

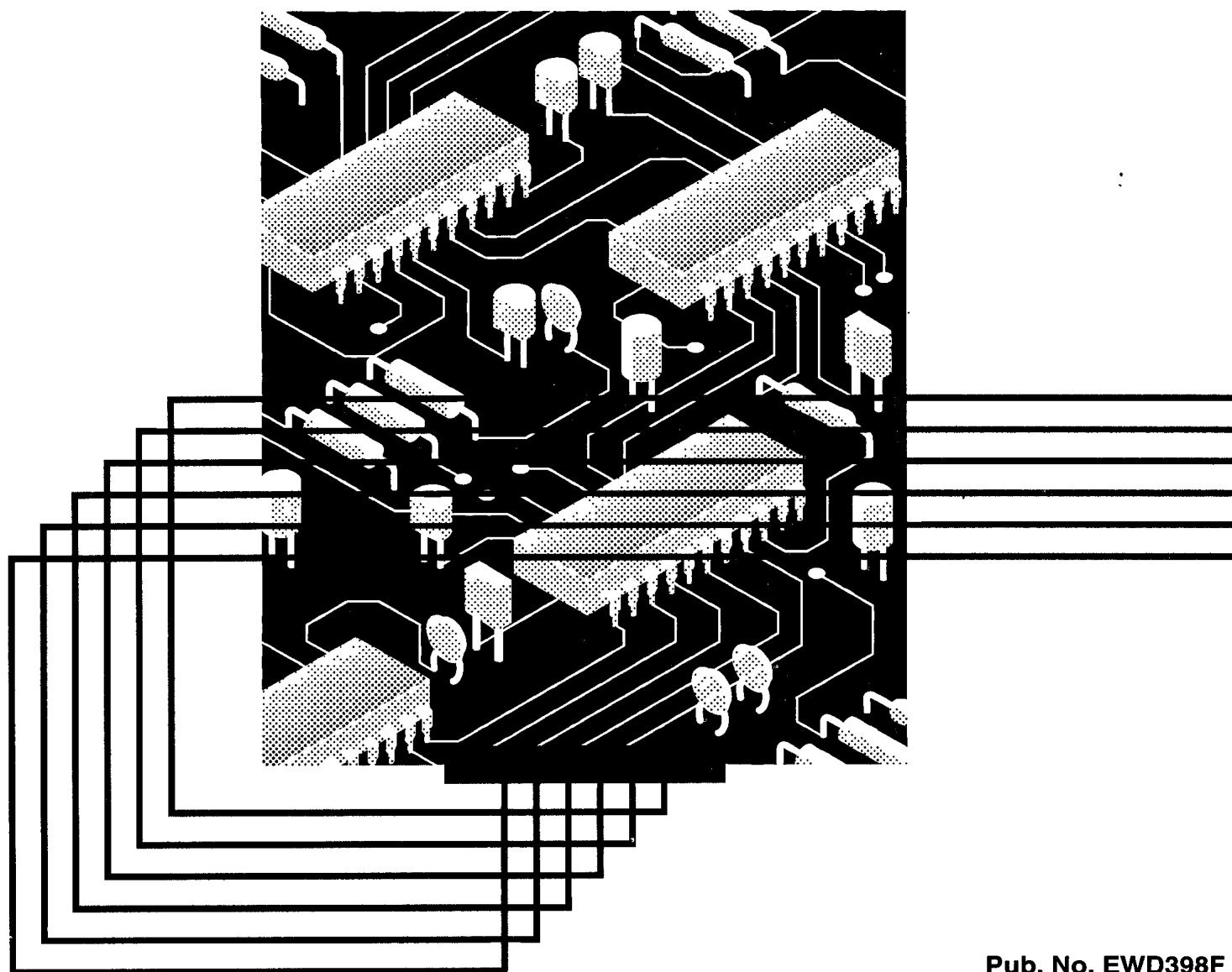


YARIS VERSO / ECHO VERSO

ELECTRICAL WIRING DIAGRAM

NCP 2_ Series

Aug., 1999~



Pub. No. EWD398F

FOREWORD

This wiring diagram manual has been prepared to provide information on the electrical system of the YARIS VERSO / ECHO VERSO.

Applicable models: NCP20, NCP22 Series

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

Manual Name	Pub. No.
● YARIS VERSO / ECHO VERSO Chassis and Body Repair Manual	RM726E
● 1NZ-FE, 2NZ-FE Engine Repair Manual	RM749E
● YARIS / ECHO YARIS VERSO / ECHO VERSO New Car Features Supplement	NCF176E

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

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NOTICE

When handling supplemental restraint system components (removal, installation or inspection, etc.), always follow the direction given in the repair manuals listed above to prevent accidents and supplemental restraint system malfunction.

AVANT-PROPOS

Ce manuel de schéma de câblage a été préparé pour fournir des informations concernant le système électrique de la YARIS VERSO / ECHO VERSO.

Modèles concernés: Séries NCP20, NCP22

Pour les procédures de réparation et les spécifications de service du modèle ci-dessus autres que celles mentionnées dans ce manuel, se référer aux manuels suivants:

Désignation du manuel	N° de pub.
• Manuel de réparation de châssis et de carrosserie de YARIS VERSO / ECHO VERSO	RM726K
• Manuel de réparation de moteur 1NZ-FE, 2NZ-FE	RM749K
• Supplément de caractéristiques de nouveau modèle YARIS / ECHO YARIS VERSO / ECHO VERSO	NCF176K

Toutes les informations contenues dans ce manuel sont les plus récentes au moment de la mise sous presse. Cependant, les caractéristiques et les méthodes de travail sont susceptibles de subir des modifications sans avis préalable.

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REMARQUE

Veillez vous conformer scrupuleusement aux instructions formulées dans les manuels de réparation qui sont mentionnés ci-dessus lors de la manipulation des organes constitutifs du système de retenue complémentaire (au cours des travaux de dépose, repose ou de vérification, etc.) afin d'éviter tout risque d'accident, mais aussi de façon à ne pas entraver le fonctionnement normal du système de retenue complémentaire.

PROLOGO

Estos manual de diagramas del cableado han sido preparados con la finalidad de ofrecer informaciones acerca del sistema eléctrico de los vehiculos YARIS VERSO / ECHO VERSO.

Modelos a los que corresponde: Series NCP20, NCP22

Para los detalles relacionados con las especificaciones de servicio y los procedimientos de reparación del vehiculo arriba mencionado que no aparezcan en este manual, vea las siguientes publicaciones:

<i>Nombre del manual</i>	<i>N.° de pub.</i>
● <i>Manual de reparaciones para el chasis y la carrocería del YARIS VERSO / ECHO VERSO</i>	<i>RM726S</i>
● <i>Manual de reparaciones del motor 1NZ-FE, 2NZ-FE</i>	<i>RM749S</i>
● <i>Suplemento del características del nuevo vehículo del YARIS / ECHO YARIS VERSO / ECHO VERSO</i>	<i>NCF176S</i>

Todas las informaciones contenidas en este manual corresponden a las informaciones del producto a la fecha de publicación.

Sin embargo, tanto las especificaciones como los procedimientos quedan sujetos a posibles cambios sin previo aviso.

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AVISO

Cuando manipule los componentes del sistema de limitación suplementario (extracción, instalación, o inspección, etc.), siga siempre las directrices dadas en los manuales de reparaciones arriba enumerados para evitar accidentes y mal funcionamiento del sistema de limitación suplementario.

VORWORT

In dieser Verdrahtungsanleitung wird das elektrische System des YARIS VERSO / ECHO VERSO erklärt.

Modelle: Series NCP20, NCP22

Für Wartungsdaten und Reparaturanleitungen der obenstehenden Modelle, die nicht in dieser Anleitung aufgeführt sind, wird auf die folgenden Anleitungen verwiesen.

Anleitung	Pub. Nr.
• YARIS VERSO / ECHO VERSO Werkstatthandbuch für Fahrwerk und Karosserie	RM726M
• 1NZ-FE, 2NZ-FE Motor Werkstatthandbuch	RM749M
• YARIS / ECHO YARIS VERSO / ECHO VERSO Merkmale neuer Fahrzeuge, Ergänzung	NCF176M

Alle Informationen dieser Anleitung befinden sich auf dem neuesten Stand zur Zeit der Drucklegung. Wir behalten uns jedoch das Recht vor, Änderungen ohne Vorankündigungen durchführen zu können.

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HINWEIS

Für Arbeiten am Insassen-Rückhaltesystem (Aus- und Einbau, Prüfung usw.) müssen unbedingt die Anweisungen in der Reparaturanleitung befolgt werden, um Unfälle zu vermeiden und die richtige Funktion des Rückhaltesystems zu gewährleisten.

YARIS VERSO / ECHO VERSO ELECTRICAL WIRING DIAGRAM

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SCHEMA DE CABLAGE ELECTRIQUE DE LA YARIS VERSO / ECHO VERSO

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YARIS VERSO / ECHO VERSO

DIAGRAMA DEL CABLEADO ELECTRICO

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YARIS VERSO / ECHO VERSO

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A INTRODUCTION

This manual consists of the following 14 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	INDEX	Index of the system circuits.
	SYSTEM CIRCUITS	Electrical circuits of each system are shown from the power supply through ground points. Wiring connections and their positions are shown and classified by code according to the connection method. (Refer to the section, "How to use this manual"). The "System Outline" and "Service Hints" useful for troubleshooting are also contained in this section.
I	GROUND POINT	Shows ground positions of all parts described in this manual.
J	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
K	CONNECTOR LIST	Describes the form of the connectors for the parts appeared in this book. This section is closely related to the system circuit.
L	CONNECTOR INFORMATION	Indicates the reference page (See Page) showing the part name corresponding to the part number, and the installation position of the part in the vehicle. (For French, Spanish, German manuals only)
M	PART NUMBER OF CONNECTORS	Indicates the part number of the connectors used in this manual.
N	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 Point 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.

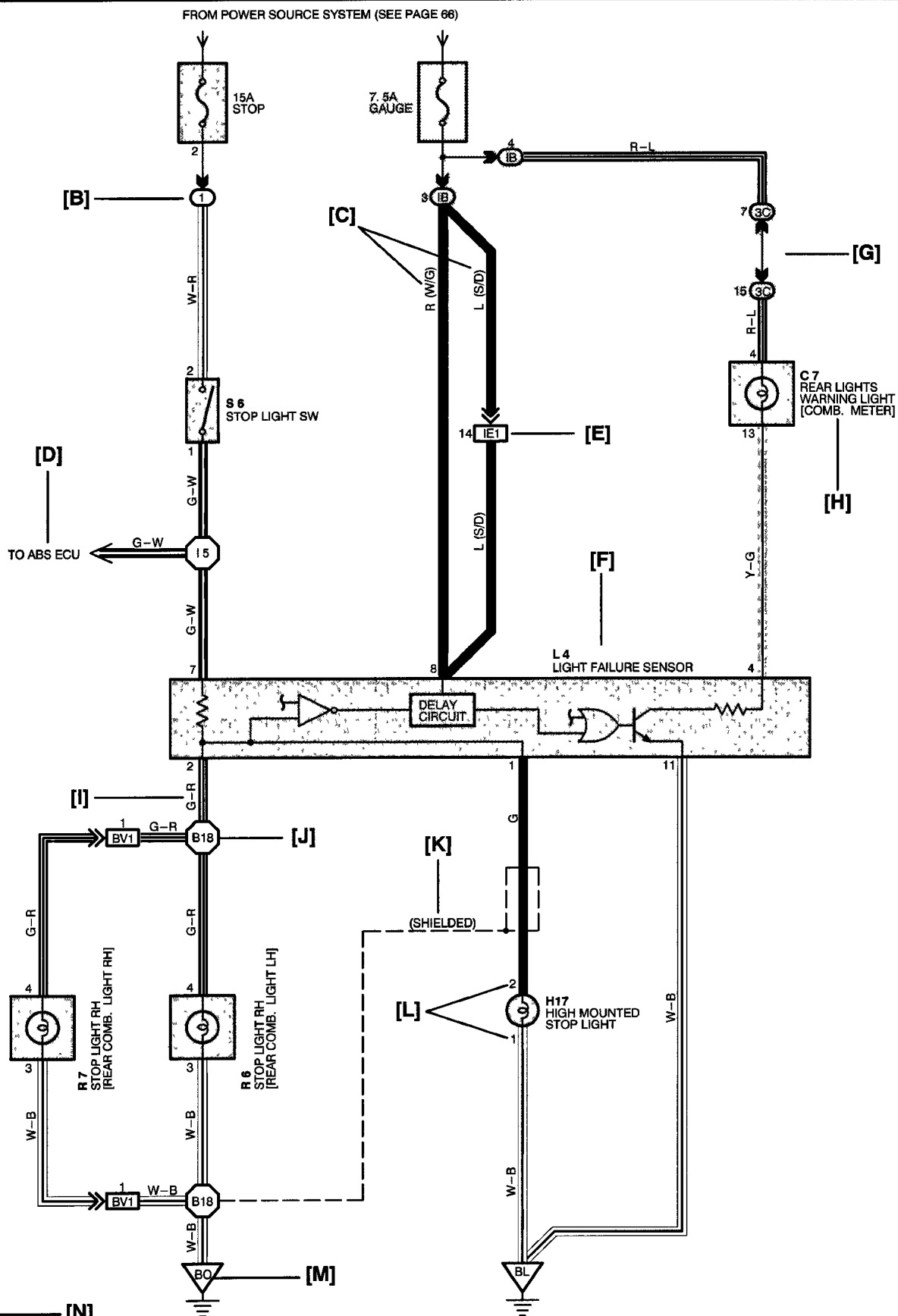
Wiring related to each system is indicated in each system circuit by arrows (from__, to__). When overall connections are required, see the Overall Electrical Wiring Diagram at the end of this manual.

B HOW TO USE THIS MANUAL

[A]

STOP LIGHT

* 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

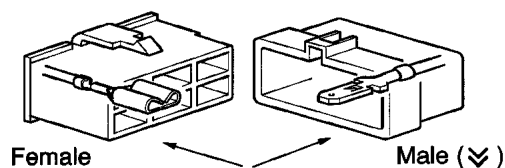
Example: ① Indicates Relay Block No.1

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

[D] : Indicates related system.

[E] : Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (↗).

Outside numerals are pin numbers.



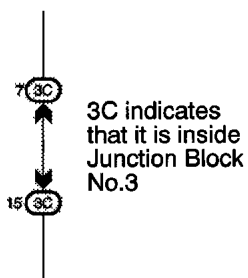
The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

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

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

[G] : 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:



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

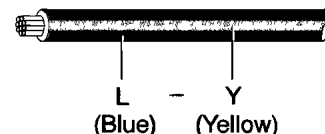
[I] : Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

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

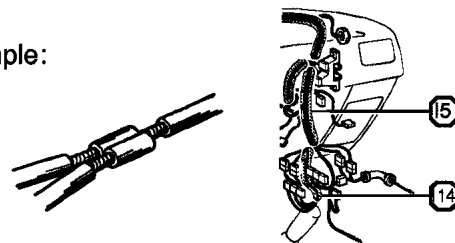
The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: L - Y



[J] : 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.

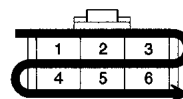
[K] : Indicates a shielded cable.



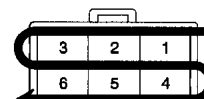
[L] : Indicates the pin number of the connector. The numbering system is different for female and male connectors.

Example: Numbered in order from upper left to lower right

Numbered in order from upper right to lower left



Female



Male

[M] : 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.

[N] : Page No.

B HOW TO USE THIS MANUAL

[O] — SYSTEM OUTLINE

Current is applied at all times through the 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 to TERMINAL 11 to GROUND and turns the rear lights 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 holds the warning light on until the ignition SW is turned off.

[P] — SERVICE HINTS

S6 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

L4 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 continuity

[Q] ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C7	34	L4	36	R7	37
H17	36	R6	37	S6	35

[R] ○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	18	R/B No.1 (Instrument Panel Left)

[S] ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	20	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3C	22	Instrument Panel Wire and J/B No.3 (Instrument Panel Left Side)

[T] □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
BV1	50	Luggage Room Wire and Floor Wire (Luggage Compartment Left)

[U] ▽ : GROUND POINTS

Code	See Page	Ground Points Location
BL	50	Under the Left Quarter Pillar
BO	50	Back Panel Center

[V] ○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	44	Cowl Wire	B18	50	Luggage Room Wire

[O] : Explains the system outline.

[P] : Indicates values or explains the function for reference during troubleshooting.

[Q] : Indicates the reference page showing the position on the vehicle of the parts in the system circuit.

Example : Part "L4" (Light Failure Sensor) is on page 36 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 that letter.

Example : L 4


[R] : 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 18 of this manual and is installed on the left side of the instrument panel.

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

Example : Connector "3C" connects the Instrument Panel Wire and J/B No.3. It is described on page 22 of this manual, and is installed on the instrument panel left side.

[T] : 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 "IE1" connects the floor wire (female) and Instrument panel wire (male). It is described on page 42 of this manual, and is installed on the left side kick panel.

[U] : Indicates the reference page showing the position of the ground points on the vehicle.

Example : Ground point "BO" is described on page 50 of this manual and is installed on the back panel center.

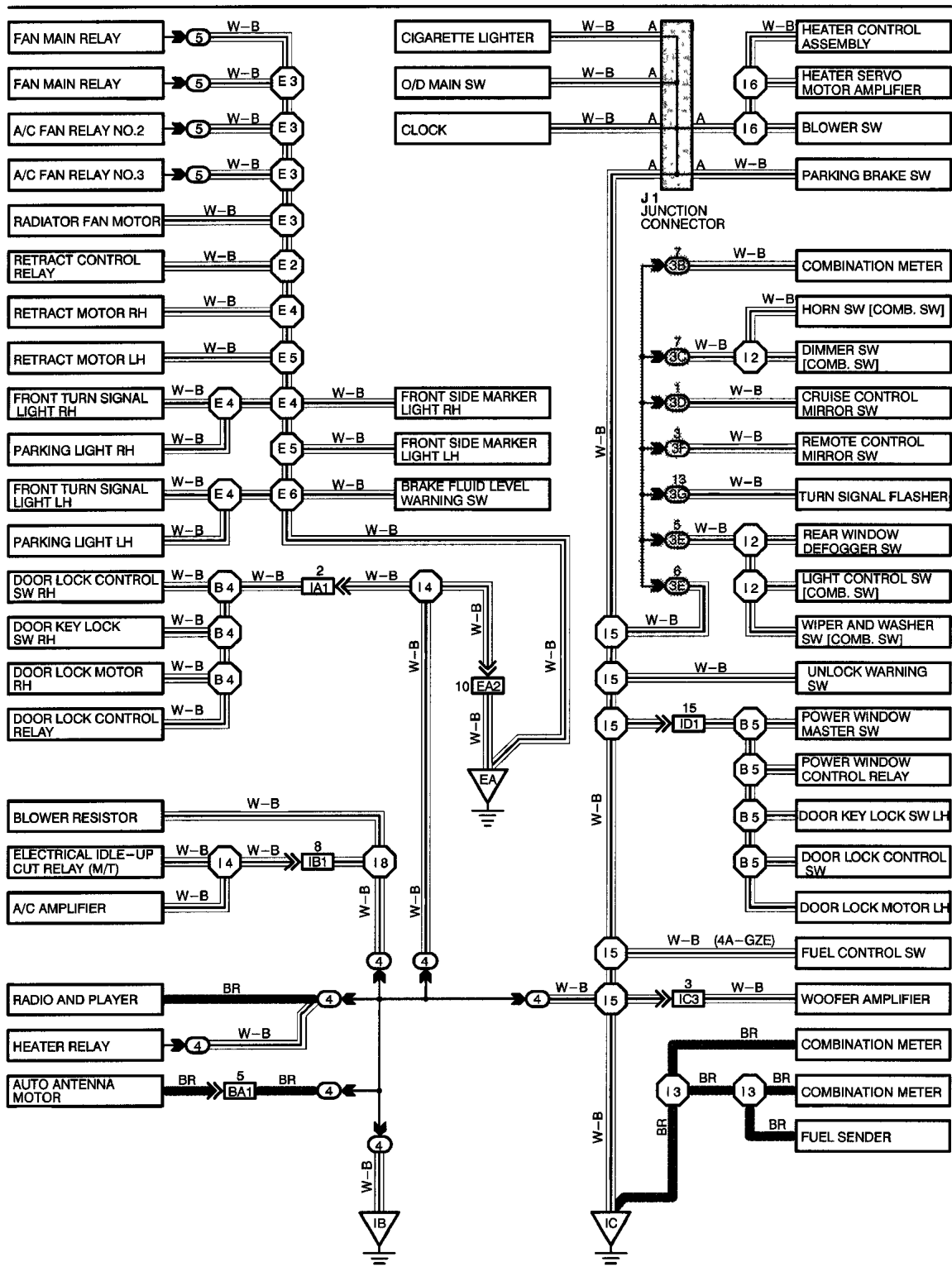
[V] : Indicates the reference page showing the position of the splice points on the vehicle.

Example : Splice point "I5" is on the Cowl Wire Harness and is described on page 44 of this manual.

B HOW TO USE THIS MANUAL

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.

I GROUND POINT



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

J POWER SOURCE (Current Flow Chart)

The diagram illustrates the electrical system for the 1997-2000 Honda Civic EX. It shows the following components and their ratings:

- Battery** (Source)
- 30A AM2** (Main Fuse)
- Starter** (S 2)
- Fusible Link Block** (6)
- 10A ECU-B** (2)
- 7.5A DOME** (2)
- 15A EFI** (2)
- 10A HAZARD** (2)
- 20A RADIO NO.1** (2)
- 10A HORN** (2)
- 100A ALT** (6)
- 60A ABS** (5)

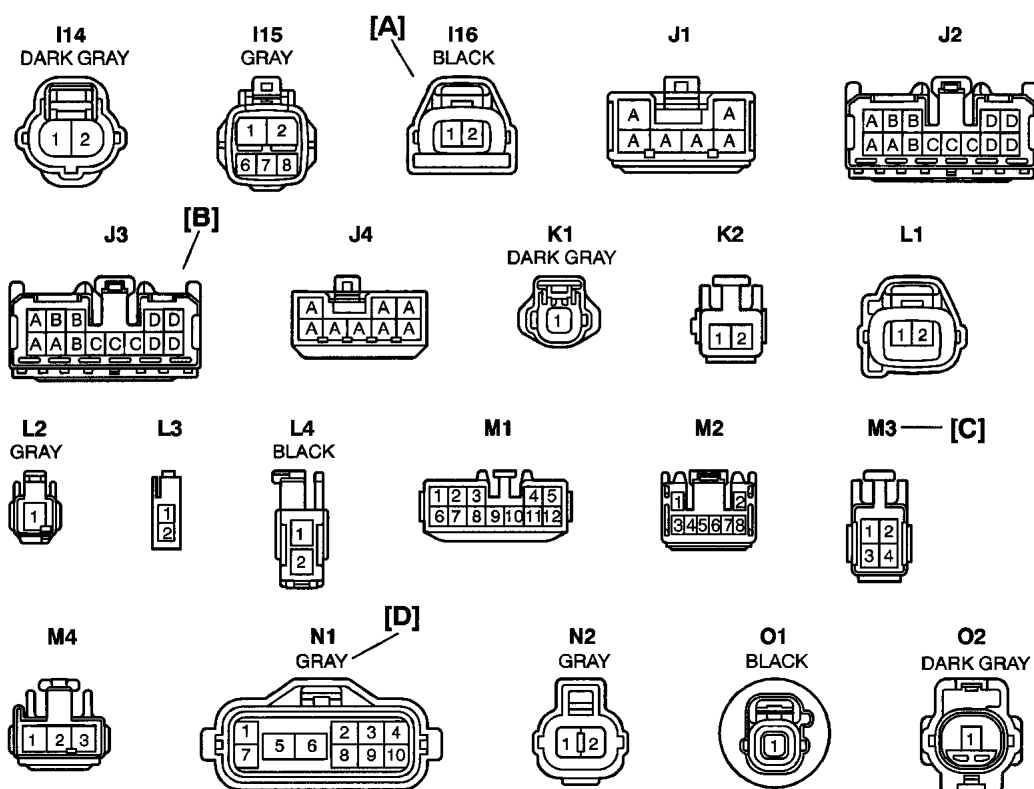
Fuse		System	Page
20A	STOP	ABS	194
		ABS and Traction Control	187
		Cruise Control	180
		Electronically Controlled Transmission and A/T Indicator	166
		Multiplex Communication System	210
10A	DOME	Cigarette Lighter and Clock	214
		Combination Meter	230
		Headlight	112
		Interior Light	122
		Key Reminder and Seat Belt Warning	
		Light Auto Turn Off	

This diagram illustrates the electrical system for a vehicle, featuring a 12.5B FL MAIN battery connected to a 50A MAIN fuse. The system includes several relays: a 40A DOOR LOCK CB, a 7 5A AM2, a 15A HAZ-RADIO, an INJECTION RELAY, a STARTER RELAY, a 7 5A DOME, a TAIL RELAY, and a 20A DEFOG. The diagram also shows the IGNITION SW (18) and various switches like the 15A RAD CIG and 15A TAIL. The wiring is color-coded and labeled with letters (W, B, R, G, Y, L) and numbers (1, 2, 3, 4, 6, 7, 8, 12, 18) to indicate specific connections and components.

11

B HOW TO USE THIS MANUAL

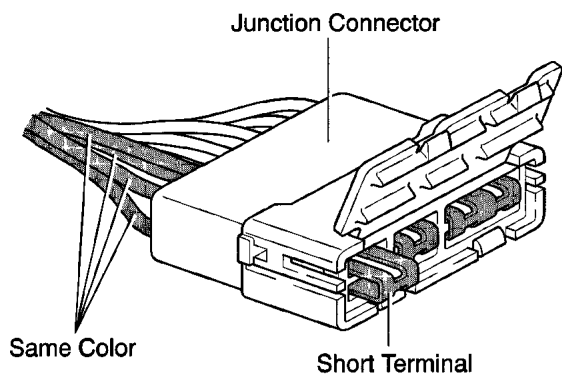
K CONNECTOR LIST



[A] : Indicates connector to be connected to a part. (The numeral indicates the pin No.)

[B] : Junction Connector

Indicates a connector which is connected to a short terminal.



Junction connector 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.

[C] : Parts Code

The first letter of the code is taken from the first letter of part, and the numbers indicates its order in parts which start with the same letter.

[D] : Connector Color

Connectors not indicated are milky white in color.

M PART NUMBER OF CONNECTORS

Code	Part Name	Part Number	Code	Part Name	Part Number
A 1	A/C Ambient Temp. Sensor	90980-11070	D 4	Diode (Door Courtesy Light)	90980-11608
A 2	A/C Condenser Fan Motor	90980-11237	D 5	Diode (Key Off Operation)	90980-10962
A 3	A/C Condenser Fan Relay	90980-10940	D 6	Diode (Luggage Compartment Light)	90980-11608
A 4	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	90980-10943	D 7	Door Lock Control Relay	90980-10848
[A]	A/T Oil Temp. Sensor [B]	909 [C] 413	D 8	Door Courtesy Light LH	90980-11148
A 6	ABS Actuator	90980-11151	D 9	Door Courtesy Light RH	
A 7	ABS Actuator	90980-11009	D10	Door Courtesy SW LH	90980-11097
A 8	ABS Speed Sensor Front LH	90980-10941	D11	Door Courtesy SW RH	
A 9	ABS Speed Sensor Front RH	90980-11002	D12	Door Courtesy SW Front LH	90980-11156
A10	Airbag Sensor Front LH	90980-11856	D13	Door Courtesy SW Front RH	
A11	Airbag Sensor Front RH		D14	Door Courtesy SW Rear LH	
A12	Airbag Sensor Front LH	90980-11194	D15	Door Courtesy SW Rear RH	90980-11170
A13	Airbag Sensor Front RH	90980-11194	D16	Door Courtesy SW Rear LH	

[A] : Part Code

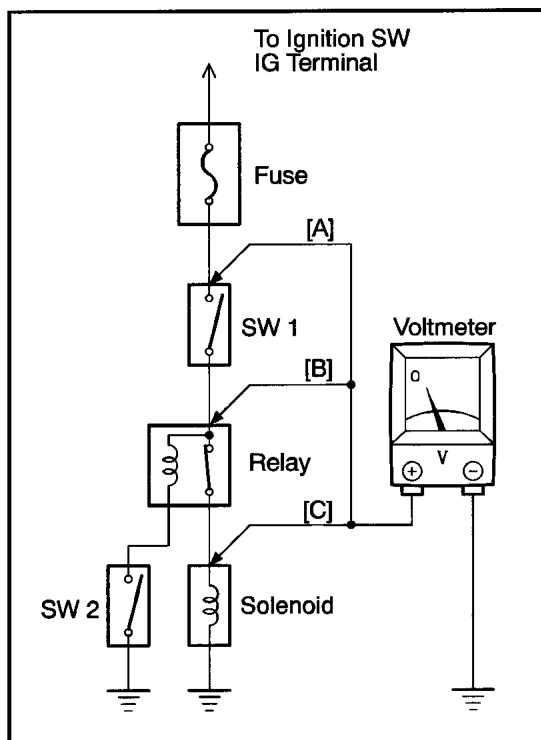
[B] : Part Name

[C] : Part Number

Toyota Part Number are indicated.

Not all of the above part numbers of the connector are established for the supply. In case of ordering a connector or terminal with wire, please confirm in advance if there is supply for it using "Parts Catalog News" (published by Parts Engineering Administration Dept.).

C TROUBLESHOOTING



VOLTAGE CHECK

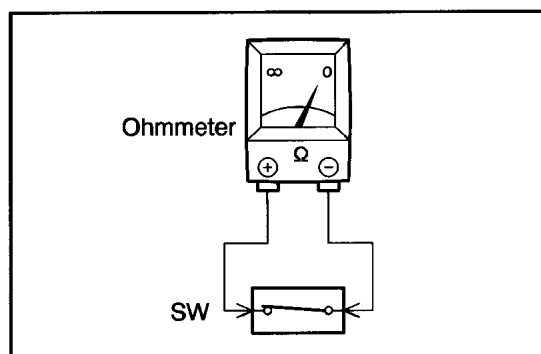
- (a) Establish conditions in which voltage is present at the check point.

Example:

- [A] - Ignition SW on
- [B] - Ignition SW and SW 1 on
- [C] - Ignition SW, SW 1 and Relay on (SW 2 off)

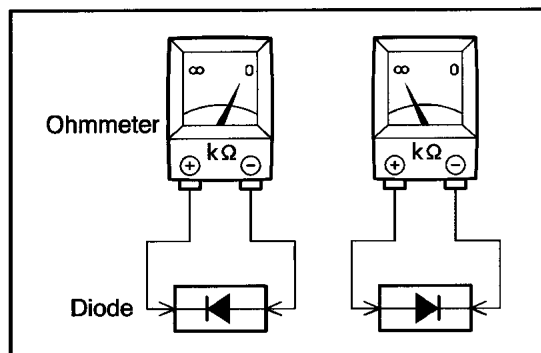
- (b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal.

This check can be done with a test light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

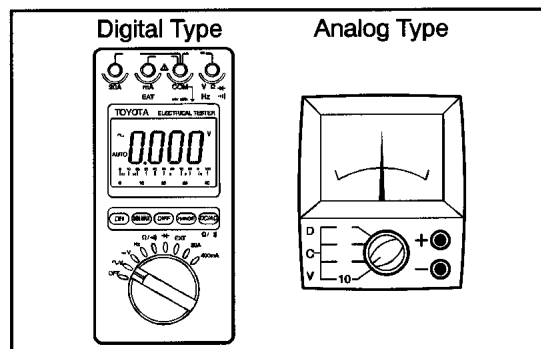
- (a) Disconnect the battery terminal or wire so there is no voltage between the check points.
- (b) Contact the two leads of an ohmmeter to each of the check points.



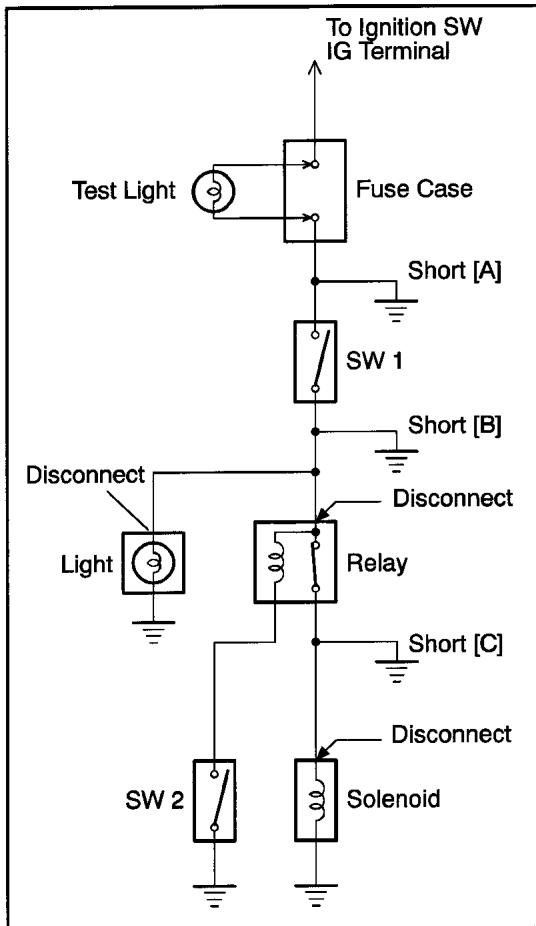
If the circuit has diodes, reverse the two leads and check again.

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

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



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



FINDING A SHORT CIRCUIT

- Remove the blown fuse and disconnect all loads of the fuse.
- Connect a test light in place of the fuse.
- Establish conditions in which the test light comes on.

Example:

- [A] - Ignition SW on
- [B] - Ignition SW and SW 1 on
- [C] - Ignition SW, SW 1 and Relay on (Connect the Relay) and SW 2 off (or Disconnect SW 2)

- 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.
- Find the exact location of the short by lightly shaking the problem wire along the body.

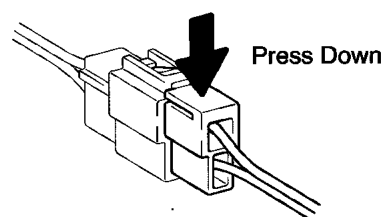
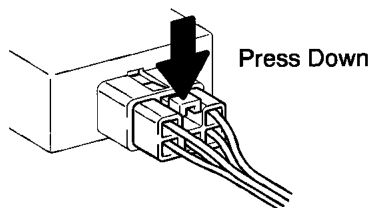
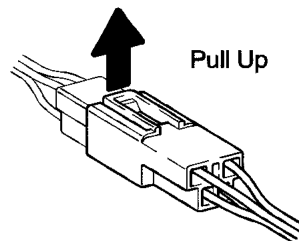
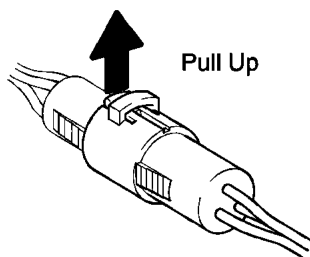
CAUTION:

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

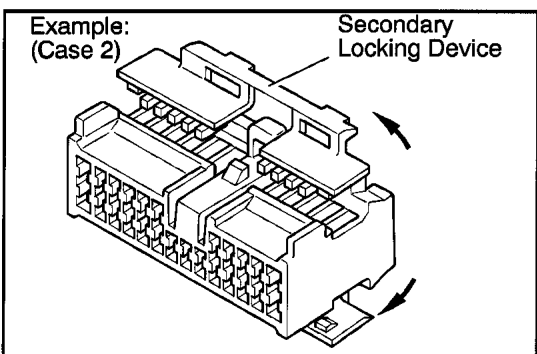
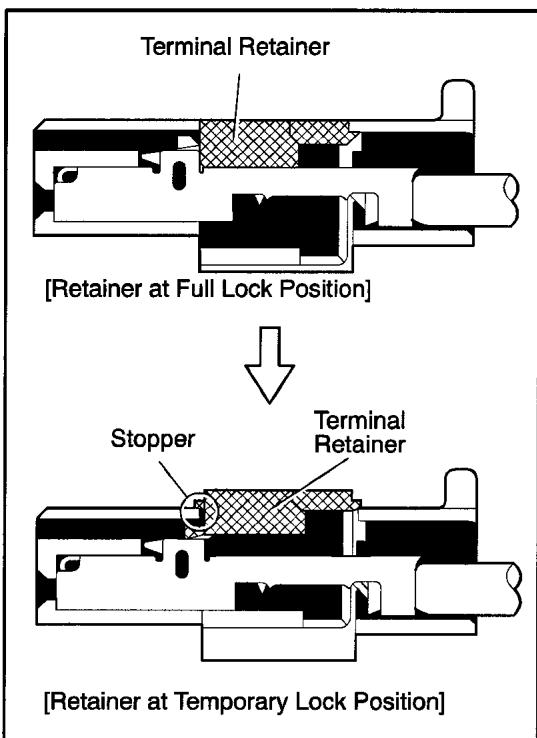
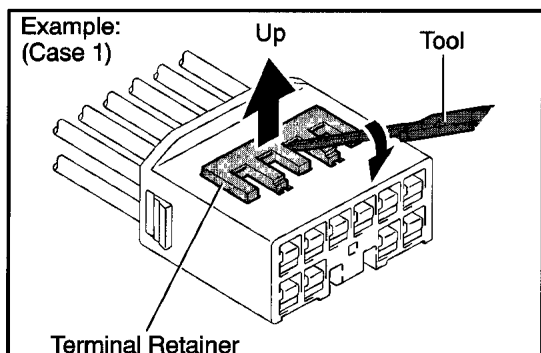
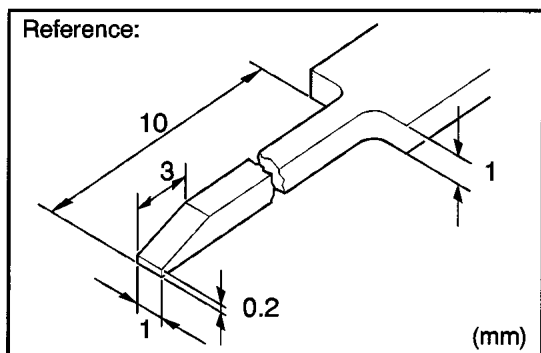
DISCONNECTION OF MALE AND FEMALE CONNECTORS

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.



C TROUBLESHOOTING



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.

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

[A] For Non-Waterproof Type Connector

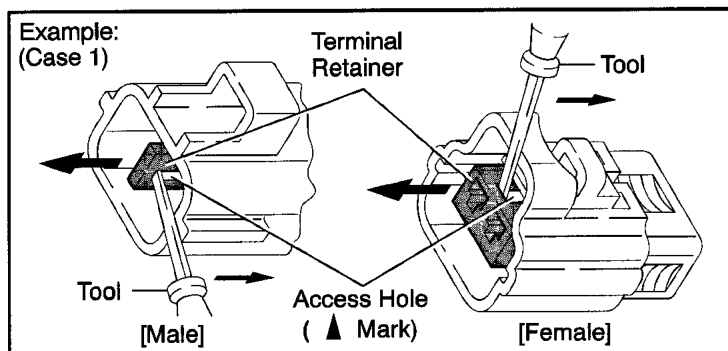
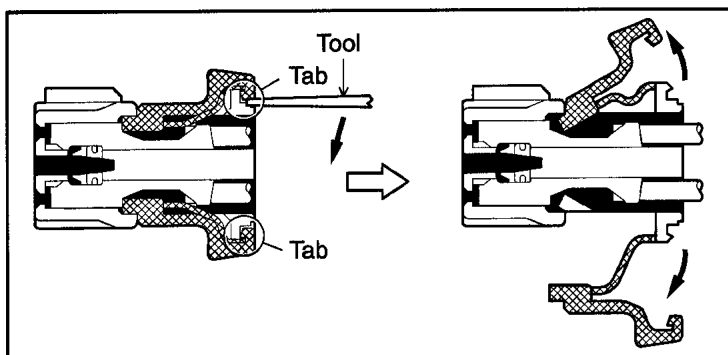
HINT : The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

"Case 1"

Raise the terminal retainer up to the temporary lock position.

"Case 2"

Open the secondary locking device.

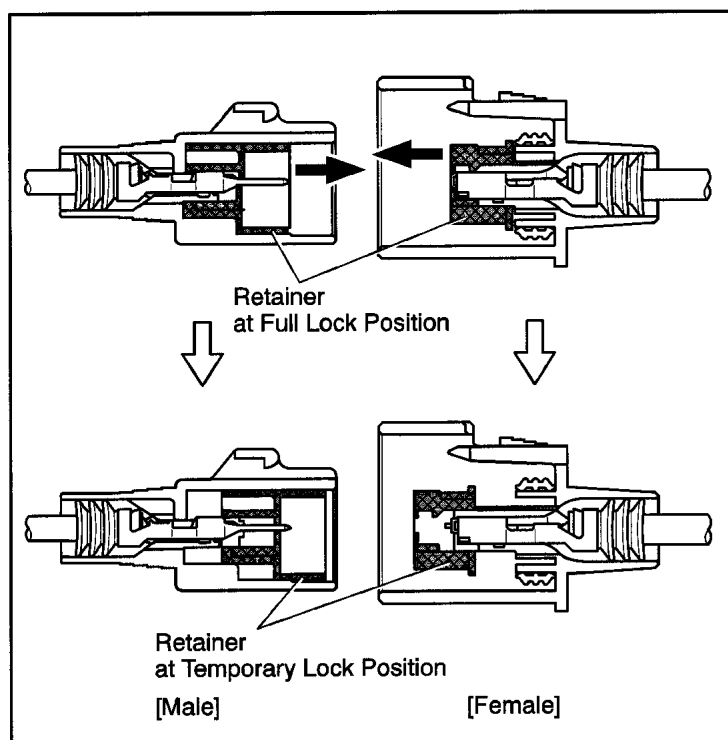


[B] For Waterproof Type Connector

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

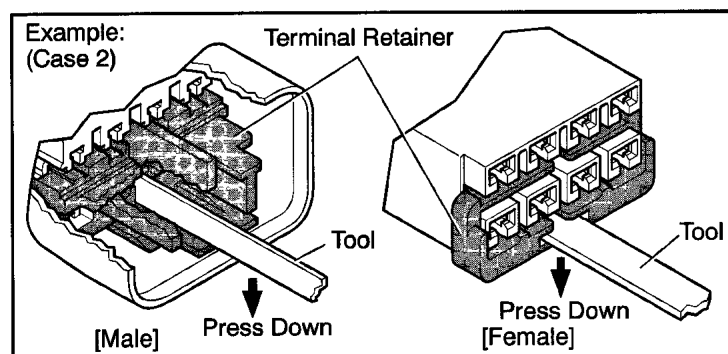


"Case 1"

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.

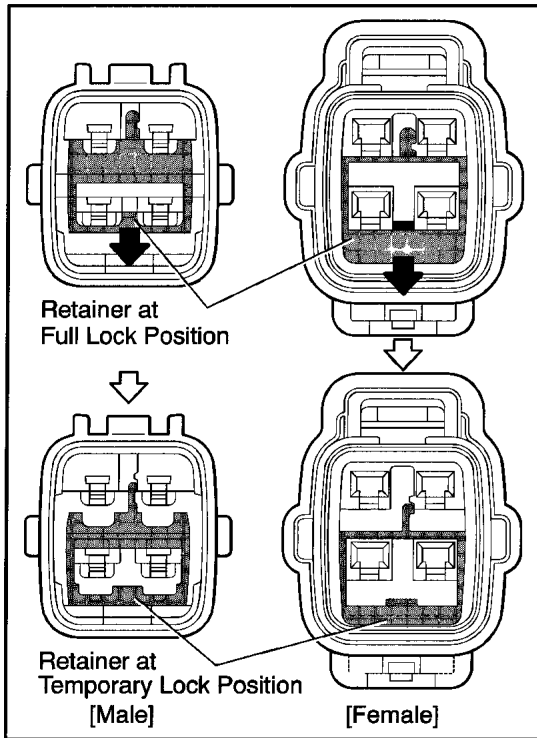


"Case 2"

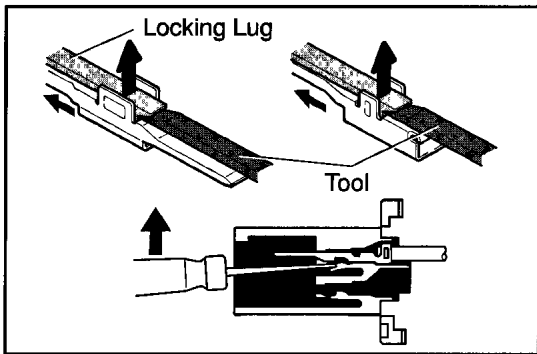
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.

C TROUBLESHOOTING

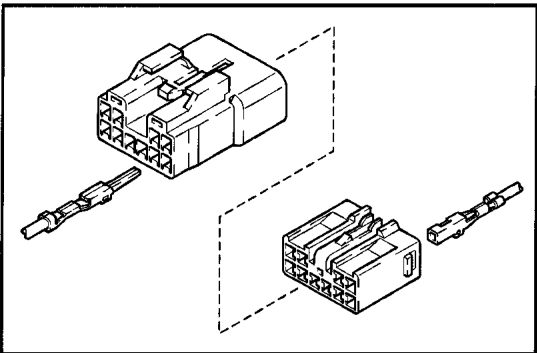
English



Push the terminal retainer down to the temporary lock position.



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

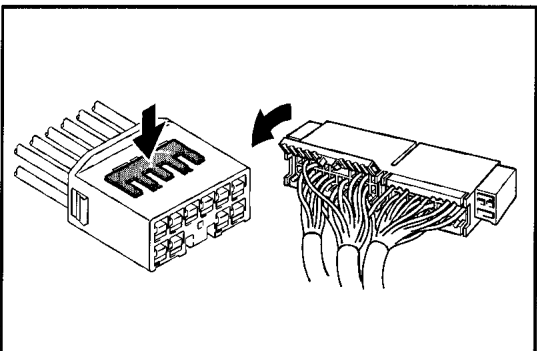


4. INSTALL TERMINAL TO CONNECTOR

(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 in to the full lock position.

5. CONNECT CONNECTOR

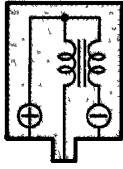
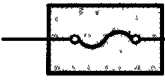
ABBREVIATIONS

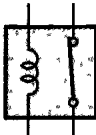
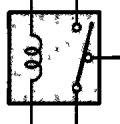
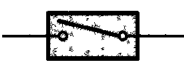
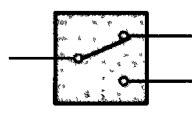
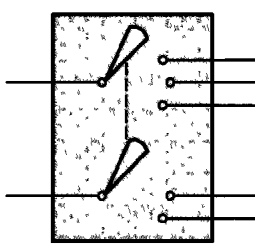
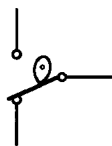
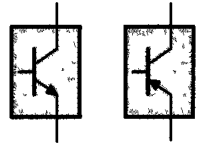
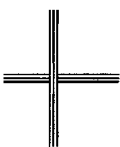
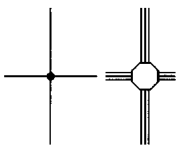
The following abbreviations are used in this manual.

ABS	=	Anti-Lock Brake System
A/C	=	Air Conditioner
A/T	=	Automatic Transaxle
COMB.	=	Combination
DLC3	=	Data Link Connector 3
ECT	=	Electronic Control Transmission
ECU	=	Electronic Control Unit
EFI	=	Electronic Fuel Injection
EVAP	=	Evaporative Emission
ISC	=	Idle Speed Control
J/B	=	Junction Block
LH	=	Left-Hand
LHD	=	Left-Hand Drive
M/T	=	Manual Transaxle
O/D	=	Overdrive
PTC	=	Positive Temperature Coefficient
R/B	=	Relay Block
RH	=	Right-Hand
RHD	=	Right-Hand Drive
SRS	=	Supplemental Restraint System
SW	=	Switch
TEMP.	=	Temperature
VSV	=	Vacuum Switching Valve
w/	=	With
w/o	=	Without

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

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.	 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.
 CAPACITOR (Condenser) A small holding unit for temporary storage of electrical voltage.	HEADLIGHTS 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 1. SINGLE FILAMENT  2. DOUBLE FILAMENT 
 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.	 HORN An electric device which sounds a loud audible signal.
 DIODE A semiconductor which allows current flow in only one direction.	 IGNITION COIL Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.
 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.	 LIGHT Current flow through a filament causes the filament to heat up and emit light.
 PHOTODIODE The photodiode is a semiconductor which controls the current flow according to the amount of light.	 LED (LIGHT EMITTING DIODE) Upon current flow, these diodes emit light without producing the heat of a comparable light.
 DISTRIBUTOR, IIA Channels high-voltage current from the ignition coil to the individual spark plugs.	 METER, ANALOG Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.
 FUSE A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.  FUSIBLE LINK A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit. The numbers indicate the crosssection surface area of the wires.  (for Medium Current Fuse) (for High Current Fuse or Fusible Link)	 METER, DIGITAL Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.
	 MOTOR A power unit which converts electrical energy into mechanical energy, especially rotary motion.

 RELAY 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. 1. NORMALLY CLOSED  2. NORMALLY OPEN	 SPEAKER An electromechanical device which creates sound waves from current flow.
 RELAY, DOUBLE THROW A relay which passes current through one set of contacts or the other.	SWITCH, MANUAL Opens and closes circuits, thereby stopping (1) or allowing (2) current flow. 1. NORMALLY OPEN  2. NORMALLY CLOSED 
 RESISTOR An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.	SWITCH, DOUBLE THROW A switch which continuously passes current through one set of contacts or the other. 
 RESISTOR, TAPPED A resistor which supplies two or more different non adjustable resistance values.	SWITCH, IGNITION A key operated switch with several positions which allows various circuits, particularly the primary ignition circuit, to become operational. 
 RESISTOR, VARIABLE or RHEOSTAT A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.	SWITCH, WIPER PARK Automatically returns wipers to the stop position when the wiper switch is turned off. 
 SENSOR (Thermistor) A resistor which varies its resistance with temperature.	TRANSISTOR A solidstate device typically used as an electronic relay; stops or passes current depending on the voltage applied at "base". 
 SENSOR, SPEED Uses magnetic impulses to open and close a switch to create a signal for activation of other components. (Reed Switch Type)	WIRES Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot or octagonal (○) mark at the junction are spliced (joined) connections. (1) NOT CONNECTED  (2) SPLICED 
 SHORT PIN Used to provide an unbroken connection within a junction block.	
 SOLENOID An electromagnetic coil which forms a magnetic field when current flows, to move a plunger, etc.	

A INTRODUCTION

Ce manuel comprend les 14 sections suivantes:

N°	Section	Description
A	INDEX	Index du contenu de ce manuel.
	INTRODUCTION	Courte explication de chaque section.
B	COMMENT UTILISER CE MANUEL	Instructions sur la manière d'utiliser ce manuel.
C	DEPANNAGE	Décrit les procédures d'inspection de base pour les circuits électriques.
D	ABREVIATIONS	Définit les abréviations utilisées dans ce manuel.
E	GLOSSAIRE DES TERMES ET SYMBOLES	Définit les symboles et fonctions des pièces majeures.
F	EMPLACEMENTS DES RELAIS	Indique la position de l'Unité de Commande Electronique, les relais, les blocs de relais, etc. Cette section est étroitement liée au circuit du système.
G	ACHEMINEMENT DES FILS ELECTRIQUES	Décrit la position des connecteurs de pièces, points d'épissure, points de mise à la terre, etc. Cette section est étroitement liée au circuit du système.
H	INDEX	Index des circuits du système.
	CIRCUITS DU SYSTEME	Les circuits électriques de chaque système sont indiqués à partir de l'alimentation électrique à travers les points de mise à la terre. Les connexions de câblage et leurs positions sont indiquées et classifiées par code selon la méthode de connexion. (Se référer à la section "Comment utiliser ce manuel"). Les paragraphes "Généralités du système" et "Notes de service" utiles pour le dépannage sont également contenus dans cette section.
I	POINT DE MISE A LA TERRE	Indique les positions de mise à la terre de toutes les pièces décrites dans ce manuel.
J	SOURCE D'ALIMENTATION (Schéma du Courant)	Décrit la distribution de l'alimentation à partir de l'alimentation électrique aux diverses charges électriques.
K	LISTE DE CONNECTEUR	Décrit la forme des connecteurs pour les pièces qui apparaissent dans ce livre. Cette section est étroitement liée au circuit du système.
L	INFORMATIONS SUR LE CONNECTEUR	Pages à voir concernant les désignations des pièces et leur emplacement sur le véhicule.
M	REFERENCE DES CONNECTEURS	Indiques les références des connecteurs utilisées dans ce manuel.
N	SCHEMA GENERAL DE CABLAGE ELECTRIQUE	Fournit les diagrammes de circuit indiquant les connexions de circuit.

Ce manuel fournit des informations sur les circuits électriques installés sur les véhicules en les divisant en chaque circuit de système.

Le câblage effectif de chaque circuit de système est indiqué du point où la source d'alimentation est reçue de la batterie jusqu'à chaque point de mise à la terre. (Tous les schémas de circuit sont indiqués avec les commutateurs en position déconnectée "OFF".)

Lorsque l'on effectue un dépannage, il est nécessaire de comprendre tout d'abord le fonctionnement du circuit où le problème a été détecté (se référer à la section de Circuit du Système), l'alimentation de la source vers ledit circuit (se référer à la section de Source d'Alimentation) et les points de mise à la terre (se référer à la section de Point de Mise à la Terre). Voir les Données Générales du Système pour bien comprendre le fonctionnement du circuit.

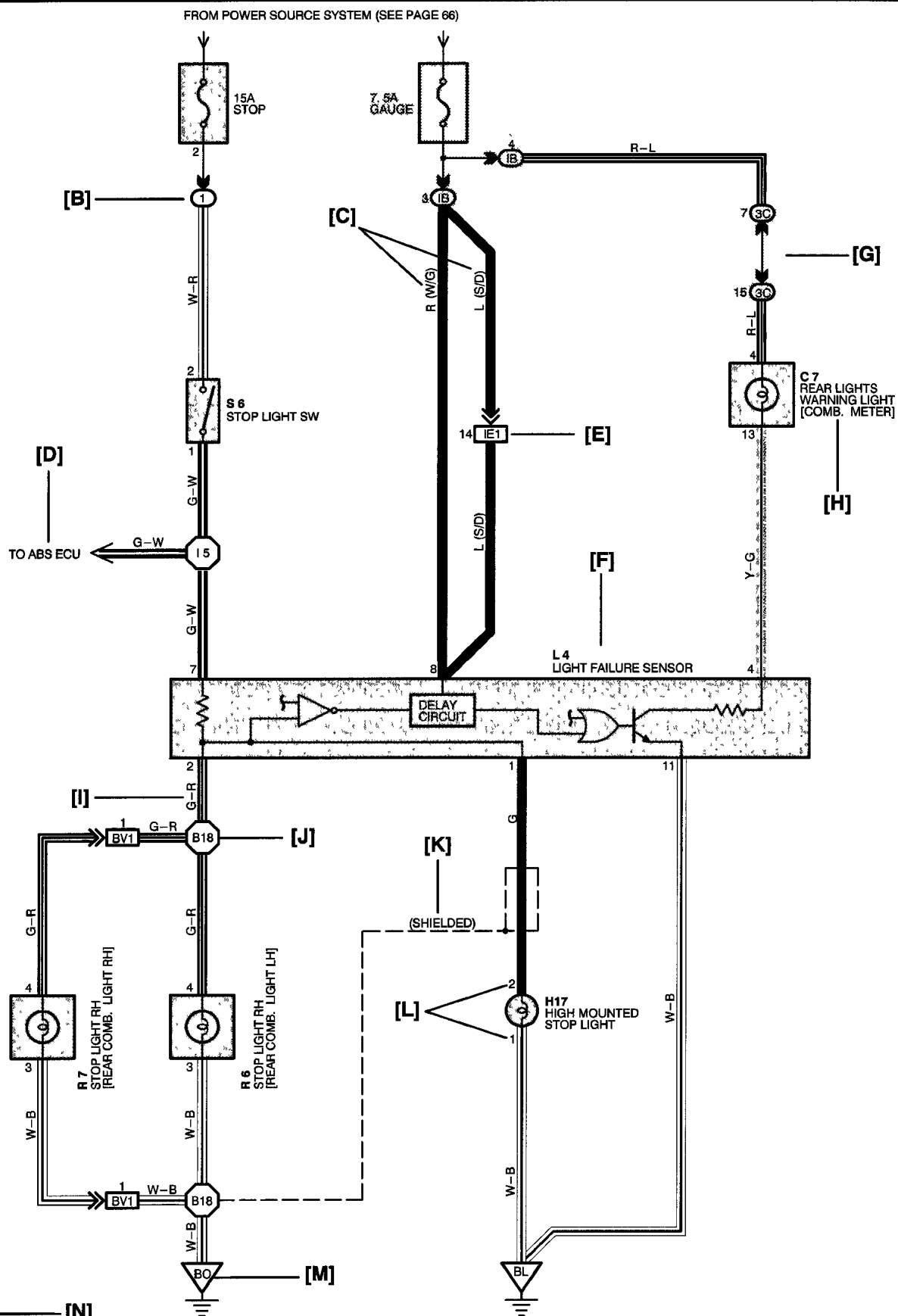
Lorsque le fonctionnement du circuit est bien compris, commencer les travaux de dépannage du circuit présentant le problème, afin d'isoler la cause du problème. Utiliser les sections Acheminement des Fils Electriques et Emplacements des Relais pour localiser les connecteurs de chaque faisceau de câblage, boîte de dérivation et pièce, ainsi que les points de mise à la terre de chaque circuit de système. Le câblage interne de chaque boîte de dérivation est également fourni pour une meilleure compréhension de connexion dans une boîte de dérivation. Le câblage correspondant à chaque système est indiqué dans chaque circuit de système par des flèches (de __, à __). Lorsque les connexions totales sont nécessaires, voir le Schéma de Câblage Total à la fin de ce manuel.

B COMMENT UTILISER CE MANUEL

[A]

STOP LIGHT

* Le système qui est ici représenté NE L'EST QU'A TITRE D'EXEMPLE.
Il est différent du circuit réel représenté dans la SECTION CIRCUITS DE
SYSTEME.



[A] : Titre du système

[B] : Indique un bloc de relais. Aucune hachure n'est utilisée et seulement le N°. du bloc de relais est indiqué pour le distinguer du J/B.

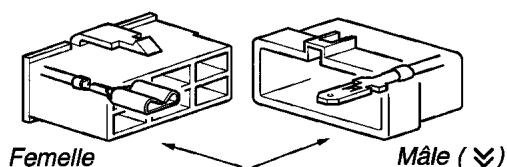
Exemple: ① indique le bloc de relais N°1

[C] : () s'utilisent pour indiquer différents câblages et connecteurs, etc. lorsque le modèle de véhicule, le type de moteur ou les spécifications sont différentes.

[D] : Indique un système correspondant.

[E] : Indique le connecteur de faisceau de câblage et le faisceau de câblage. Le faisceau de câblage avec la borne type mâle est indiqué par des flèches (↗).

Les chiffres externes représentent les numéros de broches.

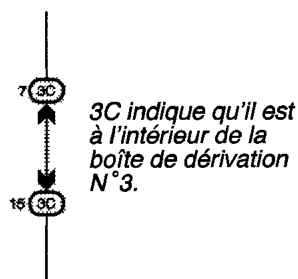


La première lettre du code pour chaque faisceau de fils et connecteur(s) de faisceau de fils indique l'emplacement du composant, p.e. "E" pour le compartiment du moteur, "I" pour le tableau de bord et zone alentour et "B" pour la carrosserie et zone alentour. Lorsque plus d'un code ont les première et deuxième lettres en commun, suivies par des chiffres (p.e. IH-1, IH-2), cela indique le même type de faisceau de fils et de connecteur de faisceau de fils.

[F] : Représente une pièce (toutes les pièces sont indiquées en bleu ciel). Le code est identique à celui utilisé dans l'emplacement des pièces.

[G] : Boîte de dérivation (le numéro dans le cercle représente le N° J/B et le code du connecteur est indiqué à côté). Les boîtes de dérivation sont hachurées pour les séparer des autres pièces.

Exemple:



[H] : Lorsque les 2 pièces utilisent un connecteur en commun, la désignation de connecteur de pièce utilisée dans la section d'acheminement des fils est indiquée entre parenthèses à bouts en angle droit [].

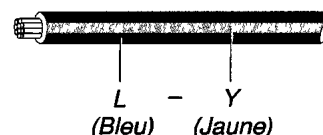
[I] : Indique la couleur de câblage.

Les couleurs des fils sont indiquées par un code alphabétique.

B = Noir	W = Blanc	BR = Marron
L = Bleu	V = Violet	SB = Bleu ciel
R = Rouge	G = Vert	LG = Vert clair
P = Rose	Y = Jaune	GR = Gris
O = Orange		

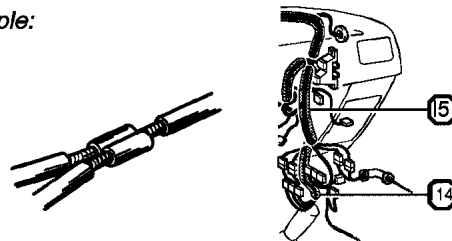
La première lettre indique la couleur de fil de base et la deuxième lettre indique la couleur de la bande.

Exemple: L - Y



[J] : Indique un point d'épissure de câblage (les codes sont "E" pour le compartiment moteur, "I" pour le tableau de bord et "B" pour la carrosserie).

Exemple:



L'emplacement du point d'épissure I5 est indiqué par la section hachurée.

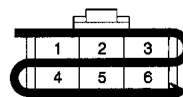
[K] : Indique un faisceau de câblage scellé.



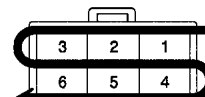
[L] : Indique le numéro de broche du connecteur. Le système de numérotage est différent pour les connecteurs type mâles et femelles.

Exemple: Numéroté en ordre de la gauche supérieure vers la droite inférieure.

Numéroté en ordre de la droite supérieure vers la gauche inférieure.



Femelle



Mâle

[M] : Indique un point de mise à la terre.

La première lettre du code pour chaque point(s) de masse indique l'emplacement du composant, p.e. "E" pour le compartiment du moteur, "I" pour le tableau de bord et zone alentour et "B" pour la carrosserie et zone alentour.

[N] : N° de page

B COMMENT UTILISER CE MANUEL

[O] — SYSTEM OUTLINE (DONNEES GENERALES DU SYSTEME) —

Current is applied at all times through the 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 to TERMINAL 11 to GROUND and turns the rear lights 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 holds the warning light on until the ignition SW is turned off.

[P] — SERVICE HINTS (NOTES DE SERVICE) —

S6 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

L4 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 continuity

[Q] ○ : PARTS LOCATION (EMPLACEMENT DES PIECES)

Code	See Page	Code	See Page	Code	See Page
C7	34	L4	36	R7	37
H17	36	R6	37	S6	35

[R] ○ : RELAY BLOCKS (BLOCS DE RELAIS)

Code	See Page	Relay Blocks (Relay Block Location)
1	18	R/B No.1 (Instrument Panel Left)

[S] ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR (BOITE DE DERIVATION ET CONNECTEUR DE FAISCEAU DE CABLAGE)

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	20	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3C	22	Instrument Panel Wire and J/B No.3 (Instrument Panel Left Side)

[T] □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS (FAISCEAU DE CABLAGE DE JONCTION CONNECTEUR ET FAISCEAU DE CABLAGE)

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
BV1	50	Luggage Room Wire and Floor Wire (Luggage Compartment Left)

[U] ▽ : GROUND POINTS (POINTS DE MISE A LA TERRE)

Code	See Page	Ground Points Location
BL	50	Under the Left Quarter Pillar
BO	50	Back Panel Center

[V] ○ : SPLICE POINTS (POINTS D'EPISSURE)

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	44	Cowl Wire	B18	50	Luggage Room Wire

[O] : Explique les données générales du système.

[P] : Indique les valeurs ou explique la fonction pour référence durant le dépannage.

[Q] : Indique la page de référence montrant la position sur le véhicule des pièces du circuit du système.

Exemple : La pièce "L4" (capteur de panne de dispositif d'éclairage) se trouve à la page 36 du manuel.

* La lettre dans le code est à partir de la première lettre de la pièce, et le numéro indique son ordre en pièces commençant avec cette lettre.

Exemple : L 4

 La pièce est 4ème en ordre
 Capteur de panne de dispositif d'éclairage

[R] : Indique la page de référence montrant la position sur le véhicule des connecteurs de bloc de relais du circuit du système.

Exemple : Le connecteur "1" est décrit à la page 18 de ce manuel et est installé sur la gauche du tableau de bord.

[S] : Indique la page de référence montrant la position sur le véhicule de la boîte de dérivation et du faisceau de câblage du circuit du système.

Exemple : Le connecteur "3C" connecte le fil d'auvent et la boîte de dérivation N°3. Il est décrit à la page 22 de ce manuel, et est installé sur le tableau de bord côté gauche.

[T] : Indique la page de référence décrivant le faisceau de câblage et le connecteur de faisceau de câblage (le faisceau de câblage type femelle est indiqué en premier, suivi du faisceau de câblage type mâle).

Exemple : Le connecteur "IE1" connecte le fil côté droit de la porte avant (type femelle) et le fil d'auvent (type mâle). Il est décrit à la page 42 de ce manuel, et est installé sur le panneau de protection côté droit.

[U] : Indique la page de référence montrant la position des points de mise à la terre sur le véhicule.

Exemple : Le point de mise à la terre "BO" est décrit à la page 50 de ce manuel et est installé sur le côté gauche de l'auvent.

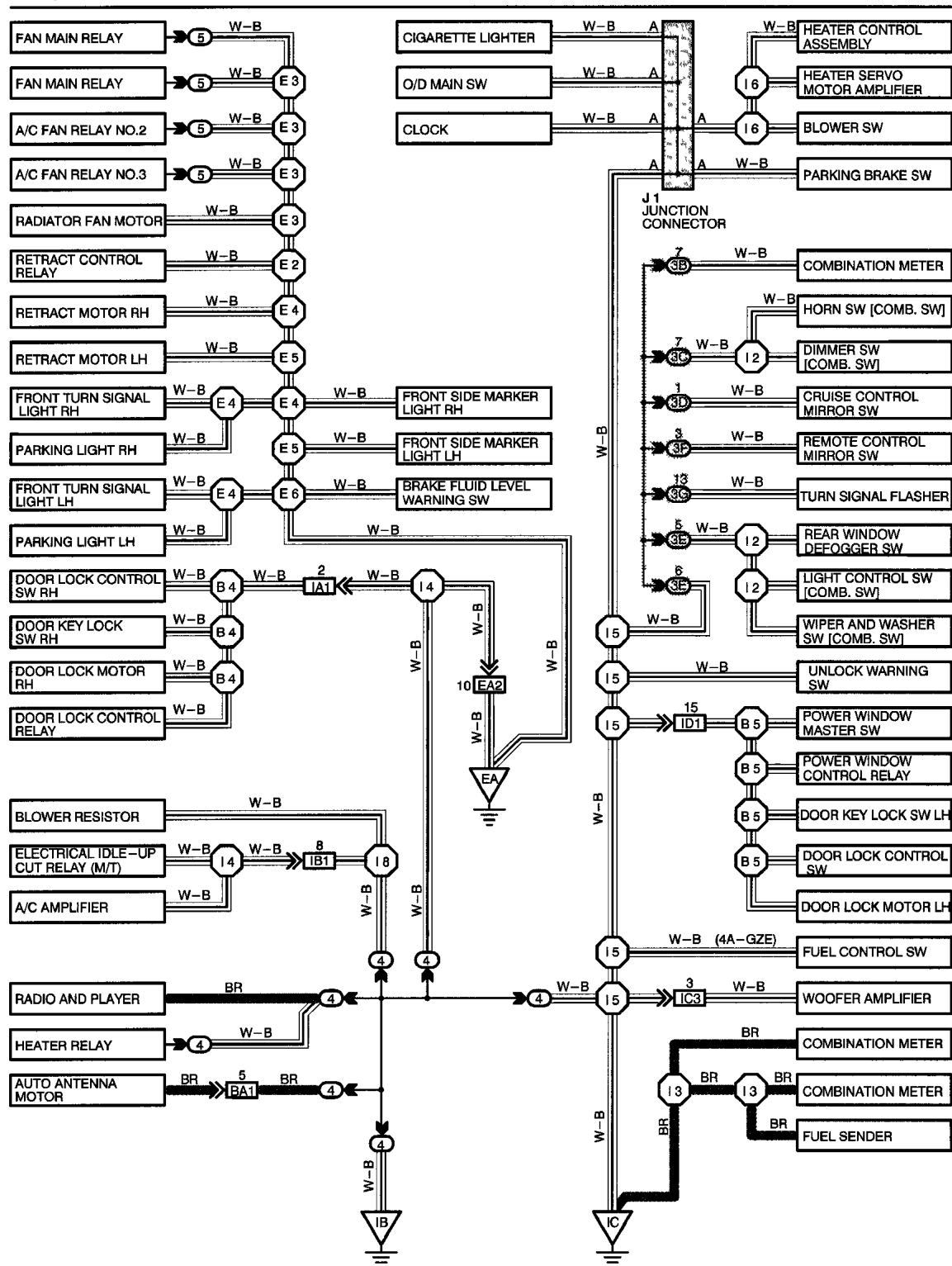
[V] : Indique la page de référence montrant la position des points d'épissure sur le véhicule.

Exemple : Le point d'épissure "I5" se trouve sur le faisceau de câblage de l'auvent et est décrit à la page 44 de ce manuel.

B COMMENT UTILISER CE MANUEL

Le schéma des points de mise à la terre indique les connexions à partir de toutes les pièces majeures vers les points de mise à la terre respectifs. Lorsque l'on effectue le dépannage d'un point de mise à la terre défectueux, il sera nécessaire de vérifier les circuits du système qui utilisent une mise à la terre commune pour permettre d'identifier rapidement le problème de la mise à la terre. Le rapport entre les points de mise à la terre (∇_{EA} , ∇_{IB} et ∇_{IC} indiqués ci-après) peut être vérifié aussi de cette manière.

I GROUND POINT

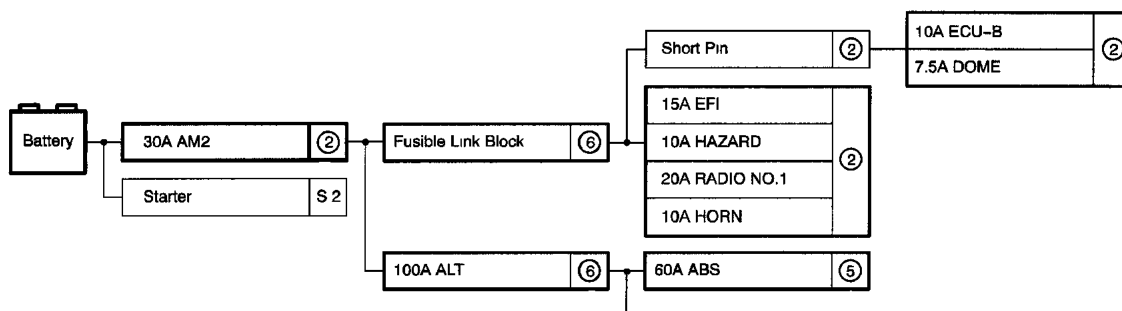


* Le système qui est ici représenté NE L'EST QU'A TITRE D'EXEMPLE. Il est différent du circuit réel représenté dans la SECTION CIRCUITS DE SYSTEME.

La section "Schéma du Courant" décrit les pièces auxquelles l'alimentation fournit le courant (fusibles, lames fusibles et disjoncteurs). Dans le schéma du circuit d'alimentation, une explication est donnée sur les conditions qui se présentent lorsque l'alimentation est fournie à chaque système. Comme tous les schémas de circuit du système partent de la source d'alimentation, le système d'alimentation doit être bien compris.

J POWER SOURCE (Current Flow Chart)

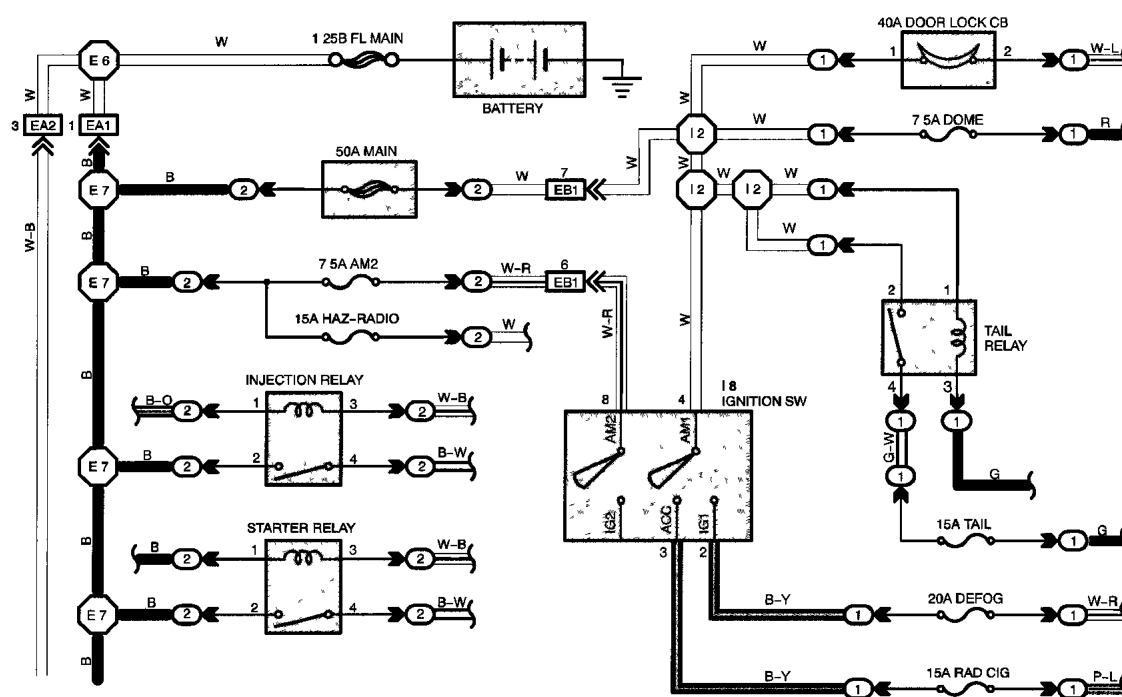
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.



Engine Room R/B (See Page 20)

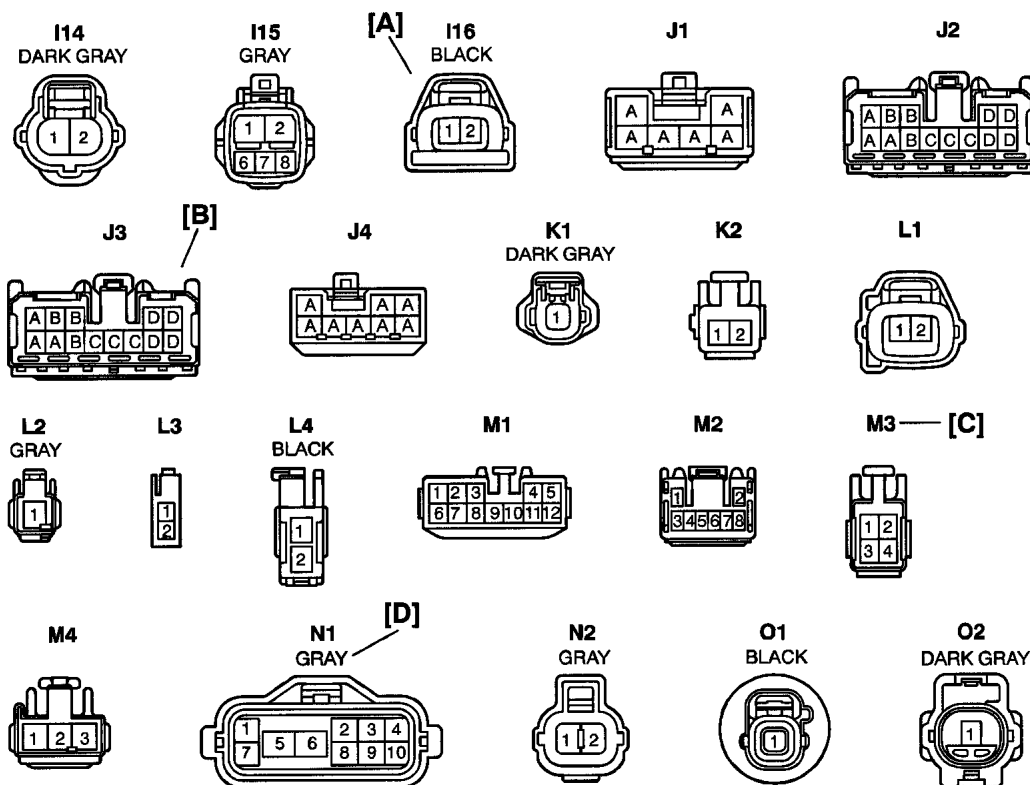
Fuse	System	Page
20A	STOP	194
	ABS	187
	ABS and Traction Control	180
	Cruise Control	166
	Electronically Controlled Transmission and A/T Indicator	210
	Multiplex Communication System	
10A	DOME	214
	Cigarette Lighter and Clock	230
	Combination Meter	112
	Headlight	122
	Interior Light	
	Key Reminder and Seat Belt Warning	
	Light Auto Turn Off	
	Door Deterrent and Door Lock	

POWER SOURCE



* Le système qui est ici représenté NE L'EST QU'A TITRE D'EXEMPLE. Il est différent du circuit réel représenté dans la SECTION CIRCUITS DE SYSTEME.

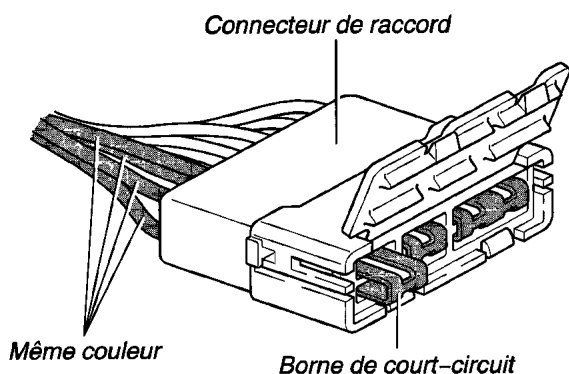
K CONNECTOR LIST



[A] : Indique le connecteur devant être branché sur une pièce. (le chiffre indique le N° de broche)

[B] : Connecteur de raccord

Indique le connecteur relié à la borne de court-circuit.



Le connecteur de raccord dans ce manuel comprend une borne de court-circuit qui est connectée à un nombre de faisceaux de fils. Vérifier toujours avec la borne de court-circuit en place.

(Lors de l'installation des faisceaux de fils, les faisceaux peuvent être connectés en toute position dans le groupement de borne de court-circuit. En conséquence, dans les autres véhicules, la même position dans la borne de court-circuit peut être connectée à un faisceau de fils d'une pièce différente).

Les faisceaux de fils partageant le même groupement de borne de court-circuit ont la même couleur.

[C] : Code des pièces

La première lettre du code est la première lettre de la désignation d'une pièce en question et un chiffre qui suit signifie l'ordre de cette pièce parmi celles ayant ladite première lettre.

[D] : Couleur du connecteur

Les connecteurs non indiqués sont en blanc laiteux.

L INFORMATIONS SUR LE CONNECTEUR

Code	Voire page	Désignation des pièces	Code	Voire page	Désignation des pièces	
A 1	20 (LHD 4A-FE)	Moteur de ventilateur de condenseur de A/C	D 4	24 (LHD)	Diode (O/D)	
	22 (LHD 4E-FE)			34 (RHD)		
	30 (RHD 4A-FE)		D 5	24 (LHD)	Récepteur de commande de porte	
	32 (RHD 4E-FE)			34 (RHD)		
A 2	20 (LHD 4A-FE)	Accouplement magnétique de A/C	D 6	34 (RHD)	Relais de commande de condamnation de porte	
	30 (RHD 4A-FE)					
A 3	20 (LHD 4A-FE)	Accouplement magnétique de A/C et capteur de blocage	D 7	24 (LHD)	Commande de condamnation de porte	
	22 (LHD 4E-FE)			34 (RHD)		
	30 (RHD 4A-FE)		D 8	26 (LHD S/D)	Diode (d'éclairage de courtoisie sur porte)	
	32 (RHD 4E-FE)			28 (LHD W/G)		
A 4	20 (LHD 4A-FE)	Triple pressostat de A/C (double pressostat et pressostat simple de A/C)		36 (RHD S/D)		
	22 (LHD 4E-FE)			38 (RHD W/G)		

[A] : Code des pièces

[B] : Voire page

Pages à voir concernant le circuit de système, montrant l'emplacement de la pièce sur le véhicule.

[C] : Désignation des pièces

M PART NUMBER OF CONNECTORS

Code	Part Name	Part Number	Code	Part Name	Part Number
A 1	A/C Ambient Temp. Sensor	90980-11070	D 4	Diode (Door Courtesy Light)	90980-11608
A 2	A/C Condenser Fan Motor	90980-11237	D 5	Diode (Key Off Operation)	90980-10962
A 3	A/C Condenser Fan Relay	90980-10940	D 6	Diode (Luggage Compartment Light)	90980-11608
A 4	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	90980-10943	D 7	Door Lock Control Relay	90980-10848
	A/T Oil Temp. Sensor	90980-11413	D 8	Door Courtesy Light LH	90980-11148
A 6	ABS Actuator	90980-11151	D 9	Door Courtesy Light RH	
A 7	ABS Actuator	90980-11009	D10	Door Courtesy SW LH	90980-11097
A 8	ABS Speed Sensor Front LH	90980-10941	D11	Door Courtesy SW RH	
A 9	ABS Speed Sensor Front RH	90980-11002	D12	Door Courtesy SW Front LH	90980-11156
A10	Airbag Sensor Front LH	90980-11856	D13	Door Courtesy SW Front RH	
A11	Airbag Sensor Front RH		D14	Door Courtesy SW Rear LH	
A12	Airbag Sensor Rear LH	90980-11194	D15	Door Courtesy SW Rear RH	90980-11170
A13	Airbag Sensor Rear RH	90980-11195	D16	Door Unlock SW LH	
A14	Airbag Sensor Rear RH	90980-11196	D17	Door Unlock SW RH	90980-11170

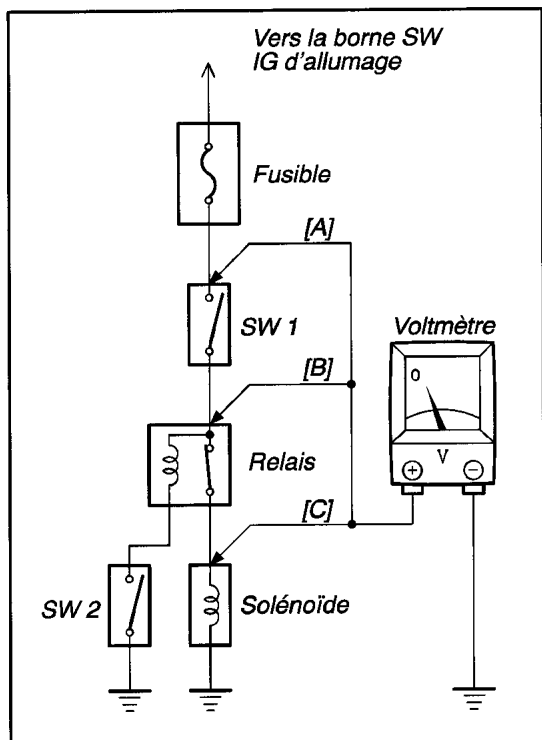
[A] : Code des pièces

[B] : Désignation des pièces

[C] : Référence

Références TOYOTA.

Toutes les références du connecteur ne sont pas définies pour la fourniture. Pour passer une commande d'un connecteur ou d'une borne avec fil, prière de vérifier préalablement si cette pièce est bien disponible en se reportant à "Parts Catalog News" (publié par le Département de la Gestion de l'Ingénierie).



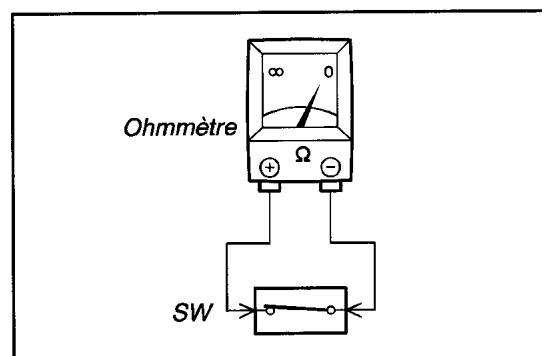
VERIFICATION DE TENSION

- (a) Etablir les conditions dans lesquelles la tension est présente au point de contrôle.

Exemple:

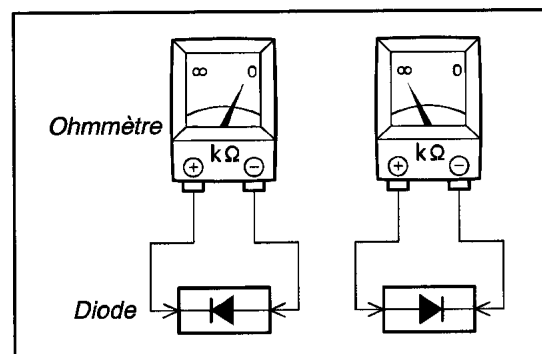
- [A] - CONTACTEUR d'allumage sur "ON"
- [B] - CONTACTEUR d'allumage et SW 1 sur "ON"
- [C] - CONTACTEUR d'allumage, SW 1 et Relais sur "ON" (SW 2 sur "OFF")

- (b) En utilisant un voltmètre, connecter le fil négatif à une point de mise à la terre approprié ou à la borne de batterie négative, et le fil positif au connecteur ou borne de composants. Cette vérification peut s'effectuer avec une lampe à mesurer au lieu du voltmètre.



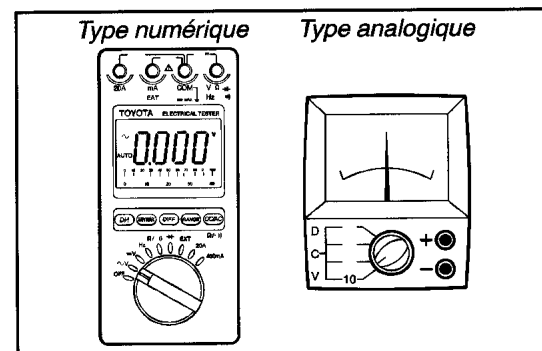
CONTROLE DE LA CONTINUITE ET RESISTANCE

- (a) Déconnecter la borne ou fil de batterie de telle manière qu'il n'y ait pas de tension entre les points de contrôle.
- (b) Mettre en contact les deux fils d'un ohmmètre à chaque point de contrôle.

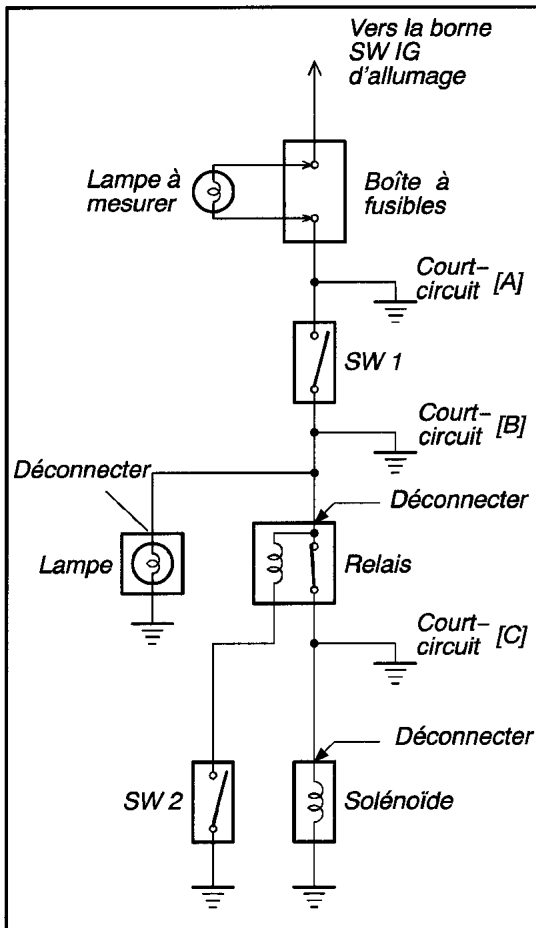


Si le circuit présente des diodes, inverser les deux fils et vérifier de nouveau.

Il doit y avoir une continuité lorsque l'on met en contact le fil négatif au côté positif de la diode et le fil positif au côté négatif. Lorsque l'on met en contact les deux fils en sens inverse, il ne doit pas y avoir de continuité.



- (c) Utiliser un volt/ohmmètre avec une haute impédance (10 kΩ/V minimum) pour le dépannage du circuit électrique.



LOCALISATION DE COURT-CIRCUIT

- Déposer le fusible grillé et déconnecter toutes les charges du fusible.
- connecter une lampe à mesurer au lieu du fusible.
- Etablir les conditions pour lesquelles la lampe à mesurer s'allume.

Exemple:

- [A] - CONTACTEUR d'allumage sur "ON"
- [B] - CONTACTEUR d'allumage et SW 1 sur "ON"
- [C] - CONTACTEUR d'allumage, SW 1 et Relais sur "ON" (connecter le relais) et SW 2 sur "OFF" (ou Déconnecter SW 2).

- Déconnecter et reconnecter les connecteurs tout en observant la lampe à mesurer.
Le court-circuit se trouve entre le connecteur sur lequel la lampe à mesurer reste allumée et le connecteur sur lequel la lampe s'éteint.
- Localiser l'emplacement exact du court-circuit en secouant légèrement le fil où le problème se trouve le long de la carrosserie.

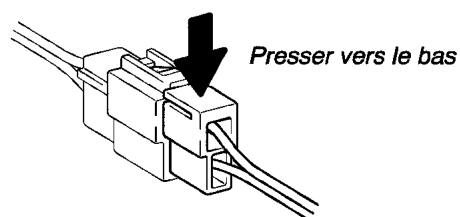
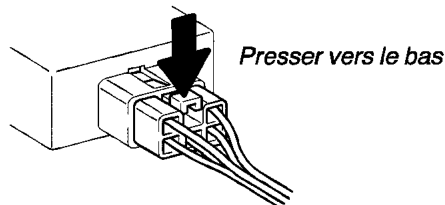
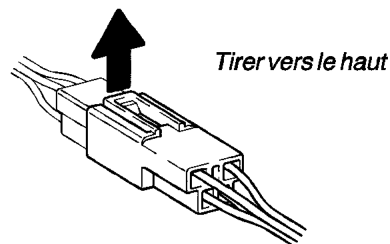
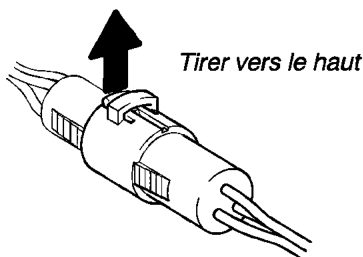
PRECAUTION:

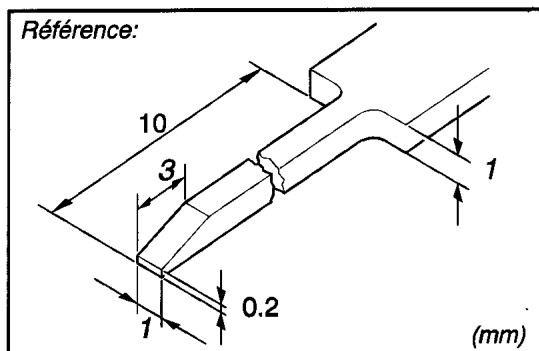
- Ne pas ouvrir le couvercle ou la boîte de l'ECU à moins que cela ne soit nécessaire. (Si les bornes de CI sont touchées, le CI pourrait être détruit par l'électricité statique).
- Lors d'un remplacement du mécanisme intérieur (partie ECU) du compteur numérique, prenez garde de ne mettre aucune partie de votre corps ou de votre vêtement en contact avec les bornes des conducteurs en provenance de l'IC, etc. de la pièce de remplacement (pièce de rechange).

DEBRANCHEMENT DES CONNECTEURS DE TYPE MALE ET FEMELLE

Pour séparer les connecteurs, tirer le connecteur lui-même, et non le faisceau de câblage.

NOTE : Vérifier le type de connecteur devant être déconnecté avant de les séparer.





COMMENT REMPLACER LA BORNE (Avec le dispositif de fixation de cosses ou le dispositif de verrouillage secondaire)

1. FABRIQUER UN OUTIL SPECIAL

CONSEIL : Pour pouvoir retirer une cosse du boîtier de bloc raccord de câblage, il est nécessaire de fabriquer et d'utiliser l'outil spécial ou un ustensile similaire représenté ci-contre.

2. DEBRANCHER LE BLOC RACCORD DE CABLAGE

3. LIBERER LE DISPOSITIF DE VERROUILLAGE SECONDAIRE OU LE DISPOSITIF DE RETENUE DE COSSE.

(a) Le dispositif de verrouillage doit être retiré avant que l'attache de verrouillage de cosse puisse être libérée et la cosse retirée du bloc raccord de câblage.

(b) Se servir de l'outil spécial ou de la pointe de cosse pour débrayer le dispositif de verrouillage secondaire ou le dispositif de fixation de cosse.

AVERTISSEMENT:

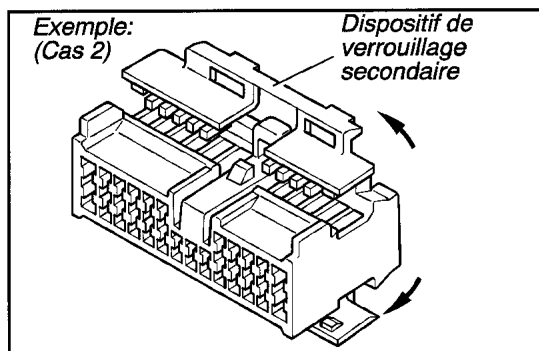
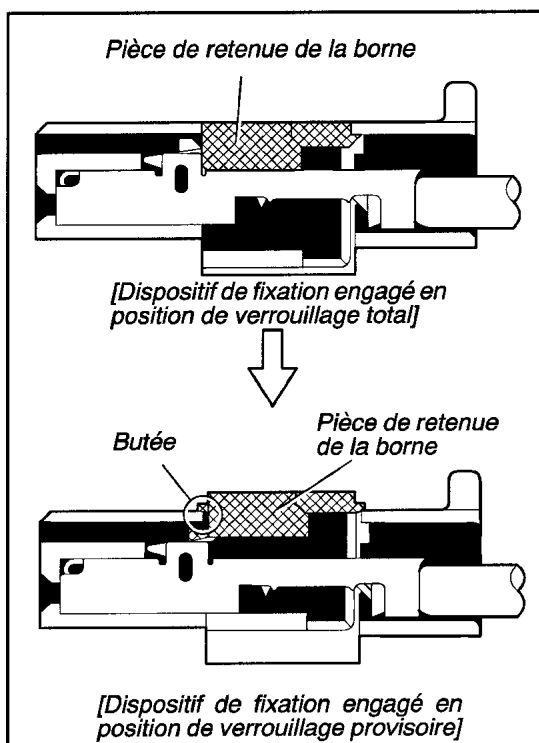
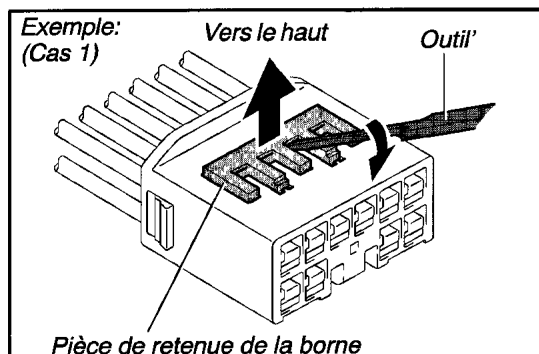
Le dispositif de fixation de cosses ne doit pas être retiré du boîtier de bloc raccord de câblage.

[A] Cas du bloc raccord de câblage non étanche

NOTE : La position d'insertion des aiguilles varie selon la forme du connecteur (nombre de bornes, etc.) et par conséquent vérifier la position avant de l'insérer.

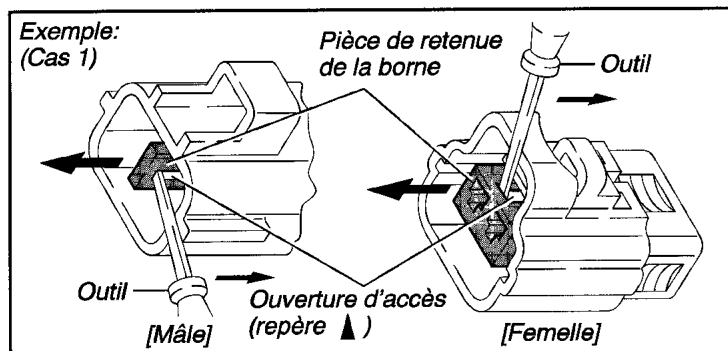
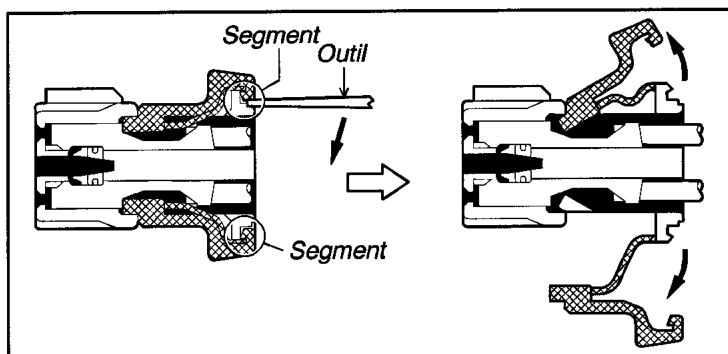
"Cas 1"

Soulever la pièce de retenue de la borne vers le haut sur la position de verrouillage provisoire.



"Cas 2"

Ouvrir le dispositif de verrouillage secondaire

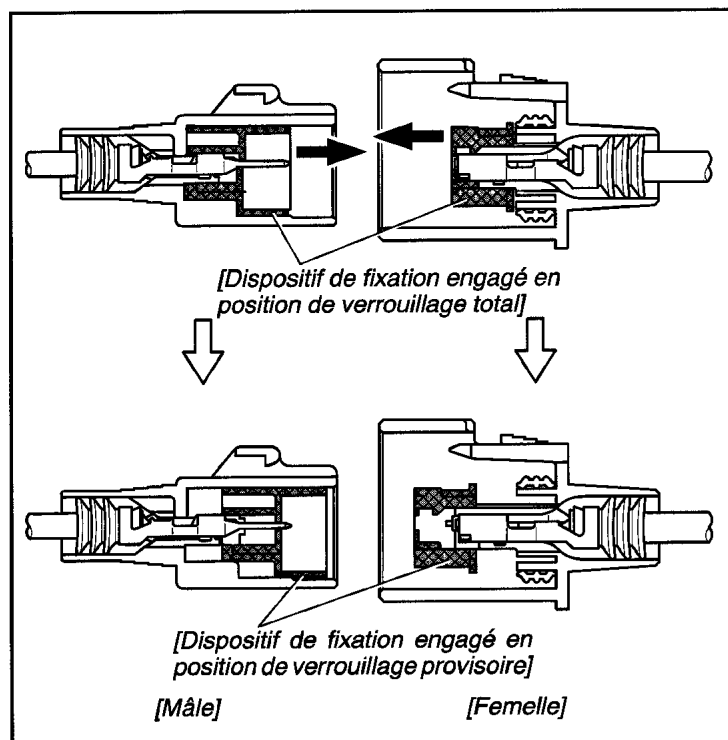


[B] Cas de bloc raccord de câblage étanche

NOTE : La teinte des cosses varie suivant la forme du boîtier de block raccord de câblage.

Exemple:

Dispositif de fixation de cosses	Boîtier de bloc raccord de câblage
Noir ou blanc	: Gris
Noir ou blanc	: Gris foncé
Gris ou blanc	: Noir

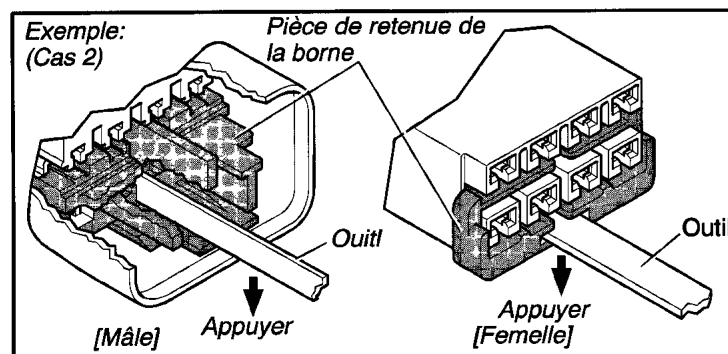


"Cas 1"

Type avec lequel le dispositif de fixation de cosses peut être relevé jusqu'à sa position de verrouillage secondaire (type à relever).

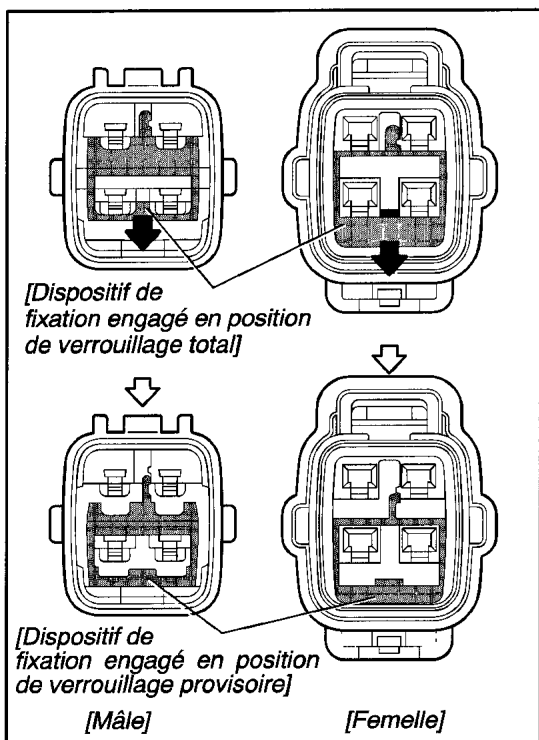
Engager l'extrémité de l'outil spécial dans l'ouverture d'accès (repère ▲) de dispositif de fixation de cosses et relever ce dernier jusqu'à sa position de verrouillage provisoire.

NOTE : La position d'insertion des aiguilles varie selon la forme du connecteur (nombre de bornes, etc.) et par conséquent vérifier la position avant de l'insérer.

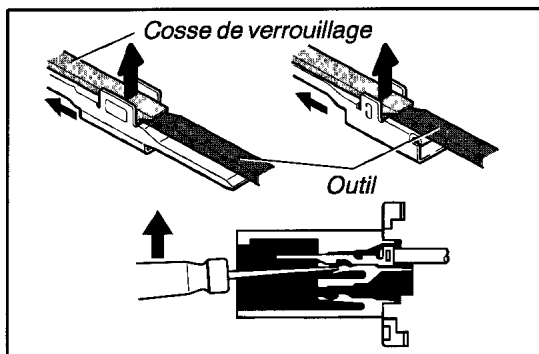


"Cas 2"

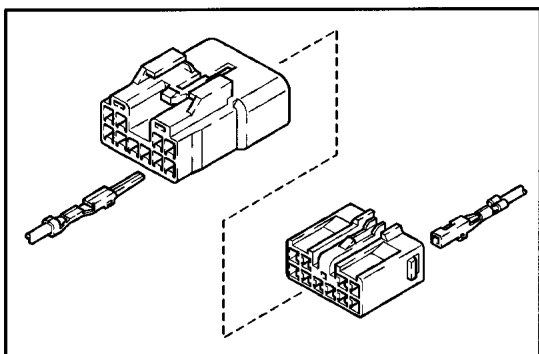
Type avec lequel il est impossible de dégager au-delà de la position de verrouillage commandée; dans ce cas, insérer l'outil directement dans l'orifice d'accès de la pièce de retenue de la borne, comme indiqué sur l'illustration.



Appuyer sur le dispositif de fixation de cosses jusqu'à sa position de verrouillage provisoire.



(c) Relâcher la cosse de verrouillage à partir de la borne et tirer la borne vers l'extérieur à partir de l'arrière.

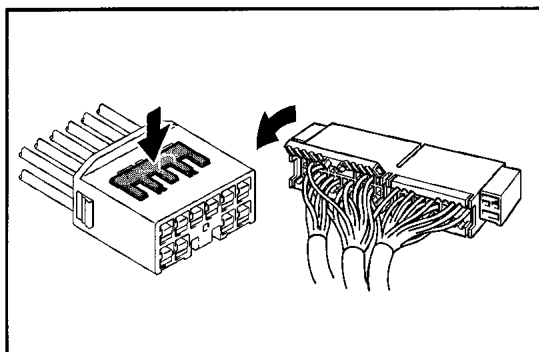


4. INSTALLER LA BORNE AU CONNECTEUR

(a) Insère la borne

NOTE:

1. Veiller à ce que la borne soit positionnée correctement.
2. Insérer la borne jusqu'à ce que la cosse de verrouillage soit bloquée fermement.
3. Insérer la borne avec la pièce de retenue de la borne sur la position de verrouillage provisoire.



(b) Pousser la pièce de retenue de la borne vers l'intérieur sur la position de verrouillage complet.

5. BRANCHER LE CONNECTEUR

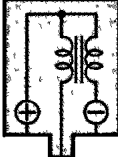
ABREVIATIONS

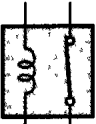
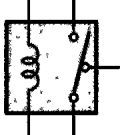
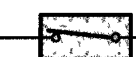
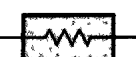
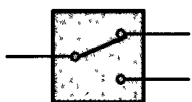
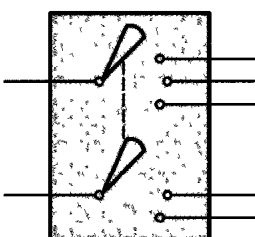
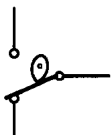
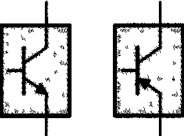
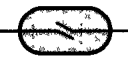
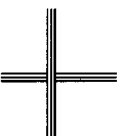
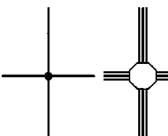
Les abréviations suivantes sont utilisées dans ce manuel.

ABS	=	<i>Système antiblocage des freins (Anti-Lock Brake System)</i>
A/C	=	<i>Air conditionné (Air Conditioner)</i>
A/T	=	<i>Boîte-pont automatique (Automatic Transaxle)</i>
COMB.	=	<i>Combinaison (Combination)</i>
DLC3	=	<i>Bloc raccord de câblage de liaison de données 3 (Data Link Connector 3)</i>
ECT	=	<i>Boîte de vitesses sous contrôle électronique (Electronic Control Transmission)</i>
ECU	=	<i>Unité de commande électronique (Electronic Control Unit)</i>
EFI	=	<i>Injection d'essence électronique (Electronic Fuel Injection)</i>
EVAP	=	<i>Contrôle antipollution d'évaporation (Evaporative Emission)</i>
ISC	=	<i>Contrôle de régime ralenti (Idle Speed Control)</i>
J/B	=	<i>Bloc de jonction (Junction Block)</i>
LH	=	<i>Gauche (Left-Hand)</i>
LHD	=	<i>Conduite à gauche (Left-Hand Drive)</i>
M/T	=	<i>Boîte-pont mécanique (Manual Transaxle)</i>
O/D	=	<i>Vitesse surmultipliée (Overdrive)</i>
PTC	=	<i>Coefficient de température positif (Positive Temperature Coefficient)</i>
R/B	=	<i>Bloc relais (Relay Block)</i>
RH	=	<i>Droite (Right-Hand)</i>
RHD	=	<i>Conduite à droite (Right-Hand Drive)</i>
SRS	=	<i>Système de retenue complémentaire (Supplemental Restraint System)</i>
SW	=	<i>Contacteur (Switch)</i>
TEMP.	=	<i>Température (Temperature)</i>
VSV	=	<i>Soupape de commutation à dépression (Vacuum Switching Valve)</i>
w/	=	<i>Avec (With)</i>
w/o	=	<i>Sans (Without)</i>

* Les titres qui sont mentionnés dans les organes sont les mêmes que ceux des bornes (codes de borne) et ne doivent pas être considérés comme des abréviations.

E GLOSSAIRE DES TERMES ET SYMBOLES

 BATTERIE Stocke de l'énergie chimique et le convertit en énergie électrique. Fournit du courant continu pour les divers circuits électriques de la voiture.	MISE A LA TERRE Le point sur lequel les câbles sont attachés à la carrosserie, fournissant ainsi un chemin de retour pour un circuit électrique; sans une mise à la terre, le courant ne peut pas s'écouler. 
 CONDENSATEUR Un petit bloc de maintien pour l'accumulation provisoire de la tension électrique.	PHARES Le débit du courant cause le réchauffement du filament du phare et l'émission de lumière. Un phare peut présenter un (1) filament ou deux (2) filaments. 1. UN FILAMENT  2. DEUX FILAMENTS 
 ALLUME-CIGARE Elément à chauffage de résistance électrique.	KLAXON Un dispositif électrique qui produit un signal audible assez fort. 
DISJONCTEUR Fondamentalement un fusible réutilisable, le disjoncteur se réchauffera et s'ouvrira si une quantité excessive s'écoule à travers. Certaines unités se réarment automatiquement lorsqu'elles se refroidissent, tandis que d'autres doivent être réarmées manuellement. 	BOBINE D'ALLUMAGE Convertit le courant continu de basse tension en courant d'allumage de haute tension pour allumer les bougies. 
DIODE Un semiconducteur qui permet le débit du courant dans une seule direction. 	DIODE, ZENER Une diode qui permet le débit du courant dans une direction mais bloque le débit inverse seulement jusqu'à une tension spécifique. Audessus de ce potentiel, il dépasse la tension d'excès. Fonctionne comme un simple régulateur de tension. 
PHOTODIODE La photodiode est un semi-conducteur qui régularise le courant électrique en fonction de la quantité de lumière. 	DEL (DIODE ELECTROLUMINESCENTE) Lorsque le débit du courant s'établit, ces diodes émettent de la lumière sans produire la chaleur d'une lampe comparable. 
DISTRIBUTEUR, IIA Achemine le courant de haute tension de la bobine d'allumage vers les bougies d'allumage individuelles. 	COMPTEUR ANALOGIQUE Le débit de courant active une bobine magnétique qui cause le déplacement d'une aiguille, fournissant ainsi un affichage relatif devant un étalonnage de fond. 
FUSIBLE Une bande métallique mince qui grille lorsqu'une quantité excessive de courant s'écoule à travers, interrompant alors le débit du courant et protégeant le circuit contre tout endommagement.  (pour fusible de moyenne intensité) LAME FUSIBLE Un fil de gros calibre placé dans des circuits d'ampérage élevé qui grille en cas de surcharges, protégeant ainsi les circuits.  (pour fusible à haute intensité ou élément fusible)	COMPTEUR NUMERIQUE Le débit du courant active une ou plusieurs DEL, affichages à cristaux liquides, ou affichages fluorescents, qui fournissent un affichage numérique ou relatif.  MOTEUR Une unité de puissance qui convertit l'énergie électrique en énergie mécanique, surtout en mouvement de rotation. 

RELAIS 1. FERME NORMALEMENT  2. OUVERT NORMALEMENT  Fondamentalement un contacteur à actionnement électrique qui peut être normalement fermé (1) ou ouvert (2). Le débit de courant à travers une petite bobine produit un champ magnétique qui ouvre ou ferme un contacteur connecté.	HAUT-PARLEUR Un dispositif électromécanique qui produit des ondes sonores à partir du débit de courant. 
RELAIS A DEUX COURSES Un relais qui fait écouler le courant à travers un jeu de contacts ou l'autre. 	CONTACTEUR, MANUEL Ouvre et ferme les circuits, interrompant (1) ou permettant (2) le débit de courant. 1. OUVERT NORMALEMENT  2. FERME NORMALEMENT 
RESISTANCE Un composant électrique avec une résistance fixe, placé dans un circuit pour réduire la tension à une valeur spécifique. 	CONTACTEUR A DEUX COURSES Un contacteur qui fait passer le courant de façon continue à travers un jeu de contacts ou l'autre. 
RESISTANCE A PRISES Une résistance qui fournit deux ou davantage de valeurs de résistances non réglables différentes. 	CONTACTEUR D'ALLUMAGE Un contacteur à actionnement pas clé avec plusieurs positions qui permettent aux divers circuits, et en particulier au circuit d'allumage primaire, de s'activer. 
RESISTANCE VARIABLE ou RHEOSTAT Une résistance pouvant être contrôlée avec un taux variable de résistance. S'appelle également un potentiomètre ou rhéostat. 	CONTACTEUR D'ARRET D'ESSUIE-GLACE Remet les essuie-glaces sur la position d'arrêt lorsque le contacteur des essuies-glace est coupé. 
CAPTEUR (thermistance) Une résistance qui varie sa valeur de résistance avec la température. 	TRANSISTOR Un dispositif à état solide qui s'utilise généralement comme relais électronique; interrompt ou fait passer le courant selon la tension appliquée à la "base". 
CAPTEUR DE VITESSE Utilise des impulsions magnétiques pour ouvrir et fermer un contacteur afin de créer un signal pour activer les autres composants. (Type à commutateur à lames) 	FILS Les fils sont toujours dessinés en ligne droite sur les schéma de câblage. (1) NON CONNECTES Les fils croisés (1) sans un point noir à la jonction ne sont pas joints. Les fils croisés (2) avec un point noir ou une marque octogonale (○) à la jonction sont des connexions (jointes) à épissure. (2) A EPISSURE  
FICHE DE COURT-CIRCUIT S'utilise pour fournir une connexion non brisée dans une boîte de dérivation. 	SOLENOIDE Une bobine électromagnétique qui produit un champ magnétique lorsque le courant s'écoule, pour faire déplacer un plongeur, etc. 

A INTRODUCCION

Este manual consta de las siguientes 14 secciones:

Número	Sección	Descripción
A	INDICE	Indice el contenido de este manual.
	INTRODUCCION	Breve explicación de cada sección.
B	COMO UTILIZAR ESTE MANUAL	Instrucciones relacionadas con el uso este manual.
C	LOCALIZACION DE AVERIAS	Descripción de los procedimientos de inspección básicos para los circuitos eléctricos.
D	ABREVIATURAS	Definiciones de las abreviaturas utilizadas en este manual.
E	GLOSARIO DE TERMINOS Y SIMBOLOS	Definiciones de los símbolos y funciones de las partes principales.
F	UBICACION DE LOS RELES	Indicación de la Unidad de Control Electrónico, los Relés, el Bloque de Relés, etc. Esta sección está relacionada con el circuito del sistema.
G	RECORRIDO DE LOS CABLES ELECTRICOS	Descripción de los conectores de piezas, puntos de empalme, puntos de conexión a masa, etc. Esta sección está relacionada con el circuito del sistema.
H	INDICE	Indice de los circuitos de los sistemas.
	CIRCUITOS DE SISTEMAS	Circuitos eléctricos de cada sistema indicados desde la fuente de alimentación hasta los puntos de conexión a masa. Las conexiones del cableado y las respectivas posiciones se indican y clasifican según el método de conexión. (Vea la sección "COMO UTILIZAR ESTE MANUAL"). Esta sección asimismo contiene las secciones de "Descripción del sistemas" y "Consejos para el servicio" que son sumamente útiles para la localización de averías.
I	PUNTO DE CONEXION A MASA	Indicación de las conexiones a masa de todas las piezas descritas en este manual.
J	FUENTE DE ALIMENTACION (Cuadro de flujo de corriente)	Descripción de la distribución de la alimentación desde la fuente hasta las diferentes cargas eléctricas.
K	LISTA DE CONECTORES	Describe la forma de los conectores para las piezas que aparecen en este libro. Esta sección está relacionada con el circuito del sistema.
L	INFORMACION DE CONECTORES	Indica la referencia (Vea la página) sobre el nombre de las partes correspondiente a su código y la posición para montar la carrocería.
M	NUMERO DE LAS PARTES DE CONECTORES	Se indica el número de las partes de los conectores utilizados en este manual.
N	DIAGRAMA DE CONEXIONES ELECTRICAS GENERAL	Diagramas de los circuitos con indicación de las conexiones.

Este manual proporciona informaciones acerca de los circuitos eléctricos de los vehículos, divididas según los diferentes circuitos de sistemas.

El cableado específico de cada circuito de sistema aparece desde el punto de conexión a la fuente de alimentación de la batería hasta el punto de conexión a masa. (Todos los diagramas de circuito aparecen en condición de los interruptores en la posición OFF.)

Al tratar de localizar un desperfecto, es necesario familiarizarse con el funcionamiento del circuito en el cual se ha detectado el problema (vea la sección de Circuitos de Sistemas), la fuente de alimentación del circuito (vea la sección Fuente de Alimentación) y los puntos de conexión a masa (vea la sección Punto de Conexión a Masa). Vea la descripción del sistema para comprender el funcionamiento del circuito.

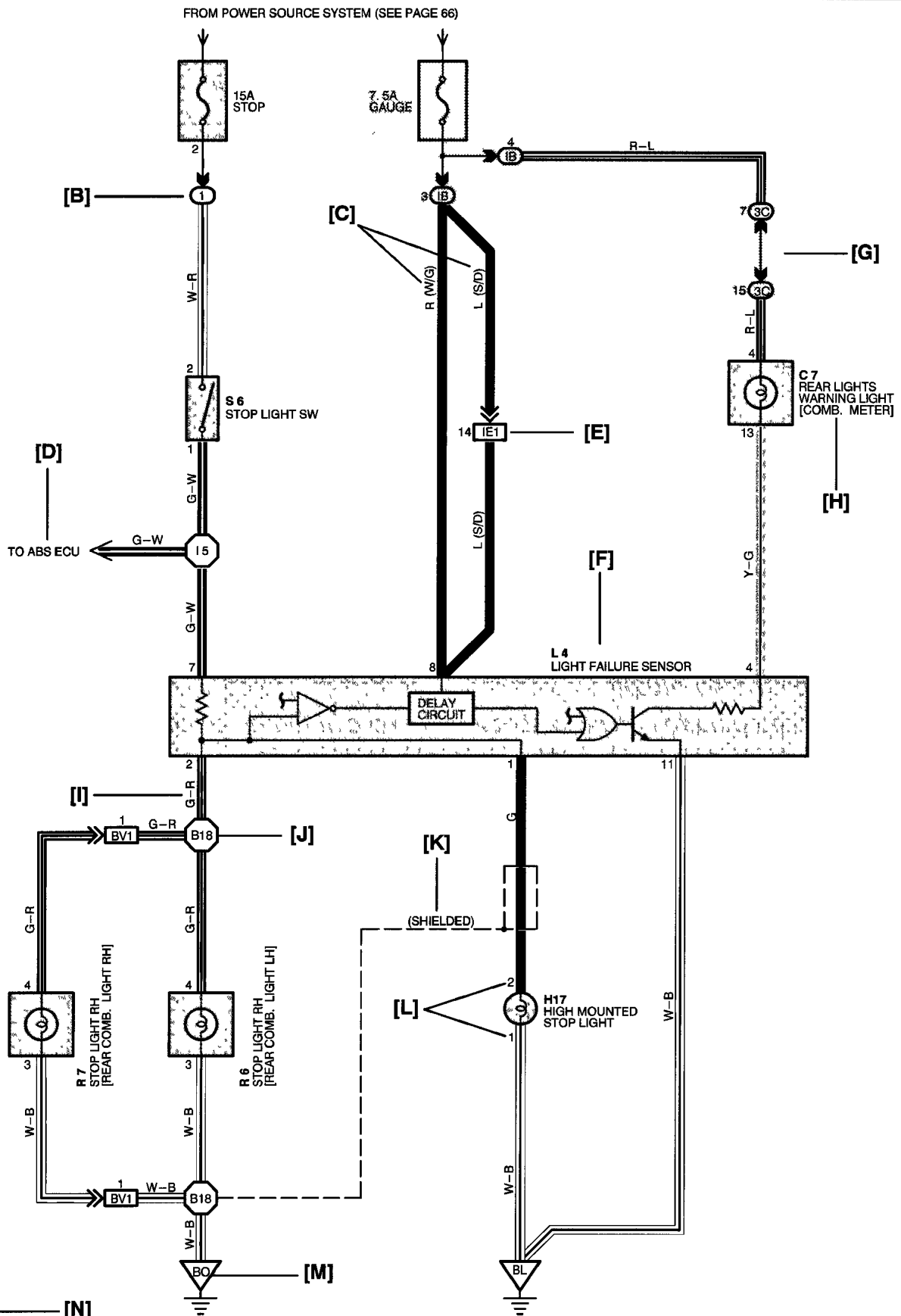
Una vez familiarizado con el funcionamiento del circuito, determine la causa según los procedimientos de localización de averías especificados. Para la ubicación de cada pieza, los bloques de empalmes y los conectores de los mazos de conductores, así como los puntos de empalme y los puntos de conexión a masa de cada circuito, vea las secciones de Ubicación de los Relés y Ubicación de los Cables. Se incluye además el diagrama de cableado interior de cada bloque de empalme para facilitar la comprensión de las conexiones dentro del bloque.

El cableado relacionado con cada sistema aparece indicado en cada circuito de sistema mediante flechas (de __, a __). En caso de requerirse conexiones generales, vea el Diagrama de Cableado Electrico General, en la parte final de este manual.

B COMO UTILIZAR ESTE MANUAL

* El sistema aquí mostrado es SOLO UN EJEMPLO. Es distinto del circuito real mostrado en la SECCION DE CIRCUITOS DEL SISTEMA.

[A]
STOP LIGHT



50 [N]

[A] : Título del sistema

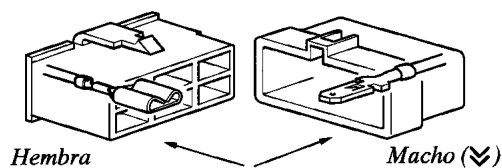
[B] : Indica un bloque de relés. N.º se utiliza sombreado y se indica sólo el número del bloque de relés para distinguirlo del bloque de empalme

Ejemplo: ① indica Bloque de Relés N.º 1

[C] : () se utiliza para indicar diferentes cableados, conectores, etc. en caso de modelo de vehículo, tipo de motor o especificaciones diferentes.

[D] : Indica un sistema relacionado.

[E] : Indica el mazo de conductores y el conector del mazo de conductores. El mazo de conductores con el terminal macho es indicado mediante las flechas (↗). Las cifras exteriores corresponden al número de clavijas.

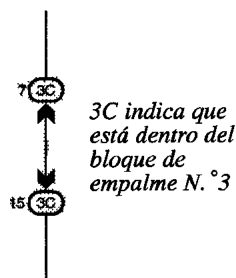


La primera letra del código para cada mazo de conductores y conectores de mazo de conductores indica la ubicación del componente, por ejemplo "E" es para el compartimiento del motor, "I" para el tablero de instrumentos y área circundante, y "B" para la carrocería y área circundante. Cuando más de un código tiene la primera y segunda letras en común, seguidas de números (por ej. IH1, IH2) indica el mismo tipo de mazo de conductores y conector de mazo de conductores.

[F] : Representa una pieza (todas son indicadas en celeste). El código es el mismo que el utilizado para la ubicación de la pieza.

[G] : Bloque de empalme. (El número dentro del círculo es el número del bloque de empalme, y el código del conector aparece junto al mismo.) Los bloques de empalme aparecen sombreados para distinguirlos fácilmente de otras piezas.

Ejemplo:



[H] : Cuando 2 piezas utilizan el mismo conector en común, en nombre de las piezas utilizadas en la sección del cableado aparece entre paréntesis cuadrados [].

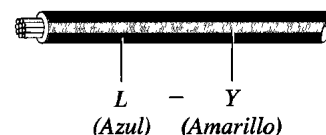
[I] : Indica el color del cable.

Los colores de los cables se dan según los siguientes códigos alfabéticos.

B = Negro W = Blanco BR = Marrón
L = Azul V = Violeta SB = Azul del cielo
R = Rojo G = Verde LG = Verde Claro
P = Rosado Y = Amarillo GR = Gris
O = Anaranjado

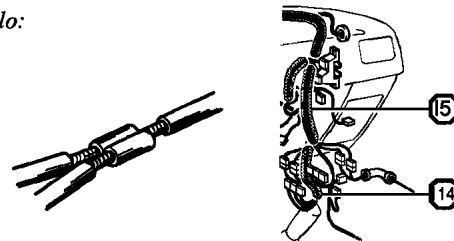
La primera letra indica el color básico del cable y la segunda letra indica el color de la banda.

Ejemplo: L - Y



[J] : Indica un punto de empalme de cables (los códigos son "E" para el interior del compartimiento del motor, "I" para el tablero de instrumentos y "B" para la carrocería.)

Ejemplo:



La ubicación del punto de empalme I 5 es indicada mediante la sección sombreada.

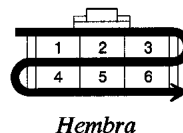
[K] : Indica mazo de conductores blindado.



[L] : Indica el número de clavijas del conector. El sistema de numeración es diferente según se trate de un conector macho o de un conector hembra.

Ejemplo: Numerados de arriba a la izquierda hacia abajo a la derecha

Numerados de arriba a la derecha hacia abajo a la izquierda



Hembra



Macho

[M] : Indica los PUNTOS de conexión a Masa.

La primera letra del código de cada punto de tierra indica la ubicación del componente, por ejemplo "E" es para el compartimiento del motor, "I" para el tablero de instrumentos y área circundante, y "B" para la carrocería y área circundante.

[N] : N.º de página

B COMO UTILIZAR ESTE MANUAL

[O] — SYSTEM OUTLINE (DESCRIPCION DEL SISTEMA)

Current is applied at all times through the 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 to TERMINAL 11 to GROUND and turns the rear lights 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 holds the warning light on until the ignition SW is turned off.

[P] — SERVICE HINTS (CONSEJOS PARA EL SERVICIO)

S6 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

L4 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 continuity

[Q] ○ : PARTS LOCATION (UBICACION DE LAS PIEZAS)

Code	See Page	Code	See Page	Code	See Page
C7	34	L4	36	R7	37
H17	36	R6	37	S6	35

[R] ○ : RELAY BLOCKS (BLOQUES DE RELES)

Code	See Page	Relay Blocks (Relay Block Location)
1	18	R/B No.1 (Instrument Panel Left)

[S] ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR (BLOQUE DE EMPALME Y CONECTOR DE MAZO DE CONDUCTORES)

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	20	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3C	22	Instrument Panel Wire and J/B No.3 (Instrument Panel Left Side)

[T] □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS (MAZO DE CONDUCTORES DE UNION DE CONECTORES Y MAZO DE CONDUCTORES)

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
BV1	50	Luggage Room Wire and Floor Wire (Luggage Compartment Left)

[U] ▽ : GROUND POINTS (PUNTOS DE CONEXION A MASA)

Code	See Page	Ground Points Location
BL	50	Under the Left Quarter Pillar
BO	50	Back Panel Center

[V] ○ : SPLICE POINTS (PUNTOS DE EMPALME)

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	44	Cowl Wire	B18	50	Luggage Room Wire

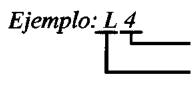
[O] : Descripción del sistema.

[P] : Indica valores o explica la función para referencia durante la localización de averías.

[Q] : Indica la página de referencia en la cual aparece la ubicación en el vehículo de las piezas del circuito del sistema.

Ejemplo : Pieza "L4" (Sensor de fallo de las luces) en la página 36 de este manual.

* La letra en el código es la primera letra de la pieza y el número indica el orden de las piezas que comienzan con tal letra.

Ejemplo:  La pieza es la 4
Sensor de fallo de las luces

[R] : Indica la página de referencia en la cual aparece la ubicación en el vehículo de los conectores del bloque de relés en el circuito del sistema.

Ejemplo : La descripción del conector "1" aparece en la página 18 de este manual y el mismo está instalado en la parte izquierda del tablero de instrumentos.

[S] : Indica la página de referencia en la cual aparece la ubicación en el vehículo del bloque de empalmes y del mazo de conductores en el circuito del sistema.

Ejemplo : El conector "3C" conecta el cable de torpedo con el bloque de empalmes N.º 3. La descripción correspondiente aparece en la página 22 de este manual y el mismo está instalado en el lado izquierdo del tablero de instrumentos.

[T] : Indica la página de referencia en la cual se describe el mazo de conductores y el conector del mismo (el conector hembra se describe primero y después se describe el conector macho.)

Ejemplo : El conector "IE1" conecta el cable de la puerta derecha delantera (hembra) y el cable de torpedo (macho). La descripción correspondiente aparece en la página 42 de este manual y el mismo está instalado en el lado derecho de la caja pedalera.

[U] : Indica la página de referencia en la cual aparece la ubicación de los puntos de conexión a masa en la carrocería del vehículo.

Ejemplo : La descripción del punto de conexión a masa "BO" aparece en la página 50 de este manual y el mismo está en el lado izquierdo del torpedo.

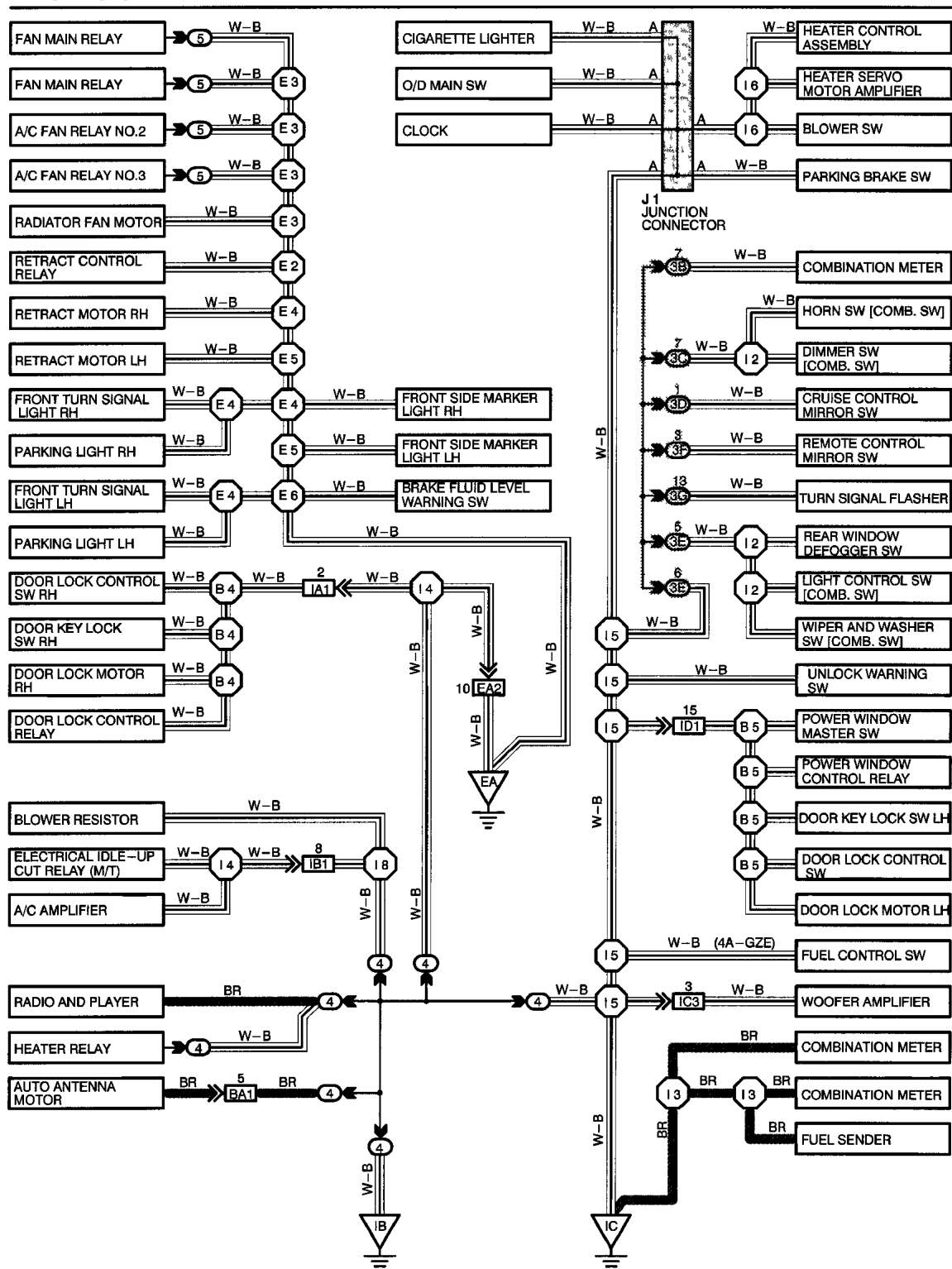
[V] : Indica la página de referencia en la cual aparece la posición de los puntos de empalme en el vehículo.

Ejemplo : El punto de empalme "I5" está en el mazo de conductores del torpedo y la descripción correspondiente aparece en la página 44 de este manual.

B COMO UTILIZAR ESTE MANUAL

El diagrama del circuito de los puntos de conexión a masa indica las conexiones a masa de todas las piezas principales a los respectivos puntos de masa. Durante la localización de averías por fallas de conexión a masa, puede resultar útil examinar los sistemas que tienen una conexión a masa en común para identificar rápidamente el problema. La relación entre los puntos de conexión a masa (∇_{EA} , ∇_{IB} y ∇_{IC} indicada más abajo) asimismo puede verificarse de esta manera.

I GROUND POINT

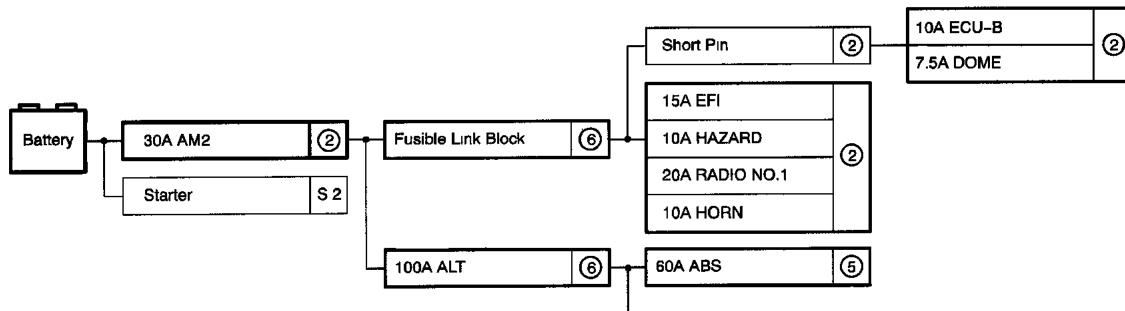


* El sistema aquí mostrado es SOLO UN EJEMPLO. Es distinto del circuito real mostrado en la SECCION DE CIRCUITOS DEL SISTEMA.

La sección del "Cuadro de Flujo de Corriente" describe las piezas (fusibles, eslabones fusibles y ruptores) que reciben corriente. En el diagrama del circuito de fuente de alimentación, se explican las condiciones cuando se suministra la alimentación desde la batería a cada sistema. Ya que todos los circuitos de sistema comienzan desde la fuente de alimentación, es necesario comprender perfectamente el sistema de alimentación.

J POWER SOURCE (Current Flow Chart)

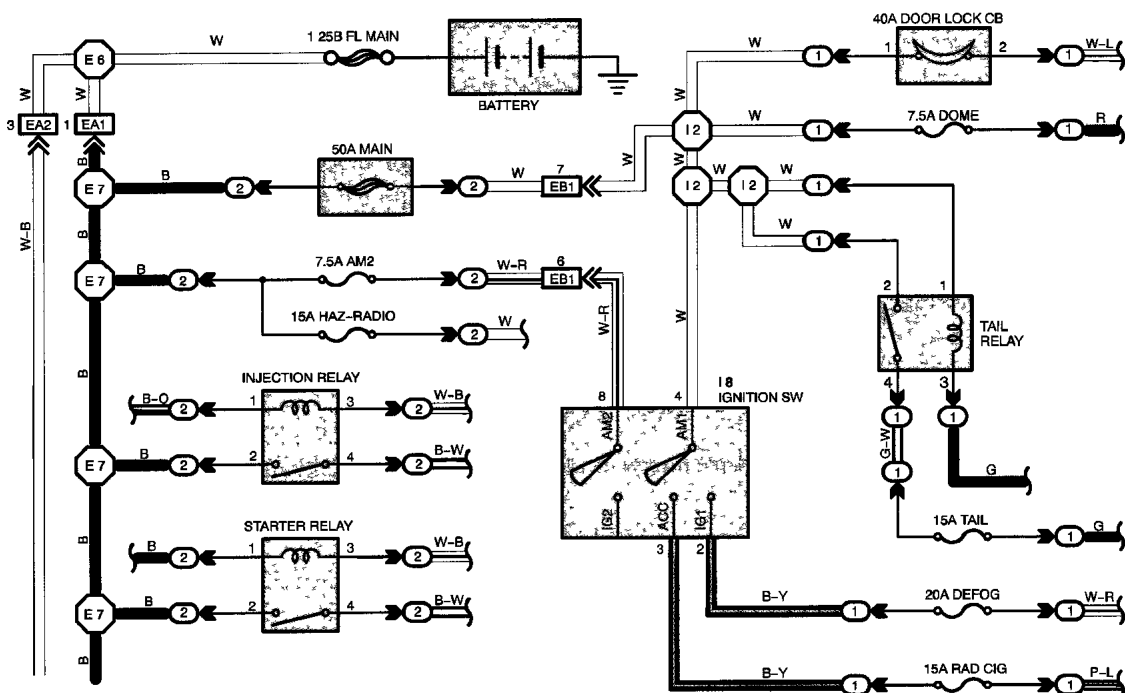
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.



Engine Room R/B (See Page 20)

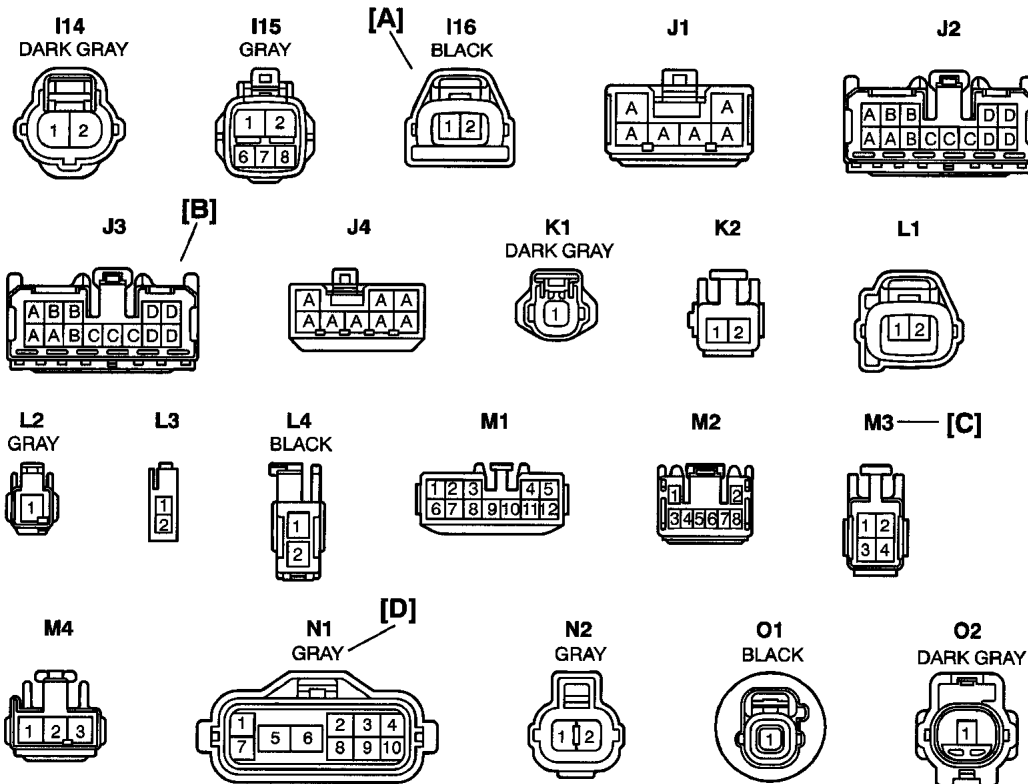
Fuse	System	Page
20A	STOP	
	ABS	194
	ABS and Traction Control	187
	Cruise Control	180
	Electronically Controlled Transmission and A/T Indicator	166
	Multiplex Communication System	210
10A	DOME	
	Cigarette Lighter and Clock	214
	Combination Meter	230
	Headlight	112
	Interior Light	122
	Key Reminder and Seat Belt Warning	
	Light Auto Turn Off	
	Door Deterrent and Door Lock	

POWER SOURCE



* El sistema aquí mostrado es SOLO UN EJEMPLO. Es distinto del circuito real mostrado en la SECCION DE CIRCUITOS DEL SISTEMA.

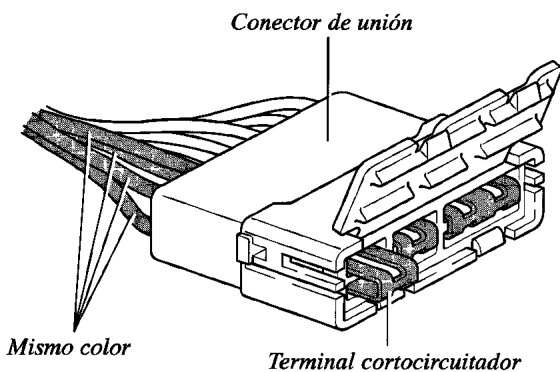
K CONNECTOR LIST



[A] : Indica el conector que debe conectarse a una pieza. (la cifra indica el número de clavijas del conector)

[B] : Conector de unión

Indica el conector que está conectado con el terminal cortocircuitador.



El conector de unión de este manual incluye un terminal de cortocircuito que está conectado a cierto número de mazos de conductores. Efectúe siempre la inspección con el terminal de cortocircuito instalado. (Cuando instale el mazo de conductores, el mazo puede conectarse en cualquier posición dentro del grupo del terminal de cortocircuito.

Consecuentemente, en otros vehículos, la misma posición en el terminal de cortocircuito puede conectarse a un mazo de conductores desde una parte distinta.)

Los mazos que comparten el mismo grupo de terminal de cortocircuito tienen el mismo color.

[C] : Código de las partes

La primera letra del código proviene de la letra inicial de las partes, y su número significa el orden de las partes cuyo nombre empieza con la letra correspondiente.

[D] : Color del conector

Los conectores que no llevan indicación de color son blanquecinos.

L INFORMACION DE CONECTORES

Código	Vea la página	Nombre de las partes	Código	Vea la página	Nombre de las partes
A 1	20 (LHD 4A-FE)	Motor del ventilador del condensador del A/C	D 4	24 (LHD)	Diodo (O/D)
	22 (LHD 4E-FE)			34 (RHD)	
	30 (RHD 4A-FE)		D 5	24 (LHD)	Receptor de control de la puerta
	32 (RHD 4E-FE)			34 (RHD)	
A 2	20 (LHD 4A-FE)	Embrague magnético del A/C	D 6	34 (RHD)	Relés de control de bloqueo de la puerta
	30 (RHD 4A-FE)				
A 3	20 (LHD 4A-FE)	Embrague magnético del A/C y sensor de bloqueo del A/C	D 7	24 (LHD)	Interruptor de control de bloqueo de la puerta
	22 (LHD 4E-FE)			34 (RHD)	
	30 (RHD 4A-FE)		D 8	26 (LHD S/D)	Diodo (cortesía de la puerta)
	32 (RHD 4E-FE)			28 (LHD W/G)	
A 4	20 (LHD 4A-FE)	Interruptor de presión triple del A/C (interruptor de presión doble y sencillo del A/C)		36 (RHD S/D)	
	22 (LHD 4E-FE)			38 (RHD W/G)	

[A] : Código de las partes

[B] : Vea la página

Indica la referencia sobre el circuito del sistema que señala la posición para montar la carrocería.

[C] : Nombre de las partes

M PART NUMBER OF CONNECTORS

Code	Part Name	Part Number	Code	Part Name	Part Number
A 1	A/C Ambient Temp. Sensor	90980-11070	D 4	Diode (Door Courtesy Light)	90980-11608
A 2	A/C Condenser Fan Motor	90980-11237	D 5	Diode (Key Off Operation)	90980-10962
A 3	A/C Condenser Fan Relay	90980-10940	D 6	Diode (Luggage Compartment Light)	90980-11608
A 4	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	90980-10943	D 7	Door Lock Control Relay	90980-10848
	A/T Oil Temp. Sensor	90980-11151	D 8	Door Courtesy Light LH	90980-11148
A 6	ABS Actuator	90980-11151	D 9	Door Courtesy Light RH	90980-11097
A 7	ABS Actuator	90980-11009	D10	Door Courtesy SW LH	90980-11156
A 8	ABS Speed Sensor Front LH	90980-10941	D11	Door Courtesy SW RH	
A 9	ABS Speed Sensor Front RH	90980-11002	D12	Door Courtesy SW Front LH	
A10	Airbag Sensor Front LH	90980-11856	D13	Door Courtesy SW Front RH	
A11	Airbag Sensor Front RH	90980-11194	D14	Door Courtesy SW Rear LH	90980-11170
A12	Airbag Sensor Rear	90980-11170	D15	Door Courtesy SW Rear RH	
			D16	Door Unlock SW LH	

[A] : Código de las partes

[B] : Nombre de las partes

[C] : Número de las partes

Indica el número propio de Toyota.

No todos los números de las partes del conector indicados arriba están dispuestos para el suministro. Al pedir un conector o terminal con cable, asegúrese, de antemano, de que esté suministrado refiriéndose a "Parts Catalog News" (publicado por el Departamento Administrativo de Ingeniería de las Partes).

C LOCALIZACION DE AVERIAS

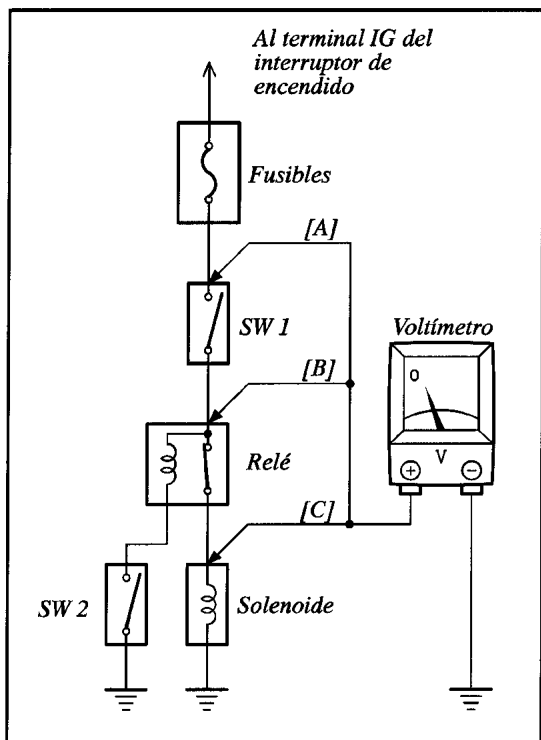
VERIFICACION DE LA TENSION

- (a) Establezca las condiciones en las cuales la tensión debe llegar al punto en el cual debe efectuar la verificación.

Ejemplo:

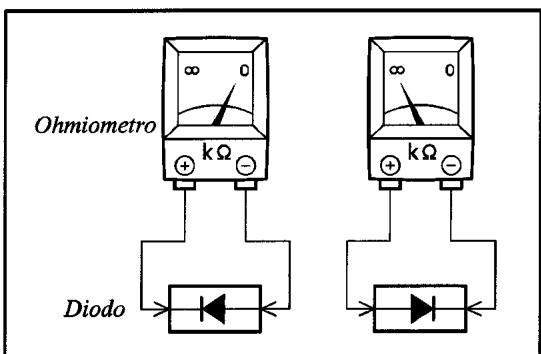
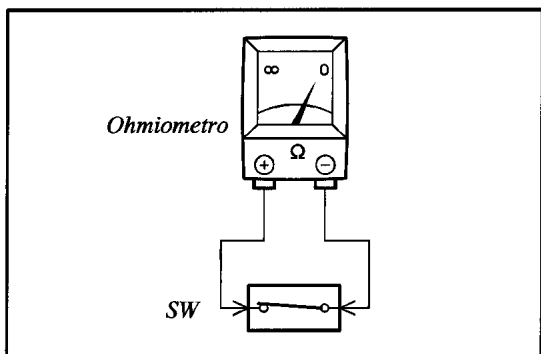
- [A] - Interruptor de encendido en la posición ON
- [B] - Interruptor de encendido y SW 1 en la posición ON
- [C] - Interruptor de encendido, SW 1 y relé en ON (SW 2 en OFF)

- (b) Utilizando un voltímetro, conecte el cable negativo de a un buen punto de conexión a masa o al borne negativo de la batería y el cable positivo al conector o al terminal del componente. Esta prueba puede efectuarse con una luz de prueba en lugar de un voltímetro.



VERIFICACION DE LA CONTINUIDAD Y DE LA RESISTENCIA

- (a) Desconecte el cable del borne de la batería o el cable de manera que no haya tensión entre los puntos a verificar.
- (b) Conecte los dos cables de un ohmímetro a cada uno de los puntos a verificar.

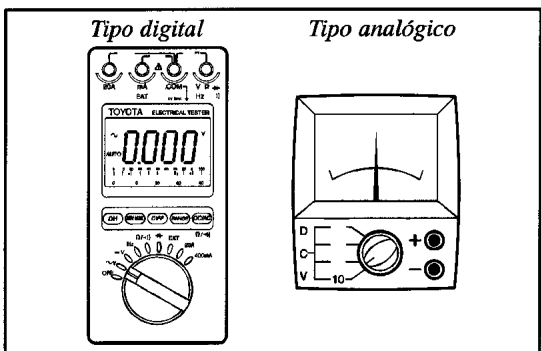


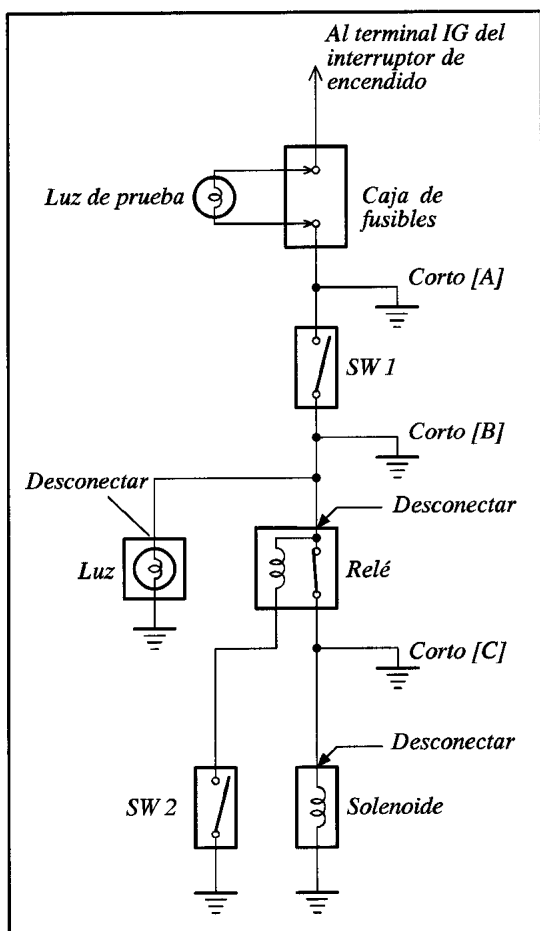
Si el circuito tiene diodos, conecte los cables en sentido contrario y vuelva a verificar.

Debe existir continuidad al conectar el cable negativo al lado positivo del diodo y el lado positivo al lado negativo del mismo.

No debe existir continuidad si se conectan los cables en sentido inverso.

- (c) Utilice un voltímetro/ohmímetro de alta impedancia (10k/V como mínimo) para la localización de averías en el circuito eléctrico.





LOCALIZACION DE UN CORTOCIRCUITO

- Saque el fusible quemado y desconecte todas las cargas eléctricas.
- Conecte una luz de prueba en lugar del fusible.
- Establezca las condiciones necesarias para que la luz de prueba se encienda.

Ejemplo:

- [A] - Interruptor de encendido en la posición ON
- [B] - Interruptor de encendido y SW 1 en la posición ON
- [C] - Interruptor de encendido, SW 1 y relé en ON (conecte el relé) y SW 2 en OFF (o SW 2 desconectado)

- Desconecte y vuelva a conectar los conectores, observando la luz de prueba.

El cortocircuito está entre el conector en el cual la luz de prueba queda encendida y el conector en el cual se apaga.

- Para localizar la posición exacta del cortocircuito, sacuda ligeramente el cable defectuoso a lo largo de la carrocería.

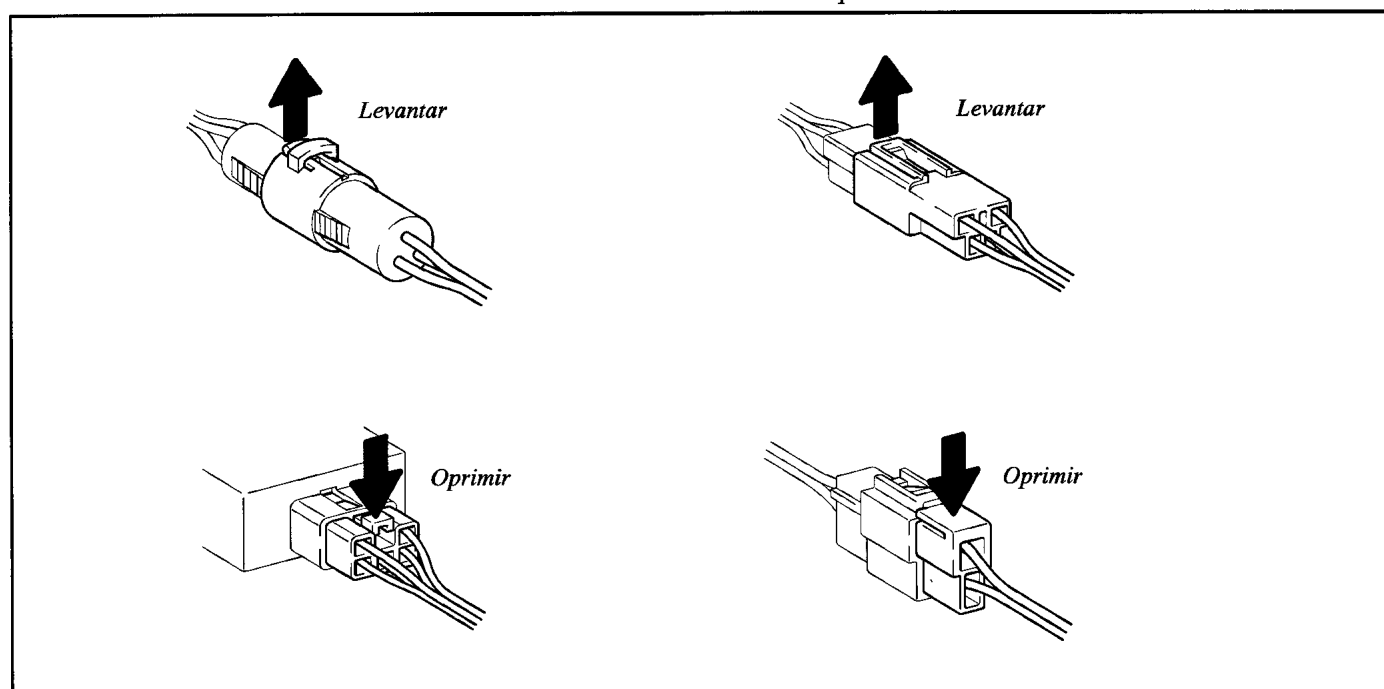
PRECAUCION:

- Nunca abra la cubierta ni la caja de la ECU excepto en caso de que sea absolutamente necesario. (Si se tocan los terminales de los circuitos impresos, los circuitos pueden resultar dañados por la electricidad estática.)
- Al reemplazar el mecanismo interno (parte de ECU) del medidor digital, asegúrese de que ninguna parte de su cuerpo ni ropa toque los terminales de conductores de IC, etc., de la parte de reemplazo (parte de repuesto).

DESCONEXION DE LOS CONECTORES MACHO Y HEMBRA

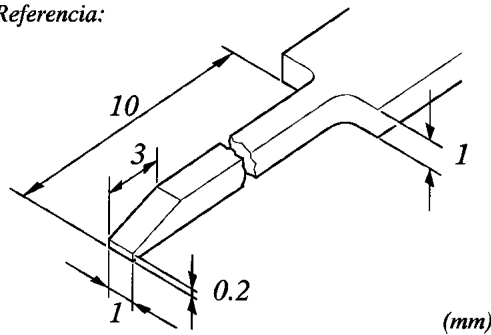
Para separar los conectores, tire del conector mismo y nunca del cable.

CONSEJO : Antes de separarlo, verifique el tipo de conector del que se trata.

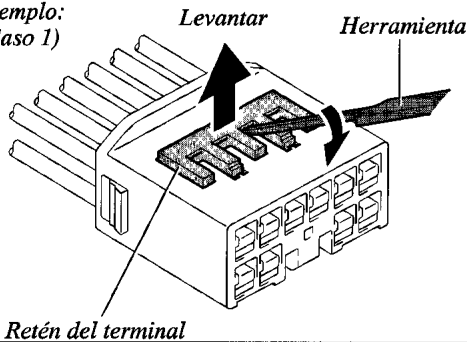


C LOCALIZACION DE AVERIAS

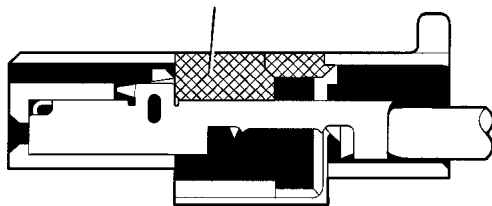
Referencia:



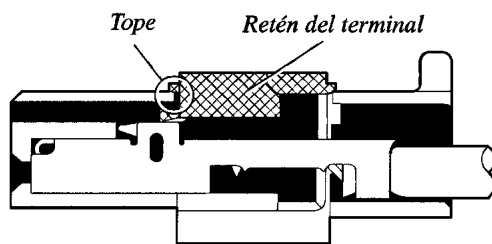
Ejemplo:
(Caso 1)



Retén del terminal

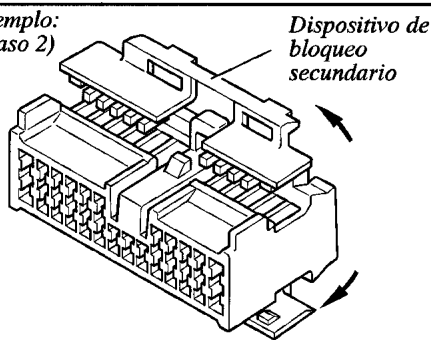


[Retenedor en posición de bloqueo completo]



[Retenedor en posición de bloqueo temporal]

Ejemplo:
(Caso 2)



COMO REEMPLAZAR LOS TERMINALES (Con retenedor de terminal o dispositivo de bloqueo secundario)

1. PREPARE LA HERRAMIENTA ESPECIAL

CONSEJO : Para extraer el terminal del conector, construya y utilice una herramienta especial u objeto parecido como se muestra a la izquierda.

2. DESCONECTE EL CONECTOR

3. SEPARÉ EL DISPOSITIVO DE BLOQUEO SECUNDARIO O EL RETENEDOR DE TERMINAL

(a) El dispositivo de bloqueo debe separarse antes de que el retenedor de bloqueo de terminal pueda liberarse y el terminal extraerse del conector.

(b) Utilice una herramienta especial o el retenedor de terminal para desbloquear el dispositivo de bloqueo secundario o retenedor de terminal.

AVISO:

No extraiga el retenedor de terminal del cuerpo del conector.

[A] Para conector de tipo no resistente al agua.

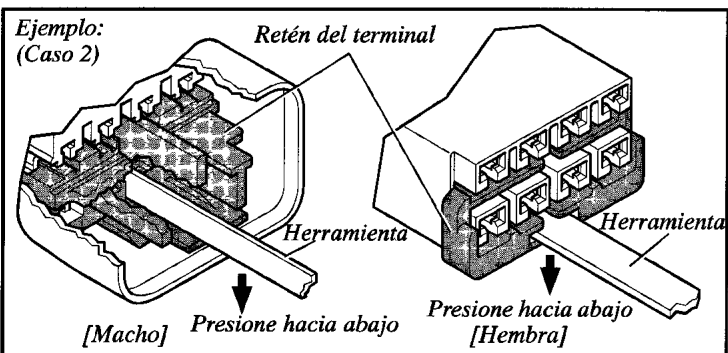
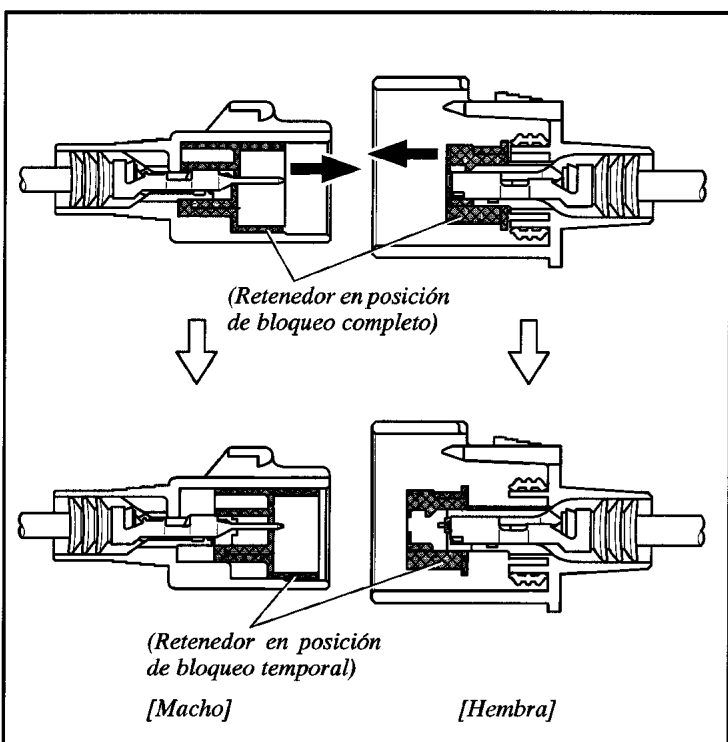
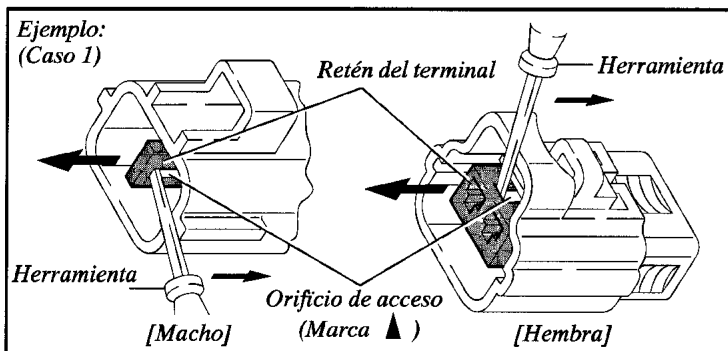
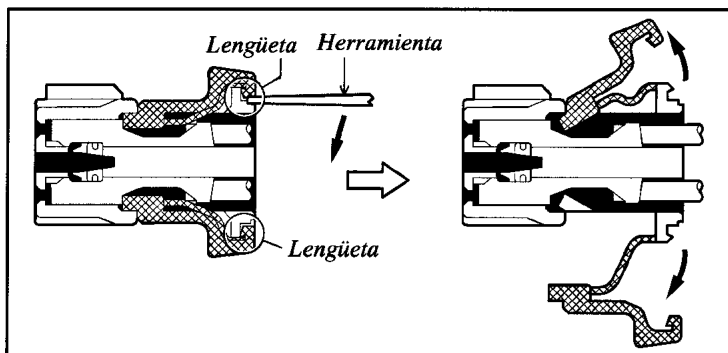
CONSEJO : La posición para introducir el agujero varía según la forma del conector (número de los terminales, etc.), por lo que asegúrese de la posición antes de introducirlo.

"Caso 1"

Levante el retén del terminal colocándolo provisoriamente en la posición de asegurado.

"Caso 2"

Abra el dispositivo de bloqueo secundario.



[B] Para conector de tipo resistente al agua

CONSEJO : El color del retenedor de terminal es diferente de acuerdo al cuerpo del conector.

Retenedor de terminal	Cuerpo del conector
Negro o blanco	Gris
Negro o blanco	Gris oscuro
Gris o blanco	Negro

"Caso 1"

Tipo donde el retenedor de terminal se tira hacia arriba hacia la posición de bloqueo temporal (tipo de tiro).

Inserte la herramienta especial en el orificio de acceso del retenedor de terminal (marca ▲) y tire del retenedor de terminal hacia arriba hacia la posición de bloqueo temporal.

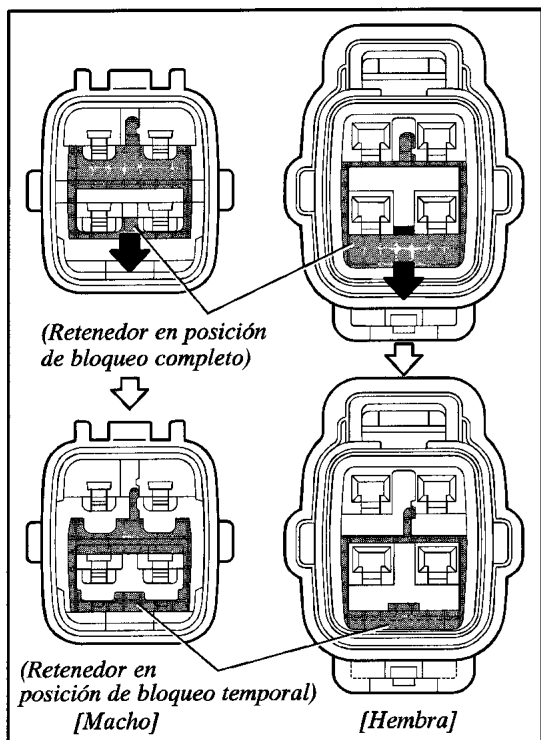
CONSEJOS : La posición de inserción de la aguja varía de acuerdo a la forma del conector (número de terminales, etc.), por eso compruebe la posición antes de insertarla.

"Caso 2"

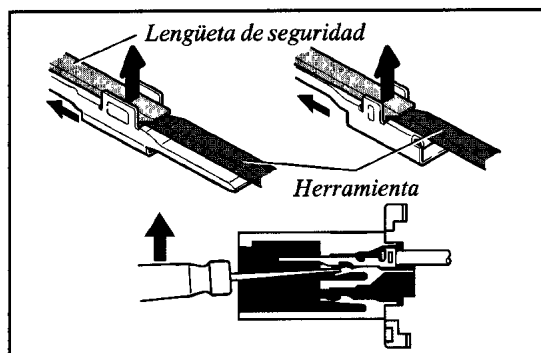
Tipo donde no se puede tirar hasta al posición de bloqueo de potencia, inserte la herramienta en el orificio de acceso del retendor terminal tal como se indica.

C LOCALIZACION DE AVERIAS

Presione hacia abajo del retenedor de terminal hacia la posición de bloqueo temporal.



(c) Suelte la lengüeta de seguridad del terminal y extraiga el terminal por atrás.

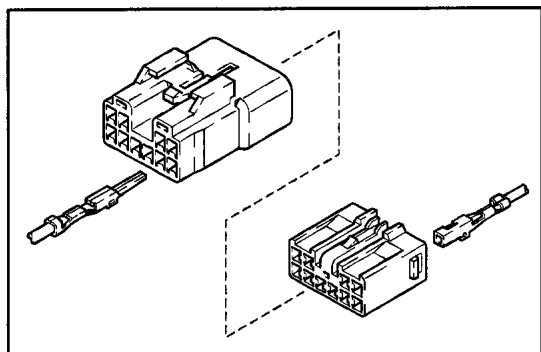


4. INSTALE EL TERMINAL EN EL CONECTOR

(a) Inserte el terminal

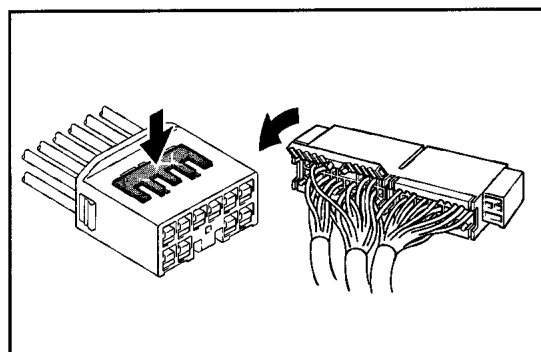
CONSEJOS:

1. Verifique que el terminal quede correctamente ubicado.
2. Inserte el terminal hasta que la lengüeta del seguro quede trabada.
3. Inserte el terminal con el retén del mismo en posición de trabado provisorio.



(b) Empuje el retén del terminal hasta que quede en la posición de completamente trabado.

5. CONECTE EL CONECTOR



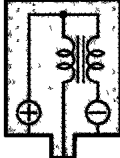
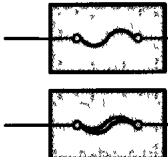
ABREVIATURAS

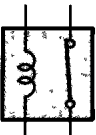
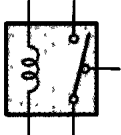
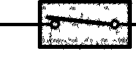
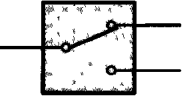
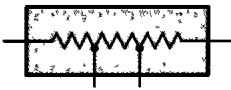
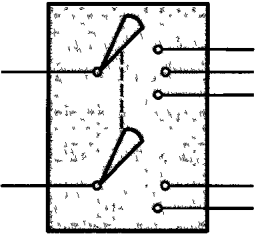
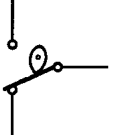
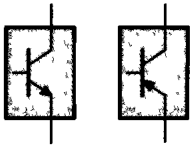
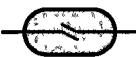
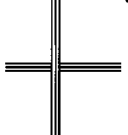
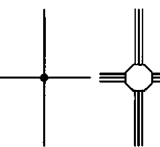
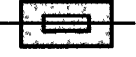
En este manual se utilizan las siguientes abreviaturas.

ABS	=	<i>Sistema de frenos antibloqueo (Anti-Lock Brake System)</i>
A/C	=	<i>Acondicionador de aire (Air Conditioner)</i>
A/T	=	<i>Transeje automático (Automatic Transaxle)</i>
COMB.	=	<i>Combinación (Combination)</i>
DLC3	=	<i>Conector de enlace de datos 3 (Data Link Connector 3)</i>
ECT	=	<i>Transmisión con control electrónico (Electronic Control Transmission)</i>
ECU	=	<i>Unidad de control electrónico (Electronic Control Unit)</i>
EFI	=	<i>Inyección de combustible electrónica (Electronic Fuel Injection)</i>
EVAP	=	<i>Emisiones evaporativas (Evaporative Emission)</i>
ISC	=	<i>Control de velocidad de ralentí (Idle Speed Control)</i>
J/B	=	<i>Bloque de enlaces (Junction Block)</i>
LH	=	<i>Izquierda (Left-Hand)</i>
LHD	=	<i>Vehículos con dirección a la izquierda (Left-Hand Drive)</i>
M/T	=	<i>Transeje manual (Manual Transaxle)</i>
O/D	=	<i>Sobremarcha (Overdrive)</i>
PTC	=	<i>Coeficiente de temperatura positivo (Positive Temperature Coefficient)</i>
R/B	=	<i>Bloque de relés (Relay Block)</i>
RH	=	<i>Derecha (Right-Hand)</i>
RHD	=	<i>Vehículos con dirección a la derecha (Right-Hand Drive)</i>
SRS	=	<i>Sistema suplementario de sujeción (Supplemental Restraint System)</i>
SW	=	<i>Interruptor (Switch)</i>
TEMP.	=	<i>Temperatura (Temperature)</i>
VSV	=	<i>Válvula conmutadora de vacío (Vacuum Switching Valve)</i>
w/	=	<i>Con (With)</i>
w/o	=	<i>Sin (Without)</i>

* Los títulos dados dentro de los componentes son los nombres de los terminales (códigos de terminal) y no se tratan como abreviaturas.

E GLOSARIO DE TERMINOS Y SIMBOLOS

 BATERIA Almacena energía química y la convierte en energía eléctrica. Proporciona corriente continua para los diversos circuitos eléctricos del vehículo.	 MASA Punto en el cual el cableado hace contacto con la carrocería del vehículo, proporcionando de esta manera una vía de retorno para el circuito eléctrico. Sin conexión a masa, la corriente no fluye.
 CAPACITOR (Condensador) Pequeña unidad de retención que puede almacenar temporalmente una tensión eléctrica.	FARO El flujo de corriente hace que el filamento del faro se caliente y emita luz. Los faros pueden ser de tipo monofilamento (1) o de filamento doble (2). 1. MONOFILAMENTO 
 ENCENDEDOR DE CIGARRILLOS Elemento de calentamiento con resistencia eléctrica.	2. DE FILAMENTODOBLE 
RUPTOR  Básicamente un fusible reutilizable, el ruptor se calienta y se abre si un flujo excesivo de corriente fluye por el mismo. Algunas unidades vuelven automáticamente al estado inicial una vez frías, mientras que otras deben ser reposicionadas manualmente.	BOCINA Dispositivo eléctrico que hace sonar una señal audible. 
 DIODO Semiconductor que permite el flujo de corriente en un sólo sentido.	BOBINA DE ENCENDIDO Convierte la corriente continua de baja tensión en corriente de encendido de alta tensión para activar las bujías. 
 DIODO DE ZENER Semiconductor que permite el flujo de corriente en un sólo sentido pero bloquea el flujo en sentido contrario hasta una tensión específica. Por encima de este valor, la tensión excesiva pasa por este diodo. De esta manera, actúa como un sencillo regulador de tensión.	LAMPARA El flujo de corriente a través del filamento hace que este se caliente y emita luz 
 FOTODIODO El fotodiodo es un semiconductor que controla el flujo corriente según la intensidad de la luz.	DEL (DIODO EMISOR DE LUZ) Al pasar corriente, este diodo emite luz sin producir el calor de otras fuentes de luz. 
 DISTRIBUIDOR, IIA Canaliza la alta tensión de la bobina de encendido hacia las bujías individuales.	MEDIDOR ANALOGICO La corriente activa la bobina magnética que hace que la aguja se desplace, proporcionando de esta manera una indicación relativa contra el cuadrante ubicado detrás de la aguja. 
FUSIBLE Delgada tira de metal que se quema cuando pasa un flujo de corriente excesivo por el mismo, cortando de esta manera el flujo de corriente y protegiendo el circuito de posibles daños. (para fusible de corriente media)  ESLABON FUSIBLE Alambre grueso colocado en circuitos de alto amperaje que se quema en caso de sobrecarga, para proteger el circuito. (para fusible de corriente alta o eslabón fusible) 	MEDIDOR DIGITAL El flujo de la corriente activa uno o varios diodos emisores de luz, de cristal líquido o indicadores fluorescentes, que proporcionan una indicación relativa o digital.  MOTOR Unidad de potencia que convierte energía eléctrica en energía mecánica, en especial, en movimiento de rotación. 

RELE 1. NORMALMENTE CERRADO  2. NORMALMENTE ABIERTO  Básicamente, un interruptor operado eléctricamente que puede estar normalmente cerrado (1) o bien normalmente abierto (2). El flujo de la corriente a través de una pequeña bobina crea un campo magnético que abre o cierra el interruptor correspondiente.	ALTAVOZ Dispositivo electromecánico que crea ondas de sonido a partir de un flujo de corriente. 
RELE DE DOS DIRECCIONES Un relé que permite que la corriente pase por un juego de contactos o por el otro. 	INTERRUPTOR, MANUAL Abre o cierra los circuitos, cortando (1) o permitiendo (2) el flujo de la corriente. 1. NORMALMENTE ABIERTO  2. NORMALMENTE CERRADO 
RESISTENCIA Componente eléctrico con resistencia fija colocado en un circuito para reducir la tensión hasta un valor específico. 	INTERRUPTOR DE DOS DIRECCIONES Interruptor que hace pasar la corriente de manera continua por uno de los dos grupos de contactos o por el otro. 
RESISTENCIA, CON TOMAS Resistencia que suministra dos o más valores de resistencia diferentes no ajustables. 	INTERRUPTOR DE ENCENDIDO Interruptor accionado mediante una llave con varias posiciones que permiten que varios circuitos, en especial, el circuito de encendido primario, se activen. 
RESISTENCIA VARIABLE o REOSTATO Resistencia cuyo valor puede controlarse. Asimismo denominado potenciómetro o reostato. 	INTERRUPTOR DE DETENCION DEL LIMPIAPARABRISAS Hace que las hojas del limpiaparabrisas retornen automáticamente a la posición de detenidos al colocar el interruptor del limpiaparabrisas en la posición OFF. 
SENSOR (Termistor) Resistencia cuyo valor varía según la temperatura. 	TRANSISTOR Dispositivo de estado sólido utilizado típicamente como relé electrónico que interrumpe o permite el paso de la corriente aplicada a la "base" del mismo. 
SENSOR, VELOCIDAD Utilizando impulsos magnéticos para abrir y cerrar un interruptor con la finalidad de crear una señal de activación de otros componentes. (Tipo de interruptor de láminas) 	CABLES Los cables se representan siempre mediante líneas rectas en los diagramas de cableado. Los cables cruzados (1) sin un punto negro en la intersección no están conectados; los cables cruzados (2) con un punto negro o una marca octogonal (O) en la intersección están conectados (empalmados). (1) NO CONECTADOS  (2) EMPALMADOS 
PASADOR CORTO Utilizado para proporcionar una conexión continua dentro del bloque de empalmes. 	
SOLENOIDE Bobina electromagnética que forma un campo magnético cuando fluye corriente por la misma para mover un émbolo, etc. 	

A EINFÜHRUNG

Diese Anleitung besteht aus den folgenden 14 Abschnitten:

Nr.	Abschnitt	Beschreibung
A	INDEX	Inhaltsverzeichnis dieser Anleitung.
	EINFÜHRUNG	Kurze Erklärung der einzelnen Abschnitte.
B	ANWENDUNGS- HINWEISE	Hinweise für die Benutzung dieser Anleitung.
C	FEHLERSUCHE	Beschreibung der Schaltkreisprüfungen.
D	ABKÜRZUNGEN	Erklärung der verwendeten Abkürzungen.
E	BEZEICHNUNGEN UND SYMBOLE	Erklärung der Symbole und von Teilfunktionen.
F	RELAISPOSITIONEN	Zeigt die Einbauposition der Steuergeräte, Relais, Relaiskasten usw.. Dieser Abschnitt bezieht sich auf die Systemschaltkreise.
G	VERKABELUNG	Beschreibt die Stecker, Verzweigungs-, Massestellen usw.. Dieser Abschnitt bezieht sich auf die Systemschaltkreise.
H	INDEX	Index der Systemschaltkreise.
	SYSTEM- SCHALTKREISE	Die betreffenden Schaltungen sind von der Stromversorgung bis zur Masse gezeigt. Die Anschlüsse und ihre Position sind mit Codes entsprechend des Anschlußtypes gezeigt. (Siehe Abschnitt "Anwendungshinweise".) Die "Systembeschreibung" und die "Wartungshinweise" befinden sich ebenfalls in diesem Abschnitt.
I	MASSEN-PUNKT	Positionen der beschriebenen Massepunkte.
J	STROMQUELLE (Stromflußschema)	Beschreibt die Stromzufuhr zu den verschiedenen elektrischen Verbrauchern.
K	STECKERLISTE	Beschreibung der Steckerform für die in dieser Anleitung aufgeführten Teile. Dieser Abschnitt bezieht sich auf die Systemschaltkreise.
L	STECKER- INFORMATION	Beschreibt die Seitennummer (siehe Seite), die die dem Teile-Code entsprechende Teile-Benennung sowie Einbaustelle im Fahrzeug darstellt.
M	TEILE-NUMMER DER STECKER	Zeigt die Teile-nummer der in dieser Anleitung verwendeten Stecker.
N	GESAMTVERKABELUNGSPLAN	Beschreibt die Schaltkreise mit ihren Verbindungen.

In dieser Anleitung sind die Angaben für die einzelnen im Fahrzeug befindlichen Systemschaltkreise zusammengefaßt.

Die Verkabelung der einzelnen Schaltkreise ist von der Stromversorgung über die Batterie bis zum betreffenden Massepunkt gezeigt. Die Schaltschemen sind mit ausgeschalteten Schaltern dargestellt.

Bei der Fehlersuche muß zuerst die Funktionsweise des Schaltkreises, in dem die Störung aufgetreten ist, (siehe Systemschaltkreise), die Stromversorgung (siehe Stromlaufpläne und die Massenanschlüsse (siehe Massepunkt) richtig verstanden werden. Für die Funktion wird auf die Systembeschreibung verwiesen.

Danach muß die Störungsursache anhand der Relaispositionen, Verkabelung und Stromlaufpläne eingekreist und die Anschlußkasten, Kabelstecker, Kabelbäume, Verzweigungen und Massenanschlüsse zur genauen Lokalisierung des Fehlers geprüft werden. Zum besseren Verständnis ist auch die innere Verkabelung der Anschlußkasten gezeigt.

Die Verkabelung der einzelnen Systeme ist mit Pfeilen (von __, zu __) bezeichnet. Für einen Gesamtüberblick der Anschlüsse wird auf den Verdrahtungsplan am Ende dieser Anleitung verwiesen.

Deutsch

Deutsch

Deutsch



[A] : Systembezeichnung

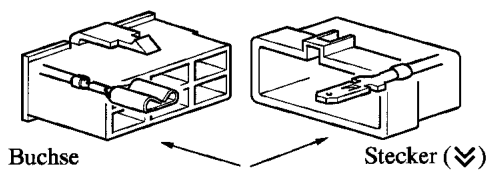
[B] : Bezeichnet den Relaiskasten. Falls nur die Relaiskastennr. zur Unterscheidung von einem Anschlußkasten gezeigt wird, wird keine Schraffierung verwendet.

Beispiel: ① Bezeichnet Relaiskasten Nr.1

[C] : Einklammerte kabel- und Steckerbezeichnungen etc. () sind für unterschiedliche Fahrzeugmodelle, Motortypen oder andere Spezifikationen.

[D] : Bezeichnet ein in Verbindung stehendes System.

[E] : Bezeichnet den Kabelbaum und den Stecker. Die Steckerseite wird mit Pfeilen bezeichnet (↗). Mit außenstehenden Zahlen wird die Stiftnummer bezeichnet.



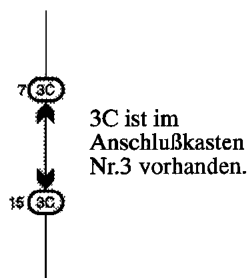
Mit dem ersten Buchstaben des Kabelbaumbzw. Stecker codes wird die Einbauposition bezeichnet, wie z.B. "E" für Motorraum, "I" für Armaturenbrett und "B" für Karosserie.

Falls bei mehreren Codes die ersten beiden Buchstaben gleich sind, werden die kabelbäume bzw. Stecker numeriert, z.B. H1, H2.

[F] : Bezeichnet ein Teil (alle Teile werden hellblau bezeichnet). Der gleiche Code wird auch für die Teileposition verwendet.

[G] : Anschlußkasten. Die eingekreiste Zahl bezeichnet die Anschlußkastennummer und der Stecker wird daneben gezeigt. Die Anschlußkasten sind auf schraffiertem Untergrund gezeigt, um sie deutlich von anderen Teilen unterscheiden zu können.

Beispiel:



[H] : Wenn für zwei Teile der gleiche Stecker verwendet wird, ist die Steckerbezeichnung im Abschnitt Verkabelung in eckige Klammern [] gesetzt.

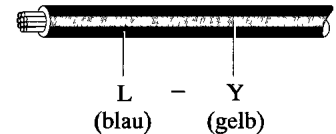
[I] : Bezeichnet die Kabelfarbe.

Die Farben werden mit Buchstabensymbolen bezeichnet.

B = Schwarz	W = Weiß	BR = Braun
L = Blau	V = Violet	SB = Himmelblau
R = Rot	G = Grün	LG = Hellgrün
P = Rosa	Y = Gelb	GR = Grau
O = Orange		

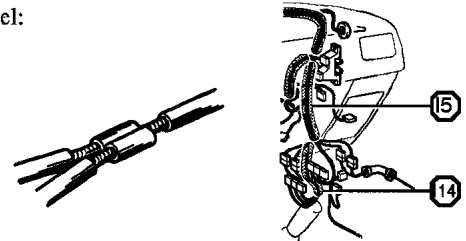
Mit dem ersten Buchstaben wird die Kabelfarbe und mit dem zweiten Buchstaben die Farbe des Streifens bezeichnet.

Beispiel: L - Y



[J] : Bezeichnet die Verzweigungsstelle und die Position wird wie z.B. mit "E" für Motorraum (engine room), "I" für Instrumentenbrett (instrument Panel) oder "B" für Karosserie (body) bezeichnet.

Beispiel:



Die Position der Verzweigungsstelle TS wird durch eine Schraffierung bezeichnet.

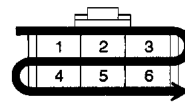
[K] : Bezeichnet Kabel mit Abschirmung.



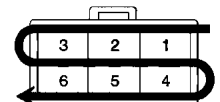
[L] : Bezeichnet die Stiftnummer eines Steckers. Die Numerierung ist für Stecker und Buchsen verschieden.

Beispiel: Numerierung von oben links nach unten rechts.

Numerierung von oben rechts nach unten links.



Buchse



Stecker

[M] : Bezeichnet Massenpunkte.

Mit dem ersten Buchstaben im Code für die Masseanschlüsse wird die Position bezeichnet, wie z.B. "E" für Motorraum, "I" für Armaturenbrett und "B" für die Karosserie.

[N] : Seitennummer

B ANWENDUNGSHINWEISE

[O] — SYSTEM OUTLINE (SYSTEMBESCHREIBUNG)

Current is applied at all times through the 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 to TERMINAL 11 to GROUND and turns the rear lights 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 holds the warning light on until the ignition SW is turned off.

[P] — SERVICE HINTS (WARTUNGSHINWEISE)

S6 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

L4 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 continuity

[Q] ○ : PARTS LOCATION (TEILEPOSITION)

Code	See Page	Code	See Page	Code	See Page
C7	34	L4	36	R7	37
H17	36	R6	37	S6	35

[R] ○ : RELAY BLOCKS (RELAISKASTEN)

Code	See Page	Relay Blocks (Relay Block Location)
1	18	R/B No.1 (Instrument Panel Left)

[S] ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR (ANSCHLUSSKASTEN UND KABELBAUMSTECKER)

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	20	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3C	22	Instrument Panel Wire and J/B No.3 (Instrument Panel Left Side)

[T] □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS (KABELBAUMSTECKER)

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
BV1	50	Luggage Room Wire and Floor Wire (Luggage Compartment Left)

[U] ▽ : GROUND POINTS (MASSEANSCHLÜSSE)

Code	See Page	Ground Points Location
BL	50	Under the Left Quarter Pillar
BO	50	Back Panel Center

[M] ○ : SPLICE POINTS (VERBINDUNGSSTELLEN)

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	44	Cowl Wire	B18	50	Luggage Room Wire

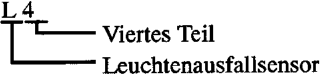
[O] : Bezeichnet die Systembeschreibung.

[P] : Bezeichnet Werte oder erklärt Funktionen für die Fehlersuche.

[Q] : Bezeichnet Referenzseite für die Schaltkreisteile.

Beispiel : Teile "L4" (Leuchtausfallsensor) befindet sich auf Seite 36 dieser Anleitung.

* Der Buchstabencode ist der erste Buchstabe des Teil und die Zahl ist fortlaufend.

Beispiel: L 4


[R] : Bezeichnet die Referenzseite für die Schaltkreisrelaiskastenstecker.

Beispiel : Der Stecker "1" ist auf Seite 18 beschrieben und befindet sich auf der linken Seite des Instrumentenbretts.

[S] : Bezeichnet die Referenzseite für die Anschlußkasten und Kabelbäume.

Beispiel : Der Stecker "3C" verbindet das Spritzwandkabel mit dem Anschlußkasten Nr.3. Die Beschreibung befindet sich auf Seite 22 dieser Anleitung und der Kasten befindet sich auf der linken Seite des Instrumentenbretts.

[T] : Bezeichnet die Referenzseite für die Kabelbäume und Kabelstecker. Zuerst ist der Buchsenkabelbaum und dann der Steckerkabelbaum aufgeführt.

Beispiel : Der Stecker "IE1" verbindet den rechten Vordertürkabelbaum (Buchse) mit dem Spritzwandkabel (Stecker). Er wird auf Seite 42 dieser Anleitung beschrieben und befindet sich auf der rechten Seite der Spritzwand.

[U] : Bezeichnet die Referenzseite für die Massenpunkte.

Beispiel : Der Massepunkt "BO" wird auf der Seite 50 dieser Anleitung beschrieben und befindet sich auf der linken Spritzwandseite.

[V] : Bezeichnet die Referenzseite für die Kabelverzweigungsstellen.

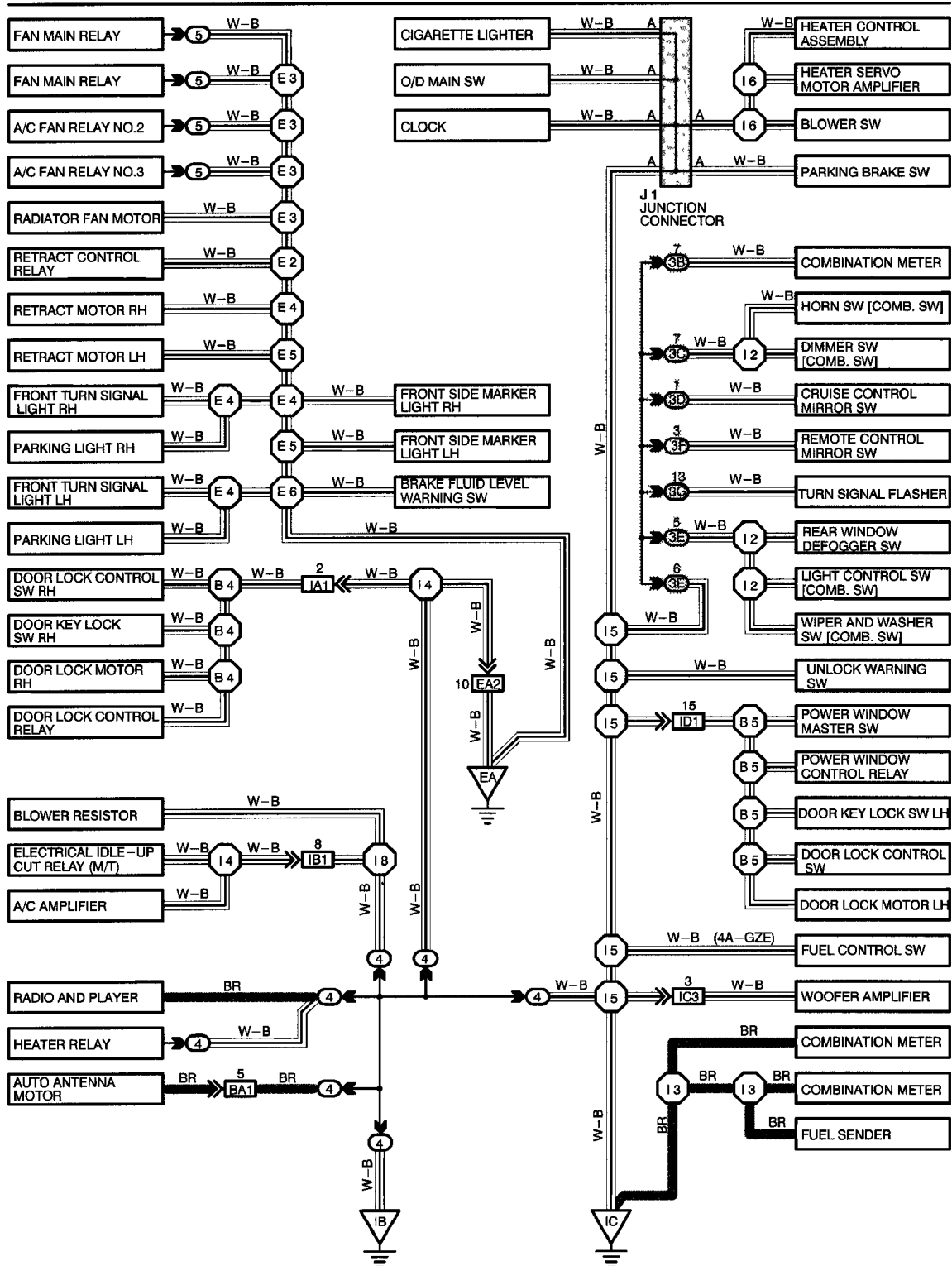
Beispiel : Die Verzweigungsstelle "I5" des Spritzwandkabelbaums wird auf Seite 44 dieser Anleitung beschrieben.

B ANWENDUNGSHINWEISE

Im Massepunktschema werden die Anschlüsse der einzelnen Teile an die entsprechenden Massepunkte gezeigt.

Bei der Fehlersuche eines fehlerhaften Massepunkts wird zur einfacheren Lokalisierung der Fehlers empfohlen, alle Schaltkreise, die einen gemeinsamen Massepunkt verwenden, zu prüfen. Der Zusammenhang einzelner Massepunkte (∇_{EA} , ∇_{IB} und ∇_{IC}) kann auf die gleiche Weise überprüft werden.)

I GROUND POINT



* Hier ist nur ein Beispiel aufgeführt, das sich vom Schaltschema im Kapitel "Verdrahtungsanleitung" unterscheidet.

J POWER SOURCE (Current Flow Chart)

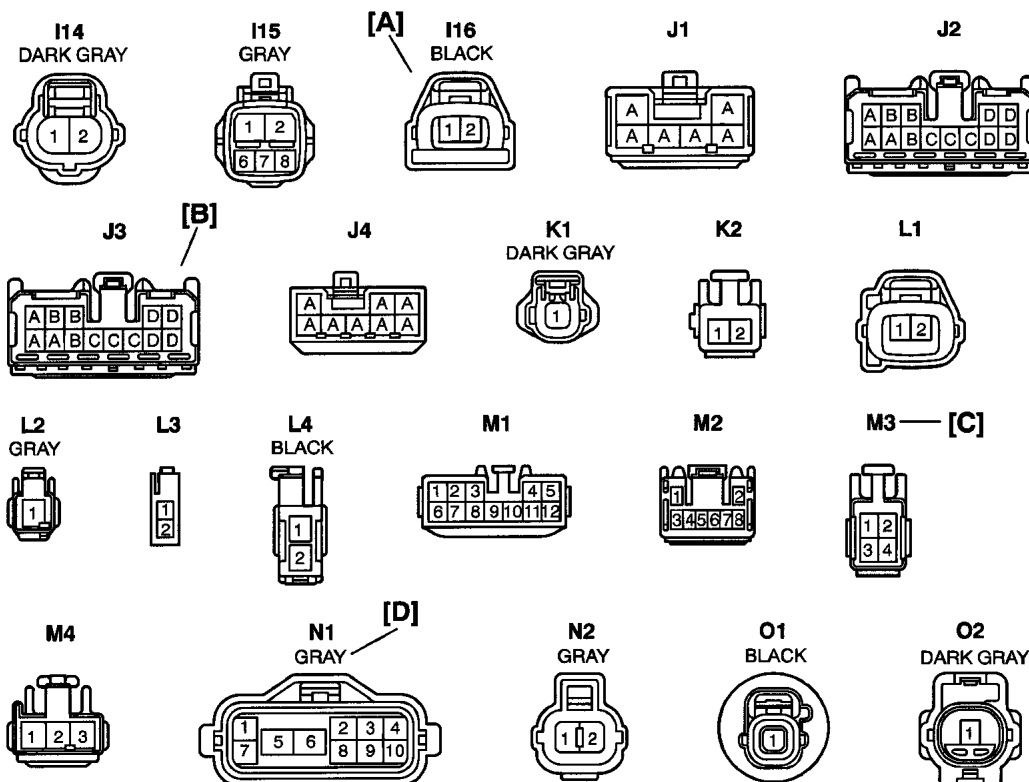
Fuse		System	Page
20A	STOP	ABS	194
		ABS and Traction Control	187
		Cruise Control	180
		Electronically Controlled Transmission and A/T Indicator	166
		Multiplex Communication System	210
10A	DOME	Cigarette Lighter and Clock	214
		Combination Meter	230
		Headlight	112
		Interior Light	122
		Key Reminder and Seat Belt Warning	
		Light Auto Turn Off	

This diagram illustrates the electrical system for a vehicle, featuring a 12.5B FL MAIN battery connected to a 50A MAIN fuse. The system includes several relays and switches, each with specific terminal connections and wire colors:

- Battery:** 12.5B FL MAIN, connected to a 50A MAIN fuse.
- Relays:**
 - INJECTION RELAY:** Terminals 1, 2, 3, 4. Connections include B-O, W-B, B-W, and B.
 - STARTER RELAY:** Terminals 1, 2, 3, 4. Connections include B, W-B, B-W, and B.
 - TAIL RELAY:** Terminals 1, 2, 3, 4. Connections include G-W, G, and 15A TAIL.
 - 40A DOOR LOCK CB:** Terminals 1, 2. Connections include W-L and W.
- Switches:**
 - 7 5A AM2:** Terminals 1, 2. Connections include W-R and W.
 - 15A HAZ-RADIO:** Terminals 1, 2. Connections include W-R and W.
 - 1B IGNITION SW:** Terminals 1, 2, 3, 4. Connections include B-Y, 20A DEFOG, 15A RAD CIG, and P-L.
- Wiring:** The diagram shows a complex network of wires with various colors (W, B, G, R, Y, L, P) and terminal numbers (1, 2, 3, 4, 5, 6, 7, 8, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50).

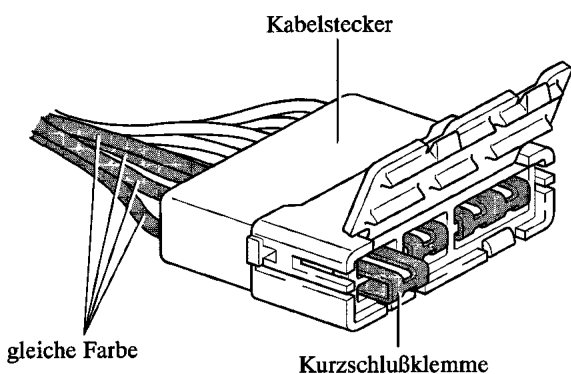
65

K CONNECTOR LIST



[A] : Bezeichnet den Anschlußstecker, die Stifte werden mit einer Zahl bezeichnet.

[B] : Kabelstecker
Zeigt den an die Kurzschlußklemme angeschlossenen Kabelstecker.



Die Kabelstecker besitzen einen Kurzschlußklemme, der an verschiedenen Kabeln angeschlossen ist. Die Prüfungen müssen immer mit eingestecktem Kurzschlußklemme durchgeführt werden. (Die Kabel können an jeder Position der durch den Kurzschlußklemme kurzgeschlossenen Kabel angeschlossen werden. Je nach Fahrzeug können an einer Kurzschlußklemmeposition Kabel von anderen Vorrichtungen angeschlossen sein.) Die Kabel des gleichen Kurzschlußklemmes sind mit der gleichen Farbe gekennzeichnet.

[C] : Teile-Code
Da erste Buchstabe eines Codes aus der Anfangsbuchstabe eines Teils stammt, zeigt eine Ziffer die Reihenfolge des mit entsprechenden Buchstabe beginnenden Teils an.

[D] : Steckerfarbe
Die nicht bezeichneten Stecker sind weiß.

L STECKERINFORMATION

Code	siehe Seite	Teile-Benennung	Code	siehe Seite	Teile-Benennung
A 1	20 (LHD 4A-FE)	A/C-Kondensatorlüftermotor	D 4	24 (LHD)	Diode (O/D)
	22 (LHD 4E-FE)			34 (RHD)	
	30 (RHD 4A-FE)		D 5	24 (LHD)	Türsteuerempfänger
	32 (RHD 4E-FE)			34 (RHD)	
A 2	20 (LHD 4A-FE)	A/C-Magnetkupplung	D 6	34 (RHD)	Türverriegelungssteuerrelais
	30 (RHD 4A-FE)		D 7	24 (LHD)	Türverriegelungssteuerschalter
A 3	20 (LHD 4A-FE)	A/C-Magnetkupplung und Blockiersensor		D 8	
	22 (LHD 4E-FE)		28 (LHD W/G)		
	30 (RHD 4A-FE)		36 (RHD S/D)		
	32 (RHD 4E-FE)		38 (RHD W/G)		
A 4	20 (LHD 4A-FE)	A/C-Dreifachdruckschalter (A/C-Doppel- und Einfachdruckschalter)		26 (LHD S/D)	Diode (Nebelschlußleuchte)
	22 (LHD 4E-FE)				

[A] : Teile-Code

[B] : siehe Seite

Beschreibt die Seitennummer des Systemschaltkreises, die die Einbaustelle im Fahrzeug zeigt.

[C] : Teile-Benennung

M PART NUMBER OF CONNECTORS

Code	Part Name	Part Number	Code	Part Name	Part Number
A 1	A/C Ambient Temp. Sensor	90980-11070	D 4	Diode (Door Courtesy Light)	90980-11608
A 2	A/C Condenser Fan Motor	90980-11237	D 5	Diode (Key Off Operation)	90980-10962
A 3	A/C Condenser Fan Relay	90980-10940	D 6	Diode (Luggage Compartment Light)	90980-11608
A 4	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	90980-10943	D 7	Door Lock Control Relay	90980-10848
	A/T Oil Temp. Sensor	90980-11151	D 8	Door Courtesy Light LH	90980-11148
A 6	ABS Actuator	90980-11151	D 9	Door Courtesy Light RH	
A 7	ABS Actuator	90980-11009	D10	Door Courtesy SW LH	90980-11097
A 8	ABS Speed Sensor Front LH	90980-10941	D11	Door Courtesy SW RH	
A 9	ABS Speed Sensor Front RH	90980-11002	D12	Door Courtesy SW Front LH	
A10	Airbag Sensor Front LH	90980-11856	D13	Door Courtesy SW Front RH	
A11	Airbag Sensor Front RH		D14	Door Courtesy SW Rear LH	90980-11156
A12	Airbag Sensor Front LH	90980-11194	D15	Door Courtesy SW Rear RH	
		90980-11170	D16	Door Unlock SW LH	90980-11170

[A] : Teile-Code

[B] : Teile-Benennung

[C] : Teile-Nummer

Beschreibt die TOYOTA-Teile-Nummer.

Nicht alle der obenerwähnten Teile-Nummern der Stecker werden für die Lieferung etabliert. Im Falle der Bestellung von Stecker oder Anschlußklemme mit Draht bestätigen Sie bitte unter Verwendung der "Teile-Prospekt-Nachrichten" (herausgegeben durch die Teile-Engineering-Verwaltungsabteilung) im voraus, ob es entsprechende Lieferung gibt.

SPANNUNGSPRÜFUNG

- (a) Die entsprechenden Schalter so einstellen, daß an der Prüfstelle Spannung vorhanden ist.

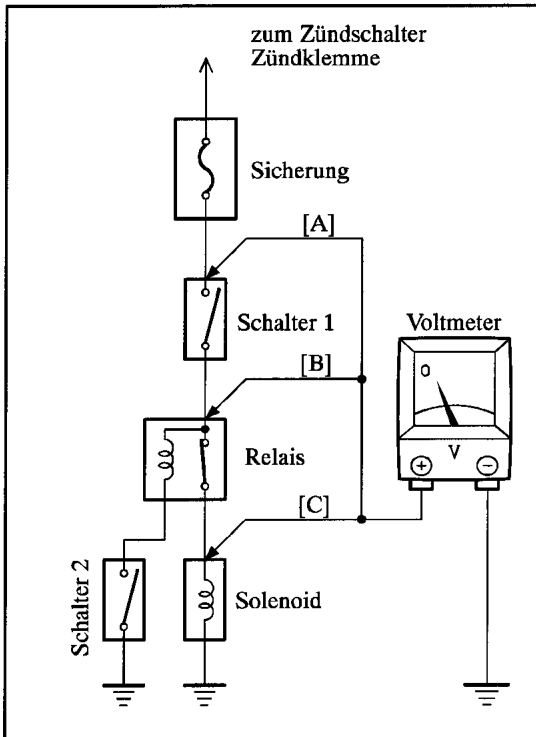
Beispiel:

[A] - Zündschalter eingeschaltet

[B] - Zündschalter und Schalter 1 eingeschaltet.

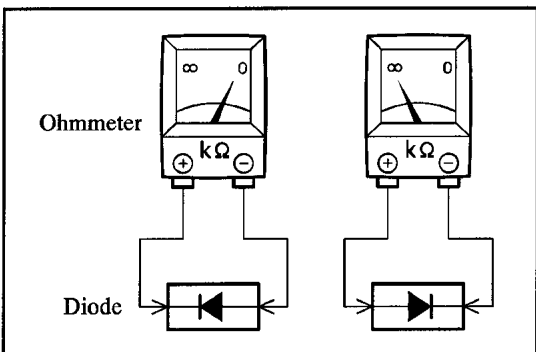
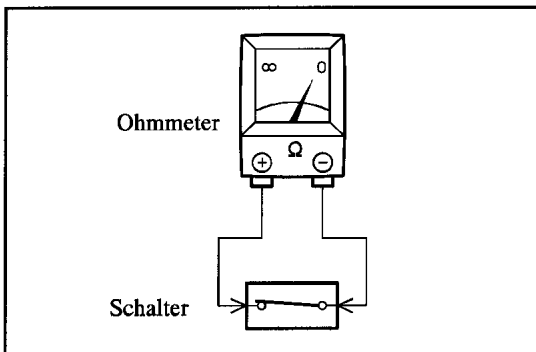
[C] - Zündschalter, Schalter 1 und Relais eingeschalteter (Schalter 2 ausgeschaltet)

- (b) Die negative Prüfspitze eines Voltmeters mit der Masse oder der negativen Batterieklemme und die positive Prüfspitze mit dem Stecker bzw. der Klemme verbinden. Zur Prüfung kann anstelle eines Voltmeters auch eine Prüflampe verwendet werden.



STROMDURCHGANGS- UND WIDERSTANDSPRÜFUNG

- (a) Die Batterieklemme oder das betreffende Kabel lösen, so daß zwischen den Prüfpunkten keine Spannung vorhanden ist.
- (b) Die Prüfspitzen eines Ohmmeter mit den beiden Prüfstellen verbinden.

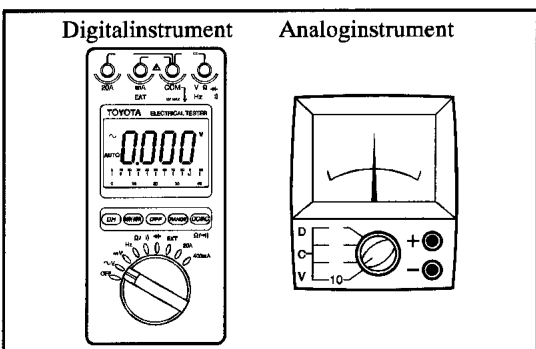


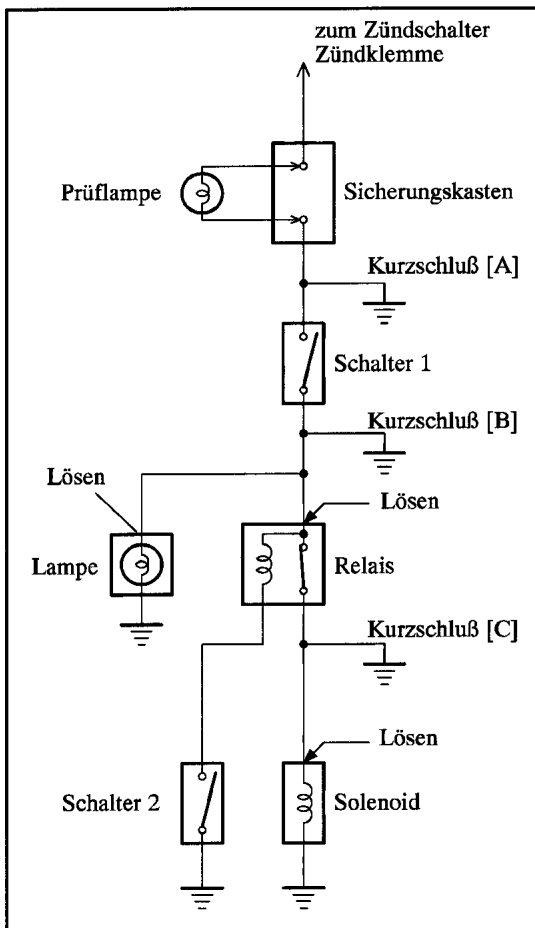
Falls im Schaltkreis Dioden vorhanden sind, die Prüfspitzen umgekehrt anbringen und nochmals prüfen.

Wenn die negative Prüfspitze mit der positiven Diodenseite und die positive Prüfspitze mit der negativen Diodenseite verbunden wird, muß Stromdurchgang vorhanden sein.

Falls die Prüfspitzen umgekehrt angeschlossen werden, darf kein Stromdurchgang vorhanden sein.

- (c) Für die Fehlersuche eines Schaltkreises muß ein Volt/Ohmmeter mit einer Impedanz von mindestens 10kΩ/V verwendet werden.





AUFFINDEN EINER KURZSCHLUSSTELLE

- Die durchgebrannte Sicherung entfernen und alle elektrischen Verbraucher von der Sicherung lösen.
- Anstelle der Sicherung eine Prüflampe anschließen.
- Die entsprechenden Schalter so stellen, daß die Prüflampe aufleuchtet.

Beispiel:

- [A] - Zündschalter eingeschaltet
- [B] - Zündschalter und Schalter 1 eingeschaltet
- [C] - Zündschalter, Schalter 1 und Relais eingeschaltet (Relais anschließen) und Schalter 2 ausgeschaltet (bzw. Schalter 2 lösen)

- Die Stecker lösen und anschließen und dabei die Prüflampe beobachten.
Der Kurzschluß befindet sich zwischen dem Stecker bei dem die Prüflampe leuchtet und dem Stecker bei dem sie erlischt.
- Die Kurzschlußstelle durch leichtes Bewegen des Kabels auffinden.

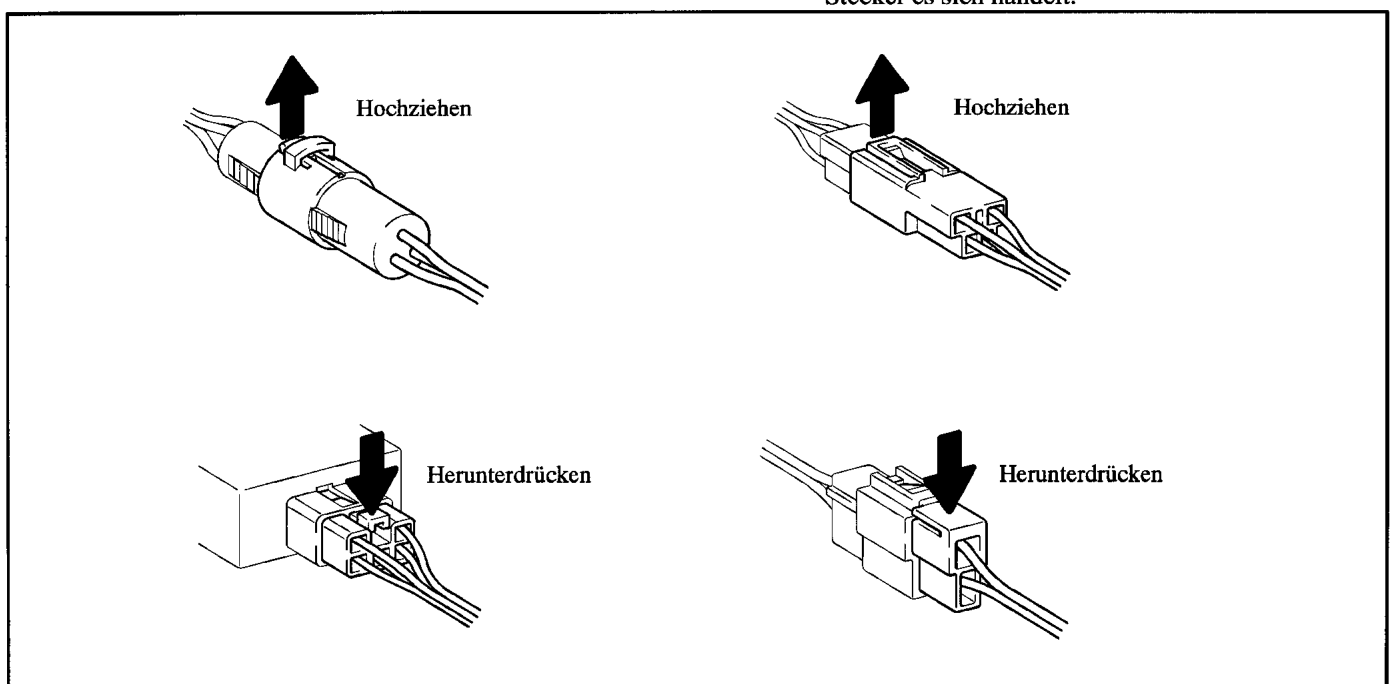
VORSICHT:

- Die Abdeckung des Steuergeräts darf nur wenn unbedingt notwendig geöffnet werden.
(Falls die elektronischen Schaltungen berührt werden, können sie durch die statische Aufladung beschädigt werden.)
- Beim Auswechseln des innen Mechanismus (ECU-Teil) des digitalen Messers sollte man sich darauf achten, daß ihr Körper oder Kleidung nicht mit den Anschlußklemmen der Zuführungsdrähte aus IC, usw. des Auswechselteiles (Ersatzteil) in Berührung kommt.

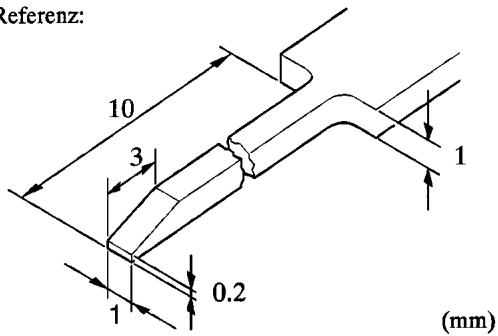
LÖSEN VON STECKERN

Beim Lösen von Steckverbindungen immer die Stecker selbst festhalten, nie am Kabelbaum ziehen.

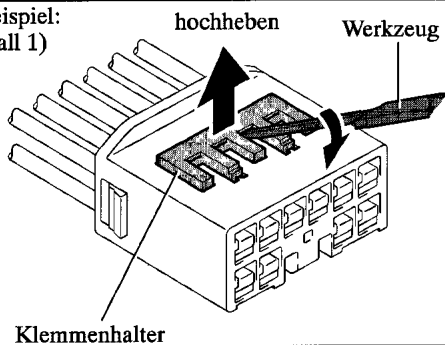
HINWEIS : Vor dem Lösen zuerst feststellen, um welche Art von Stecker es sich handelt.



Referenz:



Beispiel:
(Fall 1)



ERSETZEN VON KLEMMEN (mit Klemmenhalter oder Sekundärsicherung)

1. EIN SPEZIALWERKZEUG VORBEREITEN.

HINWEIS : Zum Lösen der Klemme vom Stecker das Spezialwerkzeug oder ein ähnliches Werkzeug wie links abgebildet verwenden.

2. DEN STECKER LÖSEN.

3. DIE SEKUNDÄRSICHERUNG BZW. DEN KLEMMENHALTER LÖSEN.

- (a) Die Steckersicherung muß zuerst gelöst werden, bevor die Sicherungsklammer abgenommen und die Klemme vom Stecker entfernt wird.
- (b) Zum Lösen der Sekundärsicherung oder des Klemmenhalters ein Spezialwerkzeug oder eine Klemmenzange verwenden.

HINWEIS:

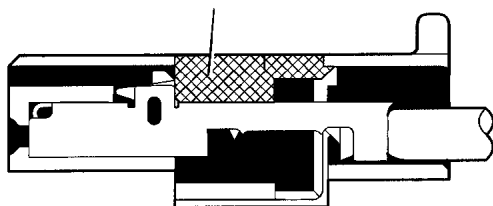
Die Klemmenhalterung darf nicht vom Stecker abgenommen werden.

[A] Nicht wasserdichte Stecker

HINWEIS : Die Stelle, an der die Nadel eingeführt wird, hängt vom Stecker (Klemmenzahl usw.) ab; daher muß diese Stelle vor dem Einführen genau kontrolliert werden.

Fall 1 : Den Klemmenhalter bis zur provisorischen Sicherungsposition hochheben.

Klemmenhalter

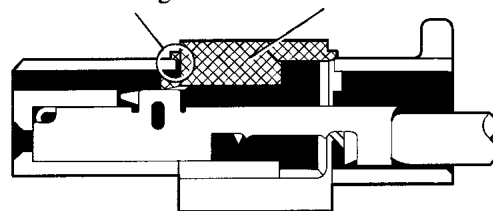


[Klemmenhalter in Sicherungsposition]



Anschlag

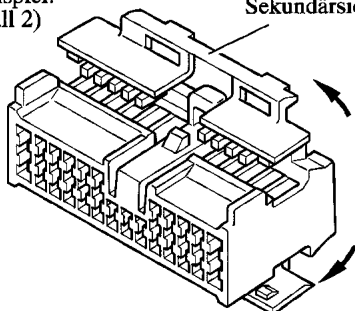
Klemmenhalter



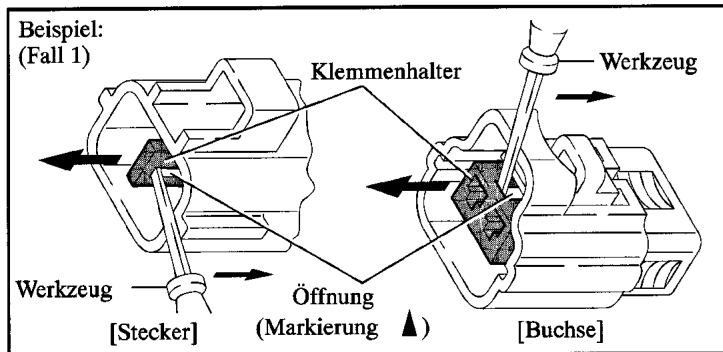
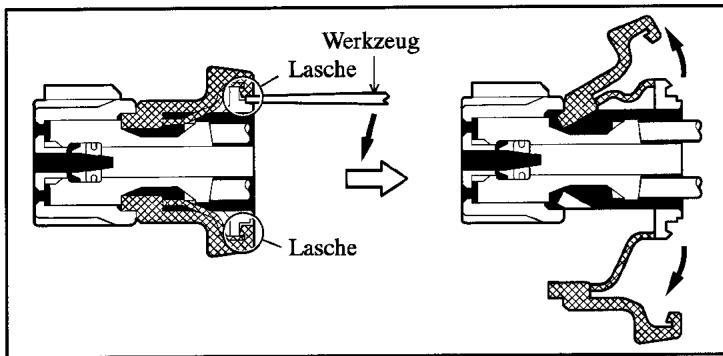
[Klemmenhalter in provisorischer Sicherungsposition]

Beispiel:
(Fall 2)

Sekundärsicherung



Fall 2 : Die Sekundärsicherung öffnen.



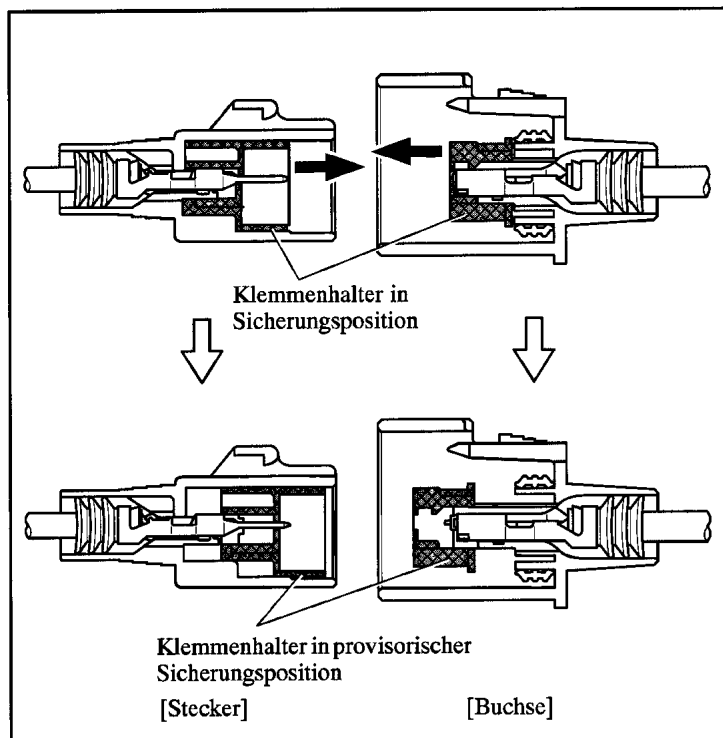
[B] Wasserdichte Stecker

HINWEIS : Die Farbe des Klemmenhalters hängt vom Stecker ab.

Beispiel:

Klemmenhalter	: Stecker
schwarz oder weiß	: grau
schwarz oder weiß	: dunkelgrau
grau oder weiß	: schwarz

Deutsch

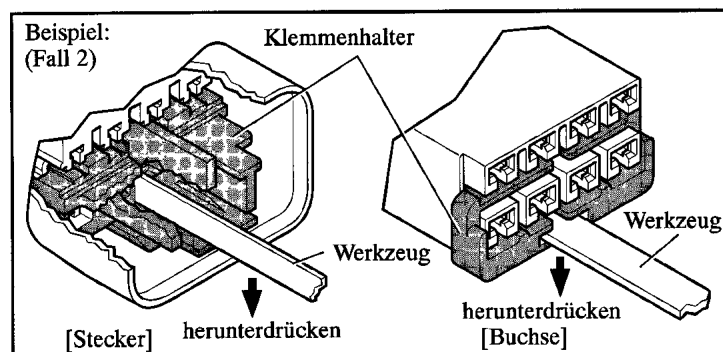


"Fall 1:"

Ausführung bei der Klemmenhalter bis zur provisorischen Sicherungsposition angehoben werden kann (Ziehaussführung).

Das Spezialwerkzeug in die Klemmenöffnung (Markierung ▲) stecken und den klemmenhalter bis in die provisorische Sicherungsposition anheben.

HINWEIS : Die Stelle, an der die Nabel eingeführt wird, hängt vom Stecker (Klemmenzahl usw.) ab; daher muß diese Stelle vor dem Einführen genau kontrolliert werden.

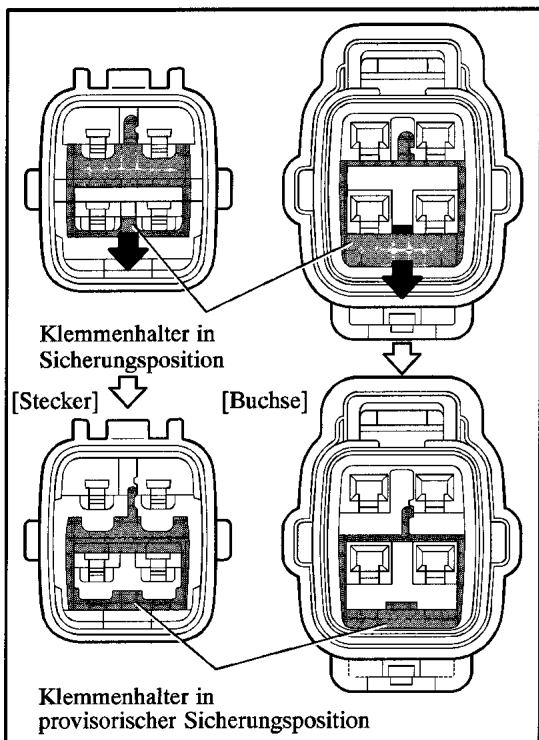


"Fall 2:"

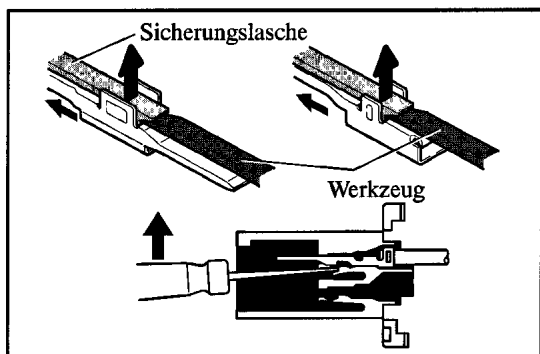
Bei der Ausführung bei der klemmenhalter nicht bis zur sicherung gezogen werden kann, das Werkzeug gerade in die klemmenhalteröffnung hineinstecken.

C FEHLERSUCHE

Den klemmenhalter nach unten in die provisorische Sicherungsposition drücken.



(c) Die Sicherungslasche der Klemme lösen und die Klemme nach hinten herausziehen.



4. DIE KLEMME IN DEN STECKER EINBAUEN.

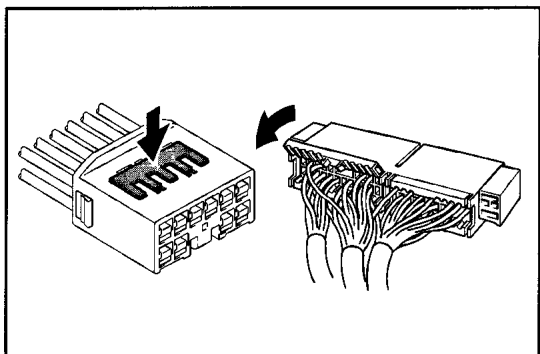
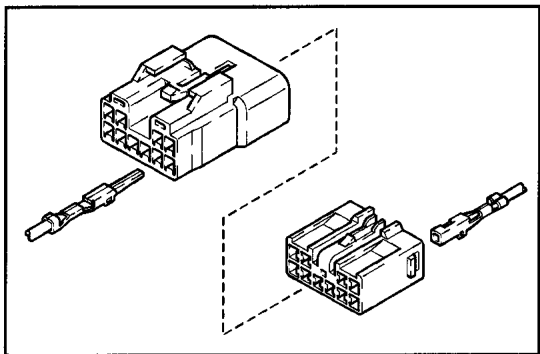
(a) Die Klemme einführen.

HINWEIS:

1. Kontrollieren, ob die Klemme richtig positioniert ist.
2. Die Klemme hineinstecken, so daß sie durch die Sicherungslaschen richtig gesichert ist.
3. Die Klemme mit dem Klemmenhalter in die provisorische Sicherungsposition einführen.

(b) Die Sekundärsicherung oder der Klemmenhalter in die richtige Sicherungsposition drücken.

5. DEN STECKER ANSCHLIEßEN.



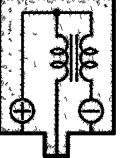
ABKÜRZUNGEN

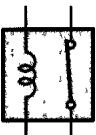
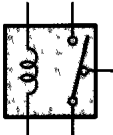
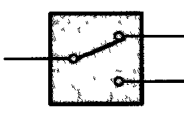
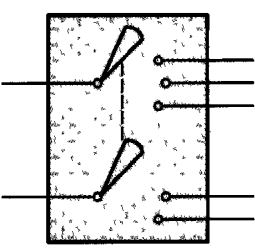
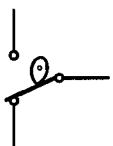
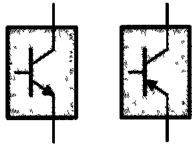
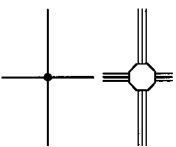
In dieser Anleitung werden die folgenden Abkürzungen verwendet.

ABS	=	Antiblockierbremsen (Anti-Lock Brake System)
A/C	=	Klimaanlage (Air Conditioner)
A/T	=	Automatikgetriebe (Automatic Transaxle)
COMB.	=	Kombination (Combination)
DLC3	=	Datenübertragungsstecker 3 (Data Link Connector 3)
ECT	=	Elektronisch gesteuertes Getriebe (Electronic Control Transmission)
ECU	=	Steuergerät (Electronic Control Unit)
EFI	=	Elektronische Kraftstoffeinspritzung (Electronic Fuel Injection)
EVAP	=	Kraftstoffdampfsystem (Evaporative Emission)
ISC	=	Leerlaufdrehzahlregler (Idle Speed Control)
J/B	=	Anschlußkasten (Junction Block)
LH	=	Links (Left-Hand)
LHD	=	Linkslenker (Left-Hand Drive)
M/T	=	Schaltgetriebe (Manual Transaxle)
O/D	=	Overdrive (Overdrive)
PTC	=	positiver Temperaturkoeffizient (Positive Temperature Coefficient)
R/B	=	Relaiskasten (Relay Block)
RH	=	Rechts (Right-Hand)
RHD	=	Rechtslenker (Right-Hand Drive)
SRS	=	Insassenrückhaltesystem (Supplemental Restraint System)
SW	=	Schalter (Switch)
TEMP.	=	Temperatur (Temperature)
VSV	=	Unterdruckschaltventil (Vacuum Switching Valve)
w/	=	Mit (With)
w/o	=	Ohne (Without)

* Die in den Bauteilen aufgeführten Bezeichnungen sind Klemmenbezeichnungen und keine Abkürzungen.

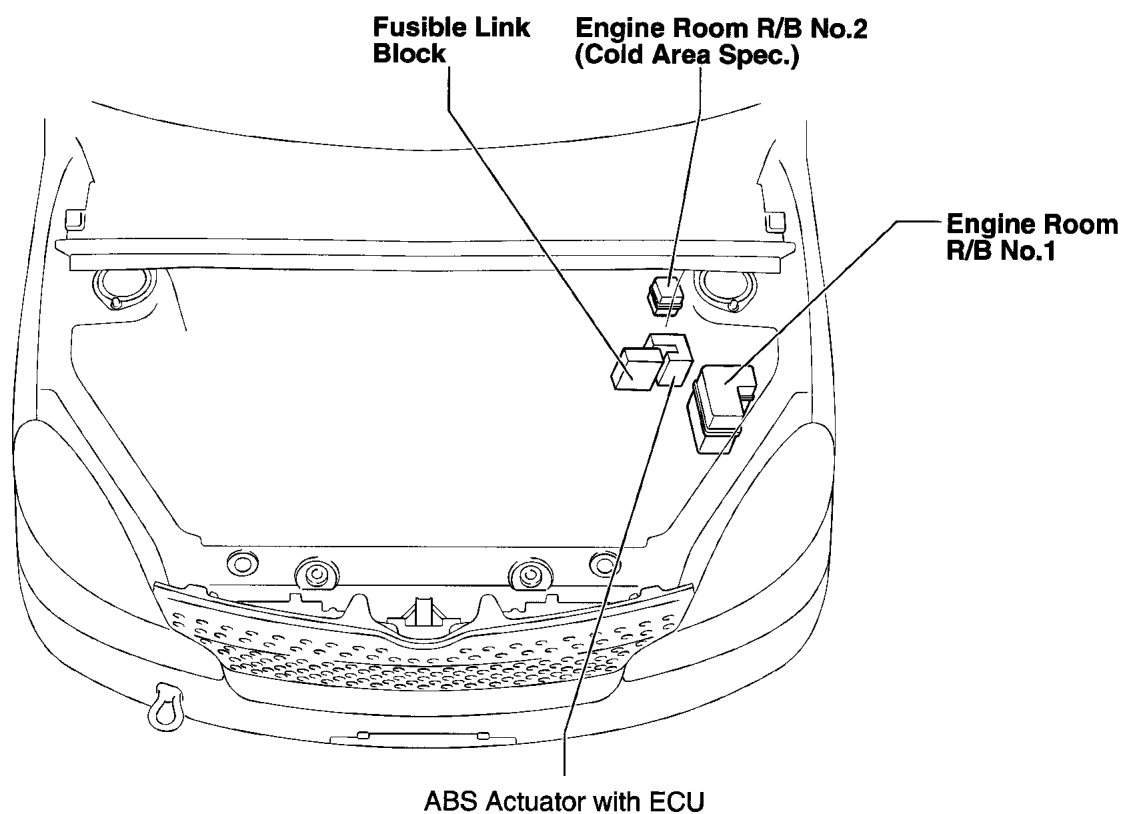
E BEZEICHNUNGEN UND SYMBOLE

 BATTERIE Wandelt chemische in elektrische Energie um elektrische Verbraucher mit Gleichstrom zu versorgen.	MASSE Der Anschlußpunkt an die Karosserie, Ohne Masseanschluß kann kein Strom fließen. 
KONDENSATOR Speichert kurzzeitig eine elektrische Spannung. 	SCHEINWERFER Durch den Stromfluß erhitzt sich der Glühdraht und erzeugt Licht. Die Scheinwerferglühbirne kann entweder einen oder zwei Glühdrähte enthalten. 1. EINFACHER GLÜHDRAHT 
ZIGARETTENANZÜNDER Verwendet ein elektrisches Widerstandsheizelement. 	2. ZWEI GLÜHDÄHTE. 
UNTERBRECHER Grundsätzlich eine wiederverwendbare Sicherung. Bei zu großem Stromfluß wird der Kontakt durch die entstehende Hitze unterbrochen. Bei einigen Typen wird der Kontakt automatisch beim Abkühlen geschlossen während er bei anderen Typen von Hand zurückgestellt werden muß. 	HUPE Ein Gerät zur Erzeugung eines lauten akustischen Signals. 
DIODE Ein Halbleiter, der den Stromfluß in nur einer Richtung zuläßt. 	ZÜNDSPULE Wandelt für den Zündfunken der Zündkerzen die Niederspannung in einen Hochspannungs-Gleichstrom. 
ZENERDIODE Eine Diode, die den Stromfluß in nur einer Richtung zuläßt, aber in der anderen Richtung der Stromfluß nur bis zu einer gewissen Spannung verhindert, und darüber durchläßt. Die Wirkung gleicht daher einem einfachen Spannungsregler. 	GLÜHBIRNE Der Stromfluß erhitzt den Glühdraht zur Erzeugung von Licht. 
FOTODIODE Die Fotodiode ist ein Halbleiter, der den Stromfluß entsprechend der Lichtmenge steuert. 	LEUCHTDIODE Der Stromfluß erzeugt ein Licht ohne Wärme. 
ZÜNDVERTEILER, IIA Führt die Hochspannung von der Zündspule zu den einzelnen Zündkerzen. 	ANALOGINSTRUMENT Die Anzeigenadel bewegt sich durch den durch die Magnetspule fließenden Strom um einen Wert relativ zur Kalibrierung anzuzeigen. 
SICHERUNG Ein dünner Metallstreifen schmilzt bei einer Überlastung um den Stromfluß zu unterbrechen und damit die Schaltkreise vor Beschädigung zu schützen.  (Sicherung für mittlere Ströme) SCHMELZSICHERUNG Ein dicker Draht in den Schaltungen mit hohem Stromfluß, der bei Überlastung durchbrennt um die Schaltkreise zu schützen. Die Zahlen geben die Querschnittsfläche der Kabel an.  (Sicherung für hohe Ströme oder Schmelzsicherung)	DIGITALINSTRUMENT Die Leuchtdioden, Flüssigkristallelemente oder Fluoreszenzanzeige werden durch den Stromfluß betätigt um einen Wert anzuzeigen.  MOTOR Wandelt elektrische in mechanische Energie, vorwiegend in eine Drehbewegung. 

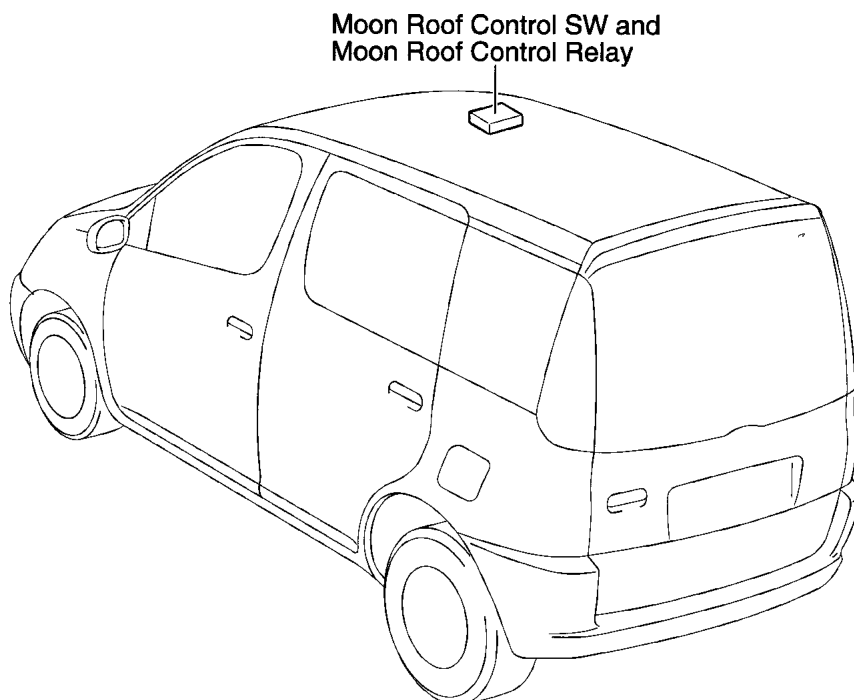
RELAIS 1. GESCHLOSSENER KONTAKT IN RUHESTELLUNG.  2. UNTERBROCHENER KONTAKT IN RUHESTELLUNG  Grundsätzlich ein elektrisch betätigter Schalter dessen Kontakt in Ruhestellung entweder geschlossen (1) oder unterbrochen (2) ist. Ein durch die kleine Spule fließender Strom erzeugt zum Betätigen des Schalters ein Magnetfeld.	LAUTSPRECHER Erzeugt akustische Signale durch den Stromfluß. 
ZWEIWEGRELAIS Ein Relais, das den Stromfluß über zwei verschiedene Kontakte leitet. 	SCHALTER 1. GESCHLOSSENER KONTAKT IN RUHESTELLUNG  2. UNTERBROCHENER KONTAKT IN RUHESTELLUNG  Steuert den Stromfluß im Schaltkreis durch Schließen (1) bzw. Unterbrechen des Kontakts.
WIDERSTAND Ein fester Widerstand in einem Schaltkreis zur Herabsetzung der Spannung. 	ZWEIWEGSCHALTER Ein Schalter der den Stromfluß zu zwei verschiedenen Kontakten steuert. 
MEHRFACHWIDERSTAND Ein Widerstand mit zwei oder mehr festen Widerstandswerten. 	ZÜNDSCHALTER Ein durch den Zündschlüssel betätigten Schalter um den Primärzündschaltkreis ein- und auszuschalten. 
REGELWIDERSTAND ODER RHEOSTAT Ein Widerstand mit veränderlichem Widerstandswert, auch Potentiometer oder Rheostat genannt. 	SCHEIBENWISCHER-ANSCHLAGSSCHALTER Stellt die Scheibenwischer nach dem Ausschalten automatisch in die Anschlagposition zurück. 
SENSOR (HEISSLEITER) Ein Widerstand, dessen Widerstandswert sich abhängig von der Temperatur ändert. 	TRANSISTOR Wird normalerweise in elektronischen Relais verwendet, um den Stromfluß, abhängig von der Basisspannung ein- oder auszuschalten. 
MAGNETSENSOR Ein Schalter wird zur Betätigung anderer Komponenten durch Magnetimpulse ein- bzw. ausgeschaltet. (Reedschaltertyp) 	KABEL (1) NICHT VERBUNDEN  Kabel sind im Schema immer mit geraden Linien bezeichnet. Wenn an der Kreuzungsstelle kein Punkt vorhanden ist, sind die Kabel nicht verbunden (1), bei einem Punkt (0) sind die Kabel an der Kreuzungsstelle verzweigt (2).
KURZSCHLUSSSTIFT Für eine elektrische Verbindung in einem Anschlußkasten verwendet. 	(2) VERZWEIGT 
SOLENOID Eine elektromagnetische Spule die zur Betätigung eines Stiftes usw. durch den Stromfluß ein Magnetfeld erzeugt. 	

F RELAY LOCATIONS

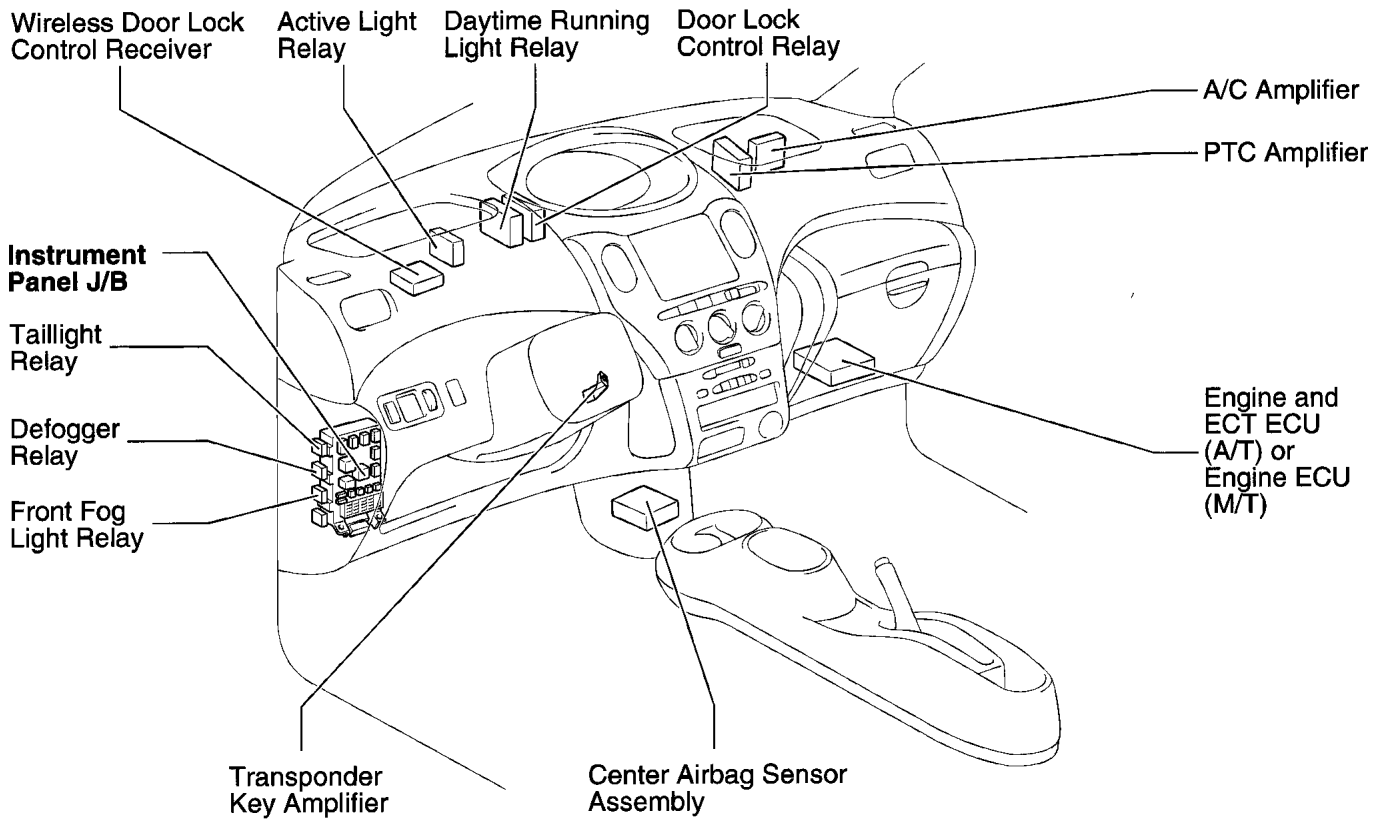
[Engine Compartment]



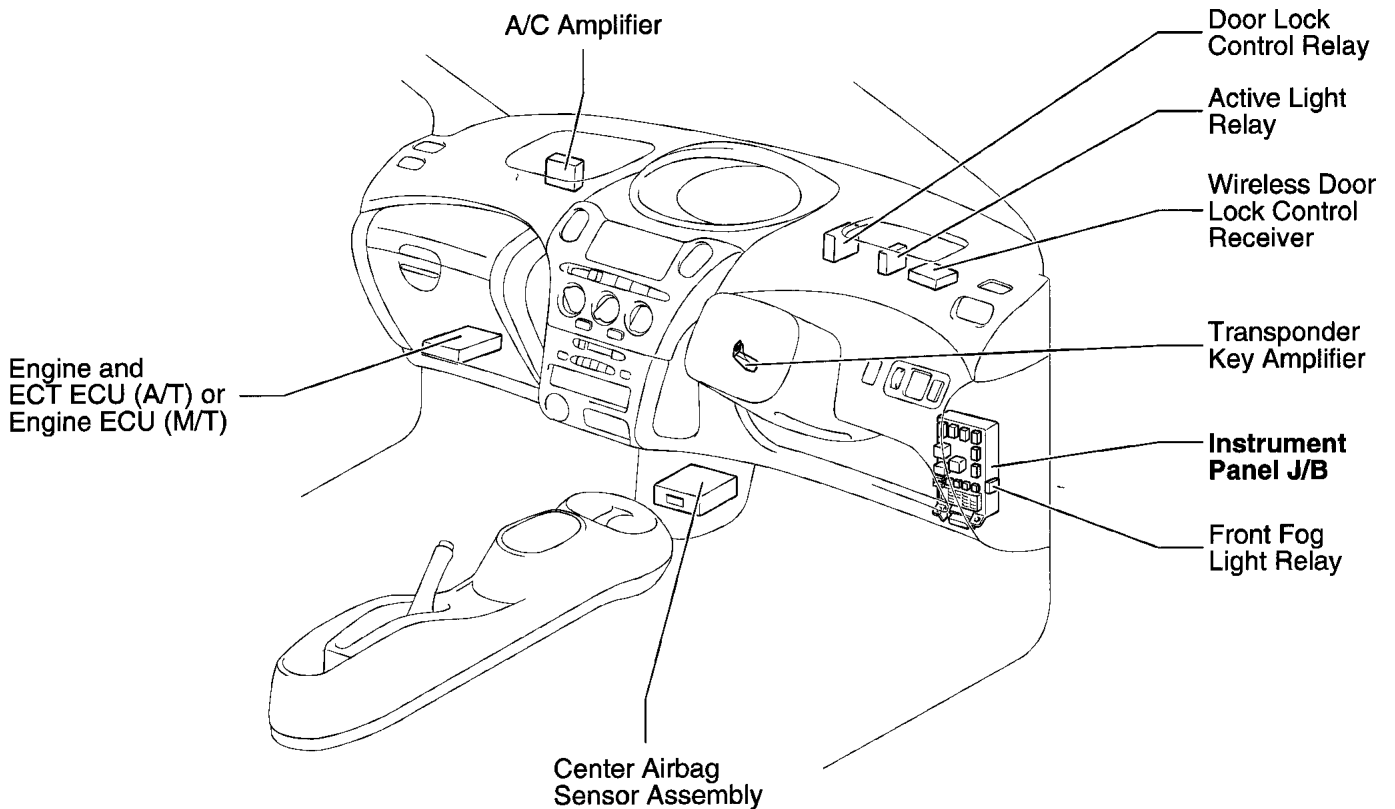
[Body]



[Instrument Panel] (LHD)



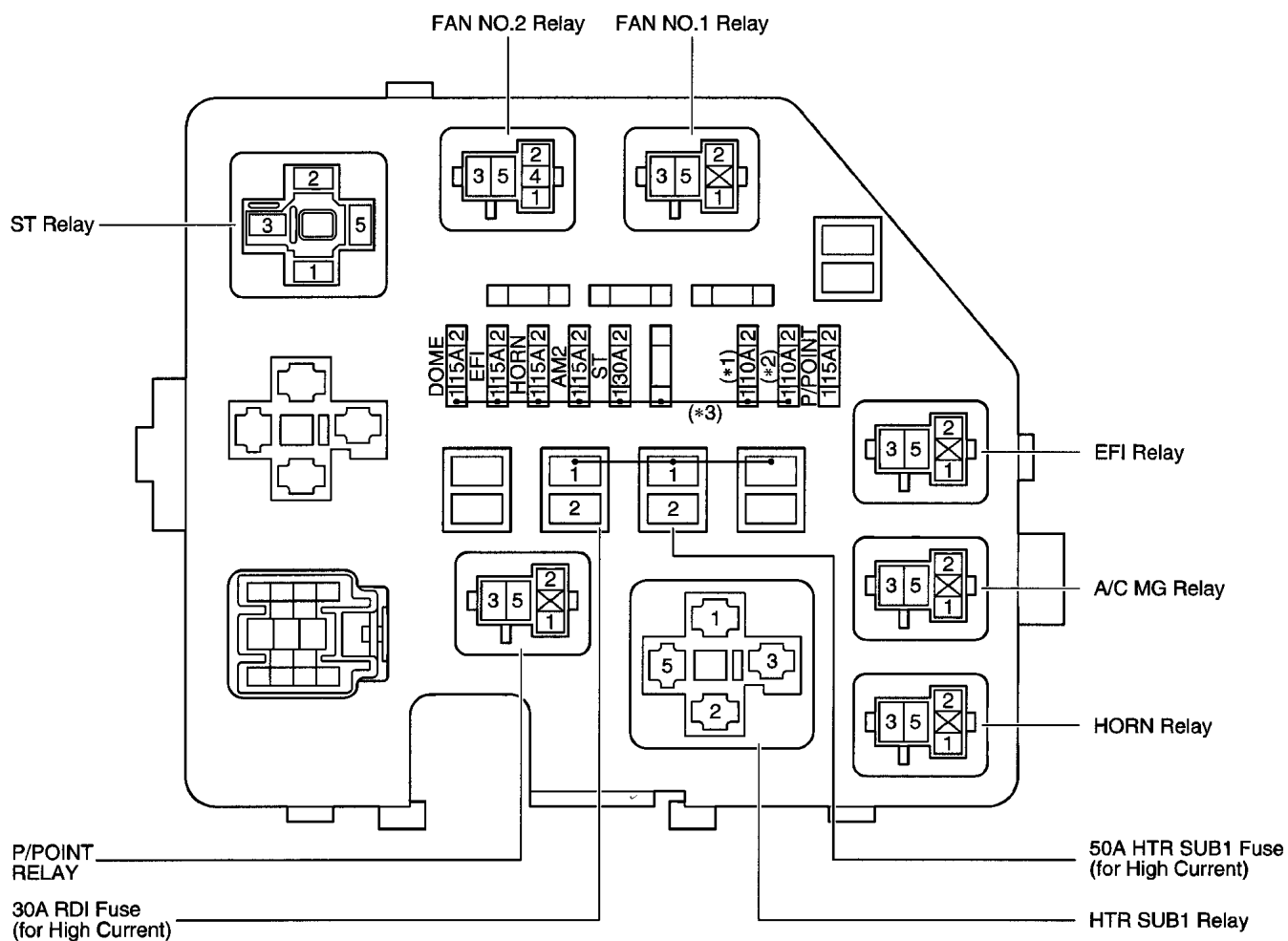
(RHD)



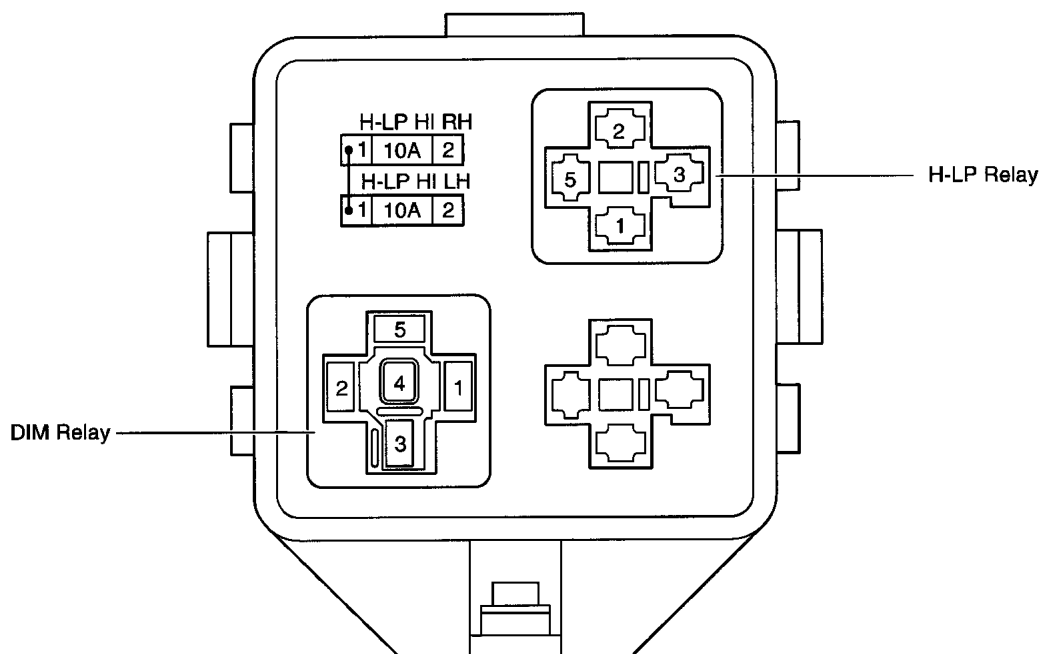
F RELAY LOCATIONS

① : Engine Room R/B No.1 Engine Compartment Left (See Page 76)

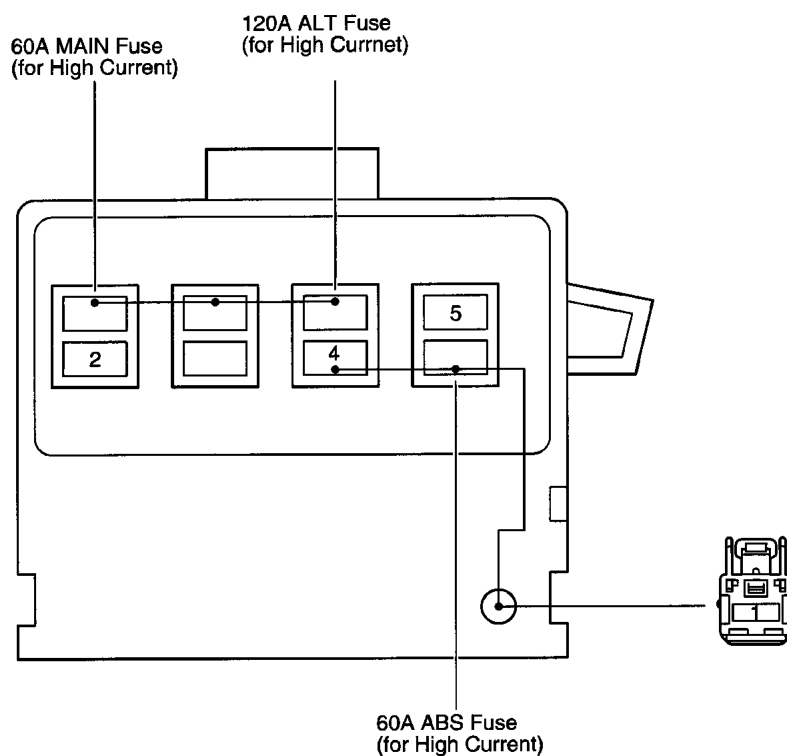
- *1 : H-LP LH (w/o Daytime Running Light)
H-LP LO LH (w/ Daytime Running Light)
- *2 : H-LP RH (w/o Daytime Running Light)
H-LP LO RH (w/ Daytime Running Light)
- *3 : w/o Daytime Running Light



② : Engine Room R/B No.2 Engine Compartment Left (See Page 76)
[Cold Area Spec.]



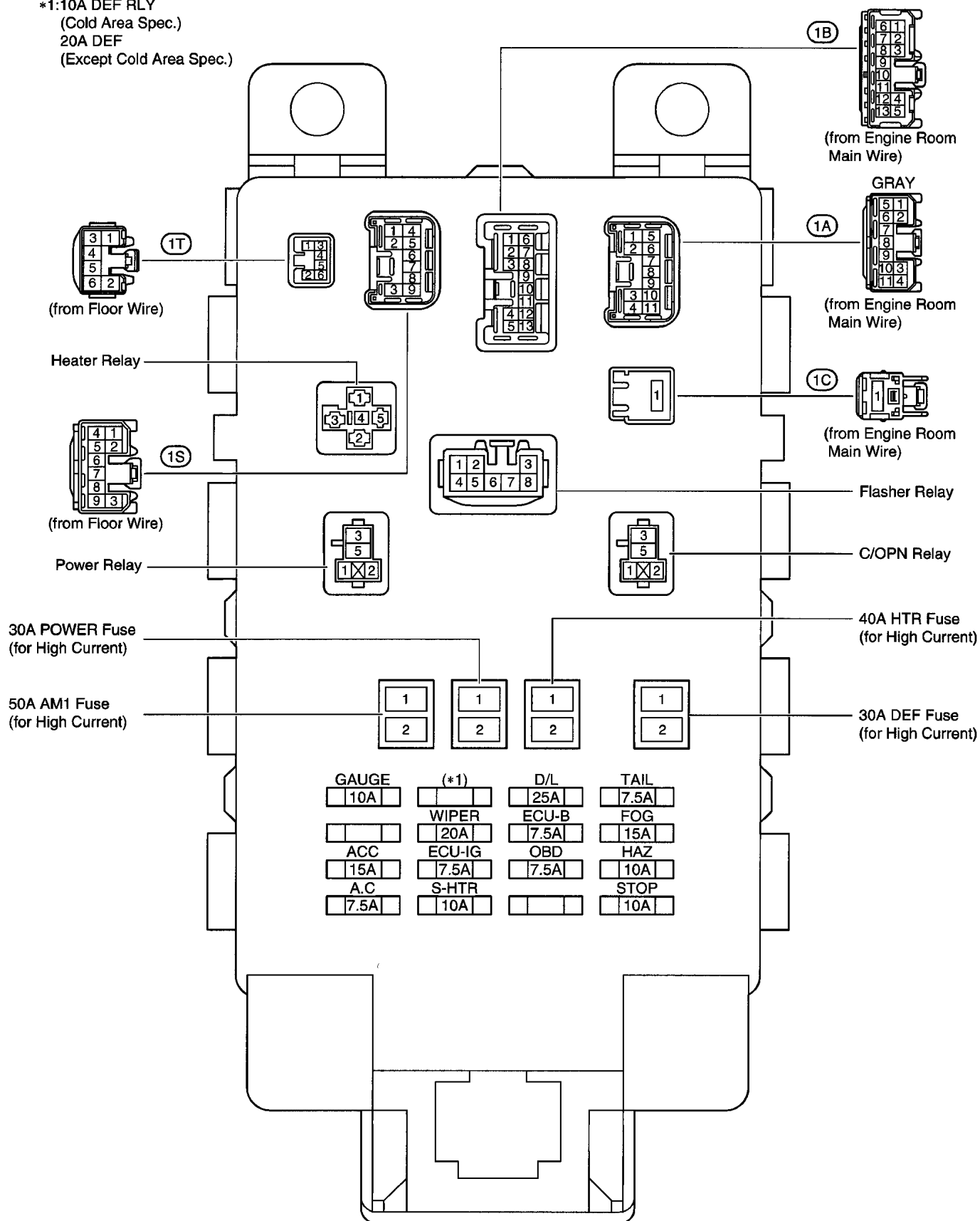
Fusible Link Block Engine Compartment Left (See Page 76)

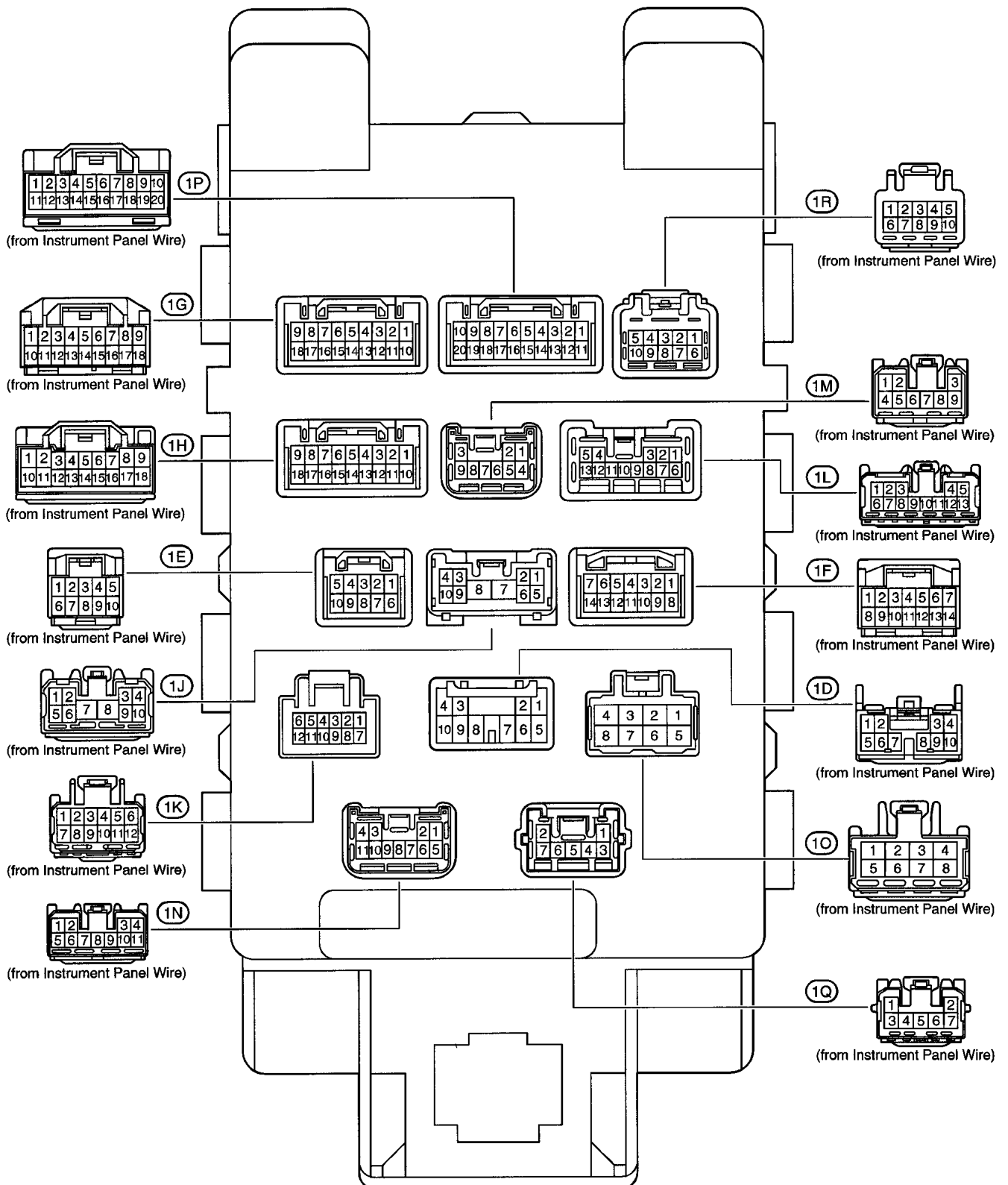


F RELAY LOCATIONS

○ : Instrument Panel J/B Lower Finish Panel (See Page 77)

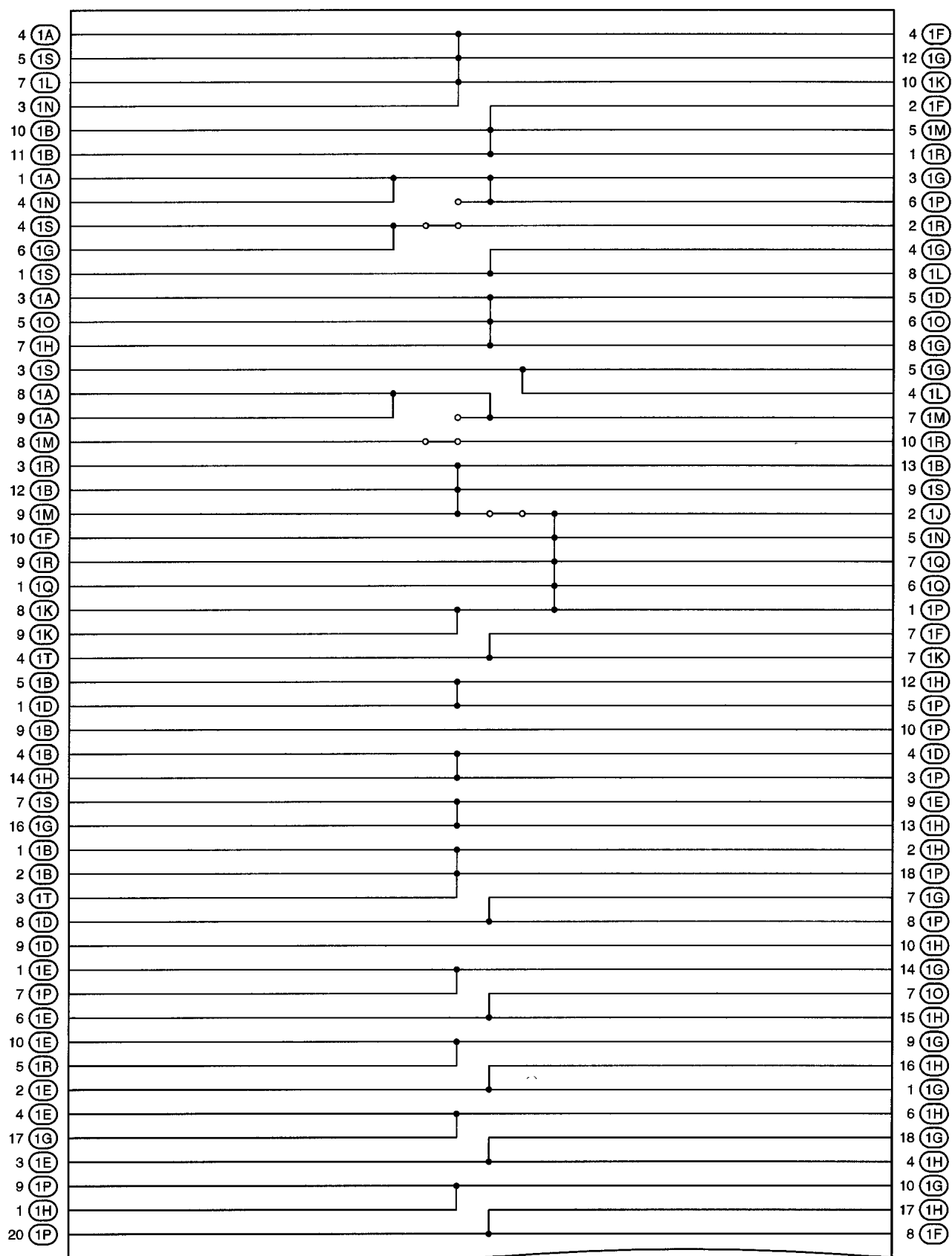
*1:10A DEF RLY
(Cold Area Spec.)
20A DEF
(Except Cold Area Spec.)





F RELAY LOCATIONS

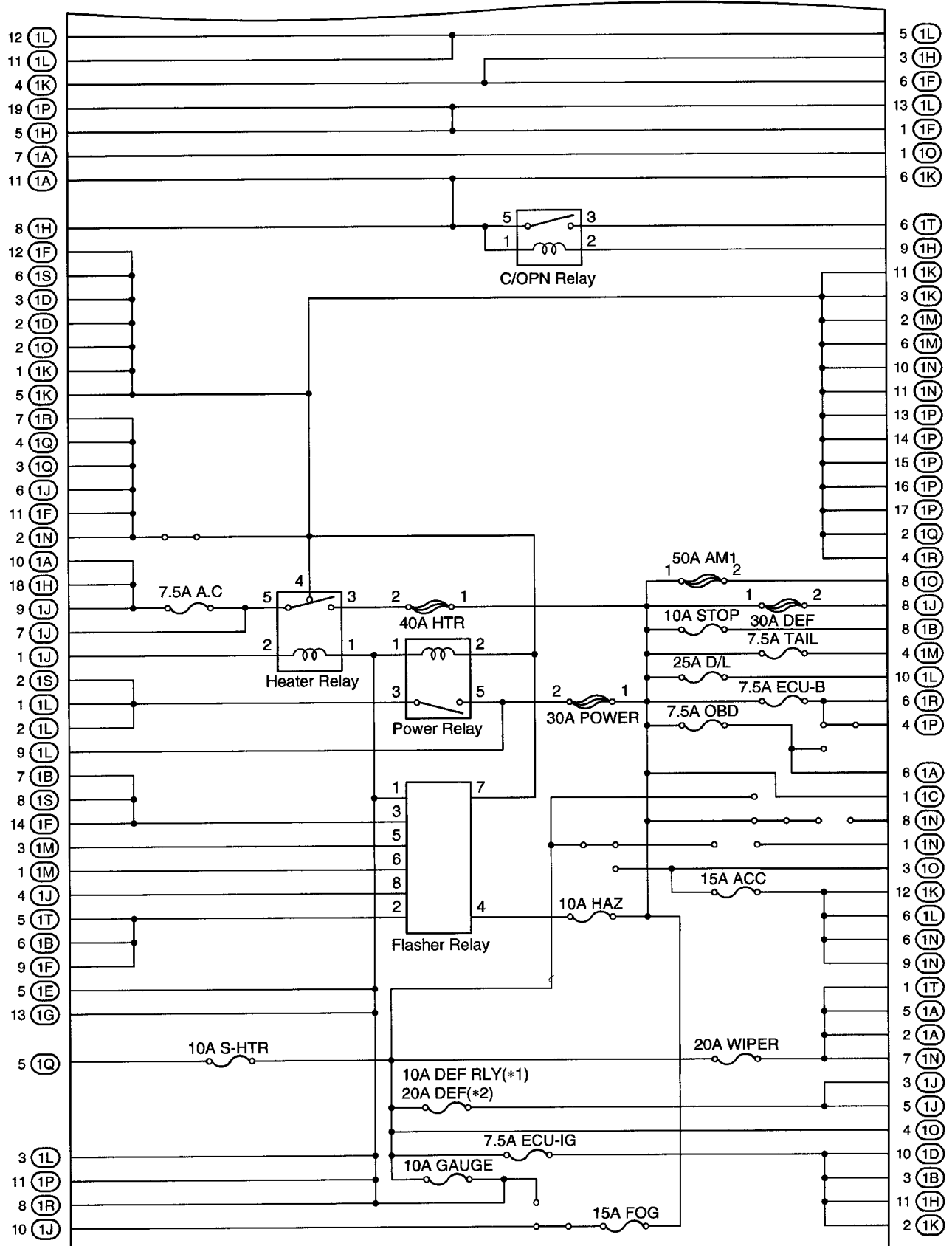
[Instrument Panel J/B Inner Circuit]



Cont. Next Page

*1 : Cold Area Spec.
 *2 : Except Cold Area Spec.

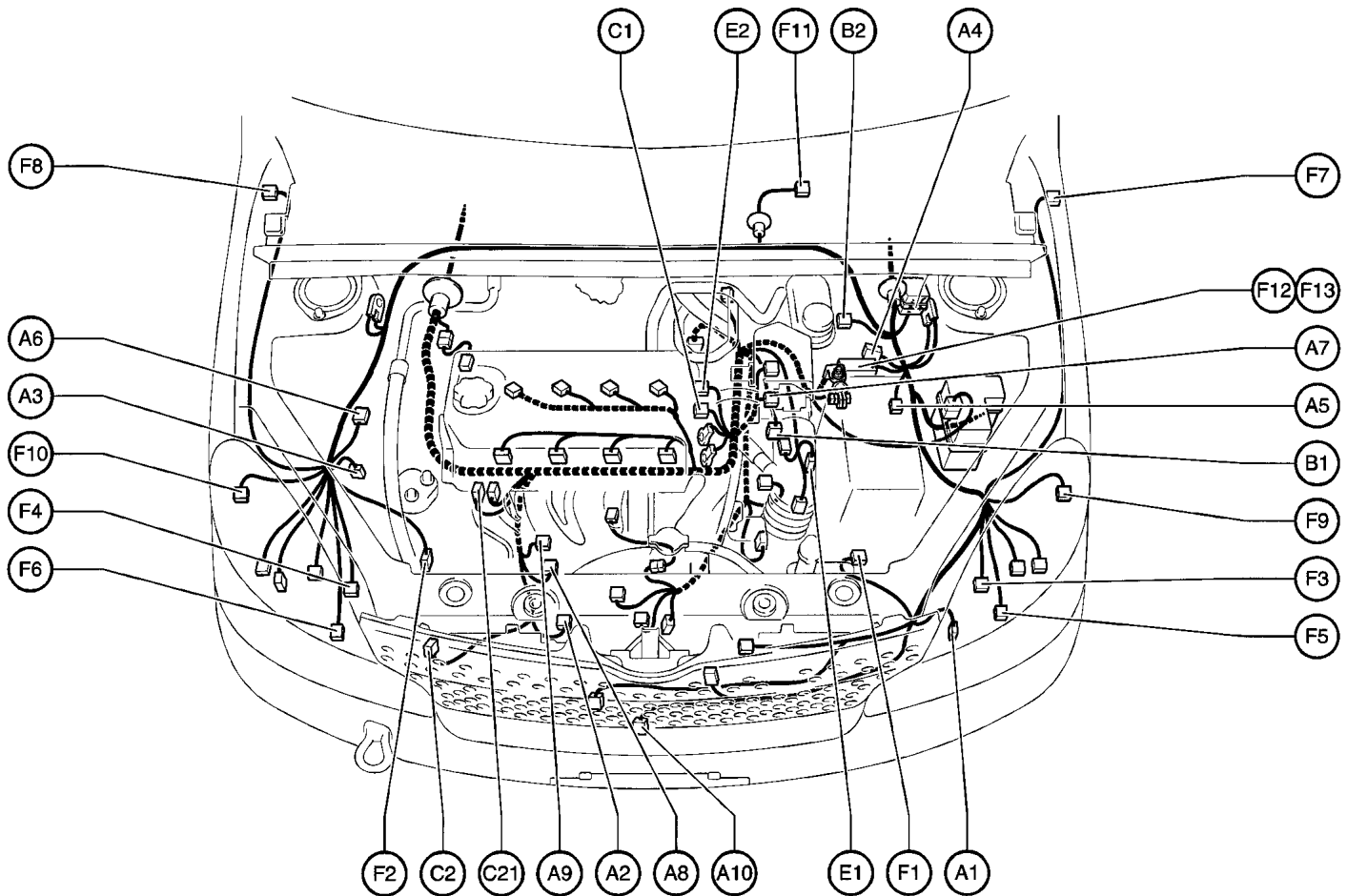
Cont'd



G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD]

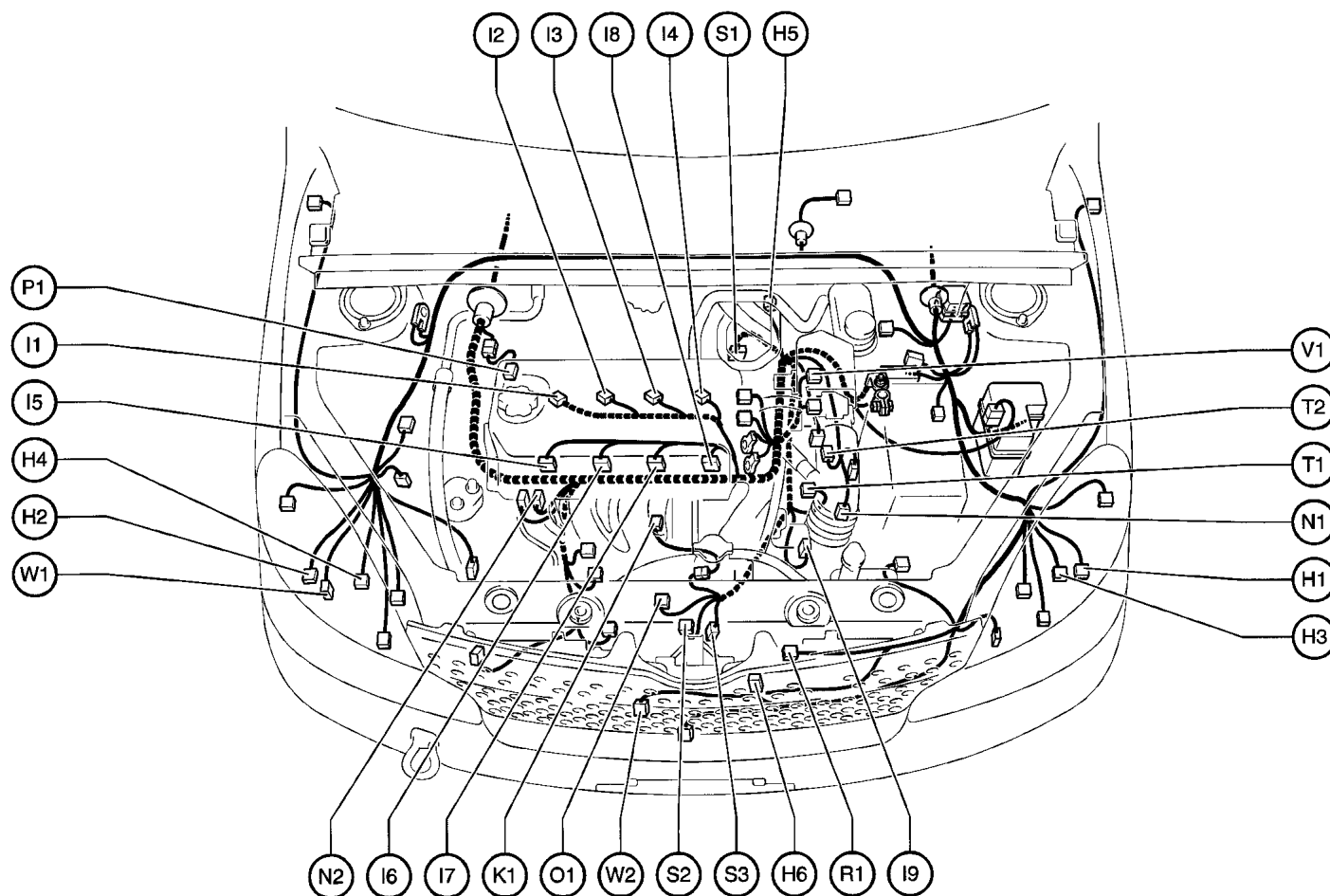


- A 1 A/C Condenser Fan Resistor
- A 2 A/C Magnetic Clutch
- A 3 A/C Triple Pressure SW
(A/C Dual and Single Pressure SW)
- A 4 ABS Actuator with ECU
- A 5 ABS Speed Sensor Front LH
- A 6 ABS Speed Sensor Front RH
- A 7 Air Flow Meter
- A 8 Alternator
- A 9 Alternator
- A10 Ambient Temp. Sensor
- B 1 Back-Up Light SW (M/T)
- B 2 Brake Fluid Level Warning SW
- C 1 Camshaft Position Sensor
- C 2 Crankshaft Position Sensor
- C21 Camshaft Timing Oil Control Valve

- E 1 ECT Solenoid
- E 2 EFI Water Temp. Sensor
- F 1 Front Airbag Sensor LH
- F 2 Front Airbag Sensor RH
- F 3 Front Clearance Light LH
- F 4 Front Clearance Light RH
- F 5 Front Fog Light LH
- F 6 Front Fog Light RH
- F 7 Front Side Turn Signal Light LH
- F 8 Front Side Turn Signal Light RH
- F 9 Front Turn Signal Light LH
- F 10 Front Turn Signal Light RH
- F 11 Front Wiper Motor
- F 12 Fusible Link Block
- F 13 Fusible Link Block

Position of Parts in Engine Compartment

[LHD]



H 1 Headlight Beam Level Control Actuator LH
 H 2 Headlight Beam Level Control Actuator RH
 H 3 Headlight LH
 H 4 Headlight RH
 H 5 Heated Oxygen Sensor (Bank 1 Sensor 1)
 H 6 Horn

I 1 Ignition Coil and Igniter No.1
 I 2 Ignition Coil and Igniter No.2
 I 3 Ignition Coil and Igniter No.3
 I 4 Ignition Coil and Igniter No.4
 I 5 Injector No.1
 I 6 Injector No.2
 I 7 Injector No.3
 I 8 Injector No.4
 I 9 ISC Valve

K 1 Knock Sensor

N 1 Neutral Start SW (A/T)
 N 2 Noise Filter (Ignition)

O 1 Oil Pressure SW

P 1 Power Steering Oil Pressure Sensor

R 1 Radiator Fan Motor

S 1 Speed Sensor (Combination Meter)

S 2 Starter

S 3 Starter

T 1 Throttle Position Sensor

T 2 Turbine Speed Sensor

V 1 VSV (EVAP)

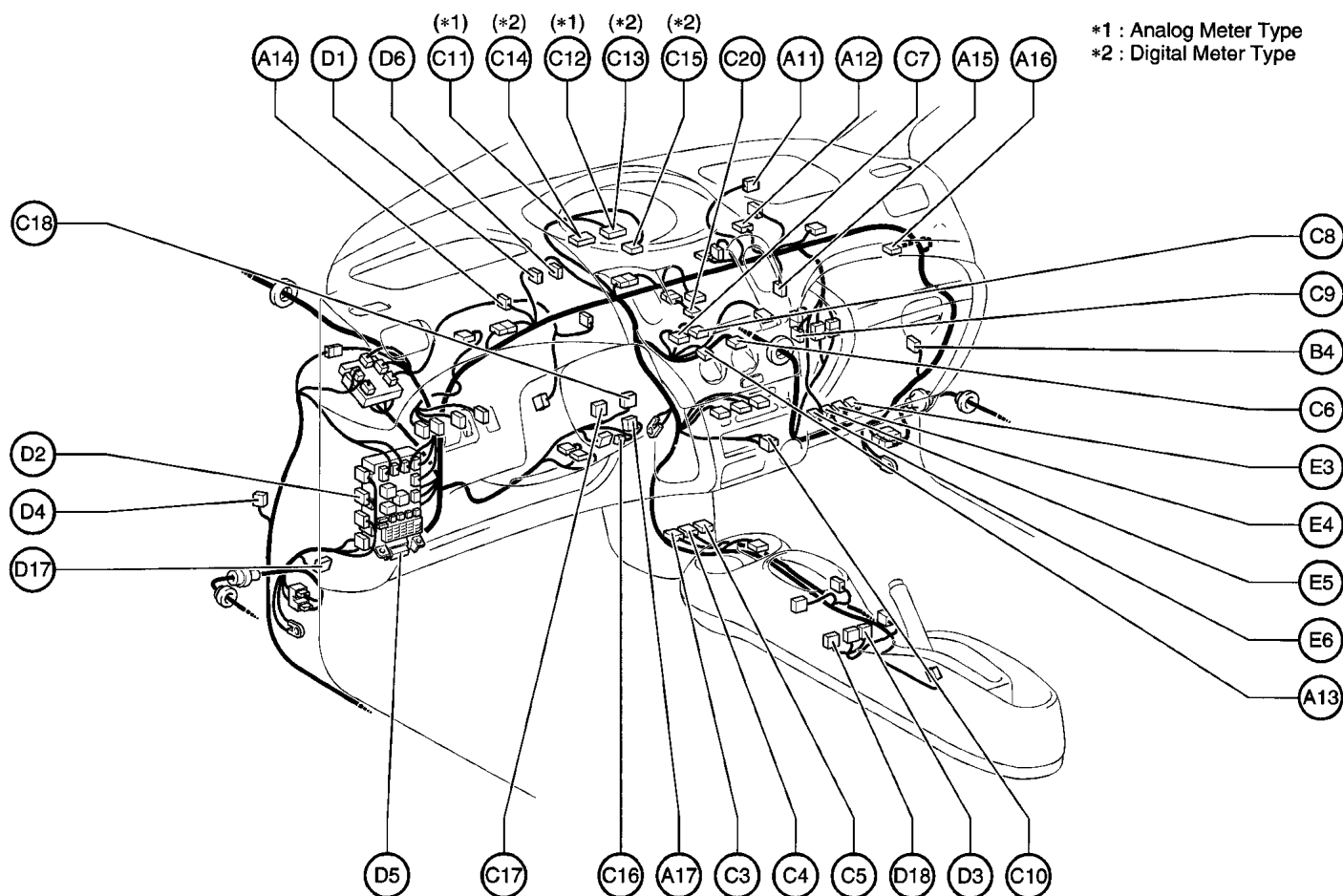
W 1 Washer Motor

W 2 Water Temp. SW

G ELECTRICAL WIRING ROUTING

Position of Parts in Instrument Panel

[LHD]



A 11 A/C Amplifier
 A 12 A/C Thermistor
 A 13 A/C Volume SW
 A 14 Active Light Relay
 A 15 Air Inlet Control Servo Motor
 A 16 Airbag Squib (Front Passenger's Airbag Assembly)
 A 17 Airbag Squib (Steering Wheel Pad)

B 4 Blower Motor and Resistor

C 3 Center Airbag Sensor Assembly
 C 4 Center Airbag Sensor Assembly
 C 5 Center Airbag Sensor Assembly
 C 6 Center Cluster SW
 C 7 Center Cluster SW
 C 8 Center Cluster SW
 C 9 Check Connector (Power Steering)
 C 10 Cigarette Lighter
 C 11 Combination Meter
 C 12 Combination Meter
 C 13 Combination Meter

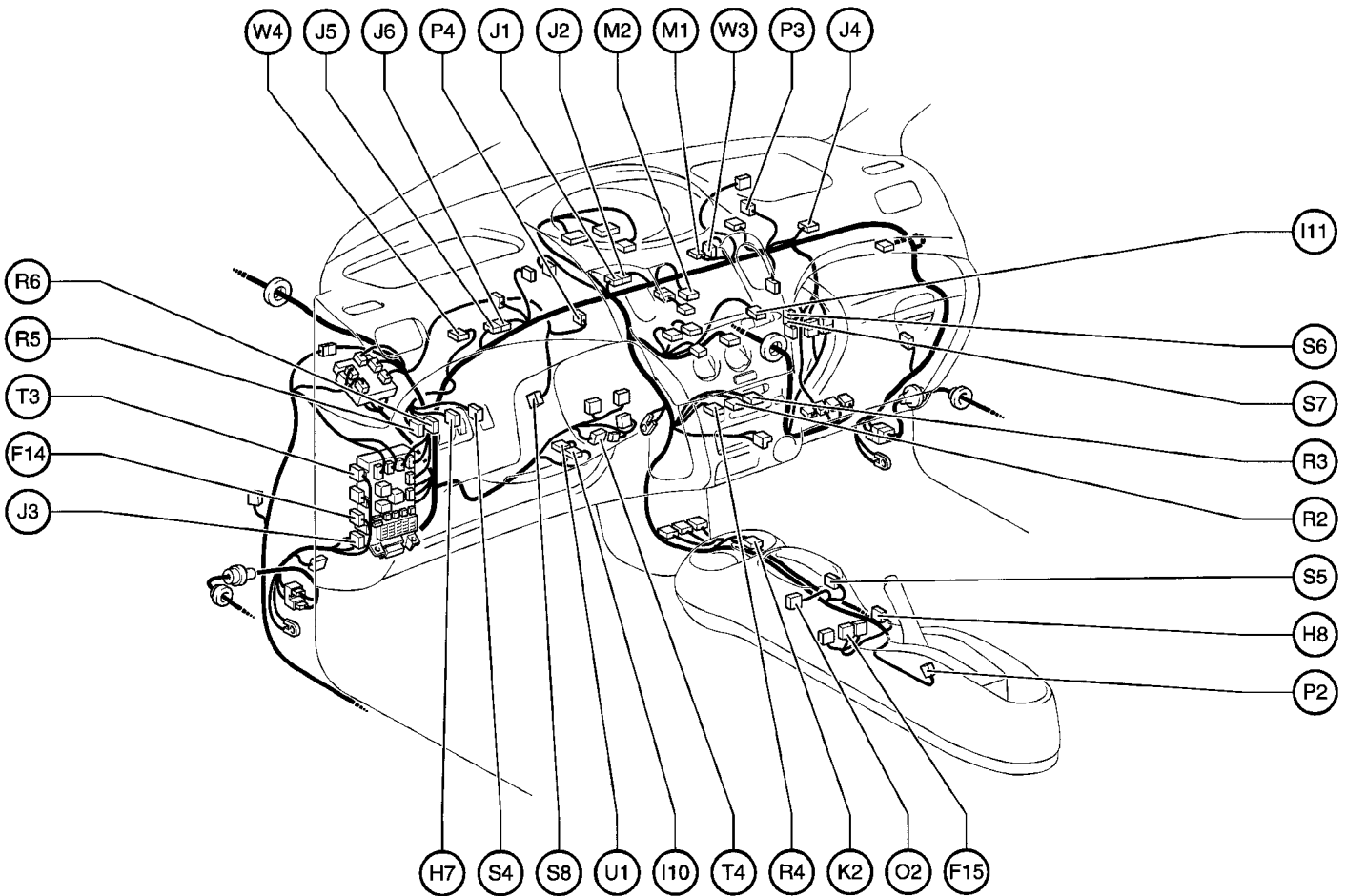
C 14 Combination Meter
 C 15 Combination Meter
 C 16 Combination SW
 C 17 Combination SW
 C 18 Combination SW
 C 20 Clock

D 1 Daytime Running Light Relay
 D 2 Defogger Relay
 D 3 Diode (Front Fog Light)
 D 4 Diode (Moon Roof)
 D 5 DLC3
 D 6 Door Lock Control Relay
 D 17 Diode (Door Courtesy SW)
 D 18 Door Lock Control SW

E 3 Engine and ECT ECU (A/T) or Engine ECU (M/T)
 E 4 Engine and ECT ECU (A/T) or Engine ECU (M/T)
 E 5 Engine and ECT ECU (A/T)
 E 6 Engine and ECT ECU (A/T) or Engine ECU (M/T)

Position of Parts in Instrument Panel

[LHD]



F 14 Front Fog Light Relay

F 15 Front Fog Light SW

H 7 Headlight Beam Level Control SW

H 8 Heated Oxygen Sensor (Bank 1 Sensor 2)

I 10 Ignition SW

I 11 Inside SW

J 1 Junction Connector

J 2 Junction Connector

J 3 Junction Connector

J 4 Junction Connector

J 5 Junction Connector

J 6 Junction Connector

K 2 Kick Down SW

M 1 Max Hot and Foot Mode SW

M 2 Multi Display

O 2 O/D Main SW

P 2 Parking Brake SW

P 3 PTC Amplifier

P 4 PTC Heater

R 2 Radio and Player

R 3 Radio and Player

R 4 Radio and Player

R 5 Rear Fog Light SW

R 6 Remote Control Mirror SW

S 4 Seat Heater SW

S 5 Shift Lock Control SW

S 6 Short Connector

S 7 Short Connector

S 8 Stop Light SW

T 3 Taillight Relay

T 4 Transponder Key Amplifier

U 1 Unlock Warning SW

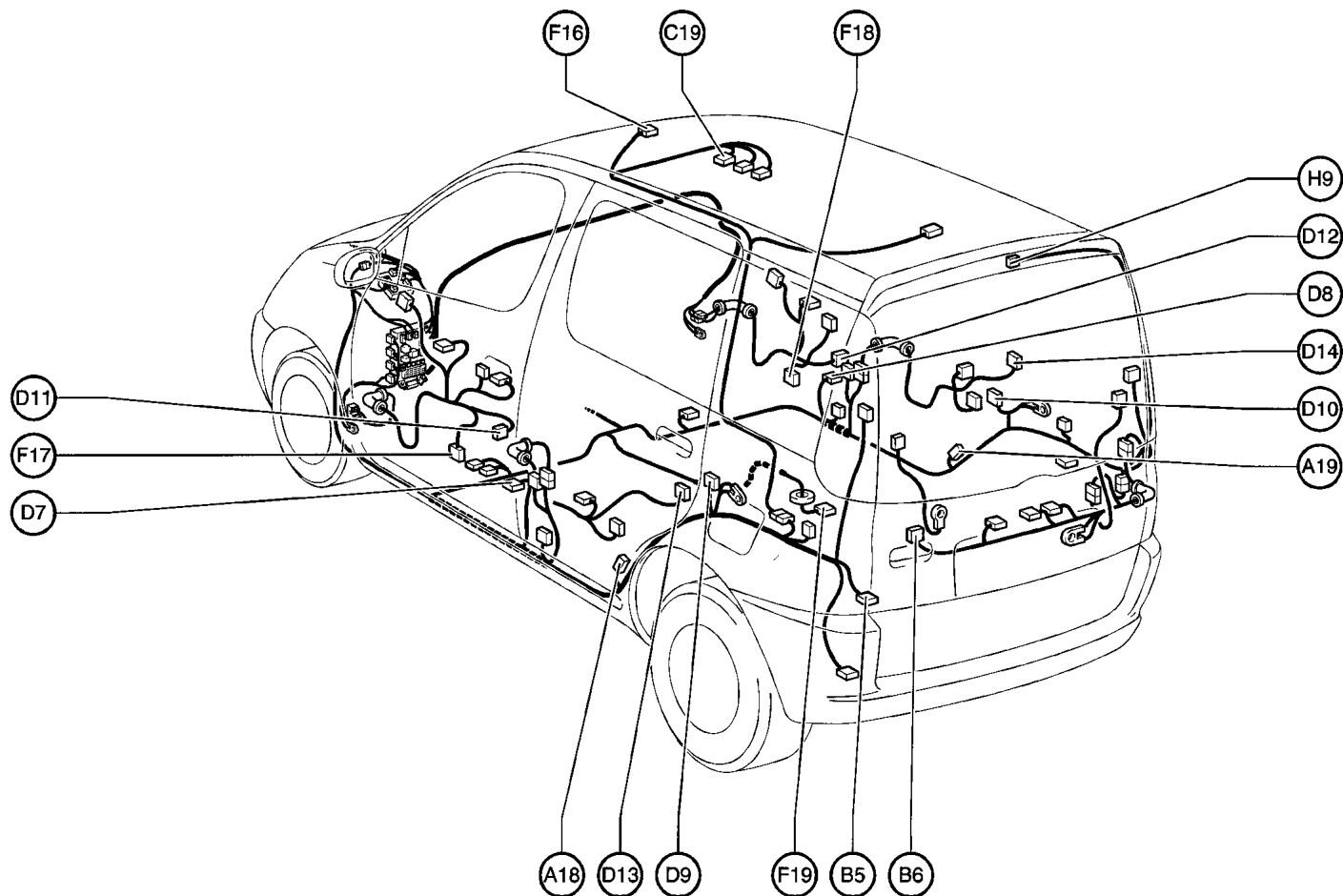
W 3 Water Temp. Sensor

W 4 Wireless Door Lock Control Receiver

G ELECTRICAL WIRING ROUTING

Position of Parts in Body

[LHD]



A18 ABS Speed Sensor Rear LH
A19 ABS Speed Sensor Rear RH

B 5 Back Door Courtesy SW
B 6 Back Door Lock Motor

C19 Center Interior Light

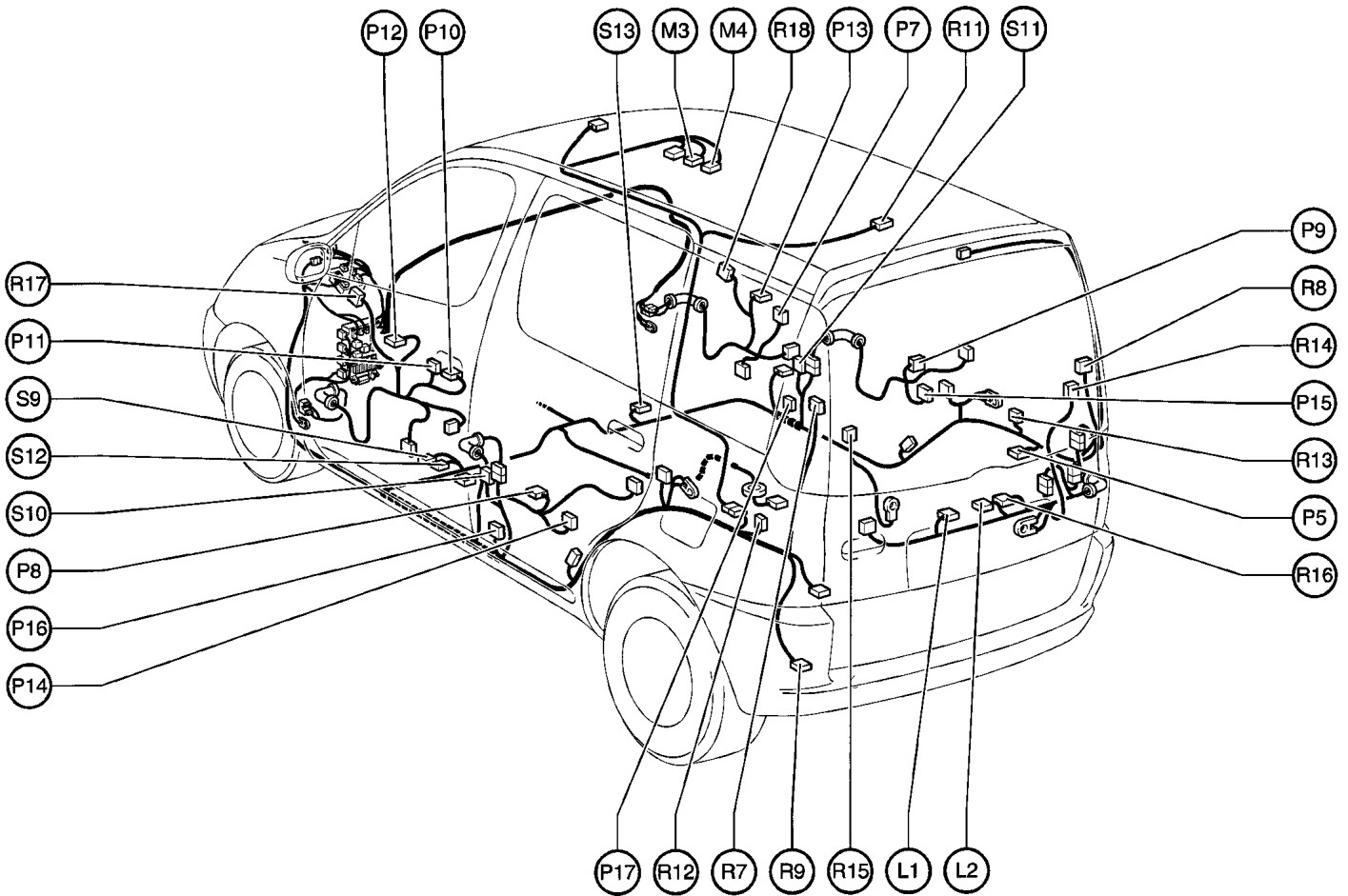
D 7 Door Courtesy SW (Driver's Side)
D 8 Door Courtesy SW (Front Passenger's Side)
D 9 Door Courtesy SW Rear LH
D10 Door Courtesy SW Rear RH
D11 Door Lock Motor and SW (Driver's Side)
D12 Door Lock Motor and SW (Front Passenger's Side)
D13 Door Lock Motor Rear LH
D14 Door Lock Motor Rear RH

F16 Front Interior Light
F17 Front Speaker LH (Door)
F18 Front Speaker RH (Door)
F19 Fuel Pump and Fuel Sender

H 9 High Mounted Stop Light

Position of Parts in Body

[LHD]



L 1 License Plate Light LH
L 2 License Plate Light RH

M 3 Moon Roof Control SW and Moon Roof Control Relay
M 4 Moon Roof Motor and Limit SW

P 5 Power Outlet
P 7 Power Window Control SW Front RH
P 8 Power Window Control SW Rear LH
P 9 Power Window Control SW Rear RH
P10 Power Window Master SW
P11 Power Window Master SW
P12 Power Window Motor Front LH
P13 Power Window Motor Front RH
P14 Power Window Motor Rear LH
P15 Power Window Motor Rear RH
P16 Pretensioner LH
P17 Pretensioner RH

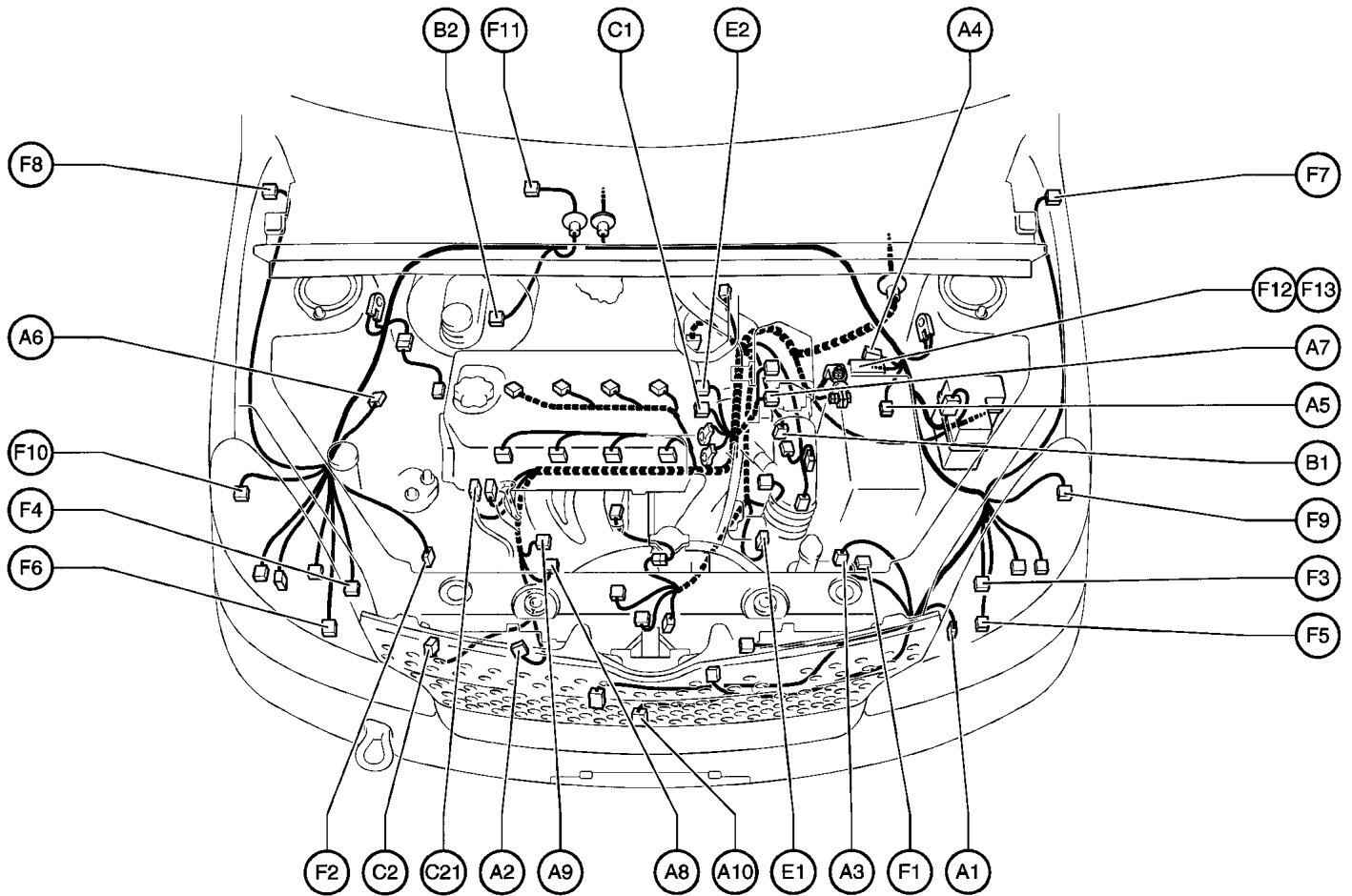
R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 9 Rear Fog Light LH
R11 Rear Interior Light
R12 Rear Speaker LH
R13 Rear Speaker RH
R14 Rear Window Defogger
R15 Rear Window Defogger
R16 Rear Wiper Motor
R17 Remote Control Mirror LH
R18 Remote Control Mirror RH

S 9 Seat Heater
S10 Side Airbag Sensor LH
S11 Side Airbag Sensor RH
S12 Side Airbag Squib LH
S13 Side Airbag Squib RH

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[RHD]



- A 1 A/C Condenser Fan Resistor
- A 2 A/C Magnetic Clutch
- A 3 A/C Triple Pressure SW
(A/C Dual and Single Pressure SW)
- A 4 ABS Actuator with ECU
- A 5 ABS Speed Sensor Front LH
- A 6 ABS Speed Sensor Front RH
- A 7 Air Flow Meter
- A 8 Alternator
- A 9 Alternator
- A10 Ambient Temp. Sensor

- B 1 Back-Up Light SW (M/T)
- B 2 Brake Fluid Level Warning SW

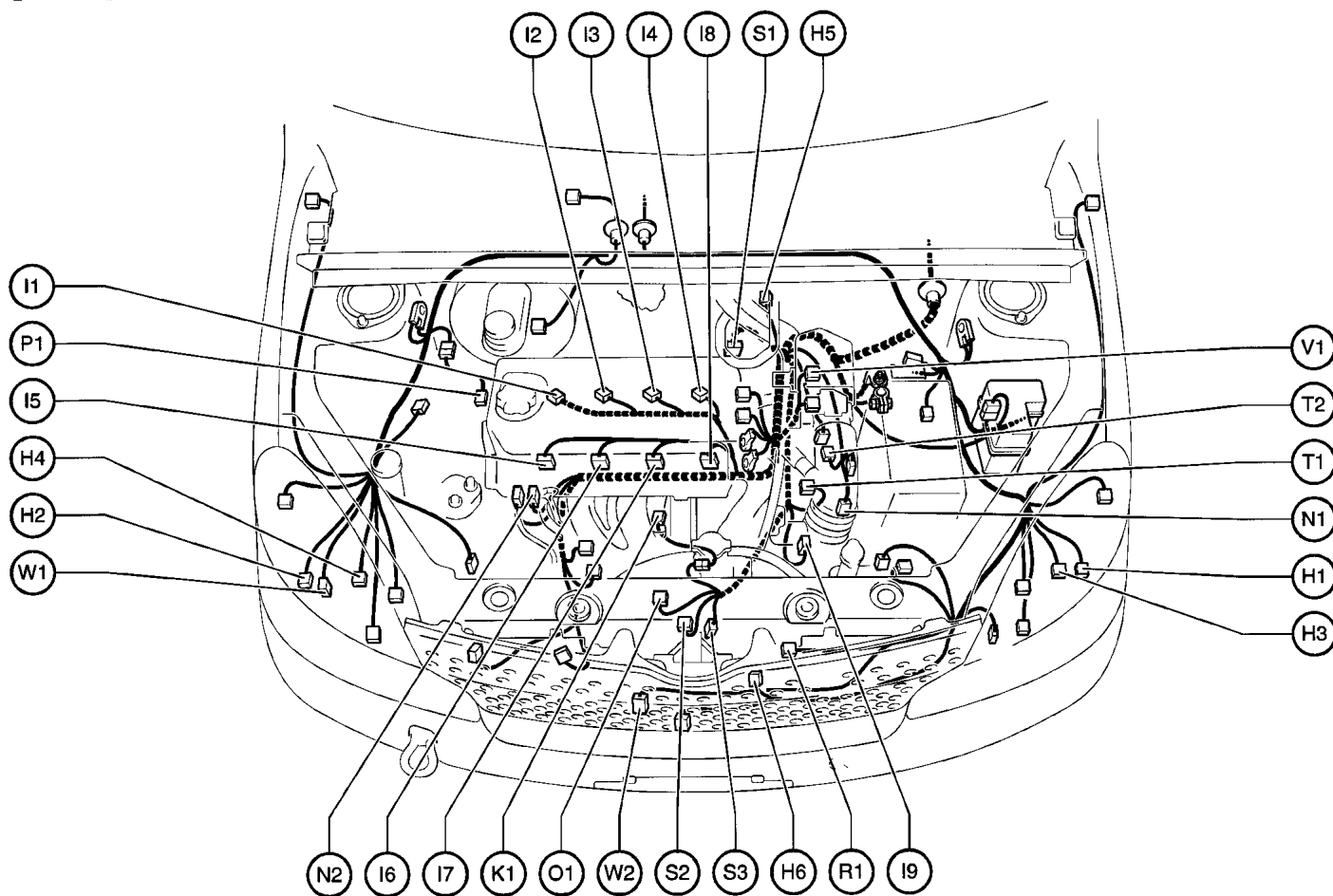
- C 1 Camshaft Position Sensor
- C 2 Crankshaft Position Sensor
- C21 Camshaft Timing Oil Control Valve

- E 1 ECT Solenoid
- E 2 EFI Water Temp. Sensor

- F 1 Front Airbag Sensor LH
- F 2 Front Airbag Sensor RH
- F 3 Front Clearance Light LH
- F 4 Front Clearance Light RH
- F 5 Front Fog Light LH
- F 6 Front Fog Light RH
- F 7 Front Side Turn Signal Light LH
- F 8 Front Side Turn Signal Light RH
- F 9 Front Turn Signal Light LH
- F10 Front Turn Signal Light RH
- F11 Front Wiper Motor
- F12 Fusible Link Block
- F13 Fusible Link Block

Position of Parts in Engine Compartment

[RHD]



H 1 Headlight Beam Level Control Actuator LH
 H 2 Headlight Beam Level Control Actuator RH
 H 3 Headlight LH
 H 4 Headlight RH
 H 5 Heated Oxygen Sensor (Bank 1 Sensor 1)
 H 6 Horn

I 1 Ignition Coil and Igniter No.1
 I 2 Ignition Coil and Igniter No.2
 I 3 Ignition Coil and Igniter No.3
 I 4 Ignition Coil and Igniter No.4
 I 5 Injector No.1
 I 6 Injector No.2
 I 7 Injector No.3
 I 8 Injector No.4
 I 9 ISC Valve

K 1 Knock Sensor

N 1 Neutral Start SW (A/T)
 N 2 Noise Filter (Ignition)

O 1 Oil Pressure SW

P 1 Power Steering Oil Pressure Sensor

R 1 Radiator Fan Motor

S 1 Speed Sensor (Combination Meter)

S 2 Starter

S 3 Starter

T 1 Throttle Position Sensor

T 2 Turbine Speed Sensor

V 1 VSV (EVAP)

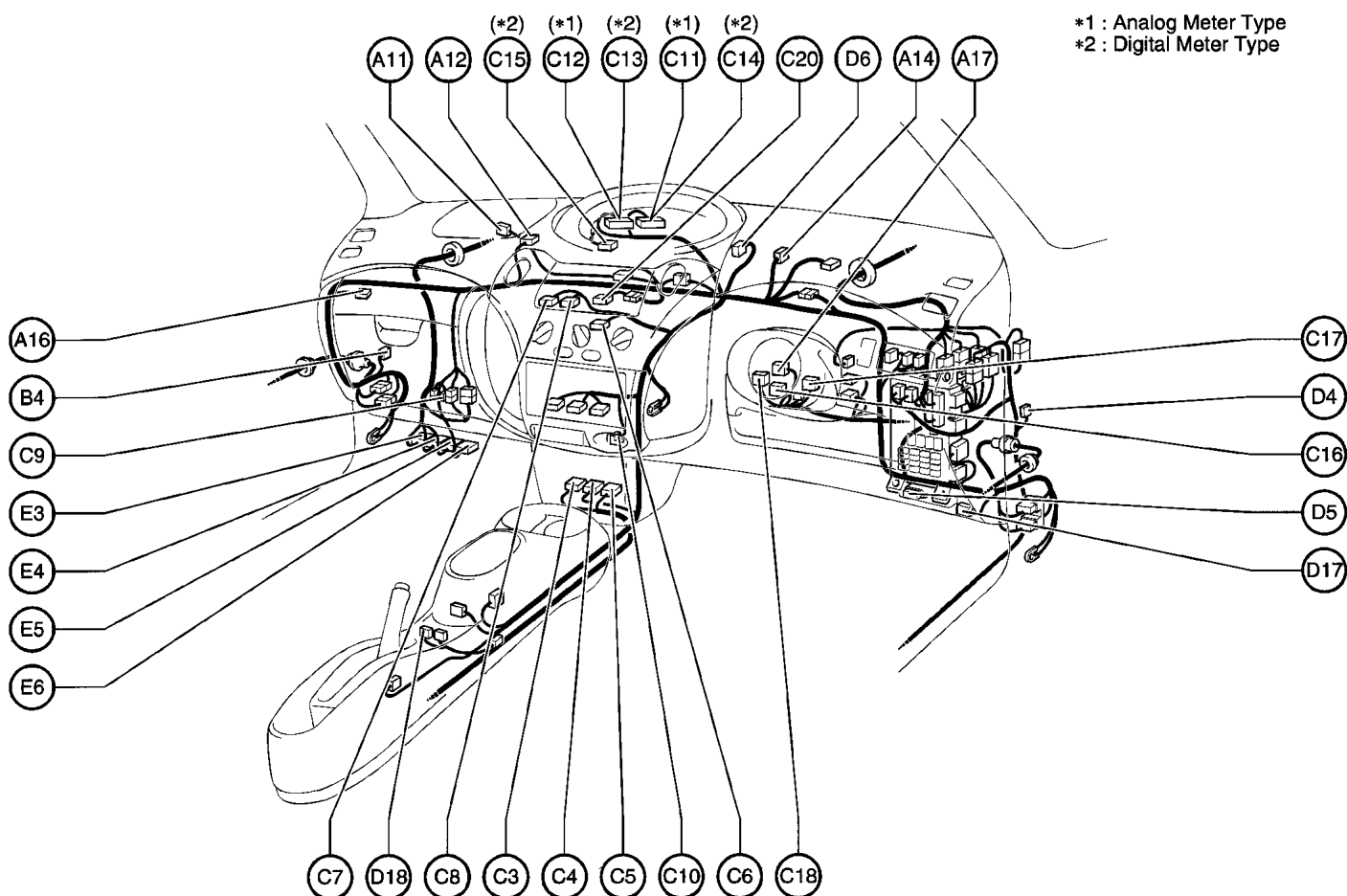
W 1 Washer Motor

W 2 Water Temp. SW

G ELECTRICAL WIRING ROUTING

Position of Parts in Instrument Panel

[RHD]



*1 : Analog Meter Type
*2 : Digital Meter Type

A 11 A/C Amplifier
A 12 A/C Thermistor
A 14 Active Light Relay
A 16 Airbag Squib (Front Passenger's Airbag Assembly)
A 17 Airbag Squib (Steering Wheel Pad)

B 4 Blower Motor and Resistor

C 3 Center Airbag Sensor Assembly
C 4 Center Airbag Sensor Assembly
C 5 Center Airbag Sensor Assembly
C 6 Center Cluster SW
C 7 Center Cluster SW
C 8 Center Cluster SW
C 9 Check Connector (Power Steering)
C 10 Cigarette Lighter
C 11 Combination Meter
C 12 Combination Meter

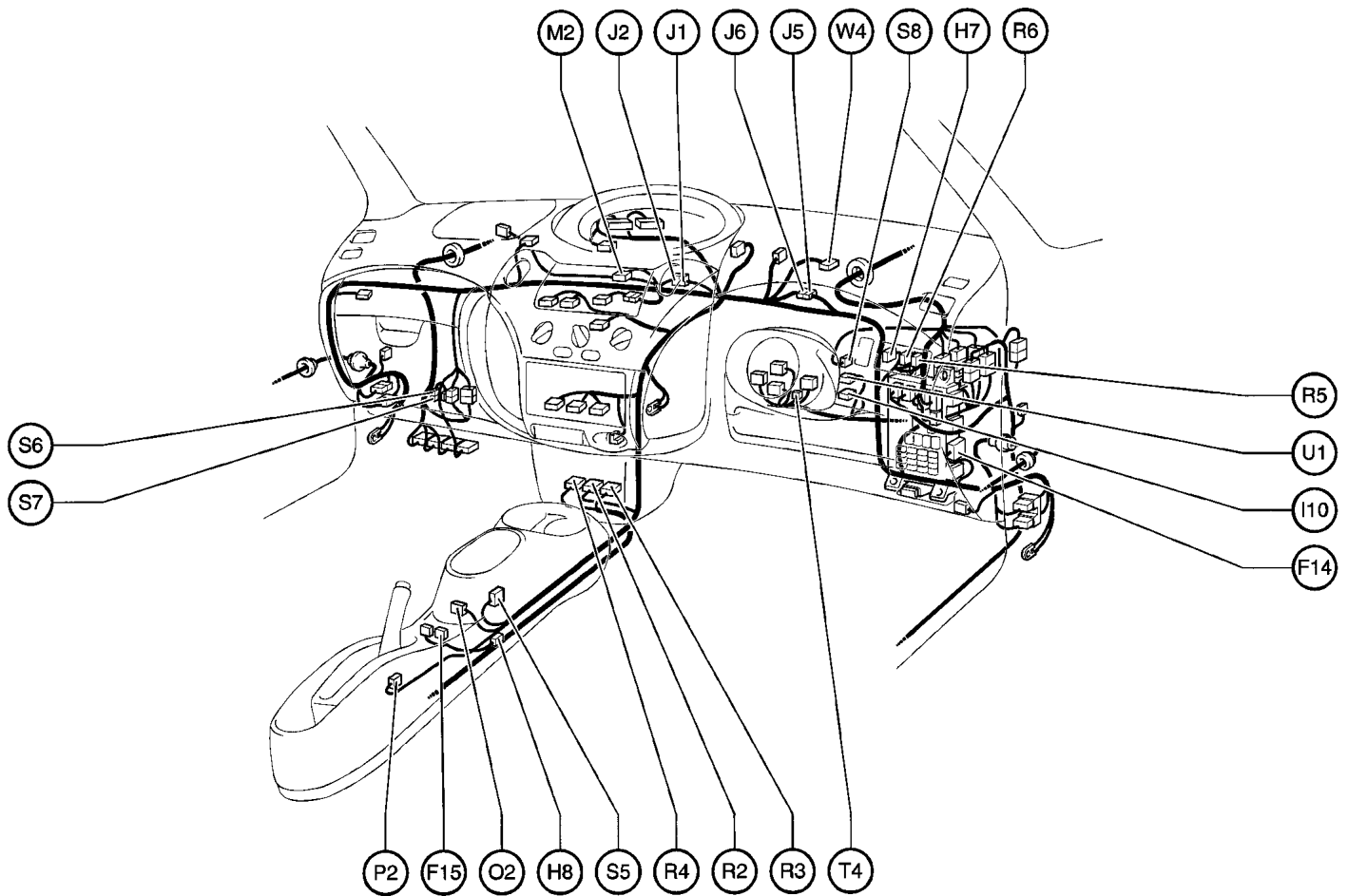
C 13 Combination Meter
C 14 Combination Meter
C 15 Combination Meter
C 16 Combination SW
C 17 Combination SW
C 18 Combination SW
C 20 Clock

D 4 Diode (Moon Roof)
D 5 DLC3
D 6 Door Lock Control Relay
D 17 Diode (Door Courtesy SW)
D 18 Door Lock Control SW

E 3 Engine and ECT ECU (A/T) or Engine ECU (M/T)
E 4 Engine and ECT ECU (A/T) or Engine ECU (M/T)
E 5 Engine and ECT ECU (A/T)
E 6 Engine and ECT ECU (A/T) or Engine ECU (M/T)

Position of Parts in Instrument Panel

[RHD]



F 14 Front Fog Light Relay
F 15 Front Fog Light SW

H 7 Headlight Beam Level Control SW
H 8 Heated Oxygen Sensor (Bank 1 Sensor 2)

I 10 Ignition SW

J 1 Junction Connector
J 2 Junction Connector
J 5 Junction Connector
J 6 Junction Connector

M 2 Multi Display

O 2 O/D Main SW

P 2 Parking Brake SW

R 2 Radio and Player
R 3 Radio and Player
R 4 Radio and Player
R 5 Rear Fog Light SW
R 6 Remote Control Mirror SW

S 5 Shift Lock Control SW
S 6 Short Connector
S 7 Short Connector
S 8 Stop Light SW

T 4 Transponder Key Amplifier

U 1 Unlock Warning SW

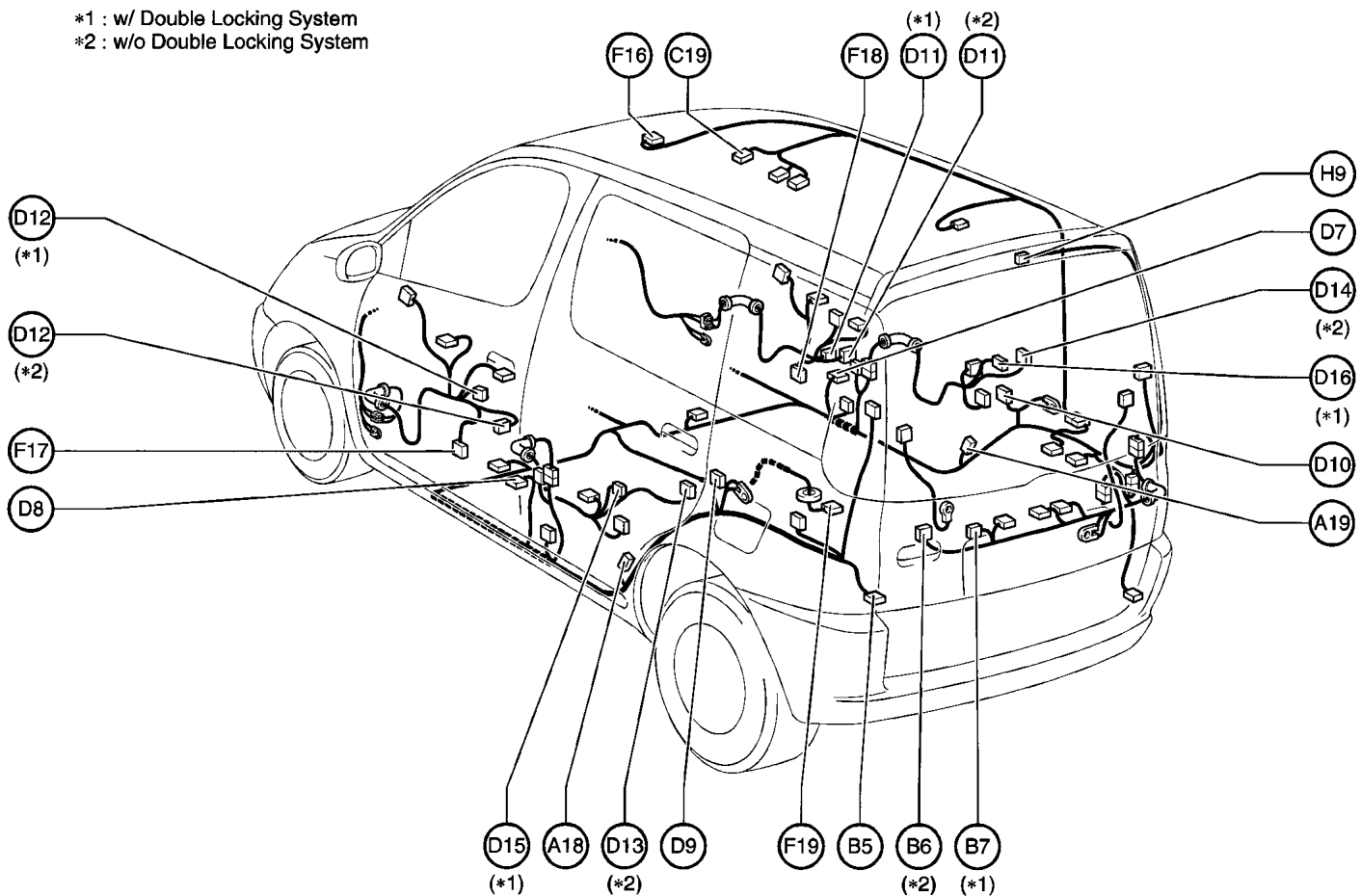
W 4 Wireless Door Lock Control Receiver

G ELECTRICAL WIRING ROUTING

Position of Parts in Body

[RHD]

*1 : w/ Double Locking System
*2 : w/o Double Locking System



A18 ABS Speed Sensor Rear LH
A19 ABS Speed Sensor Rear RH

B 5 Back Door Courtesy SW
B 6 Back Door Lock Motor
B 7 Back Door Lock Motor and SW

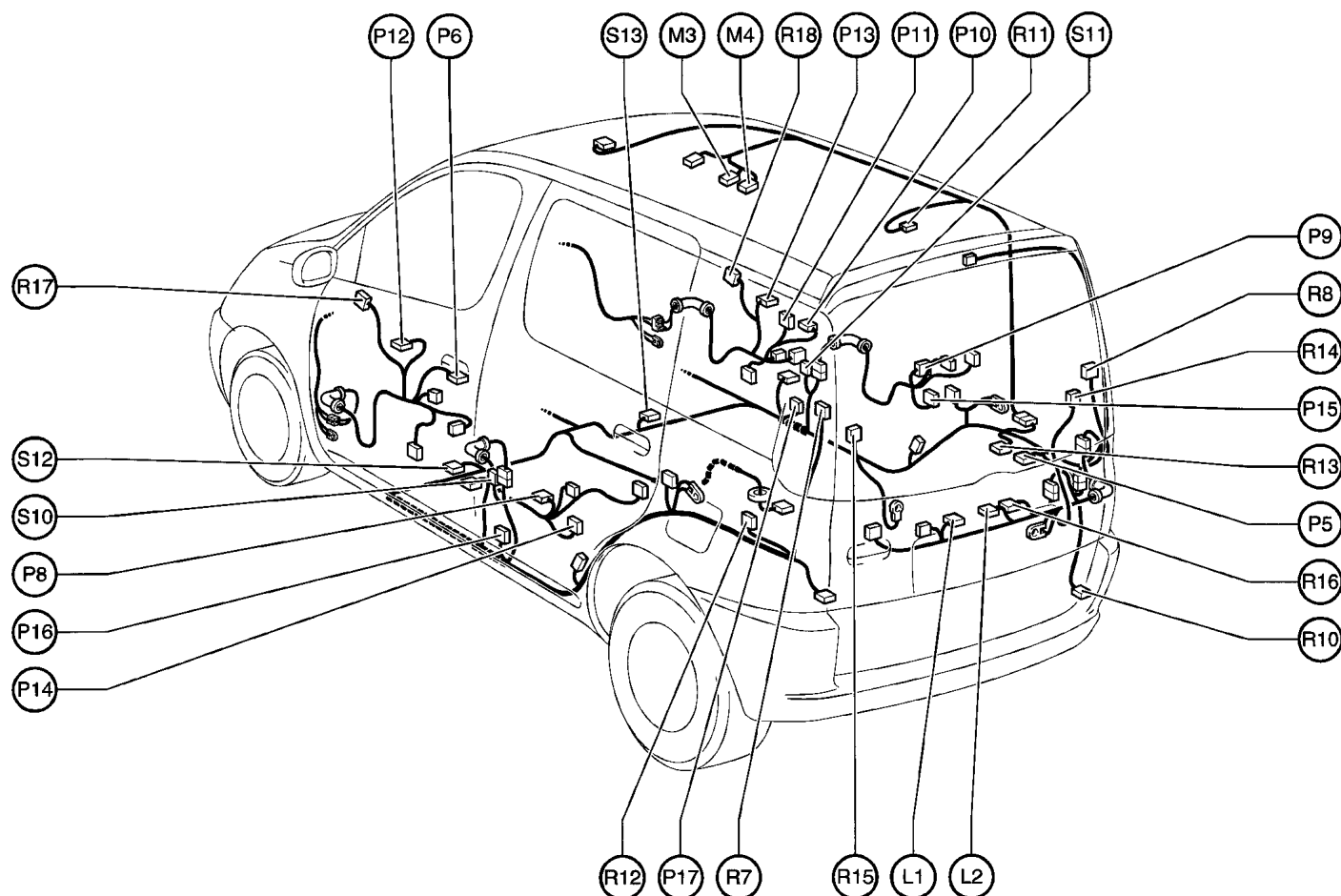
C19 Center Interior Light

D 7 Door Courtesy SW (Driver's Side)
D 8 Door Courtesy SW (Front Passenger's Side)
D 9 Door Courtesy SW Rear LH
D10 Door Courtesy SW Rear RH
D11 Door Lock Motor and SW (Driver's Side)
D12 Door Lock Motor and SW (Front Passenger's Side)
D13 Door Lock Motor Rear LH
D14 Door Lock Motor Rear RH
D15 Door Lock Motor and SW Rear LH
D16 Door Lock Motor and SW Rear RH

F16 Front Interior Light
F17 Front Speaker LH (Door)
F18 Front Speaker RH (Door)
F19 Fuel Pump and Fuel Sender
H 9 High Mounted Stop Light

Position of Parts in Body

[RHD]



L 1 License Plate Light LH
L 2 License Plate Light RH

M 3 Moon Roof Control SW and Moon Roof Control Relay
M 4 Moon Roof Motor and Limit SW

P 5 Power Outlet
P 6 Power Window Control SW Front LH
P 8 Power Window Control SW Rear LH
P 9 Power Window Control SW Rear RH
P 10 Power Window Master SW
P 11 Power Window Master SW
P 12 Power Window Motor Front LH
P 13 Power Window Motor Front RH
P 14 Power Window Motor Rear LH
P 15 Power Window Motor Rear RH
P 16 Pretensioner LH
P 17 Pretensioner RH

R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 10 Rear Fog Light RH
R 11 Rear Interior Light
R 12 Rear Speaker LH
R 13 Rear Speaker RH
R 14 Rear Window Defogger
R 15 Rear Window Defogger
R 16 Rear Wiper Motor
R 17 Remote Control Mirror LH
R 18 Remote Control Mirror RH

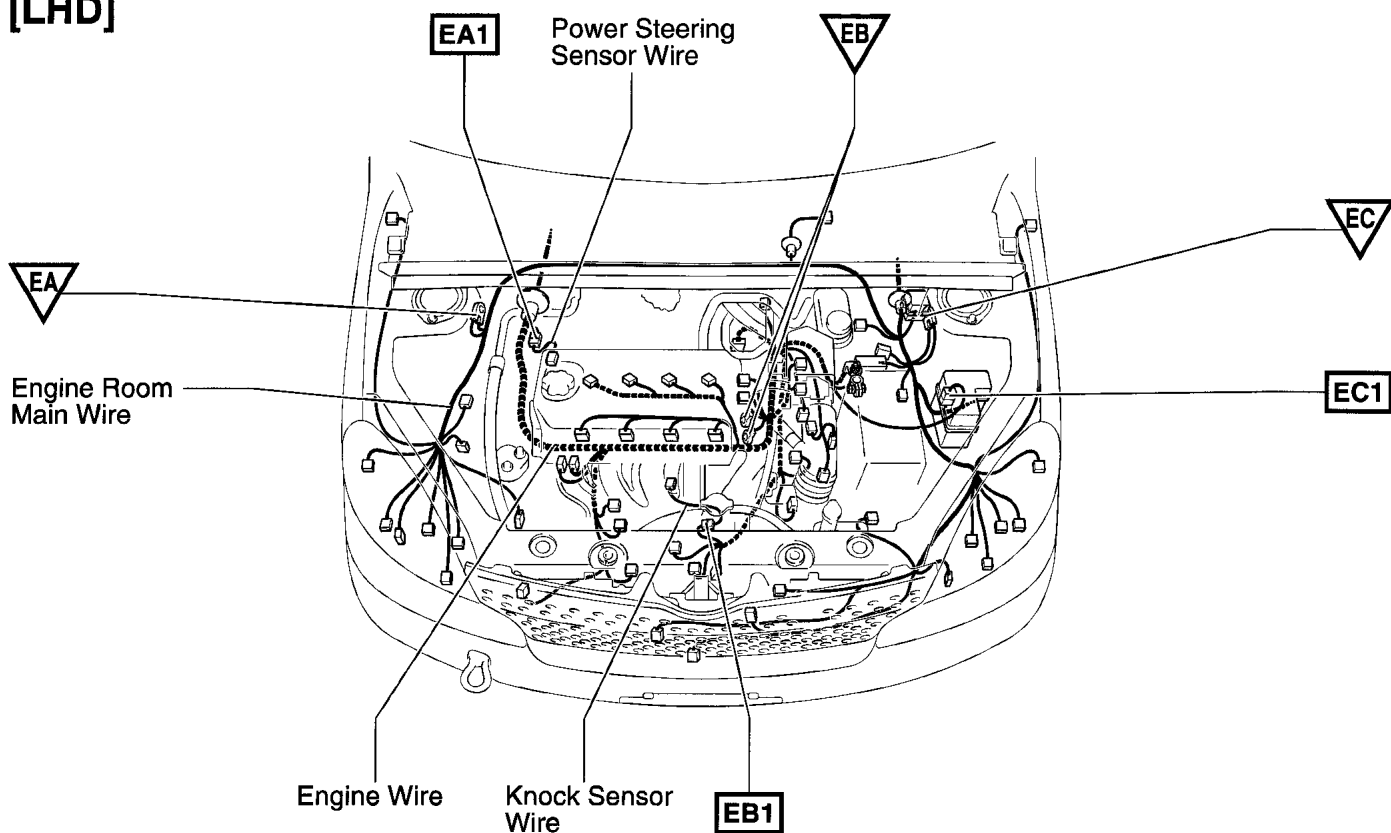
S 10 Side Airbag Sensor LH
S 11 Side Airbag Sensor RH
S 12 Side Airbag Squib LH
S 13 Side Airbag Squib RH

G ELECTRICAL WIRING ROUTING

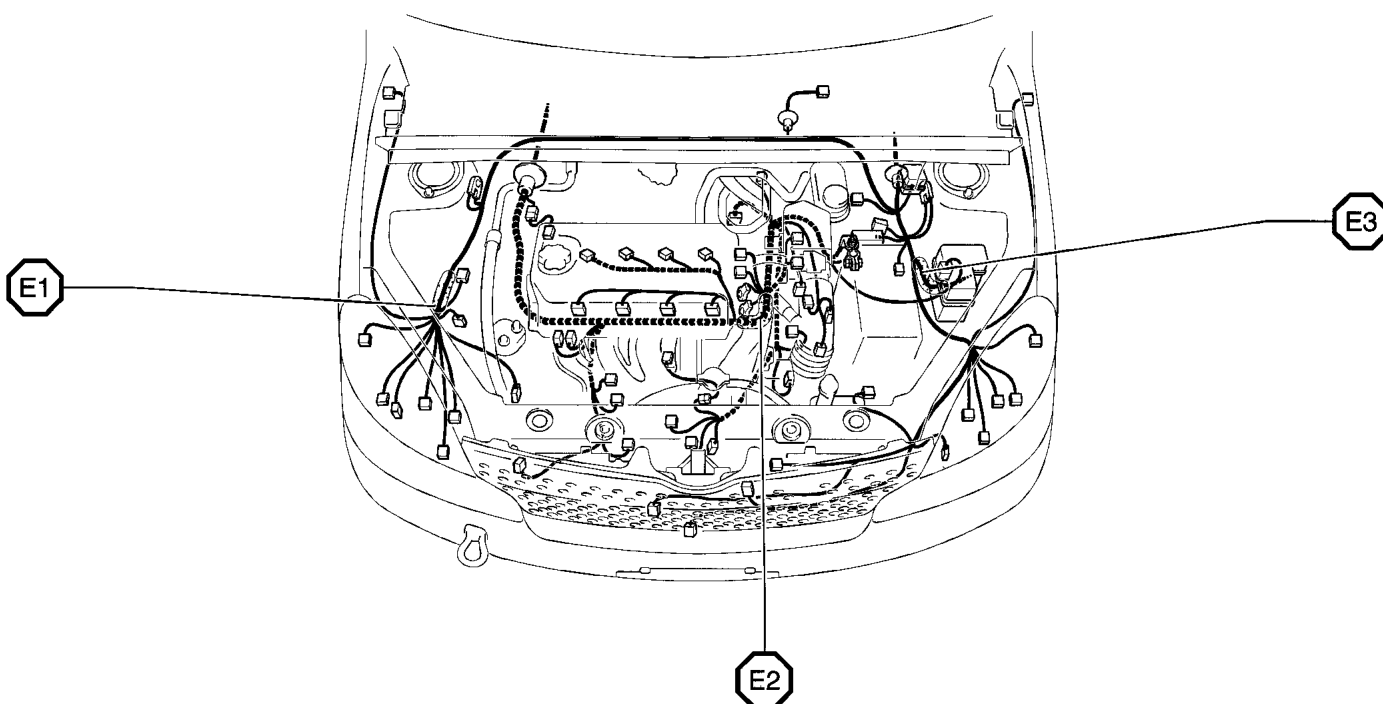
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

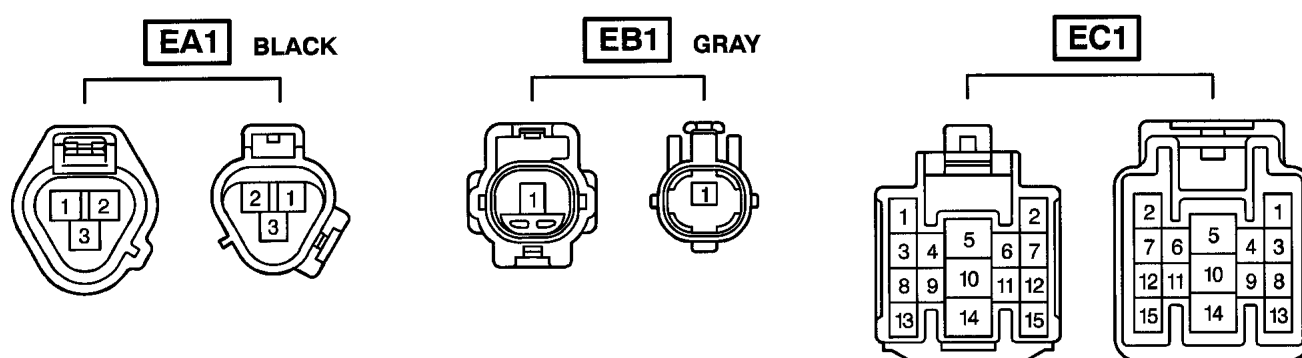
[LHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

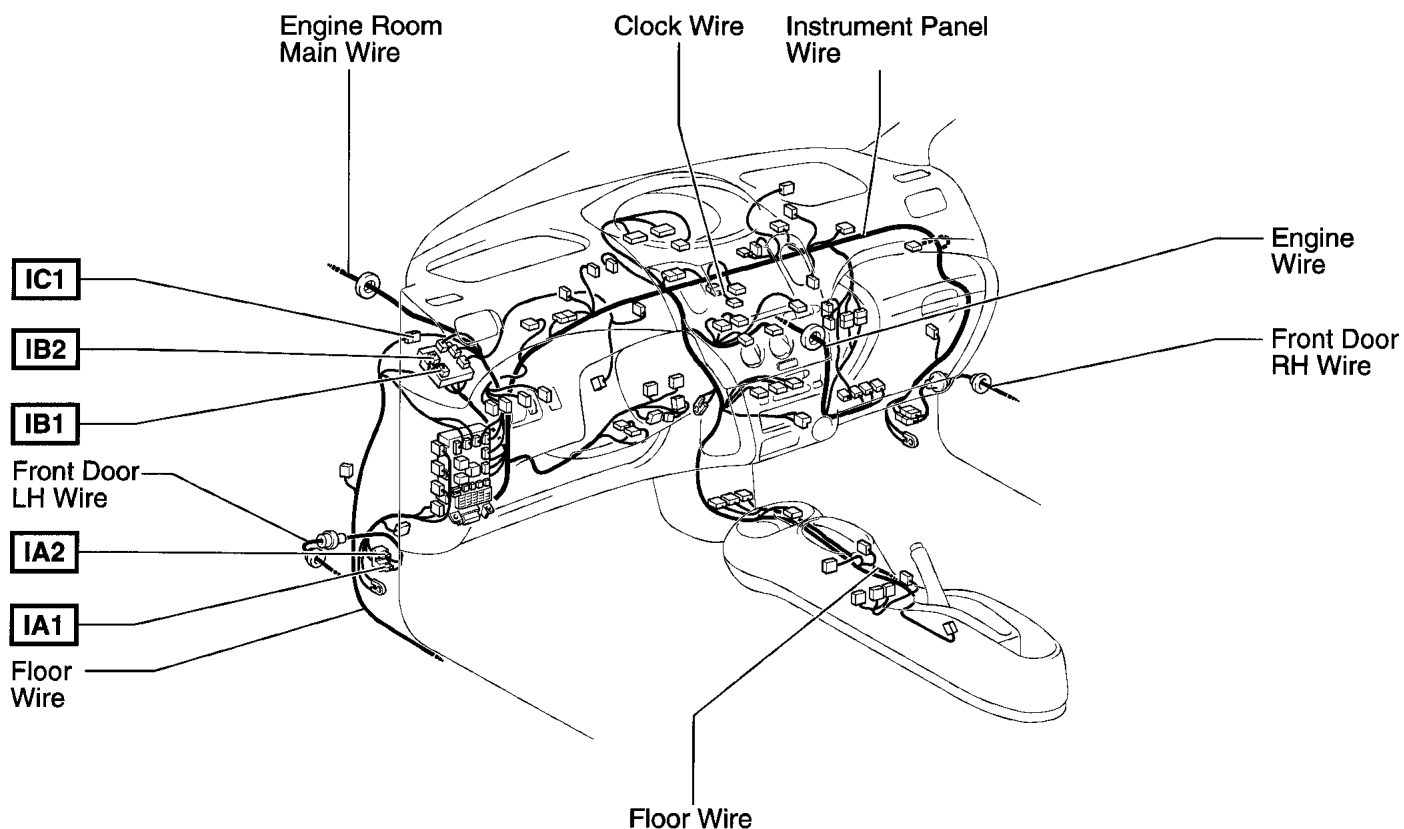


Code	Joining Wire Harness and Wire Harness (Connector Location)
EA1	Engine Wire and Power Steering Sensor Wire (Front Right Fender Apron)
EB1	Engine Wire and Knock Sensor Wire (Near the Starter)
EC1	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)

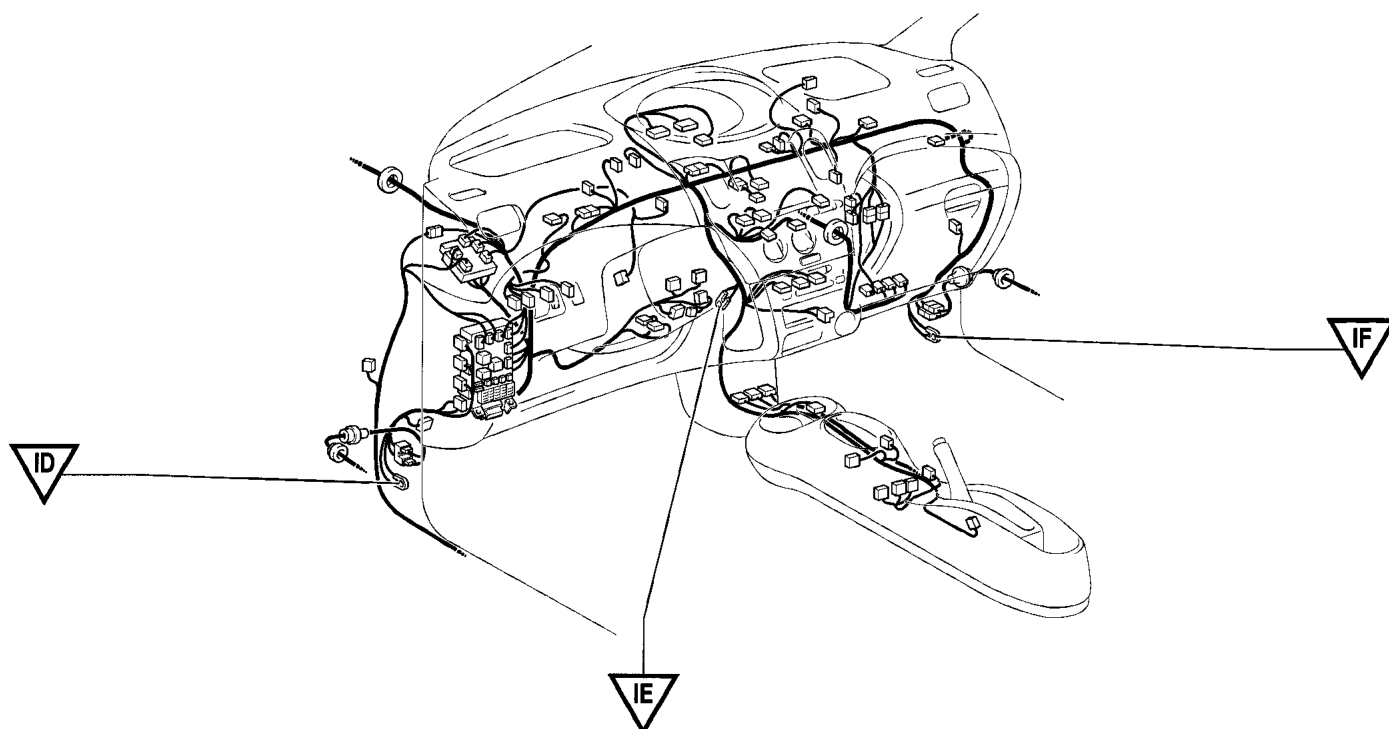
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

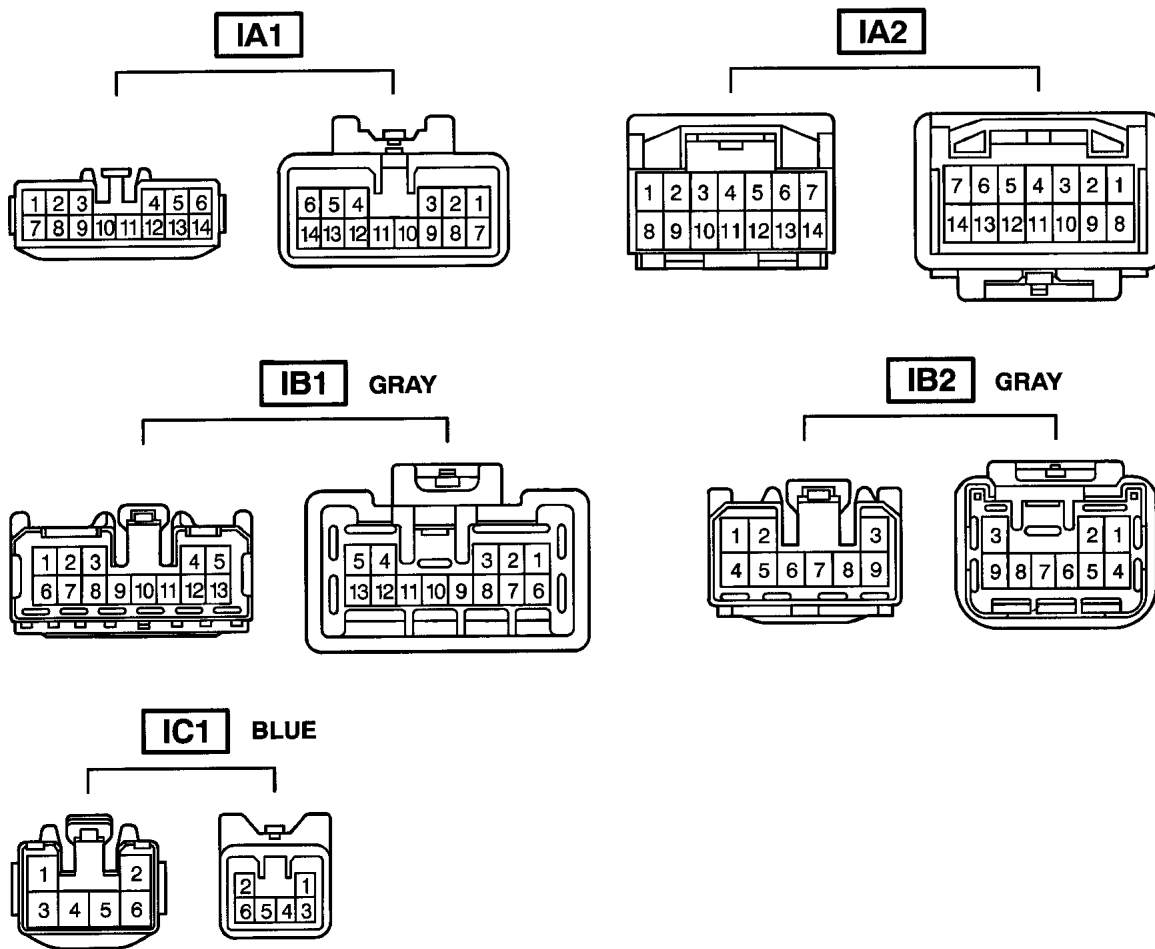
[LHD]



▽ : Location of Ground Points



Connector Joining Wire Harness and Wire Harness

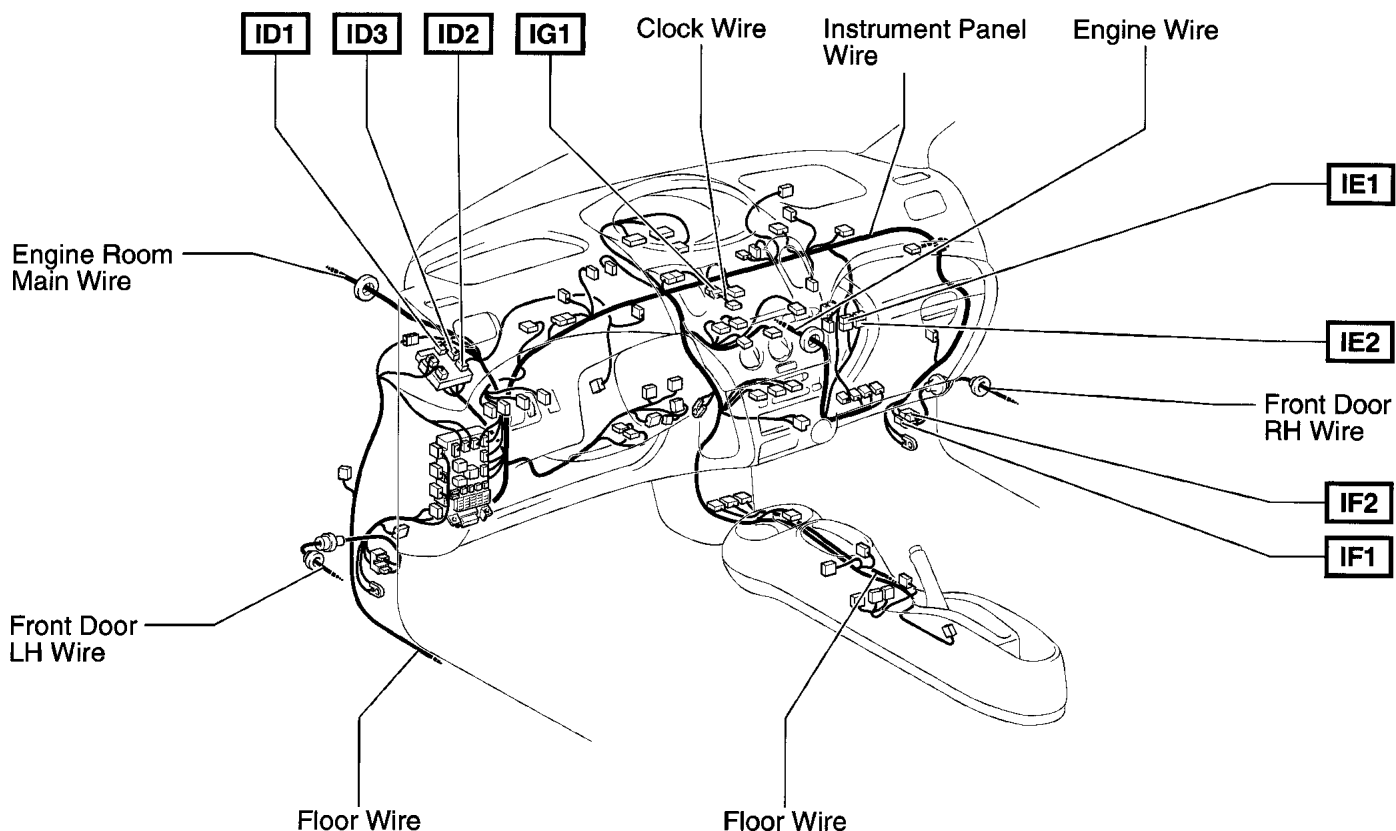


Code	Joining Wire Harness and Wire Harness (Connector Location)
IA1	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2	
IB1	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
IB2	
IC1	Engine Room Main Wire and Floor Wire (Left Side of Instrument Panel)

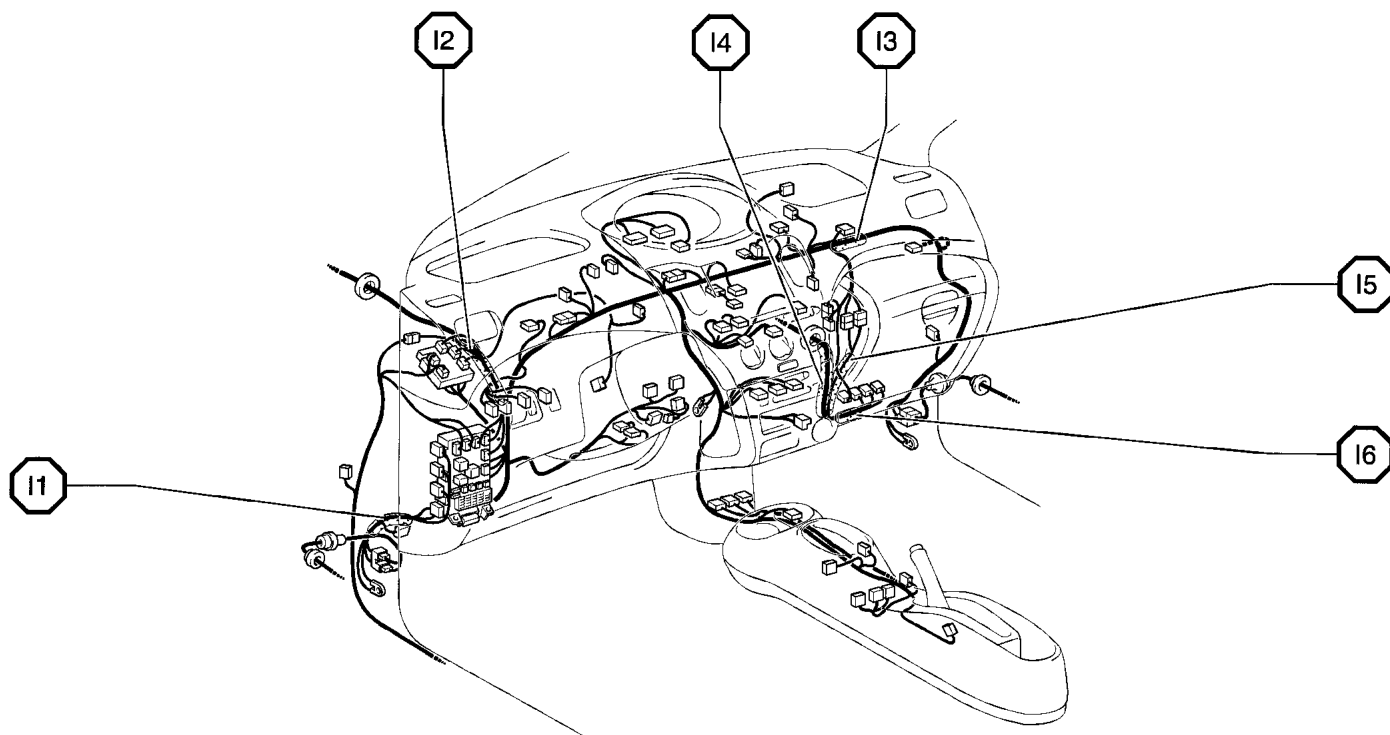
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

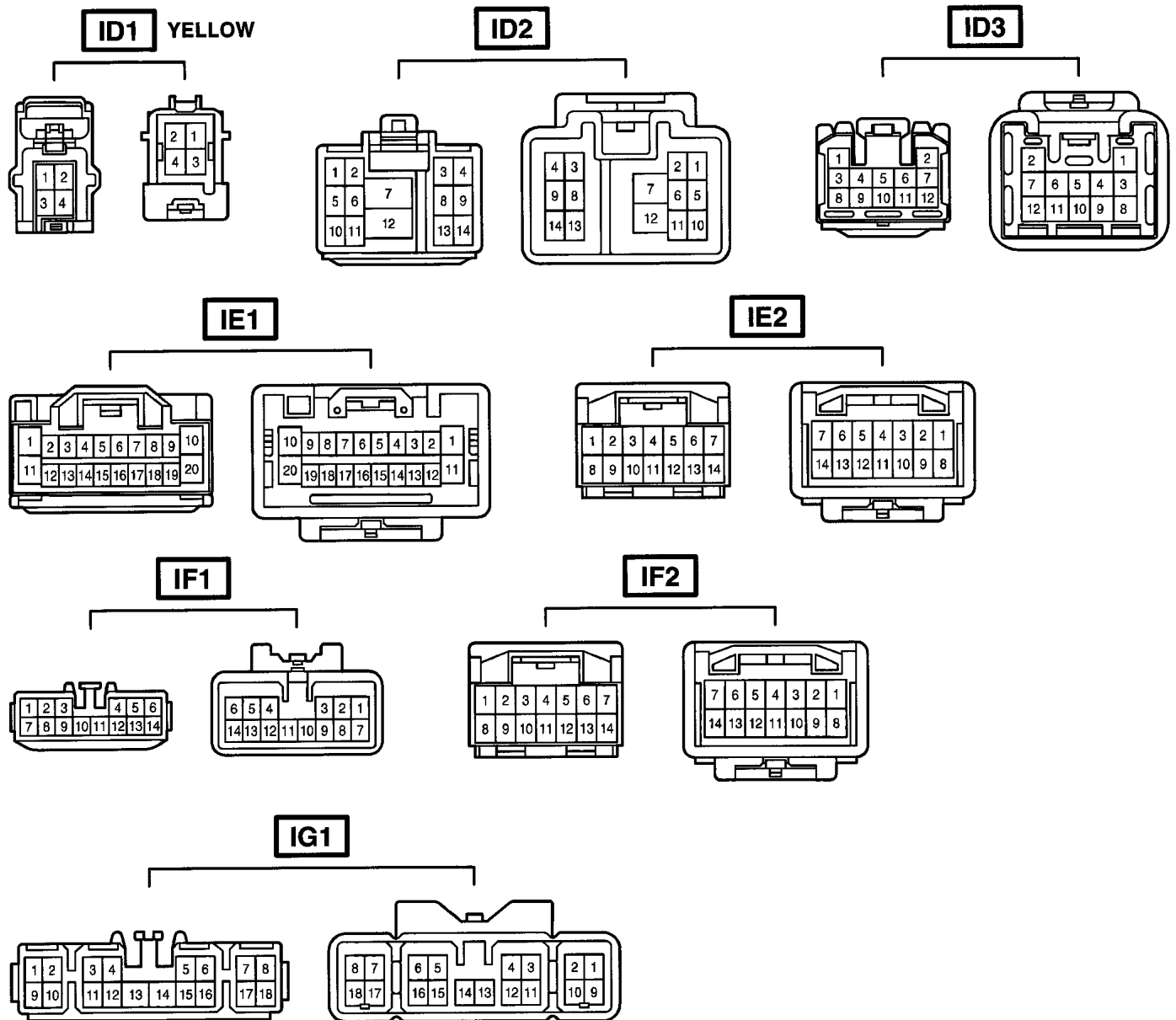
[LHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



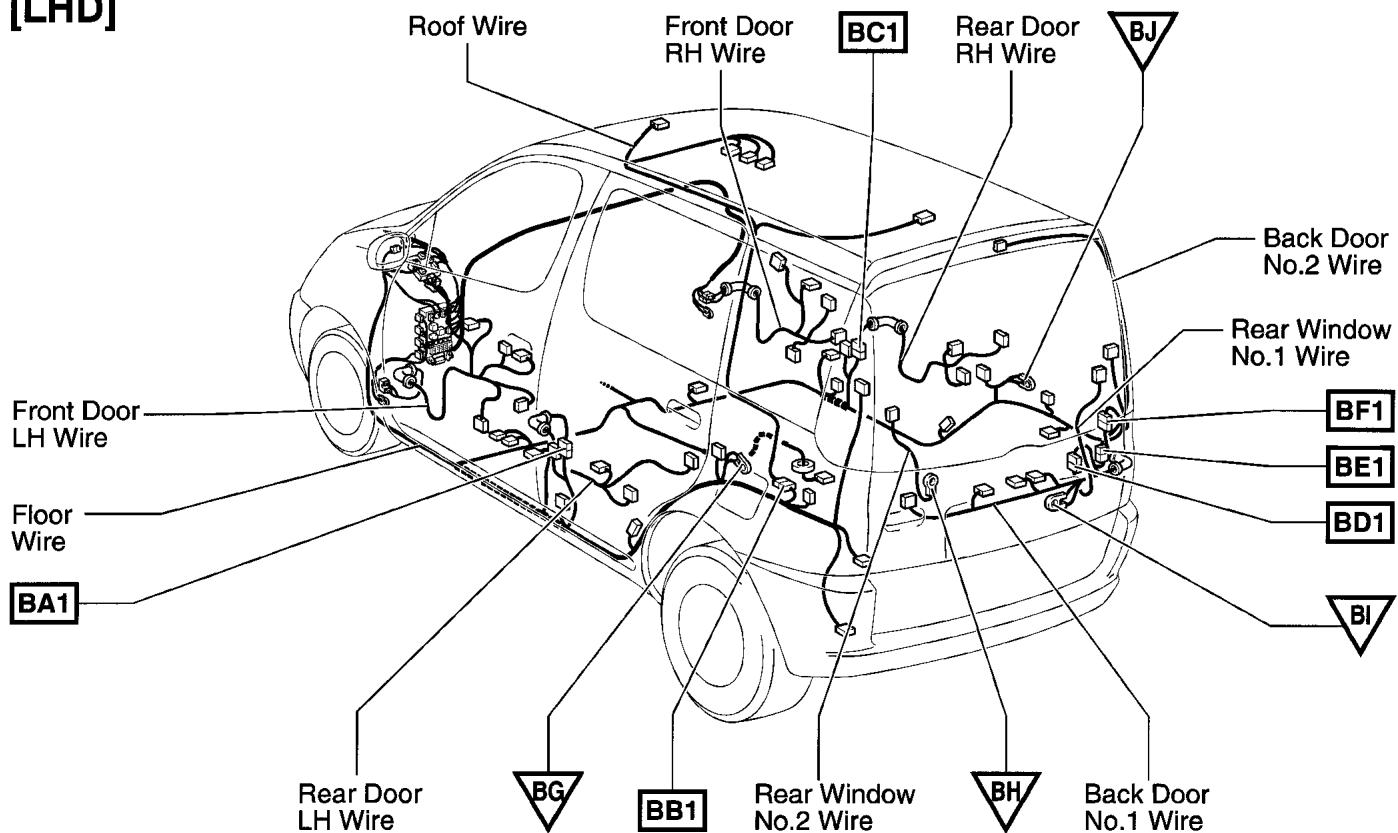
Code	Joining Wire Harness and Wire Harness (Connector Location)
ID1	
ID2	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
ID3	
IE1	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IE2	
IF1	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IF2	
IG1	Instrument Panel Wire and Clock Wire (Behind the Instrument Panel Center)

G ELECTRICAL WIRING ROUTING

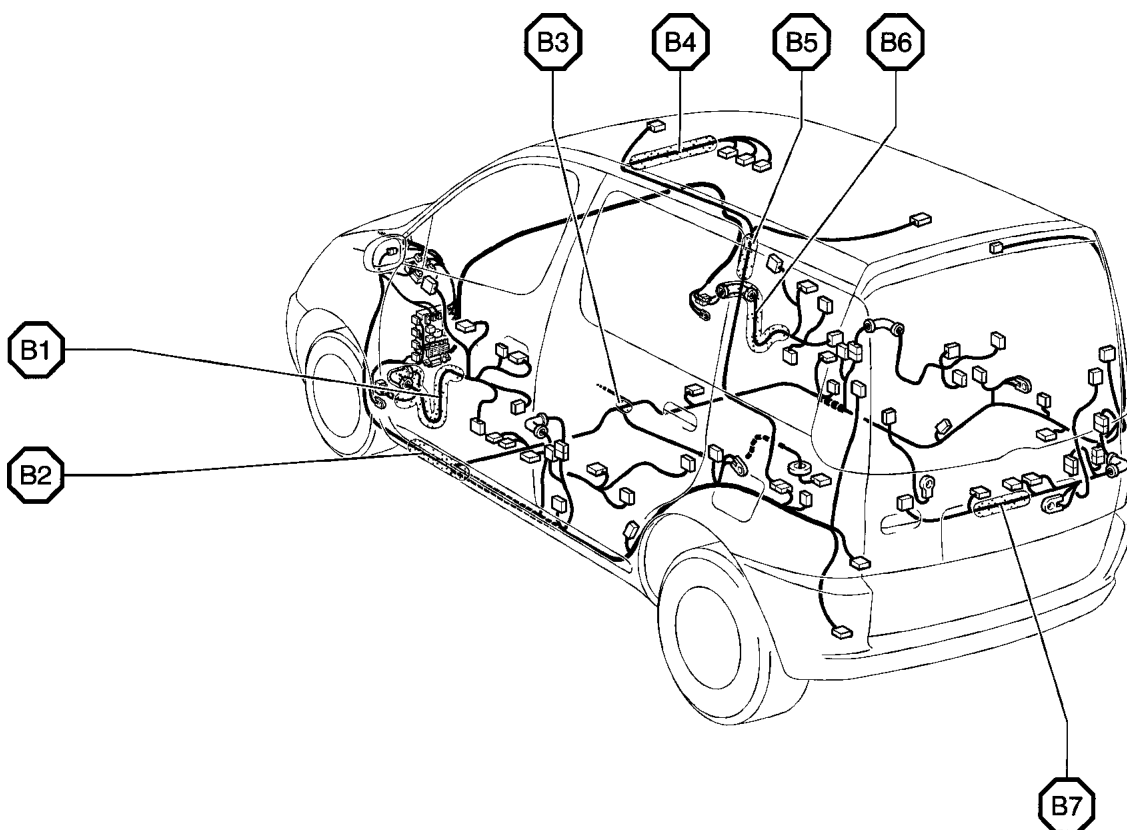
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

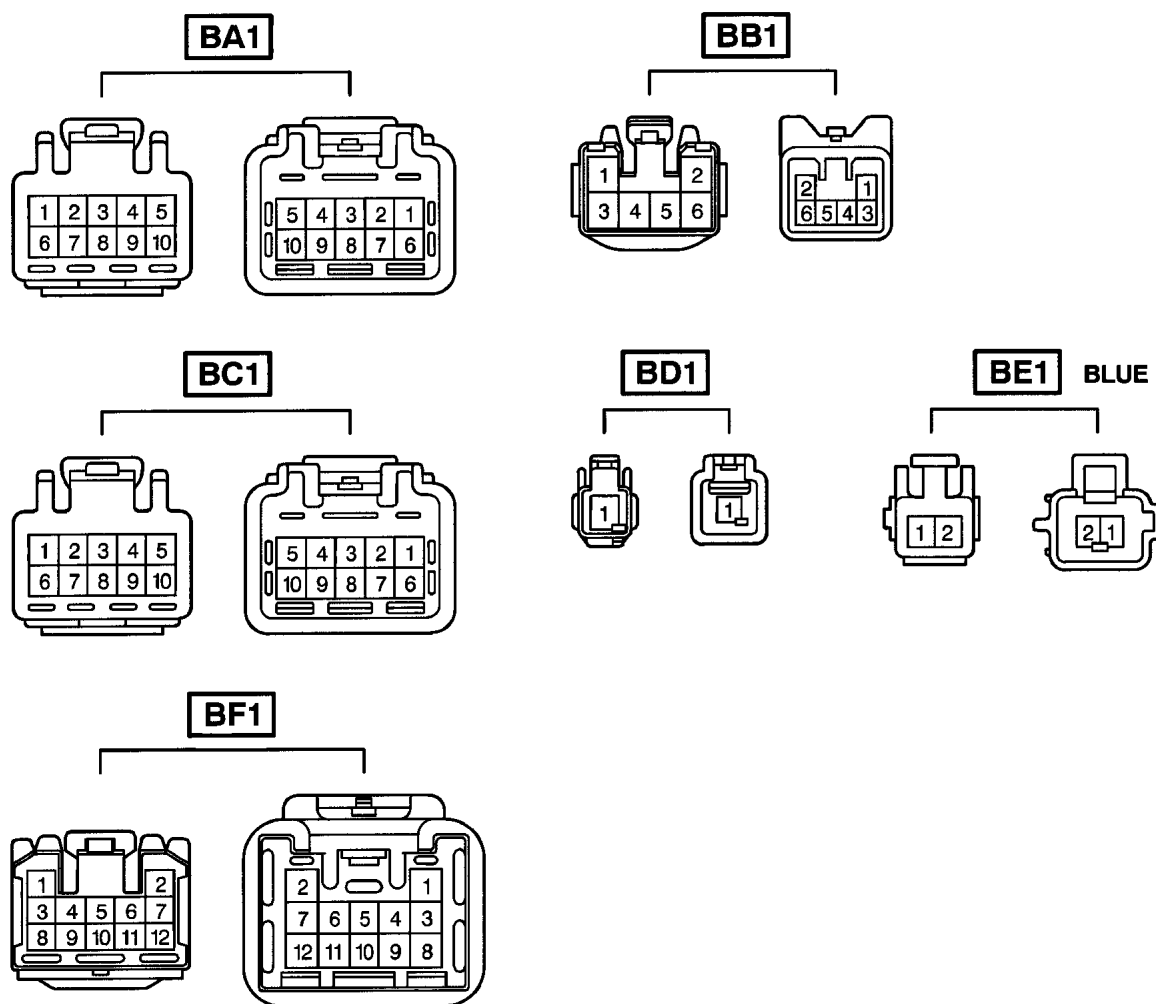
[LHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



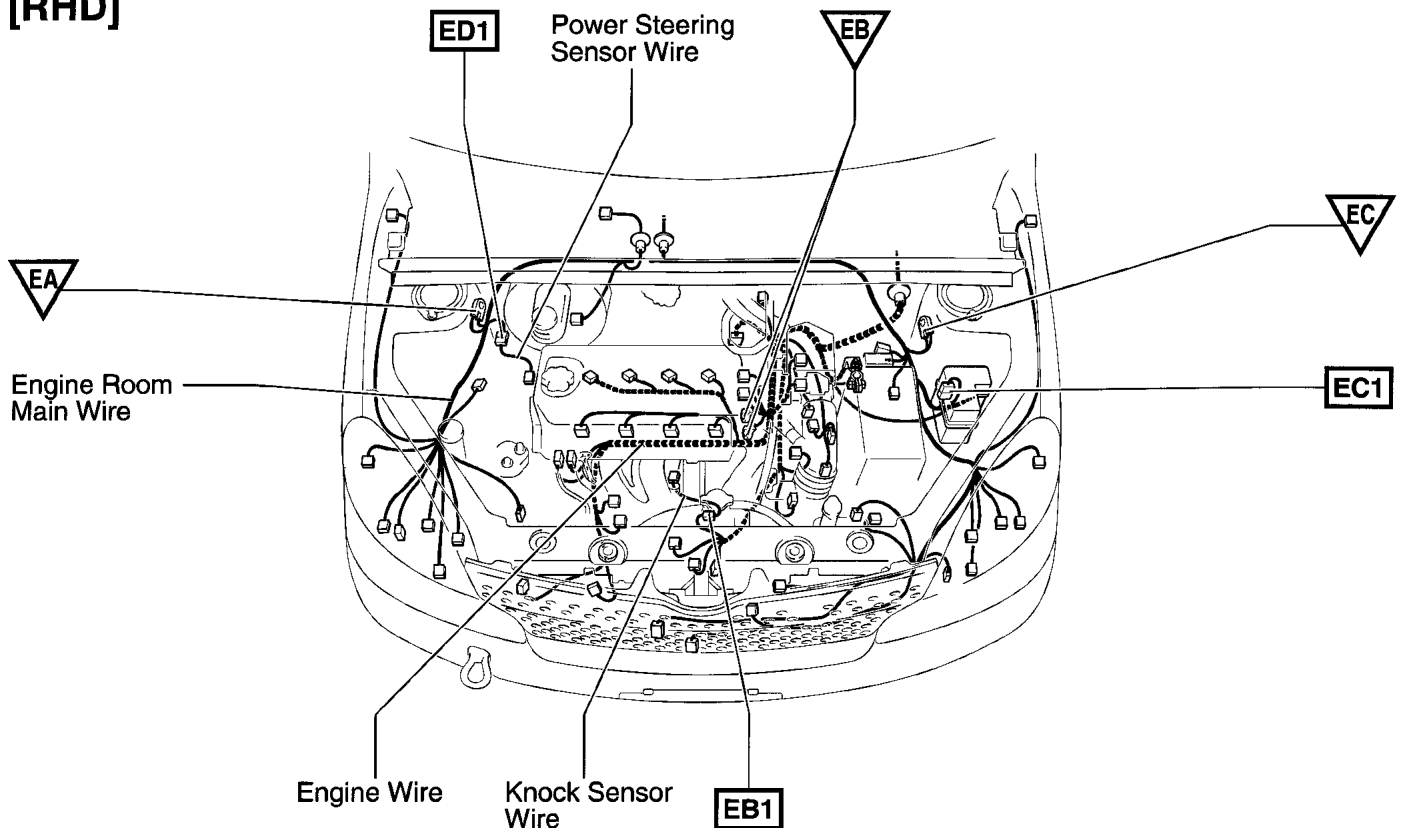
Code	Joining Wire Harness and Wire Harness (Connector Location)
BA1	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BB1	Roof Wire and Floor Wire (Left Rear Side Quarter Panel)
BC1	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
BD1	Rear Window No.1 Wire and Back Door No.1 Wire (Right Side of Back Door)
BE1	Back Door No.2 Wire and Back Door No.1 Wire (Right Side of Back Door)
BF1	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)

G ELECTRICAL WIRING ROUTING

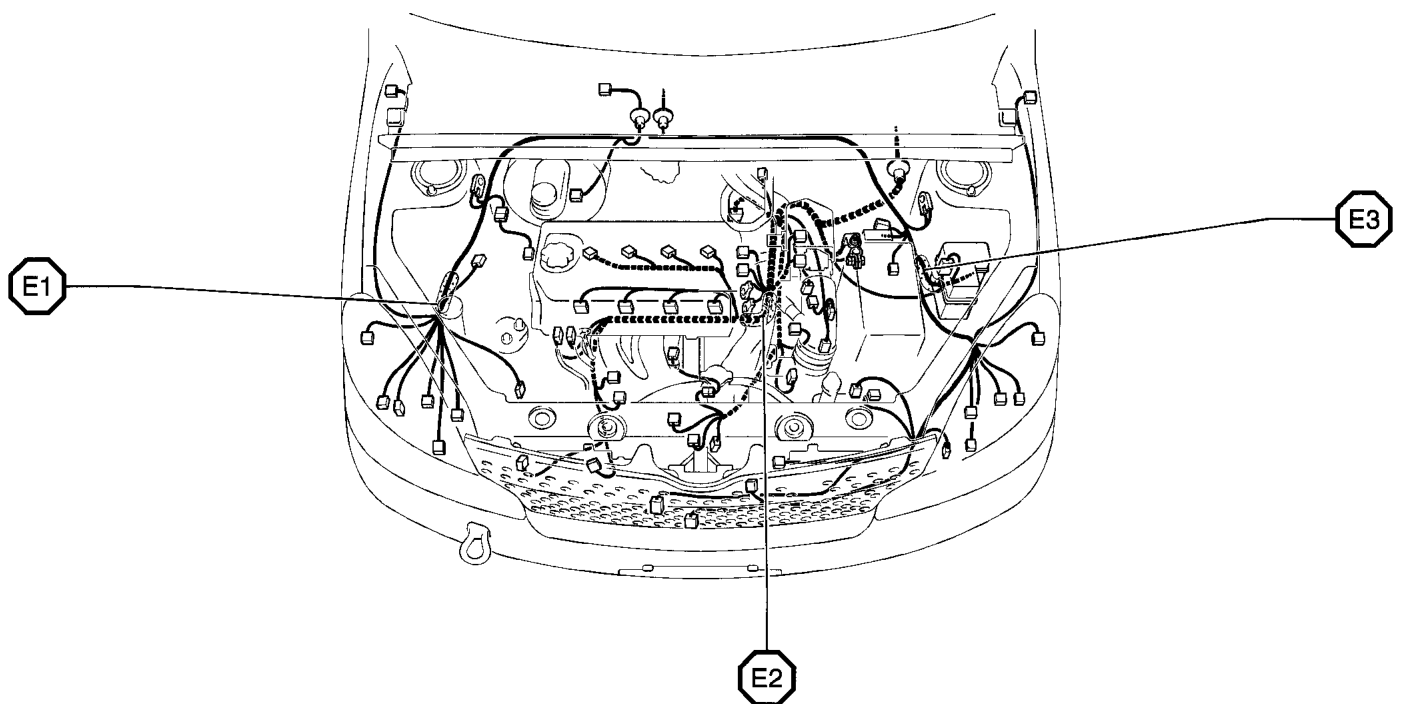
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

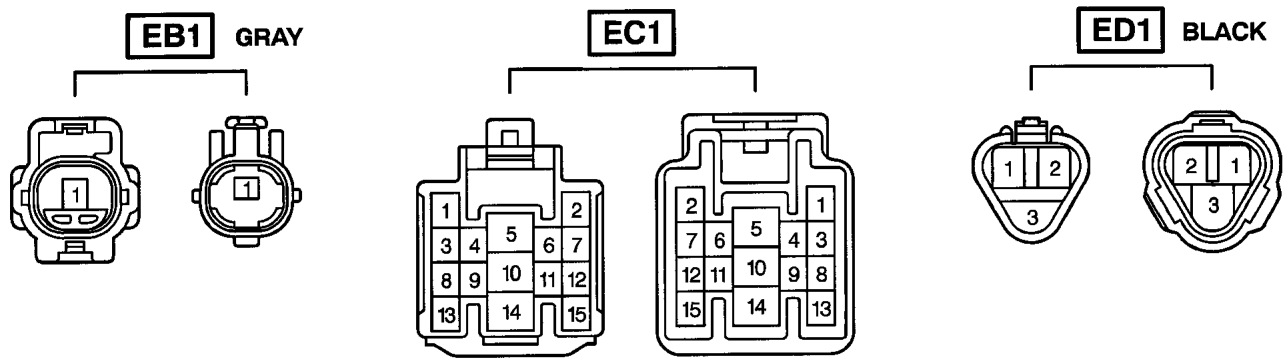
[RHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

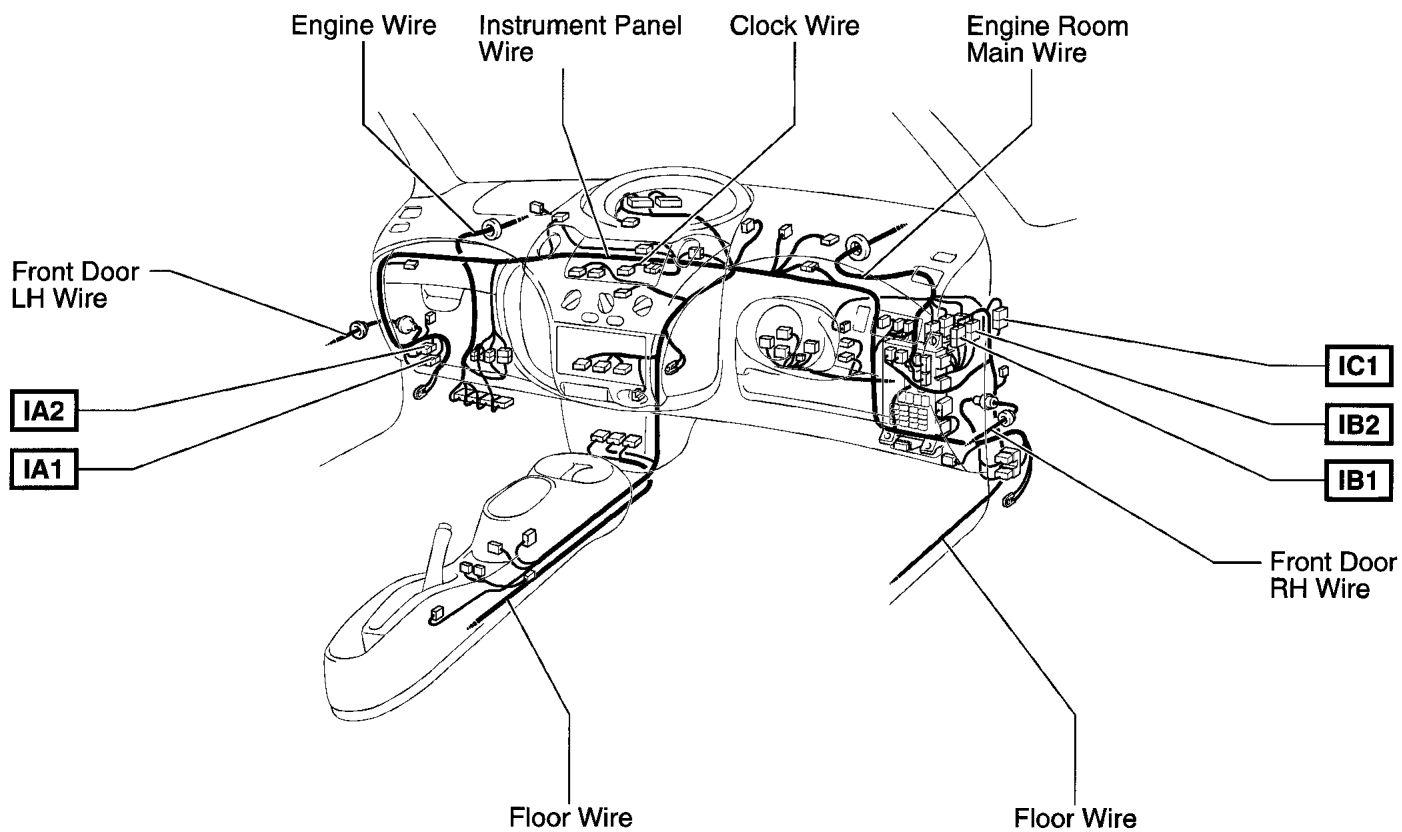


Code	Joining Wire Harness and Wire Harness (Connector Location)
EB1	Engine Wire and Knock Sensor Wire (Near the Starter)
EC1	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
ED1	Engine Room Main Wire and Power Steering Sensor Wire (Front Right Fender Apron)

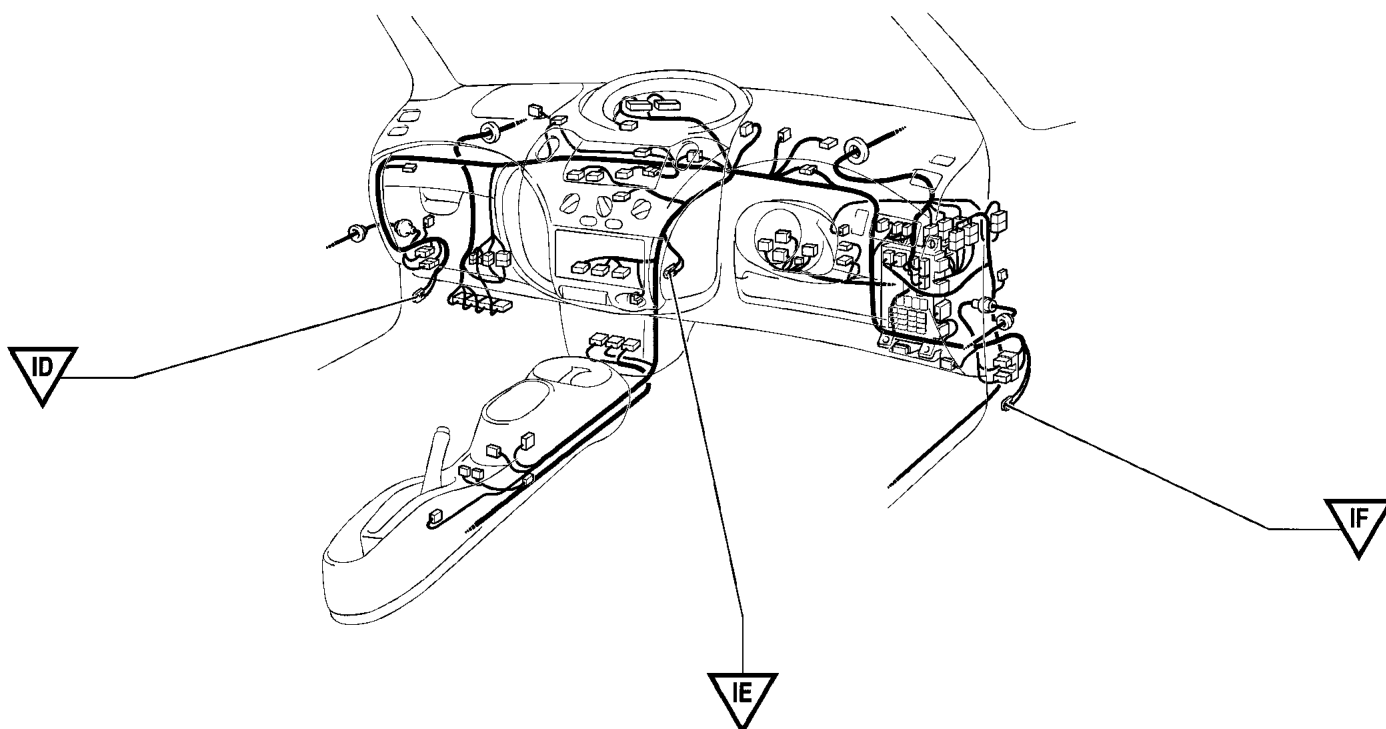
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

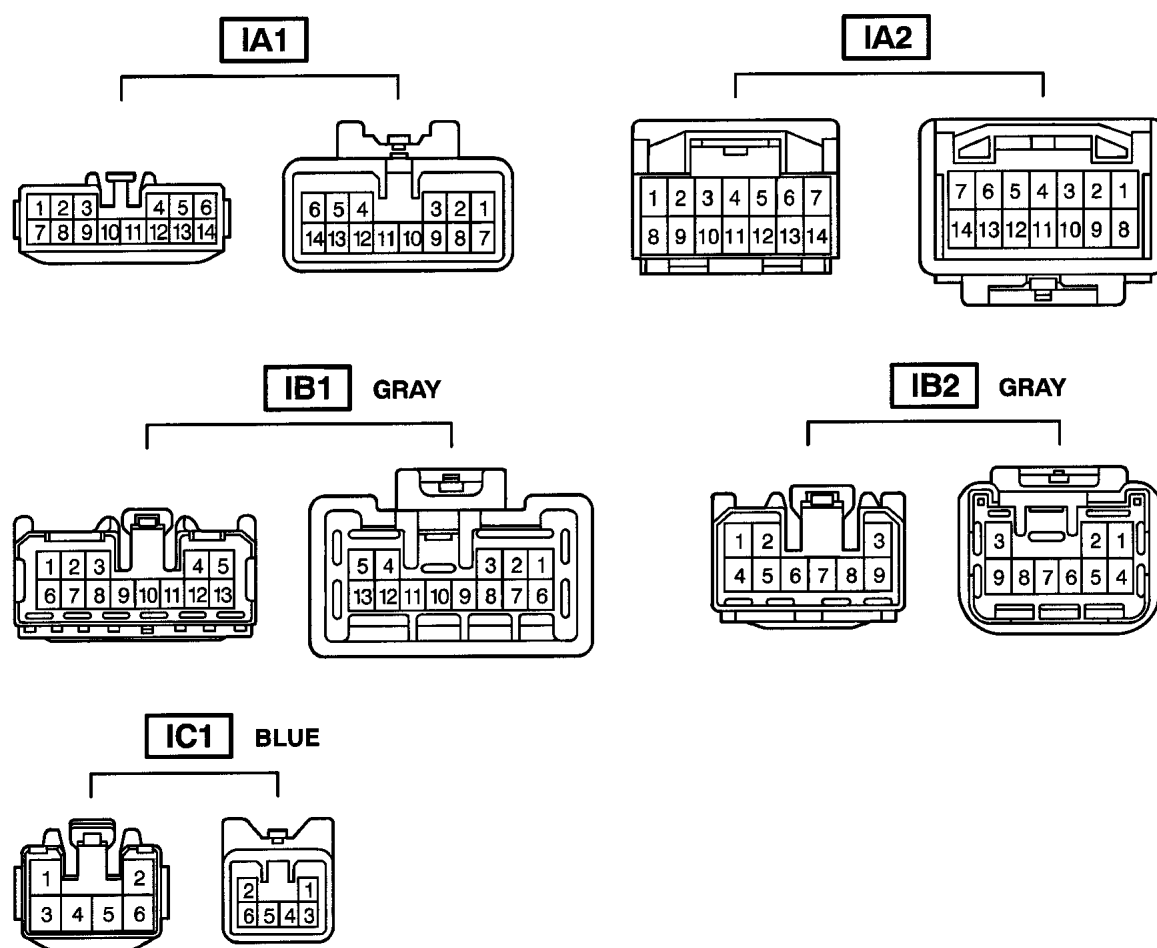
[RHD]



▽ : Location of Ground Points



Connector Joining Wire Harness and Wire Harness

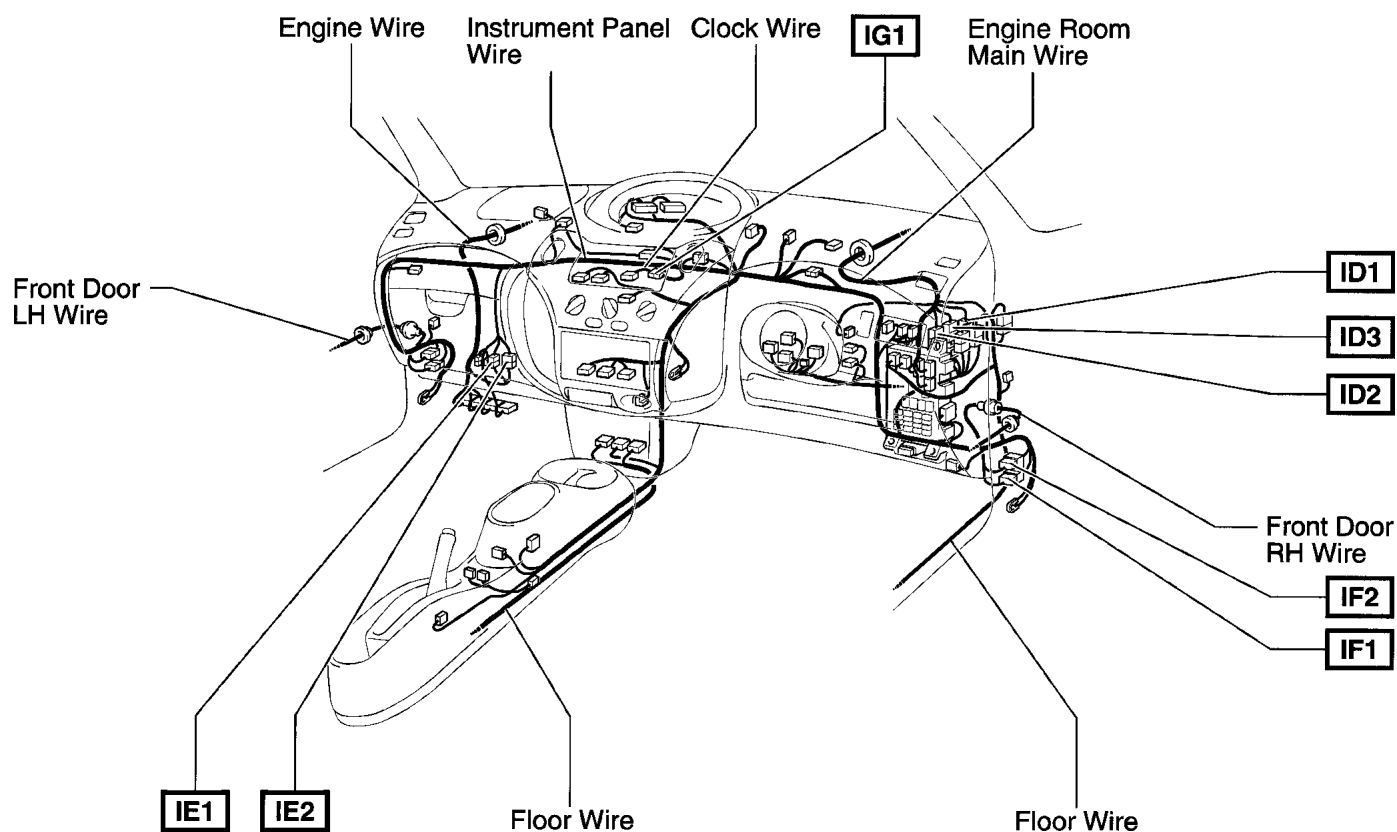


Code	Joining Wire Harness and Wire Harness (Connector Location)
IA1	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IB1	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IB2	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IC1	Engine Room Main Wire and Floor Wire (Right Side of Instrument Panel)

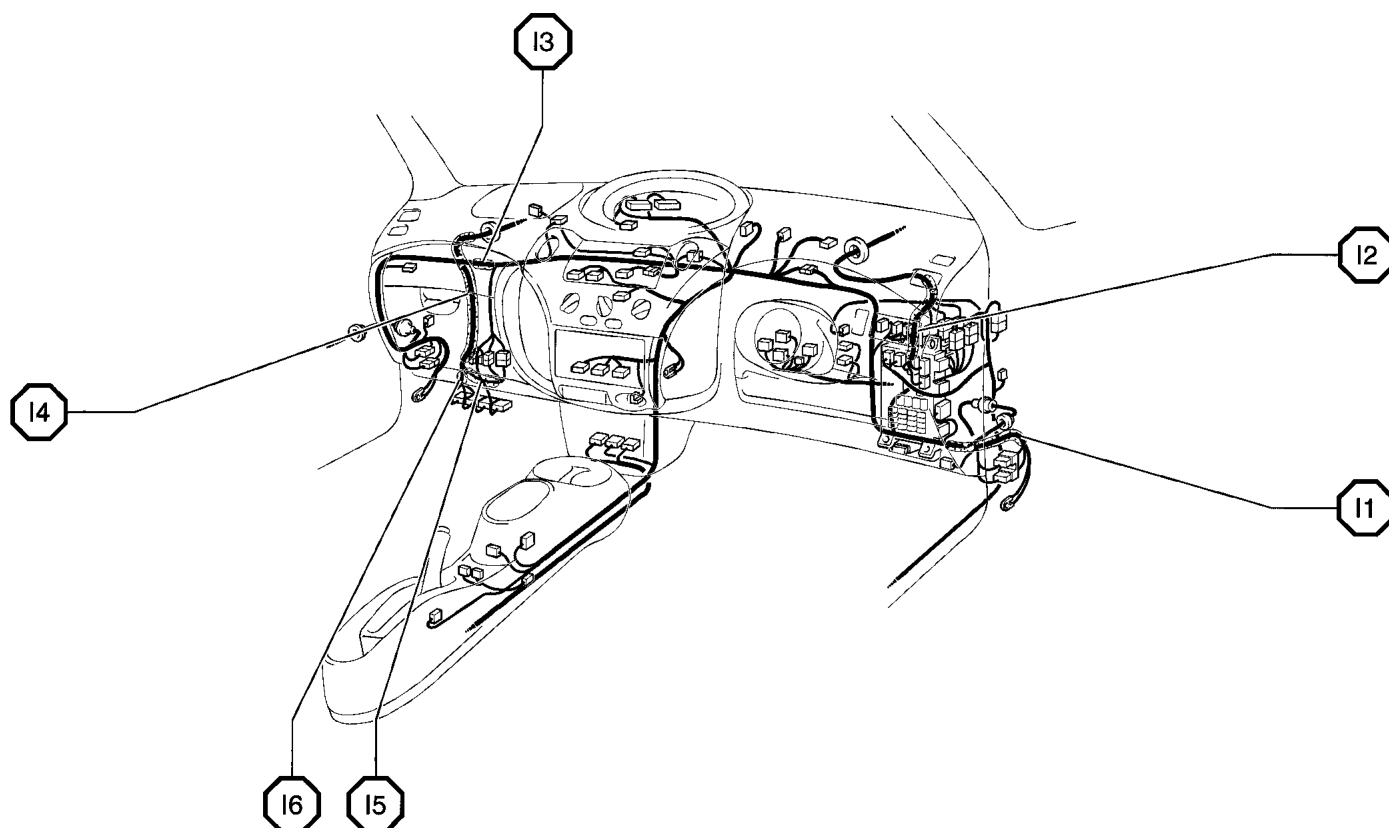
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

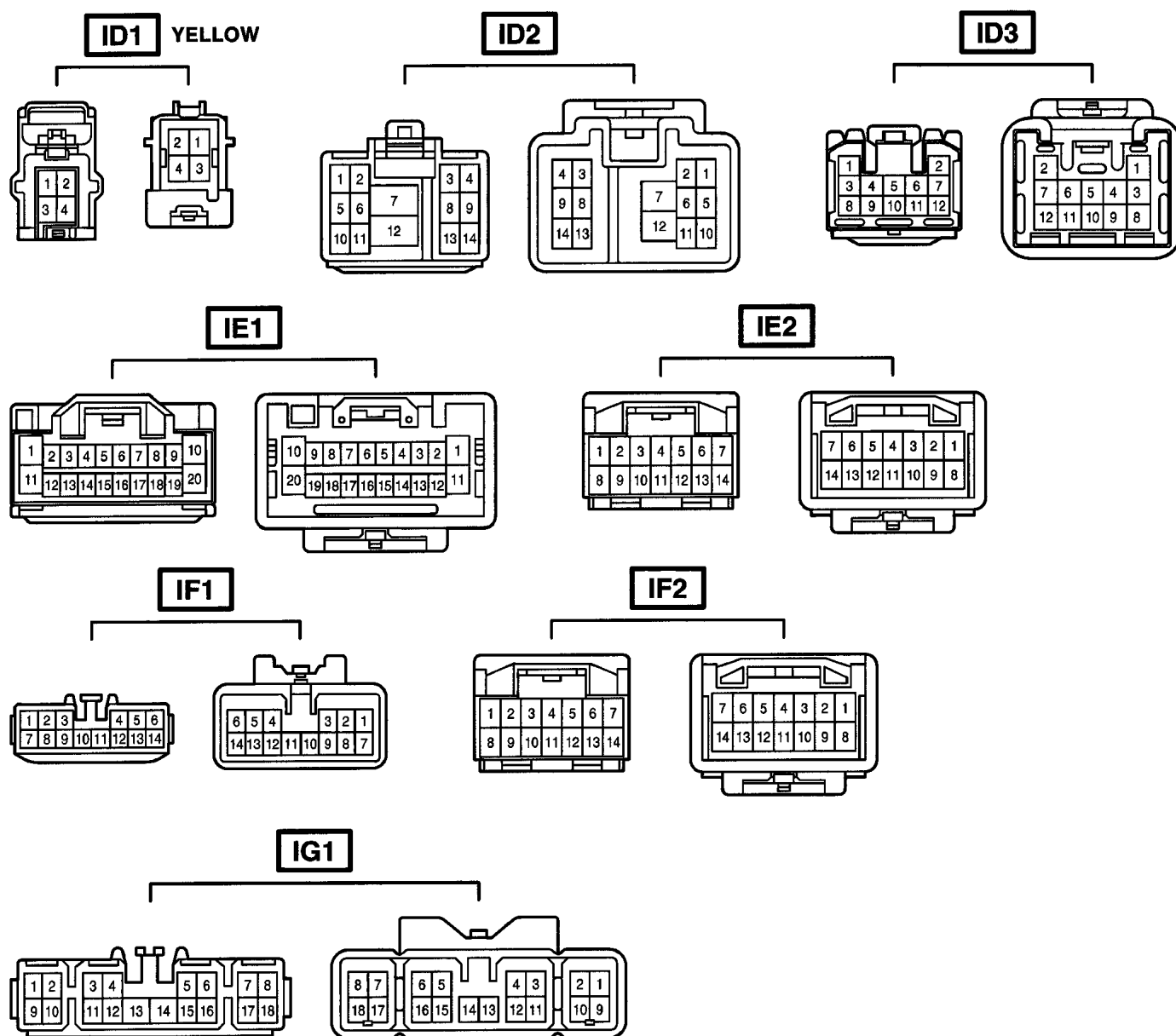
[RHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



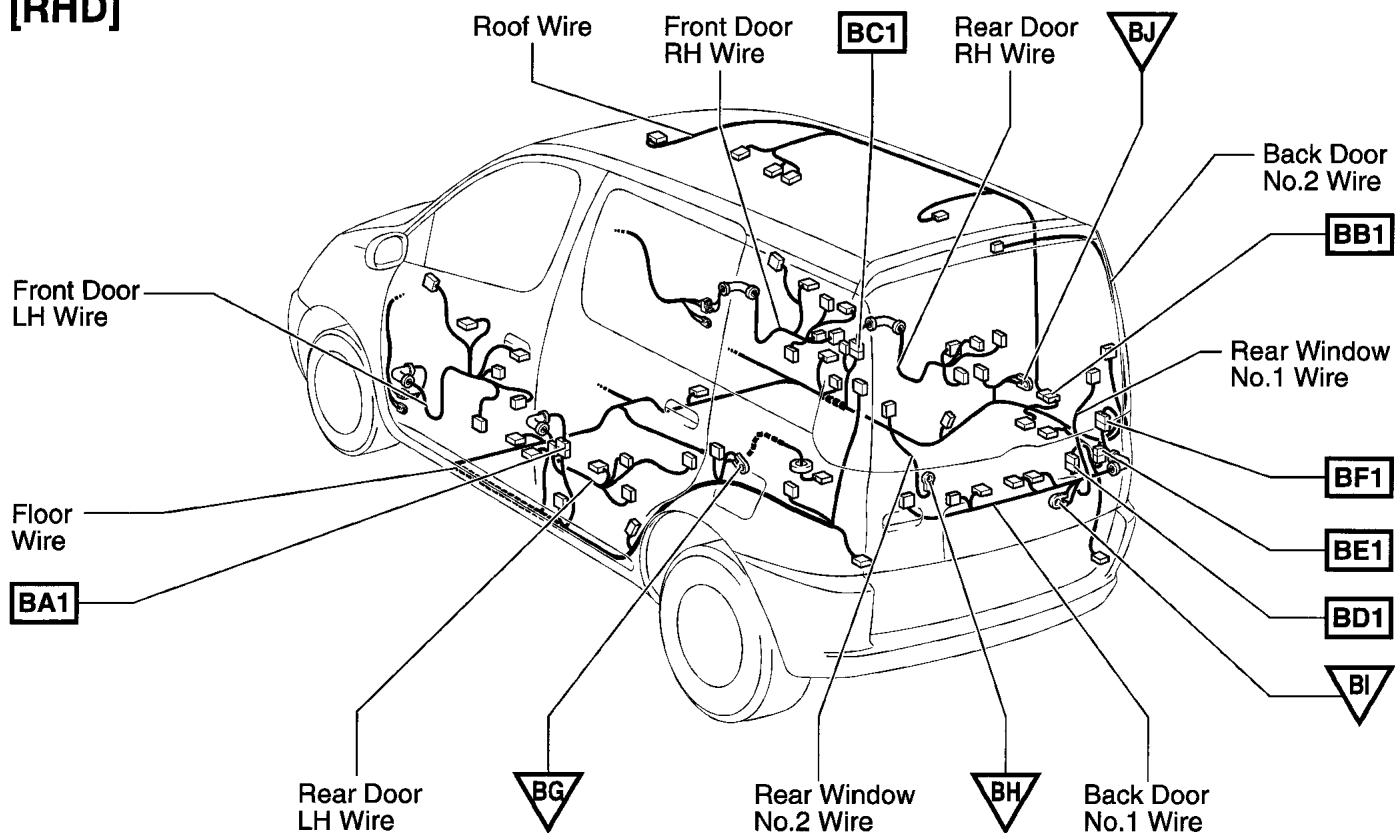
Code	Joining Wire Harness and Wire Harness (Connector Location)
ID1	
ID2	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3	
IE1	
IE2	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IF1	
IF2	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IG1	Instrument Panel Wire and Clock Wire (Behind the Instrument Panel Center)

G ELECTRICAL WIRING ROUTING

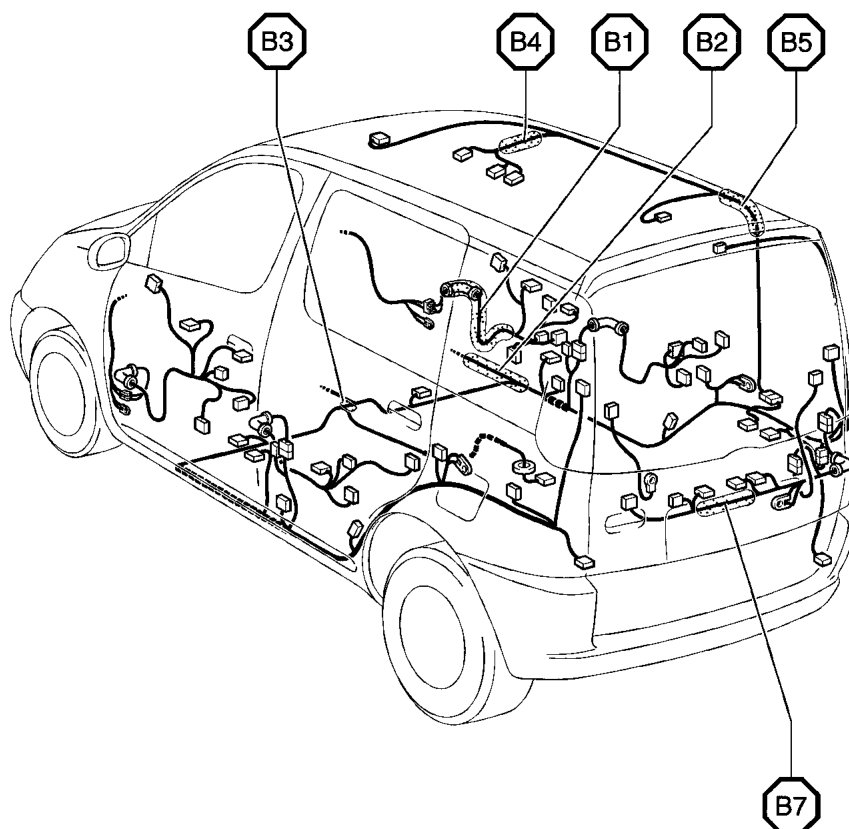
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

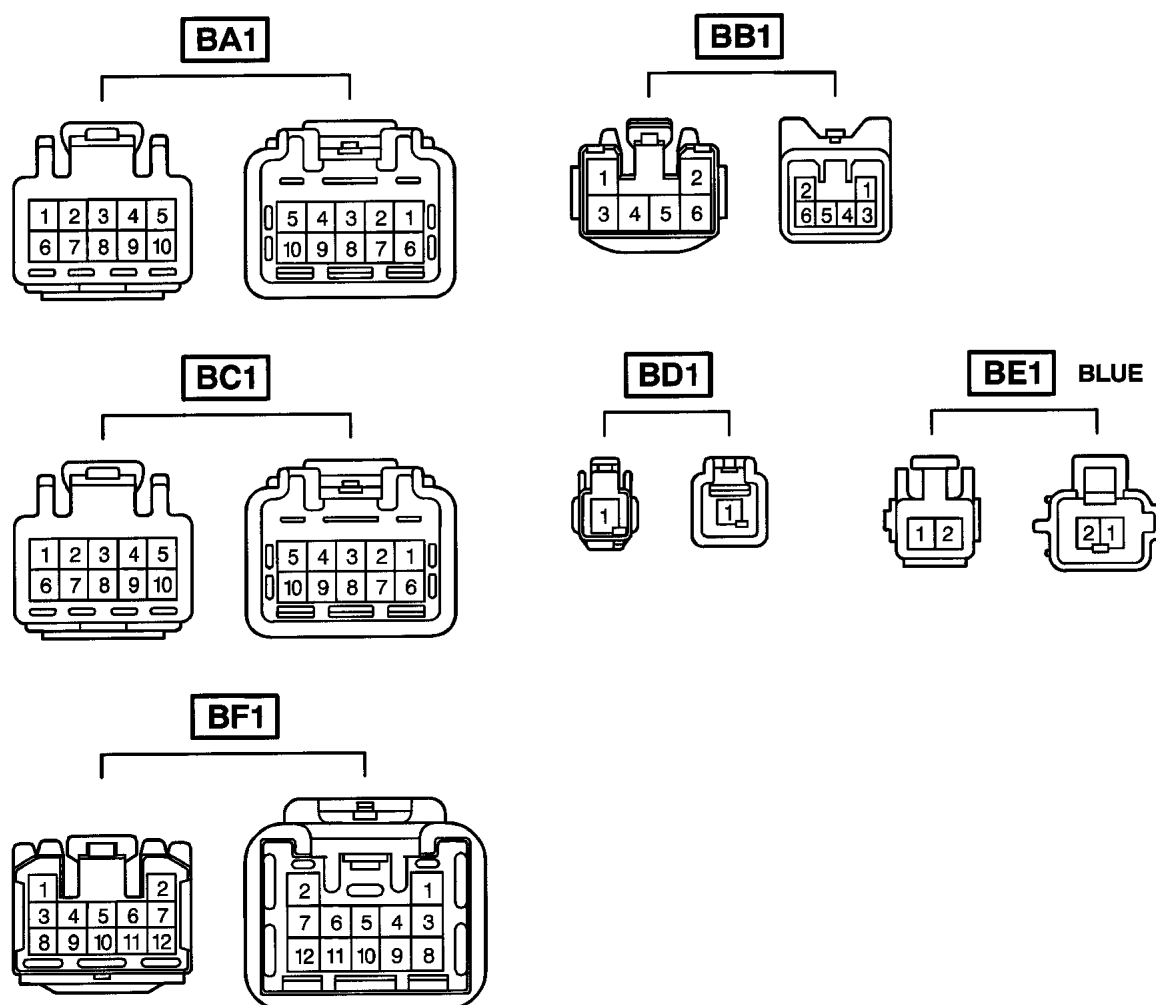
[RHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



Code	Joining Wire Harness and Wire Harness (Connector Location)
BA1	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BB1	Roof Wire and Floor Wire (Right Rear Side Quarter Panel)
BC1	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
BD1	Rear Window No.1 Wire and Back Door No.1 Wire (Right Side of Back Door)
BE1	Back Door No.2 Wire and Back Door No.1 Wire (Right Side of Back Door)
BF1	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)

YARIS VERSO / ECHO VERSO

ELECTRICAL WIRING DIAGRAM

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SCHEMA DE CABLAGE ELECTRIQUE DE LA YARIS VERSO / ECHO VERSO CIRCUITS DU SYSTEME

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YARIS VERSO / ECHO VERSO

DIAGRAMA DEL CABLEADO ELECTRICO

CIRCUITOS DE SISTEMAS

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ELEKTRISCHE SCHALTPLÄNE

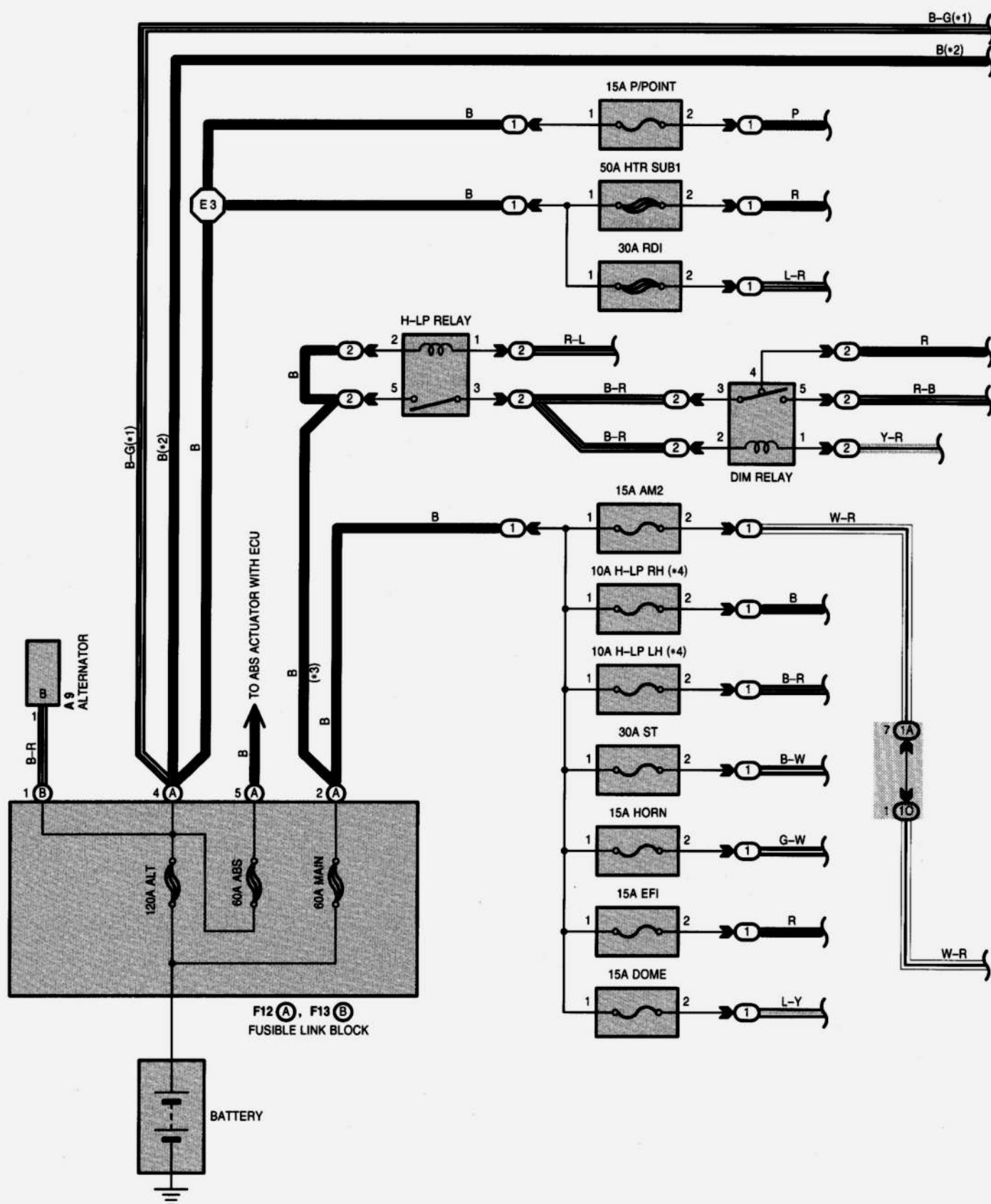
SYSTEMSCHALTKREISE

Deutsch

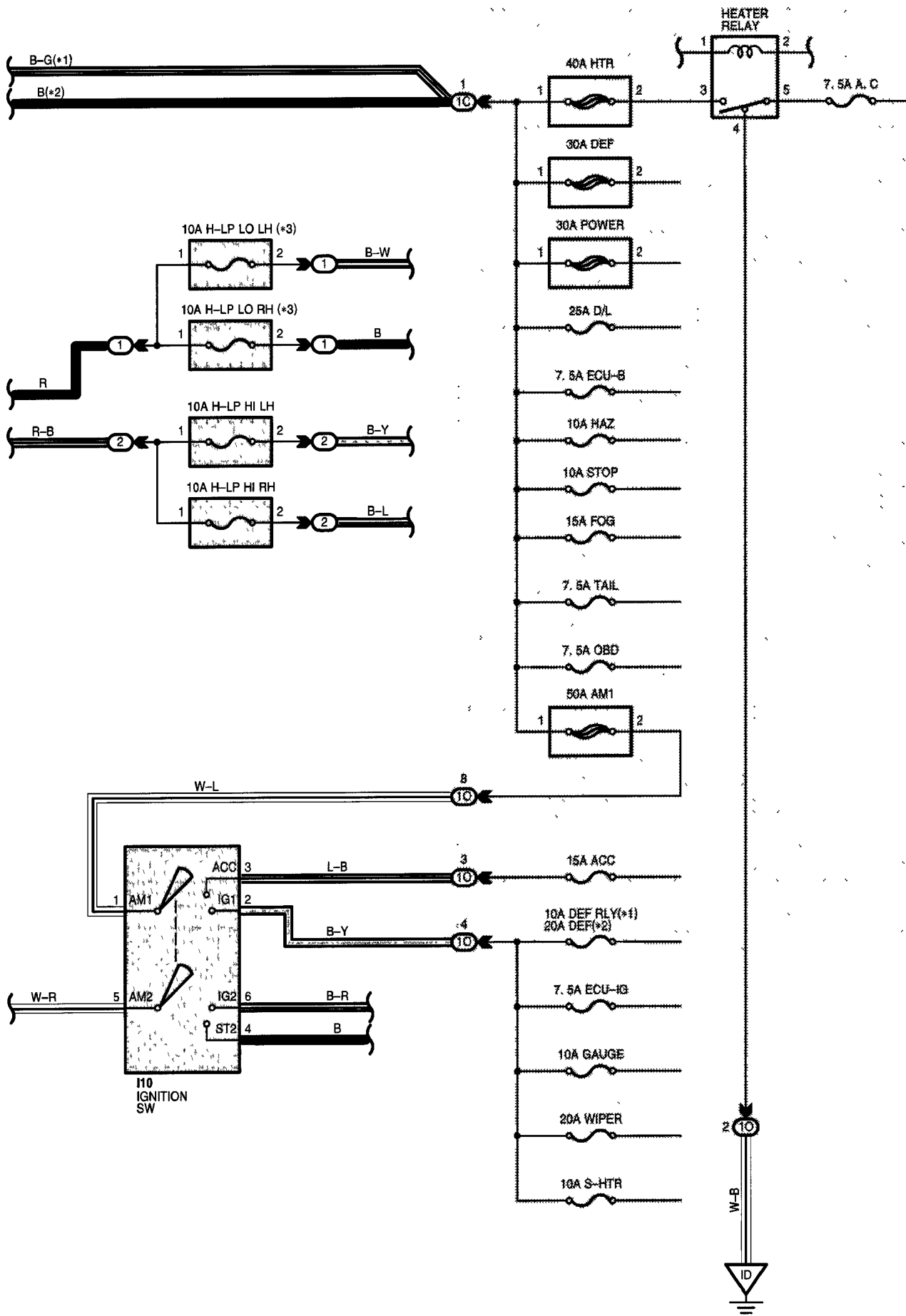
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POWER SOURCE (LHD)



- * 1 : COLD AREA SPEC.
- * 2 : EXCEPT COLD AREA SPEC.
- * 3 : W/ DAYTIME RUNNING LIGHT
- * 4 : W/O DAYTIME RUNNING LIGHT



POWER SOURCE (LHD)

SERVICE HINTS

H-LP RELAY (w/ DAYTIME RUNNING LIGHT)

- 3-5 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
- : Closed with the engine running

DIM RELAY (w/ DAYTIME RUNNING LIGHT)

- 3-5 : Closed with the light control SW at **HEAD** position and dimmer SW at **HIGH** position or **FLASH** position

HEATER RELAY

- 3-5 : Closed with the blower SW at except **OFF** position (Blower SW on)

I10 IGNITION SW

- 1-3 : Closed with the ignition SW at **ACC** or **ON** position
- 1-2 : Closed with the ignition SW at **ON** or **ST** position
- 5-6 : Closed with the ignition SW at **ON** or **ST** position
- 5-4 : Closed with the ignition SW at **ST** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A9	84 (LHD)	F13	B	84 (LHD)	
F12	A	84 (LHD)	I10	87 (LHD)	

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)
2	79	Engine Room R/B No.2 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C		
1O	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)

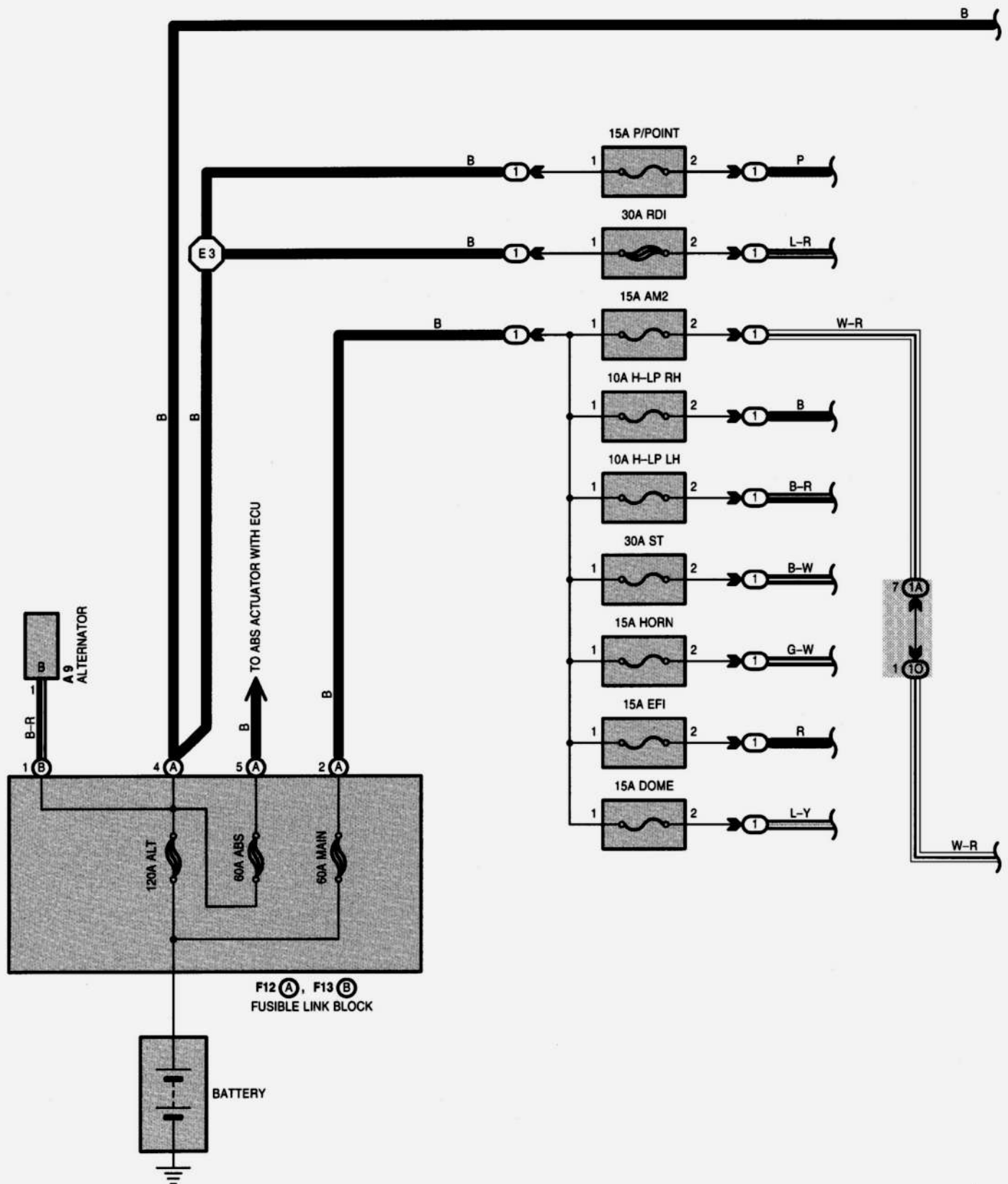
▽ : GROUND POINTS

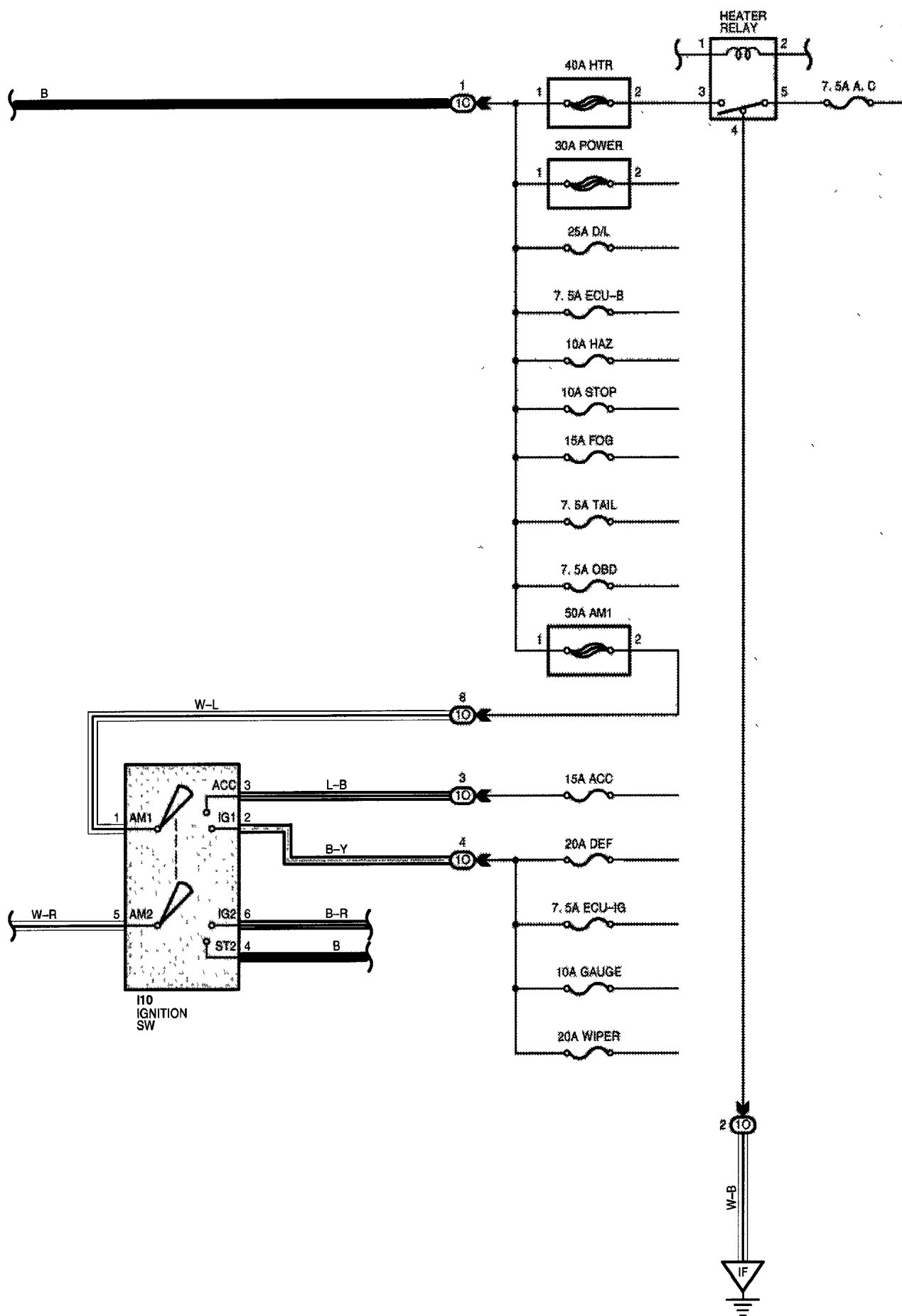
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E3	96 (LHD)	Engine Room Main Wire			

POWER SOURCE (RHD)





POWER SOURCE (RHD)

SERVICE HINTS

HEATER RELAY

3-5 : Closed with the blower SW at except **OFF** position (Blower SW on)

I10 IGNITION SW

1-3 : Closed with the ignition SW at **ACC** or **ON** position

1-2 : Closed with the ignition SW at **ON** or **ST** position

5-6 : Closed with the ignition SW at **ON** or **ST** position

5-4 : Closed with the ignition SW at **ST** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A9	90 (RHD)	F13	B	90 (RHD)	
F12	A	I10	93 (RHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C		
1O	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)

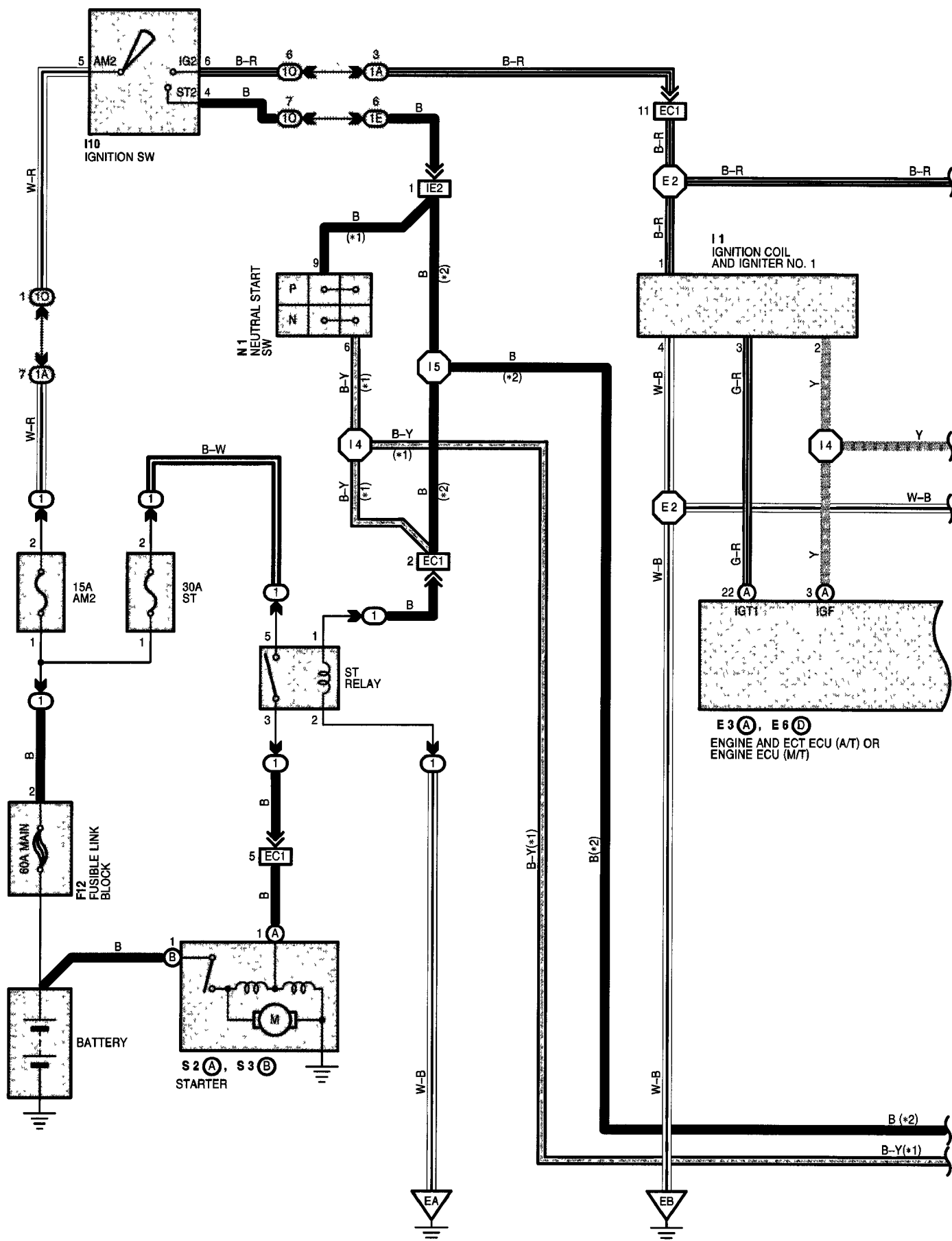
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IF	106 (RHD)	Right Kick Panel

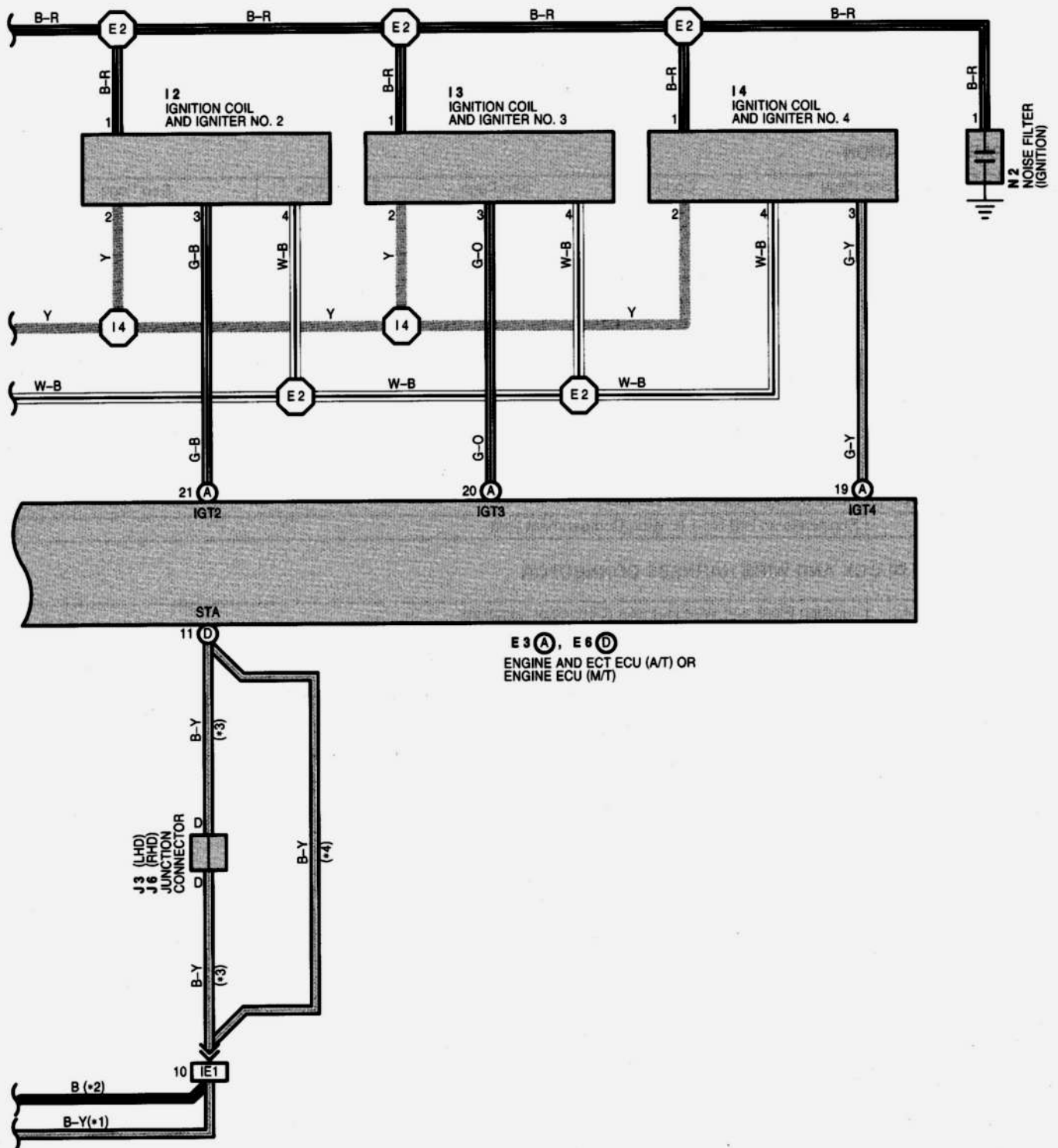
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E3	104 (RHD)	Engine Room Main Wire			

STARTING AND IGNITION



- * 1 : A/T * 3 : DIGITAL METER TYPE
- * 2 : M/T * 4 : ANALOG METER TYPE



STARTING AND IGNITION

SERVICE HINTS

S2 (A), S3 (B) STARTER

Point closed with the neutral start SW at **P** or **N** position and the ignition SW at **ST** position (A/T)

Point closed with the ignition SW at **ST** position (M/T)

I10 IGNITION SW

5-6 : Closed with the ignition SW at **ON** or **ST** position

5-4 : Closed with the ignition SW at **ST** position

N1 NEUTRAL START SW

9-6 : Closed with the shift lever in **P** or **N** position

ST RELAY

5-3 : Closed with the neutral start SW at **P** or **N** position and the ignition SW at **ST** position (A/T)

5-3 : Closed with the ignition SW at **ST** position (M/T)

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
E3	A	86 (LHD)	I2		91 (RHD)	J6		93 (RHD)
		92 (RHD)	I3		85 (LHD)	N1		85 (LHD)
E6	D	86 (LHD)			91 (RHD)			91 (RHD)
		92 (RHD)	I4		85 (LHD)	N2		85 (LHD)
F12		84 (LHD)			91 (RHD)			91 (RHD)
		90 (RHD)	I10		87 (LHD)	S2	A	85 (LHD)
I1		85 (LHD)			93 (RHD)			91 (RHD)
		91 (RHD)	J3		87 (LHD)	S3	B	85 (LHD)
I2		85 (LHD)	J6		87 (LHD)			91 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EC1	96 (LHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
	104 (RHD)	
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	
IE2	100 (LHD)	
	108 (RHD)	

▽ : GROUND POINTS

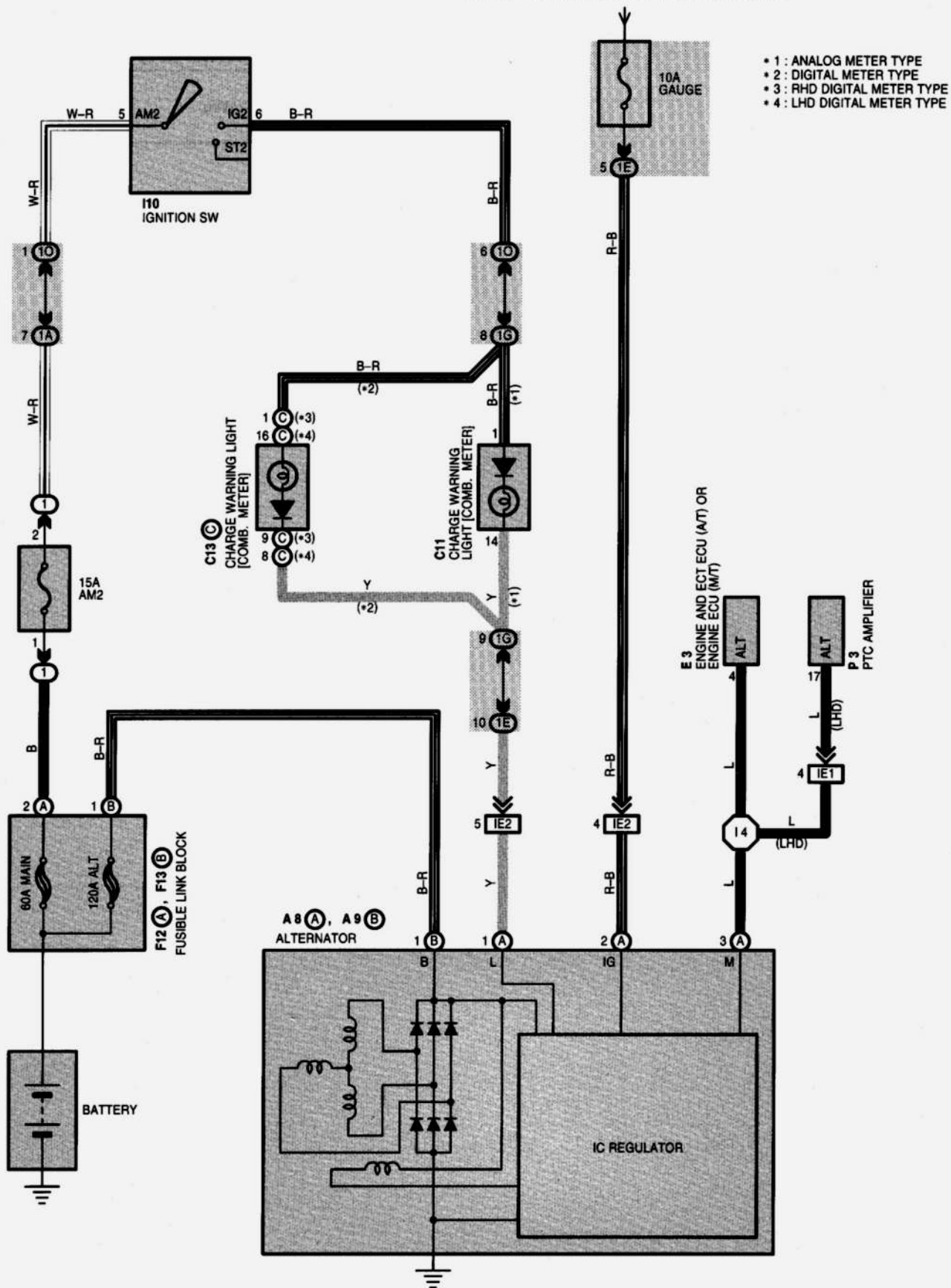
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EB	96 (LHD)	Engine Block
	104 (RHD)	

**: SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	96 (LHD)	Engine Wire	14	108 (RHD)	Engine Wire
	104 (RHD)		15	100 (LHD)	
14	100 (LHD)			108 (RHD)	

CHARGING

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

A8 (A), A9 (B) ALTERNATOR

(B) 1-GROUND : 13.8-14.4 volts with the engine running at 5000 rpm and 25°C (77°F)

(A) 1-GROUND : Below 1.5 volts with the ignition SW at ON position and the engine not running

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A8	A	C13	C	F13	B
	84 (LHD)		86 (LHD)		84 (LHD)
	90 (RHD)		92 (RHD)		90 (RHD)
A9	B	E3		I10	
	84 (LHD)		86 (LHD)		87 (LHD)
	90 (RHD)		92 (RHD)		93 (RHD)
C11		F12	A	P3	
	86 (LHD)		84 (LHD)		87 (LHD)
	92 (RHD)		90 (RHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1E		
1G	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

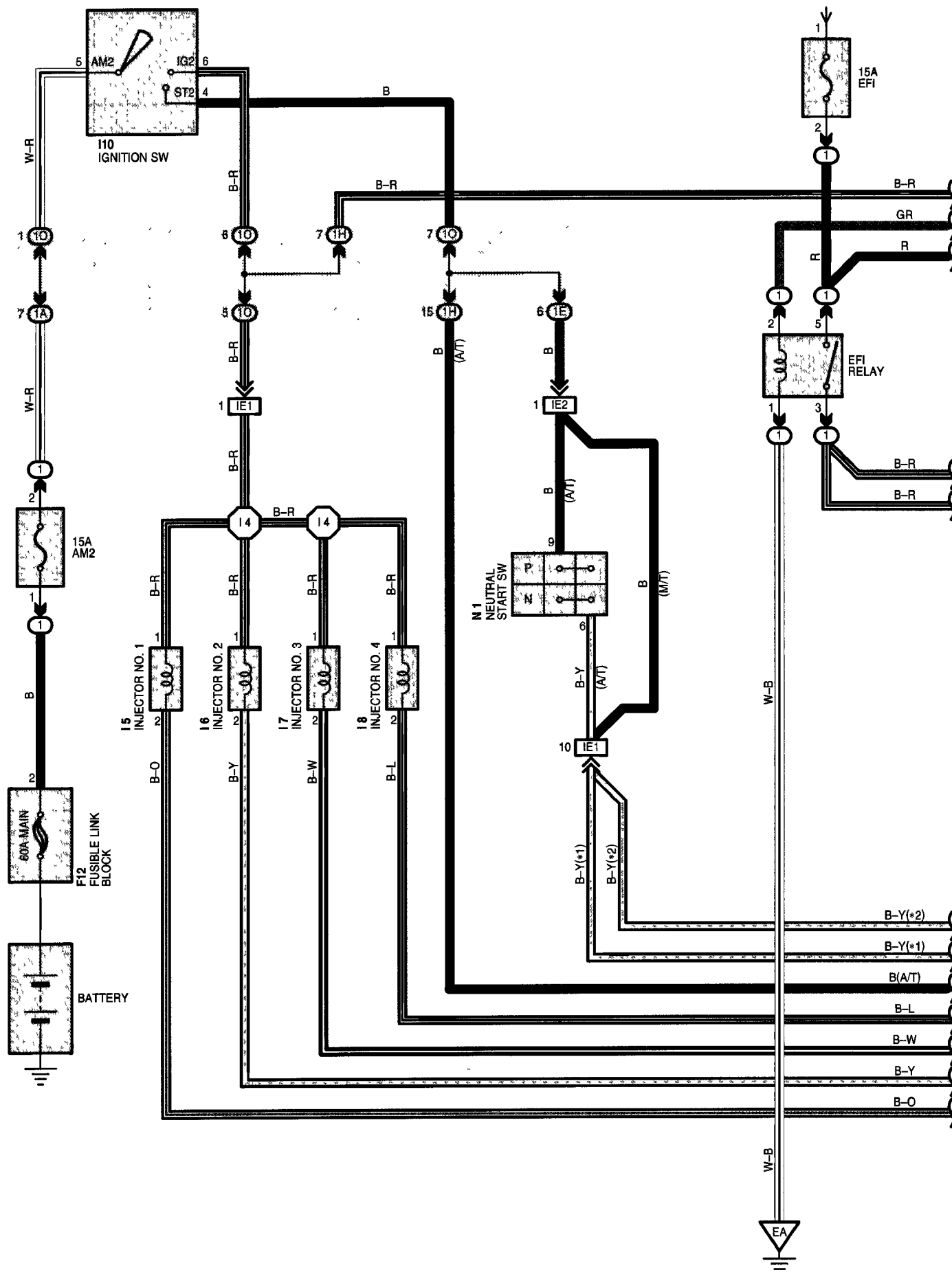
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	100 (LHD)	
	108 (RHD)	
IE2	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	

○ : SPLICE POINTS

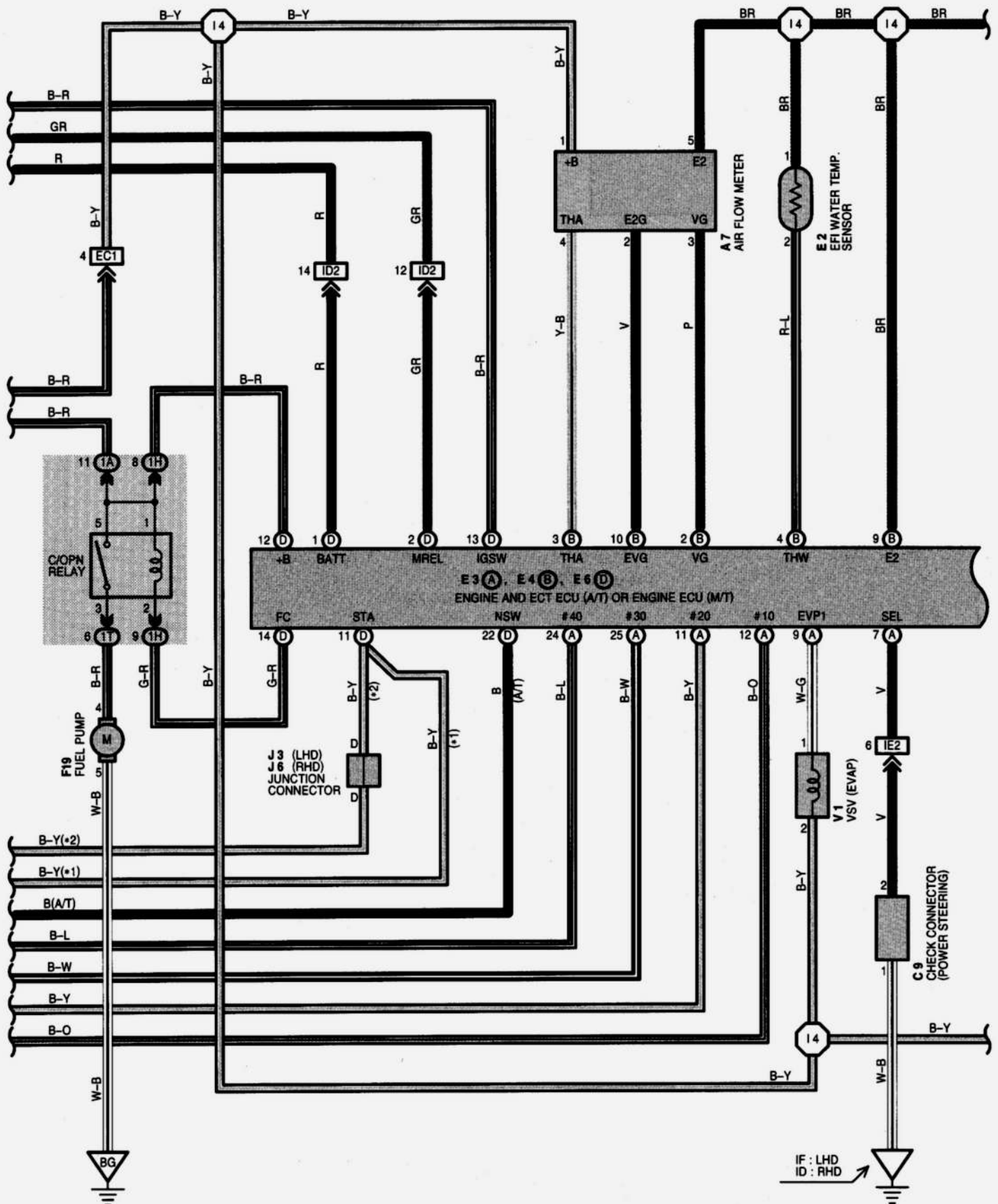
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	100 (LHD)	Engine Wire	I4	108 (RHD)	Engine Wire

ENGINE CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)

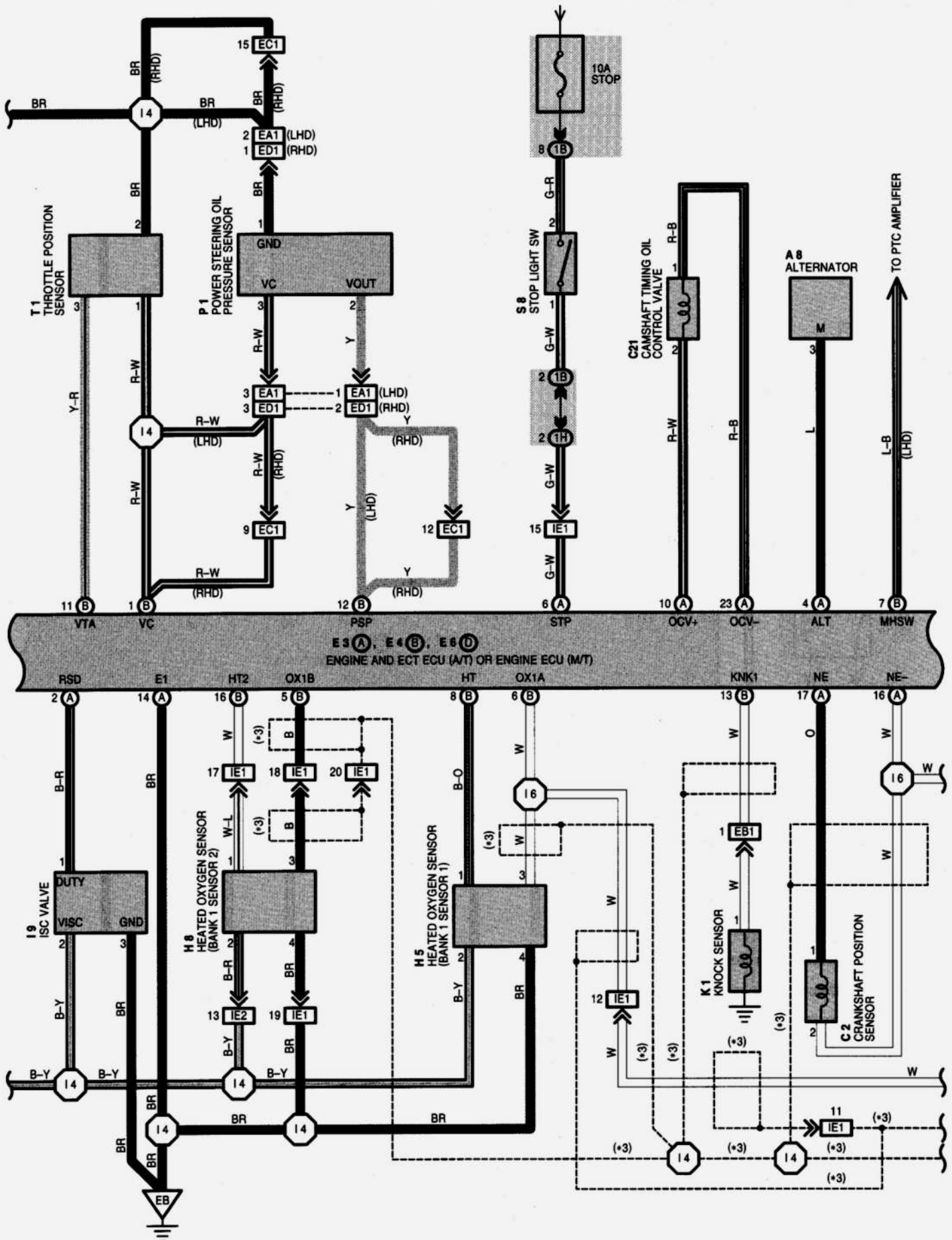


- 1 : ANALOG METER TYPE
- 2 : DIGITAL METER TYPE



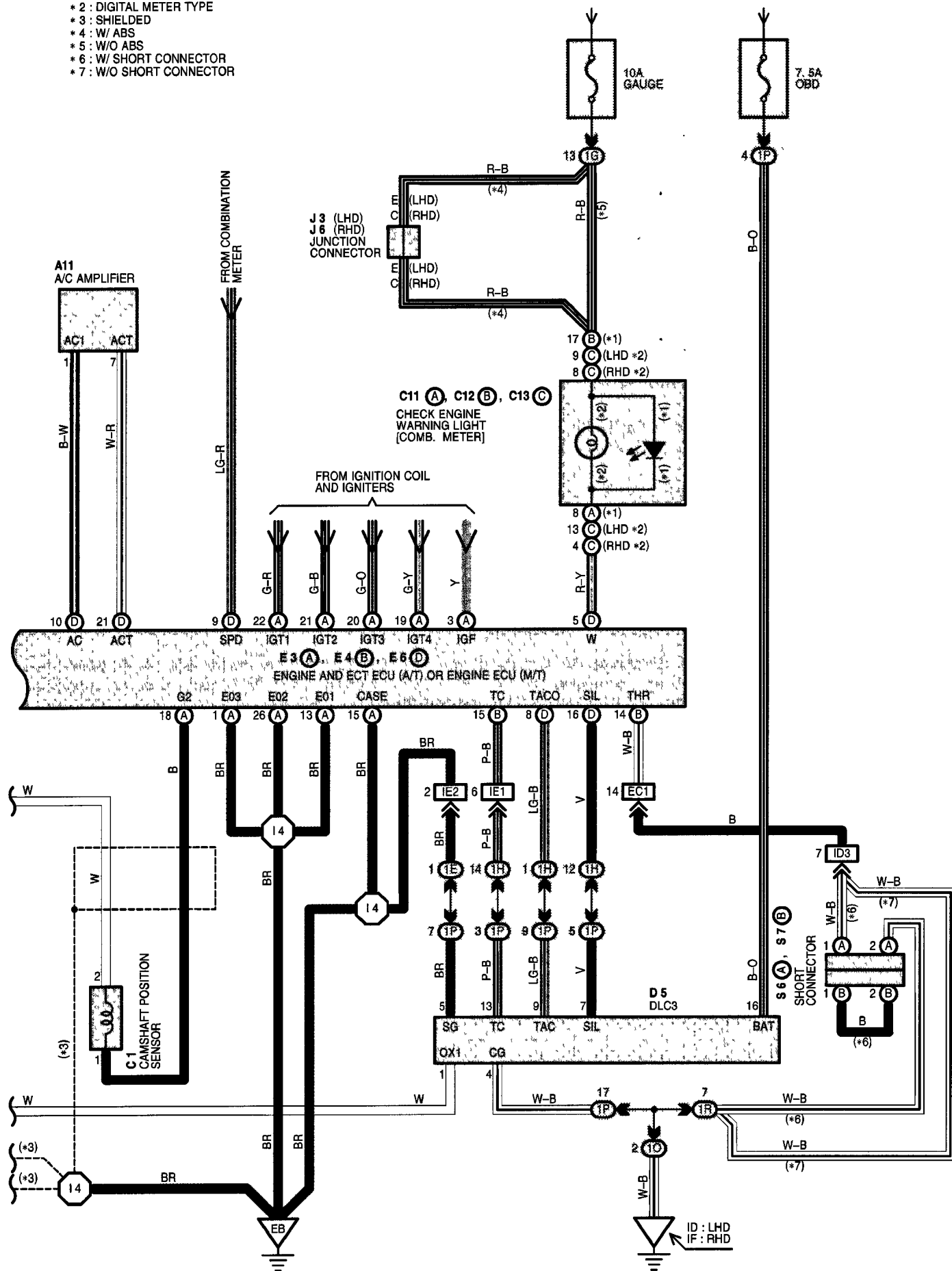
ENGINE CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



- * 1 : ANALOG METER TYPE
- * 2 : DIGITAL METER TYPE
- * 3 : SHIELDED
- * 4 : W/ ABS
- * 5 : W/O ABS
- * 6 : W/ SHORT CONNECTOR
- * 7 : W/O SHORT CONNECTOR

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



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) Water temp. signal circuit
The EFI water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the engine coolant temp. thus the engine coolant temp. is input in the form of a control signal into TERMINAL THW of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (2) Intake air temp. signal circuit
The intake air temp. sensor is installed in the air flow meter and detects the intake air temp., which is input as a control signal into TERMINAL THA of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (3) Oxygen sensor signal circuit
The oxygen density in the exhaust gases is detected and input as a control signal into TERMINALS OX1A and OX1B of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (4) RPM signal circuit
Camshaft position and crankshaft position are detected by the camshaft position sensor and crankshaft position sensor. Camshaft position is input as a control signal to TERMINAL G2 of the engine and ECT ECU (A/T) or engine ECU (M/T), and engine RPM is input into TERMINAL NE.
- (5) Throttle signal circuit
The throttle position sensor detects the throttle valve opening angle, which is input as a control signal into TERMINAL VTA of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (6) Vehicle speed signal circuit
The vehicle speed sensor, installed inside the transmission, detects the vehicle speed and inputs a control signal into TERMINAL SPD of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (7) Neutral start SW signal circuit (A/T)
The Neutral start SW detects whether the shift position are in neutral, parking or not, and inputs a control signal into TERMINAL STA of the engine and ECT ECU.
- (8) A/C SW signal circuit
The A/C amplifier inputs the A/C operations into TERMINAL AC of the engine and ECT ECU (A/T) or engine ECU (M/T).
- (9) Battery signal circuit
Voltage is constantly applied to TERMINAL BATT of the engine and ECT ECU (A/T) or engine ECU (M/T). When the ignition SW is turned on, the voltage for engine and ECT ECU (A/T) or engine ECU (M/T) start-up power supply is applied to TERMINAL +B of engine and ECT ECU (A/T) or engine ECU (M/T) via EFI relay.
- (10) Starter signal circuit (A/T)
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 and ECT ECU as a control signal.
- (11) Engine knock signal circuit
Engine knocking is detected by knock sensor and the signal is input into TERMINAL KNK1 as a control signal.

2. CONTROL SYSTEM

* EFI system

The EFI system monitors the engine condition through the signals, which are input from each sensor (Input signals from (1) to (11) etc.) to the engine and ECT ECU (A/T) or engine ECU (M/T). The best fuel injection volume is decided based on this data and the program memorized by the engine and ECT ECU (A/T) or engine ECU (M/T), and the control signal is output to TERMINALS #10, #20, #30 and #40 of the engine and ECT ECU (A/T) or engine ECU (M/T) to operate the injector. (Inject the fuel). The EFI system produces control of fuel injection operation by the engine and ECT ECU (A/T) or engine ECU (M/T) in response to the driving conditions.

* ESA system

The ESA system monitors the engine condition through the signals, which are input to the engine and ECT ECU (A/T) or engine ECU (M/T) from each sensor (Input signals from (1), (2), (4) to (11) etc.) the best ignition timing is detected according to this data and the memorized data in the engine and ECT ECU (A/T) or engine ECU (M/T), and the control signal is output to TERMINALS IGT1, IGT2, IGT3 and IGT4. This signal controls the igniter to provide the best ignition timing for the driving conditions.

* ISC system

The ISC system (Rotary solenoid type) increases the RPM and provides idling stability for fast idle-up when the engine is cold and when the idle speed has dropped due to electrical load, etc. The engine and ECT ECU (A/T) or engine ECU (M/T) evaluates the signals from each sensor (Input signals (1), (4) to (8), (11) etc.), outputs current to TERMINAL RSD, and controls the ISC valve.

* Fuel pump control system

The engine and ECT ECU (A/T) or engine ECU (M/T) operation outputs to TERMINAL FC and controls the C/OPN relay. Thus controls the fuel pump drive speed in response to conditions.

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the engine and ECT ECU (A/T) or engine ECU (M/T) signal system, the malfunction system is recorded in the memory. The malfunctioning system can then be found by reading the display (Code) of the malfunction indicator lamp.

4. FAIL-SAFE SYSTEM

When a malfunction occurs in any system, if there is a possibility of engine trouble being caused by continued control based on the signals from that system, the fail-safe system either controls the system by using data (Standard values) recorded in the engine and ECT ECU (A/T) or engine ECU (M/T) memory or else stops the engine.

SERVICE HINTS

E3(A), E4 (B), E6 (D) ENGINE AND ECT ECU (A/T) OR ENGINE ECU (M/T)

BATT-E1 : Always approx. 9-14 volts

+B-E1 : 9-14 volts (Ignition SW on)

VC-E2 : Always 4.5-5.5 volts (Ignition SW on)

VTA-E2 : 0.3-1.0 volts (Ignition SW on and throttle valve fully closed)

3.2-4.9 volts (Ignition SW on and throttle valve fully open)

THW-E2 : 0.2-1.0 volts (Engine idling and EFI water temp. 80°C)

THA-E2 : 0.5-3.4 volts (Engine idling and intake air temp. 20°C)

G2-NE- : Pulse generation (Engine idling)

NE-NE- : Pulse generation (Engine idling)

W-E1 : Below 3.0 volts

#10, #20, #30, #40-E01 : 9-14 volts (Ignition SW on)

IGT1, IGT2, IGT3, IGT4-E1 : Pulse generation (Engine cranking or idling)

ENGINE CONTROL

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A7	84 (LHD)	E2	90 (RHD)	I9	85 (LHD)
	90 (RHD)		86 (LHD)		91 (RHD)
A8	84 (LHD)	E3	A	I10	87 (LHD)
	90 (RHD)				93 (RHD)
A11	86 (LHD)	E4	B	J3	87 (LHD)
	92 (RHD)				87 (LHD)
C1	84 (LHD)	E6	D	J6	87 (LHD)
	90 (RHD)				93 (RHD)
C2	84 (LHD)	F12		K1	85 (LHD)
	90 (RHD)				91 (RHD)
C9	86 (LHD)	F19		N1	85 (LHD)
	92 (RHD)				91 (RHD)
C11	86 (LHD)	H5		P1	85 (LHD)
	92 (RHD)				91 (RHD)
C12	B	H8		S6	A
C13	C	I5		S7	B
C21		I6		S8	
D5		I7		T1	
E2		I8		V1	

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1B		
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1H		
1O		
1P		
1R		
1T	80	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)
EA1	96 (LHD)	Engine Wire and Power Steering Sensor Wire (Front Right Fender Apron)
EB1	96 (LHD)	Engine Wire and Knock Sensor Wire (Near the Starter)
	104 (RHD)	
EC1	96 (LHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
	104 (RHD)	
ED1	104 (RHD)	Engine Room Main Wire and Power Steering Sensor Wire (Front Right Fender Apron)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	
IE2	100 (LHD)	
	108 (RHD)	

 : GROUND POINTS

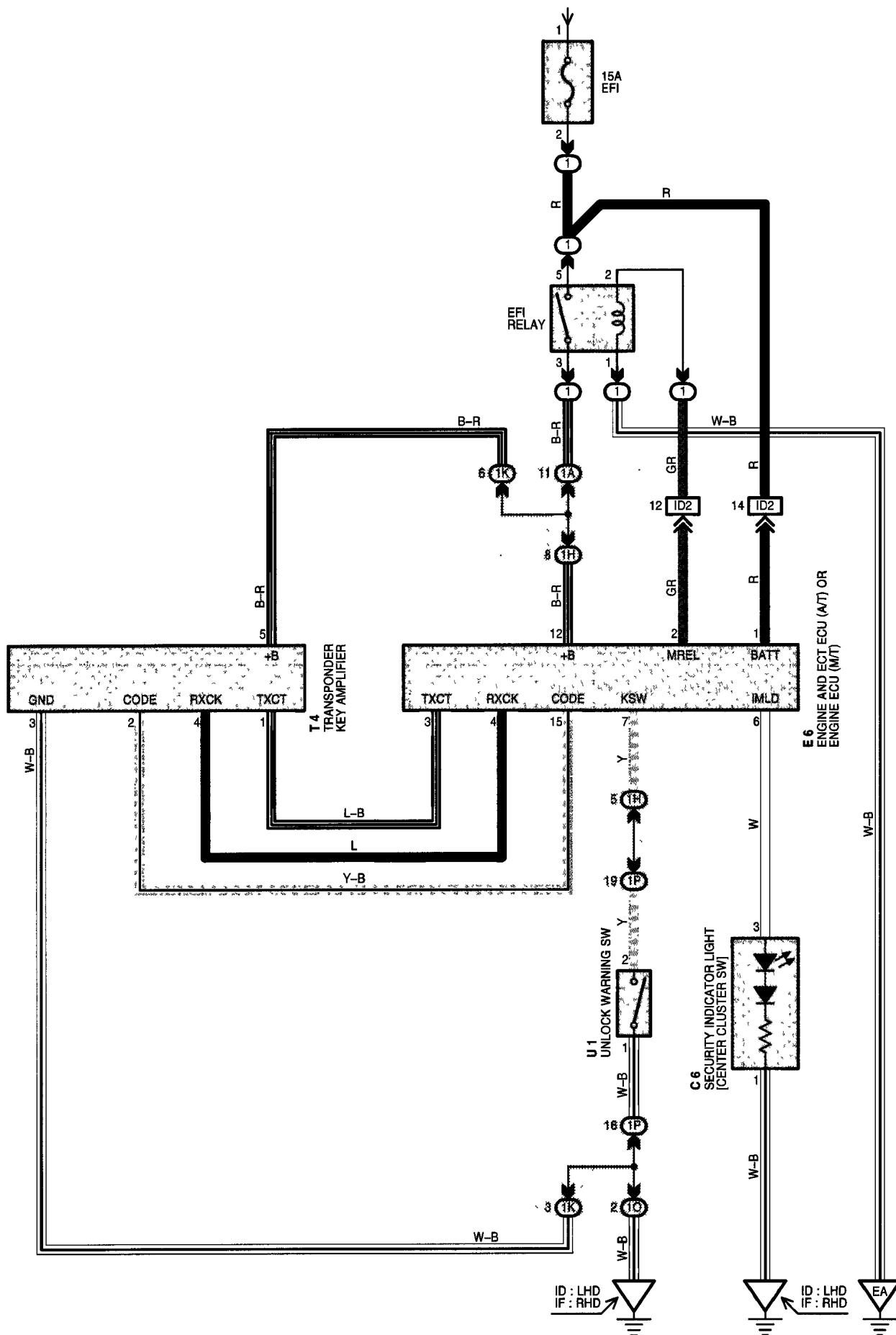
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EB	96 (LHD)	Engine Block
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
	106 (RHD)	
IF	98 (LHD)	Right Kick Panel
	106 (RHD)	
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	100 (LHD)	Engine Wire	I6	100 (LHD)	Engine Wire
	108 (RHD)			108 (RHD)	

ENGINE IMMOBILISER SYSTEM

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**T4 TRANSPONDER KEY AMPLIFIER**

3-GROUND : Always continuity

U1 UNLOCK WARNING SW

1-2 : Closed with the ignition key in cylinder

 : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C6	86 (LHD)	E6	92 (RHD)	U1	87 (LHD)
	92 (RHD)	T4	87 (LHD)		93 (RHD)
E6	86 (LHD)		93 (RHD)		

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1H	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1K		
1O		
1P		

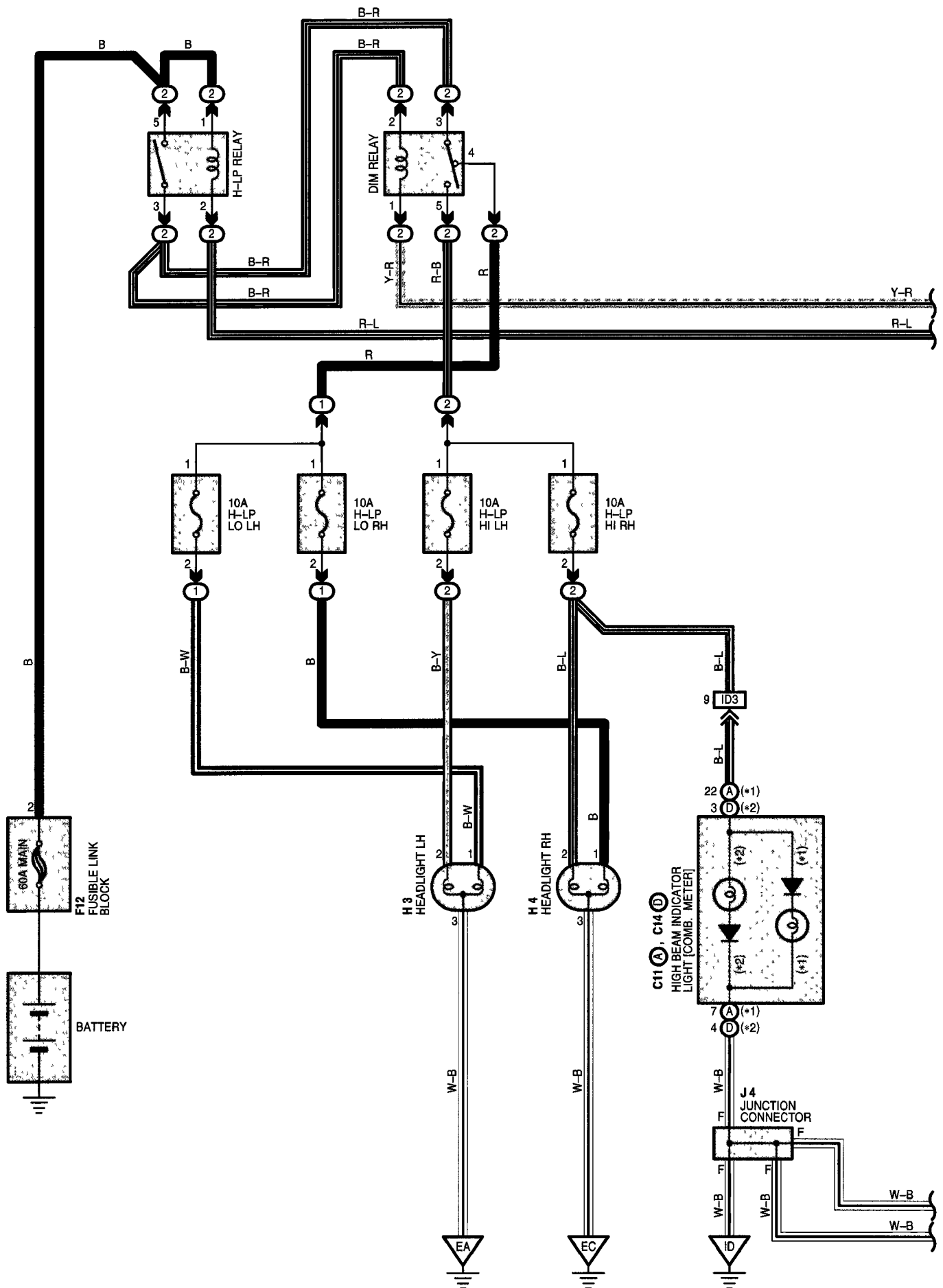
 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

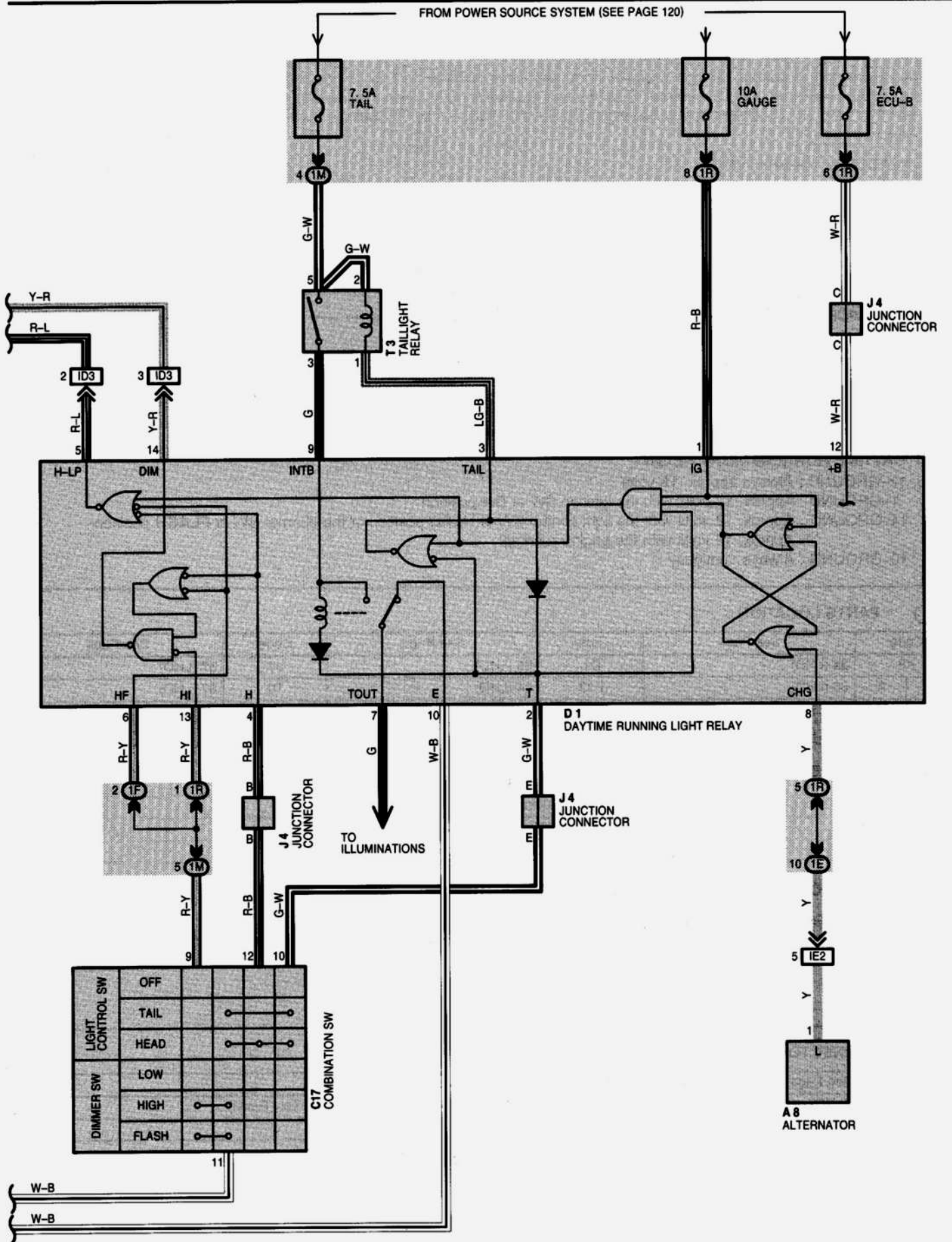
 : GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

HEADLIGHT (w/ DAYTIME RUNNING LIGHT)



- 1 : ANALOG METER TYPE
- 2 : DIGITAL METER TYPE



HEADLIGHT (w/ DAYTIME RUNNING LIGHT)

SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage is applied from alternator TERMINAL 1 to daytime running light relay TERMINAL 8. This turns on the H-LP relay, and the current flows through the H-LP relay (point side) to DIM relay TERMINAL 3 to TERMINAL 4 to H-LP LO LH, H-LP LO RH fuse to headlight LH, RH TERMINAL 1 to TERMINAL 3 to GROUND, and the headlights come on at low beam.

2. HEADLIGHT OPERATION

When the light control SW is at HEAD position, the current flows through the H-LP relay (coil side) to the daytime running light relay TERMINAL 5, thus the H-LP relay is turned on, and the headlights come on at low beam. When the dimmer SW is turned to HIGH or FLASH position, the DIM relay is turned on, and the current flows from H-LP relay (point side) to DIM relay TERMINAL 3 to TERMINAL 5 to H-LP HI LH, H-LP HI RH fuse to headlight LH, RH TERMINAL 2 to TERMINAL 3 to GROUND, and the headlights come on at high beam.

SERVICE HINTS

H-LP RELAY

3-5 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
Closed with the engine running

DIM RELAY

3-5 : Closed with the dimmer SW at **HIGH** or **FLASH** position

D1 DAYTIME RUNNING LIGHT RELAY

5, 12-GROUND : Always approx. 12 volts
1-GROUND : Approx. 12 volts with the ignition SW at **ON** position
14-GROUND : Approx. 12 volts with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
Approx. 12 volts with the engine running
10-GROUND : Always continuity

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A8	84 (LHD)	D1	86 (LHD)	J4	87 (LHD)
C11	A 86 (LHD)	F12	84 (LHD)	T3	87 (LHD)
C14	D 86 (LHD)	H3	85 (LHD)		
C17	86 (LHD)	H4	85 (LHD)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)
2	79	Engine Room R/B No.2 (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1F		
1M		
1R		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
IE2	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)

: GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
EC	96 (LHD)	Front Left Fender Apron
ID	98 (LHD)	Left Kick Panel



SERVICE HINTS**C17 COMBINATION SW**

- 13-11 : Closed with the light control SW at **HEAD** position
 8-11 : Closed with the dimmer SW at **LOW** position
 9-11 : Closed with the dimmer SW at **HIGH** or **FLASH** position

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
C11	A	86 (LHD)	C17	86 (LHD)	H3	85 (LHD)
		92 (RHD)		92 (RHD)		91 (RHD)
C14	D	86 (LHD)	F12	84 (LHD)	H4	85 (LHD)
		92 (RHD)		90 (RHD)		91 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

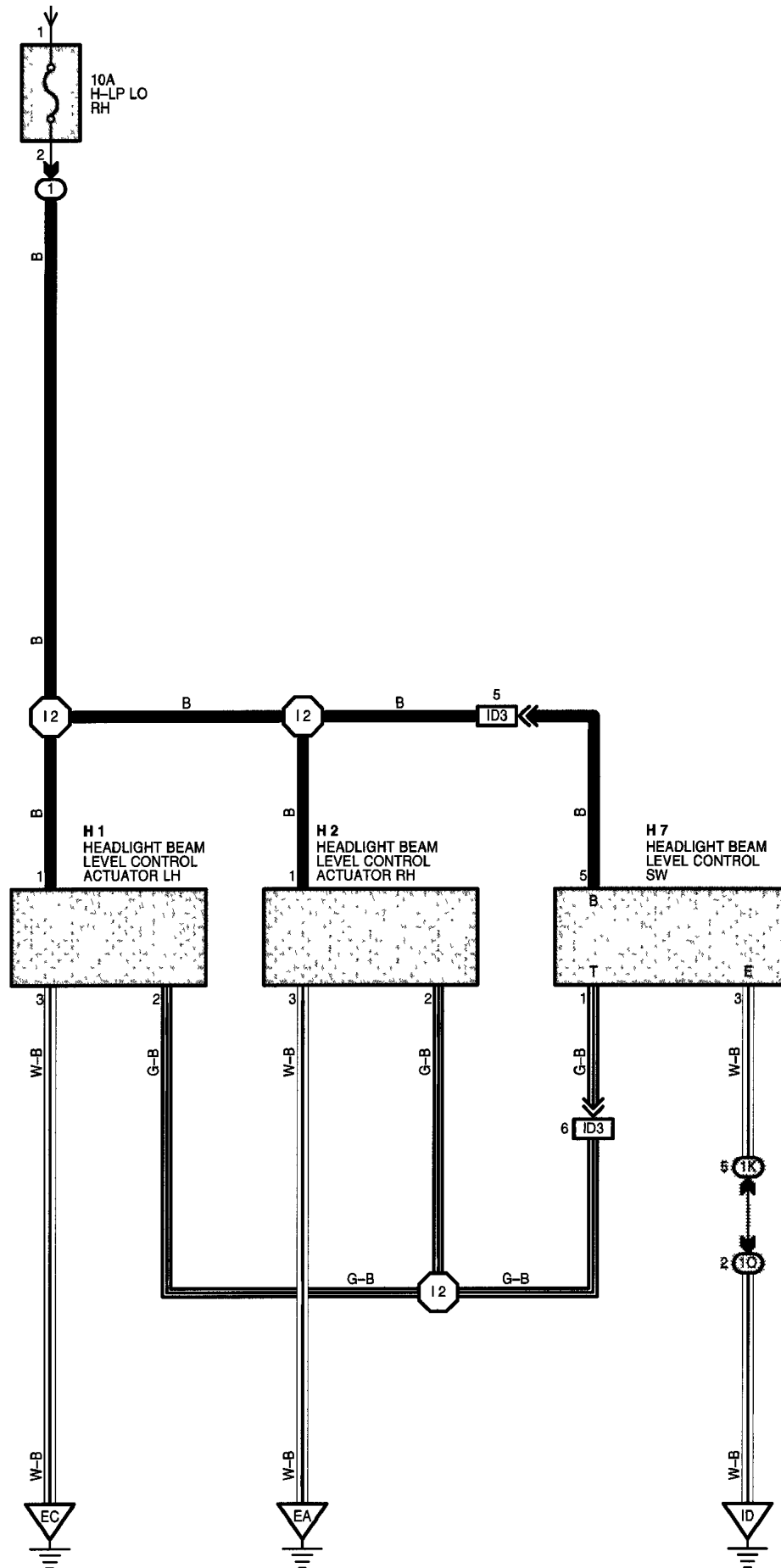
Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1B		
1C		
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1M		
1O		

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

HEADLIGHT BEAM LEVEL CONTROL (w/ DAYTIME RUNNING LIGHT)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

H1, H2 HEADLIGHT BEAM LEVEL CONTROL ACTUATOR LH, RH

- 1-GROUND : Approx. 12 volts with the light control SW at **HEAD** position
Approx. 12 volts with the engine running
3-GROUND : Always continuity

H7 HEADLIGHT BEAM LEVEL CONTROL SW

- 5-GROUND : Approx. 12 volts with the light control SW at **HEAD** position
Approx. 12 volts with the engine running
3-GROUND : Always continuity

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
H1	85 (LHD)	H2	85 (LHD)	H7	87 (LHD)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1K	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)

: GROUND POINTS

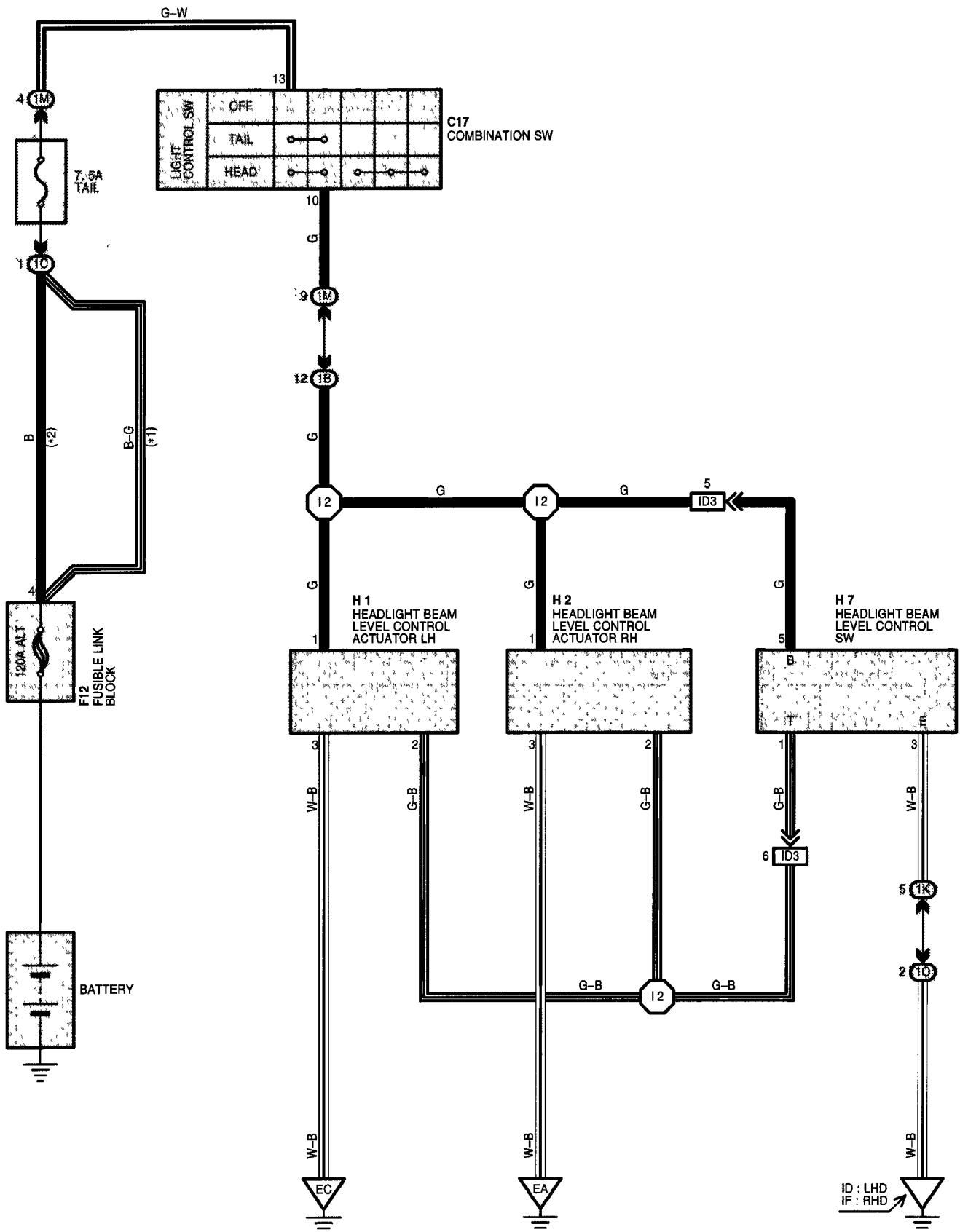
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
EC	96 (LHD)	Front Left Fender Apron
ID	98 (LHD)	Left Kick Panel

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	100 (LHD)	Engine Room Main Wire			

HEADLIGHT BEAM LEVEL CONTROL (w/o DAYTIME RUNNING LIGHT)

* 1 : COLD AREA SPEC.
 * 2 : EXCEPT COLD AREA SPEC.



SERVICE HINTS**H1, H2 HEADLIGHT BEAM LEVEL CONTROL ACTUATOR LH, RH**1-GROUND : Approx. 12 volts with the light control SW at **HEAD** position

3-GROUND : Always continuity

H7 HEADLIGHT BEAM LEVEL CONTROL SW5-GROUND : Approx. 12 volts with the light control SW at **HEAD** position

3-GROUND : Always continuity

 : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
C17	86 (LHD)	H1	85 (LHD)	H7	87 (LHD)
	92 (RHD)		91 (RHD)		93 (RHD)
F12	84 (LHD)	H2	85 (LHD)		
	90 (RHD)		91 (RHD)		

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C		
1K	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1M		
1O		

 : **CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

 : **GROUND POINTS**

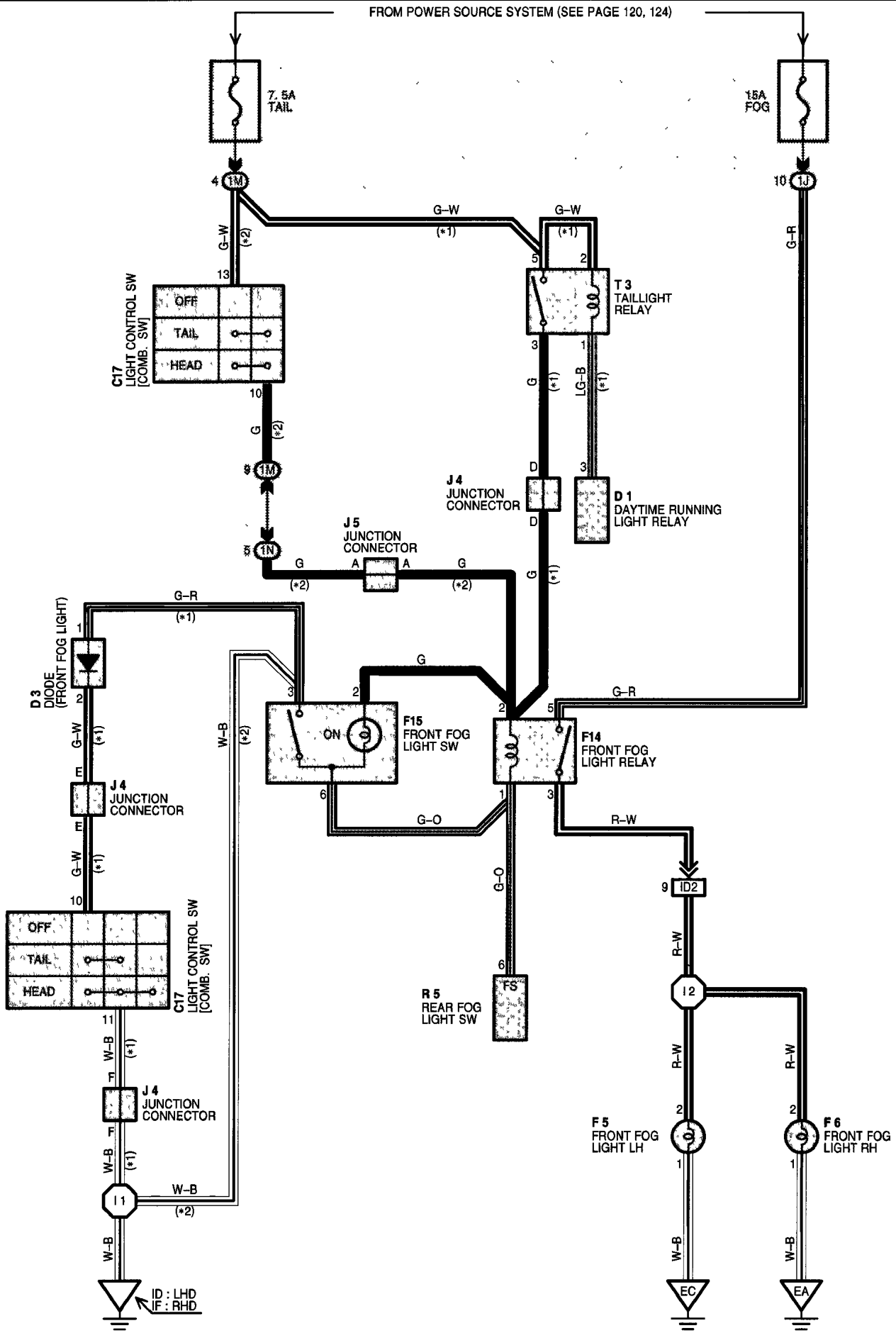
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	100 (LHD)	Engine Room Main Wire	I2	108 (RHD)	Engine Room Main Wire

FRONT FOG LIGHT

* 1 : W/ DAYTIME RUNNING LIGHT
* 2 : W/O DAYTIME RUNNING LIGHT



SERVICE HINTS

F15 FRONT FOG LIGHT SW

2-GROUND : Approx. 12 volts with the light control SW at **HEAD** or **TAIL** position

6-GROUND : Approx. 12 volts with the light control SW at **HEAD** or **TAIL** position

3-GROUND : Always continuity (w/o daytime running light)

Continuity with the light control SW at **HEAD** or **TAIL** position (w/ daytime running light)

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C17	86 (LHD)	F6	84 (LHD)	J4	87 (LHD)
	92 (RHD)		90 (RHD)	J5	87 (LHD)
D1	86 (LHD)	F14	87 (LHD)		93 (RHD)
D3	86 (LHD)		93 (RHD)	R5	87 (LHD)
F5	84 (LHD)	F15	87 (LHD)		93 (RHD)
	90 (RHD)		93 (RHD)	T3	87 (LHD)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1J	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1M		
1N		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

▽ : GROUND POINTS

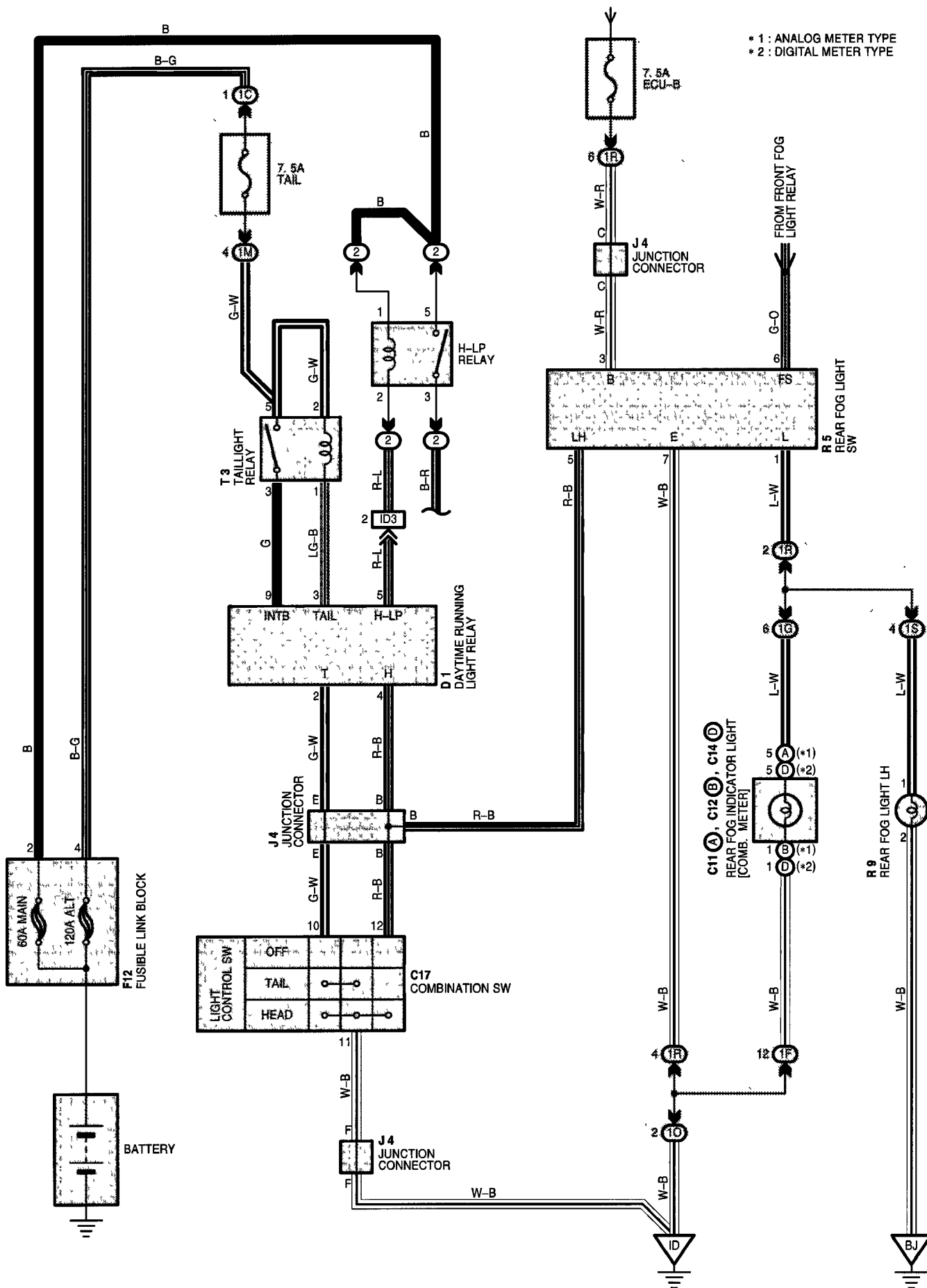
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	100 (LHD)	Instrument Panel Wire	I2	100 (LHD)	Engine Room Main Wire
	108 (RHD)			108 (RHD)	

REAR FOG LIGHT (w/ DAYTIME RUNNING LIGHT)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS**R5 REAR FOG LIGHT SW**

- 1-GROUND : Approx. 12 volts with the light control SW at **HEAD** or **TAIL** position and rear fog light SW at **ON** position
 3-GROUND : Always approx. 12 volts
 7-GROUND : Always continuity
 5-GROUND : Continuity with the light control SW at **HEAD** or **TAIL** position

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
C11	A	86 (LHD)	D1	86 (LHD)	R9	89 (LHD)
C12	B	86 (LHD)	F12	84 (LHD)	T3	87 (LHD)
C14	D	86 (LHD)	J4	87 (LHD)		
C17		86 (LHD)	R5	87 (LHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	79	Engine Room R/B No.2 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1M		
1O		
1R		
1S	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

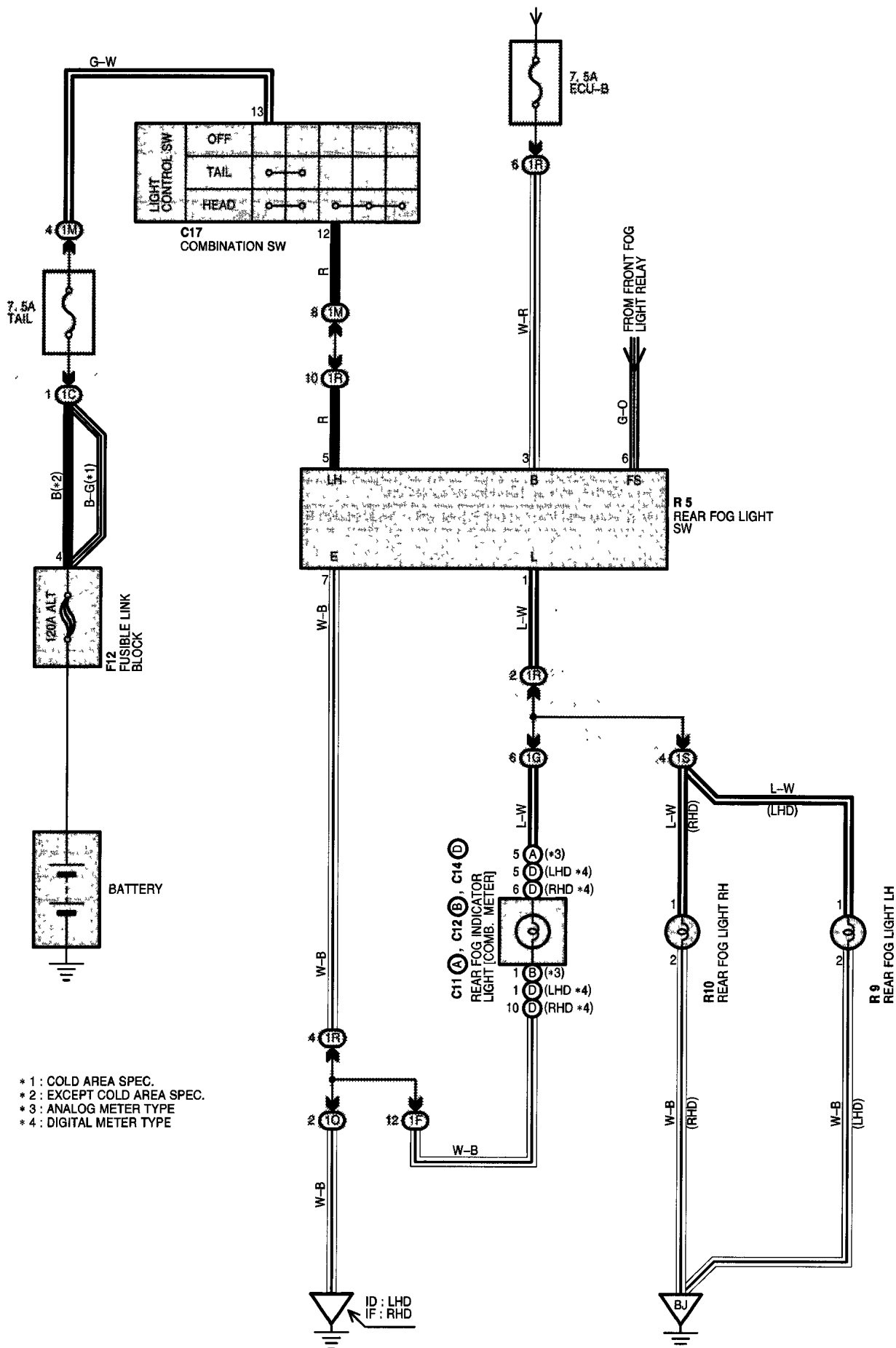
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
BJ	102 (LHD)	Right Rear Side Quarter Panel

REAR FOG LIGHT (w/o DAYTIME RUNNING LIGHT)

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

R5 REAR FOG LIGHT SW

- 1-GROUND : Approx. 12 volts with the light control SW at **HEAD** or **TAIL** position and rear fog light SW at **ON** position
- 3-GROUND : Always approx. 12 volts
- 5-GROUND : Continuity with the light control SW at **HEAD** or **TAIL** position
- 7-GROUND : Always continuity

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
C11	A	86 (LHD) 92 (RHD)	C14	D	92 (RHD)	R5	87 (LHD) 93 (RHD)
C12	B	86 (LHD) 92 (RHD)	C17		86 (LHD) 92 (RHD)	R9	89 (LHD)
C14	D	86 (LHD)	F12		84 (LHD) 90 (RHD)	R10	95 (RHD)

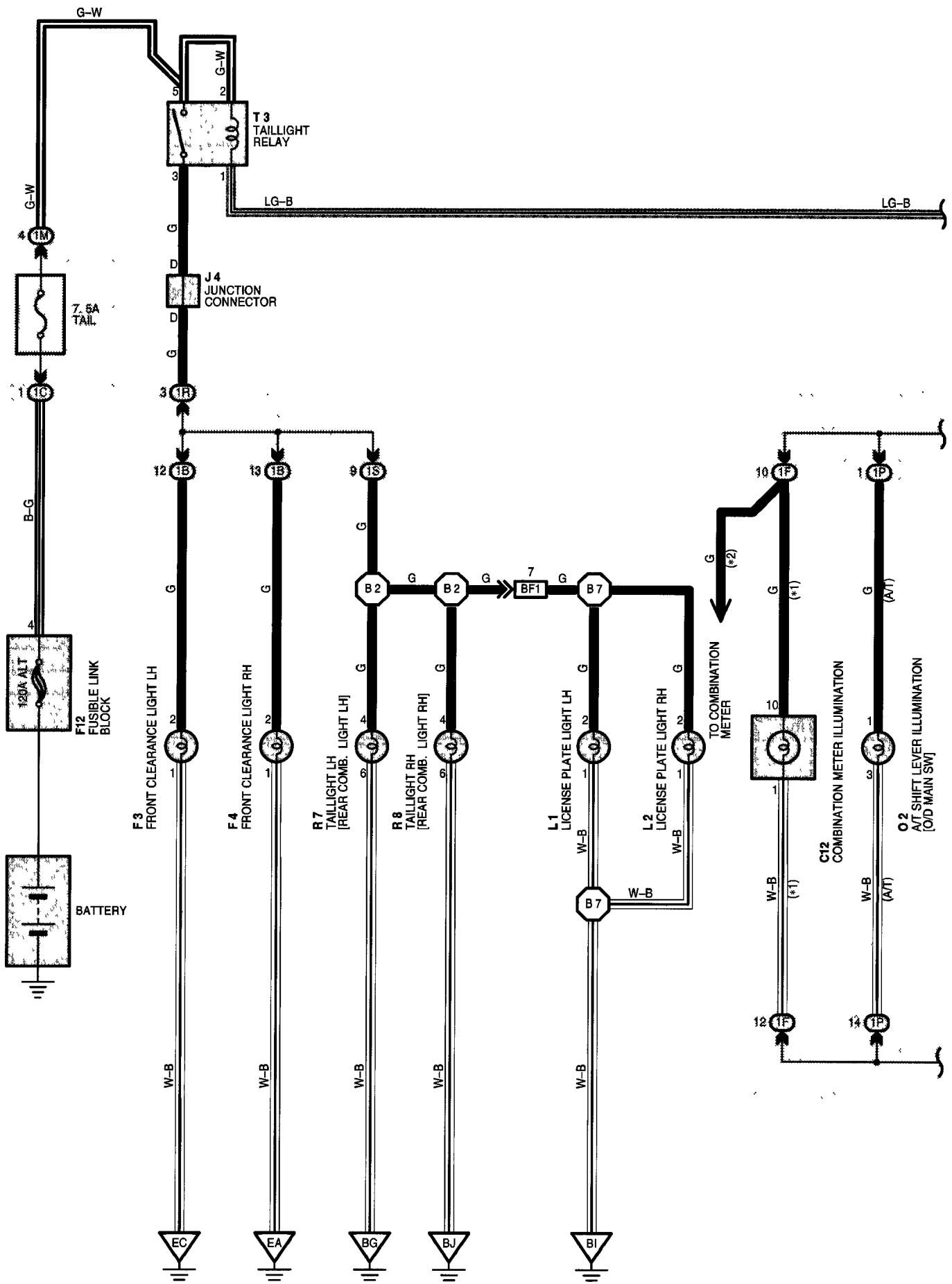
□ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1M		
1O		
1R		
1S	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

▽ : GROUND POINTS

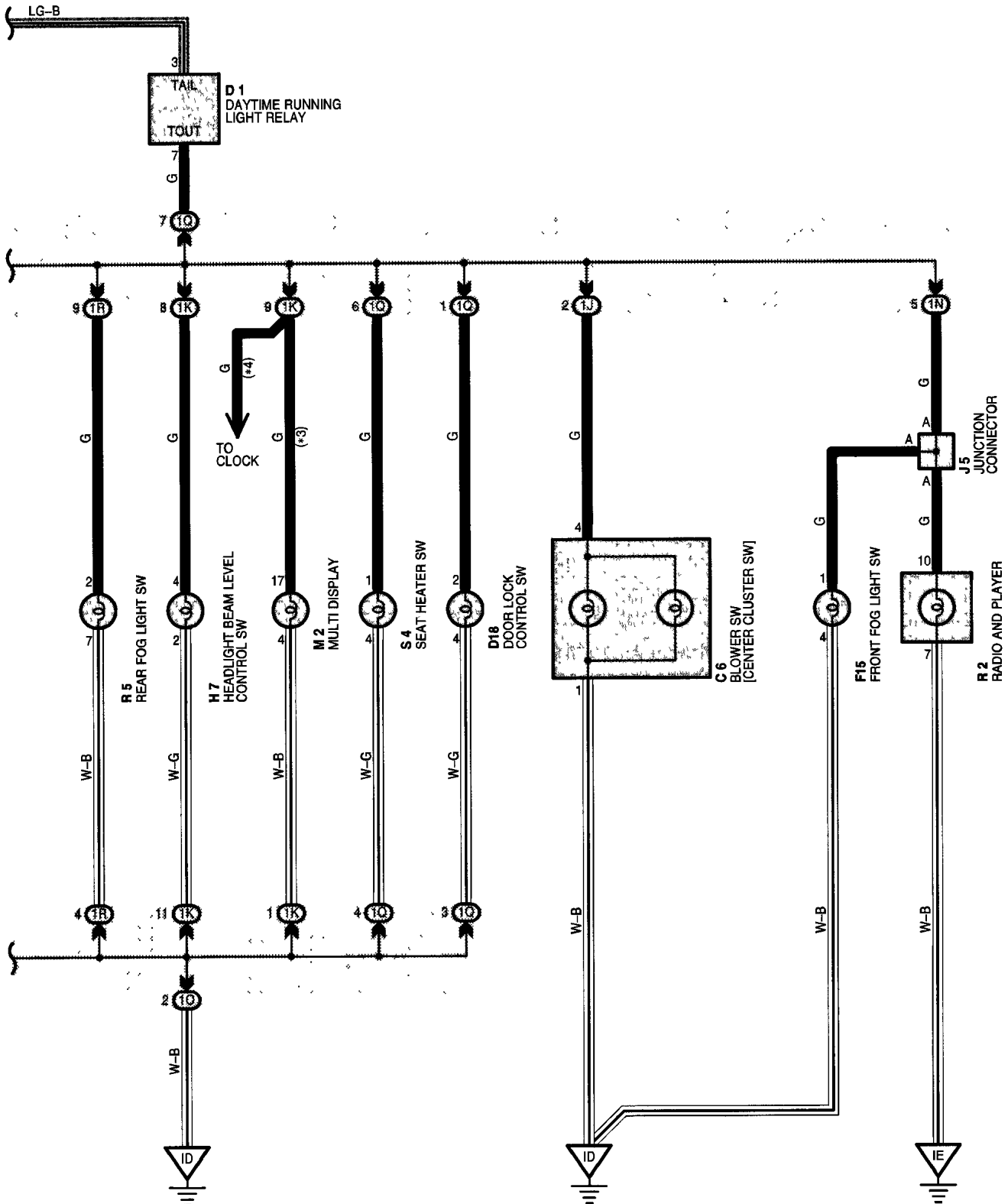
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

TAILLIGHT AND ILLUMINATION (w/ DAYTIME RUNNING LIGHT)



* 1 : ANALOG METER TYPE
 * 2 : DIGITAL METER TYPE

* 3 : W/ MULTI DISPLAY
 * 4 : W/O MULTI DISPLAY



TAILLIGHT AND ILLUMINATION (w/ DAYTIME RUNNING LIGHT)

SERVICE HINTS

D1 DAYTIME RUNNING LIGHT RELAY

3-GROUND : Always approx. 12 volts

7-GROUND : Approx. 12 volts with the engine running

Approx. 12 volts with the light control SW at HEAD or TAIL position

T3 TAILLIGHT RELAY

5-3 : Closed with the light control SW at HEAD or TAIL position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C6	86 (LHD)	F15	87 (LHD)	O2	87 (LHD)
C12	86 (LHD)	H7	87 (LHD)	R2	87 (LHD)
D1	86 (LHD)	J4	87 (LHD)	R5	87 (LHD)
D18	86 (LHD)	J5	87 (LHD)	R7	89 (LHD)
F3	84 (LHD)	L1	89 (LHD)	R8	89 (LHD)
F4	84 (LHD)	L2	89 (LHD)	S4	87 (LHD)
F12	84 (LHD)	M2	87 (LHD)	T3	87 (LHD)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C		
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1K		
1M		
1N		
1O		
1P		
1Q		
1R		
1S	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

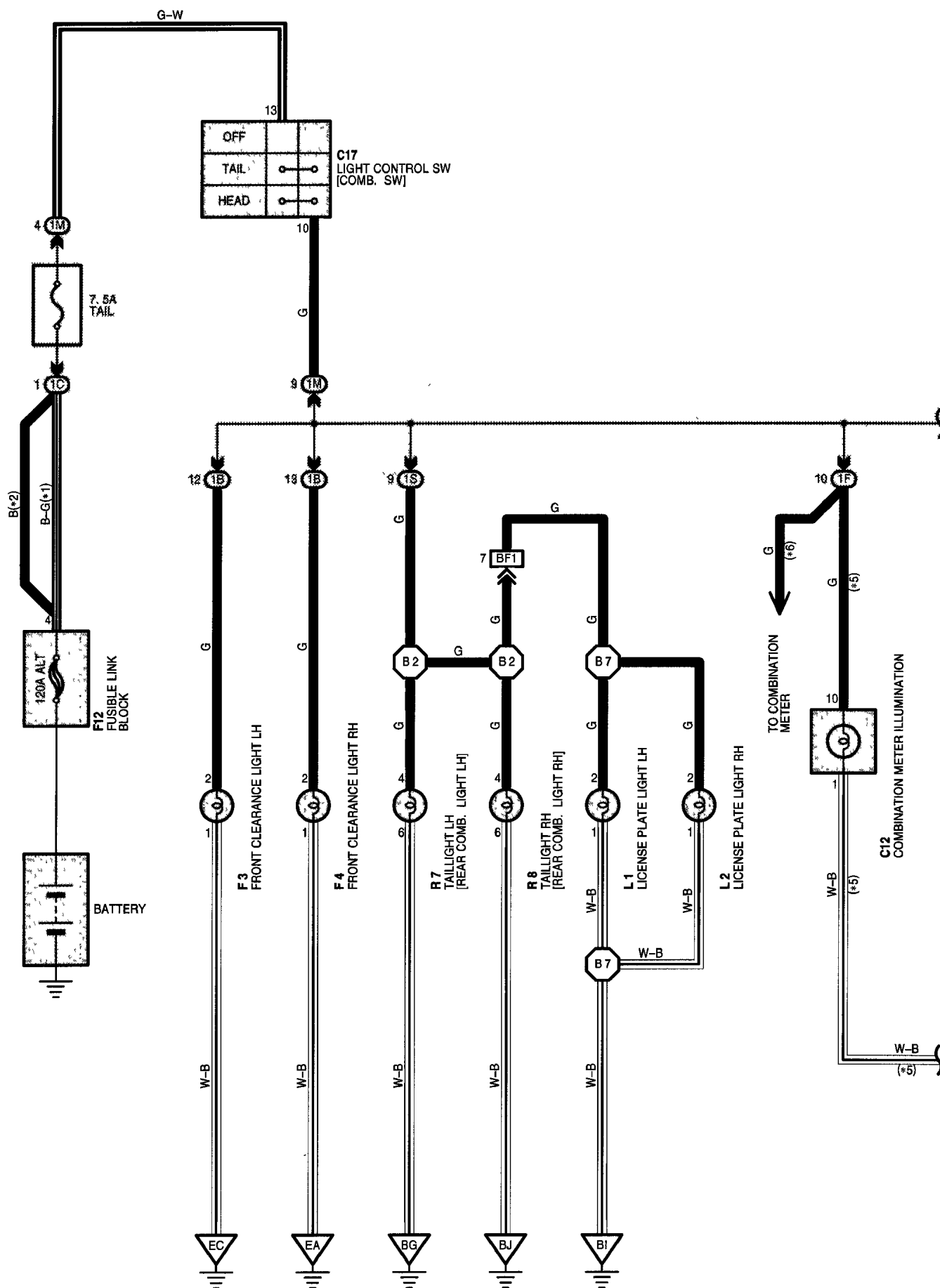
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
EC	96 (LHD)	Front Left Fender Apron
ID	98 (LHD)	Left Kick Panel
IE	98 (LHD)	Instrument Panel Brace LH
IF	98 (LHD)	Right Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel
BI	102 (LHD)	Right Side of Back Door
BJ	102 (LHD)	Right Rear Side Quarter Panel

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B7	102 (LHD)	Back Door No.1 Wire



- * 4 : W/O MULTI DISPLAY
- * 5 : ANALOG METER TYPE
- * 6 : DIGITAL METER TYPE



TAILLIGHT AND ILLUMINATION (w/o DAYTIME RUNNING LIGHT)

SERVICE HINTS

C17 LIGHT CONTROL SW [COMB. SW]

13-10 : Closed with the light control SW at **HEAD** or **TAIL** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C6	86 (LHD)	F12	90 (RHD)	O2	87 (LHD)
	92 (RHD)	F15	87 (LHD)		93 (RHD)
C12	86 (LHD)		93 (RHD)	R2	87 (LHD)
	92 (RHD)	H7	87 (LHD)		93 (RHD)
C17	86 (LHD)		93 (RHD)	R5	87 (LHD)
	92 (RHD)	J5	87 (LHD)		93 (RHD)
D18	86 (LHD)		93 (RHD)	R7	89 (LHD)
	92 (RHD)	L1	89 (LHD)		95 (RHD)
F3	84 (LHD)		95 (RHD)	R8	89 (LHD)
	90 (RHD)	L2	89 (LHD)		95 (RHD)
F4	84 (LHD)		95 (RHD)	S4	87 (LHD)
	90 (RHD)	M2	87 (LHD)		
F12	84 (LHD)		93 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C		
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1K		
1M		
1N		
1O		
1P		
1Q		
1R		
1S	80	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)
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

**: GROUND POINTS**

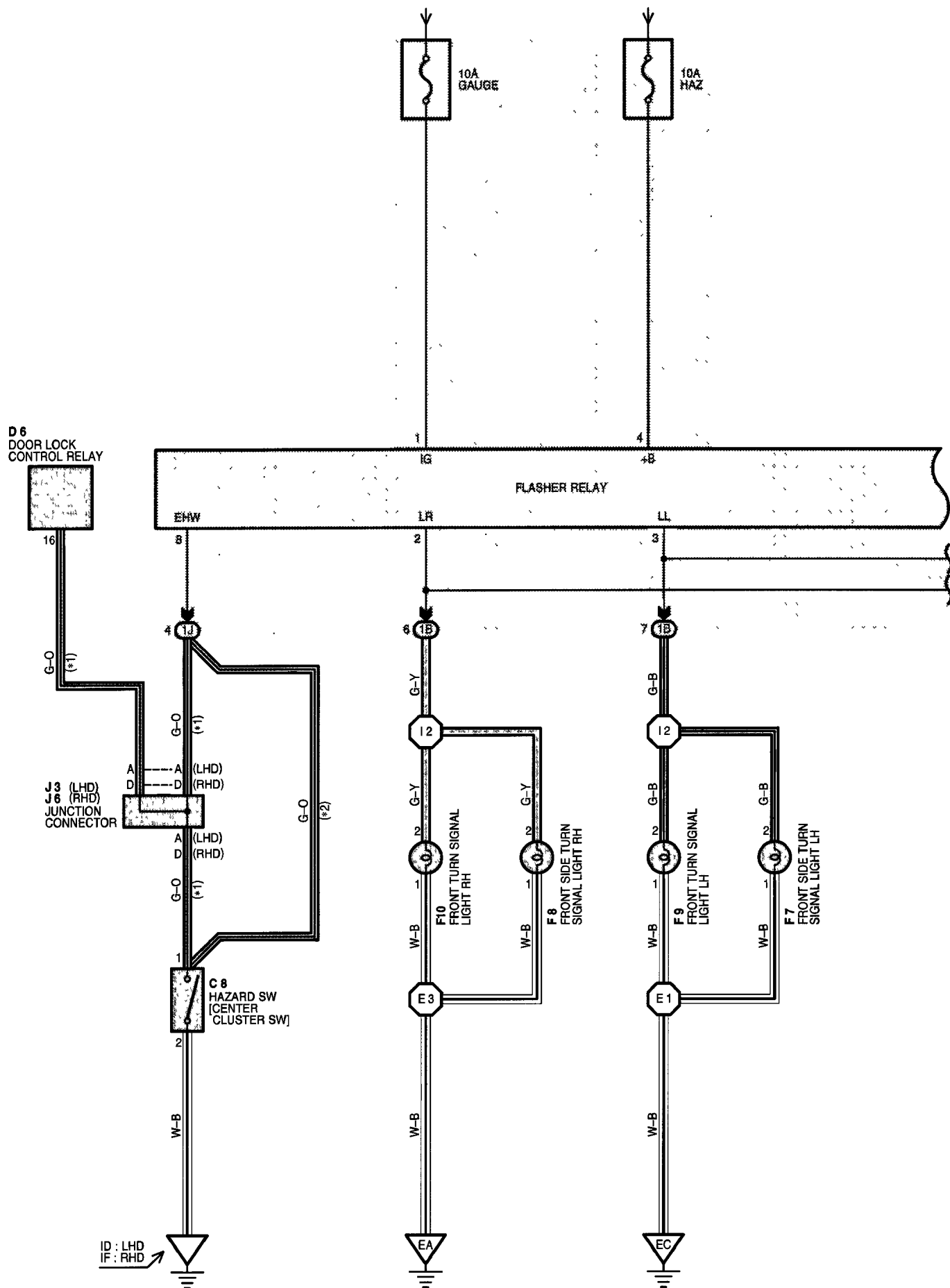
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IE	98 (LHD)	Instrument Panel Brace LH
	106 (RHD)	Instrument Panel Brace RH
IF	106 (RHD)	Right Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BI	102 (LHD)	Right Side of Back Door
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

**: SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B7	102 (LHD)	Back Door No.1 Wire
	110 (RHD)			110 (RHD)	

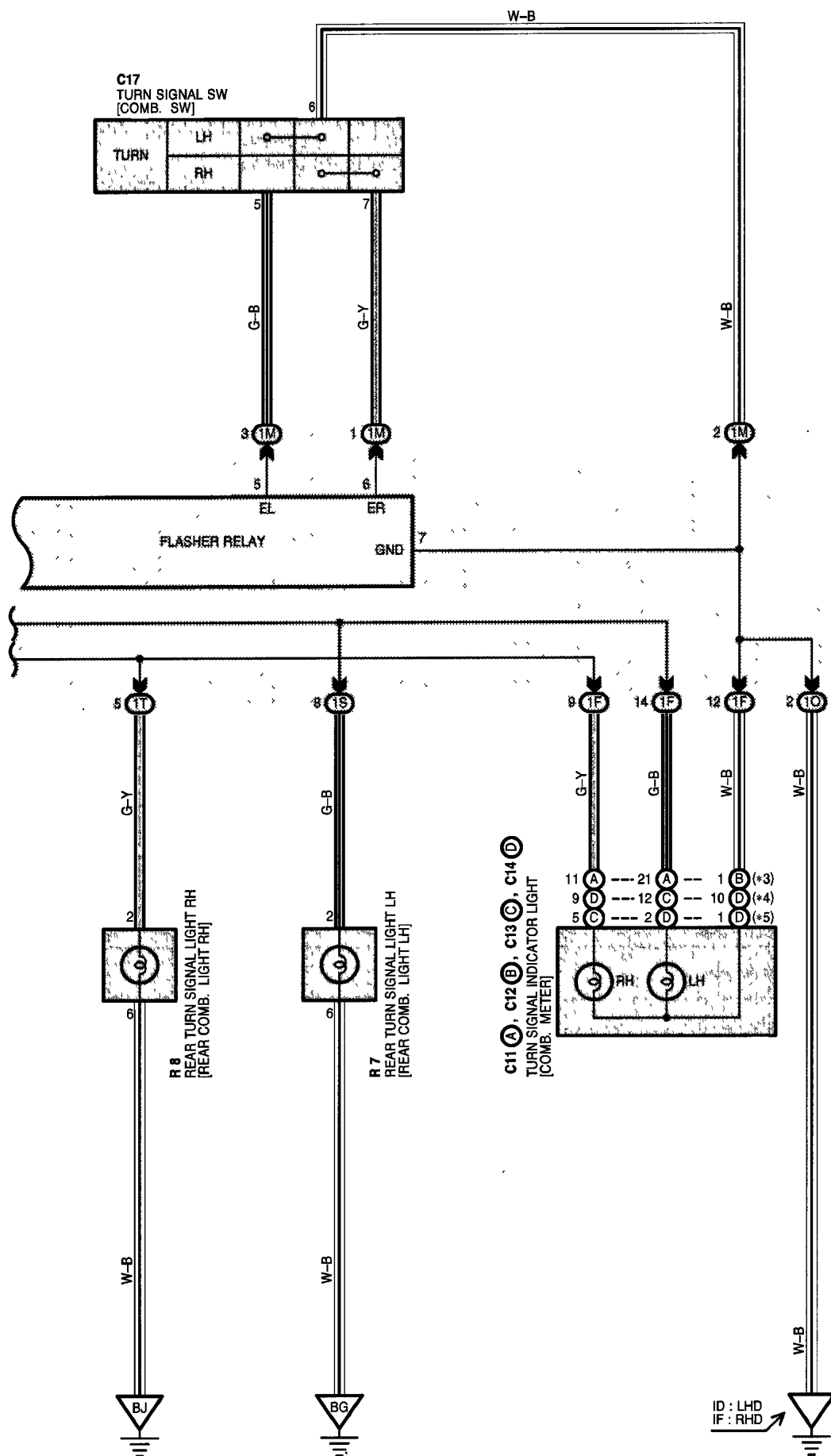
TURN SIGNAL AND HAZARD WARNING LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



* 1 : W/ DOOR LOCK CONTROL
 * 2 : W/O DOOR LOCK CONTROL
 * 3 : ANALOG METER TYPE

* 4 : RHD DIGITAL METER TYPE
 * 5 : LHD DIGITAL METER TYPE



TURN SIGNAL AND HAZARD WARNING LIGHT

SERVICE HINTS

FLASHER RELAY

- 1-GROUND : Approx. 12 volts with the ignition SW at **ON** position
- 4-GROUND : Always approx. 12 volts
- 2, 3-GROUND : Changes from approx. 12 to 0 volts with the ignition SW at **ON** position and the turn signal SW at **LEFT** or **RIGHT** position or the hazard SW at **ON** position
- 5-GROUND : Continuity with the ignition SW at **ON** position and the turn signal SW at **LH** position
- 6-GROUND : Continuity with the ignition SW at **ON** position and the turn signal SW at **RH** position
- 8-GROUND : Continuity with the hazard SW at on
- 7-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C8	86 (LHD)	C17	86 (LHD)	F10	84 (LHD)
	92 (RHD)		92 (RHD)		90 (RHD)
C11	A	D6	86 (LHD)	J3	87 (LHD)
			92 (RHD)	J6	87 (LHD)
C12	B	F7	84 (LHD)		93 (RHD)
			90 (RHD)	R7	89 (LHD)
C13	C	F8	84 (LHD)		95 (RHD)
			90 (RHD)	R8	89 (LHD)
C14	D	F9	84 (LHD)		95 (RHD)
			90 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1M		
1O		
1S	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
1T		

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

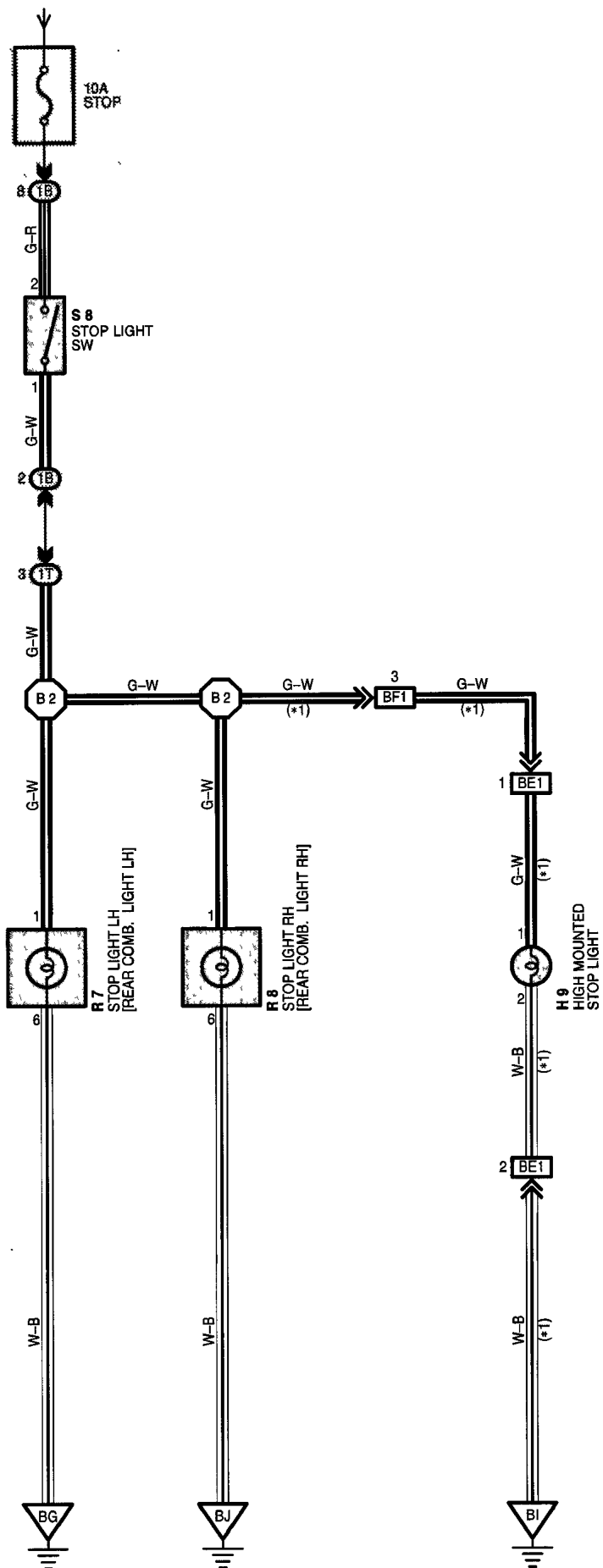
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	104 (RHD)	Engine Room Main Wire	E3	96 (LHD)	Engine Room Main Wire
	96 (LHD)		I2	100 (LHD)	
E3	104 (RHD)			108 (RHD)	

STOP LIGHT

* 1 : W/ HIGH MOUNTED STOP LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**S8 STOP LIGHT SW**

1-2 : Closed with the brake pedal depressed

 : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
H9	88 (LHD)	R7	95 (RHD)	S8	87 (LHD)
	94 (RHD)	R8	89 (LHD)		93 (RHD)
R7	89 (LHD)		95 (RHD)		

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1T	80	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)
BE1	102 (LHD)	Back Door No.2 Wire and Back Door No.1 Wire (Right Side of Back Door)
	110 (RHD)	
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

 : **GROUND POINTS**

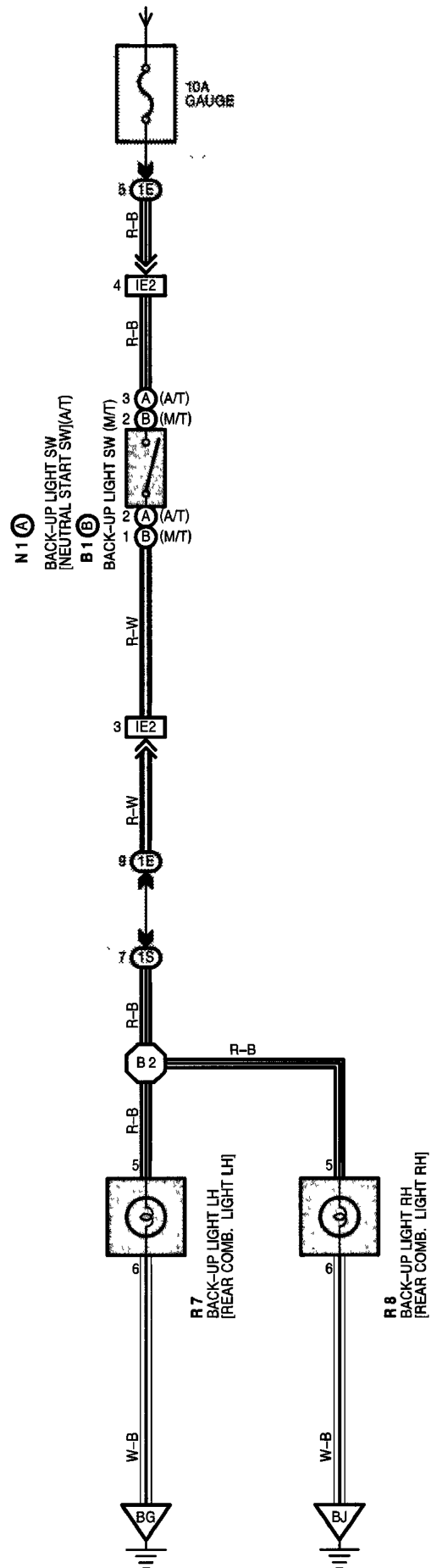
Code	See Page	Ground Points Location
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BI	102 (LHD)	Right Side of Back Door
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B2	110 (RHD)	Floor Wire

BACK-UP LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

B1 (B) BACK-UP LIGHT SW (M/T)

(B) 2-(B) 1 : Closed with the shift lever in **R** position

N1 (A) BACK-UP LIGHT SW [NEUTRAL START SW] (A/T)

(A) 3-(A) 2 : Closed with the shift lever in **R** position

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
B1	B	84 (LHD)	N1	A	91 (RHD)	R8	89 (LHD)
		90 (RHD)	R7	89 (LHD)	95 (RHD)		
N1	A	85 (LHD)			95 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1S	80	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)
IE2	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	

▽ : GROUND POINTS

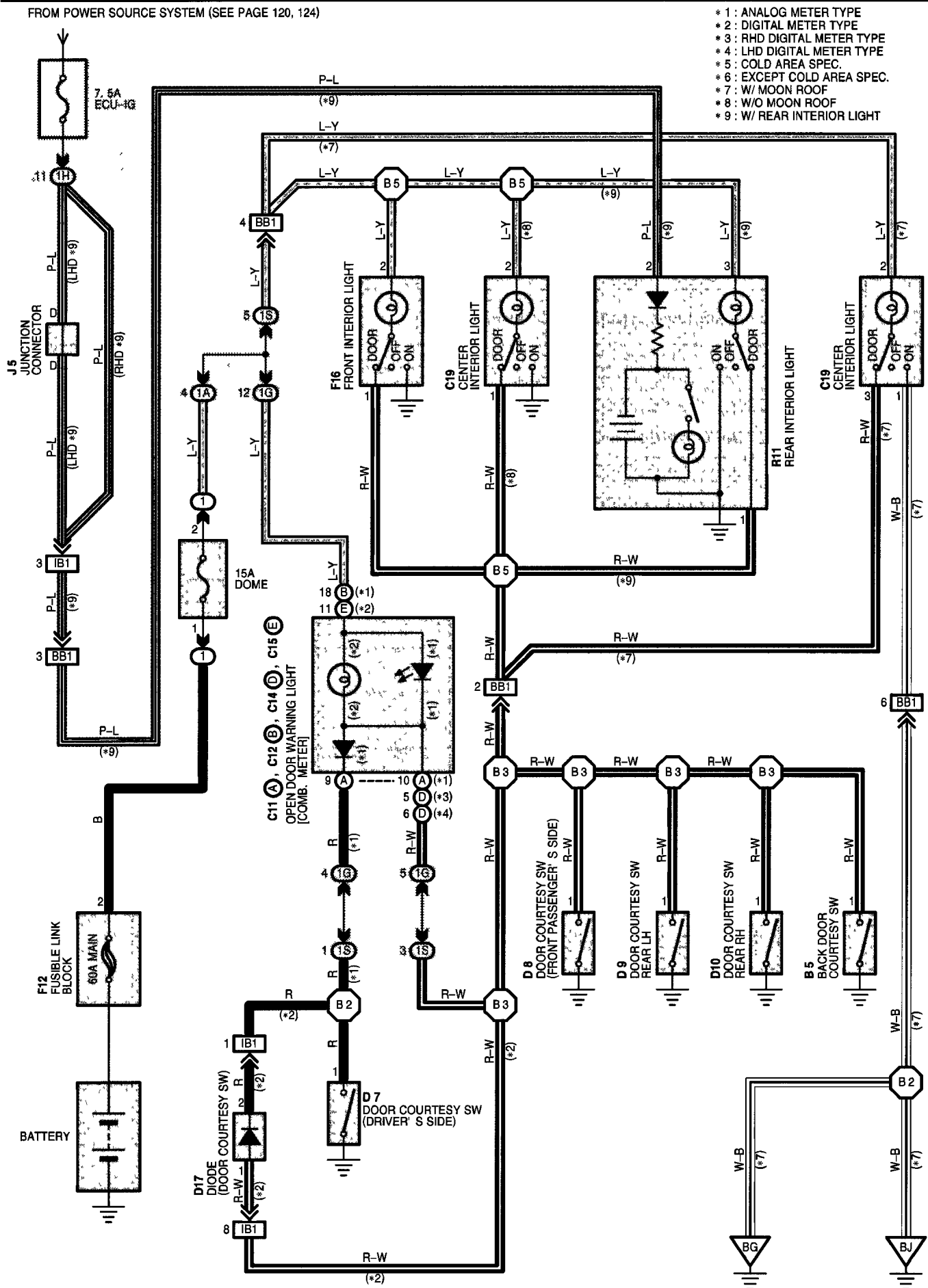
Code	See Page	Ground Points Location
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B2	110 (RHD)	Floor Wire

INTERIOR LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

D7, D8, D9, D10 DOOR COURTESY SW (DRIVER'S SIDE), (FRONT PASSENGER'S SIDE), REAR LH, REAR RH

1-GROUND : Closed with the door open

B5 BACK DOOR COURTESY SW

1-GROUND : Closed with the door open

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B5	88 (LHD)	C19	88 (LHD)	D17	86 (LHD)
	94 (RHD)		94 (RHD)		92 (RHD)
C11	86 (LHD)	D7	88 (LHD)	F12	84 (LHD)
	92 (RHD)		94 (RHD)		90 (RHD)
C12	86 (LHD)	D8	88 (LHD)	F16	88 (LHD)
	92 (RHD)		94 (RHD)		94 (RHD)
C14	86 (LHD)	D9	88 (LHD)	J5	87 (LHD)
	92 (RHD)		94 (RHD)		93 (RHD)
C15	86 (LHD)	D10	88 (LHD)	R11	89 (LHD)
	92 (RHD)		94 (RHD)		95 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1G	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1H		
1S	80	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)
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
BB1	102 (LHD)	Roof Wire and Floor Wire (Left Rear Side Quarter Panel)
	110 (RHD)	Roof Wire and Floor Wire (Right Rear Side Quarter Panel)

▽ : GROUND POINTS

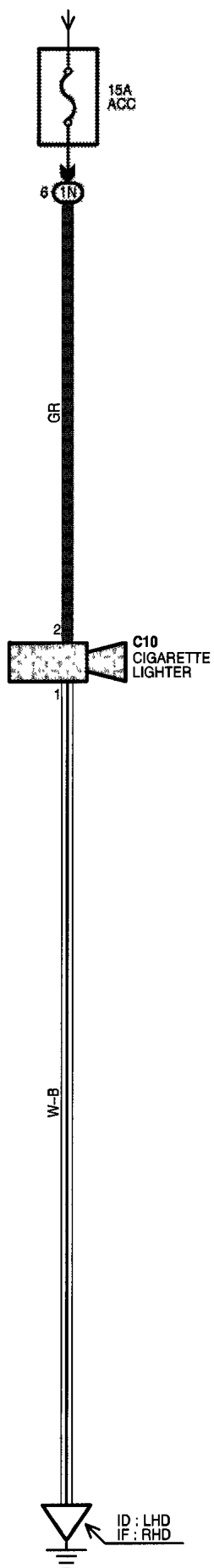
Code	See Page	Ground Points Location
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B3	110 (RHD)	Floor Wire
	110 (RHD)		B5	102 (LHD)	Roof Wire
B3	102 (LHD)			110 (RHD)	

CIGARETTE LIGHTER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

C10 CIGARETTE LIGHTER

2-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position

1-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C10	86 (LHD)	C10	92 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

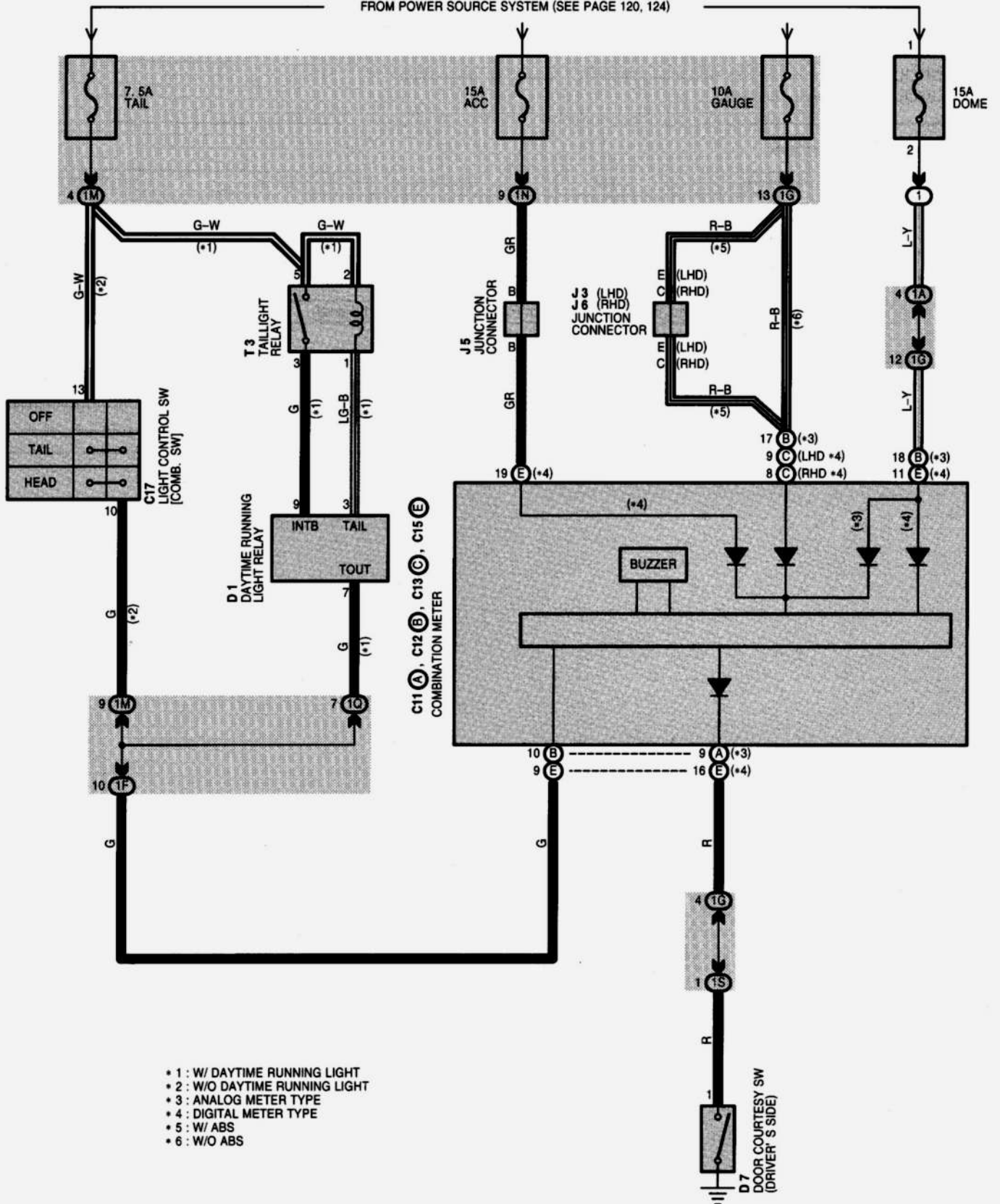
Code	See Page	Junction Block and Wire Harness (Connector Location)
1N	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

LIGHT REMINDER BUZZER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SYSTEM OUTLINE

When the driver's door is opened (Door courtesy SW on) with the light control SW at TAIL or HEAD position, the light reminder buzzer comes on.

SERVICE HINTS

C11 (A), C12 (B), C13 (C), C15 (E) COMBINATION METER

(B)17, (C) 8, (C) 9-GROUND : Approx. 12 volts with ignition SW at **ON** position

(E)19-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position

(B)10, (E) 9-GROUND : Approx. 12 volts with light control SW at **TAIL** or **HEAD** position

(A) 9, (E)16-GROUND : Continuity with driver's door open

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
C11	A	86 (LHD)	C15	E	92 (RHD)	J5	87 (LHD)	93 (RHD)
		92 (RHD)			86 (LHD)			
C12	B	86 (LHD)	C17	92 (RHD)	86 (LHD)	J6	87 (LHD)	93 (RHD)
		92 (RHD)						
C13	C	86 (LHD)	D1	86 (LHD)	88 (LHD)	T3	87 (LHD)	
		92 (RHD)						
C15	E	86 (LHD)	J3	87 (LHD)				

○ : RELAY BLOCKS

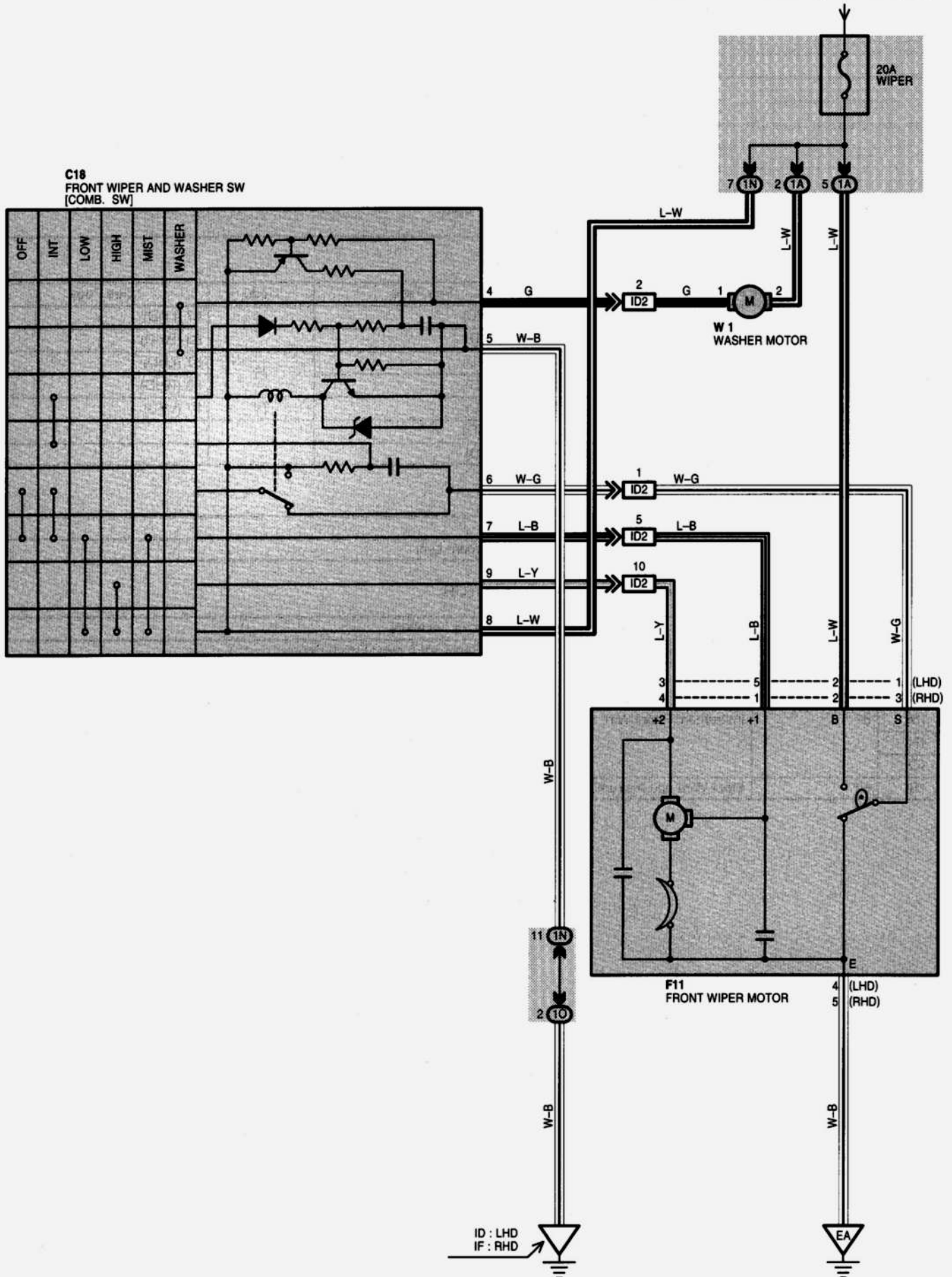
Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1M		
1N		
1Q		
1S	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

FRONT WIPER AND WASHER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SYSTEM OUTLINE

With the ignition SW turned on, the current flows to TERMINAL 8 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 front wiper SW turned to LO position, the current flows from TERMINAL 8 of the front wiper and washer SW to TERMINAL 7 to TERMINAL 5 (LHD) or 1 (RHD) of the front wiper motor to TERMINAL 4 (LHD) or 5 (RHD) to GROUND and causes the front wiper motor to run at low speed.

2. HIGH SPEED POSITION

With the front wiper SW turned to HI position, the current flows from TERMINAL 8 of the front wiper and washer SW to TERMINAL 9 to TERMINAL 3 (LHD) or 4 (RHD) of the front wiper motor to TERMINAL 4 (LHD) or 5 (RHD) to GROUND and causes the front wiper motor to run at high speed.

3. INT POSITION

With the front wiper SW turned to INT position, the wiper relay operates and current flows from TERMINAL 8 of the front wiper and washer SW to TERMINAL 5 to GROUND. This activates the intermittent circuit and the current flows from TERMINAL 8 of the front wiper and washer SW to TERMINAL 7 to TERMINAL 5 (LHD) or 1 (RHD) of the front wiper motor to TERMINAL 4 (LHD) or 5 (RHD) to GROUND and the wiper operates. Intermittent operation is controlled by a condenser charge and discharge function in the relay.

4. MIST POSITION

With front wiper SW turn MIST position, the current flows from TERMINAL 8 of the front wiper and washer SW to TERMINAL 5 (LHD) or 1 (RHD) of the front wiper motor to TERMINAL 4 (LHD) or 5 (RHD) to GROUND and causes the front wiper motor to run at low speed.

5. WASHER CONTINUOUS OPERATION

With the washer SW pulled to WASHER position (Washer SW ON position), the current flows from the WIPER fuse to TERMINAL 2 of the washer motor to TERMINAL 1 to TERMINAL 4 of the front wiper and washer SW to TERMINAL 5 to GROUND and causes the washer motor to run and the window washer to spray. Simultaneously, current flows from the WIPER fuse to TERMINAL 8 of the front wiper and washer SW to TERMINAL 7 to TERMINAL 5 (LHD) or 1 (RHD) of the front wiper motor to TERMINAL 4 (LHD) or 5 (RHD) to GROUND, causing the wiper to function.

SERVICE HINTS

C18 FRONT WIPER AND WASHER SW [COMB. SW]

- 5-GROUND : Always continuity
- 8-GROUND : Approx. 12 volts with the ignition SW at **ON** position
- 7-GROUND : Approx. 12 volts with the ignition SW on and the front wiper SW at **LO** or **MIST** position
Approx. 12 volts intermittently with the ignition SW on and the front wiper SW at **INT** position
- 6-GROUND : Approx. 12 volts with the ignition SW on and unless the front wiper motor at **STOP** position
- 9-GROUND : Approx. 12 volts with the ignition SW on and the front wiper SW at **HI** position

F11 FRONT WIPER MOTOR

- 1 (LHD), 3 (RHD)-2 : Closed unless the front wiper motor at **STOP** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C18	86 (LHD)	F11	84 (LHD)	W1	85 (LHD)
	92 (RHD)		90 (RHD)		91 (RHD)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1N	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

FRONT WIPER AND WASHER

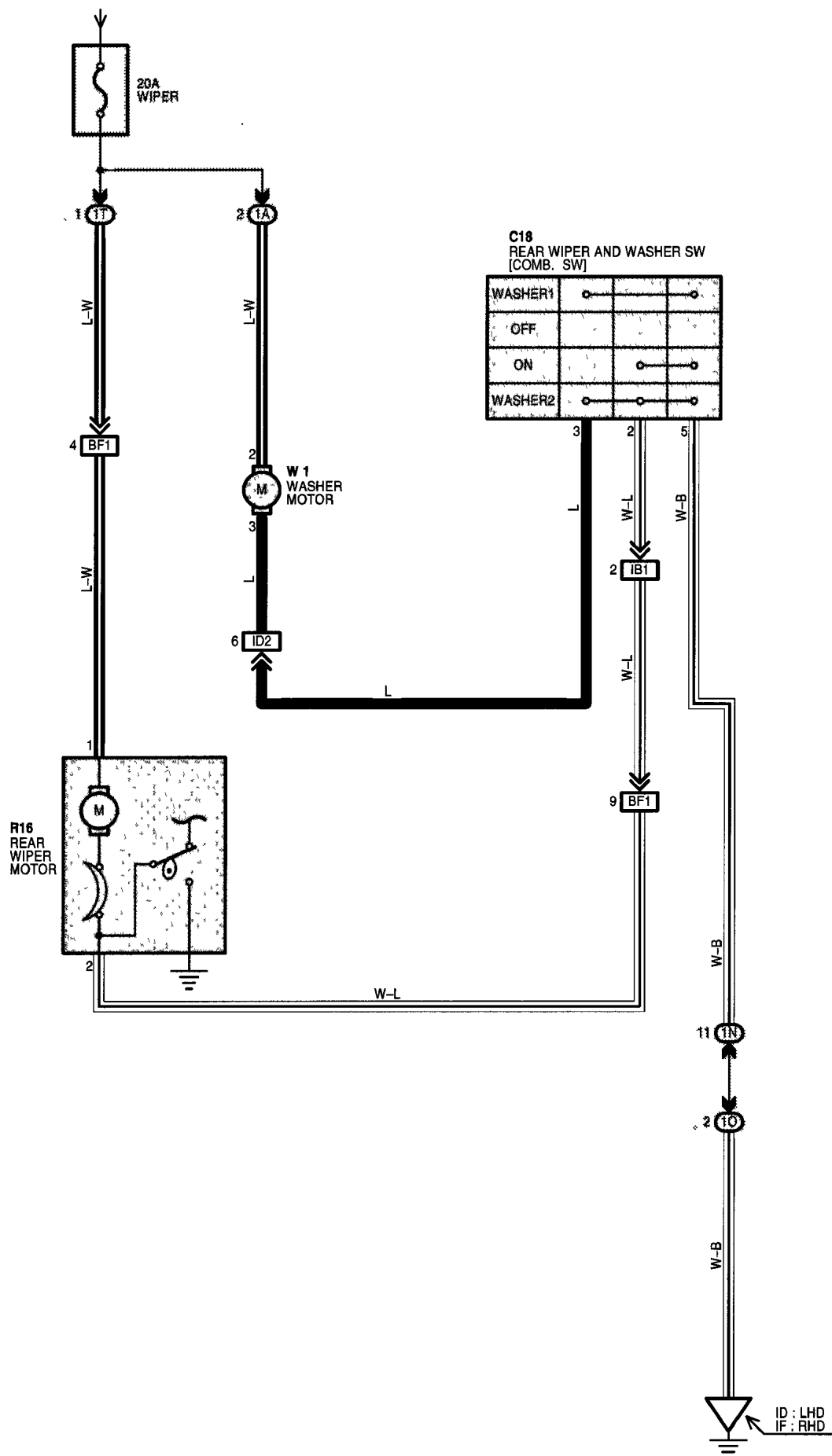


: GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

REAR WIPER AND WASHER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**R16 REAR WIPER MOTOR**

- 1-GROUND : Approx. 12 volts with the ignition SW at **ON** position
2-GROUND : Continuity with washer SW turned on

 : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
C18	86 (LHD)	R16	89 (LHD)	W1	85 (LHD)
	92 (RHD)		95 (RHD)		91 (RHD)

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1N	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1T	80	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

 : **CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

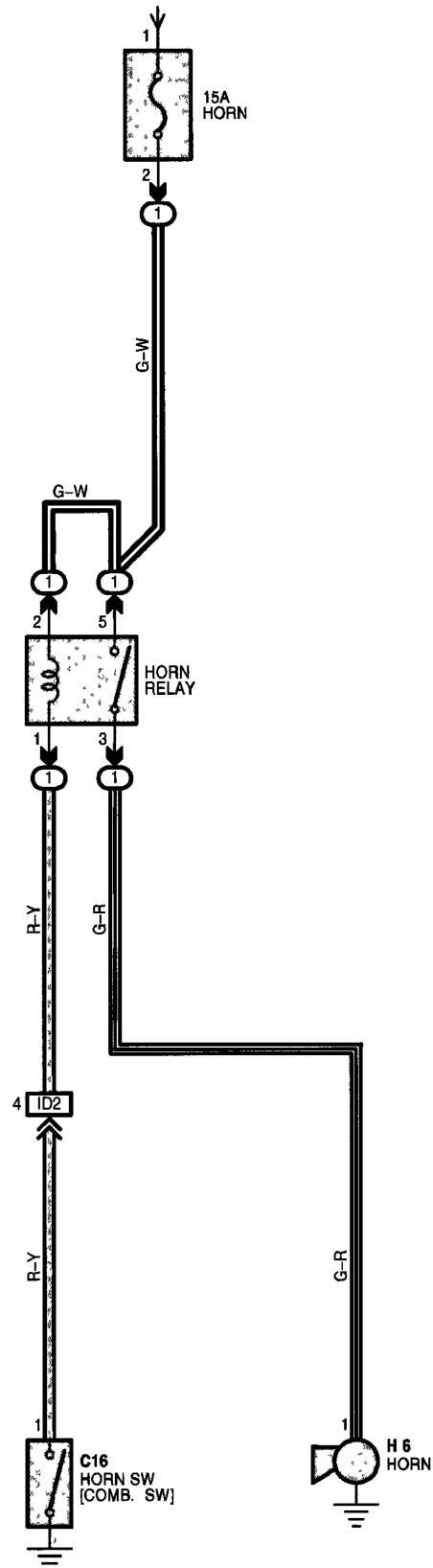
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

 : **GROUND POINTS**

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

HORN

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**HORN RELAY**

5-3 : Closed with the horn SW at on

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C16	86 (LHD)	H6	85 (LHD)		
	92 (RHD)		91 (RHD)		

○ : RELAY BLOCKS

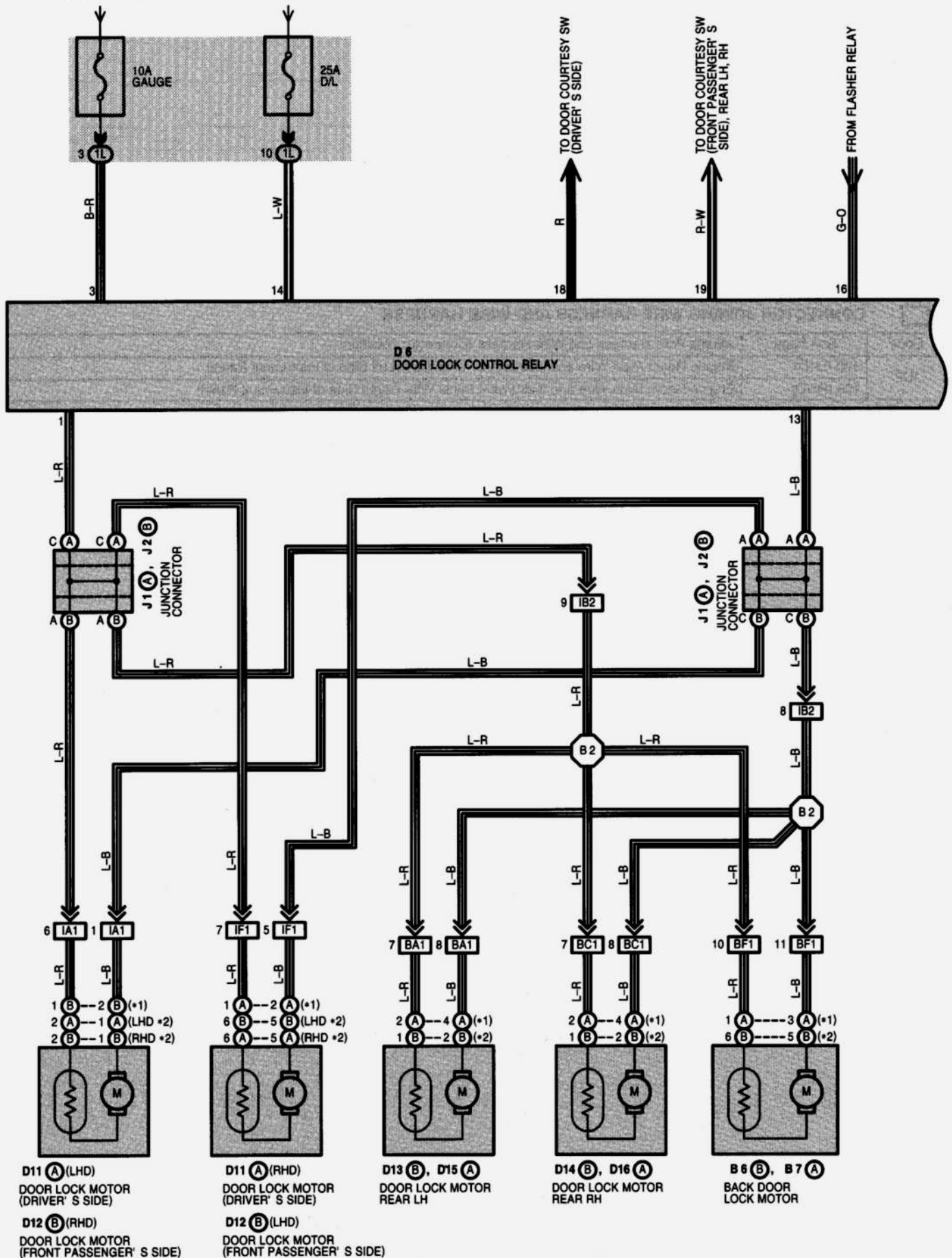
Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

DOOR LOCK CONTROL

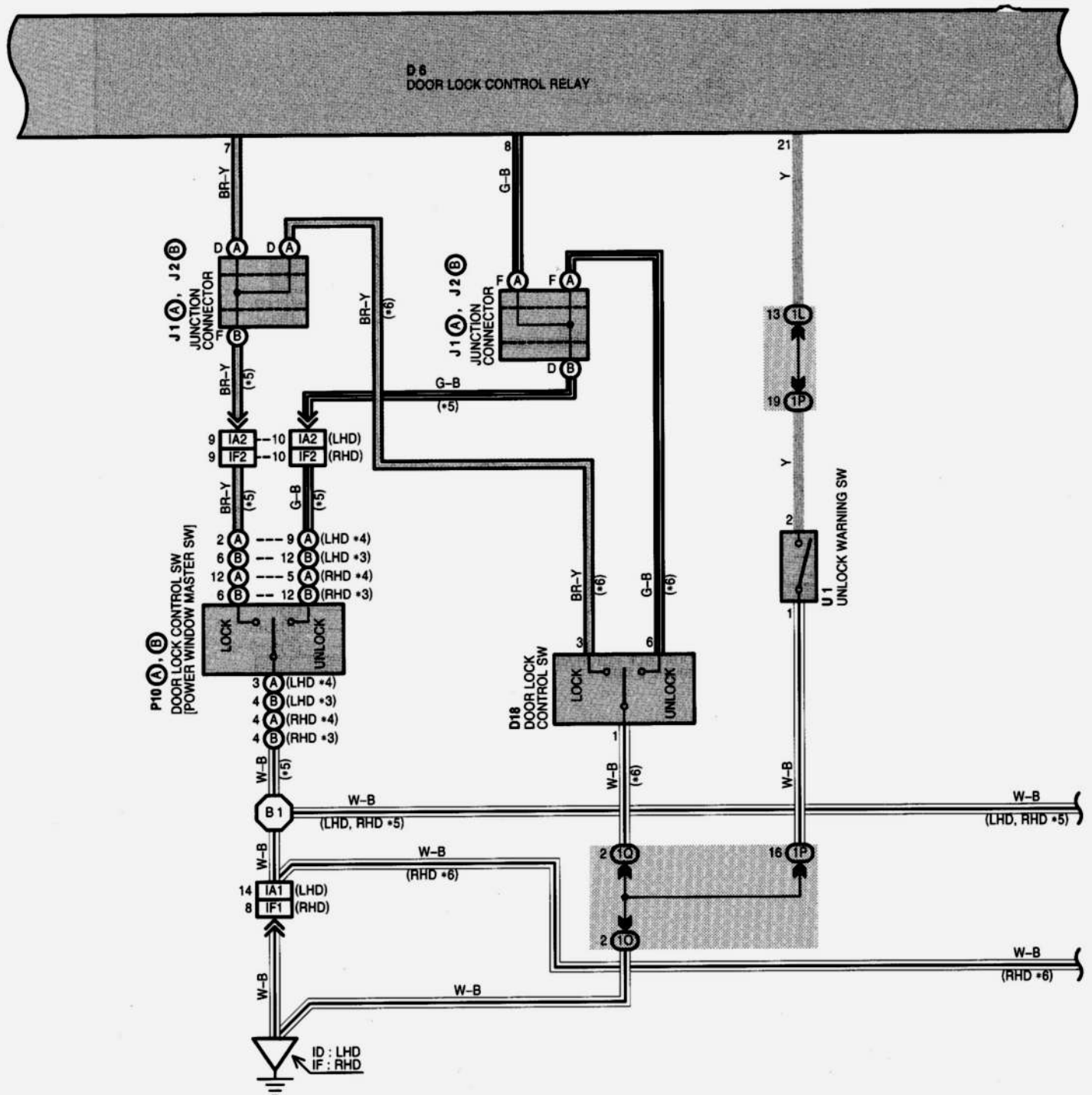
FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



* 1 : W/ DOUBLE LOCKING SYSTEM
 * 2 : W/O DOUBLE LOCKING SYSTEM

* 3 : W/ REAR POWER WINDOW
 * 4 : W/O REAR POWER WINDOW

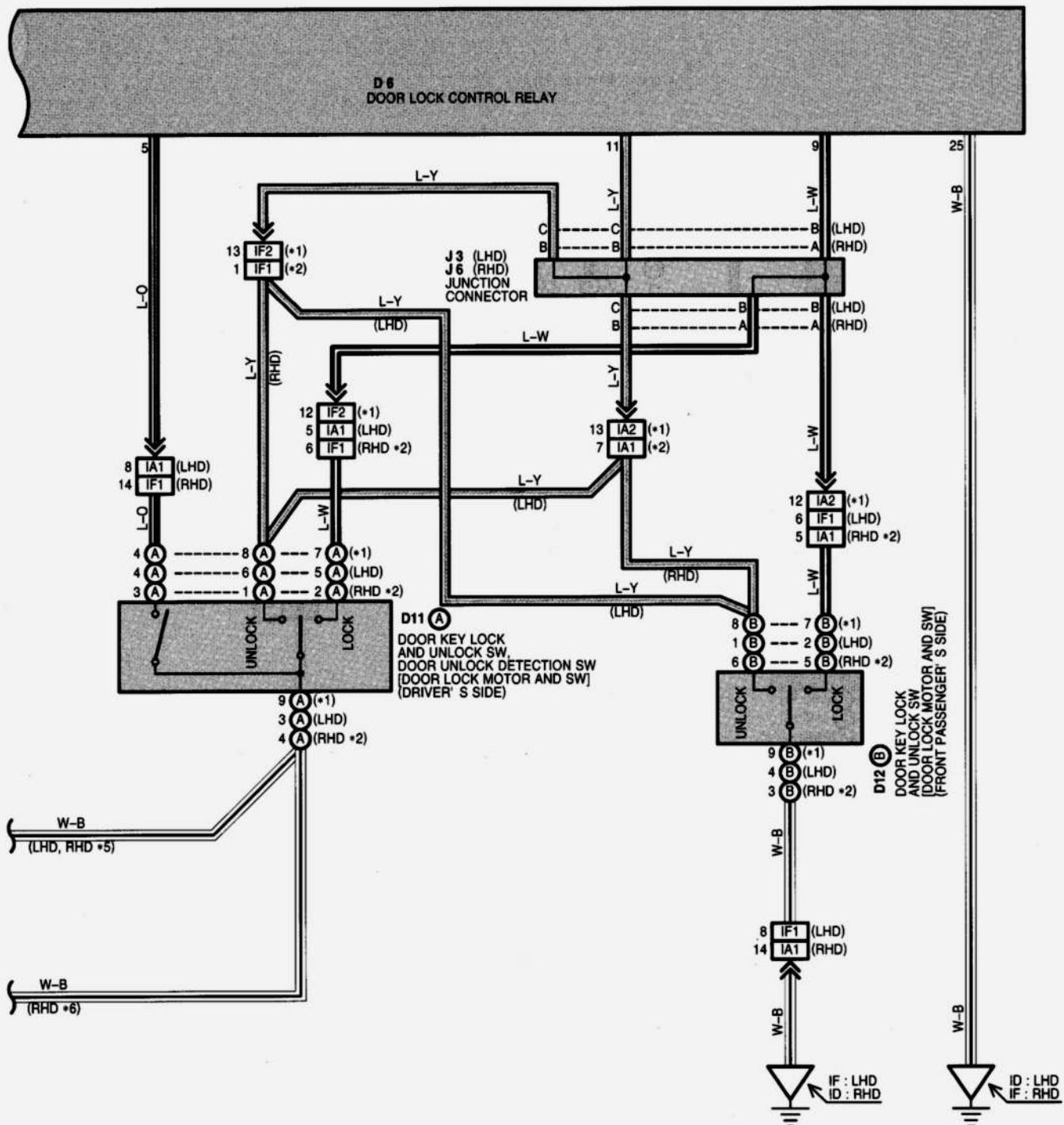
* 5 : W/ POWER WINDOW
 * 6 : W/O POWER WINDOW



DOOR LOCK CONTROL

• 1 : W/ DOUBLE LOCKING SYSTEM
• 2 : W/O DOUBLE LOCKING SYSTEM

• 5 : W/ POWER WINDOW
• 6 : W/O POWER WINDOW



SYSTEM OUTLINE

Current is always flowing from the D/L fuse to door lock control relay TERMINAL 14. When the Ignition SW is turned on, the current from the GAUGE fuse flows to the door lock control relay TERMINAL 3.

1. MANUAL LOCK OPERATION

When the door lock control SW or the door key lock and unlock SW is operated to LOCK position, a lock signal is input into the door lock control relay TERMINAL 7 or 9. This activates the relay and the current from the door lock control relay TERMINAL 1 flows through respective motors and then to the door lock control relay TERMINAL 13 to GROUND, thus the door lock motors lock the doors.

2. MANUAL UNLOCK OPERATION

When the door lock control SW or the door key lock and unlock SW is operated to UNLOCK position, a unlock signal is input into the door lock control relay TERMINAL 8 or 11. This activates the relay and the current from the door lock control relay TERMINAL 13 flows through respective motors and then to the door lock control relay TERMINAL 1 to GROUND, thus the door lock motors unlock doors.

SERVICE HINTS

D6 DOOR LOCK CONTROL RELAY

25-GROUND : Always continuity

3-GROUND : Approx. **12 volts** with ignition SW at **ON** position

14-GROUND : Always approx. 12 volts

7-GROUND : Continuity with door lock control SW locked

8-GROUND : Continuity with door lock control SW unlocked

9-GROUND : Continuity with driver's, front passenger's door lock cylinder locked with key

11-GROUND : Continuity with driver's, front passenger's door lock cylinder unlocked with key

U1 UNLOCK WARNING SW

1-2 : Closed with ignition key in cylinder

D11 (A) DOOR KEY LOCK AND UNLOCK SW, DOOR UNLOCK DETECTION SW

DOOR LOCK MOTOR AND SW (DRIVER'S SIDE)

(A) 8-(A) 9 : Closed with door lock cylinder unlocked with key (w/ double locking system)

(A) 6-(A) 3 : Closed with door lock cylinder unlocked with key (LHD)

(A) 1-(A) 4 : Closed with door lock cylinder unlocked with key (RHD w/o double locking system)

(A) 7-(A) 9 : Closed with door lock cylinder locked with key (w/ double locking system)

(A) 5-(A) 3 : Closed with door lock cylinder locked with key (LHD)

(A) 2-(A) 4 : Closed with door lock cylinder locked with key (RHD w/o double locking system)

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page	
B6	B	88 (LHD)	D13	B	94 (RHD)	J2	B	93 (RHD)	
		94 (RHD)			D14			B	88 (LHD)
B7	A	94 (RHD)	D15	A		94 (RHD)	J6		
D6	86 (LHD)	D16			A	94 (RHD)		93 (RHD)	
	92 (RHD)					94 (RHD)			
D11	A	88 (LHD)	D18		86 (LHD)	P10	A	89 (LHD)	
		94 (RHD)			92 (RHD)			95 (RHD)	
D12	B	88 (LHD)			J1			A	87 (LHD)
		94 (RHD)	93 (RHD)	95 (RHD)					
D13	B	88 (LHD)	J2	B	87 (LHD)	U1		87 (LHD)	
								93 (RHD)	

① : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1L	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1P		
1Q		

DOOR LOCK CONTROL

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	106 (RHD)	
IA2	98 (LHD)	
	106 (RHD)	
IB2	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	108 (RHD)	
IF2	100 (LHD)	
	108 (RHD)	
BA1	102 (LHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	110 (RHD)	
BC1	102 (LHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	110 (RHD)	
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

: GROUND POINTS

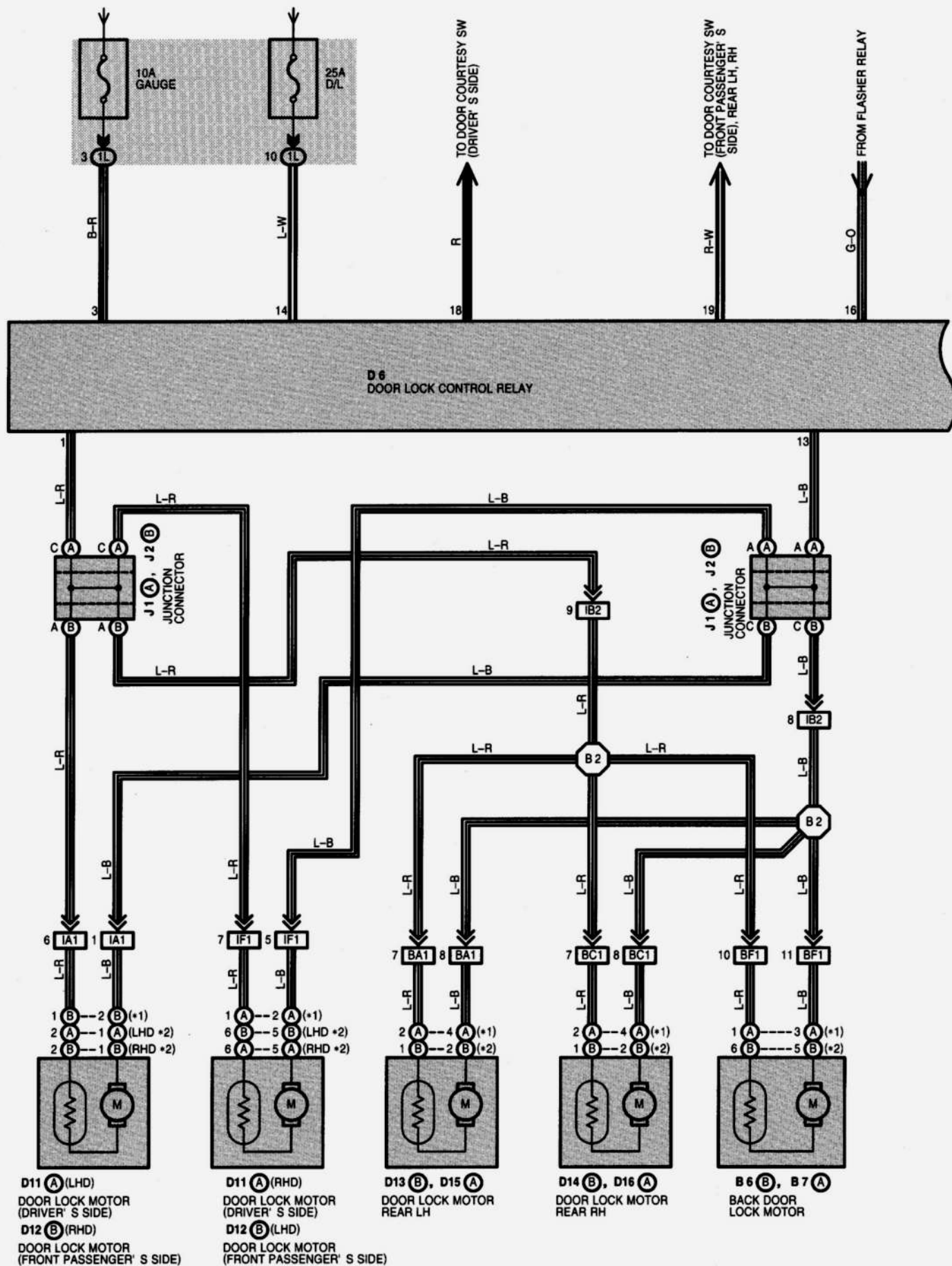
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
	106 (RHD)	
IF	98 (LHD)	Right Kick Panel
	106 (RHD)	

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	102 (LHD)	Front Door LH Wire	B2	102 (LHD)	Floor Wire
	110 (RHD)	Front Door RH Wire		110 (RHD)	

WIRELESS DOOR LOCK CONTROL

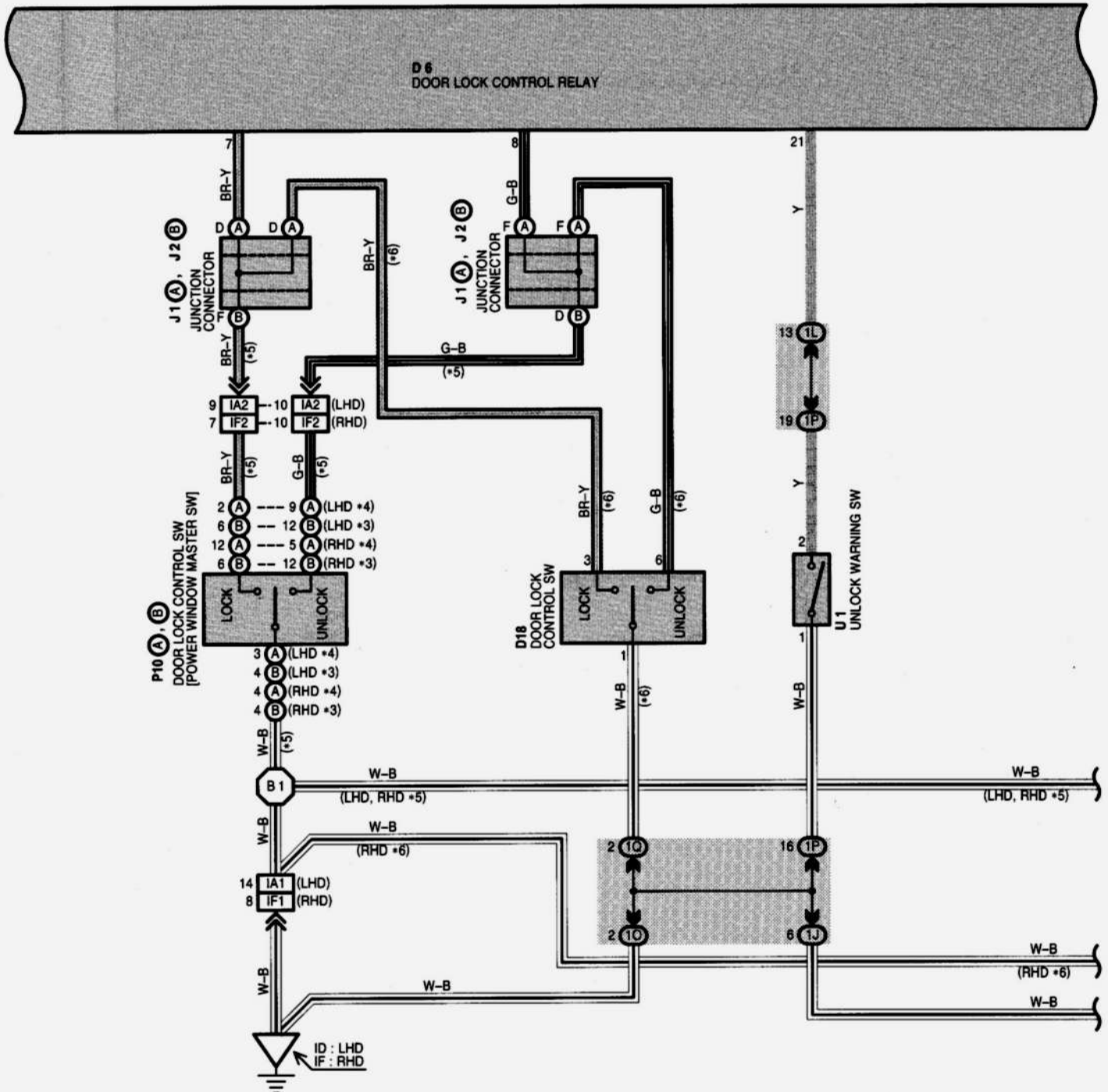
FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



* 1 : W/ DOUBLE LOCKING SYSTEM
 * 2 : W/O DOUBLE LOCKING SYSTEM

* 3 : W/ REAR POWER WINDOW
 * 4 : W/O REAR POWER WINDOW

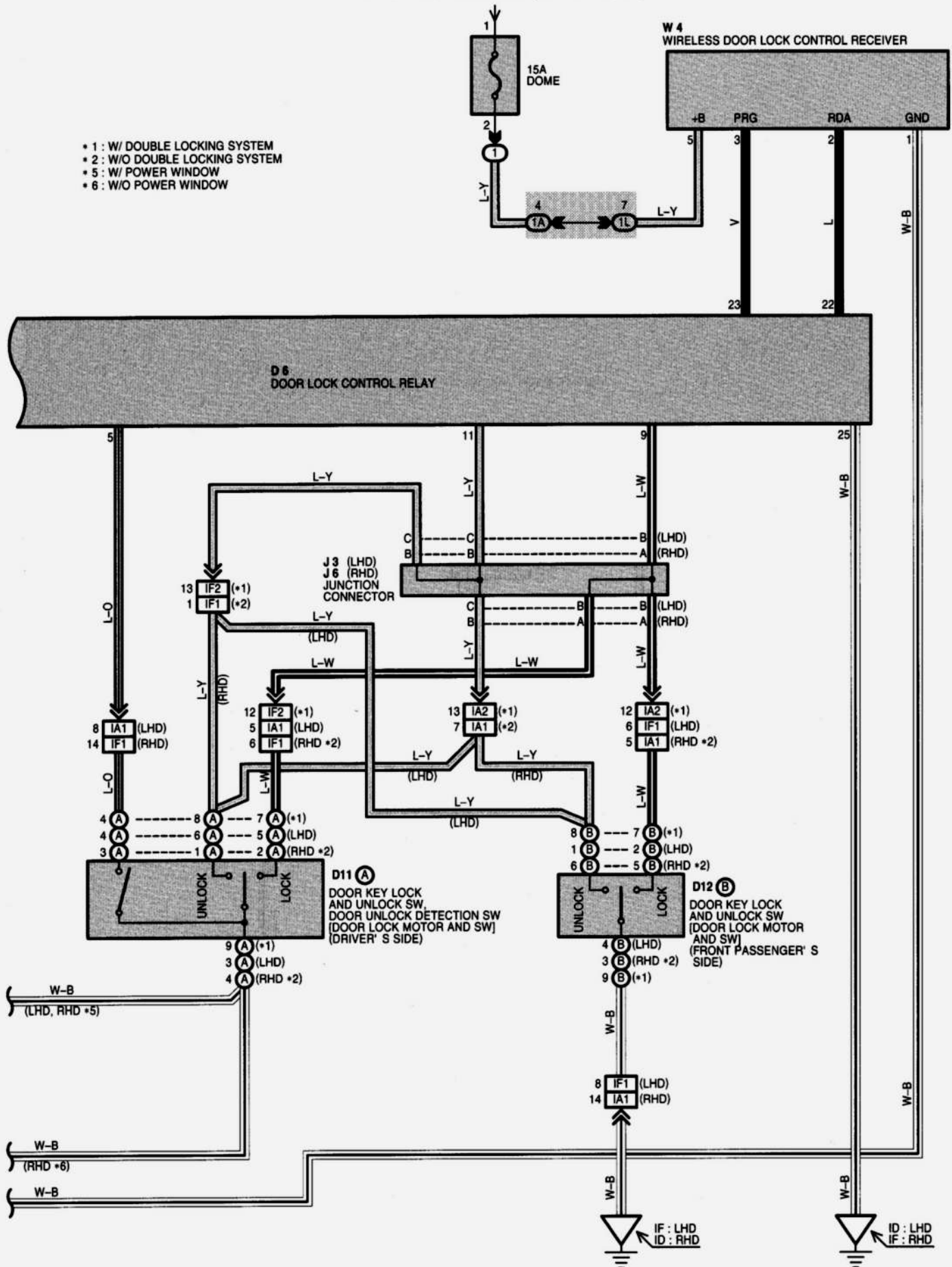
* 5 : W/ POWER WINDOW
 * 6 : W/O POWER WINDOW



WIRELESS DOOR LOCK CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)

- 1 : W/ DOUBLE LOCKING SYSTEM
- 2 : W/O DOUBLE LOCKING SYSTEM
- 5 : W/ POWER WINDOW
- 6 : W/O POWER WINDOW



SYSTEM OUTLINE

Door lock control (Lock and unlock) is performed by remote control, without the ignition key inserted in the door key cylinder, using low-power electrical waves 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 or unlock button (Transmitter) is pushed, the wireless door lock control receiver receives the electrical waves from the transmitter, and sends a signal to the door lock control relay causing it to operate.

As a result, the door lock control relay 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 switch the condition from lock to unlock or vice versa, causing the door lock motor to operate.

2. VISUAL CONFIRMATION OF LOCK OR UNLOCK

If all doors indicate that they are locked after the lock command, hazard lights will flash once. If any door indicates that it is open after the unlock command, hazard lights will flash twice.

3. 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.

4. WIRELESS CONTROL STOP FUNCTION

If a door is open (Door courtesy SW on), a signal is input from the door courtesy SW to the door lock control relay stopping wireless door lock or unlock.

If the ignition key is in the ignition key cylinder (Unlock warning SW on), the unlock warning SW inputs a signal to the door lock control relay stopping wireless door lock or unlock.

5. REPEAT FUNCTION

In case an appropriate lock detection signal is not received after outputting a lock signal when pushing the lock button (Transmitter), the door lock control relay output the lock signal 2 seconds later.

SERVICE HINTS

U1 UNLOCK WARNING SW

2-1 : Closed with the ignition key in the cylinder

W4 WIRELESS DOOR LOCK CONTROL RECEIVER

5-GROUND : Always approx. 12 volts

1-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B6	B	88 (LHD)	D14	B	88 (LHD)
		94 (RHD)			94 (RHD)
B7	A	94 (RHD)	D15	A	94 (RHD)
D6		86 (LHD)	D16	A	94 (RHD)
		92 (RHD)	D18		86 (LHD)
D11	A	88 (LHD)			92 (RHD)
		94 (RHD)	J1	A	87 (LHD)
D12	B	88 (LHD)			93 (RHD)
		94 (RHD)	J2	B	87 (LHD)
D13	B	88 (LHD)			93 (RHD)
		94 (RHD)	J3		87 (LHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

WIRELESS DOOR LOCK CONTROL

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1J	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1L		
1O		
1P		
1Q		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	106 (RHD)	
IA2	98 (LHD)	
	106 (RHD)	
IB2	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	108 (RHD)	
IF2	100 (LHD)	
	108 (RHD)	
IG1	100 (LHD)	Instrument Panel Wire and Clock Wire (Behind the Instrument Panel Center)
	108 (RHD)	
BA1	102 (LHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	110 (RHD)	
BC1	102 (LHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	110 (RHD)	
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

: GROUND POINTS

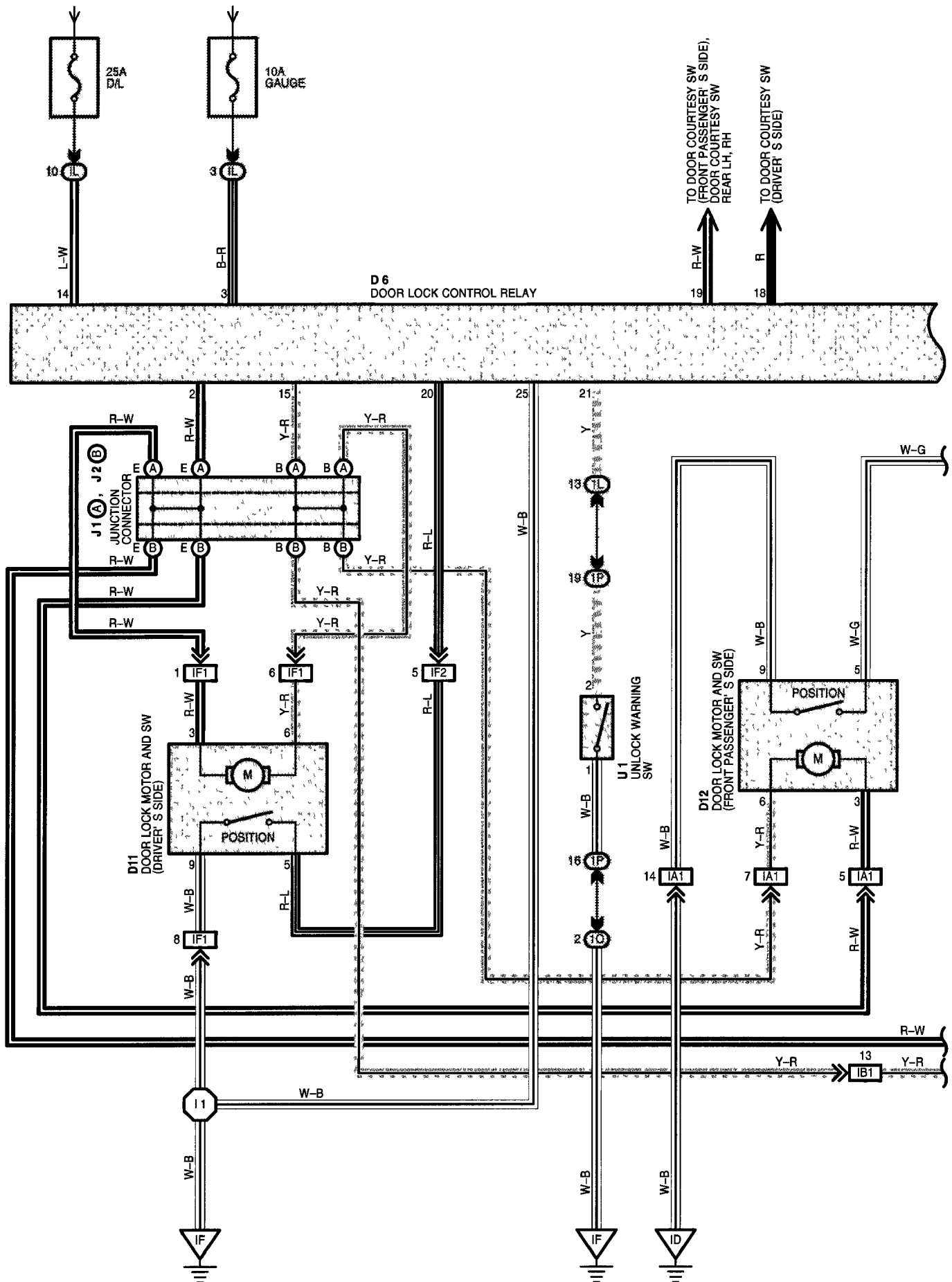
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
	106 (RHD)	
IF	98 (LHD)	Right Kick Panel
	106 (RHD)	

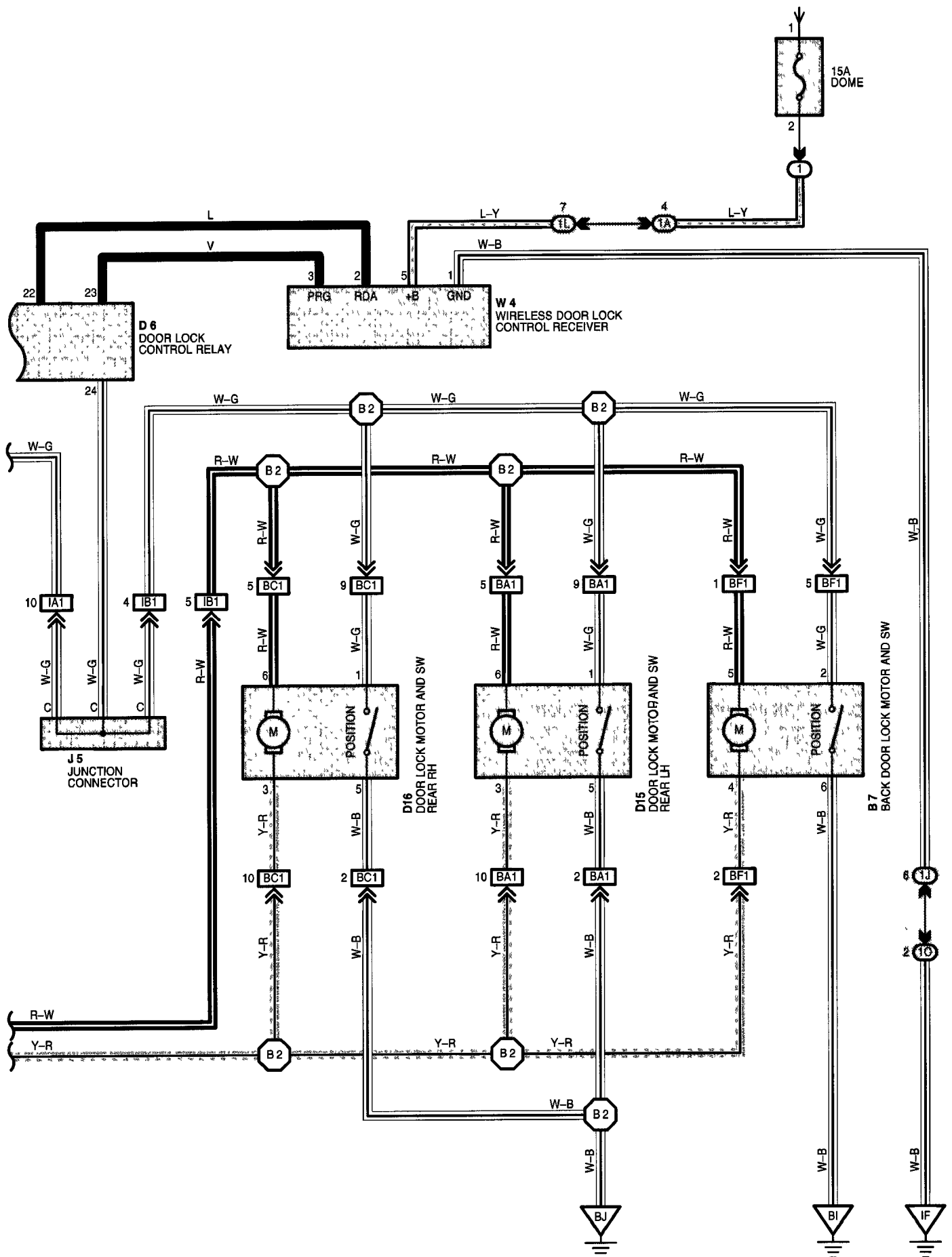
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	102 (LHD)	Front Door LH Wire	B2	102 (LHD)	Floor Wire
	110 (RHD)	Front Door RH Wire		110 (RHD)	

DOUBLE LOCKING

FROM POWER SOURCE SYSTEM (SEE PAGE 124)





DOUBLE LOCKING

SYSTEM OUTLINE

D6 DOOR LOCK CONTROL RELAY

- 14-GROUND : Always approx. 12 volts
- 3-GROUND : Approx. 12 volts with the ignition SW at **ON** position
- 25-GROUND : Always continuity

W4 WIRELESS DOOR LOCK CONTROL RECEIVER

- 5-GROUND : Always approx. 12 volts
- 1-GROUND : Always continuity

U1 UNLOCK WARNING SW

- 1-2 : Closed with the ignition key in cylinder

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B7	94 (RHD)	D15	94 (RHD)	J5	93 (RHD)
D6	92 (RHD)	D16	94 (RHD)	U1	93 (RHD)
D11	94 (RHD)	J1	A	W4	93 (RHD)
D12	94 (RHD)	J2	B		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1J	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1L		
1O		
1P		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	106 (RHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IB1	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	108 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IF2		
BA1	110 (RHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BC1	110 (RHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
BF1	110 (RHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)

▽ : GROUND POINTS

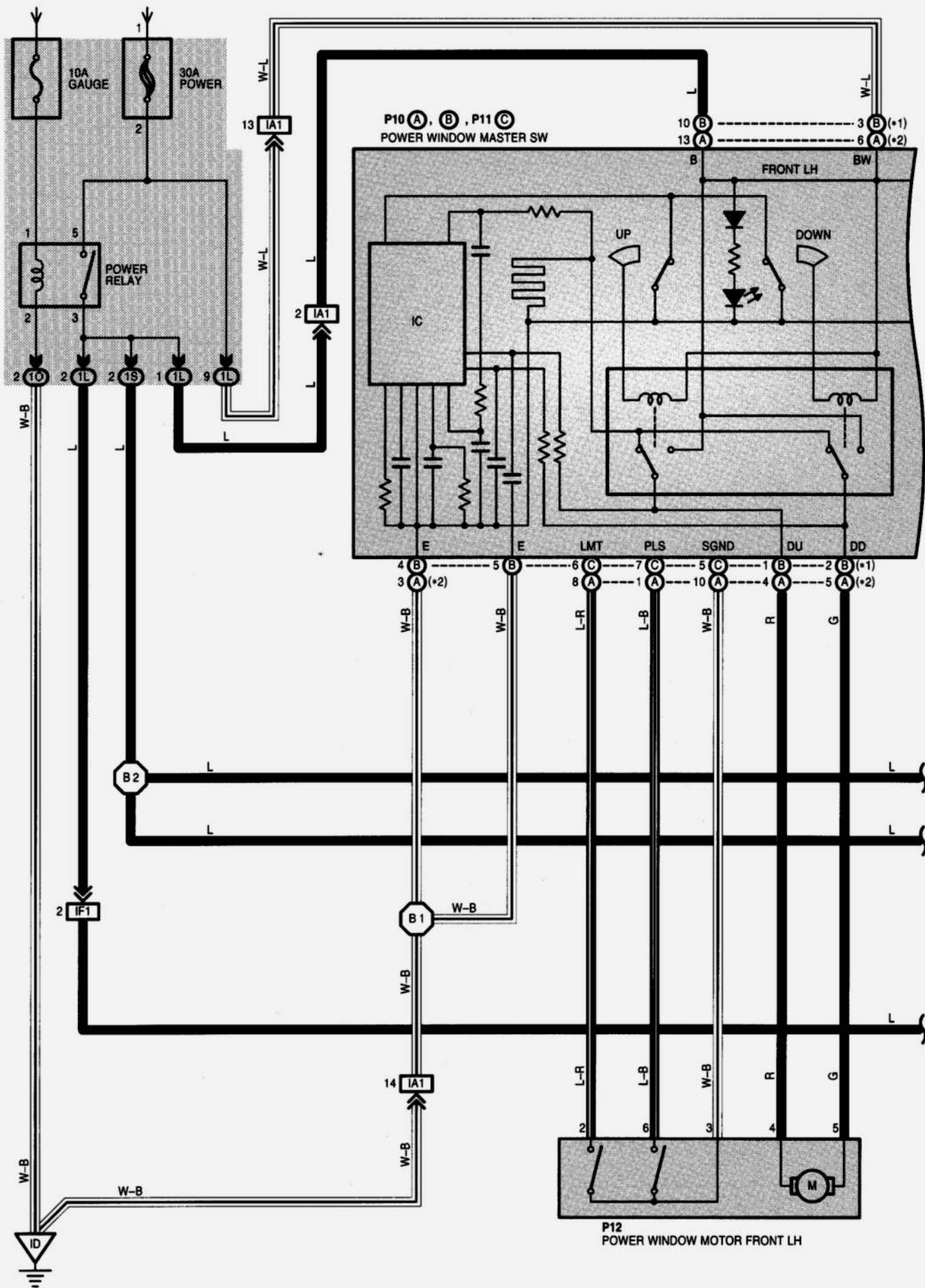
Code	See Page	Ground Points Location
ID	106 (RHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel
BI	110 (RHD)	Right Side of Back Door
BJ	110 (RHD)	Right Rear Side Quarter Panel

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	108 (RHD)	Instrument Panel Wire	B2	110 (RHD)	Floor Wire

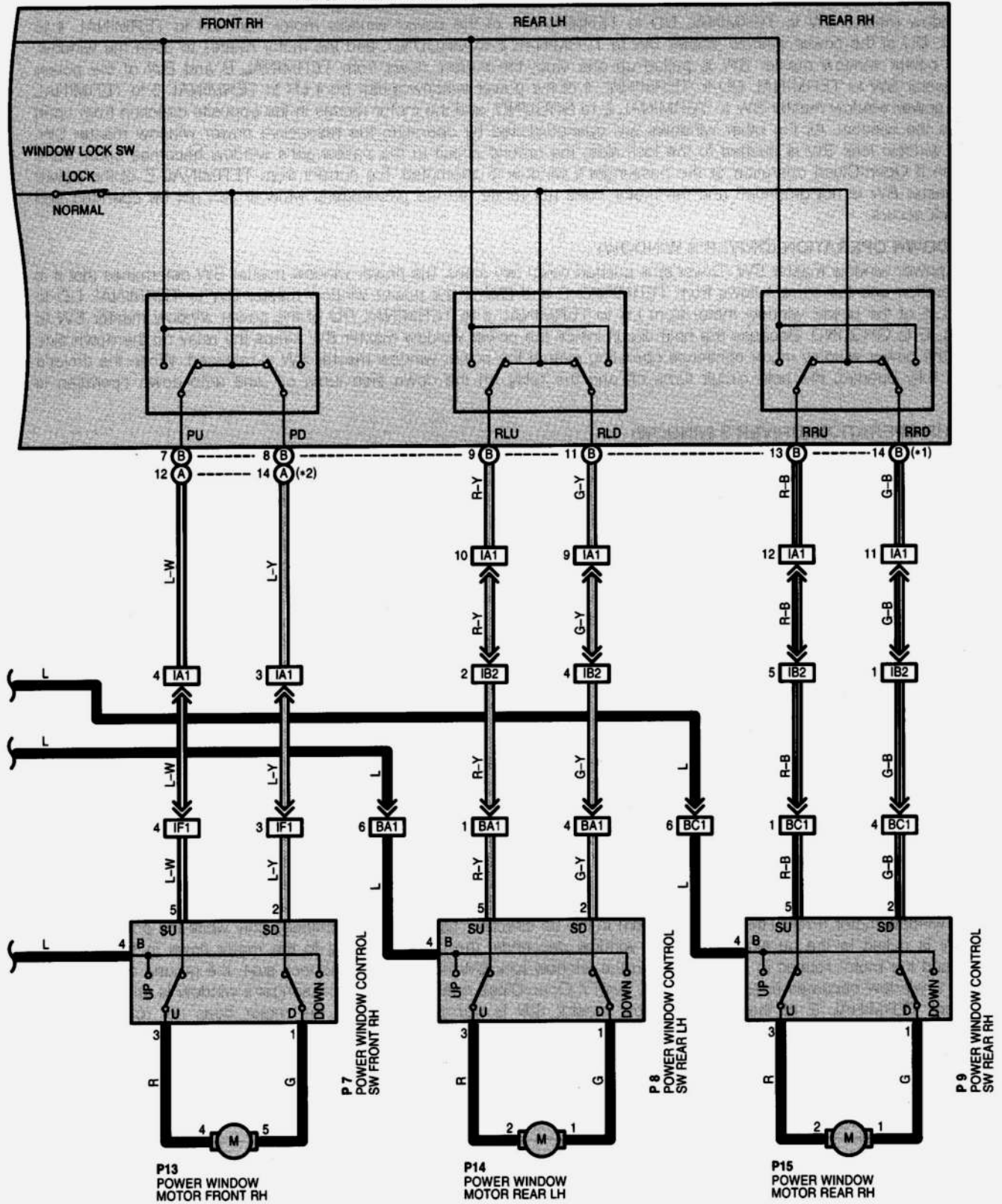
POWER WINDOW (LHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



- * 1 : W/ REAR POWER WINDOW
- * 2 : W/O REAR POWER WINDOW

P10 (A, B), P11 (C)
POWER WINDOW MASTER SW



POWER WINDOW (LHD)

SYSTEM OUTLINE

When the ignition SW is turned on, the current flows from the GAUGE fuse through the POWER relay to GROUND, thus the POWER relay is turned on and the current flows through the POWER fuse to TERMINAL 5 of the POWER relay to TERMINAL 3 to TERMINAL B of the power window master SW and TERMINAL B of the power window control SW front RH, Rear LH and RH.

1. MANUAL OPERATION (POWER WINDOW MASTER SW)

When the power window master SW (Driver's) is pushed down one step, the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND, and the motor rotates to open the window. When the power window master SW is pulled up one step, the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DU to TERMINAL 4 of the power window motor front LH to TERMINAL 5 to TERMINAL DD of the power window master SW to TERMINAL E to GROUND, and the motor rotates in the opposite direction from open and closes the window. All the other windows are opened/closed by operating the respective power window master SW. 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 attempted, the current from TERMINAL E 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.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pushed down two steps, the power window master SW determines that it is AUTO operation and the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND. Because the hold circuit inside the power window 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 opened, the hold circuit turns off and the relay on the down side turns off, and auto down operation is completed.

3. AUTO UP OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pulled up two steps, the power window master SW determines that it is AUTO operation and the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DU to TERMINAL 4 of the power window motor front LH to TERMINAL 5 to TERMINAL DD of the power window master SW to TERMINAL E to GROUND. Because the hold circuit inside the power window master SW keeps the relay on the up side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is closed, the hold circuit turns off and the relay on the up side turns off, and auto up operation is completed.

4. STOPPING OF AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pulled to the up side during auto down operation, a ground circuit opens in the power window master SW and current does not flow from TERMINAL DU of the power window master SW to TERMINAL E, so the motor stops, causing auto down operation to stop. If the power window master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

5. STOPPING OF AUTO UP OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pushed to the down side during auto up operation, a ground circuit opens in the power window master SW and current does not flow from TERMINAL DD of the power window master SW to TERMINAL E, so the motor stops, causing auto up operation to stop. If the power window master SW is pushed continuously, the motor rotates in the down direction in manual down operation.

6. MANUAL OPERATION (POWER WINDOW CONTROL SW FRONT RH, REAR LH AND RH)

With the power window control SW (Front RH, rear LH or RH) pulled to the up side, current flows from TERMINAL B of the power window control SW to TERMINAL U to power window motor to TERMINAL D of the power window control SW to TERMINAL SD to TERMINAL PD, RLD or RRD of the power window master SW to TERMINAL E to GROUND and rotates the power window motor (Front RH, rear LH or RH) 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, 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 attempted, the current from TERMINAL E 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.

7. CAUGHT PREVENTION OPERATION (DRIVER'S WINDOW)

At the time of one-touch automatic up operation, if foreign object is caught between a window frame and a glass, the glass rise will stop and reverse to descend.

SERVICE HINTS

P10 (A), (B) POWER WINDOW MASTER SW

- (A) 6, (B) 3-GROUND : Always approx. 12 volts
 (A)13, (B)10-GROUND : Approx. 12 volts with the ignition SW at **ON** position
 (A) 3, (B) 4, (B) 5-GROUND : Always continuity
 (A) 4, (B) 1-GROUND : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at **UP** or **AUTO UP** position
 (A) 5, (B) 2-GROUND : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at **DOWN** or **AUTO DOWN** position

WINDOW LOCK SW

Open with the window lock SW at **LOCK** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
P7	89 (LHD)	P10 B	89 (LHD)	P14	89 (LHD)
P8	89 (LHD)	P11 C	89 (LHD)	P15	89 (LHD)
P9	89 (LHD)	P12	89 (LHD)		
P10 A	89 (LHD)	P13	89 (LHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1L	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1S	80	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)
IA1	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IB2	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	102 (LHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BC1	102 (LHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)

▽ : GROUND POINTS

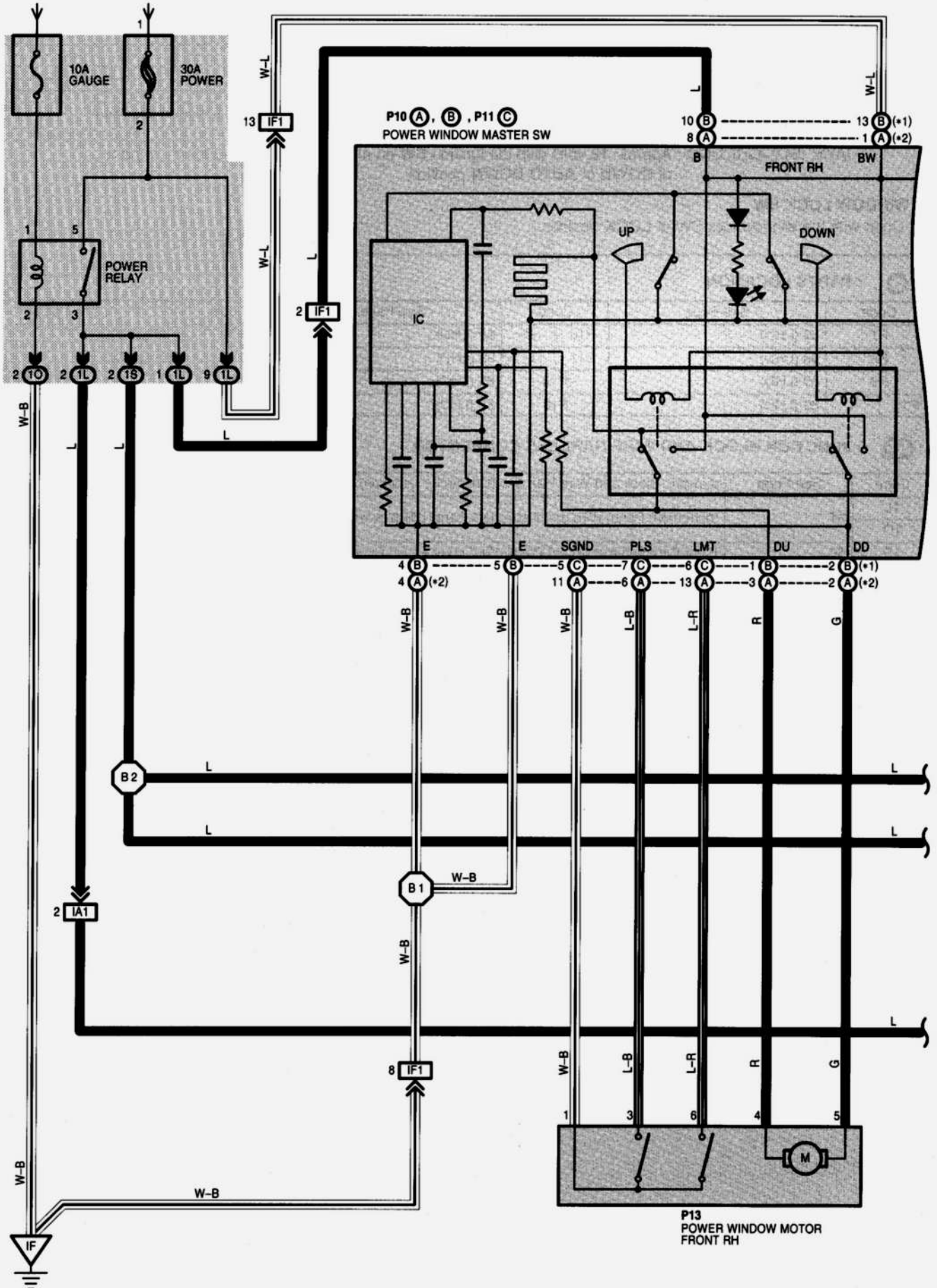
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel

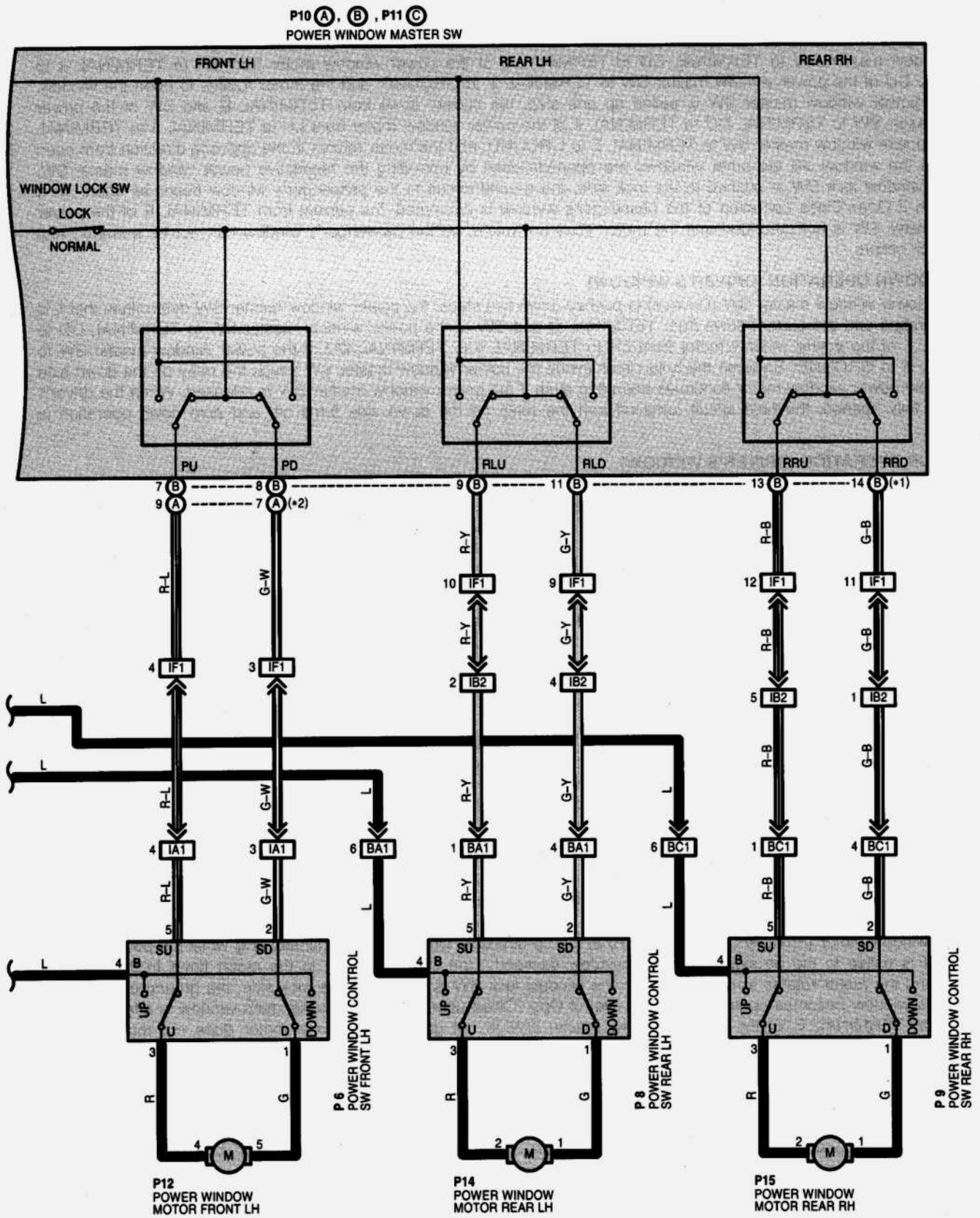
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	102 (LHD)	Front Door LH Wire	B2	102 (LHD)	Floor Wire

POWER WINDOW (RHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 124)





POWER WINDOW (RHD)

SYSTEM OUTLINE

When the ignition SW is turned on, the current flows from the GAUGE fuse through the POWER relay to GROUND, thus the POWER relay is turned on and the current flows through the POWER fuse to TERMINAL 5 of the POWER relay to TERMINAL 3 to TERMINAL B of the power window master SW and TERMINAL B of the power window control SW front RH, Rear LH and RH.

1. MANUAL OPERATION (POWER WINDOW MASTER SW)

When the power window master SW (Driver's) is pushed down one step, the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND, and the motor rotates to open the window. When the power window master SW is pulled up one step, the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DU to TERMINAL 4 of the power window motor front LH to TERMINAL 5 to TERMINAL DD of the power window master SW to TERMINAL E to GROUND, and the motor rotates in the opposite direction from open and closes the window. All the other windows are opened/closed by operating the respective power window master SW. 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 attempted, the current from TERMINAL E 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.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pushed down two steps, the power window master SW determines that it is AUTO operation and the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND. Because the hold circuit inside the power window 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 opened, the hold circuit turns off and the relay on the down side turns off, and auto down operation is completed.

3. AUTO UP OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pulled up two steps, the power window master SW determines that it is AUTO operation and the current flows from TERMINAL B and BW of the power window master SW to TERMINAL DU to TERMINAL 4 of the power window motor front LH to TERMINAL 5 to TERMINAL DD of the power window master SW to TERMINAL E to GROUND. Because the hold circuit inside the power window master SW keeps the relay on the up side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is closed, the hold circuit turns off and the relay on the up side turns off, and auto up operation is completed.

4. STOPPING OF AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pulled to the up side during auto down operation, a ground circuit opens in the power window master SW and current does not flow from TERMINAL DU of the power window master SW to TERMINAL E, so the motor stops, causing auto down operation to stop. If the power window master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

5. STOPPING OF AUTO UP OPERATION (DRIVER'S WINDOW)

When the power window master SW (Driver's) is pushed to the down side during auto up operation, a ground circuit opens in the power window master SW and current does not flow from TERMINAL DD of the power window master SW to TERMINAL E, so the motor stops, causing auto up operation to stop. If the power window master SW is pushed continuously, the motor rotates in the down direction in manual down operation.

6. MANUAL OPERATION (POWER WINDOW CONTROL SW FRONT RH, REAR LH AND RH)

With the power window control SW (Front RH, rear LH or RH) pulled to the up side, current flows from TERMINAL B of the power window control SW to TERMINAL U to power window motor to TERMINAL D of the power window control SW to TERMINAL SD to TERMINAL PD, RLD or RRD of the power window master SW to TERMINAL E to GROUND and rotates the power window motor (Front RH, rear LH or RH) 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, 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 attempted, the current from TERMINAL E 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.

7. CAUGHT PREVENTION OPERATION (DRIVER'S WINDOW)

At the time of one-touch automatic up operation, if foreign object is caught between a window frame and a glass, the glass rise will stop and reverse to descend.

SERVICE HINTS**P10 (A), (B) POWER WINDOW MASTER SW**

(A) 1, (B) 3-GROUND : Always approx. 12 volts

(A) 8, (B) 10-GROUND : Approx. 12 volts with the ignition SW at **ON** position

(A) 4, (B) 4, (B) 5-GROUND : Always continuity

(A) 3, (B) 1-GROUND : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at **UP** or **AUTO UP** position(A) 2, (B) 2-GROUND : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at **DOWN** or **AUTO DOWN** position**WINDOW LOCK SW**Open with the window lock SW at **LOCK** position : **PARTS LOCATION**

Code		See Page		Code		See Page		Code		See Page	
P6		95 (RHD)		P10	B	95 (RHD)		P14	95 (RHD)		
P8		95 (RHD)		P11	C	95 (RHD)		P15	95 (RHD)		
P9		95 (RHD)		P12		95 (RHD)					
P10	A	95 (RHD)		P13		95 (RHD)					

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1L	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1S	80	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)
IA1	106 (RHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IB2	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	108 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	110 (RHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BC1	110 (RHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)

 : **GROUND POINTS**

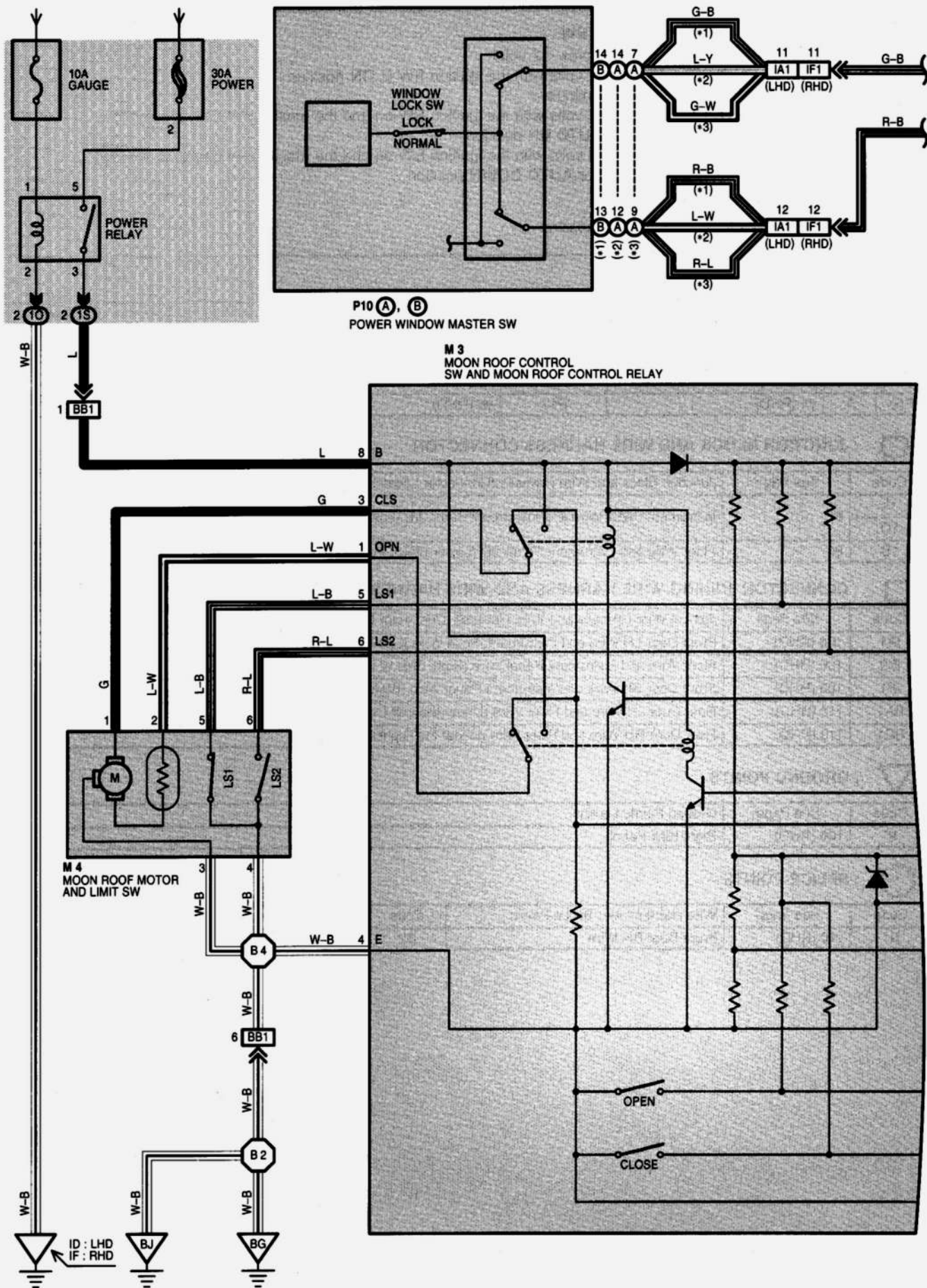
Code	See Page	Ground Points Location
IF	106 (RHD)	Right Kick Panel

 : **SPLICE POINTS**

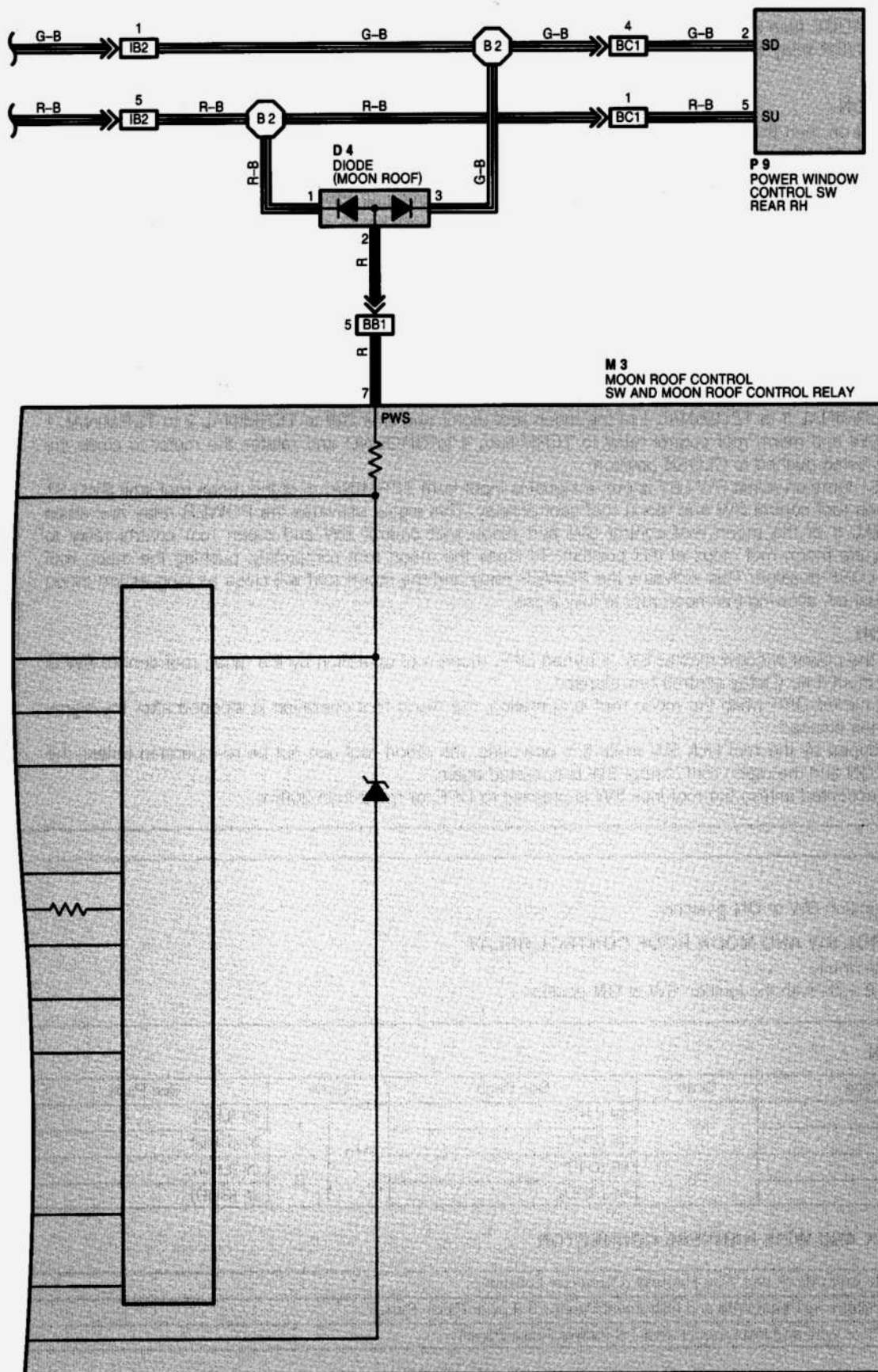
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	110 (RHD)	Front Door RH Wire	B2	110 (RHD)	Floor Wire

MOON ROOF

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



- 1 : W/ REAR POWER WINDOW
- 2 : LHD W/O REAR POWER WINDOW
- 3 : RHD W/O REAR POWER WINDOW



MOON ROOF

SYSTEM OUTLINE

The current always flows to TERMINAL 5 of the POWER relay through the POWER fuse, with the ignition SW turned on, the current flows through the GAUGE fuse to TERMINAL 1 of the POWER relay. This activates the relay and the current flowing to TERMINAL 5 of the POWER relay flows to TERMINAL 3 to TERMINAL 8 of the moon roof control SW and moon roof control relay.

1. SLIDE OPEN OPERATION

With the ignition SW Turned on, and the moon roof closed completely, when the moon roof control SW is pushed to OPEN position. The moon roof limit SW LS1 is on and the moon roof limit SW LS2 is off at this time.

When this occurs, the POWER relay is activated and the current to TERMINAL 8 of the moon roof control SW and moon roof control relay flows from TERMINAL 1 to TERMINAL 2 of the moon roof motor and limit SW to TERMINAL 1 to TERMINAL 3 of the moon roof control SW and moon roof control relay to TERMINAL 4 to GROUND and rotates the motor to open the moon roof while the SW is being pushed to OPEN position until they become any of the following condition such as the TERMINAL 8 becomes "OFF" or any of the SW is turned on or the time limit (About 20 seconds) is up or the current goes up the upper limit (About 25 ampere).

2. SLIDE CLOSE OPERATION

With the ignition SW turned on, and the moon roof opened completely, and the moon roof limit SW LS1 is off and moon roof limit SW LS2 on, when the moon roof control SW is pushed to CLOSE position.

When this occurs, the POWER relay is activated and the current to TERMINAL 8 of the moon roof control SW and moon roof control relay flows from TERMINAL 3 to TERMINAL 1 of the moon roof motor and limit SW to TERMINAL 2 to TERMINAL 1 of the moon roof control SW and moon roof control relay to TERMINAL 4 to GROUND and rotates the motor to close the moon roof while the SW is being pushed to CLOSE position.

The moon roof limit SW LS1 turns on (Limit SW LS2 is on), a signal is input from TERMINAL 5 of the moon roof limit SW LS1 to TERMINAL 5 of the moon roof control SW and moon roof control relay. This signal activates the POWER relay and stops continuous from TERMINAL 8 of the moon roof control SW and moon roof control SW and moon roof control relay to TERMINAL 4. As a result, the moon roof stops at this position. To close the moon roof completely, pushing the moon roof control SW again to the CLOSE position. This activates the POWER relay and the moon roof will close as long as the moon roof control SW is being pushed, allowing the moon roof to fully close.

3. ROOF LOCK FUNCTION

When the roof lock SW in the power window master SW is turned OFF, moon roof operation by the moon roof control SW is prohibited, after the signal input time (Delay control) has elapsed.

When the roof lock SW is turned OFF while the moon roof is operating, the moon roof operation is stopped after the signal input time (Delay control) has elapsed.

When the moon roof is stopped by the roof lock SW while it is operating, the moon roof can not be re-operated unless the window lock SW is turned ON and the moon roof control SW is operated again.

The roof lock signal is not accepted unless the roof lock SW is pressed to OFF for more than 200ms.

SERVICE HINTS

POWER RELAY

5-3 : Closed with the ignition SW at ON position

M3 MOON ROOF CONTROL SW AND MOON ROOF CONTROL RELAY

4-GROUND : Always continuity

8-GROUND : Approx. 12 volts with the ignition SW at ON position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D4	86 (LHD)	M4	89 (LHD)	P10	89 (LHD)
	92 (RHD)		95 (RHD)		95 (RHD)
M3	89 (LHD)	P9	89 (LHD)		89 (LHD)
	95 (RHD)		95 (RHD)		95 (RHD)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1O	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1S	80	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)
IA1	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	106 (RHD)	
IB2	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	108 (RHD)	
BB1	102 (LHD)	Roof Wire and Floor Wire (Left Rear Side Quarter Panel)
	110 (RHD)	Roof Wire and Floor Wire (Right Rear Side Quarter Panel)
BC1	102 (LHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	110 (RHD)	

 : **GROUND POINTS**

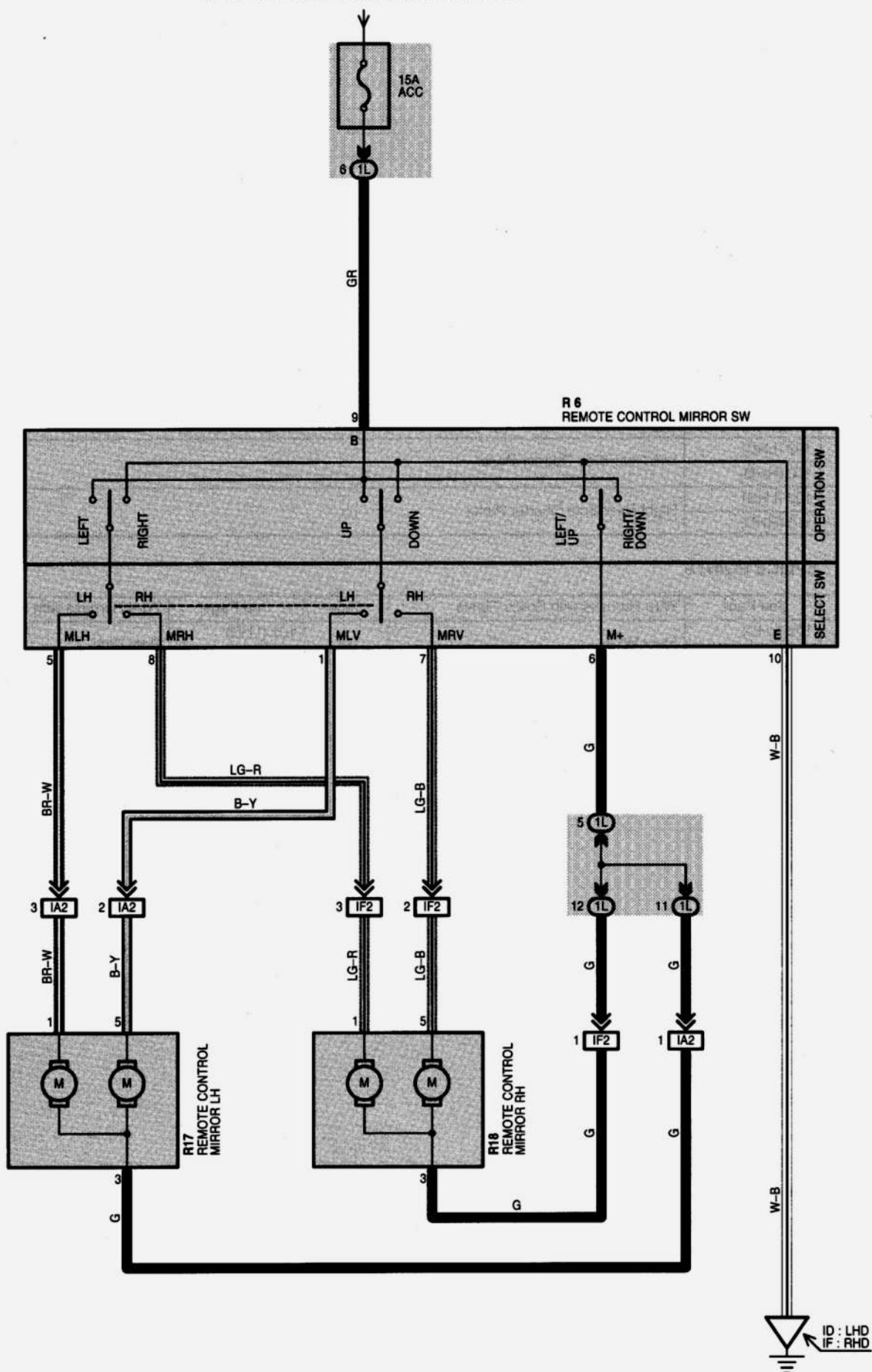
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (LHD)	Right Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B4	102 (LHD)	Roof Wire
	110 (RHD)			110 (RHD)	

REMOTE CONTROL MIRROR

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

R6 REMOTE CONTROL MIRROR SW

- 9-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position
- 6-10 : Continuity with the operation SW at **UP** or **LEFT** position
- 5-10 : Continuity with the operation SW at **RIGHT** position and the select SW at **LH** position
- 1-10 : Continuity with the operation SW at **DOWN** position and the select SW at **LH** position
- 8-10 : Continuity with the operation SW at **RIGHT** position and the select SW at **RH** position
- 7-10 : Continuity with the operation SW at **DOWN** position and the select SW at **RH** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
R6	87 (LHD)	R17	89 (LHD)	R18	89 (LHD)
	93 (RHD)		95 (RHD)		95 (RHD)

□ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1L	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

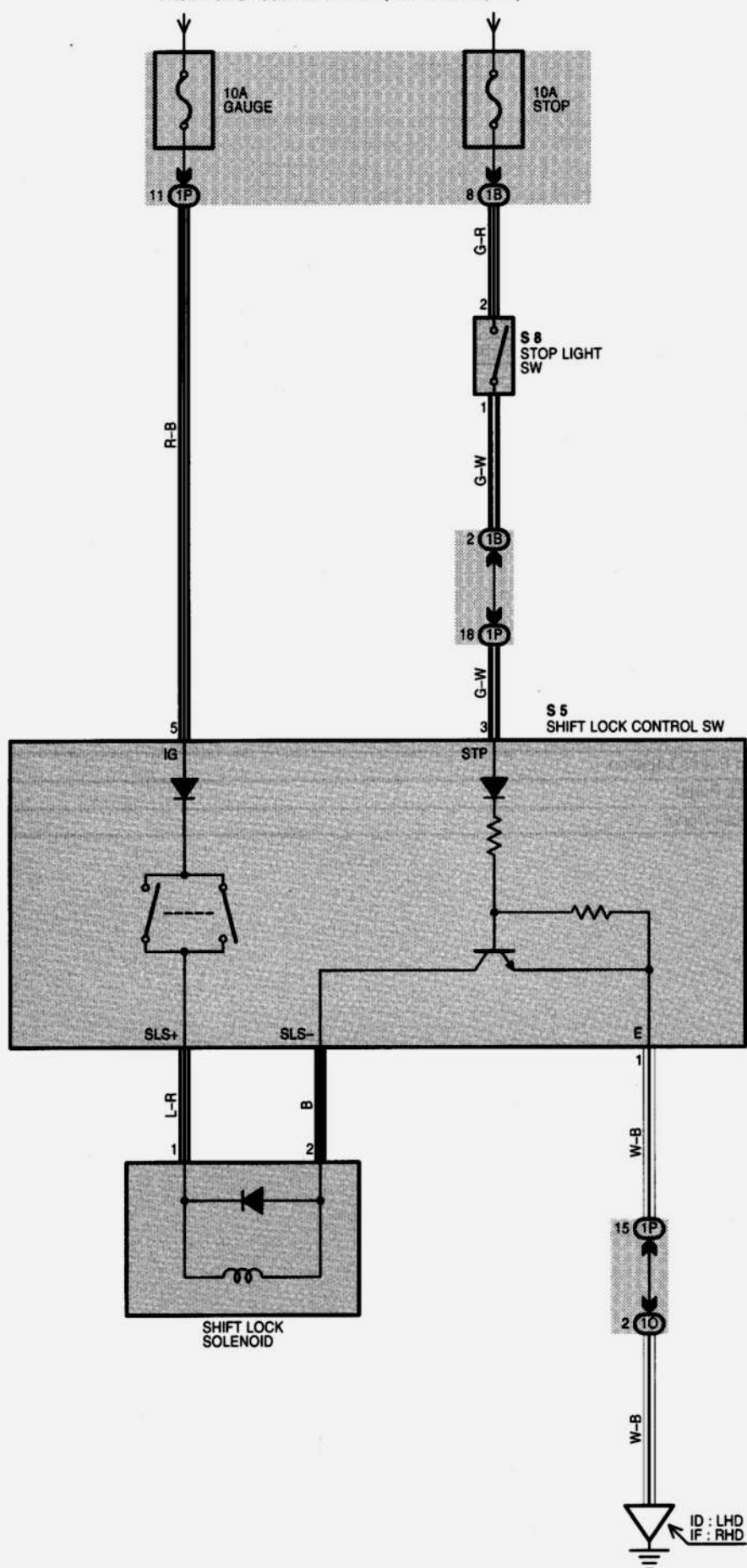
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA2	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	106 (RHD)	
IF2	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	108 (RHD)	

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

SHIFT LOCK

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

S5 SHIFT LOCK CONTROL SW

5-GROUND : Approx. 12 volts with the ignition SW at **ON** position

3-GROUND : Approx. 12 volts with the brake pedal depressed

1-GROUND : Always continuity

S8 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
S5	87 (LHD)	S8	87 (LHD)		
	93 (RHD)		93 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

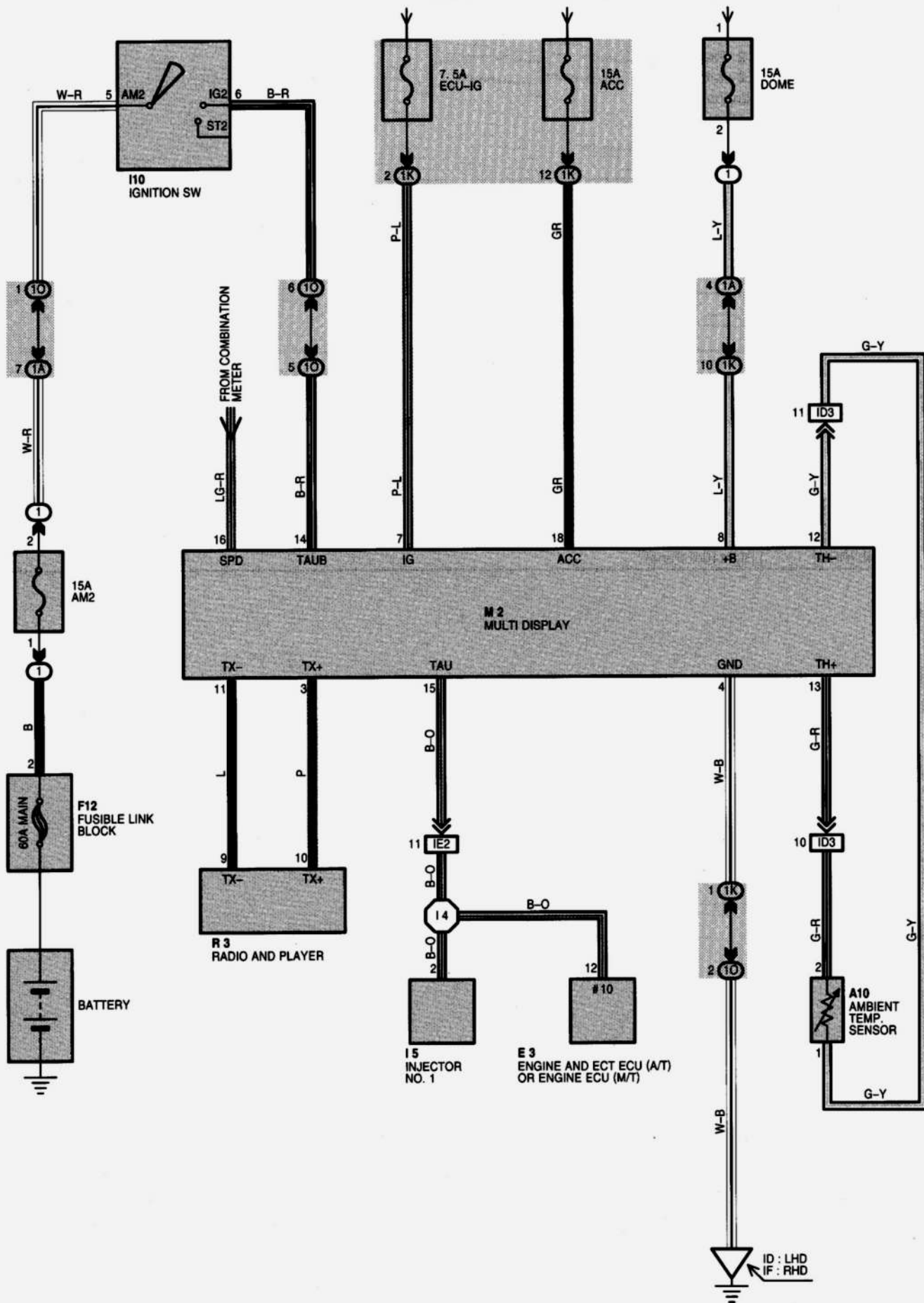
Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1O	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1P		

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

MULTI DISPLAY

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS

M2 MULTI DISPLAY

- 7, 14-GROUND: Approx. 12 volts with the ignition SW at **ON** position
- 18-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position
- 8-GROUND : Always approx. 12 volts
- 4-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A10	84 (LHD)	F12	90 (RHD)	M2	87 (LHD)
	90 (RHD)	I5	85 (LHD)		93 (RHD)
E3	86 (LHD)		91 (RHD)	R3	87 (LHD)
	92 (RHD)	I10	87 (LHD)		93 (RHD)
F12	84 (LHD)		93 (RHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1K	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IE2	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

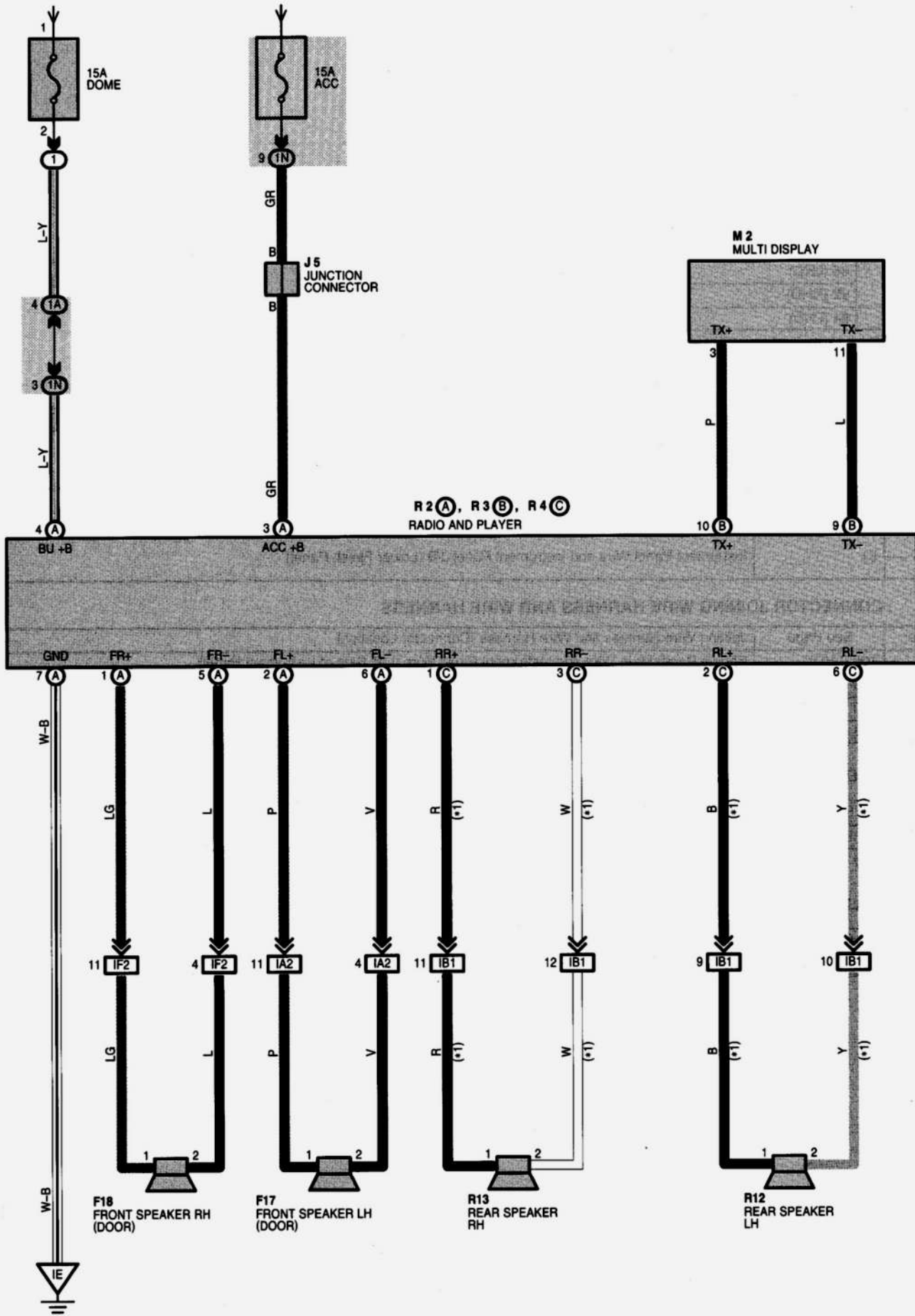
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	100 (LHD)	Engine Wire	I4	108 (RHD)	Engine Wire

RADIO AND PLAYER

* 1 : 4 SPEAKER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**R2 (A) RADIO AND PLAYER**

(A) 4-GROUND : Always approx. 12 volts

(A) 3-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position

(A) 7-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
F17	88 (LHD)	M2	87 (LHD)	R4	87 (LHD)
	94 (RHD)		93 (RHD)		93 (RHD)
F18	88 (LHD)	R2	87 (LHD)	R12	89 (LHD)
	94 (RHD)		93 (RHD)		95 (RHD)
J5	87 (LHD)	R3	87 (LHD)	R13	89 (LHD)
	93 (RHD)		93 (RHD)		95 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1N	81	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)
IA2	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	106 (RHD)	
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF2	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	108 (RHD)	

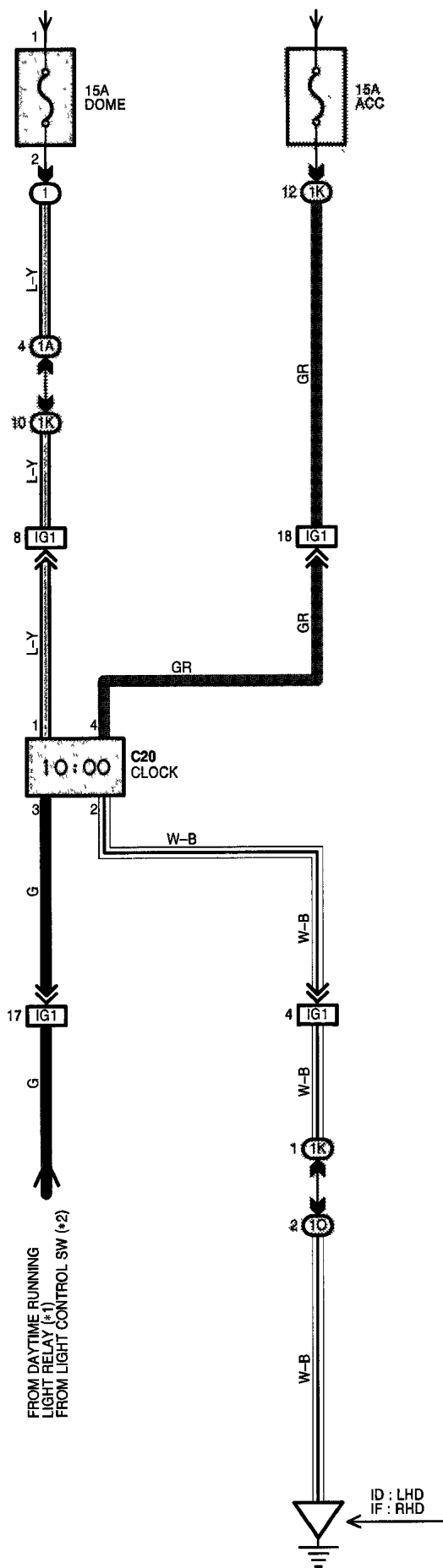
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IE	98 (LHD)	Instrument Panel Brace LH
	106 (RHD)	Instrument Panel Brace RH

CLOCK (w/o MULTI DISPLAY)

* 1 : W/ DAYTIME RUNNING LIGHT
* 2 : W/O DAYTIME RUNNING LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**C20 CLOCK**

- 4-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position
- 1-GROUND : Always approx. 12 volts
- 3-GROUND : Approx. 12 volts with the light control SW at **TAIL** or **HEAD** position
- 2-GROUND : Always continuity

 : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
C20	86 (LHD)	C20	92 (RHD)		

 : **RELAY BLOCKS**

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1K	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		

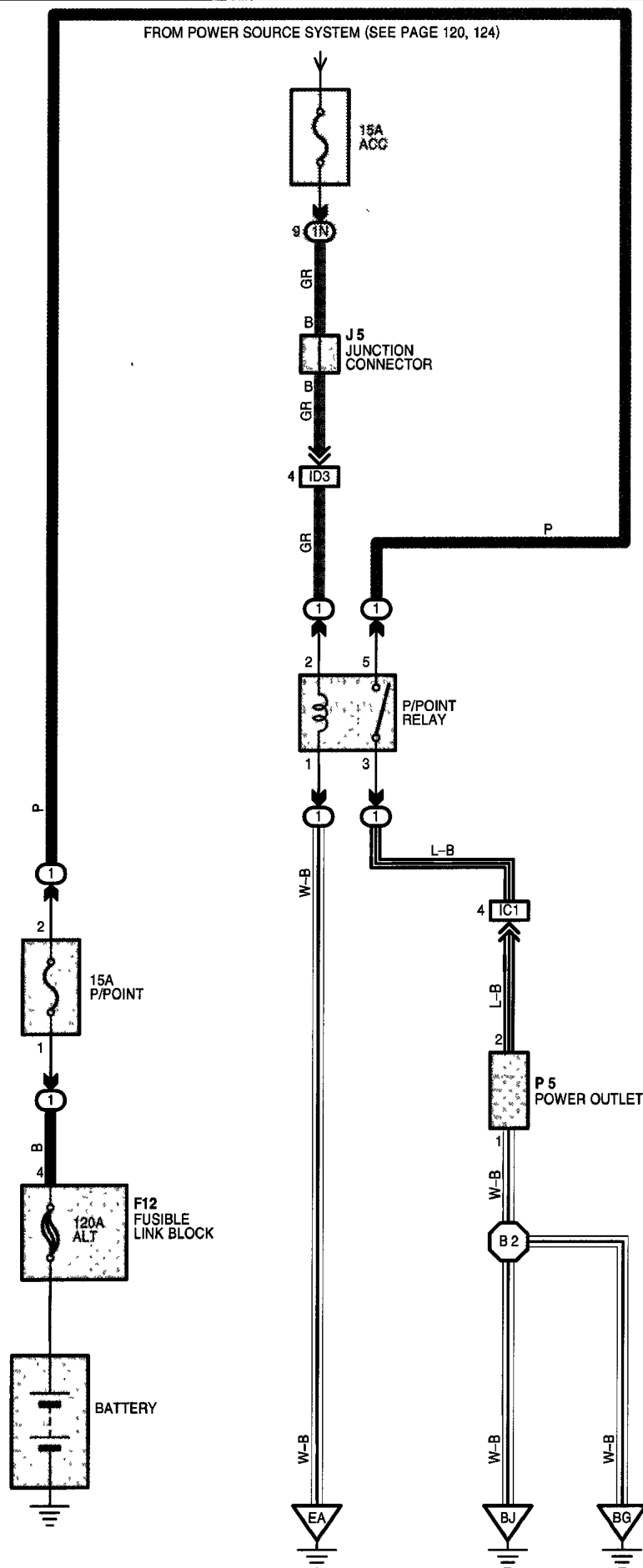
 : **CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IG1	100 (LHD)	Instrument Panel Wire and Clock Wire (Behind the Instrument Panel Center)
	108 (RHD)	

 : **GROUND POINTS**

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

POWER OUTLET



SERVICE HINTS**P5 POWER OUTLET**2-GROUND : Approx. 12 volts with the ignition SW at **ACC** or **ON** position

1-GROUND : Always continuity

P/POINT RELAY5-3 : Closed with the ignition SW at **ACC** or **ON** position : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
F12	84 (LHD)	J5	87 (LHD)	P5	89 (LHD)
	90 (RHD)		93 (RHD)		95 (RHD)

 : **RELAY BLOCKS**

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1N	81	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)
IC1	98 (LHD)	Engine Room Main Wire and Floor Wire (Left Side of Instrument Panel)
	106 (RHD)	Engine Room Main Wire and Floor Wire (Right Side of Instrument Panel)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

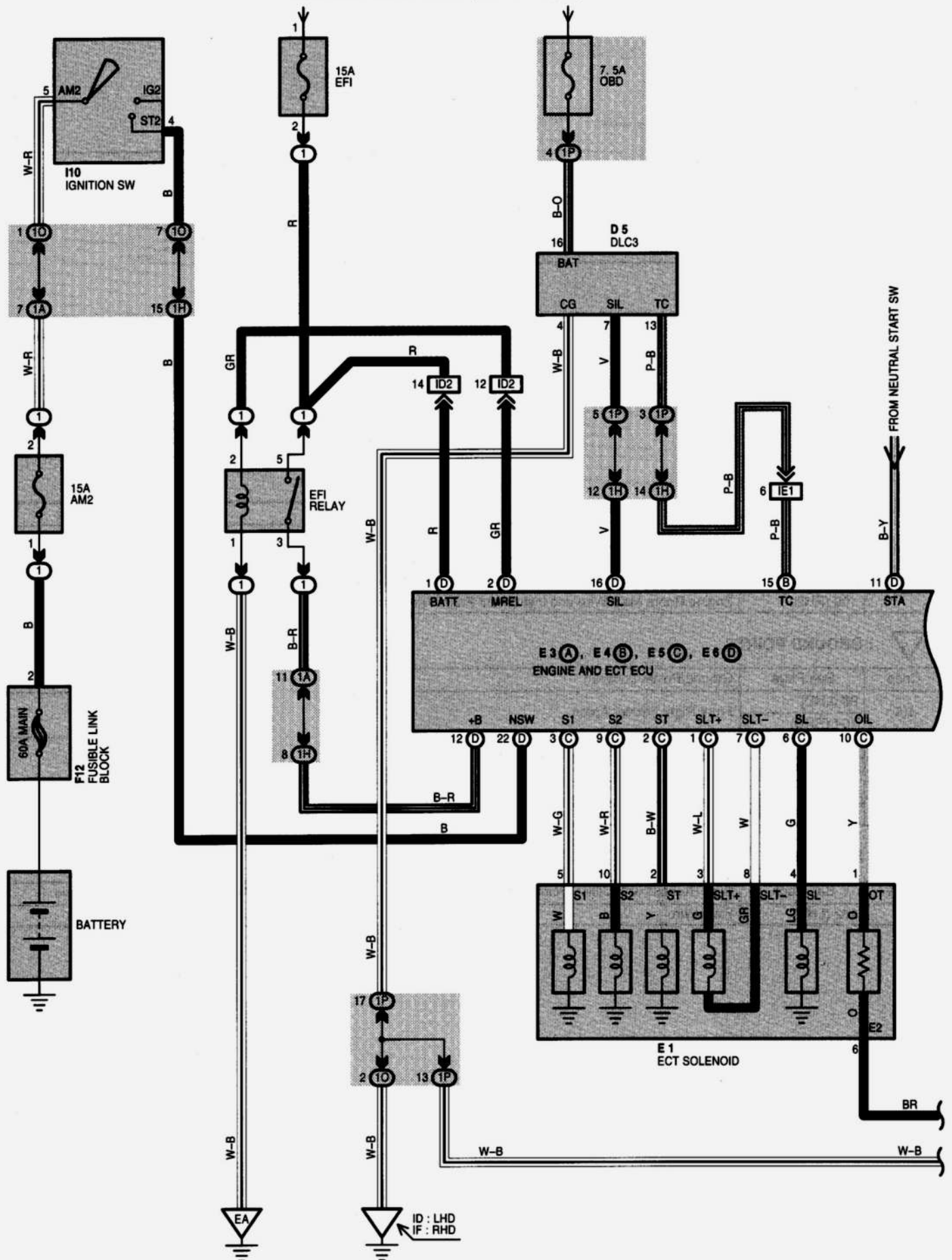
 : **GROUND POINTS**

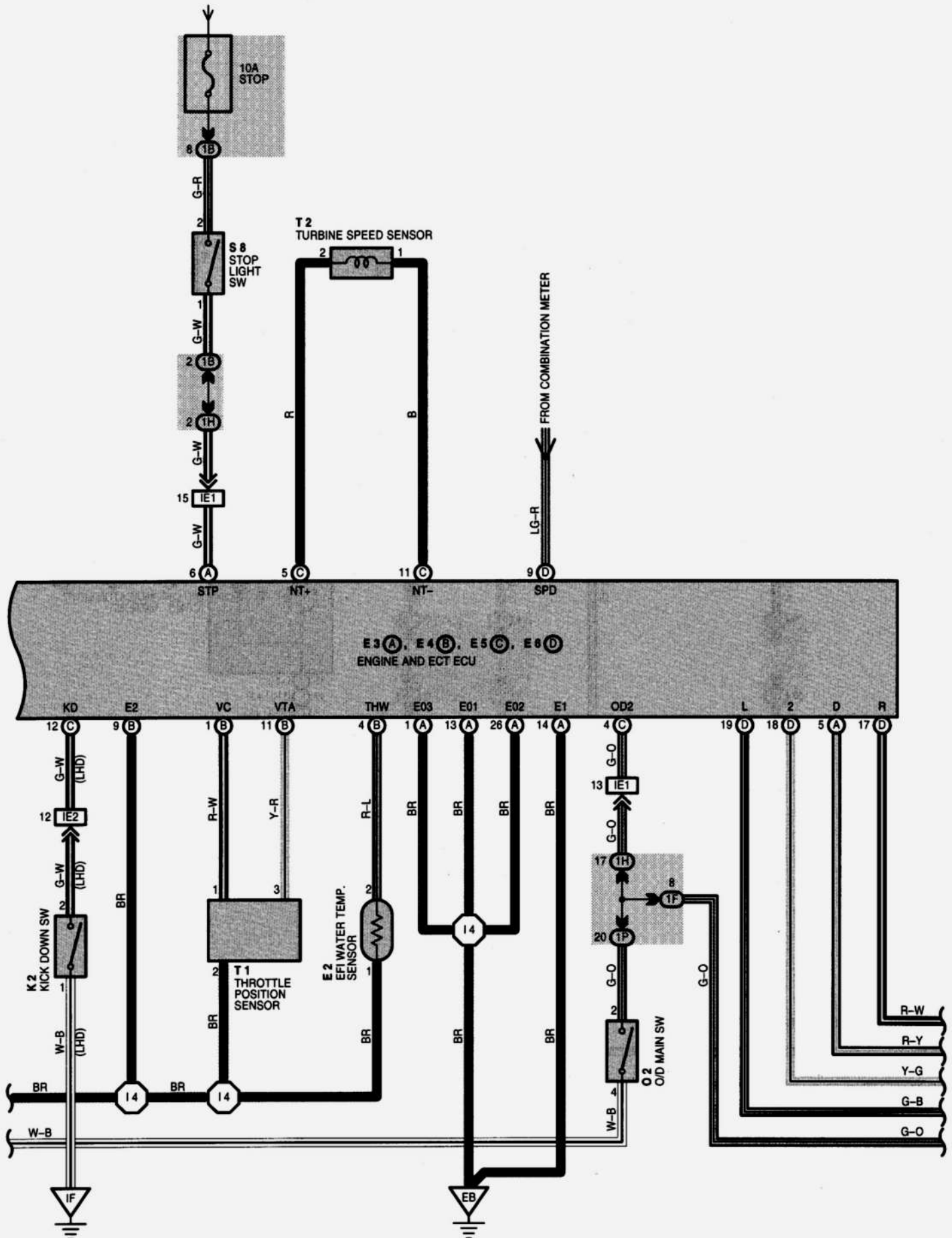
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
BG	102 (LHD)	Left Rear Side Quarter Panel
	110 (RHD)	
BJ	102 (LHD)	Right Rear Side Quarter Panel
	110 (RHD)	

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	102 (LHD)	Floor Wire	B2	110 (RHD)	Floor Wire

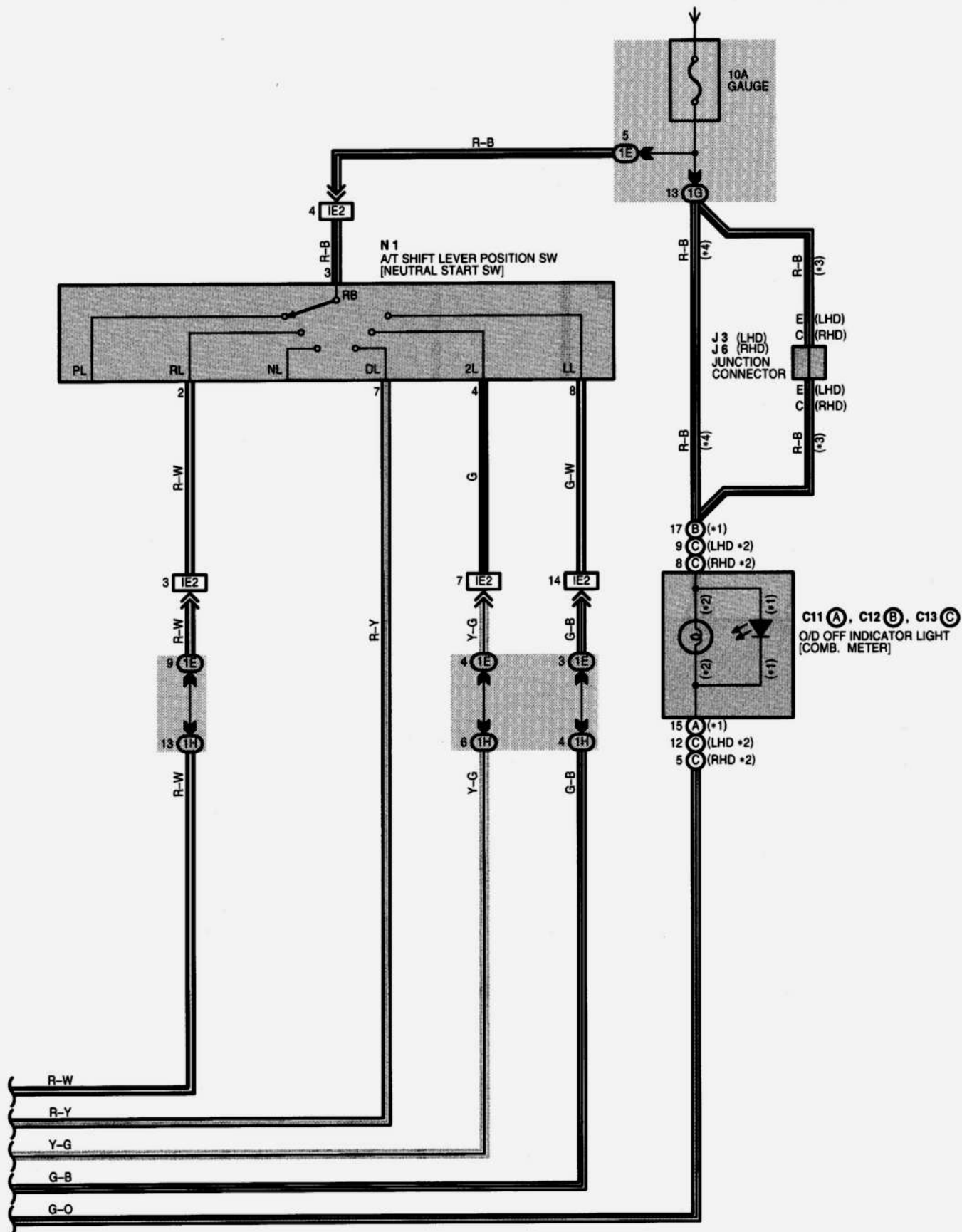
FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)





- * 1 : ANALOG METER TYPE
- * 2 : DIGITAL METER TYPE
- * 3 : W/ ABS
- * 4 : W/O ABS

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



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 ECT, however, electrically controls the line pressure and lock-up pressure etc., through the solenoid valve. Engine and ECT ECU controls each solenoid valve based on the input signals from each sensor, which makes smooth driving possible by shift selection for each gear that is most appropriate to the driving conditions at that time.

1. GEAR SHIFT OPERATION

During driving, the engine and ECU ECT selects the shift for each gear which is most appropriate to the driving conditions, based on input signals from the EFI water temp. sensor to TERMINAL THW of the engine and ECT ECU, and also the input signals to TERMINAL NT+ of the engine and ECT ECU from the turbine speed sensor devoted to the direct clutch. Current is then output to the ECT solenoid. When shifting to 1st gear, current flows from TERMINAL S1 of the engine and ECT ECU to TERMINAL 5 of the ECT solenoid to GROUND, and from TERMINAL S2 of the engine and ECT ECU to TERMINAL 10 of the ECT solenoid to GROUND, and continuity to solenoids No.1 and No.2 causes the shift.

For the 2nd gear, current flows from TERMINAL S1 of the engine and ECT ECU to TERMINAL 5 of the ECT solenoid to GROUND, and continuity to the solenoid No.1 causes the shift.

For the 3rd gear, there is no continuity to either No.1 or No.2 solenoid.

Shifting into 4th gear (Overdrive) takes place when current flows from TERMINAL S2 of the engine and ECT ECU to TERMINAL 10 of the ECT solenoid to GROUND, and continuity to the solenoid No.2 causes the shift.

2. LOCK-UP OPERATION

When the engine and ECT ECU judges from each signal that lock-up operation conditions have been met, current flows from TERMINAL SL of the engine and ECT ECU to TERMINAL 4 of the ECT solenoid to GROUND, causing continuity to the lock-up solenoid and causing lock-up operation.

3. CLUTCH PRESSURE CONTROL

The ECT solenoid is controlled by the current from TERMINAL SL of the engine and ECT ECU, and controls the accumulator hydraulic pressure.

As a result, the clutch to hydraulic pressure is adjusted precisely, and allows stable shift change.

4. LINE PRESSURE CONTROL

The ECT solenoid is controlled by the current from TERMINAL SLT+ of the engine and ECT ECU, and controls the throttle hydraulic pressure.

As a result, the line pressure can be controlled precisely, and the to hydraulic pressure is adjusted according to the shift change condition, and allows smooth shift change.

5. SHIFTING CONTROL IN UPHILL/DOWNHILL TRAVELING

This system determines whether the vehicle is traveling on an incline or decline from the throttle opening angle, vehicle acceleration condition and brake pedal operation, and controls the shift up to O/D to allow smooth driving.

6. CLUTCH TO CLUTCH CONTROL

When shifting from the 3rd gear to the 4th gear, the current from the engine and ECT ECU TERMINAL ST controls the ECT solenoid, to control the drain orifice hydraulic pressure (Switch orifice). The ECT solenoid is also controlled by the current from the engine and ECT ECU TERMINAL SLT+, to adjust the hydraulic pressure precisely, which ensures smooth shifting.

7. 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 and ECT ECU, the engine and ECT ECU operates and continuity to the lock-up solenoid is cut.

8. OVERDRIVE CIRCUIT

* Overdrive on

When the engine is turned on from ignition off, the engine and ECT ECU turns the O/D on. When the O/D main SW is pushed while the O/D is off, a signal is input into TERMINAL OD2 of the engine and ECT ECU, and the O/D is turned on by the engine and ECT ECU. In this case, the engine and ECT ECU controls the gear shift according to the vehicle's driving condition, using the O/D range. At this time, the O/D off indicator light is off.

* Overdrive off

When the O/D main SW is pushed while the O/D is on, a signal is input into TERMINAL OD2 of the engine and ECT ECU, and the O/D is turned off. At this time, the current flows through the O/D off indicator light to TERMINAL OD2 of the engine and ECT ECU. As a result, the O/D off indicator light turns on, and the engine and ECT ECU controls the gear shift according to the vehicle's driving condition, without using the O/D range.

A), E4 (B), E5 (C), E6 (D) ENGINE AND ECT ECU

STP-E1 : 7.5-14 volts with the brake pedal depressed

3-8 : Closed with the shift lever in L position

○ : PARTS LOCATION

○ : RELAY BLOCKS

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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**: GROUND POINTS**

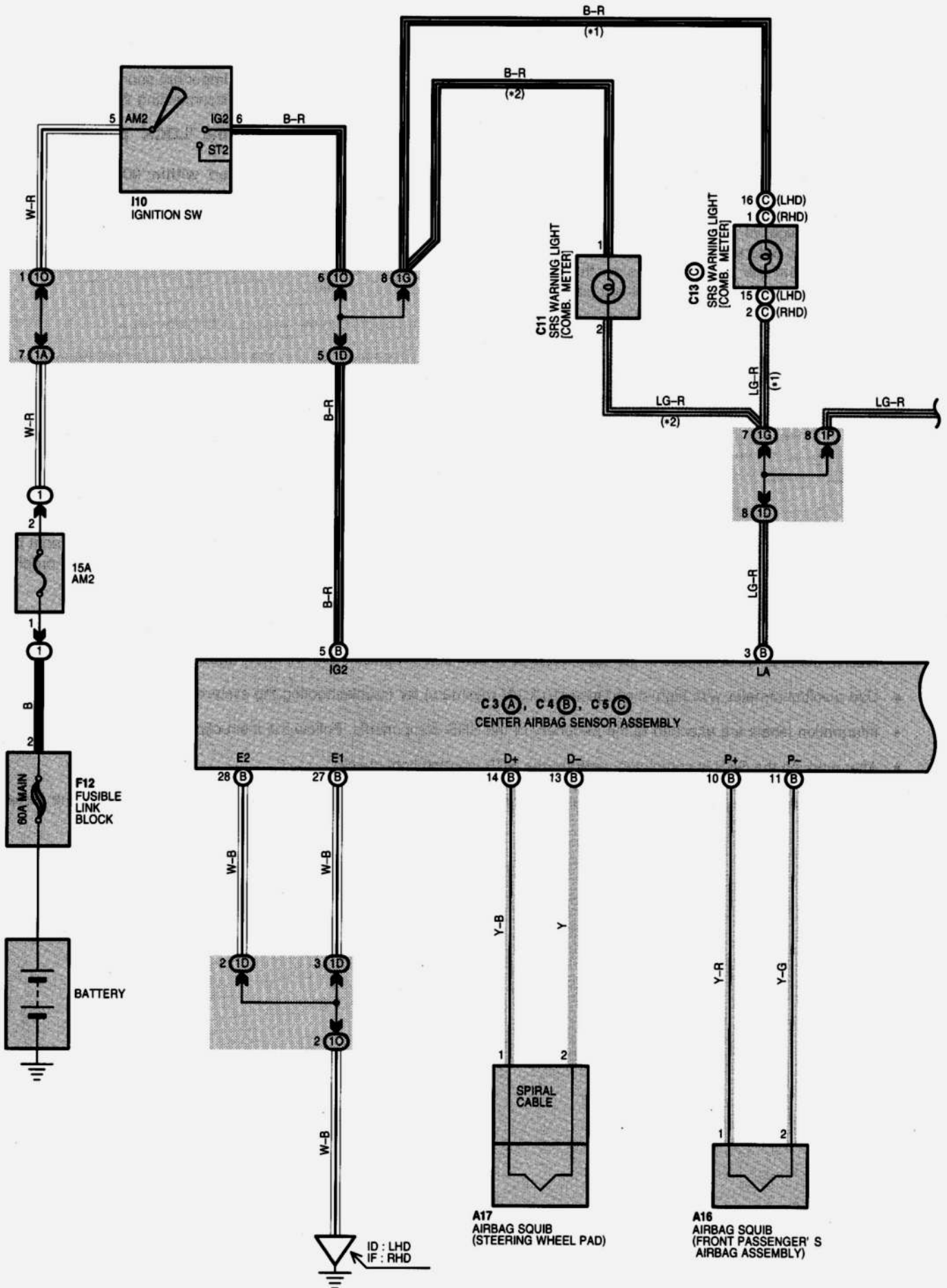
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EB	96 (LHD)	Engine Block
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	98 (LHD)	Right Kick Panel
	106 (RHD)	

**: SPLICE POINTS**

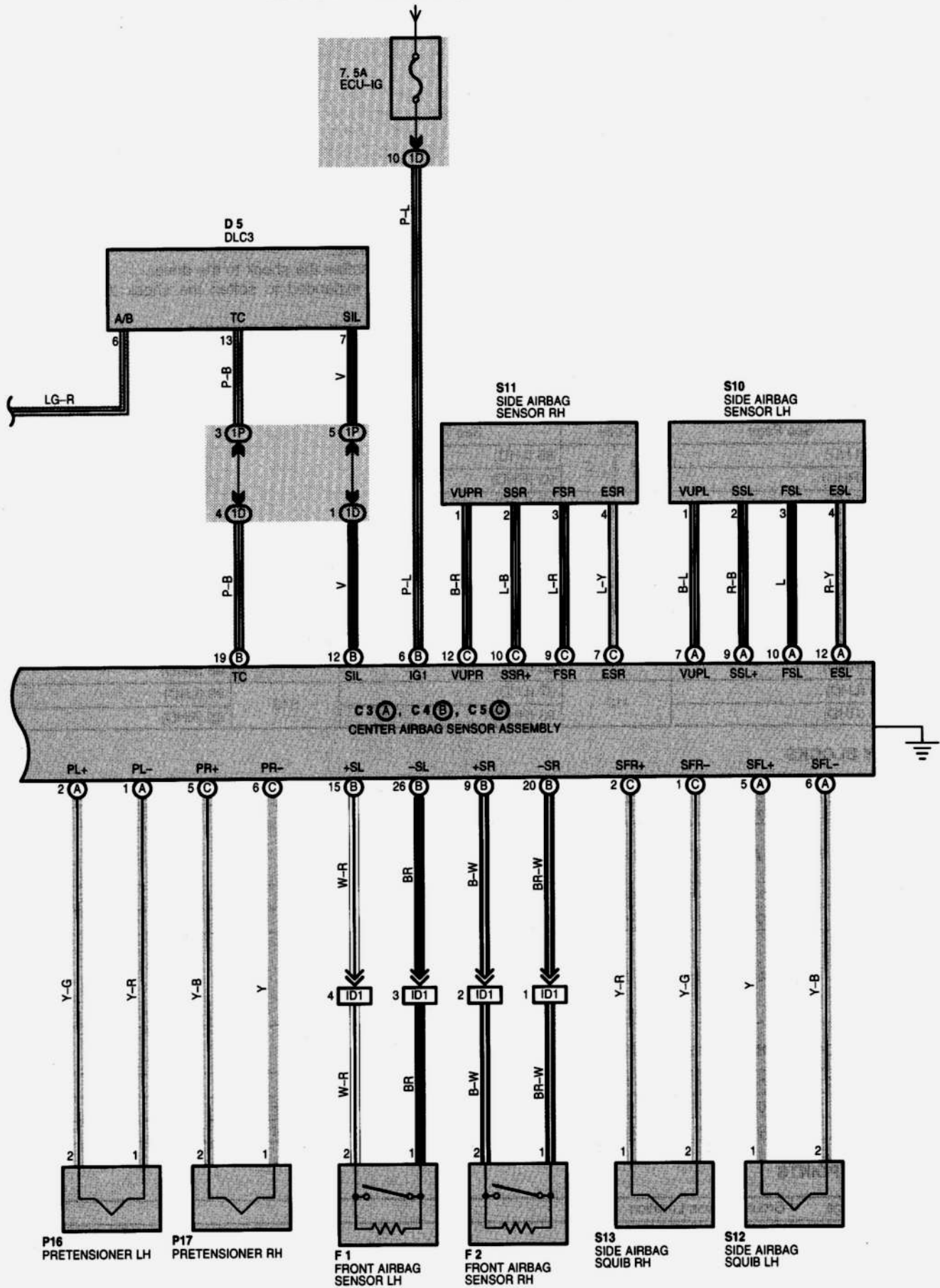
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	100 (LHD)	Engine Wire	I4	108 (RHD)	Engine Wire

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 from 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 in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. To avoid erasing the memory in each memory system, never use a back-up power supply from outside the vehicle.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Do not expose the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly or side airbag sensor assembly directly to hot air or flames.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly and side airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly or side airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly, side airbag sensor assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly or side 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.
- Use a volt/ohmmeter with high impedance (10 k Ω /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, perform the SRS warning light check.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.



FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SYSTEM OUTLINE

The SRS is a driver and front passenger protection device which has a supplemental role to the seat belts.

When the ignition SW is on does the current flow from the ECU-IG fuse to TERMINAL (B) 6 of the center airbag sensor assembly.

If an accident occurs while driving, when the frontal impact exceeds a set level, current from the ECU-IG fuse flows to TERMINALS (B) 14, (B) 10, (A) 2 and (C) 5 of the center airbag sensor assembly to TERMINAL 1 of the airbag squibs and the pretensioners to TERMINAL 2 to TERMINALS (B) 13, (B) 11, (A) 1 and (C) 6 of the center airbag sensor assembly to TERMINAL (B) 27, (B) 28 or BODY GROUND to GROUND, so that current flows to the front airbag squibs and the pretensioners and causes them to operate.

When the side impact also exceeds a set level, current from the ECU-IG fuse flows to TERMINALS (C) 2, (A) 5, (A) 2 and (C) 5 of the center airbag sensor assembly to TERMINAL 1 of the side airbag squibs and the pretensioners to TERMINAL 2 to TERMINALS (C) 1, (A) 6, (A) 1, and (C) 6 of the center airbag sensor assembly to TERMINAL (B) 27, (B) 28 or BODY GROUND to GROUND, causing side airbag squibs and the pretensioners 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 front passenger.

Side airbags are instantaneously expanded to soften the shock of side to the driver and front passenger.

The pretensioners make sure of the seat belt restrainability.

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A16	86 (LHD)	C13	C	P16	89 (LHD)
	92 (RHD)				95 (RHD)
A17	86 (LHD)	D5		P17	89 (LHD)
	92 (RHD)				95 (RHD)
C3	86 (LHD)	F1		S10	89 (LHD)
	92 (RHD)				95 (RHD)
C4	86 (LHD)	F2		S11	89 (LHD)
	92 (RHD)				95 (RHD)
C5	86 (LHD)	F12		S12	89 (LHD)
	92 (RHD)				95 (RHD)
C11	86 (LHD)	I10		S13	89 (LHD)
	92 (RHD)				95 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

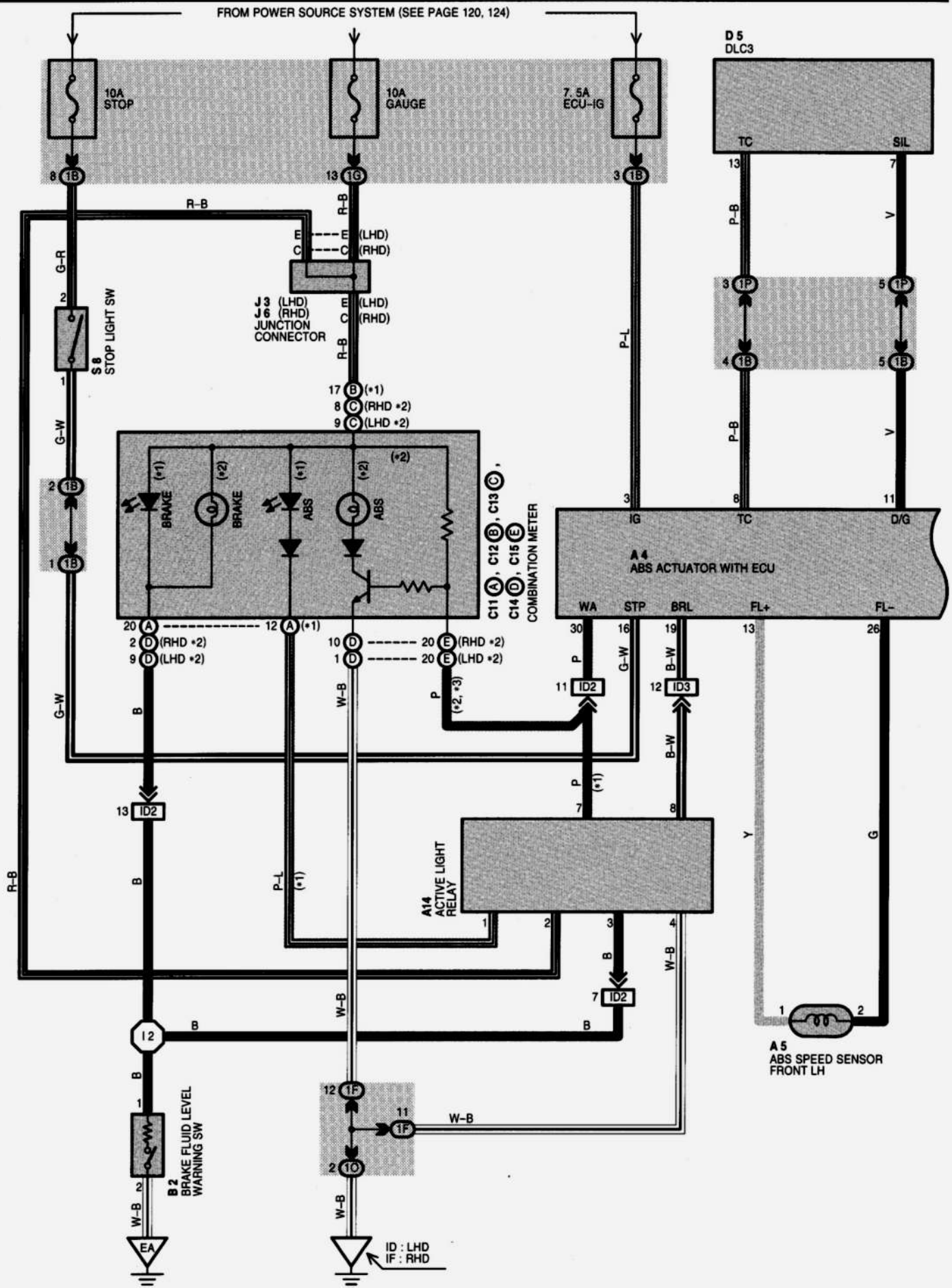
Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1D	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1O		
1P		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

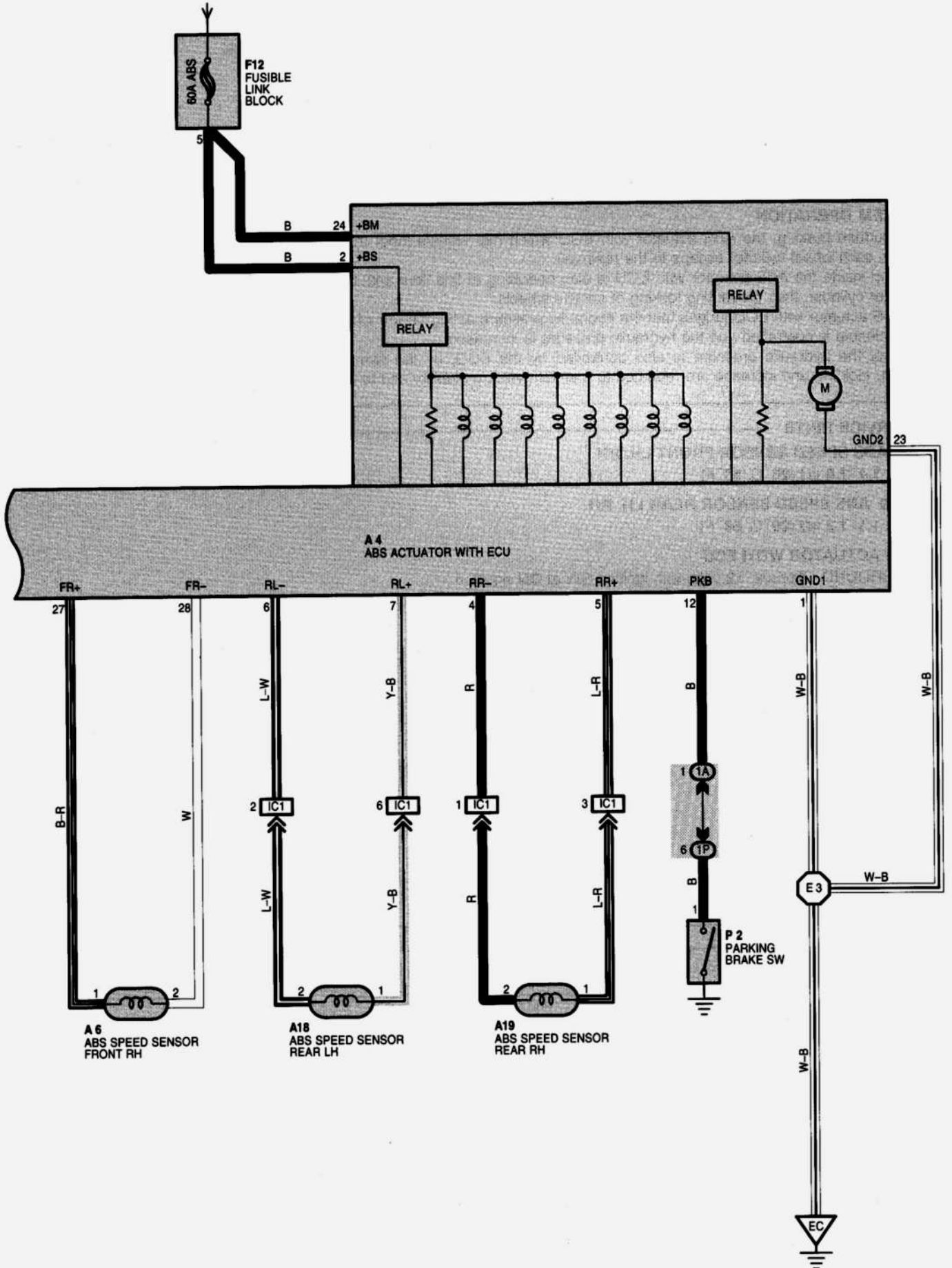
▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel



- 1 : ANALOG METER TYPE
- 2 : DIGITAL METER TYPE

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SYSTEM OUTLINE

This system controls the respective brake fluid pressures acting on the 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 SIGNAL

(1) Speed sensor signal

The speed of the wheels is detected and input to TERMINALS FL+, FR+, RL+ and RR+ of the ABS actuator with ECU.

(2) Stop light SW signal

A signal is input to TERMINAL STP of the ABS actuator with ECU when the brake pedal is depressed.

2. SYSTEM OPERATION

During sudden braking, the ABS actuator with ECU which has signals input from each sensor lets the hydraulic pressure acting on each wheel cylinder escape to the reservoir.

The pump inside the ABS actuator with ECU is also operating at this time and it returns the brake fluid from the reservoir to the master cylinder, thus preventing locking of vehicle wheels.

If the ABS actuator with ECU judges that the hydraulic pressure acting on the wheel cylinder is insufficient, the current acting on the solenoid is controlled and the hydraulic pressure is increased.

Holding of the hydraulic pressure is also controlled by the ECU, by the same method as above, by repeated pressure reduction. Holding and increase are repeated to maintain vehicle stability and to improve steerability during sudden braking.

SERVICE HINTS

A5, A6 ABS SPEED SENSOR FRONT LH, RH

1-2 : 1.4-1.8 k Ω (20°C, 68°F)

A18, A19 ABS SPEED SENSOR REAR LH, RH

1-2 : 1.1-1.3 k Ω (20°C, 68°F)

A4 ABS ACTUATOR WITH ECU

3-GROUND : Approx. 12 volts with ignition SW at ON position

16-GROUND : Approx. 12 volts with stop light SW on (Brake pedal depressed)

1, 23-GROUND : Always continuity

S8 STOP LIGHT SW

1-2 : Closed with brake pedal depressed

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A4	84 (LHD)	B2	84 (LHD)	D5	86 (LHD)
	90 (RHD)		90 (RHD)		92 (RHD)
A5	84 (LHD)	C11	A	F12	84 (LHD)
	90 (RHD)				90 (RHD)
A6	84 (LHD)	C12	B	J3	87 (LHD)
	90 (RHD)				87 (LHD)
A14	86 (LHD)	C13	C	J6	93 (RHD)
	92 (RHD)				87 (LHD)
A18	88 (LHD)	C14	D	P2	93 (RHD)
	94 (RHD)				87 (LHD)
A19	88 (LHD)	C15	E	S8	93 (RHD)
	94 (RHD)				

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1B		
1F	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1G		
1O		
1P		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	98 (LHD)	Engine Room Main Wire and Floor Wire (Left Side of Instrument Panel)
	106 (RHD)	Engine Room Main Wire and Floor Wire (Right Side of Instrument Panel)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

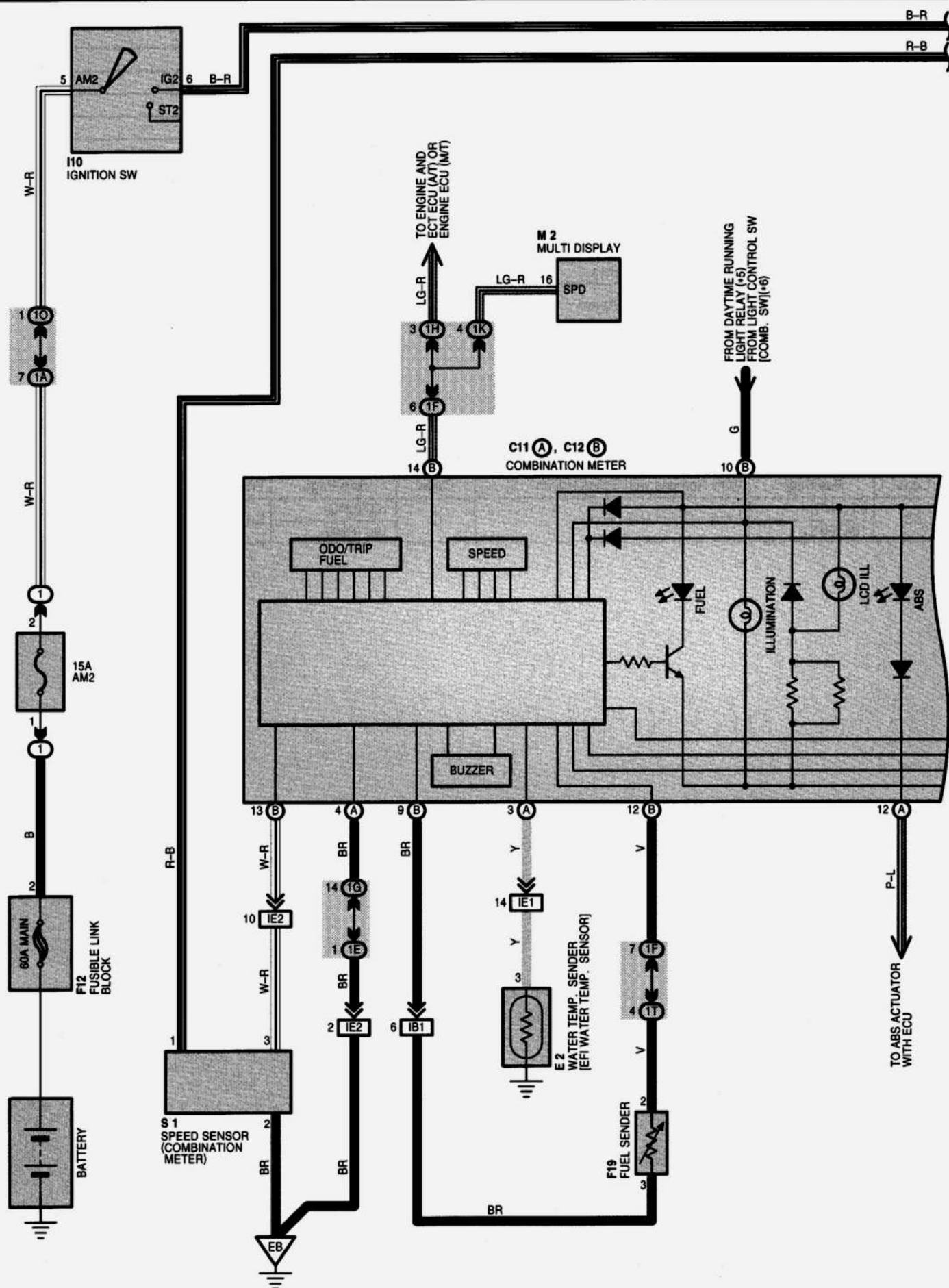
 : GROUND POINTS

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E3	96 (LHD)	Engine Room Main Wire	I2	100 (LHD)	Engine Room Main Wire
	104 (RHD)			108 (RHD)	

COMBINATION METER (ANALOG TYPE)



- 3 : W/ DAYTIME RUNNING LIGHT
- 4 : W/O DAYTIME RUNNING LIGHT



COMBINATION METER (ANALOG TYPE)

SERVICE HINTS

C11 (A), C12 (B) COMBINATION METER

- (A) 1, (B)17-GROUND : Approx. 12 volts with the ignition SW at **ON** position
 (B)18-GROUND : Always approx. 12 volts
 (A) 4, (B) 1-GROUND : Always continuity
 (A)22-GROUND : Always approx. 12 volts (w/o daytime running light)
 Approx. 12 volts with the dimmer SW at **HIGH** or **FLASH** position (w/ daytime running light)
 (A)22-GROUND : Always continuity (w/ daytime running light)

F19 FUEL SENDER

- 2-3 : Approx. 4 Ω with the fuel full
 Approx. 107 Ω with the fuel empty

O1 OIL PRESSURE SW

- 1-GROUND : Closed with the oil pressure below 19.6 kpa (0.2 kgf/cm², 2.84 psi)

P2 PARKING BRAKE SW

- 1-GROUND : Closed with the parking brake lever pulled up

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B2	84 (LHD)	F12	90 (RHD)	M2	87 (LHD)
	90 (RHD)	F19	88 (LHD)		93 (RHD)
C11	A		94 (RHD)	O1	85 (LHD)
	92 (RHD)	I10	87 (LHD)		91 (RHD)
C12	B		93 (RHD)	P1	85 (LHD)
	92 (RHD)	J3	87 (LHD)		91 (RHD)
E2	84 (LHD)	J4	87 (LHD)	S1	85 (LHD)
	90 (RHD)	J6	87 (LHD)		91 (RHD)
F12	84 (LHD)		93 (RHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)
2	79	Engine Room R/B No.2 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1F		
1G		
1H		
1K		
1O		
1P		
1T	80	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)
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	
IE2	100 (LHD)	
	108 (RHD)	

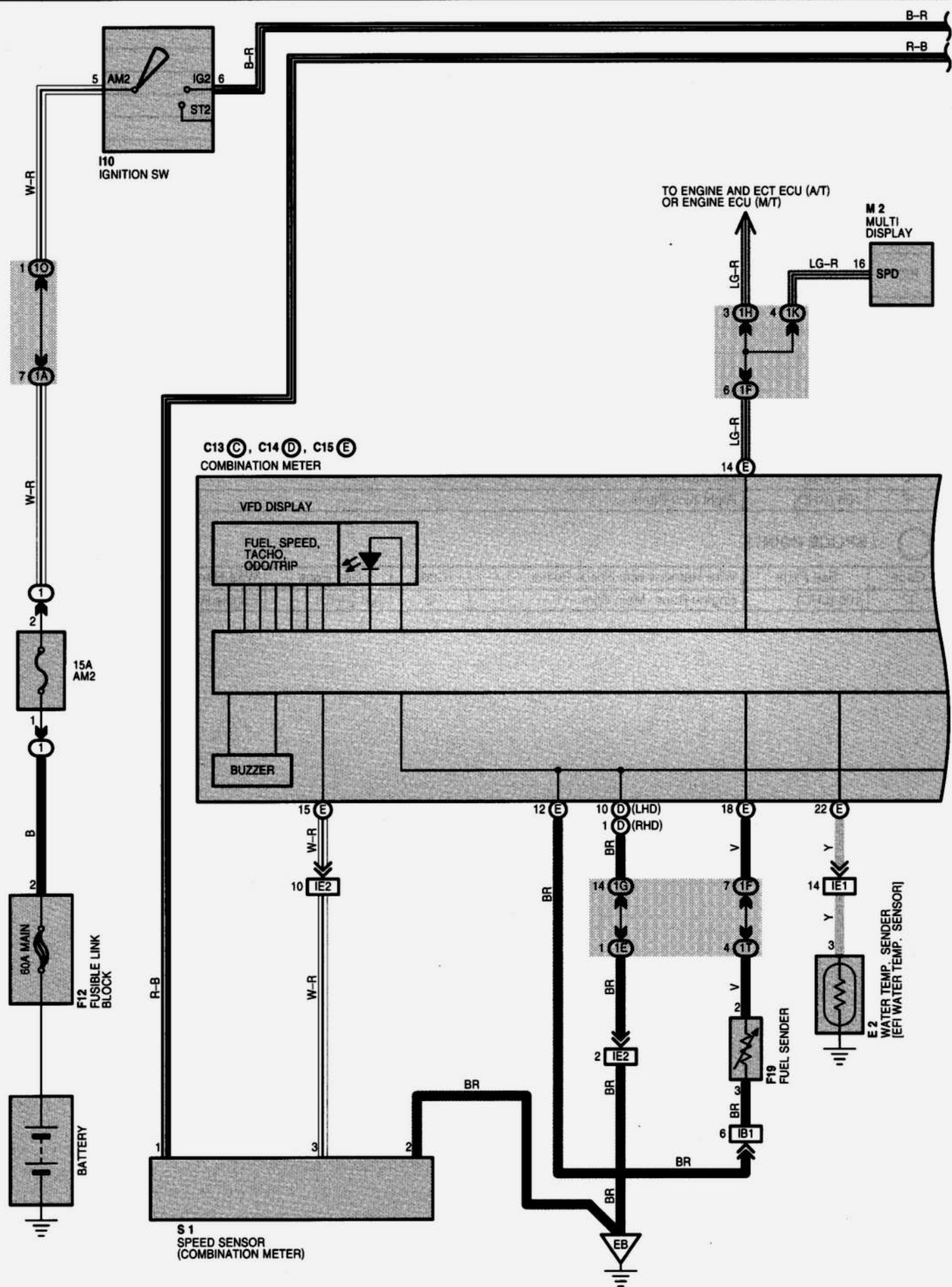
 : **GROUND POINTS**

Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EB	96 (LHD)	Engine Block
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
IF	106 (RHD)	Right Kick Panel

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	100 (LHD)	Engine Room Main Wire	I2	108 (RHD)	Engine Room Main Wire

COMBINATION METER (DIGITAL TYPE)



- FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)





- FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



COMBINATION METER (DIGITAL TYPE)

SERVICE HINTS

C13(C), C14 (D), C15 (E) COMBINATION METER

- (C) 1, (C) 8-GROUND : Approx. 12 volts with the ignition SW at **ON** position (RHD)
 (C) 9, (C)16-GROUND : Approx. 12 volts with the ignition SW at **ON** position (LHD)
 (E)11, (E)19-GROUND : Always approx. 12 volts
 (D) 3-GROUND : Always approx. 12 volts (LHD w/o daytime running light)
 (D) 3-GROUND : Approx. 12 volts with the dimmer SW at **HIGH** or **FLASH** position (LHD w/ daytime running light)
 (D) 8-GROUND : Always approx. 12 volts (RHD)
 (E)20-GROUND : Always continuity (w/o ABS)
 (D) 1, (D)10-GROUND : Always continuity
 (D) 4-GROUND : Always continuity (w/ daytime running light)

F19 FUEL SENDER

- 2-3 : Approx. 4 Ω with the fuel full
 Approx. 107 Ω with the fuel empty

O1 OIL PRESSURE SW

- 1-GROUND : Closed with the oil pressure below 19.6 kpa (0.2 kgf/cm², 2.84 psi)

P2 PARKING BRAKE SW

- 1-GROUND : Closed with the parking brake lever pulled up

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B2	84 (LHD)	F12	84 (LHD)	J6	87 (LHD)
	90 (RHD)		90 (RHD)		93 (RHD)
C13	C	F19	88 (LHD)	M2	87 (LHD)
			94 (RHD)		93 (RHD)
C14	D	I10	87 (LHD)	O1	85 (LHD)
			93 (RHD)		91 (RHD)
C15	E	J3	87 (LHD)	P2	87 (LHD)
		J4	87 (LHD)		93 (RHD)
E2	84 (LHD)	J5	87 (LHD)	S1	85 (LHD)
	90 (RHD)		93 (RHD)		91 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)
2	79	Engine Room R/B No.2 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1E	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1F		
1G		
1H		
1K		
1N		
1O		
1P		
1T	80	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)
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
	108 (RHD)	
IE2	100 (LHD)	
	108 (RHD)	

 : **GROUND POINTS**

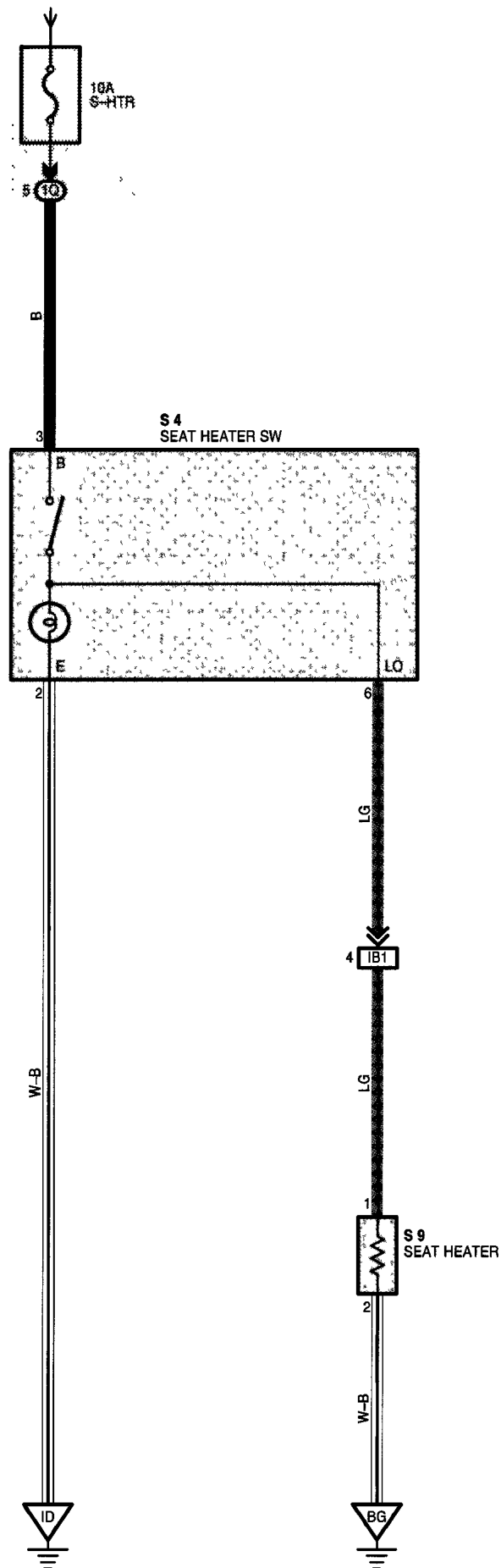
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
	104 (RHD)	
EB	96 (LHD)	Engine Block
	104 (RHD)	
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	
ID	98 (LHD)	Left Kick Panel
	106 (RHD)	
IF	106 (RHD)	Right Kick Panel

 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	100 (LHD)	Engine Room Main Wire	I4	100 (LHD)	Engine Wire
	108 (RHD)			108 (RHD)	

SEAT HEATER (LHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

S4 SEAT HEATER SW

3-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
S4	87 (LHD)	S9	89 (LHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1Q	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

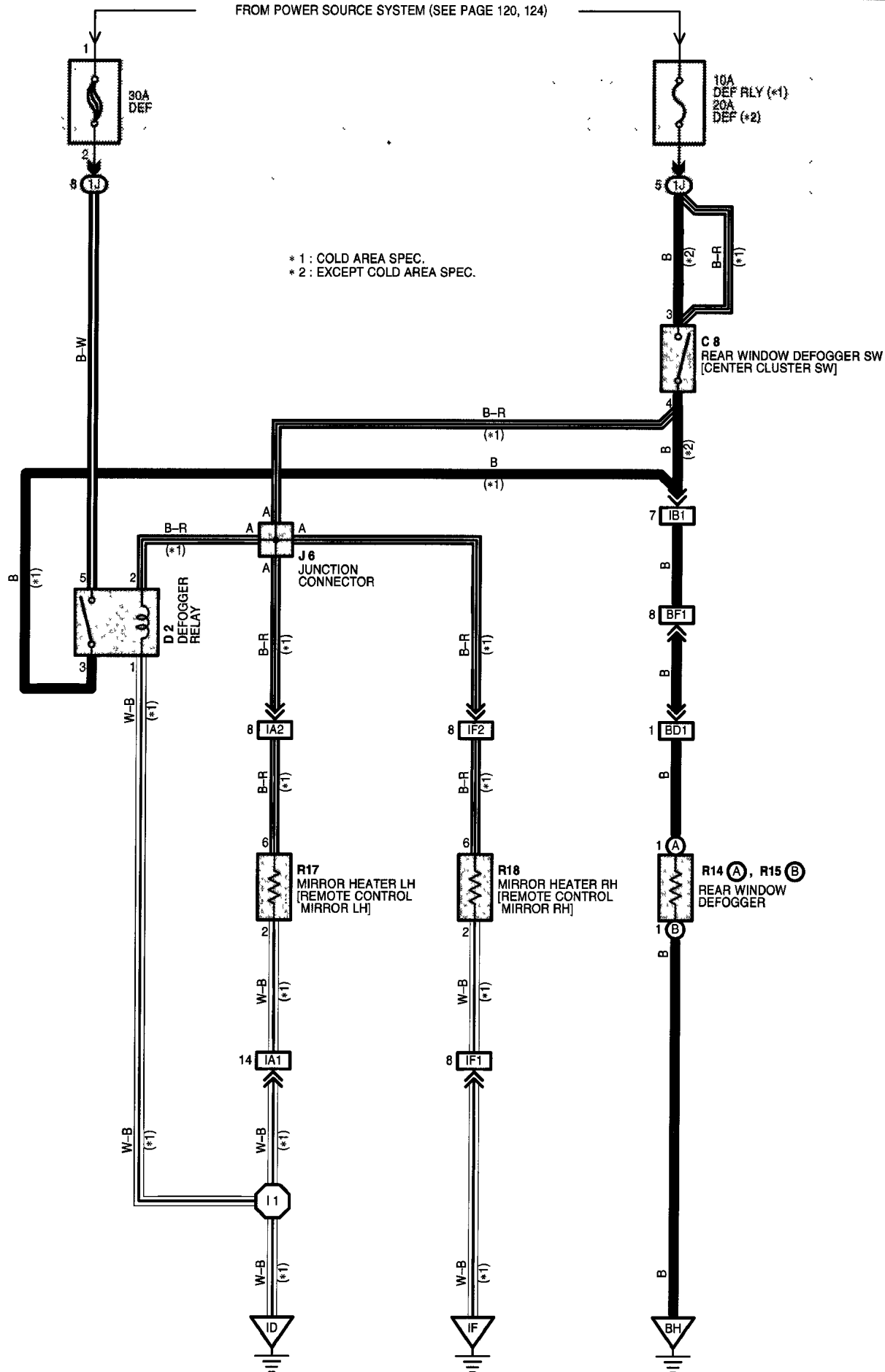
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel

REAR WINDOW DEFOGGER AND MIRROR HEATER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SERVICE HINTS**C8 REAR WINDOW DEFOGGER SW [CENTER CLUSTER SW]**3-GROUND : Approx. 12 volts with the ignition SW at **ON** position4-GROUND :Continuity with the ignition SW at **ON** position and the rear window defogger SW at **ON** position**D2 DEFOGGER RELAY**5-3 : Closed with the ignition SW at **ON** position and the rear window defogger SW at **ON** position : **PARTS LOCATION**

Code	See Page	Code	See Page	Code	See Page
C8	86 (LHD)	R14	A	89 (LHD)	R17 89 (LHD)
	92 (RHD)			95 (RHD)	R18 89 (LHD)
D2	86 (LHD)	R15	B	89 (LHD)	
J6	87 (LHD)			95 (RHD)	

 : **JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1J	81	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)
IA1	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2		
IB1	98 (LHD)	Floor Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	106 (RHD)	Floor Wire and Instrument Panel Wire (Right Side of Instrument Panel)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IF2		
BD1	102 (LHD)	Rear Window No.1 Wire and Back Door No.1 Wire (Right Side of Back Door)
	110 (RHD)	
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
	110 (RHD)	

 : **GROUND POINTS**

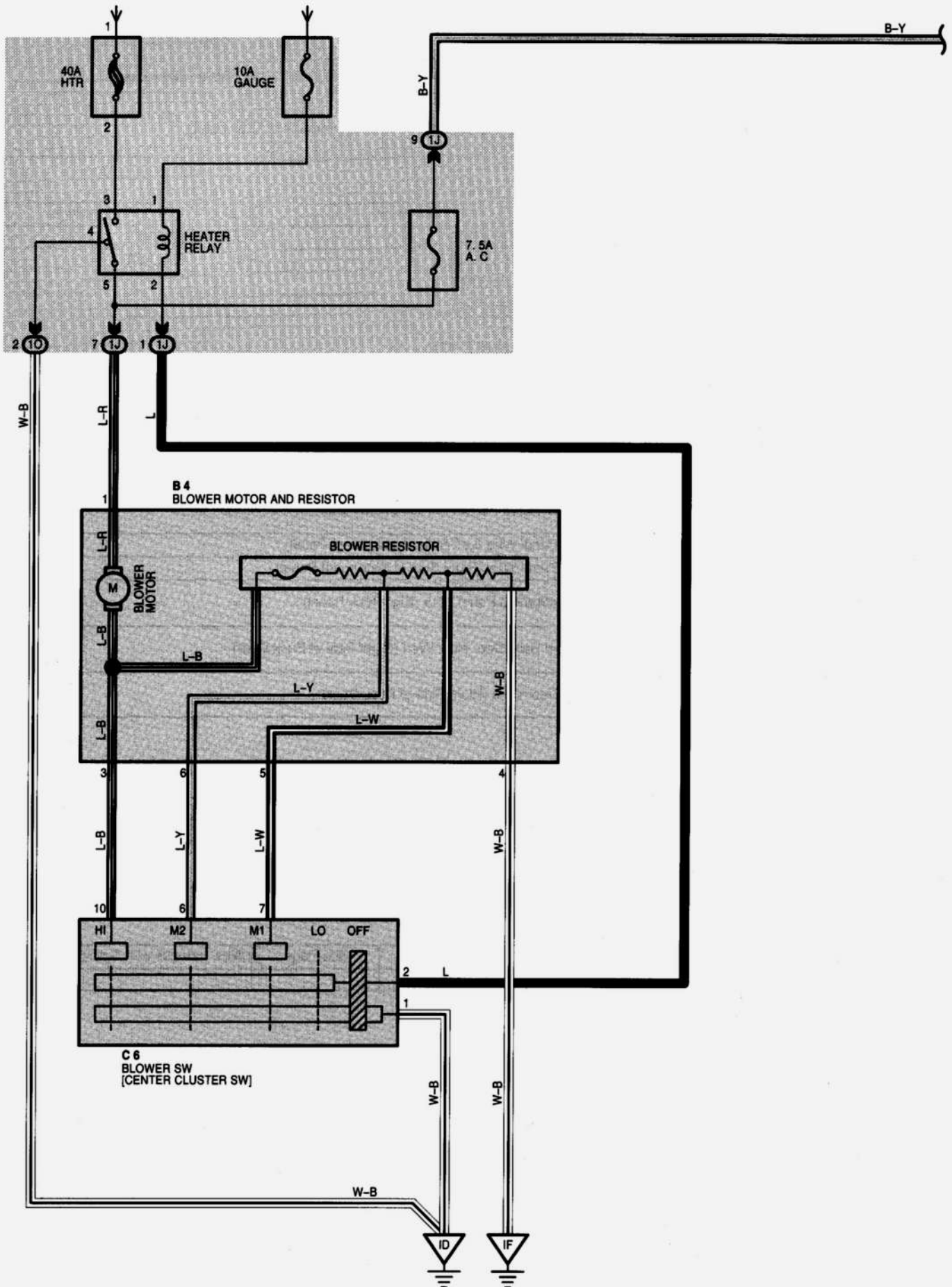
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	98 (LHD)	Right Kick Panel
BH	102 (LHD)	Left Side of Back Door
	110 (RHD)	

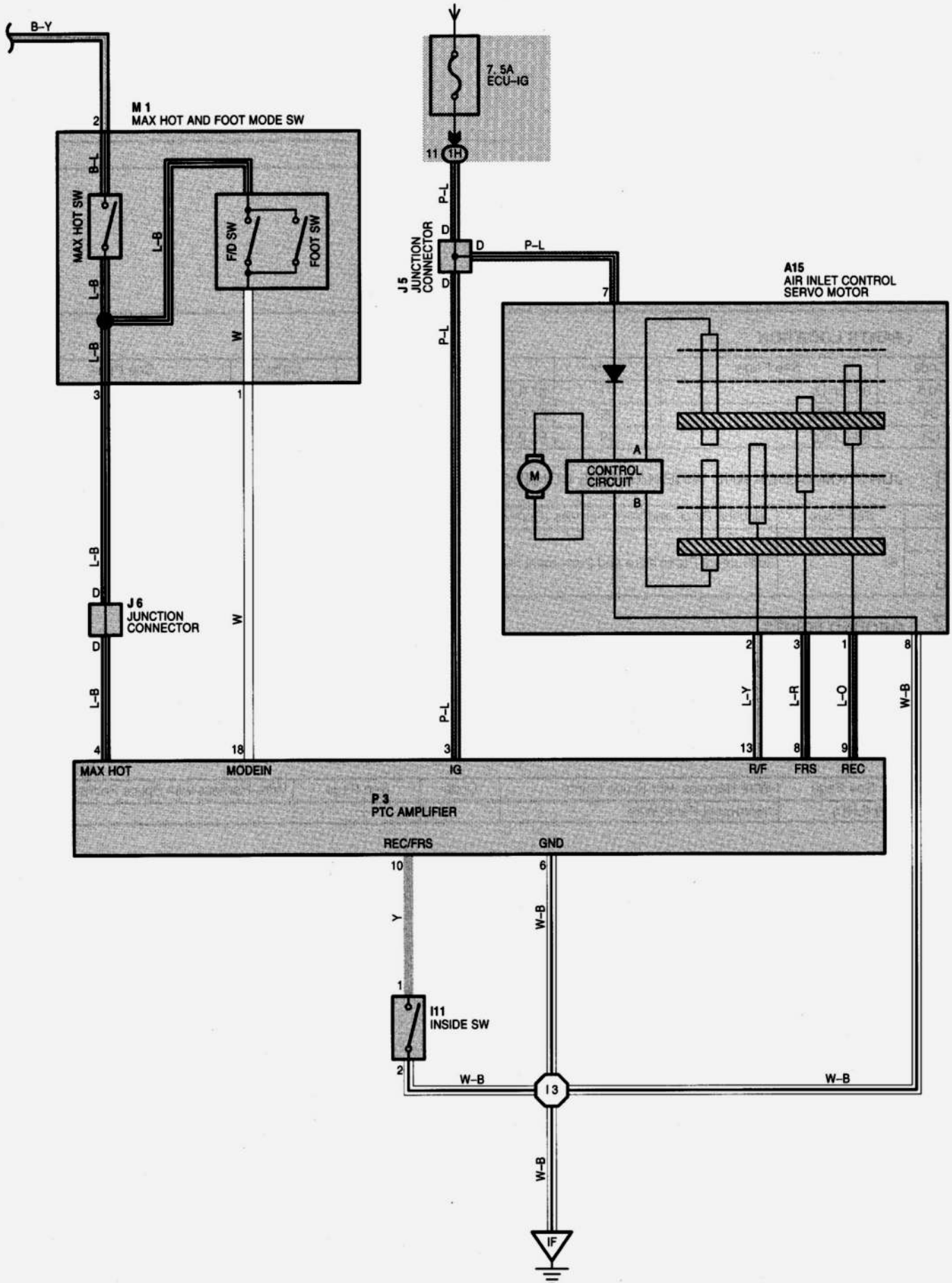
 : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	100 (LHD)	Instrument Panel Wire			

TWO WAY FLOW HEATER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)





TWO WAY FLOW HEATER

SYSTEM OUTLINE

When all of the following conditions are met, the recirculation/fresh air inlet damper is switched to the DUAL MODE position.

- * The recirculation/fresh air switch is at FRESH position
- * The blower SW is on.
- * The max hot SW is on.
- * The FOOT. F/D SW is at FOOT or FOOT/DEF position.

SERVICE HINTS

I11 INSIDE SW

- 1-2 : Open with inside SW at FRS position
- : Closed with inside SW at REC position

HEATER RELAY

- 3-5 : Closed with the ignition SW at **ON** position and the blower SW on

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A15	86 (LHD)	I11	87 (LHD)	M1	87 (LHD)
B4	86 (LHD)	J5	87 (LHD)	P3	87 (LHD)
C6	86 (LHD)	J6	87 (LHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1H	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1O		

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
IF	98 (LHD)	Right Kick Panel

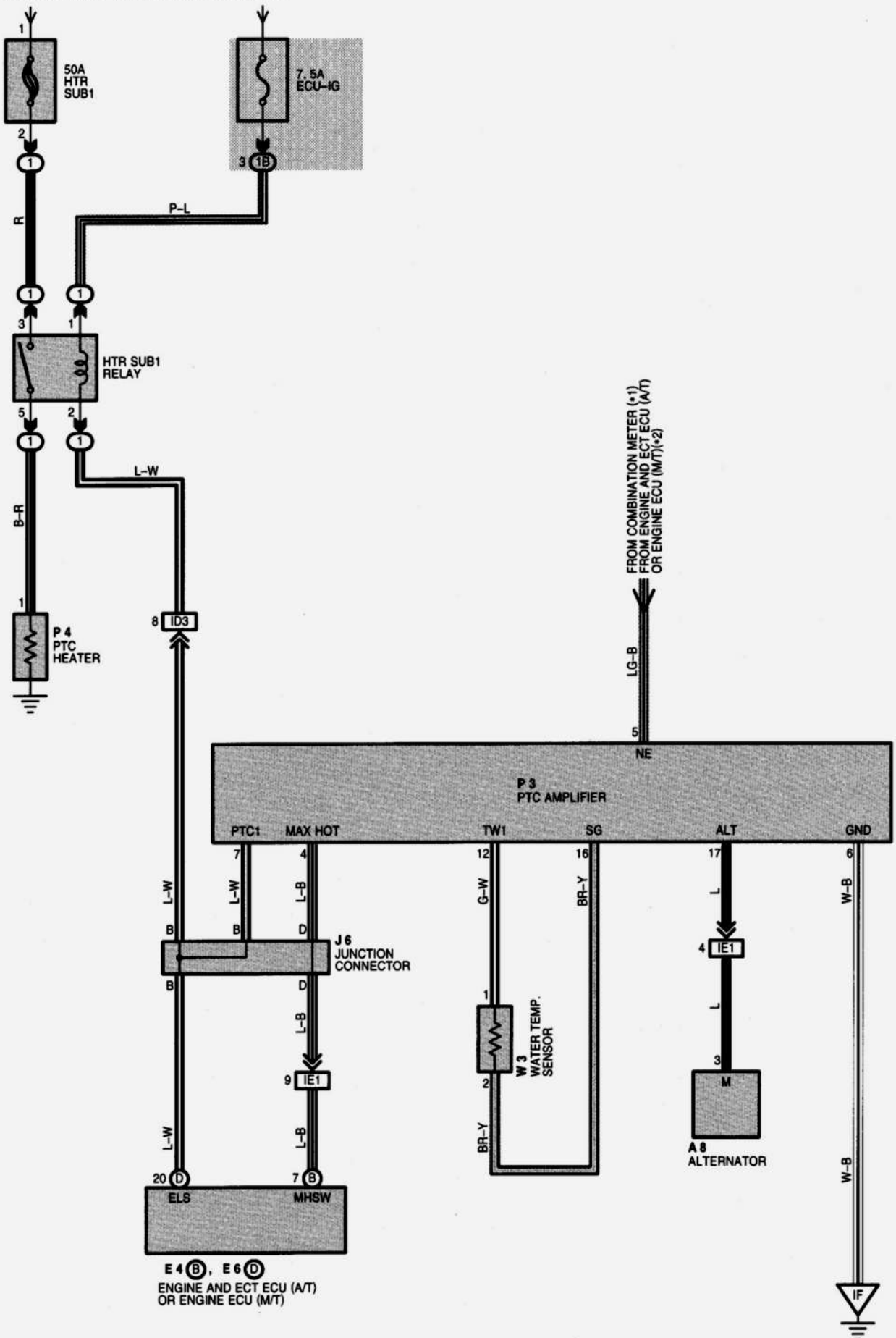
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	100 (LHD)	Instrument Panel Wire			

PTC HEATER

* 1 : DIGITAL METER TYPE
* 2 : ANALOG METER TYPE

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SYSTEM OUTLINE

When all of the following conditions are met, the PTC heater operates.

- * The engine coolant temp. has reached the specified temperature.
- * The engine RPM has exceeded the specified RPM for more than 5 seconds continuously.
- * The max hot SW is on.

If any of the above conditions change, the PTC heater stops.

The PTC heater is turned ON/OFF according to the alternator's charge/discharge condition.

SERVICE HINTS

W3 WATER TEMP. SENSOR

- 1-2 : Approx. 90 k Ω (-30°C, -22°F)
Approx. 5 k Ω (25°C, 77°F)
Approx. 2.657 k Ω (40°C, 104°F)

P3 PTC AMPLIFIER

6-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A8	84 (LHD)	J6	87 (LHD)	W3	87 (LHD)
E4	B 86 (LHD)	P3	87 (LHD)		
E6	D 86 (LHD)	P4	87 (LHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

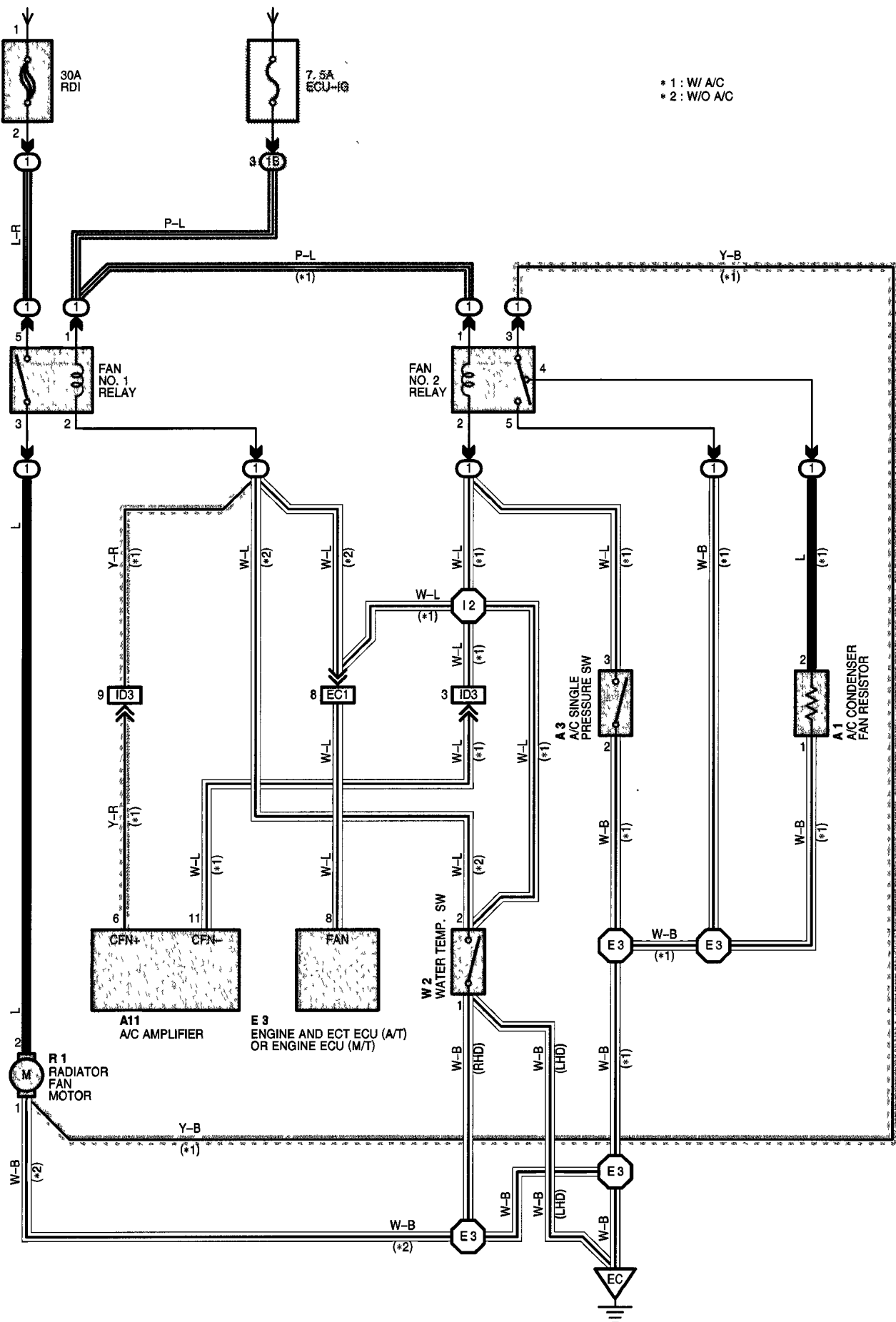
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IF	98 (LHD)	Right Kick Panel

RADIATOR FAN AND CONDENSER FAN

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)



SYSTEM OUTLINE

1. LOW SPEED OPERATION (w/ A/C)

When the A/C system is operating, the FAN NO.1 Relay is turned on. As a result, the current flows from the RDI Fuse to FAN NO.1 relay (Point side) to radiator fan motor TERMINAL 2 to TERMINAL 1 to FAN NO.2 relay TERMINAL 3 to TERMINAL 4 to A/C condenser fan resistor TERMINAL 2 to TERMINAL 1 to GROUND, and the radiator fan motor rotates at low speed.

2. HIGH SPEED OPERATION (w/ A/C)

When the A/C single pressure SW is on or the water temp. SW is turned on, the FAN NO.2 relay is turned on. As a result, the current flows from the FAN NO.1 relay (Point side) to radiator fan motor TERMINAL 2 to TERMINAL 1 to FAN NO.2 Relay TERMINAL 3 to TERMINAL 5 to GROUND, and the radiator fan motor rotates at high speed.

3. FAN MOTOR OPERATION (w/o A/C)

When the water temp. SW is turned on, the FAN NO.1 relay is turned on. As a result, the current flows from the RDI FAN fuse to FAN NO.1 relay (Point side) to radiator fan motor TERMINAL 2 to TERMINAL 1 to GROUND, and the radiator fan motor rotates.

SERVICE HINTS

A3 A/C SINGLE PRESSURE SW

2-3 : Open above approx. **12.5 kgf/cm² (178 psi, 1225 kpa)**
Close below approx. **15.5 kgf/cm² (220 psi, 1520 kpa)**

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	84 (LHD)	A11	86 (LHD)	R1	85 (LHD)
	90 (RHD)		92 (RHD)		91 (RHD)
A3	84 (LHD)	E3	86 (LHD)	W2	85 (LHD)
	90 (RHD)		92 (RHD)		91 (RHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	80	Engine Room Main 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)
EC1	96 (LHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
	104 (RHD)	
ID3	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

▽ : GROUND POINTS

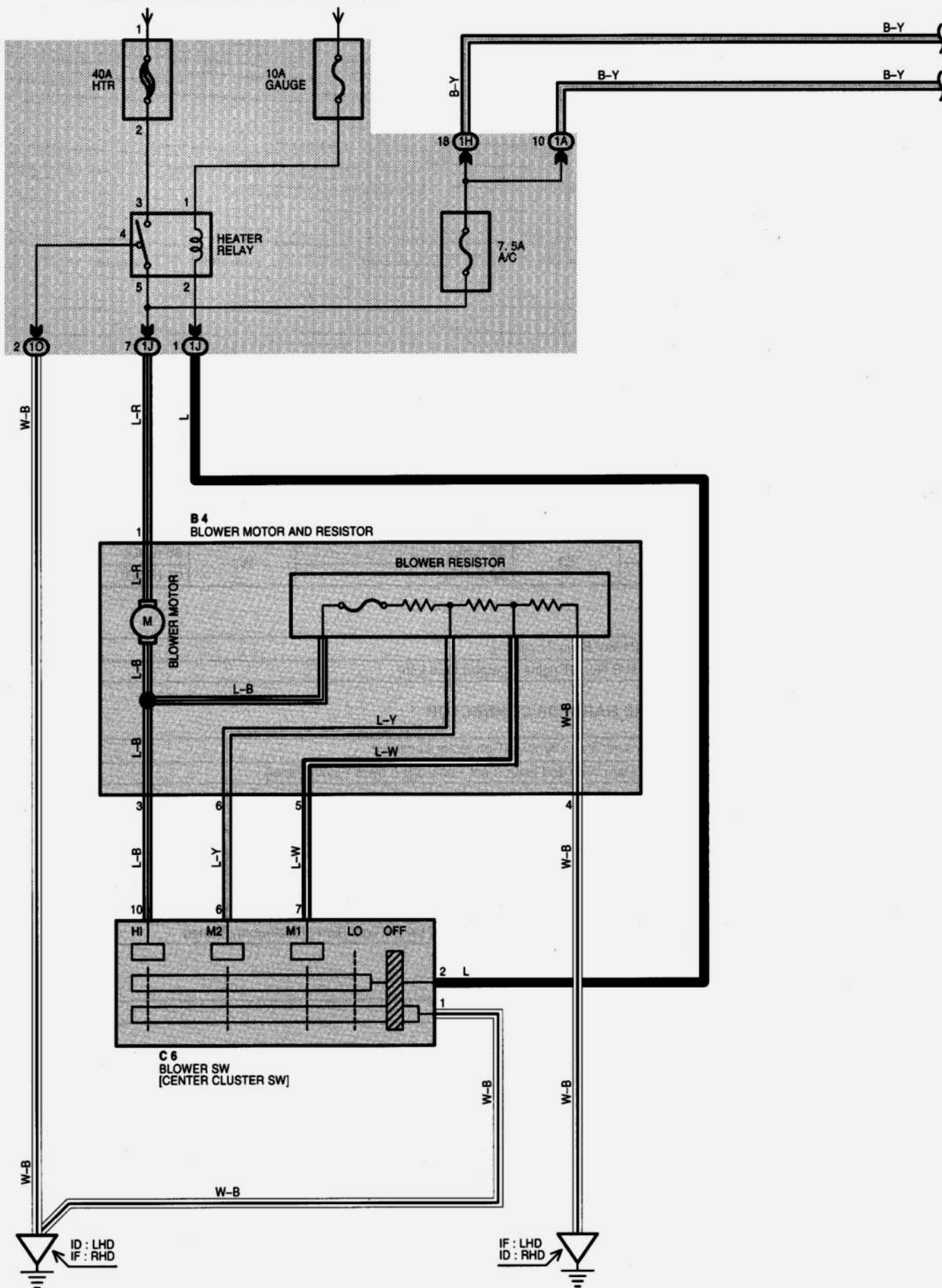
Code	See Page	Ground Points Location
EC	96 (LHD)	Front Left Fender Apron
	104 (RHD)	

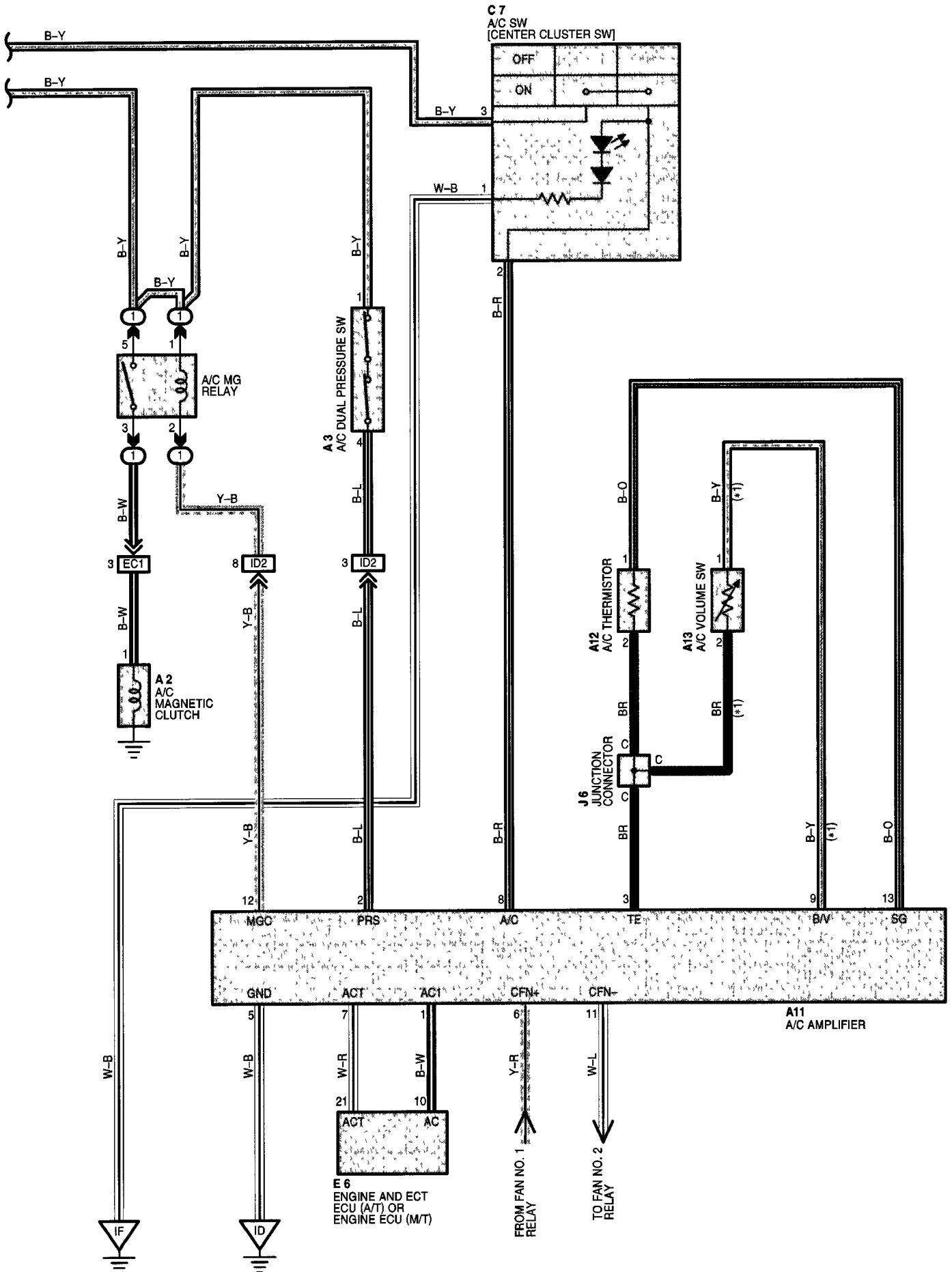
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E3	96 (LHD)	Engine Room Main Wire	I2	100 (LHD)	Engine Room Main Wire
	104 (RHD)			108 (RHD)	

AIR CONDITIONER

FROM POWER SOURCE SYSTEM (SEE PAGE 120, 124)





AIR CONDITIONER

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

Current is applied at all times through the HTR fuse to TERMINAL 3 of the heater relay.

When the ignition SW is turned on, the current flows through GAUGE fuse to TERMINAL 1 of the heater relay to TERMINAL 2 of the blower SW.

* Low speed operation

When the blower SW is moved to LO position, the current flows the to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the front heater relay to turn on. This causes the current to flow from the HTR fuse to TERMINAL 3 of the heater relay to TERMINAL 5 to TERMINAL 1 of the blower motor and resistor to TERMINAL 4 to GROUND, rotating the blower motor at low speed.

* Medium speed operation (Operation at M1, M2)

When the blower SW is moved to M1 position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the heater relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 3 of the heater relay to TERMINAL 5 to TERMINAL 1 of the blower motor and resistor to TERMINAL 5 to TERMINAL 7 of the blower SW to TERMINAL 1 to GROUND. At this time, the blower resistance of the blower resistor is smaller than at low speed, so the blower motor rotates at medium low speed.

When the blower SW is moved to M2 position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the heater relay turn on. This causes the current flows from the HTR fuse to TERMINAL 3 of the heater relay to TERMINAL 5 to TERMINAL 1 of the blower motor and resistor to TERMINAL 6 to TERMINAL 6 of the blower SW to TERMINAL 1 to GROUND. At this time, resistance of the blower resistor is smaller than at M1 position, so the blower motor rotates at medium high speed.

* High speed operation

When the blower SW is moved to HI position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the front heater relay to turn on.

This causes the current to flow from the HTR fuse to TERMINAL 3 of the heater relay to TERMINAL 5 to TERMINAL 1 of the blower motor and resistor to TERMINAL 3 to TERMINAL 10 of the blower SW to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

2. AIR CONDITIONER OPERATION

When the blower SW is set on, the current from the A/C fuse flows to TERMINAL 1 of the A/C dual pressure SW to TERMINAL 4 to TERMINAL 2 of the A/C amplifier. The engine RPM signal from the engine and ECT ECU (A/T) or Engine ECU (M/T), the evaporator temp. signal from the A/C thermistor are all supplied to the A/C amplifier.

SERVICE HINTS

HEATER RELAY

3-5 : Closed with the ignition SW at **ON** position and the blower SW on

A3 A/C DUAL PRESSURE SW

1-4 : Open with the refrigerant pressure at less than approx. **196 Kpa (2.0 kgf/cm², 28.4 psi)** or more than approx. **3140 Kpa (32 kgf/cm², 455 psi)**

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A2	84 (LHD)	A12	92 (RHD)	C7	92 (RHD)
	90 (RHD)	A13	86 (LHD)	E6	86 (LHD)
A3	84 (LHD)	B4	86 (LHD)		92 (RHD)
	90 (RHD)		92 (RHD)	J6	87 (LHD)
A11	86 (LHD)	C6	86 (LHD)		93 (RHD)
	92 (RHD)		92 (RHD)		
A12	86 (LHD)	C7	86 (LHD)		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	80	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1H	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1O		

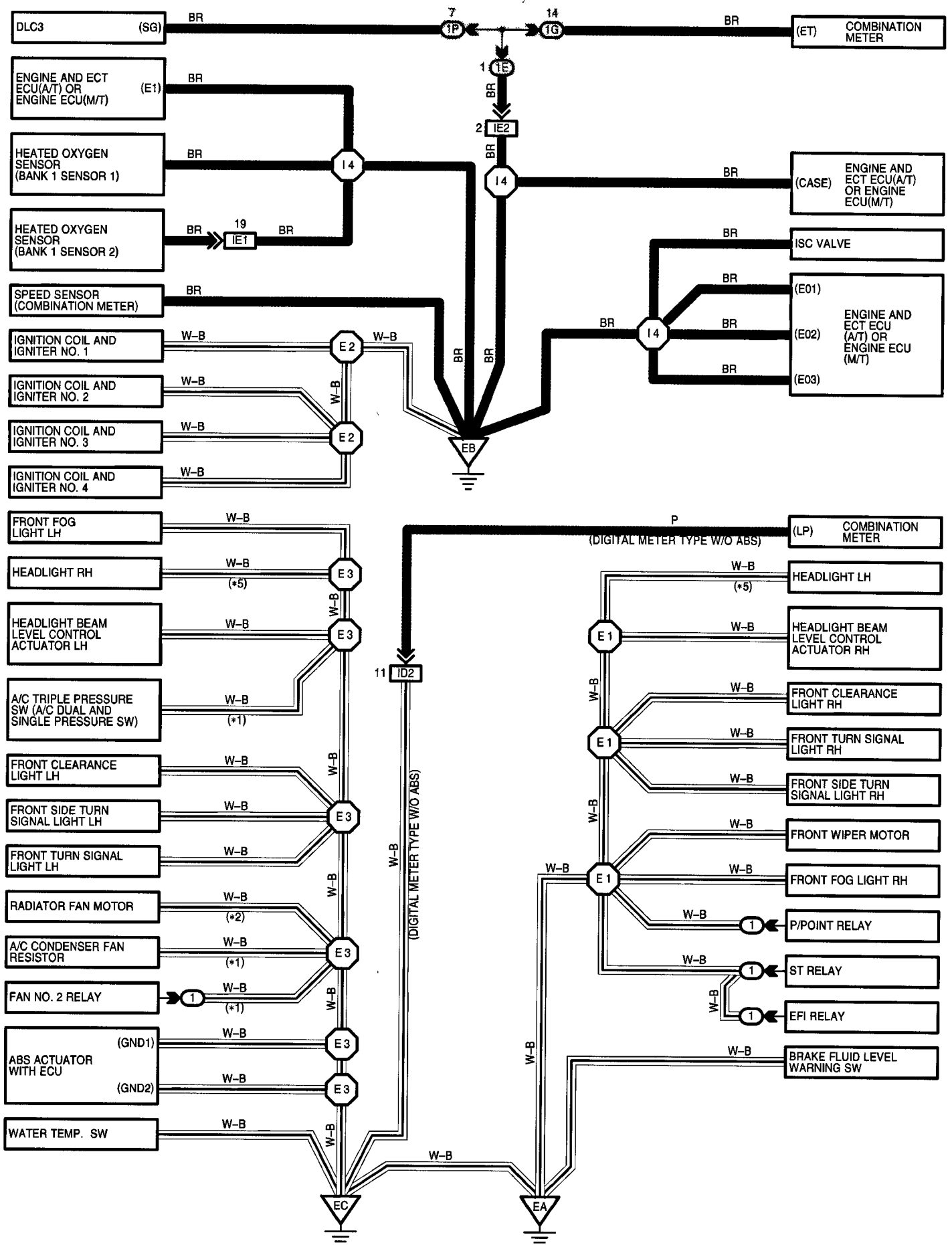
 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EC1	96 (LHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
	104 (RHD)	
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)

 : GROUND POINTS

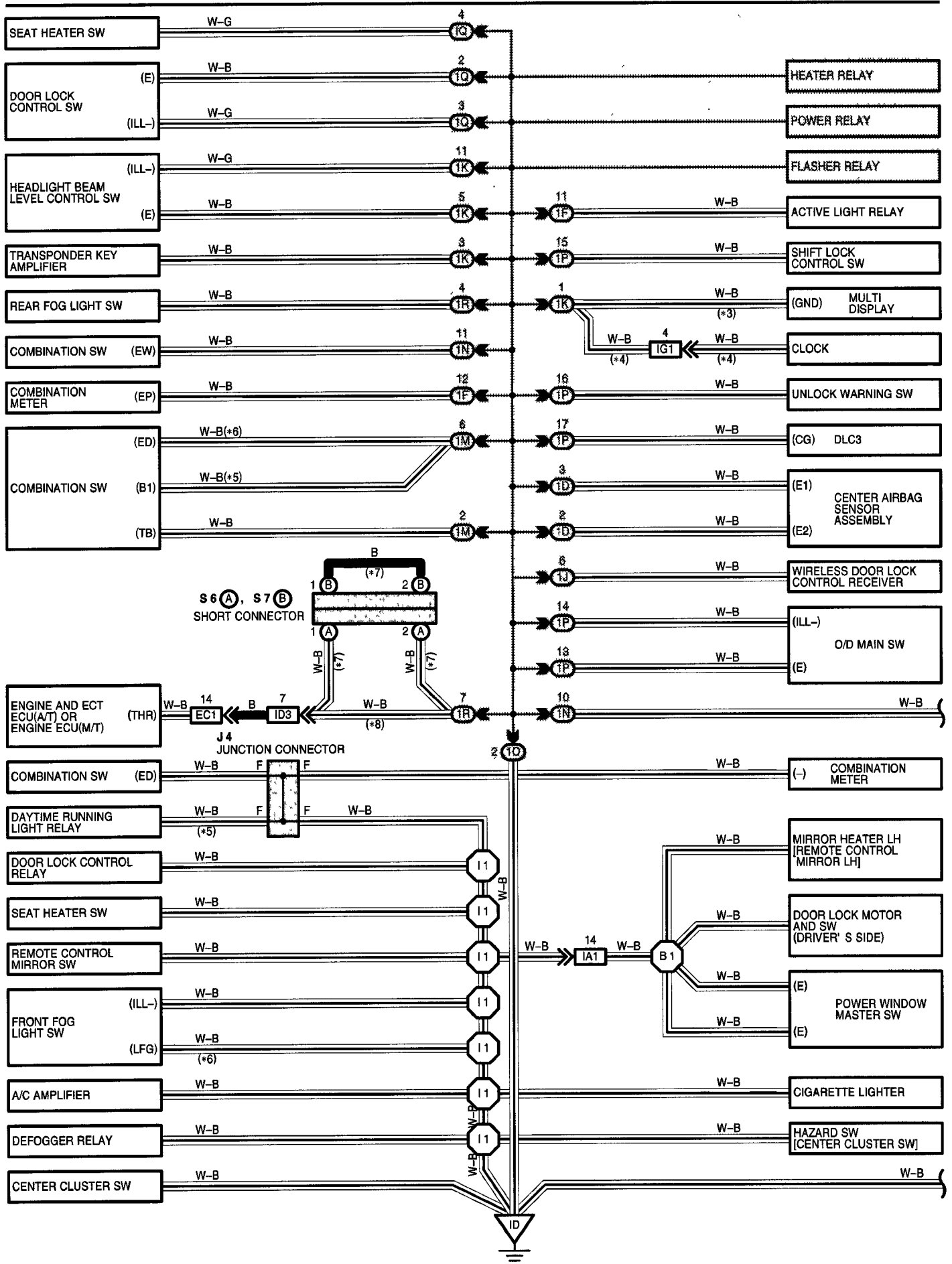
Code	See Page	Ground Points Location
ID	98 (LHD)	Left Kick Panel
	106 (RHD)	
IF	98 (LHD)	Right Kick Panel
	106 (RHD)	

I GROUND POINT (LHD)

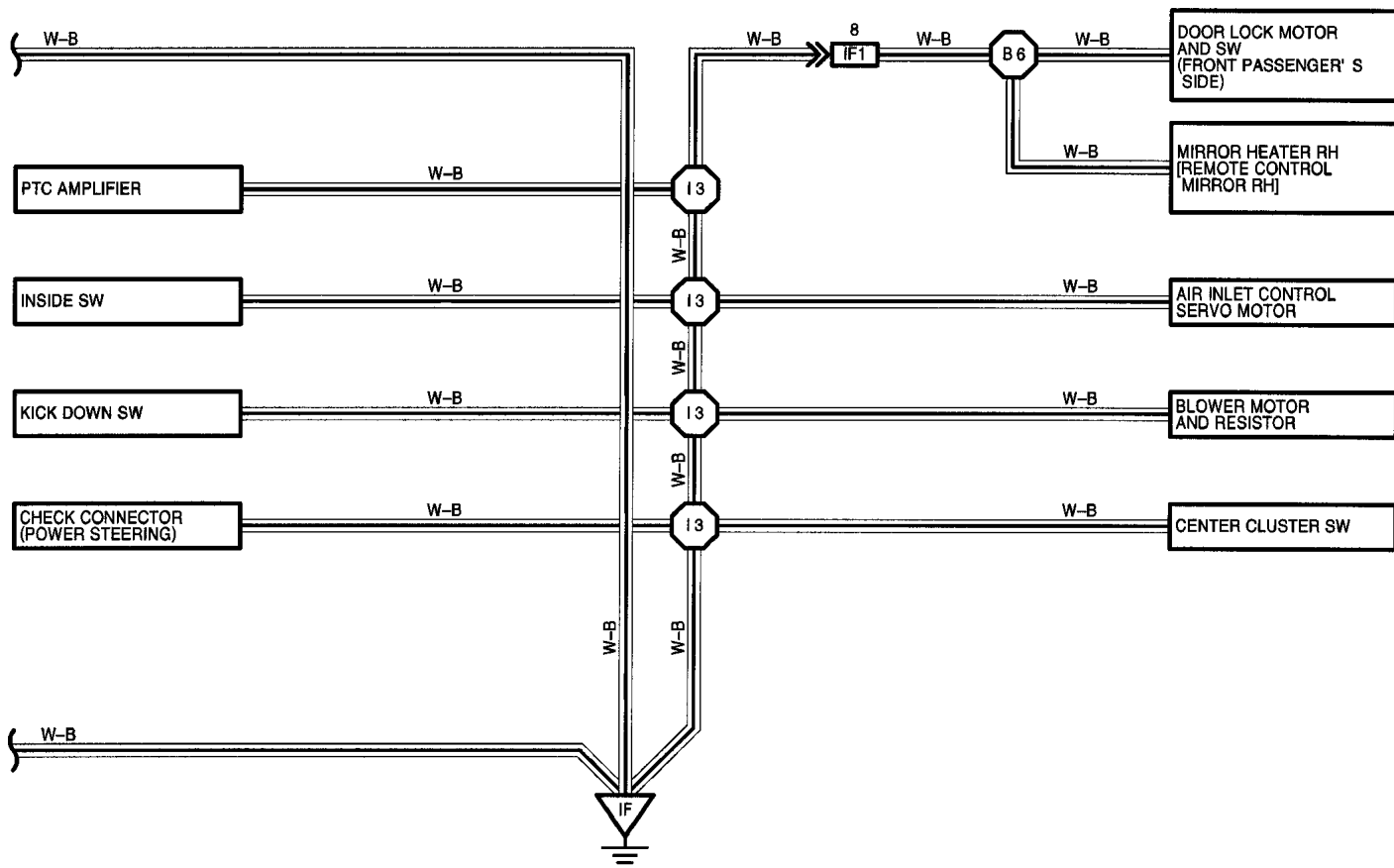
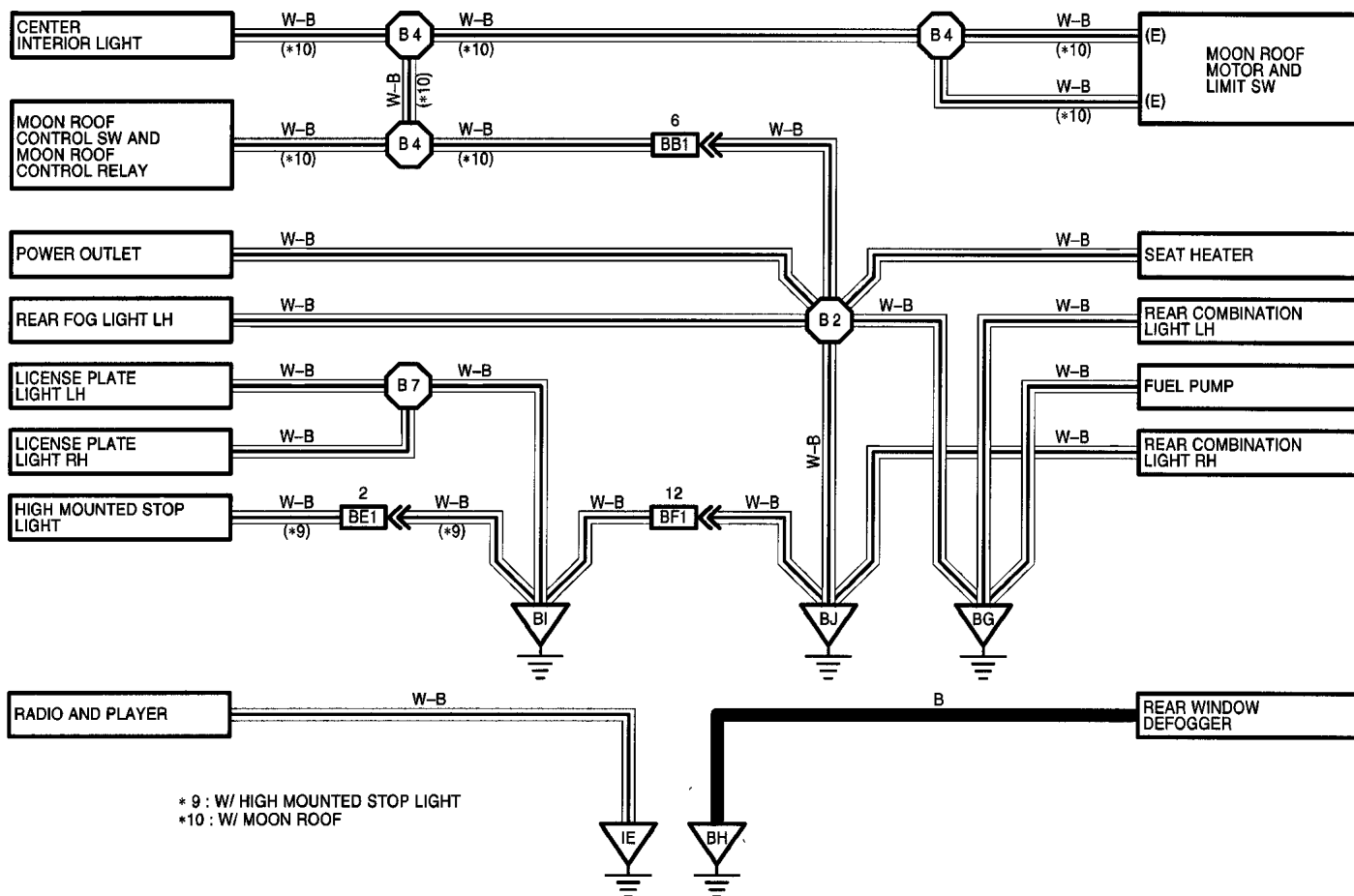


* 1 : W/ A/C
 * 2 : W/O A/C
 * 3 : W/ MULTI DISPLAY
 * 4 : W/O MULTI DISPLAY

* 5 : W/ DAYTIME RUNNING LIGHT
 * 6 : W/O DAYTIME RUNNING LIGHT
 * 7 : W/ SHORT CONNECTOR
 * 8 : W/O SHORT CONNECTOR



I GROUND POINT (LHD)



 : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
J4	87 (LHD)	S6	A 87 (LHD)	S7	B 87 (LHD)

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1E		
1F		
1G		
1J		
1K		
1M		
1N		
1O		
1P		
1Q		
1R		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EC1	96 (LHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
IA2	98 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
ID2	100 (LHD)	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
ID3		
IE1	100 (LHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IF1	100 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IF2		
BB1	102 (LHD)	Roof Wire and Floor Wire (Left Rear Side Quarter Panel)
BE1	102 (LHD)	Back Door No.2 Wire and Back Door No.1 Wire (Right Side of Back Door)
BF1	102 (LHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)

 : GROUND POINTS

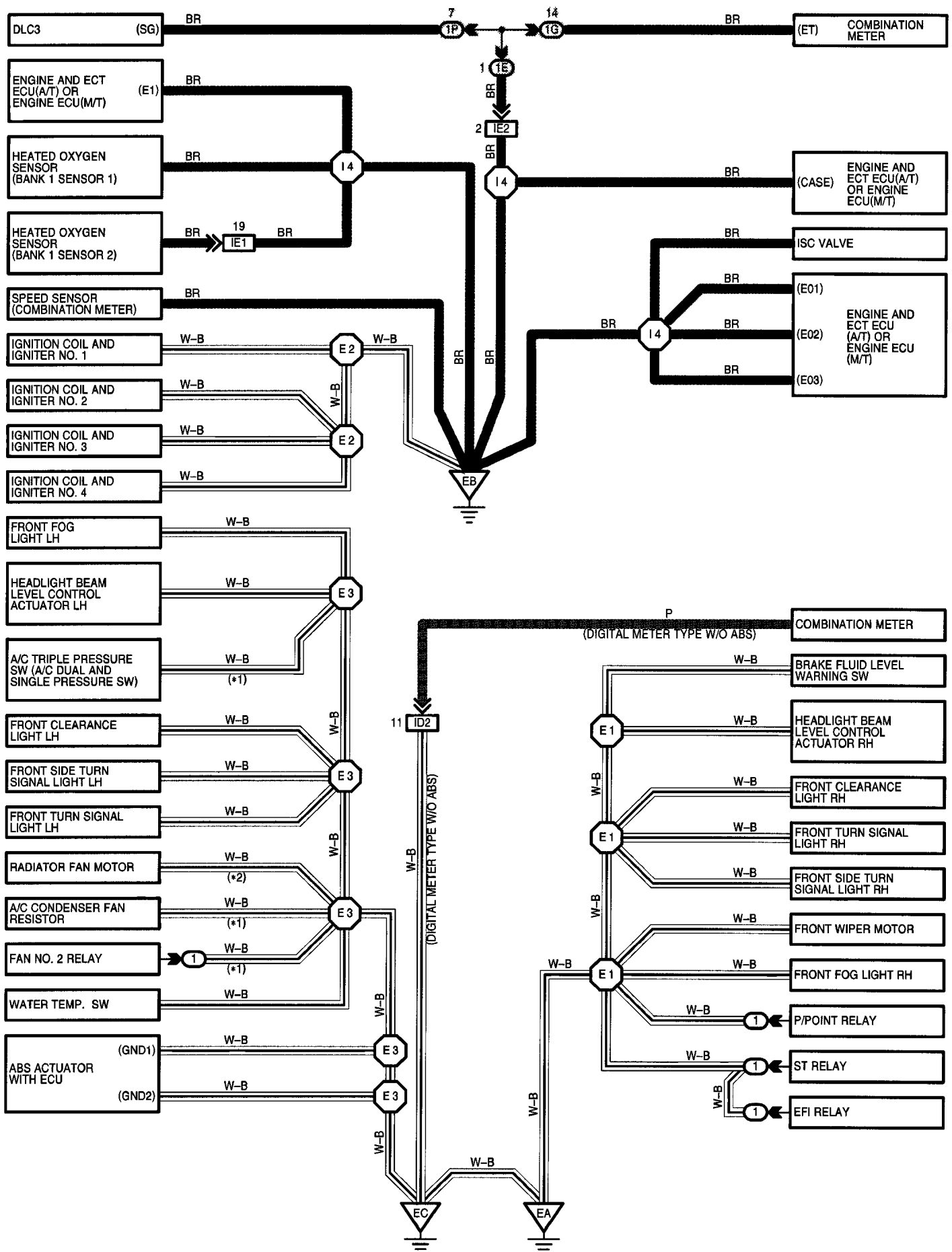
Code	See Page	Ground Points Location
EA	96 (LHD)	Front Right Fender Apron
EB	96 (LHD)	Engine Block
EC	96 (LHD)	Front Left Fender Apron
ID	98 (LHD)	Left Kick Panel
IE	98 (LHD)	Instrument Panel Brace LH
IF	98 (LHD)	Right Kick Panel
BG	102 (LHD)	Left Rear Side Quarter Panel
BH	102 (LHD)	Left Side of Back Door
BI	102 (LHD)	Right Side of Back Door
BJ	102 (LHD)	Right Rear Side Quarter Panel

I GROUND POINT (LHD)

 : SPLICE POINTS

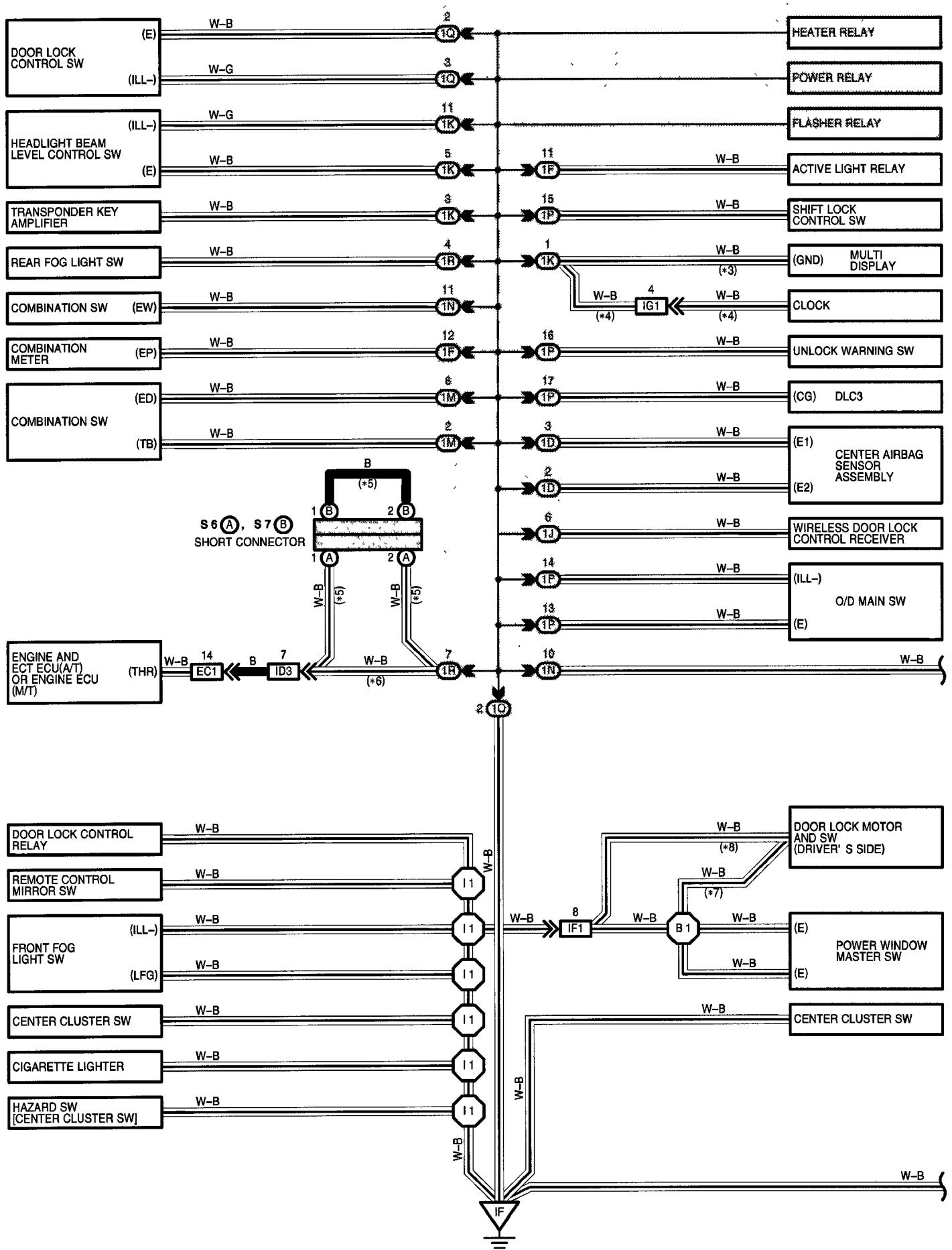
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	96 (LHD)	Engine Room Main Wire	B1	102 (LHD)	Front Door LH Wire
E2	96 (LHD)	Engine Wire	B2	102 (LHD)	Floor Wire
E3	96 (LHD)	Engine Room Main Wire	B4	102 (LHD)	Roof Wire
I1	100 (LHD)	Instrument Panel Wire	B6	102 (LHD)	Front Door RH Wire
I3			B7	102 (LHD)	Back Door No.1 Wire
I4	100 (LHD)	Engine Wire			

I GROUND POINT (RHD)

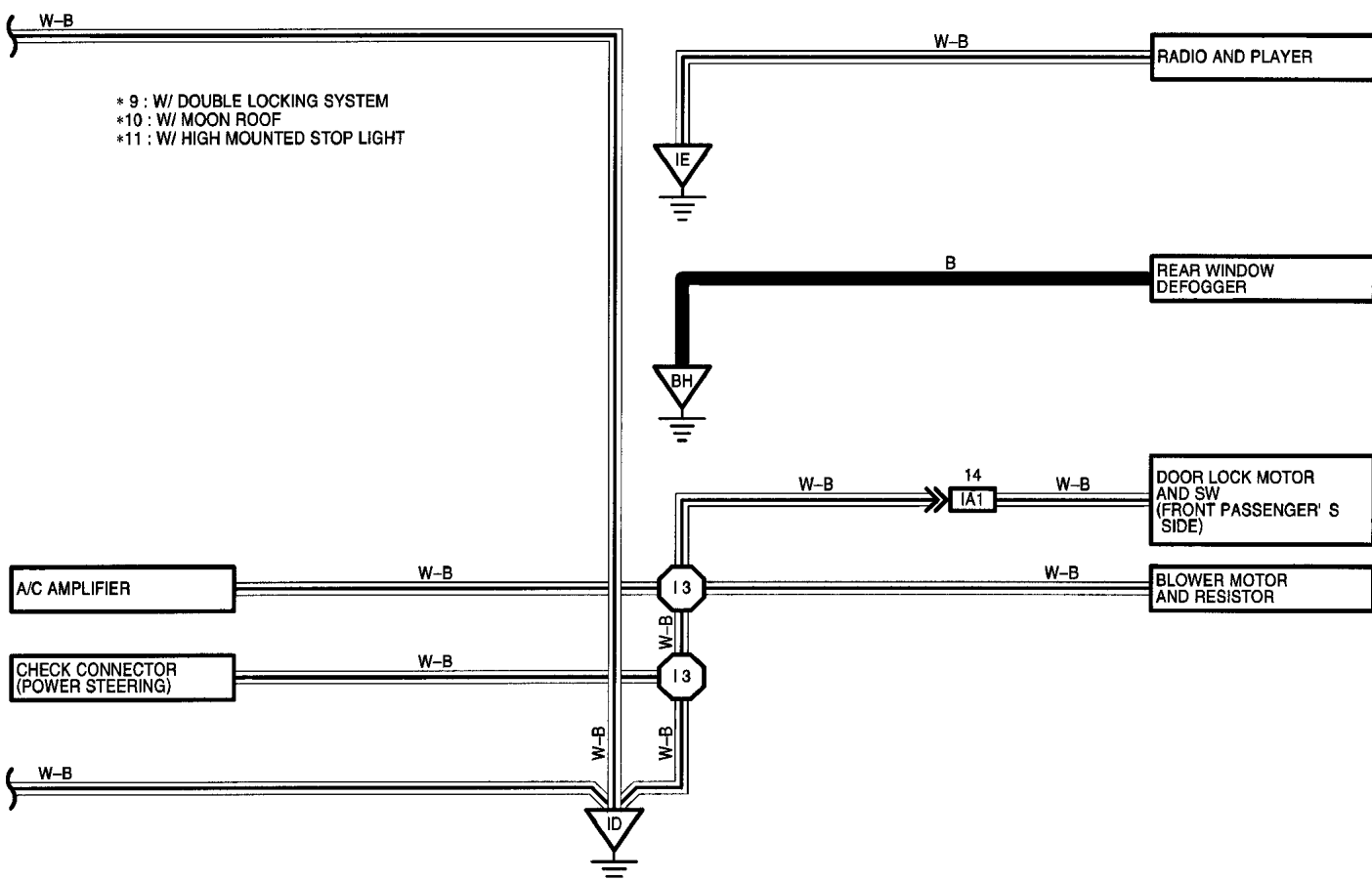
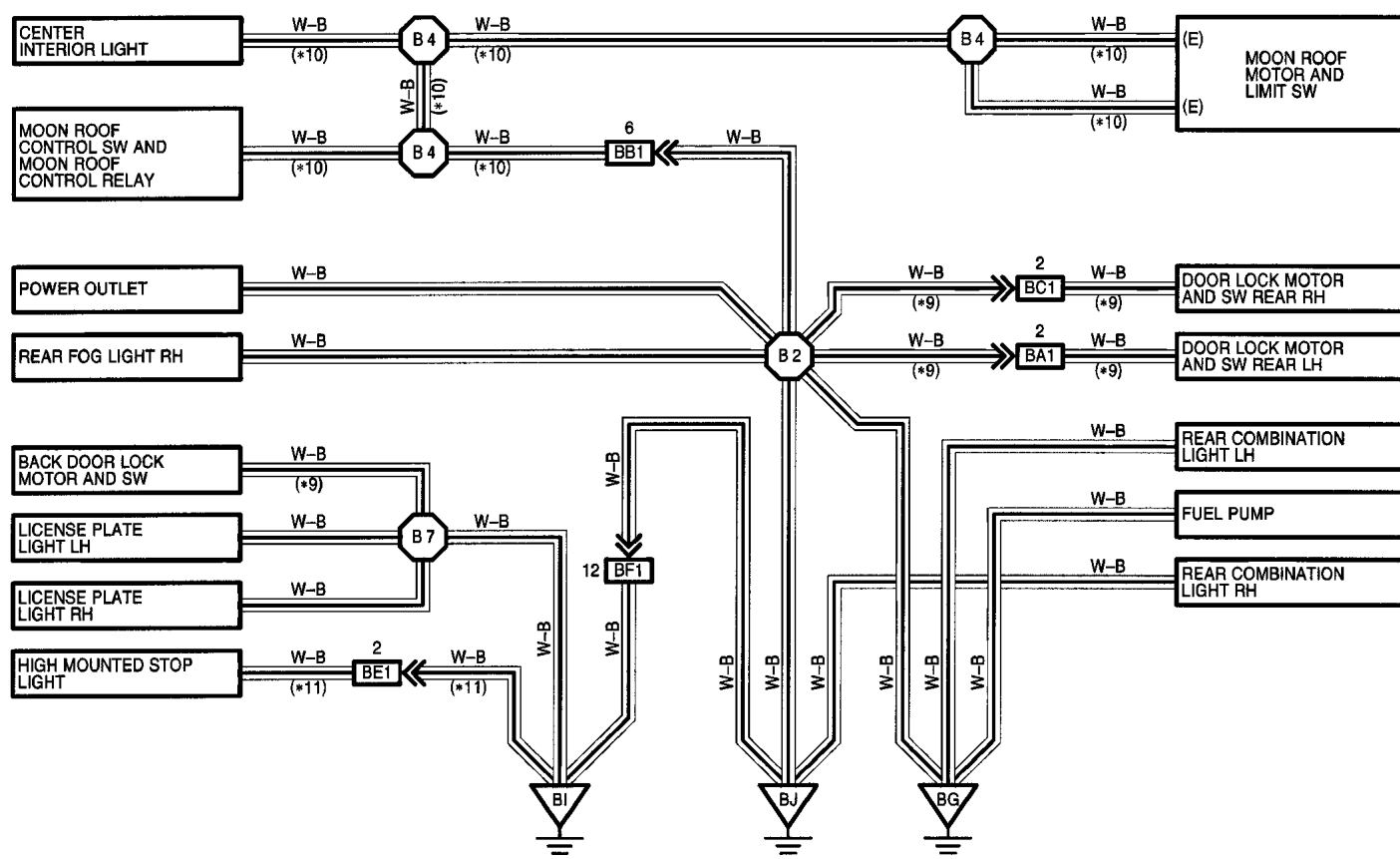


* 1 : W/ A/C
 * 2 : W/O A/C
 * 3 : W/ MULTI DISPLAY
 * 4 : W/O MULTI DISPLAY

* 5 : W/ SHORT CONNECTOR
 * 6 : W/O SHORT CONNECTOR
 * 7 : W/ POWER WINDOW
 * 8 : W/O POWER WINDOW



I GROUND POINT (RHD)



 : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
S6	A	93 (RHD)	S7	B	93 (RHD)

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	78	Engine Room R/B No.1 (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	81	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1E		
1F		
1G		
1J		
1K		
1M		
1N		
1O		
1P		
1Q		
1R		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EC1	104 (RHD)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
IA1	106 (RHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2		
ID2	108 (RHD)	Engine Room Main Wire and Instrument Panel Wire (Right Side of Instrument Panel)
ID3		
IE1	108 (RHD)	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IF1	108 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IF2		
BA1	110 (RHD)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
BB1	110 (RHD)	Roof Wire and Floor Wire (Right Rear Side Quarter Panel)
BC1	110 (RHD)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
BE1	110 (RHD)	Back Door No.2 Wire and Back Door No.1 Wire (Right Side of Back Door)
BF1	110 (RHD)	Back Door No.1 Wire and Floor Wire (Right Side of Back Door)
BF2		

 : GROUND POINTS

Code	See Page	Ground Points Location
EA	104 (RHD)	Front Right Fender Apron
EB	104 (RHD)	Engine Block
EC	104 (RHD)	Front Left Fender Apron
ID	106 (RHD)	Left Kick Panel
IE	106 (RHD)	Instrument Panel Brace RH
IF	106 (RHD)	Right Kick Panel
BG	110 (RHD)	Left Rear Side Quarter Panel
BH	110 (RHD)	Left Side of Back Door
BI	110 (RHD)	Right Side of Back Door
BJ	110 (RHD)	Right Rear Side Quarter Panel

I GROUND POINT (RHD)

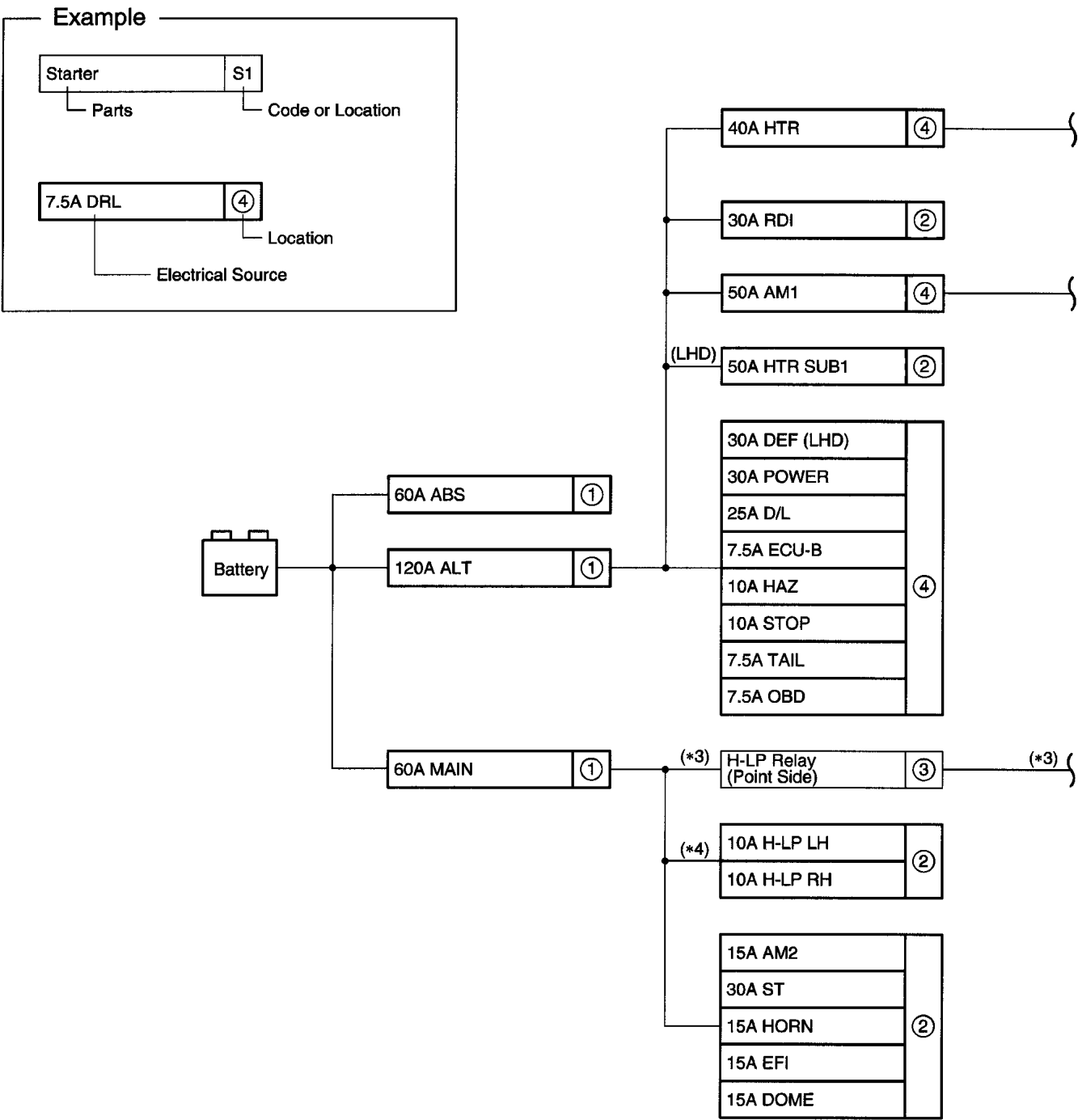


: SPLICE POINTS

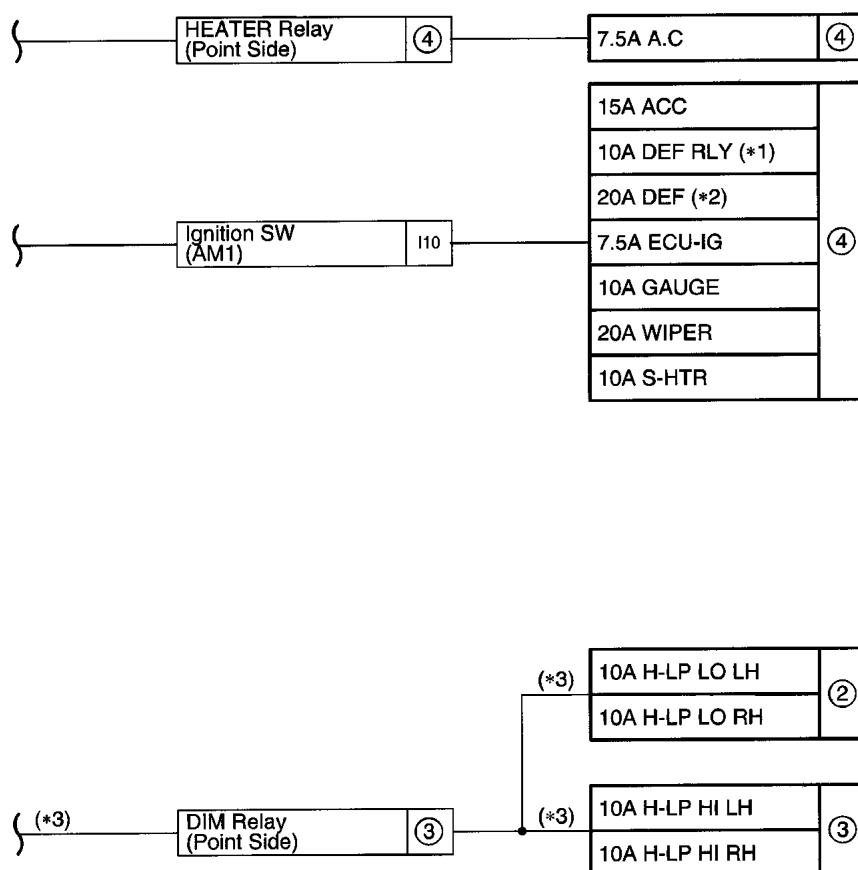
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	104 (RHD)	Engine Room Main Wire	I4	108 (RHD)	Engine Wire
E2	104 (RHD)	Engine Wire	B1	110 (RHD)	Front Door RH Wire
E3	104 (RHD)	Engine Room Main Wire	B2	110 (RHD)	Floor Wire
I1	108 (RHD)	Instrument Panel Wire	B4	110 (RHD)	Roof Wire
I3			B7	110 (RHD)	Back Door No.1 Wire

J 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.



- *1 : Cold Area Spec.
 *2 : Except Cold Area Spec.
 *3 : w/ Daytime Running Light
 *4 : w/o Daytime Running Light



- [LOCATION] ① : Fusible Link Block (F12,F13 on See page 84(LHD),90(RHD))
 ② : Engine Room R/B No.1 (See page 76)
 ③ : Engine Room R/B No.2 (See page 76)
 ④ : Instrument Panel J/B (See page 77)

J POWER SOURCE (Current Flow Chart)

Engine Room R/B No.1 (See Page 78)

Fuse		System	Page
10A	H-LP LH	Headlight (w/o Daytime Running Light)	148
10A	H-LP LO LH	Headlight (w/ Daytime Running Light)	144
10A	H-LP LO RH	Headlight (w/ Daytime Running Light)	144
		Headlight Beam Level Control (w/ Daytime Running Light)	150
10A	H-LP RH	Headlight (w/o Daytime Running Light)	148
15A	AM2	Charging	132
		Combination Meter (Analog Type)	246
		Combination Meter (Digital Type)	250
		ECT	230
		Engine Control	134
		Multi Display	222
		SRS	237
		Starting and Ignition	128
15A	DOME	Clock (w/o Multi Display)	226
		Combination Meter (Analog Type)	246
		Combination Meter (Digital Type)	250
		Double Locking	202
		Headlight (w/o Daytime Running Light)	148
		Interior Light	176
		Light Reminder Buzzer	180
		Multi Display	222
		Radio and Player	224
		Wireless Door Lock Control	196
15A	EFI	ECT	230
		Engine Control	134
		Engine Immobiliser System	142
15A	HORN	Horn	188
15A	P/POINT	Power Outlet	228
30A	RDI	Radiator Fan and Condenser Fan	266
30A	ST	Starting and Ignition	128
50A	HTR SUB1	PTC Heater	264

Engine Room R/B No.2 (See Page 79)

Fuse		System	Page
10A	H-LP HI LH	Headlight (w/ Daytime Running Light)	144
10A	H-LP HI RH	Combination Meter (Analog Type)	246
		Combination Meter (Digital Type)	250
		Headlight (w/ Daytime Running Light)	144

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

Instrument Panel J/B (See Page 80)

Fuse		System	Page
7.5A	A.C	Air Conditioner	268
		Two Way Flow Heater	260
7.5A	ECU-B	Headlight (w/ Daytime Running Light)	144
		Rear Fog Light (w/ Daytime Running Light)	156
		Rear Fog Light (w/o Daytime Running Light)	158
7.5A	ECU-IG	ABS	242
		Interior Light	176
		Multi Display	222
		PTC Heater	264
		Radiator Fan and Condenser Fan	266
		SRS	237
		Two Way Flow Heater	260
7.5A	OBD	ECT	230
7.5A	TAIL	Front Fog Light	154
		Headlight (w/ Daytime Running Light)	144
		Headlight (w/o Daytime Running Light)	148
		Headlight Beam Level Control (w/o Daytime Running Light)	152
		Light Reminder Buzzer	180
		Rear Fog Light (w/ Daytime Running Light)	156
		Rear Fog Light (w/o Daytime Running Light)	158
		Taillight and Illumination (w/ Daytime Running Light)	160
		Taillight and Illumination (w/o Daytime Running Light)	164
10A	DEF RLY	Rear Window Defogger and Mirror Heater	258
10A	GAUGE	ABS	242
		Air Conditioner	268
		Back-Up Light	174
		Charging	132
		Combination Meter (Analog Type)	246
		Combination Meter (Digital Type)	250
		Door Lock Control	190
		Double Locking	202
		ECT	230
		Engine Control	134
		Headlight (w/ Daytime Running Light)	144
		Light Reminder Buzzer	180
		Moon Roof	214
		Power Window (LHD)	206
		Power Window (RHD)	210
		Shift Lock	220
		Turn Signal and Hazard Warning Light	168
		Two Way Flow Heater	260
		Wireless Door Lock Control	196

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

J POWER SOURCE (Current Flow Chart)

Fuse		System	Page
10A	HAZ	Turn Signal and Hazard Warning Light	168
10A	S-HTR	Seat Heater (LHD)	256
10A	STOP	ECT	230
		Engine Control	134
		Shift Lock	220
		Stop Light	172
15A	ACC	Cigarette Lighter	178
		Clock (w/o Multi Display)	226
		Combination Meter (Digital Type)	250
		Light Reminder Buzzer	180
		Multi Display	222
		Power Outlet	228
		Radio and Player	224
		Remote Control Mirror	218
15A	FOG	Front Fog Light	154
15A	STOP	ABS	242
20A	DEF	Rear Window Defogger and Mirror Heater	258
20A	WIPER	Front Wiper and Washer	182
		Rear Wiper and Washer	186
25A	D/L	Door Lock Control	190
		Double Locking	202
		Wireless Door Lock Control	196
30A	DEF	Rear Window Defogger and Mirror Heater	258
30A	POWER	Moon Roof	214
		Power Window (LHD)	206
		Power Window (RHD)	210
40A	HTR	Air Conditioner	268
		Two Way Flow Heater	260

Fusible Link Block (See Page 79)

Fuse		System	Page
60A	ABS	ABS	242
60A	MAIN	Charging	132
		Combination Meter (Analog Type)	246
		Combination Meter (Digital Type)	250
		ECT	230
		Engine Control	134
		Headlight (w/ Daytime Running Light)	144
		Headlight (w/o Daytime Running Light)	148
		Interior Light	176
		Multi Display	222
		Rear Fog Light (w/ Daytime Running Light)	156
		SRS	237
		Starting and Ignition	128

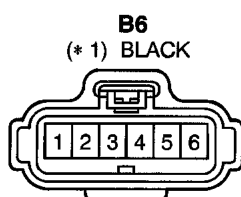
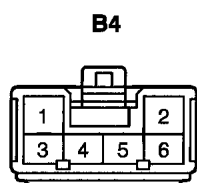
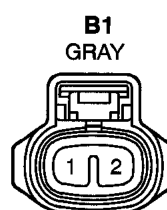
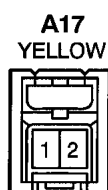
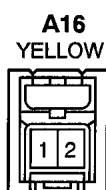
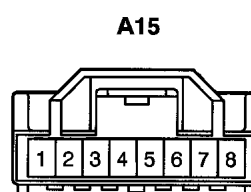
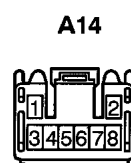
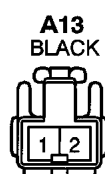
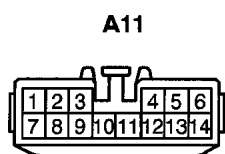
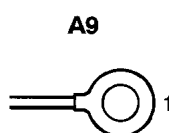
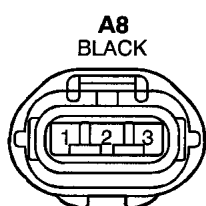
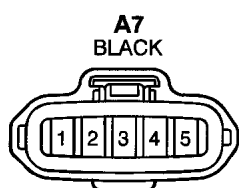
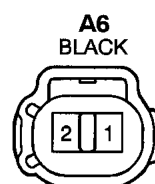
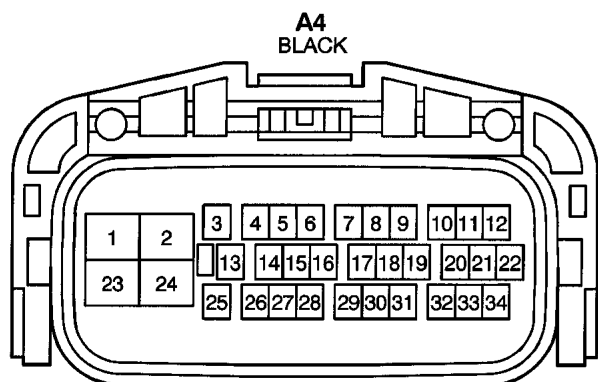
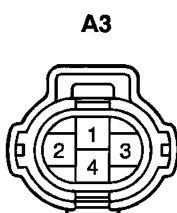
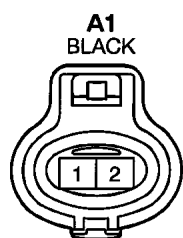
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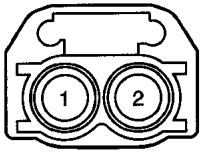
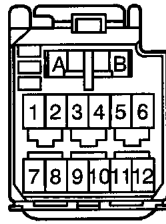
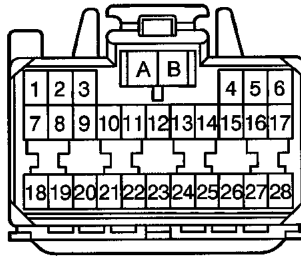
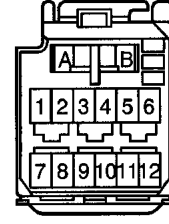
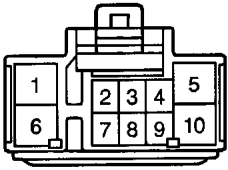
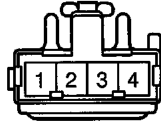
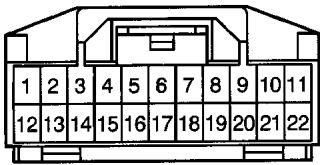
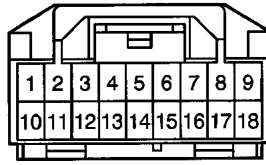
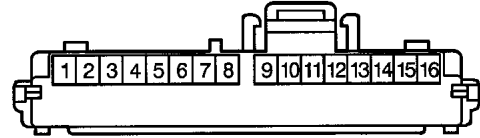
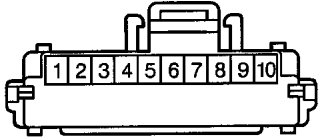
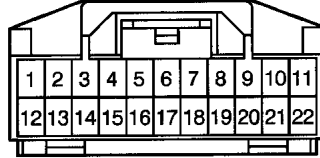
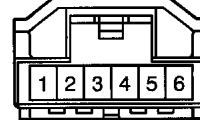
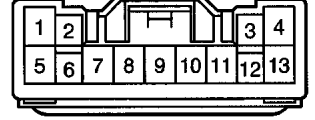
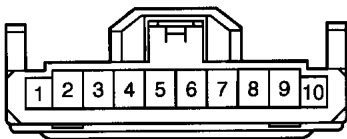
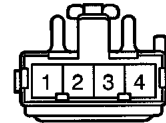
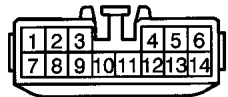
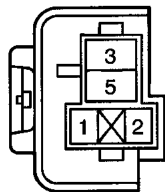
Fuse		System	Page
120A	ALT	Charging	132
		Headlight (w/o Daytime Running Light)	148
		Headlight Beam Level Control (w/o Daytime Running Light)	152
		Interior Light	176
		Power Outlet	228
		Rear Fog Light (w/ Daytime Running Light)	156
		Rear Fog Light (w/o Daytime Running Light)	158
		Taillight and Illumination (w/ Daytime Running Light)	160
		Taillight and Illumination (w/o Daytime Running Light)	164

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

K CONNECTOR LIST

* 1 : w/o Double Locking System
 * 2 : w/ Double Locking System



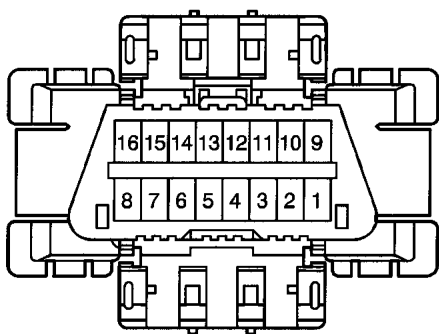
C2
BLACK**C3**
YELLOW**C4**
YELLOW**C5**
YELLOW**C6****C7****C8**
GRAY**C9****C10****C11****C12****C13****C14**
GRAY**C15****C16****C17****C18****C19**
(w/o Moon Roof)**C19**
(w/ Moon Roof)**C20**
BLACK**C21**
BLACK**D1****D2****D3**
BLACK**D4**

K CONNECTOR LIST

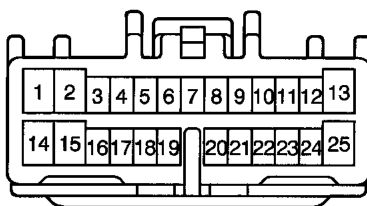
* 1 : w/o Double Locking System

* 2 : w/ Double Locking System

D5



D6



D7



D8



D9

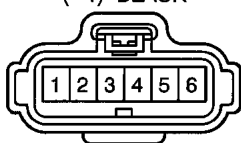


D10



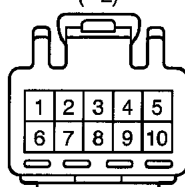
D11

(* 1) BLACK



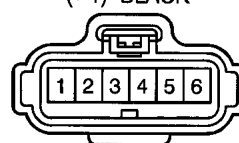
D11

(* 2)



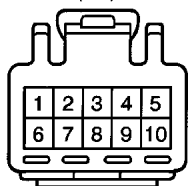
D12

(* 1) BLACK



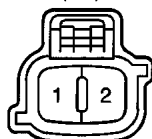
D12

(* 2)



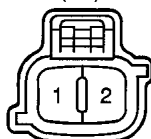
D13

(* 1)



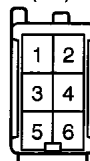
D14

(* 1)



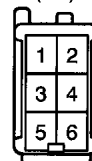
D15

(* 2)



D16

(* 2)

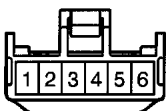


D17

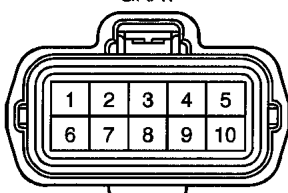
GRAY



D18



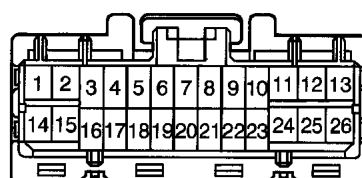
E1
GRAY



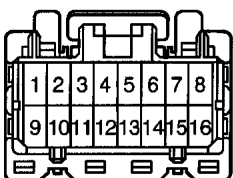
E2
GRAY



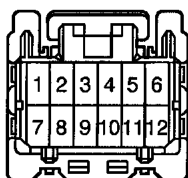
E3



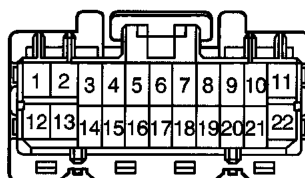
E4



E5



E6



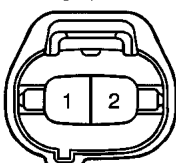
F1
YELLOW



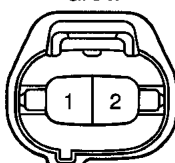
F2
YELLOW



F3
GRAY



F4
GRAY



F5
BROWN



F6
BROWN



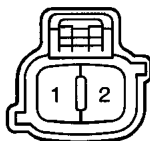
F7



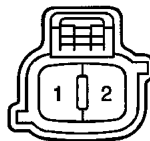
F8



F9



F10

F11
BLACK

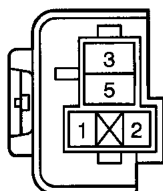
F12

(See Page 79)

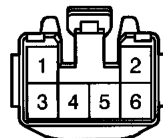
F13

(See Page 79)

F14



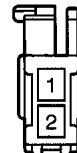
F15



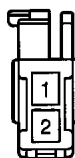
F16



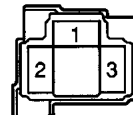
F17



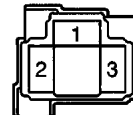
F18

F19
GRAYH1
GRAYH2
GRAY

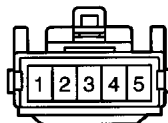
H3



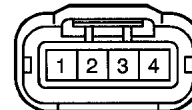
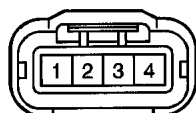
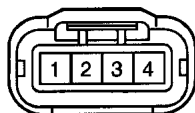
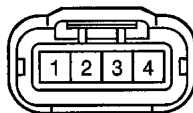
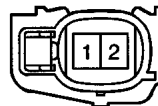
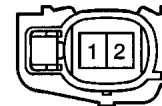
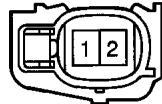
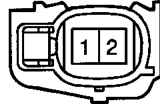
H4

H5
GRAYH6
BLACK

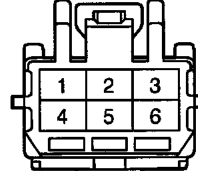
H7

H8
GRAY

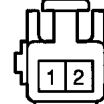
H9

I1
BLACKI2
GRAYI3
BLACKI4
GRAYI5
GRAYI6
GRAYI7
GRAYI8
GRAYI9
BLACK

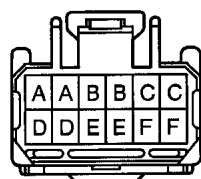
I10



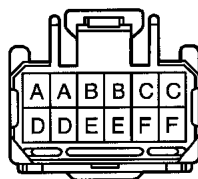
I11



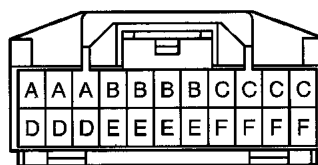
J1



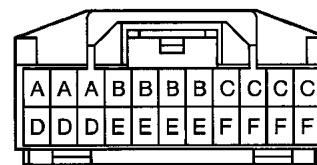
J2



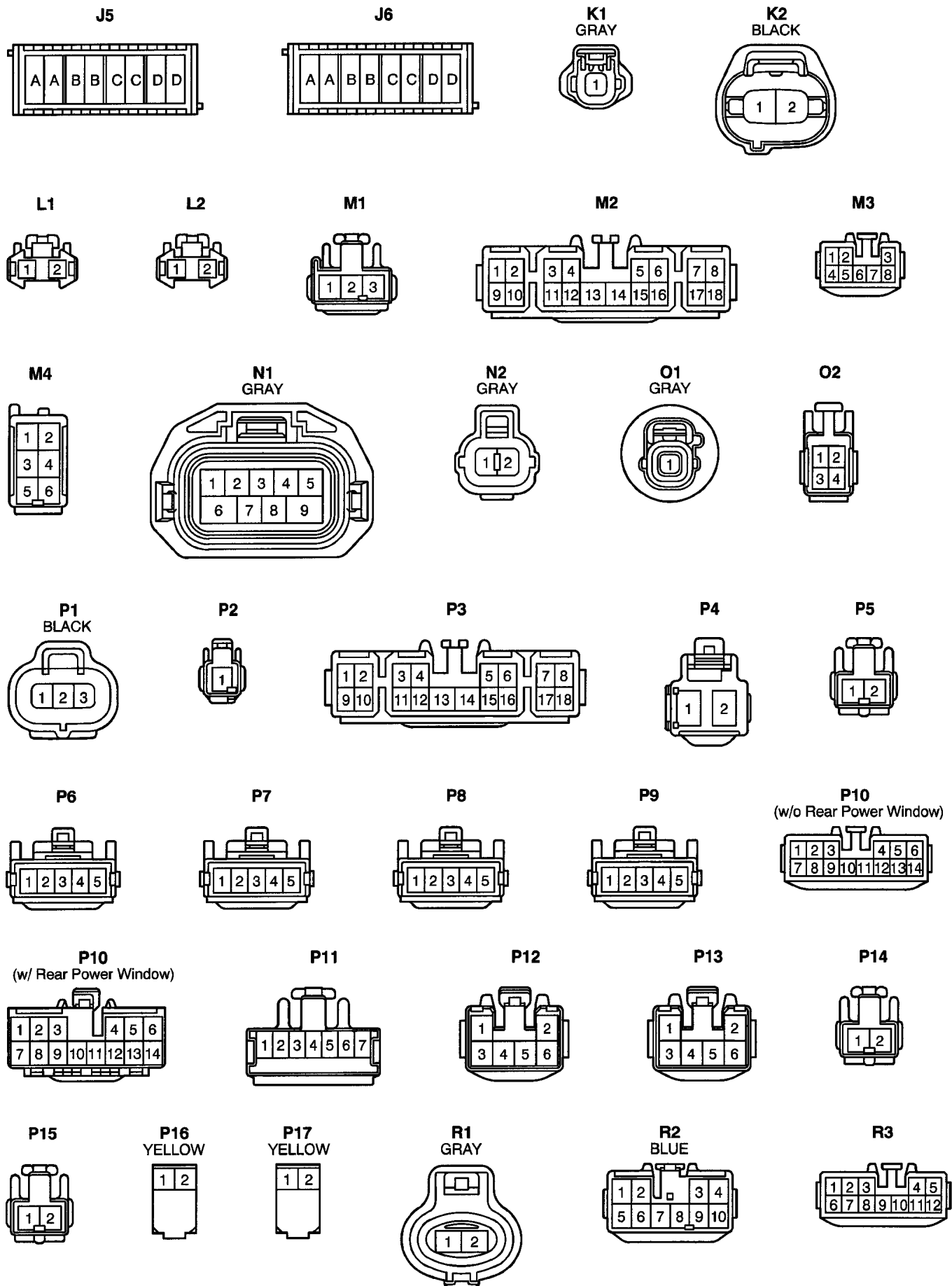
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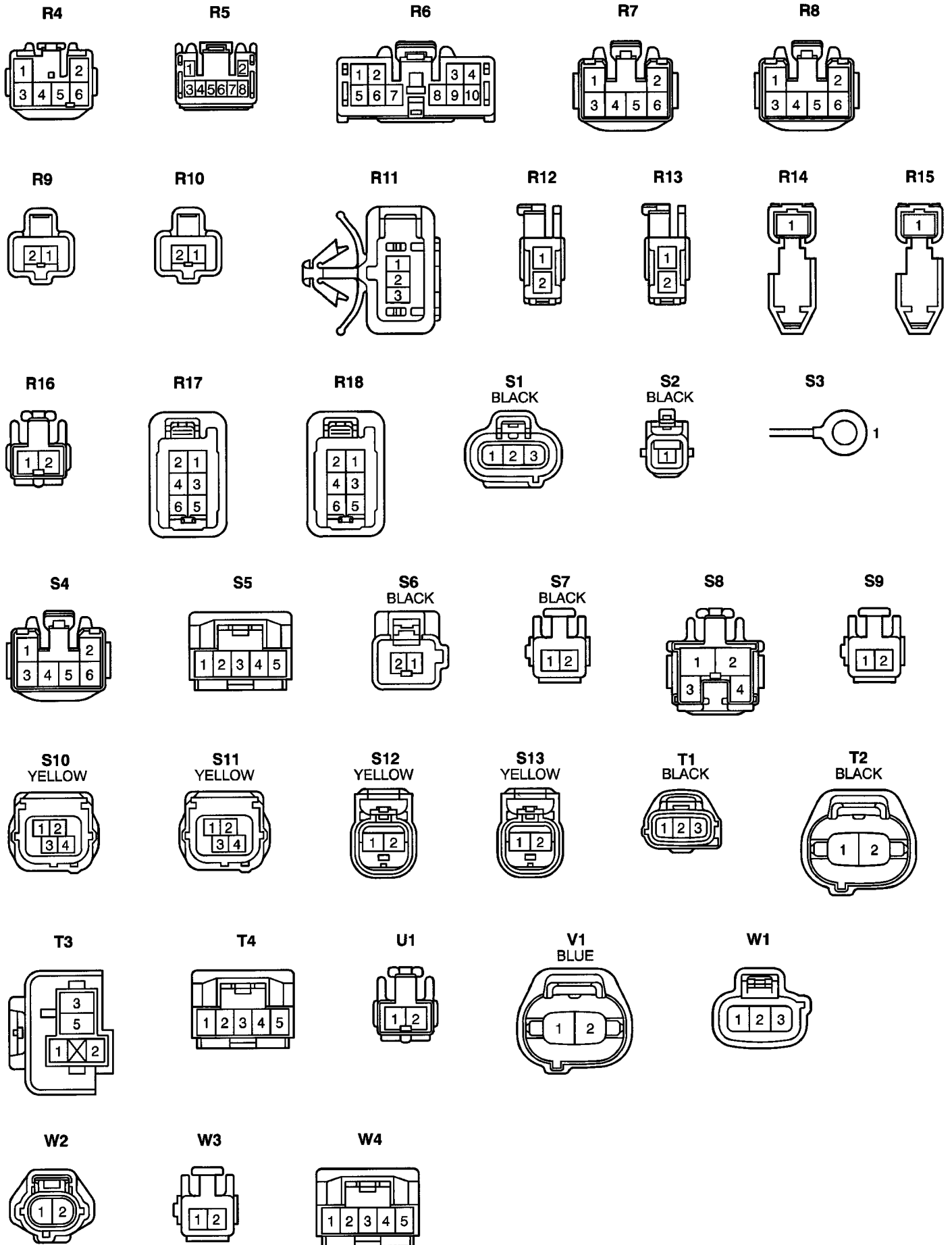


J4



K CONNECTOR LIST





L INFORMATIONS SUR LE CONNECTEUR

Code	Voire page	Désignation des pièces	Code	Voire page	Désignation des pièces	
A1	84 (LHD)	Résistance de ventilateur de condenseur de A/C	B7	94 (RHD)	Moteur et contacteur de condamnation de hayon	
	90 (RHD)					
A2	84 (LHD)	Accouplement magnétique de A/C	C1	84 (LHD)	Capteur de position d'arbre à cames	
	90 (RHD)			90 (RHD)		
A3	84 (LHD)	Triple pressostat de A/C (double pressostat et pressostat simple de A/C)	C2	84 (LHD)	Capteur de position de vilebrequin	
	90 (RHD)			90 (RHD)		
A4	84 (LHD)	Dispositif de commande d'ABS avec ECU	C3	86 (LHD)	Ensemble de capteur de sac gonflable central	
	90 (RHD)			92 (RHD)		
A5	84 (LHD)	Capteur de vitesse de ABS avant gauche	C4	86 (LHD)		
	90 (RHD)			92 (RHD)		
A6	84 (LHD)	Capteur de vitesse de ABS avant droit	C5	86 (LHD)		
	90 (RHD)			92 (RHD)		
A7	84 (LHD)	Débitmètre d'air	C6	86 (LHD)		
	90 (RHD)			92 (RHD)		
A8	84 (LHD)	Alternateur	C7	86 (LHD)		Contacteur de groupe central
	90 (RHD)			92 (RHD)		
A9	84 (LHD)		C8	86 (LHD)		
	90 (RHD)			92 (RHD)		
A10	84 (LHD)	Capteur de température ambiante	C9	86 (LHD)	Bloc raccord de câblage de diagnostic (direction assistée)	
	90 (RHD)			92 (RHD)		
A11	86 (LHD)	Amplificateur de A/C	C10	86 (LHD)	Allume-cigare	
	92 (RHD)			92 (RHD)		
A12	86 (LHD)	Thermistance de A/C	C11	86 (LHD)	Combiné de bord	
	92 (RHD)			92 (RHD)		
A13	86 (LHD)	Commutateur de réglage de puissance de A/C	C12	86 (LHD)		
A14	86 (LHD)	Relais d'indicateur actif		92 (RHD)		
	92 (RHD)		C13	86 (LHD)		
A15	86 (LHD)	Servomoteur de commande d'admission d'air		92 (RHD)		C14
A16	86 (LHD)	Charge explosive de sac gonflable (ensemble de sac gonflable de passager avant)	92 (RHD)	C15		
	92 (RHD)		92 (RHD)			
A17	86 (LHD)	Charge explosive de sac gonflable (rembourrage de volant de direction)	C16	86 (LHD)		Commande combinée
	92 (RHD)			92 (RHD)		
A18	88 (LHD)	Capteur de vitesse de ABS arrière gauche	C17	86 (LHD)		
	94 (RHD)			92 (RHD)		
A19	88 (LHD)	Capteur de vitesse de ABS arrière droit	C18	86 (LHD)		
	94 (RHD)			92 (RHD)		
B1	84 (LHD)	Contacteur de feux de recul (M/T)	C19	88 (LHD)	Plafonnier central	
	90 (RHD)			94 (RHD)		
B2	84 (LHD)	Contacteur de rappel de niveau de liquide de frein	C20	86 (LHD)	Montre électrique de bord	
	90 (RHD)			92 (RHD)		
B4	86 (LHD)	Moteur de soufflerie et résistance	C21	84 (LHD)	Distributeur hydraulique de synchronisation d'arbre à cames	
	92 (RHD)			90 (RHD)		
B5	88 (LHD)	Contacteur d'éclairage de courtoisie de hayon	D1	86 (LHD)	Relais de dispositifs d'éclairage de conduite de jour	
	94 (RHD)		D2	86 (LHD)	Relais de désembueur	
B6	88 (LHD)	Moteur de condamnation de hayon	D3	86 (LHD)	Diode (projecteur antibrouillard avant)	
	94 (RHD)					

Code	Voire page	Désignation des pièces	Code	Voire page	Désignation des pièces
D4	86 (LHD)	Diode (de toit ouvrant)	F4	84 (LHD)	Feu d'encombrement avant droit
	92 (RHD)			90 (RHD)	
D5	86 (LHD)	DLC3	F5	84 (LHD)	Projecteur antibrouillard avant gauche
	92 (RHD)			90 (RHD)	
D6	86 (LHD)	Relais de commande de condamnation de porte	F6	84 (LHD)	Projecteur antibrouillard avant droit
	92 (RHD)			90 (RHD)	
D7	88 (LHD)	Contacteur d'éclairage de courtoisie sur porte (côté conducteur)	F7	84 (LHD)	Feu de changement de direction latéral avant gauche
	94 (RHD)			90 (RHD)	
D8	88 (LHD)	Contacteur d'éclairage de courtoisie sur porte (côté passager avant)	F8	84 (LHD)	Feu de changement de direction latéral avant droit
	94 (RHD)			90 (RHD)	
D9	88 (LHD)	Contacteur d'éclairage de courtoisie sur porte arrière gauche	F9	84 (LHD)	Feu de changement de direction avant gauche
	94 (RHD)			90 (RHD)	
D10	88 (LHD)	Contacteur d'éclairage de courtoisie sur porte arrière droite	F10	84 (LHD)	Feu de changement de direction avant droit
	94 (RHD)			90 (RHD)	
D11	88 (LHD)	Moteur et contacteur de A/C (côté conducteur)	F11	84 (LHD)	Moteur d'essuie-glace de pare-brise
	94 (RHD)			90 (RHD)	
D12	88 (LHD)	Moteur et contacteur de A/C (côté passager avant)	F12	84 (LHD)	Bloc d'éléments fusibles
	94 (RHD)			90 (RHD)	
D13	88 (LHD)	Moteur de condamnation de porte arrière gauche	F13	84 (LHD)	
	94 (RHD)			90 (RHD)	
D14	88 (LHD)	Moteur de condamnation de porte arrière droite	F14	87 (LHD)	Relais de projecteur antibrouillard avant
	94 (RHD)			93 (RHD)	
D15	94 (RHD)	Moteur et contacteur de condamnation de porte arrière gauche	F15	87 (LHD)	Commande de projecteur antibrouillard avant
				93 (RHD)	
D16	94 (RHD)	Moteur et contacteur de condamnation de porte arrière droite	F16	88 (LHD)	Plafonnier avant
				94 (RHD)	
D17	86 (LHD)	Diode (contacteur d'éclairage de courtoisie sur porte)	F17	88 (LHD)	Haut-parleur avant gauche (porte)
	92 (RHD)			94 (RHD)	
D18	86 (LHD)	Commande de condamnation de porte	F18	88 (LHD)	Haut-parleur avant droit (porte)
	92 (RHD)			94 (RHD)	
E1	84 (LHD)	Solénoïde de commande ECT	F19	88 (LHD)	Pompe d'alimentation et jauge émettrice de niveau d'essence
	90 (RHD)			94 (RHD)	
E2	84 (LHD)	Capteur de température d'eau de EFI	H1	85 (LHD)	Dispositif de commande de réglage d'orientation de faisceau de projecteur avant gauche
	90 (RHD)			91 (RHD)	
E3	86 (LHD)	ECU de moteur et de boîte ECT (A/T) ou ECU de moteur (M/T)	H2	85 (LHD)	Dispositif de commande de réglage d'orientation de faisceau de projecteur avant droit
	92 (RHD)			91 (RHD)	
E4	86 (LHD)		H3	85 (LHD)	Projecteur avant gauche
	92 (RHD)			91 (RHD)	
E5	86 (LHD)	ECU de moteur et de boîte ECT (A/T)	H4	85 (LHD)	Projecteur avant droit
	92 (RHD)			91 (RHD)	
E6	86 (LHD)	ECU de moteur et de boîte ECT (A/T) ou ECU de moteur (M/T)	H5	85 (LHD)	Capteur d'oxygène réchauffé (rangée 1, capteur 1)
	92 (RHD)			91 (RHD)	
F1	84 (LHD)	Capteur de sac gonflable avant gauche	H6	85 (LHD)	Avertisseur
	90 (RHD)			91 (RHD)	
F2	84 (LHD)	Capteur de sac gonflable avant droit	H7	87 (LHD)	Commande de réglage d'orientation de faisceau de projecteur avant
	90 (RHD)			93 (RHD)	
F3	84 (LHD)	Feu d'encombrement avant gauche			
	90 (RHD)				

L INFORMATIONS SUR LE CONNECTEUR

Code	Voire page	Désignation des pièces	Code	Voire page	Désignation des pièces	
H8	87 (LHD)	Capteur d'oxygène réchauffé (rangée 1, capteur 2)	M4	89 (LHD)	Moteur de toit ouvrant transparent et interrupteur de fin de course	
	93 (RHD)			95 (RHD)		
H9	88 (LHD)	Feux stop à implantation haute	N1	85 (LHD)	Contacteur de démarrage au point mort (A/T)	
	94 (RHD)			91 (RHD)		
I1	85 (LHD)	Bobine d'allumage et allumeur N° 1	N2	85 (LHD)	Filtre antiparasites (allumage)	
	91 (RHD)			91 (RHD)		
I2	85 (LHD)	Bobine d'allumage et allumeur N° 2	O1	85 (LHD)	Manocontact de pression d'huile	
	91 (RHD)			91 (RHD)		
I3	85 (LHD)	Bobine d'allumage et allumeur N° 3	O2	87 (LHD)	Contacteur principale de O/D	
	91 (RHD)			93 (RHD)		
I4	85 (LHD)	Bobine d'allumage et allumeur N° 4	P1	85 (LHD)	Capteur de pression d'huile de direction assistée	
	91 (RHD)			91 (RHD)		
I5	85 (LHD)	Injecteur N° 1	P2	87 (LHD)	Contacteur de frein de stationnement	
	91 (RHD)			93 (RHD)		
I6	85 (LHD)	Injecteur N° 2	P3	87 (LHD)	Amplificateur de PTC	
	91 (RHD)		P4	87 (LHD)	Chauffage de PTC	
I7	85 (LHD)	Injecteur N° 3	P5	89 (LHD)	Prise d'alimentation	
	91 (RHD)			95 (RHD)		
I8	85 (LHD)	Injecteur N° 4	P6	95 (RHD)	Commande de lève-glace électrique avant gauche	
	91 (RHD)		P7	89 (LHD)	Commande de lève-glace électrique avant droit	
I9	85 (LHD)	Soupape ISC	P8	89 (LHD)	Commande de lève-glace électrique arrière gauche	
	91 (RHD)			95 (RHD)		
I10	87 (LHD)	Contacteur d'allumage	P9	89 (LHD)	Commande de lève-glace électrique arrière droit	
	93 (RHD)			95 (RHD)		
I11	87 (LHD)	Commutateur d'air intérieur-extérieur	P10	89 (LHD)	Commande générale de lève-glace électrique	
J1	87 (LHD)	Connecteur de raccord		95 (RHD)		
	93 (RHD)		P11	89 (LHD)		
J2	87 (LHD)			95 (RHD)		P12
	93 (RHD)		95 (RHD)	95 (RHD)		
J3	87 (LHD)		P13	89 (LHD)	Moteur de lève-glace électrique avant droit	
J4	87 (LHD)			95 (RHD)		
J5	87 (LHD)		P14	89 (LHD)	Moteur de lève-glace électrique arrière gauche	
	93 (RHD)			95 (RHD)		
J6	87 (LHD)		P15	89 (LHD)	Moteur de lève-glace électrique arrière droit	
	93 (RHD)			95 (RHD)		
K1	85 (LHD)	Capteur de cognement moteur	P16	89 (LHD)	Prétendeur gauche	
	91 (RHD)			95 (RHD)		
K2	87 (LHD)	Contacteur de rétrogradation	P17	89 (LHD)	Prétendeur droit	
L1	89 (LHD)	Eclairage de plaque minéralogique gauche		95 (RHD)		
	95 (RHD)		R1	85 (LHD)	Moteur de ventilateur de radiateur	
L2	89 (LHD)	Eclairage de plaque minéralogique droit		91 (RHD)		
	95 (RHD)		R2	87 (LHD)	Autoradio et lecteur de cassettes	
M1	87 (LHD)	Contacteur de chaleur maximale et de mode de pied		93 (RHD)		
	93 (RHD)		R3	87 (LHD)		
M2	87 (LHD)	Afficheur multifonctions		93 (RHD)		
	93 (RHD)		87 (LHD)			
M3	89 (LHD)	Commande de toit ouvrant et relais de commande de toit ouvrant		93 (RHD)		
	95 (RHD)					

Code	Voire page	Désignation des pièces	Code	Voire page	Désignation des pièces	
R4	87 (LHD)	Autoradio et lecteur de cassettes	S5	87 (LHD)	Interrupteur de commande de verrouillage de sécurité de changement de vitesses	
	93 (RHD)			93 (RHD)		
R5	87 (LHD)	Commande de projecteur antibrouillard arrière	S6	87 (LHD)	Bloc raccord de shunt	
	93 (RHD)			93 (RHD)		
R6	87 (LHD)	Commande de rétroviseur à commande électrique	S7	87 (LHD)		
	93 (RHD)			93 (RHD)		
R7	89 (LHD)	Eclairage arrière combiné gauche	S8	87 (LHD)	Contacteur de feux stop	
	95 (RHD)			93 (RHD)		
R8	89 (LHD)	Eclairage arrière combiné droit	S9	89 (LHD)	Chauffage de siège	
	95 (RHD)		S10	89 (LHD)	Capteur de sac gonflable latéral gauche	
R9	89 (LHD)	Projecteur antibrouillard arrière gauche		95 (RHD)		
R10	95 (RHD)	Projecteur antibrouillard arrière droit	S11	89 (LHD)	Capteur de sac gonflable latéral droit	
R11	89 (LHD)	Plafonnier arrière		95 (RHD)		
	95 (RHD)		S12	89 (LHD)	Charge explosive de sac gonflable latéral gauche	
R12	89 (LHD)	Haut-parleur arrière gauche		95 (RHD)		
	95 (RHD)		S13	89 (LHD)	Charge explosive de sac gonflable latéral droit	
R13	89 (LHD)	Haut-parleur arrière droit		95 (RHD)		
	R14		89 (LHD)	Désembueur de glace de lunette arrière	T1	85 (LHD)
95 (RHD)		91 (RHD)				
R15	89 (LHD)	85 (LHD)	T2		85 (LHD)	Capteur de vitesse de turbine
	95 (RHD)	91 (RHD)			91 (RHD)	
R16	89 (LHD)	Moteur d'essuie-glace de lunette arrière	T3	87 (LHD)	Relais de feux de position arrière	
	95 (RHD)		T4	87 (LHD)	Amplificateur de clé de transpondeur	
R17	89 (LHD)	Rétroviseur à commande électrique gauche		93 (RHD)		
	95 (RHD)		U1	87 (LHD)	Contacteur de rappel de libération	
R18	89 (LHD)	Rétroviseur à commande électrique droit		93 (RHD)		
	95 (RHD)		V1	85 (LHD)	VSV (EVAP)	
S1	85 (LHD)	Capteur de vitesse (combiné de bord)		91 (RHD)		
	91 (RHD)		W1	85 (LHD)	Moteur de lave-glace	
S2	85 (LHD)	Démarreur		91 (RHD)		
	91 (RHD)		W2	85 (LHD)	Contacteur de température d'eau	
S3	85 (LHD)			91 (RHD)		W3
	91 (RHD)		W4	87 (LHD)	Récepteur de la commande de condamnation de porte à commande radio	
S4	87 (LHD)	Commande de chauffage de siège		93 (RHD)		

L INFORMACION DE CONECTORES

Código	Ve a la página	Nombre de las partes	Código	Ve a la página	Nombre de las partes
A1	84 (LHD)	Resistor del ventilador del condensador del A/C	B7	94 (RHD)	Motor e interruptor de bloqueo de la puerta posterior
	90 (RHD)				
A2	84 (LHD)	Embrague magnético del A/C	C1	84 (LHD)	Sensor de posición del árbol de levas
	90 (RHD)				
A3	84 (LHD)	Interruptor de presión triple del A/C (interruptor de presión doble y sencillo del A/C)	C2	84 (LHD)	Sensor de posición del cigüeñal
	90 (RHD)				
A4	84 (LHD)	Actuador de ABS con ECU	C3	86 (LHD)	Conjunto del sensor del colchón de aire central
	90 (RHD)				
A5	84 (LHD)	Sensor de velocidad de ABS, frontal izquierdo	C4	86 (LHD)	
	90 (RHD)				
A6	84 (LHD)	Sensor de velocidad de ABS, frontal derecho	C5	86 (LHD)	
	90 (RHD)				
A7	84 (LHD)	Medidor de flujo de aire	C6	86 (LHD)	Interruptor del grupo central
	90 (RHD)				
A8	84 (LHD)	Alternador	C7	86 (LHD)	
	90 (RHD)				
A9	84 (LHD)		C8	86 (LHD)	
	90 (RHD)				
A10	84 (LHD)	Sensor de la temperatura ambiente	C9	86 (LHD)	Conector de comprobación (servodirección)
	90 (RHD)				
A11	86 (LHD)	Amplificador del A/C	C10	86 (LHD)	Encendedor de cigarrillos
	92 (RHD)				
A12	86 (LHD)	Termistor del A/C	C11	86 (LHD)	Medidor de combinación
	92 (RHD)				
A13	86 (LHD)	Interruptor de volumen del A/C	C12	86 (LHD)	
A14	86 (LHD)	Relé de la luz activa		C13	
	92 (RHD)				
A15	86 (LHD)	Servomotor de control de la entrada de aire	C14	86 (LHD)	
A16	86 (LHD)	Detonador del colchón de aire (conjunto del colchón de aire del pasajero delantero)		C15	86 (LHD)
	92 (RHD)				
A17	86 (LHD)	Detonador del colchón de aire (almohadilla del volante de dirección)	C16	86 (LHD)	
	92 (RHD)				
A18	88 (LHD)	Sensor de velocidad de ABS, trasero izquierdo	C17	86 (LHD)	
	94 (RHD)				
A19	88 (LHD)	Sensor de velocidad de ABS, trasero derecho	C18	86 (LHD)	
	94 (RHD)				
B1	84 (LHD)	Interruptor de la luz de marcha atrás (M/T)	C19	88 (LHD)	Luz interior central
	90 (RHD)				
B2	84 (LHD)	Interruptor de advertencia del nivel del líquido de frenos	C20	86 (LHD)	Reloj
	90 (RHD)				
B4	86 (LHD)	Motor del soplador y resistor	C21	84 (LHD)	Válvula de control del aceite de distribución del árbol de levas
	92 (RHD)				
B5	88 (LHD)	Interruptor de cortesía de la puerta posterior	D1	86 (LHD)	Relé de la luz de marcha diurna
	94 (RHD)				
B6	88 (LHD)	Motor de bloqueo de la puerta posterior	D2	86 (LHD)	Relé del desempañador
	94 (RHD)				

Código	Vea la página	Nombre de las partes	Código	Vea la página	Nombre de las partes
D3	86 (LHD)	Diodo (luz antiniebla frontal)	F3	84 (LHD)	Luz de paso delantera izquierda
D4	86 (LHD)	Diodo (techo lunar)		90 (RHD)	
	92 (RHD)		F4	84 (LHD)	Luz de paso delantera derecha
D5	86 (LHD)	DLC3		90 (RHD)	
	92 (RHD)		F5	84 (LHD)	Luz antiniebla frontal izquierda
D6	86 (LHD)	Relé de control de bloqueo de la puerta		90 (RHD)	
	92 (RHD)		F6	84 (LHD)	Luz antiniebla frontal derecha
D7	88 (LHD)	Interruptor de cortesía de la puerta (lado del conductor)		90 (RHD)	
	94 (RHD)		F7	84 (LHD)	Luz de la señal de giro lateral frontal izquierda
D8	88 (LHD)	Interruptor de cortesía de la puerta (lado del pasajero delantero)		90 (RHD)	
	94 (RHD)		F8	84 (LHD)	Luz de la señal de giro lateral frontal derecha
D9	88 (LHD)	Interruptor de cortesía de la puerta trasera izquierda		90 (RHD)	
	94 (RHD)		F9	84 (LHD)	Luz de la señal de giro delantera izquierda
D10	88 (LHD)	Interruptor de cortesía de la puerta trasera derecha		90 (RHD)	
	94 (RHD)		F10	84 (LHD)	Luz de la señal de giro delantera derecha
D11	88 (LHD)	Motor e interruptor de bloqueo de la puerta (lado del conductor)		90 (RHD)	
	94 (RHD)		F11	84 (LHD)	Motor del limpiador frontal
D12	88 (LHD)	Motor e interruptor de bloqueo de la puerta (lado del pasajero delantero)		90 (RHD)	
	94 (RHD)		F12	84 (LHD)	Bloque de eslabones fusibles
D13	88 (LHD)	90 (RHD)			
	94 (RHD)	F13	84 (LHD)		
D14	88 (LHD)		90 (RHD)		
	94 (RHD)	F14	87 (LHD)	Relé de las luces antiniebla delanteras	
D15	94 (RHD)		93 (RHD)		
D16	94 (RHD)	Motor e interruptor de bloqueo de la puerta trasera izquierda	F15	87 (LHD)	Interruptor de las luces antiniebla delanteras
D17	86 (LHD)	Diodo (interruptor de cortesía de la puerta)		93 (RHD)	
	92 (RHD)		F16	88 (LHD)	Luz interior frontal
D18	86 (LHD)	Interruptor de control de bloqueo de la puerta		94 (RHD)	
	92 (RHD)		F17	88 (LHD)	Altavoz frontal izquierdola (puerta)
E1	84 (LHD)	Solenoides de ECT		94 (RHD)	
	90 (RHD)		F18	88 (LHD)	Altavoz frontal derecho (puerta)
E2	84 (LHD)	Sensor de la temperatura del agua de EFI		94 (RHD)	
	90 (RHD)		F19	88 (LHD)	Bomba de combustible y emisor de combustible
E3	86 (LHD)	ECU del motor y ECT (A/T) o ECU del motor (M/T)		94 (RHD)	
	92 (RHD)		H1	85 (LHD)	Actuador de control del nivel del haz del faro izquierdo
E4	86 (LHD)			91 (RHD)	
	92 (RHD)		H2	85 (LHD)	Actuador de control del nivel del haz del faro derecho
E5	86 (LHD)	91 (RHD)			
	92 (RHD)	H3	85 (LHD)	Faro izquierdo	
E6	86 (LHD)		91 (RHD)		
	92 (RHD)	H4	85 (LHD)	Faro derecho	
F1	84 (LHD)		91 (RHD)		
	90 (RHD)	H5	85 (LHD)	Sensor de oxígeno calentado (banco 1 sensor 1)	
F2	84 (LHD)		91 (RHD)		
	90 (RHD)	H6	85 (LHD)	Bocina	
			91 (RHD)		

L INFORMACION DE CONECTORES

Código	Vea la página	Nombre de las partes	Código	Vea la página	Nombre de las partes
H7	87 (LHD)	Interruptor de control del nivel del haz del faro	M3	89 (LHD)	Interruptor de control del techo lunar y relé de control del techo lunar
	93 (RHD)			95 (RHD)	
H8	87 (LHD)	Sensor de oxígeno calentado (banco 1 sensor 2)	M4	89 (LHD)	Interruptor de motor y limitador del techo lunar
	93 (RHD)			95 (RHD)	
H9	88 (LHD)	Luz de parada de montura alta	N1	85 (LHD)	Interruptor de arranque en punto muerto (A/T)
	94 (RHD)			91 (RHD)	
I1	85 (LHD)	Bobina de encendido y encendedor N.º 1	N2	85 (LHD)	Filtro de ruido (encendido)
	91 (RHD)			91 (RHD)	
I2	85 (LHD)	Bobina de encendido y encendedor N.º 2	O1	85 (LHD)	Interruptor de presión de aceite
	91 (RHD)			91 (RHD)	
I3	85 (LHD)	Bobina de encendido y encendedor N.º 3	O2	87 (LHD)	Interruptor principal de O/D
	91 (RHD)			93 (RHD)	
I4	85 (LHD)	Bobina de encendido y encendedor N.º 4	P1	85 (LHD)	Sensor de presión de aceite de la servodirección
	91 (RHD)			91 (RHD)	
I5	85 (LHD)	Inyector N.º 1	P2	87 (LHD)	Interruptor del freno de estacionamiento
	91 (RHD)			93 (RHD)	
I6	85 (LHD)	Inyector N.º 2	P3	87 (LHD)	Amplificador del PTC
	91 (RHD)		P4	87 (LHD)	Calefactor de PTC
I7	85 (LHD)	Inyector N.º 3	P5	89 (LHD)	Toma de alimentación
	91 (RHD)			95 (RHD)	
I8	85 (LHD)	Inyector N.º 4	P6	95 (RHD)	Interruptor de control de la ventanilla automática frontal izquierda
	91 (RHD)		P7	89 (LHD)	Interruptor de control de la ventanilla automática frontal derecha
I9	85 (LHD)	Válvula de ISC	P8	89 (LHD)	Interruptor de control de la ventanilla automática trasera izquierda
	91 (RHD)			95 (RHD)	
I10	87 (LHD)	Interruptor de encendido	P9	89 (LHD)	Interruptor de control de la ventanilla automática trasera derecha
	93 (RHD)			95 (RHD)	
I11	87 (LHD)	Interruptor de la admisión de aire	P10	89 (LHD)	Interruptor principal de la ventanilla automática
J1	87 (LHD)	Conector de unión		95 (RHD)	
	93 (RHD)				
J2	87 (LHD)		P11	89 (LHD)	
	93 (RHD)			95 (RHD)	
J3	87 (LHD)		P12	89 (LHD)	Motor de la ventanilla automática frontal izquierda
J4				95 (RHD)	
J5	87 (LHD)		P13	89 (LHD)	Motor de la ventanilla automática frontal derecha
	93 (RHD)			95 (RHD)	
J6	87 (LHD)		P14	89 (LHD)	Motor de la ventanilla automática trasera izquierda
	93 (RHD)			95 (RHD)	
K1	85 (LHD)	Sensor de golpeteo	P15	89 (LHD)	Motor de la ventanilla automática trasera derecha
	91 (RHD)			95 (RHD)	
K2	87 (LHD)	Interruptor del retirador	P16	89 (LHD)	Pretensor izquierdo
L1	89 (LHD)	Luz de la matrícula izquierda		95 (RHD)	
	95 (RHD)				
L2	89 (LHD)	Luz de la matrícula derecha	P17	89 (LHD)	Pretensor derecho
	95 (RHD)			95 (RHD)	
M1	87 (LHD)	Interruptor de calor máximo y de modo de pie	R1	85 (LHD)	Motor del ventilador del radiador
M2	87 (LHD)	Visualizador múltiple		91 (RHD)	
	93 (RHD)		R2	87 (LHD)	Radio y reproductor
93 (RHD)	93 (RHD)				

Código	Vea la página	Nombre de las partes	Código	Vea la página	Nombre de las partes
R3	87 (LHD)	Radio y reproductor	S4	87 (LHD)	Interruptor del calefactor del asiento
	93 (RHD)		S5	87 (LHD)	Interruptor de control de bloqueo de cambios
R4	87 (LHD)			93 (RHD)	
	93 (RHD)		S6	87 (LHD)	Conector cortocircuitador
R5	87 (LHD)	93 (RHD)			
	93 (RHD)	S7	87 (LHD)	93 (RHD)	
R6	87 (LHD)		87 (LHD)	Interruptor de la luz de parada	
	93 (RHD)	93 (RHD)			
R7	89 (LHD)	Luz de combinación trasera izquierda	S9	89 (LHD)	Calefactor del asiento
	95 (RHD)		S10	89 (LHD)	Sensor del colchón de aire lateral izquierdo
R8	89 (LHD)	95 (RHD)			
	95 (RHD)	S11	89 (LHD)	Sensor del colchón de aire lateral derecho	
R9	89 (LHD)		95 (RHD)		
R10	95 (RHD)	Luz antiniebla trasera derecha	S12	89 (LHD)	Detonador del colchón de aire lateral izquierdo
R11	89 (LHD)	Luz interior trasera		95 (RHD)	
	95 (RHD)		S13	89 (LHD)	Detonador del colchón de aire lateral derecho
R12	89 (LHD)	Altavoz trasero izquierdo		95 (RHD)	
	95 (RHD)		T1	85 (LHD)	Sensor de posición del acelerador
R13	89 (LHD)	Altavoz trasero derecho		91 (RHD)	
	95 (RHD)		T2	85 (LHD)	Sensor de velocidad de la turbina
R14	89 (LHD)	Desempañador de la ventanilla trasera		91 (RHD)	
	95 (RHD)		T3	87 (LHD)	Relé de la luz de cola
R15	89 (LHD)			T4	
	95 (RHD)		93 (RHD)		
R16	89 (LHD)	Motor del limpiador trasero	U1	87 (LHD)	Interruptor de advertencia de desbloqueo
	95 (RHD)			93 (RHD)	
R17	89 (LHD)	Espejo retrovisor de control remoto izquierdo	V1	85 (LHD)	VSV (EVAP)
	95 (RHD)			91 (RHD)	
R18	89 (LHD)	Espejo retrovisor de control remoto derecho	W1	85 (LHD)	Motor del lavador
	95 (RHD)			91 (RHD)	
S1	85 (LHD)	Sensor de velocidad (medidor de combinación)	W2	85 (LHD)	Interruptor de la temperatura del agua
	91 (RHD)			91 (RHD)	
S2	85 (LHD)	Arrancador	W3	87 (LHD)	Sensor de la temperatura del agua
	91 (RHD)			W4	
S3	85 (LHD)		93 (RHD)		
	91 (RHD)				

L STECKERINFORMATION

Code	siehe Seite	Teile-Benennung	Code	siehe Seite	Teile-Benennung
A1	84 (LHD)	A/C-Kondensatorlüfterwiderstand	C1	84 (LHD)	Nockenwellenpositionssensor
	90 (RHD)			90 (RHD)	
A2	84 (LHD)	A/C-Magnetkupplung	C2	84 (LHD)	Kurbelwellenpositionssensor
	90 (RHD)			90 (RHD)	
A3	84 (LHD)	A/C-Dreifachdruckschalter (A/C-Doppel- und Einfachdruckschalter)	C3	86 (LHD)	mittlerer Airbagsensor
	90 (RHD)			92 (RHD)	
A4	84 (LHD)	ABS-Stellglied mit ECU	C4	86 (LHD)	
	90 (RHD)			92 (RHD)	
A5	84 (LHD)	ABS-Raddrehzahlsensor, vorne, links	C5	86 (LHD)	
	90 (RHD)			92 (RHD)	
A6	84 (LHD)	ABS-Raddrehzahlsensor, vorne, rechts	C6	86 (LHD)	Mittelgruppenschalter
	90 (RHD)			92 (RHD)	
A7	84 (LHD)	Luftmengenmesser	C7	86 (LHD)	
	90 (RHD)			92 (RHD)	
A8	84 (LHD)	Generator	C8	86 (LHD)	
	90 (RHD)			92 (RHD)	
A9	84 (LHD)		C9	86 (LHD)	Prüfstecker (Servolenkung)
	90 (RHD)			92 (RHD)	
A10	84 (LHD)	Außentemperatursensor	C10	86 (LHD)	Zigarettenanzünder
	90 (RHD)			92 (RHD)	
A11	86 (LHD)	A/C-Verstärker	C11	86 (LHD)	Kombiinstrument
	92 (RHD)			92 (RHD)	
A12	86 (LHD)	A/C-Thermistor	C12	86 (LHD)	
	92 (RHD)			92 (RHD)	
A13	86 (LHD)	A/C-Leistungsschalter	C13	86 (LHD)	
A14	86 (LHD)	aktives Leuchterelais		92 (RHD)	
	92 (RHD)		C14	86 (LHD)	
A15	86 (LHD)	Luftzufuhrservomotor		92 (RHD)	
A16	86 (LHD)	Airbag-Zündladung (Beifahrerairbag)	C15	86 (LHD)	Kombischalter
	92 (RHD)			92 (RHD)	
A17	86 (LHD)	Airbag-Zündladung (Lenkradpolster)	C16	86 (LHD)	
	92 (RHD)			92 (RHD)	
A18	88 (LHD)	ABS-Raddrehzahlsensor, hinten, links	C17	86 (LHD)	
	94 (RHD)			92 (RHD)	
A19	88 (LHD)	ABS-Raddrehzahlsensor, hinten, rechts	C18	86 (LHD)	
	94 (RHD)			92 (RHD)	
B1	84 (LHD)	Rückfahrscheinwerferschalter (M/T)	C19	88 (LHD)	mittlere Innenleuchte
	90 (RHD)			94 (RHD)	
B2	84 (LHD)	Bremsflüssigkeitswarnschalter	C20	86 (LHD)	Uhr
	90 (RHD)			92 (RHD)	
B4	86 (LHD)	Gebläsemotor und Widerstand	C21	84 (LHD)	Nockenwellenzündzeitpunkt-Ölsteuerventil
	92 (RHD)			90 (RHD)	
B5	88 (LHD)	Heckklappenleuchtenschalter	D1	86 (LHD)	Tagesfahleuchtenrelais
	94 (RHD)		D2	86 (LHD)	Heckscheibenheizungsrelais
B6	88 (LHD)	Heckklappenverriegelungsmotor	D3	86 (LHD)	Diode (Nebelscheinwerfer)
	94 (RHD)		D4	86 (LHD)	Diode (Monddach)
B7	94 (RHD)	Heckklappenverriegelungsmotor und -schlater		92 (RHD)	

Code	Siehe Seite	Teile-Benennung	Code	siehe Seite	Teile-Benennung
D5	86 (LHD)	DLC3	F5	84 (LHD)	Nebelscheinwerfer, links
	92 (RHD)			90 (RHD)	
D6	86 (LHD)	Türverriegelungssteuerrelais	F6	84 (LHD)	Nebelscheinwerfer, rechts
	92 (RHD)			90 (RHD)	
D7	88 (LHD)	Türleuchtenschalter (Fahrerseite)	F7	84 (LHD)	seitliche Blinkleuchte, links
	94 (RHD)			90 (RHD)	
D8	88 (LHD)	Türleuchtenschalter (Beifahrerseite)	F8	84 (LHD)	seitliche Blinkleuchte, rechts
	94 (RHD)			90 (RHD)	
D9	88 (LHD)	Türleuchtenschalter, hinten, links	F9	84 (LHD)	vordere Blinkleuchte, links
	94 (RHD)			90 (RHD)	
D10	88 (LHD)	Türleuchtenschalter, hinten, rechts	F10	84 (LHD)	vordere Blinkleuchte, rechts
	94 (RHD)			90 (RHD)	
D11	88 (LHD)	Türverriegelungsmotor und -schalter (Fahrerseite)	F11	84 (LHD)	Windschutzscheibenwischermotor
	94 (RHD)			90 (RHD)	
D12	88 (LHD)	Türverriegelungsmotor und -schalter (Beifahrerseite)	F12	84 (LHD)	Schmelzsicherungskasten
	94 (RHD)			90 (RHD)	
D13	88 (LHD)	Türverriegelungsmotor, hinten, links	F13	84 (LHD)	
	94 (RHD)			90 (RHD)	
D14	88 (LHD)	Türverriegelungsmotor, hinten, rechts	F14	87 (LHD)	Nebelscheinwerferrelais
	94 (RHD)			93 (RHD)	
D15	94 (RHD)	Türverriegelungsmotor und -schalter, hinten, links	F15	87 (LHD)	Nebelscheinwerferschalter
D16	94 (RHD)	Türverriegelungsmotor und -schalter, hinten, rechts		93 (RHD)	
D17	86 (LHD)	Diode (Türleuchtenschalter)	F16	88 (LHD)	vordere Innenleuchte
	92 (RHD)			94 (RHD)	
D18	86 (LHD)	Türverriegelungssteuerschalter	F17	88 (LHD)	Frontlautsprecher, links (Tür)
	92 (RHD)			94 (RHD)	
E1	84 (LHD)	ECT-Magnet	F18	88 (LHD)	Frontlautsprecher, rechts (Tür)
	90 (RHD)			94 (RHD)	
E2	84 (LHD)	EFI-Kühlmitteltemperatursensor	F19	88 (LHD)	Kraftstoffpumpe und Standgeber
	90 (RHD)			94 (RHD)	
E3	86 (LHD)	Motor- und ECT-ECU (A/T) oder Motor-ECU (M/T)	H1	85 (LHD)	Leuchtweitenstellglied, links
	92 (RHD)			91 (RHD)	
E4	86 (LHD)		H2	85 (LHD)	Leuchtweitenstellglied, rechts
	92 (RHD)			91 (RHD)	
E5	86 (LHD)	Motor- und ECT-ECU (A/T)	H3	85 (LHD)	Scheinwerfer, links
	92 (RHD)			91 (RHD)	
E6	86 (LHD)	Motor- und ECT-ECU (A/T) oder Motor-ECU (M/T)	H4	85 (LHD)	Scheinwerfer, rechts
	92 (RHD)			91 (RHD)	
F1	84 (LHD)	vorderer Airbagsensor, links	H5	85 (LHD)	beheizte Lambdasonde (Zylinderreihe 1, Sensor 1)
	90 (RHD)			91 (RHD)	
F2	84 (LHD)	vorderer Airbagsensor, rechts	H6	85 (LHD)	Hupe
	90 (RHD)			91 (RHD)	
F3	84 (LHD)	vordere Begrenzungsleuchte, links	H7	87 (LHD)	Leuchtweitenstellschalter
	90 (RHD)			93 (RHD)	
F4	84 (LHD)	vordere Begrenzungsleuchte, rechts	H8	87 (LHD)	beheizte Lambdasonde (Zylinderreihe 1, Sensor 2)
	90 (RHD)			93 (RHD)	

L STECKERINFORMATION

Code	siehe Seite	Teile-Benennung	Code	siehe Seite	Teile-Benennung	
H9	88 (LHD)	Zusatzbremsleuchte	N1	85 (LHD)	Neutralstartschalter (A/T)	
	94 (RHD)			91 (RHD)		
I1	85 (LHD)	Zündspule und Schaltgerät Nr.1	N2	85 (LHD)	Störschutzfilter (Zündung)	
	91 (RHD)			91 (RHD)		
I2	85 (LHD)	Zündspule und Schaltgerät Nr.2	O1	85 (LHD)	Oldruckschalter	
	91 (RHD)			91 (RHD)		
I3	85 (LHD)	Zündspule und Schaltgerät Nr.3	O2	87 (LHD)	O/D-Hauptschalter	
	91 (RHD)			93 (RHD)		
I4	85 (LHD)	Zündspule und Schaltgerät Nr.4	P1	85 (LHD)	Servolenkungsöldrucksensor	
	91 (RHD)			91 (RHD)		
I5	85 (LHD)	Einspritzventil Nr.1	P2	87 (LHD)	Handbremsschalter	
	91 (RHD)			93 (RHD)		
I6	85 (LHD)	Einspritzventil Nr.2	P3	87 (LHD)	PTC-Verstärker	
	91 (RHD)		P4	87 (LHD)	PTC-Heizung	
I7	85 (LHD)	Einspritzventil Nr.3	P5	89 (LHD)	Strombuchse	
	91 (RHD)			95 (RHD)		
I8	85 (LHD)	Einspritzventil Nr.4	P6	95 (RHD)	Fensterheberschalter, vorne, links	
	91 (RHD)		P7	89 (LHD)	Fensterheberschalter, vorne, rechts	
I9	85 (LHD)	ISC-Ventil	P8	89 (LHD)	Fensterheberschalter, hinten, links	
	91 (RHD)			95 (RHD)		
I10	87 (LHD)	Zündschalter	P9	89 (LHD)	Fensterheberschalter, hinten, rechts	
	93 (RHD)			95 (RHD)		
I11	87 (LHD)	Umschalter zur Lüftung	P10	89 (LHD)	Fensterheberhauptschalter	
J1	87 (LHD)	Kabelstecker		95 (RHD)		
	93 (RHD)		P11	89 (LHD)		
J2	87 (LHD)			95 (RHD)		P12
	93 (RHD)		95 (RHD)			
J3	87 (LHD)		P13	89 (LHD)	Fensterhebermotor, vorne, rechts	
J4				95 (RHD)		
J5	87 (LHD)		P14	89 (LHD)	Fensterhebermotor, hinten, links	
	93 (RHD)			95 (RHD)		
J6	87 (LHD)		P15	89 (LHD)	Fensterhebermotor, hinten, rechts	
	93 (RHD)			95 (RHD)		
K1	85 (LHD)	Klopfsensor	P16	89 (LHD)	Straffer, links	
	91 (RHD)			95 (RHD)		
K2	87 (LHD)	Kickdownschalter	P17	89 (LHD)	Straffer, rechts	
L1	89 (LHD)	Kennzeichenleuchte, links		95 (RHD)		
	95 (RHD)		R1	85 (LHD)	Lüftermotor	
L2	89 (LHD)	Kennzeichenleuchte, rechts		91 (RHD)		
	95 (RHD)		R2	87 (LHD)	Radio und Cassettenspieler	
M1	87 (LHD)	93 (RHD)				
M2	87 (LHD)	Mehrfachanzeige	R3	87 (LHD)		
	93 (RHD)			93 (RHD)		
M3	89 (LHD)	Monddachsteuerschalter und Monddachsteuerrelais	R4	87 (LHD)		
	95 (RHD)			93 (RHD)		
M4	89 (LHD)	Monddachmotor und Endschalter				
	95 (RHD)					

Code	Siehe Seite	Teile-Benennung	Code	siehe Seite	Teile-Benennung
R5	87 (LHD)	Nebelschlußleuchterschalter	S6	87 (LHD)	Kurzschlußstecker
	93 (RHD)			93 (RHD)	
R6	87 (LHD)	Außenspiegelschalter	S7	87 (LHD)	
	93 (RHD)			93 (RHD)	
R7	89 (LHD)	hintere Kombileuchte, links	S8	87 (LHD)	Bremsleuchterschalter
	95 (RHD)			93 (RHD)	
R8	89 (LHD)	hintere Kombileuchte, rechts	S9	89 (LHD)	Sitzheizung
	95 (RHD)		S10	89 (LHD)	Seitlicher Airbagsensor, links
R9	89 (LHD)	Nebelschlußleuchte, links		95 (RHD)	
R10	95 (RHD)	Nebelschlußleuchte, rechts	S11	89 (LHD)	Seitlicher Airbagsensor, rechts
R11	89 (LHD)	hintere Innenleuchte		95 (RHD)	
	95 (RHD)	S12	89 (LHD)	Seitliche Airbag-Zündladung, links	
R12	89 (LHD)		Hecklautsprecher, links		95 (RHD)
	95 (RHD)	S13	89 (LHD)	Seitliche Airbag-Zündladung, rechts	
R13	89 (LHD)		Hecklautsprecher, rechts		95 (RHD)
	95 (RHD)	T1	85 (LHD)	Drosselklappenpositionssensor	
R14	89 (LHD)	Heckscheibenheizung			91 (RHD)
	95 (RHD)	T2	85 (LHD)	Turbinegeschwindigkeitssensor	
R15	89 (LHD)	91 (RHD)			
	95 (RHD)	T3	87 (LHD)	Schlußleuchtenrelais	
R16	89 (LHD)	Heckscheibenwischermotor	T4	87 (LHD)	Transpondertastenverstärker
	95 (RHD)			93 (RHD)	
R17	89 (LHD)	elektrisch einstellbarer Außenspiegel, links	U1	87 (LHD)	Entriegelungswarnschalter
	95 (RHD)			93 (RHD)	
R18	89 (LHD)	elektrisch einstellbarer Außenspiegel, rechts	V1	85 (LHD)	VSV (EVAP)
	95 (RHD)			91 (RHD)	
S1	85 (LHD)	Geschwindigkeitssensor (Kombiinstrument)	W1	85 (LHD)	Waschermotor
	91 (RHD)			91 (RHD)	
S2	85 (LHD)	Anlasser	W2	85 (LHD)	Kühlmitteltemperaturschalter
	91 (RHD)			91 (RHD)	
S3	85 (LHD)		W3	87 (LHD)	Kühlmitteltemperatursensor
	91 (RHD)		W4	87 (LHD)	Türverriegelungsfernbedienungsempfänger
S4	87 (LHD)	Sitzheizungsschalter		93 (RHD)	
S5	87 (LHD)	Schaltsperrsteuerschalter			
	93 (RHD)				

M PART NUMBER OF CONNECTORS

Code	Part Name	Part Number	Code	Part Name	Part Number
A 1	A/C Condenser Fan Resistor	90980-10928	C19	Center Interior Light (w/o Moon Roof)	90980-10935
A 2	A/C Magnetic Clutch	90980-10942		Center Interior Light (w/ Moon Roof)	90980-10908
A 3	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	90980-10943	C20	Clock	90980-11013
A 4	ABS Actuator with ECU	90980-12020	C21	Camshaft Timing Oil Control Valve	90980-11162
A 5	ABS Speed Sensor Front LH	90980-11002	D 1	Daytime Running Light Relay	90980-10807
A 6	ABS Speed Sensor Front RH		D 2	Defogger Relay	82660-20340
A 7	Air Flow Meter	90980-11317	D 3	Diode (Front Fog Light)	90980-10962
A 8	Alternator	90980-11349	D 4	Diode (Moon Roof)	90980-11251
A 9	Alternator	90980-09373	D 5	DLC3	90980-11978
A10	Ambient Temp. Sensor	90980-11030	D 6	Door Lock Control Relay	90980-11877
A11	A/C Amplifier	90980-10807	D 7	Door Courtesy SW (Driver's Side)	90980-10871
A12	A/C Thermistor	90980-11918	D 8	Door Courtesy SW (Front Passenger's Side)	
A13	A/C Volume SW	90980-10860	D 9	Door Courtesy SW Rear LH	
A14	Active Light Relay	90980-11533	D10	Door Courtesy SW Rear RH	
A15	Air Inlet Control Servo Motor	90980-11989	D11	Door Lock Motor and SW (Driver's Side) [w/o Double Locking system]	90980-11858
A16	Airbag Squib (Front Passenger's Airbag Assembly)	90980-11886		Door Lock Motor and SW (Driver's Side) [w/ Double Locking system]	90980-11537
A17	Airbag Squib (Steering Wheel Pad)	90980-11886	D12	Door Lock Motor and SW (Front Passenger's Side) [w/o Double Locking System]	90980-11858
A18	ABS Speed Sensor Rear LH	90980-10859		Door Lock Motor and SW (Front Passenger's Side) [w/ Double Locking System]	90980-11537
A19	ABS Speed Sensor Rear RH		D13	Door Lock Motor Rear LH	90980-11019
B 1	Back-Up Light SW (M/T)	90980-11250	D14	Door Lock Motor Rear RH	
B 2	Brake Fluid Level Warning SW	90980-11207	D15	Door Lock Motor and SW Rear LH	90980-11011
B 4	Blower Motor and Resistor	90980-10976	D16	Door Lock Motor and SW Rear RH	
B 5	Back Door Courtesy SW	90980-10871	D17	Diode (Door Courtesy SW)	90980-10637
B 6	Back Door Lock Motor	90980-11858	D18	Door Lock Control SW	90980-10957
B 7	Back Door Lock Motor and SW	90980-11587	E 1	ECT Solenoid	90980-11658
C 1	Camshaft Position Sensor	90980-10947	E 2	EFI Water Temp. Sensor	90980-11451
C 2	Crankshaft Position Sensor	90980-12028	E 3	Engine and ECT ECU (A/T) or Engine ECU (M/T)	90980-11786
C 3	Center Airbag Sensor Assembly	90980-11869	E 4	Engine and ECT ECU (A/T) or Engine ECU (M/T)	90980-11787
C 4	Center Airbag Sensor Assembly	90980-11872	E 5	Engine and ECT ECU (A/T)	90980-12032
C 5	Center Airbag Sensor Assembly	90980-11867	E 6	Engine and ECT ECU (A/T) or Engine ECU (M/T)	90980-11788
C 6	Center Cluster SW	90980-10993	F 1	Front Airbag Sensor LH	90980-11856
C 7	Center Cluster SW	90980-10908	F 2	Front Airbag Sensor RH	
C 8	Center Cluster SW	90980-11013	F 3	Front Clearance Light LH	90980-11156
C 9	Check Connector (Power Steering)	90980-10859	F 4	Front Clearance Light RH	
C10	Cigarette Lighter	90980-10760	F 5	Front Fog Light LH	90980-11096
C11	Combination Meter	90980-11915	F 6	Front Fog Light RH	
C12	Combination Meter	90980-11913			
C13	Combination Meter	90980-11113			
C14	Combination Meter	90980-11116			
C15	Combination Meter	90980-11915			
C16	Combination SW	90980-11986			
C17	Combination SW	90980-12007			
C18	Combination SW	90980-12008			

Note : Not all of the above part numbers of the connector are established for the supply. In case of ordering a connector or terminal with wire, please confirm in advance if there is supply for it using "Parts Catalog News" (published by Parts Engineering Administration Dept.).

Nota : Toutes les références du connecteur ne sont pas définies pour la fourniture. Pour passer une commande d'un connecteur ou d'une borne avec fil, prière de vérifier préalablement si cette pièce est bien disponible en se reportant à "Parts Catalog News" (publié par le Département de la Gestion de l'Ingénierie).

Code	Part Name	Part Number	Code	Part Name	Part Number
F 7	Front Side Turn Signal Light LH	90980-11162	M 2	Multi Display	90980-10819
F 8	Front Side Turn Signal Light RH		M 3	Moon Roof Control SW and Moon Roof Control Relay	90980-10799
F 9	Front Turn Signal Light LH	90980-11019	M 4	Moon Roof Motor and Limit SW	90980-11011
F10	Front Turn Signal Light RH		N 1	Neutral Start SW (A/T)	90980-11784
F11	Front Wiper Motor	90980-11599	N 2	Noise Filter (Ignition)	90980-10843
F12	Fusible Link Block	82620-52010	O 1	Oil Pressure SW	90980-11363
F13	Fusible Link Block	90980-11775	O 2	O/D Main SW	90980-10795
F14	Front Fog Light Relay	82660-20340	P 1	Power Steering Oil Pressure Sensor	90980-10845
F15	Front Fog Light SW	90980-10797	P 2	Parking Brake SW	90980-10871
F16	Front Interior Light	90980-11148	P 3	PTC Amplifier	90980-10819
F17	Front Speaker LH (Door)	90980-10935	P 4	PTC Heater	90980-10903
F18	Front Speaker RH (Door)		P 5	Power Outlet	90980-10860
F19	Fuel Pump and Fuel Sender	90980-11077	P 6	Power Window Control SW Front LH	90980-10789
H 1	Headlight Beam Level Control Actuator LH	90980-11016	P 7	Power Window Control SW Front RH	
H 2	Headlight Beam Level Control Actuator RH		P 8	Power Window Control SW Rear LH	
H 3	Headlight LH	90980-11314	P 9	Power Window Control SW Rear RH	
H 4	Headlight RH		P10	Power Window Master SW (w/o Rear Power Window)	90980-10807
H 5	Heated Oxygen Sensor (Bank 1 Sensor 1)	90980-11028		Power Window Master SW (w/ Rear Power Window)	90980-11791
H 6	Horn	90980-10619	P11	Power Window Master SW	90980-11165
H 7	Headlight Beam Level Control SW	90980-10789	P12	Power Window Motor Front LH	90980-10797
H 8	Heated Oxygen Sensor (Bank 1 Sensor 2)	90980-11028	P13	Power Window Motor Front RH	
H 9	High Mounted Stop Light	90980-11148	P14	Power Window Motor Rear LH	90980-10860
I 1	Ignition Coil and Igniter No.1	90980-11885	P15	Power Window Motor Rear RH	
I 2	Ignition Coil and Igniter No.2		P16	Pretensioner LH	90980-11862
I 3	Ignition Coil and Igniter No.3		P17	Pretensioner RH	
I 4	Ignition Coil and Igniter No.4		R 1	Radiator Fan Motor	90980-10928
I 5	Injector No.1	90980-11875	R 2	Radio and Player	90980-10997
I 6	Injector No.2		R 3	Radio and Player	90980-10803
I 7	Injector No.3		R 4	Radio and Player	90980-10996
I 8	Injector No.4		R 5	Rear Fog Light SW	90980-11533
I 9	ISC Valve	90980-11145	R 6	Remote Control Mirror SW	90980-11450
I10	Ignition SW	90980-11778	R 7	Rear Combination Light LH	90980-10797
I11	Inside SW	90980-10825	R 8	Rear Combination Light RH	
J 1	Junction Connector	90980-11661	R 9	Rear Fog Light LH	90980-11060
J 2	Junction Connector		R10	Rear Fog Light RH	
J 3	Junction Connector	90980-11915	R11	Rear Interior Light	90980-11489
J 4	Junction Connector		R12	Rear Speaker LH	90980-10935
J 5	Junction Connector	90980-10010	R13	Rear Speaker RH	
J 6	Junction Connector		R14	Rear Window Defogger	90980-11853
K 1	Knock Sensor	90980-11166	R15	Rear Window Defogger	
K 2	Kick Down SW	90980-11156	R16	Rear Wiper Motor	90980-10860
L 1	License Plate Light LH	90980-11148			
L 2	License Plate Light RH				
M 1	Max Hot and Foot Mode SW	90980-10908			

Nota : No todos los números de las partes del conector indicados arriba están dispuestos para el suministro. Al pedir un conector o terminal con cable, asegúrese, de antemano, de que esté suministrado refiriéndose a "Parts Catalog News" (publicado por el Departamento Administrativo de Ingeniería de las Partes).

Anmerkung : Nicht alle der oben erwähnten Teile-Nummern der Stecker werden für die Lieferung etabliert. Im Falle der Bestellung von Stecker oder Anschlußklemme mit Draht bestätigen Sie bitte unter Verwendung der "Teile-Prospekt-Nachrichten" (herausgegeben durch die Teile-Engineering-Verwaltungsabteilung) im voraus, ob es entsprechende Lieferung gibt.

M PART NUMBER OF CONNECTORS

[illegible]

Note : Not all of the above part numbers of the connector are established for the supply. In case of ordering a connector or terminal with wire, please confirm in advance if there is supply for it using "Parts Catalog News" (published by Parts Engineering Administration Dept.).

Nota : Toutes les références du connecteur ne sont pas définies pour la fourniture. Pour passer une commande d'un connecteur ou d'une borne avec fil, prière de vérifier préalablement si cette pièce est bien disponible en se reportant à "Parts Catalog News" (publié par le Département de la Gestion de l'Ingénierie).

[illegible]

Nota : No todos los números de las partes del conector indicados arriba están dispuestos para el suministro. Al pedir un conector o terminal con cable, asegúrese, de antemano, de que esté suministrado refiriéndose a "Parts Catalog News" (publicado por el Departamento Administrativo de Ingeniería de las Partes).

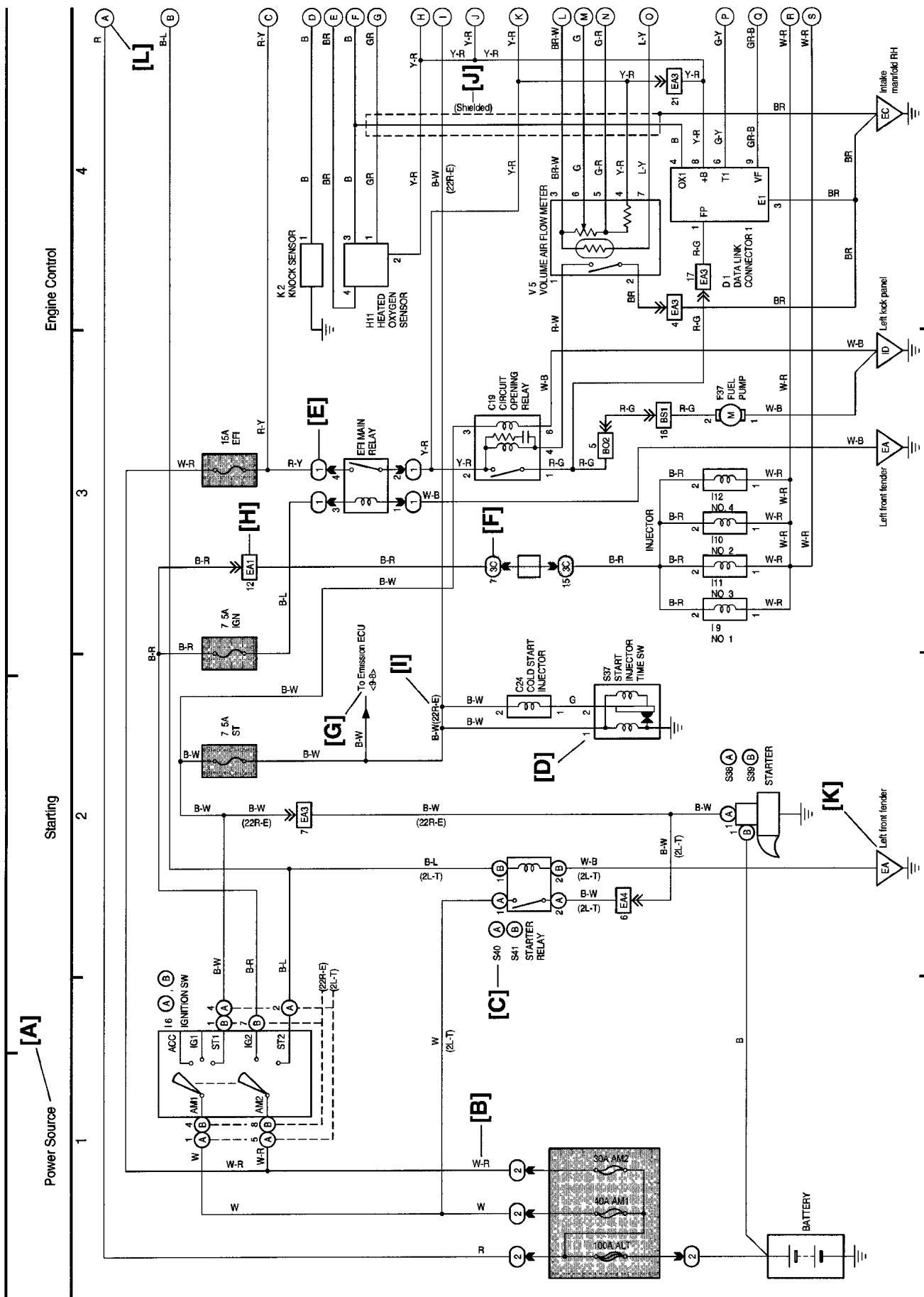
Anmerkung : Nicht alle der oben erwähnten Teile-Nummern der Stecker werden für die Lieferung etabliert. Im Falle der Bestellung von Stecker oder Anschlußklemme mit Draht bestätigen Sie bitte unter Verwendung der "Teile-Prospekt-Nachrichten" (herausgegeben durch die Teile-Engineering-Verwaltungsabteilung) im voraus, ob es entsprechende Lieferung gibt.

N OVERALL ELECTRICAL WIRING DIAGRAM

English

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

HOW TO READ THIS SECTION



[A] : System Title

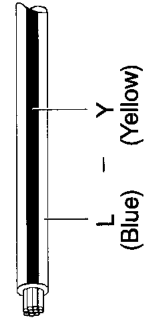
[B] : Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

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

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

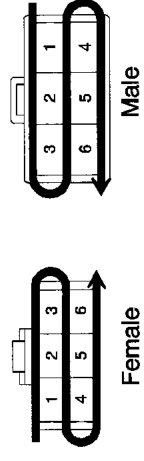
Example: L - Y



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

[D] : 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



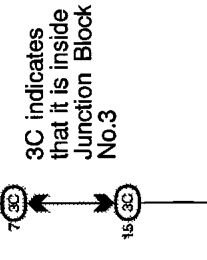
The numbering system for the overall wiring diagram is the same as above.

[E] : 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

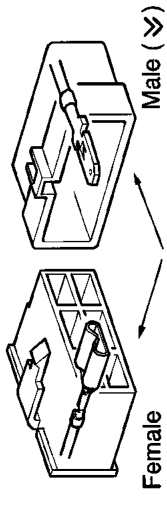
[F] : Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it).
Junction Blocks are shaded to clearly separate them from other parts.

Example:



[G] : Indicates related system.

[H] : Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (↗).
Outside numerals are pin numbers.



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

[J] : Indicates a shielded cable.



[K] : Indicates and located on ground point.

[L] : The same code occurring on the next page indicates that the wire harness is continuous.

COMMENT LIRE CETTE SECTION



[A] : Titre du système

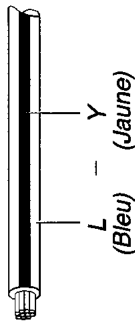
[B] : Indique la couleur de câblage.

Les couleurs des fils sont indiquées par un code alphabétique.

B = Noir W = Blanc BR = Marron
L = Bleu V = Violet SB = Bleu ciel
R = Rouge G = Vert LG = Vert clair
P = Rose Y = Jaune GR = Gris
O = Orange

La première lettre indique la couleur de fil de base et la deuxième lettre indique la couleur de la bande.

Exemple: L - Y

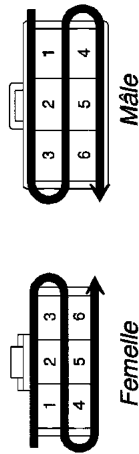


[C] : La position des pièces est la même que celle indiquée dans le schéma de câblage et le cheminement des câbles.

[D] : Indique le numéro de broche du connecteur.

Le système de numérotage est différent pour les connecteurs type mâles et femelles.

Exemple: Numéroté en ordre de la gauche supérieure vers la droite inférieure.



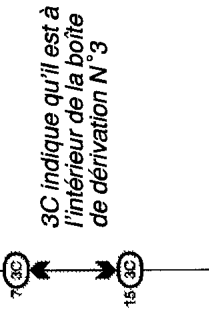
[E] : Indique un bloc de relais. Aucune hachure n'est utilisée et seulement le N° du bloc de relais est indiqué pour le distinguer du J/B.

Exemple: ① indique le bloc de relais N°1

[F] : Boîte de dérivation (le numéro dans le cercle représente le N° J/B et le code du connecteur est indiqué à côté).

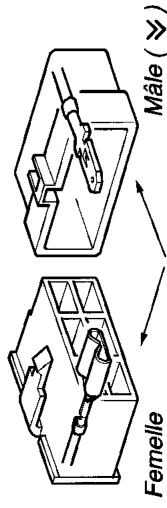
Les boîtes de dérivation sont hachurées pour les séparer des autres pièces.

Exemple:



[G] : Indique un système correspondant.

[H] : Indique le connecteur de faisceau de câblage et le faisceau de câblage. Le faisceau de câblage avec la borne type mâle est indiqué par des flèches (↗). Les chiffres externes représentent les numéros de broches.



[I] : () s'utilisent pour indiquer différents câblages et connecteurs, etc. lorsque le modèle de véhicule, le type de moteur ou les spécifications sont différentes.

[J] : Indique un faisceau de câblage scellé.



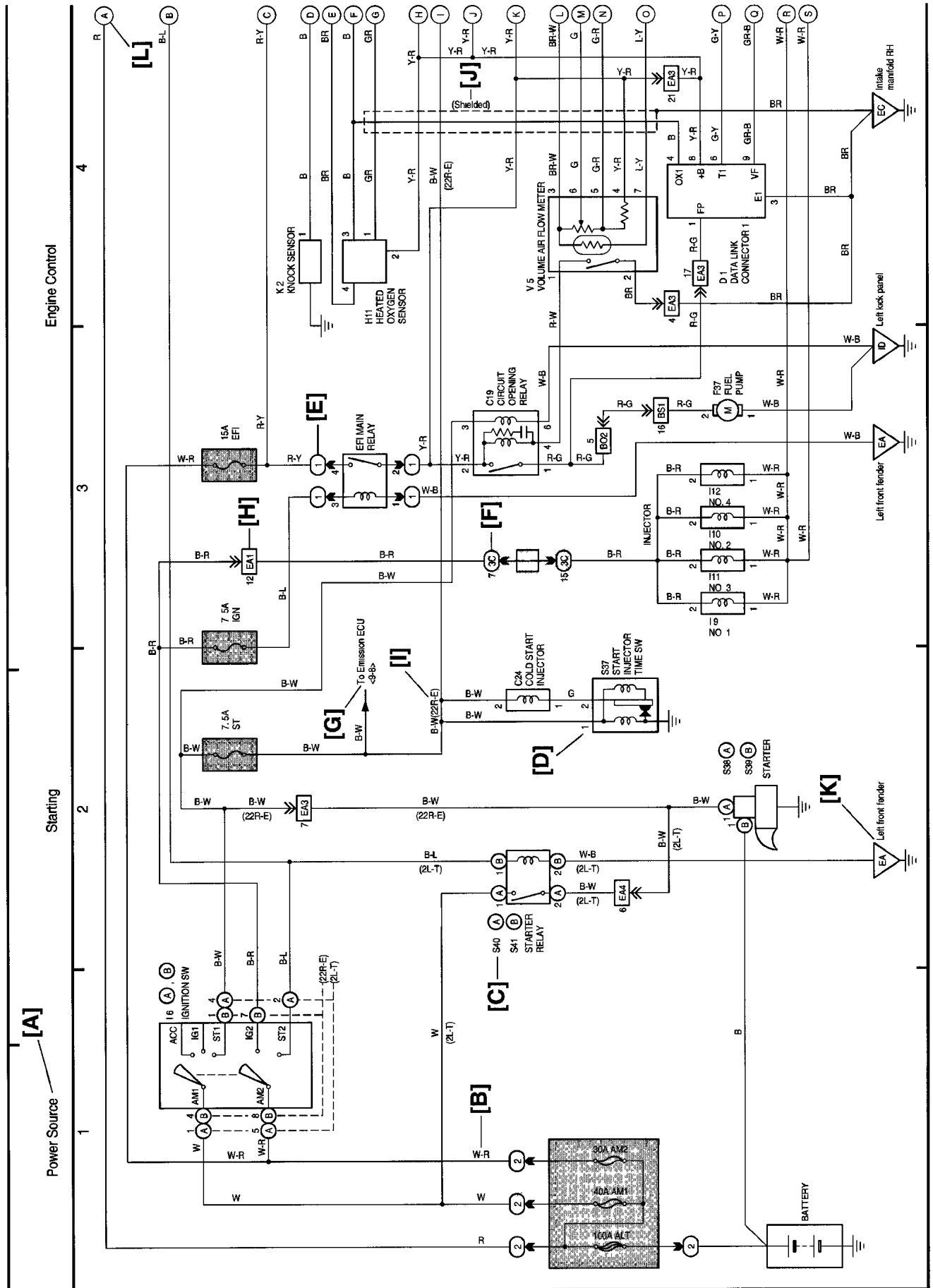
[K] : Indique un point de mise à la terre.

[L] : Le même code qui est indiqué à la page suivante signifie que le faisceau de fils électriques est continu.

N DIAGRAMA DE CONEXIONES ELECTRICAS GENERAL

COMO LEER ESTA SECCION

* El sistema aquí mostrado es SOLO UN EJEMPLO. Es distinto del circuito real mostrado en la SECCION DE DIAGRAMA DEL CABLEADO.



[A] : Título del sistema

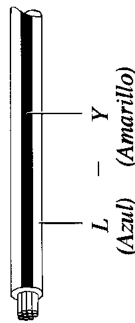
[B] : Indica el color del cable.

Los colores de los cables se dan según los siguientes códigos alfabéticos.

B = Negro W = Blanco BR = Marrón
L = Azul V = Violeta SB = Azul del cielo
R = Rojo G = Verde LG = Verde claro
P = Rosado Y = Amarillo GR = Gris
O = Anaranjado

La primera letra indica el color básico del cable y la segunda letra indica el color de la banda.

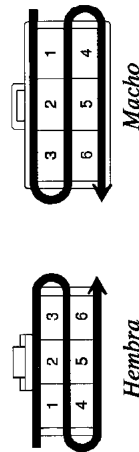
Ejemplo: L - Y



[C] : La posición de las piezas es la misma que la indicada en el diagrama del cableado y en el trazado del cableado.

[D] : Indica el número de clavijas del conector. El sistema de numeración es diferente según se trate de un conector macho o de un conector hembra.

Ejemplo: Numerados de arriba a la izquierda hacia abajo a la derecha

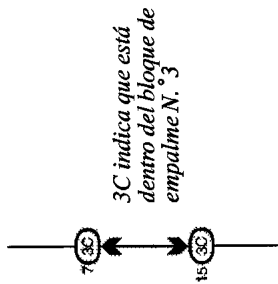


[E] : Indica un bloque de relés. N.º se utiliza sombreado y se indica sólo el número del bloque de relés para distinguirlo del bloque de empalme

Ejemplo: ① indica Bloque de Relés N.º 1

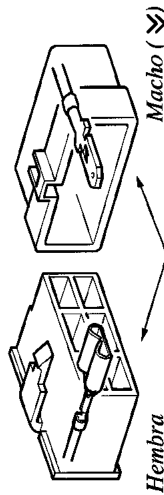
[F] : Bloque de empalme. (El número dentro del círculo es el número del bloque de empalme, y el código del conector aparece junto al mismo.) Los bloques de empalme aparecen sombreados para distinguirlos fácilmente de otras piezas.

Ejemplo:



[G] : Indica un sistema relacionado.

[H] : Indica el mazo de conductores y el conector del mazo de conductores. El mazo de conductores con el terminal macho es indicado mediante las flechas (↗). Las cifras exteriores corresponden al número de clavijas.



[I] : () se utiliza para indicar diferentes cableados, conectores, etc. en caso de modelo de vehículo, tipo de motor o especificaciones diferentes.

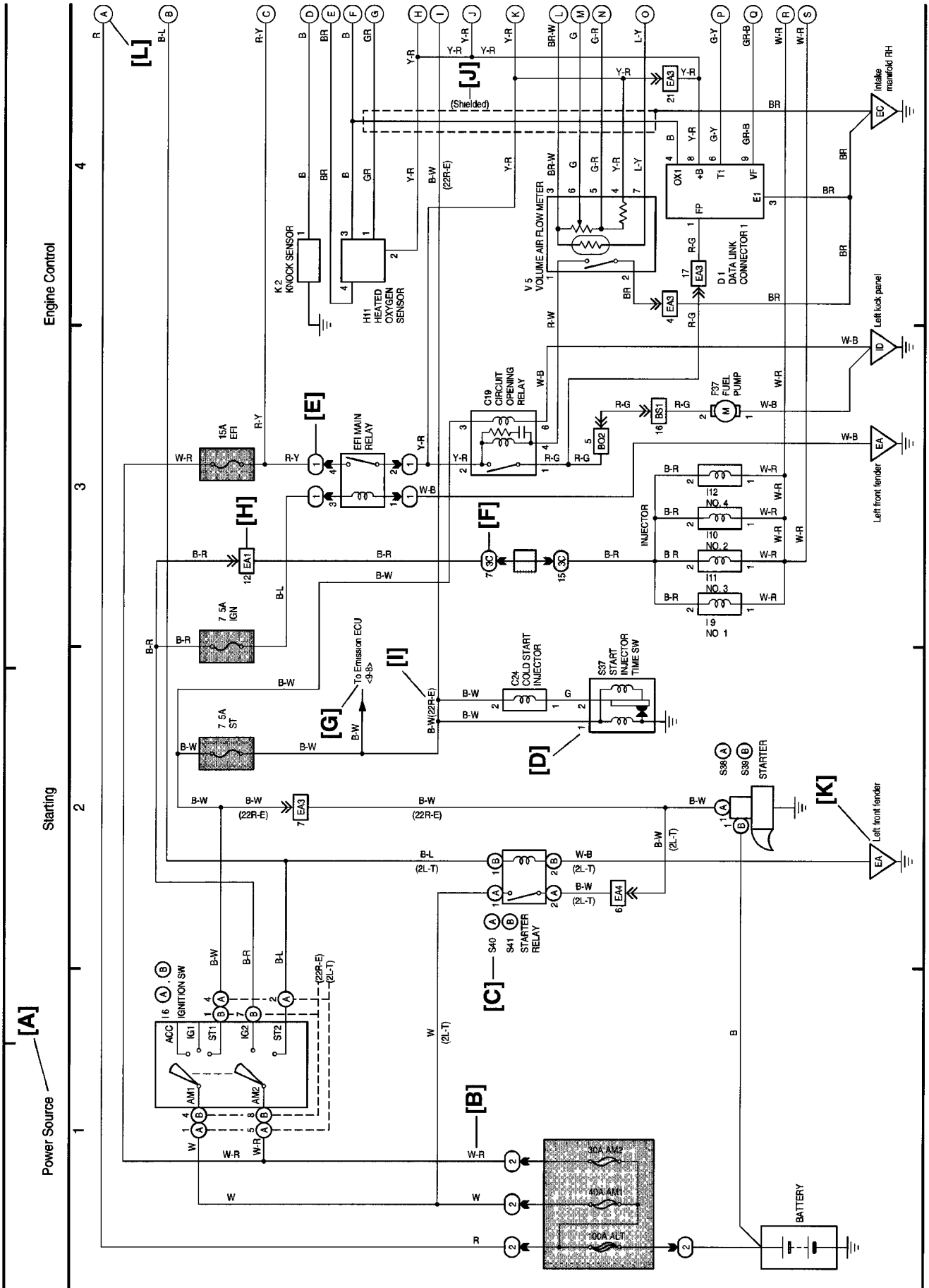
[J] : Indica mazo de conductores blindado.



[K] : Indica los PUNTOS de conexión a Masa.

[L] : Cuando se indica el mismo código en la página siguiente, significa que el mazo de cables es continuo.

* Hier ist nur ein Beispiel aufgeführt, das sich vom Schaltschema im Kapitel "Gesamtverkabelungsplan" unterscheidet.



[A] : Systembezeichnung

[B] : Bezeichnet die Kabelfarbe.

Die Farben werden mit Buchstabensymbolen bezeichnet.

B = Schwarz W = Weiß BR = Braun

L = Blau V = Violett SB = Himmelblau

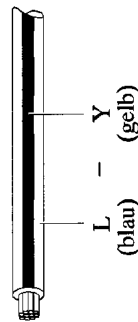
R = Rot G = Grün LG = Hellgrün

P = Rosa Y = Gelb GR = Grau

O = Orange

Mit dem ersten Buchstaben wird die Kabelfarbe und mit dem zweiten Buchstaben die Farbe des Streifens bezeichnet.

Beispiel: L - Y

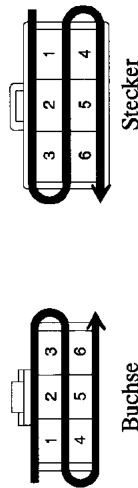


[C] : Die Teileposition ist gleich wie im Schaltschema und im Verkabelungsplan angegeben.

[D] : Bezeichnet die Stiftnummer eines Steckers.

Die Numerierung ist für Stecker und Buchsen verschieden.

Beispiel: Numerierung von oben links nach unten rechts. Numerierung von oben rechts nach unten links.

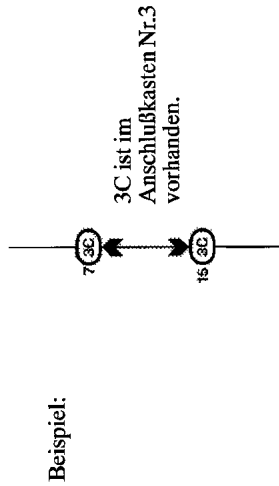


Die Numerierung im Gesamt-Verkabelungsplan ist gleich wie oben.

[E] : Bezeichnet den Relaiskasten. Falls nur die Relaiskastennr. zur Unterscheidung von einem Anschlußkasten gezeigt wird, wird keine Schraffurierung verwendet.

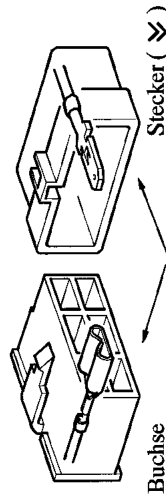
Beispiel: 1 Bezeichnet Relaiskasten Nr.1

[F] : Anschlußkasten. Die eingekreiste Zahl bezeichnet die Anschlußkastennummer und der Stecker wird daneben gezeigt. Die Anschlußkasten sind auf schraffiertem Untergrund gezeigt, um sie deutlich von anderen Teilen unterscheiden zu können.



[G] : Bezeichnet ein in Verbindung stehendes System.

[H] : Bezeichnet den Kabelbaum und den Stecker. Die Steckerseite wird mit Pfeilen bezeichnet (↗). Mit außenstehenden Zahlen wird die Stiftnummer bezeichnet.



[I] : Eingeklammerte Kabel- und Steckerbezeichnungen etc. () sind für unterschiedliche Fahrzeugmodelle, Motortypen oder andere Spezifikationen.

[J] : Bezeichnet Kabel mit Abschirmung.



[K] : Bezeichnet Massenpunkte.

[L] : Der gleiche Code auf der nächsten Seite zeigt, daß sich der Kabelbaum fortsetzt.

SYSTEM INDEX

N OVERALL ELECTRICAL WIRING DIAGRAM

SYSTEMS	LOCATION	SYSTEMS	LOCATION
ABS	17-2	Power Outlet	23-3
Air Conditioner	27-2	Power Source	1~27-1
Back-Up Light	10-1	Power Window (LHD)	12-2
Charging	1-4	Power Window (RHD)	13-2
Cigarette Lighter	23-2	PTC Heater	26-4
Clock (w/o Multi Display)	20-3	Radiator Fan and Condenser Fan	22-2
Combination Meter (Analog Type)	25-2	Radio and Player	20-4
Combination Meter (Digital Type)	24-2	Rear Fog Light (w/ Daytime Running Light)	5-3
Door Lock Control	14-2	Rear Fog Light (w/o Daytime Running Light)	4-4
Double Locking	16-2	Rear Window Defogger and Mirror Heater	22-4
ECT	19-2	Rear Wiper and Washer	10-3
Engine Control	2-2	Remote Control Mirror	23-4
Engine Immobiliser System	2-12	Seat Heater (LHD)	23-1
Front Fog Light	21-4	Shift Lock	11-3
Front Wiper and Washer	10-4	SRS	18-2
Headlight (w/ Daytime Running Light)	3-2	Starting and Ignition	1-2
Headlight (w/o Daytime Running Light)	4-2	Stop Light	11-4
Headlight Beam Level Control (w/ Daytime Running Light)	5-2	Taillight and Illumination (w/ Daytime Running Light)	7-2
Headlight Beam Level Control (w/o Daytime Running Light)	4-3	Taillight and Illumination (w/o Daytime Running Light)	8-2
Horn	6-4	Turn Signal and Hazard Warning Light	6-2
Interior Light	9-2	Two Way Flow Heater	26-2
Light Reminder Buzzer	11-2	Wireless Door Lock Control	15-2
Moon Roof	21-2		
Multi Display	20-2		

INDEX DE SYSTEME

SYSTEMES	EMPLACEMENT	SYSTEMES	EMPLACEMENT
ABS	17-2	Feux de position arrière et dispositif d'éclairage (avec un système d'éclairage de conduite de jour)	7-2
Afficheur multifonctions	20-2	Feux de position arrière et dispositif d'éclairage (sans système d'éclairage de conduite de jour)	8-2
Air conditionné	27-2	Feux de recul	10-1
Allume-cigare	23-2	Feux stop	11-4
Autoradio et lecteur de cassettes	20-4	Lève-glace électrique (conduite à droite)	13-2
Avertisseur	6-4	Lève-glace électrique (conduite à gauche)	12-2
Avertisseur sonore de rappel de dispositifs d'éclairage allumés ...	11-2	Montre électrique de bord (sans afficheur multifonctions)	20-3
Charge	1-4	Plafonnier	9-2
Chauffage à deux voies	26-2	Prise d'alimentation	23-3
Chauffage de PTC	26-4	Projecteur antibrouillard arrière (avec un système d'éclairage de conduite de jour)	5-3
Chauffage de siège (conduite à gauche)	23-1	Projecteur antibrouillard arrière (sans système d'éclairage de conduite de jour)	4-4
Combiné de bord (type analogique)	25-2	Projecteur antibrouillard avant	21-4
Combiné de bord (type numérique)	24-2	Projecteur avant (avec un système d'éclairage de conduite de jour)	3-2
Commande de condamnation de porte	14-2	Projecteur avant (sans système d'éclairage de conduite de jour)	4-2
Commande de condamnation de porte à commande radio	15-2	Rétroviseur à commande électrique	23-4
Commande de moteur	2-2	Source d'alimentation	1-27-1
Commande de réglage d'orientation de faisceau de projecteur (avec un système d'éclairage de conduite de jour)	5-2	SRS	18-2
Commande de réglage d'orientation de faisceau de projecteur (sans système d'éclairage de conduite de jour)	4-3	Système immobilisateur de moteur	2-12
Double verrouillage	16-2	Toit ouvrant	21-2
Démarrage et allumage	1-2	Ventilateur de radiateur et ventilateur de condenseur	22-2
Désembueur de glace de lunette arrière et résistance électrique de chauffage de rétroviseur	22-4	Verrouillage de sécurité de changement de vitesses	11-3
ECT	19-2	Voyant de rappel de feu de changement de direction et de feux de détresse	6-2
Essuie-glace et lave-glace de lunette arrière	10-3		
Essuie-glace et lave-glace de pare-brise	10-4		

INDICE DE SISTEMA

N DIAGRAMA DE CONEXIONES ELECTRICAS GENERAL

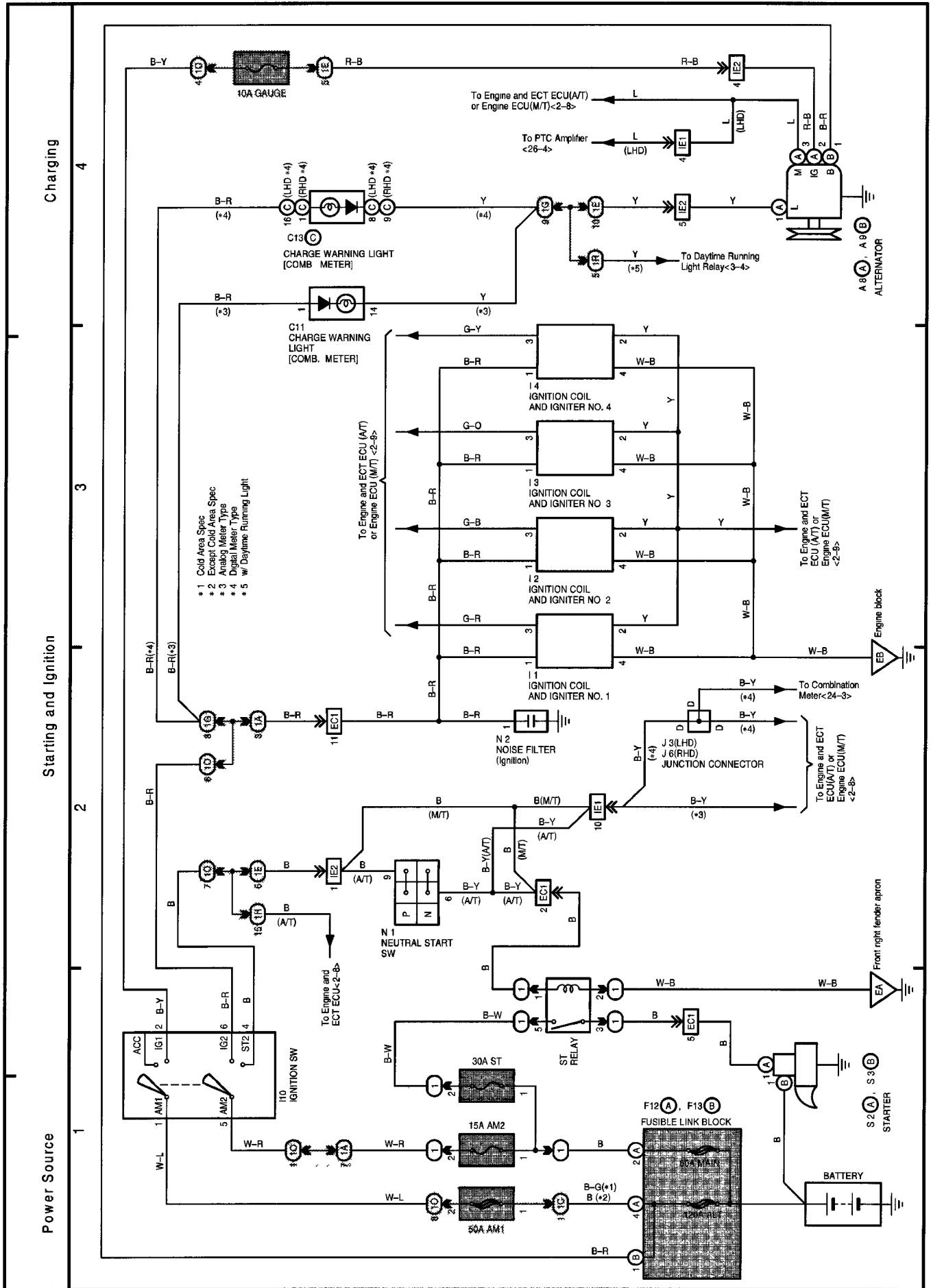
SISTEMA	COLOCACIÓN	SISTEMA	COLOCACIÓN
ABS	17-2	Luz antiniebla frontal	21-4
Acondicionador de aire	27-2	Luz antiniebla trasera (con luz de marcha diurna)	5-3
Alimentación	1-27-1	Luz antiniebla trasera (sin luz de marcha diurna)	4-4
Arranque y encendido	1-2	Luz de cola e iluminación (con luz de marcha diurna)	7-2
Bloqueo de cambios	11-3	Luz de cola e iluminación (sin luz de marcha diurna)	8-2
Bocina	6-4	Luz de marcha atrás	10-1
Calefactor de flujo de dos vías	26-2	Luz de parada	11-4
Calefactor de PTC	26-4	Luz interior	9-2
Calefactor del asiento (dirección a la izquierda)	23-1	Medidor de combinación (tipo analógico)	25-2
Carga	1-4	Medidor de combinación (tipo digital)	24-2
Control de bloqueo de la puerta	14-2	Radio y reproductor	20-4
Control de bloqueo de la puerta inalámbrico	15-2	Reloj (sin visualizador múltiple)	20-3
Control del motor	2-2	Señal de giro y luz de advertencia de peligro	6-2
Control del nivel del haz del faro (con luz de marcha diurna)	5-2	Sistema inmovilizador del motor	2-12
Control del nivel del haz del faro (sin luz de marcha diurna)	4-3	SRS	18-2
Desempañador de la ventanilla trasera y calefactor del retrovisor	22-4	Techo lunar	21-2
Doble cierre	16-2	Toma de alimentación	23-3
ECT	19-2	Ventanilla automática (dirección a la derecha)	13-2
Encendedor de cigarrillos	23-2	Ventanilla automática (dirección a la izquierda)	12-2
Espejo retrovisor de control remoto	23-4	Ventilador del radiador y ventilador del condensador	22-2
Faro (con luz de marcha diurna)	3-2	Visualizador múltiple	20-2
Faro (sin luz de marcha diurna)	4-2	Zumbador recordatorio de las luces	11-2
Limpiador y lavador del parabrisas	10-4		
Limpiador y lavador traseros	10-3		

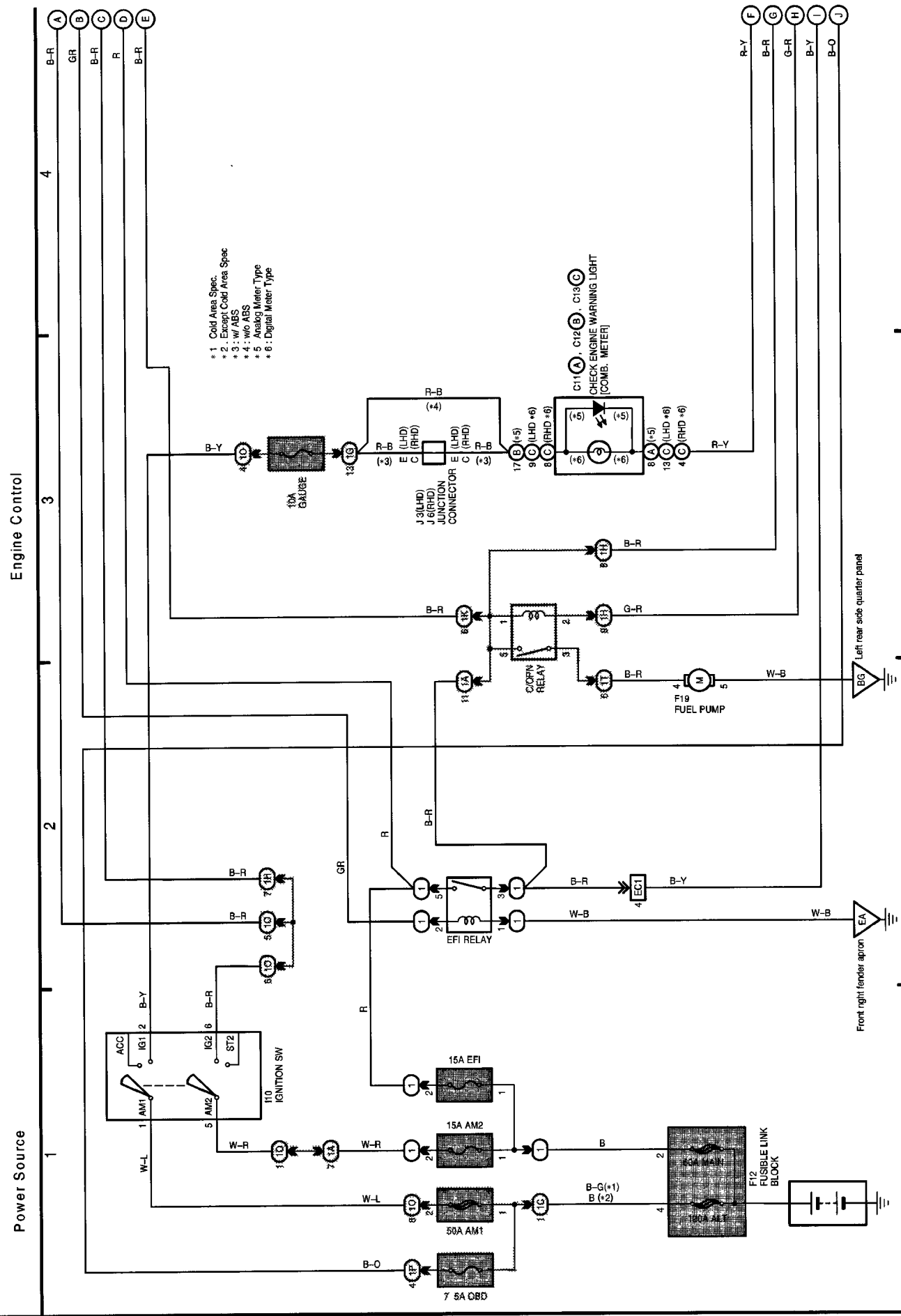
SYSTEMINDEX

SYSTEM	EINBAUSTELLE	SYSTEM	EINBAUSTELLE
ABS	17-2	Nebelscheinwerfer	21-4
Anlassen und Zündung	1-2	Nebelschlußleuchte (mit Tagesfahrleuchte)	5-3
Beleuchtungswarnsummer	11-2	Nebelschlußleuchte (ohne Tagesfahrleuchte)	4-4
Blink- und Warnblinkleuchten	6-2	PTC-Heizung	26-4
Bremsleuchte	11-4	Rückfahrcheinwerfer	10-1
Doppelsperre	16-2	Radio und Cassettspieler	20-4
ECT	19-2	Schaltsperr	11-3
elektrisch einstellbarer Außenspiegel	23-4	Scheibenwischer und -wascher	10-4
Fensterheber (Linkslenker)	12-2	Scheinwerfer (mit Tagesfahrleuchte)	3-2
Fensterheber (Rechtslenker)	13-2	Scheinwerfer (ohne Tagesfahrleuchte)	4-2
Heckscheiben- und Außenspiegelheizung	22-4	Schlußleuchte und Beleuchtung (mit Tagesfahrleuchte)	8-2
Heckscheibenwischer und -wascher	10-3	Schlußleuchte und Beleuchtung (mit Tagesfahrleuchte)	7-2
Hupe	6-4	Sitzheizung (Linkslenker)	23-1
Innenleuchte	9-2	SRS	18-2
Klimaanlage	27-2	Strombuchse	23-3
Kombiinstrument (Analogtyp)	25-2	Stromquelle	1~27-1
Kombiinstrument (Digitaltyp)	24-2	Türverriegelung	14-2
Lüfter und Kondensatorlüfter	22-2	Türverriegelungsfernbedienung	15-2
Ladesystem	1-4	Uhr (ohne Mehrfachanzeige)	20-3
Leuchtweitenstellung (mit Tagesfahrleuchte)	5-2	Wegfahrsperre	2-12
Leuchtweitenstellung (ohne Tagesfahrleuchte)	4-3	Zigarettenanzünder	23-2
Mehrfachanzeige	20-2	Zweiwegstromheizung	26-2
Monddach	21-2		
Motorsteuerung	2-2		

N OVERALL ELECTRICAL WIRING DIAGRAM

1 YARIS VERSO / ECHO VERSO ELECTRICAL WIRING DIAGRAM

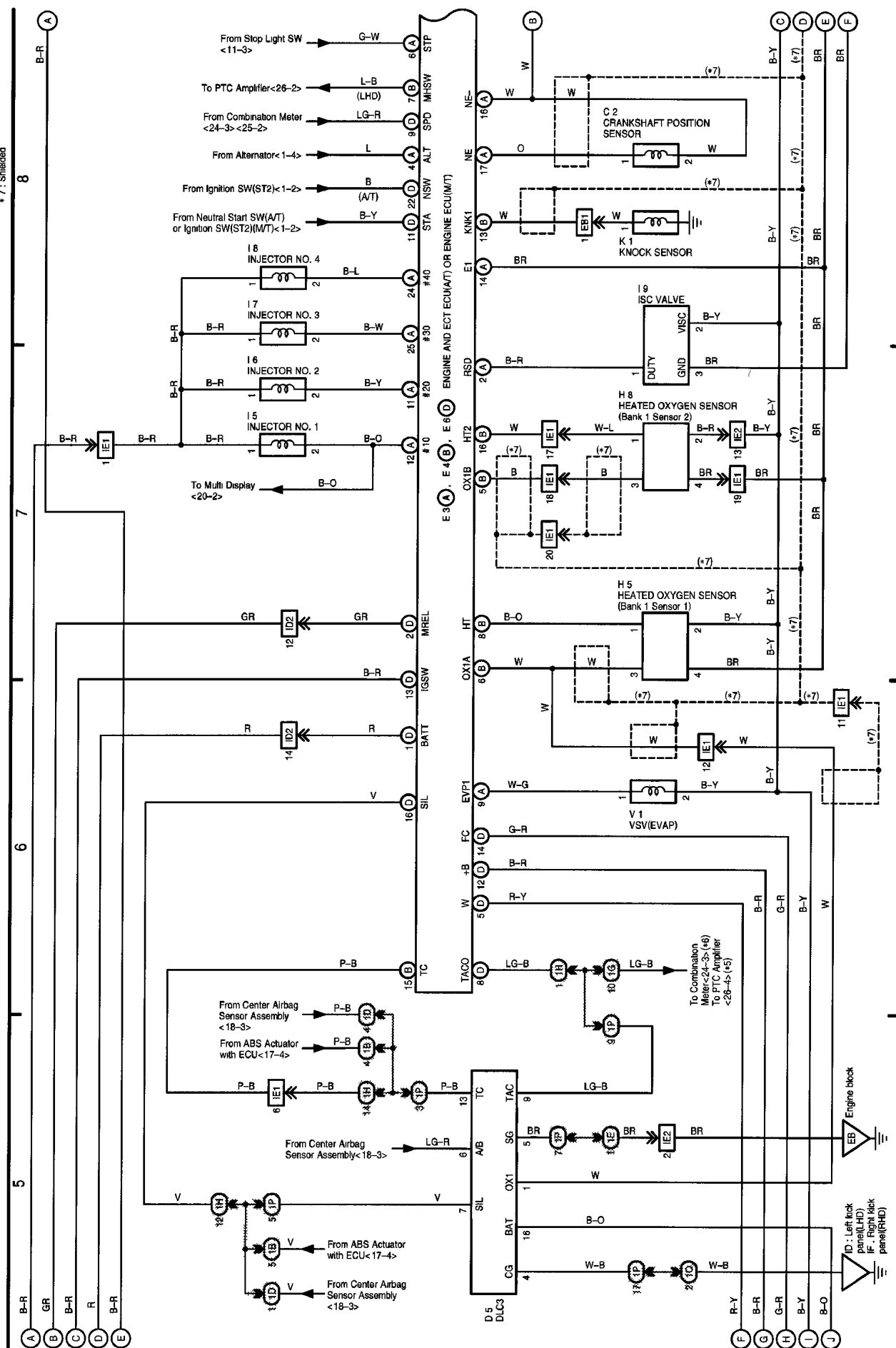




N OVERALL ELECTRICAL WIRING DIAGRAM

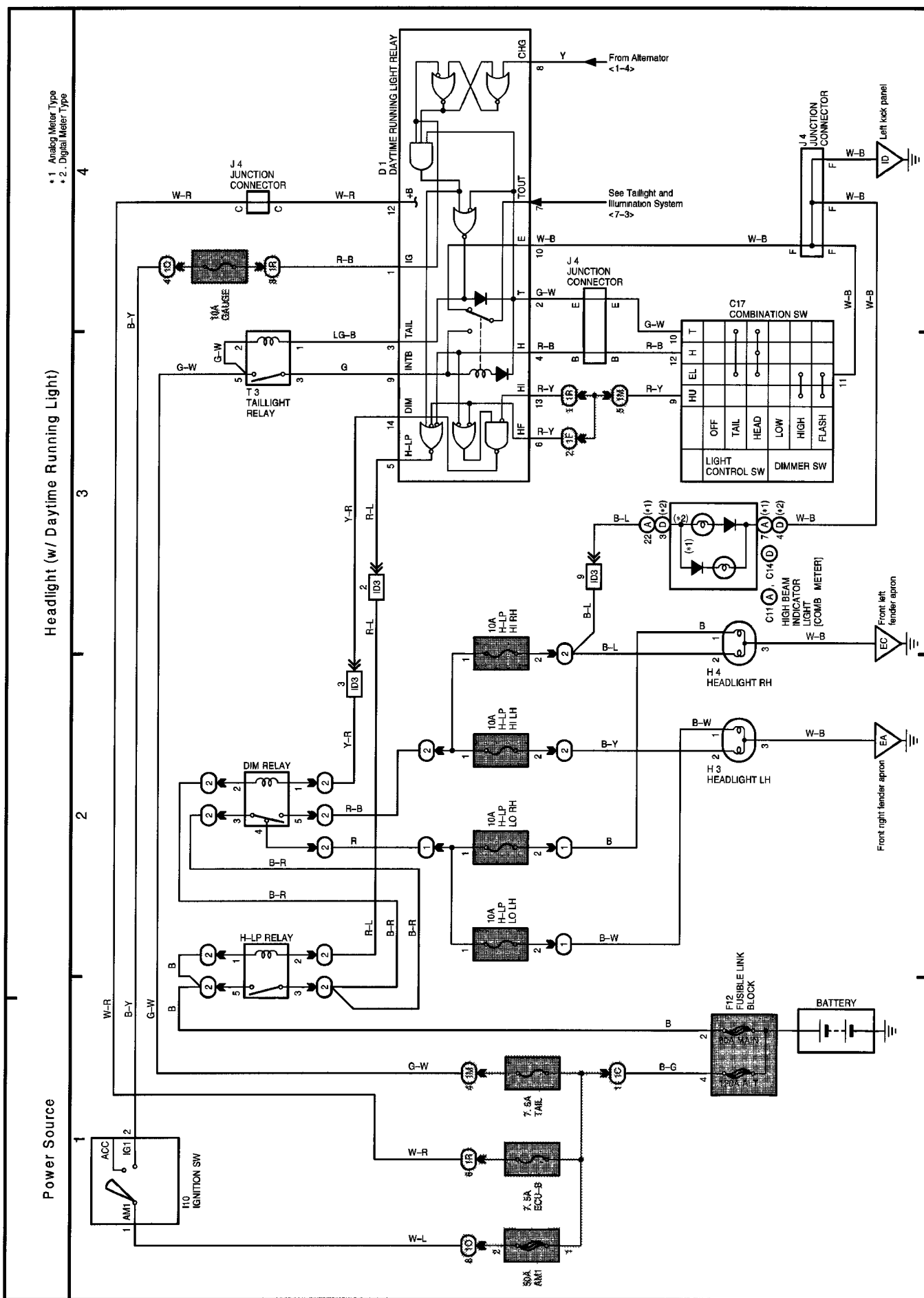
* 5 : Analog Meter Type
* 6 : Digital Meter Type
* 7 : Shielded

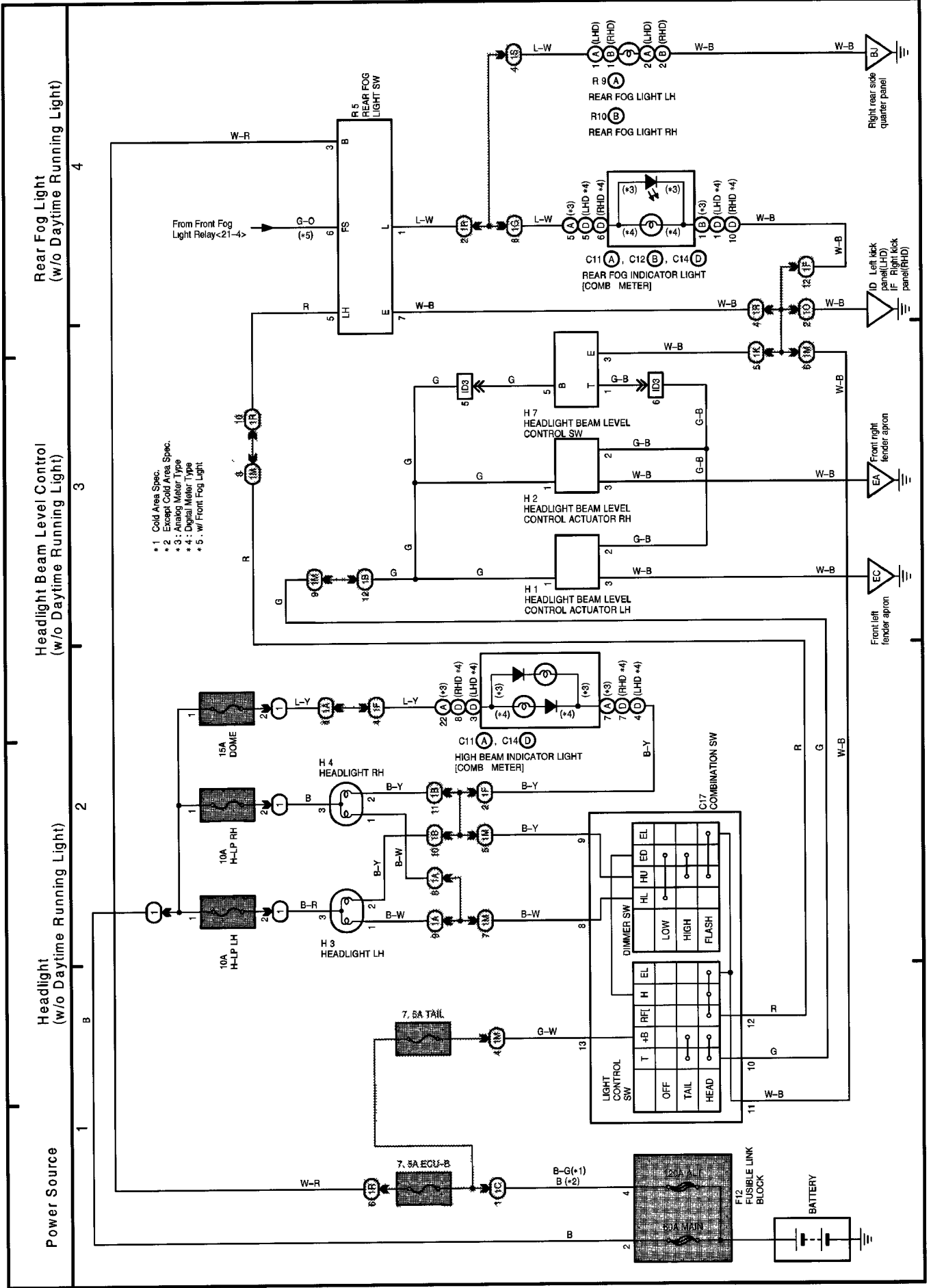
Engine Control



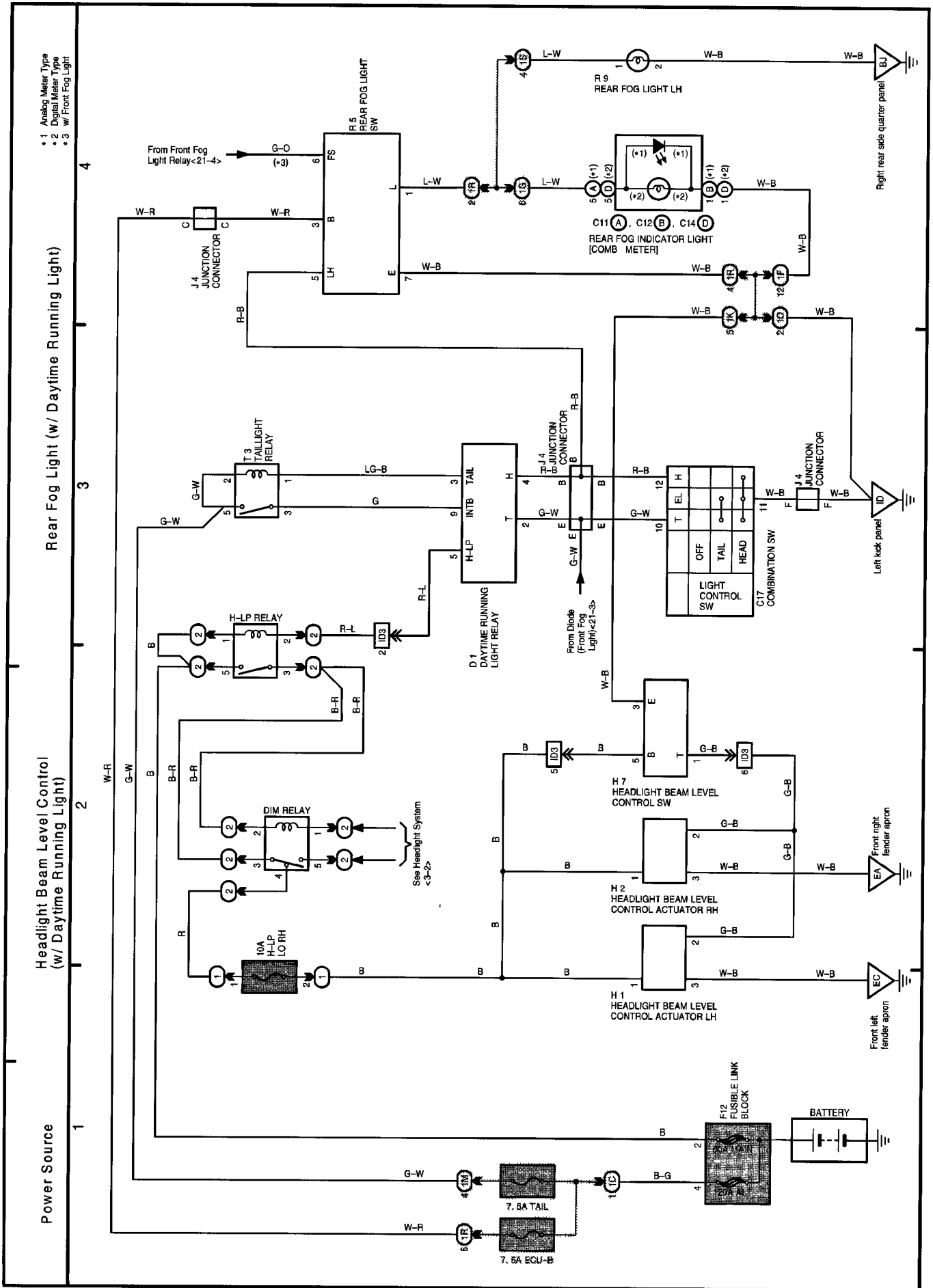


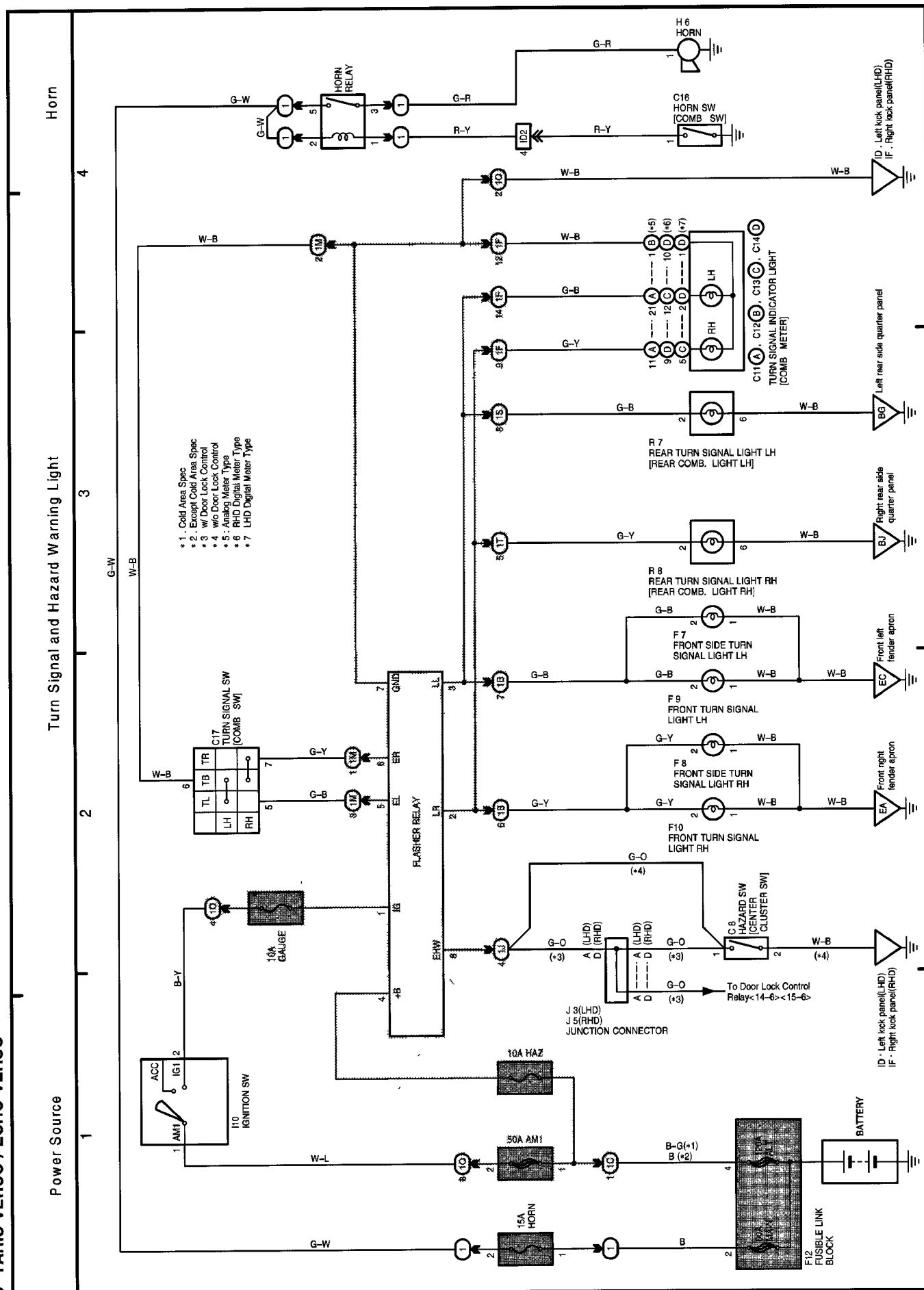
3 YARIS VERSO / ECHO VERSO





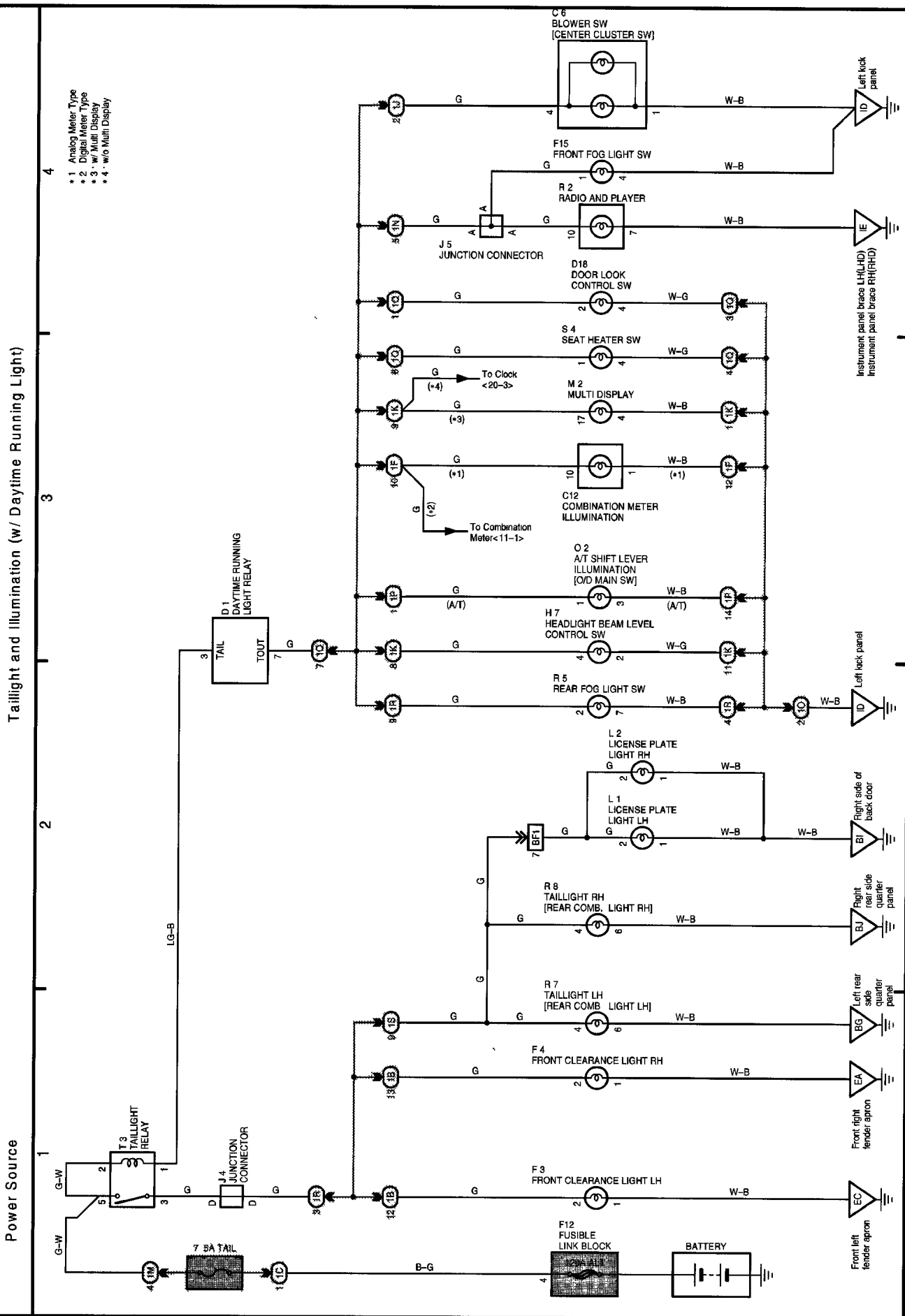
N OVERALL ELECTRICAL WIRING DIAGRAM





N OVERALL ELECTRICAL WIRING DIAGRAM

7 YARIS VERSO / ECHO VERSO



8 YARIS VERSO / ECHO VERSO

Tailight and Illumination (w/o Daytime Running Light)

Power Source

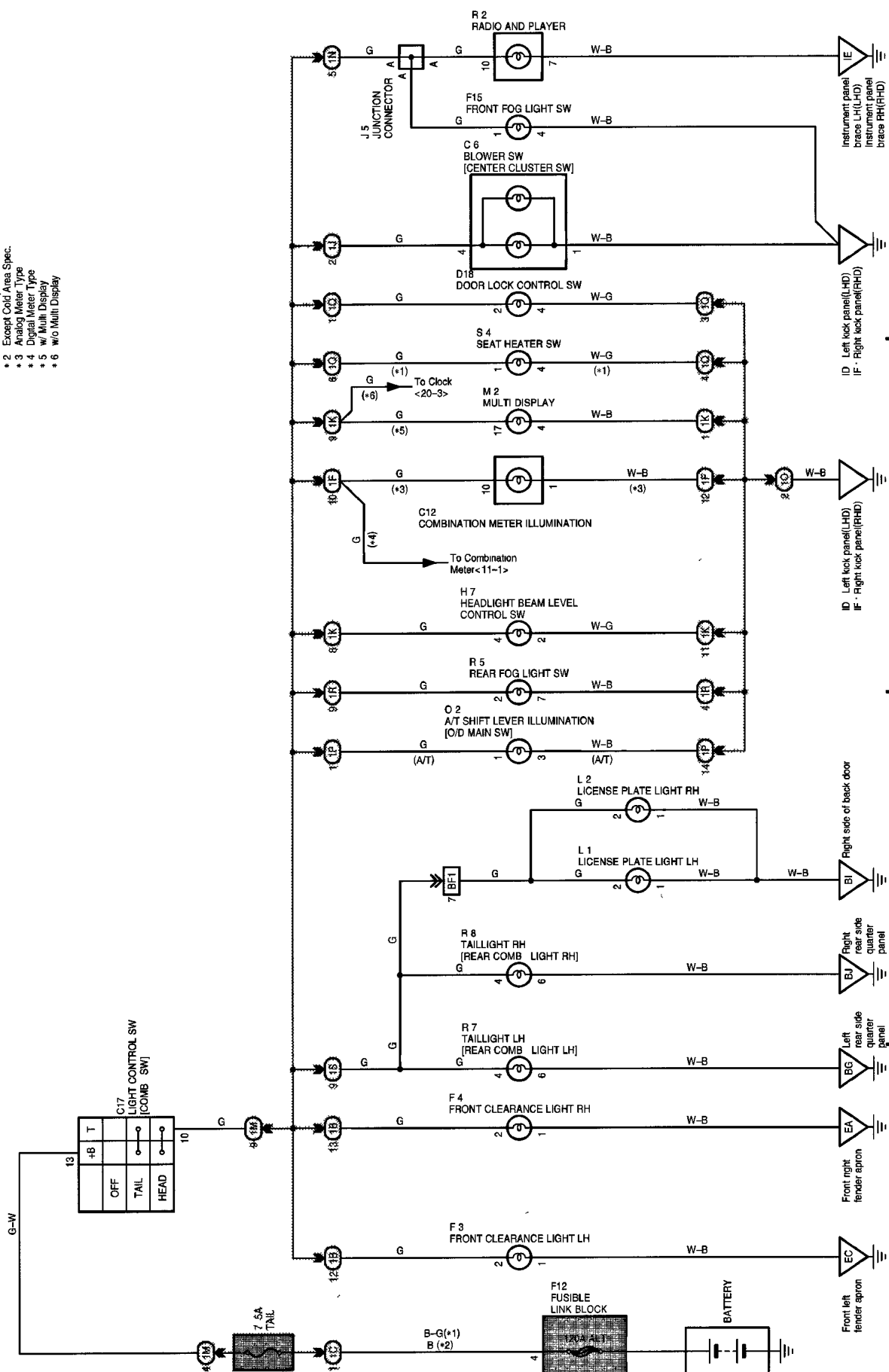
1

2

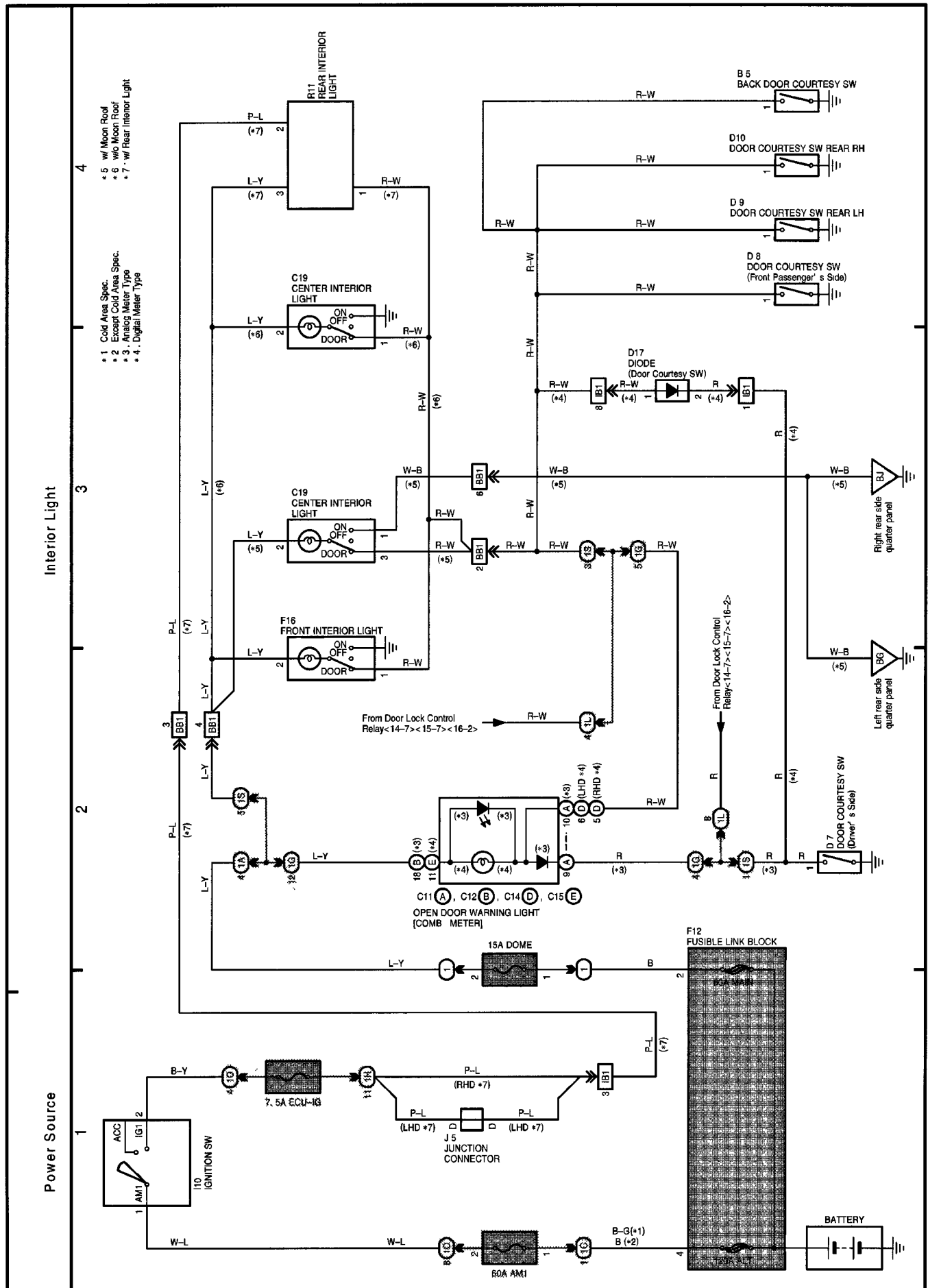
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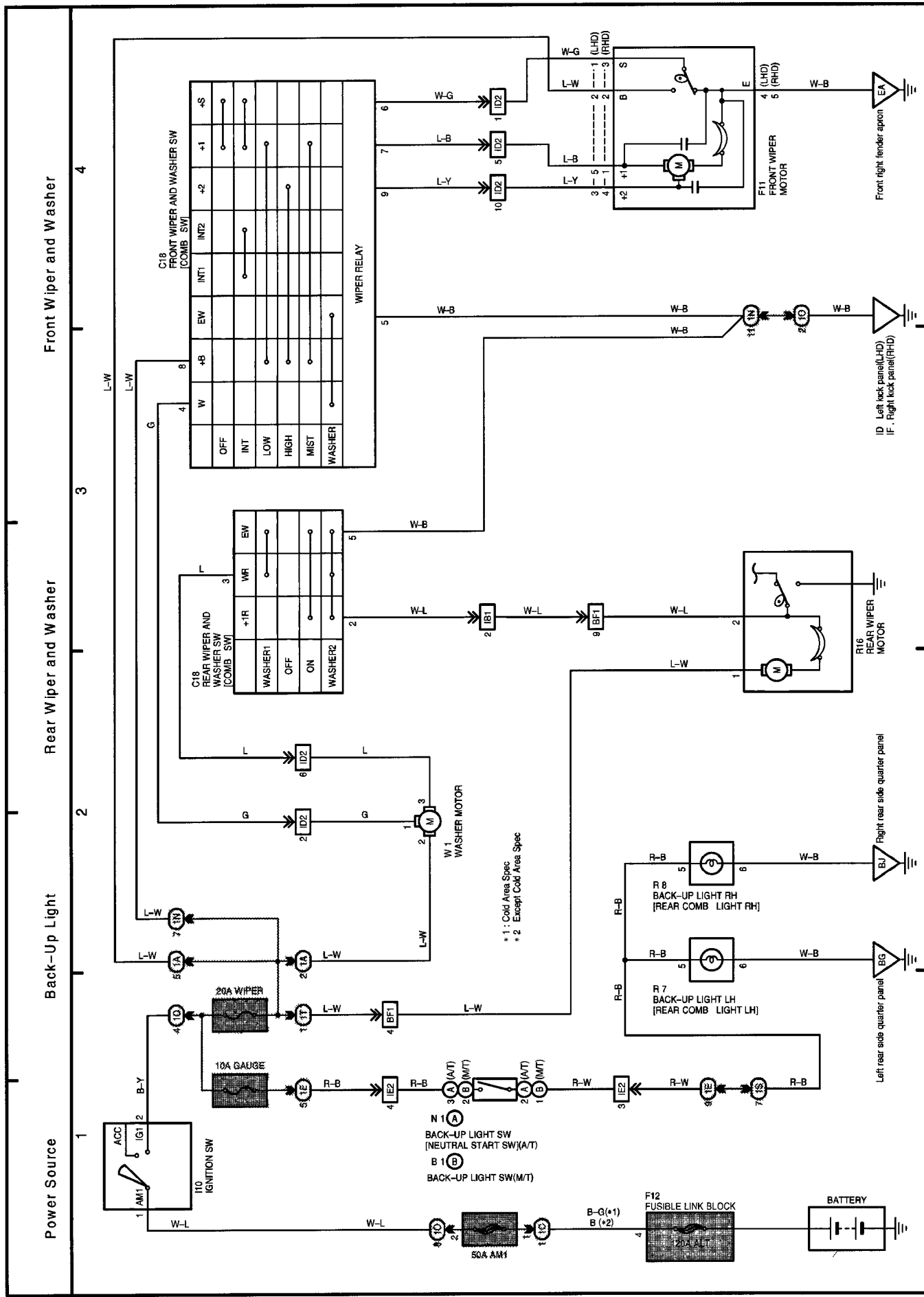
4

- * 1 Cold Area Spec
- * 2 Except Cold Area Spec.
- * 3 Analog Meter Type
- * 4 Digital Meter Type
- * 5 w/ Multi Display
- * 6 w/o Multi Display



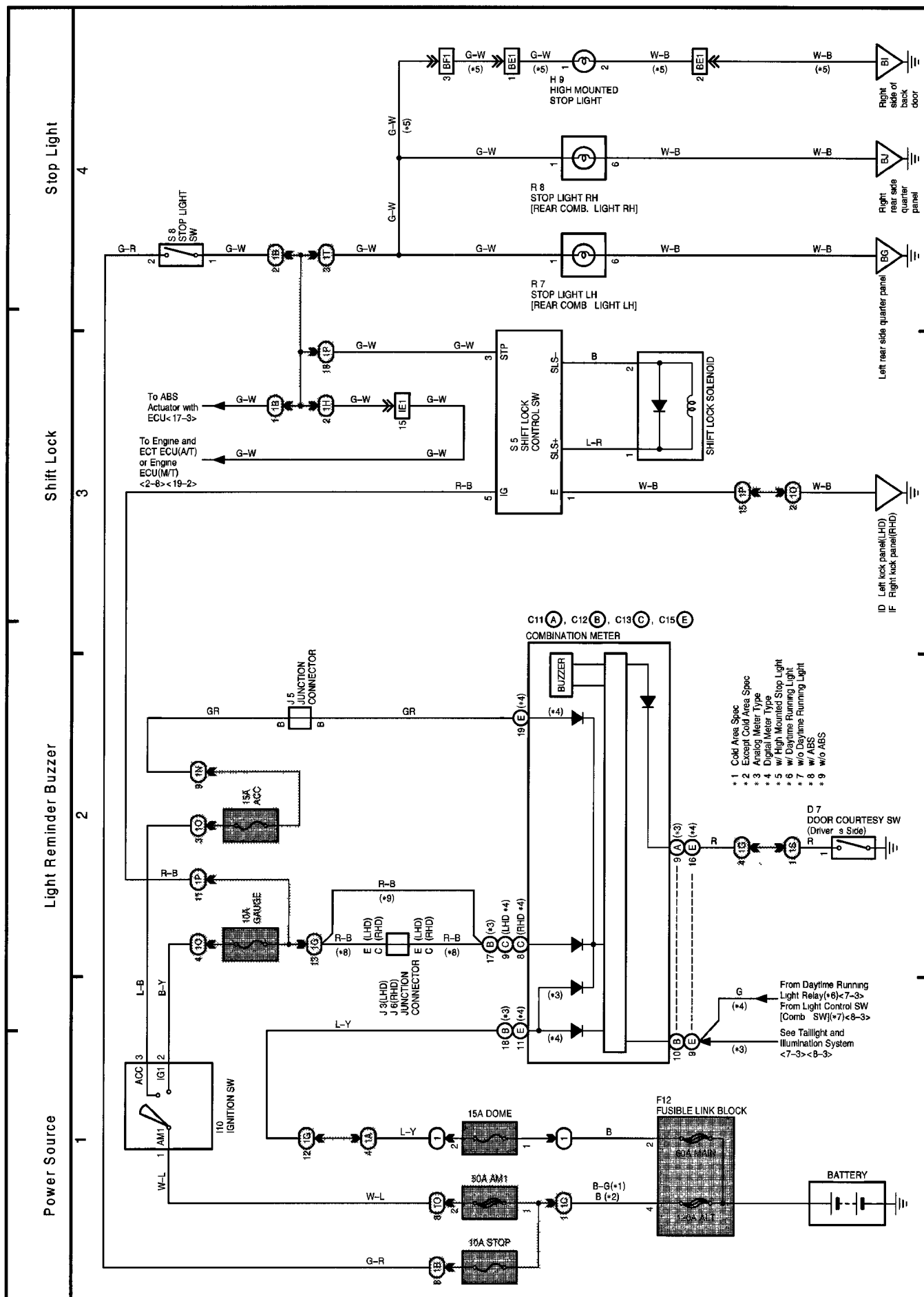
N OVERALL ELECTRICAL WIRING DIAGRAM





N OVERALL ELECTRICAL WIRING DIAGRAM

11 YARIS VERSO / ECHO VERSO



Power Source

Power Window (LHD)

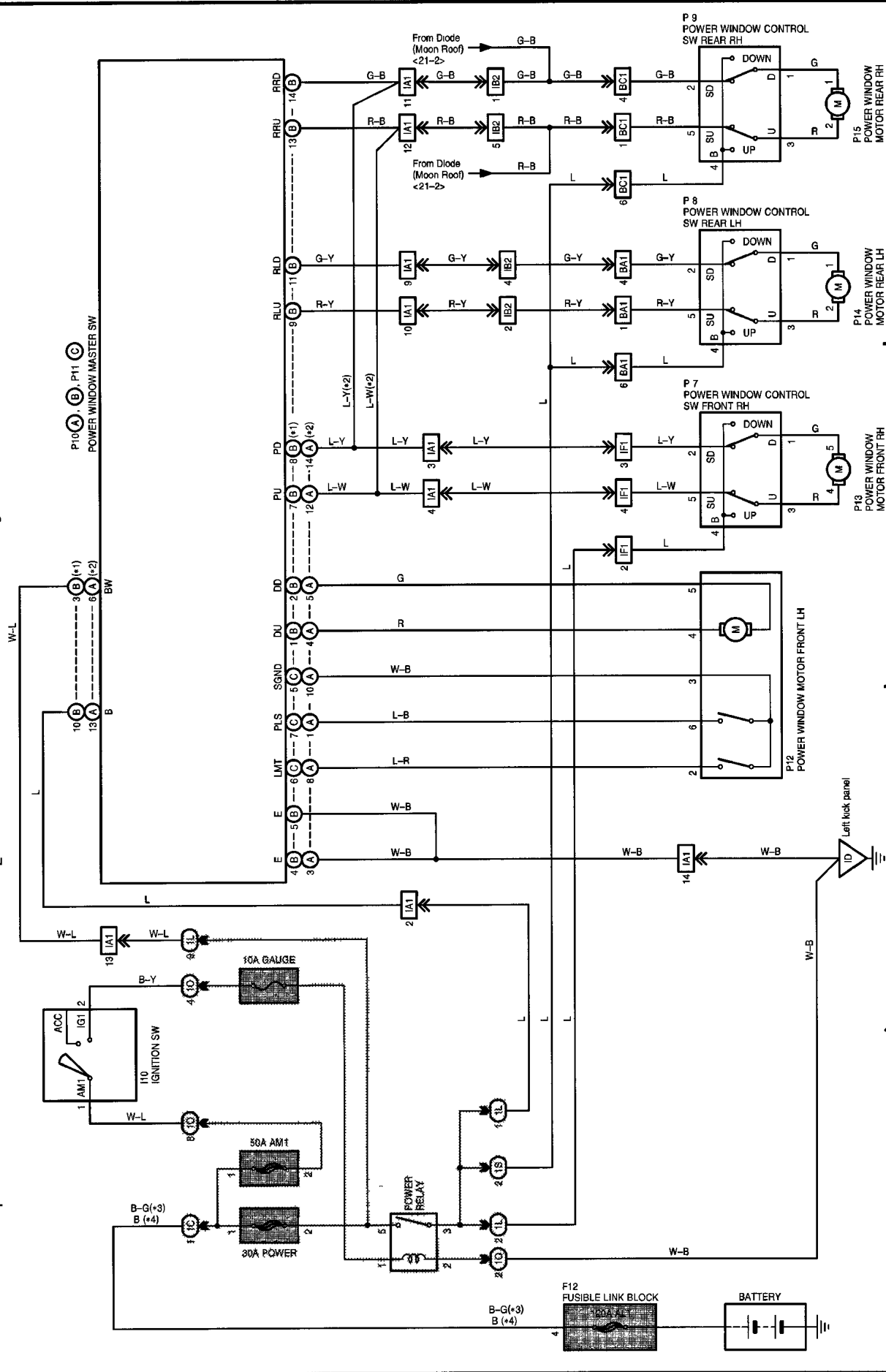
4

3

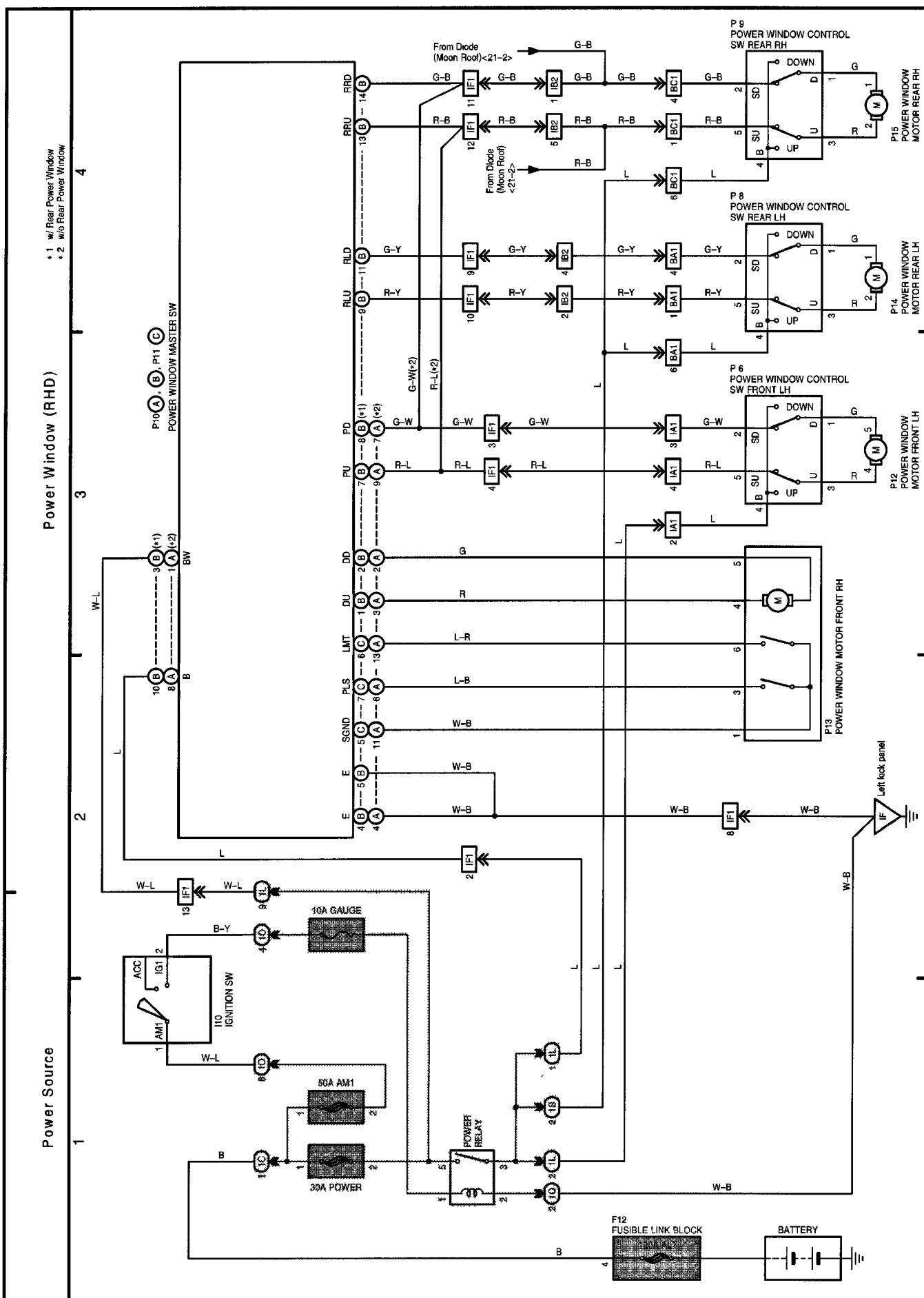
2

1

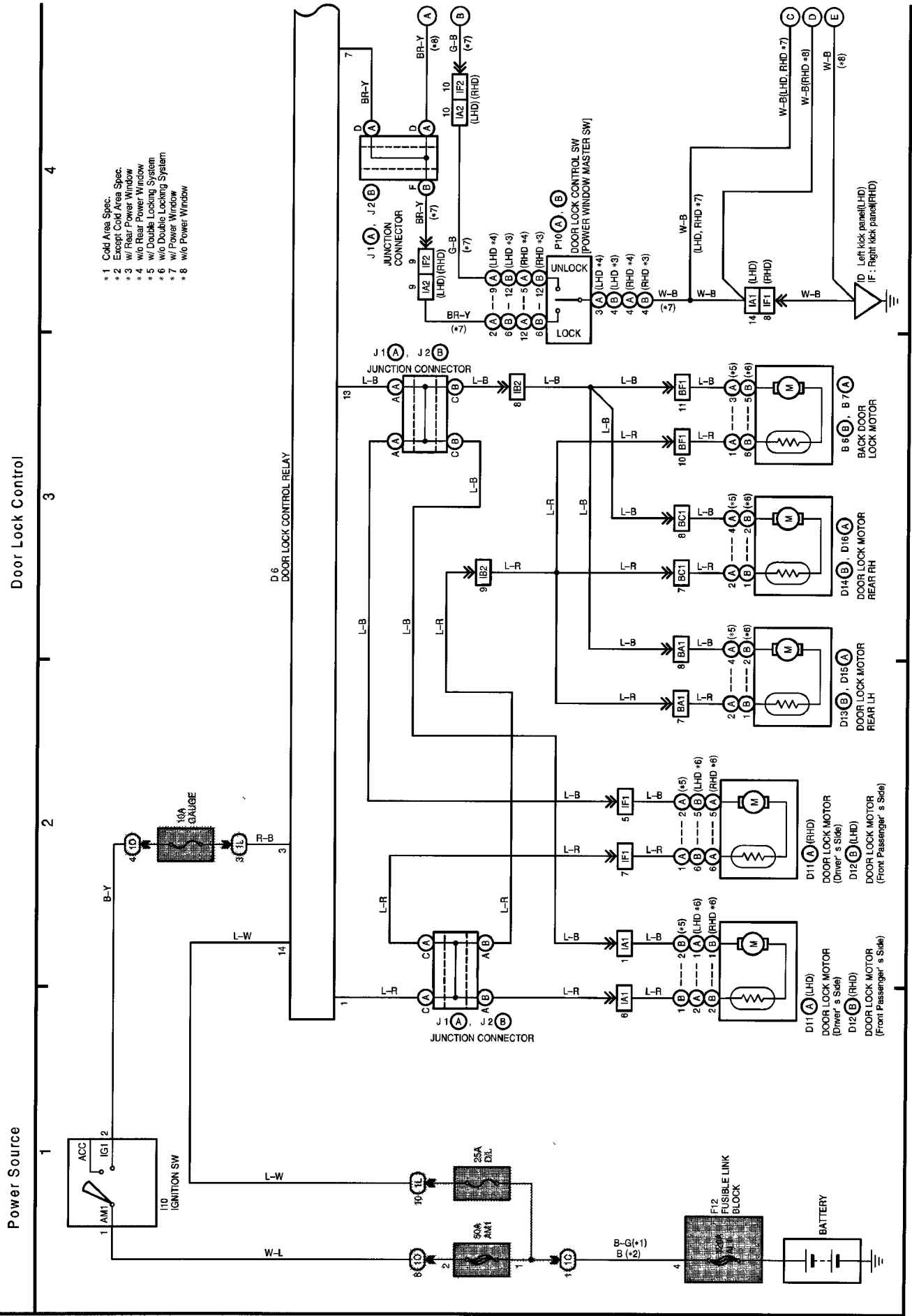
- * 1 - w/ Rear Power Window
- * 2 - w/o Rear Power Window
- * 3 Cold Area Spec
- * 4 Except Cold Area Spec



13 YARIS VERSO / ECHO VERSO

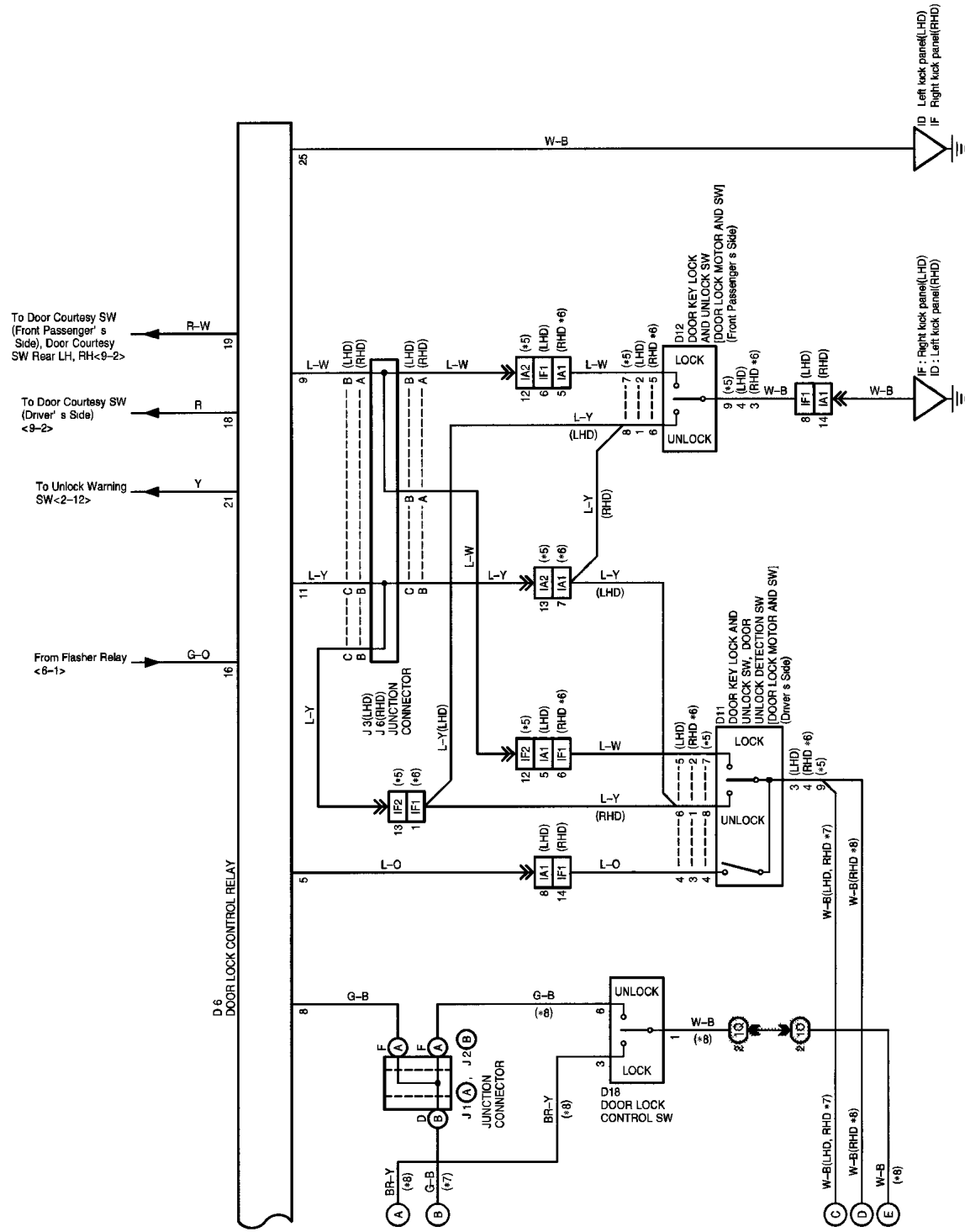


N OVERALL ELECTRICAL WIRING DIAGRAM



8

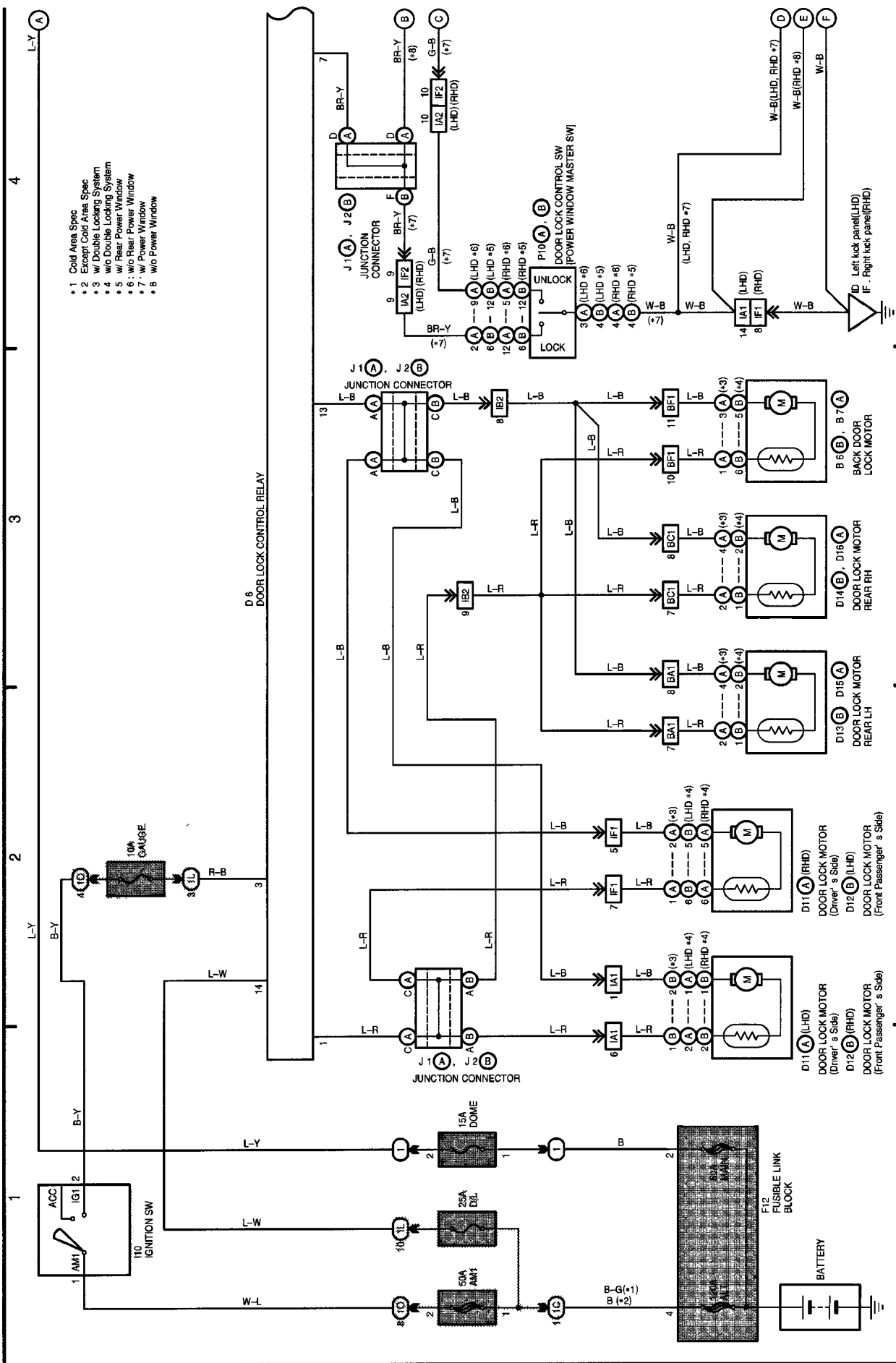
- * 5 w/ Double Locking System
- * 6 w/o Double Locking System
- * 7 w/ Power Window
- * 8 w/o Power Window



N OVERALL ELECTRICAL WIRING DIAGRAM

Power Source

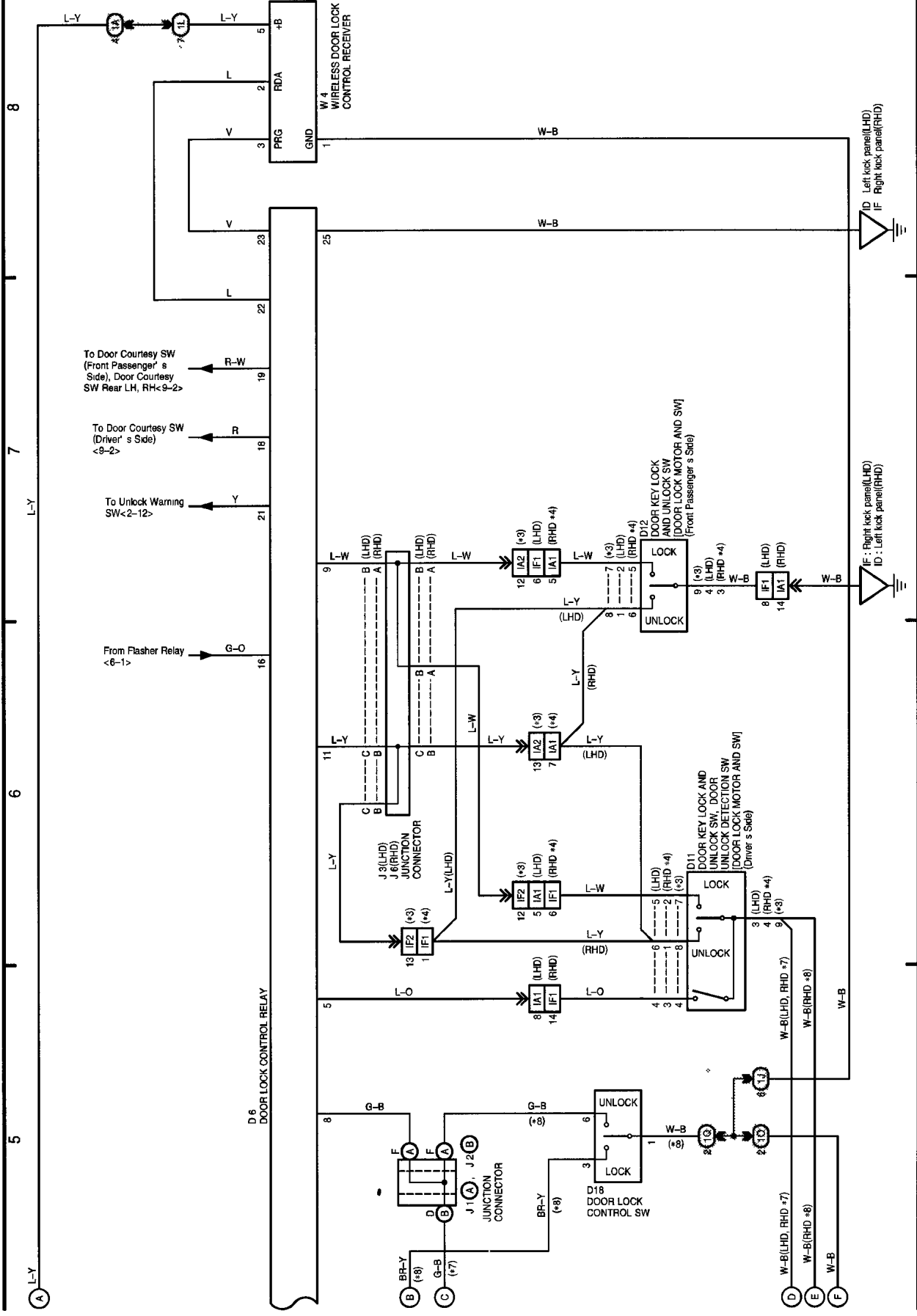
Wireless Door Lock Control



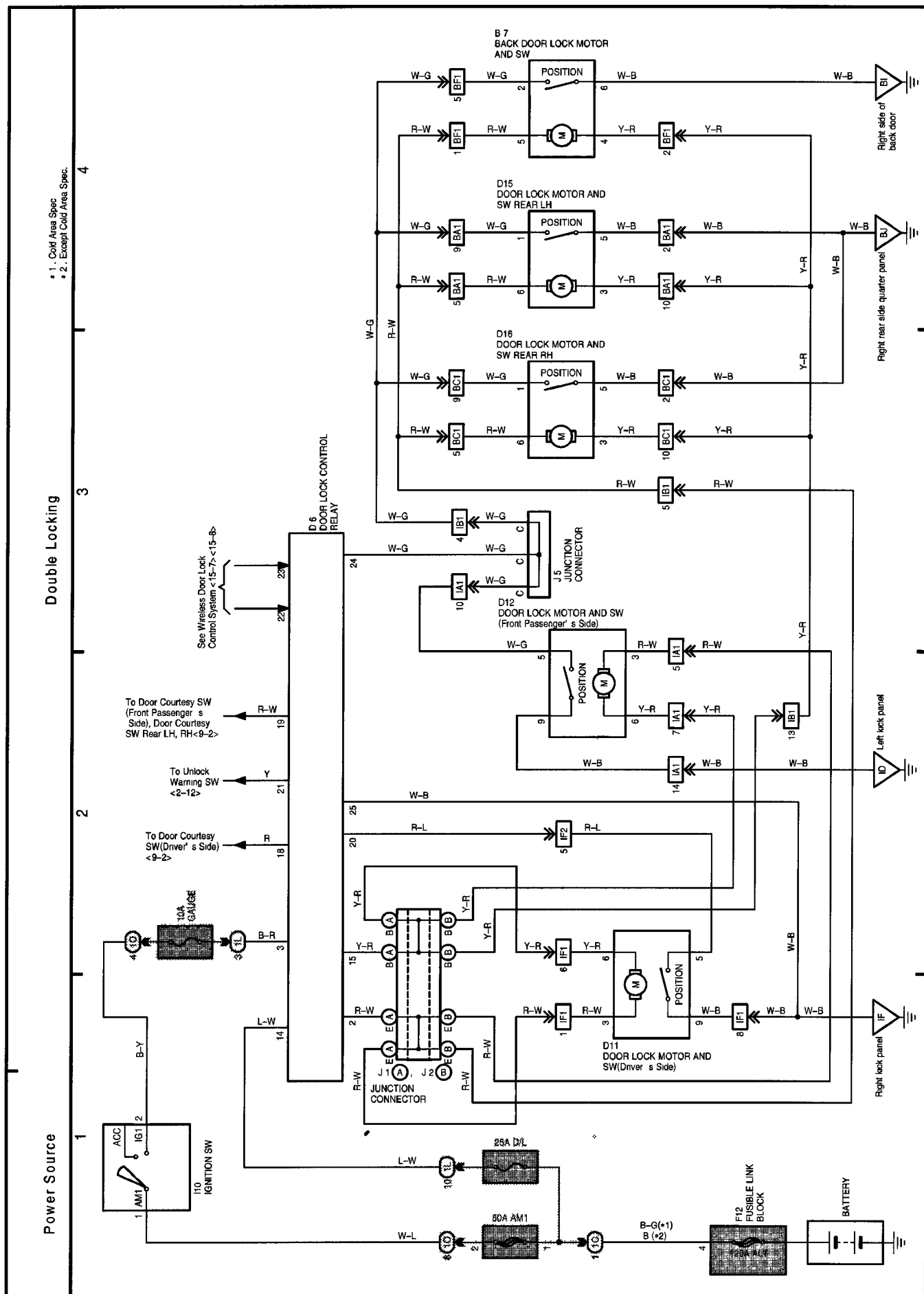
15 YARIS VERSO / ECHO VERSO (Cont' d)

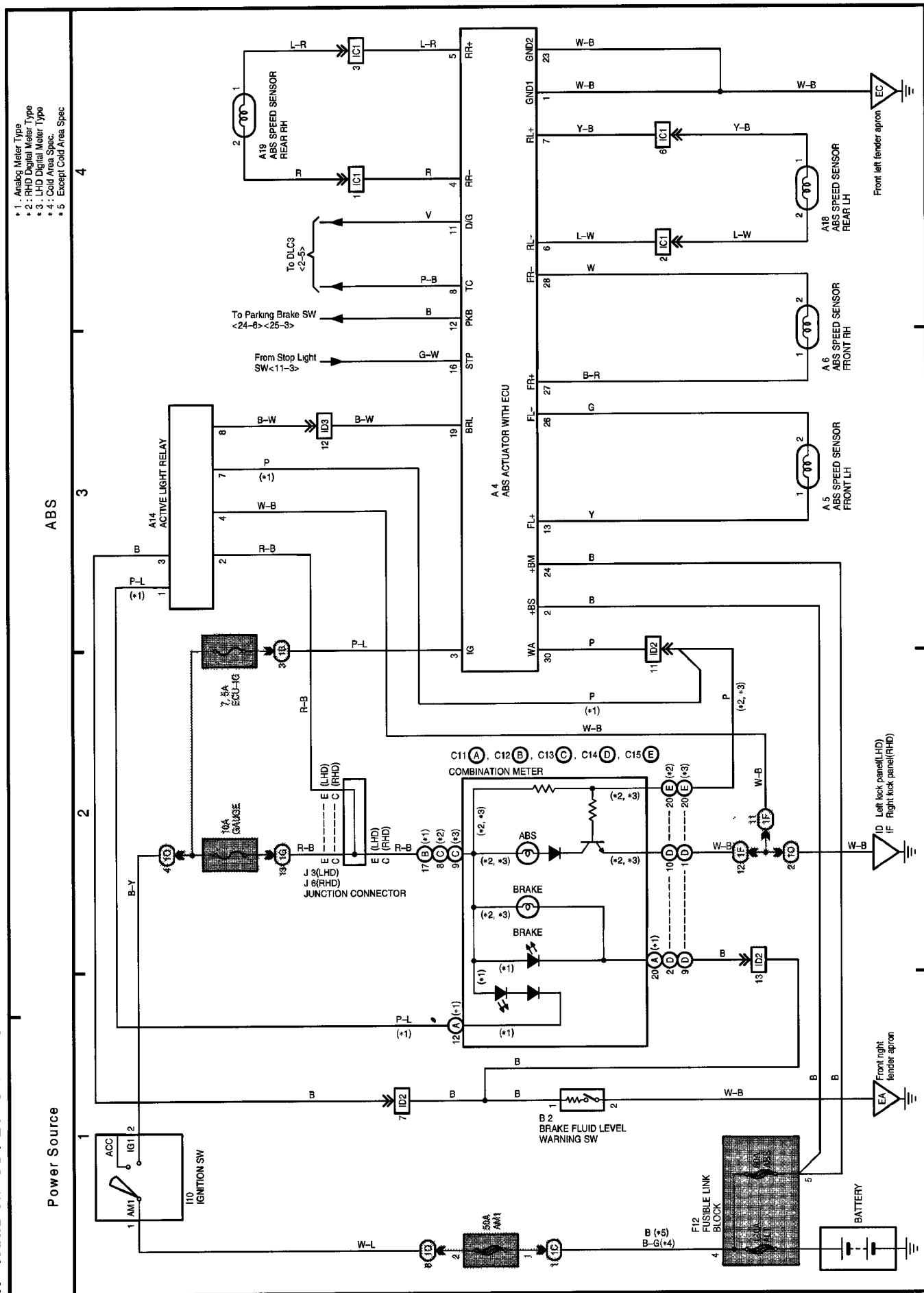
Wireless Door Lock Control

- * 3 : w/ Double Locking System
- * 4 : w/o Double Locking System
- * 7 : w/ Power Window
- * 8 : w/o Power Window

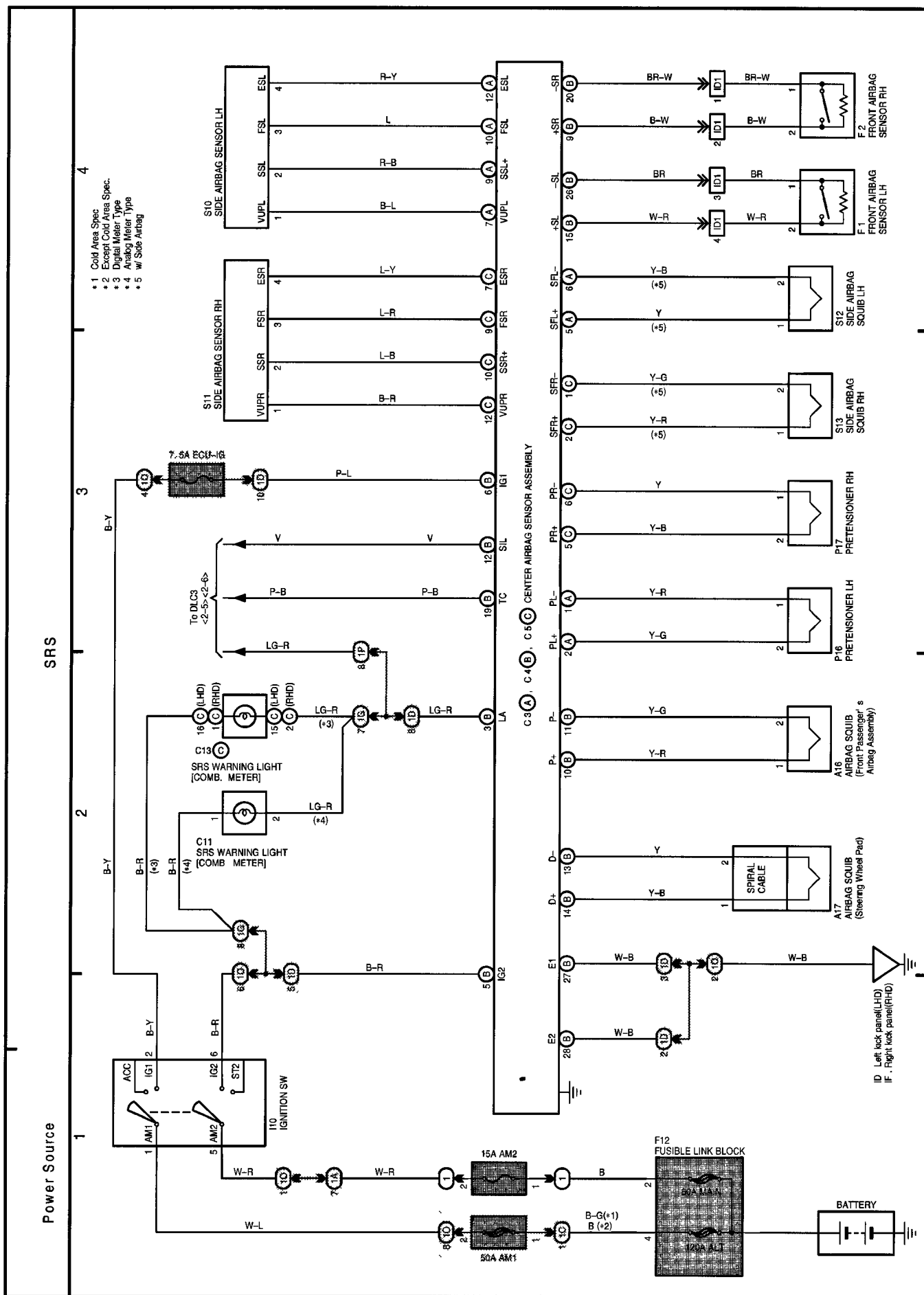


16 YARIS VERSO / ECHO VERSO





18 YAHIS VERSO / ECHO VERSO



Power Source

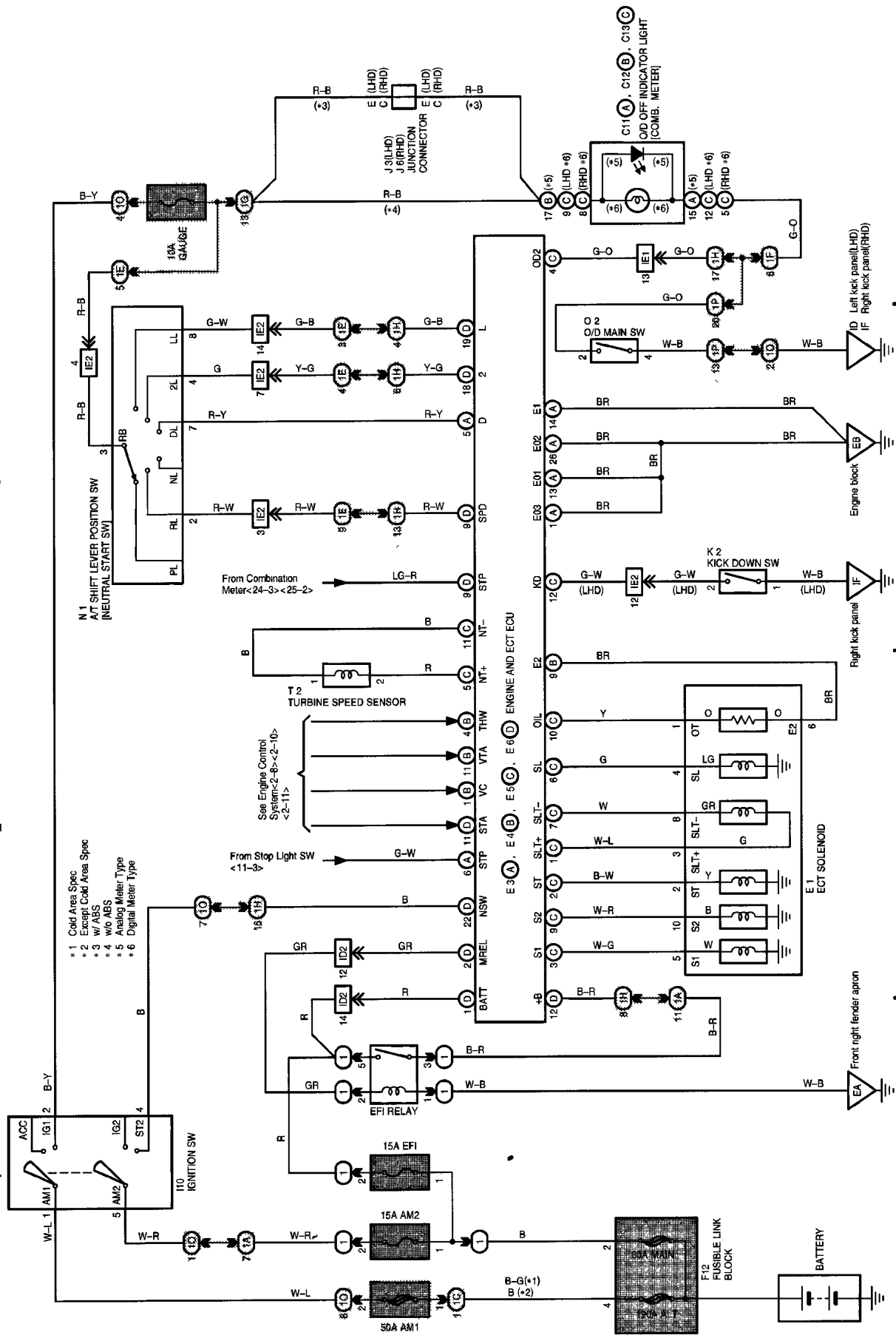
ECT

4

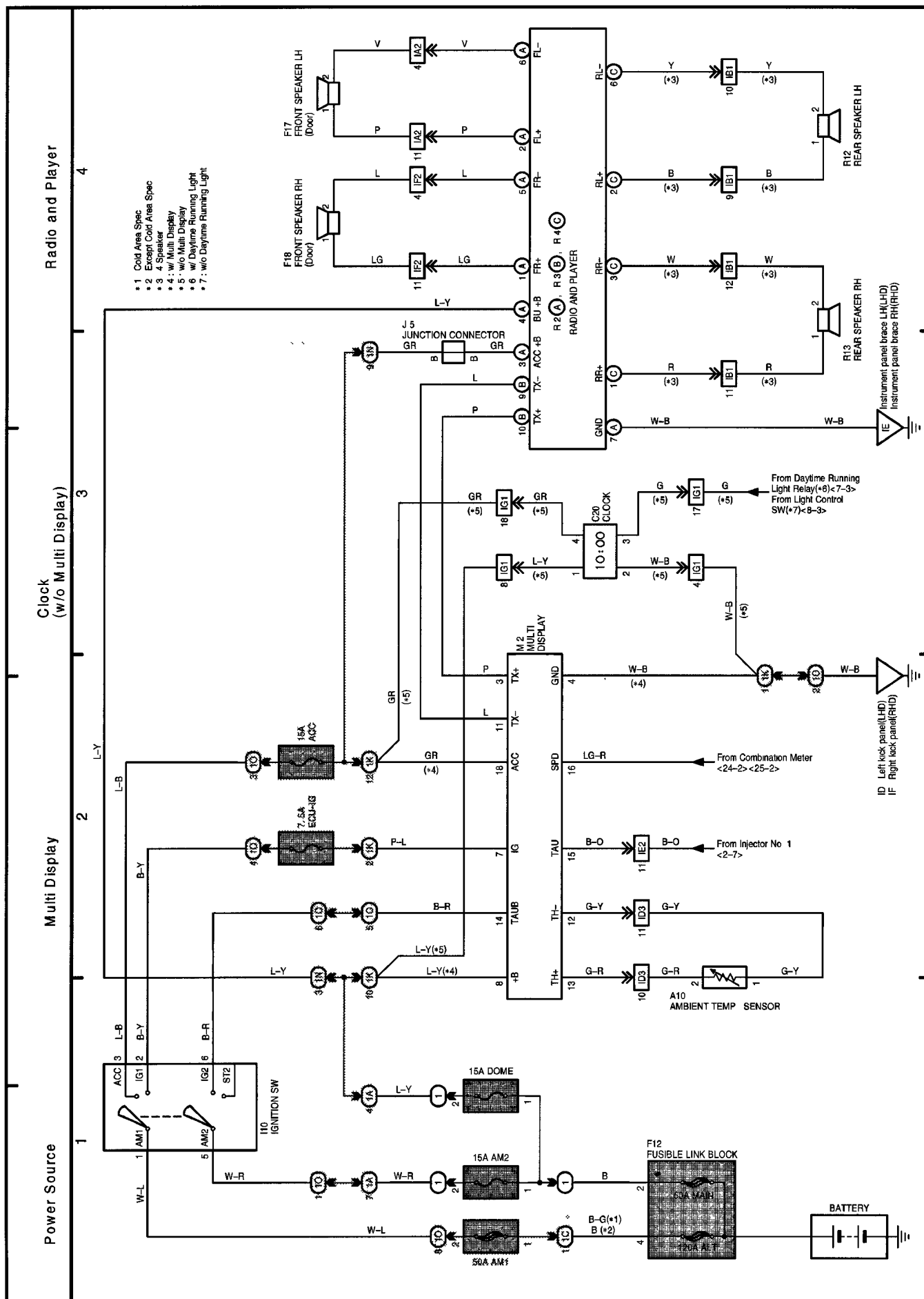
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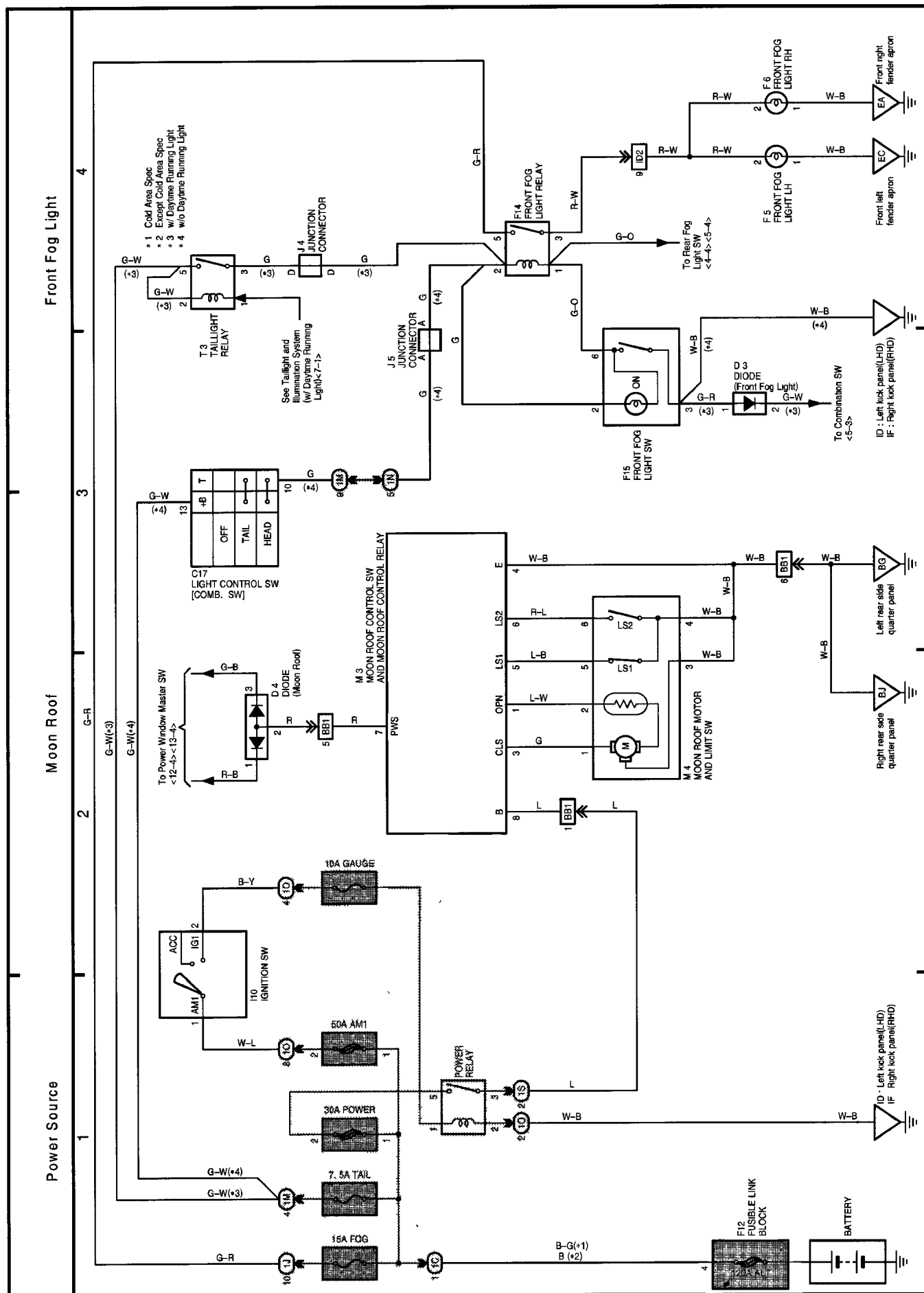
2

1

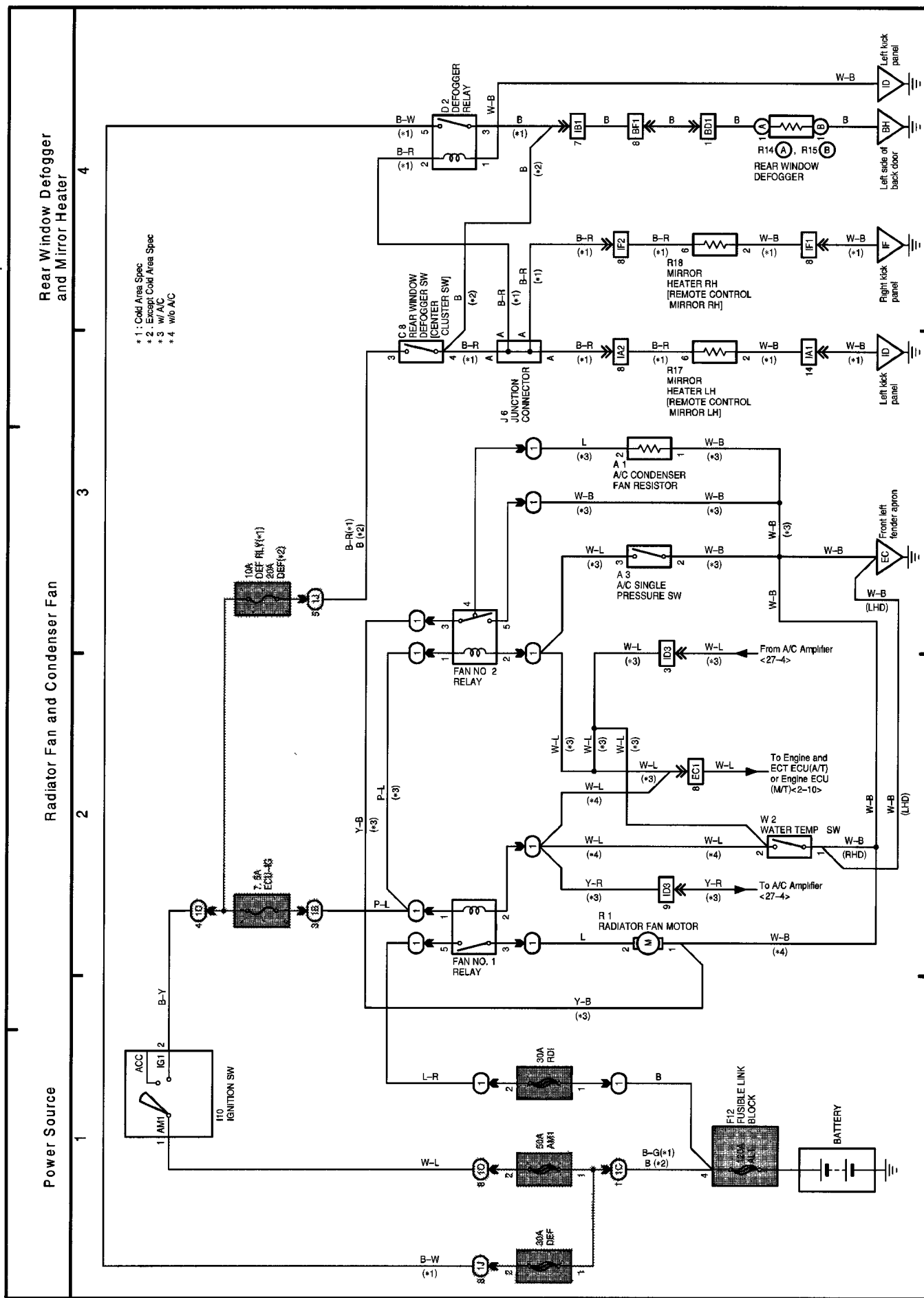


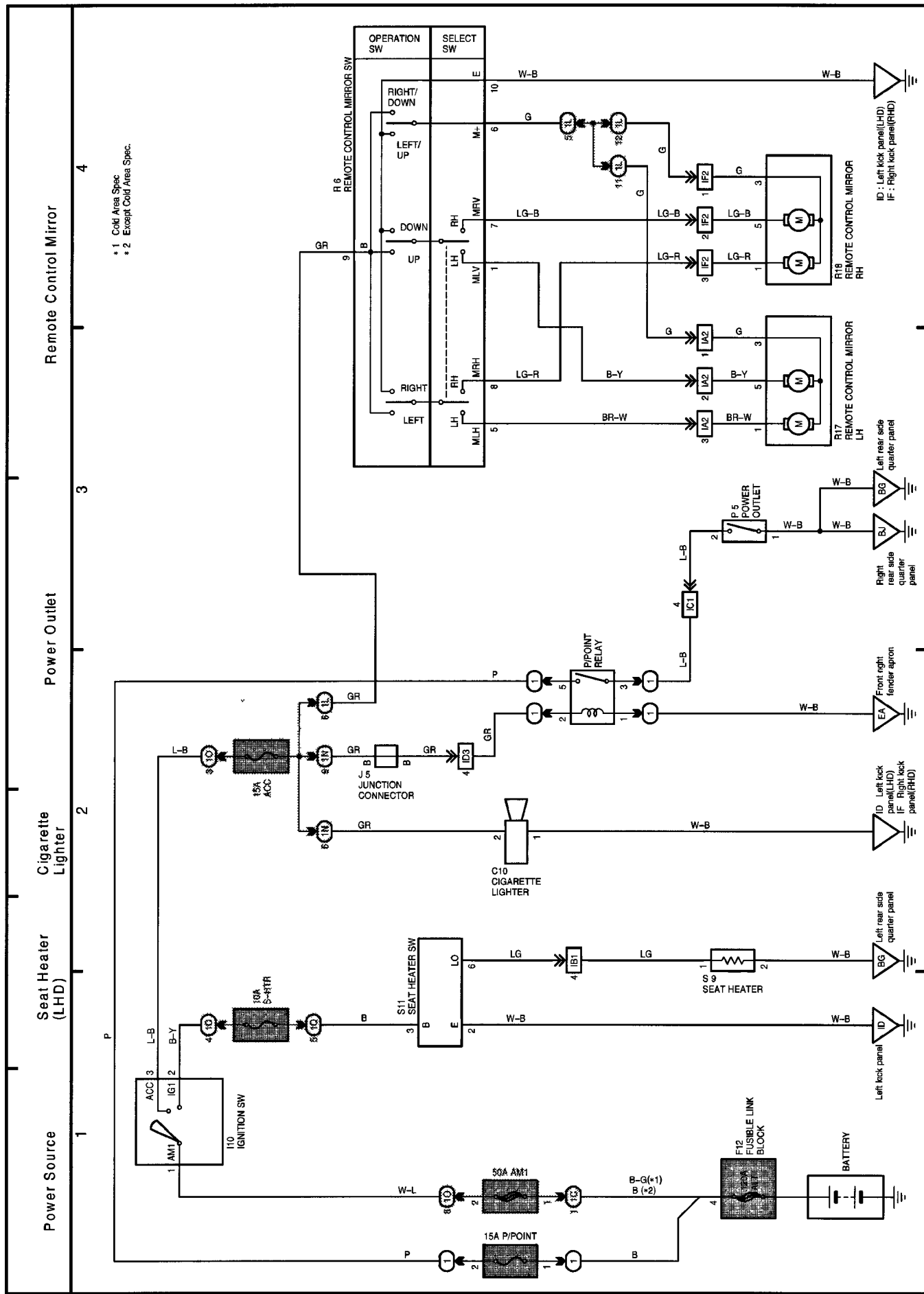
20 YARIS VERSO / ECHO VERSO

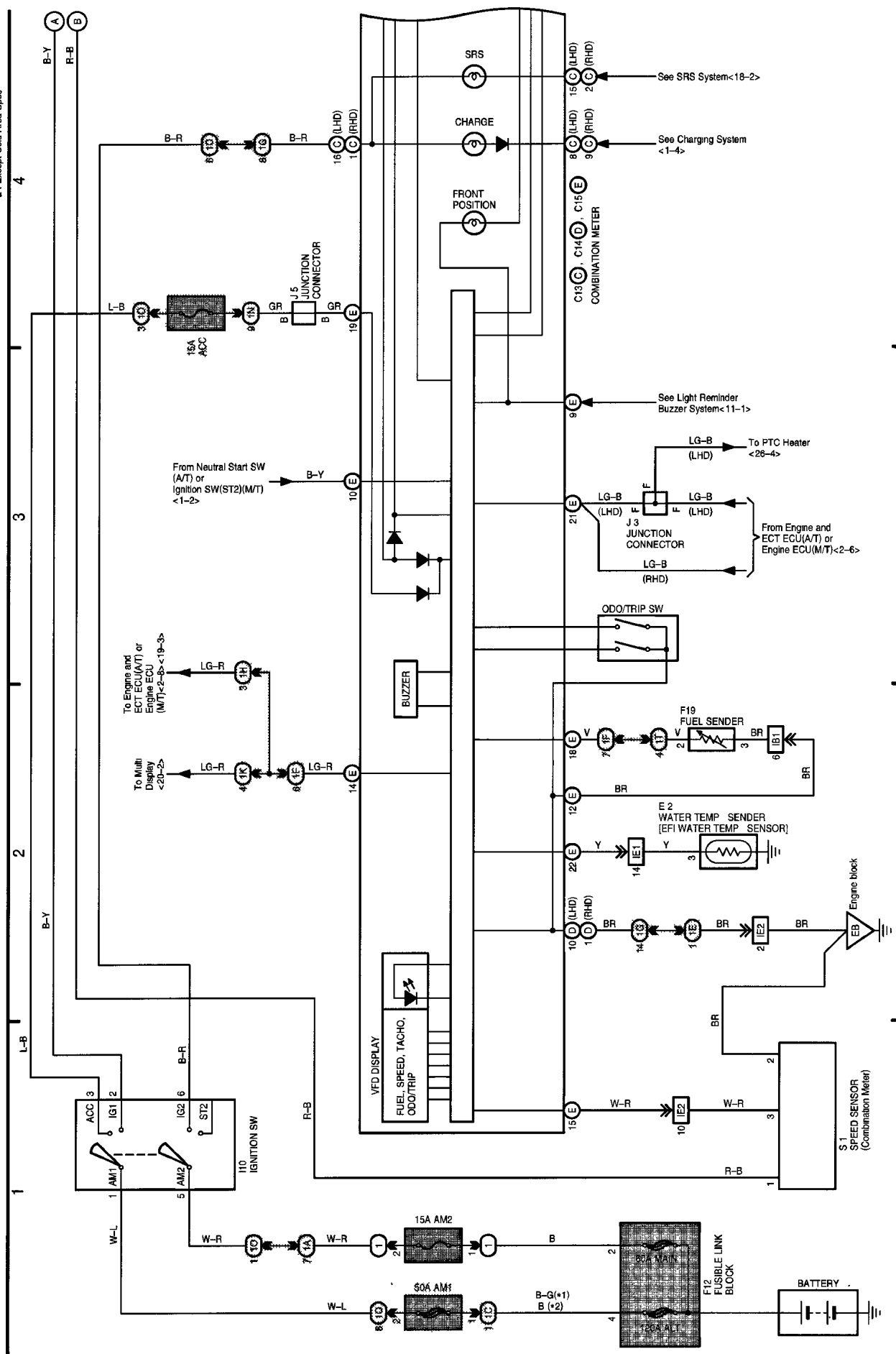


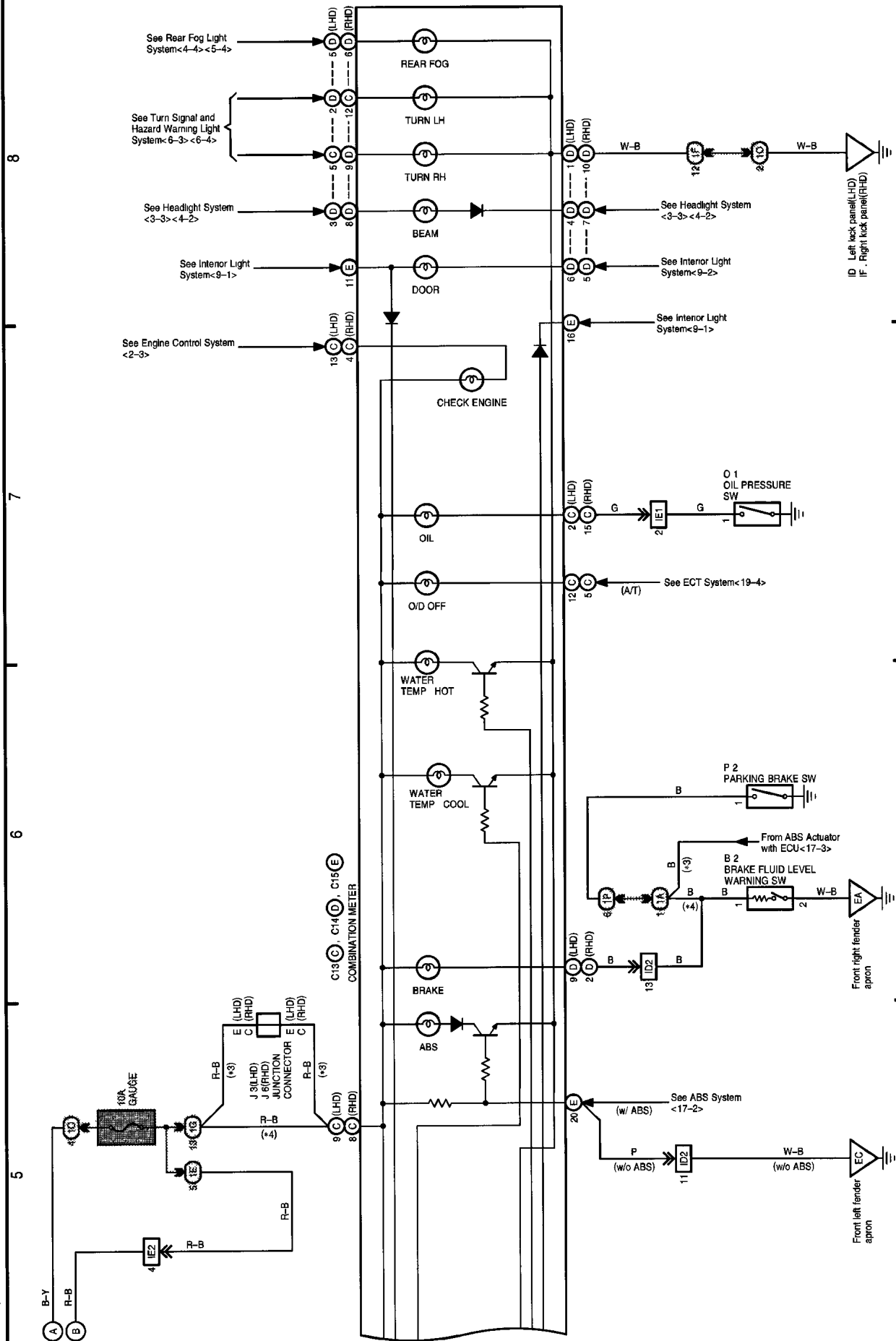


222 YARIS VERSO / ECHO VERSO

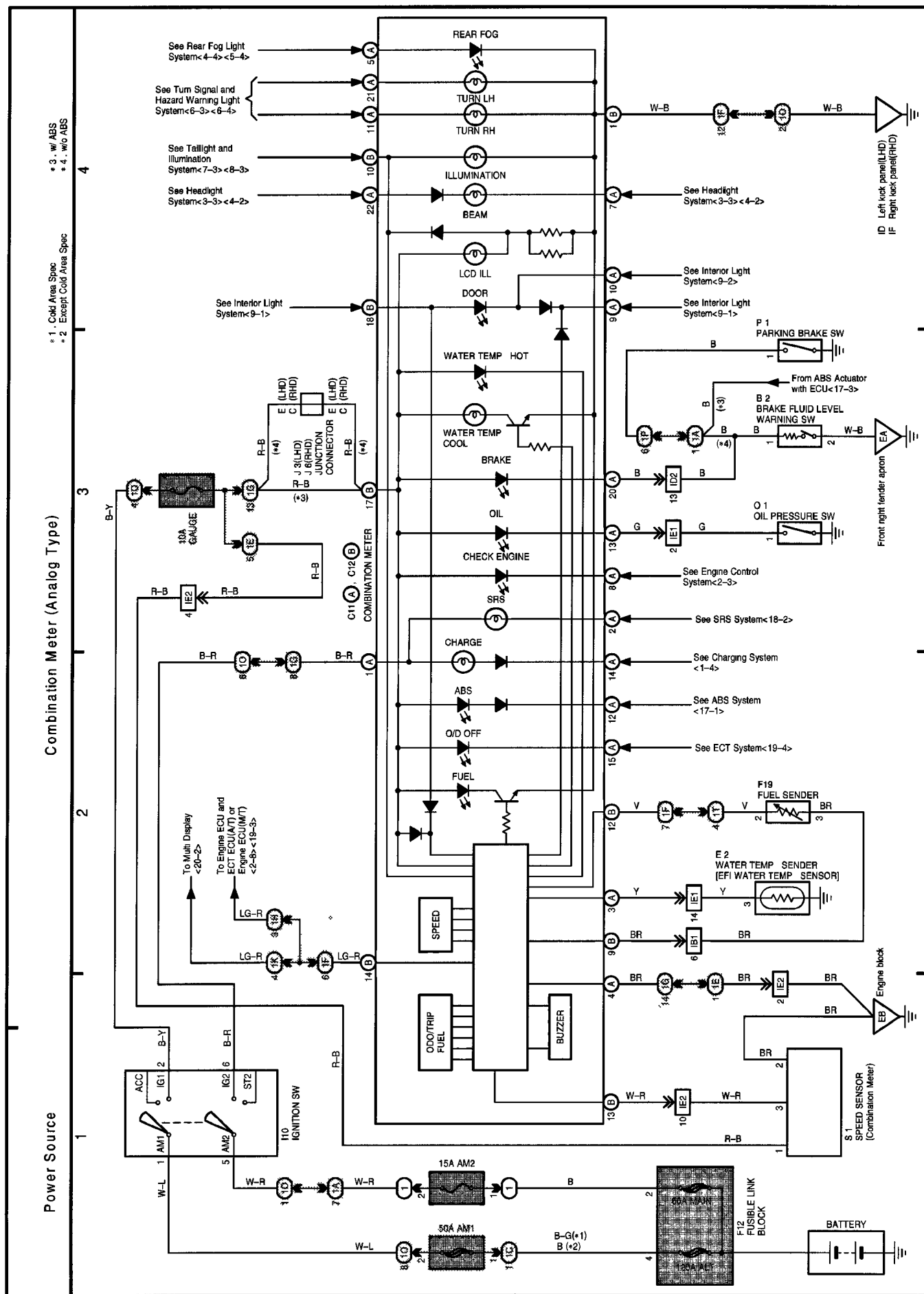


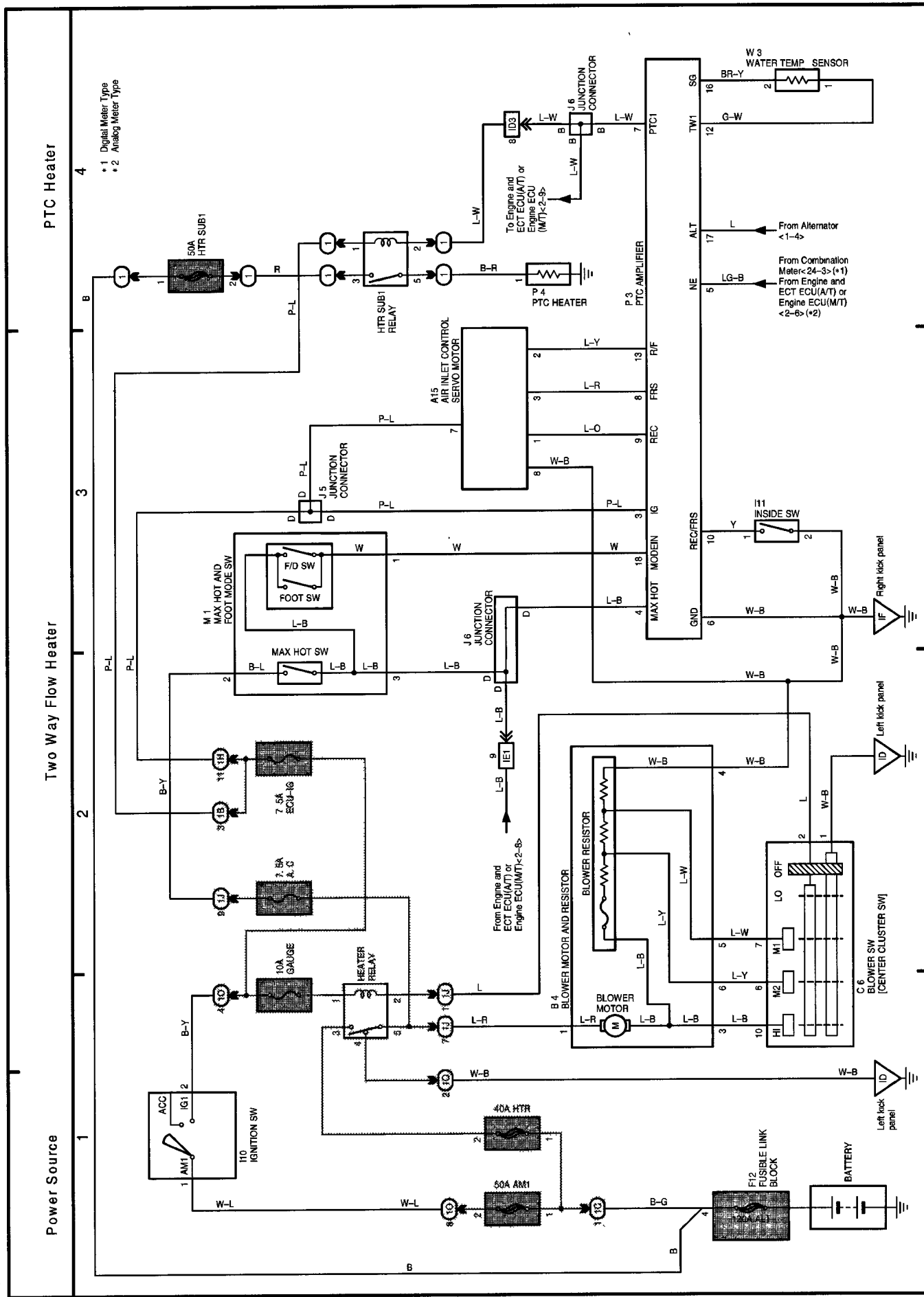






25 YARIS VERSO / ECHO VERSO





27 YARIS VERSO / ECHO VERSO



