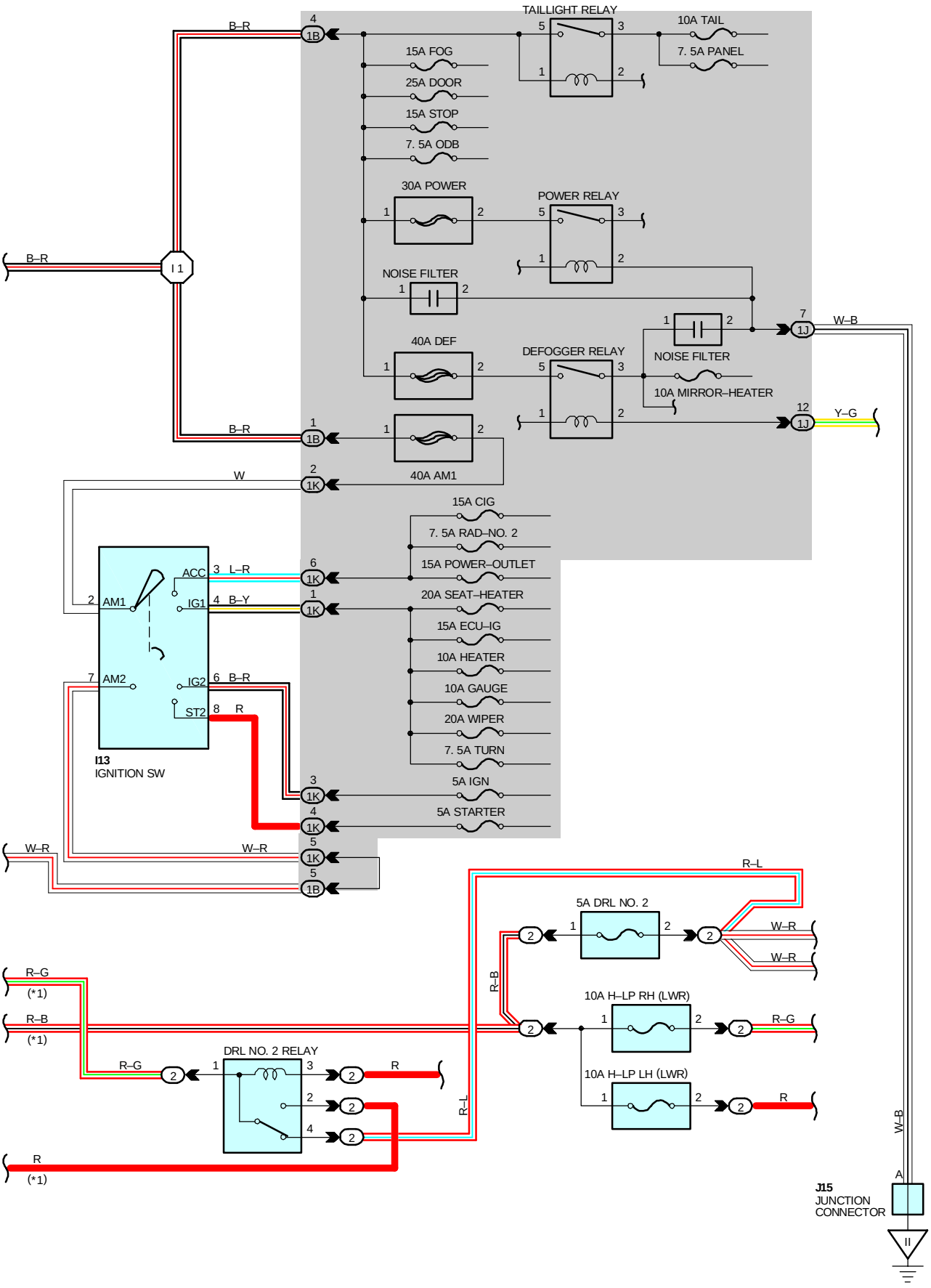


Connector Joining Wire Harness and Wire Harness



CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BS1	FLOOR WIRE AND SEAT NO.1 WIRE (UNDER THE DRIVER'S SEAT)
BS2	
BT1	FLOOR NO.2 WIRE AND SEAT NO. 2 WIRE (UNDER THE FRONT PASSENGER'S SEAT)


ABS SOL RELAY
GR
R–L
GR–R
W–L
W–B
W–R
GR–L
GR–R
ABS MOTOR RELAY
60A ABS
B–G
B–R
HTR RELAY
L–B
L–W
L–R
W–B
30A CDS
30A RDI
ENGINE MAIN RELAY
E 2
100A ALT
50A HTR
FUSIBLE LINK BLOCK
F6
F7
F8
F9
F10
F11
5A TEL
15A EFI
10A HAZARD
20A RADIO NO. 1
10A HORN
30A AM2
SHORT PIN
10A ECU–B
5A ALT–S
7. 5A DOME
40A MAIN
HEAD RELAY
R–G
(*1)
R–B
(*1)
(USA)
R
(*1)
15A HEAD (RH)
15A HEAD (LH)
FL MAIN 3. 0W
BATTERY
EC


TAILLIGHT RELAY
10A TAIL
7. 5A PANEL
15A FOG
25A DOOR
15A STOP
7. 5A ODB
30A POWER
POWER RELAY
B–R
I 1
NOISE FILTER
40A DEF
DEFOGGER RELAY
NOISE FILTER
10A MIRROR–HEATER
W–B
Y–G
40A AM1
W
15A CIG
7. 5A RAD–NO. 2
15A POWER–OUTLET
20A SEAT–HEATER
15A ECU–IG
10A HEATER
10A GAUGE
20A WIPER
7. 5A TURN
5A IGN
5A STARTER
ACC
IG1
IG2
ST2
AM1
AM2
L–R
B–Y
B–R
R
I13
IGNITION SW
W–R
R–L
5A DRL NO. 2
10A H–LP RH (LWR)
10A H–LP LH (LWR)
R–G
R–B
(*1)
DRL NO. 2 RELAY
J15
JUNCTION
CONNECTOR

POWER SOURCE

SERVICE HINTS

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

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

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

I13 IGNITION SW
2–3: CLOSED WITH THE IGNITION KEY AT **ACC** OR **ON** POSITION
2–4: CLOSED WITH THE IGNITION KEY AT **ON** OR **ST.** POSITION
7–6: CLOSED WITH THE IGNITION KEY AT **ON** OR **ST** POSITION
7–8: CLOSED WITH THE IGNITION KEY AT **ST** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
F 6	A	26	F 9	D	26	I13	28
F 7	B	26	F10	E	26	J15	29
F 8	C	26	F11	F	26		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)
2	23	ENGINE ROOM NO.2 R/B (ENGINE COMPARTMENT LEFT)
3	23	ENGINE ROOM NO.3 R/B (RADIATION UPPER SUPPORT RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

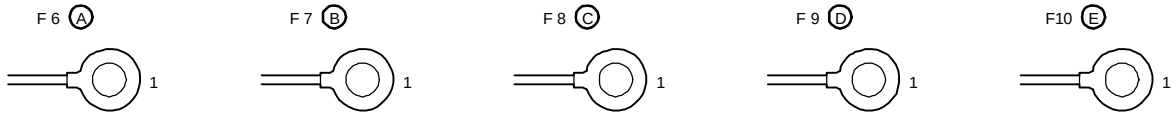
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J		
1K		
2A	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2B		
2C		
2F		
2G		
2L	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

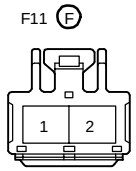
: GROUND POINTS

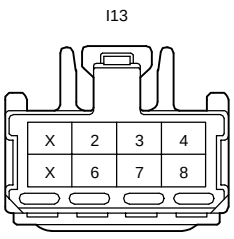
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATION SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH

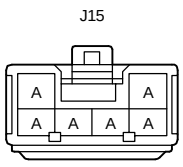
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE	I 1	38	COWL WIRE

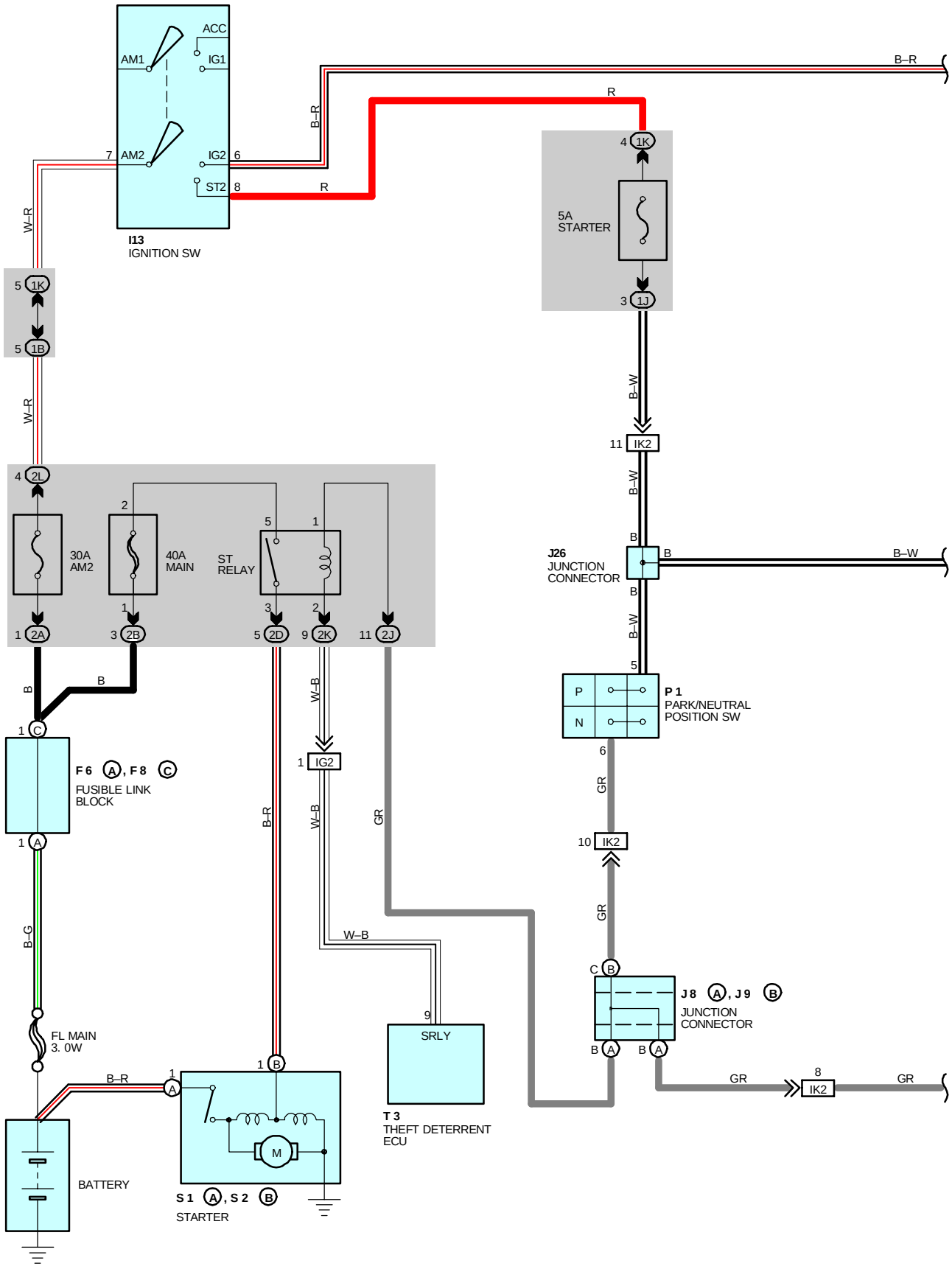


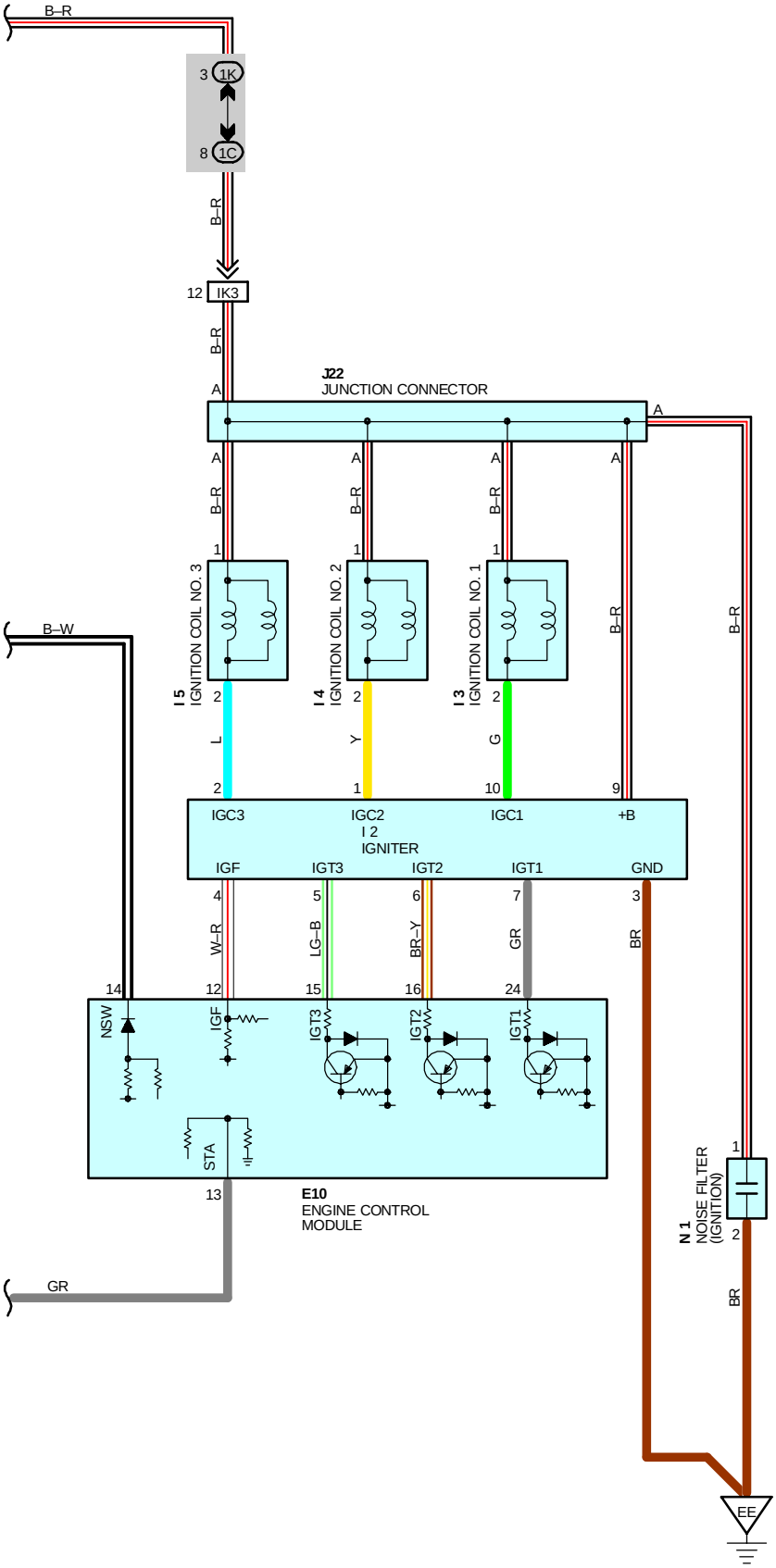






(HINT : SEE PAGE 7)


ACC
AM1
IG1
AM2
IG2
ST2
I13
IGNITION SW
B–R
R
W–R
5A
STARTER
4 1K
3 1J
5 1K
5 1B
B–W
11 IK2
4 2L
30A
AM2
40A
MAIN
ST
RELAY
J26
JUNCTION
CONNECTOR
1 2A
3 2B
5 2D
9 2K
11 2J
P 1
PARK/NEUTRAL
POSITION SW
P
N
B
W–B
GR
F6 A, F8 C
FUSIBLE LINK
BLOCK
1 IG2
10 IK2
J8 A, J9 B
JUNCTION
CONNECTOR
B–G
FL MAIN
3. 0W
SRLY
T3
THEFT DETERRENT
ECU
BATTERY
S1 A, S2 B
STARTER
M
8 IK2


B–R
3 1K
8 1C
B–R
12 IK3
B–R
J22
JUNCTION CONNECTOR
A
A
A
A
A
A
B–R
B–R
B–R
B–R
1
1
1
I 5
IGNITION COIL NO. 3
I 4
IGNITION COIL NO. 2
I 3
IGNITION COIL NO. 1
B–W
2
2
2
L
Y
G
2
1
10
9
IGC3
IGC2
I 2
IGNITER
IGC1
+B
IGF
IGT3
IGT2
IGT1
GND
4
5
6
7
3
W–R
LG–B
BR–Y
GR
BR
14
12
15
16
24
NSW
IGF
IGT3
IGT2
IGT1
STA
13
E10
ENGINE CONTROL
MODULE
GR
1
N 1
NOISE FILTER
(IGNITION)
2
BR
EE

STARTING AND INGNITION

SERVICE HINTS

I13 IGNITION SW
7–8 : CLOSED WITH THE IGNITION SW AT **ST** POSITION
7–6 : CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION

S 1 Ⓐ, S 2 Ⓑ STARTER
POINTS CLOSED WITH THE PARK/NEUTRAL POSITION SW IN **P** OR **N** POSITION AND THE IGNITION SW AT **ST** POSITION

P1 PARK/NEUTRAL POSITION SW
5–6 : CLOSED WITH THE A/T SHIFT LEVER IN **P** OR **N** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
E10	28	I 5	27	N 1	27
F 6 A	26	I13	28	P 1	27
F 8 C	26	J 8 A	29	S 1 A	27
I 2	27	J 9 B	29	S 2 B	27
I 3	27	J22	29	T 3	29
I 4	27	J26	29		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1J		
1K		
2A	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2B		
2D		
2J	20	COWL WIRE AND ENIGNE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		
2L		

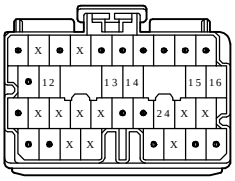
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG2	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3		

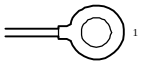
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EE	34	REAR SIDE OF SURGE TANK

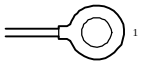
E10



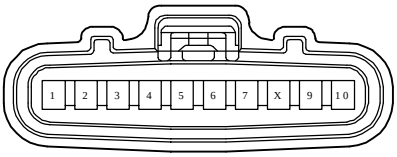
F6 (A)



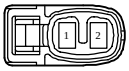
F8 (C)



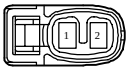
I2 BLACK



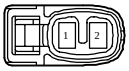
I3 BLACK



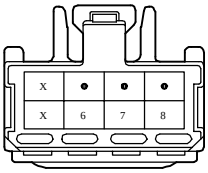
I4 BLACK



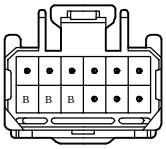
I5 BLACK



I13

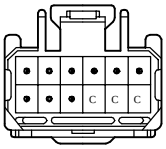


J8 (A) GRAY



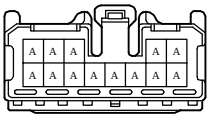
(HINT : SEE PAGE 7)

J9 (B) GRAY



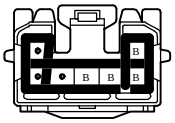
(HINT : SEE PAGE 7)

J22 ORANGE



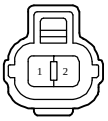
(HINT : SEE PAGE 7)

J26

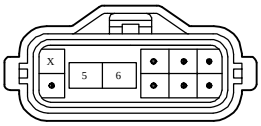


(HINT : SEE PAGE 7)

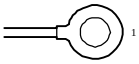
N1 GRAY



P1 GRAY

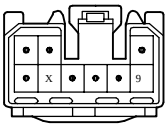


S1 (A)

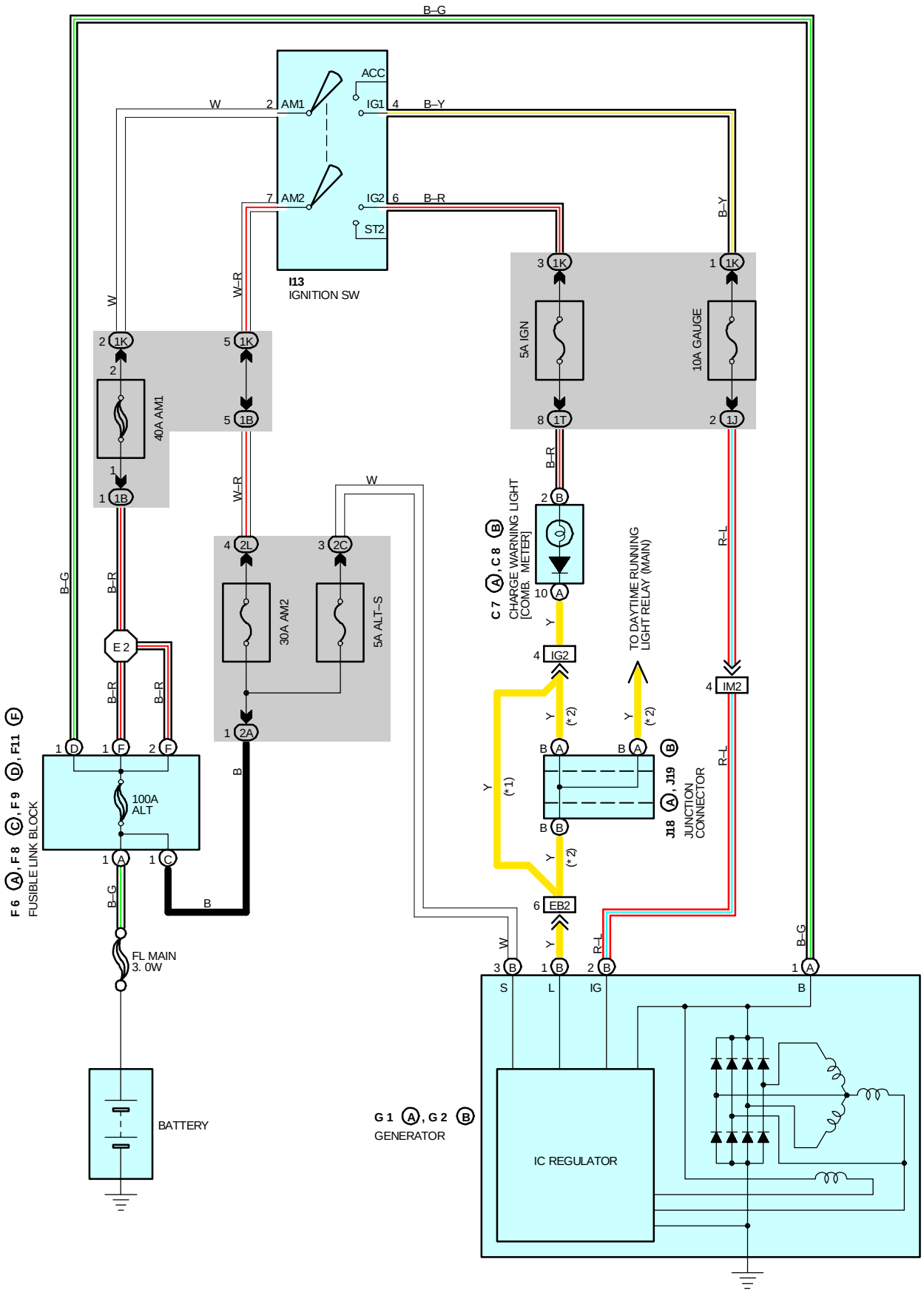


S2 (B) BLACK

T3 ORANGE



* 1 : USA
* 2 : CANADA



SERVICE HINTS

G 2 Ⓑ GENERATOR

Ⓑ 3–GROUND : **13.9–15.1** VOLTS WITH THE ENGINE RUNNING AT **2000** RPM AND **25•C (77•F)**
13.5–14.3 VOLTS WITH THE ENGINE RUNNING AT **2000** RPM AND **115•C (239•F)**

Ⓑ 2–GROUND : **0–4** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND ENGINE NOT RUNNING

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
C 7	A	28	F 9	D	26	I13		28
C 8	B	28	F11	F	26	J18	A	29
F 6	A	26	G 1	A	26	J19	B	29
F 8	C	26	G 2	B	26			

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J		
1K		
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2A	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2L	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

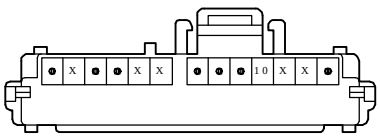
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
IG2	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IN2	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

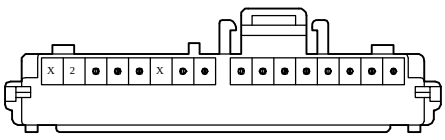
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE			

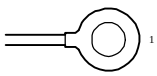
C 7 Ⓐ BLUE



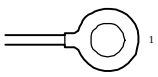
C 8 Ⓑ



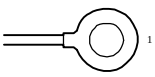
F 6 Ⓐ



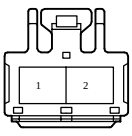
F 8 Ⓒ



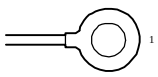
F 9 Ⓓ



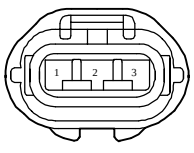
F11 Ⓕ



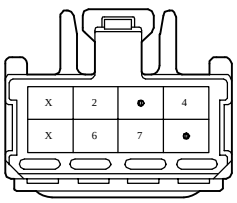
G 1 Ⓐ



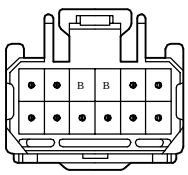
G 2 Ⓑ BLACK



I13

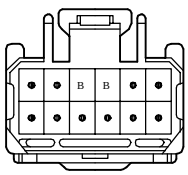


J18 Ⓐ BLACK



(HINT : SEE PAGE 7)

J19 Ⓑ BLACK



(HINT : SEE PAGE 7)

ENGINE CONTROL

SYSTEM OUTLINE

THIS SYSTEM UTILIZES AN ENGINE CONTROL MODULE AND MAINTAINS OVERALL CONTROL OF THE ENGINE, TRANSMISSION AND SO ON. AN OUTLINE OF THE ENGINE CONTROL IS EXPLAINED HERE.

1. INPUT SIGNALS

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

(2) INTAKE AIR TEMP. SIGNAL CIRCUIT
THE INTAKE AIR TEMP. SENSOR IS INSTALLED IN THE MASS AIR FLOW METER AND DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL INTO **TERMINAL THA** OF THE ENGINE CONTROL MODULE.

(3) OXYGEN SENSOR SIGNAL SYSTEM
THE OXYGEN DENSITY IN THE EXHAUST GASES IS DETECTED AND INPUT AS A CONTROL SIGNAL INTO **TERMINALS OXL1, OXR1** AND **OXS** OF THE ENGINE CONTROL MODULE TO MAINTAIN STABLE DETECTION PERFORMANCE BY THE HEATED OXYGEN SENSOR, A HEATER IS USED FOR WARMING THE SENSOR. THE HEATER IS ALSO CONTROLLED BY THE ENGINE CONTROL MODULE **(HTL, HTR** AND **HTS).**

(4) RPM SIGNAL SYSTEM
CAMSHAFT POSITION AND CRANKSHAFT POSITION ARE DETECTED BY THE CAMSHAFT POSITION SENSOR AND CRANKSHAFT POSITION SENSOR. THE CAMSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINAL G22+** OF THE ENGINE CONTROL MODULE, AND THE ENGINE RPM IS INPUT INTO **TERMINAL NE+.**

(5) THROTTLE 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.

(6) VEHICLE SPEED SIGNAL SYSTEM
THE VEHICLE SPEED SENSOR, INSTALLED INSIDE THE TRANSMISSION, DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL INTO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE.

(7) PARK/NEUTRAL POSITION SW SIGNAL SYSTEM
THE PARK/NEUTRAL POSITION SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL, PARKING OR NOT, AND INPUTS A CONTROL SIGNAL INTO **TERMINAL STA** OF THE ENGINE CONTROL MODULE

(8) A/C SW SIGNAL SYSTEM
THE A/C CONTROL ASSEMBLY INPUTS THE A/C OPERATIONS INTO **TERMINAL A/C** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(9) BATTERY SIGNAL CIRCUIT
VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE. WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FOR THE ENGINE CONTROL MODULE OPERATION IS APPLIED TO **TERMINAL +B** OF THE ENGINE CONTROL MODULE VIA THE EFI RELAY.

(10) INTAKE AIR VOLUME SIGNAL CIRCUIT
INTAKE AIR VOLUME IS DETECTED BY THE MASS AIR FLOW METER AND A SIGNAL IS INPUT INTO **TERMINAL VG** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(11) NSW 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 NSW** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

(12) ENGINE KNOCK SIGNAL CIRCUIT
ENGINE KNOCKING IS DETECTED BY THE KNOCK SENSOR 1 AND 2, THEN THE SIGNALS ARE INPUT INTO **TERMINALS KNKR** AND **KNKL** OF THE ENGINE CONTROL MODULE AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

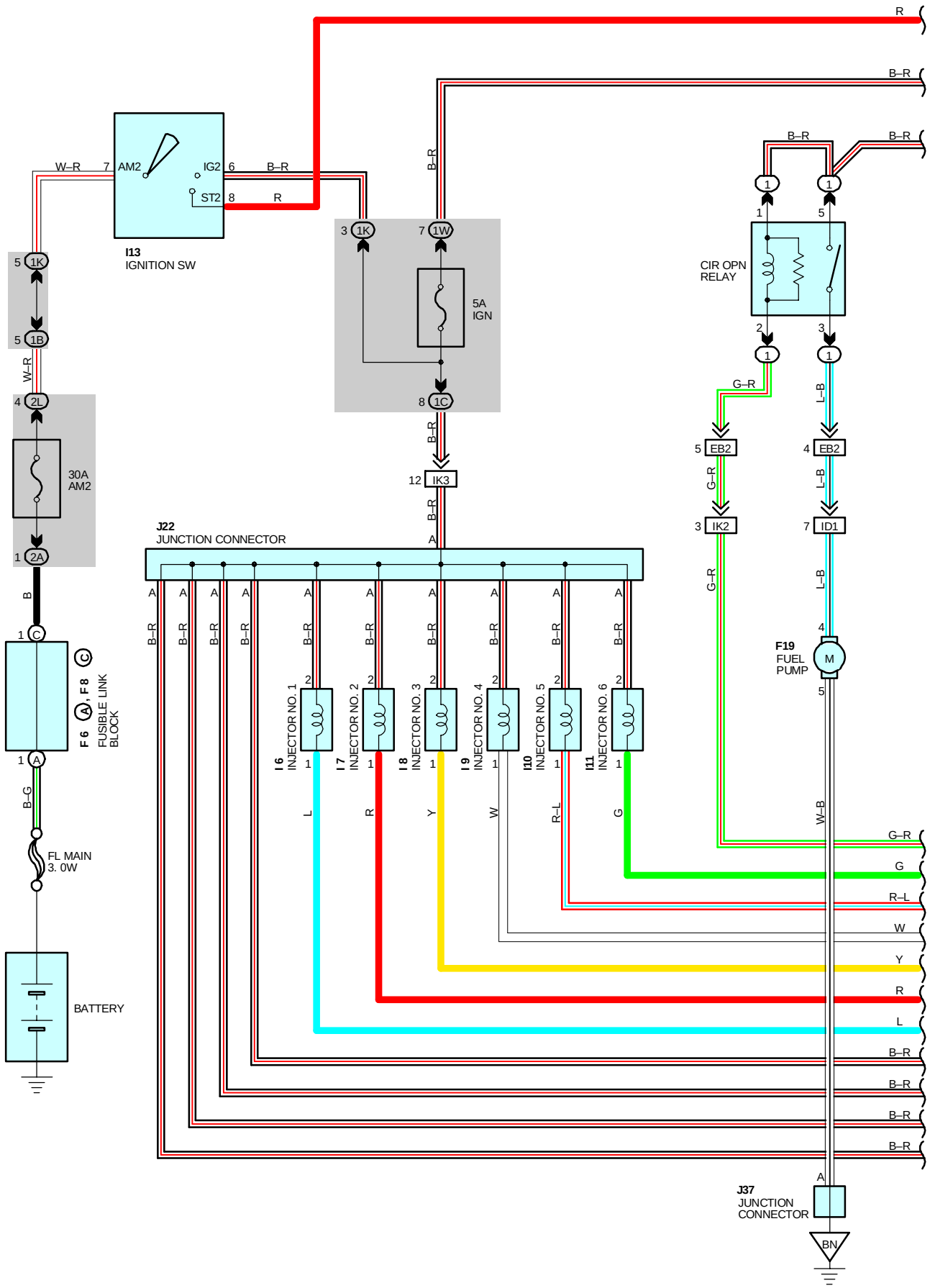
- SFI (SEQUENTIAL MULTIPORT FUEL INJECTION) SYSTEM
  THE SFI SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS, WHICH ARE INPUT FROM EACH SENSOR (INPUT SIGNALS (1) TO (12)). THE BEST FUEL INJECTION VOLUME IS DECIDED BASED ON THIS DATA AND
  THE PROGRAM MEMORIZED BY THE ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS #10, #20, #30, #40, #50,** AND **#60** OF THE ENGINE CONTROL MODULE TO OPERATE THE INJECTOR (INJECT THE FUEL). THE SFI SYSTEM PRODUCES CONTROL OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE IN RESPONSE TO THE DRIVING CONDITIONS.
- ESA (ELECTRONIC SPARK ADVANCE) SYSTEM
  THE ESA SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS, WHICH ARE INPUT TO THE ENGINE CONTROL MODULE FROM EACH SENSOR (INPUT SIGNALS FROM 1, 3, 4, 12). THE BEST IGNITION TIMING IS DECIDED ACCORDING TO THIS DATA AND THE MEMORIZED DATA IN THE ENGINE CONTROL MODULE AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS IGT1, IGT2** AND **IGT3.** THIS SIGNAL CONTROLS THE IGNITER TO PROVIDE THE BEST IGNITION TIMING FOR THE DRIVING CONDITIONS.
- HEATED OXYGEN SENSOR HEATER CONTROL SYSTEM
  THE 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 HEATED OXYGEN SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 9, 10), CURRENT IS OUTPUT TO **TERMINALS HTL, HTR** AND **HTS,** CONTROLLING THE HEATER.
- IDLE AIR CONTROL SYSTEM
  THE IDLE AIR CONTROL SYSTEM (ROTARY SOLENOID TYPE) INCREASES THE RPM AND PROVIDES IDLE 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 EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 5, 8, 9), CURRENT IS OUTPUT TO **TERMINALS RSO** AND **RSC** TO CONTROL IDLE AIR CONTROL VALVE.
- EGR CONTROL SYSTEM
  THE EGR CONTROL SYSTEM DETECTS THE SIGNAL FROM EACH SENSOR (INPUT SIGNALS FROM 1, 4, 9, 10), AND OUTPUTS CURRENT TO **TERMINAL EGR** TO CONTROL THE VSV (EGR).
  THE EGR VALVE POSITION SENSOR IS MOUNTED ON THE EGR VALVE. THIS SENSOR CONVERTS THE EGR VALVE OPENING HEIGHT INTO A VOLTAGE AND SENDS IT TO THE ENGINE CONTROL MODULE AS THE EGR VALVE POSITION SIGNAL.
- 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 JUDGES THE ENGINE SPEED BY THE SIGNALS ((4), (5)) FROM EACH SENSOR AND OUTPUTS SIGNALS TO THE **TERMINAL ACIS** TO CONTROL THE VSV (INTAKE AIR CONTROL).

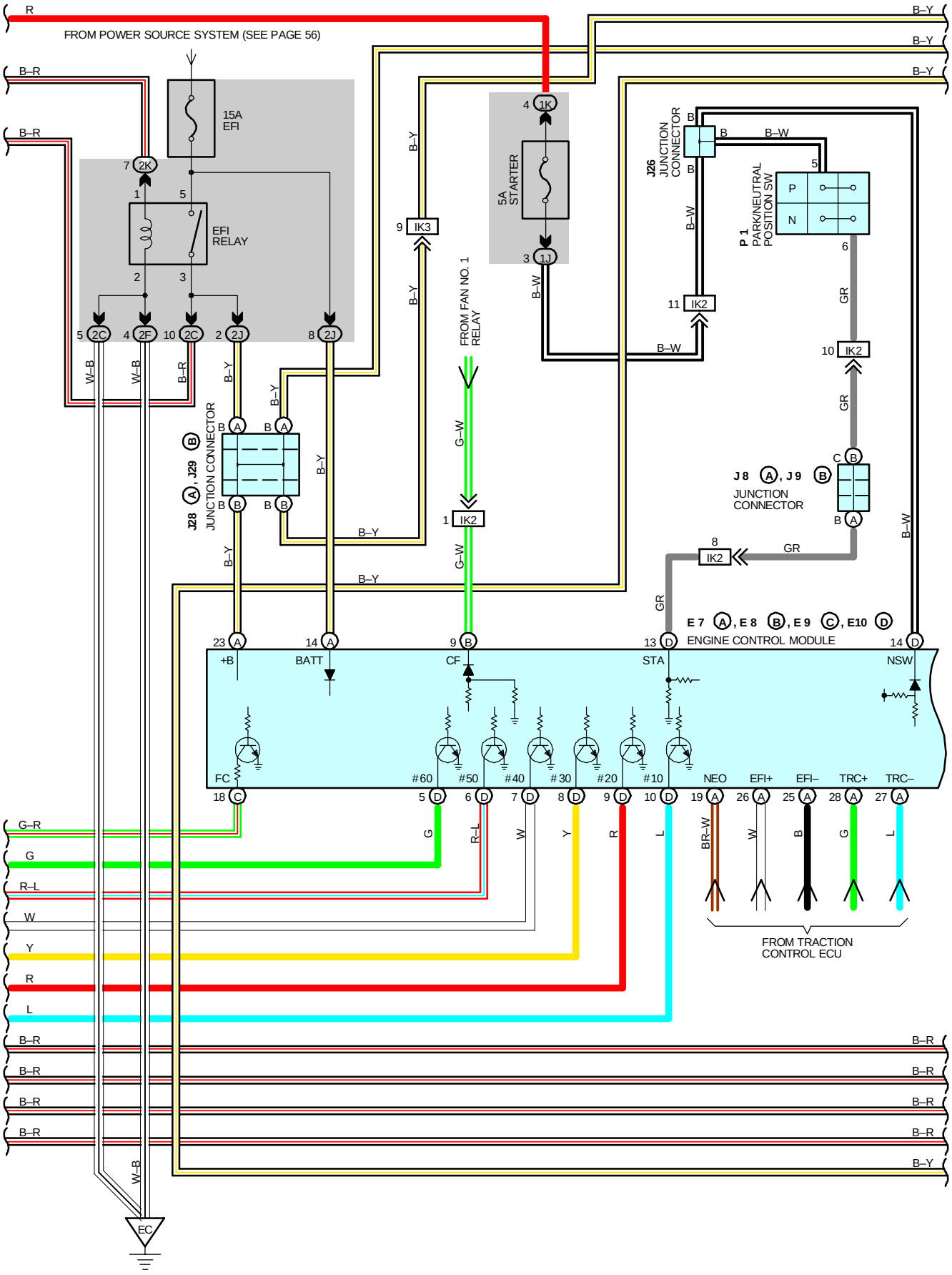
3. DIAGNOSIS SYSTEM

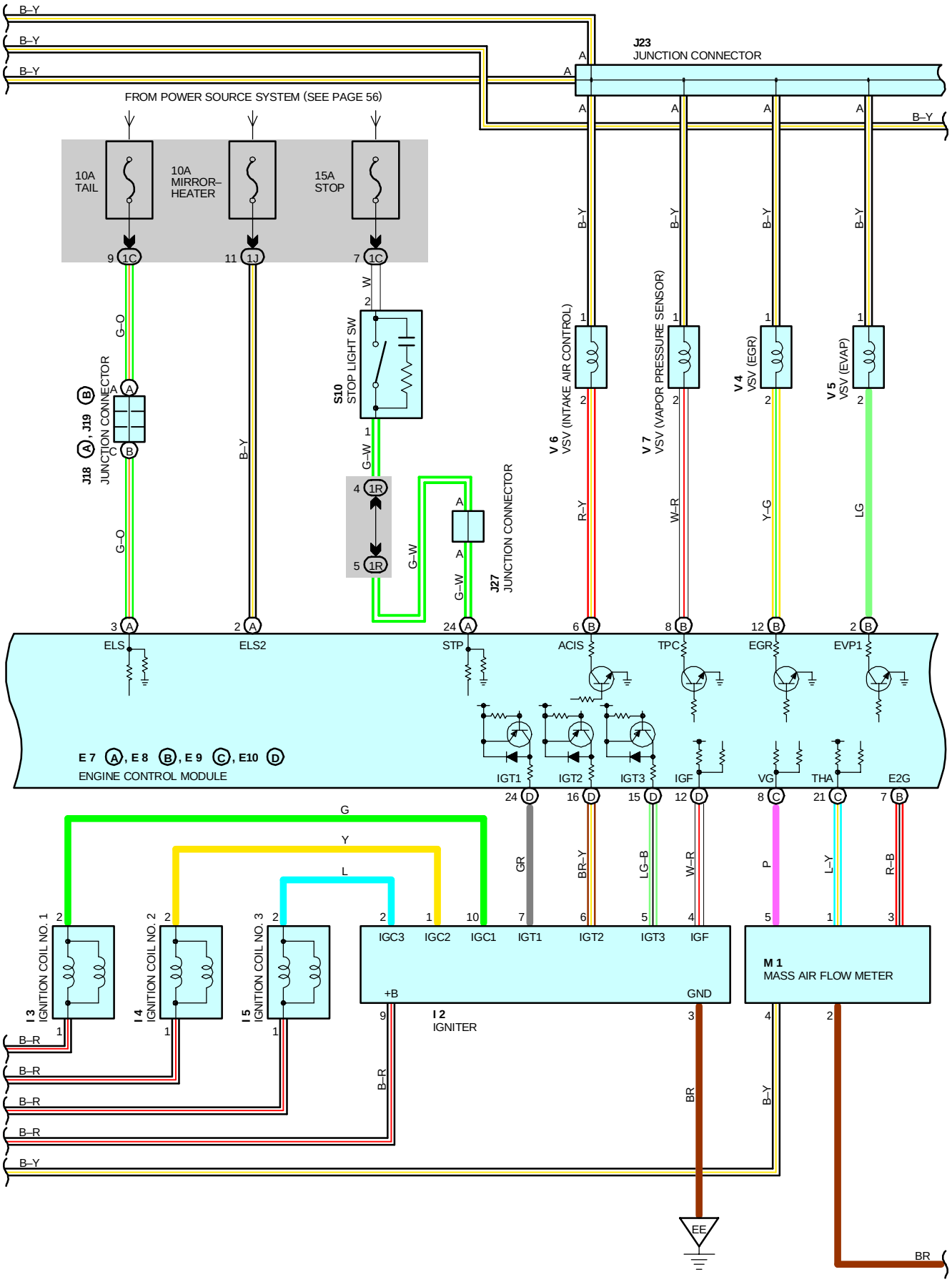
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE CONTROL MODULE SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY.

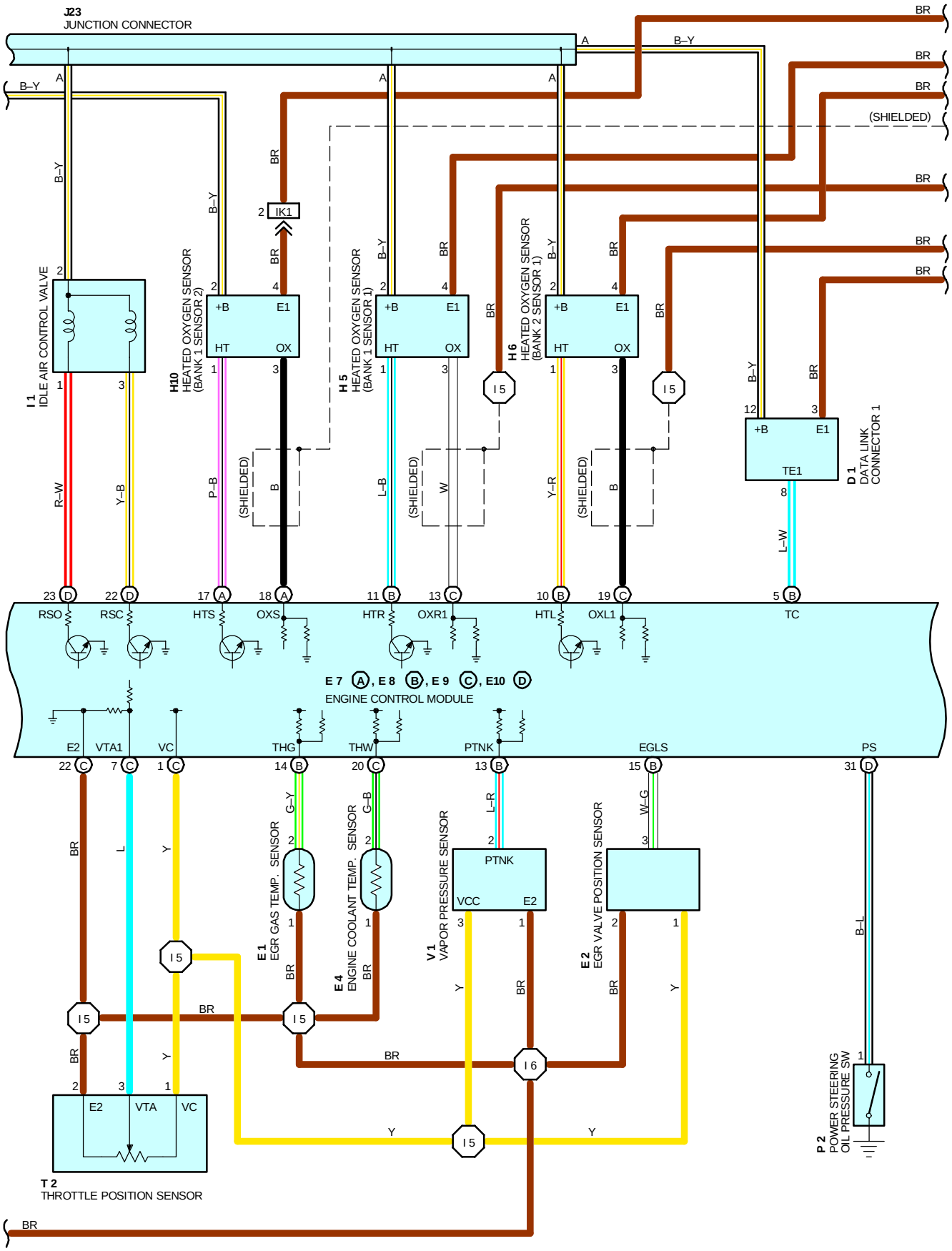
4. FAIL–SAFE SYSTEM

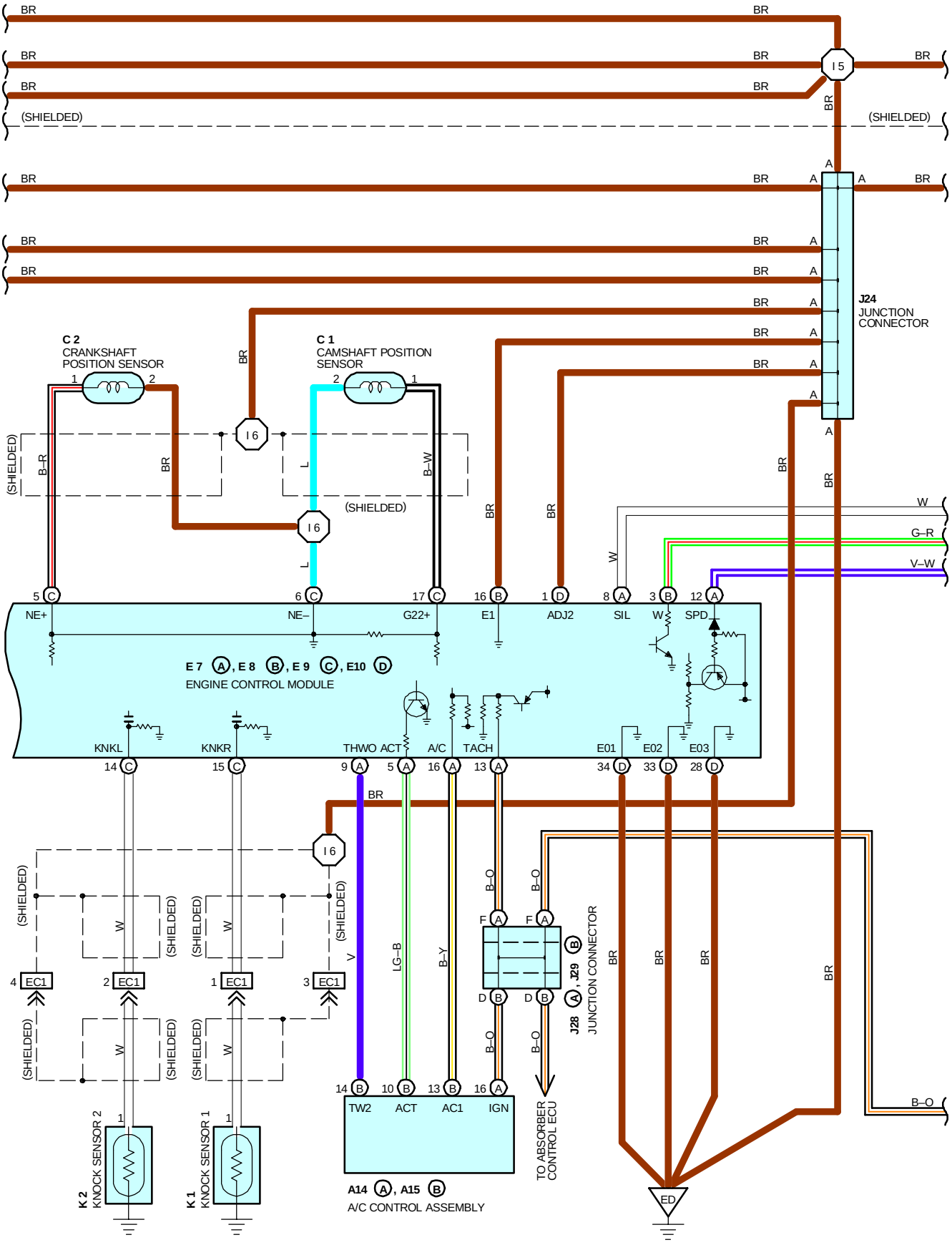
WHEN A MALFUNCTION OCCURS IN ANY SYSTEMS, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL–SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE CONTROL MODULE MEMORY OR ELSE STOPS THE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

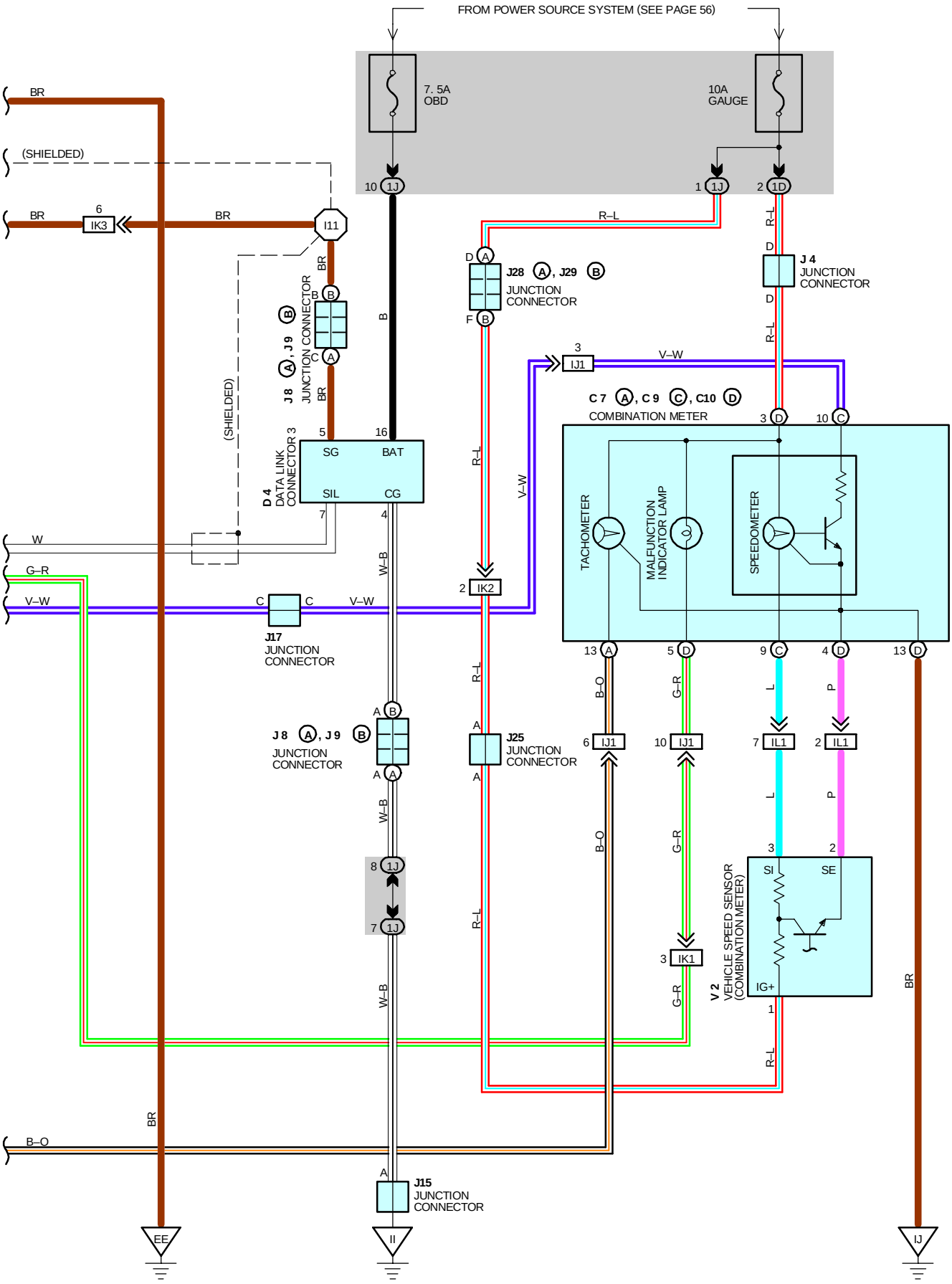

R
B–R
W–R
7
AM2
IG2
6
B–R
ST2
8
R
I13
IGNITION SW
3 1K
7 1W
5A
IGN
8 1C
5 1K
5 1B
W–R
4 2L
30A
AM2
1 2A
B
1 C
F6 A, F8 C
FUSIBLE LINK
BLOCK
1 A
B–G
FL MAIN
3. 0W
BATTERY
B–R
12 IK3
J22
JUNCTION CONNECTOR
A
I6 INJECTOR NO. 1
I7 INJECTOR NO. 2
I8 INJECTOR NO. 3
I9 INJECTOR NO. 4
I10 INJECTOR NO. 5
I11 INJECTOR NO. 6
L
R
Y
W
R–L
G
CIR OPN
RELAY
G–R
L–B
5 EB2
4 EB2
3 IK2
7 ID1
F19
FUEL
PUMP
M
W–B
G–R
G
R–L
W
Y
R
L
B–R
J37
JUNCTION
CONNECTOR
BN


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A EFI
EFI RELAY
5A STARTER
FROM FAN NO. 1 RELAY
J26 JUNCTION CONNECTOR
P 1 PARK/NEUTRAL POSITION SW
J28 (A), J29 (B) JUNCTION CONNECTOR
J8 (A), J9 (B) JUNCTION CONNECTOR
E7 (A), E8 (B), E9 (C), E10 (D) ENGINE CONTROL MODULE
+B
BATT
CF
STA
NSW
FC
#60
#50
#40
#30
#20
#10
NEO
EFI+
EFI–
TRC+
TRC–
FROM TRACTION CONTROL ECU
EC


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A TAIL
10A MIRROR– HEATER
15A STOP
J23 JUNCTION CONNECTOR
J18, J19 JUNCTION CONNECTOR
J27 JUNCTION CONNECTOR
S10 STOP LIGHT SW
V 6 VSV (INTAKE AIR CONTROL)
V 7 VSV (VAPOR PRESSURE SENSOR)
V 4 VSV (EGR)
V 5 VSV (EVAP)
E7 A, E8 B, E9 C, E10 D
ENGINE CONTROL MODULE
ELS
ELS2
STP
ACIS
TPC
EGR
EVP1
IGT1
IGT2
IGT3
IGF
VG
THA
E2G
I3 IGNITION COIL NO. 1
I4 IGNITION COIL NO. 2
I5 IGNITION COIL NO. 3
I2 IGNITER
IGC3
IGC2
IGC1
+B
GND
M1 MASS AIR FLOW METER
EE
B–Y
G–O
W
G–W
R–Y
W–R
Y–G
LG
GR
BR–Y
LG–B
P
L–Y
R–B
B–R
BR
G
Y
L


J23
JUNCTION CONNECTOR
I 1
IDLE AIR CONTROL VALVE
H10
HEATED OXYGEN SENSOR (BANK 1 SENSOR 2)
H 5
HEATED OXYGEN SENSOR (BANK 1 SENSOR 1)
H 6
HEATED OXYGEN SENSOR (BANK 2 SENSOR 1)
D 1
DATA LINK CONNECTOR 1
IK1
I 5
I 6
+B
E1
HT
OX
TE1
(SHIELDED)
RSO
RSC
HTS
OXS
HTR
OXR1
HTL
OXL1
TC
E 7 A, E 8 B, E 9 C, E10 D
ENGINE CONTROL MODULE
E2
VTA1
VC
THG
THW
PTNK
EGLS
PS
E 1
EGR GAS TEMP. SENSOR
E 4
ENGINE COOLANT TEMP. SENSOR
V 1
VAPOR PRESSURE SENSOR
E 2
EGR VALVE POSITION SENSOR
VCC
VTA
T 2
THROTTLE POSITION SENSOR
P 2
POWER STEERING OIL PRESSURE SW
BR
B–Y
R–W
Y–B
P–B
B
L–B
W
Y–R
L–W
G–Y
G–B
L–R
W–G
B–L
L
Y


BR
(SHIELDED)
I 5
I 6
J24
JUNCTION
CONNECTOR
C 2
CRANKSHAFT
POSITION SENSOR
C 1
CAMSHAFT POSITION
SENSOR
B–R
B–W
L
W
G–R
V–W
NE+
NE–
G22+
E1
ADJ2
SIL
W
SPD
E7 A, E8 B, E9 C, E10 D
ENGINE CONTROL MODULE
KNKL
KNKR
THWO
ACT
A/C
TACH
E01
E02
E03
EC1
V
LG–B
B–Y
B–O
J28 A, J29 B
JUNCTION CONNECTOR
TO ABSORBER
CONTROL ECU
TW2
ACT
AC1
IGN
A14 A, A15 B
A/C CONTROL ASSEMBLY
K 2
KNOCK SENSOR 2
K 1
KNOCK SENSOR 1
ED


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
7. 5A
OBD
10A
GAUGE
BR
(SHIELDED)
IK3
I11
J8 Ⓐ, J9 Ⓑ
JUNCTION CONNECTOR
D 4
DATA LINK
CONNECTOR 3
SG
BAT
SIL
CG
J28 Ⓐ, J29 Ⓑ
JUNCTION
CONNECTOR
J 4
JUNCTION
CONNECTOR
R–L
V–W
IJ1
IK2
C 7 Ⓐ, C 9 Ⓒ, C10 Ⓓ
COMBINATION METER
TACHOMETER
MALFUNCTION
INDICATOR LAMP
SPEEDOMETER
W
G–R
V–W
J17
JUNCTION
CONNECTOR
W–B
J25
JUNCTION
CONNECTOR
B–O
G–R
L
P
IL1
IK1
V 2
VEHICLE SPEED SENSOR
(COMBINATION METER)
SI
SE
IG+
J15
JUNCTION
CONNECTOR
EE
II
IJ

SERVICE HINTS

CIR OPN RELAY

(1) 5 – (1) 3 : CLOSED WITH THE STARTER RUNNING

EFI RELAY

5–3 : CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION

E 4 ENGINE COOLANT TEMP. SENSOR

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

E7(A) , E 8(B) , E 9(C) , E10(D) ENGINE CONTROL MODULE

VOLTAGE AT ENGINE CONTROL MODULE WIRING CONNECTOR

BATT–E1 : ALWAYS **9.0–14.0** VOLTS
+B–E1 : 9.0–14.0 VOLTS (IGNITION SW TO **ON** POSITION)
VC–E2 : ALWAYS **4.5–5.5** VOLTS (IGNITION SW AT **ON** POSITION)
VTA1–E2 : 0.3–0.8 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
3.2–4.9 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY OPEN)
VG–E2G : 1.1–1.5 VOLTS (ENGINE IDLING AND A/C SW OFF)
THA–E2 : 0.5–3.4 VOLTS (ENGINE IDLING AND INTAKE AIR TEMP. **20**°C, **68**°F)
THW–E2 : 0.2–1.0 VOLTS (ENGINE IDLING AND COOLANT TEMP. **80**°C, **176**°F)
IGF–E1 : 4.5–5.5 VOLTS (IGNITION SW AT **ON** POSITION)
PULSE GENERATION (ENGINE IDLING)
G22+–NE : PULSE GENERATION (ENGINE IDLING)
NE+–NE : PULSE GENERATION (ENGINE IDLING)
SIL–E1 : PULSE GENERATION (DURING TRANSMISSION)
TACH–E1 : PULSE GENERATION (ENGINE IDLING)
STA–E1 : 6.0 VOLTS OR MORE (ENGINE CRANKING)
THG–E2 : 4.5–5.5 VOLTS (IGNITION SW AT **ON** POSITION)
EGR–EO1: 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
FC–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
0–3.0 VOLTS (ENGINE IDLING)
SPD–E1 : PULSE GENERATION (IGNITION SW ON AND ROTATE DRIVING WHEEL SLOWLY)
W–E1 : BELOW **3.0** VOLTS (IGNITION SW AT **ON** POSITION)
A/C–E1 : BELOW **2.0** VOLTS (ENGINE IDLING AND A/C SW ON)
9.0–14.0 VOLTS (A/C SW OFF)
ACT–E1 : 9.0–14.0 VOLTS (ENGINE IDLING AND A/C SW ON)
BELOW **2.0** VOLTS (A/C SW OFF)
ACIS–EO1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
NSW–E1 : 9.0–14.0 VOLTS (IGNITION SW ON AND OTHER SHIFT POSITION IN **P** OR **N** POSITION)
0–3.0 VOLTS (IGNITION SW ON AND SHIFT POSITION IN **P** OR **N** POSITION)
EVP–E01 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
TC–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
STP–E1 : 7.5–14.0 VOLTS (IGNITION SW ON AND BRAKE PEDAL DEPRESSED)
0–1.5 VOLTS (IGNITION SW ON AND BRAKE PEDAL DEPRESSED)
CF–E1 : 9.0–14.0 VOLTS (COOLING FAN IS OPERATING ON HIGH SPEED)
: 0–2.0 VOLTS (COOLING FAN IS OPERATING ON LOW SPEED OR OFF)
TPC–E1 : 9.0–14.0 VOLTS (IGNITION SW ON AND DISCONNECT THE VACUUM HOSE FROM THE VAPOR PRESSURE SENSOR)
PTNK–E1 : 3.0–3.6 VOLTS (IGNITION SW AT **ON** POSITION)
1.3–2.1 VOLTS (IGNITION SW ON AND APPLY VACUUM **2.0** KPA)
RSC,RSO–E1 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
KNKL,KNKR–E1 : PULSE GENERATION (ENGINE IDLING)
HTS, HTL, HTR–E03 : 9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
0–3.0 VOLTS (ENGINE IDLING)
OXS, OXL1, OXR1–E1 : PULSE GENERATION (MAINTAIN ENGINE SPEED AT **2500** RPM FOR TWO MINUTES AFTER WARMING UP)
IGT1, IGT2, IGT3–E1:PULSE GENERATION (ENGINE IDLING)
#10, #20, #30, #40, #50, #60–EO1:9.0–14.0 VOLTS (IGNITION SW AT **ON** POSITION)
:PULSE GENERATION (ENGINE IDLING)

I 6, I 7, I 8, I 9 , I10, I 11 INJECTOR

2–1 : APPROX. **13.8** Ω

T 2 THROTTLE POSITION SENSOR

2–1 **: 3.75** KΩ

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14 A	28	H10	28	J23	29
A15 B	28	I 1	27	J24	29
C 1	26	I 2	27	J25	29
C 2	26	I 3	27	J26	29
C 7 A	28	I 4	27	J27	29
C 9 C	28	I 5	27	J28 A	29
C10 D	28	I 6	27	J29 B	29
D 1	26	I 7	27	J37	30
D 4	28	I 8	27	K 1	27
E 1	26	I 9	27	K 2	27
E 2	26	I10	27	M 1	27
E 4	26	I11	27	P 1	27
E 7 A	28	I13	28	P 2	27
E 8 B	28	J 4	29	S10	29
E 9 C	28	J 8 A	29	T 2	27
E10 D	28	J 9 B	29	V 1	27
F 6 A	26	J15	29	V 2	27
F 8 C	26	J17	29	V 4	27
F19	30	J18 A	29	V 5	27
H 5	26	J19 B	29	V 6	27
H 6	26	J22	29	V 7	27

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1K		
1R		
1W		
2A	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2F		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		
2L		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
EC1	34	ENGINE WIRE AND SENSOR WIRE (LEFT BANK OF THE CYLINDER HEAD)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2		
IK3		
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)

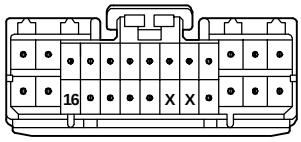
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
ED	34	SURGE TANK RH
EE	34	REAR SIDE OF SURGE TANK
II	36	INSTRUMENT PANEL BRACE LH
IJ	36	INSTRUMENT PANEL BRACE RH
BN	40	UNDER THE LEFT CENTER PILLAR

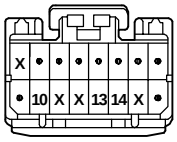
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	38	ENGINE WIRE	I11	38	INSTRUMENT PANEL WIRE
I 6					

A14 Ⓐ



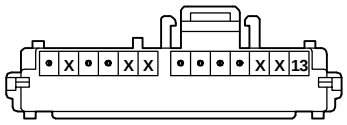
A15 Ⓑ



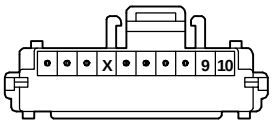
C 1 BLACK

C 2 BLACK

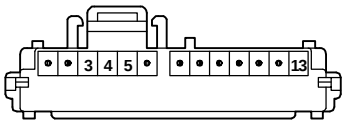
C 7 Ⓐ BLUE



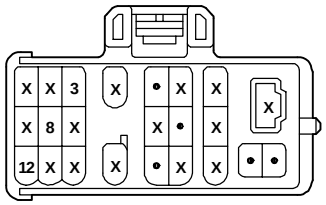
C 9 Ⓒ GRAY



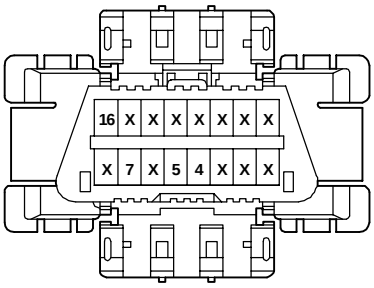
C10 Ⓓ BROWN



D 1 BLACK



D 4

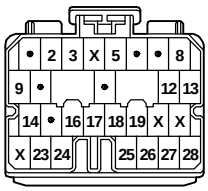


E 1 DARK GRAY

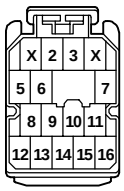
E 2 BLACK

E 4 DARK GRAY

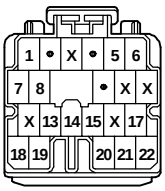
E 7 Ⓐ



E 8 Ⓑ



E 9 Ⓒ



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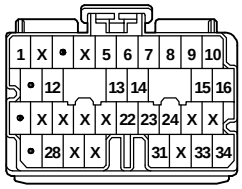

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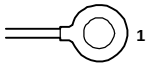

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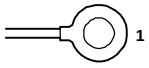

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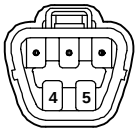

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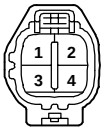

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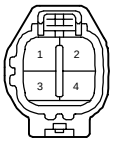

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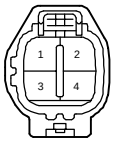

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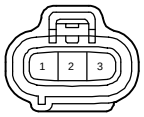

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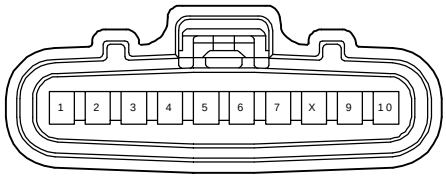

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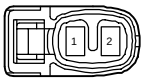

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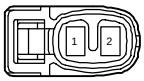

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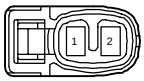


I 6 GRAY

I 7 GRAY

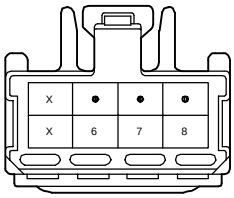
I 8 GRAY

I 9 GRAY

I10 GRAY

I11 GRAY

I13



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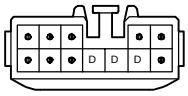
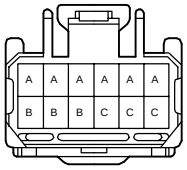


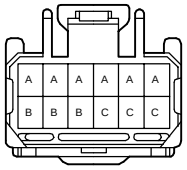
(HINT : SEE PAGE 7)

J 8 (A) GRAY



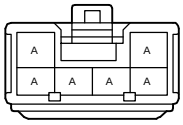
(HINT : SEE PAGE 7)

J 9 (B) GRAY



(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

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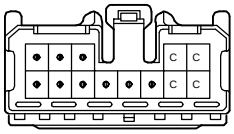

(HINT : SEE PAGE 7)

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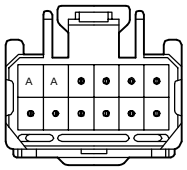

(HINT : SEE PAGE 7)

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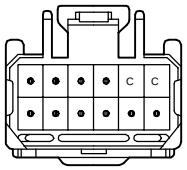
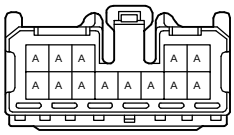


(HINT : SEE PAGE 7)

J22 ORANGE



(HINT : SEE PAGE 7)

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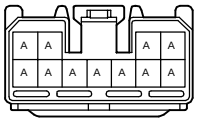

(HINT : SEE PAGE 7)

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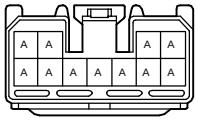

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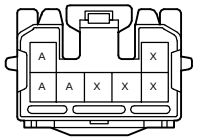

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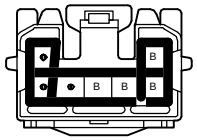
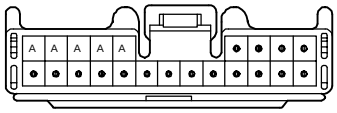


(HINT : SEE PAGE 7)

J27



(HINT : SEE PAGE 7)

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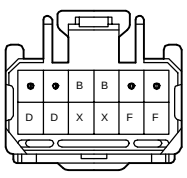
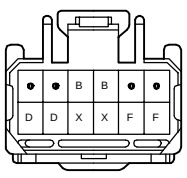


(HINT : SEE PAGE 7)

J29 (B)



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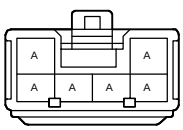

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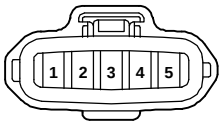
K 2 DARK GRAY

M 1 BLACK



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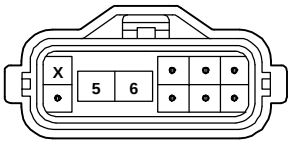

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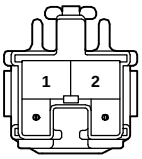

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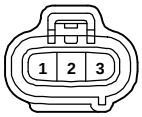

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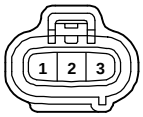

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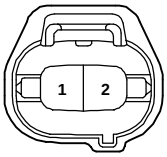

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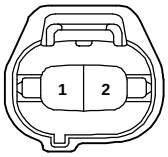

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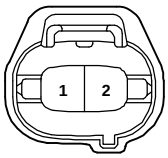

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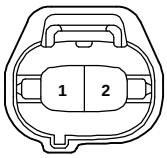

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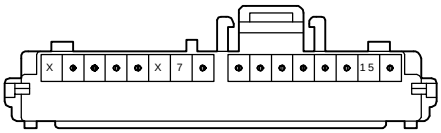

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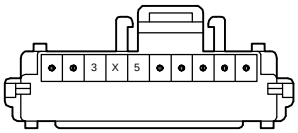

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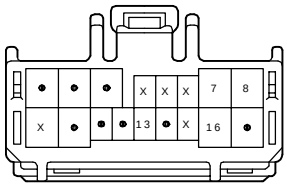

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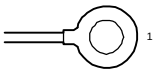

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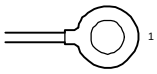

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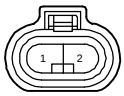

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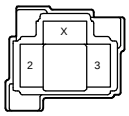

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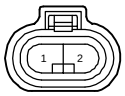

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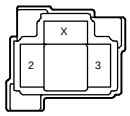

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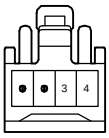

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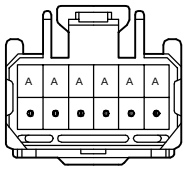

(HINT : SEE PAGE 7)

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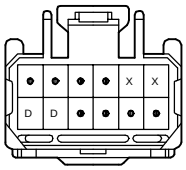
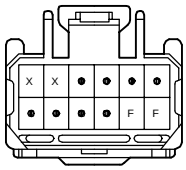


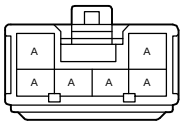
(HINT : SEE PAGE 7)

J11 (B)



(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

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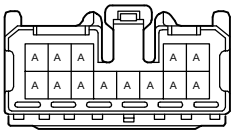

(HINT : SEE PAGE 7)

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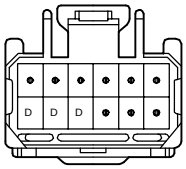
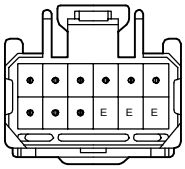


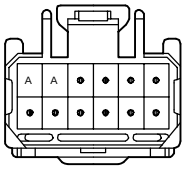
(HINT : SEE PAGE 7)

J19 (B) BLACK



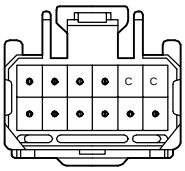
(HINT : SEE PAGE 7)

J20 (A) BLACK



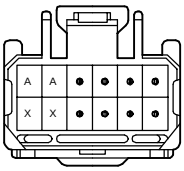
(HINT : SEE PAGE 7)

J21 (B) BLACK



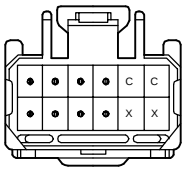
(HINT : SEE PAGE 7)

J31 (A)



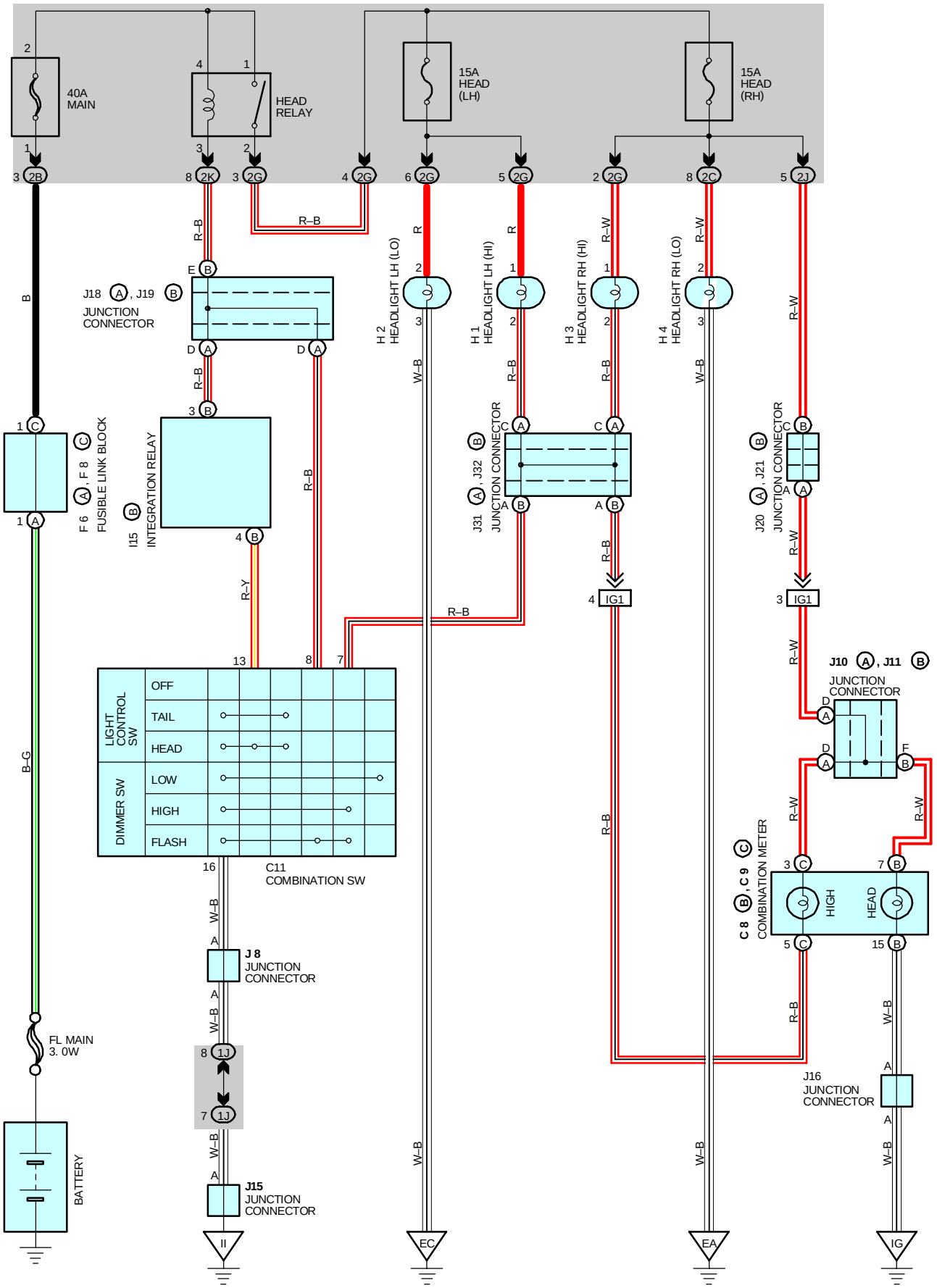
(HINT : SEE PAGE 7)

J32 (B)



(HINT : SEE PAGE 7)

HEADLIGHT (USA)



SERVICE HINTS

HEAD RELAY

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

LIGHT AUTO TURN OFF OPERATION

PLEASE REFER TO THE LIGHT AUTO TURN OFF SYSTEM (SEE PAGE 115)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8 B	28	H 3	26	J16	29
C 9 C	28	H 4	26	J18 A	29
C11	28	I15 B	28	J19 B	29
F 6 A	26	J 8	29	J20 A	29
F 8 C	26	J10 A	29	J21 B	29
H 1	26	J11 B	29	J31 A	29
H 2	26	J15	29	J32 B	29

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2B	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2G		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

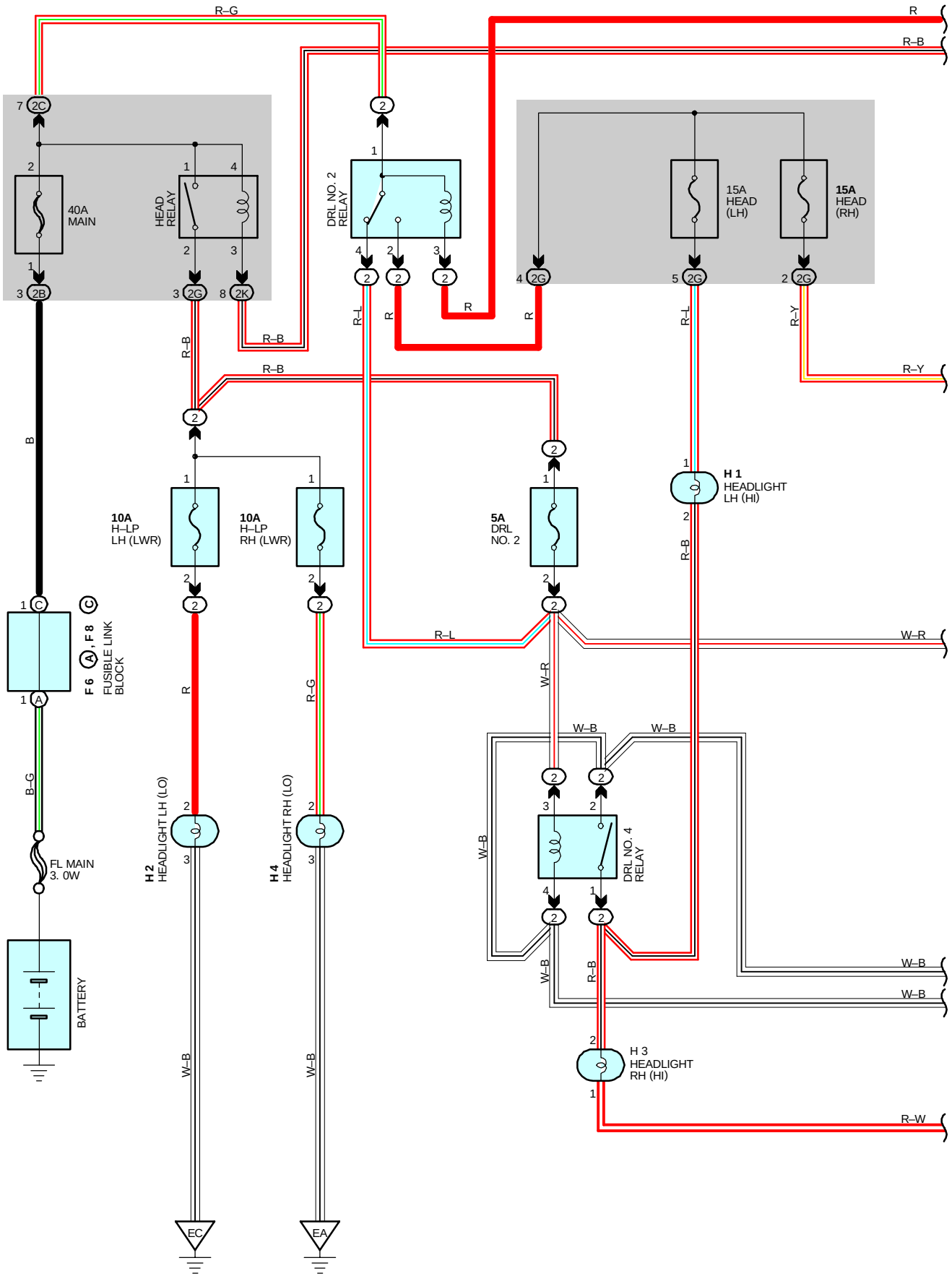
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

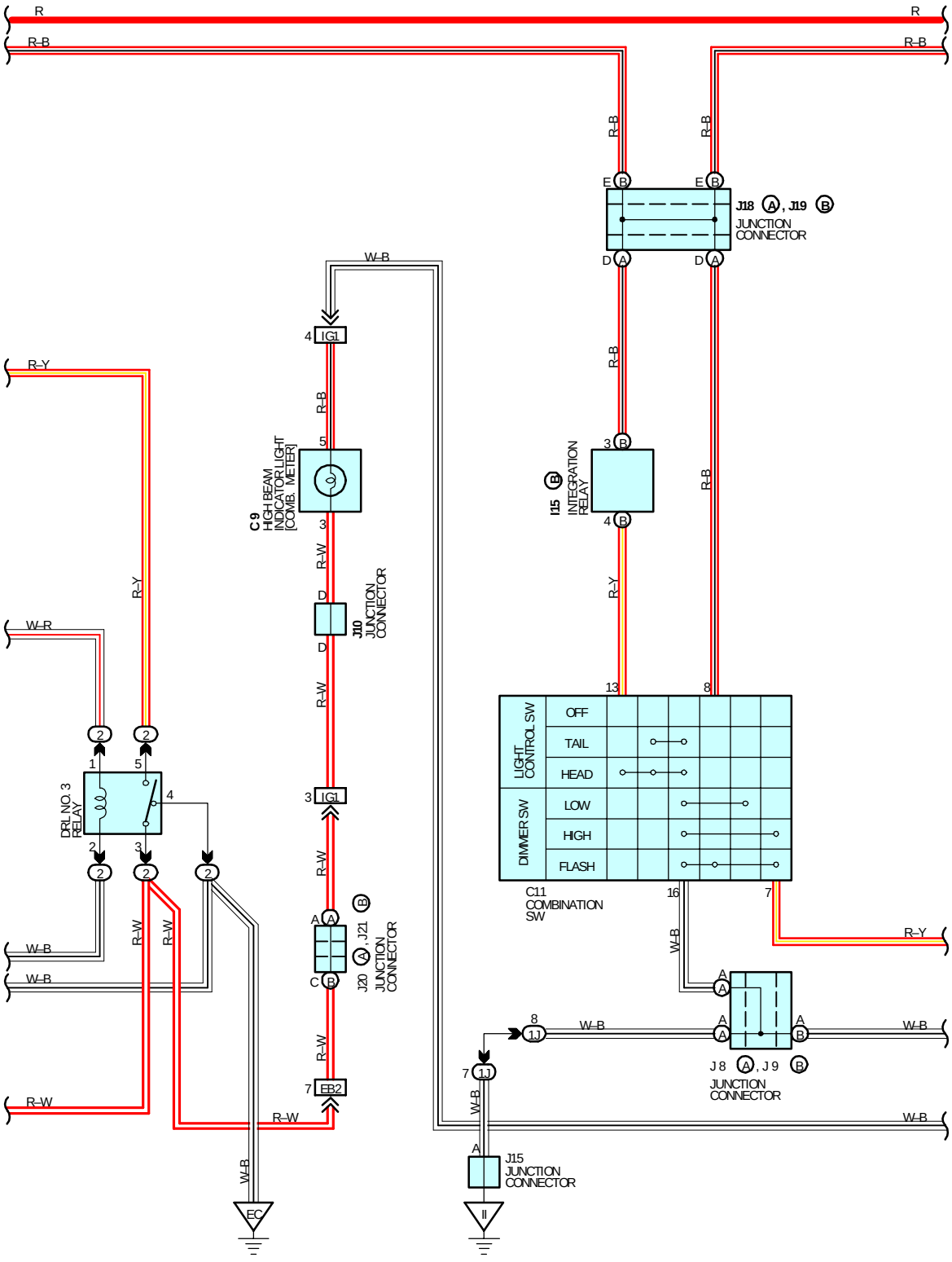
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)

: GROUND POINTS

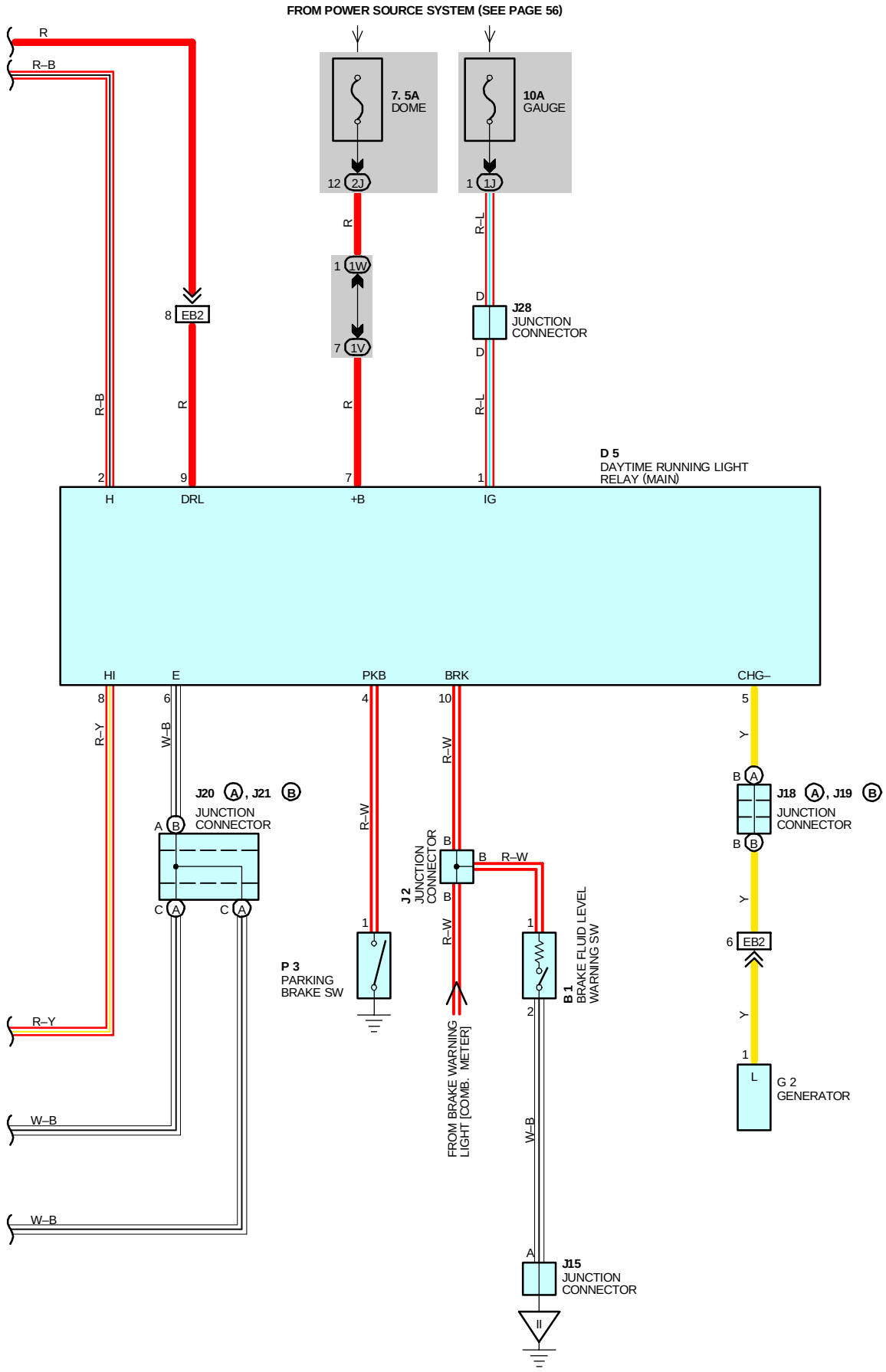
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EC	34	LEFT RADIATOR SIDE SUPPORT
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH

HEADLIGHT(CANADA)




R
R-B
W-B
R-Y
W-R
R-W
J18 A, J19 B
JUNCTION CONNECTOR
C9
HIGH BEAM INDICATOR LIGHT [COMB. METER]
J10
JUNCTION CONNECTOR
I15
INTEGRATION RELAY
DRL NO. 3 RELAY
C11
COMBINATION SW
LIGHT CONTROL SW
DIMMER SW
OFF
TAIL
HEAD
LOW
HIGH
FLASH
IG1
EB2
J20 A, J21 B
JUNCTION CONNECTOR
J8 A, J9 B
JUNCTION CONNECTOR
J15
JUNCTION CONNECTOR
EC

HEADLIGHT(CANADA)



SYSTEM OUTLINE

CURRENT FROM THE BATTERY IS ALWAYS FLOWING FROM THE FL MAIN → **MAIN** FUSE → HEAD RELAY (COIL SIDE) → **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN) AND **TEINRMINAL 8** OF THE DIMMER SW, HEAD RELAY (COIL SIDE) → **TERMINAL Ⓑ 3** OF THE INTEGRATION RELAY → **TERMINAL Ⓒ 4** → **TERMINAL 13** OF THE LIGHT CONTROL SW, FL MAIN → **MAIN** FUSE → DRL NO.2 RELAY (COIL SIDE) → **TERMINAL 9** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN).

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE GENERATED AT **TERMINAL 'L'** OF THE GENERATOR IS APPLIED TO **TERMINAL 5** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN).

IF THE PARKING BRAKE PEDAL IS DEPRESSED (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY IS NOT ENERGIZED, SO THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE. IF THE PARKING PEDAL LEVER IS RELEASED (PARKING BRAKE SW OFF), THE SIGNAL IS INPUT TO **TERMINAL 4** OF THE RELAY. THIS ACTIVATES THE RELAY AND CURRENT FROM **MAIN** FUSE FLOWS TO DRL NO. 2 RELAY (POINT SIDE) → **HEAD (LH)** FUSE → **TERMINAL 1** OF THE HEADLIGHT LH (LH) → **TERMINAL 2** → **TERMINAL 2** OF THE HEADLIGHT RH (HI) → **TERMINAL 1** → **TERMINAL 3** OF THE DRL NO.3 RELAY → **TERMINAL 4** → TO **GROUND,** CAUSING THE HEADLIGHTS TO LIGHT UP DIMMER THAN NORMAL BRIGHTNESS.

THIS IS HOW THE DAYTIME RUNNING LIGHT SYSTEM OPERATES ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND THE HEADLIGHTS HAVE LIGHT UP, THE HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE PEDAL IS DEPRESSED (PARKING BRAKE SW ON).

EVEN IF THE ENGINE STALLS WITH THE IGNITION SW ON AND THERE IS NO VOLTAGE FROM **TERMINAL 'L'** OF THE GENERATOR, THE HEADLIGHTS REMAIN ON. IF THE IGNITION SW IS THEN TURNED OFF, HEADLIGHT ARE TURNED OFF.

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

2. HEADLIGHT OPERATION

- WHEN THE LIGHT CONTROL SW AT THE **HEAD** POSITION
  WHEN THE LIGHT CONTROL SW IS SET TO **HEAD** POSITION, THE CURRENT FLOWING TO THE HEAD RELAY (COIL SIDE) FLOWS TO **TERMINAL B 3** OF THE INTEGRATION RELAY → **TERMINAL Ⓑ 4** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND,** TURNING THE HEAD RELAY ON.
  THIS CAUSES THE CURRENT FLOWING TO THE HEAD RELAY (POINT SIDE) → **DRL NO. 2** FUSE → DRL NO.3 RELAY (COIL SIDE) AND DRL NO.4 RELAY (COIL SIDE) → **GROUND,** TURNING THE DRL NO.3 AND NO.4 RELAY ON. ALSO, CURRENT FROM THE HEAD RELAY (POINT SIDE) TO **HEAD (LWR)** FUSES → **TERMINAL 2** OF THE HEADLIGHT (LO) → **TERMINAL 3** → **GROUND,** SO THE HEADLIGHTS (LO SIDE) LIGHT UP.
- DIMMER SW AT **FLASH** POSITION
  WHEN THE DIMMER SW IS SET TO **FLASH** POSITION, CURRENT FLOWS FROM HEAD RELAY (COIL SIDE) → **TERMINAL 8** OF THE DIMMER SW → **TERMINAL 16** → **GROUND,** TURNING THE HEAD RELAY ON. AT THE SAME TIME, SIGNALS ARE OUTPUT FROM **TERMINAL 7** AND **TERMINAL 8** OF THE DIMMER SW TO **TERMINAL 8** AND **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), ACTIVATING THE DAYTIME RUNNING LIGHT RELAY (MAIN) AND ALSO THE DRL NO.2 RELAY. WHEN THE HEAD RELAY AND DAYTIME RUNNING LIGHT RELAY (MAIN) ARE ACTIVATED, THE HEADLIGHTS (LO AND HI) THEN LIGHT UP.
- DIMMER SW AT **HIGH** POSITION
  WHEN THE LIGHT CONTROL SW IS SET TO **HEAD** POSITION, A SIGNAL IS OUTPUT FROM **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL Ⓑ 4** OF THE INTEGRATION RELAY → **TERMINAL Ⓑ 3** → **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). WHEN DIMMER SW IS SET TO **HIGH** POSITION, A SIGNAL IS OUTPUT FROM **TERMINAL 7** OF THE DIMMER SW TO **TERMINAL 8** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). THESE SIGNALS ACTIVATE DRL NO.2 RELAY, SO CURRENT FLOWS FROM DRL NO.2 RELAY (POINT SIDE) → **HEAD (LH)** FUSE → **TERMINAL 1** OF THE HEADLIGHT LH (HI) → **TERMINAL 2** → DRL NO.4 RELAY (POINT SIDE) → **GROUND,** AND CURRENT ALSO SIMULTANEOUSLY FLOWS FROM **HEAD (RH)** FUSE → DRL NO.3 RELAY (POINT SIDE) → **TERMINAL 1** OF THE HEADLIGHT RH (HI) → **TERMINAL 2** → DRL NO.4 RELAY (POINT SIDE), CAUSING THE HEADLIGHTS (HI SIDE) TO LIGHT UP.

SERVICE HINTS

D 5 DAYTIME RUNNING LIGHT RELAY (MAIN)

1–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7–GROUND : ALWAYS APPROX. **12** VOLTS
4–GROUND : CONTINUITY WITH THE PARKING BRAKE PEDAL DEPRESSED (PARKING BRAKE SW ON)
5–GROUND : ALWAYS CONTINUITY

HEADLIGHT(CANADA)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 1	26	H 2	26	J15	29
C 9	28	H 3	26	J18 A	29
C11	28	H 4	26	J19 B	29
D 5	28	I15 B	28	J20 A	29
F 6 A	26	J 2	29	J21 B	29
F 8 C	26	J 8 A	29	J28	29
G 2	26	J 9 B	29	P 3	29
H 1	26	J10	29		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	23	ENGINE ROOM NO.2 R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IJ	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V		
1W		
2B	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2G		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

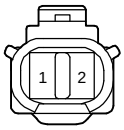
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)

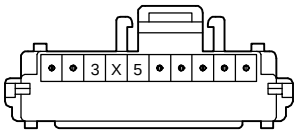
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EC	34	LEFT RADIATOR SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH

B 1 GRAY



C 9 GRAY



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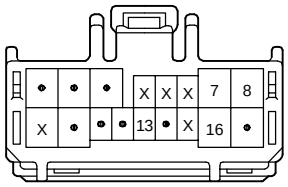
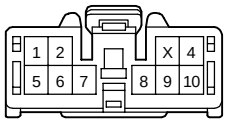


D 5 GRAY



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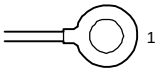

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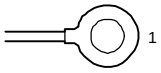

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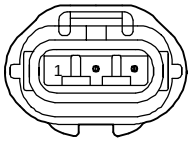

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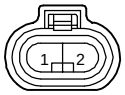

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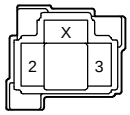

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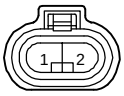

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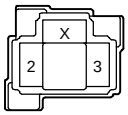
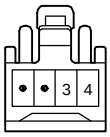


I15 (B)



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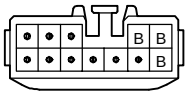
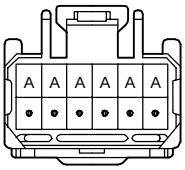


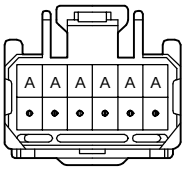
(HINT : SEE PAGE 7)

J 8 (A) GRAY



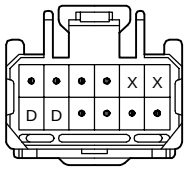
(**HINT : SEE PAGE 7**)

J 9 (B) GRAY



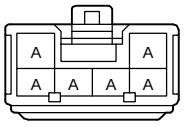
(HINT : SEE PAGE 7)

J10



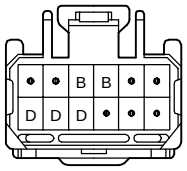
(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

J18 (A) BLACK



(HINT : SEE PAGE 7)

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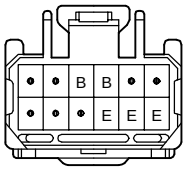

(HINT : SEE PAGE 7)

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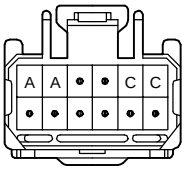
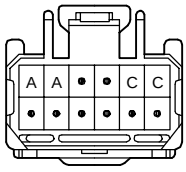


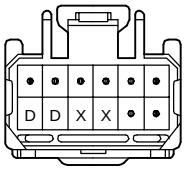
(HINT : SEE PAGE 7)

J21 (B) BLACK



(HINT : SEE PAGE 7)

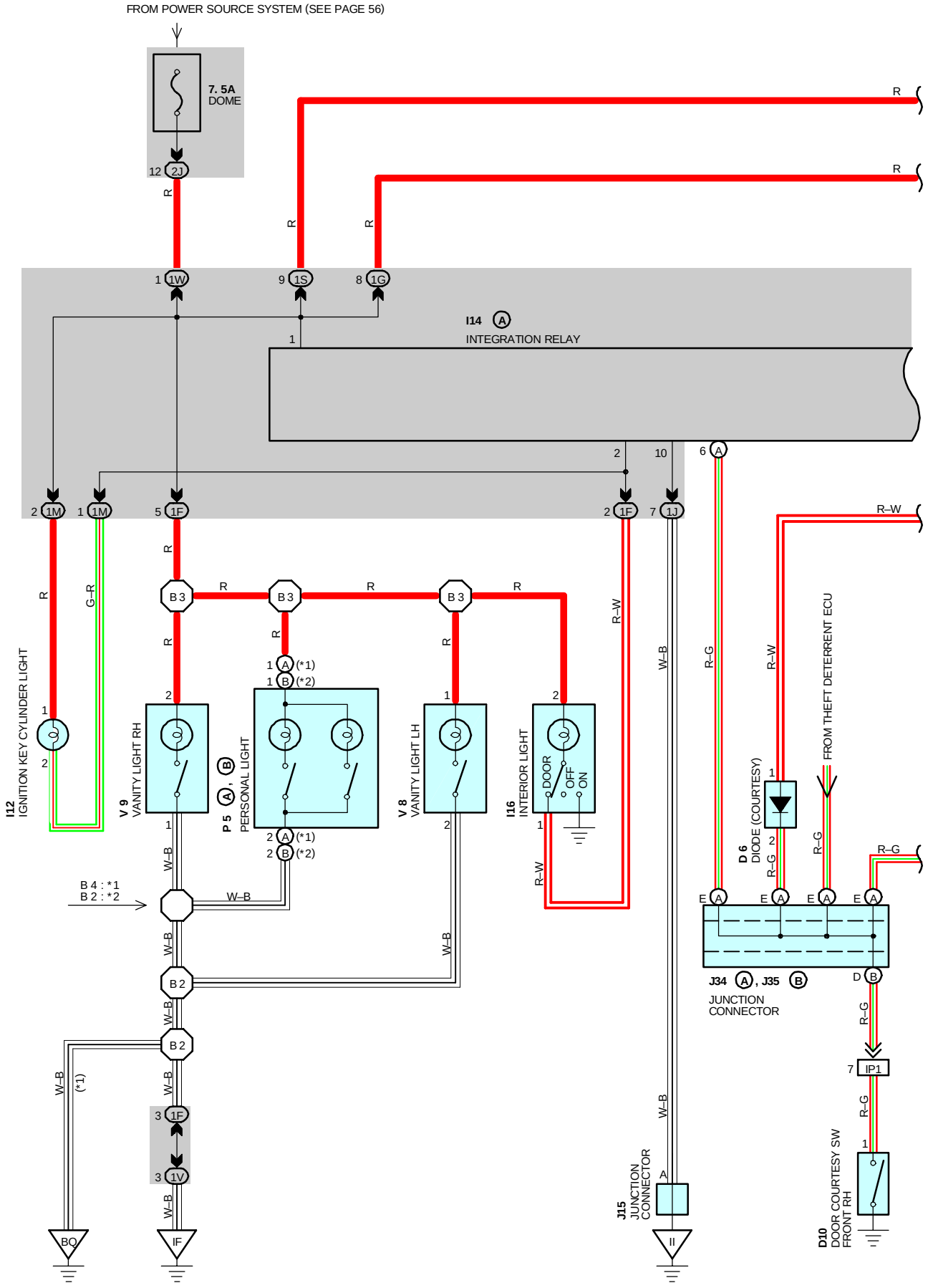
J28



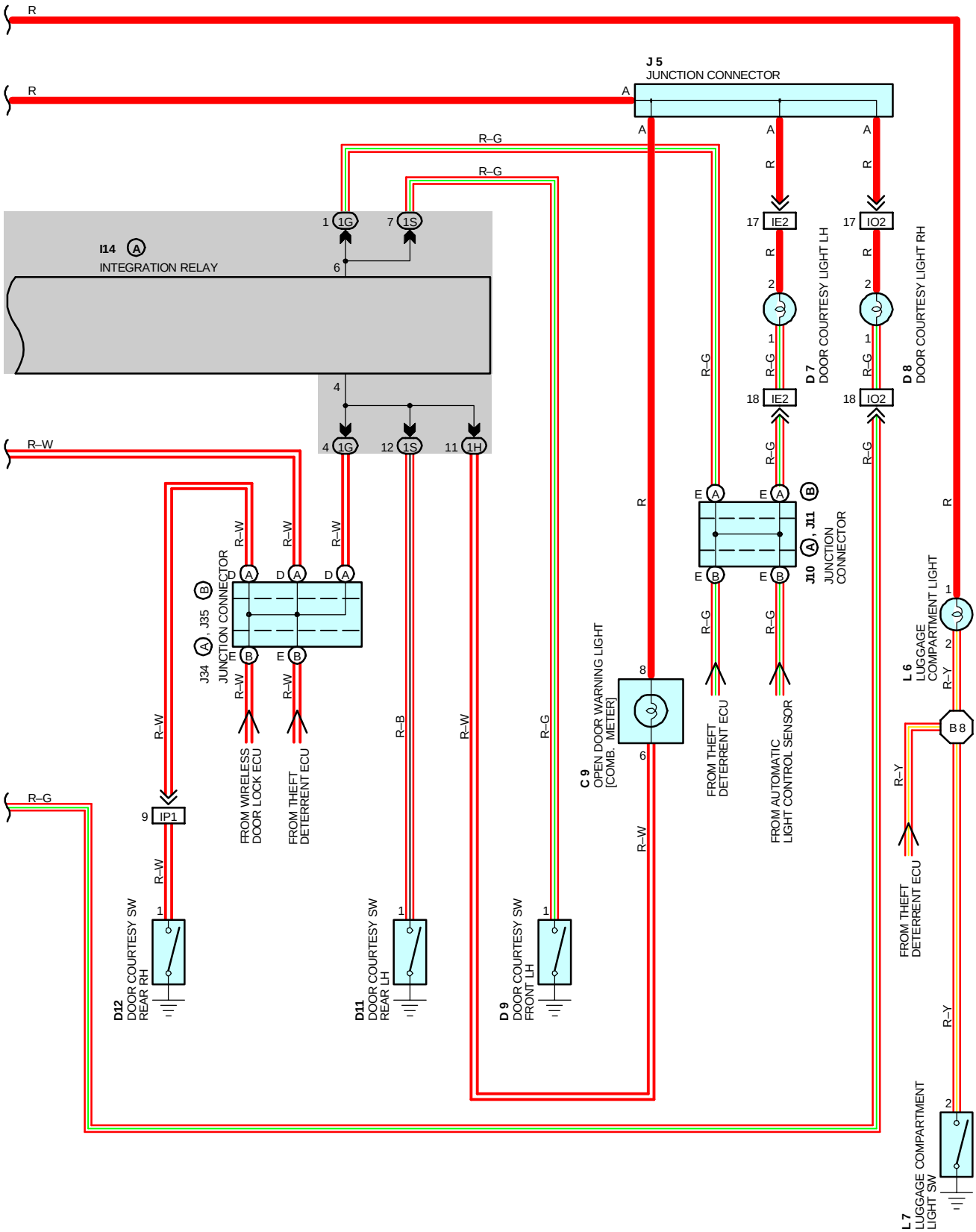
(HINT : SEE PAGE 7)

P 3

INTERIOR LIGHT



* 1 : W/ MOON ROOF
* 2 : W/O MOON ROOF



INTERIOR LIGHT

SERVICE HINTS

INTEGRATION RELAY

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

4–GROUND : CONTINUITY WITH EACH DOOR (FRONT RH, REAR LH AND RH) OPEN

6–GROUND : CONTINUITY WITH THE FRONT LH DOOR OPEN

D 9, D10, D11, D12 DOORCOURTESY SW FRONT LH, RH, REAR, LH, RH

1–GROUND : CLOSED WITH THE DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	28	I12	28	J35 B	29
D 6	28	I14 A	28	L 6	30
D 7	30	I16	30	L 7	30
D 8	30	J 5	29	P 5 A	31
D 9	30	J10 A	29	P 5 B	31
D10	30	J11 B	29	V 8	31
D11	30	J15	29	V9	31
D12	30	J34 A	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IF	24	ROOF WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
IG	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
IJ	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1M		
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
I02	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IP1	38	FLOOR NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

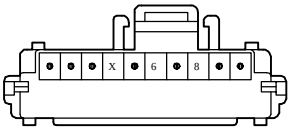
CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH
BQ	40	ROOF LEFT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 2	40	ROOF WIRE	B 4	40	FLOOR WIRE
B 3			B 8	40	ROOF WIRE

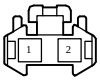
* 1 : W/ MOON ROOF
* 2 : W/O MOON ROOF

C 9 GRAY

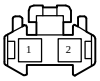


D 6 BLACK

D 7 GRAY



D 8 GRAY



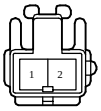
D 9

D10

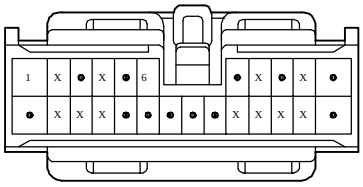
D11

D12

I12

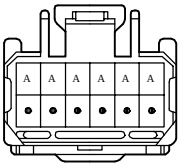


I14 (A) ORANGE



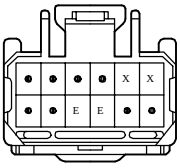
I16

J 5 GRAY



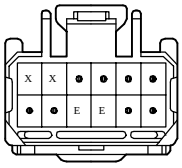
(HINT : SEE PAGE 7)

J10 (A)



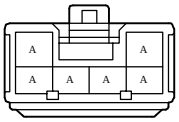
(HINT : SEE PAGE 7)

J11 (B)



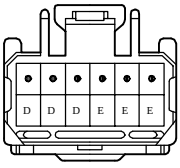
(HINT : SEE PAGE 7)

J15



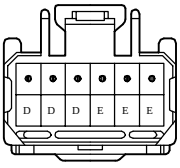
(HINT : SEE PAGE 7)

J34 (A) BLACK



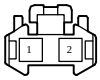
(HINT : SEE PAGE 7)

J35 (B) BLACK

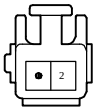


(HINT : SEE PAGE 7)

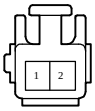
L 6 GRAY



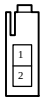
L 7 BLACK



P 5 (A) (*1)



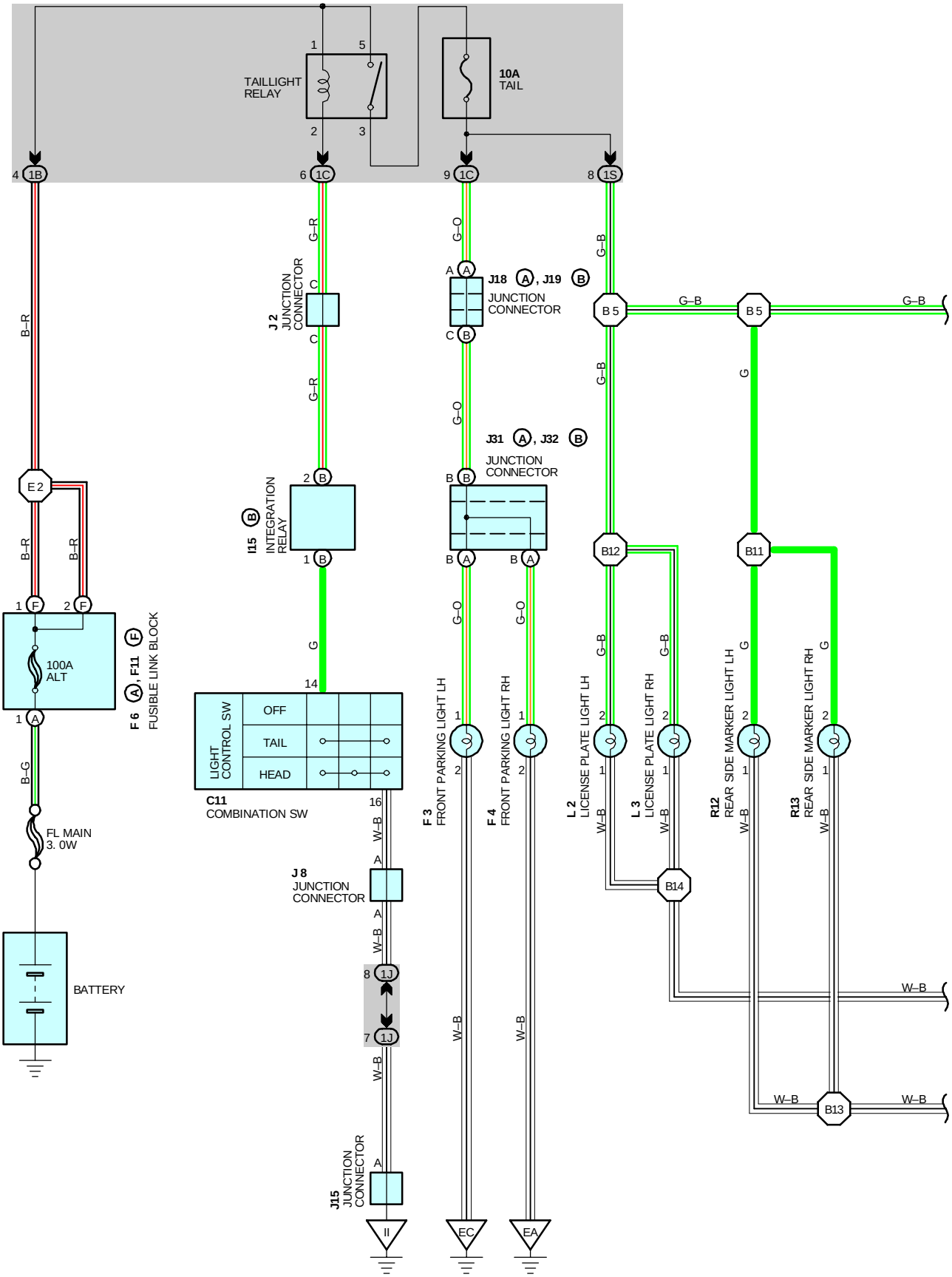
P 5 (B) (*2)

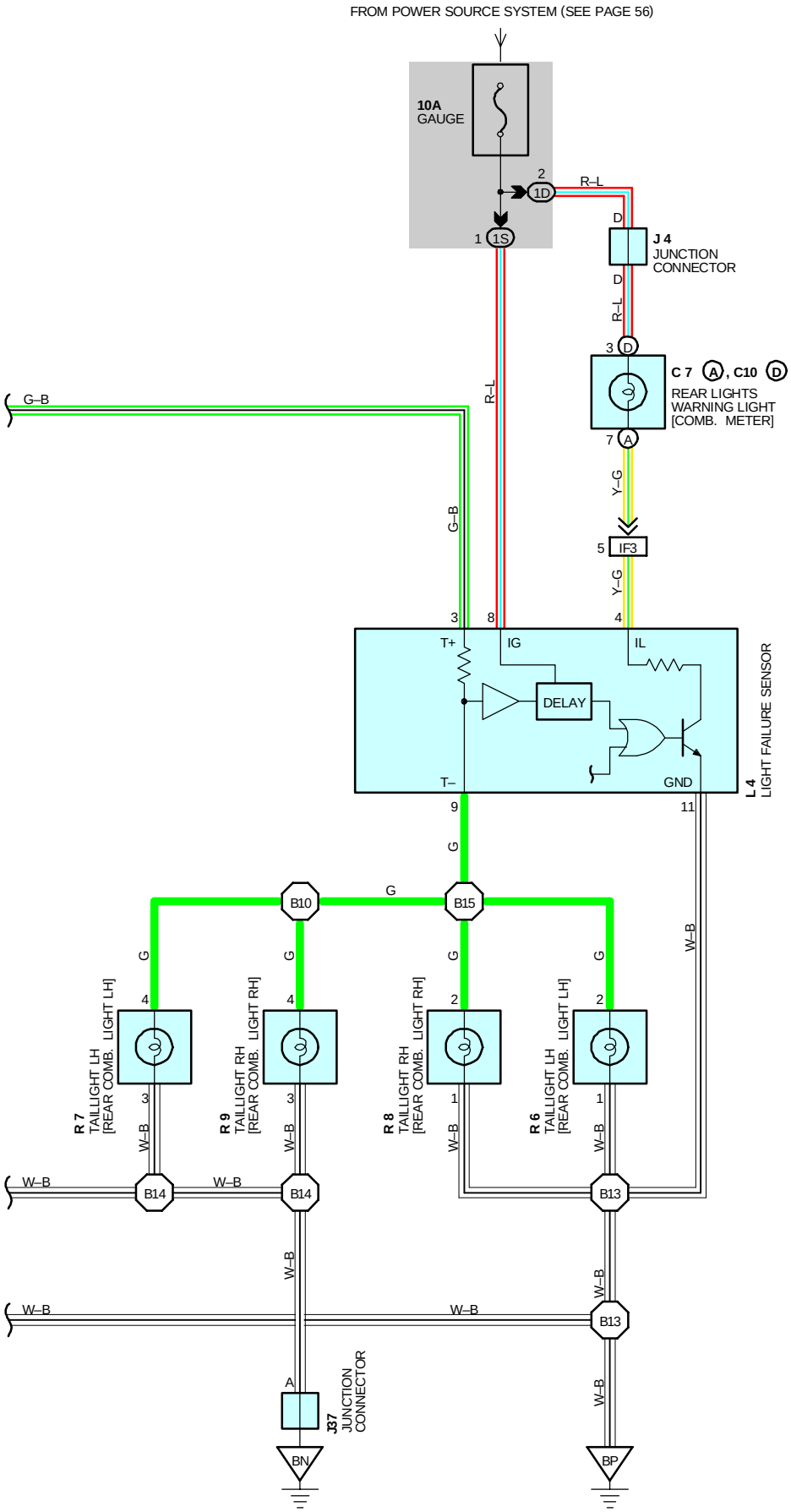


V 8 BLUE

V 9 BLUE

TAILLIGHT


TAILLIGHT RELAY
10A TAIL
4 1B
6 1C
9 1C
8 1S
J2 JUNCTION CONNECTOR
J18 A, J19 B JUNCTION CONNECTOR
J31 A, J32 B JUNCTION CONNECTOR
I15 B INTEGRATION RELAY
E2
100A ALT
F6 A, F11 F FUSIBLE LINK BLOCK
FL MAIN 3. 0W
BATTERY
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11 COMBINATION SW
J8 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
F3 FRONT PARKING LIGHT LH
F4 FRONT PARKING LIGHT RH
L2 LICENSE PLATE LIGHT LH
L3 LICENSE PLATE LIGHT RH
R12 REAR SIDE MARKER LIGHT LH
R13 REAR SIDE MARKER LIGHT RH
B5
B11
B12
B13
B14
II
EC
EA
B–R
G–R
G–O
G–B
G
B–G
W–B


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
GAUGE
2
1D
R–L
1
1S
D
J 4
JUNCTION
CONNECTOR
D
R–L
3
D
C 7 A, C10 D
REAR LIGHTS
WARNING LIGHT
[COMB. METER]
7
A
Y–G
5
IF3
Y–G
G–B
R–L
G–B
3
8
4
T+
IG
IL
DELAY
T–
GND
L 4
LIGHT FAILURE SENSOR
9
11
G
B10
G
B15
W–B
G
G
G
G
4
4
2
2
R 7
TAILLIGHT LH
[REAR COMB. LIGHT LH]
R 9
TAILLIGHT RH
[REAR COMB. LIGHT RH]
R 8
TAILLIGHT RH
[REAR COMB. LIGHT RH]
R 6
TAILLIGHT LH
[REAR COMB. LIGHT LH]
3
3
1
1
W–B
W–B
W–B
W–B
W–B
W–B
B14
B14
B13
B13
W–B
W–B
W–B
W–B
A
J37
JUNCTION
CONNECTOR
BN
BP

TAILLIGHT

SYSTEM OUTLINE

WHEN THE LIGHT CONTROL SW IS TURNED TO **TAIL** OR **HEAD** POSITION, THE CURRENT FLOWS TO **TERMINAL 3** OF THE 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.

TAILIGHT 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 3** OF THE LIGHT FAILURE SENSOR TO **TERMINAL 9** 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 LIGHTS WARNING LIGHT ON, WHICH REMAINS ON UNTIL THE LIGHT CONTROL SW IS TURNED OFF.

SERVICE HINTS

TAILLIGHT RELAY

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

L4 LIGHT FAILURE SENSOR

4,8–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
3–GROUND : APPROX. **12** VOLTS WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
11–GROUND : ALWAYS CONTINUTIY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7 A	28	J 4	29	L 3	30
C10 D	28	J 8	29	L 4	30
C11	28	J15	29	R 6	31
F 3	26	J18 A	29	R 7	31
F 4	26	J19 B	29	R 8	31
F 6 A	26	J31 A	29	R 9	31
F11 F	26	J32 B	29	R12	31
I15 B	28	J37	30	R13	31
J 2	29	L 2	30		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

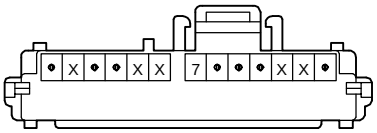
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EC	34	LEFT RADIATOR SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH
BN	40	UNDER THE LEFT CENTER PILLAR
BP	40	BACK PANEL CENTER

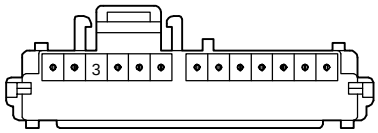
⯃ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE	B12	40	FLOOR WIRE
B10	40	FLOOR WIRE	B13		
B11			B14		

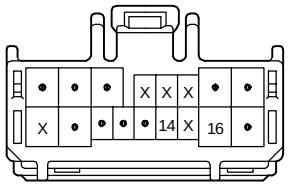
C 7 (A) BLUE



C10 (D) BROWN



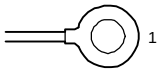
C11



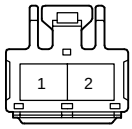
F 3 GRAY

F 4 GRAY

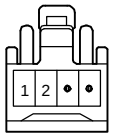
F 6 (A)



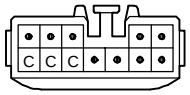
F11 (F)



I15 (B)

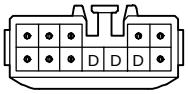


J 2 BLACK



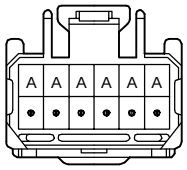
(HINT : SEE PAGE 7)

J 4 BLACK



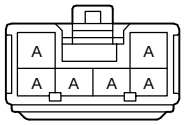
(HINT : SEE PAGE 7)

J 8 GRAY



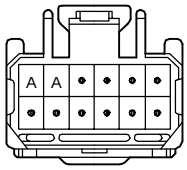
(HINT : SEE PAGE 7)

J15



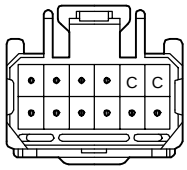
(HINT : SEE PAGE 7)

J18 (A) BLACK



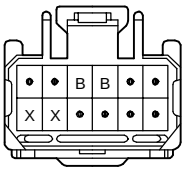
(HINT : SEE PAGE 7)

J19 (B) BLACK



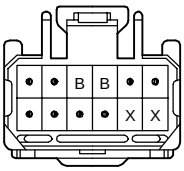
(HINT : SEE PAGE 7)

J31 (A)



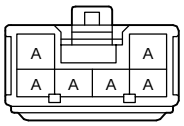
(HINT : SEE PAGE 7)

J32 (B)



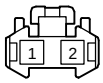
(HINT : SEE PAGE 7)

J37

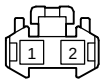


(HINT : SEE PAGE 7)

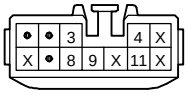
L 2 GRAY



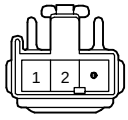
L 3 GRAY



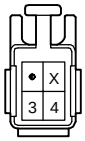
L 4



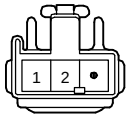
R 6 GRAY



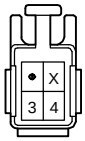
R 7



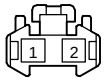
R 8 GRAY



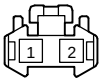
R 9



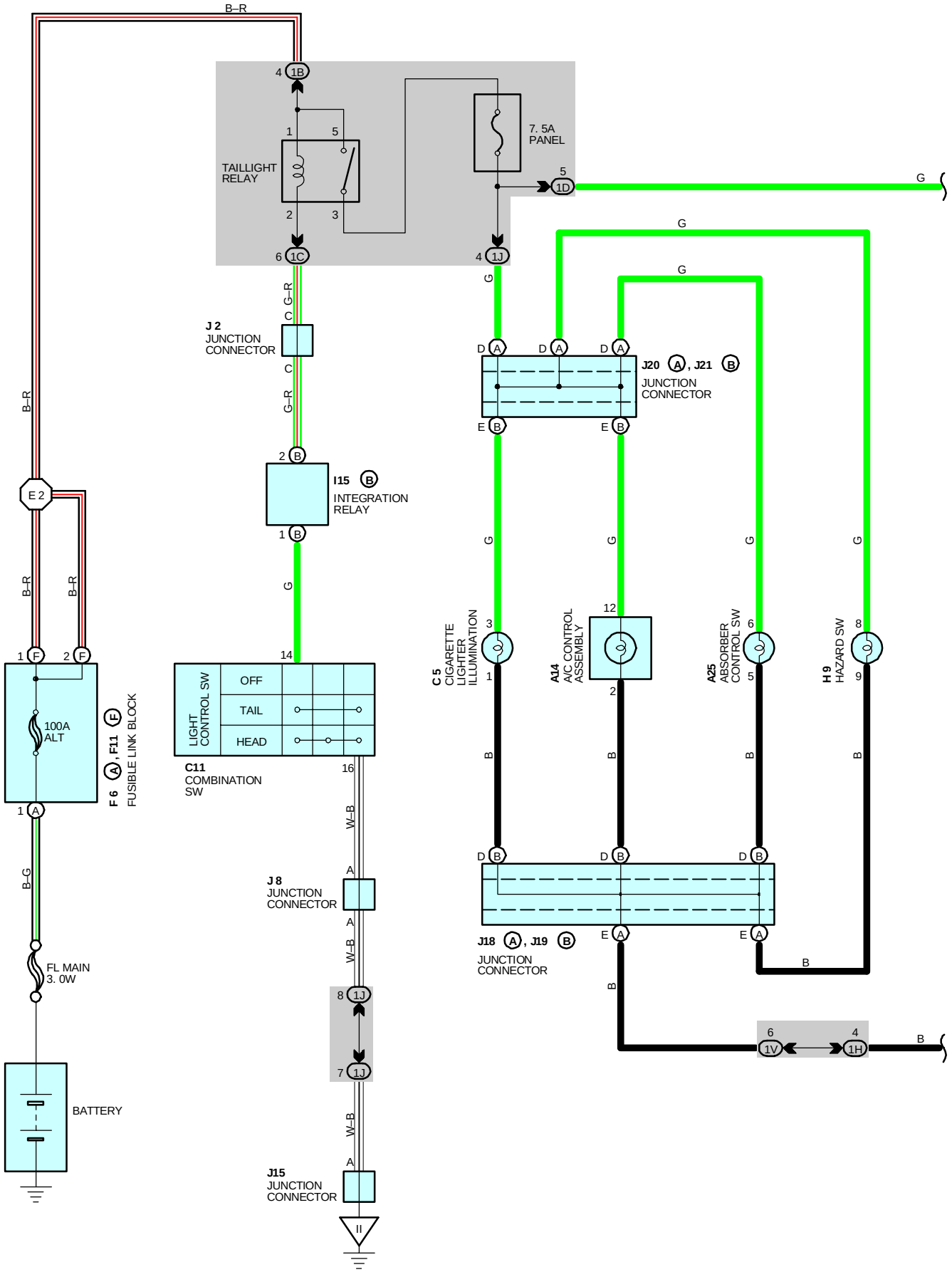
R12 GRAY

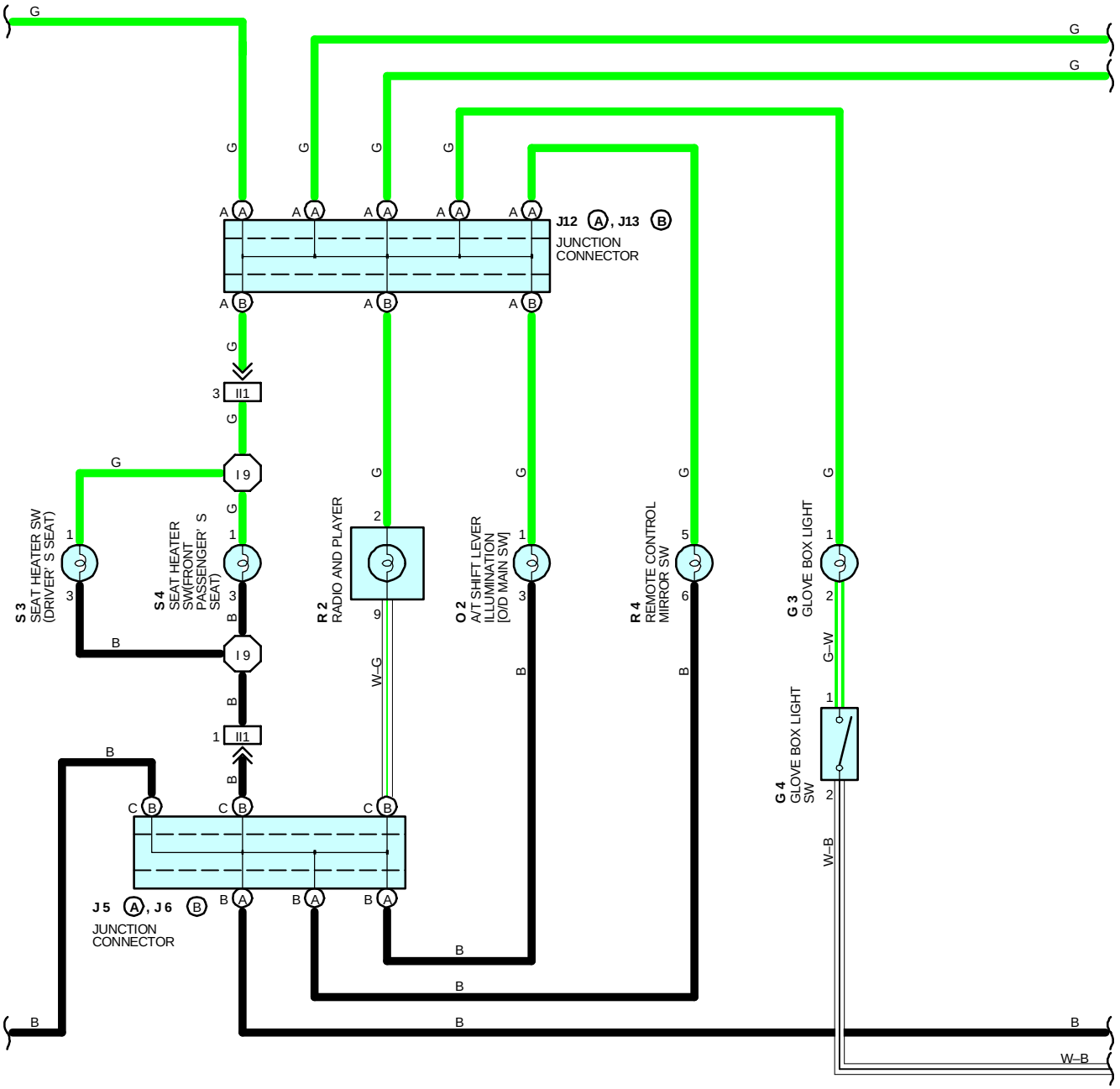


R13 GRAY

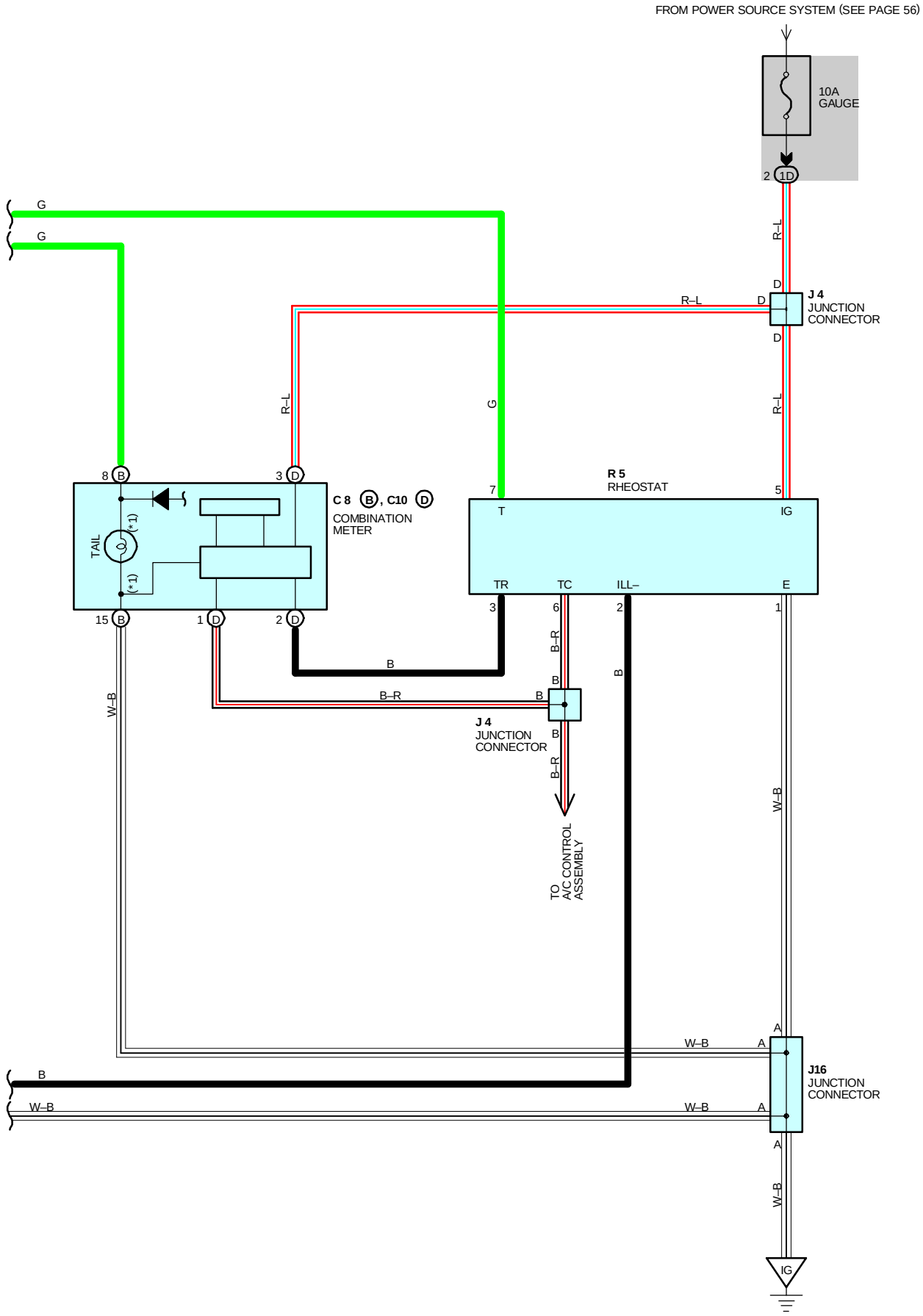


ILLUMINATION




J12 A , J13 B
JUNCTION CONNECTOR
S3 SEAT HEATER SW (DRIVER' S SEAT)
S4 SEAT HEATER SW(FRONT PASSENGER' S SEAT)
R2 RADIO AND PLAYER
O2 A/T SHIFT LEVER ILLUMINATION [O/D MAIN SW]
R4 REMOTE CONTROL MIRROR SW
G3 GLOVE BOX LIGHT
G4 GLOVE BOX LIGHT SW
J5 A , J6 B
JUNCTION CONNECTOR
I9
II1
G
B
W–G
G–W
W–B

* 1 : CANADA


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
GAUGE
2 1D
G
G
R–L
D
J 4
JUNCTION
CONNECTOR
R–L
D
D
R–L
G
R–L
8 B
3 D
C 8 B, C10 D
COMBINATION
METER
TAIL
(*1)
(*1)
7
R 5
RHEOSTAT
5
T
IG
TR
TC
ILL–
E
3
6
2
1
15 B
1 D
2 D
B
B–R
B
B
B
B–R
W–B
J 4
JUNCTION
CONNECTOR
B
B–R
TO
A/C CONTROL
ASSEMBLY
W–B
A
W–B
A
J16
JUNCTION
CONNECTOR
B
W–B
W–B
A
A
W–B
IG

SERVICE HINTS

TAILIGHT RELAY

5–3 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION (WHEN THE LIGHT AUTO TURN OFF SYSTEM IS OFF)

C11 COMBINATION SW

14–16:CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14	28	I15 B	28	J19 B	29
A25	28	J 2	29	J20 A	29
C 5	28	J 4	29	J21 B	29
C 8 B	28	J 5 A	29	O 2	29
C10 D	28	J 6 B	29	R 2	29
C11	28	J 8	29	R 4	29
F 6 A	26	J12 A	29	R 5	29
F11 F	26	J13 B	29	S 3	29
G 3	28	J15	29	S 4	29
G 4	28	J16	29		
H 9	28	J18 A	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)
1H		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	38	FLOOR NO.3 WIRE AND INSTRUMENT PANEL WIRE (UNDER THE CONSOLE BOX)

: GROUND POINTS

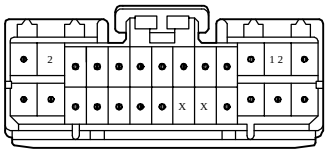
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

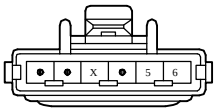
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE	I 9	38	FLOOR NO. 3 WIRE

ILLUMINATION

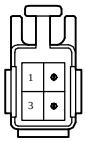
A14



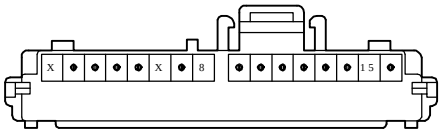
A25 BLACK



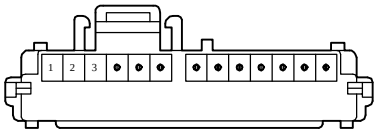
C 5



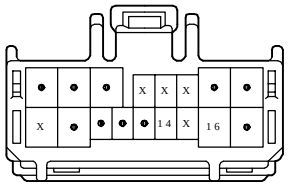
C 8 (B)



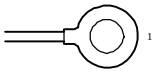
C10 (D) BROWN



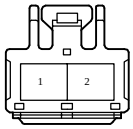
C11



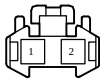
F 6 (A)



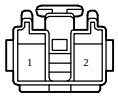
F11 (F)



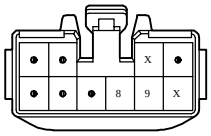
G 3



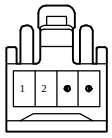
G 4 BLACK



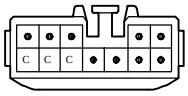
H 9 BLACK



I15 (B)

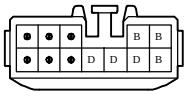


J 2 BLACK



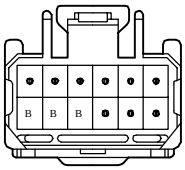
(HINT : SEE PAGE 7)

J 4 BLACK



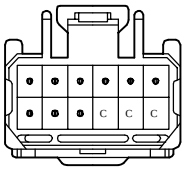
(HINT : SEE PAGE 7)

J 5 (A) GRAY



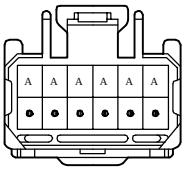
(HINT : SEE PAGE 7)

J 6 (B) GRAY



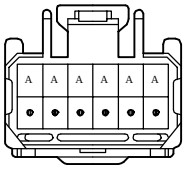
(HINT : SEE PAGE 7)

J 8 GRAY



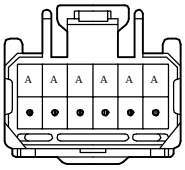
(HINT : SEE PAGE 7)

J12 (A) GRAY



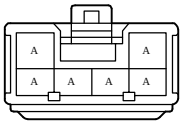
(HINT : SEE PAGE 7)

J13 (B) GRAY



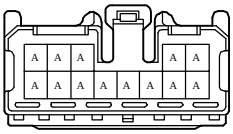
(HINT : SEE PAGE 7)

J15



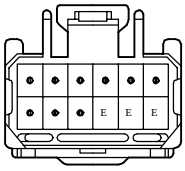
(HINT : SEE PAGE 7)

J16 ORANGE



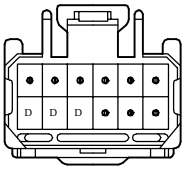
(HINT : SEE PAGE 7)

J18 (A) BLACK



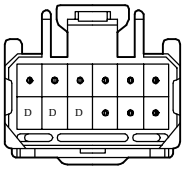
(HINT : SEE PAGE 7)

J19 (B) BLACK



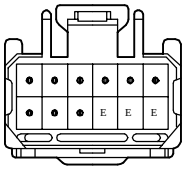
(HINT : SEE PAGE 7)

J20 (A) BLACK



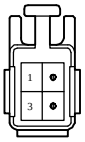
(HINT : SEE PAGE 7)

J21 (B) BLACK

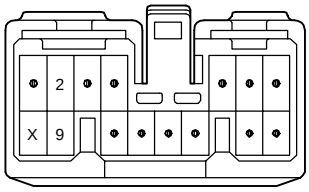


(HINT : SEE PAGE 7)

O 2 BLUE



R 2



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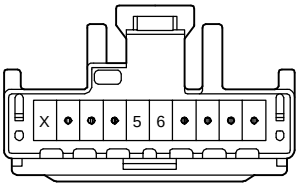
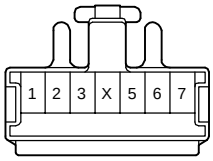
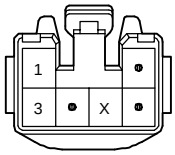


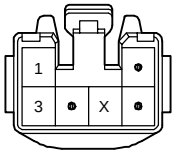
R 5 BLUE



S 3 BLACK

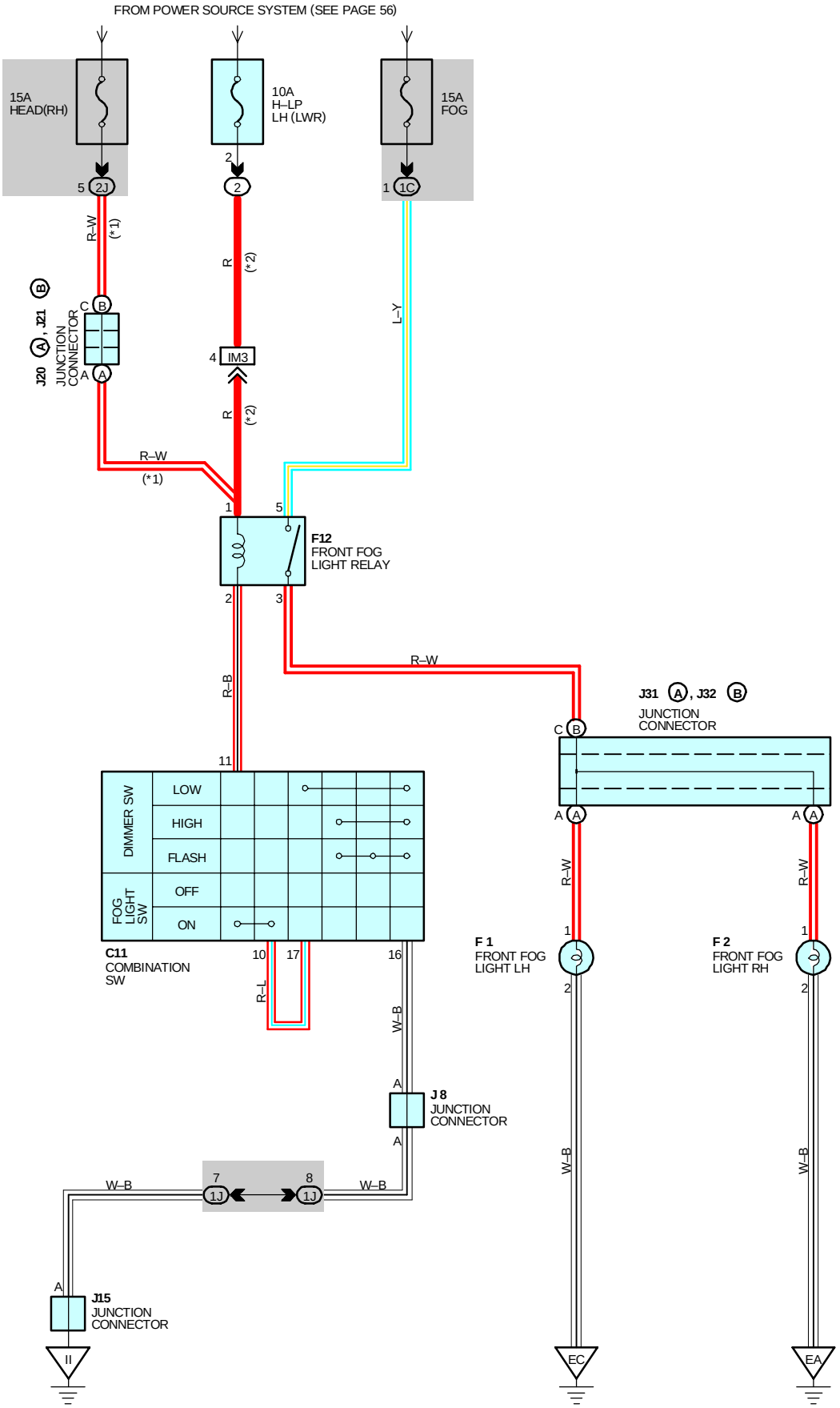


S 4 BLUE



FRONT FOG LIGHT

* 1 : USA
* 2 : CANADA



SERVICE HINTS

F12 FRONT FOG LIGHT RELAY

3–5 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION, DIMMER SW AT **LOW** POSITION AND FRONT FOG LIGHT SW ON

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
C11	28	J 8		29	J31	A	29
F 1	26	J15		29	J32	B	29
F 2	26	J20	A	29			
F12	26	J21	B	29			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	23	ENGINE ROOM NO.2 R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

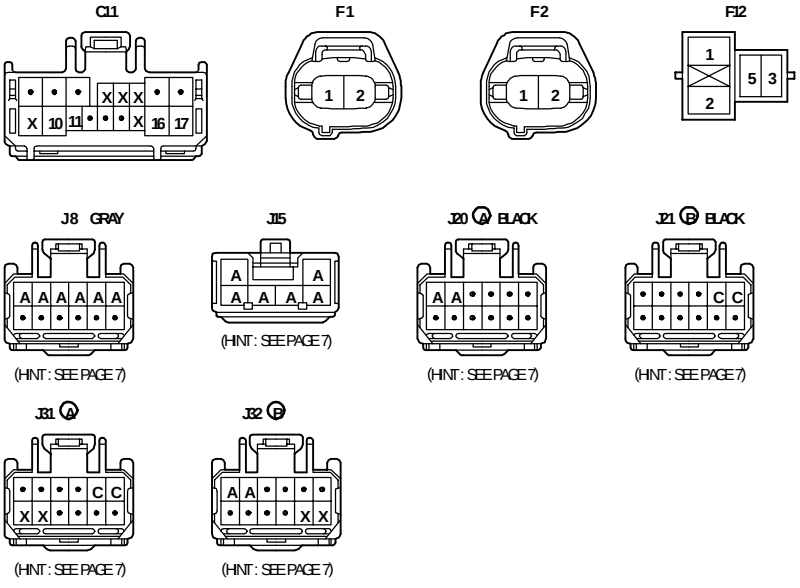
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMAPRTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

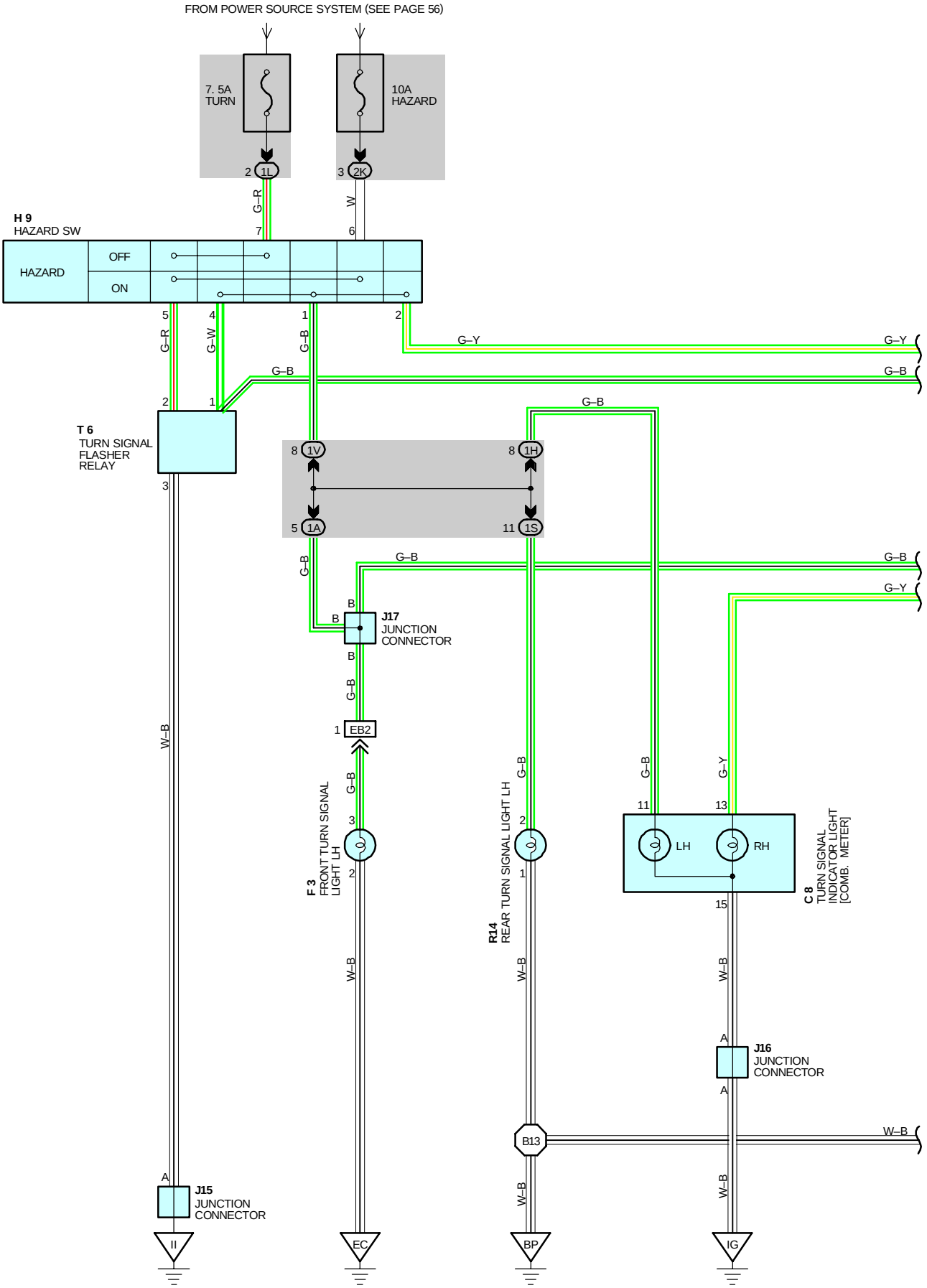
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IN3	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

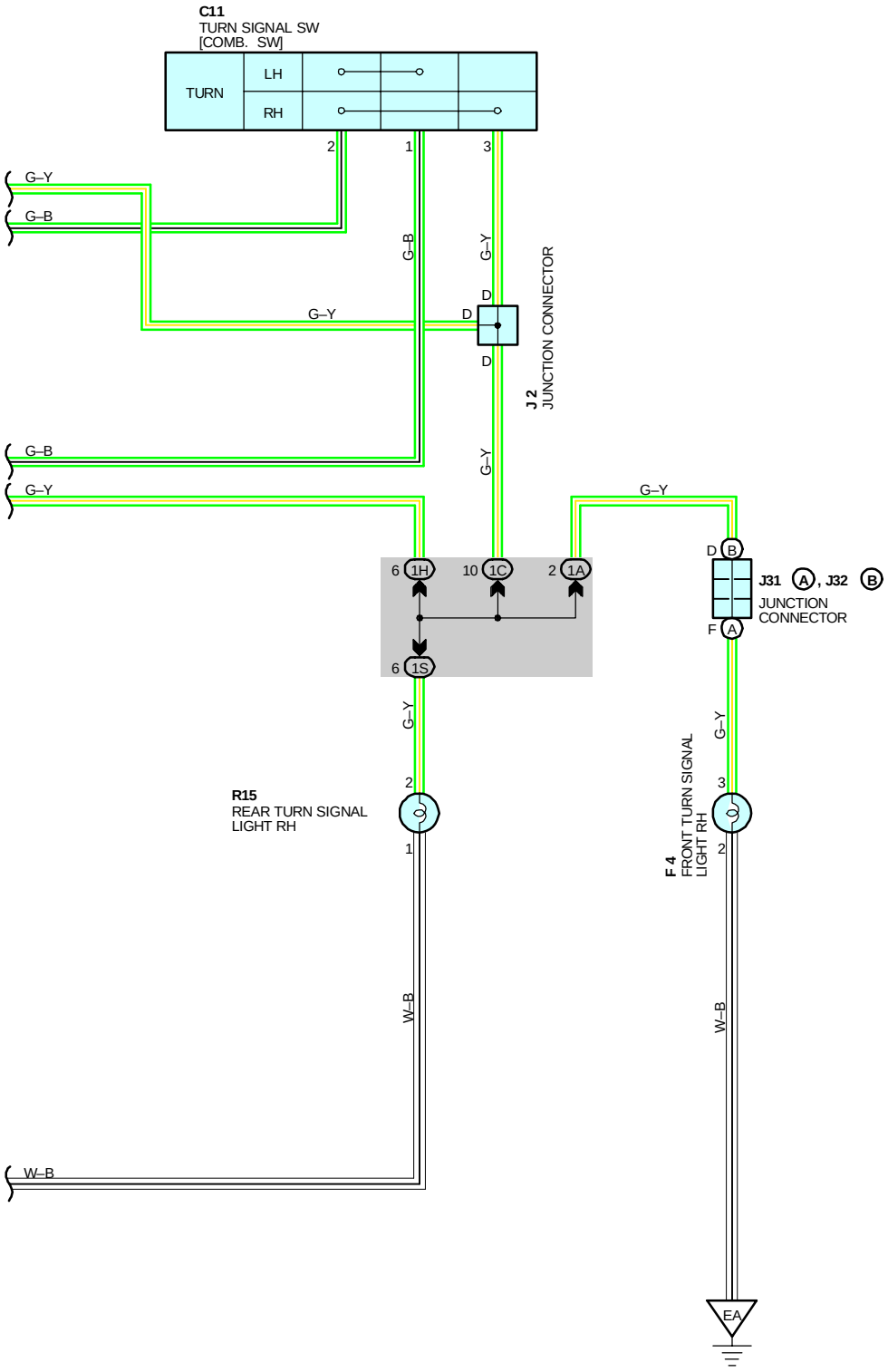
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EC	34	LEFT RADIATOR SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH



TURN SIGNAL AND HAZARD WARNING LIGHT




C11
TURN SIGNAL SW
[COMB. SW]
TURN
LH
RH
2
1
3
G–Y
G–B
G–B
G–Y
G–Y
D
D
D
J 2
JUNCTION CONNECTOR
G–B
G–Y
G–Y
G–Y
6 1H
10 1C
2 1A
6 1S
D B
J31 A , J32 B
JUNCTION
CONNECTOR
F A
G–Y
G–Y
2
3
R15
REAR TURN SIGNAL
LIGHT RH
1
F 4
FRONT TURN SIGNAL
LIGHT RH
2
W–B
W–B
W–B
EA

TURN SIGNAL AND HAZARD WARNING LIGHT

SERVICE HINTS

T 6 TURN SIGNAL FLASHER RELAY

2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON OR THE HAZARD SW ON.

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

3–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	28	J 2	29	J32 B	29
C11	28	J15	29	R14	31
F 3	26	J16	29	R15	31
F 4	26	J17	29	T 6	29
H 9	28	J31 A	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1H	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1L	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2K	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)

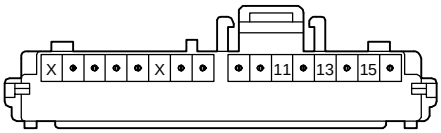
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EC	34	LEFT RADIATOR SIDE SUPPORT
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH
BP	40	BACK PANEL CENTER

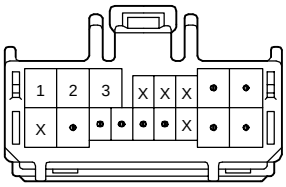
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B13	40	FLOOR WIRE			

C 8



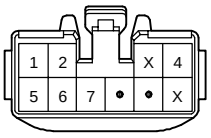
C11



F 3 GRAY

F 4 GRAY

H 9 BLACK



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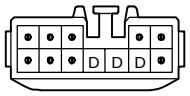
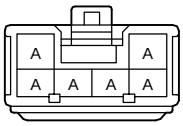


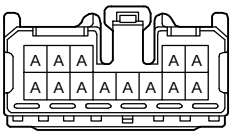
(HINT : SEE PAGE 7)

J15



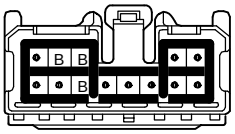
(HINT : SEE PAGE 7)

J16 ORANGE



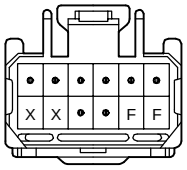
(HINT : SEE PAGE 7)

J17 BLUE



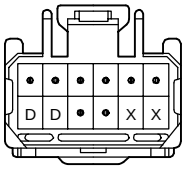
(HINT : SEE PAGE 7)

J31 (A)



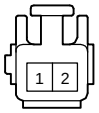
(HINT : SEE PAGE 7)

J32 (B)



(HINT : SEE PAGE 7)

R14 GRAY



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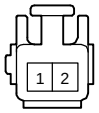
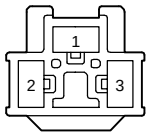
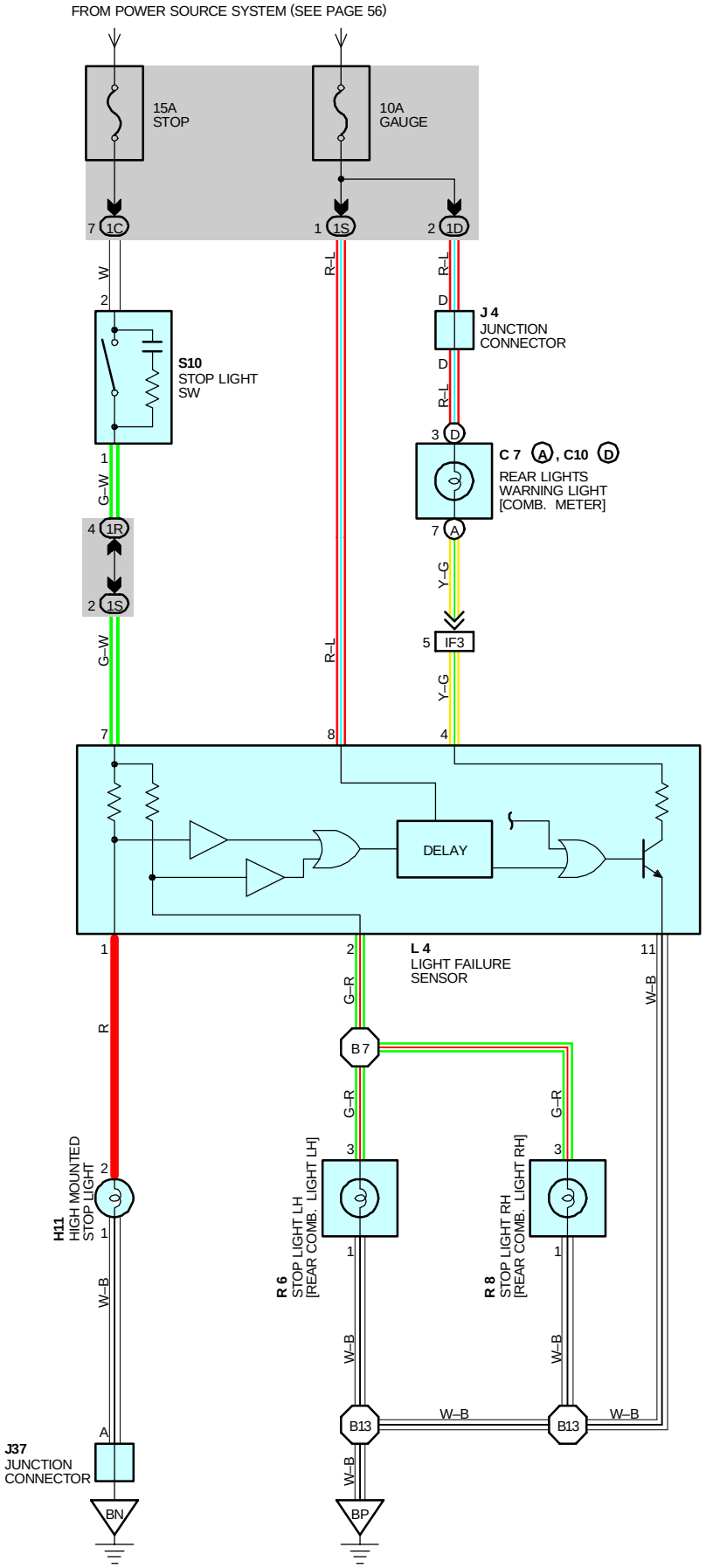


T 6



STOP LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A
STOP
10A
GAUGE
7 1C
1 1S
2 1D
W
R–L
R–L
2
D
J 4
JUNCTION
CONNECTOR
S10
STOP LIGHT
SW
D
R–L
3 D
C 7 A, C10 D
REAR LIGHTS
WARNING LIGHT
[COMB. METER]
1
G–W
7 A
4 1R
2 1S
Y–G
5 IF3
G–W
R–L
Y–G
7
8
4
DELAY
1
2
11
L 4
LIGHT FAILURE
SENSOR
R
G–R
W–B
B7
G–R
G–R
3
3
H11
HIGH MOUNTED
STOP LIGHT
2
1
R 6
STOP LIGHT LH
[REAR COMB. LIGHT LH]
R 8
STOP LIGHT RH
[REAR COMB. LIGHT RH]
1
1
W–B
W–B
W–B
B13
W–B
B13
W–B
A
J37
JUNCTION
CONNECTOR
W–B
BN
BP

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 LIGHTS 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 7** 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 AND THE WARNING LIGHT ON UNTIL THE IGNITION SW IS TURNED OFF.

SERVICE HINTS

S10 STOP LIGHT SW

2–1 : CLOSED WITH THE BRAKE PEDAL DEPRESSED

L 4 LIGHT FAILURE SENSOR

1, 2, 7–GROUND : APPROX. **12** VOLTS WITH THE STOP LIGHT SW ON

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

11–GROUND : ALWAYS CONTINUTIY

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	A	28	J 4	29	R 6	31
C10	D	28	J37	30	R 8	31
H11		30	L 4	30	S10	29

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

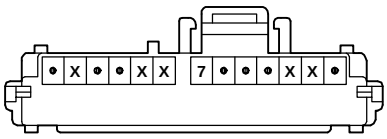
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BN	40	UNDER THE LEFT CENTER PILLAR
BP	40	BACK PANEL CENTER

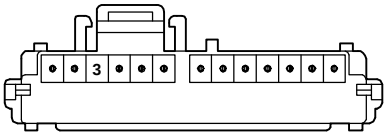
⯃ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 7	40	FLOOR WIRE	B13	40	FLOOR WIRE

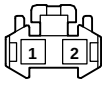
C 7 (A) BLUE



C10 (D) BROWN



H11



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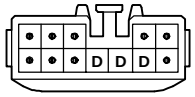
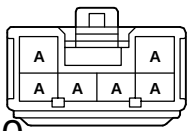
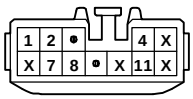


(HINT : SEE PAGE 7)

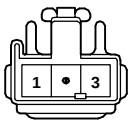
J37



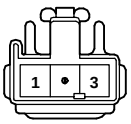
L 4



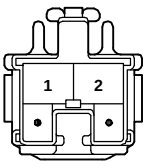
R 6 GRAY



R 8 GRAY

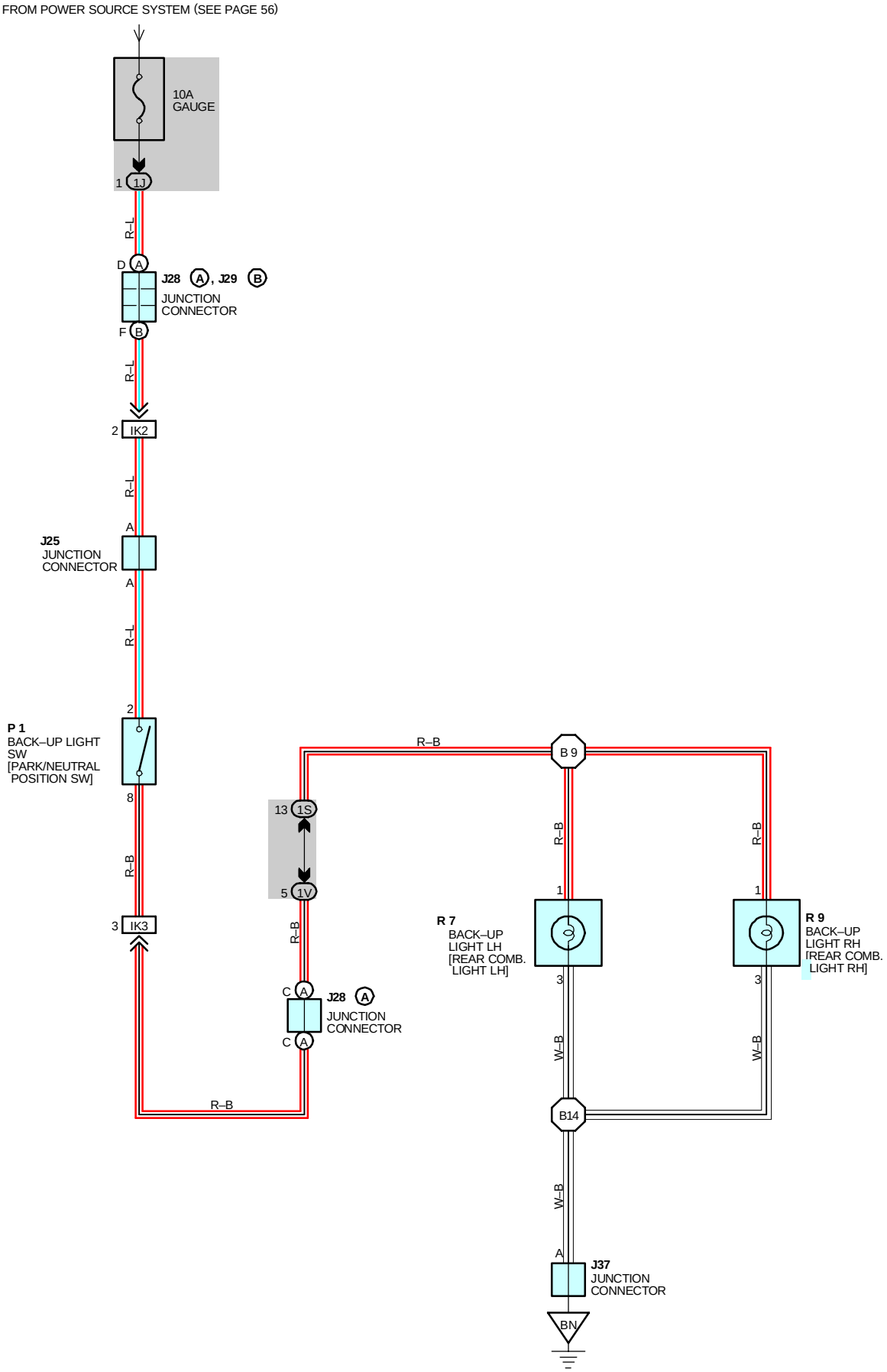


S10 BLUE



(HINT : SEE PAGE 7)

BACK–UP LIGHT



SERVICE HINTS

P 1 BACK–UP LIGHT SW (PARK/NEUTRAL POSITION SW)
2–8 : CLOSED WITH THE SHIFT LEVER IN **R** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J25		29	J37	30	R 9	31
J28	A	29	P 1	27		
J29	B	29	R 7	31		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IJ	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3		

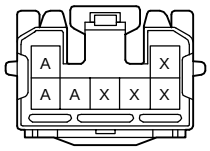
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BN	40	UNDER THE LEFT CENTER PILLAR

: SPLICE POINTS

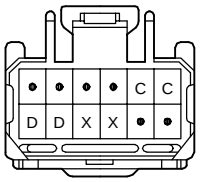
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 9	40	FLOOR WIRE	B14	40	FLOOR WIRE

J25



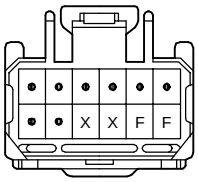
(HINT : SEE PAGE 7)

J28 (A)



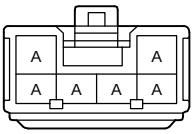
(HINT : SEE PAGE 7)

J29 (B)



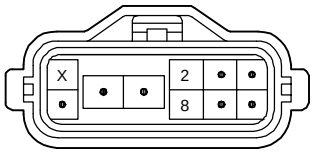
(HINT : SEE PAGE 7)

J37

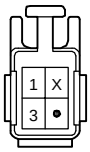


(HINT : SEE PAGE 7)

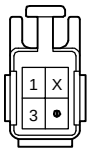
P 1 GRAY



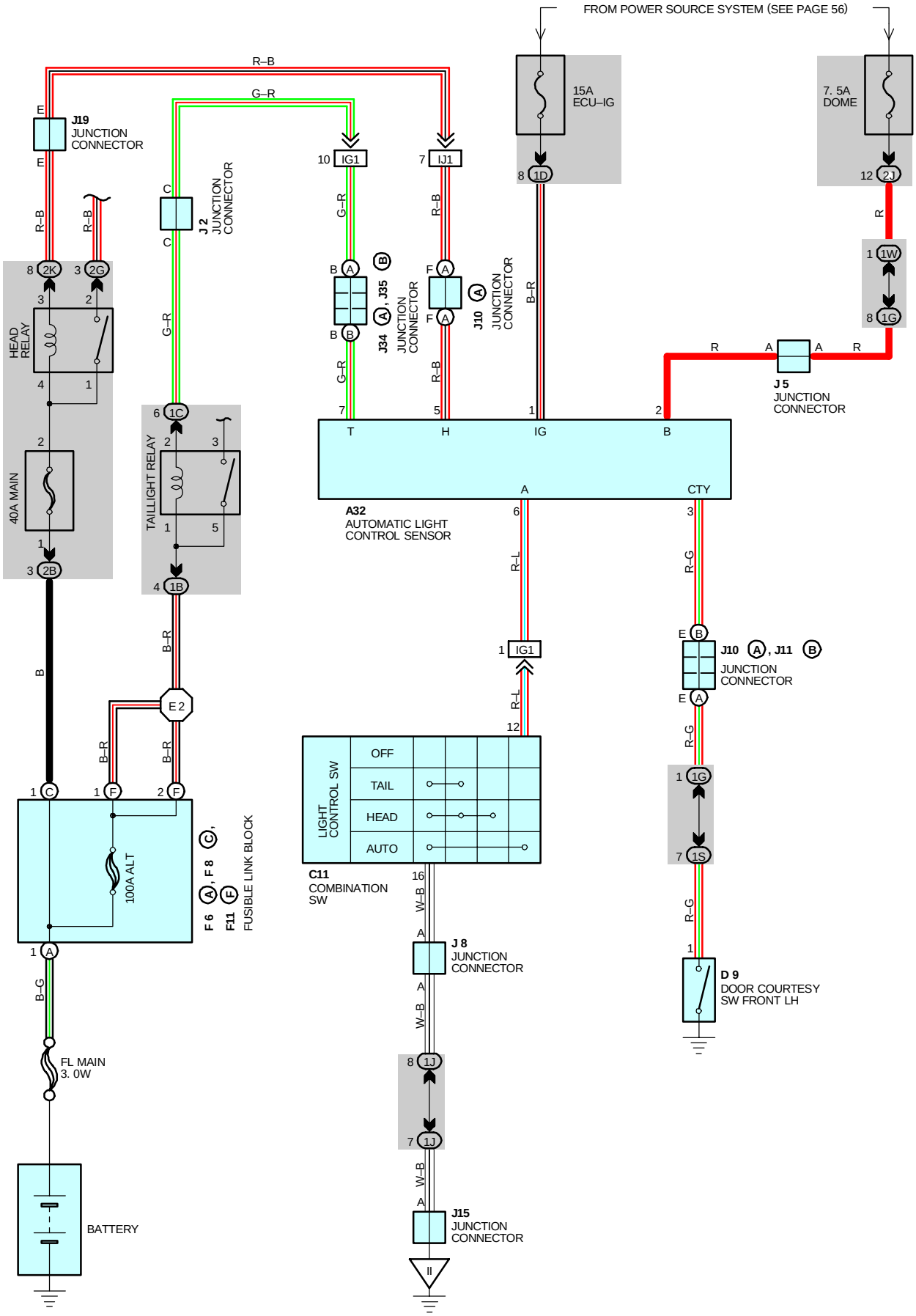
R 7



R 9



AUTOMATIC LIGHT CONTROL



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS FROM THE **ECU–IG** FUSE TO **TERMINAL 1** OF THE AUTOMATIC LIGHT CONTROL SENSOR. VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL 2** OF THE AUTOMATIC LIGHT CONTROL SENSOR THROUGH THE **DOME** FUSE, AND TO **TERMINAL 7** OF THE AUTOMATIC LIGHT CONTROL SENSOR THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL 5** OF THE AUTOMATIC LIGHT CONTROL SENSOR THROUGH THE HEAD RELAY (COIL SIDE).

AUTOMATIC LIGHT CONTROL

WHEN THE LIGHT CONTROL SW IS AT AUTO POSITION, IF THE AUTOMATIC LIGHT CONTROL SENSOR DETECTS A DECREASE IN THE AMBIENT LIGHT (TO BETWEEN APPROX. **90** AND APPROX. **475** LUX), THE AUTOMATIC LIGHT CONTROL SENSOR IS ACTIVATED. ABOUT **5** SECONDS AFTER IT IS ACTIVATED, CURRENT FLOWS FROM **TERMINAL 6** OF THE SENSOR TO **TERMINAL 12** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND,** LIGHTING UP THE HEADLIGHT AND TAILLIGHT.
IF THE AMBIENT LIGHT DROPS BELOW APPROX. **90** LUX, THE AUTOMATIC LIGHT CONTROL SENSOR IS ACTIVATED AND ABOUT **3** SECONDS LATER, CURRENT FLOWS FROM **TERMINAL 6** OF THE SENSOR TO **TERMINAL 12** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND,** LIGHTING UP THE HEADLIGHT AND TAILLIGHT.
WHEN THE LIGHT CONTROL SW IS AT **AUTO** POSITION AND ACTIVATION OF THE AUTOMATIC LIGHT CONTROL SENSOR HAS TURNED ON THE HEADLIGHTS AND TAILLIGHTS, IF THE AUTOMATIC LIGHT CONTROL SENSOR DETECTS THE AMBIENT LIGHT ABOVE APPROX. **1000** LUX, THE SENSOR IS TURNED OFF AFTER ABOUT **5** SECONDS. SO THE CURRENT FROM **TERMINAL 6** OF THE SENSOR TO **TERMNAL 12** OF THE LIGHT CONTROL SW IS CUT OFF, AND THE HEADLIGHTS AND TAILLIGHTS TURN OFF.

SERVICE HINTS

A32 AUTOMATIC LIGHT CONTROL SENSOR

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

C11 COMBINATION SW

12–16 : CLOSED WITH THE LIGHT CONTROL SW AT **AUTO** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A32	28	F11 F	26	J11 B	29
C11	28	J 2	29	J15	29
D 9	30	J 5	29	J19	29
F 6 A	26	J 8	29	J34 A	29
F 8 C	26	J10 A	29	J35 B	29

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL
2B	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2G		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

: GROUND POINTS

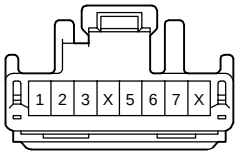
CODE	SEE PAGE	GROUND POINTS LOCATION
II	36	INSTRUMENT PANEL BRACE LH

AUTOMATIC LIGHT CONTROL

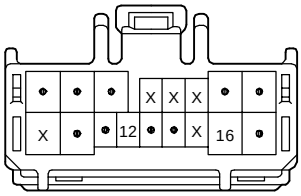
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE			

A32 BLACK

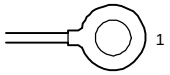


C11

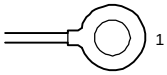


D 9

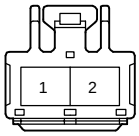
F 6 (A)



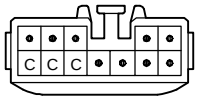
F 8 (C)



F11 (F)

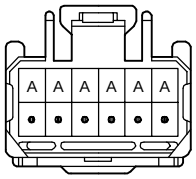


J 2 BLACK



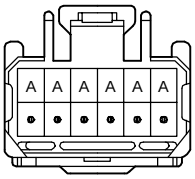
(HINT : SEE PAGE 7)

J 5 GRAY



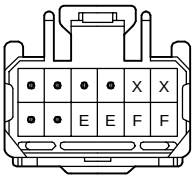
(HINT : SEE PAGE 7)

J 8 GRAY



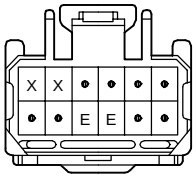
(HINT : SEE PAGE 7)

J10 (A)



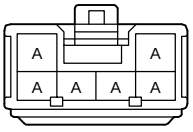
(HINT : SEE PAGE 7)

J11 (B)



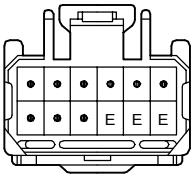
(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

J19 BLACK



(HINT : SEE PAGE 7)

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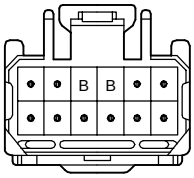

(HINT : SEE PAGE 7)

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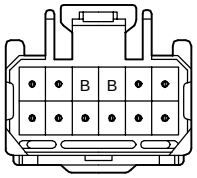
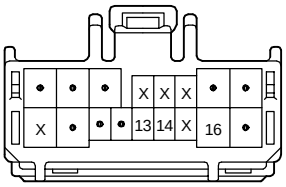


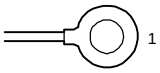
(HINT : SEE PAGE 7)

C11

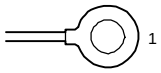


D 9

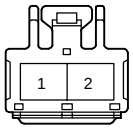
F 6 (A)



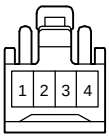
F 8 (C)



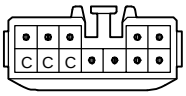
F11 (F)



I15 (B)

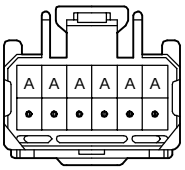


J 2 BLACK



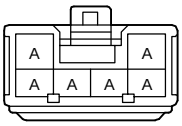
(HINT : SEE PAGE 7)

J 8 GRAY



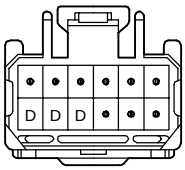
(HINT : SEE PAGE 7)

J15



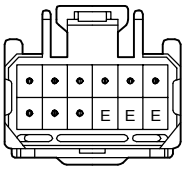
(HINT : SEE PAGE 7)

J18 (A) BLACK



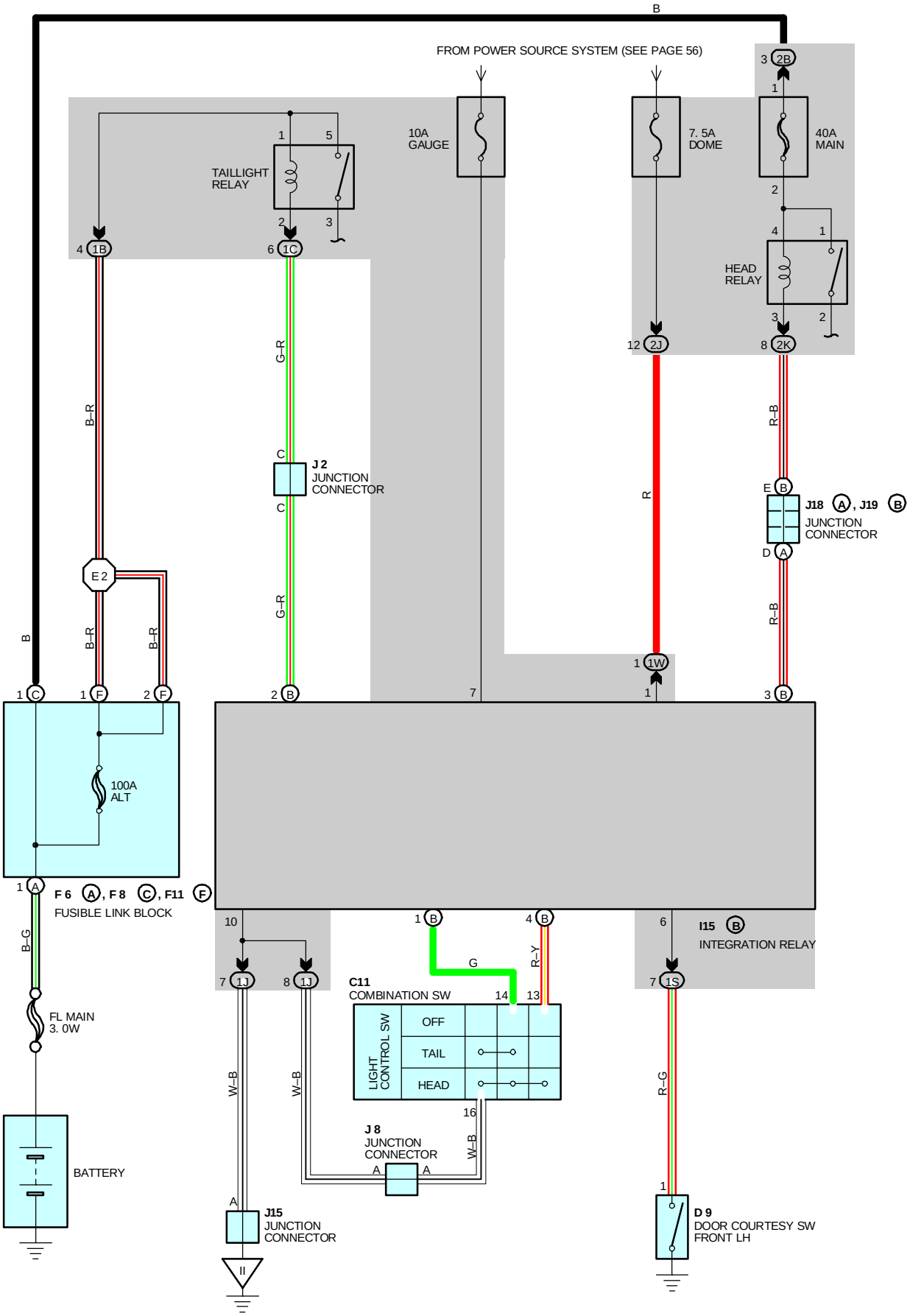
(HINT : SEE PAGE 7)

J19 (B) BLACK



(HINT : SEE PAGE 7)

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 B2** OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL B3** THROUGH THE HEAD RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

(TURN TAILLIGHT ON).
WITH THE LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT INTO **TERMINAL B1** OF THE INTEGRATION RELAY. ACCORDING TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL B2** OF THE REALY FLOWS FROM **TERMINAL B1** → **TERMINAL 14** OF THE LIGHT CONTROL SW → **TERMINAL 16** → TO **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

(TURN HEADLIGHT ON)
WITH THE LIGHT CONTROL SW TURNED TO **HEAD** POSITION, THE SIGNALS ARE INPUT INTO **TERMINALS B1** AND **B4** OF THE INTEGRATION RELAY. ACCORDING TO THESE SIGNALS, THE CURRENT FLOWING TO **TERMINAL B3** OF THE RELAY FLOWS TO **TERMINAL B4** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEAD RELAY TO TURN THE LIGHT ON. THE TAILLIGHT CIRCUIT IS SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH THE LIGHTS ON AND THE IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 7** OF THE REALY), WHEN DOOR ON FRONT LH 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 B2** OF THE RELAY TO **TERMINAL B1** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL B3** TO **TERMINAL B4** IN HEADLIGHT CIRCUIT. AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

I13 (B) INTEGRATION RELAY

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

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
C11		28	F11	F	26	J15		29
D 9		30	I15	B	28	J18	A	29
F 6	A	26	J 2		29	J19	B	29
F 8	C	26	J 8		29			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

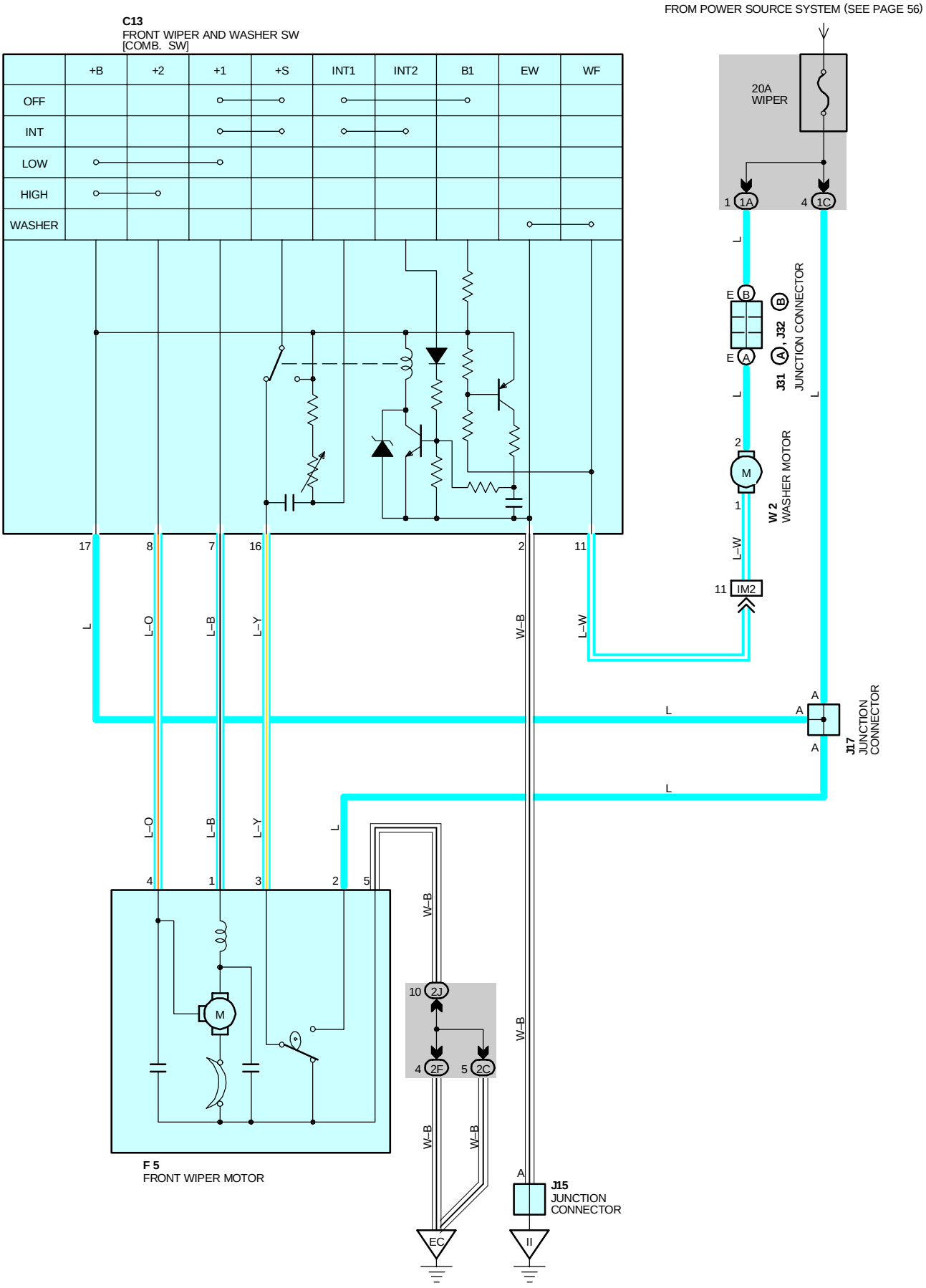
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1J		
1S	24	FLOOR WIIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2B	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
II	36	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE			


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
C13
FRONT WIPER AND WASHER SW
[COMB. SW]
+B
+2
+1
+S
INT1
INT2
B1
EW
WF
OFF
INT
LOW
HIGH
WASHER
20A
WIPER
1 1A
4 1C
L
E B
E A
J31, J32
JUNCTION CONNECTOR
2
M
1
W 2
WASHER MOTOR
L–W
11 IM2
17
8
7
16
2
11
L
L–O
L–B
L–Y
W–B
L–W
A
A
A
J17
JUNCTION
CONNECTOR
4
1
3
2
5
W–B
10 2J
4 2F
5 2C
M
F 5
FRONT WIPER MOTOR
A
J15
JUNCTION
CONNECTOR
EC
II

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS TO **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW. **TERMINAL 2** OF THE WASHER MOTOR AND **TERMINAL 2** OF THE FRONT WIPER MOTOR THROUGH THE **WIPER** FUSE.

1. LOW SPEED POSITION

WITH THE WIPER SW TURNED TO **LOW** POSITION, THE CURRENT FLOWS THROUGH **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 7** → **TERMINAL 1** OF THE FRONT WIPER MOTOR → **TERMINAL 5** → **GROUND** AND CAUSES THE WIPER MOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH THE WIPER SW TURNED TO **HIGH** POSITION, THE CURRENT FLOWS THROUGH **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 8** → **TERMINAL 4** OF THE FRONT WIPER MOTOR → **TERMINAL 5** → **GROUND** AND CAUSES THE WIPER MOTOR TO RUN AT HIGH SPEED.

3. INT POSITION

WITH THE WIPER SW TURNED TO **INT** POSITION, THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS THROUGH **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 2** → **GROUND.** THIS FLOW OF CURRENT OPERATES THE INTERMITTENT CIRCUIT AND CURRENT FLOWS THROUGH **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 7** → **TERMINAL 1** OF THE FRONT WIPER MOTOR → **TERMINAL 5** → **GROUND** AND THE WIPER FUNCTIONS.
THE INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER'S CHARGED AND DISCHARGED FUNCTION INSTALLED IN THE RELAY AND THE INTERMITTENT TIME IS CONTROLLED BY A TIME CONTROL SW TO CHARGE THE CHARGING TIME OF CONDENSOR.

4. WASHER CONTINUOUS OPERATION

WITH THE WIPER SW TURNED TO ON, THE CURRENT FLOWS THROUGH **TERMINAL 2** OF THE WASHER MOTOR TO **TERMINAL 1** → **TERMINAL 11** OF THE FRONT WIPER AND WASHER SW → **TERMINAL 2** → **GROUND** AND CAUSES THE WASHER MOTOR TO RUN AND THE WINDOW WASHER TO JET. THIS CAUSES THE CURRENT TO FLOW TO WASHER CONTINUOUS OPERATION CIRCUIT IN **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 1** OF THE FRONT WIPER MOTOR → **TERMINAL 5** → **GROUND** AND THE WIPER FUNCTIONS.

SERVICE HINTS

C13 FRONT WIPER AND WASHER SW (COMB. SW)

2–GROUND : ALWAYS CONTINUITY
17–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7–GROUND : APPROX. **12** VOLTS WITH THE FRONT WIPER AND WASHER SW AT **LOW** POSITION
APPROX. **12** VOLTS **2** TO **12** SECONDS INTERMITTELTLY WITH THE FRONT WIPER AND WASHER SW AT **INT** POSITION
16–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON UNLESS THE FRONT WIPER MOTOR AT **STOP** POSITION
8–GROUND : APPROX. **12** VOLTS WITH THE FRONT WIPER AND WASHER SW AT **HIGH** POSITION

F 5 FRONT WIPER MOTOR

2–3 : CLOSED UNLESS THE FRONT WIPER MOTOR AT **STOP** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C13	28	J17		29	W 2	27
F 5	26	J31	A	29		
J15	29	J32	B	29		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)
1C		
2C	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2F		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

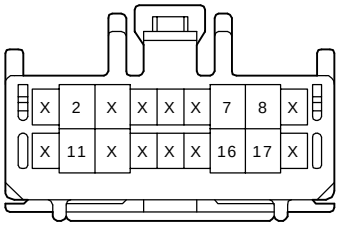
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IM2	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

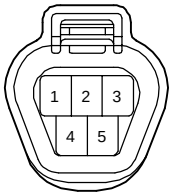
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH

WIPER AND WASHER

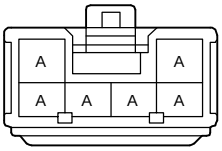
C13 BLACK



F 5 GRAY

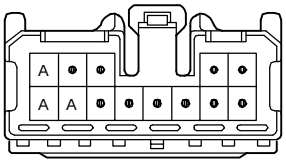


J15



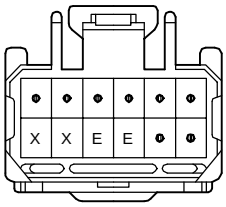
(HINT : SEE PAGE 7)

J17 BLUE



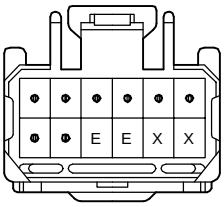
(HINT : SEE PAGE 7)

J31 (A)



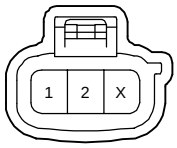
(HINT : SEE PAGE 7)

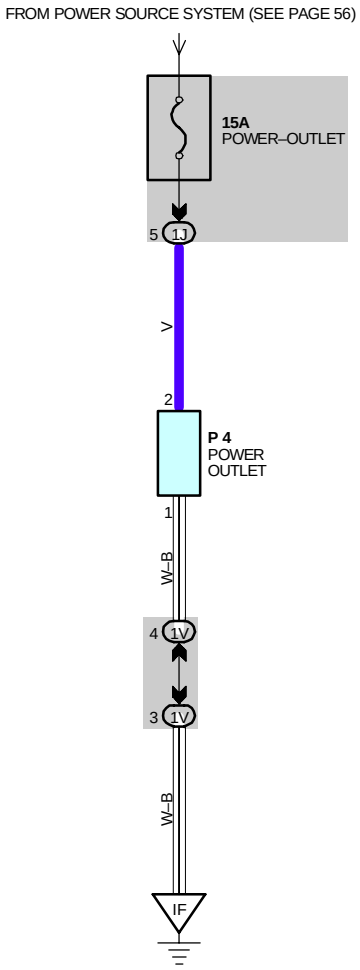
J32 (B)



(HINT : SEE PAGE 7)

W 2 BLACK





SERVICE HINTS

P 4 POWER OUTLET

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

1–GROUND : ALWAY CONTINUTIY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P 4	29				

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

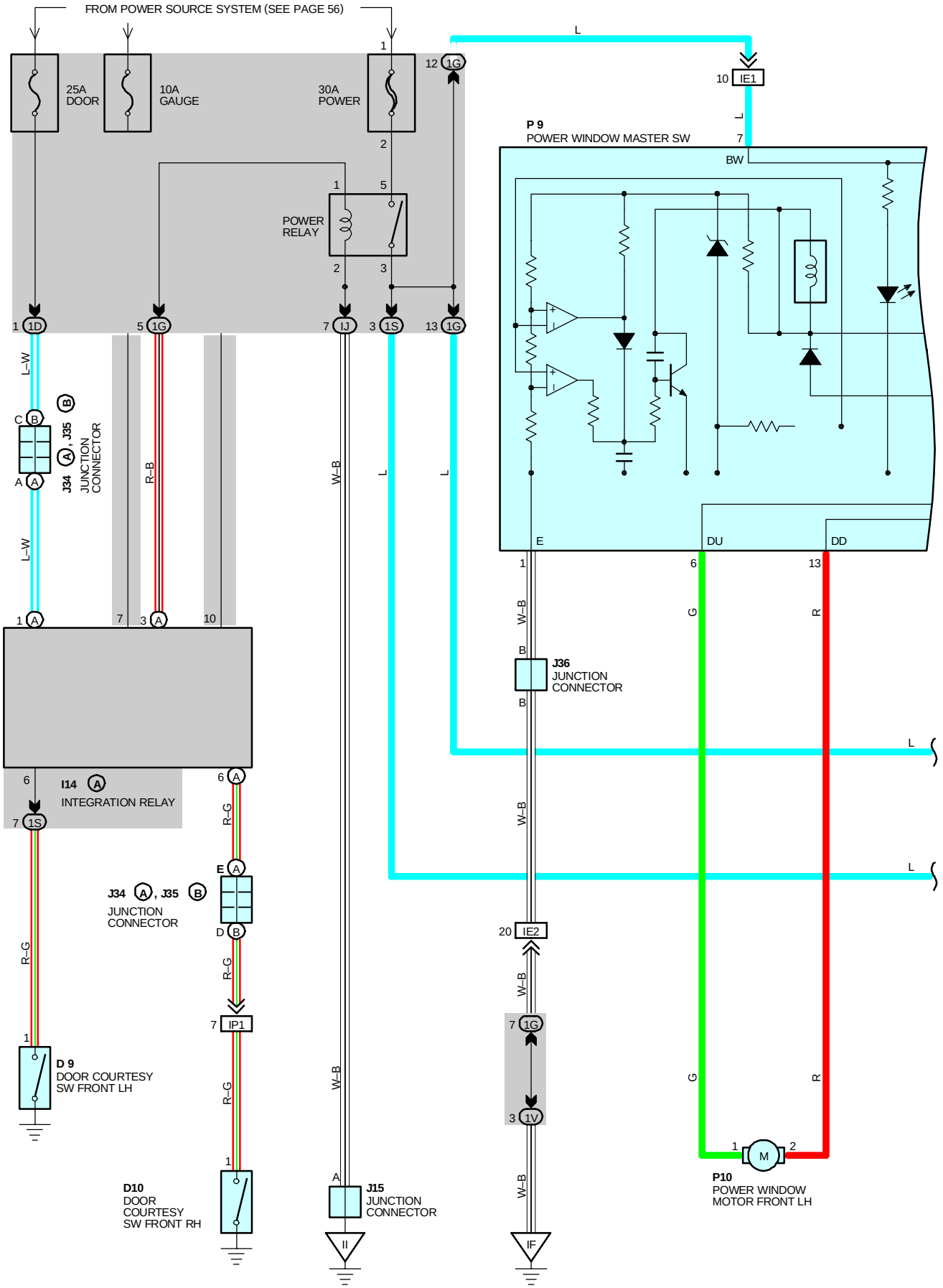
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V		

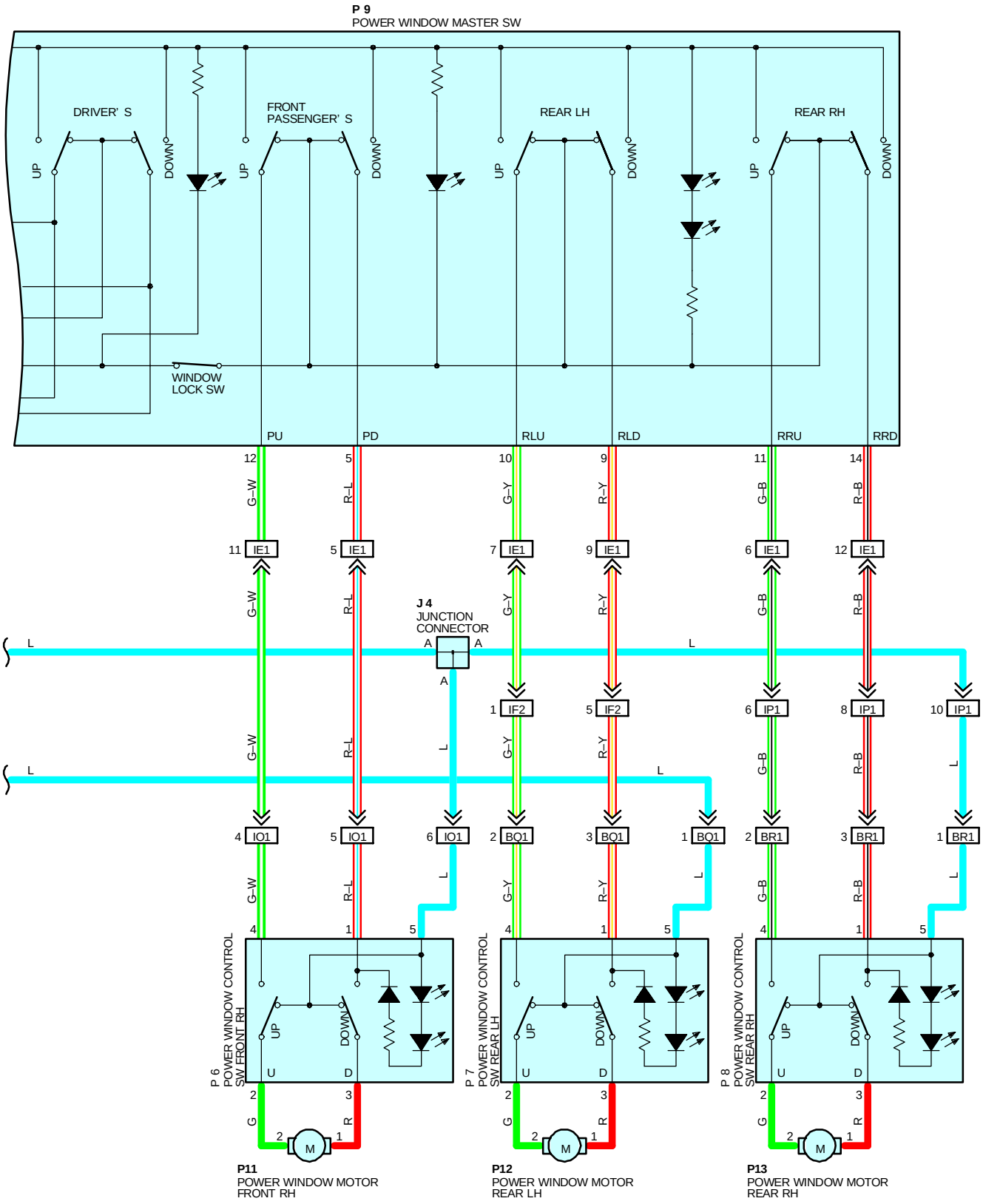
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH

P4

POWER WINDOW




P 9
POWER WINDOW MASTER SW
DRIVER' S
FRONT PASSENGER' S
REAR LH
REAR RH
UP
DOWN
WINDOW LOCK SW
PU
PD
RLU
RLD
RRU
RRD
J 4
JUNCTION CONNECTOR
IE1
IF2
IO1
BQ1
IP1
BR1
G–W
R–L
G–Y
R–Y
G–B
R–B
L
P 6
POWER WINDOW CONTROL SW FRONT RH
P 7
POWER WINDOW CONTROL SW REAR LH
P 8
POWER WINDOW CONTROL SW REAR RH
U
D
G
R
M
P11
POWER WINDOW MOTOR FRONT RH
P12
POWER WINDOW MOTOR REAR LH
P13
POWER WINDOW MOTOR REAR RH

POWER WINDOW

SYSTEM OUTLINE

WHEN THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE **GAUGE** FUSE → **TERMINAL 7** OF INTEGRATION RELAY → **TERMINAL** Ⓐ**3** → **TERMINAL 1** OF THE POWER RELAY → **TERMINAL 2** → TO **GROUND.** THIS ACTIVATES THE RELAY AND THE CURRENT FLOWING TO **TERMINAL 5** OF THE RELAY FROM **POWER** FUSE FLOWS TO **TERMINAL 3** OF THE RELAY → **TERMINAL 7** OF THE POWER WINDOW MASTER SW, **TERMINAL 5** 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 (FRONT LH) IN **UP** POSITION, THE CURRENT FLOWING TO **TERMINAL 7** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 6** OF THE MASTER SW → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 13** OF THE MASTER SW → **TERMINAL 1** → 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 7** OF THE POWER WINDOW MASTER SW TO **TERMINAL 13** OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM **TERMINAL 2** OF THE MOTOR → **TERMINAL 1** → **TERMINAL 6** OF THE MASTER SW → **TERMINAL 1** → TO **GROUND.** FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION

WHEN THE FRONT LH WINDOW CONTROL SW IN THE POWER WINDOW MASTER SW IS PUSHED STRONGLY ON THE DOWN SIDE, CURRENT FLOWS FROM **TERMINAL 7** OF THE MASTER SW → **TERMINAL 13** → **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 6** OF THE MASTER SW → **TERMINAL 1** → TO **GROUND.** BECAUSE THE HOLD CIRCUIT INSIDE THE MASTER SW KEEPS THE RELAY ON THE DOWN SIDE ACTIVATED, THE POWER WINDOW MOTOR CONTINUES OPERATING EVEN IF THE POWER WINDOW MASTER SW IS RELEASED. WHEN THE DRIVER'S WINDOW IS FULLY LOWERED, THE HOLD CIRUCIT TURNS OFF AND THE RELAY ON THE DOWN SIDE TURNS OFF, SO AUTO DOWN OPERATION STOPS.

3. STOPPING OFAUTO DOWN AT DRIVER'S WINDOW

WHEN THE MANUAL SW (FRONT LH) IS PULLED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE MASTER SW AND CURRENT DOES NOT FLOW FROM **TERMINAL 6** OF THE MASTER SW → TO **TERMINAL 1,** SO THE MOTOR STOPS, CAUSING AUTO DOWN OPERATION TO STOP. IF THE MASTER SW IS PULLED CONTINUOUS, THE MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW SW (FRONT RH WINDOW)

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

5. KEY OFF POWER WINDOW OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, INTEGRATION RELAY OPERATES AND CURRENT FLOWS FROM **DOOR** FUSE TO **TERMINAL** Ⓐ**13** OF THE RELAY → **TERMINAL** Ⓒ**3** → **TERMINAL 1** OF POWER RELAY → **TERMINAL 2** → TO **GROUND** FOR ABOUT **43** SECONDS. THE SAME AS NORMAL OPERATION, THE CURRENT FLOWS FROM **POWER** FUSE → **TERMINAL 5** OF THE POWER RELAY → **TERMINAL 3** → **TERMINAL 7** OF THE POWER WINDOW MASTER SW AND **TERMINAL 3** OF THE POWER RELAY → TO **TERMINAL 5** OF THE POWER WINDOW CONTROL SW. AS A RESULT, FOR ABOUT **43** 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 **43** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINALS** Ⓐ**6** OR **6** OF INTEGRATION RELAY. AS A RESULT, THE RELAY TURNS OFF AND UP AND DOWN MOVEMENT OF THE POWER WINDOW STOPS.

SERVICE HINTS

P 9 POWER WINDOW MASTER SW

7–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
1–GROUND : ALWAYS CONTINUITY
6–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND MASTER SW (FRONT LH WINDOW) UP
13–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND MASTER SW (FRONT LH 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
D 9	30	J35 B	29	P10	31
D10	30	J36	30	P11	31
I14 A	28	P 6	31	P12	31
J 4	29	P 7	31	P13	31
J15	29	P 8	31		
J34 A	29	P 9	31		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G		
1J	24	COWL WIRE AND INSTRUMENT PANLE J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2		
IF2	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
I01	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IP1	38	FLOOR NO.2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO.2 WIRE (RIGHT CENTER PILLAR)

▽ : GROUND POINTS

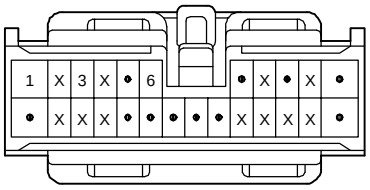
CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH

POWER WINDOW

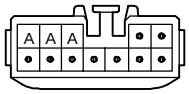
D 9

D10

I14 (A) ORANGE

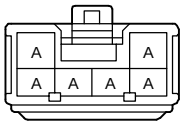


J 4 BLACK



(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

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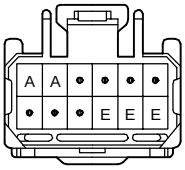
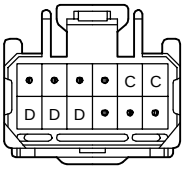


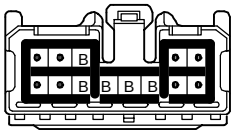
(HINT : SEE PAGE 7)

J35 (B) BLACK



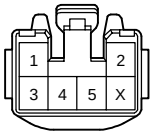
(HINT : SEE PAGE 7)

J36

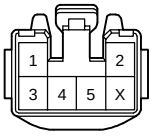


(HINT : SEE PAGE 7)

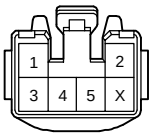
P 6



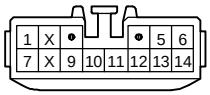
P 7



P 8



P 9



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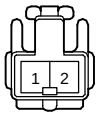
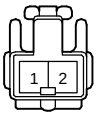
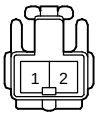


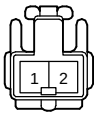
P11



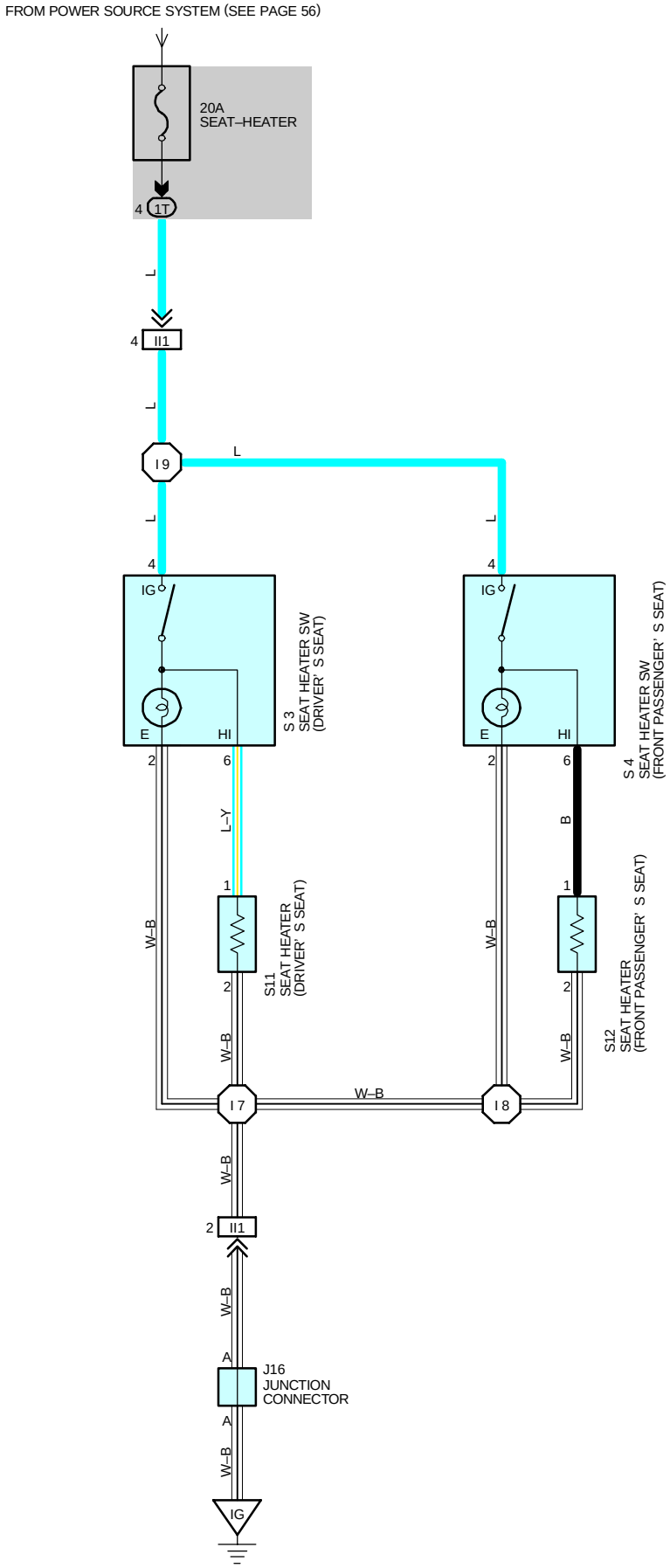
P12



P13



SEAT HEATER


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
20A
SEAT–HEATER
4
1T
L
4
II1
L
I 9
L
L
L
4
4
IG
IG
E
HI
E
HI
S 3
SEAT HEATER SW
(DRIVER' S SEAT)
S 4
SEAT HEATER SW
(FRONT PASSENGER' S SEAT)
2
6
2
6
L–Y
B
1
1
W–B
W–B
S11
SEAT HEATER
(DRIVER' S SEAT)
S12
SEAT HEATER
(FRONT PASSENGER' S SEAT)
2
2
W–B
W–B
I 7
W–B
I 8
W–B
2
II1
W–B
A
J16
JUNCTION
CONNECTOR
A
W–B
IG

SERVICE HINTS

S 3, S 4 SEAT HEATER SW

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

2–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J16	29	S 4	29	S12	32
S 3	29	S11	32		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IT	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	38	FLOOR NO.3 WIRE AND INSTRUMENT PANEL WIRE (UNDER THE CONSOLE BOX)

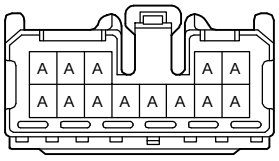
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL

: SPLICE POINTS

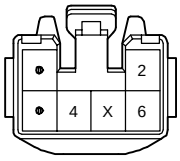
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 7	38	FLOOR NO.3 WIRE	I 9	38	FLOOR NO.3 WIRE
I 8					

J16 ORANGE

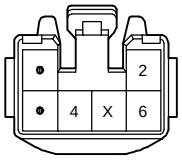


(HINT : SEE PAGE 7)

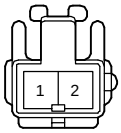
S 3 BLACK



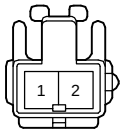
S 4 BLUE



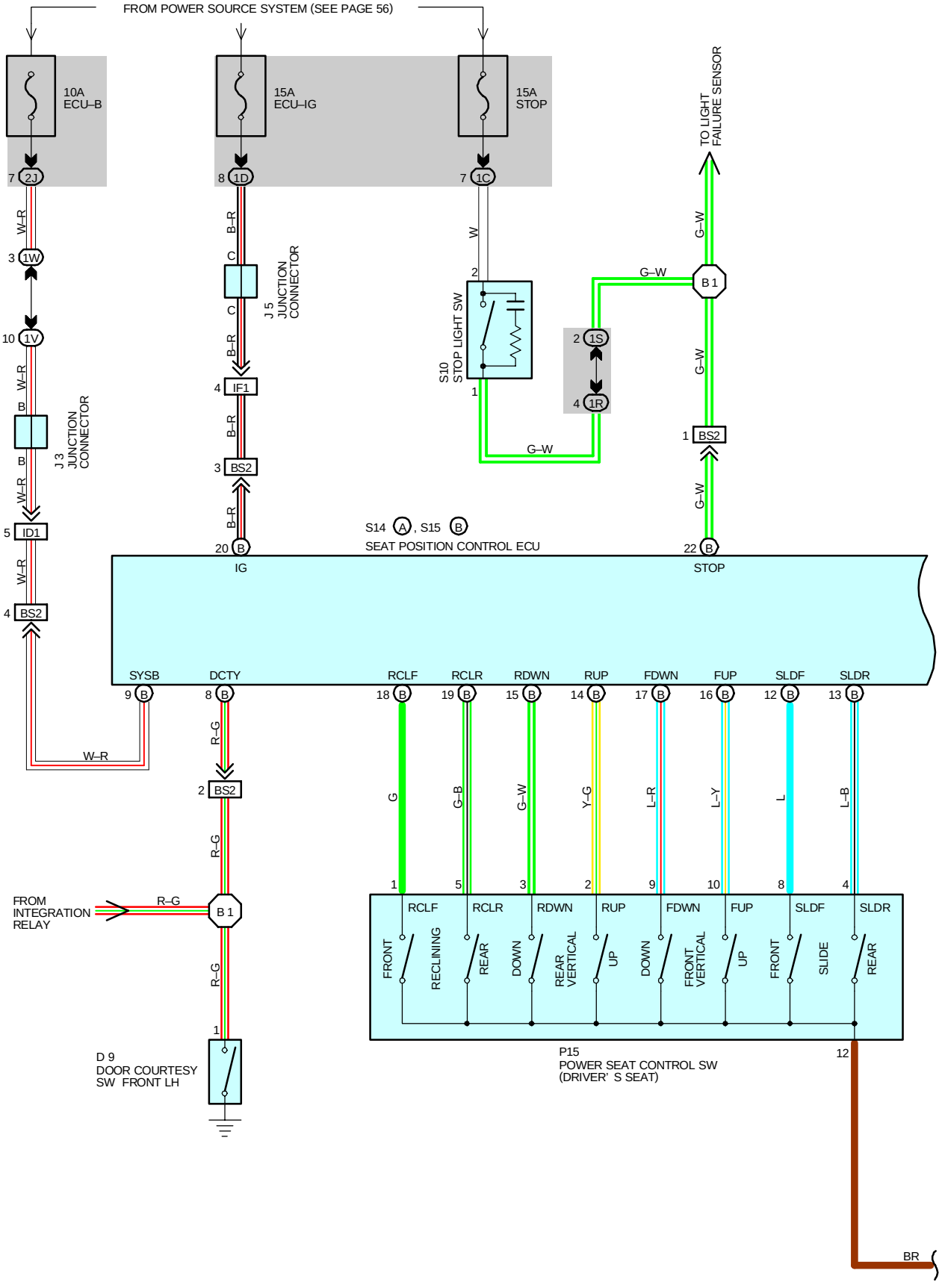
S11



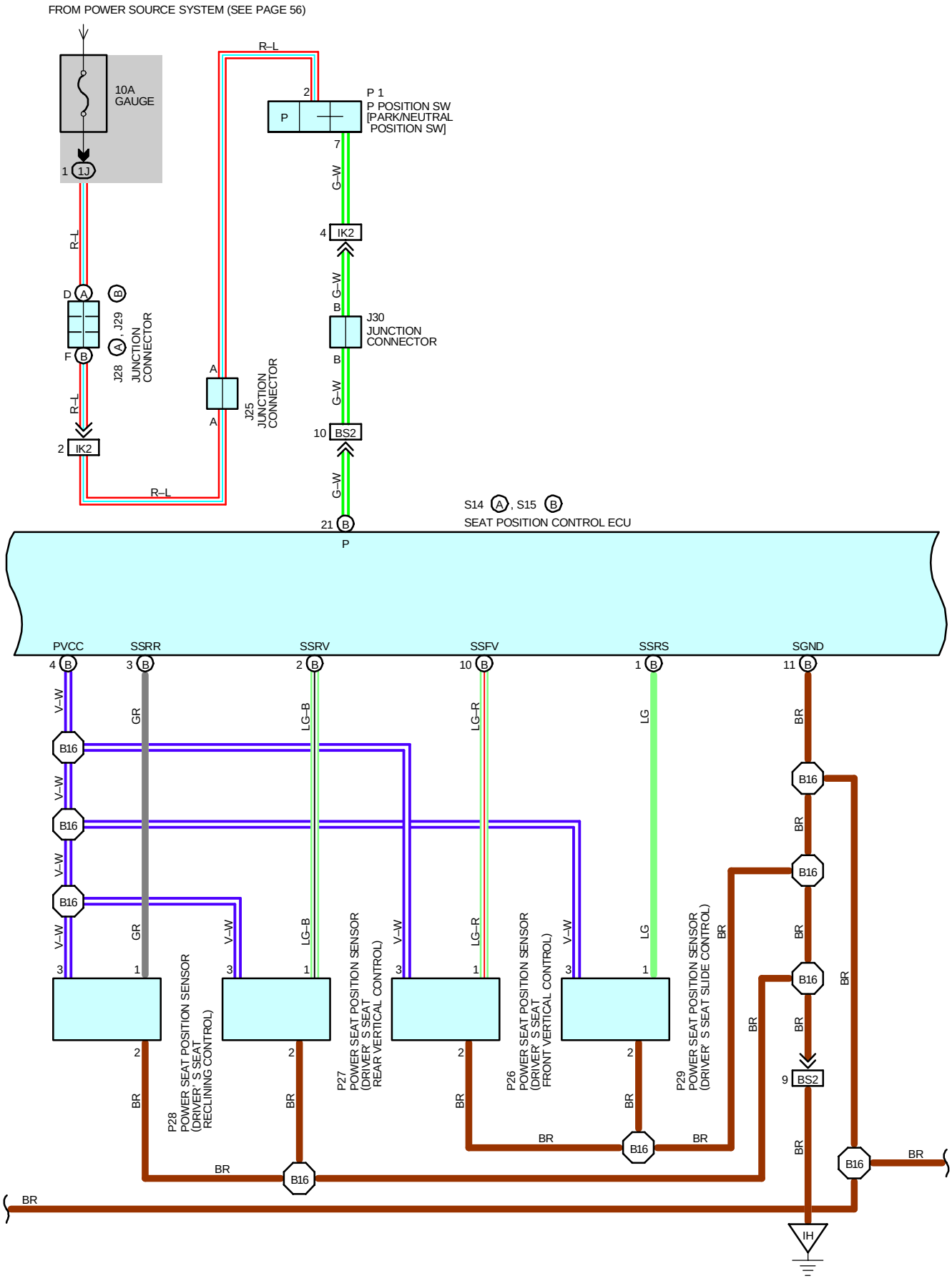
S12 BLUE



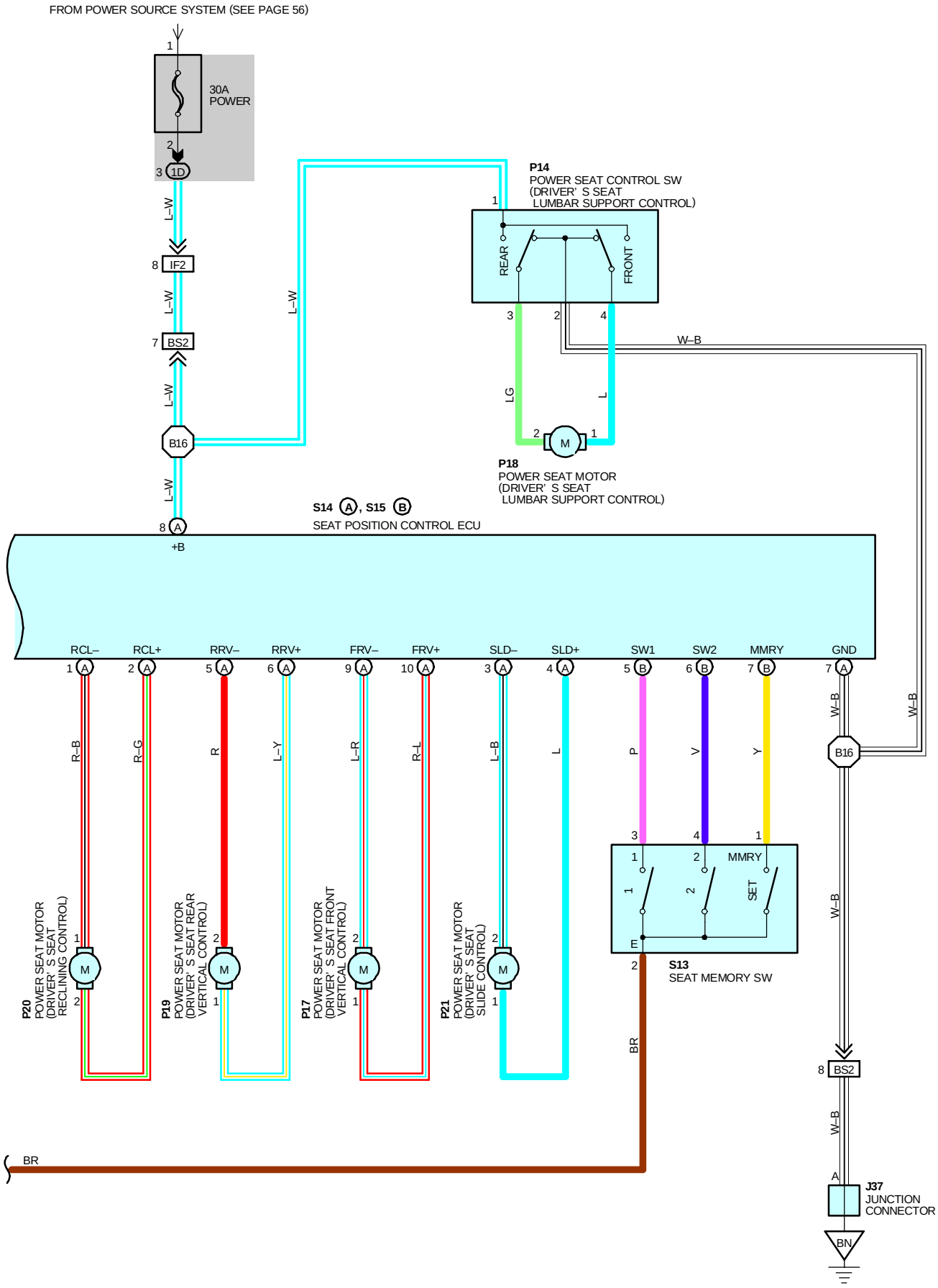
POWER SEAT


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A ECU–B
15A ECU–IG
15A STOP
TO LIGHT FAILURE SENSOR
7 2J
8 1D
7 1C
W–R
B–R
W
G–W
3 1W
C
2
10 1V
J 5 JUNCTION CONNECTOR
S10 STOP LIGHT SW
2 1S
4 1R
B 1
1 BS2
J 3 JUNCTION CONNECTOR
B
4 IF1
3 BS2
5 ID1
4 BS2
20 B
IG
S14 A, S15 B
SEAT POSITION CONTROL ECU
22 B
STOP
SYSB
DCTY
RCLF
RCLR
RDWN
RUP
FDWN
FUP
SLDF
SLDR
9 B
8 B
18 B
19 B
15 B
14 B
17 B
16 B
12 B
13 B
R–G
G
G–B
G–W
Y–G
L–R
L–Y
L
L–B
2 BS2
1
5
3
2
9
10
8
4
FROM INTEGRATION RELAY
R–G
B 1
FRONT
RECLINING
REAR
DOWN
REAR VERTICAL
UP
DOWN
FRONT VERTICAL
UP
FRONT
SLIDE
REAR
D 9
DOOR COURTESY SW FRONT LH
P15
POWER SEAT CONTROL SW (DRIVER' S SEAT)
12
BR

(DRIVER'S SEAT w/ DRIVING POSITION MEMORY)



POWER SEAT


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
30A POWER
1D
L–W
IF2
BS2
B16
P14
POWER SEAT CONTROL SW (DRIVER' S SEAT LUMBAR SUPPORT CONTROL)
REAR
FRONT
W–B
LG
L
P18
POWER SEAT MOTOR (DRIVER' S SEAT LUMBAR SUPPORT CONTROL)
S14 A, S15 B
SEAT POSITION CONTROL ECU
+B
RCL–
RCL+
RRV–
RRV+
FRV–
FRV+
SLD–
SLD+
SW1
SW2
MMRY
GND
R–B
R–G
R
L–Y
L–R
R–L
L–B
L
P
V
Y
W–B
P20
POWER SEAT MOTOR (DRIVER' S SEAT RECLINING CONTROL)
P19
POWER SEAT MOTOR (DRIVER' S SEAT REAR VERTICAL CONTROL)
P17
POWER SEAT MOTOR (DRIVER' S SEAT FRONT VERTICAL CONTROL)
P21
POWER SEAT MOTOR (DRIVER' S SEAT SLIDE CONTROL)
S13
SEAT MEMORY SW
SET
BR
J37
JUNCTION CONNECTOR
BN

(DRIVER'S SEAT w/ DRIVING POSITION MEMORY)

SYSTEM OUTLINE

CURRENT IS ALWAYS APPLIED FROM **ECU–B** FUSE TO **TERMINAL SYSB** OF THE SEAT POSITION CONTROL ECU, FROM **POWER** FUSE TO **TERMINAL +B** OF THE SEAT POSITION CONTROL ECU, AND FROM **STOP** FUSE TO **TERMINAL 2** OF THE STOP LIGHT SW.
WITH THE IGNITION SW TURNED ON, CURRENT FLOWS FROM **ECU–IG** FUSE TO **TERMINAL IG** OF THE SEAT POSITION CONTROL ECU AND FROM THE **GAUGE** FUSE TO **TERMINAL 2** OF THE P POSITION SW.

POWER SEAT OPERATION (DRIVER'S SEAT)

CURRENT IS ALWAYS APPLIED TO **TERMINAL SYSB** AND **TERMINAL +B** OF THE SEAT POSITION CONTROL ECU SO THAT SEAT POSITION CONTROL ECU IS ALWAYS READY TO OPERATE.
WHEN THE POWER SEAT CONTROL SW IS PUSHED TO THE **"FRONT SLIDE** POSITION" SIDE, A SIGNAL IS INPUT INTO **TERMINAL SLDF** OF THE SEAT POSITION CONTROL ECU, THE ECU OPERATES AND THE CURRENT TO **TERMINAL +B** OF THE SEAT POSITION CONTROL ECU FLOWS FROM **TERMINAL SLD+** OF THE SEAT POSITION CONTORL ECU → **TERMINAL 1** OF THE POWER SEAT MOTOR (DRIVER'S SEAD SLIDE CONTROL) → **TERMINAL 2** → **TERMINAL SLD–** OF THE SEAT POSITION CONTROL ECU → **TERMINAL GND** → **GROUND,** ROTATING THE POWER SEAT MOTOR SO THAT THE SEAT SLIDES FORWARD WHILE THE POWER SEAT CONTROL SW IS BEING PRESSED.
TO SLIDE THE DRIVER'S SEAT TO THE REAR, PUSHING THE POWER SEAT CONTROL SW TO THE **"REAR SIDE** POSITION" SIDE, INPUTS A SIGNAL TO **TERMINAL SLDR** OF THE SEAT POSITION CONTROL ECU. THIS CAUSES THE CURRENT FLOWING FROM THE ECU TO THE MOTOR TO FLOW FROM **TERMINAL SLD–** OF THE SEAT POSITION CONTROL ECU → **TERMINAL 2** OF THE POER SEAT MOTOR (DRIVER'S SEAT SLIDE CONTROL) → **TERMINAL 1** → **TERMINAL SLD+** OF THE SEAT POSITION CONTROL ECU, FLOWING THE REVERSE TO FRONT SLIDE OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, SO THAT THE DRIVER'S SEAT MOVES TO THE REAR.

THE MOVEMENT TO OTHER POSITIONS OCCURS SIMILARLY, SO ONLY THE FLOW OF CURRENT TO EACH MOTOR IS SHOWN:

FRONT VERTICAL CONTROL 'UP' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL FRV+** → **TERMINAL 1** OF THE POWER SEAT MOTOR (DRIVER'S SEAT FRONT VERTICAL CONTROL) → **TERMINAL 2** → **TERMINAL FRV–** OF THE ECU → **TERMINAL GND** → **GROUND.**

FRONT VERTICAL CONTROL 'DOWN' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL FRV–** → **TERMINAL 2** OF THE POWER SEAT MOTOR (DRIVER'S SEAT FRONT VERTICAL CONTROL) → **TERMINAL 1** → **TERMINAL FRV+** OF THE ECU → **TERMINAL GND** → **GROUND.**

REAR VERTICAL CONTROL 'UP' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL RRV+** → **TERMINAL 1** OF THE POWER SEAT MOTOR (DRIVER'S SEAT REAR VERTICAL CONTROL) → **TERMINAL 2** → **TERMINAL RRV–** OF THE ECU → **TERMINAL GND** → **GROUND.**

REAR VERTICAL CONTROL 'DOWN' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL RRV–** → **TERMINAL 2** OF THE POWER SEAT MOTOR (DRIVER'S SEAT REAR VERTICAL CONTROL) → **TERMINAL 1** → **TERMINAL RRV+** OF THE ECU → **TERMINAL GND** → **GROUND.**

RECLINING CONTROL OF 'FRONT' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL RCL+** → **TERMINAL 2** OF THE POWER SEAT MOTOR (DRIVER'S SEAT RECLINING CONTROL) → **TERMINAL 1** → **TERMINAL RCL–** OF THE ECU → **TERMINAL GND** → **GROUND.**

RECLINING CONTROL OF 'REAR' OPERATION

TERMINAL +B OF THE SEAT POSITION CONTROL ECU → **TERMINAL RCL–** → **TERMINAL 1** OF THE POWER SEAT MOTOR (DRIVER'S SEAT RECLINING CONTROL) → **TERMINAL 2** → **TERMINAL RCL+** OF THE ECU → **TERMINAL GND** → **GROUND.**

THE NUMBER OF TURNS OF EACH MOTOR (AMOUNT OF MOVEMENT OF EACH PART OF THE SEAT) IS DETECTED BY THE POSITION SENSORS AND INPUT TO THE ECU, MAKING IT POSSIBLE TO PERFORM MEMORY AND RETURN FUNCTIONS FOR THE SEAT POSITION USING THE SEAT MEMORY SWITCH.

POWER SEAT

SERVICE HINTS

P I P POSITION SW (PARK/NEUTRAL POSITION SW)

2–7 : CLOSED WITH SHIFT LEVER AT “P” POSITION

S14 (A), S15 (B) SEAT POSITION CONTROL ECU

(B) 22–GROUND : APPROX. **12** VOLTS WITH STOP LIGHT SW ON
(A) 8–GROUND : ALWAYS APPROX. **12** VOLTS
(B) 21–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** OR **ST** POSITION AND SHIFT LEVER AT “P” POSITION
(A) 4–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT FRONT SLIDE OPERATION
(A) 3–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT REAR SLIDE OPERATION
(A) 10–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT FRONT VERTICAL UP OPERAITON
(A) 9–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT FRONT VERTICAL DOWN OPERATION
(A) 6–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT REAR VERTICAL UP OPERATION
(A) 5–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT REAR VERTICAL DOWN OPERATION
(A) 2–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT FRONT RECLINING OPERATION
(A) 1–GROUND : APPROX. **12** VOLTS WITH DRIVER’S SEAT AT REAR RECLINING OPERATION
(B) 11–GROUND : ALWAYS CONTINUITY
(B) 9–GROUND : ALWAYS APPROX. **12** VOLTS
(B) 7–GROUND : ALWAYS CONTINUITY

PI5 POWER SEAT CONTROL SW (DRIVER’S SEAT)

1–12 : CLOSED WITH DRIVER’S SEAT AT FRONT RECLINING OPERATION
5–12 : CLOSED WITH DRIVER’S SEAT AT REAR RECLINING OPERATION
8–12 : CLOSED WITH DRIVER’S SEAT AT FRONT SLIDE OPERATION
4–12 : CLOSED WITH DRIVER’S SEAT AT REAR SLIDE OPERATION
10–12 : CLOSED WITH DRIVER’S SEAT AT FRONT VERTICAL UP OPERATION
9–12 : CLOSED WITH DRIVER’S SEAT AT FRONT VERTICAL DOWN OPERATION
2–12 : CLOSED WITH DRIVER’S SEAT AT REAR VERTICAL UP OPERATION
3–12 : CLOSED WITH DRIVER’S SEAT AT REAR VERTICAL DOWN OPERATION

SI0 STOP LIGHT SW

2–1 : CLOSED WITH BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 9	30	P 1	27	P26	32
J 3	29	P14	32	P27	32
J 5	29	P15	32	P28	32
J25	29	P17	32	P29	32
J28 A	29	P18	32	S10	29
J29 B	29	P19	32	S13	32
J30	29	P20	32	S14 A	32
J37	30	P21	32	S15 B	32

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IF1	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF2		
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
BS2	42	FLOOR WIRE AND SEAT NO. 1 WIRE (UNDER THE DRIVER’S SEAT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IH	36	LEFT KICK PANEL
BN	40	UNDER THE LEFT CENTER PILLAR

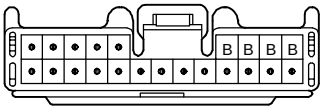
(DRIVER'S SEAT w/ DRIVING POSITION MEMORY)

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 1	40	FLOOR WIRE	B16	42	SEAT NO. 1 WIRE

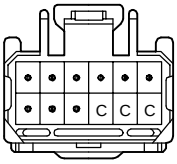
D 9

J 3



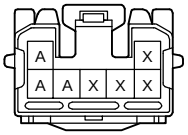
(HINT : SEE PAGE 7)

J 5 GRAY



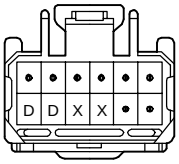
(HINT : SEE PAGE 7)

J25



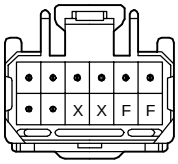
(HINT : SEE PAGE 7)

J28 Ⓐ



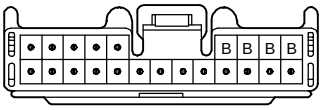
(HINT : SEE PAGE 7)

J29 Ⓑ



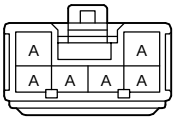
(HINT : SEE PAGE 7)

J30



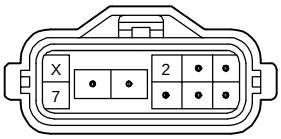
(HINT : SEE PAGE 7)

J37



(HINT : SEE PAGE 7)

P 1 GRAY



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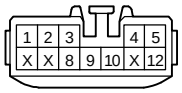
P15 BLACK



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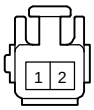

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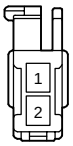

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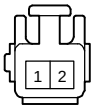

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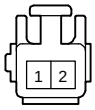

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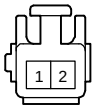

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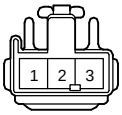

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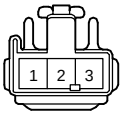

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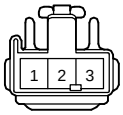

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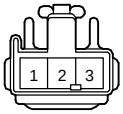

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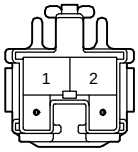

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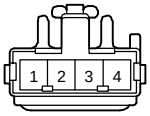
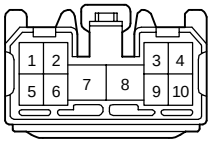
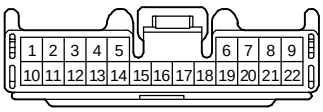


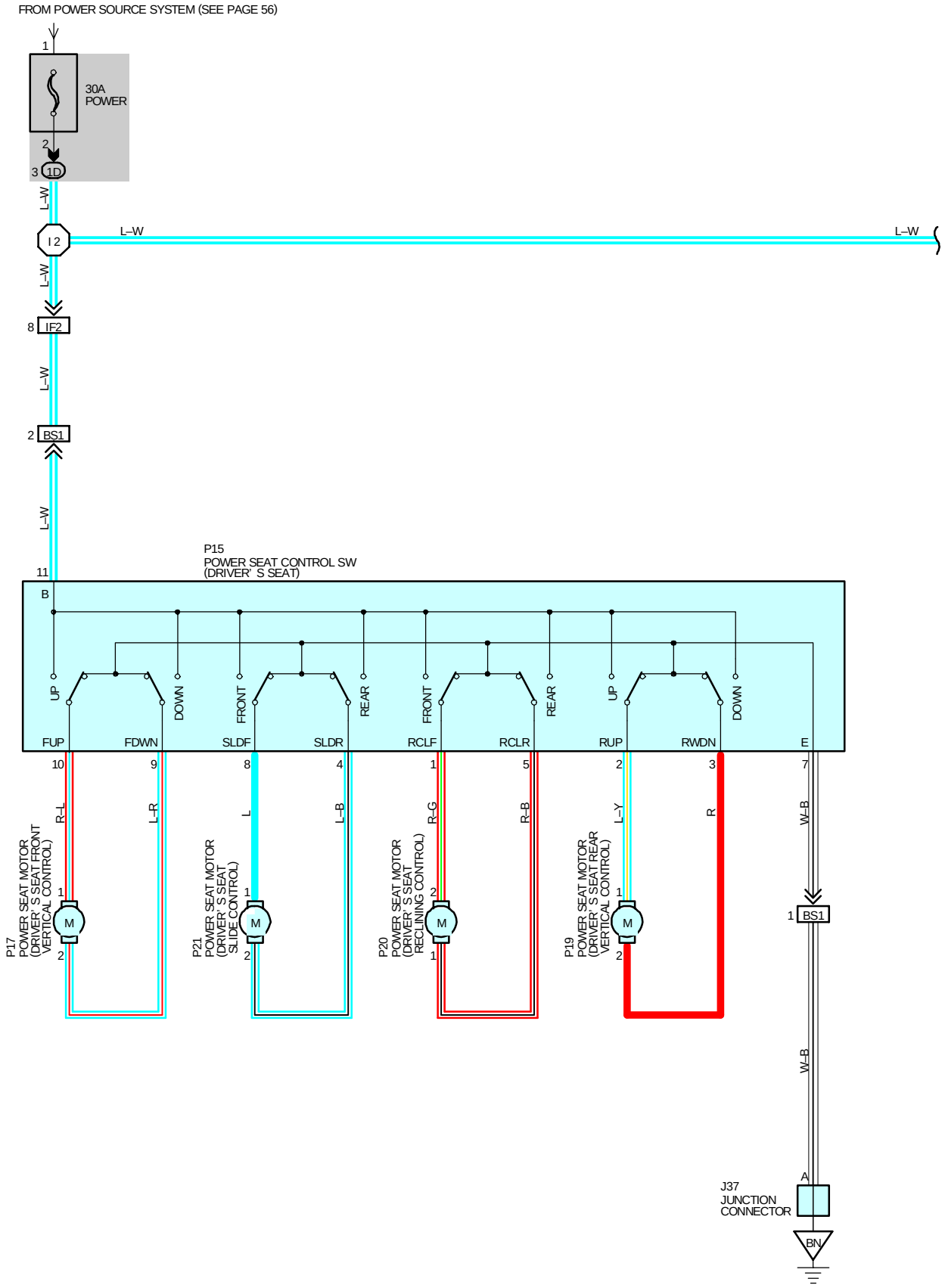
S14 Ⓐ

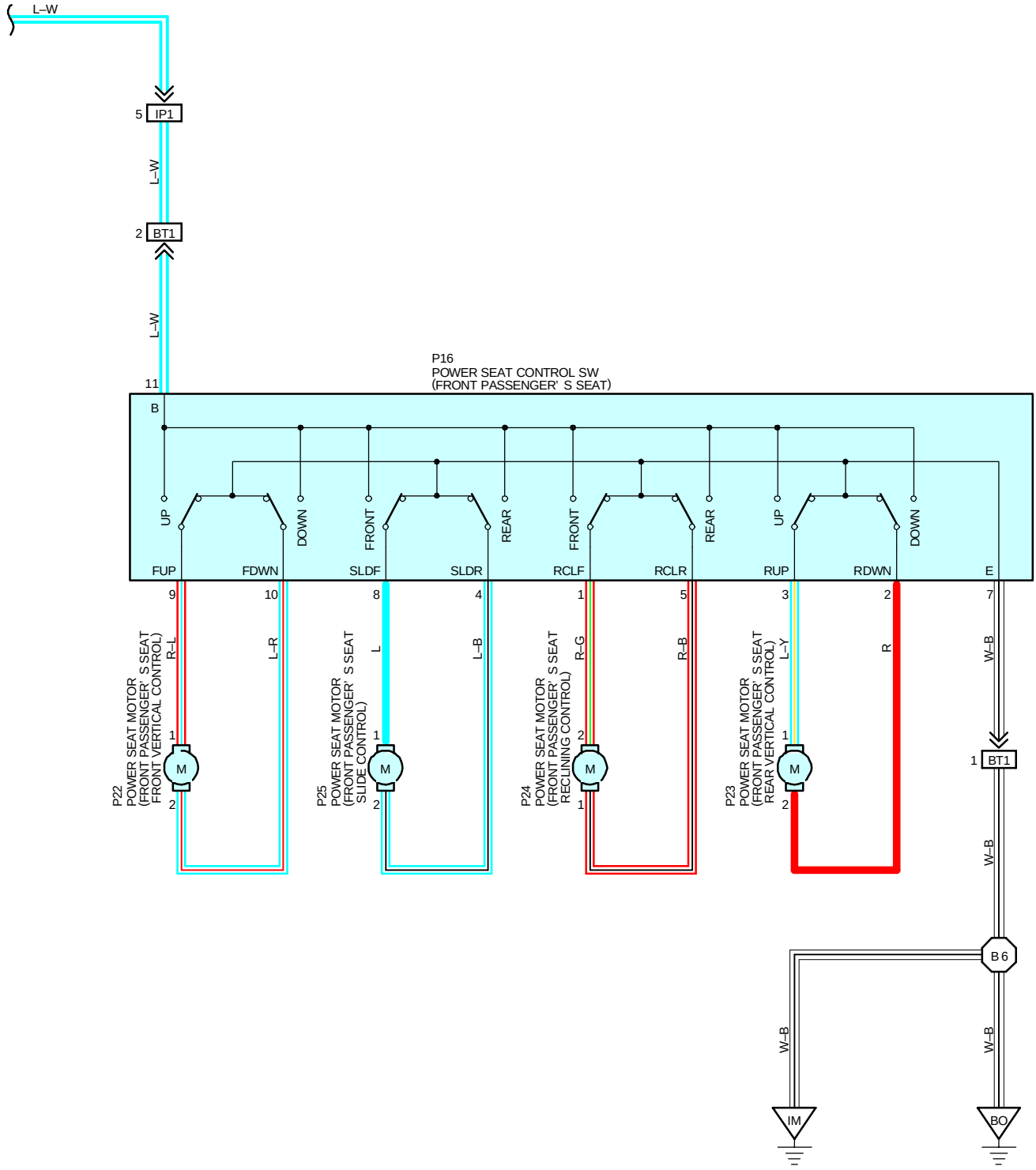


S15 Ⓑ



POWER SEAT (DRIVER'S SEAT w/o DRIVING POSITION MEMORY), (FRONT PASSENGER'S SEAT)




L–W
5 IP1
L–W
2 BT1
L–W
11
P16
POWER SEAT CONTROL SW
(FRONT PASSENGER' S SEAT)
B
UP
DOWN
FRONT
REAR
FRONT
REAR
UP
DOWN
FUP
FDWN
SLDF
SLDR
RCLF
RCLR
RUP
RDWN
E
9
10
8
4
1
5
3
2
7
R–L
L–R
L
L–B
R–G
R–B
L–Y
R
W–B
P22
POWER SEAT MOTOR
(FRONT PASSENGER' S SEAT
FRONT VERTICAL CONTROL)
P25
POWER SEAT MOTOR
(FRONT PASSENGER' S SEAT
SLIDE CONTROL)
P24
POWER SEAT MOTOR
(FRONT PASSENGER' S SEAT
RECLINING CONTROL)
P23
POWER SEAT MOTOR
(FRONT PASSENGER' S SEAT
REAR VERTICAL CONTROL)
M
1 BT1
W–B
B 6
W–B
W–B
IM
BO

POWER SEAT (DRIVER'S SEAT w/o DRIVING POSITION MEMORY), (FRONT PASSENGER'S SEAT)

SERVICE HINTS

P15 POWER SEAT CONTROL SW (DRIVER'S SEAT)
11–GROUND : ALWAYS APPOX **12** VOLTS
7–GROUND : ALWAYS CONTINUTIY

P16 POWER SEAT CONTROL SW (FRONT PASSENGER'S SEAT)
11–GROUND : ALWAYS APPOX **12** VOLTS
7–GROUND : ALWAYS CONTINUTIY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J37	30	P19	32	P23	32
P15	32	P20	32	P24	32
P16	32	P21	32	P25	32
P17	32	P22	32		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF2	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IP1	38	FLOOR NO.2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BS1	42	FLOOR WIRE AND SEAT NO.1 WIRE (UNDER THE DRIVER'S SEAT)
BT1	42	FLOOR NO.2 WIRE AND SEAT NO.2 WIRE (UNDER THE FRONT PASSENGER'S SEAT)

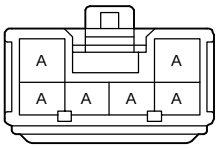
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IN	36	RIGHT KICK PANEL
BN	40	UNDER THE LEFT CENTER PILLAR
BO	40	UNDER THE RIGHT CENTER PILLAR

: SPLICE POINTS

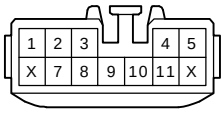
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	38	INSTRUMENT PANEL WIRE	B 6	40	FLOOR NO.2 WIRE

J37



(HINT : SEE PAGE 7)

P15 GRAY



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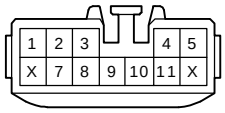

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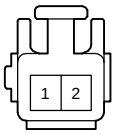

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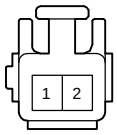

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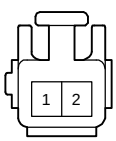

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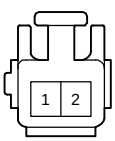

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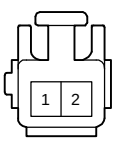

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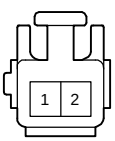

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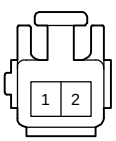

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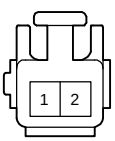

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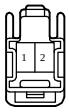

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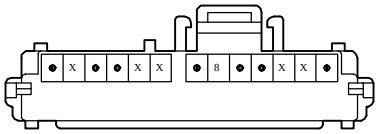
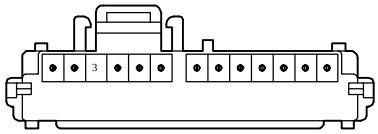
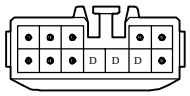


C10 (D) BROWN



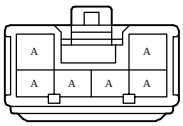
D 9

J 4 BLACK



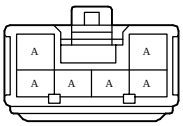
(HINT : SEE PAGE 7)

J15



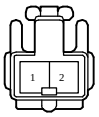
(HINT : SEE PAGE 7)

J37

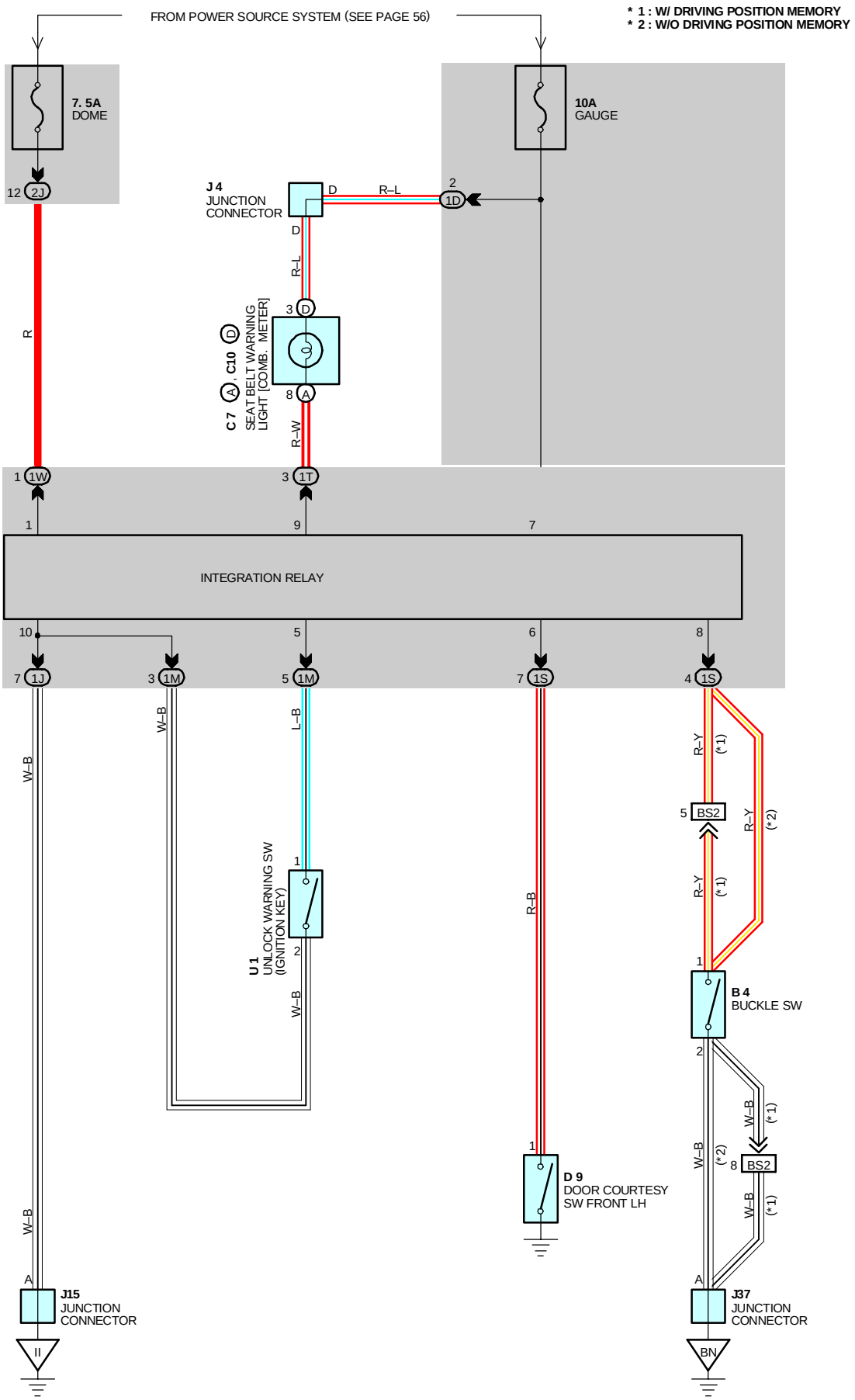


(HINT : SEE PAGE 7)

U 1



UNLOCK AND SEAT BELT WARNING



SYSTEM OUTLINE

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

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE **GAUGE** FUSE TO THE **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, FOR APPROX. **4–8** SECONDS, CURRENT FLOWING THROUGH THE WARNING LIGHT FLOWS FROM **TERMINAL 9** OF THE RELAY → **TERMINAL 10** → **GROUND**, CAUSING THE WARNING LIGHT TO LIGHT UP. AT THE SAME TIME AS THE WARNING LIGHT LIGHTS UP, A BUCKLE SW OFF SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY, THE CURRENT FLOWING TO **TERMINAL 1** OF THE RELAY FLOWS FROM **TERMINAL 10** → **GROUND** AND THE SEAT BELT WARNING BUZZER SOUNDS FOR APPROX. **4–8** SECONDS. HOWEVER, IF SEAT BELT IS PUT ON DURING THIS PERIOD (WHILE THE BUZZER IS SOUNDING), SIGNAL INPUT TO **TERMINAL 8** OF THE RELAY STOPS AND THE CURRENT FLOW FROM **TERMINAL 1** OF THE RELAY → **TERMINAL 10** → **GROUND** IS CUT, CAUSING THE BUZZER TO STOP.

2. KEY REMINDER SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK WARNING SW ON), THE IGNITION SW STILL OFF AND DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT **TERMINAL 5** AND **6** OF THE RELAY, THE INTEGRATION RELAY OPERATES, CURRENT FLOWS FROM **TERMINAL 1** OF THE RELAY → **TERMINAL 10** → **GROUND** AND THE KEY REMINDER BUZZER SOUNDS.

SERVICE HINTS

B 4 BUCKLE SW

1–2 : CLOSED WITH THE DRIVER'S SEAT BELT USE

D 9 DOOR COURTESY SW FRONT LH

1–GROUND : CLOSED WITH THE FRONT LH DOOR OPEN

INTEGRATION RELAY

10–GROUND : ALWAYS CONTINUITY
6–GROUND : CONTINUITY WITH THE FRONT LH DOOR OPEN
5–GROUND : CONTINUITY WITH THE IGNITION KEY IN CYLINDER
8–GROUND : CONTINUITY UNLESS DRIVER'S SEAT BELT IN USE
9–GROUND : **0** VOLTS FOR **4–8** SECONDS WITH THE IGNITION SW ON AND **12** VOLTS **4–8** SECONDS AFTER IGNITION SW ON
1–GROUND : ALWAYS APPROX. **12** VOLTS
7–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION

U 1 UNLOCK WARNING SW (IGNITION KEY)

1–2 : CLOSED WITH THE IGNITION KEY CYLINDER

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B4		32	D 9	30	J37	30
C 7	A	28	J 4	29	U 1	29
C10	D	28	J15	29		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1N		
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

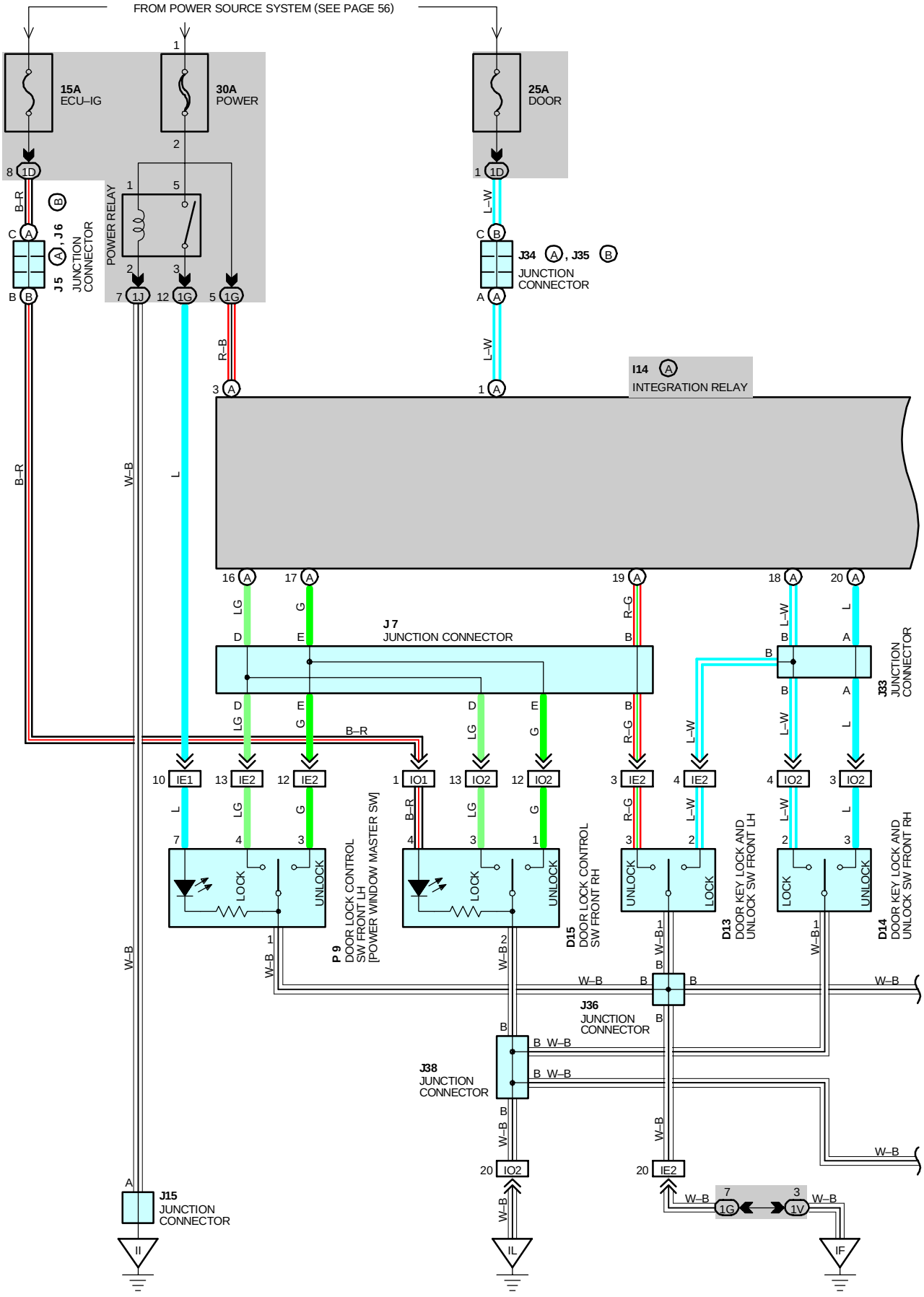
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

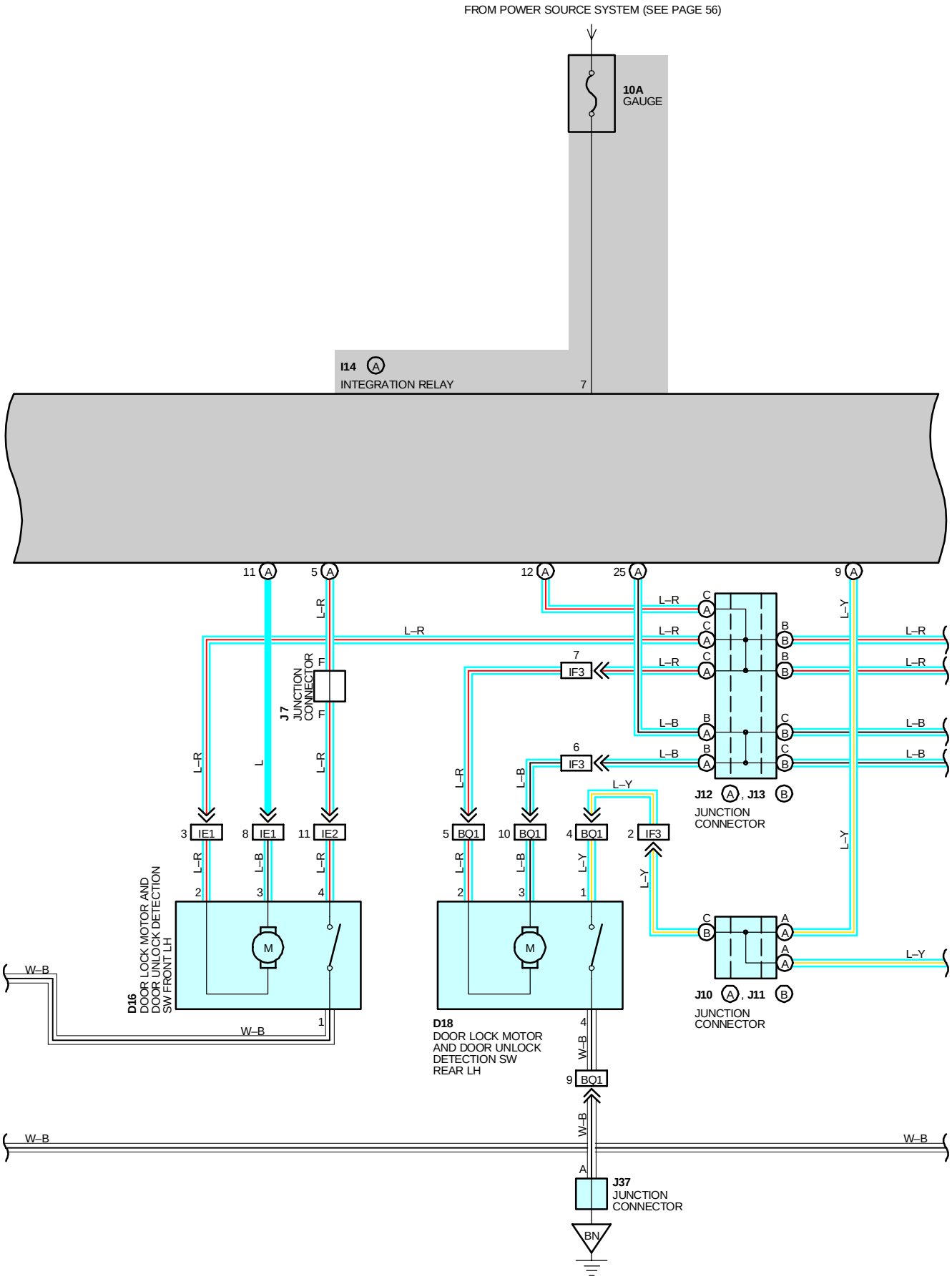
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BS2	42	FLOOR WIRE AND SEAT NO. 1 WIRE (UNDER THE DRIVER'S SEAT)

▽ : GROUND POINTS

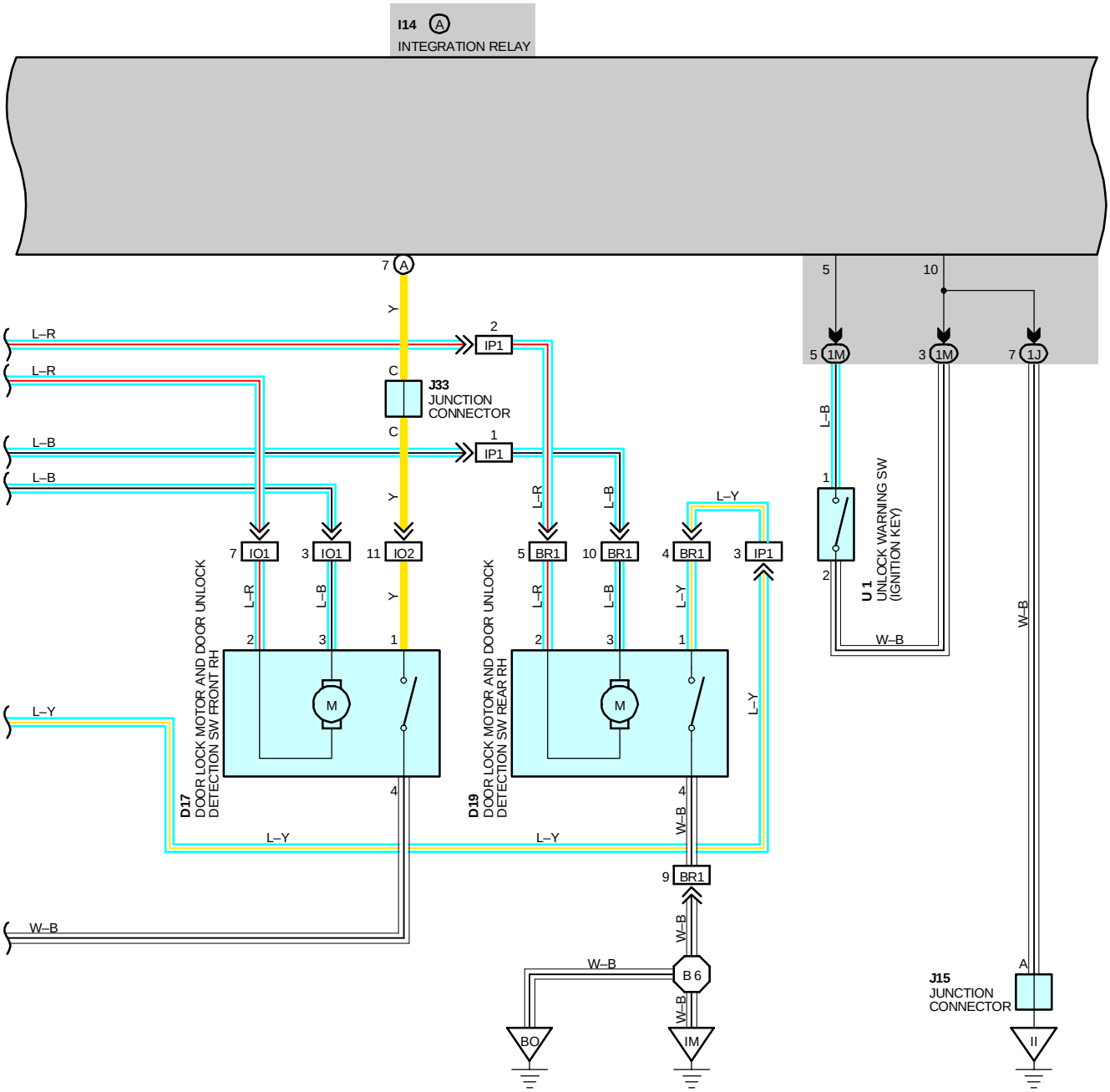
CODE	SEE PAGE	GROUND POINTS LOCATION
II	36	INSTRUMENT PANEL BRACE LH
BN	40	UNDER THE LEFT CENTER PILLAR

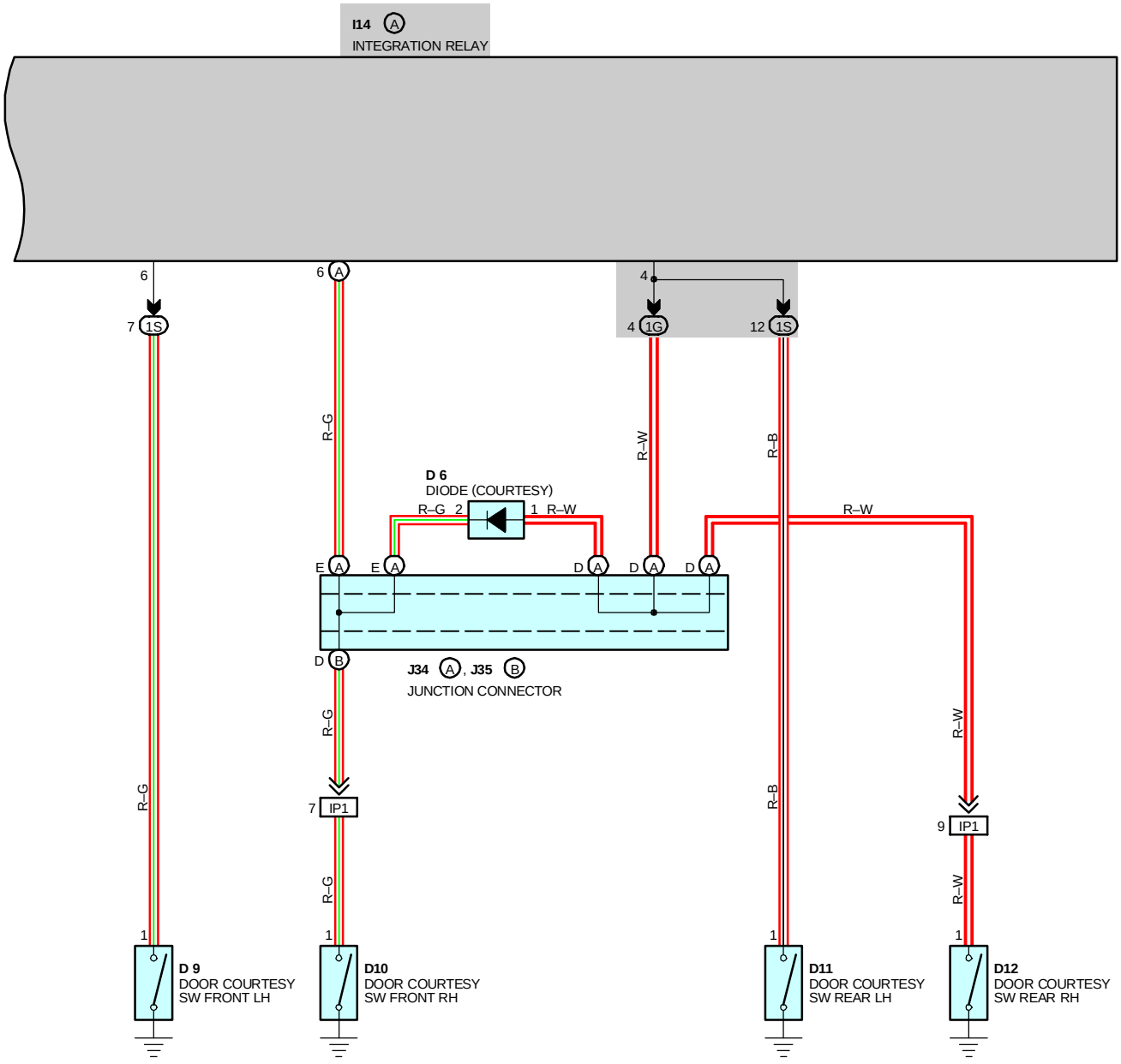
DOOR LOCK CONTROL




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
GAUGE
I14 A
INTEGRATION RELAY
7
11 A
5 A
12 A
25 A
9 A
L–R
L
L–B
L–Y
W–B
J7
JUNCTION CONNECTOR
F
IF3
IE1
IE2
BQ1
J12 A, J13 B
JUNCTION CONNECTOR
J10 A, J11 B
JUNCTION CONNECTOR
D16
DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH
D18
DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW REAR LH
M
J37
JUNCTION CONNECTOR
BN

DOOR LOCK CONTROL




I14 A
INTEGRATION RELAY
6
7 1S
6 A
4
4 1G
12 1S
R–G
R–W
R–B
D 6
DIODE (COURTESY)
R–G 2
1 R–W
R–W
E A
E A
D A
D A
D A
D B
J34 A, J35 B
JUNCTION CONNECTOR
R–G
7 IP1
R–G
R–G
1
D 9
DOOR COURTESY
SW FRONT LH
1
D10
DOOR COURTESY
SW FRONT RH
R–B
1
D11
DOOR COURTESY
SW REAR LH
R–W
9 IP1
R–W
1
D12
DOOR COURTESY
SW REAR RH

DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL** Ⓐ**1** OF THE INTEGRATION RELAY THROUGH THE **DOOR** FUSE.
WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE **GAUGE** FUSE FLOWS TO **TERMINAL 7** OF THE INTEGRATION RELAY → **TERMINAL** Ⓐ**3** → THE POWER RELAY (COIL SIDE) → **GROUND**. AS A RESULT, THE CURRENT FLOWING THROUGH THE PWR FUSE FLOWS TO THE POWER RELAY (POINT SIDE) → **TERMINAL 7** OF THE DOOR LOCK CONTROL SW LH → **TERMINAL 1** → **GROUND**, CAUSING THE INDICATOR LIGHT TO LIGHT UP.

1. MANUAL LOCK OPERATION

WHEN THE LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW ARE PUSHED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL** Ⓐ**16** OR Ⓐ**18** OF THE INTEGRATION RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL** Ⓐ**1** OF THE RELAY → **TERMINAL** Ⓐ**12** → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL** Ⓐ**25** OF THE RELAY → **TERMINAL 10** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW ARE PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL** Ⓐ**17** OR Ⓐ**19** OR Ⓐ**20** OF THE INTEGRATION RELAY AND CAUSES THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL** Ⓐ**1** OF THE RELAY → **TERMINAL** Ⓐ**25** → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL** Ⓐ**12** OF THE RELAY → **TERMINAL 10** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR KEY LOCK AND UNLOCK SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL** Ⓐ**19** OF THE RELAY, AND IF THE SIGNAL IS INPUT AGAIN WITHIN **3** SECONDS BY TURNING THE SW TO THE UNLOCK SIDE AGAIN, CURRENT FLOWS FROM **TERMINAL** Ⓐ**25** OF THE INTEGRATION RELAY → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL** Ⓐ**12** OF THE RELAY → **TERMINAL 10** → **GROUND**, CAUSING THE DOOR LOCK MOTORS TO OPERATE AND UNLOCK THE DOORS.

4. IGNITION KEY REMINDER OPERATION

*OPERATING DOOR LOCK KNOB (OPERATION OF DOOR LOCK MOTORS)

WITH IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE DOOR IS OPENED AND LOCKED USING DOOR LOCK KNOB (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE FUNCTION OF RELAY. AS A RESULT, THE CURRENT FLOWS FROM **TERMINAL** Ⓐ **1** OF THE INTEGRATION RELAY → **TERMINAL** Ⓐ**25** → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL 2** OF THE DOOR LOCK MOTOR → **TERMINAL** Ⓐ**12** OF THE RELAY → **TERMINAL 10** → **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

* OPERATING THE DOOR LOCK CONTROL SW OR DOOR KEY LOCK AND UNLOCK SW

WITH IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE DOOR IS OPENED AND LOCKED USING DOOR LOCK CONTROL SW OR KEY SW, THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED BY THE FUNCTION OF SW CONTAINED IN MOTORS, WHICH THE SIGNAL IS INPUT TO **TERMINAL** Ⓐ**5** (FRONT LH) OR Ⓐ**7** (FRONT RH) OR Ⓐ**9**(REAR LH, RH) OF THE RELAY. ACCORDING TO THIS INPUT SIGNAL, THE CURRENT IN ECU FLOWS FROM **TERMINAL** Ⓐ**1** OF THE RELAY → **TERMINAL** Ⓐ**25** → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL 12** OF THE RELAY → **TERMINAL 10** → **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

* IN CASE OF KEYLESS LOCK

WITH IGNITION KEY IN CYLINDER (UNLOCK WARNING SW ON), WHEN THE UNLOCK FUNCTION IS DISTURBED MORE THAN **0.2** SECONDS, FOR EXAMPLE PUSHING THE DOOR LOCK KNOB ETC., THE DOOR HOLDS ON LOCK CONDITION. CLOSING THE DOOR AFTER, DOOR COURTESY SW INPUTS THE SIGNAL INTO **TERMINAL 4** OR **6** OR Ⓐ**6** OF THE INTEGRATION RELAY. BY THIS INPUT SIGNAL, THE ECU WORKS AND CURRENT FLOWS FROM **TERMINAL** Ⓐ**1** OF THE RELAY → **TERMINAL** Ⓐ**25** → **TERMINAL 3** OF THE DOOR LOCK MOTORS → **TERMINAL 2** OF THE DOOR LOCK MOTORS → **TERMINAL** Ⓐ**12** OF THE RELAY → **TERMINAL 10** → **GROUND** AND CAUSES ALL THE DOORS TO UNLOCK.

SERVICE HINTS

I14Ⓐ INTEGRATION RELAY

10–GROUND : ALWAYS CONTINUITY
6–GROUND : CONTINUITY WITH DRIVER'S DOOR OPEN
Ⓐ 1–GROUND : ALWAYS APPROX. **12** VOLTS
Ⓐ25–GROUND : APPROX. **12** VOLTS **0.2** SECONDS WITH FOLLOWING OPERATION
* DOOR LOCK CONTROL SW UNLOCKED
* DOOR LOCK CONTROL SW LOCKED WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
* DOOR LOCK KNOB LOCKED WITH IGNITION KEY IN CYLINDER AND DRIVER'S DOOR OPEN (IGNITION KEY REMINDER FUNCTION)
* UNLOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
Ⓐ12–GROUND : APPROX. **12** VOLTS **0.2** SECONDS WITH FOLLOWING OPERATION
* DOOR LOCK CONTROL SW LOCKED
* LOCKING THE DRIVER'S, PASSENGER'S DOOR CYLINDER WITH KEY
Ⓐ16–GROUND : **0** VOLTS WITH DOOR LOCK CONTROL SW LOCKED
Ⓐ 6–GROUND : CONTINUITY WITH FRONT PASSENGER'S DOOR OPEN
Ⓐ 5–GROUND : CONTINUITY WITH DRIVER'S DOOR LOCK KNOB UNLOCKED
7–GROUND : CONTINUITY WITH FRONT PASSENGER'S DOOR LOCK KNOB UNLOCKED
Ⓐ17–GROUND : **0** VOLTS WITH DOOR LOCK CONTROL SW UNLOCKED
Ⓐ20–GROUND : **0** VOLTS WITH PASSENGER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
7–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT ON POSITION
Ⓐ19–GROUND : **0** VOLTS WITH DRIVER'S DOOR LOCK CYLINDER UNLOCKED WITH KEY
Ⓐ18–GROUND : **0** VOLTS WITH DRIVER'S, PASSENGER'S DOOR LOCK CYLINDER LOCKED WITH KEY
Ⓐ 9–GROUND : CONTINUITY WITH REAR PASSENGER'S DOOR LOCK KNOB UNLOCKED
4–GROUND : CONTINUITY WITH REAR PASSENGER'S DOOR OPEN

D 9, D10, D11, D12 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1–GROUND : CLOSED WITH EACH DOOR OPEN

D13 DOOR KEY LOCK AND UNLOCK SW FRONT LH

2–1 : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY
3–1 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

D14 DOOR KEY LOCK AND UNLOCK SW FRONT RH

2–1 : CLOSED WITH DOOR LOCK CYLINDER LOCKED WITH KEY
3–1 : CLOSED WITH DOOR LOCK CYLINDER UNLOCKED WITH KEY

D16, D17, D18,D19 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW FRONT LH, RH, REAR LH, RH

1–4 : CLOSED WITH **UNLOCK** POSITION

U 1 UNLOCK WARNING SW (IGNITION KEY)

1–2 : CLOSED WITH IGNITION KEY IN CYLINDER

DOOR LOCK CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	See Page	Code	See Page
D 6	28	D18	30	J15	29
D 9	30	D19	30	J33	29
D10	30	I14 A	28	J34 A	29
D11	30	J 5 A	29	J35 B	29
D12	30	J 6 B	29	J36	30
D13	30	J 7	29	J37	30
D14	30	J10 A	29	J38	30
D15	30	J11 B	29	P 9	31
D16	30	J12 A	29	U 1	29
D17	30	J13 B	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2		
IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IO1	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IO2		
IP1	38	FLOOR NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

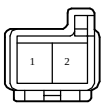
: GROUND POINTS

Code	See Page	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH
IL	36	RIGHT KICK PANEL
IN		
BN	40	UNDER THE LEFT CENTER PILLAR
BO	40	UNDER THE RIGHT CENTER PILLAR

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B 6	40	FLOOR NO. 2 WIRE			

D 6 BLACK



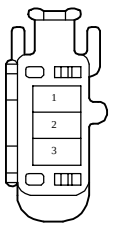
D 9

D10

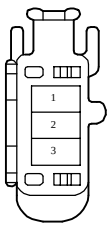
D11

D12

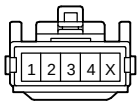
D13



D14



D15



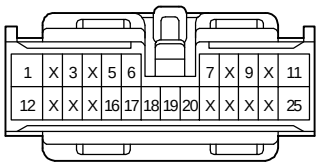
D16 BLACK

D17 BLACK

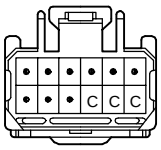
D18 BLACK

D19 BLACK

I14 (A) ORANGE

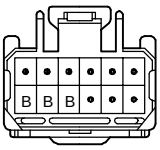


J5 (A) GRAY



(HINT : SEE PAGE 7)

J6 (B) GRAY

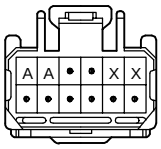


(HINT : SEE PAGE 7)

J7

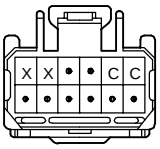
(HINT : SEE PAGE 7)

J10 (A)



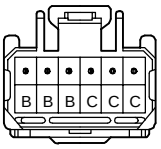
(HINT : SEE PAGE 7)

J11 (B)



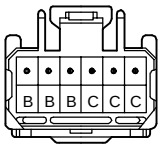
(HINT : SEE PAGE 7)

J12 (A) GRAY



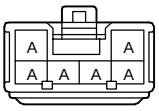
(HINT : SEE PAGE 7)

J13 (B) GRAY



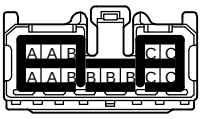
(HINT : SEE PAGE 7)

J15



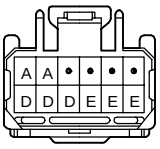
(HINT : SEE PAGE 7)

J33



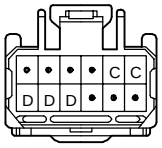
(HINT : SEE PAGE 7)

J34 (A) BLACK



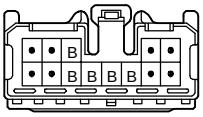
(HINT : SEE PAGE 7)

J35 (B) BLACK



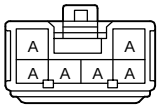
(HINT : SEE PAGE 7)

J36



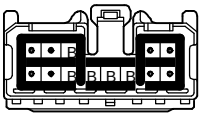
(HINT : SEE PAGE 7)

J37



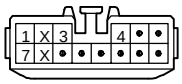
(HINT : SEE PAGE 7)

J38

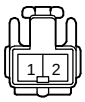


(HINT : SEE PAGE 7)

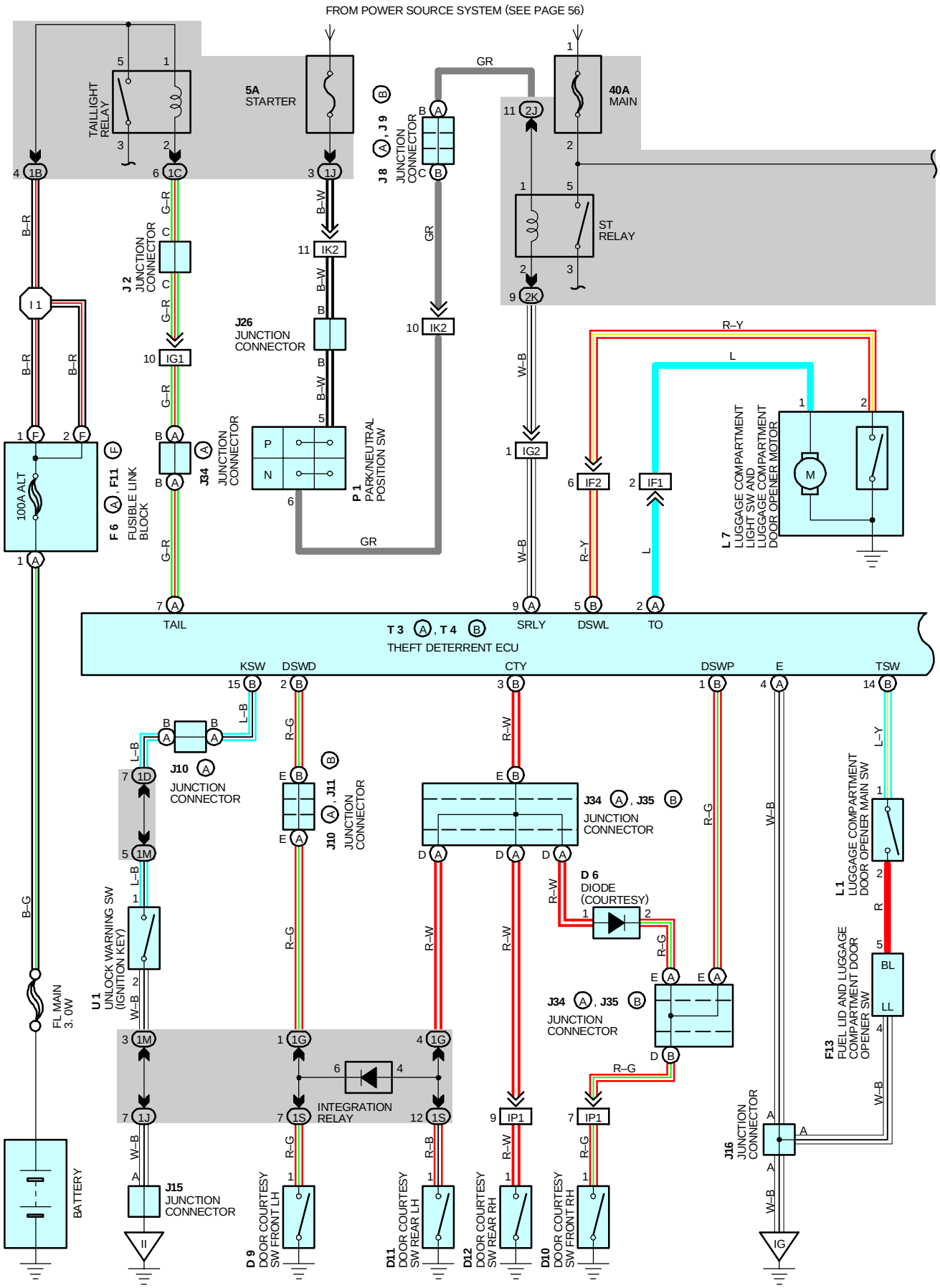
P9

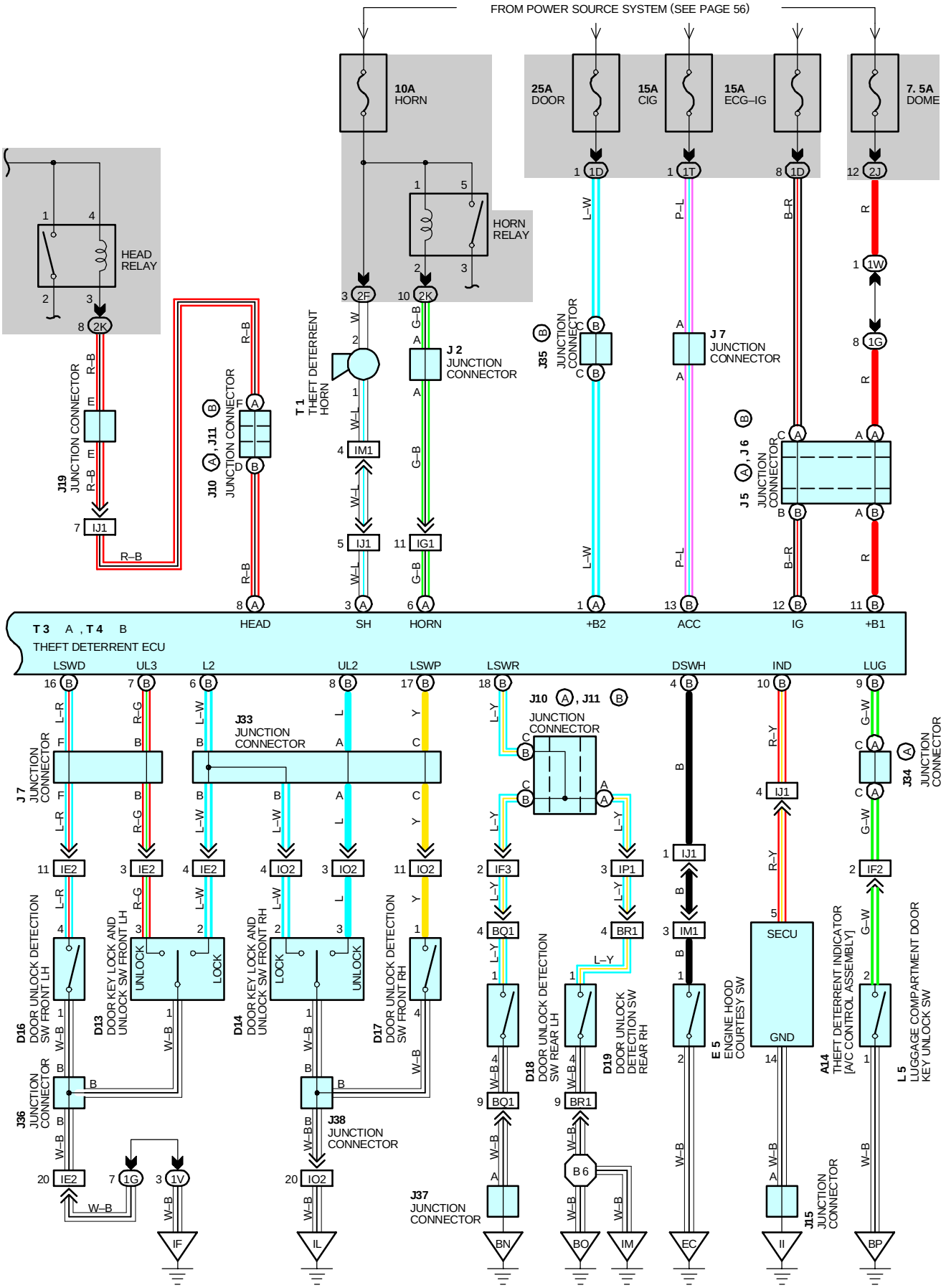


U1



THEFT DETERRENT




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A HORN
25A DOOR
15A CIG
15A ECG–IG
7. 5A DOME
HEAD RELAY
HORN RELAY
T1 THEFT DETERRENT HORN
J2 JUNCTION CONNECTOR
J35 JUNCTION CONNECTOR
J7 JUNCTION CONNECTOR
J19 JUNCTION CONNECTOR
J10, J11 JUNCTION CONNECTOR
J5, J6 JUNCTION CONNECTOR
T3 A, T4 B
THEFT DETERRENT ECU
HEAD
SH
HORN
+B2
ACC
IG
+B1
LSWD
UL3
L2
UL2
LSWP
LSWR
DSWH
IND
LUG
J33 JUNCTION CONNECTOR
J34 JUNCTION CONNECTOR
D16 DOOR UNLOCK DETECTION SW FRONT LH
D13 DOOR KEY LOCK AND UNLOCK SW FRONT LH
D14 DOOR KEY LOCK AND UNLOCK SW FRONT RH
D17 DOOR UNLOCK DETECTION SW FRONT RH
D18 DOOR UNLOCK DETECTION SW REAR LH
D19 DOOR UNLOCK DETECTION SW REAR RH
E5 ENGINE HOOD COURTESY SW
A14 THEFT DETERRENT INDICATOR [A/C CONTROL ASSEMBLY]
L5 LUGGAGE COMPARTMENT DOOR KEY UNLOCK SW
J36 JUNCTION CONNECTOR
J38 JUNCTION CONNECTOR
J37 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
SECU
GND
UNLOCK
LOCK
IF
IL
BN
BO
IM
EC
II
BP

THEFT DETERRENT

SERVICE HINTS

D13, D14 DOOR KEY LOCK AND UNLOCK SW FRONT LH, RH

3–1 : CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH KEY
2–1 : CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH KEY

D16, D17, D18, D19 DOOR UNLOCK DETECTION SW FRONT LH, RH, REAR LH, RH

1–4 : CLOSED WITH UNLOCK POSITION

E 5 ENGINE HOOD COURTESY SW

1–2 : CLOSED WITH THE ENGINE HOOD OPEN

U 1 UNLOCK WARNING SW (IGNITION KEY)

1–2 : CLOSED WITH THE IGNITION KEY IN CYLINDER

L 5 LUGGAGE COMPARTMENT DOOR KEY UNLOCK SW

1–2 : CLOSED WITH THE LUGGAGE COMPARTMENT DOOR LOCK CYLINDER UNLOCK WITH KEY

L 7 LUGGAGE COMPARTMENT LIGHT SW

2–GROUND : CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

T 3 Ⓐ , T 4Ⓑ THEFT DETERRENT ECU

Ⓐ 9–GROUND : APPROX. **12** VOLTS WITH THE SHIFT LEVER IN **N** OR **P** POSITION AND THE IGNITION SW AT **ST** POSITION
Ⓑ12–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
Ⓑ15–GROUND : CONTINUITY WITH THE IGNITION KEY IN CYLINDER
Ⓑ17–GROUND : CONTINUITY WITH THE FRONT RH DOOR TO **UNLOCK** POSITION
Ⓑ11–GROUND : ALWAYS APPROX. **12** VOLTS
Ⓑ 7–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW FRONT LH TO **UNLOCK** POSITION
Ⓑ16–GROUND : CONTINUITY WITH THE FRONT LH DOOR TO **UNLOCK** POSITION
Ⓑ 1–GROUND : CONTINUITY WITH THE FRONT RH DOOR OPENED
Ⓑ 2–GROUND : CONTINUITY WITH THE FRONT LH DOOR OPENED
Ⓑ 6–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW TO **LOCK** POSITION
Ⓐ 4–GROUND : ALWAYS CONTINUITY
Ⓑ 8–GROUND ; CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW FRONT RH TO **UNLOCK** POSITION
Ⓐ 1–GROUND : ALWAYS APPROX. **12** VOLTS
Ⓑ 9–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR LOCK CYLINDER UNLOCK WITH KEY
Ⓑ 3–GROUND : CONTINUITY WITH EACH DOOR OPEN
Ⓑ 4–GROUND : CONTINUITY WITH THE ENGINE HOOD OPEN
Ⓑ 5–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR OPEN
Ⓑ13–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
Ⓑ18–GROUND : CONTINUITY WITH THE REAR DOOR TO **UNLOCK** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14	28	F11 F	26	J33	29
D 6	28	F13	28	J34 A	29
D 9	30	J 2	29	J35 B	29
D10	30	J 5 A	29	J36	30
D11	30	J 6 B	29	J37	30
D12	30	J 7	29	J38	30
D13	30	J 8 A	29	L 1	29
D14	30	J 9 B	29	L 5	30
D16	30	J10 A	29	L 7	30
D17	30	J11 B	29	P 1	27
D18	30	J15	29	T 1	27
D19	30	J16	29	T 3 A	29
E 5	26	J19	29	T 4 B	29
F 6 A	26	J26	29	U 1	29

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1C		
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W		
2F	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF1	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF2		
IF3		
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IG2		
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	38	ENGINE WIRE AND COWLWIRE (UNDER THE GLOVE BOX)
IH1	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IO2	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IP1	38	FLOOR NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

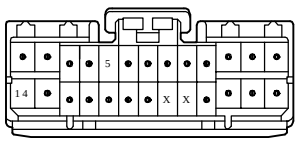
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
IF	36	COWL SIDE PANEL LH
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH
IL	36	RIGHT KICK PANEL
IM		
IN	40	UNDER THE LEFT CENTER PILLAR
BN	40	UNDER THE RIGHT CENTER PILLAR
BO	40	BACK PANEL CENTER

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE	B 6	40	FLOOR NO. 2 WIRE

A14



D 6 BLACK

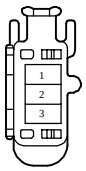
D 9

D10

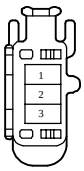
D11

D12

D13

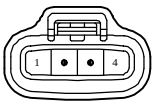


D14



D16 BLACK

D17 BLACK



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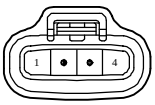

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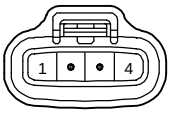
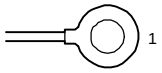
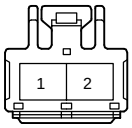


E 5 BLACK

F 6 (A)



F11 (F)



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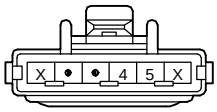

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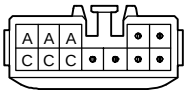
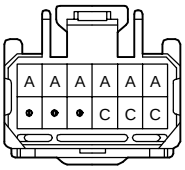


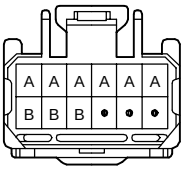
(HINT : SEE PAGE 7)

J 5 (A) GRAY



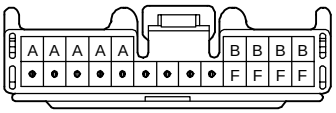
(HINT : SEE PAGE 7)

J 6 (B) GRAY



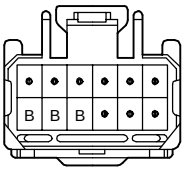
(HINT : SEE PAGE 7)

J 7



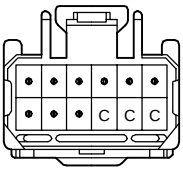
(HINT : SEE PAGE 7)

J 8 (A) GRAY



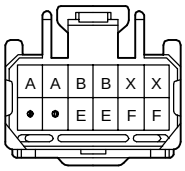
(HINT : SEE PAGE 7)

J 9 (B) GRAY



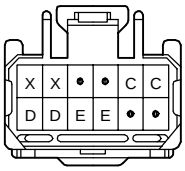
(HINT : SEE PAGE 7)

J10 (A)



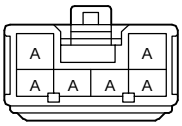
(HINT : SEE PAGE 7)

J11 (B)



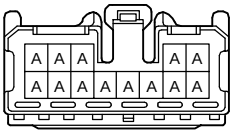
(HINT : SEE PAGE 7)

J15



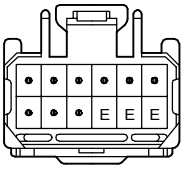
(HINT : SEE PAGE 7)

J16 ORANGE



(HINT : SEE PAGE 7)

J19 BLACK



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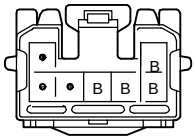
J26



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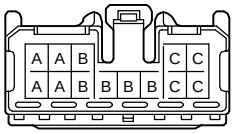
J33



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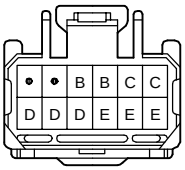
J34 (A) BLACK



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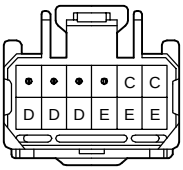

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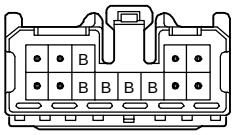
J36



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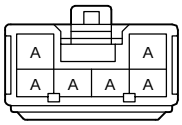
J37



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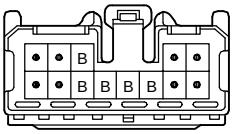
J38



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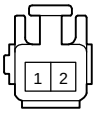
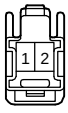
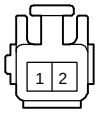
L 1



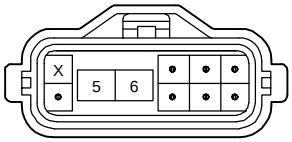
L 5



L 7 BLACK

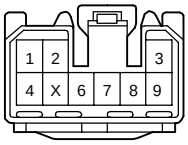


P 1 GRAY

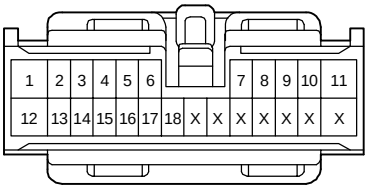


T 1 BLACK

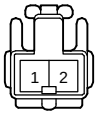
T 3 (A) ORANGE



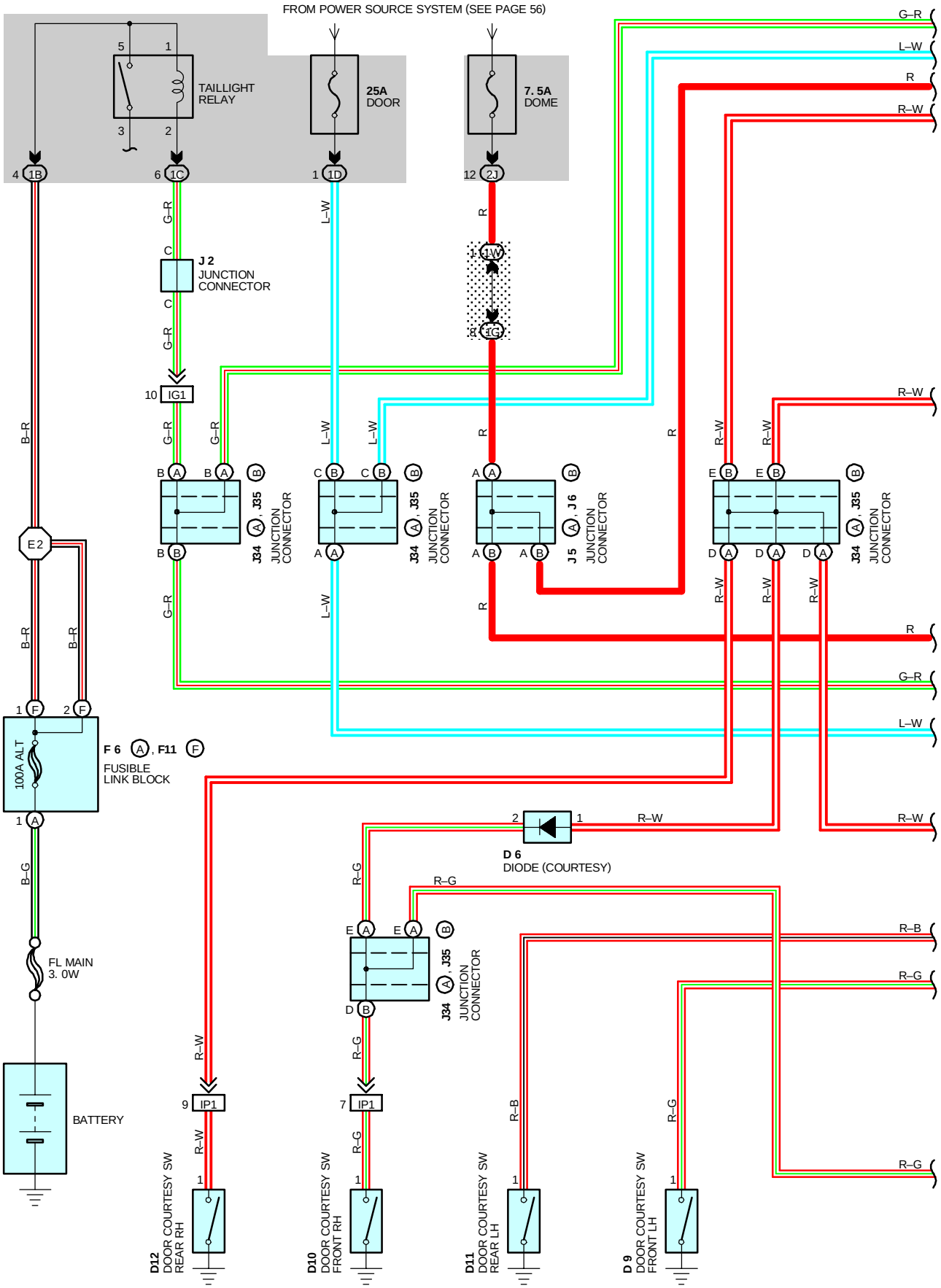
T 4 (B) ORANGE

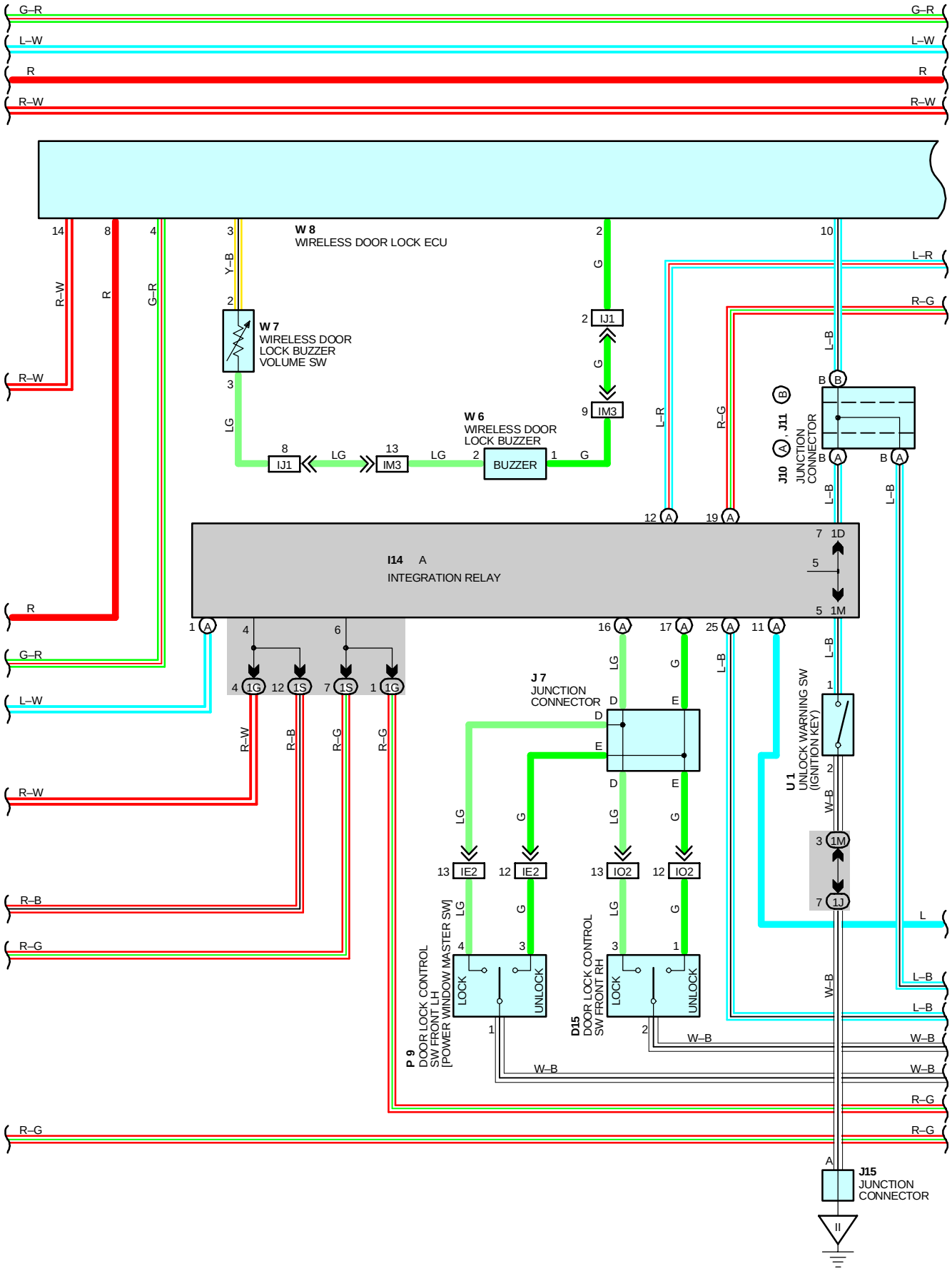


U 1

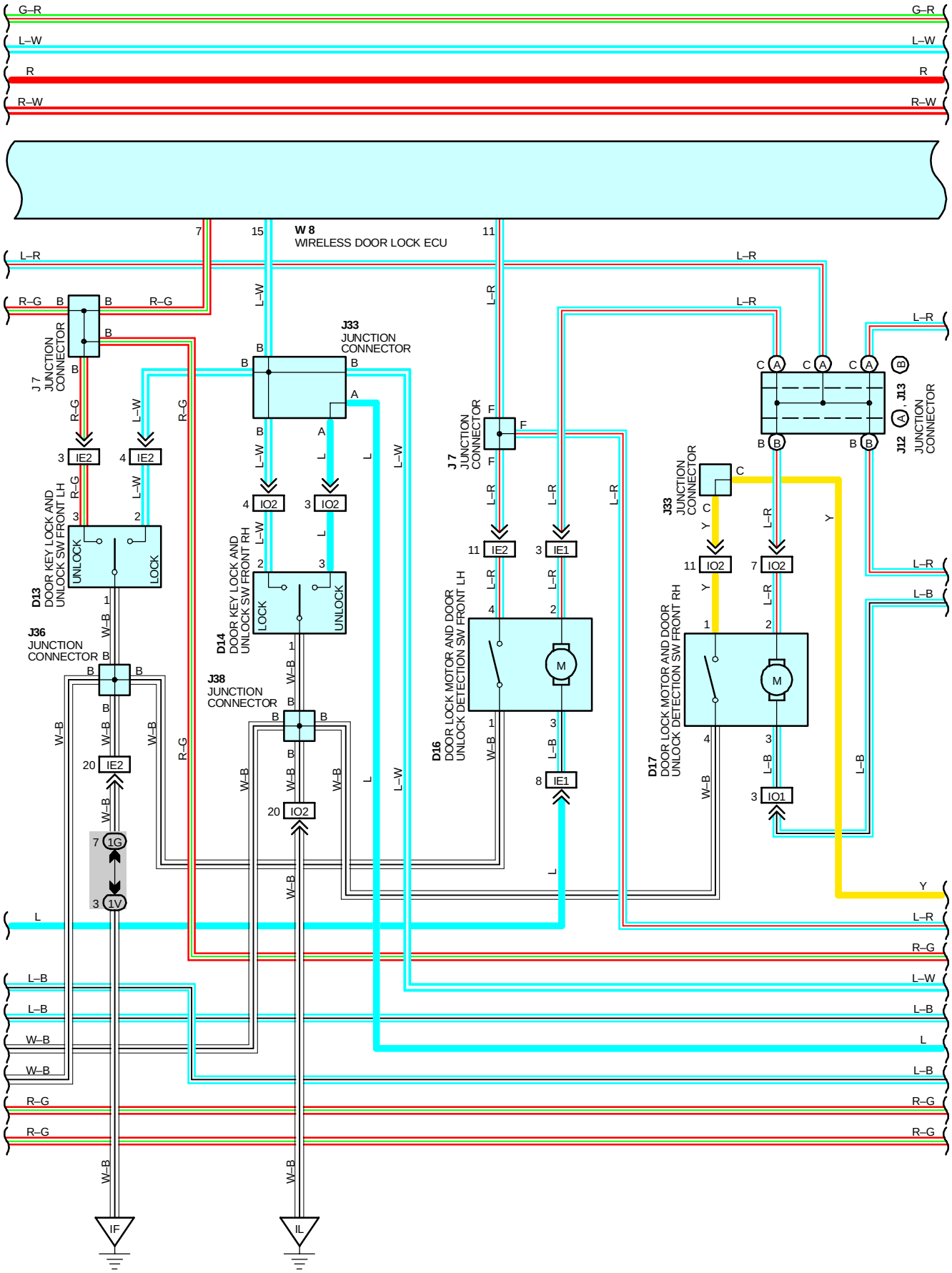


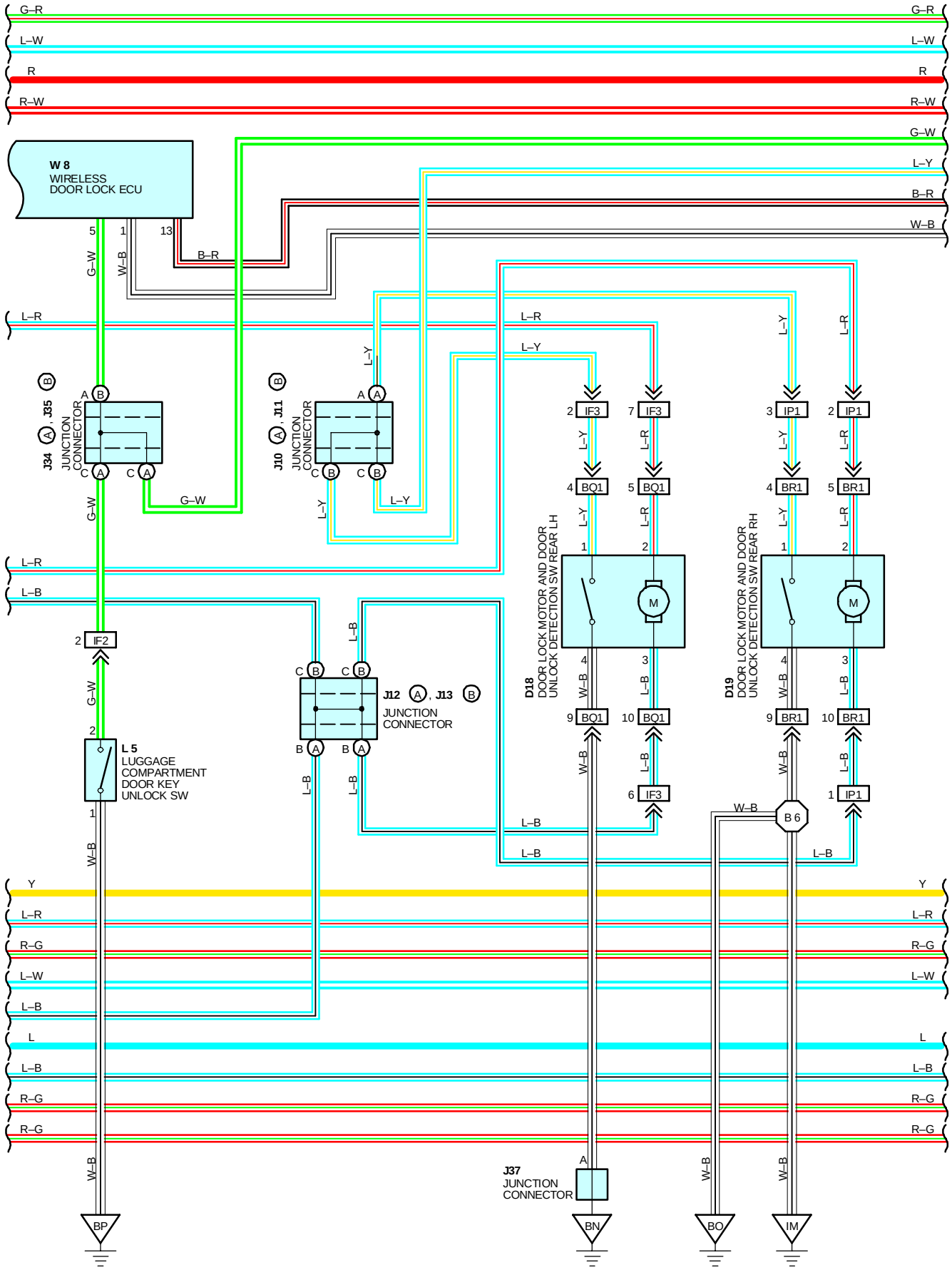
WIRELESS DOOR LOCK CONTROL



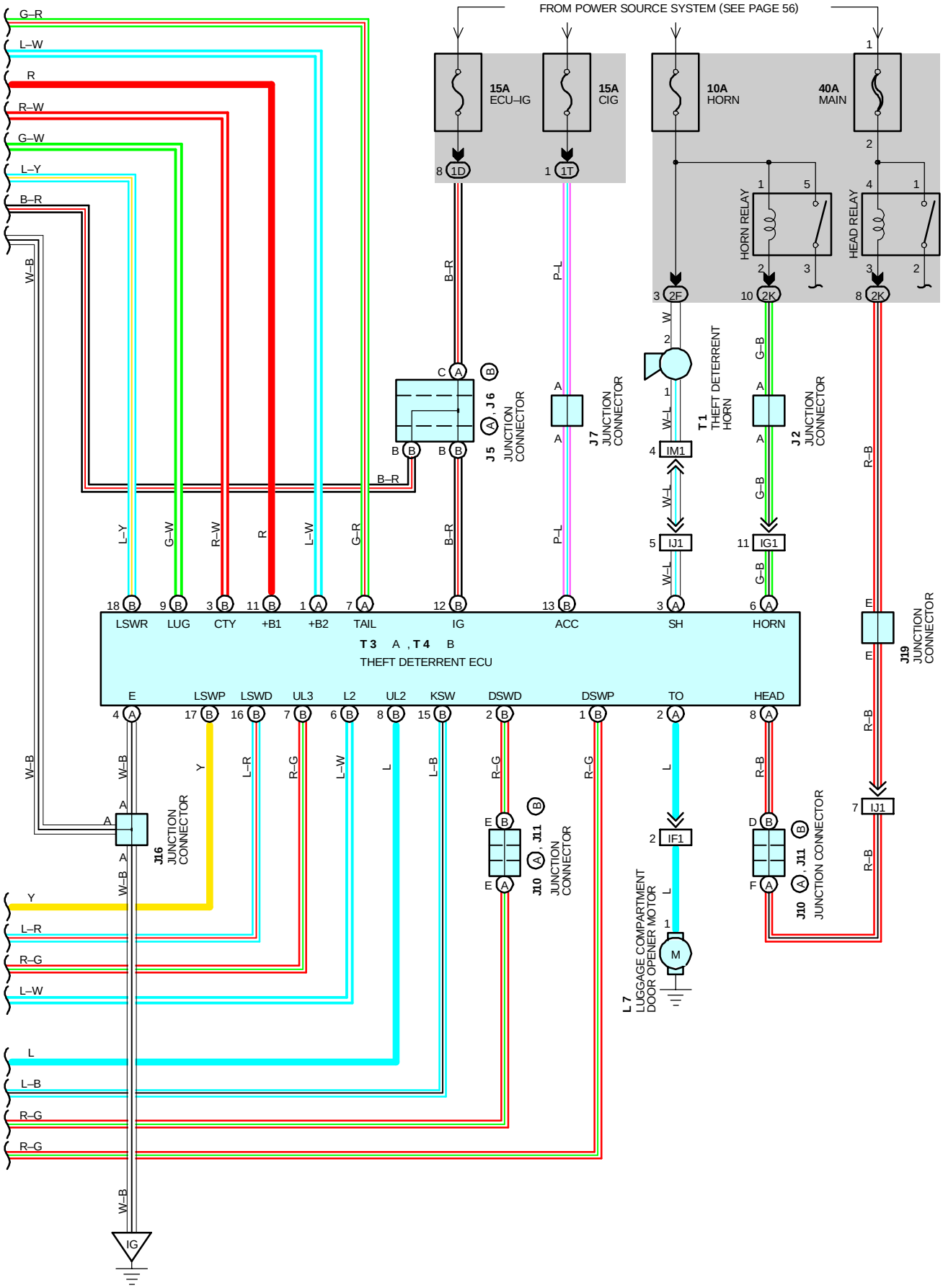

G–R
L–W
R
R–W
W 8
WIRELESS DOOR LOCK ECU
W 7
WIRELESS DOOR LOCK BUZZER VOLUME SW
W 6
WIRELESS DOOR LOCK BUZZER
BUZZER
IJ1
IM3
J10, J11
JUNCTION CONNECTOR
I14 A
INTEGRATION RELAY
J 7
JUNCTION CONNECTOR
U 1
UNLOCK WARNING SW (IGNITION KEY)
P 9
DOOR LOCK CONTROL SW FRONT LH [POWER WINDOW MASTER SW]
D15
DOOR LOCK CONTROL SW FRONT RH
LOCK
UNLOCK
IE2
IO2
J15
JUNCTION CONNECTOR
L–R
R–G
L–B
Y–B
LG
G
W–B
R–B

WIRELESS DOOR LOCK CONTROL




G–R
L–W
R
R–W
G–W
L–Y
B–R
W–B
W 8
WIRELESS
DOOR LOCK ECU
5
1
13
G–W
W–B
B–R
L–R
L–Y
J34 , J35
JUNCTION
CONNECTOR
J10 , J11
JUNCTION
CONNECTOR
2 IF3
7 IF3
3 IP1
2 IP1
4 BQ1
5 BQ1
4 BR1
5 BR1
D18
DOOR LOCK MOTOR AND DOOR
UNLOCK DETECTION SW REAR LH
D19
DOOR LOCK MOTOR AND DOOR
UNLOCK DETECTION SW REAR RH
M
9 BQ1
10 BQ1
9 BR1
10 BR1
6 IF3
1 IP1
W–B
L–B
2 IF2
J12 , J13
JUNCTION
CONNECTOR
L 5
LUGGAGE
COMPARTMENT
DOOR KEY
UNLOCK SW
B 6
Y
R–G
L
J37
JUNCTION
CONNECTOR
BP
BN
BO
IM

WIRELESS DOOR LOCK CONTROL



SYSTEM OUTLINE

DOOR LOCK CONTROL (LOCK AND UNLOCK) AND LUGGAGE COMPARTMENT DOOR CONTROL (LUGGAGE COMPARTMENT DOOR OPEN) IS PERFORMED BY REMOTE CONTROL, WITHOUT THE IGNITION KEY INSERTED IN THE DOOR KEY CYLINDER, USING LOW–POWER ELECTRICAL WAVE EMITTED BY A TRANSMITTER.

1. WIRELESS DOOR LOCK OR UNLOCK NORMAL OPERATION

WITH THE IGNITION KEY NOT INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW OFF) AND ALL THE DOORS COMPLETELY CLOSED, WHEN THE LOCK BUTTON (TRANSMITTER) IS PUSHED, THE WIRELESS DOOR LOCK CONTROL ECU RECEIVES THE ELECTRICAL WAVES FROM THE 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 DOOR UNLOCK DETECTION SW, AND SENDS A SIGNAL TO THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU TO SWITCH THE CONDITION FROM LOCK TO UNLOCK OR VICE VERSA, CAUSING THE DOOR LOCK MOTOR TO OPERATE.

2. WIRELESS LUGGAGE COMPARTMENT DOOR OPEN NORMAL OPERATION

WITH THE IGNITION KEY NOT INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW OFF), WHEN THE LUGGAGE COMPARTMENT DOOR OPENER BUTTON (TRANSMITTER) IS PUSHED, THE WIRELESS DOOR LOCK CONTROL ECU RECEIVES THE ELECTRICAL WAVES FROM THE TRANSMITTER, CAUSING IT TO OPERATE.
AS A RESULT, A SIGNAL FROM THE LUGGAGE COMPARTMENT DOOR UNLOCK SW IS SENT TO THE THEFT DETERRENT ECU, CAUSING THE LUGGAGE COMPARTMENT DOOR OPENER MOTOR TO OPERATE.

3. WIRELESS DOOR UNLOCK OPERATION

PUSHING THE UNLOCK BUTTON (TRANSMITTER) ONCE, DRIVER'S DOOR IS UNLOCKED. FURTHERMORE, PUSHING THE BUTTON AGAIN WITHIN **3** SECONDS, THE OTHER DOORS ARE UNLOCKED.

4. AUTOMATIC LOCK OPERATION

WITH THE IGNITION KEY NOT INSERTED INTO THE IGNITION KEY CYLINDER (UNLOCK WARNING SW OFF) AND ALL THE DOORS COMPLETELY CLOSED, AFTER PUSHING THE BUTTON (TRANSMITTER) TO UNLOCK ALL THE DOORS, IF A DOOR IS NOT OPENED WITHIN **30** SECONDS, ALL THE DOORS WILL BE AUTOMATICALLY RELOCKED.

5. WIRELESS CONTROL 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 CONTROL ECU, STOPPING WIRELESS DOOR LOCK AND WIRELESS LUGGAGE COMPARTMENT DOOR OPEN.
IF THE IGNITION KEY IS IN THE IGNITION KEY CYLINDER (UNLOCK WARNING SW ON), THE UNLOCK WARNING SW INPUTS A SIGNAL TO THE WIRELESS DOOR LOCK CONTROL ECU, STOPPING WIRELESS DOOR LOCK OR UNLOCK AND WIRELESS LUGGAGE COMPARTMENT DOOR OPEN.

6. DOOR LOCK MOTOR PROTECTIVE FUNCTION

IF THE DOOR LOCK OR UNLOCK CONDITION DOES NOT CHANGE AFTER WIRELESS DOOR LOCK OR UNLOCK OPERATION, **2** SECONDS LATER, THE DOOR LOCK ECU SENDS CURRENT THREE 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.

7. VISUAL CONFIRMATION OF LOCK OR UNLOCK FUNCTION

IF ALL DOORS INDICATE THEY ARE LOCKED AFTER THE LOCK COMMAND, TAILLIGHTS AND PARKING LIGHTS WILL FLASH ONCE.
IF ANY DOOR INDICATES IT IS OPEN AFTER THE LOCK COMMAND, TAILLIGHTS AND PARKING LIGHTS WILL FLASH TWICE.

SERVICE HINTS

D 9, D10, D11, D12 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1–GROUND : CLOSED WITH THE DOOR OPEN

U 1 UNLOCK WARNING SW (IGNITION KEY)

2–1 : CLOSED WITH THE IGNITION KEY IN THE CYLINDER

W 8 WIRELESS DOOR LOCK CONTROL ECU

8–GROUND : ALWAYS APPROX. **12** VOLTS
1–GROUND : ALWAYS CONTINUITY
14–GROUND : CONTINUITY WITH EACH OF THE DOOR OPEN
10–GROUND : CONTINUITY WITH THE IGNITION KEY IN THE CYLINDER

WIRELESS DOOR LOCK CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 6	28	I14 A	28	J35 B	29
D 9	30	J 2	29	J36	30
D10	30	J 5 A	29	J37	30
D11	30	J 6 B	29	J38	30
D12	30	J 7	29	L 5	30
D13	30	J10 A	29	L 7	30
D14	30	J11 B	29	P 9	31
D15	30	J12 A	29	T 1	27
D16	30	J13 B	29	T 3 A	29
D17	30	J15	29	T 4 B	29
D18	30	J16	29	U 1	29
D19	30	J19	29	W 6	27
F 6 A	26	J33	29	W 7	29
F11 F	26	J34 A	29	W 8	29

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B 1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D 1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J 1N	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V 1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2F	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2J 2K	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1 IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF1 IF2 IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM1 IN1	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IO1 IO2	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IP1	38	FLOOR NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH
IL IM	36	RIGHT KICK PANEL
BN	40	UNDER THE LEFT CENTER PILLAR
BO	40	UNDER THE RIGHT CENTER PILLAR
BP	40	BACK PANEL CENTER

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	34	COWL WIRE	B 6	40	FLOOR NO. 2 WIRE

D 6 BLACK

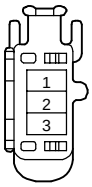
D 9

D10

D11

D12

D13



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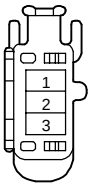

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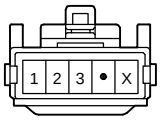


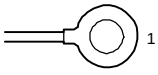
D16 BLACK

D17 BLACK

D18 BLACK

D19 BLACK

F 6 (A)



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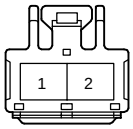

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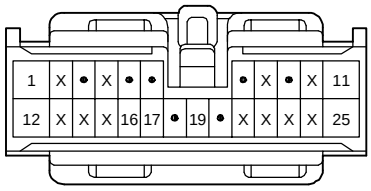

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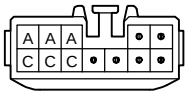
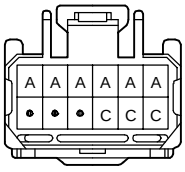


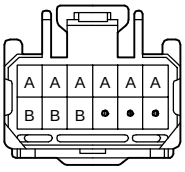
(HINT : SEE PAGE 7)

J 5 (A) GRAY



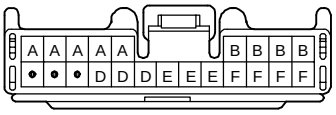
(HINT : SEE PAGE 7)

J 6 (B) GRAY



(HINT : SEE PAGE 7)

J 7



(HINT : SEE PAGE 7)

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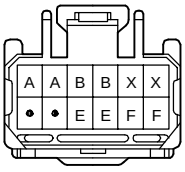

(HINT : SEE PAGE 7)

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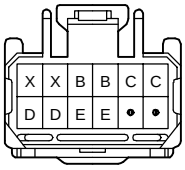

(HINT : SEE PAGE 7)

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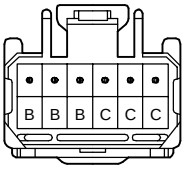
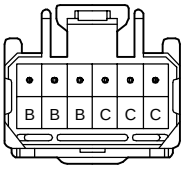


(HINT : SEE PAGE 7)

J13 (B) GRAY



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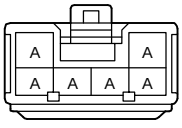
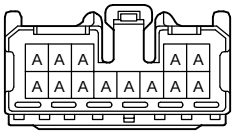


(HINT : SEE PAGE 7)

J16 ORANGE



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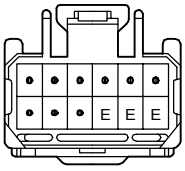

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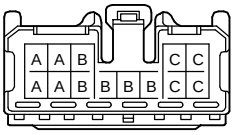
J33



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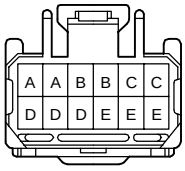
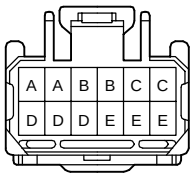


(HINT : SEE PAGE 7)

WIRELESS DOOR LOCK CONTROL

J35 (B) BLACK



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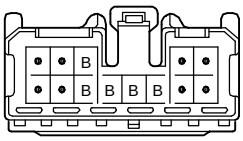
J36



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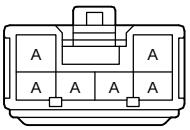

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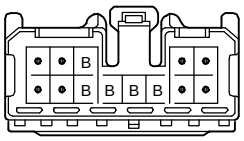
J38



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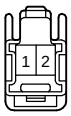
L 5



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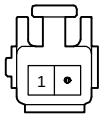

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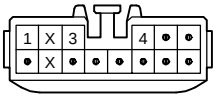
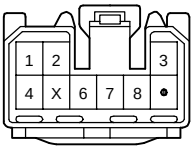
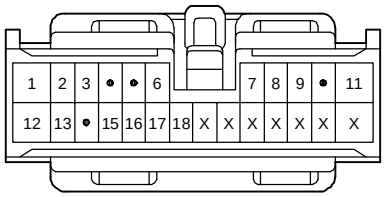


T 1 BLACK

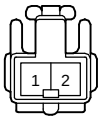
T 3 (A) ORANGE



T 4 (B) ORANGE



U 1



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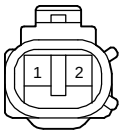
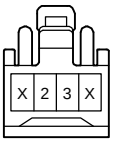
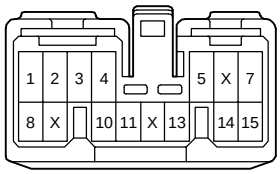


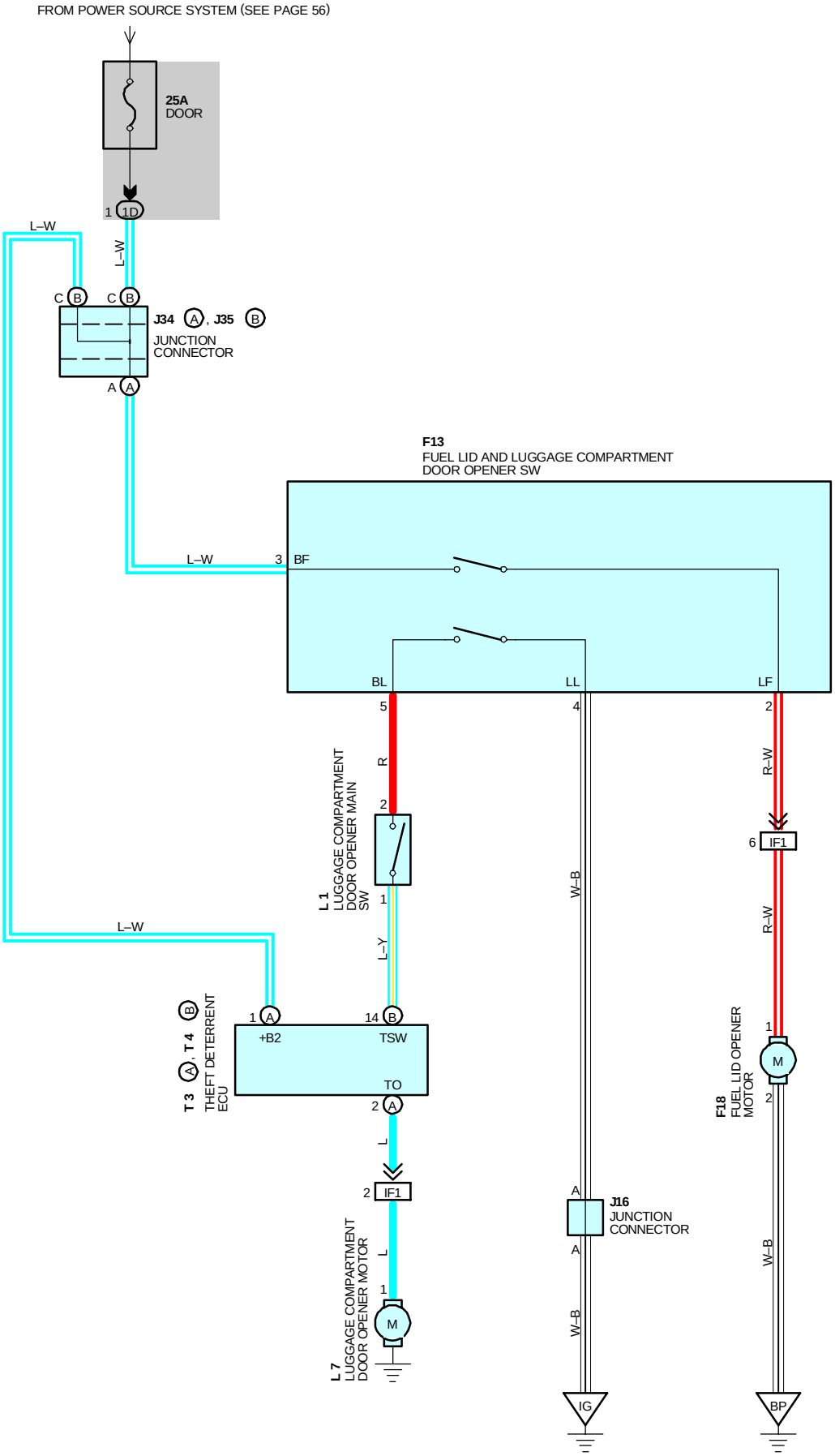
W 7



W 8



FUEL LID AND LUGGAGE COMPARTMENT DOOR OPENER



SERVICE HINTS

F13 FUEL LID AND LUGGAGE COMPARTMENT DOOR OPENER SW

3–2 : CLOSED WITH FUEL LID OPENER SW ON

○ : PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
F13	28	J34	A	29	L 7		30
F18	30	J35	B	29	T 3	A	29
J16	29	L 1		29	T 4	B	29

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

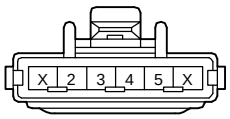
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF1	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

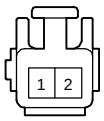
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL
BP	40	BACK PANEL CENTER

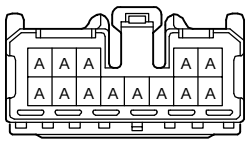
F13



F18 GRAY

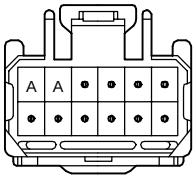


J16 ORANGE



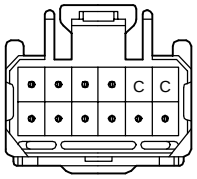
(HINT : SEE PAGE 7)

J34 (A) BLACK



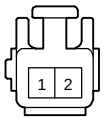
(HINT : SEE PAGE 7)

J35 (B) BLACK

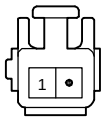


(HINT : SEE PAGE 7)

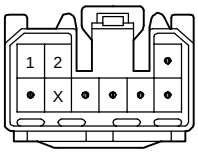
L 1



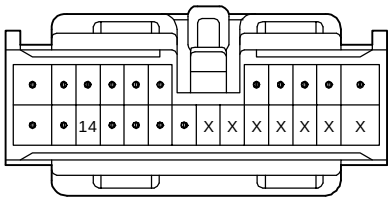
L 7 BLACK



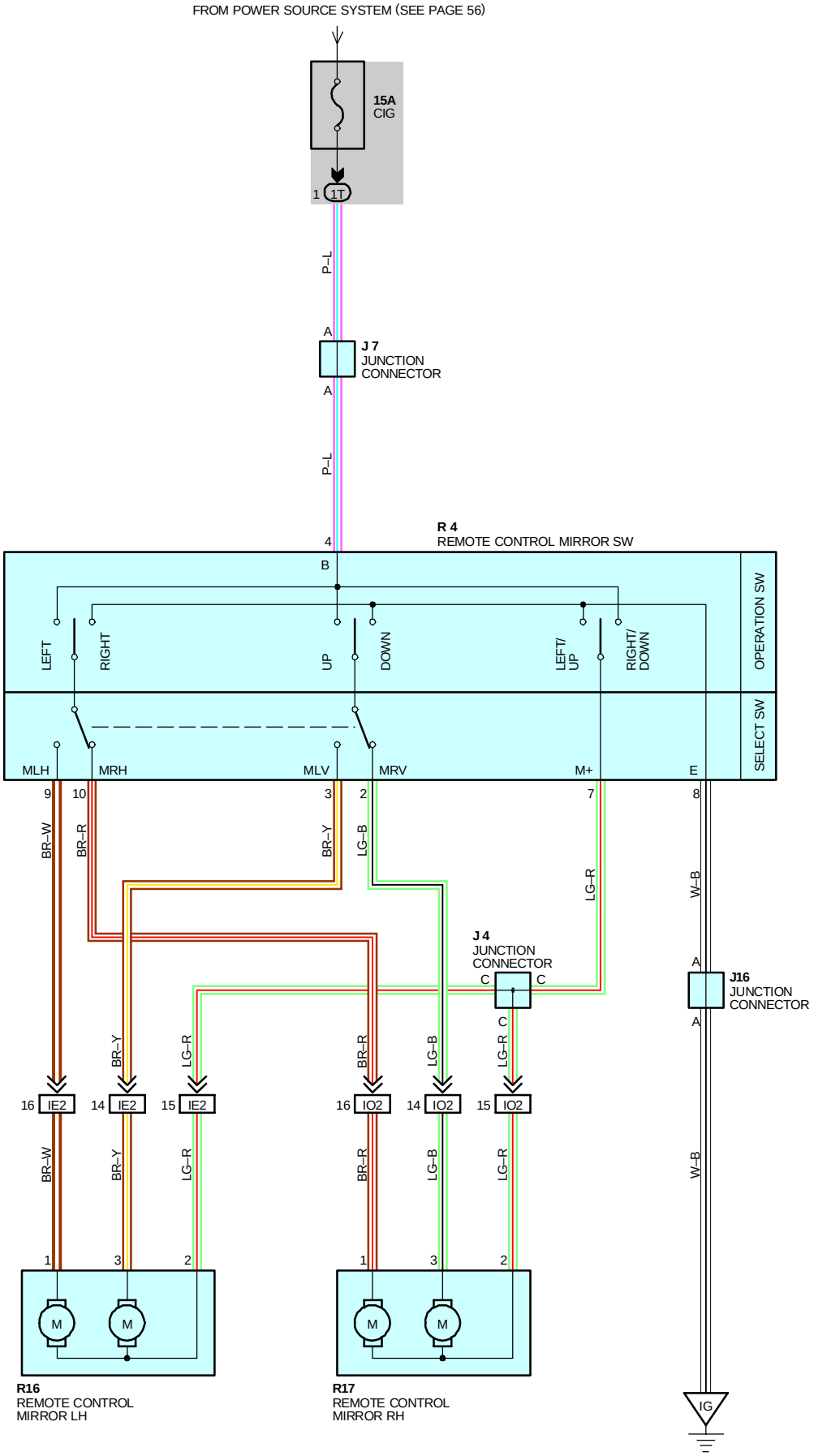
T 3 (A) ORANGE



T 4 (B) ORANGE



REMOTE CONTROL MIRROR



SERVICE HINTS

R 4 REMOTE CONTROL MIRROR SW

4–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
7–8 : CONTINUITY WITH THE OPERATION SW AT **UP** OR **LEFT** POSITION
4–7 ; CONTINUITY WITH THE OPERATION SW AT **DOWN** OR **RIGHT** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 4	29	J16	29	R16	31
J 7	29	R 4	29	R17	31

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

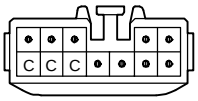
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IO2	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

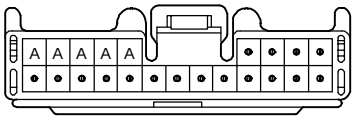
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL

J 4 BLACK



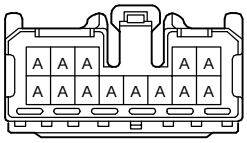
(HINT : SEE PAGE 7)

J 7



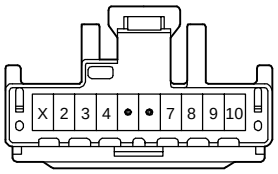
(HINT : SEE PAGE 7)

J16 ORANGE

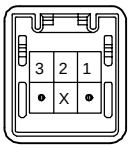


(HINT : SEE PAGE 7)

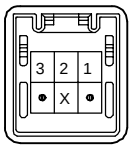
R 4 BLACK

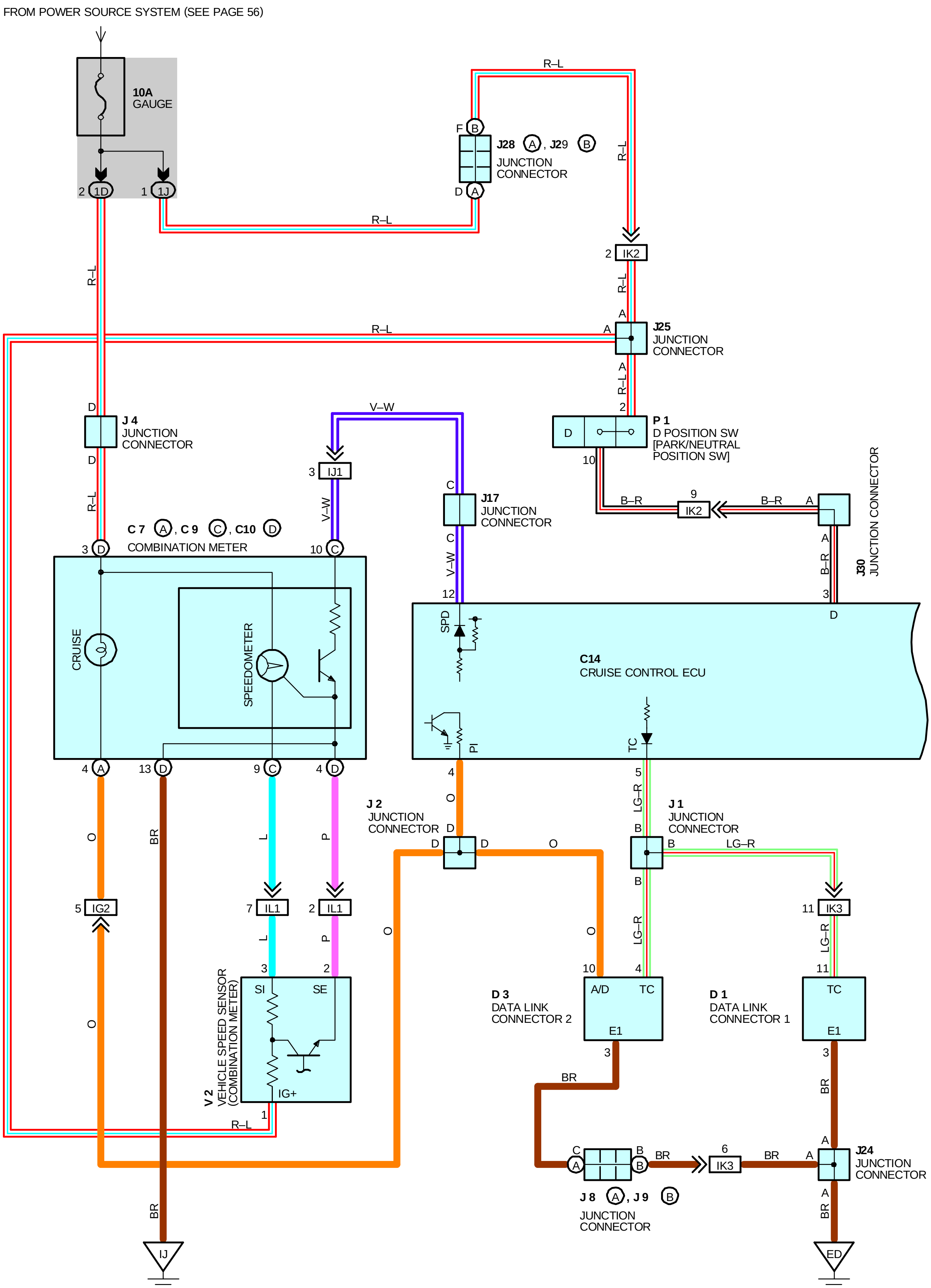


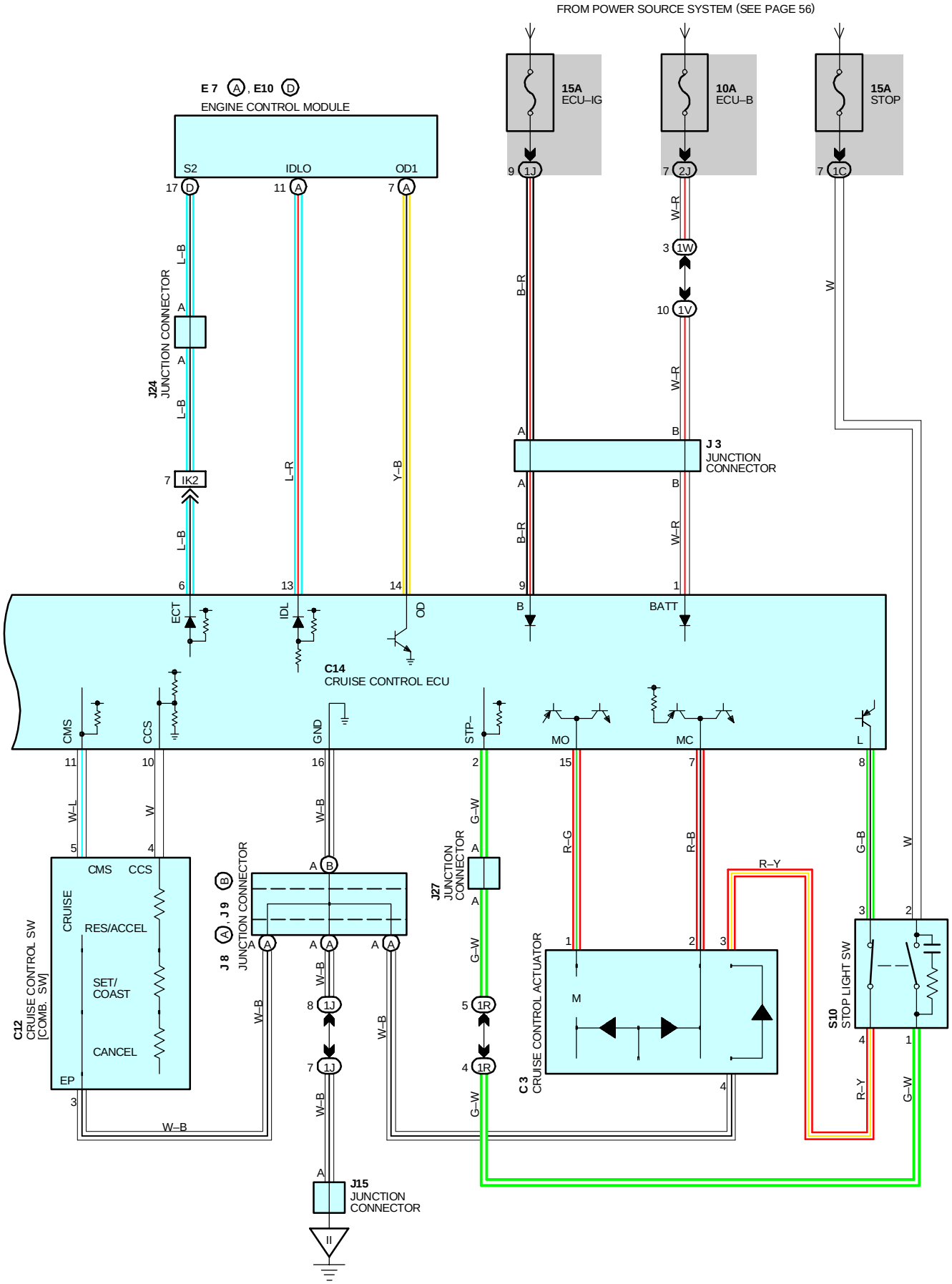
R16



R17




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
GAUGE
J28 (A), J29 (B)
JUNCTION CONNECTOR
IK2
J25
JUNCTION CONNECTOR
J4
JUNCTION CONNECTOR
P1
D POSITION SW
[PARK/NEUTRAL POSITION SW]
IJ1
J17
JUNCTION CONNECTOR
C7 (A), C9 (C), C10 (D)
COMBINATION METER
J30
JUNCTION CONNECTOR
CRUISE
SPEEDOMETER
SPD
C14
CRUISE CONTROL ECU
PI
TC
J2
JUNCTION CONNECTOR
J1
JUNCTION CONNECTOR
IG2
IL1
IK3
V2
VEHICLE SPEED SENSOR
(COMBINATION METER)
SI
SE
IG+
D3
DATA LINK CONNECTOR 2
A/D
TC
E1
D1
DATA LINK CONNECTOR 1
J8 (A), J9 (B)
JUNCTION CONNECTOR
J24
JUNCTION CONNECTOR
IJ
ED


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
E 7 A, E10 D
ENGINE CONTROL MODULE
S2
IDLO
OD1
15A
ECU–IG
10A
ECU–B
15A
STOP
J24
JUNCTION CONNECTOR
J 3
JUNCTION CONNECTOR
C14
CRUISE CONTROL ECU
ECT
IDL
OD
BATT
CMS
CCS
GND
STP–
MO
MC
L
C12
CRUISE CONTROL SW
[COMB. SW]
CRUISE
RES/ACCEL
SET/
COAST
CANCEL
EP
J 8 A, J 9 B
JUNCTION CONNECTOR
J27
JUNCTION
CONNECTOR
C3
CRUISE CONTROL ACTUATOR
M
S10
STOP LIGHT SW
J15
JUNCTION
CONNECTOR
L–B
W–L
W
W–B
G–W
R–G
R–B
R–Y
G–B
B–R
W–R
L–R
Y–B

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE STOP FUSE TO **TERMINAL 2** OF THE STOP LIGHT SW, AND ALSO THROUGH THE **ECU–B** FUSE TO **TERMINAL 1** OF THE CRUISE CONTROL ECU.
WITH THE IGNITION SW TURNED TO ON, CURRENT FLOWS THROUGH THE **GAUGE** FUSE TO **TERMINAL** Ⓓ **3** OF THE COMBINATION METER AND THE CURRENT THROUGH THE **ECU–IG** FUSE FLOWS TO **TERMINAL 9** OF THE CRUISE CONTROL ECU.
WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL MAIN SWITCH IS TURNED ON, A SIGNAL IS INPUT FROM **TERMINAL 5** OF THE CRUISE CONTROL SW TO **TERMINAL 11** OF THE CRUISE CONTROL ECU. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT FLOWS FROM THE **ECU–IG** FUSE TO **TERMINAL 9** OF THE CRUISE CONTROL ECU → **TERMINAL 16** → **GROUND**, AND THE CRUISE CONTROL IS READY FOR OPERATION.
AT THE SAME TIME, THE CURRENT THROUGH THE **GAUGE** FUSE FLOWS TO **TERMINAL** Ⓓ **3** OF THE CRUISE CONTROL INDICATOR LIGHT → **TERMINAL** Ⓐ**4** → **TERMINAL 4** OF THE CRUISE CONTROL ECU → **TERMINAL 16** → **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 10** 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 12** OF THE CRUISE CONTROL ECU FROM THE SPEEDOMETER, 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 15** OF THE CRUISE CONTROL ECU → **TERMINAL 1** OF THE CRUISE CONTROL ACTUATOR **TERMINAL 2** → **TERMINAL 7** OF THE 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 THE CRUISE CONTROL ACTUATOR FLOWS FROM **TERMINAL 7** OF THE ECU → **TERMINAL 2** OF THE CRUISE CONTROL ACTUATOR → **TERMINAL 1** → **TERMINAL 15** OF THE 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 DECREASE 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 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 EXCEPT “D” POSITION (PARK/NEUTRAL POSITION SW EXCEPT **“D”** POSITION). “SIGNAL IS NOT INPUT TO **TERMINAL 3** OF THE ECU”
- DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON). “SIGNAL INPUT TO **TERMINAL 2** OF THE ECU”
- PULL THE CANCEL SWITCH (CANCEL SW ON). “SIGNAL INPUT TO **TERMINAL 10** OF THE ECU”
- PUSHING THE MAIN SWITCH (MAIN SW OFF). “SIGNAL INPUT TO **TERMINAL 11** OF THE ECU”

SYSTEM OUTLINE

7. AUTO CANCEL FUNCTION

A) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED, THE CURRENT FLOW TO THE 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.

* WHEN CURRENT CONTINUED TO FLOW TO THE MOTOR INSIDE THE ACTUATOR IN THE THROTTLE VALVE “OPEN” DIRECTION.
* THE MOTOR DOES NOT OPERATE DESPITE THE MOTOR DRIVE SIGNAL BEING OUTPUT.

B) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED, THE CURRENT FLOW TO THE MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW TURN OFF).
WHEN THIS OCCURS, THE CANCEL STATE IS CLEARED AS THE MAIN SW WILL TURN ON AGAIN.

* OVER CURRENT TO TRANSISTOR DRIVING THE MOTOR AND/OR THE MAGNETIC CLUTCH.
* OPEN CIRCUIT IN THE MAGNETIC CLUTCH.
* MOMENTARY INTERRUPTION OF VEHICLE SPEED SIGNAL
* SHORT CIRCUIT IN THE CRUISE CONTROL SW.
* WHEN THE VEHICLE SPEED FALLS MORE THAN **16** KM/H (**10** MPH) BELOW THE SET SPEED, E.G. ON AN UPWARD SLOPE.

C) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED AND THE CRUISE CONTROL IS RELEASED. (THE POWER TO THE 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 POWER TO THE CRUISE CONTROL SYSTEM IS MOMENTARILY CUT OFF.

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

* OPEN THE CIRCUIT FOR **TERMINAL 2** OF THE 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 APROX, **2** KM/H, **1.2** MPH) AND THE ECU JUDGES BY THE SIGNALS FROM THE ACTUATOR’S POTENTIOMETER THAT THE UPWARD SLOPE HAS FINISHED, THE OVERDRIVE IS RESUMED AFTER APPROXIMATELY **2** SECONDS.
* DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL OPERATION SIGNAL IS OUTPUT FROM THE CRUISE CONTROL ECU TO THE ENGINE CONTROL MODULE. UPON RECEIVING THIS SIGNAL, THE ENGINE CONTROL MODULE CHANGES THE SHIFT PATTERN TO NORMAL.
TO MAINTAIN SMOOTH CRUISE CONTROL OPERATION (ON A DOWNWARD SLOPE ETC.), THE LOCK–UP RELEASE OF THE TRANSMISSION WHEN THE IDLING POINT OF THE THROTTLE POSITION IS “ON” IS FORBIDDEN.

SERVICE HINTS

C 3 CRUISE CONTROL ACTUATOR

3–4 : APPROX. **38** Ω

C12 CRUISE CONTROL SW [COMB. SW]

5–3 : CONTINUITY WITH THE MAIN SW ON
4–3 : APPROX. **418** Ω WITH THE CANCEL SW ON
APPROX. **68** Ω WITH THE RES/ACCEL SW ON
APPROX. **198** Ω WITH THE SET/COAST SW ON

C14 CRUISE CONTROL ECU

9–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
1–GROUND : ALWAYS APPROX **12** VOLTS
12–GROUND : **4** PLUSES WITH 1 ROTATION OF THE ROTOR SHAFT
10–GROUND : APPROX. **418** Ω WITH THE CANCEL SW ON IN THE CONTROL SW
APPROX. **198** Ω WITH THE SET/COAST SW ON IN THE CONTROL SW
APPROX. **68** Ω WITH THE RES/ACCEL SW ON IN THE CONTROL SW
16–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 3	26	E10 D	28	J24	29
C 7 A	28	J 1	29	J25	29
C 9 C	28	J 2	29	J27	29
C10 D	28	J 3	29	J28 A	29
C12	28	J 4	29	J29 B	29
C14	28	J 8 A	29	J30	29
D 1	26	J 9 B	29	P 1	27
D 3	28	J15	29	S10	29
E 7 A	28	J17	29	V 2	27

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		
1V		
1W		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

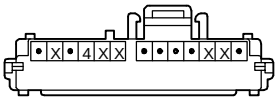
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG2	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3		
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)

: GROUND POINTS

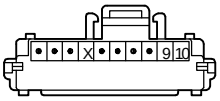
CODE	SEE PAGE	GROUND POINTS LOCATION
ED	34	SURGE TANK RH
II	36	INSTRUMENT PANEL BRACE LH
IJ	36	INSTRUMENT PANEL BRACE RH

C3 BLACK

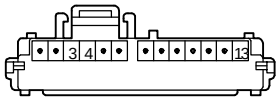
C7 A BLUE



C9 C GRAY



C10 D BROWN



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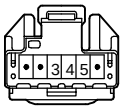
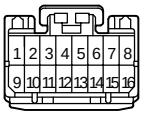


C14



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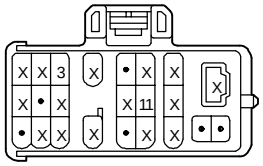
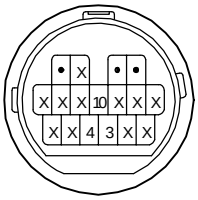
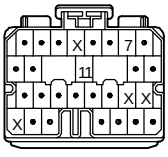


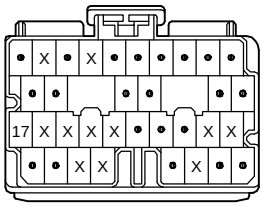
D3 DARK GRAY



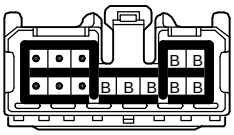
E7 A



E10 (D)



J1 GRAY



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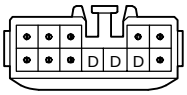
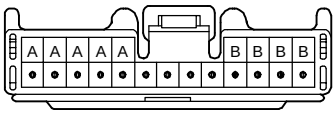


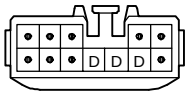
(HINT : SEE PAGE 7)

J3



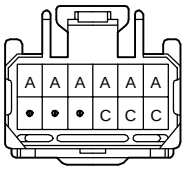
(HINT : SEE PAGE 7)

J4 BLACK



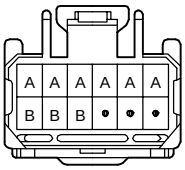
(HINT : SEE PAGE 7)

J8 (A) GRAY



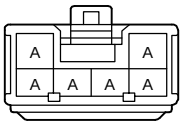
(HINT : SEE PAGE 7)

J9 (B) GRAY



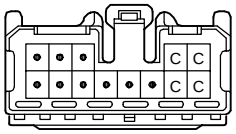
(HINT : SEE PAGE 7)

J15



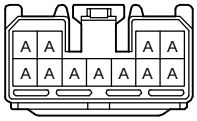
(HINT : SEE PAGE 7)

J17 BLUE



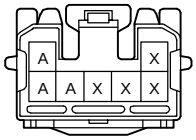
(HINT : SEE PAGE 7)

J24



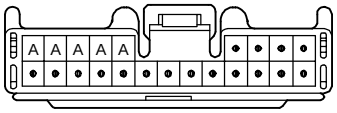
(HINT : SEE PAGE 7)

J25



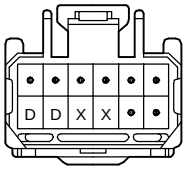
(HINT : SEE PAGE 7)

J27



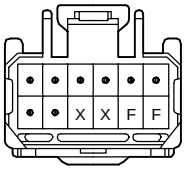
(HINT : SEE PAGE 7)

J28 (A)



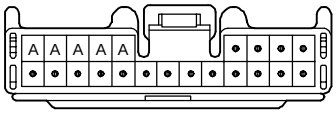
(HINT : SEE PAGE 7)

J29 (B)



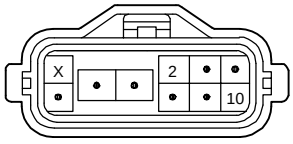
(HINT : SEE PAGE 7)

J30



(HINT : SEE PAGE 7)

P1 GRAY



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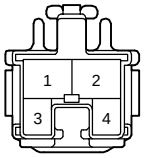

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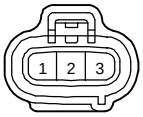
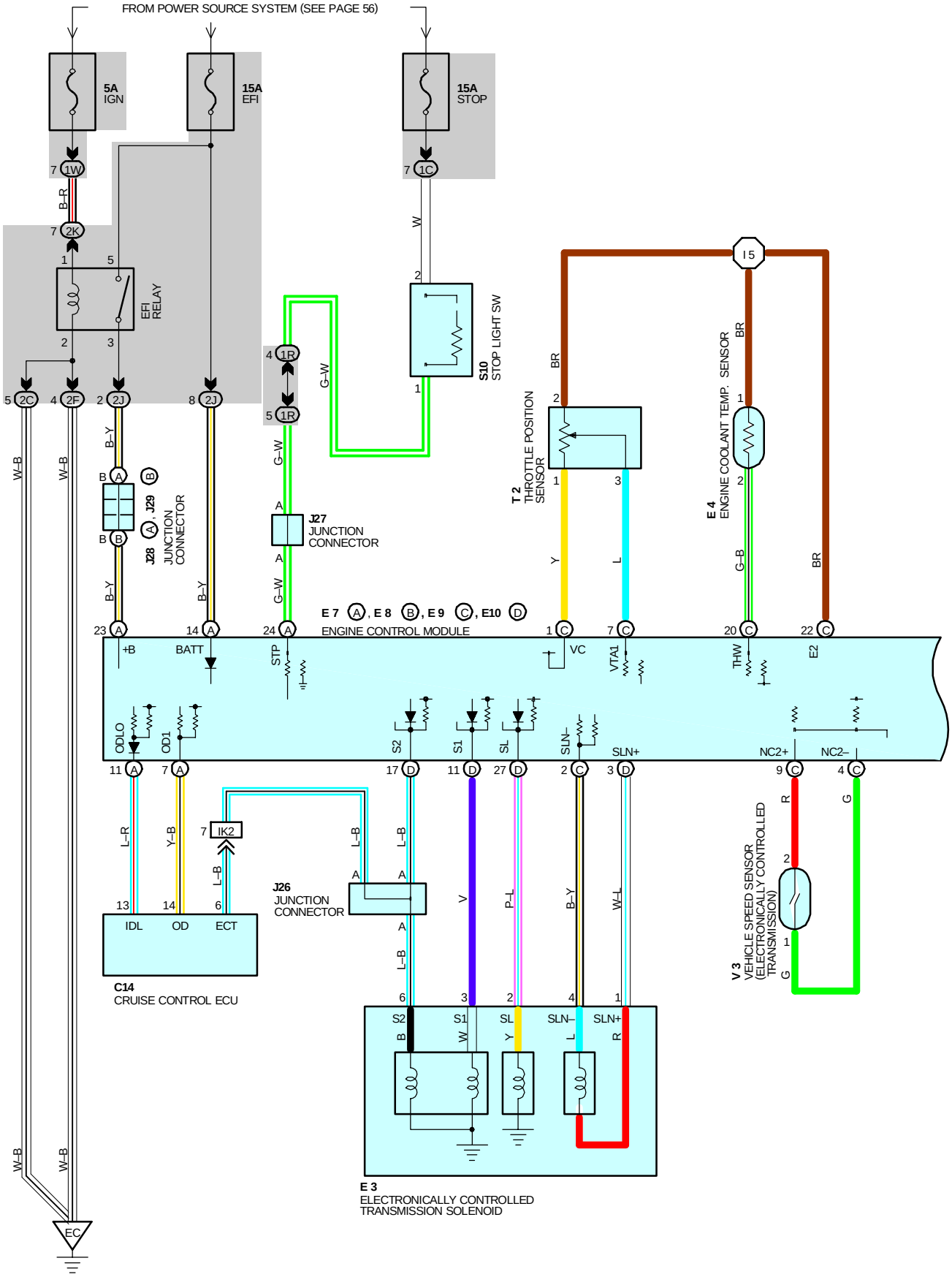
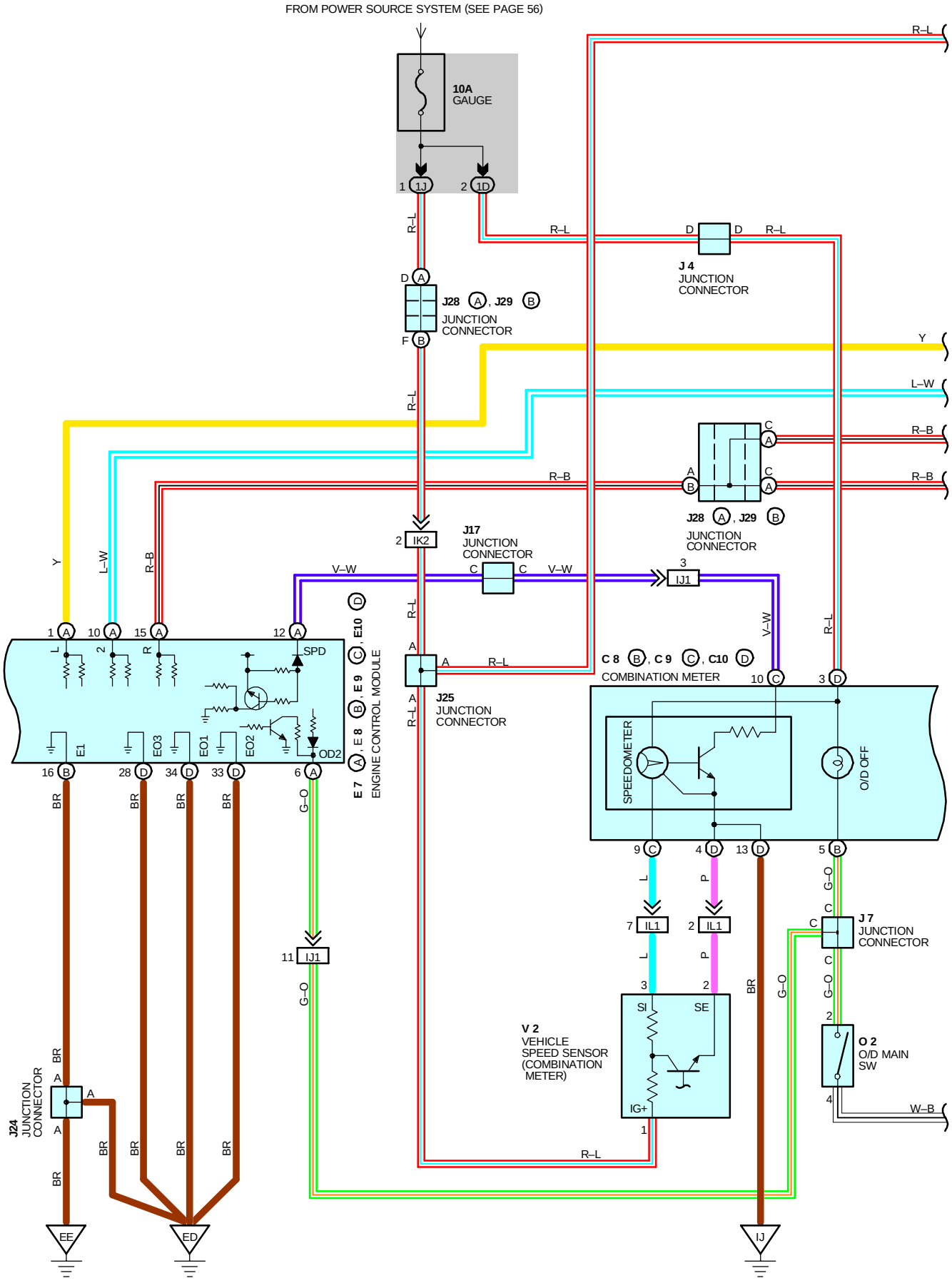
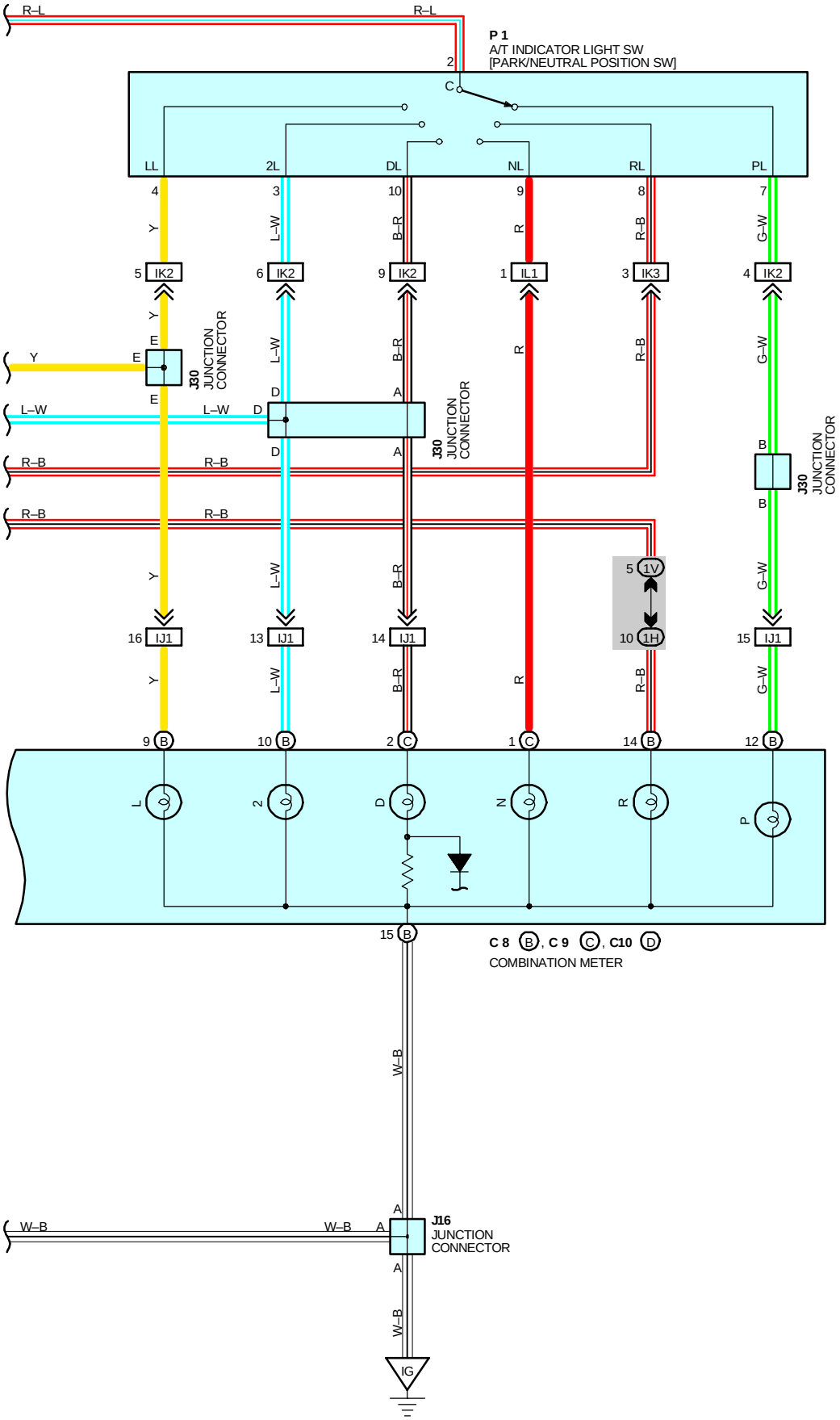


ELECTRONICALLY CONTROLLED TRANSMISSION



AND A/T INDICATOR




R–L
R–L
P 1
A/T INDICATOR LIGHT SW
[PARK/NEUTRAL POSITION SW]
2
C
LL
2L
DL
NL
RL
PL
4
3
10
9
8
7
Y
L–W
B–R
R
R–B
G–W
5 IK2
6 IK2
9 IK2
1 IL1
3 IK3
4 IK2
J30
JUNCTION
CONNECTOR
E
D
A
B
L–W
R–B
16 IJ1
13 IJ1
14 IJ1
5 1V
10 1H
15 IJ1
9 B
10 B
2 C
1 C
14 B
12 B
L
2
D
N
R
P
15 B
C 8 B, C 9 C, C10 D
COMBINATION METER
W–B
J16
JUNCTION
CONNECTOR
IG

AND A/T INDICATOR

SYSTEM OUTLINE

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

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ENGINE CONTROL MODULE SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE ENGINE COOLANT TEMP. SENSOR TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE, AND ALSO THE INPUT SIGNALS TO **TERMINAL NC2+** OF THE ENGINE CONTROL MODULE FROM THE VEHICLE SPEED SENSOR DEVOTED TO THE ELECTRONICALLY CONTROLLED TRANSMISSION. CURRENT IS THEN OUTPUT TO THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID. WHEN SHIFTING TO 1ST SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE CONTROL MODULE → **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND CONTINUITY TO THE NO. 1 SOLENOID CAUSES THE SHIFT.

FOR THE 2ND SPEED, CURRENT FLOWS FROM **TERMINAL S** OF THE ENGINE CONTROL MODULE → **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND FROM **TERMINAL S2** OF THE ENGINE CONTROL MODULE → **TERMINAL 6** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND CONTINUITY TO SOLENOID NO. 1 AND NO. 2 CAUSES THE SHIFT.

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

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

2. LOCK–UP OPERATION

WHEN THE ENGINE CONTROL MODULE JUDGES FROM EACH SIGNAL THAT LOCK–UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM **TERMINAL SL** OF THE ENGINE CONTROL MODULE → **TERMINAL 2** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, CAUSING CONTINUITY TO THE LOCK–UP SOLENOID AND CAUSING LOCK–UP OPERATION.

3. STOP LIGHT SW CIRCUIT

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

4. OVERDRIVE CIRCUIT

* OVERDRIVE ON

  WHEN THE O/D MAIN SW IS TURNED ON (O/D OFF INDICATOR LIGHT TURNS OFF), A SIGNAL IS INPUT TO **TERMINAL OD2** OF THE ENGINE CONTROL MODULE AND ENGINE CONTROL MODULE OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

* OVERDRIVE OFF

  WHEN THE O/D MAIN SW IS TURNED TO OFF (O/D OFF INDICATOR LIGHT TURNS ON), THE CURRENT FLOWING THROUGH THE O/D OFF INDICATOR LIGHT FLOWS THROUGH THE O/D MAIN SW TO **GROUND**. CAUSING THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO **TERMINAL OD2** OF THE ENGINE CONTROL MODULE AND ENGINE CONTROL MODULE OPERATION PREVENTS SHIFT INTO OVERDRIVE.

ELECTRONICALLY CONTROLLED TRANSMISSION

SERVICE HINTS

E 7 Ⓐ, E 8 Ⓑ,E 9 Ⓒ,E10 Ⓓ ENGINE CONTROL MODULE

S1, S2–E1 : **9.0–14.0** VOLTS WITH THE SOLENOID ON
0–1.5 VOLTS WITH SOLENOID OFF
L–E1 : **7.5–14.0** VOLTS WITH THE IGNITION SW ON AND SHIFT LEVER AT **L** POSITION
2–E1 : **7.5–14.0** VOLTS WITH THE IGNITION SW ON AND SHIFT LEVER AT **2** POSITION
R–E1 : **7.5–14.0** VOLTS WITH THE IGNITION SW ON AND SHIFT LEVER AT **R** POSITION
STP–E1 : **9.0–14.0** VOLTS WITH THE IGNITION SW ON AND BRAKE PEDAL DEPRESSED
THW–E2 : **0.2–1.0** VOLTS WITH THE ENGINE COOLANT TEMP. **60•**C (**140•**F) **–120•**C (**248•**F)
VTA1–E2 : **0.3–0.8** VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED
3.2–4.9 VOLTS WITH THE IGNITION SW ON AND THROTTLE VALVE FULLY OPENED
VC–E2 : **4.5–5.5** VOLTS WITH THE IGNITION SW AT **ON** POSITION
OD1–E1 : **4.5–5.5** VOLTS WITH THE IGNITION SW AT **ON** POSITION
0D2–E1 : **9.0–14.0** VOLTS WITH THE IGNITION SW **ON** AND O/D MAIN SW TURNED OFF
0–3.0 VOLTS WITH THE IGNITION SW ON AND O/D MAIN SW TURNED ON
+B–E1 : **9.0–14.0** VOLTS WITH THE IGNITION SW AT **ON** POSITION

0 2 O/D MAIN SW

2–4 : CLOSED WITH THE O/D MAIN SW OFF, OPEN WITH THE O/D MAIN SW ON

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
C 8	B	28	E10	D	28	J28	A	29
C 9	C	28	J 4		29	J29	B	29
C10	D	28	J 7		29	J30		29
C14		28	J16		29	O 2		29
E 3		26	J17		29	P 1		27
E 4		26	J24		29	S10		29
E 7	A	28	J25		29	T 2		27
E 8	B	28	J26		29	V 2		27
E 9	C	28	J27		29	V 3		27

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		
1V		
1W		
2C	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2F		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3		
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)

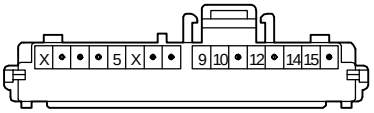
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
ED	34	SURGE TANK RH
EE	34	REAR SIDE OF SURGE TANK
IG	36	LEFT KICK PANEL
IJ	36	INSTRUMENT PANEL BRACE RH

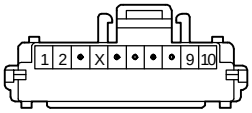
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	38	ENGINE WIRE			

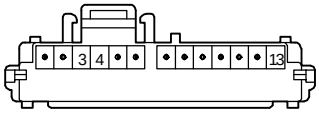
C8 (B)



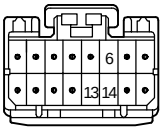
C9 (C) GRAY



C10 (D) BROWN



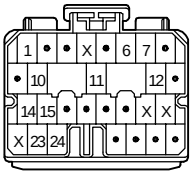
C14



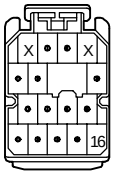
E3 GRAY

E4 DARK GRAY

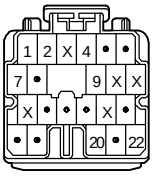
E7 (A)



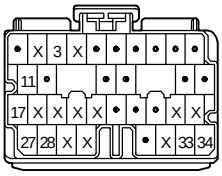
E8 (B)



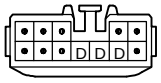
E9 (C)



E10 (D)

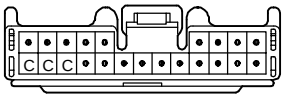


J4 BLACK



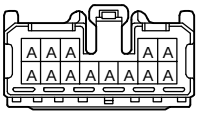
(HINT : SEE PAGE 7)

J7



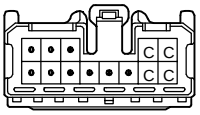
(HINT : SEE PAGE 7)

J16 ORANGE



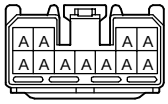
(HINT : SEE PAGE 7)

J17 BLUE



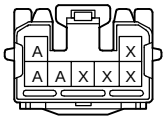
(HINT : SEE PAGE 7)

J24



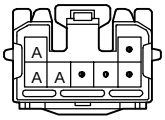
(HINT : SEE PAGE 7)

J25



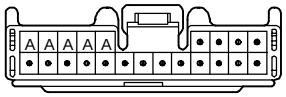
(HINT : SEE PAGE 7)

J26



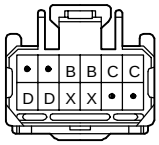
(HINT : SEE PAGE 7)

J27



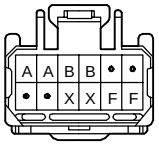
(HINT : SEE PAGE 7)

J28 (A)



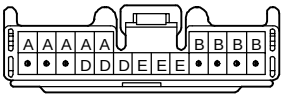
(HINT : SEE PAGE 7)

J29 (B)



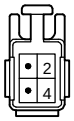
(HINT : SEE PAGE 7)

J30

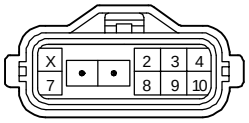


(HINT : SEE PAGE 7)

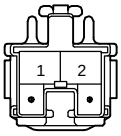
O2 BLUE



P1 GRAY



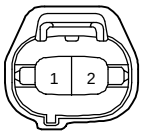
S10 BLUE

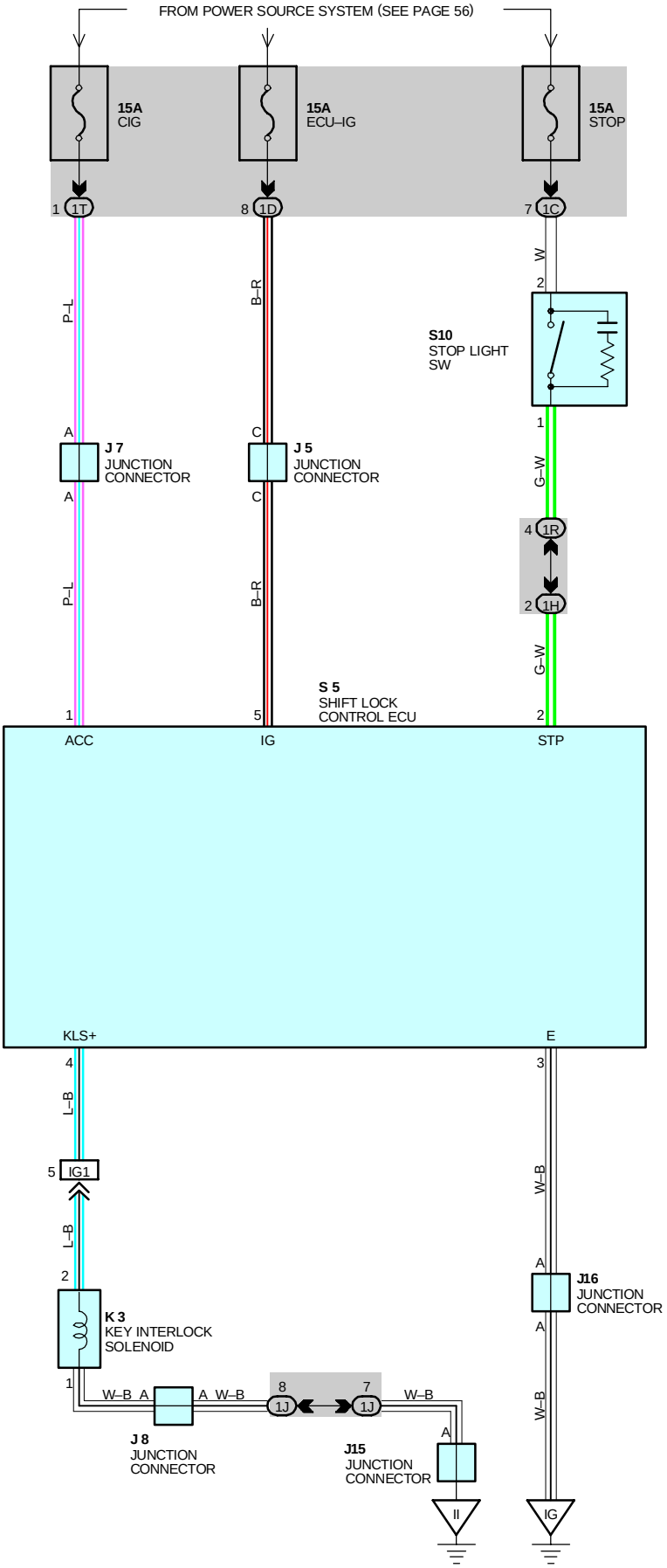


T2 BLACK

V2 BLACK

V3 BLACK




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A
CIG
15A
ECU–IG
15A
STOP
1
1T
8
1D
7
1C
P–L
B–R
W
2
S10
STOP LIGHT
SW
A
J 7
JUNCTION
CONNECTOR
A
C
J 5
JUNCTION
CONNECTOR
C
1
G–W
4
1R
2
1H
P–L
B–R
G–W
S 5
SHIFT LOCK
CONTROL ECU
1
5
2
ACC
IG
STP
KLS+
E
4
3
L–B
W–B
5
IG1
L–B
A
J16
JUNCTION
CONNECTOR
2
A
K 3
KEY INTERLOCK
SOLENOID
1
W–B
A
A
W–B
8
1J
7
1J
W–B
W–B
A
J 8
JUNCTION
CONNECTOR
J15
JUNCTION
CONNECTOR
II
IG

SERVICE HINTS

S 5 SHIFT LOCK CONTROL ECU

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 5	29	J15	29	S 5	29
J 7	29	J16	29	S10	29
J 8	29	K 3	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

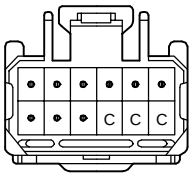
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)

: GROUND POINTS

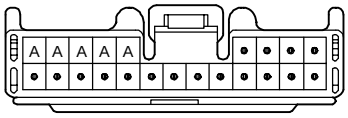
CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH

J 5 GRAY



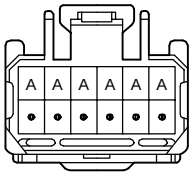
(HINT : SEE PAGE 7)

J 7



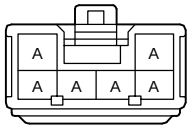
(HINT : SEE PAGE 7)

J 8 GRAY



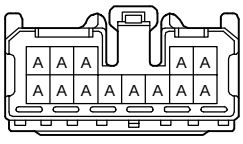
(HINT : SEE PAGE 7)

J15



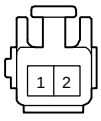
(HINT : SEE PAGE 7)

J16 ORANGE

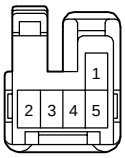


(HINT : SEE PAGE 7)

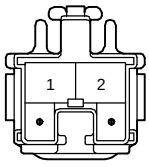
K 3 BLACK

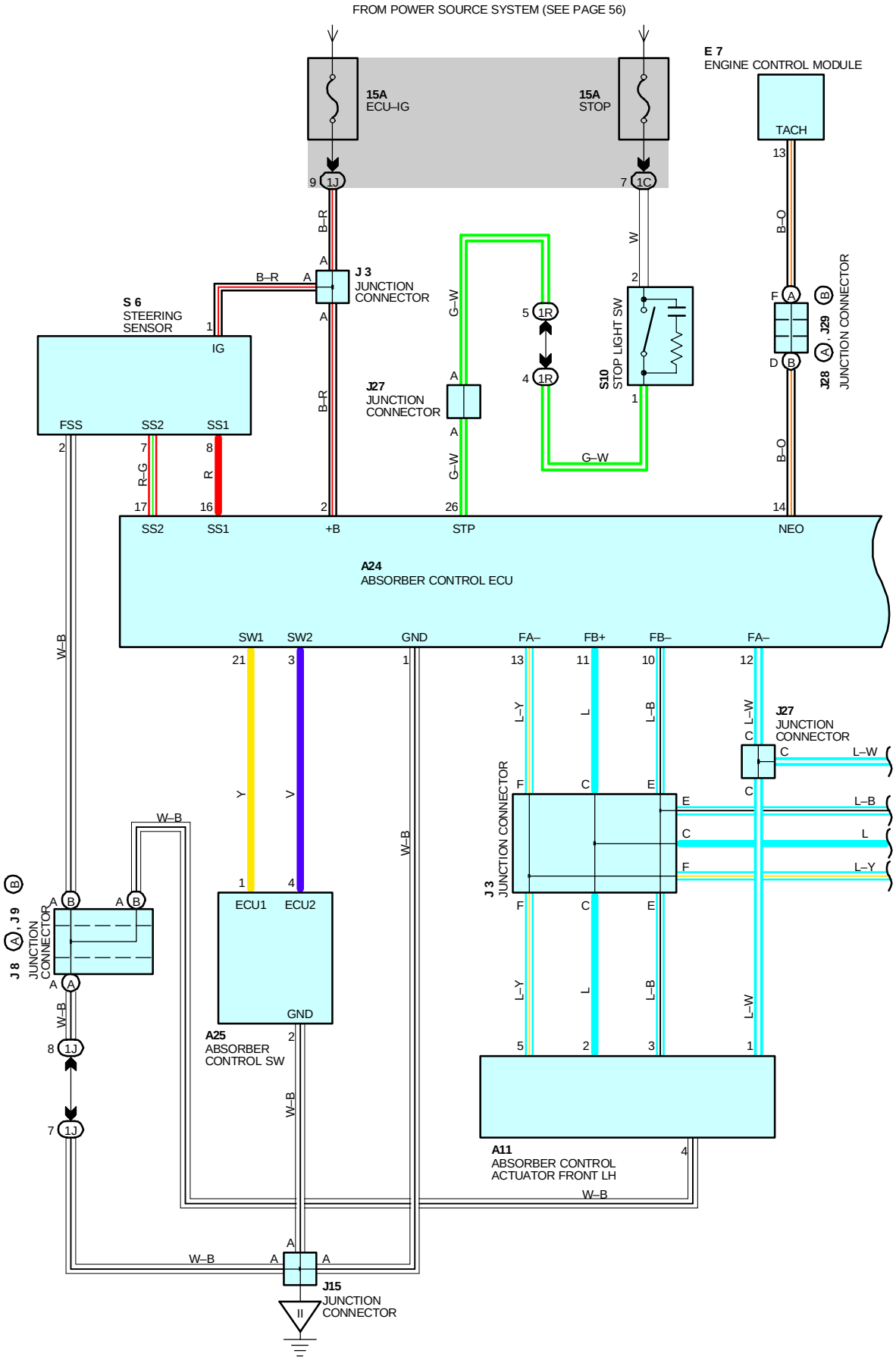


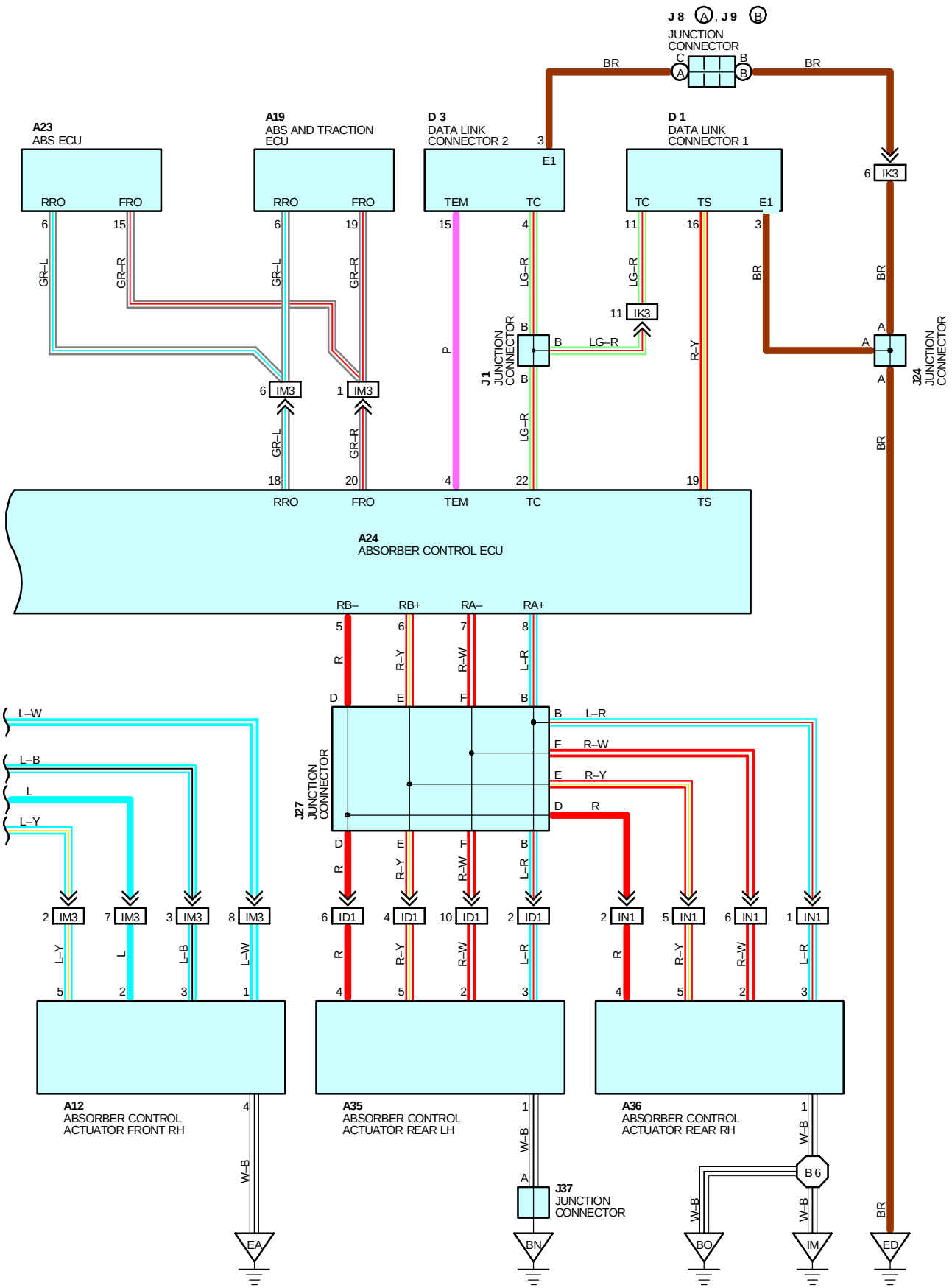
S 5



S10 BLUE




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A
ECU–IG
15A
STOP
E 7
ENGINE CONTROL MODULE
TACH
9 1J
7 1C
13
B–O
B–R
W
A
J 3
JUNCTION
CONNECTOR
2
F A B
A, J29
D B
J28
JUNCTION CONNECTOR
S 6
STEERING
SENSOR
1
IG
G–W
5 1R
4 1R
S10
STOP LIGHT SW
J27
JUNCTION
CONNECTOR
1
FSS
SS2
SS1
2
7
8
R–G
R
17
16
2
26
14
SS2
SS1
+B
STP
NEO
A24
ABSORBER CONTROL ECU
SW1
SW2
GND
FA–
FB+
FB–
FA–
21
3
1
13
11
10
12
L–Y
L
L–B
L–W
J27
JUNCTION
CONNECTOR
C
L–W
F
C
E
L–B
L
L–Y
J3
JUNCTION CONNECTOR
W–B
Y
V
1
4
ECU1
ECU2
GND
A25
ABSORBER
CONTROL SW
2
J8, J9
JUNCTION
CONNECTOR
A B
8 1J
7 1J
5
2
3
1
A11
ABSORBER CONTROL
ACTUATOR FRONT LH
4
J15
JUNCTION
CONNECTOR


J8 A, J9 B
JUNCTION CONNECTOR
A23
ABS ECU
A19
ABS AND TRACTION ECU
D 3
DATA LINK CONNECTOR 2
D 1
DATA LINK CONNECTOR 1
RRO
FRO
TEM
TC
TS
E1
IM3
IK3
J1
JUNCTION CONNECTOR
J24
JUNCTION CONNECTOR
A24
ABSORBER CONTROL ECU
RB–
RB+
RA–
RA+
J27
JUNCTION CONNECTOR
ID1
IN1
A12
ABSORBER CONTROL ACTUATOR FRONT RH
A35
ABSORBER CONTROL ACTUATOR REAR LH
A36
ABSORBER CONTROL ACTUATOR REAR RH
J37
JUNCTION CONNECTOR
B 6
EA
BN
BO
IM
ED

ELECTRONIC MODULATED SUSPENSION

SYSTEM OUTLINE

ELECTRIC MODULATED SUSPENSION SYSTEM IS THE DAMPING FORCE CONTROL SYSTEM USING SEVERAL SIGNALS WHICH RESTRAINS THE VEHICLE MOVEMENT (SUCH AS ROLLING, DRIVING, AND SQUAD) BY A DRIVER'S OPERATION TOGETHER WITH RESTRAINING AND ABSORBING THE VEHICLE MOVEMENT CHANGE AND VIBRATION AGAINST THE UNEVENNESS OF THE ROAD.

(1) STEERING SENSOR SIGNAL

TO INPUT THE ROTATION ANGLE OF THE STEERING WHEEL INTO THE **TERMINALS SS1** AND **SS2** OF THE ABSORBER CONTROL ECU.

(2) SPEED SENSOR SIGNAL

TO DETECT THE VEHICLE SPEED AT ABS SPEED SENSOR FRONT LH, RH, REAR LH, RH AND INPUT TO THE **TERMINALS FRO** AND **RRO** OF THE ABSORBER CONTROL ECU FROM ABS ECU OR ABS AND TRACTION ECU.

(3) STOP LIGHT SW SIGNAL

TO DETECT THE SIGNAL OF THE BRAKE IN OPERATION AND INPUT IT INTO THE **TERMINAL STP** OF THE ABSORBER CONTROL ECU.

(4) ENGINE ROTATION SIGNAL

TO DETECT THE ENGINE SPEED AND INPUT IT INTO THE **TERMINAL NEO** OF THE ABSORBER CONTROL ECU.

(5) ABSORBER CONTROL SW SIGNAL

TO DETECT THE SWITCH CONDITION AND INPUT IT INTO THE **TERMINALS SW1** AND **SW2** OF THE ABSORBER CONTROL ECU.

SERVICE HINTS

A24 ABSORBER CONTROL ECU

2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
26–GROUND : APPROX. **12** VOLTS WITH THE BRAKE PEDAL DEPRESSED
1–GROUND : ALWAYS CONTINUITY

S 6 STEERING SENSOR

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	See Page	Code	See Page
A11	26	D 1	26	J24	29
A12	26	D 3	28	J27	29
A19	28	E27	28	J28 A	29
A23	28	J 1	29	J29 B	29
A24	28	J 3	29	J37	30
A25	28	J 8 A	29	S 6	29
A35	30	J 9 B	29	S10	29
A36	30	J15	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J		
1R		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IK3	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM3	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IN1	38	FLOOR NO. 2 WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

Code	See Page	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
ED	34	SURGE TANK RH
II	36	INSTRUMENT PANEL BRACE LH
IM	36	RIGHT KICK PANEL
BN	40	UNDER THE LEFT CENTER PILLAR
BO	40	UNDER THE RIGHT CENTER PILLAR

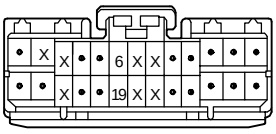
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 6	40	FLOOR NO. 2 WIRE			

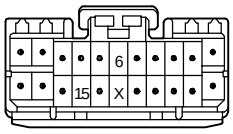
A11 GRAY

A12 GRAY

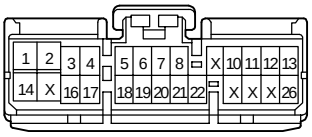
A19



A23



A24 GRAY



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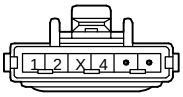
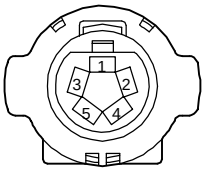
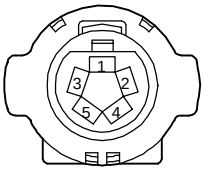


A35 GRAY



A36 GRAY



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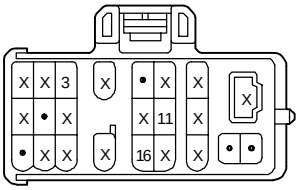
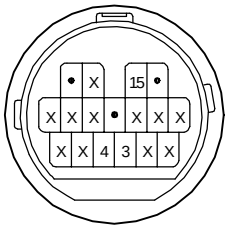
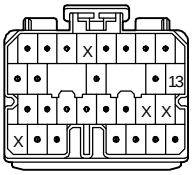


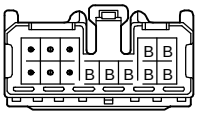
D3 DARK GRAY



E7



J1 GRAY

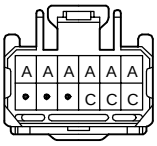


(HINT : SEE PAGE 7)

J3

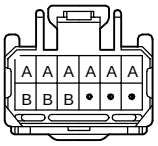
(HINT : SEE PAGE 7)

J8 (A) GRAY



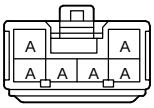
(HINT : SEE PAGE 7)

J9 (B) GRAY



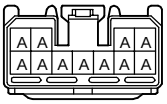
(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

J24

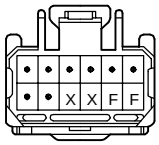


(HINT : SEE PAGE 7)

J27

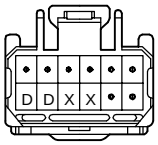
(HINT : SEE PAGE 7)

J28 (A)



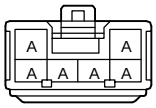
(HINT : SEE PAGE 7)

J29 (B)



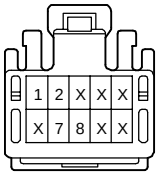
(HINT : SEE PAGE 7)

J37

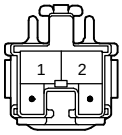


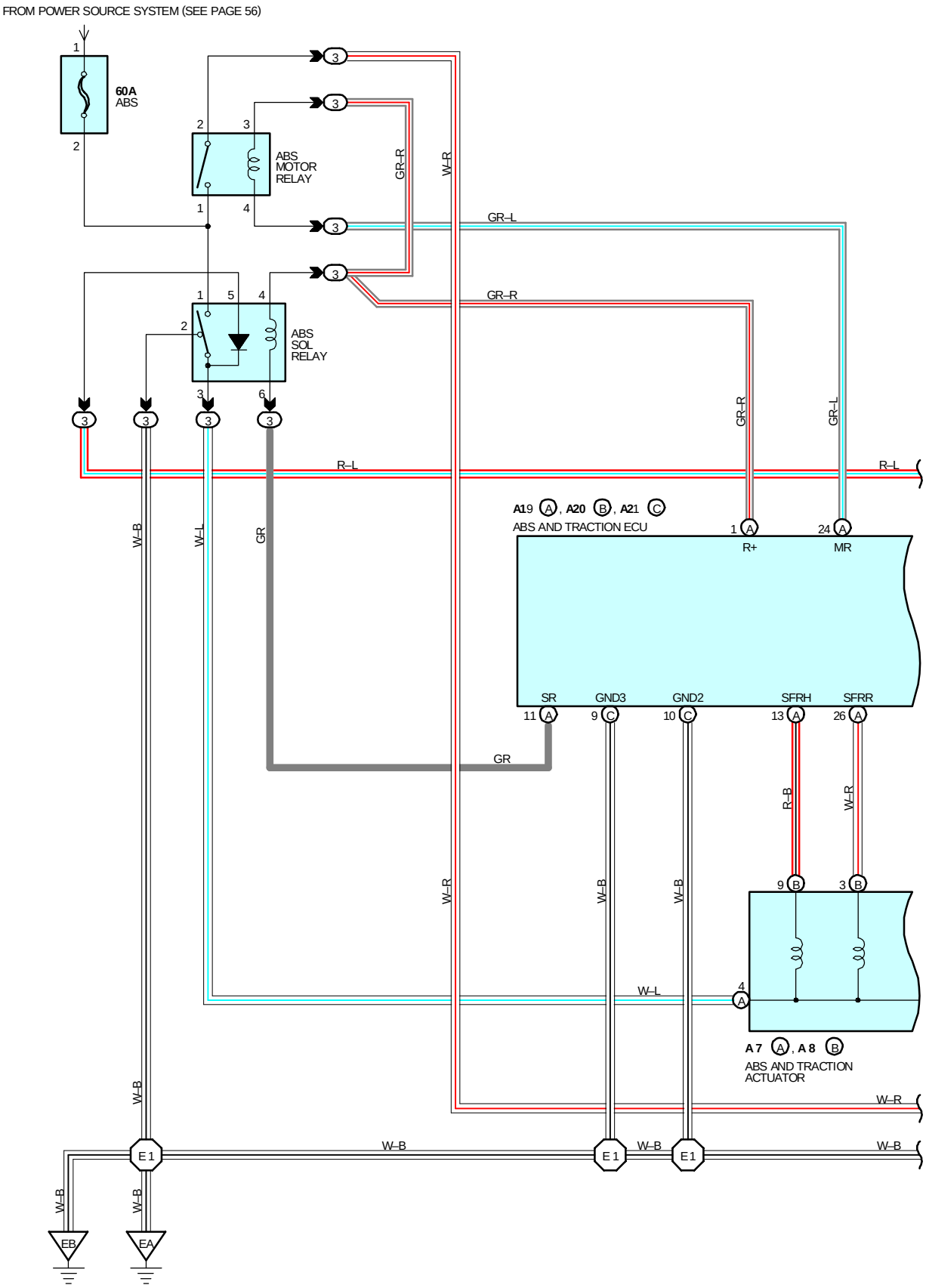
(HINT : SEE PAGE 7)

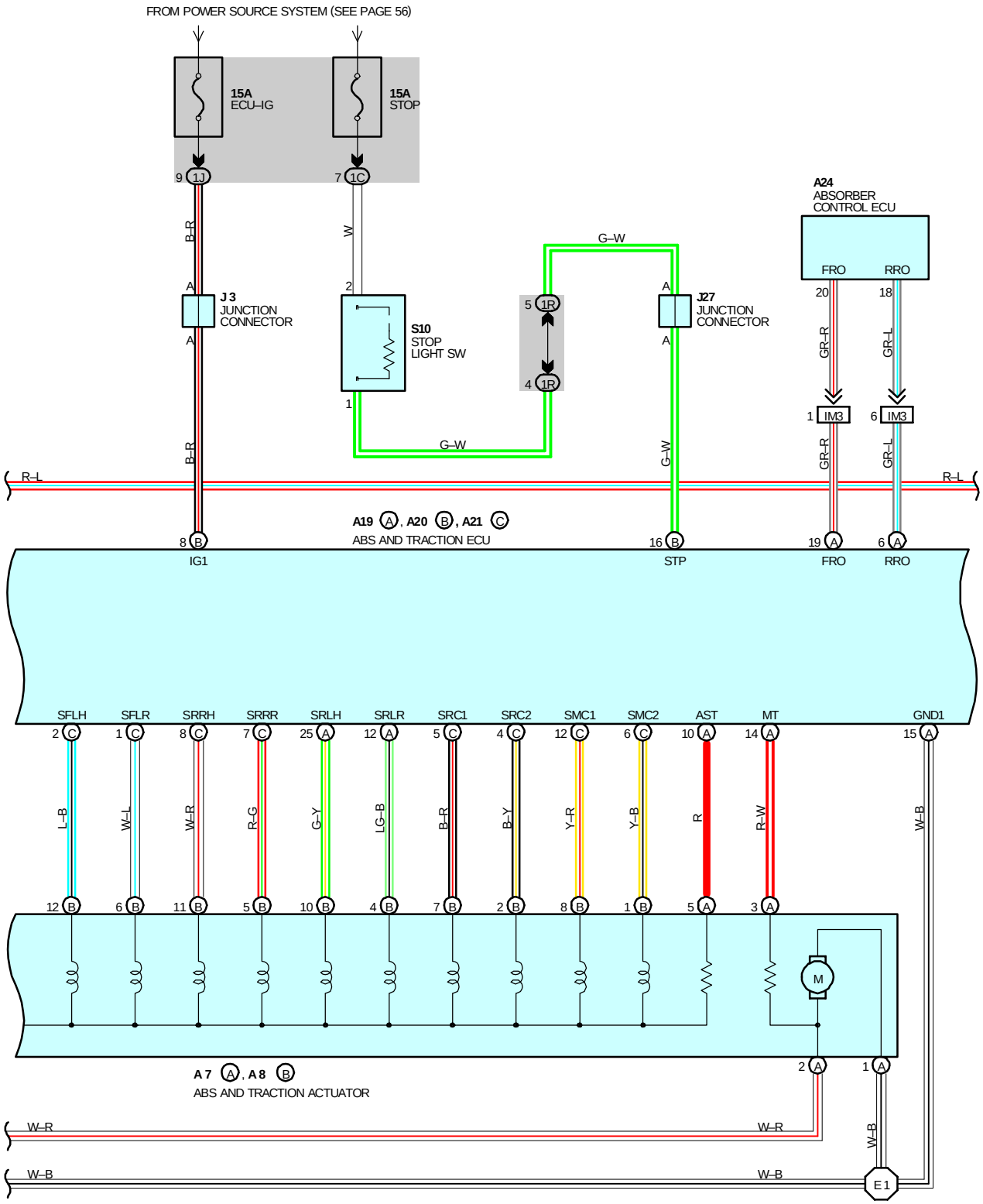
S6 GRAY



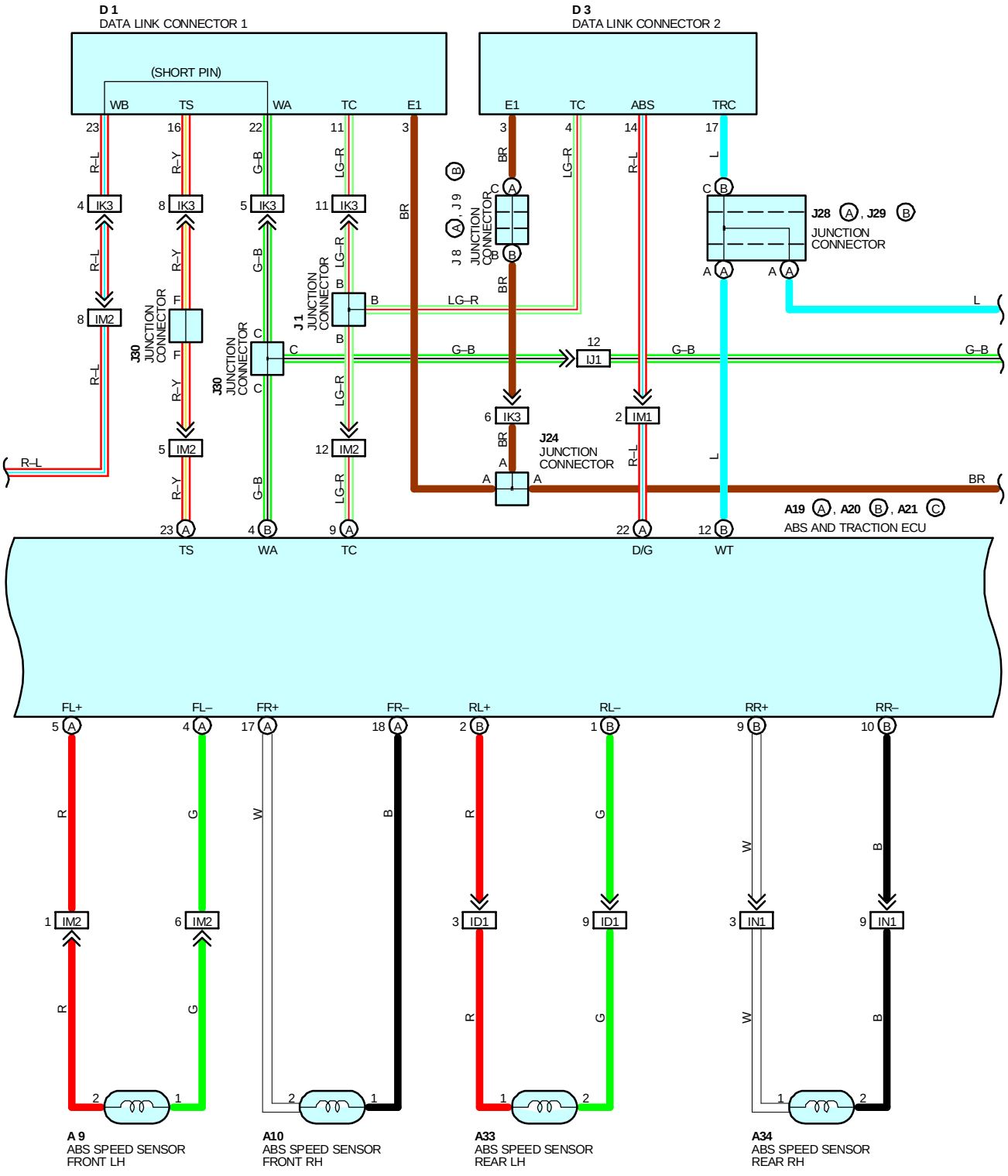
S10 BLUE

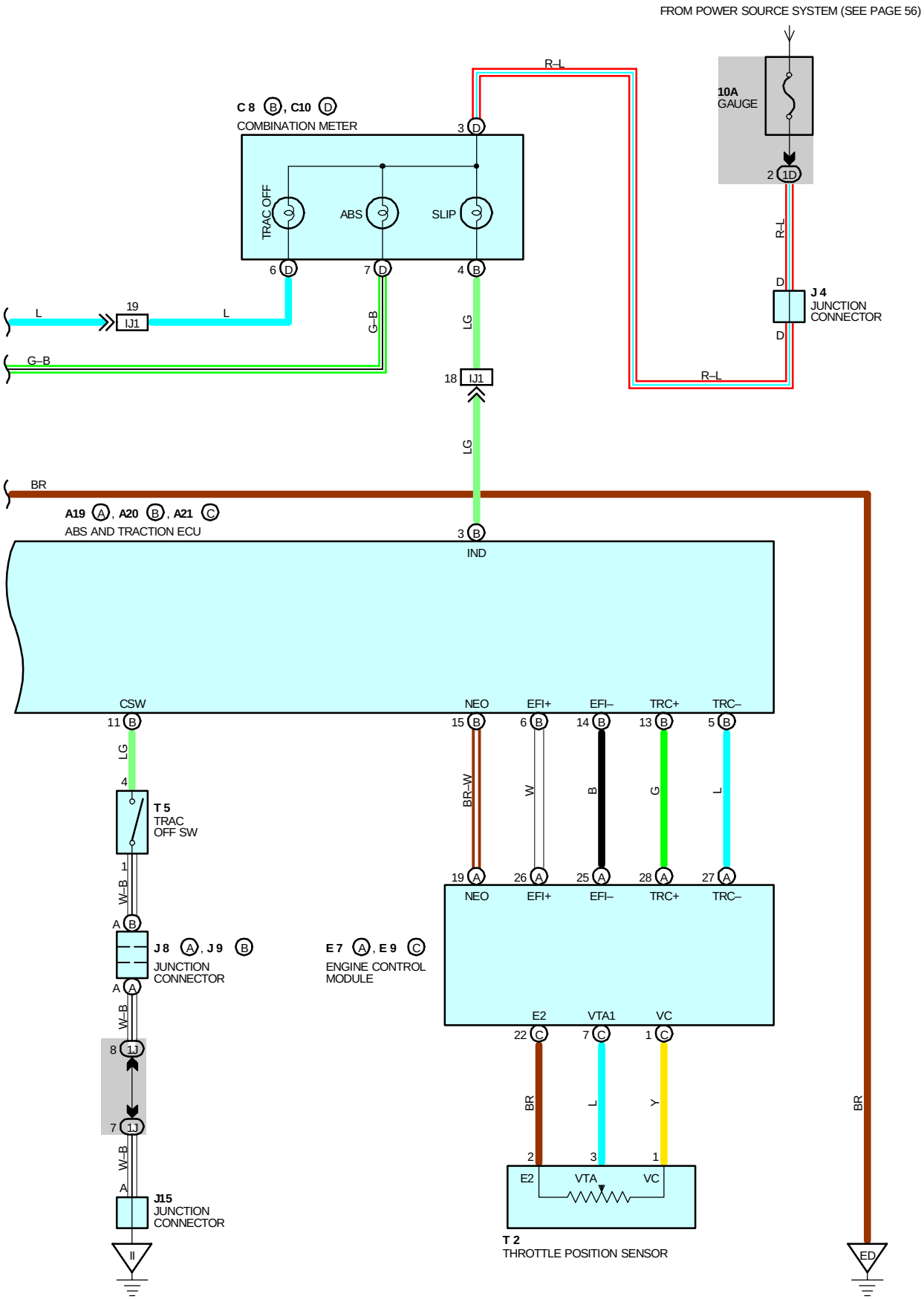



FROM POWER SOURCE SYSTEM (SEE PAGE 56)
60A
ABS
ABS
MOTOR
RELAY
ABS
SOL
RELAY
GR–R
W–R
GR–L
GR–R
R–L
W–B
W–L
GR
A19 A , A20 B , A21 C
ABS AND TRACTION ECU
R+
MR
SR
GND3
GND2
SFRH
SFRR
R–B
W–R
W–L
A7 A , A8 B
ABS AND TRACTION
ACTUATOR
E1
EB
EA


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
15A
ECU–IG
15A
STOP
9 1J
7 1C
B–R
W
A
J 3
JUNCTION
CONNECTOR
A
2
S10
STOP
LIGHT SW
1
G–W
5 1R
4 1R
G–W
A
J27
JUNCTION
CONNECTOR
A
A24
ABSORBER
CONTROL ECU
FRO
RRO
20
18
GR–R
GR–L
1 IM3
6 IM3
GR–R
GR–L
B–R
G–W
R–L
R–L
A19 A , A20 B , A21 C
ABS AND TRACTION ECU
8 B
IG1
16 B
STP
19 A
FRO
6 A
RRO
SFLH
SFLR
SRRH
SRRR
SRLH
SRLR
SRC1
SRC2
SMC1
SMC2
AST
MT
GND1
2 C
1 C
8 C
7 C
25 A
12 A
5 C
4 C
12 C
6 C
10 A
14 A
15 A
L–B
W–L
W–R
R–G
G–Y
LG–B
B–R
B–Y
Y–R
Y–B
R
R–W
W–B
12 B
6 B
11 B
5 B
10 B
4 B
7 B
2 B
8 B
1 B
5 A
3 A
M
A7 A , A8 B
ABS AND TRACTION ACTUATOR
2 A
1 A
W–R
W–R
W–B
W–B
W–B
E1

ABS AND TRACTION CONTROL




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A
GAUGE
2 1D
R–L
C 8 B, C10 D
COMBINATION METER
3 D
TRAC OFF
ABS
SLIP
6 D
7 D
4 B
L
19
IJ1
L
G–B
G–B
LG
18 IJ1
R–L
D
J 4
JUNCTION
CONNECTOR
D
LG
BR
A19 A, A20 B, A21 C
ABS AND TRACTION ECU
3 B
IND
CSW
11 B
LG
4
T 5
TRAC
OFF SW
1
W–B
A B
J 8 A, J 9 B
JUNCTION
CONNECTOR
A A
W–B
8 1J
7 1J
W–B
A
J15
JUNCTION
CONNECTOR
E7 A, E9 C
ENGINE CONTROL
MODULE
NEO
EFI+
EFI–
TRC+
TRC–
15 B
6 B
14 B
13 B
5 B
BR–W
W
B
G
L
19 A
26 A
25 A
28 A
27 A
NEO
EFI+
EFI–
TRC+
TRC–
E2
VTA1
VC
22 C
7 C
1 C
BR
L
Y
2
3
1
E2
VTA
VC
T 2
THROTTLE POSITION SENSOR
BR
ED

ABS AND TRACTION CONTROL

SYSTEM OUTLINE

(ABS)
ABS IS A BRAKE SYSTEM DESIGNED FOR THE PURPOSE TO IMPROVE THE OPERATING ABILITY SECURING THE STABILITY OF THE VEHICLE BY PREVENTING THE LOOKING–UP OF THE VEHICLE CONTROLLING THE WHEEL CYLINDER PRESSURE OF ALL THE FOUR WHEELS AT THE TIME OF SUDDEN 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 BRAKE PEDAL IS DEPRESSED.

2. SYSTEM OPERATION

WHEN THE WHEELS ARE TO BE LOCKED–UP, THE SOLENOID INSIDE THE ACTUATOR WILL BE CONTROLLED BY THE SIGNAL FROM THE ABS AND TRACTION ECU AND THE BRAKE FLUID IN THE WHEEL CYLINDER WILL FLOW THROUGH THE RESERVOIR AND REDUCE THE HYDRAULIC PRESSURE.
WHILE THE ABS IS IN OPERATION, AS THE ABS AND TRACTION ECU IS ALWAYS OUTPUTTING THE OPERATION SIGNAL TO THE PUMP INSIDE THE ACTUATOR, BRAKE FLUID STORED INSIDE THE RESERVOIR WILL BE SUCTIONED UP BY THE PUMP INSIDE THE ACTUATOR AND RETURNED TO THE MASTER CYLINDER.
WHEN THE HYDRAULIC PRESSURE OF THE WHEEL CYLINDER IS DECOMPRESSED OR INCREASED UNTIL THE NECESSARY HYDRAULIC PRESSURE, THE SOLENOID INSIDE THE ACTUATOR IS CONTROLLED BY THE CONTROL SIGNAL FROM THE ABS AND TRACTION ECU AND AS A RESULT, HYDRAULIC PRESSURE OF THE WHEEL CYLINDER WILL BE CLOSED AT BOTH ROUTES OF THE MASTER CYLINDER AND RESERVOIR SIDES AND THE HYDRAULIC PRESSURE OF THE WHEEL CYLINDER WILL BECOME TO BE IN THE HOLDING CONDITION.
IF THE INCREASE OF HYDRAULIC PRESSURE VOLUME OF THE WHEEL CYLINDER BECOMES NECESSARY, WITH THE CONTROL SIGNAL FROM THE ABS AND TRACTION ECU, THE SOLENOID INSIDE THE ACTUATOR WILL BE CONTROLLED AND BECOME THE SAME CONDITION AS USUAL AND THE BRAKE FLUID OF THE MASTER CYLINDER WILL BE SENT TO THE WHEEL CYLINDER AND WILL INCREASE THE HYDRAULIC PRESSURE OF THE WHEEL CYLINDER. AT THIS TIME, IN THE CASE THAT THE BRAKE FLUID STAYS LEFT IN THE RESERVOIR, IT WILL BE SUCTIONED UP BY THE PUMP INSIDE THE ACTUATOR AND WILL BE SENT TO THE WHEEL CYLINDER.
ALSO, INCREASING SPEED OF THE HYDRAULIC PRESSURE IS CONTROLLED BY OUTPUTTING THE INCREASING AND THE SAID HOLDING ONE AFTER ANOTHER.
(TRACTION CONTROL)
TRACTION CONTROL SYSTEM IS DESIGNED TO PERFORM THE ENGINE OUTPUT CONTROL BY THE FUEL CUT AND HYDRAULIC PRESSURE CONTROL OF DRIVING WHEEL BRAKE AND CONTROL THE SPINNING OF THE DRIVING WHEELS. BY DOING THIS, IT IMPROVES STARTING ACCELERATION AND OPERATING ABILITY OF THE VEHICLE SECURING THE DRIVING ABILITY IN ACCORDANCE WITH THE ROAD SURFACE CONDITION.

3. TRACTION CONTROL OPERATION

ESTIMATING THE VEHICLE SPEED FROM THE REAR WHEEL SPEED, COMPARING IT WITH THE FRONT, DRIVING WHEEL SPEED AND JUDGING THE GRIP CONDITION OF THE DRIVING WHEELS. FROM THE ESTIMATED VEHICLE SPEED, TARGET SPEED OF THE DRIVING SPEED WILL BE SET. WHEN THE FRONT, DRIVING WHEEL SPEED EXCEEDS THE CONTROL STARTING SPEED, IT JUDGES THAT THE TIRE SLIP IS OCCURRED AND PERFORMS THE FUEL CUT CYLINDER NUMBER CONTROL AND BRAKE CONTROL AND THEN ADJUST TO MAKE THE FRONT WHEEL SPEED BECOME THE TRACTION CONTROL TARGET SPEED. CONTROLLING OF THE TRACTION CONTROL WILL BE COMPLETED WHEN THE VEHICLE MOVE ONTO THE ROAD WHERE THE DRIVING WHEELS WILL NOT HAVE A TIRE SLIP OR WHEN THE DRIVER DECELERATE.

SERVICE HINTS

A19 Ⓐ, A20 Ⓑ,A21 Ⓒ ABS AND TRACTION ECU

IG1 – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION
R+ – SR : **9–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND ABS WARNING LIGHT OFF
R+ – MR : **0–1** VOLTS WITH IGNITION SW AT **ON** POSITION
WA – GND : **0–2** VOLTS WITH IGNITION SW AT **ON** POSITION AND ABS WARNING LIGHT ON
: **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND ABS WARNING LIGHT OFF
STP – GND : **0–1.5** VOLTS WITH STOP LIGHT SW OFF
: **8–14** VOLTS WITH STOP LIGHT SW ON
D/G – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND ABS WARNING LIGHT ON
MT – GND : **0–1.5** VOLTS WITH IGNITION SW AT **ON** POSITION
NEO – GND : PULES GENERATION WITH IDLING
IND – GND : **0–2** VOLTS WITH IGNITION SW AT **ON** POSITION AND SLIP INDICATOR LIGHT ON
: **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND SLIP INDICATOR LIGHT OFF
WT – GND : **0–2** VOLTS WITH IGNITION SW AT **ON** POSITION AND TRAC OFF INDICATOR LIGHT ON
; **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND TRAC OFF INDICATOR LIGHT OFF
CSW – GND : **0–2** VOLTS WITH IGNITION SW AT **ON** POSITION AND TRAC OFF SW PUSHED
: **8–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND TRAC OFF SW RELEASED
TC, TS – GND : **8–14** VOLTS WITH IGNITION SW AT **ON** POSITION
TRC+, TRC– – GND : PULES GENERATION WITH TRACTION CONTROL ACTIVE
EFI+, ERI– – GND : PULES GENERATION WITH IGNITION SW AT **ON** POSITION
SRLH, SRLH, AST – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND WARNING LIGHT OFF
SFLH, SRRR, SRRH – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND WARNING LIGHT OFF
SFRR, SFRH, SFLR – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND WARNING LIGHT OFF
SRC1, SRC2, SMC1, SMC2 – GND : **10–14** VOLTS WITH IGNITION SW AT **ON** POSITION AND TRAC OFF INDICATOR LIGHT OFF

S10 STOP LIGHT SW

2–1 : CLOSED WITH BRAKE PEDAL DEPRESSED

A 9, A10, A34, A35 ABS SPEED SENSOR FRONT LH, RH, REAR LH, RH

1–2 : **1.5–1.7** KΩ (**20**°C **68**°F)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 7 A	26	C 8 B	28	J 9 B	29
A 8 B	26	C10 D	28	J15	29
A 9	26	D 1	26	J24	29
A10	26	D 3	28	J27	29
A19 A	28	E 7 A	28	J28 A	29
A20 B	28	E 9 C	28	J29 B	29
A21 C	28	J 1	29	J30	29
A24	28	J 3	29	S10	29
A33	30	J 4	29	T 2	27
A34	30	J 8 A	29	T 5	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
3	23	ENGINE ROOM NO.3 R/B (RADIATOR UPPER SUPPORT RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL (LEFT KICK PANEL)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IH1	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IM2		
IM3		
IN1	38	FLOOR NO. 2 WIRE AND COWL WIRE (RIGHT KICK PANEL)

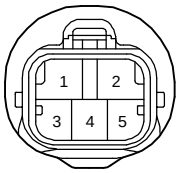
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EB		
ED	34	SURGE TANK RH
II	36	INSTRUMENT PANEL BRACE LH

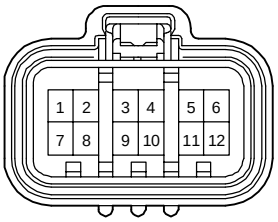
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	34	ENGINE ROOM MAIN WIRE			

A 7 (A) GRAY



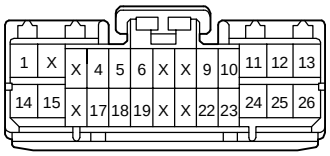
A 8 (B) BLACK



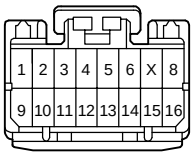
A 9 GRAY

A10 GRAY

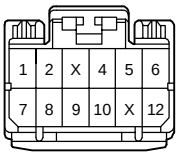
A19 (A)



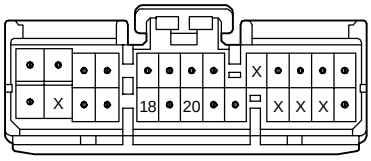
A20 (B)



A21 (C)



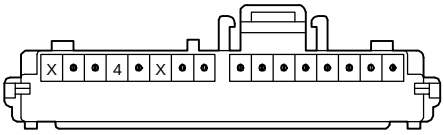
A24 GRAY



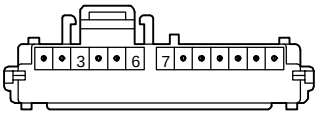
A33 GRAY

A34 GRAY

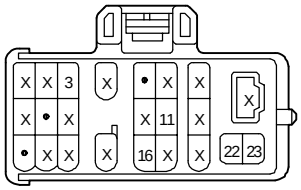
C 8 (B)



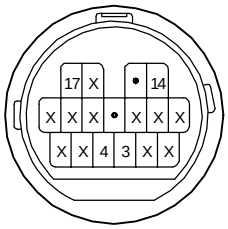
C10 (D) BROWN



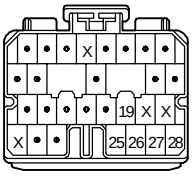
D1 BLACK



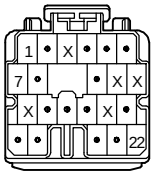
D3 DARK GRAY



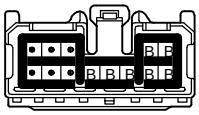
E7 (A)



E9 (C)

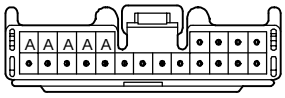


J1 GRAY



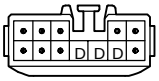
(HINT : SEE PAGE 7)

J3



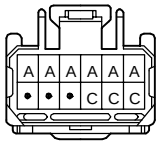
(HINT : SEE PAGE 7)

J4 BLACK



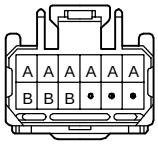
(HINT : SEE PAGE 7)

J8 (A) GRAY



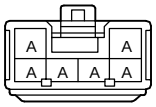
(HINT : SEE PAGE 7)

J9 (B) GRAY



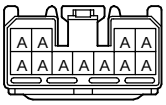
(HINT : SEE PAGE 7)

J15



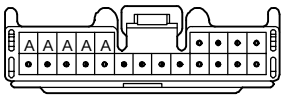
(HINT : SEE PAGE 7)

J24



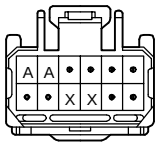
(HINT : SEE PAGE 7)

J27



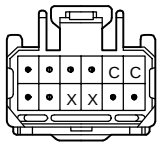
(HINT : SEE PAGE 7)

J28 (A)



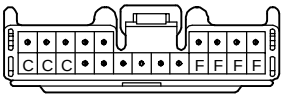
(HINT : SEE PAGE 7)

J29 (B)



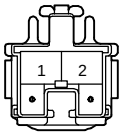
(HINT : SEE PAGE 7)

J30



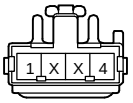
(HINT : SEE PAGE 7)

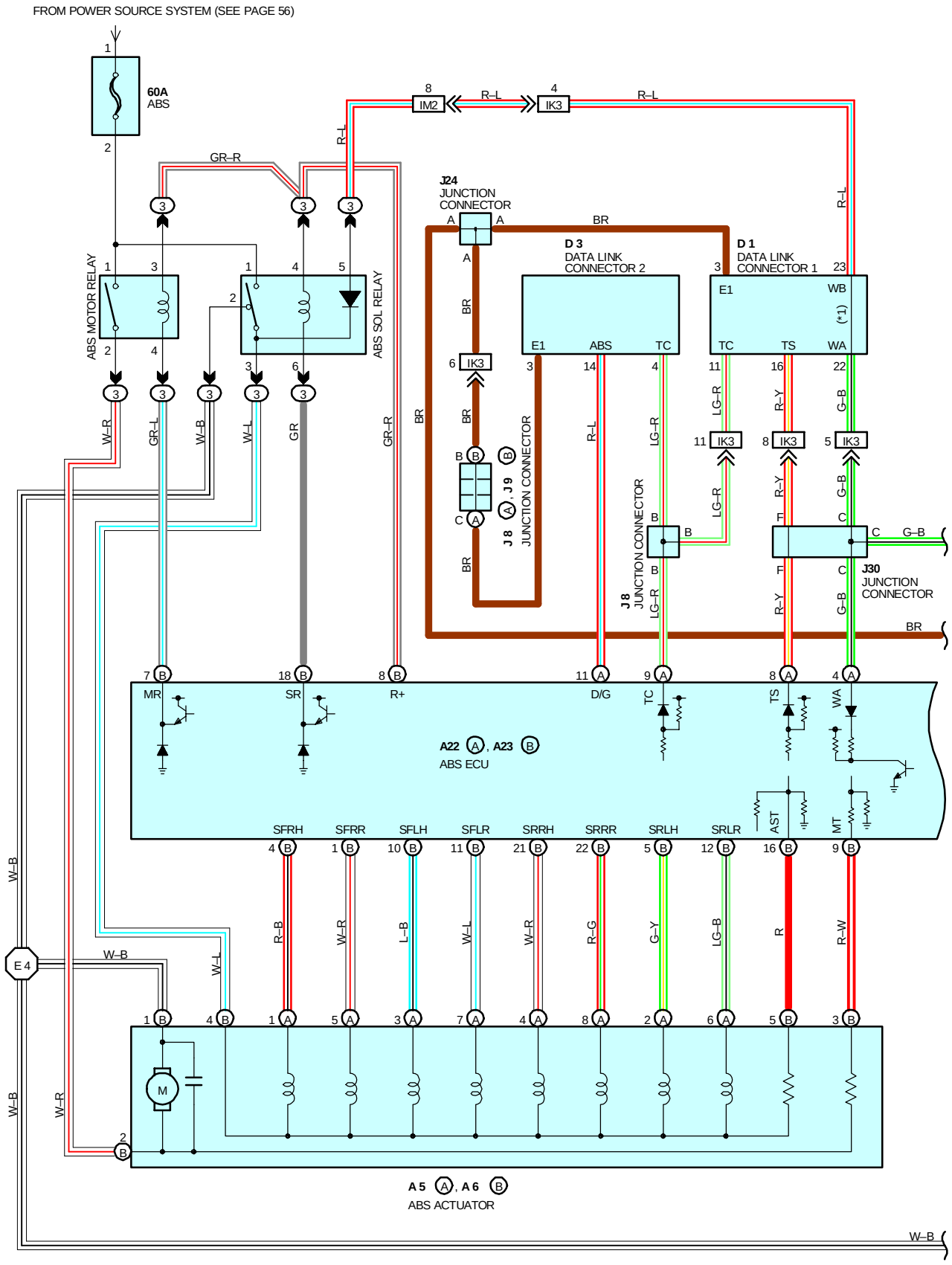
S10 BLUE

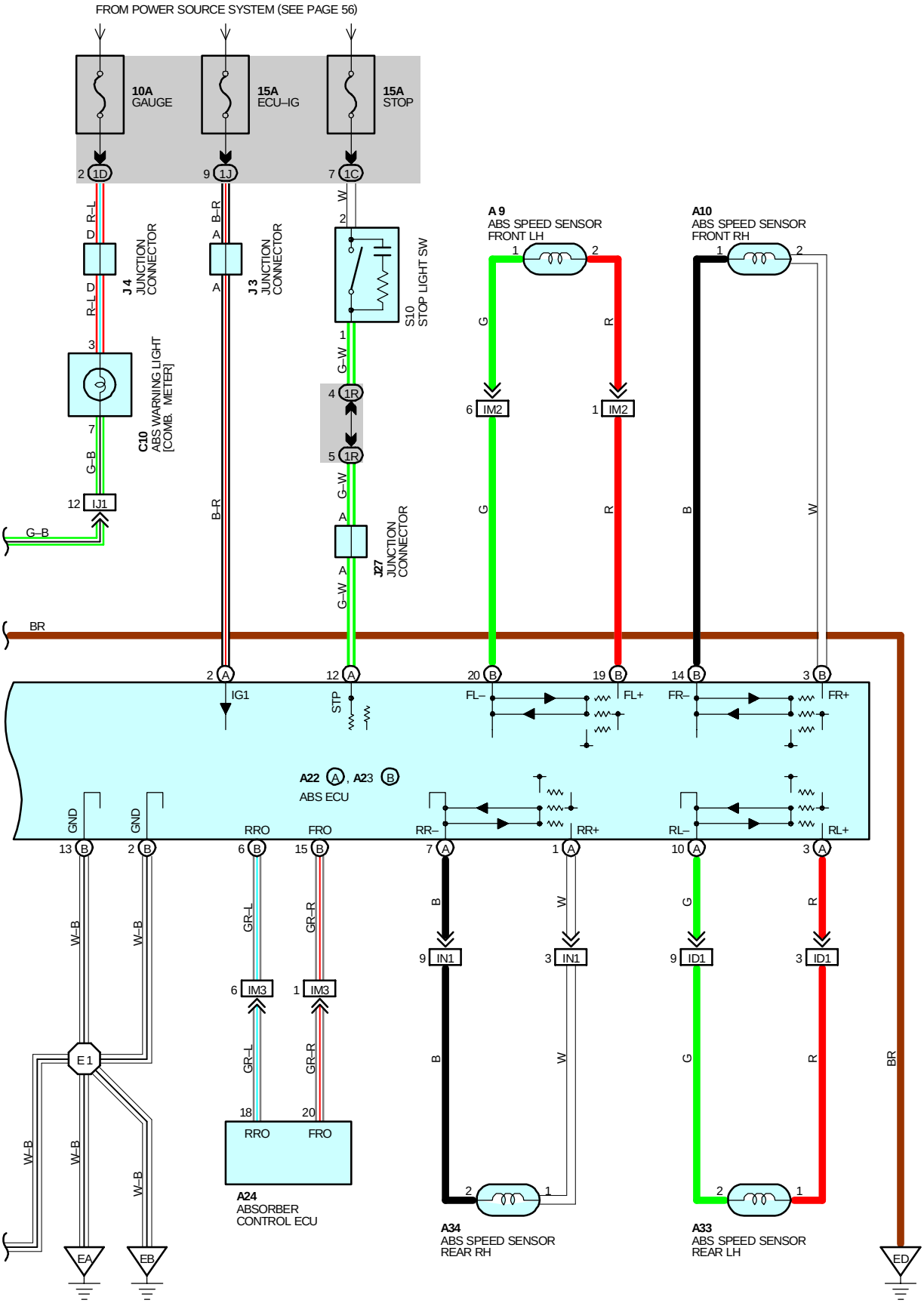


T2 BLACK

T5 BLACK




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
60A
ABS
IM2
IK3
R–L
GR–R
J24
JUNCTION
CONNECTOR
BR
D 3
DATA LINK
CONNECTOR 2
D 1
DATA LINK
CONNECTOR 1
E1
WB
(*1)
ABS
TC
TS
WA
ABS MOTOR RELAY
ABS SOL RELAY
W–R
GR–L
W–B
W–L
GR
GR–R
J 8 , J 9
JUNCTION CONNECTOR
LG–R
R–Y
G–B
J 8
JUNCTION CONNECTOR
J30
JUNCTION
CONNECTOR
MR
SR
R+
D/G
TC
TS
WA
A22 , A23
ABS ECU
AST
MT
SFRH
SFRR
SFLH
SFLR
SRRH
SRRR
SRLH
SRLR
R–B
W–R
L–B
W–L
R–G
G–Y
LG–B
R
R–W
E 4
M
A5 , A6
ABS ACTUATOR


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A GAUGE
15A ECU–IG
15A STOP
2 1D
9 1J
7 1C
J4 JUNCTION CONNECTOR
J3 JUNCTION CONNECTOR
S10 STOP LIGHT SW
C10 ABS WARNING LIGHT [COMB. METER]
12 1J1
J27 JUNCTION CONNECTOR
A9 ABS SPEED SENSOR FRONT LH
A10 ABS SPEED SENSOR FRONT RH
6 IM2
1 IM2
BR
2 A IG1
12 A STP
20 B FL–
19 B FL+
14 B FR–
3 B FR+
A22 A, A23 B ABS ECU
GND
GND
RRO
FRO
RR–
RR+
RL–
RL+
13 B
2 B
6 B
15 B
7 A
1 A
10 A
3 A
6 IM3
1 IM3
9 IN1
3 IN1
9 ID1
3 ID1
E1
18 RRO
20 FRO
A24 ABSORBER CONTROL ECU
A34 ABS SPEED SENSOR REAR RH
A33 ABS SPEED SENSOR REAR LH
EA
EB
ED

ABS

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 BRAKE PEDAL IS OPERATED.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECU, WHICH HAS SIGNALS INPUT FROM EACH SENSOR, CONTROLS THE CURRENT FLOWING TO THE SOLENOID INSIDE THE ACTUATOR AND LETS THE HYDRAULIC PRESSURE ACTING ON EACH WHEEL CYLINDER ESCAPE TO THE RESERVOIR. THE PUMP INSIDE THE ACTUATOR IS ALSO OPERATING AT THIS TIME AND IT RETURNS THE BRAKE FLUID FROM THE RESERVOIR TO THE MASTER CYLINDER, THUS PREVENTING LOCKING OF THE VEHICLE WHEELS.
IF THE ECU JUDGES THAT THE HYDRAULIC PRESSURE ACTING ON THE WHEEL CYLINDER IS INSUFFICIENT, THE CURRENT ACTING ON THE SOLENOID IS CONTROLLED AND THE HYDRAULIC PRESSURE IS INCREASED. HOLDING OF THE HYDRAULIC PRESSURE IS ALSO CONTROLLED BY THE ECU, BY THE SAME METHOD AS ABOVE. PRESSURE REDUCTION, HOLDING AND INCREASE ARE REPEATED TO MAINTAIN VEHICLE STABILITY AND TO IMPROVE STEERABILITY DURING SUDDEN BRAKING.

SERVICE HINTS

A22 Ⓐ, A23 Ⓑ ABS ECU
(CONNECT THE ECU CONNECTOR)

Ⓑ 2–GROUND : ALWAYS CONTINUITY
Ⓑ13–GROUND : ALWAYS CONTINUITY
Ⓐ 2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
Ⓐ12–GROUND : APPROX. **12** VOLTS WITH THE BRAKE PEDAL DEPRESSED

A 6 Ⓑ ABS ACTUATOR
1–GROUND : ALWAYS CONTINUITY

S10 STOP LIGHT SW
2–1 : CLOSED WITH THE BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
A 5	A	26	A33	30	J 8	A	29
A 6	B	26	A34	30	J 9	B	29
A 9		26	C10	28	J24		29
A10		26	D 1	26	J27		29
A22	A	28	D 3	28	J30		29
A23	B	28	J 3	29	S10		29
A24		28	J 4	29			

▭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
3	23	ENGINE ROOM NO. 3 R/B (RADIATOR UPPER SUPPORT RH)

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1R		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

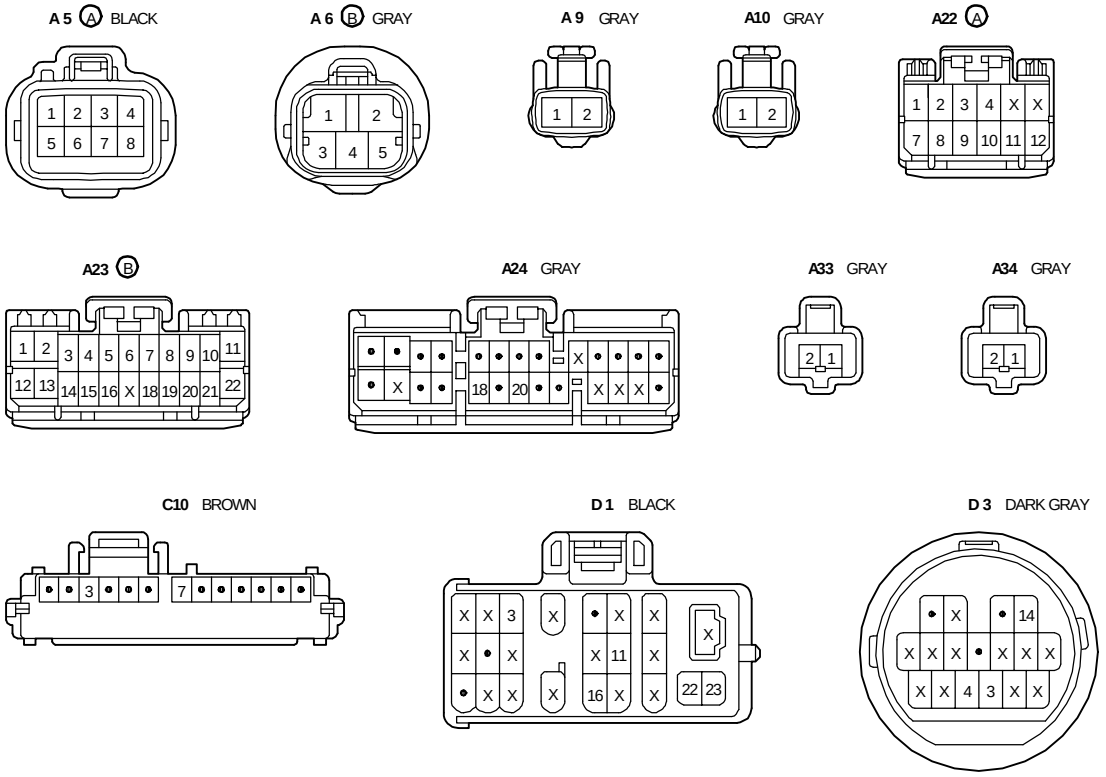
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM2	38	RIGHT RADIATOR SIDE SUPPORT
IM3		ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IN1	38	FLOOR NO. 2 WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

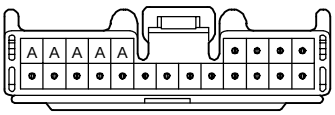
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EB		
ED	34	SURGE TANK RH

: 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			

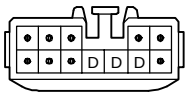


J3



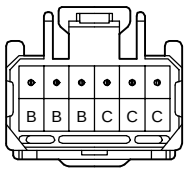
(HINT : SEE PAGE 7)

J4 BLACK



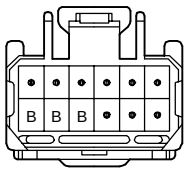
(HINT : SEE PAGE 7)

J8 (A) GRAY



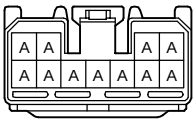
(HINT : SEE PAGE 7)

J9 (B) GRAY



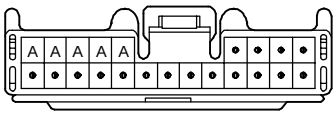
(HINT : SEE PAGE 7)

J24



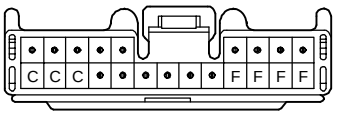
(HINT : SEE PAGE 7)

J27



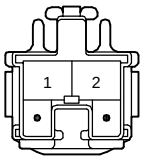
(HINT : SEE PAGE 7)

J30



(HINT : SEE PAGE 7)

S10 BLUE

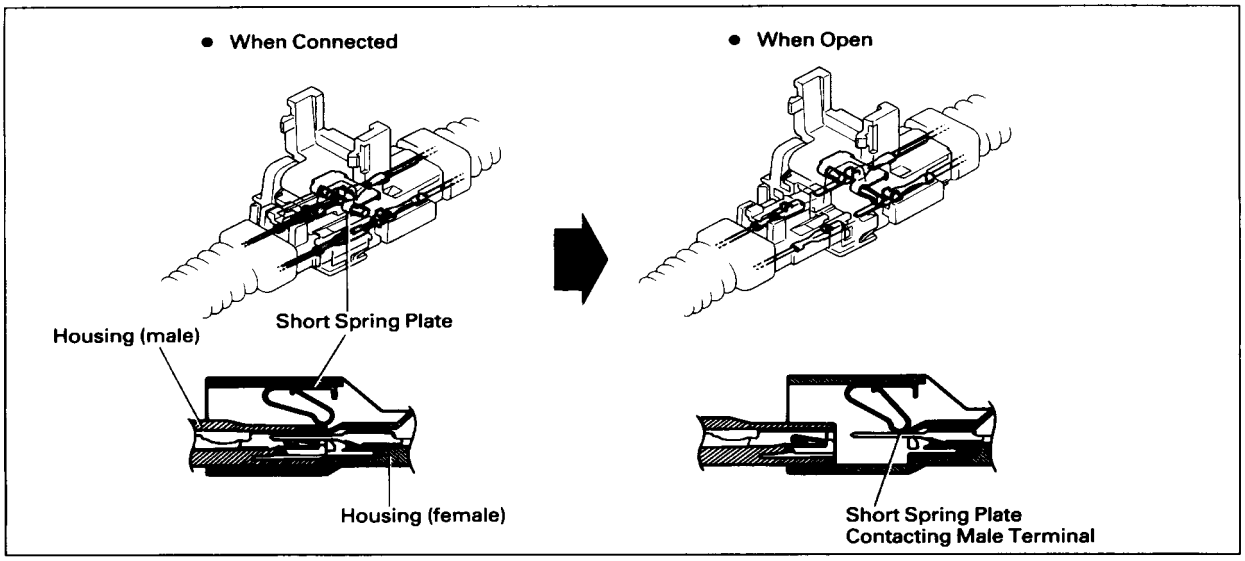


NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

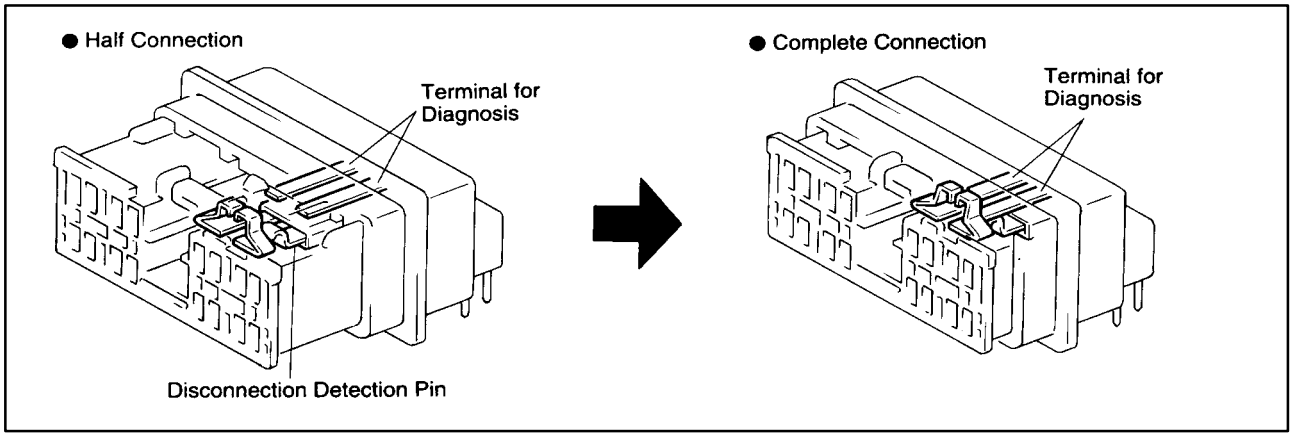
- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from when the ignition switch is turned to the "LOCK" position and the negative (–) terminal cable is disconnected from the battery.**
  (The SRS 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 deployed.)
  When the negative (–) terminal cable is disconnected from the battery, the memory of the clock and audio system will be canceled. So before starting work, make a record of the contents memorized by the audio memory system. When work is finished, reset the audio systems as before and adjust the clock. To avoid erasing the memory of each memory system, never use a back–up power supply from outside the vehicle.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly, and airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, or airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly or airbag sensor assembly has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Do not expose the steering wheel pad, front passenger airbag assembly, or airbag sensor assembly directly to hot air or flames.
- Use a volt/ohmmeter with a high impedance (10 kΩ/V minimum) for troubleshooting the system's electrical circuits.
- Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- After work on the SRS is completed, check the SRS warning light.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.

The SRS has connectors which possess the functions described below:

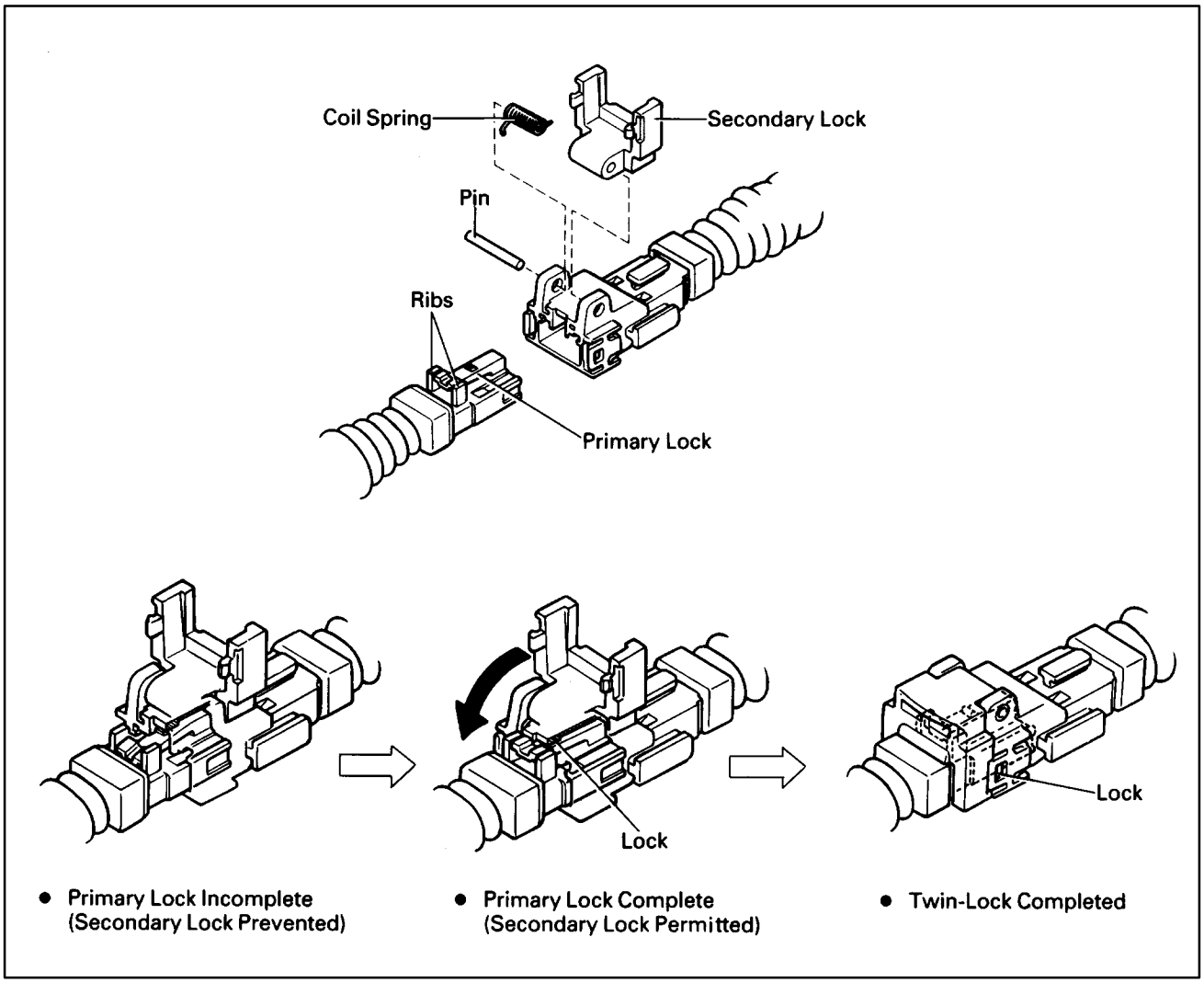
1. SRS ACTIVATION PREVENTION MECHANISM
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.

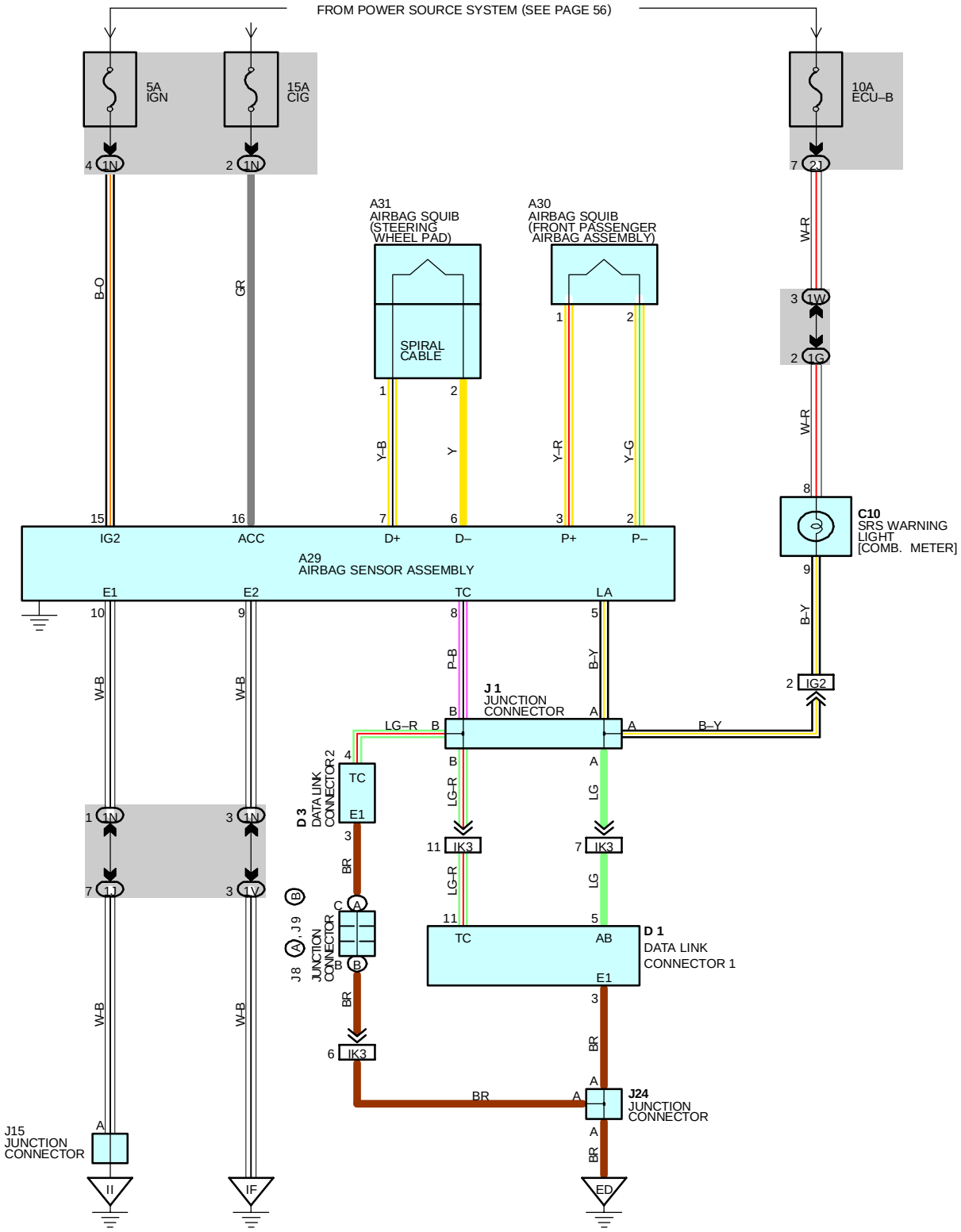


2. ELECTRICAL CONNECTION CHECK MECHANISM
   This mechanism is designed to electrically check if connectors are connected correctly and completely.
   The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing 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.




FROM POWER SOURCE SYSTEM (SEE PAGE 56)
5A IGN
15A CIG
10A ECU–B
A31 AIRBAG SQUIB (STEERING WHEEL PAD)
A30 AIRBAG SQUIB (FRONT PASSENGER AIRBAG ASSEMBLY)
SPIRAL CABLE
C10 SRS WARNING LIGHT [COMB. METER]
A29 AIRBAG SENSOR ASSEMBLY
IG2
ACC
D+
D–
P+
P–
E1
E2
TC
LA
J1 JUNCTION CONNECTOR
D3 DATA LINK CONNECTOR 2
D1 DATA LINK CONNECTOR 1
J8, J9 JUNCTION CONNECTOR
J24 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
B-O
GR
W-R
Y-B
Y
Y-R
Y-G
B-Y
W-B
P-B
LG-R
LG
BR

SYSTEM OUTLINE

THE SRS 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 16** OF THE AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES THE CURRENT FROM THE **IGN** FUSE TO **TERMINAL 15.** IF AN ACCIDENT OCCURS WHILE DRIVING, WHEN THE FRONTAL IMPACT EXCEEDS A SET LEVEL, CURRENT FROM THE **CIG** OR **IGN** FUSE FLOWS TO **TERMINALS 7 AND 3** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIBS → **TERMINAL 2** → **TERMINAL 6** AND **2** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 9** OR **TERMINAL 10** OR **BODY GROUND** → **GROUND,** SO THAT THE CURRENT FLOWS TO THE AIRBAG SQUIBS AND CAUSES IT 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
A29	28	D 1	26	J 9 B	29
A30	28	D 3	28	J15	29
A31	28	J 1	29	J24	29
C10	28	J 8 A	29		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1N		
1V		
1W		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

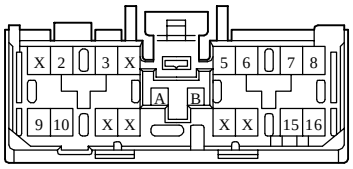
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG2	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTUMENT PANEL J/B)
IK3	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

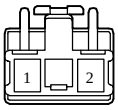
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ED	34	SURGE TANK RH
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH

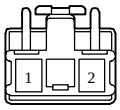
A29 YELLOW



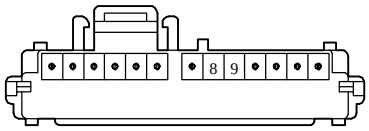
A30 YELLOW



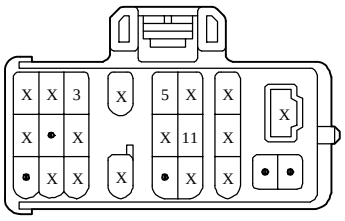
A31 YELLOW



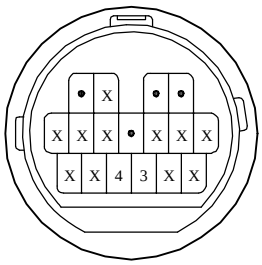
C10 BROWN



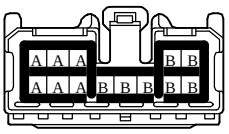
D 1 BLACK



D 3 DARK GRAY

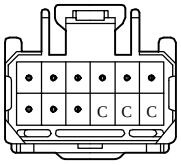


J 1 GRAY



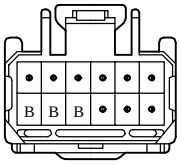
(HINT : SEE PAGE 7)

J 8 (A) GRAY



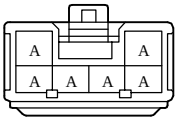
(HINT : SEE PAGE 7)

J 9 (B) GRAY



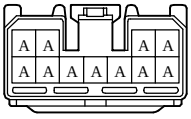
(HINT : SEE PAGE 7)

J15



(HINT : SEE PAGE 7)

J24



(HINT : SEE PAGE 7)

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE **POWER** FUSE TO **TERMINAL 5** OF THE POWER RELAY. WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS THROUGH THE **GAUGE** FUSE → **TERMINAL 7** OF THE INTEGRATION RELAY → **TERMINAL Ⓐ 3** → **TERMINAL 1** OF THE POWER RELAY → **TERMINAL 2** → **GROUND.**
AS A RESULT, POWER RELAY IS ACTIVATED AND THE CURRENT TO **TERMINAL 5** OF THE POWER RELAY FLOWS FORM **TERMINAL 3** OF THE POWER RELAY TO **TERMINAL 4** OF THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

WHEN TURNING THE SLIDE OPEN SW “ON” WITH THE ROOF CLOSED, THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY WILL MAKE THE MOTOR ROTATE TO THE “OPEN” DIRECTION UNTIL THEY BECOME ANY OF THE FOLLOWING CONDITIONS SUCH AS THE TERMINAL IG BECOMES “OFF” OR ANY OF THE SWS IS TURNED “ON” OR THE TIME LIMIT (ABOUT 20 SECONDS) IS UP OR THE CURRENT GOES UP THE UPPER LIMIT (ABOUT 17 AMPERE).

2. SLIDE CLOSE OPERATION

WHEN TURNING THE SLIDE CLOSE SW (TILT UP) “ON” WITH THE ROOF OPEN, THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY WILL MAKE THE MOTOR ROTATE TO THE “CLOSE” DIRECTION UNTIL THEY BECOME HALF POSITION (LS1 SW TURNS FROM “ON” TO “OFF”). UNDER THE CONDITION WITH THE ROOF HALF CLOSED, WHEN TURNING THE SLIDE CLOSE SW (TILT UP) “ON” AGAIN, THEY WILL MAKE THE MOTOR ROTATE UNTIL THE ROOF IS COMPLETELY CLOSED.

3. TILT UP OPERATION

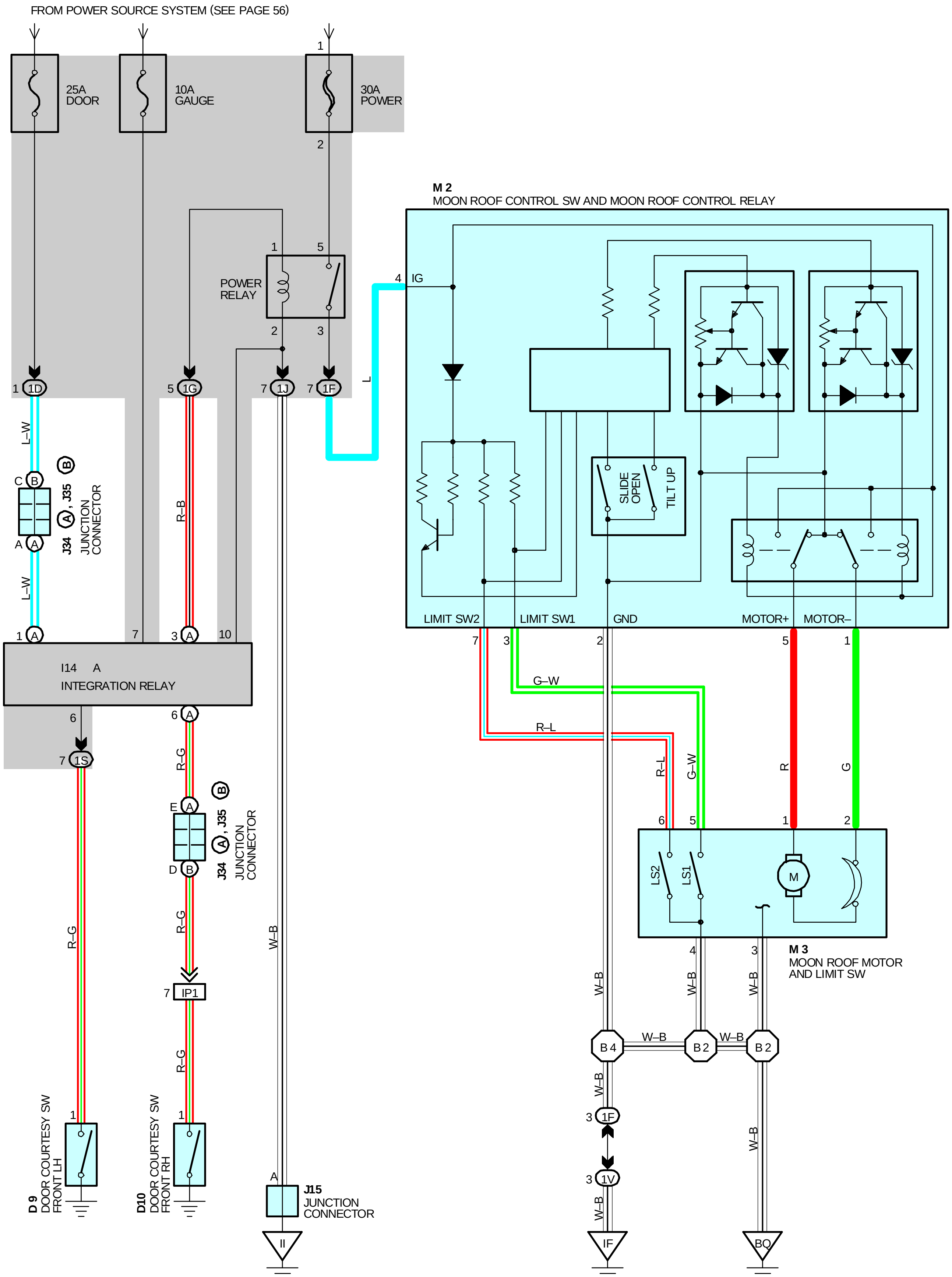
WITH THE ROOF CLOSED, WHEN THE TILT UP SWITCH IS PUSHED ON, THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY DRIVES THE MOTOR IN DIRECTION OF UP (LS1 SW OFF, LS2 SW OFF).

4. TILT DOWN OPERATION

WHEN THE ROOF UP, WHEN THE TILT DOWN SWITCH (SLIDE OPEN) IS PUSHED ON, THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY DRIVES THE MOTOR IN DIRECTION OF DOWN, AND THE MOTOR STOPS AT FULLY DOWN POSITION (LS1 SW OFF TO ON).

5. KEY OFF MOON ROOF OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, INTEGRATION RELAY OPERATES AND CURRENT FLOWS FROM THE **DOOR** FUSE TO **TERMINAL Ⓐ 1** OF THE RELAY → **TERMINAL Ⓐ 3** → **TERMINAL 1** OF THE POWER RELAY→ **TERMINAL 2** → **GROUND** FOR ABOUT 43 SECONDS. THE SAME AS NORMAL OPERATION, THE CURRENT FLOWS FROM THE **POWER** FUSE TO **TERMINAL 5** OF THE POWER RELAY →**TERMINAL 3** → **TERMINAL 4** OF THE MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY. AS A RESULT, FOR ABOUT 43 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 43 SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINALS 6** OR **Ⓐ 6** OF THE INTEGRATION RELAY. AS A RESULT, THE RELAY TURNS OFF AND OPEN OPEN CLOSE MOVEMENT OF THE MOON ROOF STOPS.


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
25A DOOR
10A GAUGE
30A POWER
POWER RELAY
M 2
MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY
IG
SLIDE OPEN
TILT UP
LIMIT SW2
LIMIT SW1
GND
MOTOR+
MOTOR–
1D
1G
1J
1F
L–W
R–B
L
J34 A, J35 B JUNCTION CONNECTOR
I14 A INTEGRATION RELAY
1S
R–G
G–W
R–L
R
G
IP1
LS2
LS1
M
M 3
MOON ROOF MOTOR AND LIMIT SW
W–B
B 4
B 2
1V
IF
BQ
II
D 9 DOOR COURTESY SW FRONT LH
D10 DOOR COURTESY SW FRONT RH
J15 JUNCTION CONNECTOR

SERVICE HINTS

POWER RELAY

5–3 : CLOSED WITH THE IGNITION SW AT ON POSITION

M 2 MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY

2–GROUND : ALWAYS CONTINUITY

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

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
D 9		30	J15		29	M 2	31
D10		30	J34	A	29	M 3	31
I14	A	28	J35	B	29		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1F	24	ROOF WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1S	24	FLOOR WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IP1	38	FLOOR NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH
BQ	40	ROOF LEFT

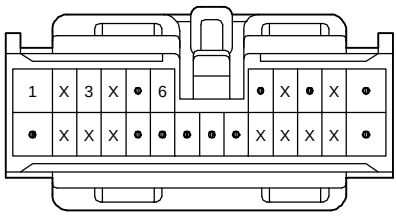
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 2	40	ROOF WIRE	B 4	40	ROOF WIRE

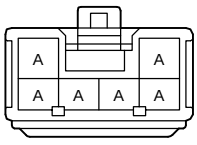
D 9

D10

I14 (A) ORANGE

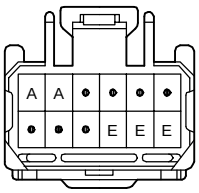


J15



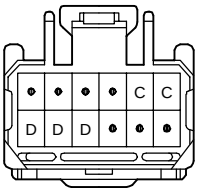
(HINT : SEE PAGE 7)

J34 (A) BLACK



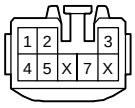
(HINT : SEE PAGE 7)

J35 (B) BLACK

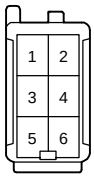


(HINT : SEE PAGE 7)

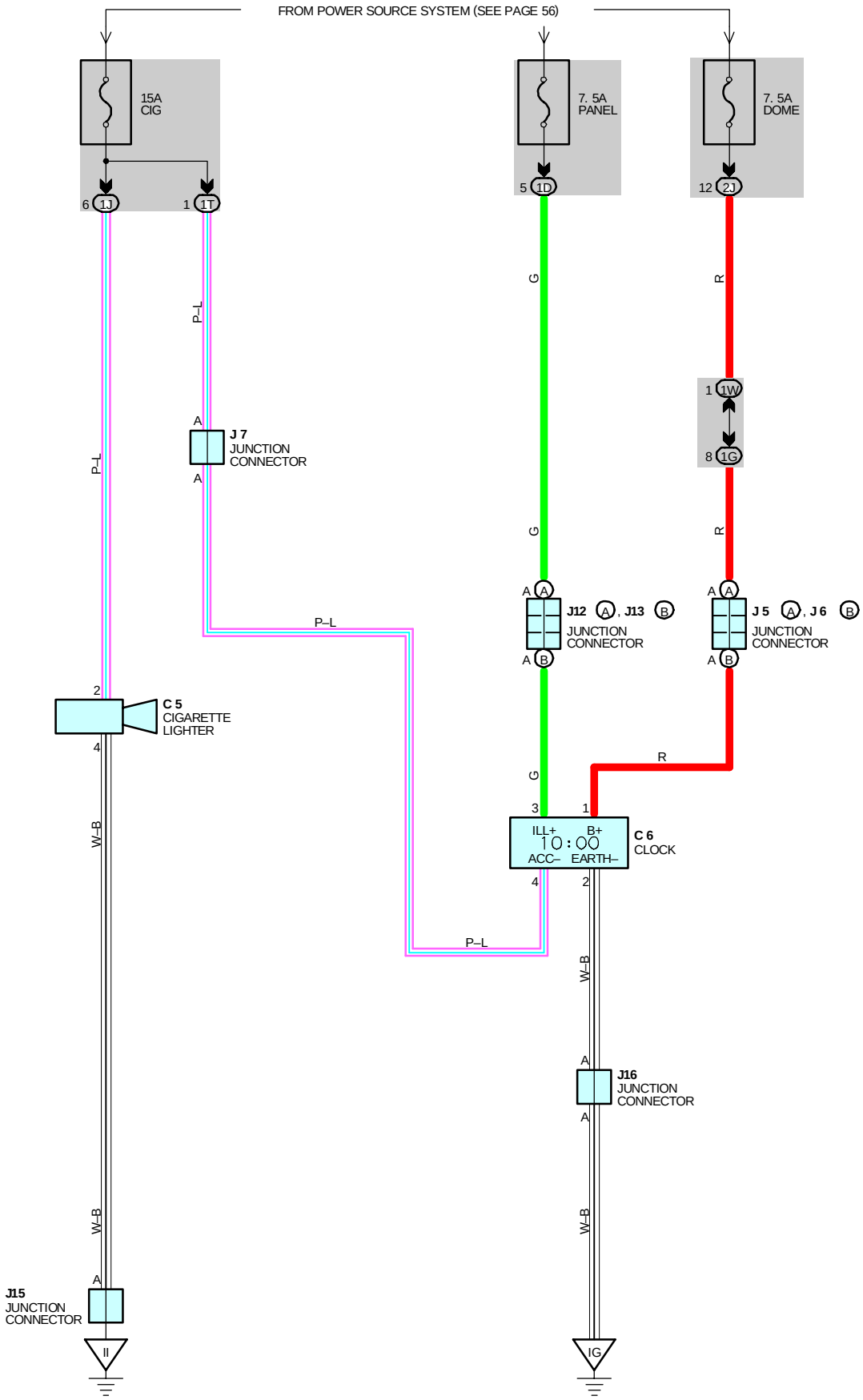
M 2



M 3



CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C 5 CIGARETTE LIGHTER

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

C 6 CLOCK

1–GROUND : ALWAYS APPROX. 12 VOLTS
4–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
2–GROUND : ALWAYS CONTINUITY
3–GROUND : APPROX 12 VOLTS WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 5	28	J 6 B	29	J13 B	29
C 6	28	J7	29	J15	29
J 5 A	29	J12 A	29	J16	29

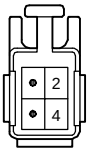
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D 1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W	25	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

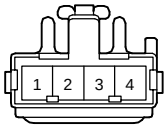
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH

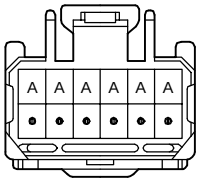
C 5



C 6 BLACK

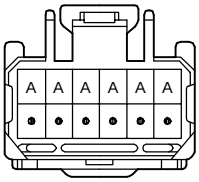


J 5 (A) GRAY



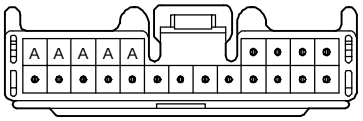
(HINT : SEE PAGE 7)

J 6 (B) GRAY



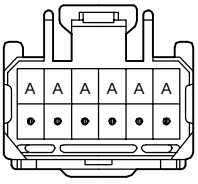
(HINT : SEE PAGE 7)

J 7



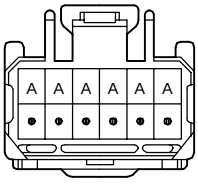
(HINT : SEE PAGE 7)

J12 (A) GRAY



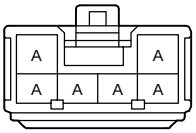
(HINT : SEE PAGE 7)

J13 (B) GRAY



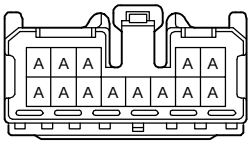
(HINT : SEE PAGE 7)

J15



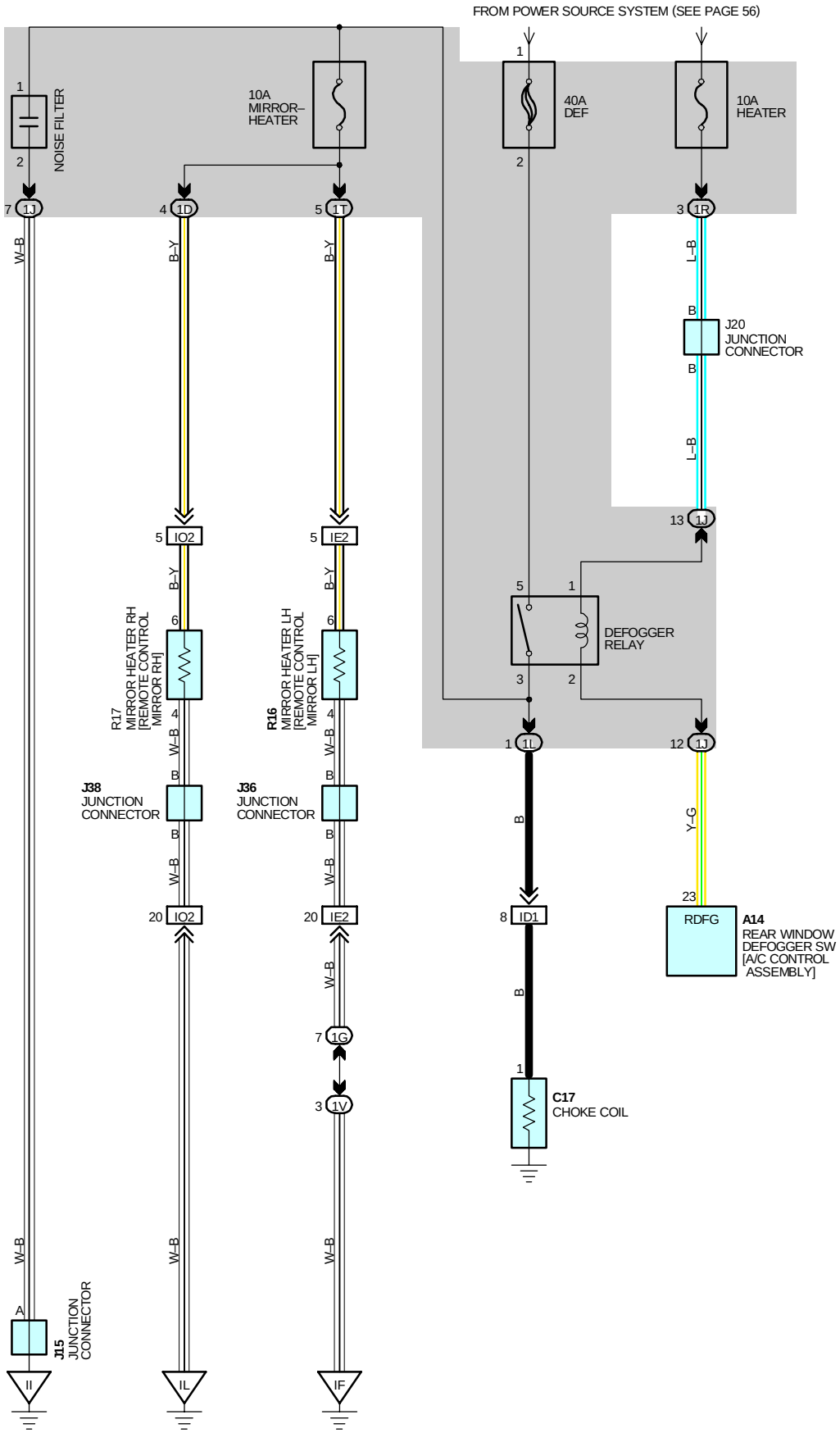
(HINT : SEE PAGE 7)

J16 ORANGE



(HINT : SEE PAGE 7)

REAR WINDOW DEFOGGER AND MIRROR HEATER



SERVICE HINTS

DEFOGGER RELAY

5–3 : CLOSED WITH THE IGNITION SW AT **ON** POSITION AND THE REAR WINDOW DEFOGGER SW [A/C CONTROL ASSEMBLY] ON

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14	28	J20	29	R16	31
C17	30	J36	30	R17	31
J15	29	J38	30		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D 1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINSIH PANEL)
1J 1L 1R	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)

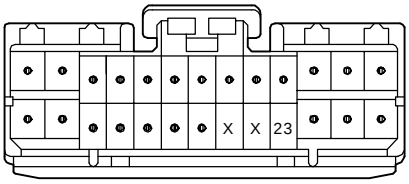
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	36	FLOOR DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IO2	38	FLOOR DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

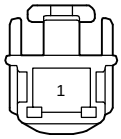
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	COWL SIDE PANEL LH
II	36	INSTRUMENT PANEL BRACE LH
IL	36	RIGHT KICK PANEL

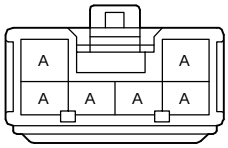
A14



C17

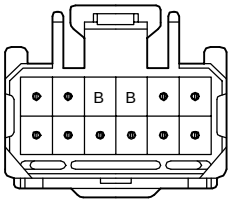


J15



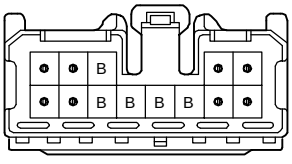
(HINT : SEE PAGE 7)

J20 BLACK



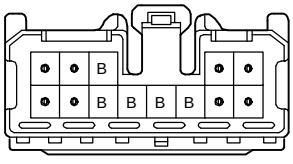
(HINT : SEE PAGE 7)

J36



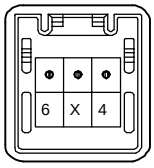
(HINT : SEE PAGE 7)

J38

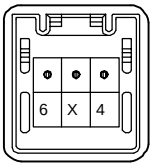


(HINT : SEE PAGE 7)

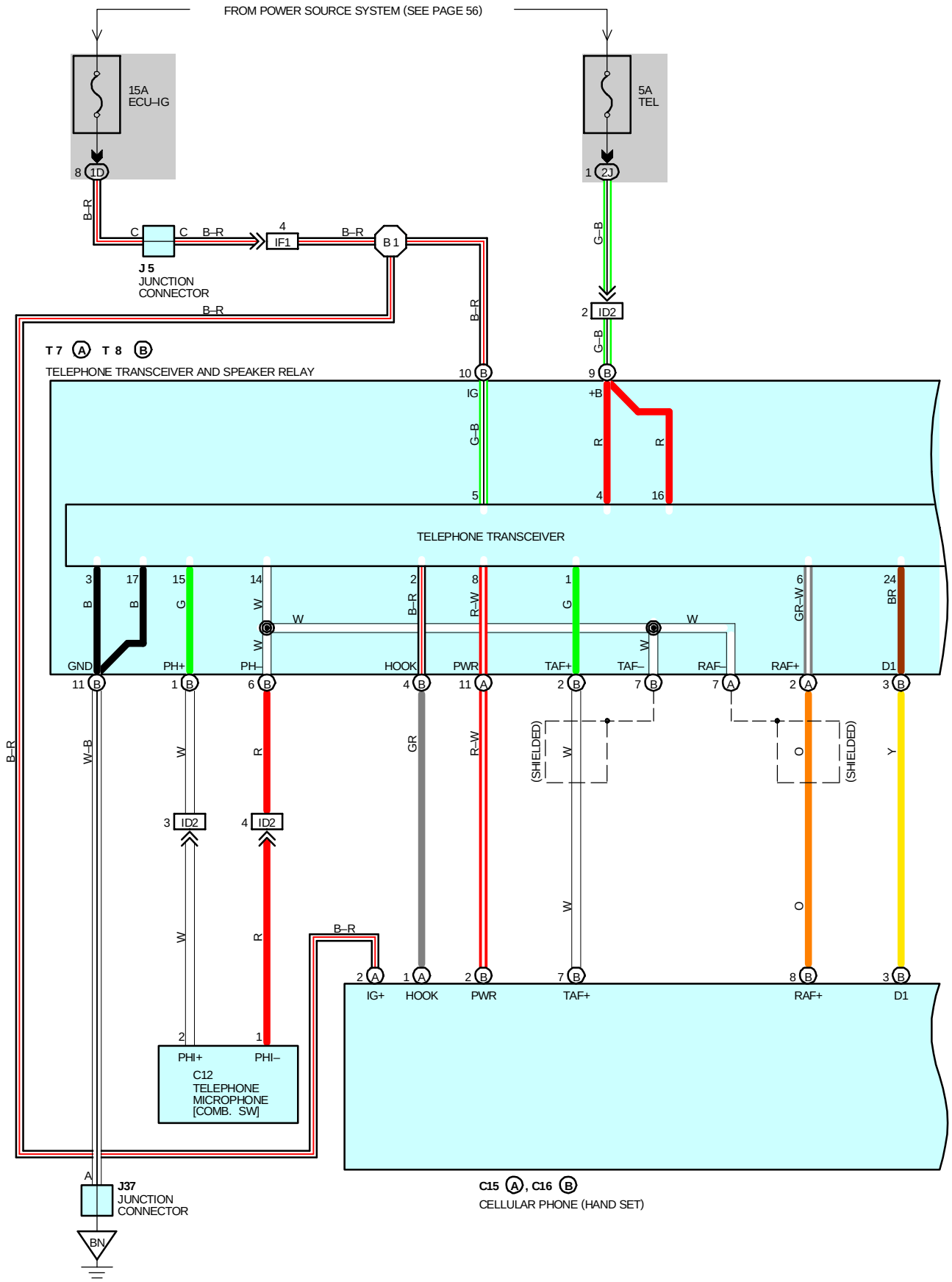
R16

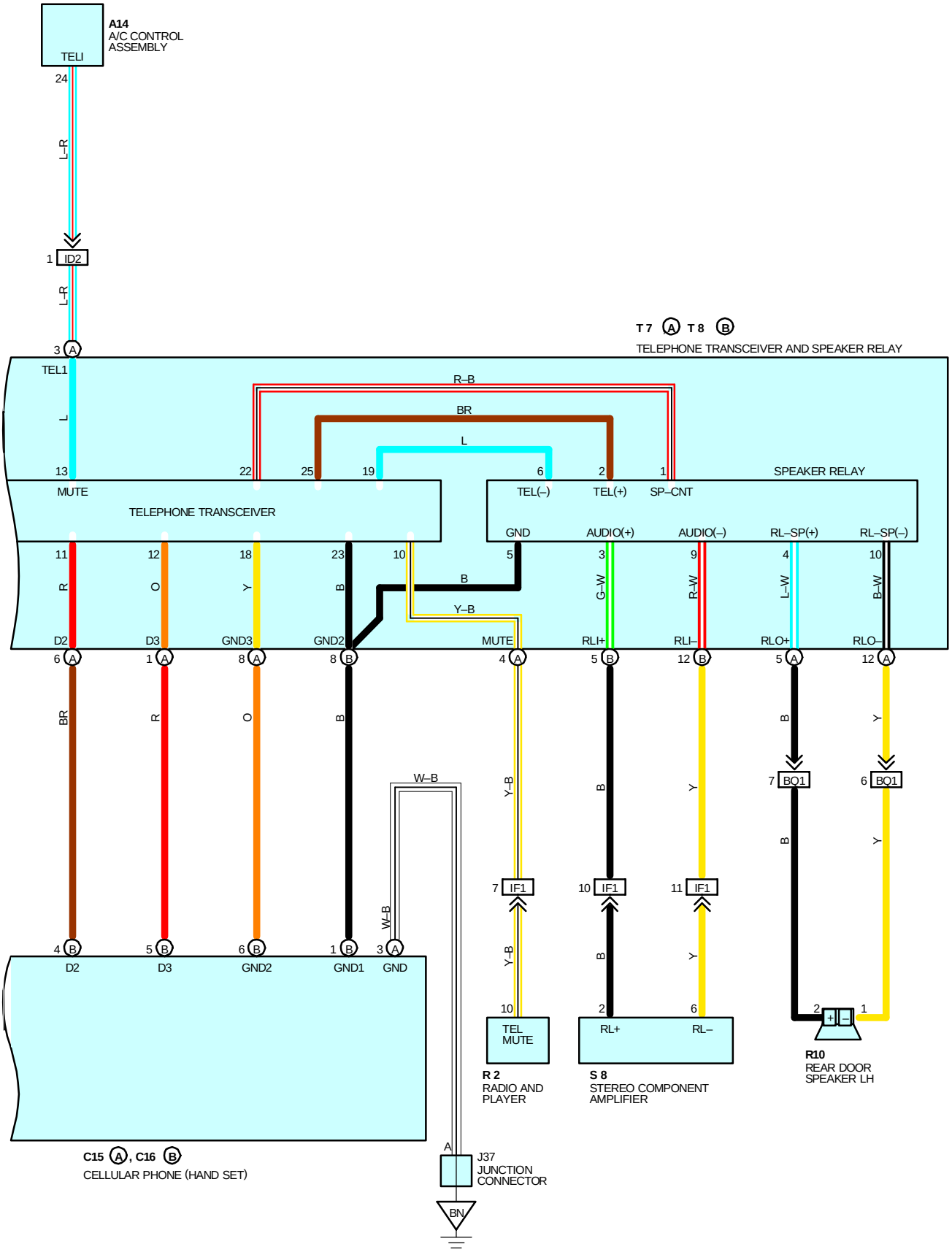


R17



CELLULAR MOBILE TELEPHONE




A14
A/C CONTROL
ASSEMBLY
TELI
24
L–R
1
ID2
L–R
3
A
TEL1
L
13
MUTE
T7 A T8 B
TELEPHONE TRANSCEIVER AND SPEAKER RELAY
R–B
BR
L
22
25
19
6
2
1
SPEAKER RELAY
TELEPHONE TRANSCEIVER
TEL(–)
TEL(+)
SP–CNT
GND
AUDIO(+)
AUDIO(–)
RL–SP(+)
RL–SP(–)
11
12
18
23
10
5
3
9
4
10
R
O
Y
B
B
G–W
R–W
L–W
B–W
Y–B
D2
D3
GND3
GND2
MUTE
RLI+
RLI–
RLO+
RLO–
6
A
1
A
8
A
8
B
4
A
5
B
12
B
5
A
12
A
BR
R
O
B
B
Y
Y
7
IF1
10
IF1
11
IF1
7
BQ1
6
BQ1
W–B
W–B
Y–B
B
Y
B
Y
4
B
5
B
6
B
1
B
3
A
D2
D3
GND2
GND1
GND
10
2
6
2
1
TEL
MUTE
RL+
RL–
R2
RADIO AND
PLAYER
S8
STEREO COMPONENT
AMPLIFIER
R10
REAR DOOR
SPEAKER LH
C15 A, C16 B
CELLULAR PHONE (HAND SET)
A
J37
JUNCTION
CONNECTOR
BN

CELLULAR MOBILE TELEPHONE

SERVICE HINTS

T 8 Ⓑ TELEPHONE TRANSCEIVER AND SPEAKER RELAY

Ⓑ 9–GROUND : ALWAYS APPROX. **12** VOLTS
Ⓑ 10–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
Ⓑ 11–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
A14		28	J5	29	S 8		29
C12		28	J37	30	T 7	A	31
C15	A	30	R2	29	T 8	B	31
C16	B	30	R10	31			

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT J/B (LOWER FINISH PANEL)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	36	FLOOR WIRE AND COWL WIRE (LEFT KICK PANEL)
IF1	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)

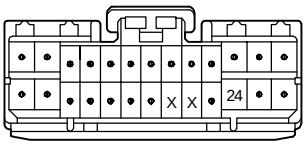
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BN	40	UNDER THE LEFT CENTER PILLAR

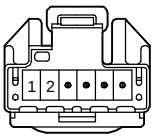
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 1	40	FLOOR WIRE			

A14



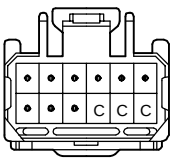
C12 BLACK



C15 Ⓐ

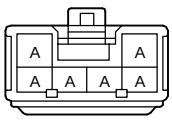
C16 Ⓑ

J5 GRAY



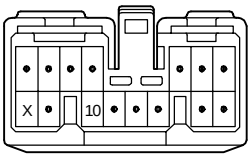
(HINT : SEE PAGE 7)

J37



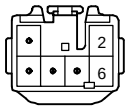
(HINT : SEE PAGE 7)

R 2

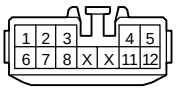


R10

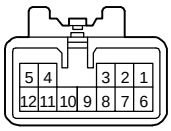
S 8



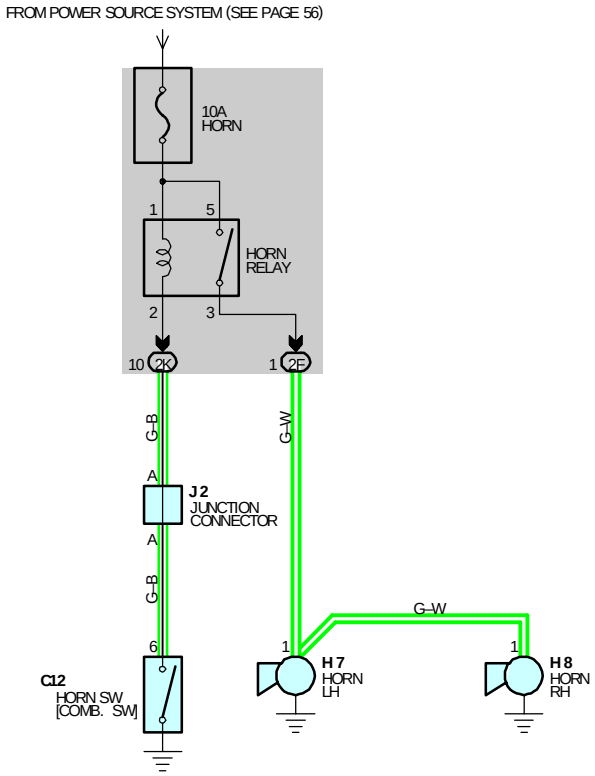
T 7 Ⓐ



T 8 Ⓑ



HORN



SERVICE HINTS

HORN RELAY

5–3 : CLOSED WITH THE HORN SW ON

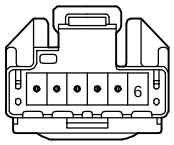
○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C12	28	H8	26		
H 7	26	J 2	29		

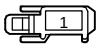
⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
2F	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

C12 BLACK

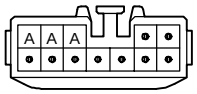


H 7 BLACK

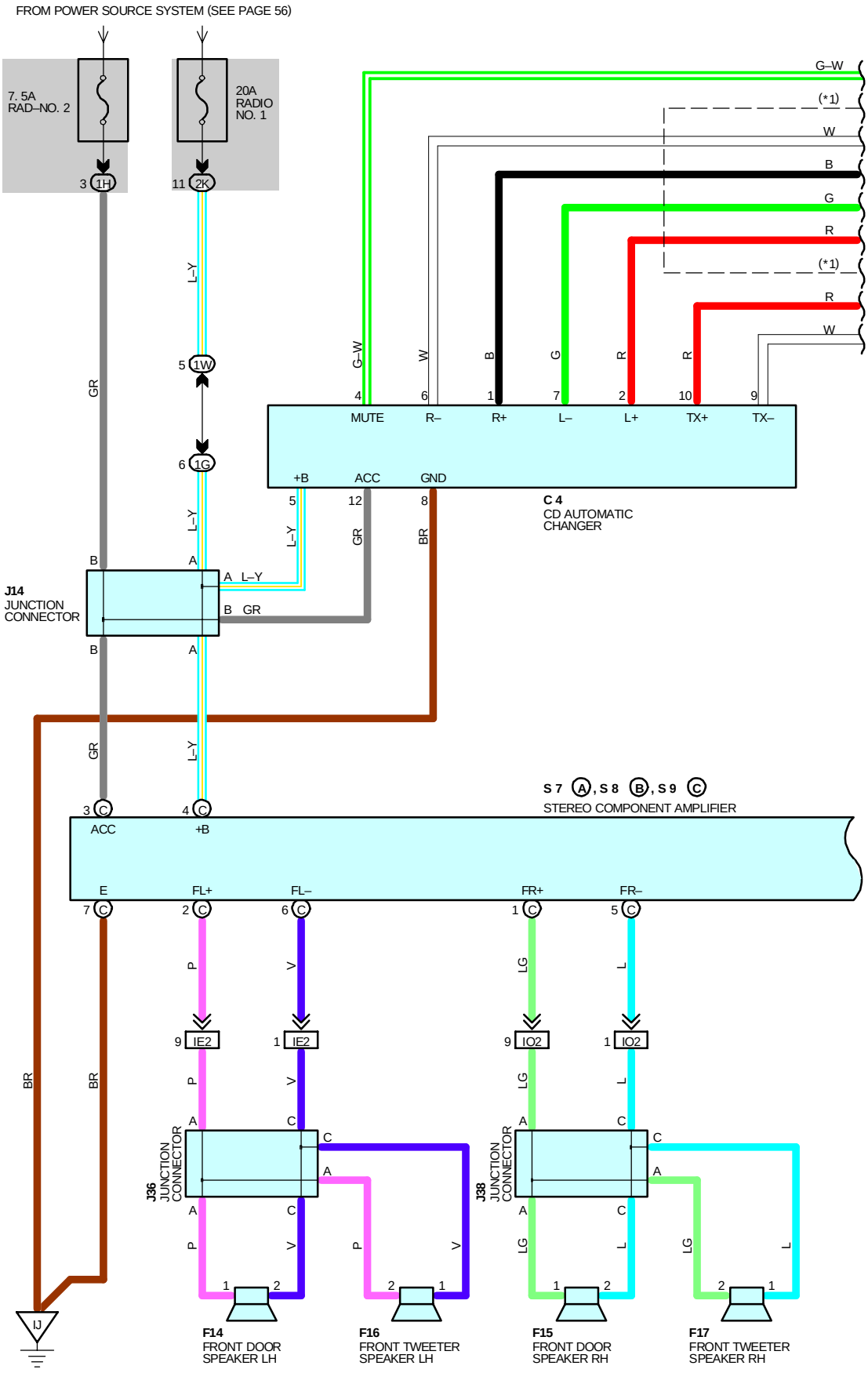


H 8 BLACK

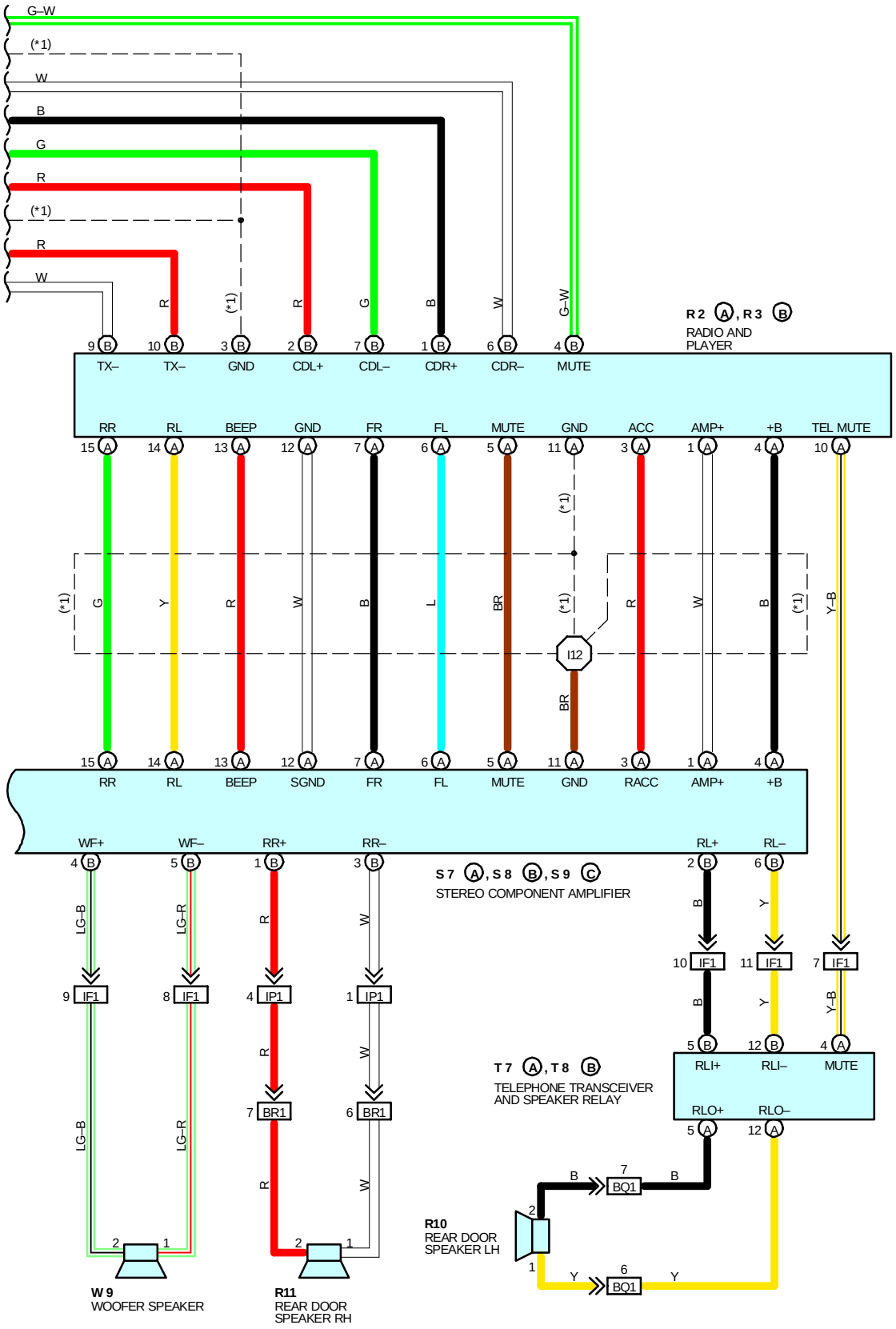
J 2 BLACK



(HINT : SEE PAGE 7)


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
7. 5A
RAD–NO. 2
20A
RADIO
NO. 1
3 1H
11 2K
L–Y
5 1W
GR
6 1G
G–W
W
B
G
R
R
W
(*1)
(*1)
4
6
1
7
2
10
9
MUTE
R–
R+
L–
L+
TX+
TX–
+B
ACC
GND
5
12
8
C 4
CD AUTOMATIC
CHANGER
L–Y
GR
BR
B
A
A L–Y
B GR
J14
JUNCTION
CONNECTOR
S 7 A, S 8 B, S 9 C
STEREO COMPONENT AMPLIFIER
3 C
4 C
ACC
+B
E
FL+
FL–
FR+
FR–
7 C
2 C
6 C
1 C
5 C
P
V
LG
L
9 IE2
1 IE2
9 IO2
1 IO2
J36
JUNCTION
CONNECTOR
J38
JUNCTION
CONNECTOR
BR
IJ
F14
FRONT DOOR
SPEAKER LH
F16
FRONT TWEETER
SPEAKER LH
F15
FRONT DOOR
SPEAKER RH
F17
FRONT TWEETER
SPEAKER RH

* 1 : SHIELDED


G–W
(*1)
W
B
G
R
(*1)
R
W
R2 A, R3 B
RADIO AND PLAYER
9 B TX–
10 B TX–
3 B GND
2 B CDL+
7 B CDL–
1 B CDR+
6 B CDR–
4 B MUTE
RR RL BEEP GND FR FL MUTE GND ACC AMP+ +B TEL MUTE
15 A 14 A 13 A 12 A 7 A 6 A 5 A 11 A 3 A 1 A 4 A 10 A
I12
15 A RR 14 A RL 13 A BEEP 12 A SGND 7 A FR 6 A FL 5 A MUTE 11 A GND 3 A RACC 1 A AMP+ 4 A +B
WF+ WF– RR+ RR–
4 B 5 B 1 B 3 B
S7 A, S8 B, S9 C
STEREO COMPONENT AMPLIFIER
RL+ RL–
2 B 6 B
9 IF1 8 IF1 4 IP1 1 IP1
10 IF1 11 IF1 7 IF1
7 BR1 6 BR1
RLI+ RLI– MUTE
5 B 12 B 4 A
RLO+ RLO–
5 A 12 A
T7 A, T8 B
TELEPHONE TRANSCEIVER AND SPEAKER RELAY
7 BQ1
6 BQ1
R10
REAR DOOR SPEAKER LH
W 9
WOOFER SPEAKER
R11
REAR DOOR SPEAKER RH

RADIO AND PLAYER

SERVICE HINTS

S 9 © STEREO COMPONENT AMPLIFIER

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

C 4 CD AUTOMATIC CHANGER

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 4	28	J36	30	S 7 A	29
F14	30	J38	30	S 8 B	29
F15	30	R2 A	29	S 9 C	29
F16	30	R 3 B	29	T 7 A	31
F17	30	R10	31	T 8 B	31
J14	29	R11	31	W 9	31

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1G 1H	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2K	30	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF1	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IO2	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IP1	38	FLOOR WIRE NO. 2 AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

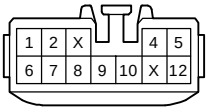
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IJ	36	INSTRUMENT PANEL BRACE RH

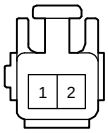
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I12	38	INSTRUMENT PANEL WIRE			

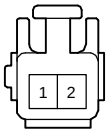
C 4



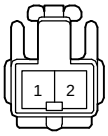
F14 BLUE



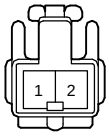
F15 BLUE



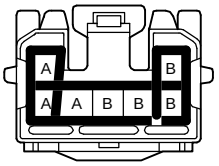
F16



F17

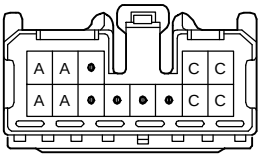


J14



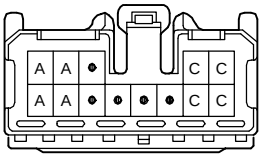
(HINT : SEE PAGE 7)

J36



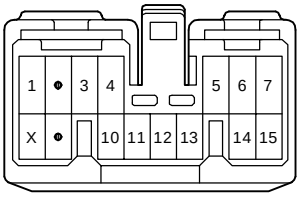
(HINT : SEE PAGE 7)

J38

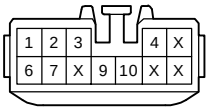


(HINT : SEE PAGE 7)

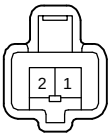
R 2 (A)



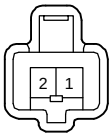
R 3 (B)



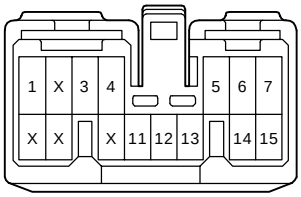
R10



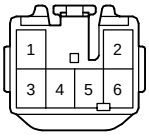
R11



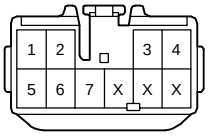
S 7 (A)



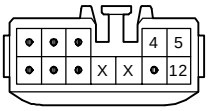
S 8 (B)



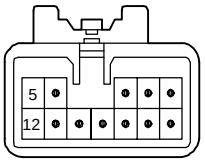
S 9 (C)



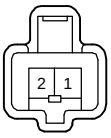
T 7 (A)



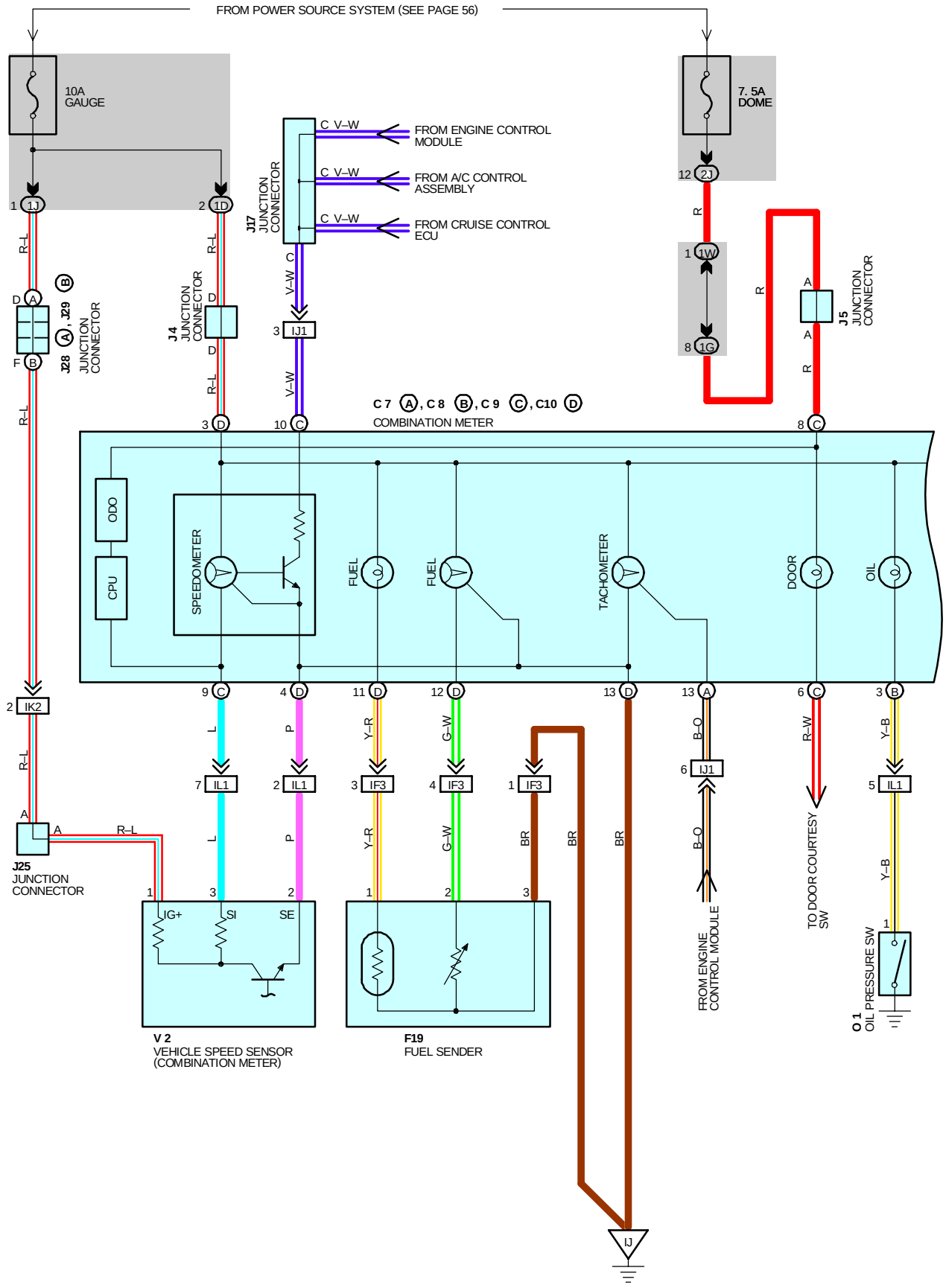
T 8 (B)

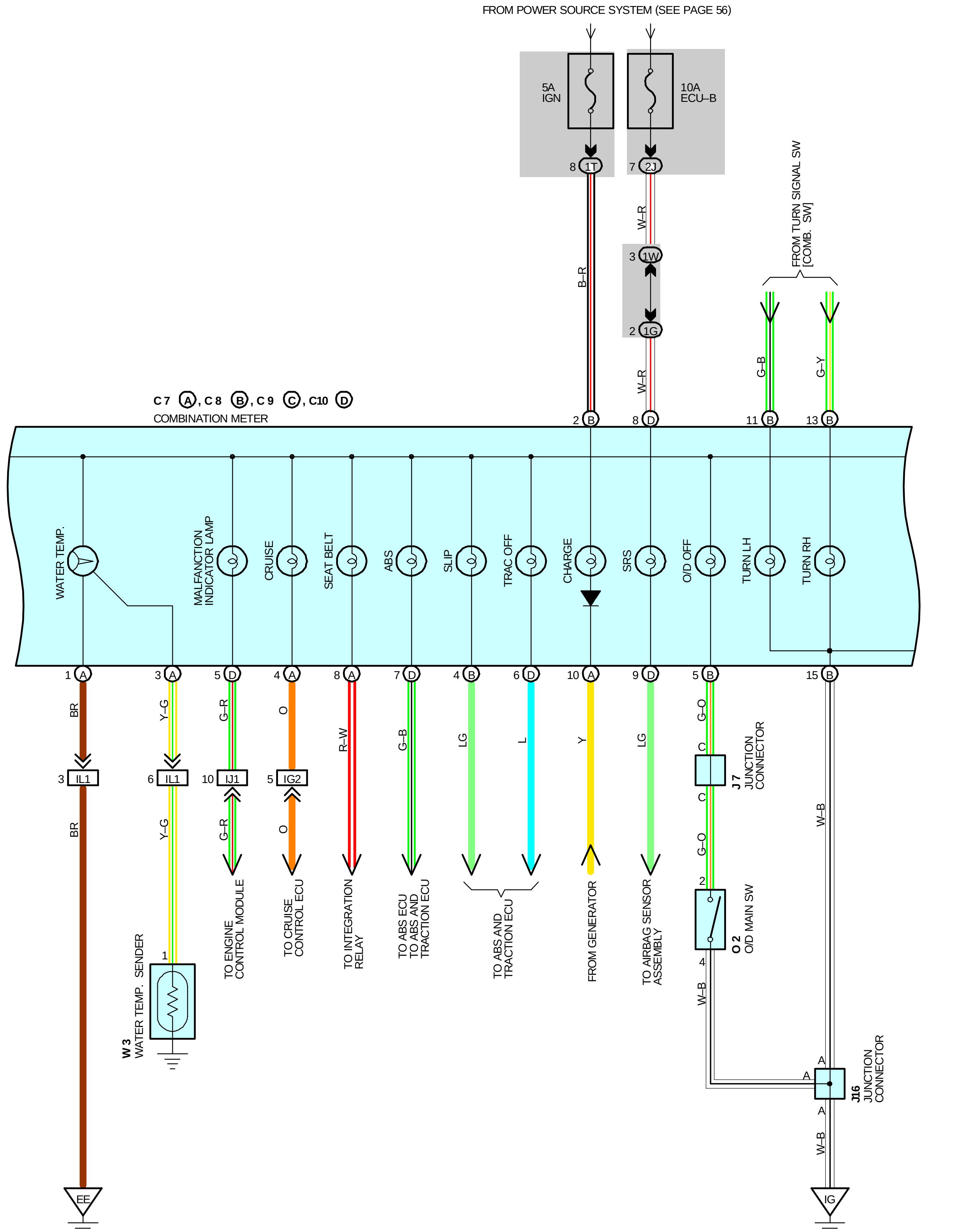


W 9

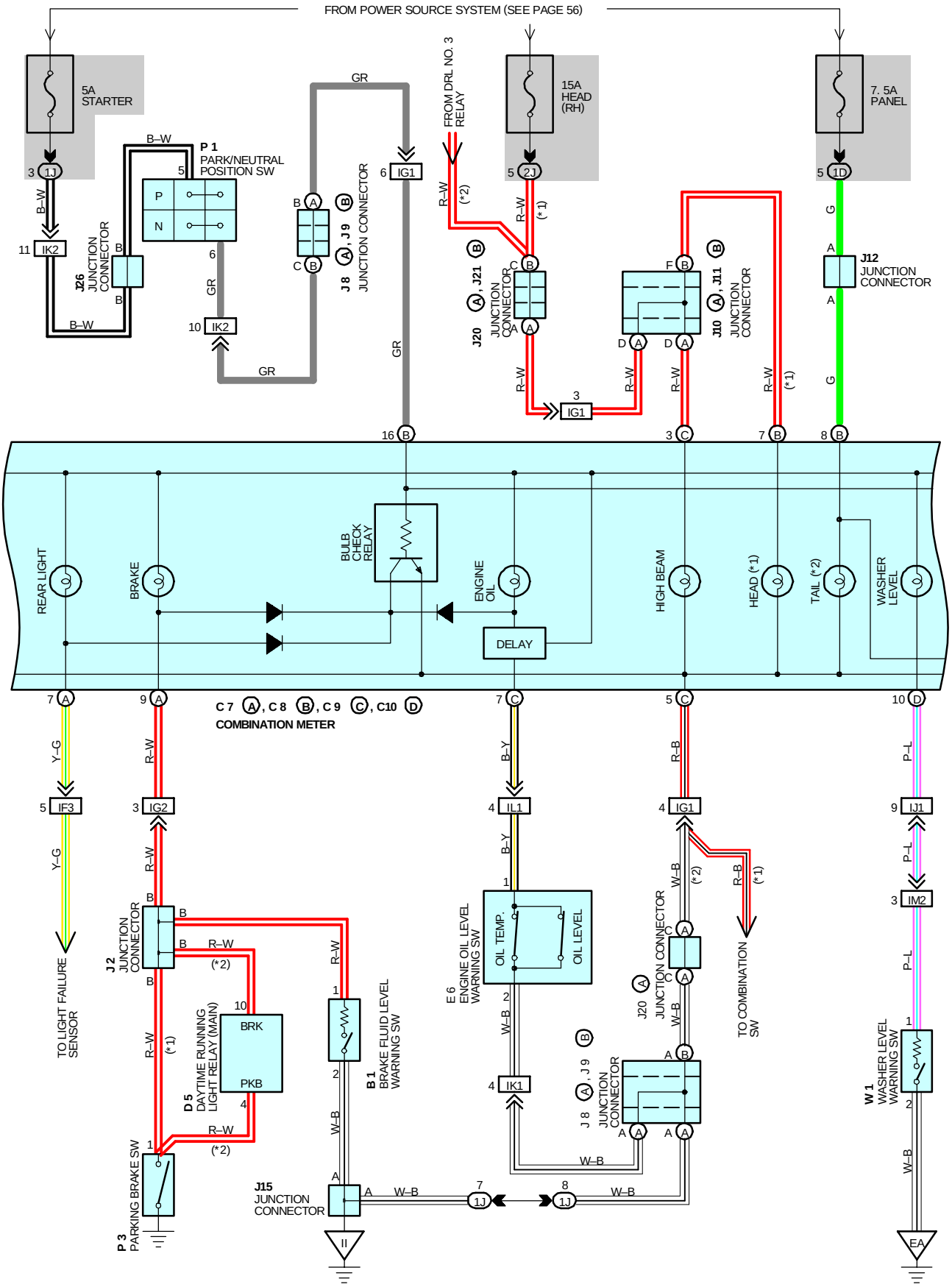


COMBINATION METER

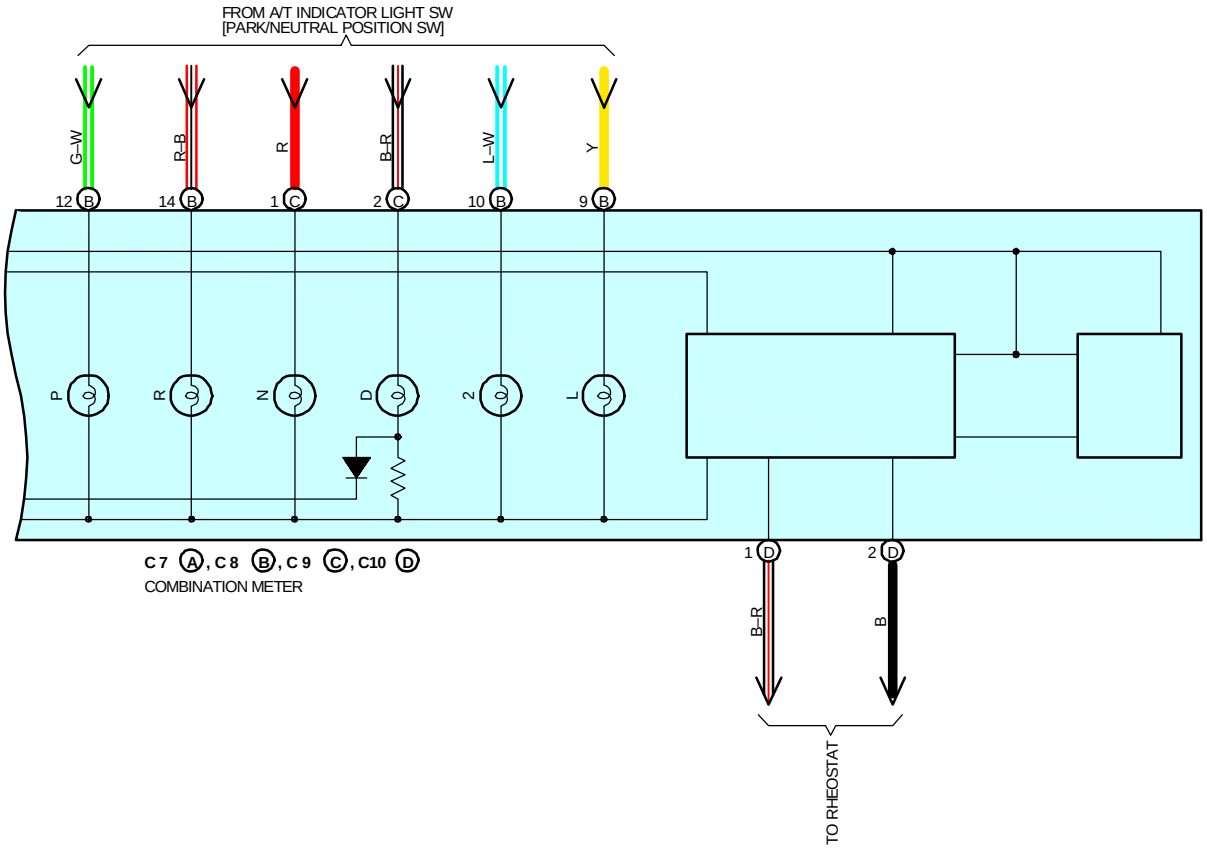



FROM POWER SOURCE SYSTEM (SEE PAGE 56)
5A IGN
10A ECU–B
1T
2J
1W
1G
B–R
W–R
FROM TURN SIGNAL SW [COMB. SW]
G–B
G–Y
C 7 A, C 8 B, C 9 C, C10 D
COMBINATION METER
WATER TEMP.
MALFANCTION INDICATOR LAMP
CRUISE
SEAT BELT
ABS
SLIP
TRAC OFF
CHARGE
SRS
O/D OFF
TURN LH
TURN RH
BR
Y–G
G–R
O
R–W
LG
L
Y
G–O
W–B
IL1
IJ1
IG2
J 7 JUNCTION CONNECTOR
TO ENGINE CONTROL MODULE
TO CRUISE CONTROL ECU
TO INTEGRATION RELAY
TO ABS ECU TO ABS AND TRACTION ECU
TO ABS AND TRACTION ECU
FROM GENERATOR
TO AIRBAG SENSOR ASSEMBLY
O 2 O/D MAIN SW
W 3 WATER TEMP. SENDER
J16 JUNCTION CONNECTOR
EE
IG

COMBINATION METER



* 1 : USA
* 2 : CANADA



COMBINATION METER

SERVICE HINTS

B 1 BRAKE FLUID LEVEL WARNING SW

1–2 : CLOSED WITH THE FLOAT DOWN

P 3 PARKING BRAKE SW

1–GROUND : CLOSED WITH THE PARKING BRAKE PEDAL DEPRESSED

O 1 OIL PRESSURE SW

1–GROUND : CLOSED WITH THE OIL PRESSURE BELOW APPOX. **0.2** KG/CM^2 (**2.8** PSI, **20** KPA)

W 3 WATER TEMP. SENDER

1–GROUND : APPROX. **226** Ω (**50°** C, **122°** F)
APPROX. **25** Ω (**115°** C, **239°** F)

E 6 ENGINE OIL LEVEL WARNING SW

1–2 : CLOSED WITH THE FLOAT UP AND THE ENGINE OIL TEMP. AT BELOW APPROX. **55°** C (**131°** F)
OPEN WITH THE FLOAT

F19 FUEL SENDER

2–3 : APPROX. 3 Ω AT FUEL FULL
APPROX. 110 Ω AT FUEL EMPTY

C 7 Ⓐ , C 8 Ⓑ ,C 9 Ⓒ ,C10 Ⓓ COMBINATION METER

Ⓓ 3–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
Ⓓ 13–GROUND : ALWAYS CONTINUITY
Ⓐ 1–GROUND : ALWAYS CONTINUITY
Ⓒ 8–GROUND : ALWAYS APPROX. **12** VOLTS
Ⓑ 15–GROUND : ALWAYS CONTINUITY
Ⓒ 5–GROUND : ALWAYS CONTINUITY
Ⓓ 8–GROUND : ALWAYS APPROX. **12** VOLTS

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 1	26	J 7	29	J25	29
C 7 A	28	J 8 A	29	J26	29
C 8 B	28	J 9 B	29	J28 A	29
C 9 C	28	J10 A	29	J29 B	29
C10 D	28	J11 B	29	O 1	27
D 5	28	J12	29	O 2	29
E 6	26	J15	29	P 1	27
F19	30	J16	29	P 3	29
J 2	29	J17	29	V 2	27
J 4	29	J20 A	29	W 1	27
J 5	29	J21 B	29	W 3	27

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G		
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	24	INSTRUMENT PANEL WIRE AND INSTRUMENT J/B (LOWER FINISH PANEL)
1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

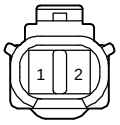
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IG2		
IJ1	38	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK2	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)
IM2	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EE	34	REAR SIDE OF SURGE TANK
IG	36	LEFT KICK PANEL
II	36	INSTRUMENT PANEL BRACE LH
IJ	36	INSTRUMENT PANEL BRACE RH

B 1 GRAY



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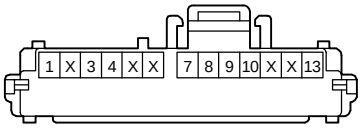

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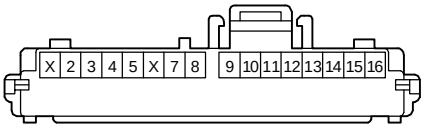

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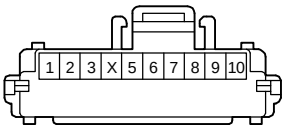

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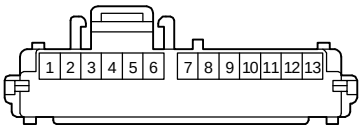

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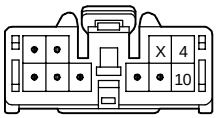

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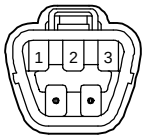

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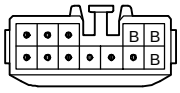

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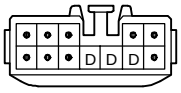

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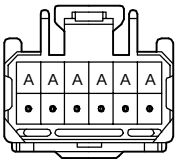

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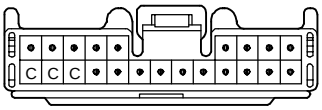
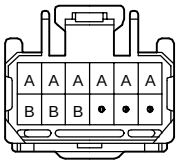


(HINT : SEE PAGE 7)

J 8 (A) GRAY



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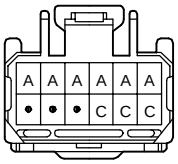

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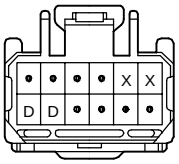

(HINT : SEE PAGE 7)

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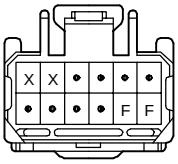
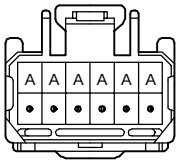


(HINT : SEE PAGE 7)

J12 GRAY



(HINT : SEE PAGE 7)

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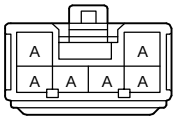
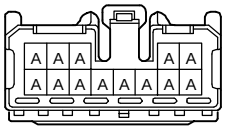


(HINT : SEE PAGE 7)

J16 ORANGE



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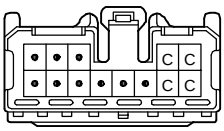

(HINT : SEE PAGE 7)

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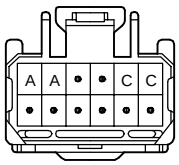

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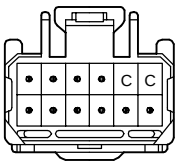

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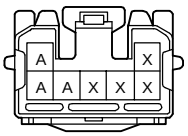
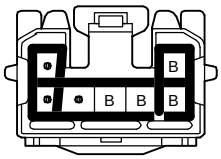


(HINT : SEE PAGE 7)

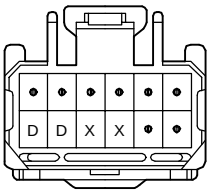
COMBINATION METER

J26



(HINT : SEE PAGE 7)

J28 (A)



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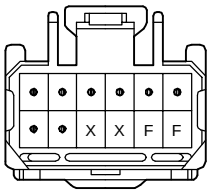

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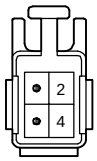
O 1 GRAY

O 2 BLUE



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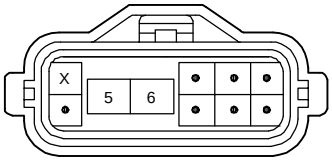

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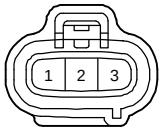

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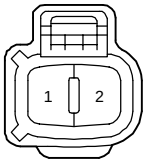


W 3 GRAY

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT THROUGH THE **ECU–IG** FUSE FLOWS TO THE FAN NO. 1 RELAY (COIL SIDE), FAN NO. 2 RELAY (COIL SIDE) AND FAN NO. 3 RELAY (COIL SIDE). FURTHERMORE, THE CURRENT THROUGH THE FAN NO. 1 RELAY (COIL SIDE) THE FAN NO. 2 RELAY (COIL SIDE) FLOWS TO **TERMINAL 3** OF THE A/C SINGLE PRESSURE SW → **TERMINAL 2** → **TERMINAL 2** OF THE WATER TEMP. SW NO. 1 → **TERMINAL 1** → **GROUND**, CAUSING THE FAN NO. 2 RELAY TO TURN ON.

1. LOW SPEED OPERATION

ONLY WHEN THE A/C SYSTEM IS ACTIVATED OR THE WATER TEMP. SW NO. 2 IS TURNED ON, THE A/C CONDENSER FAN MOTOR AND THE RADIATOR FAN MOTOR ROTATES AT LOW SPEED.

WHEN THE A/C SYSTEM IS ACTIVATED, THE CURRENT FROM ECU–IG FUSE FLOWS TO THE FAN NO. 3 RELAY (COIL SIDE) → **TERMINAL 1** OF THE DIODE (A/C) → **TERMINAL 2** → **TERMINAL 2** OF THE A/C CONTROL ASSEMBLY, CAUSING THE FAN NO. 3 RELAY TO TURN ON. AS A RESULT, THE CURRENT THROUGH THE CDS FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE FAN NO. 2 RELAY → **TERMINAL 5** → **TERMINAL 5** OF THE FAN NO. 3 RELAY → **TERMINAL 3** → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**. AS THIS FLOWING IN SERIES FOR THE MOTORS, THE MOTORS ROTATE AT LOW SPEED.

WHEN THE WATER TEMP. SW NO. 2 IS TURNED ON, THE CURRENT FROM **ECU–IG** FUSE FLOWS TO THE FAN NO. 3 RELAY (COIL SIDE) → **TERMINAL 1** OF THE WATER TEMP. SW NO. 2 → **GROUND**, CAUSING THE FAN NO. 3 RELAY TO TURN ON. AS A RESULT, THE CURRENT THROUGH THE CDS FUSE FLOWS THE SAME ROUTE AS ABOVE, ROTATING THE MOTORS AT LOW SPEED.

2. HIGH SPEED OPERATION

ONLY WHEN THE A/C SINGLE PRESSURE SW IS TURNED OFF OR THE WATER TEMP. SW NO. 1 IS TURNED OFF, THE A/C CONDENSER FAN MOTOR AND THE RADIATOR FAN MOTOR ROTATE AT HIGH SPEED.

WHEN THE A/C SINGLE PRESSURE SW IS TURNED OFF, THE CURRENT FROM THE **RDI** FUSE FLOWS TO THE FAN NO. 1 RELAY (POINT SIDE) → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**. AT THE SAME TIME, THE CURRENT FROM THE **CDS** FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE FAN NO. 2 RELAY → **TERMINAL 4** → **GROUND**.

AS THE CURRENT FLOWING IN PARALLEL FOR THE MOTORS AS ABOVE, THE MOTORS ROTATE AT HIGH SPEED.

SERVICE HINTS

A 4 A/C SINGLE PRESSURE SW

3–2 : OPEN ABOVE APPROX. **15.5** KG/CM^2 (**220** PSI, **1520** KPA)
CLOSE BELOW APPROX. **12.5** KG/CM^2 (**142** PSI, **980** KPA)

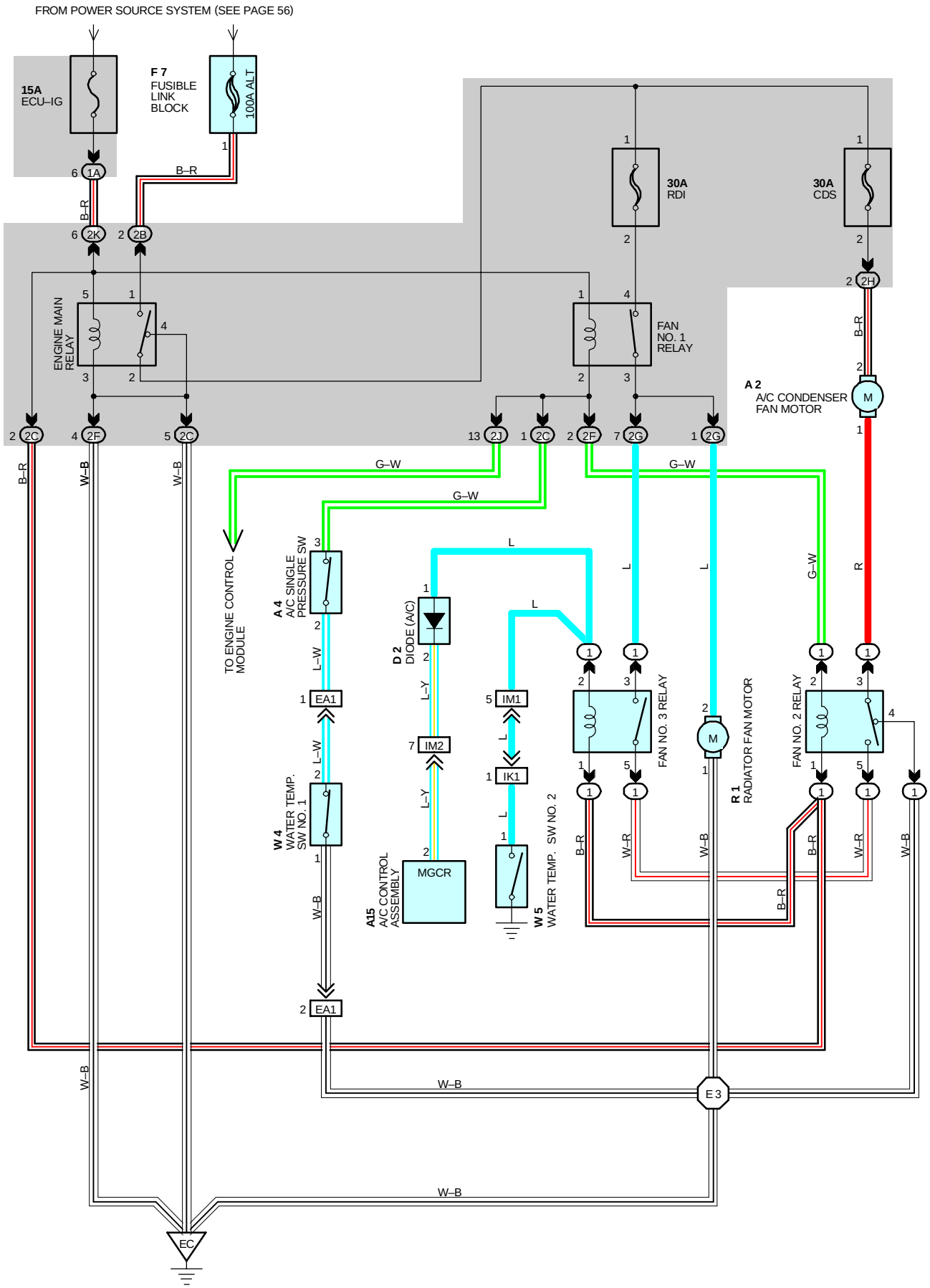
W 4 WATER TERMP. SW NO. 1

2–1 : OPEN ABOVE APPROX. **95**°C (**203**°F)

W 5 WATER TEMP. SW NO. 2

1–GROUND : CLOSE ABOVE APPROX. **90**°C (**198**°F)

RADIATOR FAN AND CONDENSER FAN



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 2	26	D 2	26	W 4	27
A 4	26	F 7	26	W 5	27
A15	28	R 1	27		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2B	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2C		
2F		
2G		
2H		
2J	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2K		

: 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 ENGINE ROOM MAIN NO. 3 WIRE (BEHIND HEADLIGHT LH)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IM1	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)
IM2		

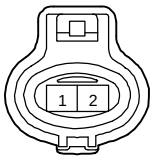
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT

: 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			

A 2 GRAY



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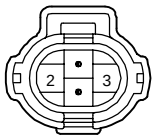

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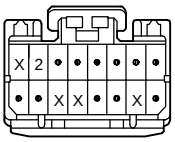

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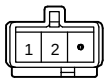

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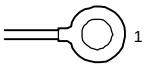
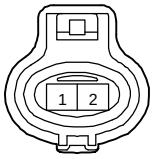


R 1 GRAY



W 4 GRAY

W 5 GRAY

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH **HTR** FUSE TO **TERMINAL 1** OF THE HTR RELAY. WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH THE **HEATER** FUSE TO **TERMINAL 5** OF THE HTR RELAY ➔ **TERMINAL 3** ➔ **TERMINAL HR** OF THE A/C CONTROL ASSEMBLY. AT THE SAME TIME, CURRENT ALSO FLOWS FROM **HEATER** FUSE TO **TERMINAL IG+** OF THE A/C CONTROL ASSEMBLY.

* LOW SPEED OPERATION
  WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS PUSHED TO **LOW SPEED** POSITION, THE CURRENT TO **TERMINAL HR** OF THE A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL GND** OF THE A/C CONTROL ASSEMBLY ➔ **GROUND** AND TURNS THE HTR RELAY ON. AS A RESULT, THE CURRENT TO **TERMINAL 1** OF THE HTR RELAY FLOWS TO **TERMINAL 2** OF THE RELAY ➔ **TERMINAL 2** OF THE BLOWER MOTOR **TERMINAL 1** ➔ **TERMIANL 1** OF THE BLOWER RESISTOR ➔ **TERMINAL 2** ➔ **GROUND** AND CAUSES THE BLOWER MOTOR TO ROTATE AT LOW SPEED.
* HIGH SPEED OPERATION
  WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS PUSHED TO **HIGH SPEED** POSITION, THE CURRENT TO **TERMINAL HR** OF THE A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL GND** OF THE A/C CONTROL ASSEMBLY ➔ **GROUND** AND TURNS THE HTR RELAY ON. AS A RESULT, THE CURRENT TO **TERMIANL 1** OF THE HTR RELAY FLOWS TO **TERMINAL 2** ➔ **TERMINAL 2** OF THE BLOWER MOTOR **TERMINAL 1** ➔ **TERMINAL 4** OF THE A/C BLOWER MOTOR LINEAR CONTROLLER ➔ **TERMINAL 2** ➔ **TERMINAL BLW** OF THE A/C CONTROL ASSEMBLY (WHICH IS ACTIVATED WHEN THE BLOWER SW IS PUSHED TO HIGH SPEED POSITION) ➔ **TERMINAL GND** ➔ **GROUND** WITHOUT PASSING THROUGH THE BLOWER RESISTOR, CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED.

2. AIR INLET CONTROL SERVO MOTOR OPERATION

(SWITCHING FROM FRESH TO RECIRC)

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS FROM HEATER FUSE TO **TERMINAL IG+** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL AIR** ➔ **TERMINAL 7** OF THE AIR INLET CONTROL SERVO MOTOR **TERMINAL 6** ➔ **TERMINAL AIF** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL GND** ➔ **GROUND**. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE **RECIRC** SIDE. WHEN THE DAMPER OPERATES WITH THE A/C SW AT **RECIRC** POSITION, 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 THE IGNITION SW TURNED ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM **TERMINAL IG+** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL AIF** ➔ **TERMINAL 6** OF THE AIR INLET CONTROL SERVO MOTOR ➔ **TERMINAL 7** ➔ **TERMINAL AIR** OF THE A/C CONTROL ASSEMBLY **TERMINAL GND** ➔ **GROUND,** THE MOTOR ROTATES AND THE DAMPER STOPS AT THAT POSITION.

3. AIR VENT MODE CONTROL SERVO MOTOR OPERATION

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

(SWITCHING FROM DEF TO FACE)

THE CURRENT FLOWS FROM **TERMINAL FACE** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL 4** OF THE AIR VENT MODE CONTROL SERVO MOTOR ➔ **TERMINAL 8** ➔ **TERMINAL DEF** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL GND** ➔ **GROUND.** THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FACE SIDE. WHEN TE DAMPER OPERATES WITH THE A/C SW AT FACE POSITION, THE DAMPER POSITION SIGNAL IS INPUT FROM **TERMINAL 8** OF THE SERVO MOTOR TO THE **TERMINAL DEF** 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 DEF** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL 8** OF THE AIR VENT CONTROL SERVO MOTOR ➔ **TERMINAL** ➔ **4 TERMINAL FACE** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL GND** ➔ **GROUND**, THE MOTOR ROTATES AND THE DAMPER STOPS AT THAT POSITION.

4. AIR MIX CONTROL SERVO MOTOR OPERATION

WHEN THE TEMPERATURE CONTROL SW (A/C CONTROL ASSEMBLY) IS TURNED TO THE “COOL” SIDE THE CURRENT FLOWS FROM **TERMINAL AMC** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL 1** OF THE AIR MIX CONTROL SERVO MOTOR ➔ MOTOR ➔ **TERMINAL 2** ➔ **TERMINAL AMH** OF THE A/C CONTROL ASSEMBLY ➔ **GROUND** AND THE MOTOR ROTATES. THE DAMPER OPENING ANGLE AT THIS TIME IS INPUT FROM **TERMINAL 3** OF THE SERVO MOTOR TO **TERMINAL TP** OF THE A/C CONTROL ASSEMBLY. THIS IS USED TO DETERMINE THE **DAMPER STOP** POSITION AND MAINTAIN THE SET TEMPERATURE.

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

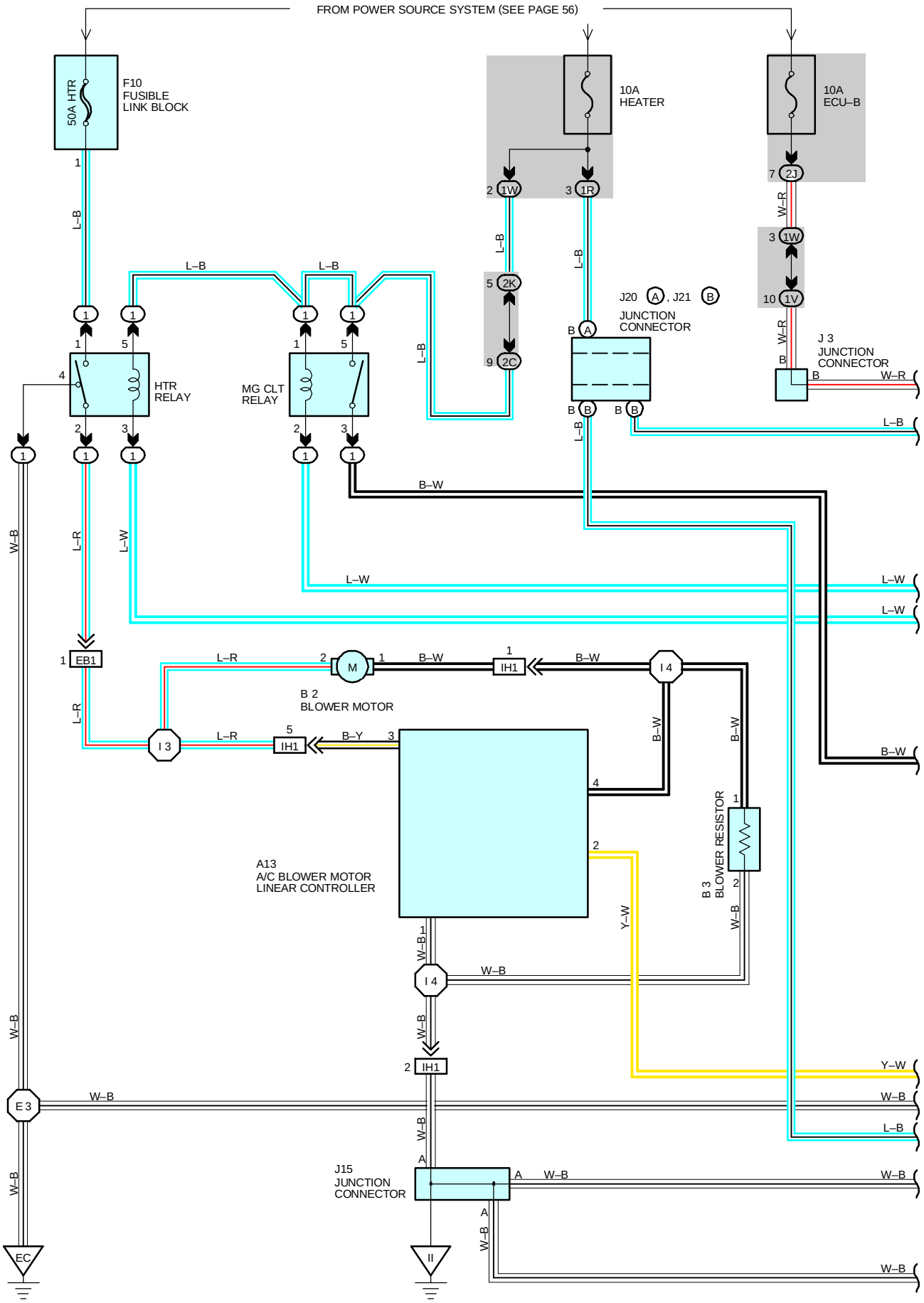
5. AIR CONDITIONING OPERATION

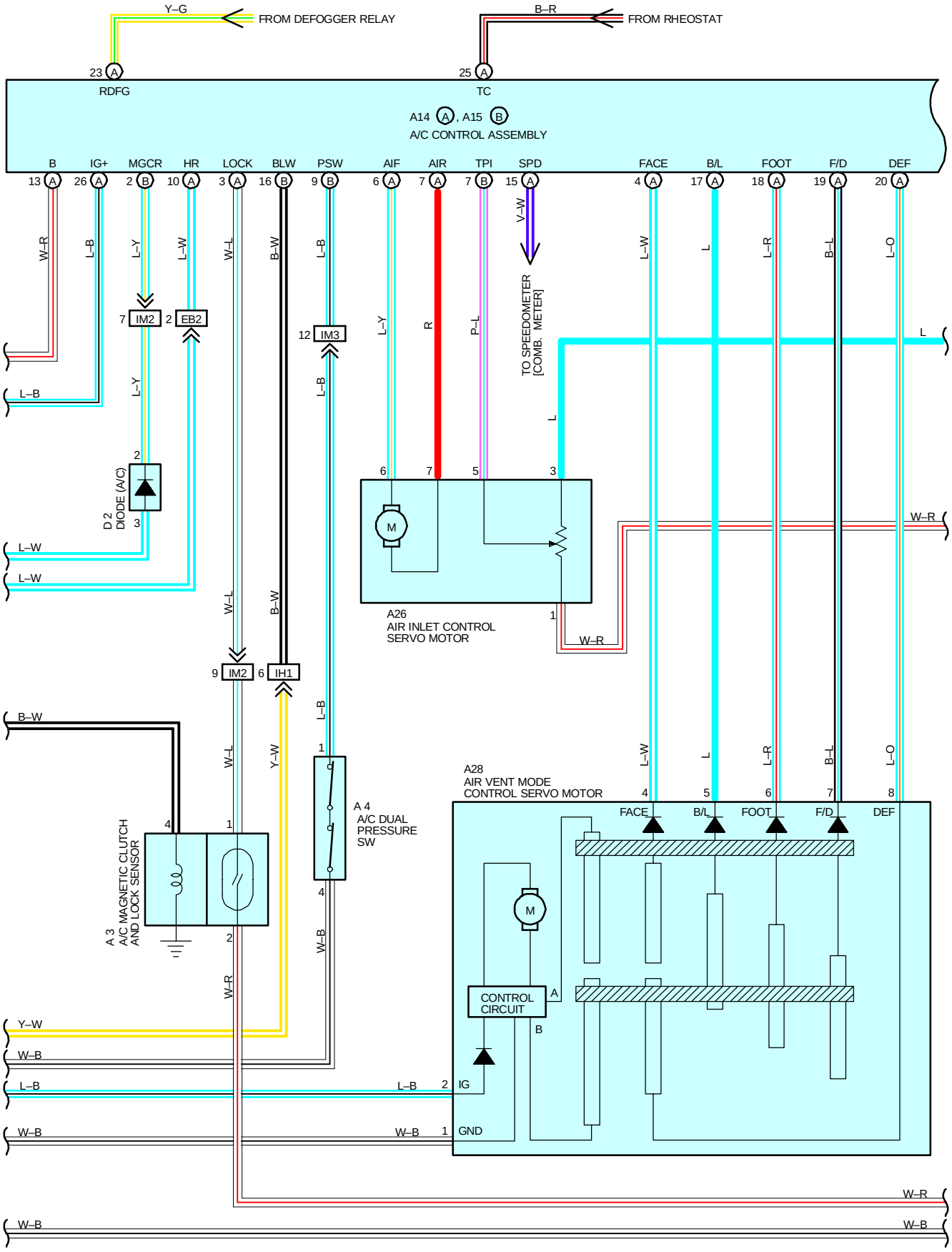
THE A/C CONTROL ASSEMBLY RECEIVES VARIOUS SIGNALS, I.E., THE ENGINE RPM FROM THE ENGINE CONTROL MODULE, OUT SIDE AIR TEMPERATURE SIGNAL FROM THE A/C AMBIENT TEMP. SENSOR, COOLANT TEMPERATURE FROM THE ENGINE CONTROL MODULE AND THE LOCK SIGNAL FROM THE A/C COMPRESSOR, ETC. WHEN THE ENGINE IS STARTED AND THE A/C SW (A/C CONTROL ASSEMBLY) IS ON, A SIGNAL IS INPUT TO THE ECU. (BUILT IN THE A/C CONTROL ASSEMBLY).

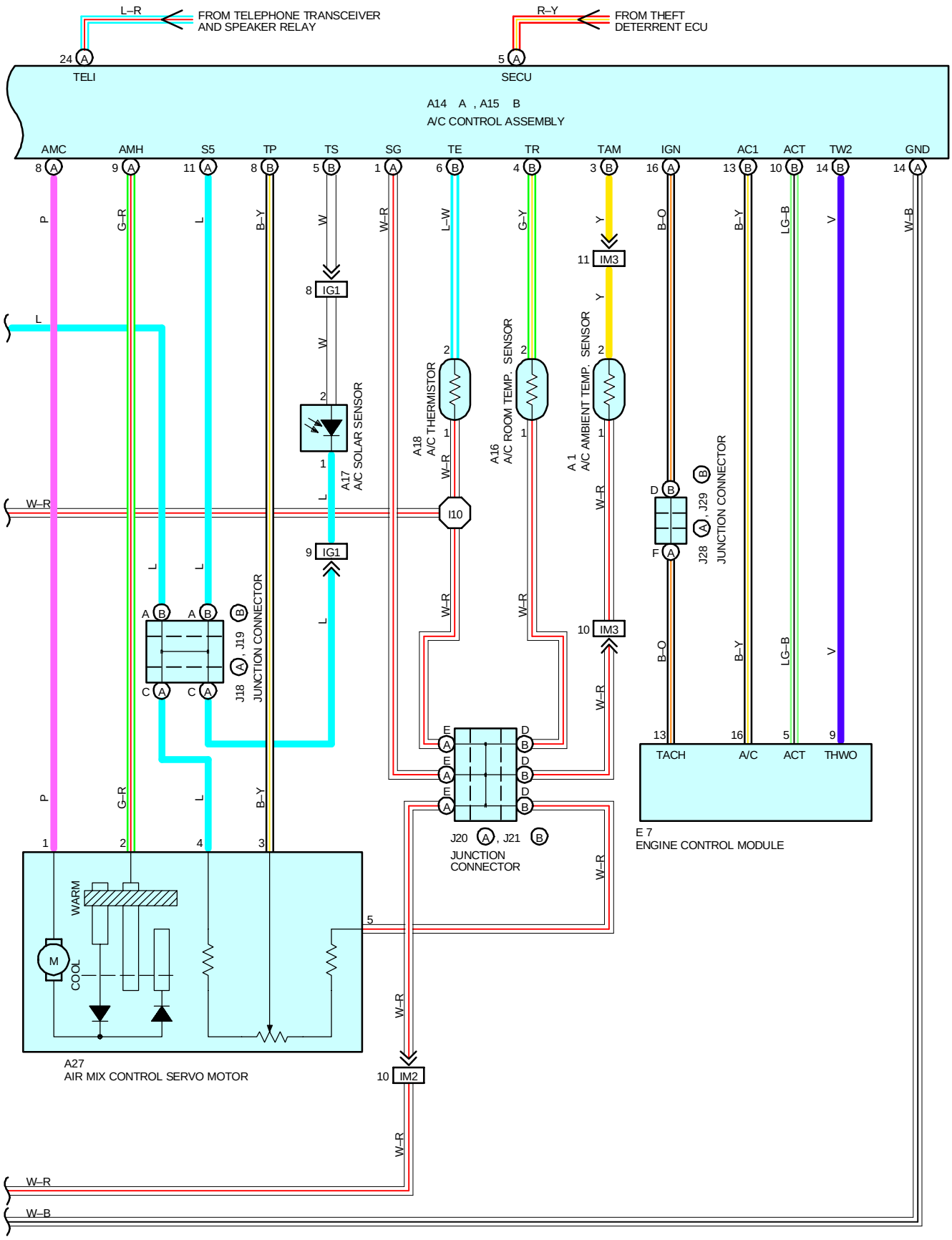
AS A RESULT, THE GROUND CIRCUIT IN A/C CONTROL ASSEMBLY IS CLOSED AND CURRENT FLOWS FROM **HEATER** FUSE TO **TERMINAL 1** OF THE MG CLT RELAY ➔ **TERMINAL 2** ➔ **TERMINAL MGCR** OF THE A/C CONTROL ASSEMBLY ➔ **TERMINAL GND** ➔ **GROUND**, TURNING THE MG CLT RELAY ON, SO THAT THE MAGNETIC CLUTCH IS ON AND THE A/C COMPRESSOR OPERATES.

AT THE SAME TIME, THE ENGINE CONTROL MODULE DETECTS THE MAGNETIC CLUTCH IS ON AND THE A/C COMPRESSOR OPERATES. IF THE A/C CONTROL ASSEMBLY DETECTS THE FOLLOWING CONDITIONS, IT STOPS THE AIR CONDITIONING:

- EVAPORATOR OUTLET AIR IS TOO LOW.
- THERE IS A MARKED DIFFERENCE BETWEEN THE COMPRESSOR SPEED AND THE ENGINE SPEED.
- THE REFRGIRANT PRESSURE IS ABNORMALLY HIGH OR ABNORMALLY LOW.
- THE ENGINE SPEED IS TOO LOW.
- RAPID ACCELERATION OCCURS.


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
50A HTR
F10
FUSIBLE
LINK BLOCK
10A
HEATER
10A
ECU–B
HTR
RELAY
MG CLT
RELAY
J20 A , J21 B
JUNCTION
CONNECTOR
J 3
JUNCTION
CONNECTOR
EB1
M
B 2
BLOWER MOTOR
IH1
I 4
I 3
A13
A/C BLOWER MOTOR
LINEAR CONTROLLER
B 3
BLOWER RESISTOR
J15
JUNCTION
CONNECTOR
E 3
EC
II
L–B
L–R
L–W
W–B
B–W
B–Y
Y–W
W–R


Y–G
FROM DEFOGGER RELAY
B–R
FROM RHEOSTAT
23 A
RDFG
25 A
TC
A14 A, A15 B
A/C CONTROL ASSEMBLY
B
IG+
MGCR
HR
LOCK
BLW
PSW
AIF
AIR
TPI
SPD
FACE
B/L
FOOT
F/D
DEF
13 A
26 A
2 B
10 A
3 A
16 B
9 B
6 A
7 A
7 B
15 A
4 A
17 A
18 A
19 A
20 A
W–R
L–B
L–Y
L–W
W–L
B–W
L–B
L–Y
R
P–L
V–W
TO SPEEDOMETER [COMB. METER]
L–W
L
L–R
B–L
L–O
L
7 IM2
2 EB2
12 IM3
D 2
DIODE (A/C)
2
3
L–B
L–Y
L–W
L–W
6
7
5
3
M
A26
AIR INLET CONTROL SERVO MOTOR
1
W–R
W–R
9 IM2
6 IH1
W–L
B–W
L–B
B–W
W–L
Y–W
1
4
A 4
A/C DUAL PRESSURE SW
A28
AIR VENT MODE CONTROL SERVO MOTOR
4
5
6
7
8
FACE
B/L
FOOT
F/D
DEF
A 3
A/C MAGNETIC CLUTCH AND LOCK SENSOR
4
1
2
W–R
W–B
M
CONTROL CIRCUIT
A
B
Y–W
W–B
L–B
L–B
2 IG
W–B
W–B
1 GND
W–R
W–B
W–B


L–R
FROM TELEPHONE TRANSCEIVER AND SPEAKER RELAY
R–Y
FROM THEFT DETERRENT ECU
24 A
TELI
5 A
SECU
A14 A , A15 B
A/C CONTROL ASSEMBLY
AMC AMH S5 TP TS SG TE TR TAM IGN AC1 ACT TW2 GND
8 A 9 A 11 A 8 B 5 B 1 A 6 B 4 B 3 B 16 A 13 B 10 B 14 B 14 A
P G–R L B–Y W W–R L–W G–Y Y B–O B–Y LG–B V W–B
11 IM3
8 IG1
W
2
A17 A/C SOLAR SENSOR
1
L
9 IG1
A18 A/C THERMISTOR
A16 A/C ROOM TEMP. SENSOR
A 1 A/C AMBIENT TEMP. SENSOR
W–R
I10
10 IM3
D B
F A
B
A
J28 , J29 JUNCTION CONNECTOR
A B A B B
C A C A A
J18 , J19 JUNCTION CONNECTOR
E D
A B
J20 A , J21 B
JUNCTION CONNECTOR
13 16 5 9
TACH A/C ACT THWO
E 7
ENGINE CONTROL MODULE
1 2 4 3
WARM
COOL
M
5
A27
AIR MIX CONTROL SERVO MOTOR
10 IM2
W–R
W–B

SERVICE HINTS

A4 A/C DUAL PRESSURE SW

4–1 : OPEN ABOVE APPROX. **15.5** KG/CM^2 (**30** PSI, **206** KPA) OR **32** KG/CM^2 (**455** PSI, **3138** KPA)

A3 A/C MAGNETIC CLUTCH

4–GROUND : APPROX. 3.7Ω

A14 (A), A15 (B) A/C CONTROL ASSEMBLY

B–GROUND : ALWAYS APPROX. 12 VOLTS
IG+–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT ON POSITION
HR–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT ON POSTIION AND DO NOT TURN THE BLOWER MOTOR
BELOW **1** VOLT WITH THE IGNITION SW AT ON POSITION AND TURN THE BLOWER MOTOR
PSW–GROUND : BELOW **1** VOLT WITH THE IGNITION SW ON
AC1–GROUND : BELOW **1** VOLT AT START THE ENGINE, OPERATE THE COMPRESSOR
+OR MORE VOLTS AT START THE ENGINE. DO NOT OPERATE THE COMPRESSOR
BLW–GROUND : BELOW **1.5** VOLTS WITH THE IGNITION SW ON AND TURN THE BLOWER MOTOR
S5–SG : **4–6** VOLTS WITH THE IGNITION SW ON
SG–GROUND : ALWAYS CONTINUITY
AMH–AMC : **1.3–1.9** VOLTS WITH THE IGNITION SW OFF
AIF–GROND : APPROX. **12** VOLTS WITH THE FRESH SW ON
AIR–GROUND ; APPROX. **12** VOLTS WITH THE RECIRC SW ON
FACE–GROUND : APPROX. **12** VOLTS WITH THE FACE SW ON
DEF–GROUND : APPROX. **12** VOLTS WITH THE DEF SW ON
GND–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE		SEE PAGE
A1	26	A26	28	J15		29
A3	26	A27	28	J18	A	29
A4	26	A28	28	J19	B	29
A13	28	B2	28	J20	A	29
A14 A	28	B3	28	J21	B	29
A15 B	28	D2	26	J28	A	29
A16	28	E7	28	J29	B	29
A17	28	F10	26			
A18	28	J3	29			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1R 1V 1W	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2C	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2J 2K	20	COWL WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EB1 EB2	34	COWL WIRE AND ENGINE ROOM MAIN WIRE (UNDER THE ENGINE ROOM J/B)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IH1	36	COWL WIRE AND A/C SUB WIRE (BEHIND RADIO AND PLAYER)
IM2 IM3	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

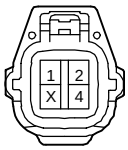
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	34	LEFT RADIATOR SIDE SUPPORT
II	36	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

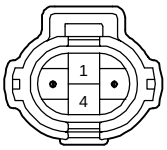
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E3	34	ENGINE ROOM MAIN WIRE	I4	38	A/C SUB WIRE
I3	38	COWL WIRE	I10	38	COWL WIRE

A 1 DARK GRAY

A 3 GRAY



A 4 BLACK



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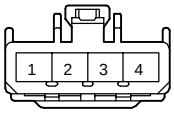

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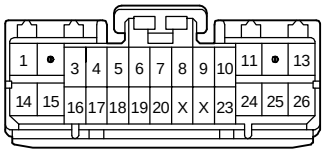
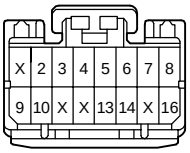


A15 (B)



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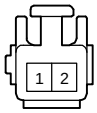

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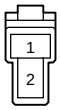

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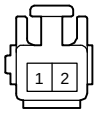

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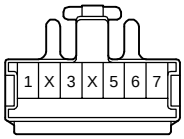

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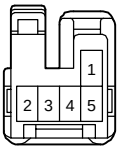

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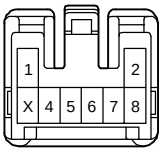
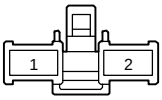
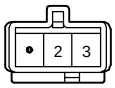


B 2

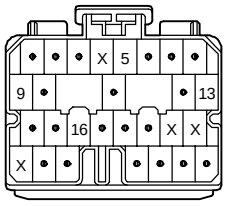


B 3 BLACK

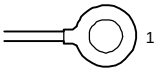
D 2 ORANGE



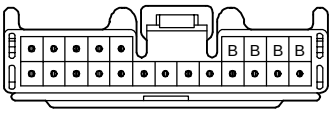
E 7



F10

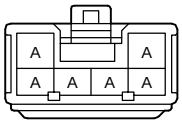


J 3



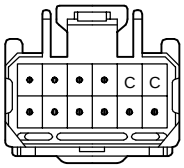
(HINT : SEE PAGE 7)

J15



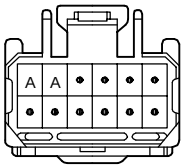
(HINT : SEE PAGE 7)

J18 (A) BLACK



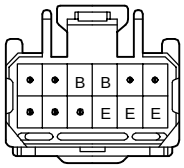
(HINT : SEE PAGE 7)

J19 (B) BLACK



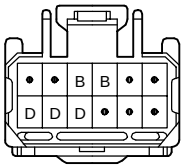
(HINT : SEE PAGE 7)

J20 (A) BLACK



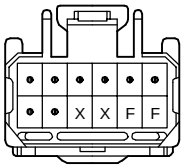
(HINT : SEE PAGE 7)

J21 (B) BLACK



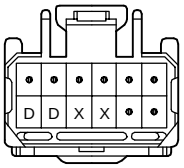
(HINT : SEE PAGE 7)

J28 (A)



(HINT : SEE PAGE 7)

J29 (B)

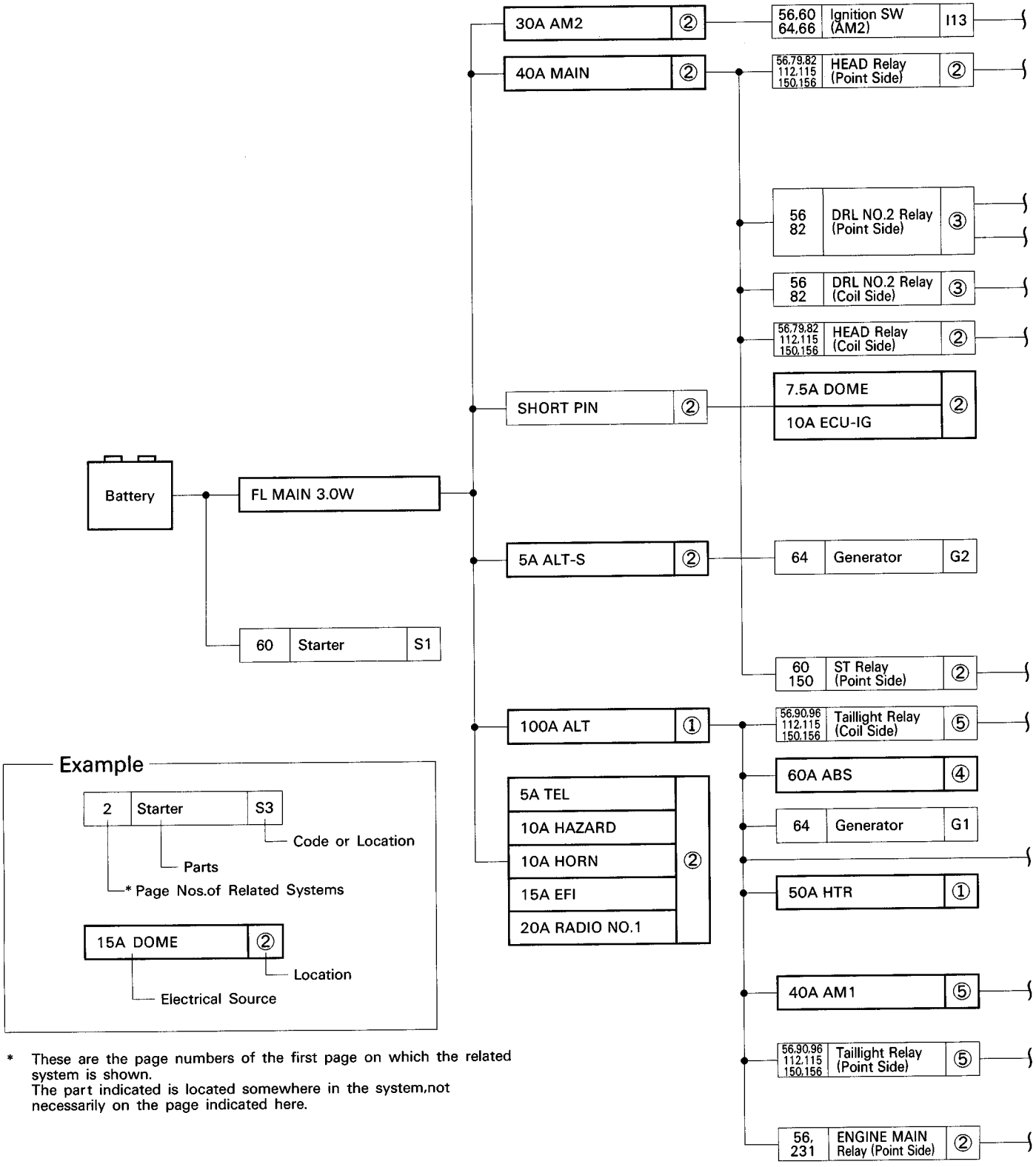


(HINT : SEE PAGE 7)

H POWER SOURCE (Current Flow Chart)

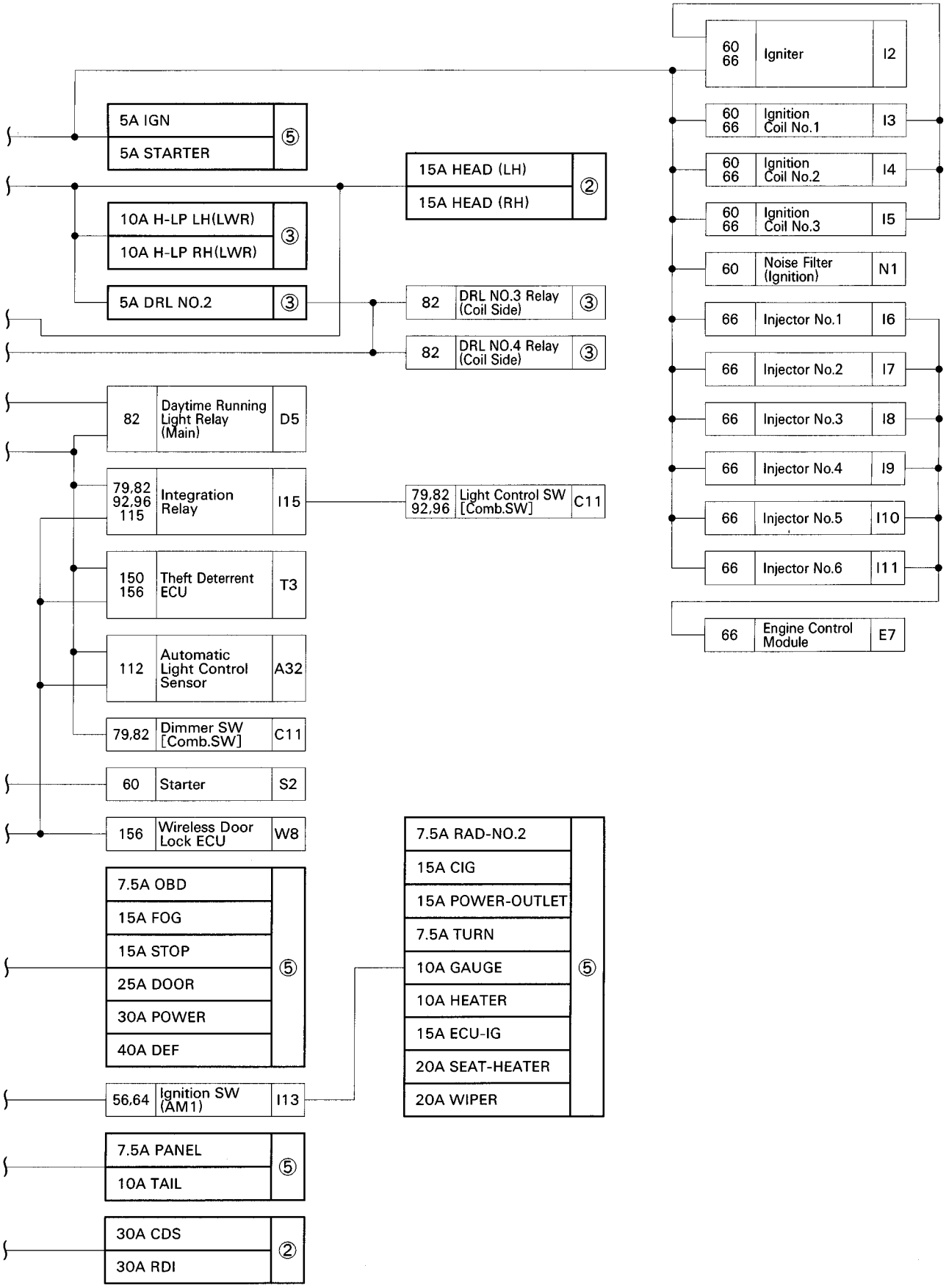
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link,Circuit Breaker,Fuse,etc.)and other parts.

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



* 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:Fusible Link Block (See Page 22) ②:Engine Room J/B (See Page 20)
⑤:Instrument Panel J/B (See Page 24)



③:Engine Room No.2 R/B (See Page 23) ④:Engine Room No.3 R/B (See Page 23)

H POWER SOURCE (Current Flow Chart)

		*Page Nos.of Related Systems	231	234	231	198	190	234	66 96 214 234	231 234	190	190	190	198	198	184	96	234	203	112	224	234	234	220
		Parts	A/C Condenser Fan Motor	A/C Magnetic Clutch and Lock Sensor	A/C Single Pressure SW	ABS Actuator	ABS and Traction Actuator	A/C Blower Motor Linear Controller	A/C Control Assembly	A/C Control Assembly	ABS and Traction ECU	ABS and Traction ECU	ABS and Traction ECU	ABS ECU	ABS ECU	Absorber Control ECU	Absorber Control SW	Air Vent Mode Control Servo Motor	Airbag Sensor Assembly	Automatic Light Control Sensor	Brake Fluid Level Warning SW	Blower Motor	Blower Resistor	CD Automatic Changer
		Code or Location																						
		CB or Fuse	A2	A3	A4	A6	A7	A13	A14	A15	A19	A20	A21	A22	A23	A24	A25	A28	A29	A32	B1	B2	B3	C4
①	50A	HTR						●														●	●	
②	5A	TEL																						
	7.5A	DOME																		●				
	10A	ECU-B							●										●					
	10A	HAZARD																						
	10A	HORN																						
	15A	EFI																						
	15A	HEAD(LH)																						
	15A	HEAD(RH)																						
	20A	RADIO NO.1																						●
	30A	CDS	●																					
	30A	RDI																						
③	10A	H-LP LH(LWR)																						
	10A	H-LP RH(LWR)																						
④	60A	ABS				●	●				●		●		●									
⑤	5A	IGN																	●					
	5A	STARTER																						
	7.5A	OBD																						
	7.5A	PANEL							●								●							
	7.5A	RAD-NO.2																						●
	7.5A	TURN																						
	10A	GAUGE				●	●		●		●	●	●	●	●						●			
	10A	HEATER		●					●	●								●						
	10A	MIRROR-HEATER																						
	10A	TAIL																						
	15A	CIG																	●					
	15A	ECU-IG			●					●		●		●		●				●				
	15A	FOG																						
	15A	POWER-OUTLET																						
	15A	STOP										●		●		●								
	25A	DOOR																						
	20A	SEAT-HEATER																						
	20A	WIPER																						
	30A	POWER																						
	40A	DEF																						

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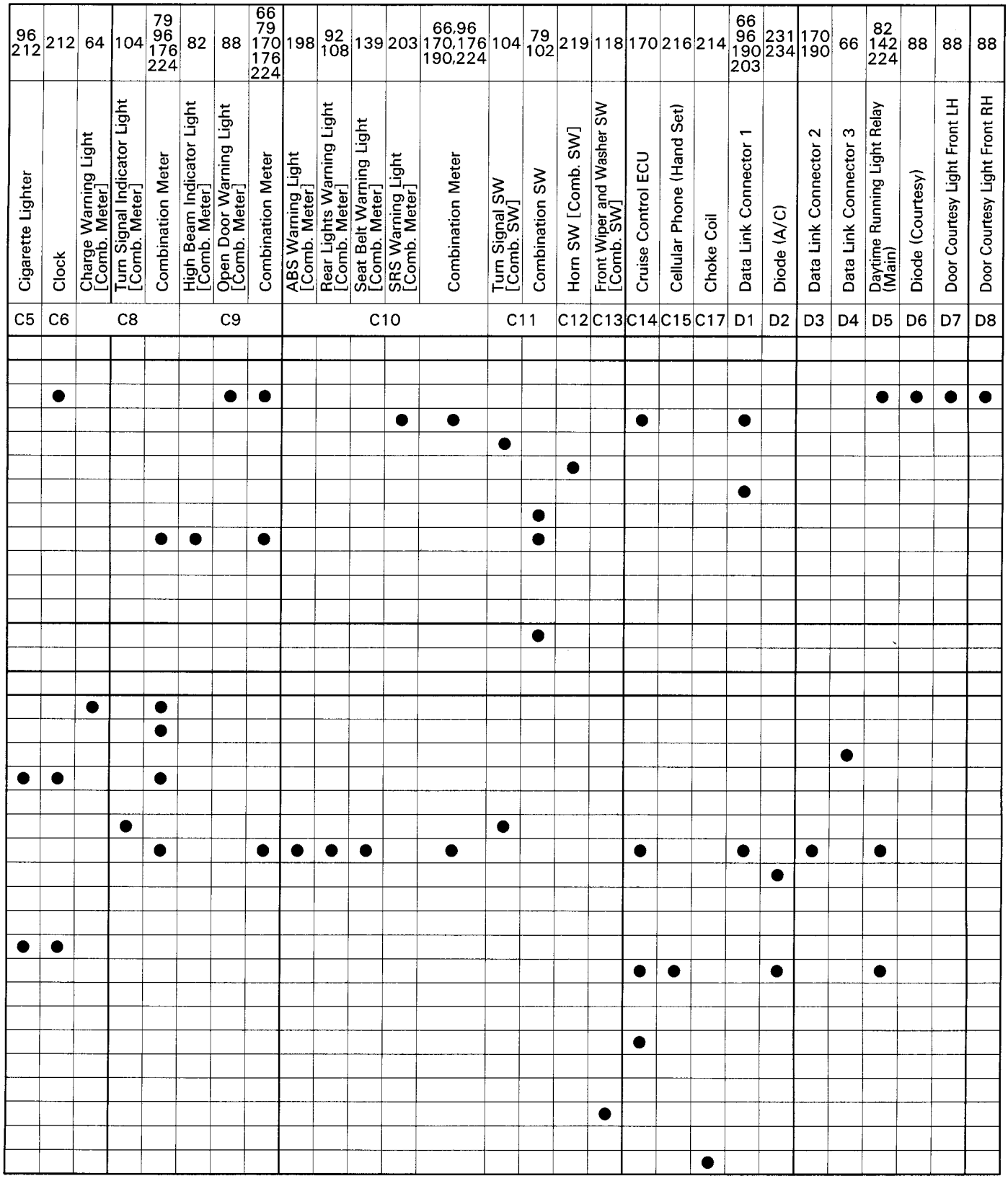
[LOCATION] ①:Fusible Link Block(See page 22) ②:Engine Room J/B(See page 20)
⑤:Instrument Panel J/B(See Page 24) ⑥:Engine Room R/B(See page 22)



③:Engine Room No.2 R/B (See page 23) ④:Engine Room No.3 R/B (See page 23)

H POWER SOURCE (Current Flow Chart)

CB or Fuse		*Page Nos.of Related Systems	88	88	88	88	224	60 66	66	66	66 76	102	102	92 104	92 104	118	102	166	166	66 224	64	96	96
		Parts	Door Courtesy SW Front LH	Door Courtesy SW Front RH	Door Courtesy SW Rear LH	Door Courtesy SW Rear RH	Engine Oil Level Warning SW	Engine Control Module	Engine Control Module	Engine Control Module	Engine Control Module	Front Fog Light LH	Front Fog Light RH	Front Turn Signal and Front Parking Light LH	Front Turn Signal and Front Parking Light RH	Front Wiper Motor	Front Fog Light Relay	Fuel Lid and Luggage Compartment Door Opener SW	Fuel Lid Opener Solenoid	Fuel Pump and Fuel Sender	Generator	Glove Box Light	Glove Box Light SW
		Code or Location	D9	D10	D11	D12	E6	E7	E8	E9	E10	F1	F2	F3	F4	F5	F12	F13	F18	F19	G2	G3	G4
①	50A	HTR																					
②	5A	TEL																					
	7.5A	DOME	●	●	●	●																	
	10A	ECU-B																					
	10A	HAZARD												●	●								
	10A	HORN																					
	15A	EFI						●	●	●	●									●			
	15A	HEAD(LH)																					
	15A	HEAD(RH)															●						
	20A	RADIO NO.1																					
	30A	CDS																					
	30A	RDI																					
③	10A	H-LP LH(LWR)															●						
	10A	H-LP RH(LWR)																					
④	60A	ABS																					
⑤	5A	IGN																			●		
	5A	STARTER						●															
	7.5A	OBD																					
	7.5A	PANEL																				●	●
	7.5A	RAD-NO.2																					
	7.5A	TURN												●	●								
	10A	GAUGE					●			●	●									●	●		
	10A	HEATER																					
	10A	MIRROR-HEATER									●												
	10A	TAIL									●			●	●								
	15A	CIG																					
	15A	ECU-IG																					
	15A	FOG										●	●				●						
	15A	POWER-OUTLET																					
	15A	STOP									●												
	25A	DOOR																●	●				
	20A	SEAT-HEATER																					
	20A	WIPER														●							
	30A	POWER																					
	40A	DEF																					

* These are the page numbers of the first page on which the related system is shown.
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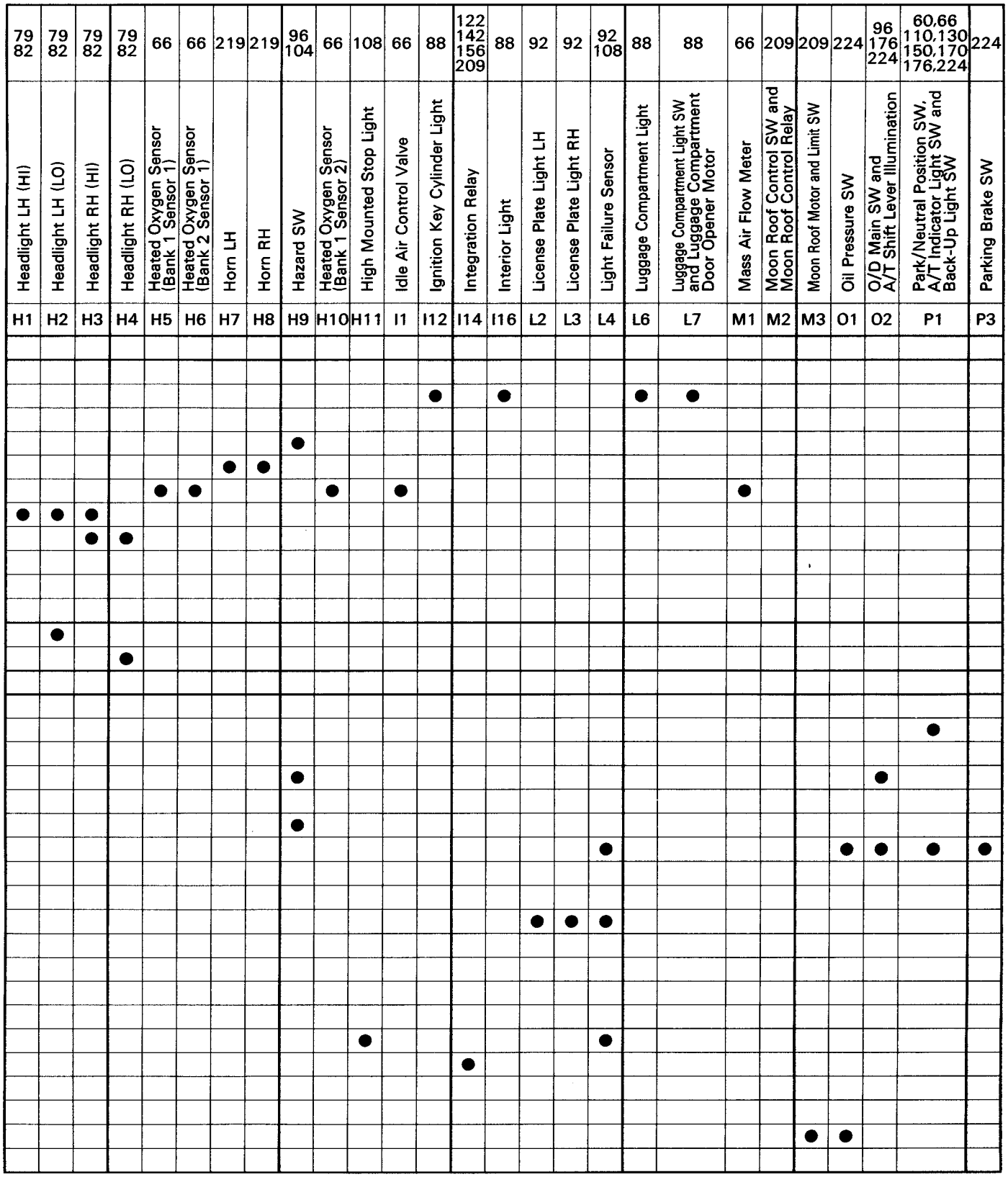
[LOCATION] ①:Fusible Link Block(See page 22) ②:Engine Room J/B(See page 20)
⑤:Instrument Panel J/B(See Page 24) ⑥:Engine Room R/B(See page 22)



③:Engine Room No.2 R/B (See page 23) ④:Engine Room No.3 R/B (See page 23)

H POWER SOURCE (Current Flow Chart)

			*Page Nos.of Related Systems	121	88	122	122	122	122 142	122	122	122	122	130	136	136	136	130	136	136	136	136	136	136
			Parts	Power Outlet	Personal Light	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 Front LH	Power Window Motor Front LH	Power Window Motor Front RH	Power Window Motor Rear LH	Power Window Motor Rear RH	Power Seat Control SW (Driver's Seat Lumber Support Control)	Power Seat Control SW (Driver's Seat)	Power Seat Control SW (Front Passenger's Seat)	Power Seat Motor (Driver's Seat Front Vertical Control)	Power Seat Motor (Driver's Seat Lumber Support Control)	Power Seat Motor (Driver's Seat Rear Vertical Control)	Power Seat Motor (Driver's Seat Reclining Control)	Power Seat Motor (Driver's Seat Slide Control)	Power Seat Motor (Front Passenger's Seat Front Vertical Control)	Power Seat Motor (Front Passenger's Seat Rear Vertical Control)	Power Seat Motor (Front Passenger's Seat Reclining Control)
			Code or Location																					
			CB or Fuse	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21	P22	P23	P24
①	50A	HTR																						
②	5A	TEL																						
	7.5A	DOME		●																				
	10A	ECU-B																						
	10A	HAZARD																						
	10A	HORN																						
	15A	EFI																						
	15A	HEAD(LH)																						
	15A	HEAD(RH)																						
	20A	RADIO NO.1																						
	30A	CDS																						
	30A	RDI																						
③	10A	H-LP LH(LWR)																						
	10A	H-LP RH(LWR)																						
④	60A	ABS																						
⑤	5A	IGN																						
	5A	STARTER																						
	7.5A	OBD																						
	7.5A	PANEL																						
	7.5A	RAD-NO.2																						
	7.5A	TURN																						
	10A	GAUGE																						
	10A	HEATER																						
	10A	MIRROR-HEATER																						
	10A	TAIL																						
	15A	CIG																						
	15A	ECU-IG																						
	15A	FOG																						
	15A	POWER-OUTLET		●																				
	15A	STOP																						
	25A	DOOR																						
	20A	SEAT-HEATER																						
	20A	WIPER																						
	30A	POWER				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	40A	DEF																						

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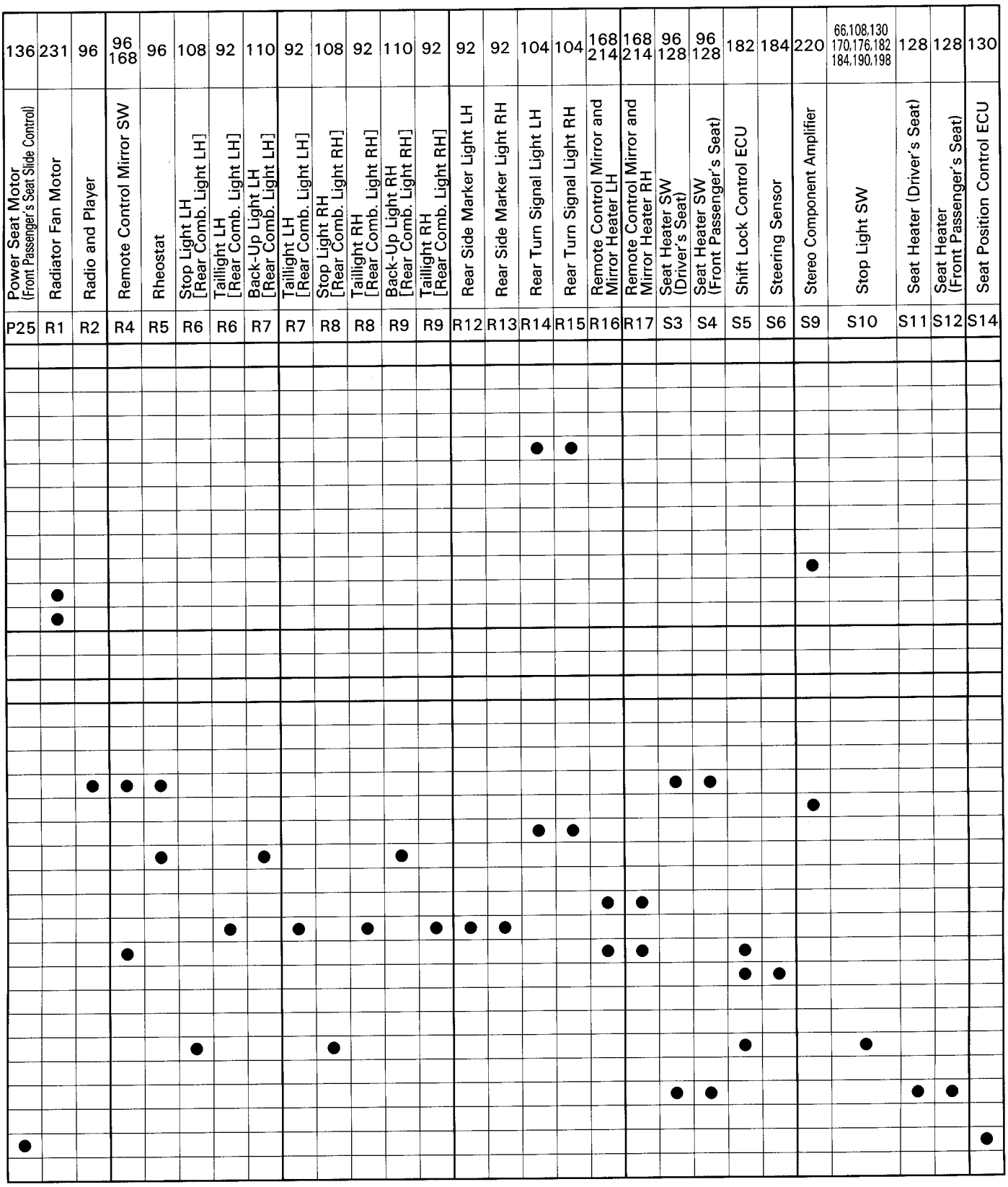
[LOCATION] ①:Fusible Link Block(See page 22) ②:Engine Room J/B(See page 20)
⑤:Instrument Panel J/B(See Page 24) ⑥:Engine Room R/B(See page 22)



③:Engine Room No.2 R/B (See page 23) ④:Engine Room No.3 R/B (See page 23)

H POWER SOURCE (Current Flow Chart)

		*Page Nos.of Related Systems	130	150 156	60 150 156 166	150 156	104	216	66 170 176 224	66	66	66	66	88	88	224	118	224	231	231	156	66 176	66 176	231
		Parts	Seat Position Control ECU	Theft Deterrent Horn	Theft Deterrent ECU	Theft Deterrent ECU	Turn Signal Flasher Relay	Telephone Transceiver and Speaker Relay	Vehicle Speed Sensor (Combination Meter)	VSV (EGR)	VSV (EVAP)	VSV (Intake Air Control)	VSV (Vapor Pressure Sensor)	Vanity Light LH	Vanity Light RH	Washer Level Warning SW	Washer Motor	Water Temp. Sender	Water Temp. SW No.1	Water Temp. SW No.2	Wireless Door Lock ECU	EFI Relay (Coil Side)	EFI Relay (Point Side)	ENGINE MAIN Relay (Coil Side)
		Code or Location																						
		CB or Fuse	S15	T1	T3	T4	T6	T8	V2	V4	V5	V6	V7	V8	V9	W1	W2	W3	W4	W5	W8	②		
①	50A	HTR																						
	5A	TEL						●																
	7.5A	DOME				●								●	●						●			
	10A	ECU-B	●																					
	10A	HAZARD					●																	
	10A	HORN		●	●																			
②	15A	EFI								●	●	●	●										●	
	15A	HEAD(LH)																						
	15A	HEAD(RH)																						
	20A	RADIO NO.1																						
	30A	CDS																						
	30A	RDI																						
③	10A	H-LP LH(LWR)																						
	10A	H-LP RH(LWR)																						
④	60A	ABS																						
	5A	IGN																				●		
	5A	STARTER			●																			
	7.5A	OBD																						
	7.5A	PANEL																						
	7.5A	RAD-NO.2																						
	7.5A	TURN					●																	
	10A	GAUGE	●						●							●		●						
	10A	HEATER																						
	10A	MIRROR-HEATER																						
⑤	10A	TAIL																						
	15A	CIG				●																		
	15A	ECU-IG	●			●		●											●	●	●			●
	15A	FOG																						
	15A	POWER-OUTLET																						
	15A	STOP	●																					
	25A	DOOR			●																			
	20A	SEAT-HEATER																						
	20A	WIPER															●							
	30A	POWER																						
	40A	DEF																						

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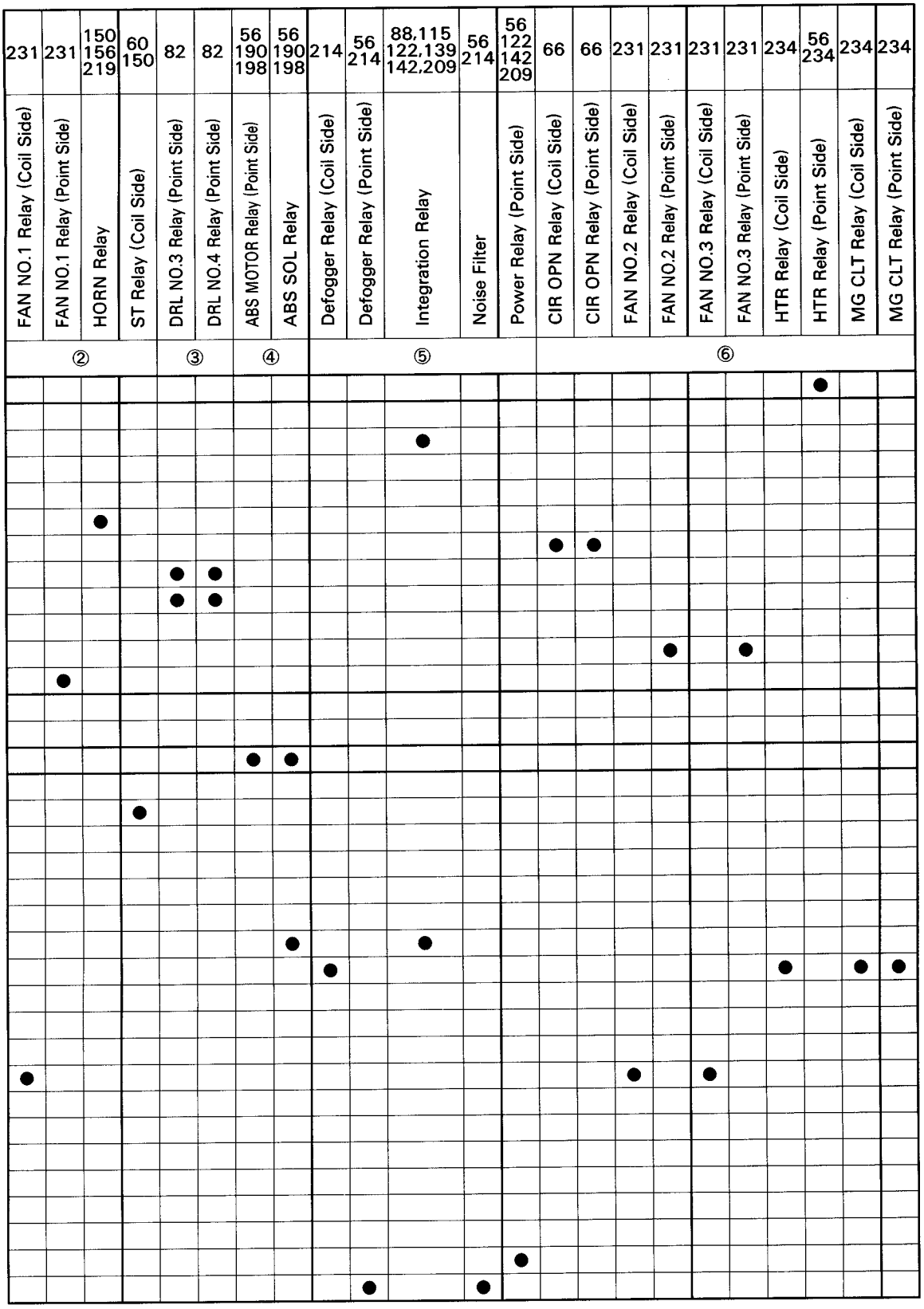
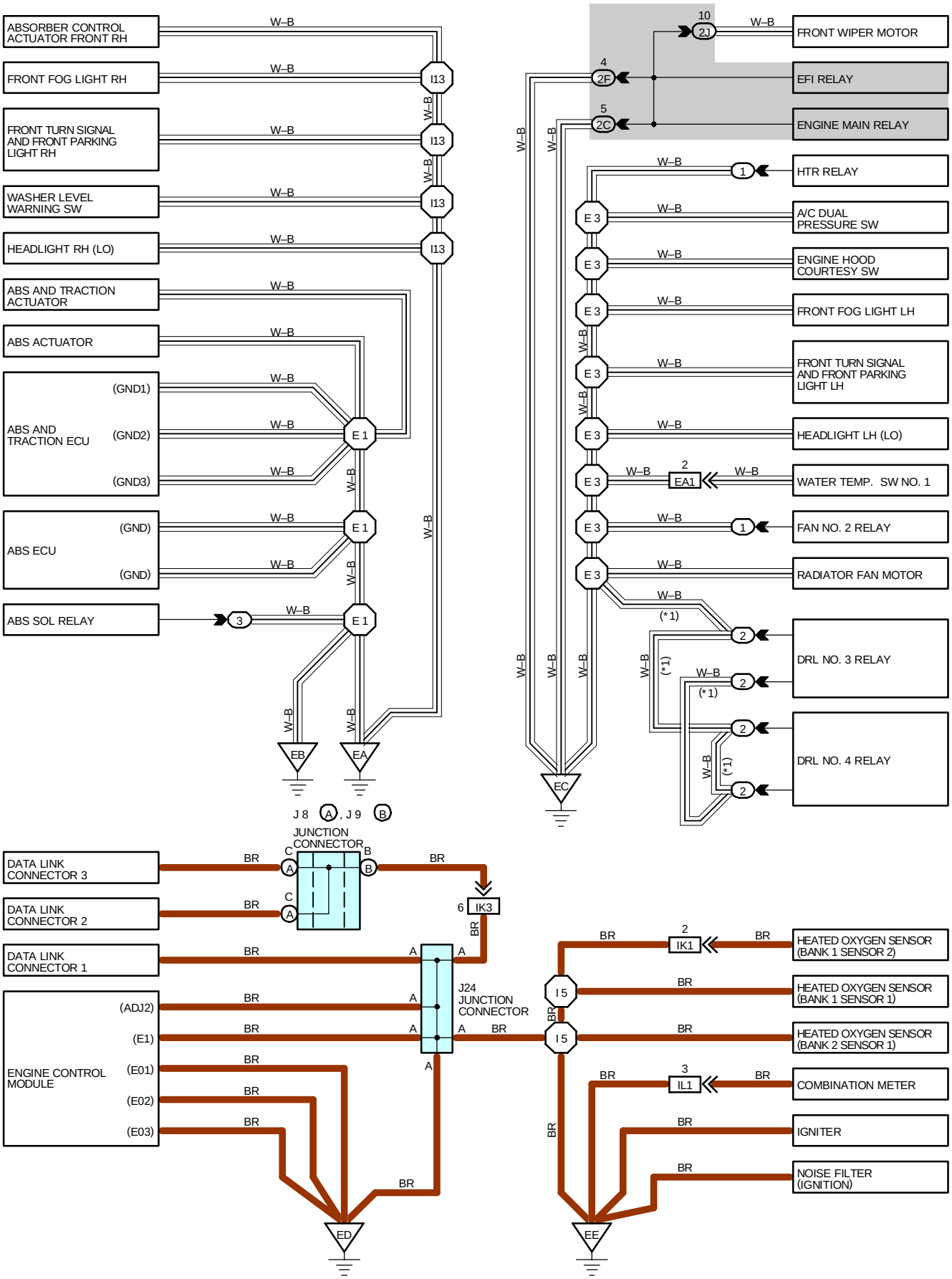
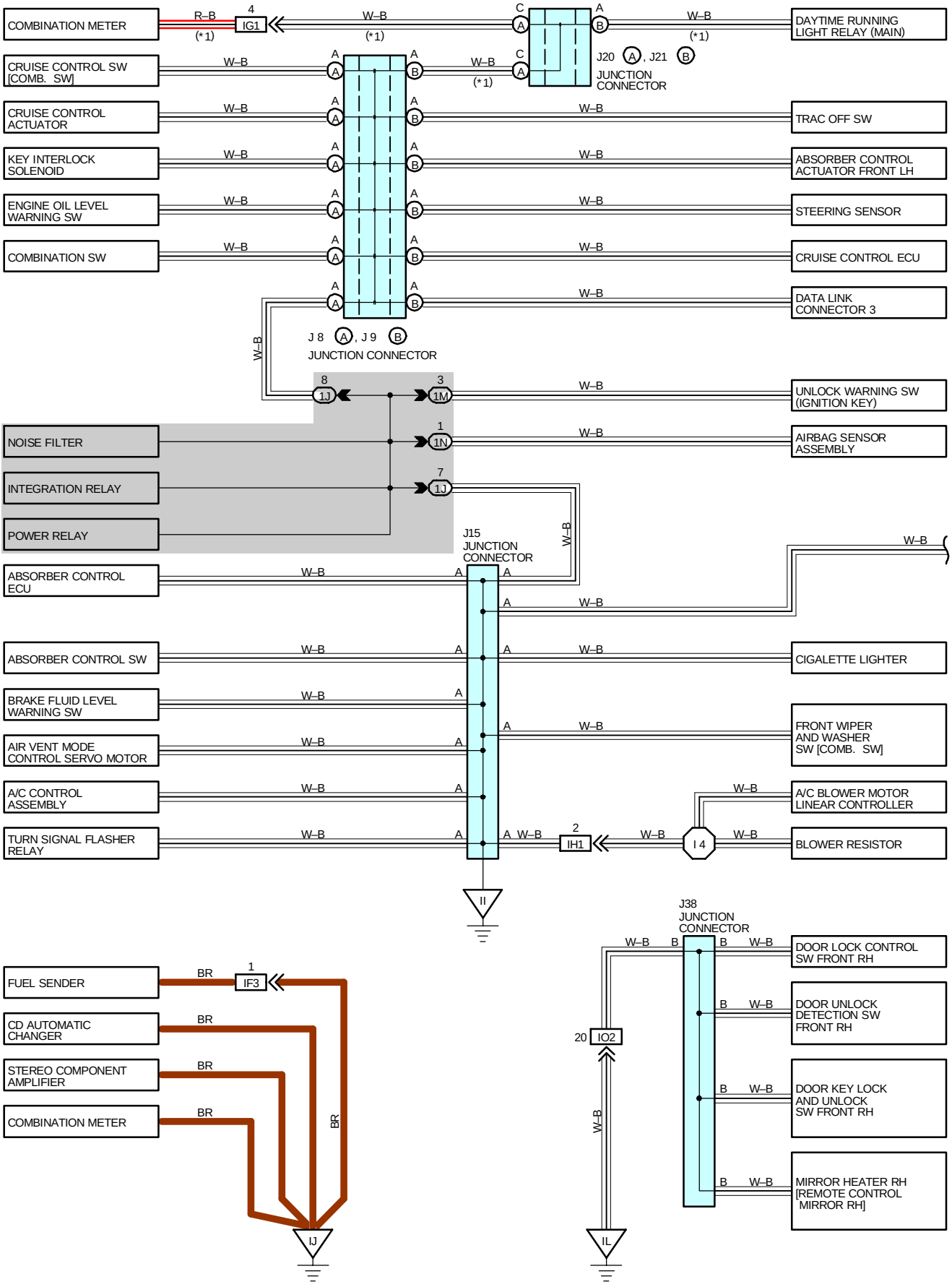
[LOCATION] ①:Fusible Link Block(See page 22) ②:Engine Room J/B(See page 20)
⑤:Instrument Panel J/B(See Page 24) ⑥:Engine Room R/B(See page 22)



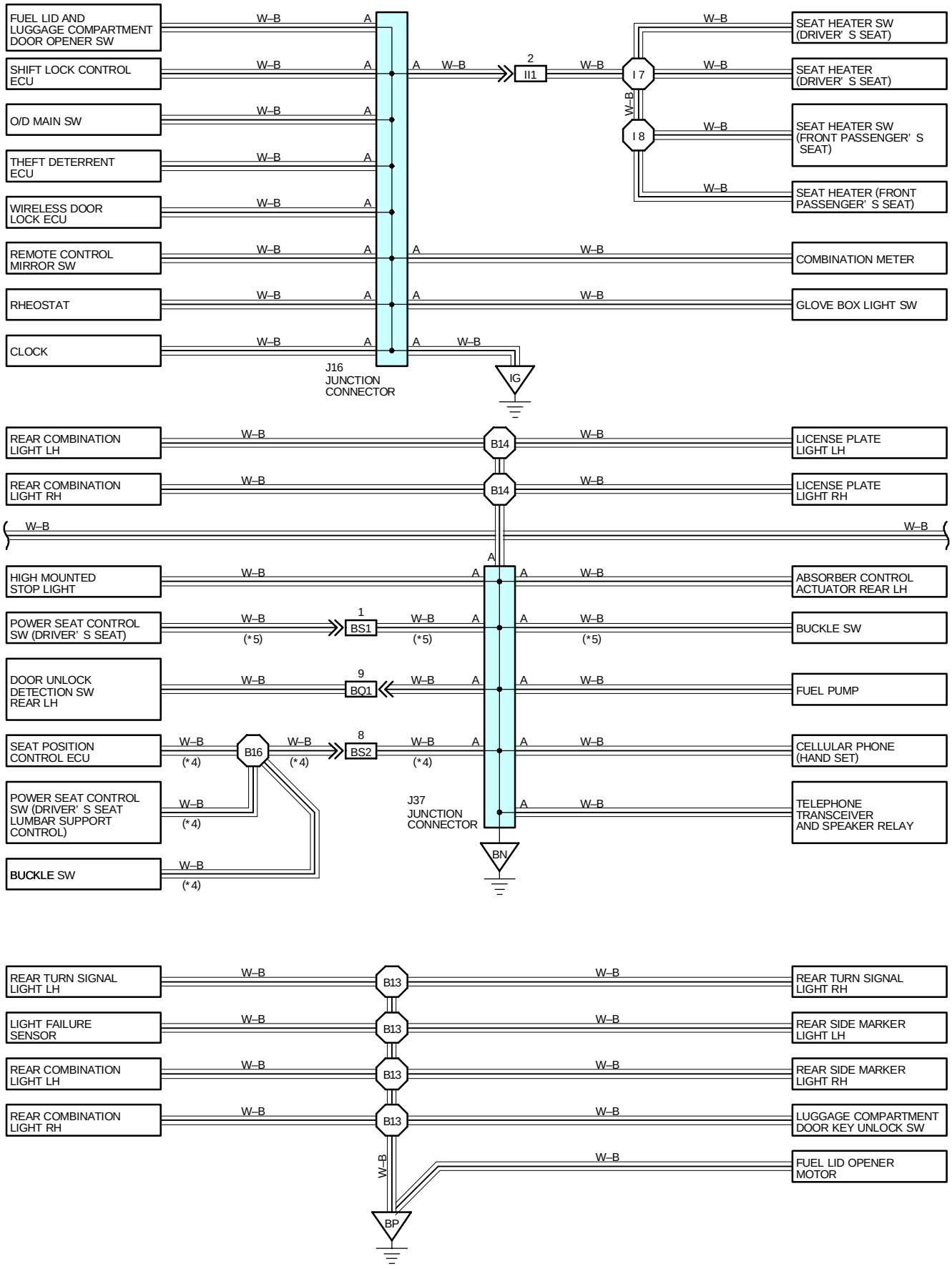
③:Engine Room No.2 R/B (See page 23) ④:Engine Room No.3 R/B (See page 23)

J GROUND POINT

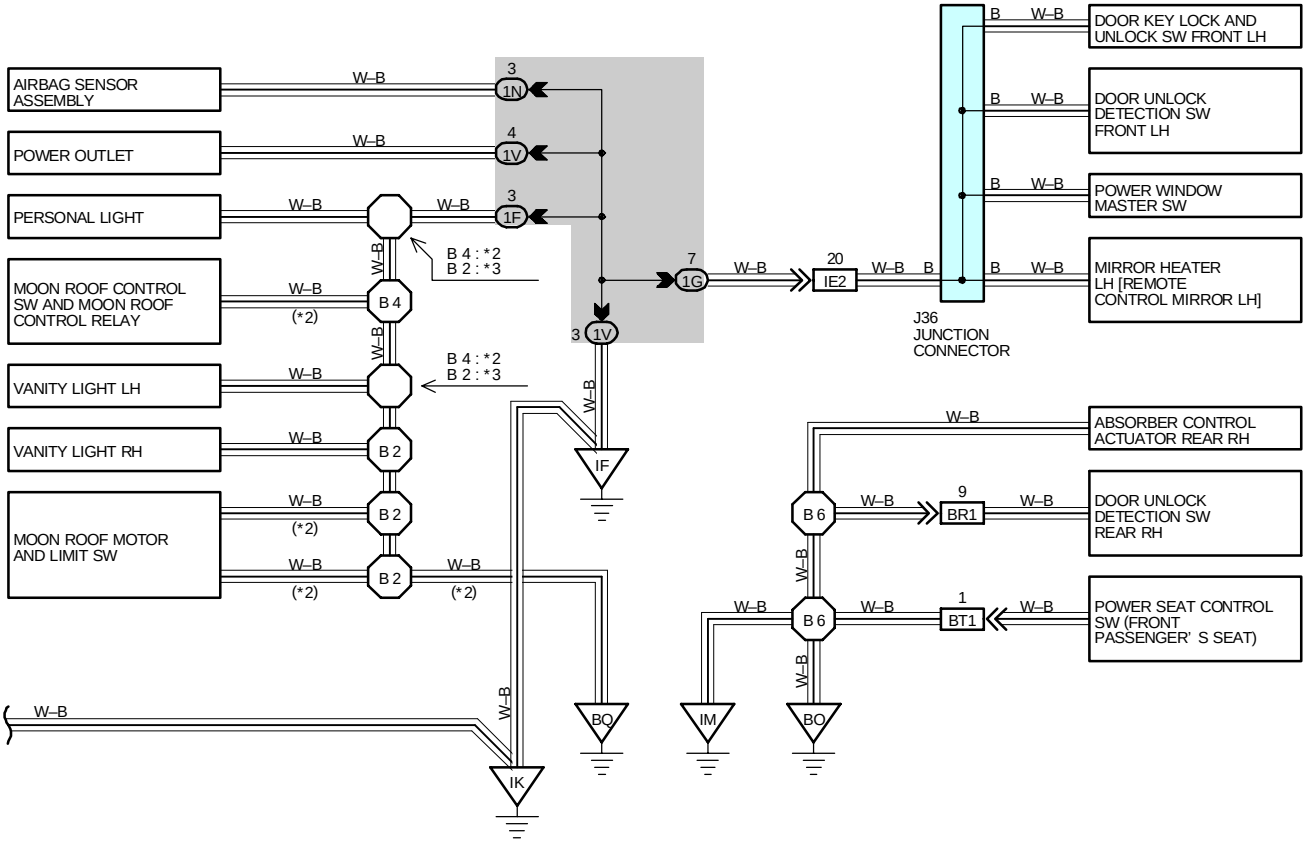


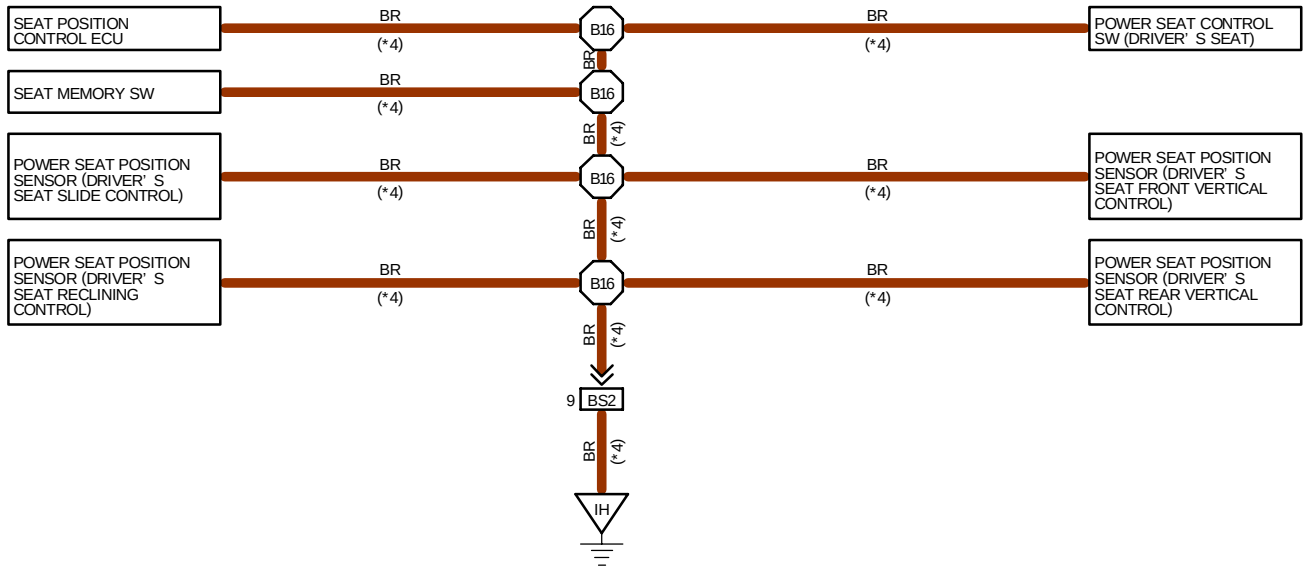

COMBINATION METER
R–B
(*1)
4
IG1
W–B
(*1)
C
A
A
B
W–B
(*1)
DAYTIME RUNNING LIGHT RELAY (MAIN)
CRUISE CONTROL SW [COMB. SW]
W–B
A
A
A
B
W–B
(*1)
C
A
J20 A , J21 B
JUNCTION CONNECTOR
CRUISE CONTROL ACTUATOR
W–B
W–B
TRAC OFF SW
KEY INTERLOCK SOLENOID
W–B
W–B
ABSORBER CONTROL ACTUATOR FRONT LH
ENGINE OIL LEVEL WARNING SW
W–B
W–B
STEERING SENSOR
COMBINATION SW
W–B
W–B
CRUISE CONTROL ECU
W–B
DATA LINK CONNECTOR 3
W–B
J8 A , J9 B
JUNCTION CONNECTOR
8
1J
3
1M
W–B
UNLOCK WARNING SW (IGNITION KEY)
NOISE FILTER
1
1N
W–B
AIRBAG SENSOR ASSEMBLY
INTEGRATION RELAY
7
1J
POWER RELAY
J15
JUNCTION
CONNECTOR
W–B
ABSORBER CONTROL ECU
W–B
A
A
A
W–B
W–B
ABSORBER CONTROL SW
W–B
A
A
W–B
CIGALETTE LIGHTER
BRAKE FLUID LEVEL WARNING SW
W–B
A
AIR VENT MODE CONTROL SERVO MOTOR
W–B
A
A
W–B
FRONT WIPER AND WASHER SW [COMB. SW]
A/C CONTROL ASSEMBLY
W–B
A
W–B
A/C BLOWER MOTOR LINEAR CONTROLLER
TURN SIGNAL FLASHER RELAY
W–B
A
A W–B
2
IH1
W–B
I 4
W–B
BLOWER RESISTOR
II
J38
JUNCTION
CONNECTOR
W–B
B
B
W–B
DOOR LOCK CONTROL SW FRONT RH
B
W–B
DOOR UNLOCK DETECTION SW FRONT RH
20
IO2
W–B
B
W–B
DOOR KEY LOCK AND UNLOCK SW FRONT RH
B
W–B
MIRROR HEATER RH [REMOTE CONTROL MIRROR RH]
IL
FUEL SENDER
BR
1
IF3
CD AUTOMATIC CHANGER
BR
STEREO COMPONENT AMPLIFIER
BR
COMBINATION METER
BR
BR
IJ

J GROUND POINT



* 2 : W/ MOON ROOF
* 3 : W/O MOON ROOF
* 4 : W/ DRIVING POSITION MEMORY
* 5 : W/O DRIVING POSITION MEMORY





J GROUND POINT

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
J8	A	29	J20	A	29	J37	30
J9	B	29	J21	B	29	J38	30
J15		29	J24		29		
J16		29	J36		30		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)
2	23	ENGINE ROOM NO. 2 R/B (ENGINE COMPARTMENT LEFT)
3	23	ENGINE ROOM NO. 3 R/B (RADIATOR UPPER SUPPORT RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1F	24	ROOF WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1G	24	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1J	24	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1M		
1N		
1V		
2C	20	ENGINE ROOM MAIN WIRE AND ENGINE ROOM J/B (ENGINE COMPARTMENT LEFT)
2F		
2J	20	COWL WIRE AND ENGINE ROOM J/B (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 ENGINE ROOM MAIN NO. 3 WIRE (BEHIND HEADLIGHT LH)
IE2	36	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IF3	36	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT SIDE OF INSTRUMENT PANEL J/B)
IH1	36	COWL WIRE AND A/C SUB WIRE (BEHIND RADIO AND PLAYER)
II1	38	FLOOR NO. 3 WIRE AND INSTRUMENT PANEL WIRE (UNDER THE CONSOLE BOX)
IK1	38	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IK3		
IL1	38	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE GLOVE BOX)
I02	38	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	40	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BR1	40	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)
BS1	42	FLOOR WIRE AND SEAT NO. 1 WIRE (UNDER THE DRIVER'S SEAT)
BS2		
BT1	42	FLOOR NO. 2 WIRE AND SEAT NO. 2 WIRE (UNDER THE FRONT PASSENGER'S SEAT)

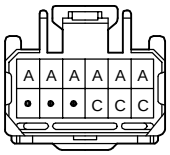
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	34	RIGHT RADIATOR SIDE SUPPORT
EB		
EC	34	LEFT RADIATOR SIDE SUPPORT
ED	34	SURGE TANK RH
EE	34	REAR SIDE OF SURGE TANK
IF	36	COWL SIDE PANEL LH
IG	36	LEFT KICK PANEL
IH		
II	36	INSTRUMENT PANEL BRACE LH
IJ	36	INSTRUMENT PANEL BRACE RH
IK	36	COWL SIDE PANEL RH
IL	36	RIGHT KICK PANEL
IM		
BN	40	UNDER THE LEFT CENTER PILLAR
BO	40	UNDER THE RIGHT CENTER PILLAR
BP	40	BACK PANEL CENTER
BQ	40	ROOF LEFT

: **SPLICE POINTS**

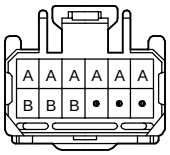
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	34	ENGINE ROOM MAIN WIRE	I13	38	ENGINE ROOM MAIN WIRE
E3			B2	40	ROOF WIRE
I4	38	A/C SUB WIRE	B6		FLOOR NO. 2 WIRE
I5		ENGINE WIRE	B13		FLOOR WIRE
I7		FLOOR NO. 3 WIRE	B14		
I8			B16	42	SEAT NO. 1 WIRE

J 8 (A) GRAY



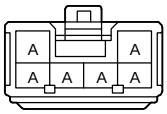
(HINT : SEE PAGE 7)

J 9 (B) GRAY



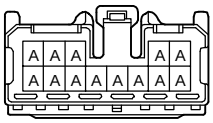
(HINT : SEE PAGE 7)

J15



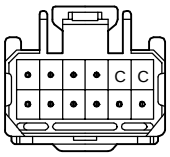
(HINT : SEE PAGE 7)

J16 ORANGE



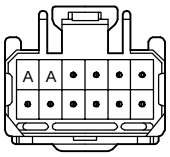
(HINT : SEE PAGE 7)

J20 (A) BLACK



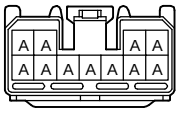
(HINT : SEE PAGE 7)

J21 (B) BLACK



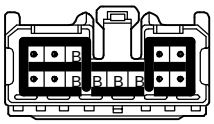
(HINT : SEE PAGE 7)

J24



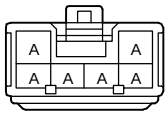
(HINT : SEE PAGE 7)

J36



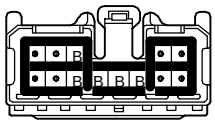
(HINT : SEE PAGE 7)

J37



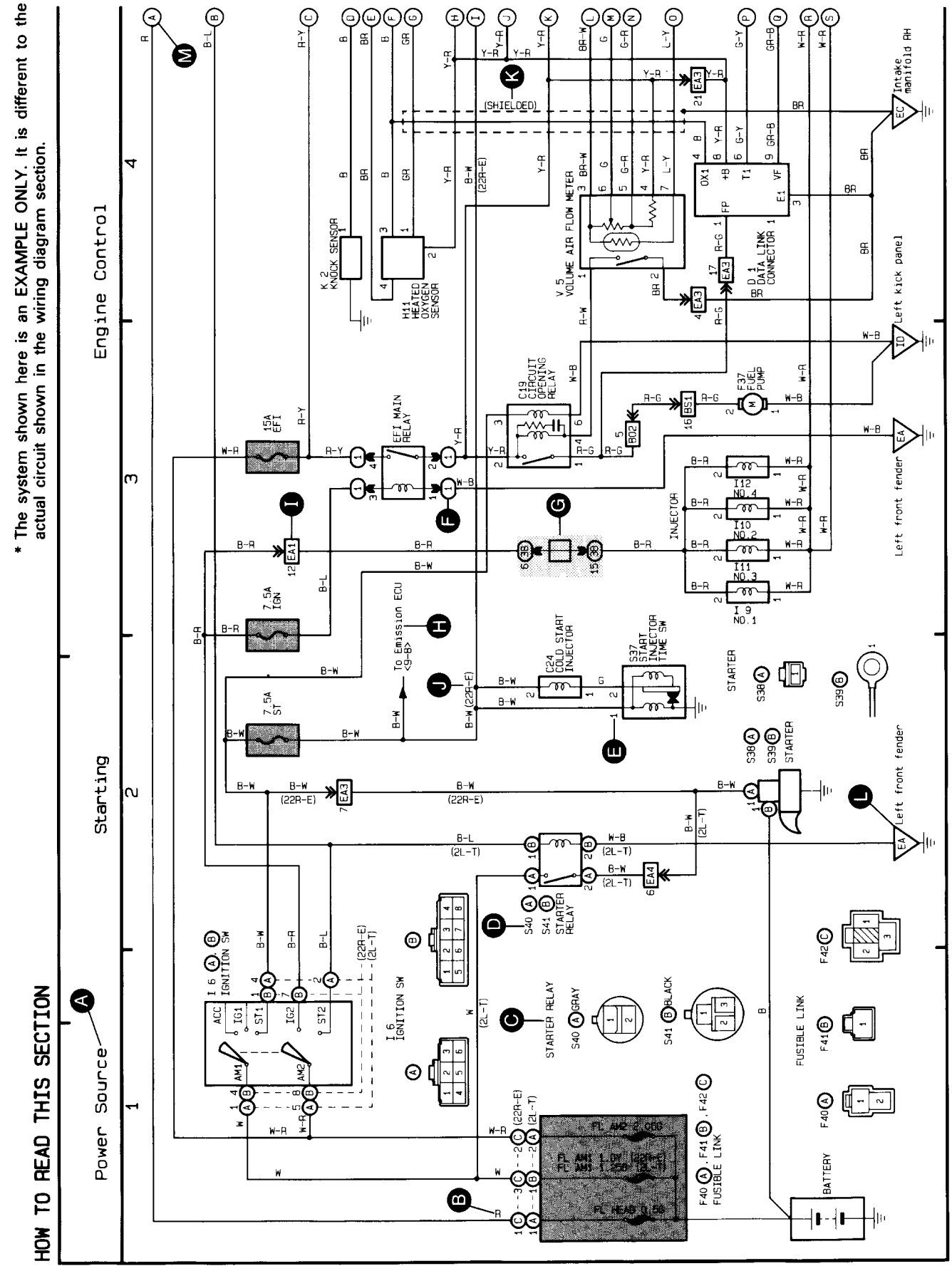
(HINT : SEE PAGE 7)

J38



(HINT : SEE PAGE 7)

K OVERALL ELECTRICAL WIRING DIAGRAM



Ⓐ: System Title

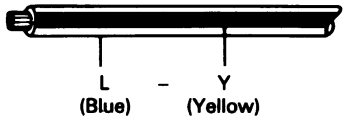
Ⓑ: Indicates the wiring color.

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

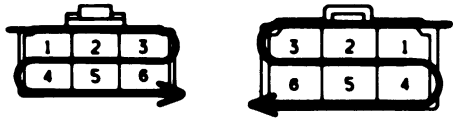


Ⓒ: Indicates the connector to be connected to a part (the numeral indicates the pin No.)

Ⓓ: 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



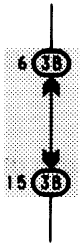
The numbering system for the overall wiring diagram is the same as above.

Ⓕ: 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 the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts.

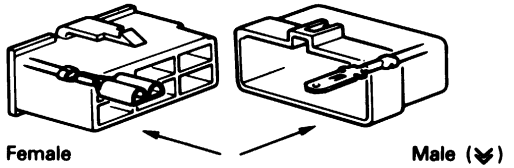
Example:



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.

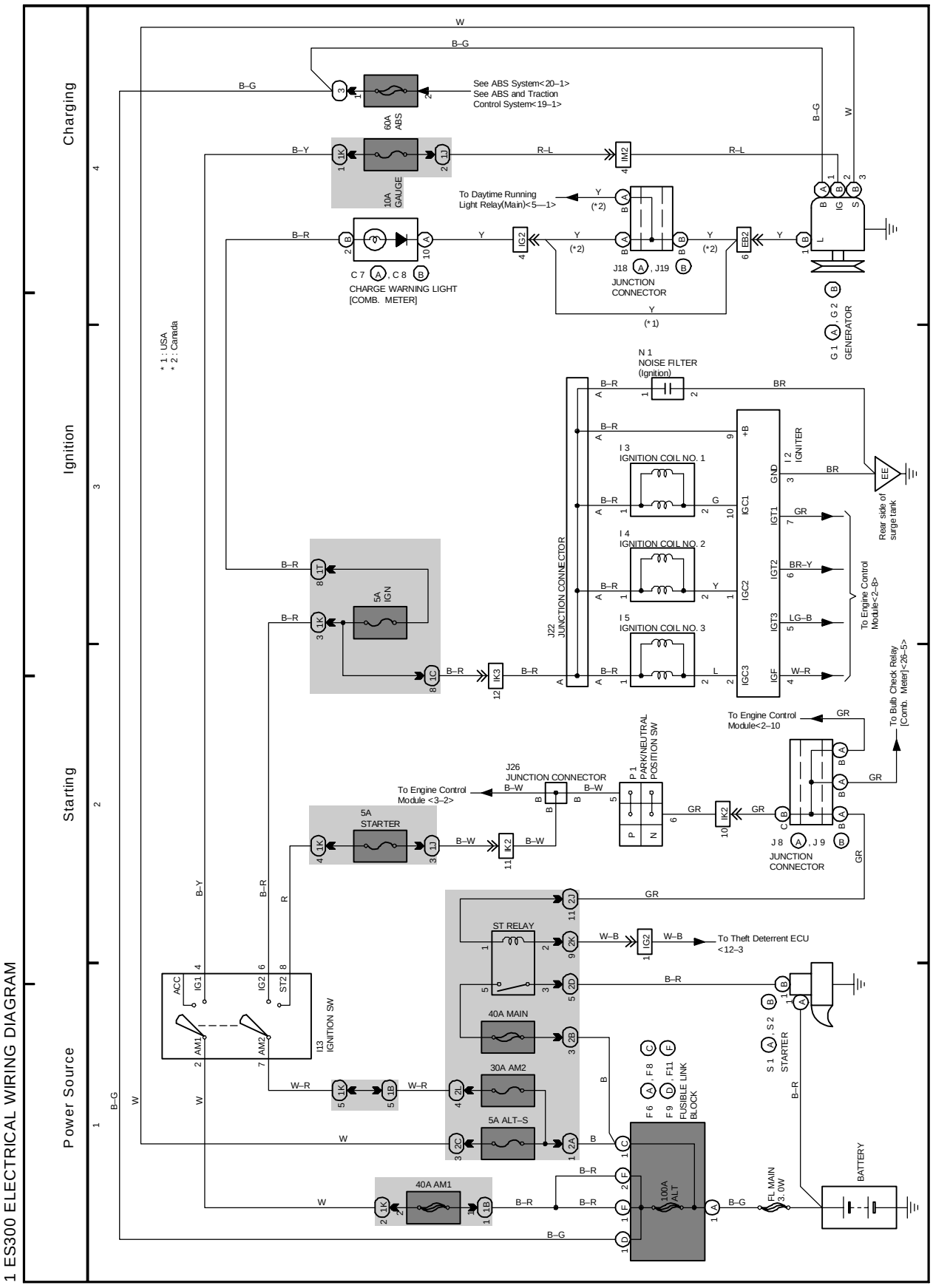
Ⓛ: Indicates and located on ground point.

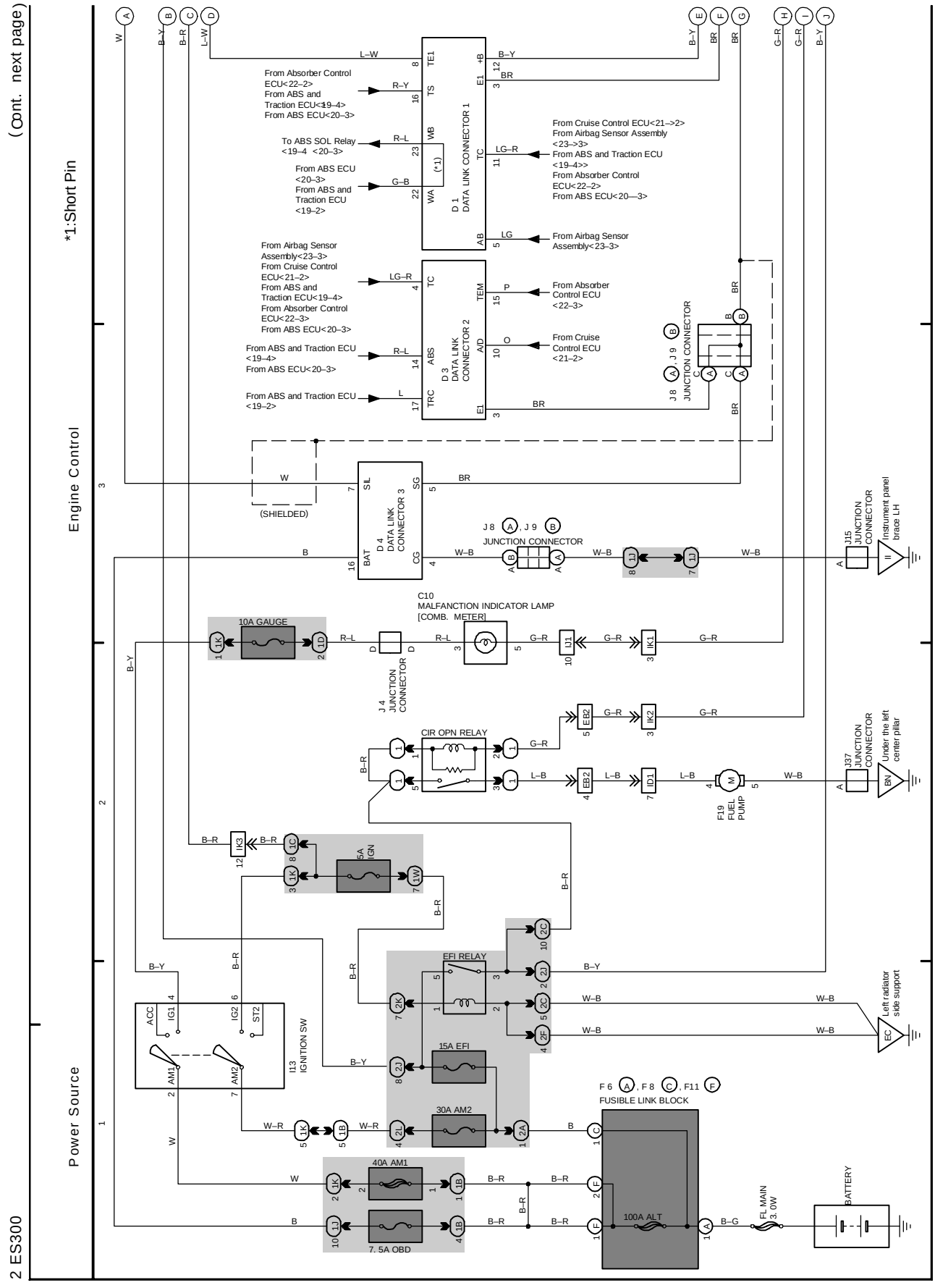
Ⓜ: The same code occuring on the next page indicates that the wire harness is continuous.

SYSTEM INDEX

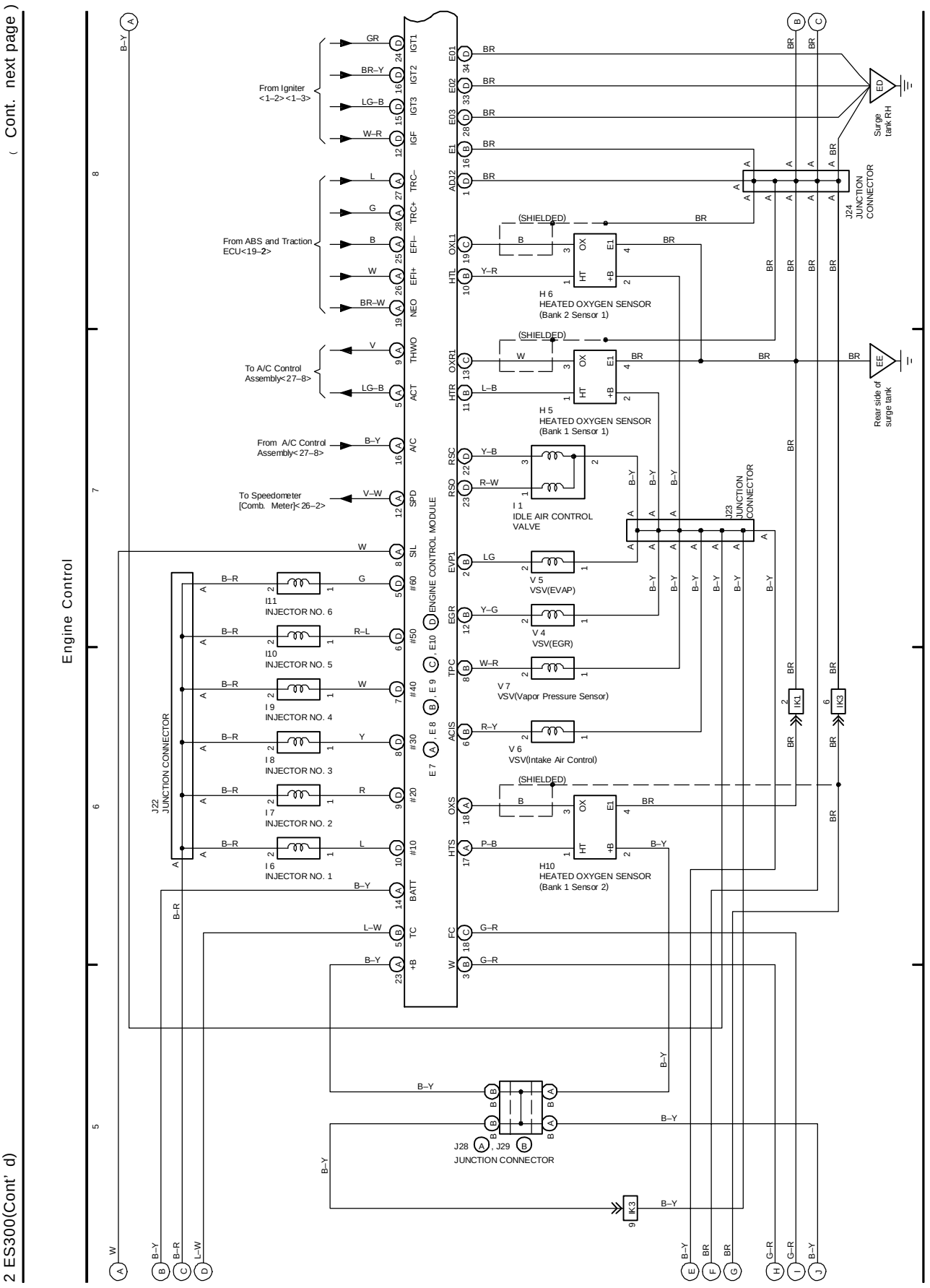
(Location No.1 to 27)

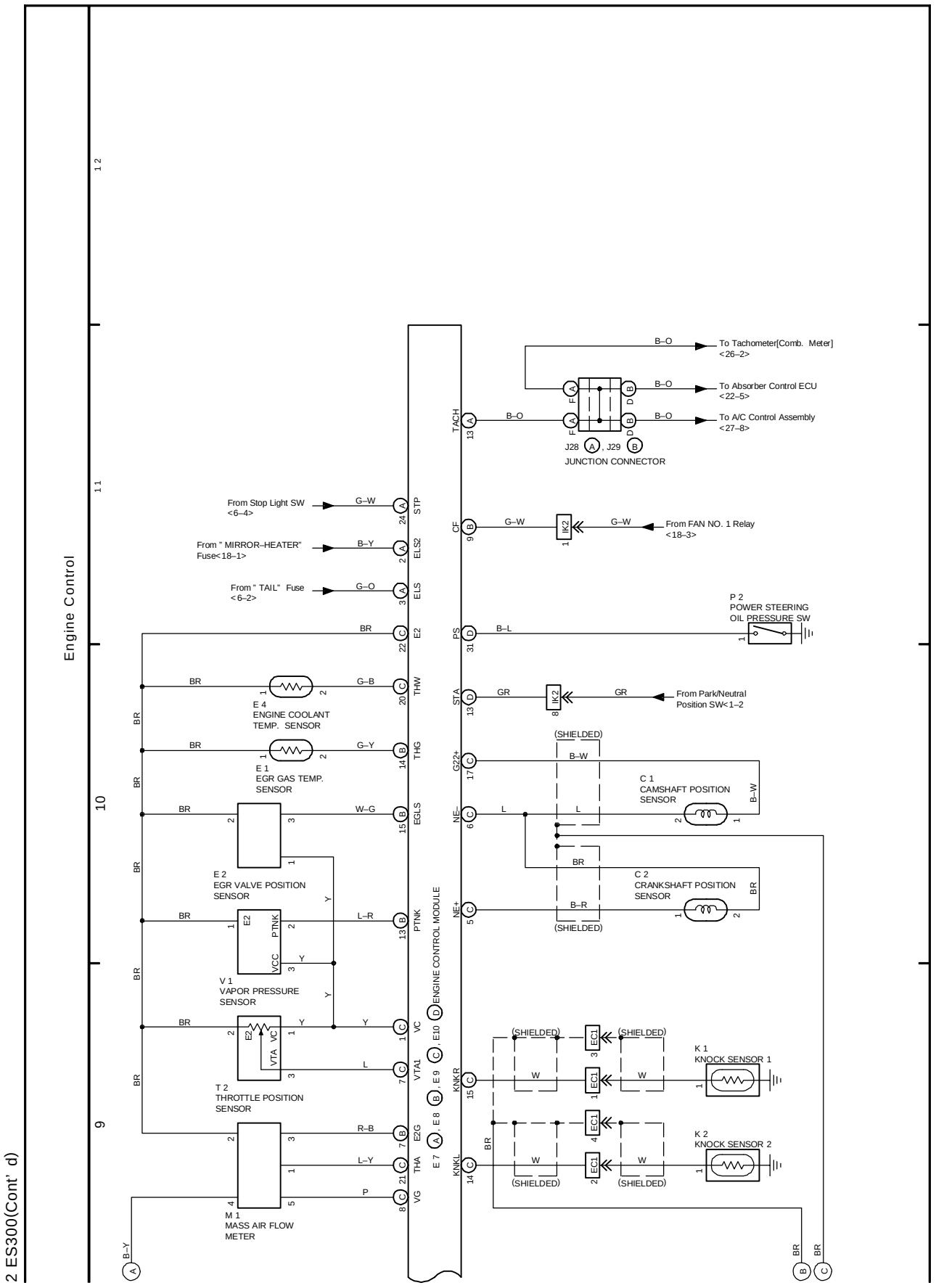
SYSTEMS	LOCATION
ABS	20-3
ABS and Traction Control	19-3
Automatic Air Conditioning	27-3
Automatic Light Control	10-2
Back-Up Light	9-4
Cellular Mobile Telephone	24-2
Charging	1-4
Cigarette Lighter and Clock	23-4
Combination Meter	26-3
Cruise Control	21-3
Door Lock Control	11-3
Electric Modulated Suspension	22-3
Electronically Controlled Transmission and A/T Indicator	3-2
Engine Control	2-3
Front Fog Light	4-4
Fuel Lid and Luggage Compartment Door Opener	10-3
Headlight	4-2 (USA) 5-3 (Canada)
Horn	14-4
Ignition	1-3
Illumination	7-3
Interior Light	8-3
Light Auto Turn Off	10-3
Moon Roof	14-2
Power Outlet	23-3 15-2 (Driver's Seat w/ Driving Position Memory)
Power Seat	16-1 (Driver's Seat w/o Driving Position Memory) 16-3 (Front Passenger's Seat)
Power Source	1~27-1
Power Window	13-3
Radiator Fan and Condenser Fan	18-3
Radio and Player	25-3
Rear Window Defogger and Mirror Heater	18-2
Remote Control Mirror	17-3
Seat Heater	16-4
Shift Lock	24-4
SRS	23-2
Starting	1-2
Stop Light	6-4
Taillight	6-2
Theft Deterrent System	12-3
Turn Signal and Hazard Warning Light	9-2
Unlock and Seat Belt Warning	14-3
Wiper and Washer	17-2
Wireless Door Lock Control	11-7


1 ES300 ELECTRICAL WIRING DIAGRAM
Power Source
Starting
Ignition
Charging
* 1 : USA
* 2 : Canada
See ABS System<20–1>
See ABS and Traction Control System<19–1>
60A ABS
10A GAUGE
To Daytime Running Light Relay(Main)<5—1>
CHARGE WARNING LIGHT [COMB. METER]
JUNCTION CONNECTOR
GENERATOR
N 1 NOISE FILTER (Ignition)
I 3 IGNITION COIL NO. 1
I 4 IGNITION COIL NO. 2
I 5 IGNITION COIL NO. 3
I 2 IGNITER
J22 JUNCTION CONNECTOR
Rear side of surge tank
5A IGN
To Engine Control Module<2–8>
To Engine Control Module<2–10
To Bulb Check Relay [Comb. Meter]<26–5>
J26 JUNCTION CONNECTOR
To Engine Control Module <3–2>
5A STARTER
P 1 PARK/NEUTRAL POSITION SW
J 8 , J 9 JUNCTION CONNECTOR
ST RELAY
To Theft Deterrent ECU <12–3
40A MAIN
30A AM2
5A ALT–S
40A AM1
I13 IGNITION SW
ACC
IG1
IG2
ST2
AM1
AM2
FUSIBLE LINK BLOCK
100A ALT
FL MAIN 3.0W
STARTER
BATTERY

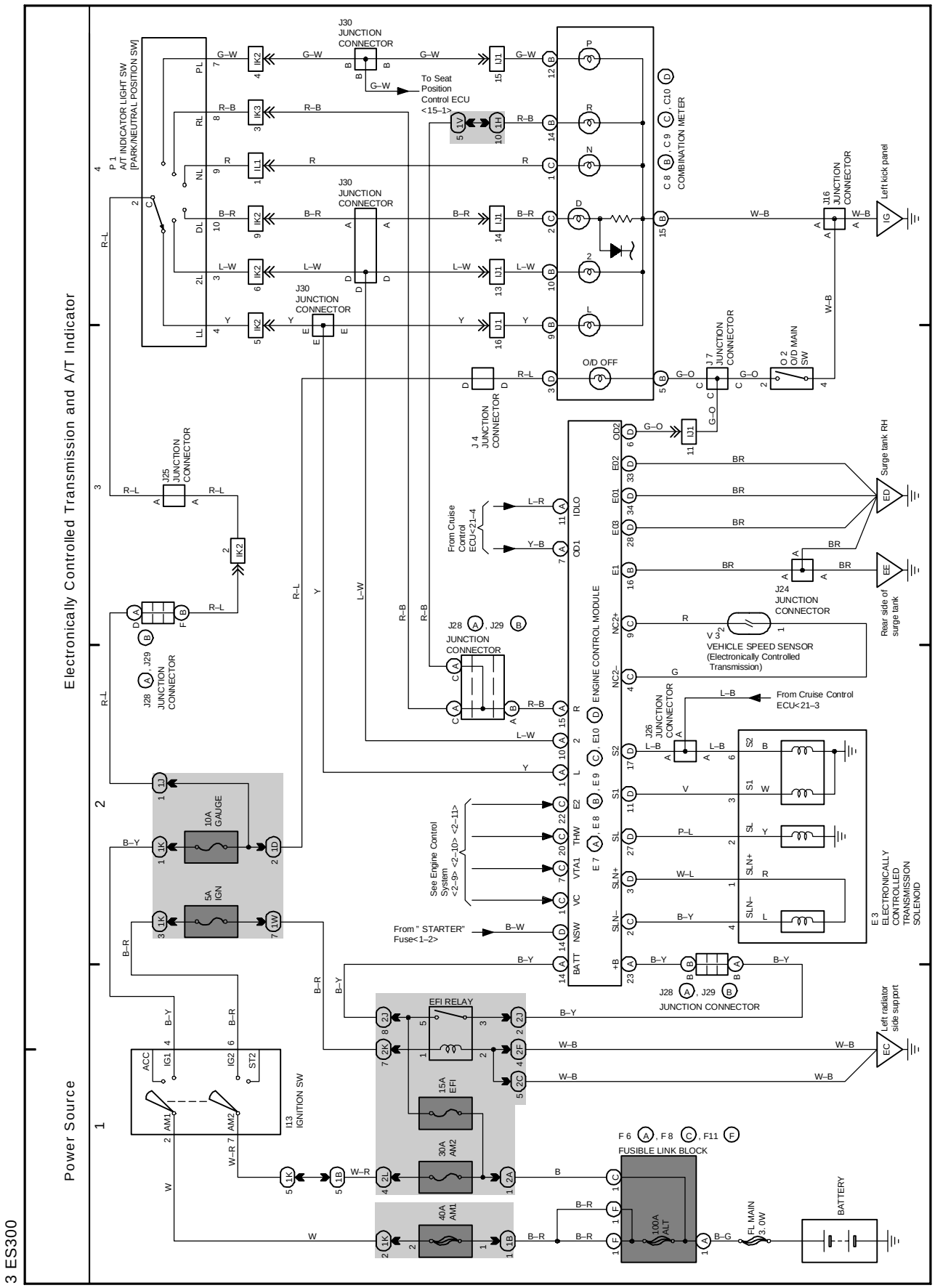

(Cont. next page)
*1:Short Pin
Engine Control
Power Source
2 ES300
From Absorber Control ECU<22–2> From ABS and Traction ECU<19–4> From ABS ECU<20–3>
To ABS SOL Relay <19–4 <20–3>
From ABS ECU <20–3> From ABS and Traction ECU <19–2>
From Cruise Control ECU<21–>2> From Airbag Sensor Assembly <23–>3> From ABS and Traction ECU <19–4>> From Absorber Control ECU<22–2> From ABS ECU<20—3>
From Airbag Sensor Assembly<23–3>
D 1 DATA LINK CONNECTOR 1
From Airbag Sensor Assembly<23–3> From Cruise Control ECU<21–2> From ABS and Traction ECU<19–4> From Absorber Control ECU<22–3> From ABS ECU<20–3>
From ABS and Traction ECU <19–4> From ABS ECU<20–3>
From ABS and Traction ECU <19–2>
D 3 DATA LINK CONNECTOR 2
From Absorber Control ECU <22–3>
From Cruise Control ECU <21–2>
J 8 , J 9 JUNCTION CONNECTOR
(SHIELDED)
D 4 DATA LINK CONNECTOR 3
J 8 , J 9 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
Instrument panel brace LH
C10 MALFANCTION INDICATOR LAMP [COMB. METER]
10A GAUGE
J 4 JUNCTION CONNECTOR
CIR OPN RELAY
J37 JUNCTION CONNECTOR
Under the left center pillar
F19 FUEL PUMP
5A IGN
EFI RELAY
I13 IGNITION SW
ACC IG1 IG2 ST2 AM1 AM2
15A EFI
30A AM2
Left radiator side support
F 6 , F 8 , F11
FUSIBLE LINK BLOCK
40A AM1
7. 5A OBD
100A ALT
FL MAIN 3. 0W
BATTERY

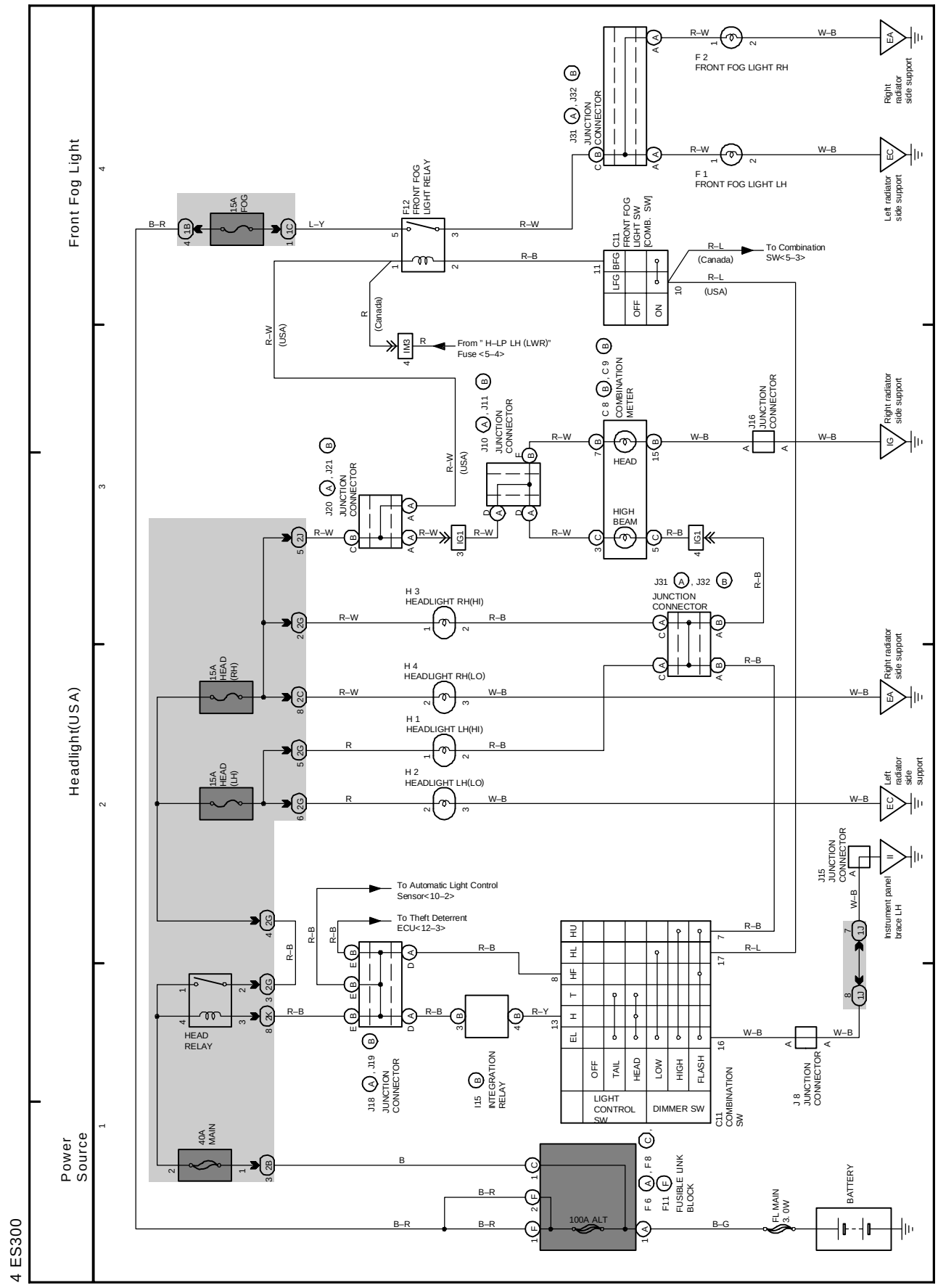
K OVERALL ELECTRICAL WIRING DIAGRAM



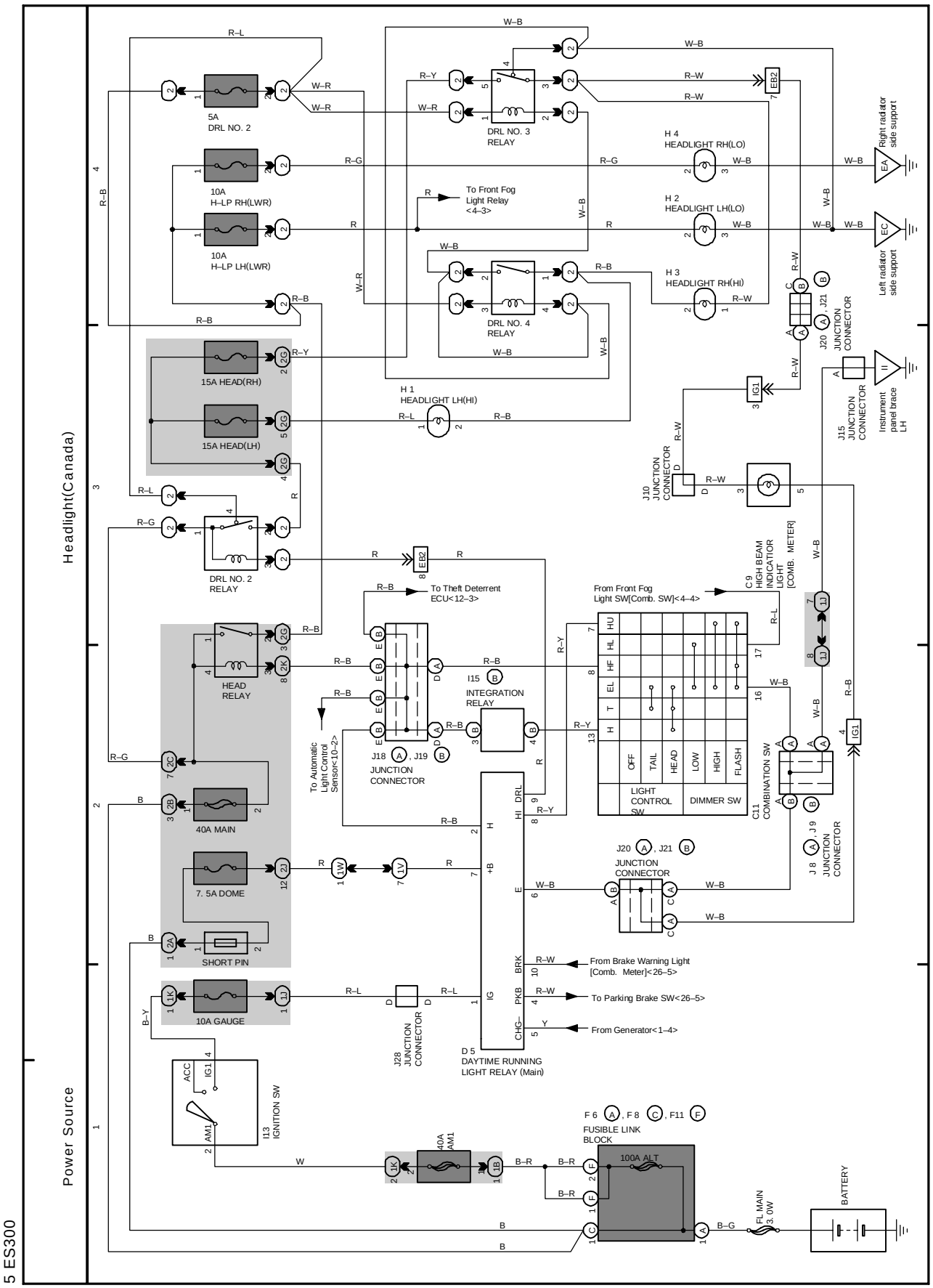

2 ES300(Cont' d)
Engine Control
To Tachometer[Comb. Meter] <26–2>
To Absorber Control ECU <22–5>
To A/C Control Assembly <27–8>
J28 , J29
JUNCTION CONNECTOR
From Stop Light SW <6–4>
From " MIRROR–HEATER" Fuse<18–1>
From " TAIL" Fuse <6–2>
From FAN NO. 1 Relay <18–3>
P 2
POWER STEERING OIL PRESSURE SW
From Park/Neutral Position SW<1–2
E 4
ENGINE COOLANT TEMP. SENSOR
E 1
EGR GAS TEMP. SENSOR
E 2
EGR VALVE POSITION SENSOR
V 1
VAPOR PRESSURE SENSOR
T 2
THROTTLE POSITION SENSOR
M 1
MASS AIR FLOW METER
C 1
CAMSHAFT POSITION SENSOR
C 2
CRANKSHAFT POSITION SENSOR
K 1
KNOCK SENSOR 1
K 2
KNOCK SENSOR 2
ENGINE CONTROL MODULE
(SHIELDED)

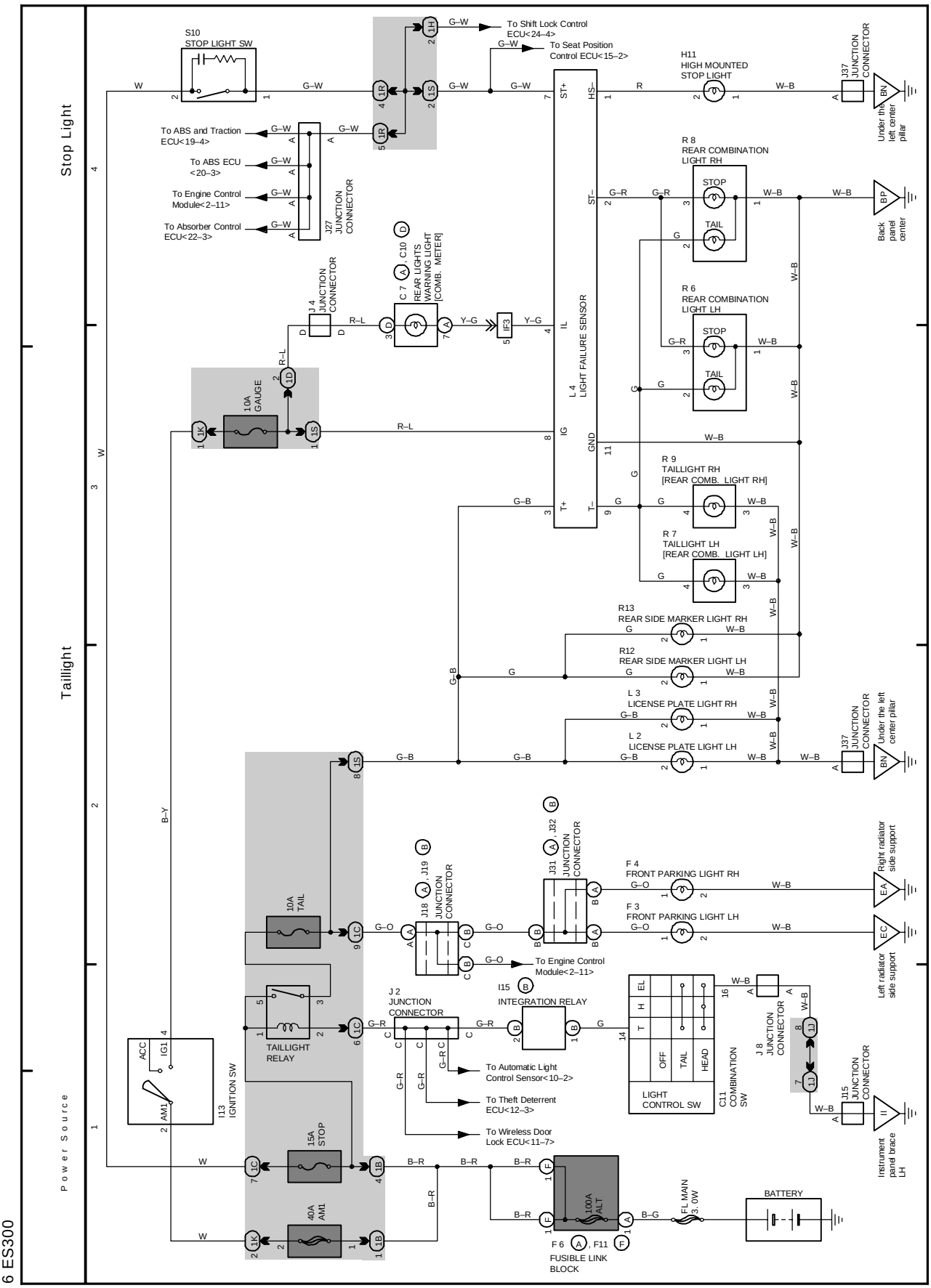
K OVERALL ELECTRICAL WIRING DIAGRAM



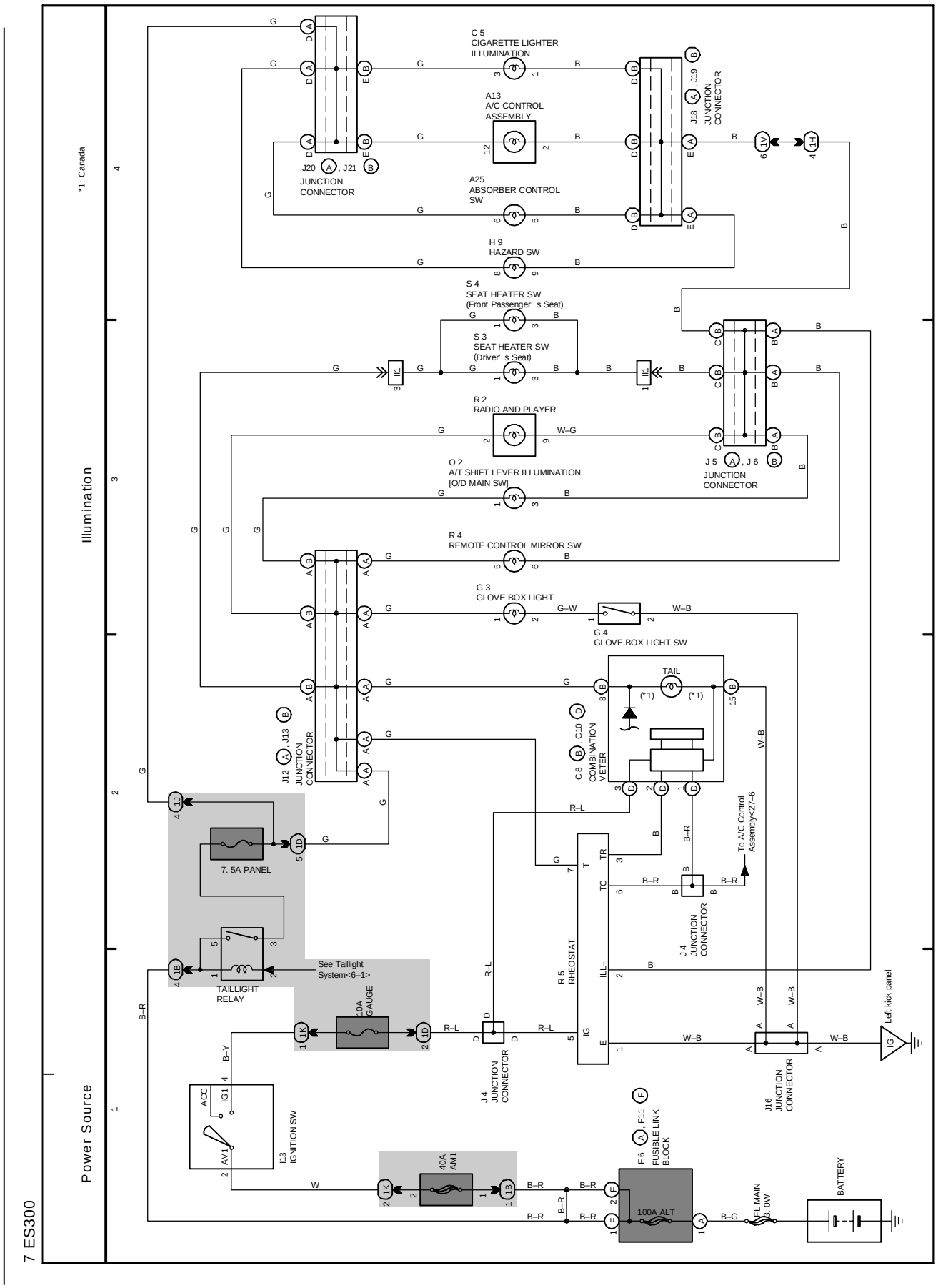

4 ES300
Power Source
Headlight(USA)
Front Fog Light
15A FOG
F12 FRONT FOG LIGHT RELAY
C11 FRONT FOG LIGHT SW [COMB. SW]
LFG
BFG
OFF
ON
To Combination SW<5–3>
(Canada)
(USA)
From " H–LP LH (LWR)" Fuse <5–4>
J31 , J32 JUNCTION CONNECTOR
F 2 FRONT FOG LIGHT RH
F 1 FRONT FOG LIGHT LH
Right radiator side support
Left radiator side support
J10 , J11 JUNCTION CONNECTOR
J20 , J21 JUNCTION CONNECTOR
C 8 , C 9 COMBINATION METER
HEAD
HIGH BEAM
J16 JUNCTION CONNECTOR
IG
IG1
H 3 HEADLIGHT RH(HI)
H 4 HEADLIGHT RH(LO)
H 1 HEADLIGHT LH(HI)
H 2 HEADLIGHT LH(LO)
15A HEAD (RH)
15A HEAD (LH)
To Automatic Light Control Sensor<10–2>
To Theft Deterrent ECU<12–3>
HEAD RELAY
J18 , J19 JUNCTION CONNECTOR
I15 INTEGRATION RELAY
C11 COMBINATION SW
LIGHT CONTROL SW
DIMMER SW
OFF
TAIL
HEAD
LOW
HIGH
FLASH
J15 JUNCTION CONNECTOR
Instrument panel brace LH
J 8 JUNCTION CONNECTOR
40A MAIN
100A ALT
F 6 , F 8 , F11 FUSIBLE LINK BLOCK
FL MAIN 3. 0W
BATTERY

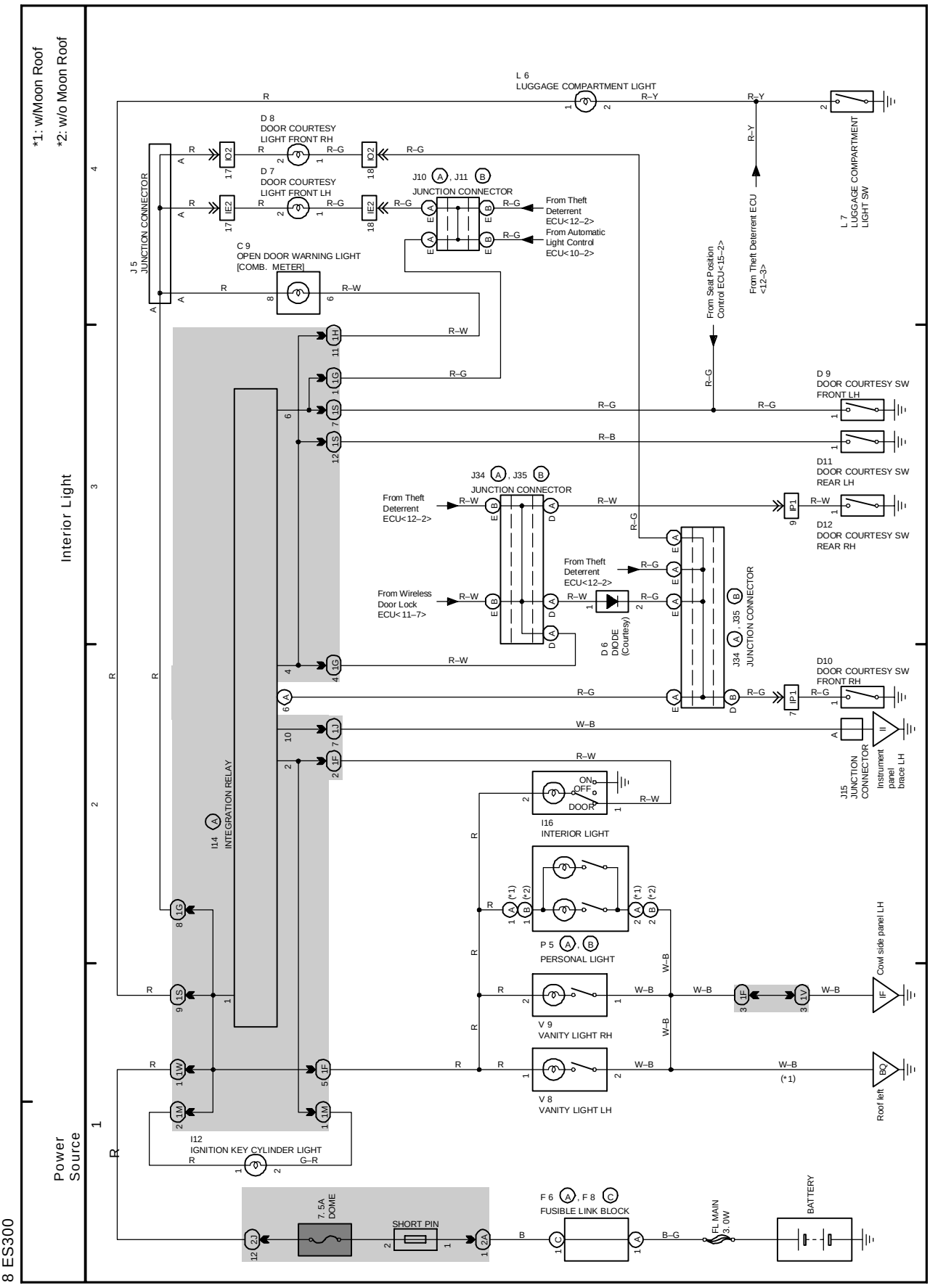
K OVERALL ELECTRICAL WIRING DIAGRAM



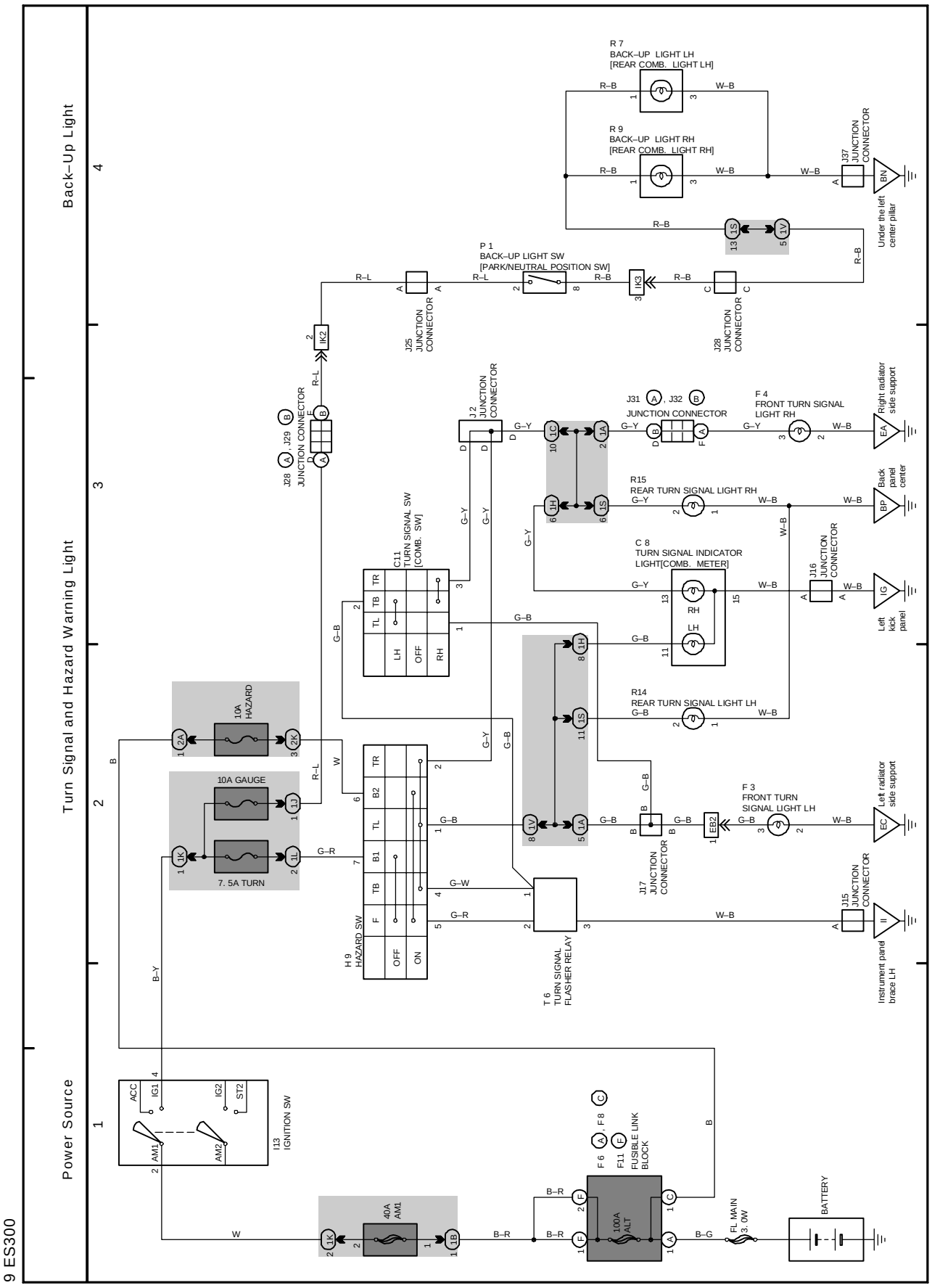

Stop Light
Taillight
Power Source
S10
STOP LIGHT SW
To Shift Lock Control ECU<24–4>
To Seat Position Control ECU<15–2>
H11
HIGH MOUNTED STOP LIGHT
J37 JUNCTION CONNECTOR
Under the left center pillar
To ABS and Traction ECU<19–4>
To ABS ECU <20–3>
To Engine Control Module<2–11>
To Absorber Control ECU<22–3>
J27 JUNCTION CONNECTOR
R 8
REAR COMBINATION LIGHT RH
R 6
REAR COMBINATION LIGHT LH
STOP
TAIL
Back panel center
J 4 JUNCTION CONNECTOR
C 7, C10
REAR LIGHTS WARNING LIGHT [COMB. METER]
IF3
L 4
LIGHT FAILURE SENSOR
IL
IG
GND
ST+
ST–
HS–
T+
T–
10A GAUGE
R 9
TAILLIGHT RH
[REAR COMB. LIGHT RH]
R 7
TAILLIGHT LH
[REAR COMB. LIGHT LH]
R13
REAR SIDE MARKER LIGHT RH
R12
REAR SIDE MARKER LIGHT LH
L 3
LICENSE PLATE LIGHT RH
L 2
LICENSE PLATE LIGHT LH
10A TAIL
J18, J19 JUNCTION CONNECTOR
J31, J32 JUNCTION CONNECTOR
F 4
FRONT PARKING LIGHT RH
F 3
FRONT PARKING LIGHT LH
Right radiator side support
Left radiator side support
To Engine Control Module<2–11>
J 2 JUNCTION CONNECTOR
I15
INTEGRATION RELAY
TAILLIGHT RELAY
ACC
IG1
AM1
I13
IGNITION SW
To Automatic Light Control Sensor<10–2>
To Theft Deterrent ECU<12–3>
To Wireless Door Lock ECU<11–7>
LIGHT CONTROL SW
C11
COMBINATION SW
EL
H
T
OFF
TAIL
HEAD
J 8 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
Instrument panel brace LH
15A STOP
40A AM1
100A ALT
FL MAIN
3.0W
BATTERY
F 6, F11
FUSIBLE LINK BLOCK

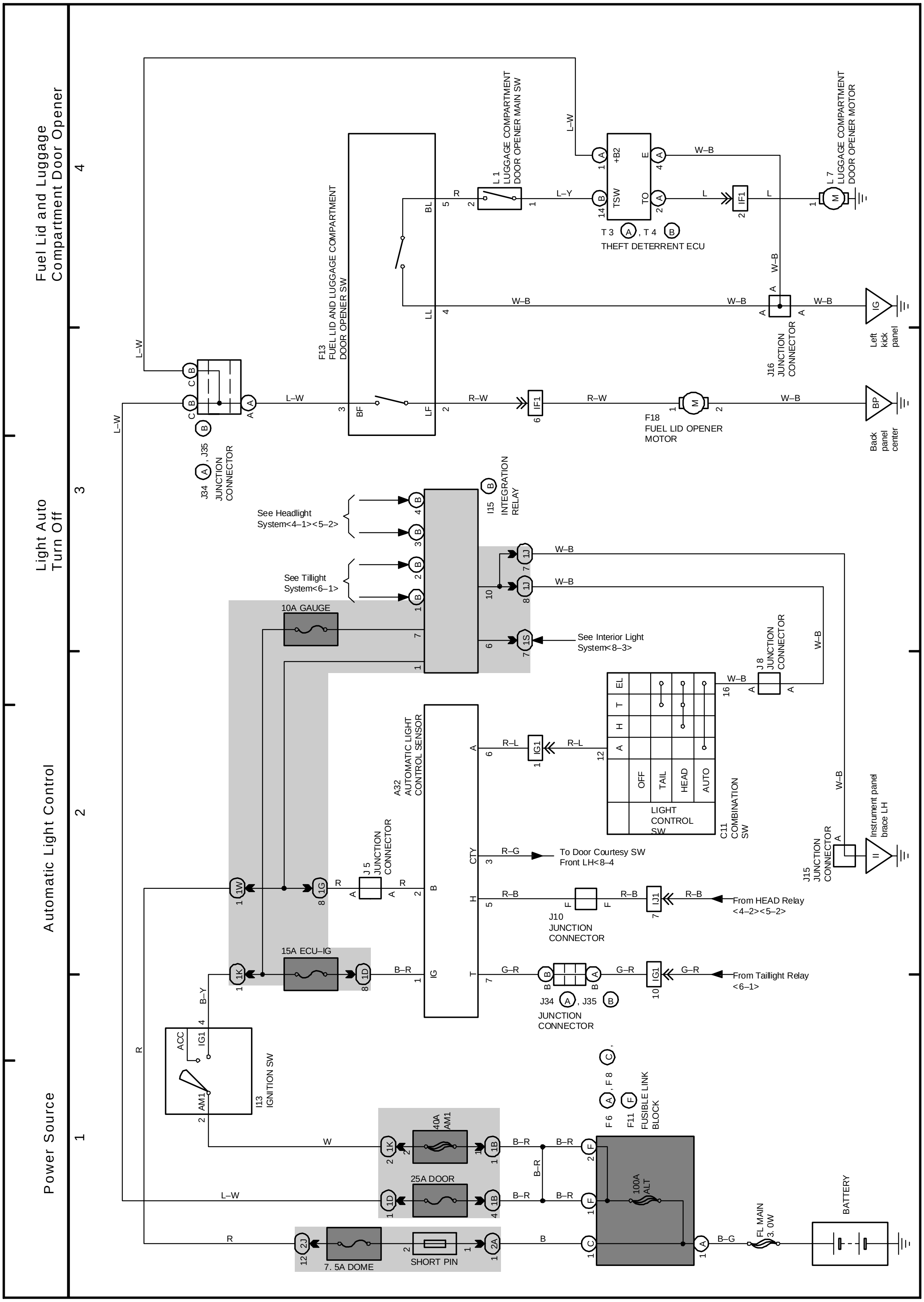
K OVERALL ELECTRICAL WIRING DIAGRAM



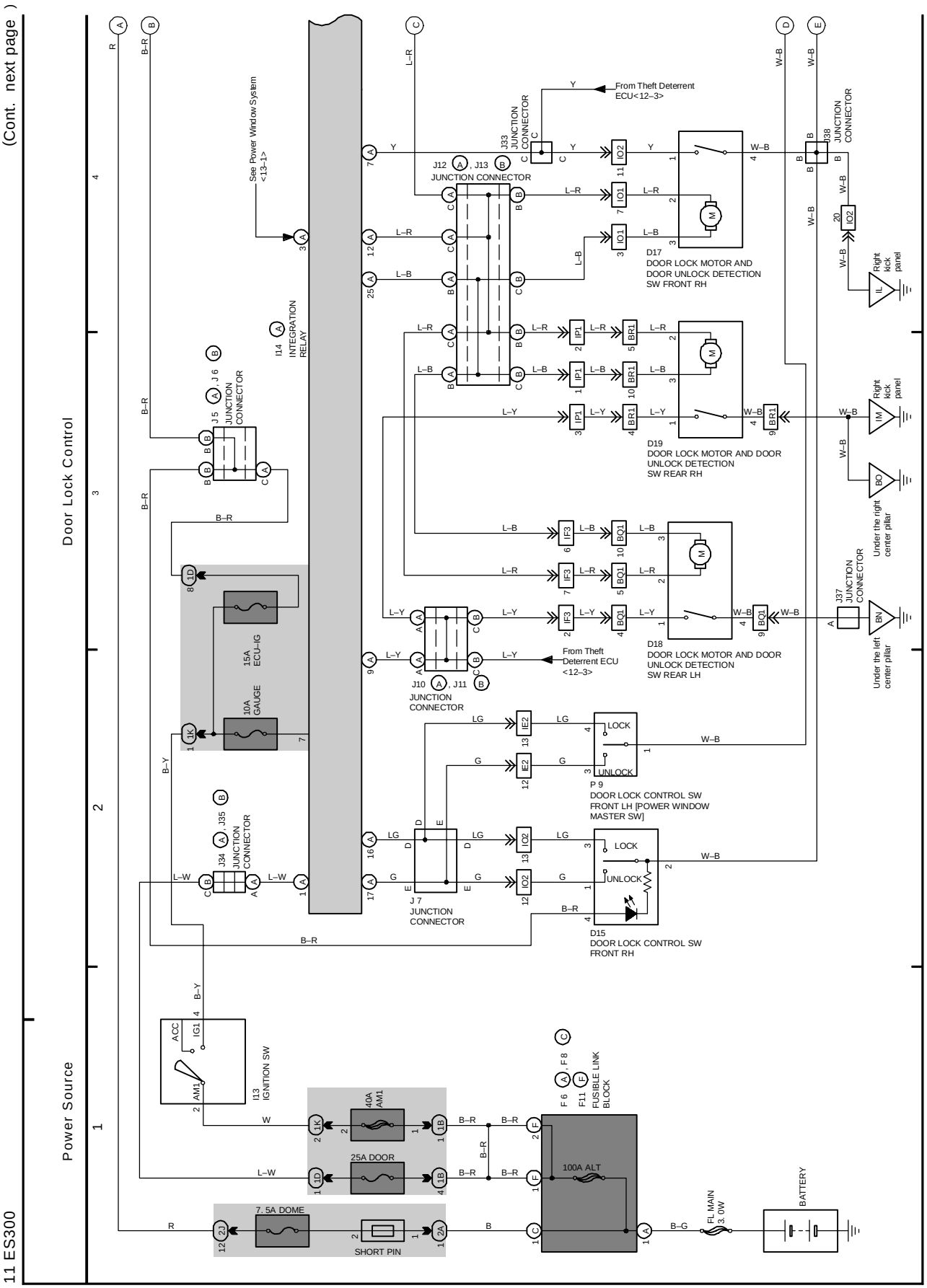

*1: w/Moon Roof
*2: w/o Moon Roof
Interior Light
Power Source
L 6
LUGGAGE COMPARTMENT LIGHT
L 7
LUGGAGE COMPARTMENT LIGHT SW
D 8
DOOR COURTESY LIGHT FRONT RH
D 7
DOOR COURTESY LIGHT FRONT LH
J10 , J11
JUNCTION CONNECTOR
From Theft Deterrent ECU<12–2>
From Automatic Light Control ECU<10–2>
From Theft Deterrent ECU <12–3>
From Seat Position Control ECU<15–2>
J 5
JUNCTION CONNECTOR
C 9
OPEN DOOR WARNING LIGHT [COMB. METER]
D 9
DOOR COURTESY SW FRONT LH
D11
DOOR COURTESY SW REAR LH
D12
DOOR COURTESY SW REAR RH
D10
DOOR COURTESY SW FRONT RH
J34 , J35
JUNCTION CONNECTOR
From Theft Deterrent ECU<12–2>
From Wireless Door Lock ECU< 11–7>
D 6
DIODE (Courtesy)
I14
INTEGRATION RELAY
I16
INTERIOR LIGHT
ON
OFF
DOOR
P 5
PERSONAL LIGHT
V 9
VANITY LIGHT RH
V 8
VANITY LIGHT LH
I12
IGNITION KEY CYLINDER LIGHT
J15
JUNCTION CONNECTOR
Instrument panel brace LH
Cowl side panel LH
Roof left
7.5A DOME
SHORT PIN
F 6 , F 8
FUSIBLE LINK BLOCK
FL MAIN 3.0W
BATTERY

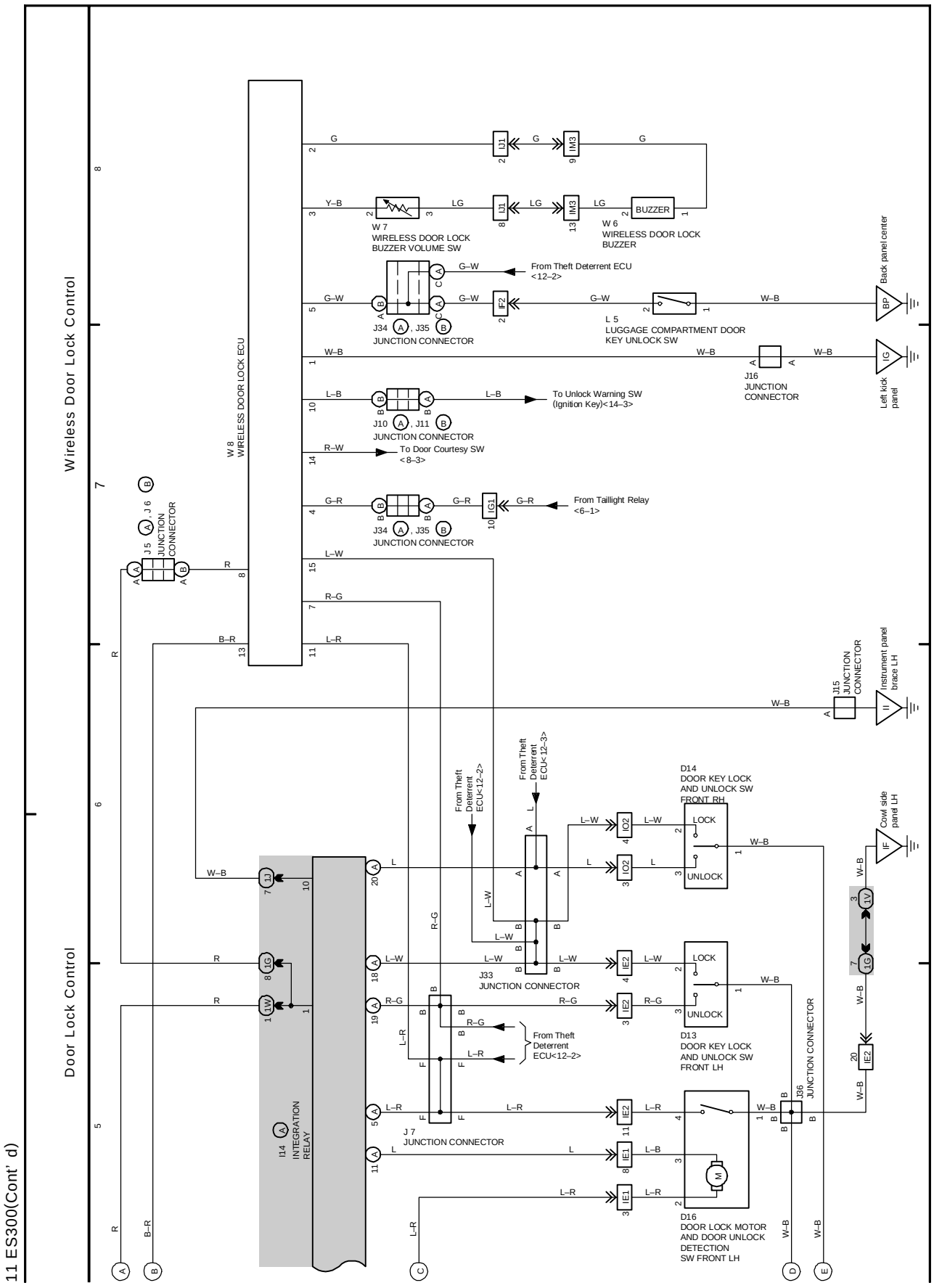
K OVERALL ELECTRICAL WIRING DIAGRAM



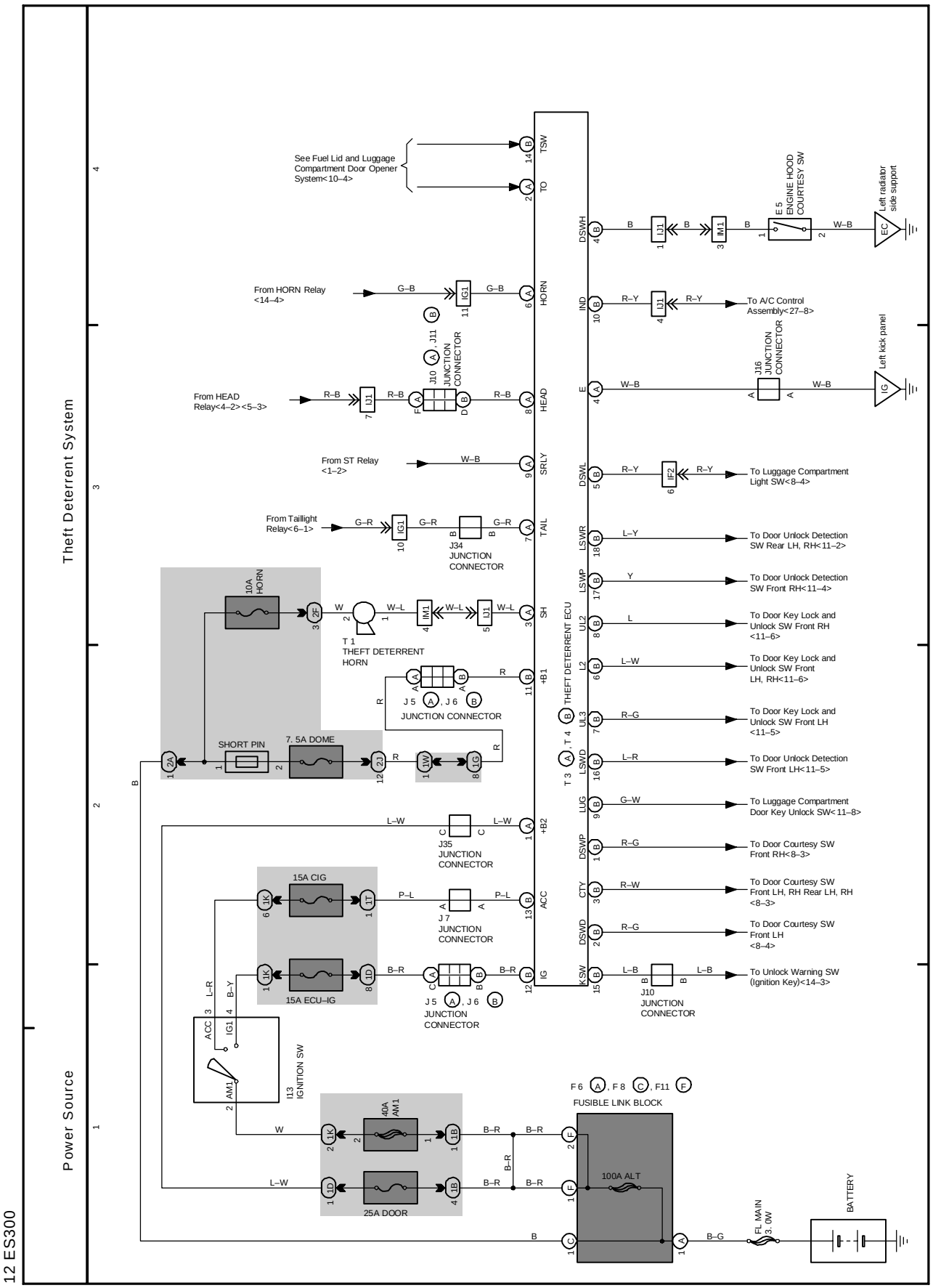

Power Source
Automatic Light Control
Light Auto
Turn Off
Fuel Lid and Luggage
Compartment Door Opener
I13
IGNITION SW
ACC
IG1
AM1
40A
AM1
25A DOOR
7. 5A DOME
SHORT PIN
15A ECU–IG
10A GAUGE
F6, F8, F11
FUSIBLE LINK
BLOCK
100A
ALT
FL MAIN
3. 0W
BATTERY
A32
AUTOMATIC LIGHT
CONTROL SENSOR
J5
JUNCTION
CONNECTOR
J34, J35
JUNCTION
CONNECTOR
J10
JUNCTION
CONNECTOR
From Taillight Relay
<6–1>
From HEAD Relay
<4–2><5–2>
To Door Courtesy SW
Front LH<8–4
C11
COMBINATION
SW
LIGHT
CONTROL
SW
OFF
TAIL
HEAD
AUTO
EL
T
H
A
J15
JUNCTION
CONNECTOR
Instrument panel
brace LH
J8
JUNCTION
CONNECTOR
I15
INTEGRATION
RELAY
See Headlight
System<4–1><5–2>
See Tillight
System<6–1>
See Interior Light
System<8–3>
F13
FUEL LID AND LUGGAGE COMPARTMENT
DOOR OPENER SW
F18
FUEL LID OPENER
MOTOR
Back
panel
center
Left
kick
panel
J16
JUNCTION
CONNECTOR
L1
LUGGAGE COMPARTMENT
DOOR OPENER MAIN SW
T3, T4
THEFT DETERRENT ECU
L7
LUGGAGE COMPARTMENT
DOOR OPENER MOTOR

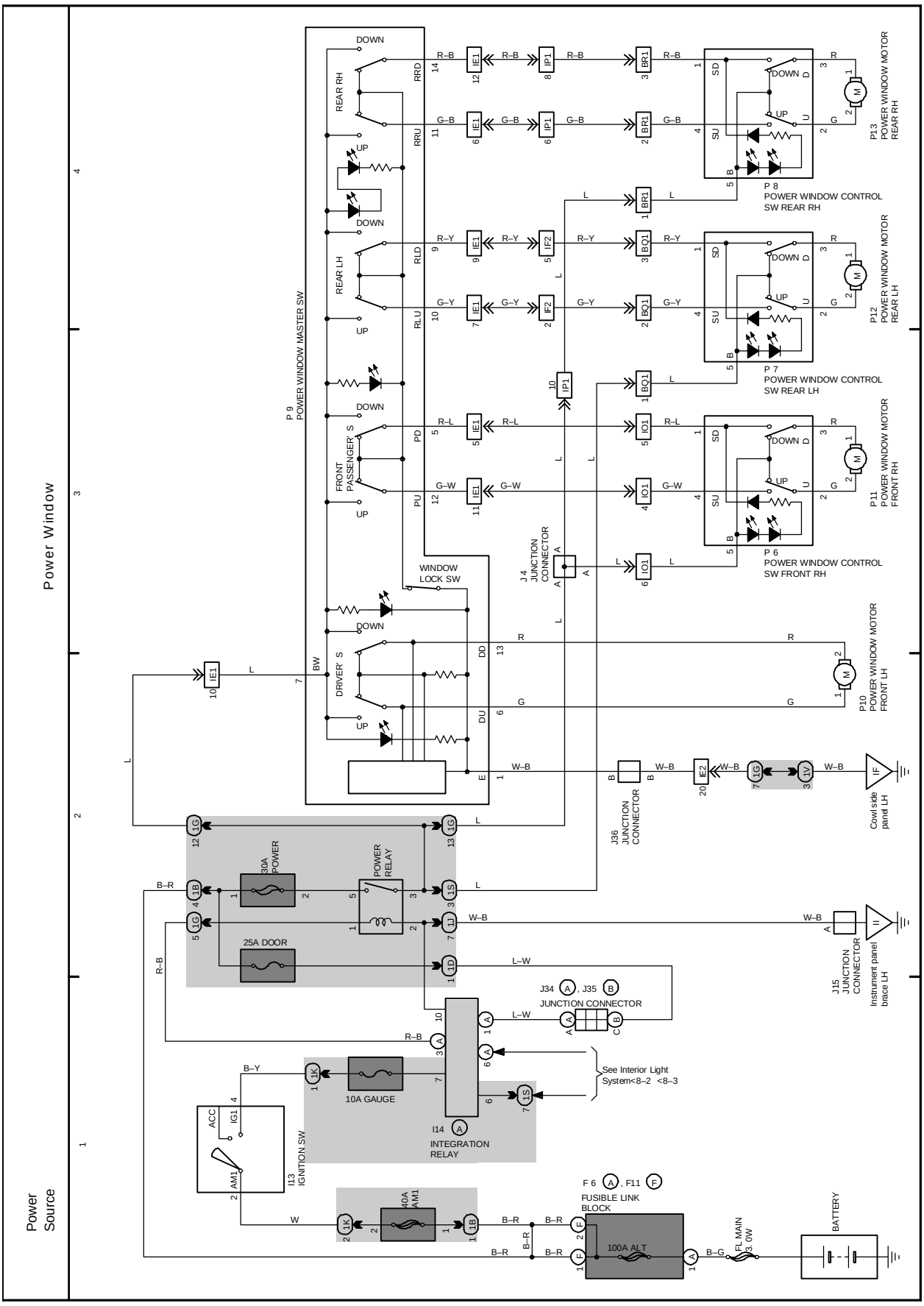
K OVERALL ELECTRICAL WIRING DIAGRAM



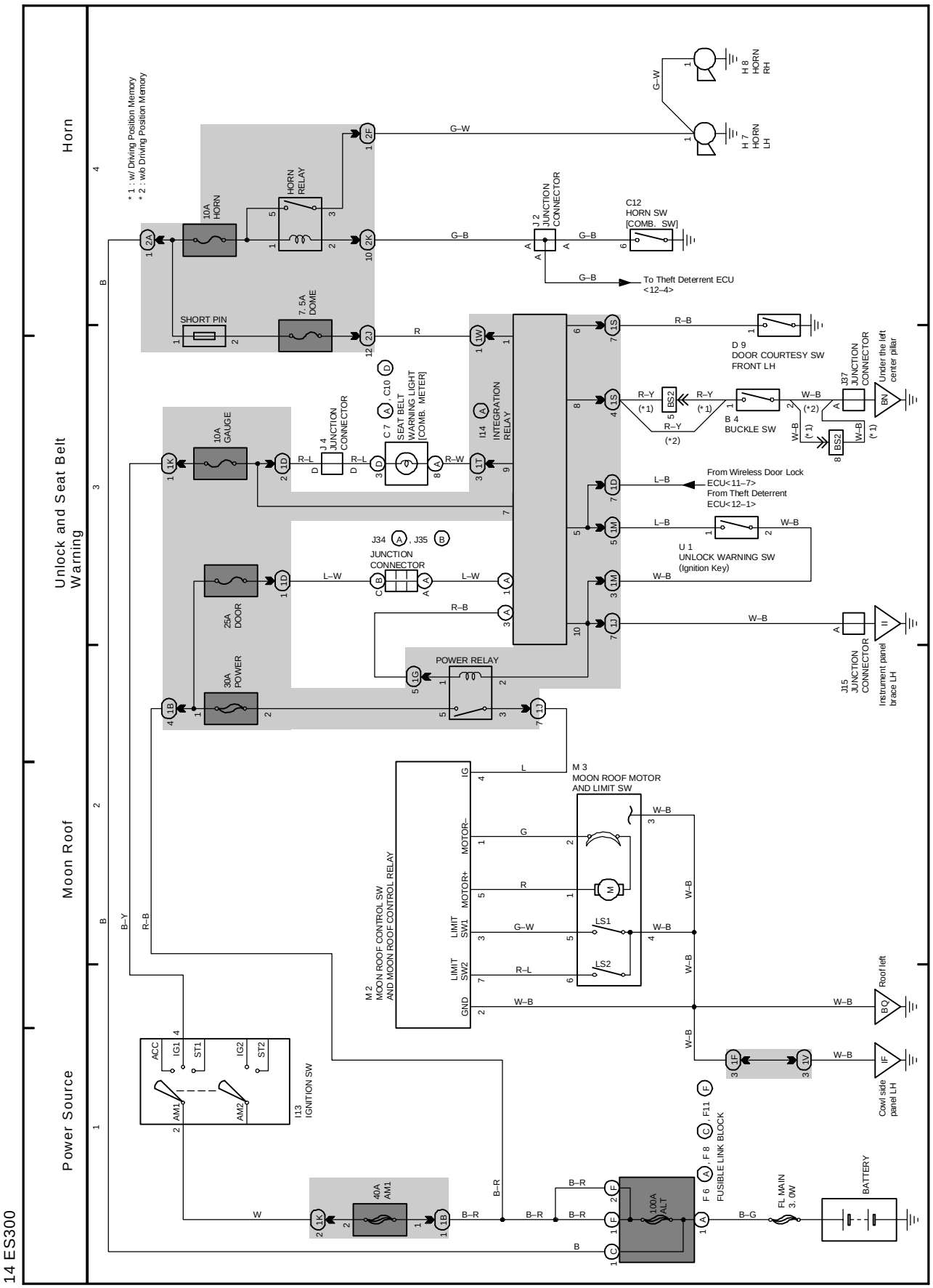

11 ES300(Cont' d)
Wireless Door Lock Control
Door Lock Control
W 8
WIRELESS DOOR LOCK ECU
W 7
WIRELESS DOOR LOCK
BUZZER VOLUME SW
W 6
WIRELESS DOOR LOCK
BUZZER
BUZZER
From Theft Deterrent ECU
<12–2>
L 5
LUGGAGE COMPARTMENT DOOR
KEY UNLOCK SW
Back panel center
J34 , J35
JUNCTION CONNECTOR
J16
JUNCTION
CONNECTOR
Left kick
panel
To Unlock Warning SW
(Ignition Key)<14–3>
J10 , J11
JUNCTION CONNECTOR
To Door Courtesy SW
<8–3>
From Taillight Relay
<6–1>
J5
JUNCTION
CONNECTOR
J15
JUNCTION
CONNECTOR
Instrument panel
brace LH
From Theft
Deterrent
ECU<12–2>
From Theft
Deterrent
ECU<12–3>
D14
DOOR KEY LOCK
AND UNLOCK SW
FRONT RH
LOCK
UNLOCK
Cowl side
panel LH
J33
JUNCTION CONNECTOR
D13
DOOR KEY LOCK
AND UNLOCK SW
FRONT LH
From Theft
Deterrent
ECU<12–2>
I14
INTEGRATION
RELAY
J 7
JUNCTION CONNECTOR
J36
JUNCTION CONNECTOR
D16
DOOR LOCK MOTOR
AND DOOR UNLOCK
DETECTION
SW FRONT LH

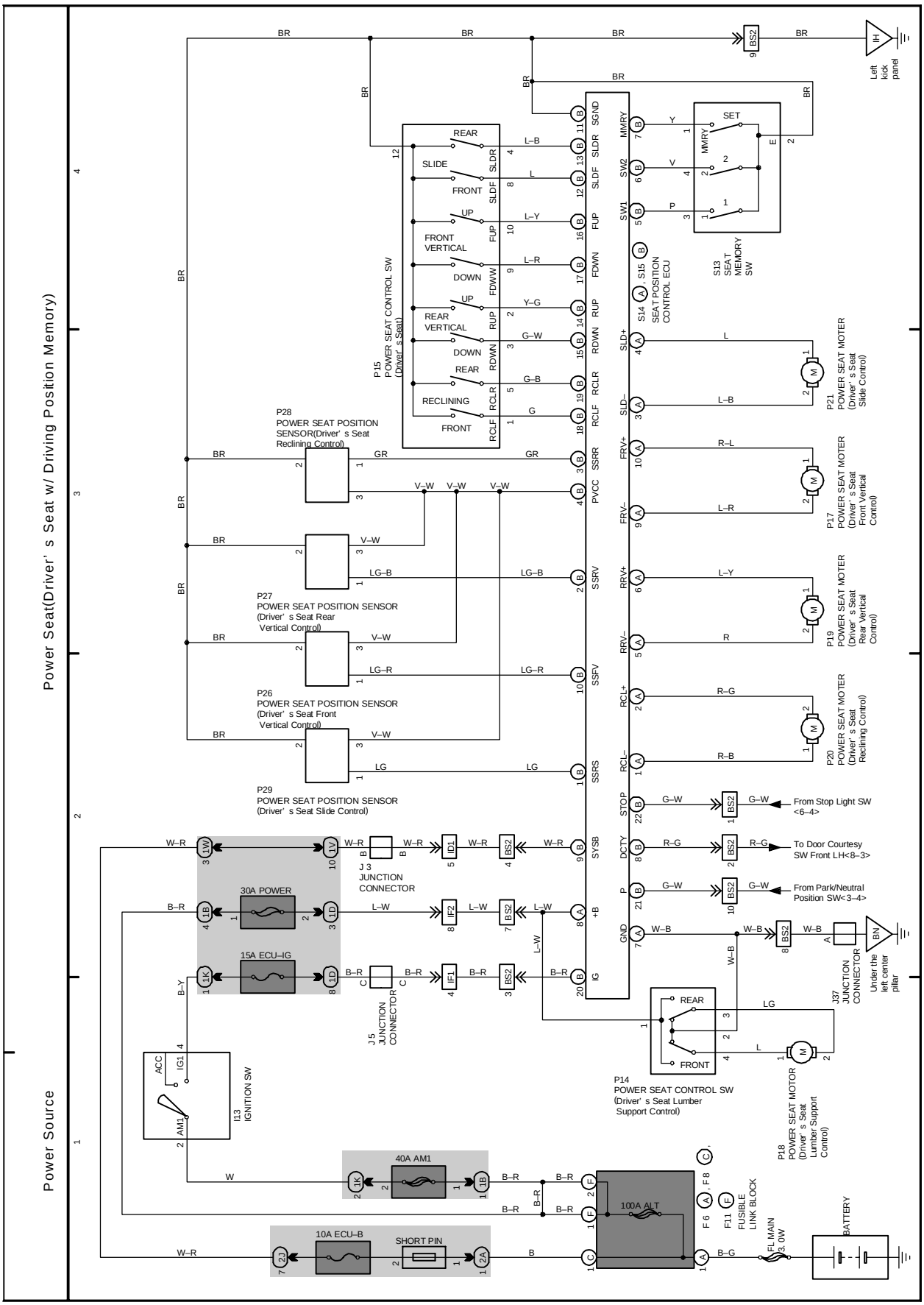
K OVERALL ELECTRICAL WIRING DIAGRAM



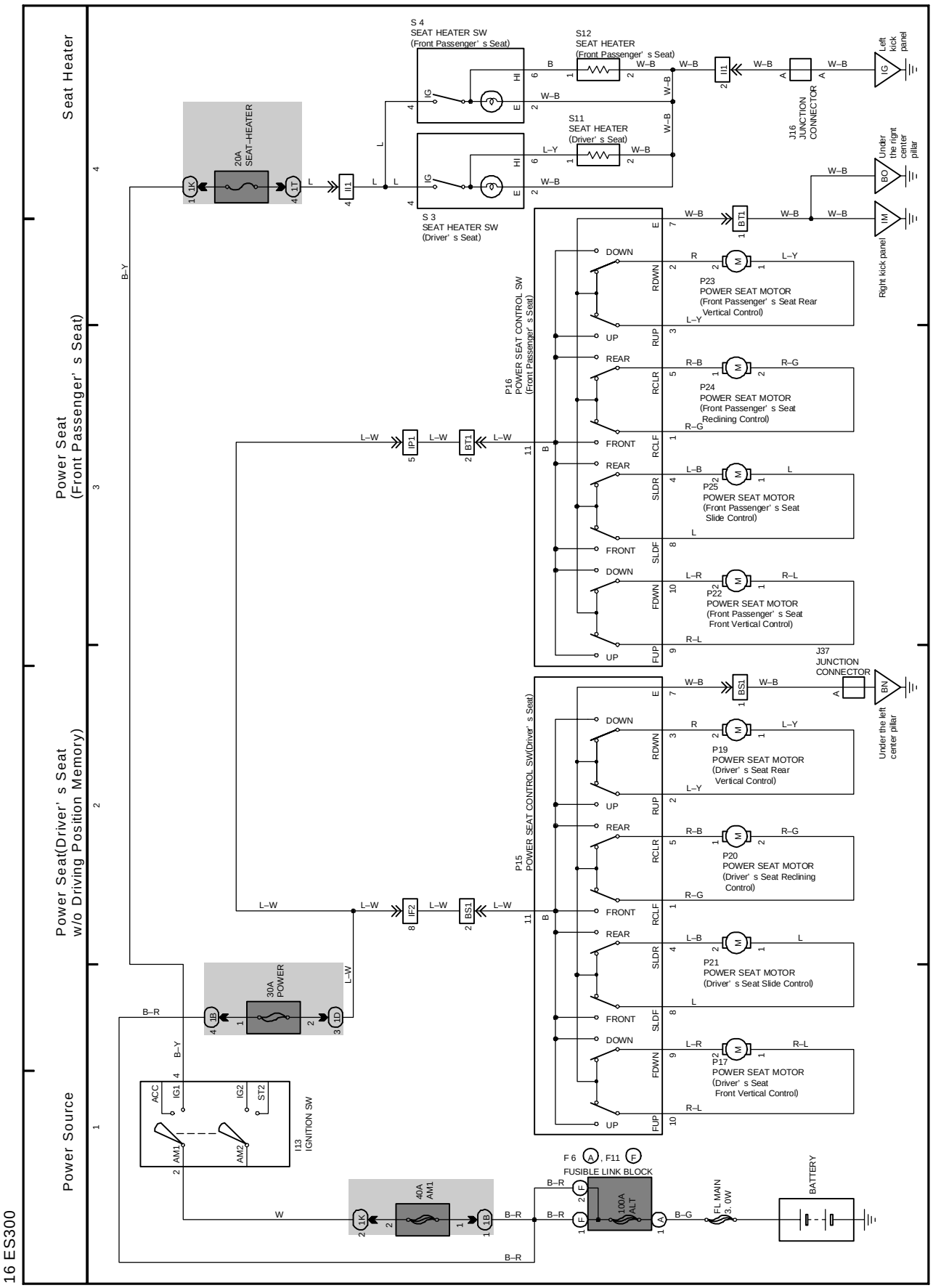

13 ES300
Power Source
Power Window
P 9
POWER WINDOW MASTER SW
DOWN
REAR RH
UP
REAR LH
FRONT PASSENGER' S
DRIVER' S
WINDOW LOCK SW
P 8
POWER WINDOW CONTROL SW REAR RH
P 7
POWER WINDOW CONTROL SW REAR LH
P 6
POWER WINDOW CONTROL SW FRONT RH
P13
POWER WINDOW MOTOR REAR RH
P12
POWER WINDOW MOTOR REAR LH
P11
POWER WINDOW MOTOR FRONT RH
P10
POWER WINDOW MOTOR FRONT LH
J4
JUNCTION CONNECTOR
J36
JUNCTION CONNECTOR
J15
JUNCTION CONNECTOR
Instrument panel brace LH
Cowl side panel LH
J34 A , J35 B
JUNCTION CONNECTOR
30A POWER
POWER RELAY
25A DOOR
10A GAUGE
I14
INTEGRATION RELAY
See Interior Light System<8–2 <8–3
I13
IGNITION SW
ACC
IG1
AM1
40A AM1
F 6 A , F11 F
FUSIBLE LINK BLOCK
100A ALT
BATTERY
FL MAIN 3. 0W

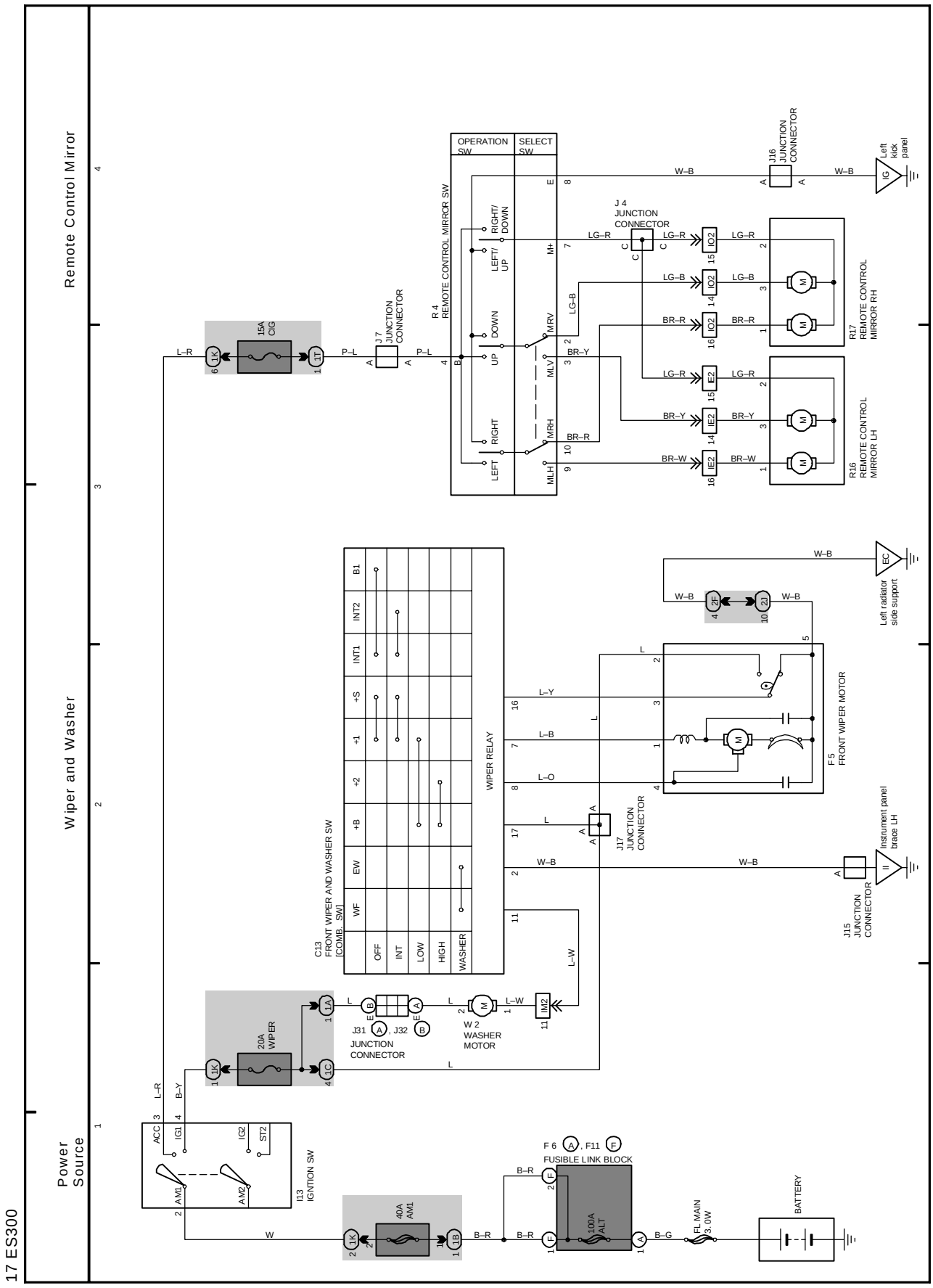
K OVERALL ELECTRICAL WIRING DIAGRAM



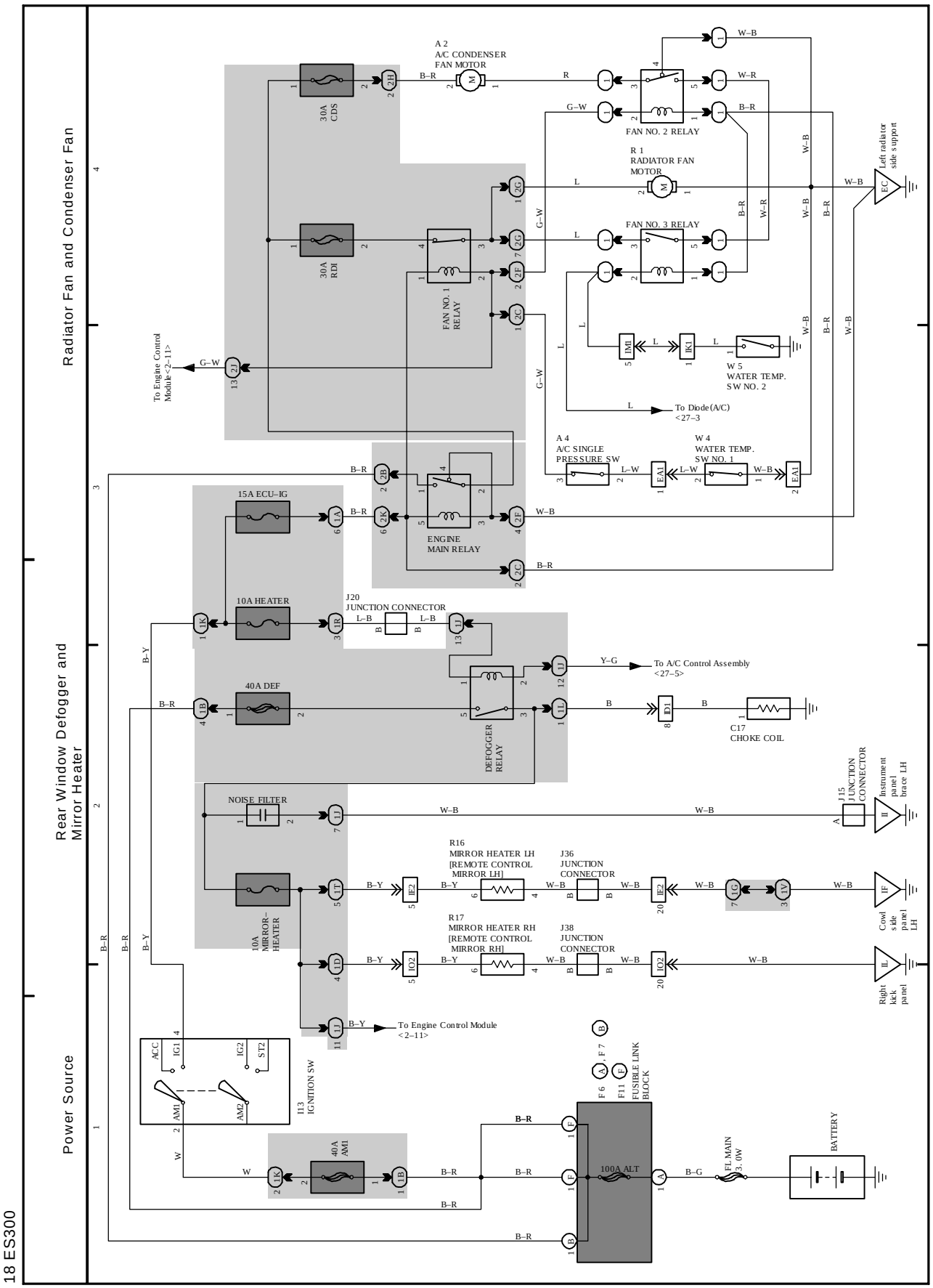

15 ES300
Power Source
Power Seat(Driver' s Seat w/ Driving Position Memory)
P15 POWER SEAT CONTROL SW (Driver' s Seat)
REAR
SLIDE
FRONT
UP
FRONT VERTICAL
DOWN
UP
REAR VERTICAL
DOWN
REAR
RECLINING
FRONT
P28 POWER SEAT POSITION SENSOR(Driver' s Seat Reclining Control)
P27 POWER SEAT POSITION SENSOR (Driver' s Seat Rear Vertical Control)
P26 POWER SEAT POSITION SENSOR (Driver' s Seat Front Vertical Control)
P29 POWER SEAT POSITION SENSOR (Driver' s Seat Slide Control)
S13 SEAT MEMORY SW
S14 , S15 SEAT POSITION CONTROL ECU
P21 POWER SEAT MOTER (Driver' s Seat Slide Control)
P17 POWER SEAT MOTER (Driver' s Seat Front Vertical Control)
P19 POWER SEAT MOTER (Driver' s Seat Rear Vertical Control)
P20 POWER SEAT MOTER (Driver' s Seat Reclining Control)
From Stop Light SW <6–4>
To Door Courtesy SW Front LH<8–3>
From Park/Neutral Position SW<3–4>
J3 JUNCTION CONNECTOR
J5 JUNCTION CONNECTOR
J37 JUNCTION CONNECTOR
Under the left center pillar
Left kick panel
30A POWER
15A ECU–IG
40A AM1
10A ECU–B
SHORT PIN
100A ALT
I13 IGNITION SW
P14 POWER SEAT CONTROL SW (Driver' s Seat Lumber Support Control)
P18 POWER SEAT MOTOR (Driver' s Seat Lumber Support Control)
FUSIBLE LINK BLOCK
FL MAIN
BATTERY

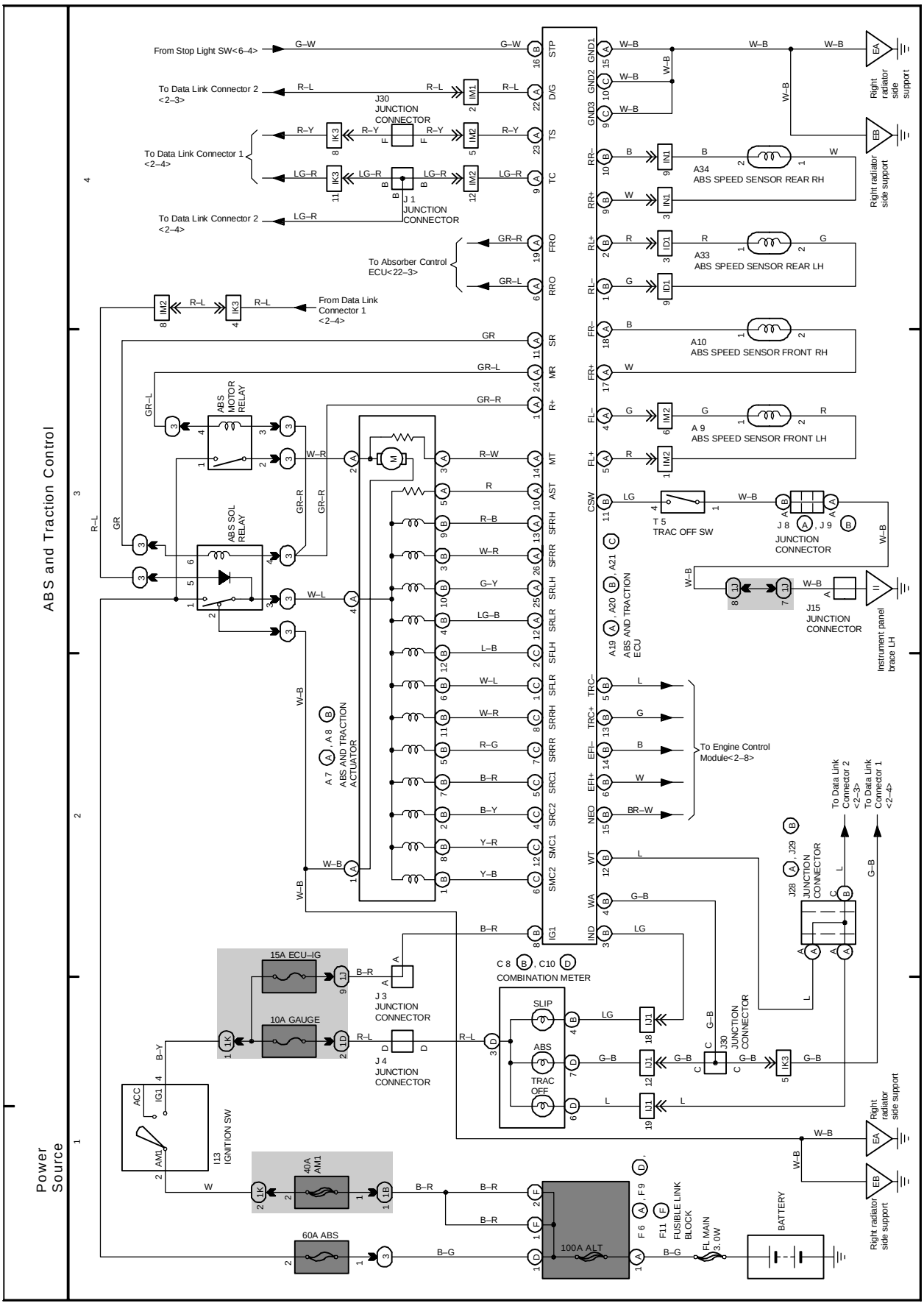
K OVERALL ELECTRICAL WIRING DIAGRAM



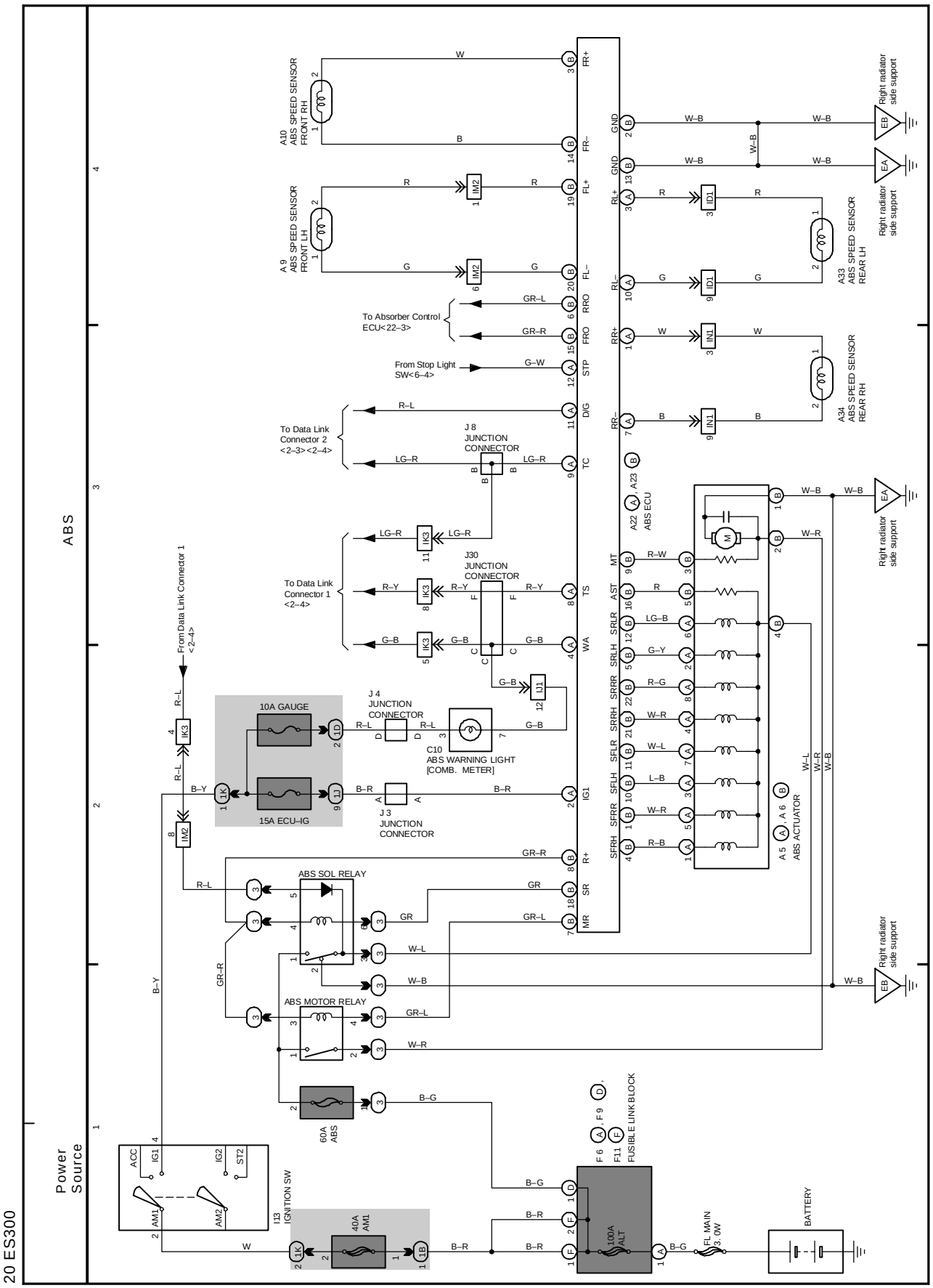

17 ES300
Power Source
Wiper and Washer
Remote Control Mirror
1
2
3
4
I13 IGNITION SW
ACC
IG1
IG2
ST2
AM1
AM2
40A AM1
20A WIPER
15A CIG
FUSIBLE LINK BLOCK
F 6 , F11
100A ALT
FL MAIN
3. 0W
BATTERY
C13 FRONT WIPER AND WASHER SW (COMB. SW)
OFF
INT
LOW
HIGH
WASHER
WF
EW
+B
+2
+1
+S
INT1
INT2
B1
WIPER RELAY
J31 , J32
JUNCTION CONNECTOR
W 2 WASHER MOTOR
J17 JUNCTION CONNECTOR
F 5 FRONT WIPER MOTOR
J15 JUNCTION CONNECTOR
Instrument panel brace LH
Left radiator side support
R 4 REMOTE CONTROL MIRROR SW
OPERATION SW
SELECT SW
LEFT
RIGHT
UP
DOWN
LEFT/ UP
RIGHT/ DOWN
MRH
MLH
MRV
MLV
M+
J 7 JUNCTION CONNECTOR
J 4 JUNCTION CONNECTOR
J16 JUNCTION CONNECTOR
Left kick panel
R17 REMOTE CONTROL MIRROR RH
R16 REMOTE CONTROL MIRROR LH
L–R
P–L
B–Y
W
B–R
B–G
L
L–Y
L–B
L–O
L–W
LG–R
LG–B
BR–R
BR–Y
BR–W
W–B

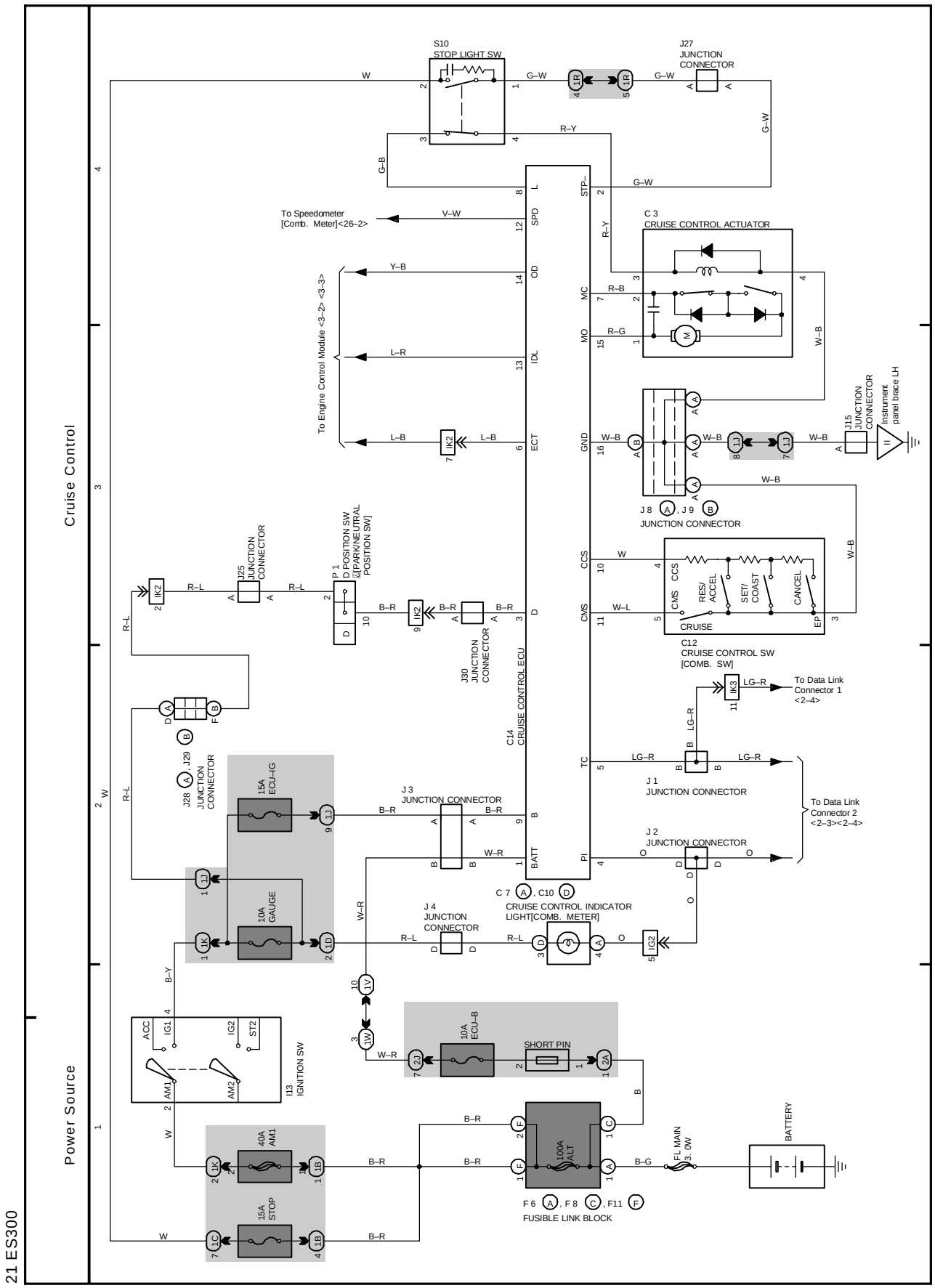
K OVERALL ELECTRICAL WIRING DIAGRAM



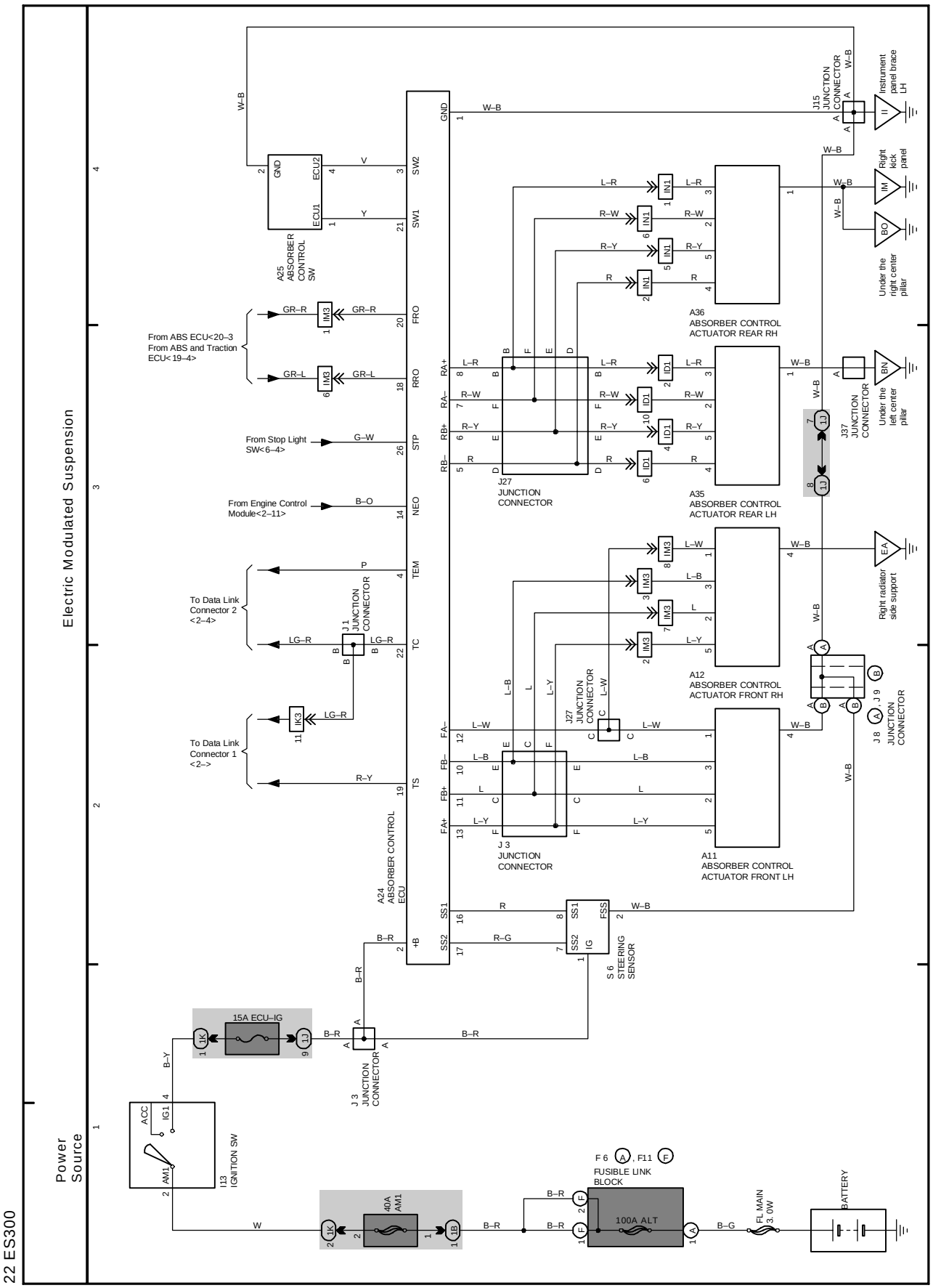

19 ES300
ABS and Traction Control
Power Source
From Stop Light SW<6–4>
To Data Link Connector 2 <2–3>
To Data Link Connector 1 <2–4>
To Data Link Connector 2 <2–4>
J30 JUNCTION CONNECTOR
J 1 JUNCTION CONNECTOR
To Absorber Control ECU<22–3>
From Data Link Connector 1 <2–4>
ABS MOTOR RELAY
ABS SOL RELAY
A34 ABS SPEED SENSOR REAR RH
A33 ABS SPEED SENSOR REAR LH
A10 ABS SPEED SENSOR FRONT RH
A 9 ABS SPEED SENSOR FRONT LH
T 5 TRAC OFF SW
J 8 , J 9 JUNCTION CONNECTOR
J15 JUNCTION CONNECTOR
Instrument panel brace LH
A19 , A20 , A21 ABS AND TRACTION ECU
A 7 , A 8 ABS AND TRACTION ACTUATOR
To Engine Control Module<2–8>
To Data Link Connector 2 <2–3>
To Data Link Connector 1 <2–4>
J28 , J29 JUNCTION CONNECTOR
J30 JUNCTION CONNECTOR
C 8 , C10 COMBINATION METER
SLIP
ABS
TRAC OFF
15A ECU–IG
10A GAUGE
J 3 JUNCTION CONNECTOR
J 4 JUNCTION CONNECTOR
I13 IGNITION SW
40A AM1
60A ABS
100A ALT
F 6 , F 9
F11 FUSIBLE LINK BLOCK
FL MAIN 3. 0W
BATTERY
Right radiator side support
Right radiator side support
Right radiator side support
Right radiator side support

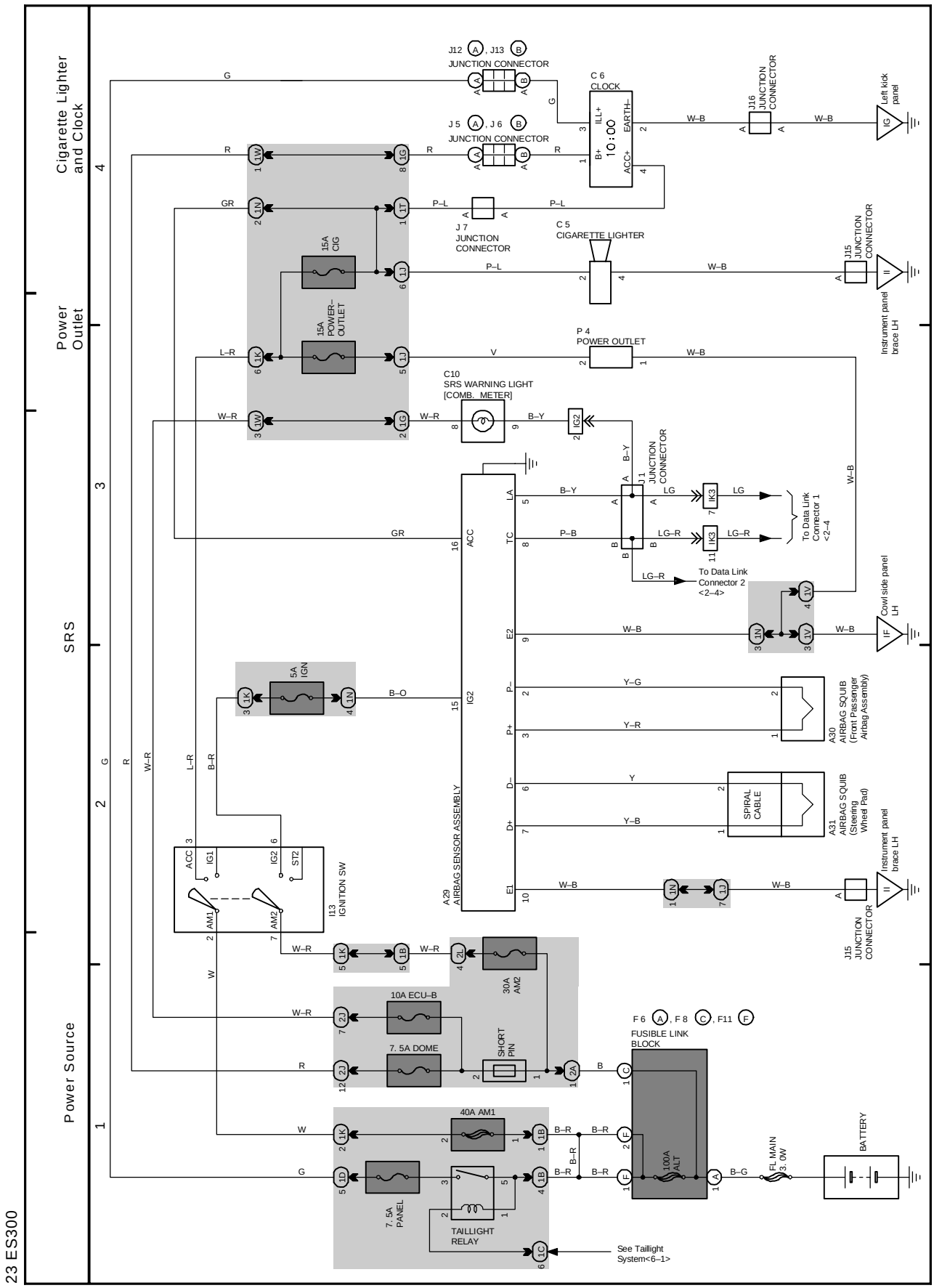
K OVERALL ELECTRICAL WIRING DIAGRAM



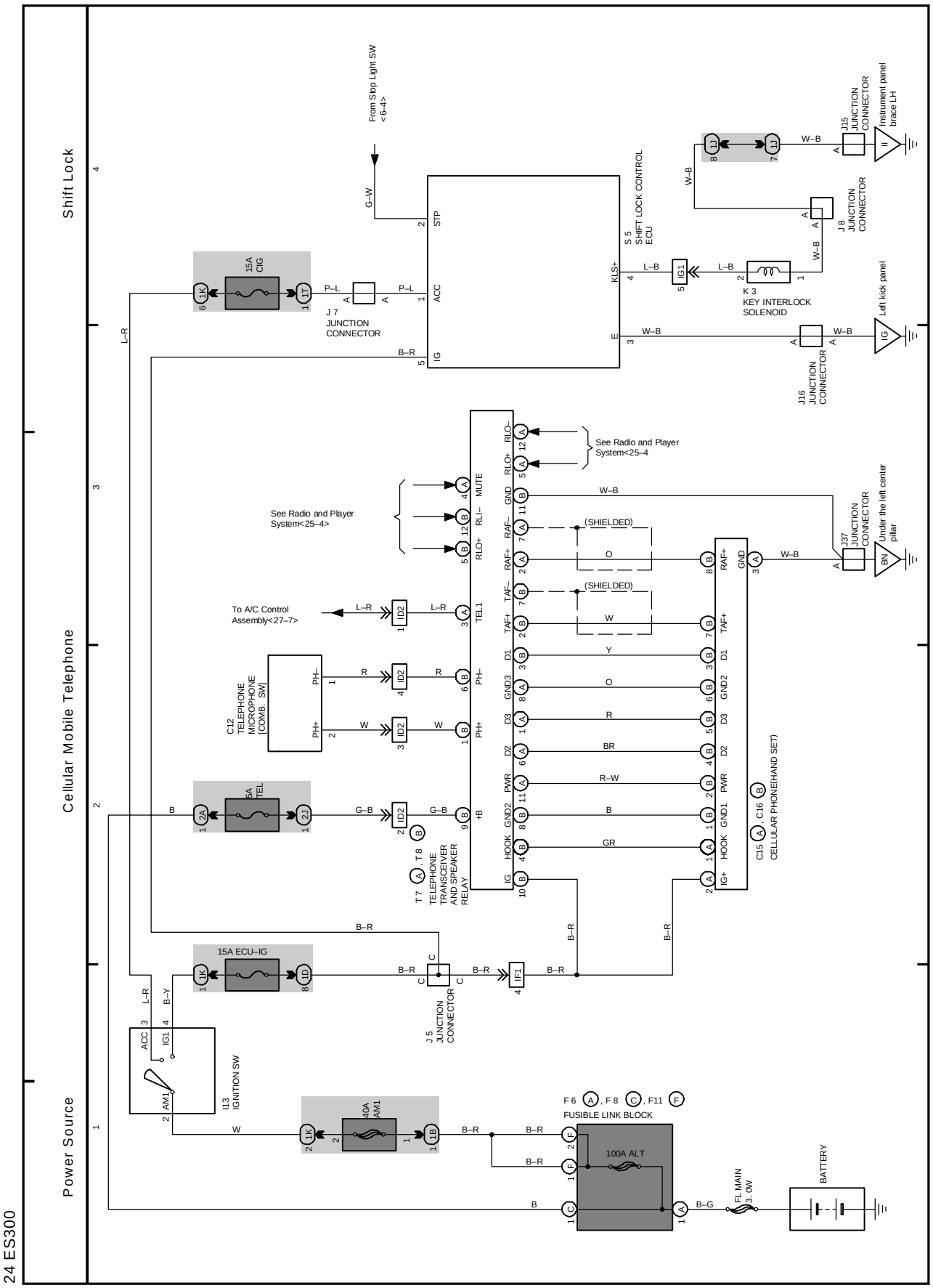

Cruise Control
Power Source
S10
STOP LIGHT SW
J27
JUNCTION
CONNECTOR
To Speedometer
[Comb. Meter]<26–2>
To Engine Control Module <3–2> <3–3>
C 3
CRUISE CONTROL ACTUATOR
J15
JUNCTION
CONNECTOR
Instrument
panel brace LH
J 8 , J 9
JUNCTION CONNECTOR
C12
CRUISE CONTROL SW
[COMB. SW]
CRUISE
J25
JUNCTION
CONNECTOR
P 1
D POSITION SW
[PARK/NEUTRAL
POSITION SW]
J30
JUNCTION
CONNECTOR
C14
CRUISE CONTROL ECU
To Data Link
Connector 1
<2–4>
J 1
JUNCTION CONNECTOR
To Data Link
Connector 2
<2–3><2–4>
J 2
JUNCTION CONNECTOR
J 3
JUNCTION CONNECTOR
J 4
JUNCTION
CONNECTOR
J28 , J29
JUNCTION
CONNECTOR
C 7 , C10
CRUISE CONTROL INDICATOR
LIGHT[COMB. METER]
15A
ECU–IG
10A
GAUGE
10A
ECU–B
SHORT PIN
I13
IGNITION SW
40A
AM1
15A
STOP
100A
ALT
FL MAIN
3. 0W
BATTERY
F 6 , F 8 , F11
FUSIBLE LINK BLOCK

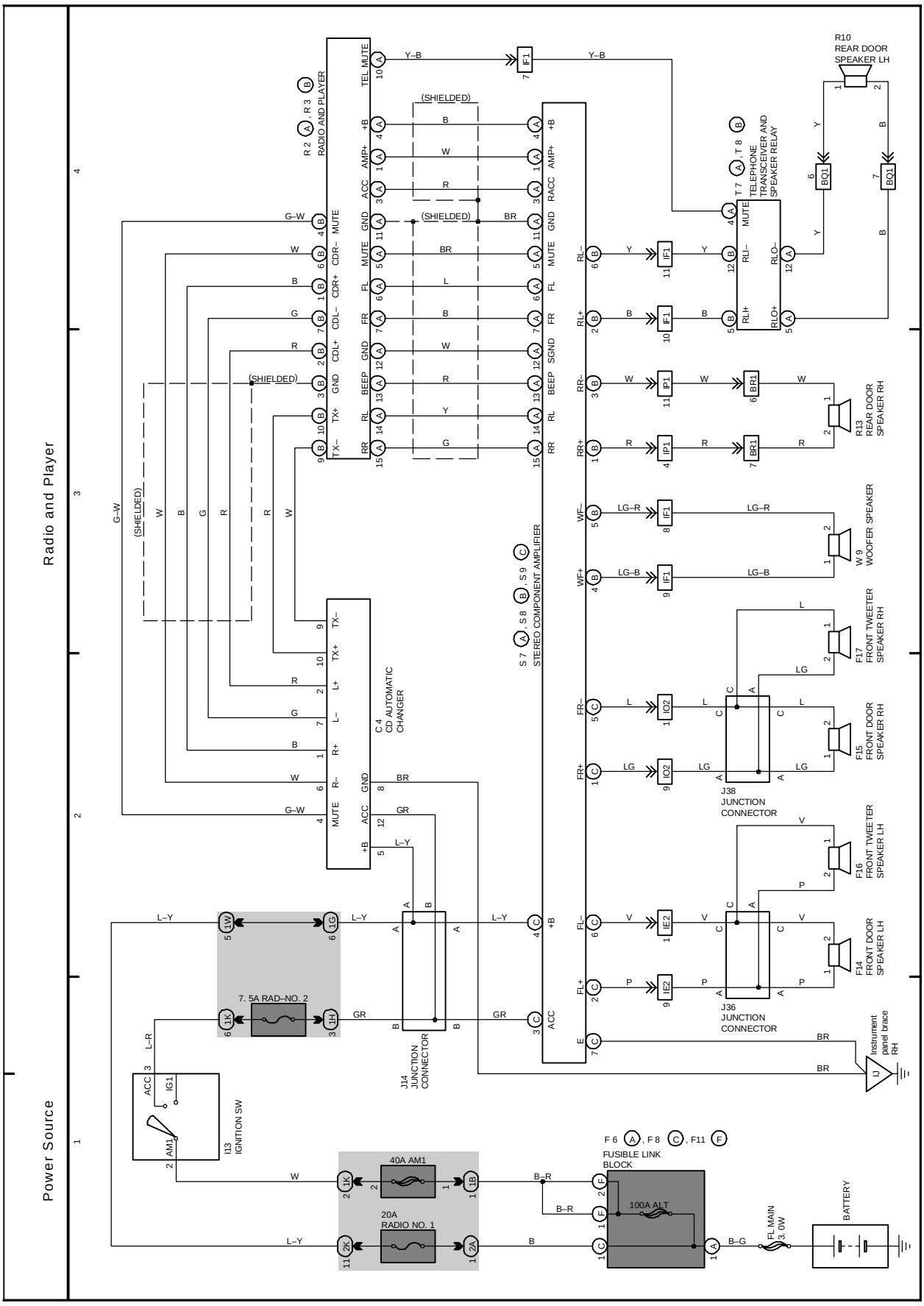
K OVERALL ELECTRICAL WIRING DIAGRAM



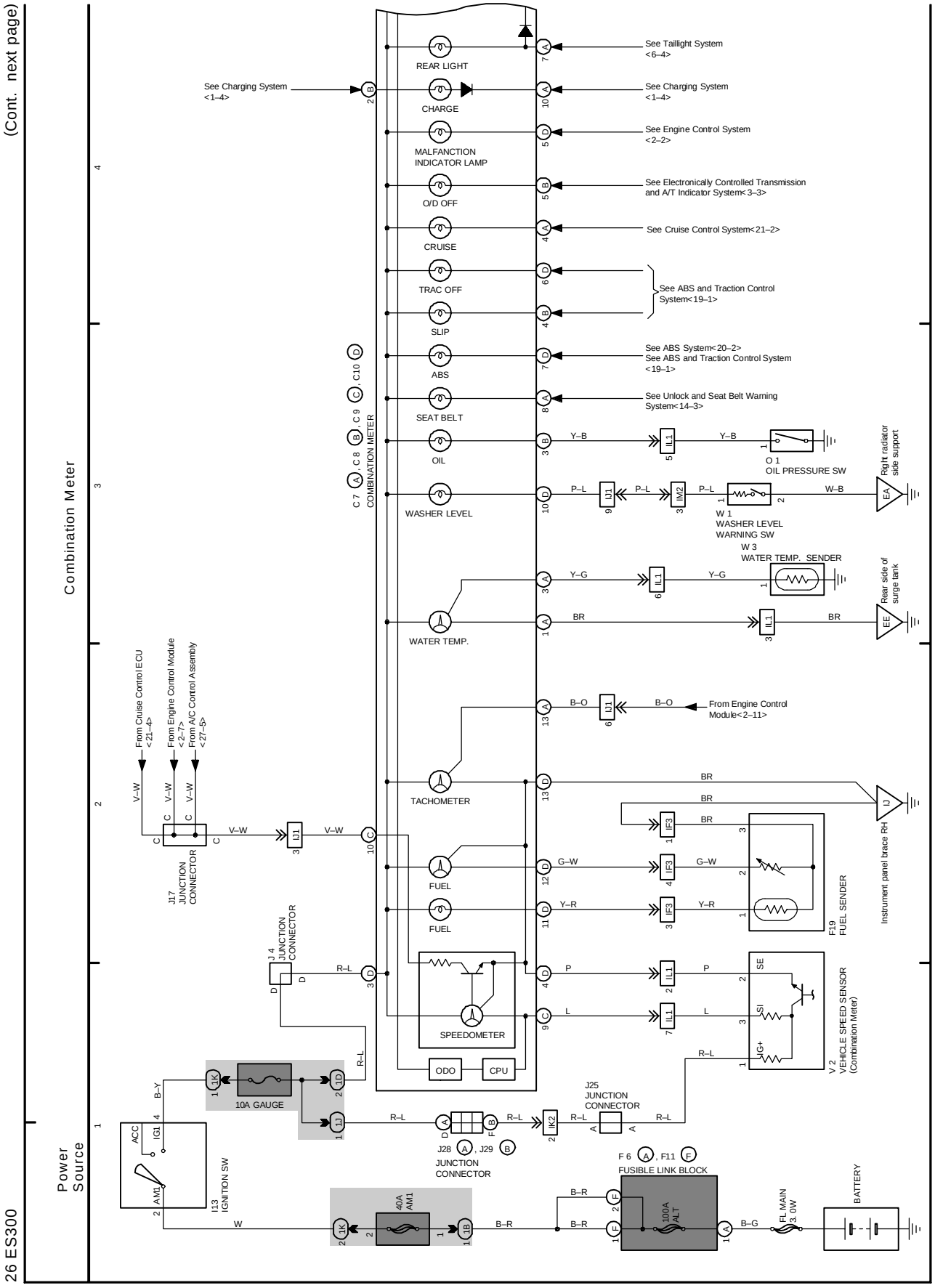

Cigarette Lighter and Clock
Power Outlet
SRS
Power Source
J12 A, J13 B JUNCTION CONNECTOR
J5 A, J6 B JUNCTION CONNECTOR
C 6 CLOCK
ILL+
EARTH–
B+
ACC+
10:00
J16 JUNCTION CONNECTOR
Left kick panel
J 7 JUNCTION CONNECTOR
C 5 CIGARETTE LIGHTER
15A CIG
15A POWER–OUTLET
P 4 POWER OUTLET
J15 JUNCTION CONNECTOR
Instrument panel brace LH
C10 SRS WARNING LIGHT [COMB. METER]
J1 JUNCTION CONNECTOR
To Data Link Connector 1 <2–4
To Data Link Connector 2 <2–4>
Cowl side panel LH
A29 AIRBAG SENSOR ASSEMBLY
A30 AIRBAG SQUIB (Front Passenger Airbag Assembly)
A31 AIRBAG SQUIB (Steering Wheel Pad)
SPIRAL CABLE
I13 IGNITION SW
5A IGN
30A AM2
10A ECU–B
7. 5A DOME
SHORT PIN
F 6 A, F 8 C, F11 F
FUSIBLE LINK BLOCK
40A AM1
100A ALT
FL MAIN
3. 0W
BATTERY
7. 5A PANEL
TAILLIGHT RELAY
See Taillight System<6–1>
23 ES300

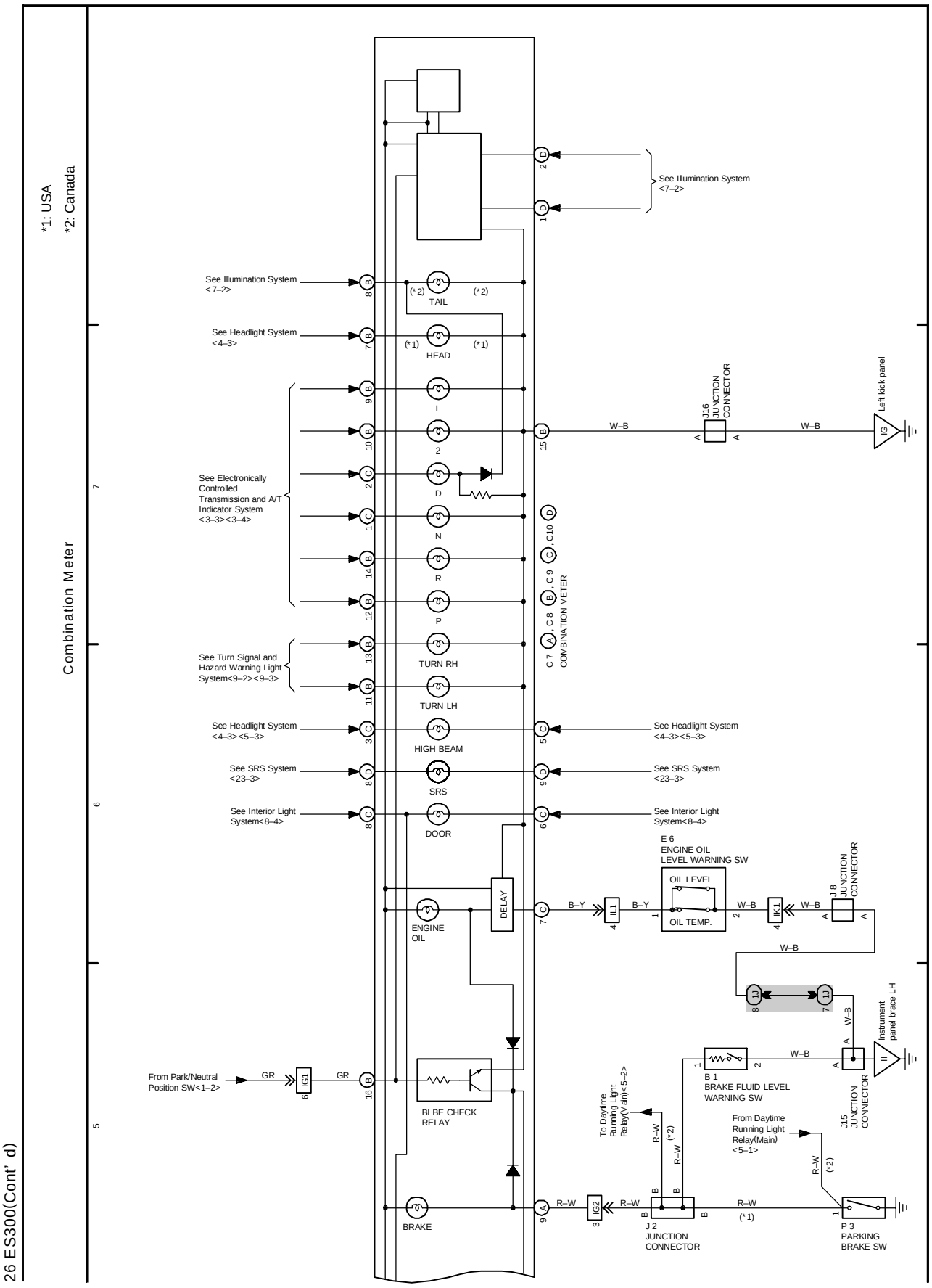
K OVERALL ELECTRICAL WIRING DIAGRAM



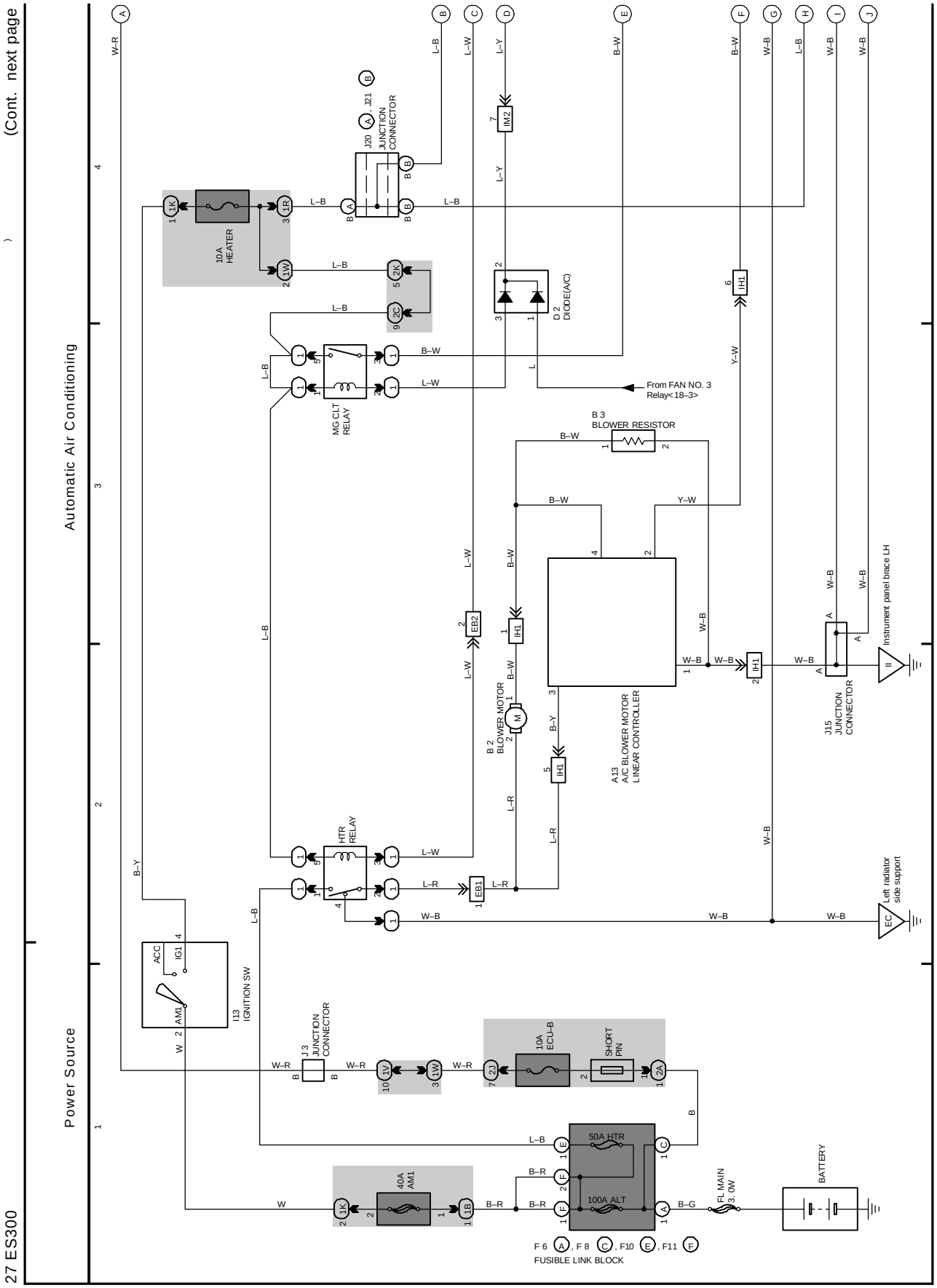

Radio and Player
Power Source
R 2 , R 3
RADIO AND PLAYER
R10
REAR DOOR
SPEAKER LH
T 7 , T 8
TELEPHONE
TRANSCEIVER AND
SPEAKER RELAY
(SHIELDED)
S 7 , S 8 , S 9
STEREO COMPONENT AMPLIFIER
C 4
CD AUTOMATIC
CHANGER
R13
REAR DOOR
SPEAKER RH
W 9
WOOFER SPEAKER
F17
FRONT TWEETER
SPEAKER RH
F15
FRONT DOOR
SPEAKER RH
J38
JUNCTION
CONNECTOR
F16
FRONT TWEETER
SPEAKER LH
F14
FRONT DOOR
SPEAKER LH
J36
JUNCTION
CONNECTOR
J14
JUNCTION
CONNECTOR
7. 5A RAD–NO. 2
I13
IGNITION SW
40A AM1
20A
RADIO NO. 1
F 6 , F 8 , F11
FUSIBLE LINK
BLOCK
100A ALT
FL MAIN
3. 0W
BATTERY
J1
Instrument
panel brace
RH

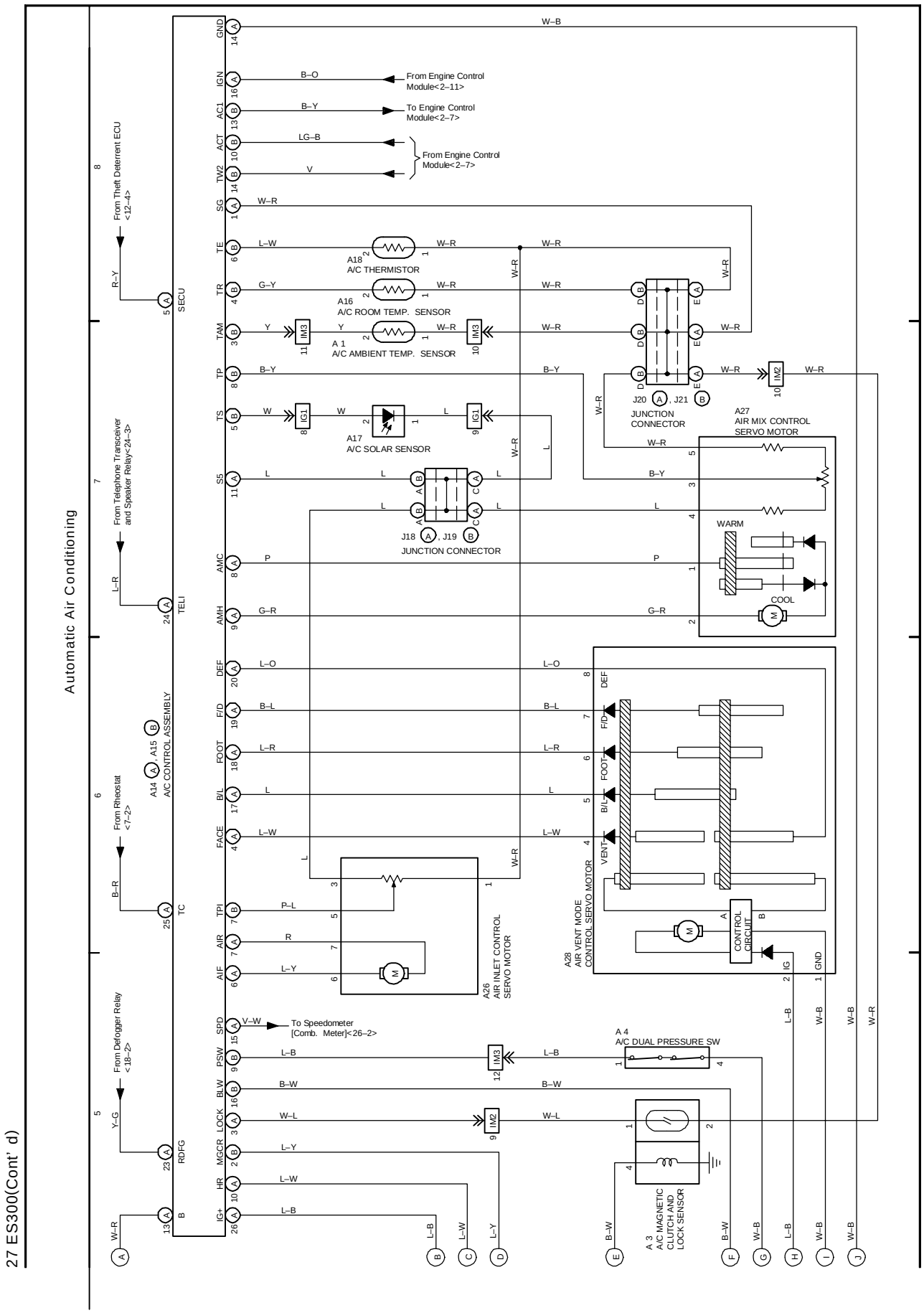
K OVERALL ELECTRICAL WIRING DIAGRAM




*1: USA
*2: Canada
Combination Meter
See Illumination System <7–2>
See Illumination System <7–2>
See Headlight System <4–3>
See Electronically Controlled Transmission and A/T Indicator System <3–3><3–4>
See Turn Signal and Hazard Warning Light System<9–2><9–3>
See Headlight System <4–3><5–3>
See SRS System <23–3>
See Interior Light System<8–4>
TAIL
HEAD
L
2
D
N
R
P
TURN RH
TURN LH
HIGH BEAM
SRS
DOOR
DELAY
ENGINE OIL
BLBE CHECK RELAY
BRAKE
C 7, C 8, C 9, C10
COMBINATION METER
W–B
J16 JUNCTION CONNECTOR
Left kick panel
IG
B–Y
IL1
E 6
ENGINE OIL LEVEL WARNING SW
OIL LEVEL
OIL TEMP.
IK1
J 8 JUNCTION CONNECTOR
J3
Instrument panel brace LH
B 1
BRAKE FLUID LEVEL WARNING SW
J15 JUNCTION CONNECTOR
From Park/Neutral Position SW<1–2>
GR
IG1
To Daytime Running Light Relay(Main)<5–2>
From Daytime Running Light Relay(Main) <5–1>
R–W
(*2)
(*1)
IG2
J 2 JUNCTION CONNECTOR
P 3 PARKING BRAKE SW

K OVERALL ELECTRICAL WIRING DIAGRAM




27 ES300(Cont' d)
Automatic Air Conditioning
From Theft Deterrent ECU <12–4>
From Telephone Transceiver and Speaker Relay<24–3>
From Rheostat <7–2>
From Defogger Relay <18–2>
A14 A15 A/C CONTROL ASSEMBLY
From Engine Control Module<2–11>
To Engine Control Module<2–7>
From Engine Control Module<2–7>
To Speedometer [Comb. Meter]<26–2>
A18 A/C THERMISTOR
A16 A/C ROOM TEMP. SENSOR
A 1 A/C AMBIENT TEMP. SENSOR
A17 A/C SOLAR SENSOR
J18 , J19 JUNCTION CONNECTOR
J20 , J21 JUNCTION CONNECTOR
A27 AIR MIX CONTROL SERVO MOTOR
WARM
COOL
A26 AIR INLET CONTROL SERVO MOTOR
A28 AIR VENT MODE CONTROL SERVO MOTOR
CONTROL CIRCUIT
A 4 A/C DUAL PRESSURE SW
A 3 A/C MAGNETIC CLUTCH AND LOCK SENSOR
GND
IGN
AC1
ACT
TW2
SG
TE
TR
TAM
TP
TS
S5
AMC
AMH
DEF
F/D
FOOT
B/L
FACE
TPI
AIR
AIF
SPD
PSW
BLW
LOCK
MGCR
HR
IG+
SECU
TELI
TC
RDFG
IG
VENT