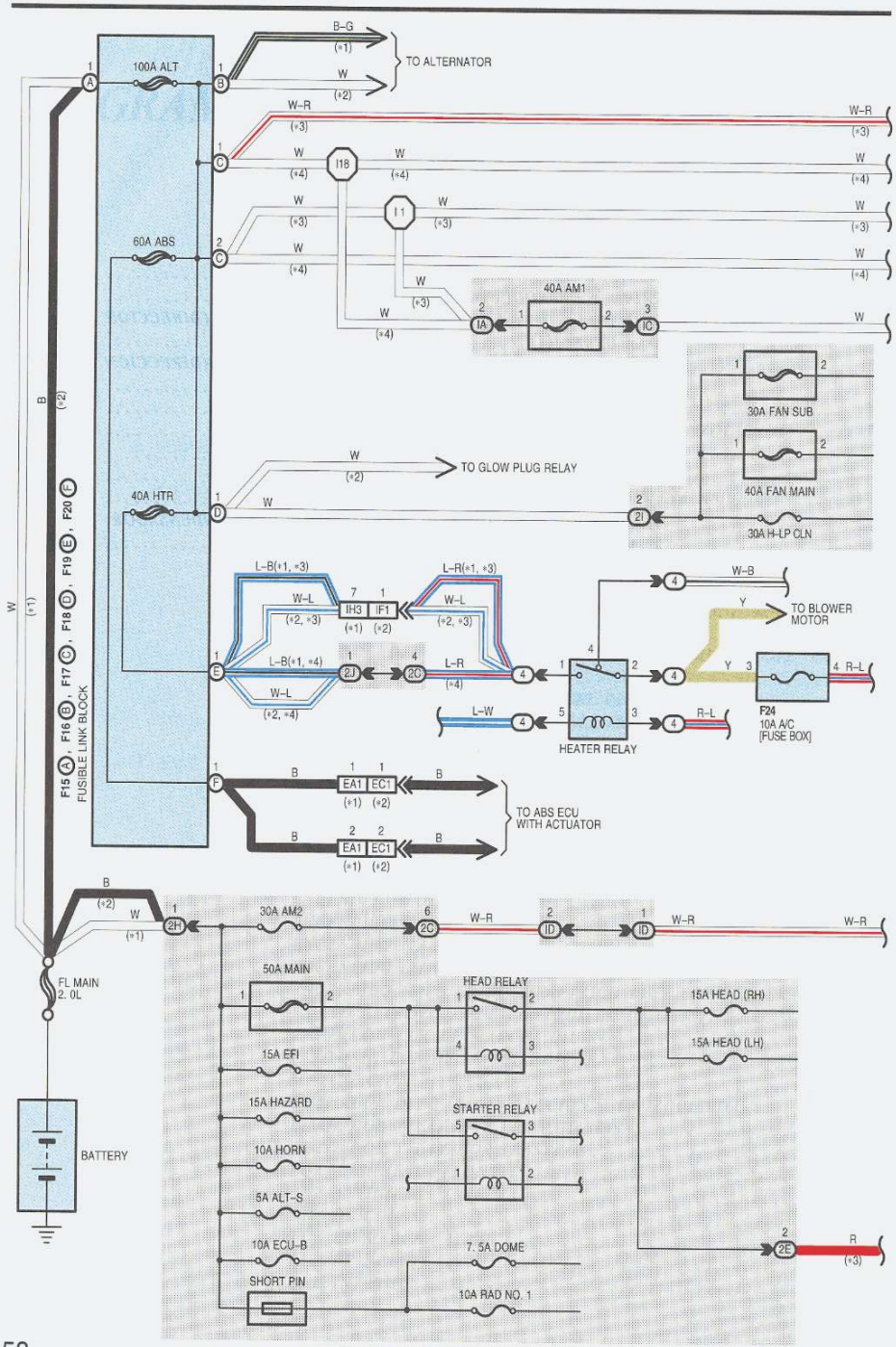
English

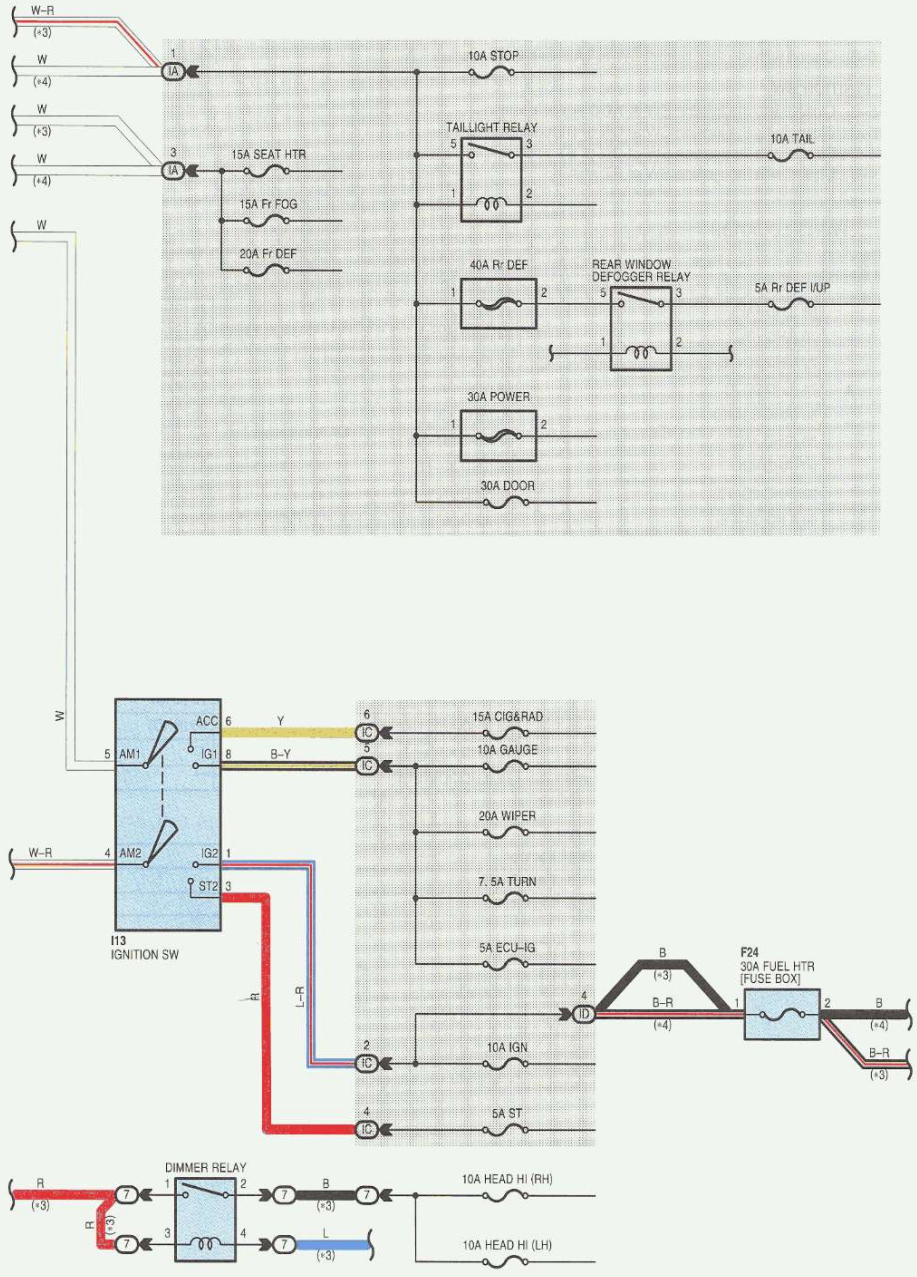
AVENSIS / CORONA ELECTRICAL WIRING DIAGRAM SYSTEM CIRCUITS

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English

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SERVICE HINTS

HEAD RELAY

1-2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position

TAILLIGHT RELAY

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

I13 IGNITION SW

5-6 : Closed with the ignition SW at **ACC** or **ON** position
5-8 : Closed with the ignition SW at **ON** or **ST** position
4-1 : Closed with the ignition SW at **ON** or **ST** position
4-3 : Closed with the ignition SW at **ST** position

: PARTS LOCATION

Code		See Page
F15	A	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F16	B	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F17	C	66 (LHD 3S-FE)
		68 (LHD *A)

Code		See Page
F17	C	70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F18	D	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F19	E	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)

Code		See Page
F19	E	74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F20	F	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F24		78 (LHD)
		96 (RHD)
I13		78 (LHD)
		96 (RHD)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)
7	54	R/B No.7 (Radiator Upper Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2I	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2J	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	104 (LHD 3S-FE)	Engine Room Main Wire and Cowl Wire (Under the Engine Room J/B)
	106 (LHD *A)	
	108 (LHD *B)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
EC1	110 (LHD 2C-TE)	Engine Wire and Cowl Wire (Under the Engine Room J/B)
	130 (RHD 2C-TE)	
IF1	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IH3	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	116 (LHD)	Cowl Wire	I18	134 (RHD)	Engine Room Main Wire

F15 (A)



F16 (B)



F17 (C) BLUE



F18 (D)



F19 (E)



F20 (F)



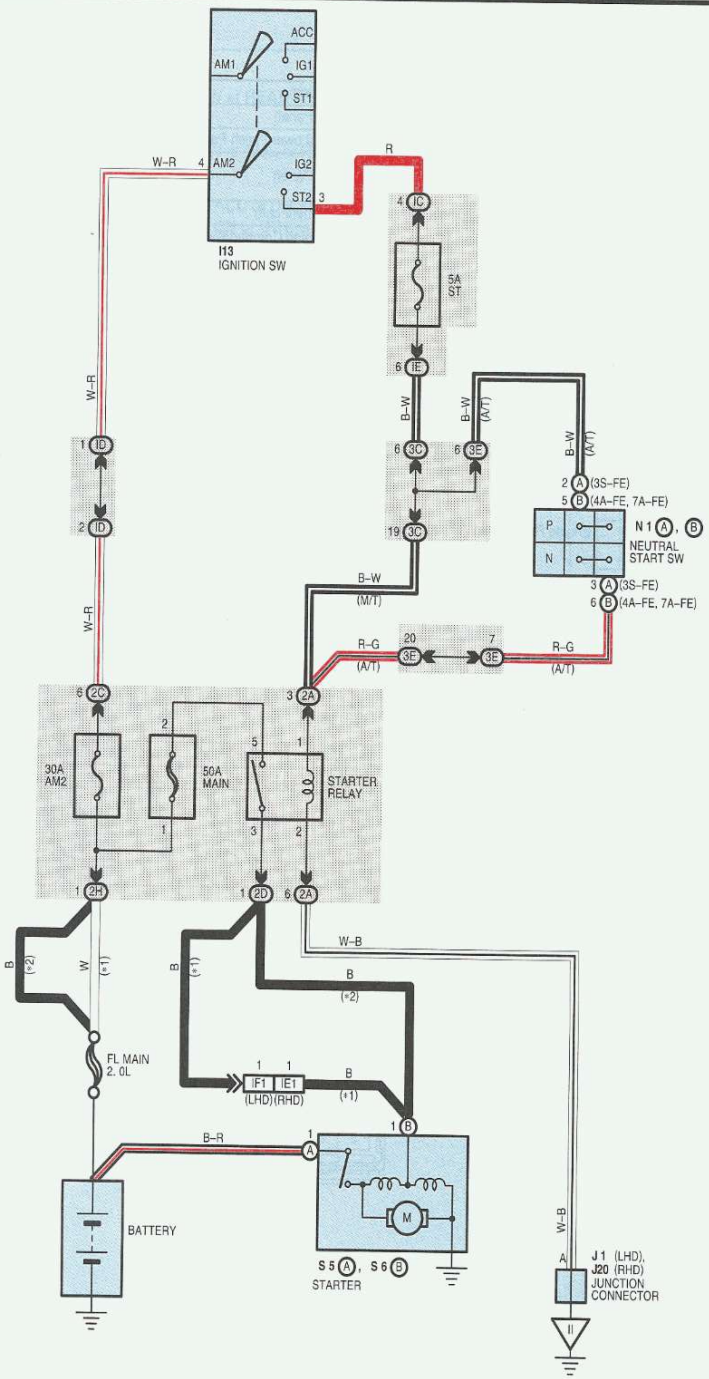
F24



I13



* 1 : GASOLINE
* 2 : DIESEL



SERVICE HINTS

S5 (A), S6 (B) STARTER

Points closed with the neutral start SW on and the ignition SW at **ST** position (A/T)
Points closed with the ignition SW at **ST** position (M/T)

N1 (A), (B) NEUTRAL START SW

(A) 2-(A)3, (B) 5-(B) 6 : Closed with the A/T shift lever in **P** or **N** position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code		See Page	Code		See Page	Code		See Page
I13		78 (LHD)	S5	A	66 (LHD 3S-FE)	S6	B	66 (LHD 3S-FE)
		96 (RHD)			86 (RHD 3S-FE)			68 (LHD *A)
J1		78 (LHD)			68 (LHD *A)			70 (LHD *B)
J20		96 (RHD)			70 (LHD *B)			72 (LHD 2C-TE)
N1	A	66 (LHD 3S-FE)			72 (LHD 2C-TE)			74 (LHD 2C-T)
		86 (RHD 3S-FE)			74 (LHD 2C-T)			86 (RHD 3S-FE)
	B	68 (LHD *A)			88 (RHD *A)			88 (RHD *A)
		70 (LHD *B)			90 (RHD *B)			90 (RHD *B)
		88 (RHD *A)			92 (RHD 2C-TE)			92 (RHD 2C-TE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE		
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2C		
2D	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

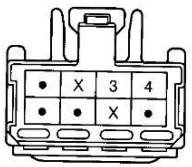
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1	114 (LHD)	

: GROUND POINTS

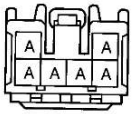
Code	See Page	Ground Points Location
II	114 (LHD)	Left Kick Panel
	132 (RHD)	

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I13

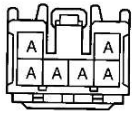


J1



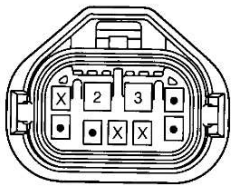
(Hint : See Page 7, 23, 39)

J20

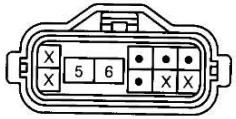


(Hint : See Page 7, 23, 39)

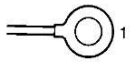
(3S-FE) N1 (A) GRAY



(4A-FE, 7A-FE) N1 (B) GRAY



S5 (A)

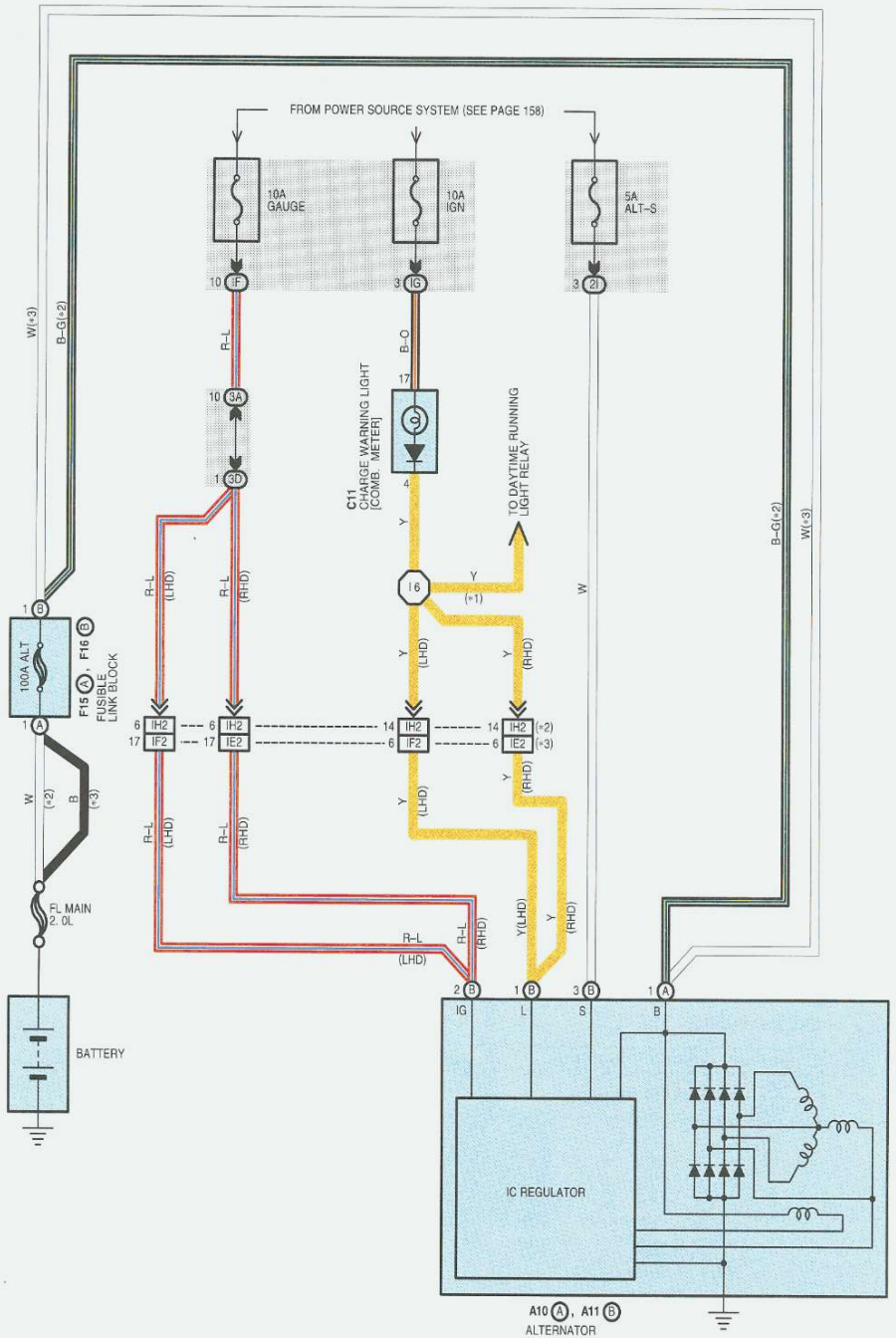


S6 (B) BLACK



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* 1 : W/ DAYTIME RUNNING LIGHT
* 2 : GASOLINE
* 3 : DIESEL



SERVICE HINTS

A11 (B) ALTERNATOR

(B) 3-GROUND : 13.9-15.1 volts with the engine running at 2000 rpm and 25°C (77°F)
13.5-14.3 volts with the engine running at 5000 rpm and 115°C (239°F)

(B) 1-GROUND : 0-4 volts with the ignition SW at ON position and the engine not running

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code		See Page
A10	A	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
A11	B	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)

Code		See Page
A11	B	74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
C11		76 (LHD)
		94 (RHD)
F15	A	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)

Code		See Page
F15	A	88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
F16	B	66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IF, IG	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2I	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	116 (LHD)	Cowl Wire			

A10 (A)



A11 (B) BLACK

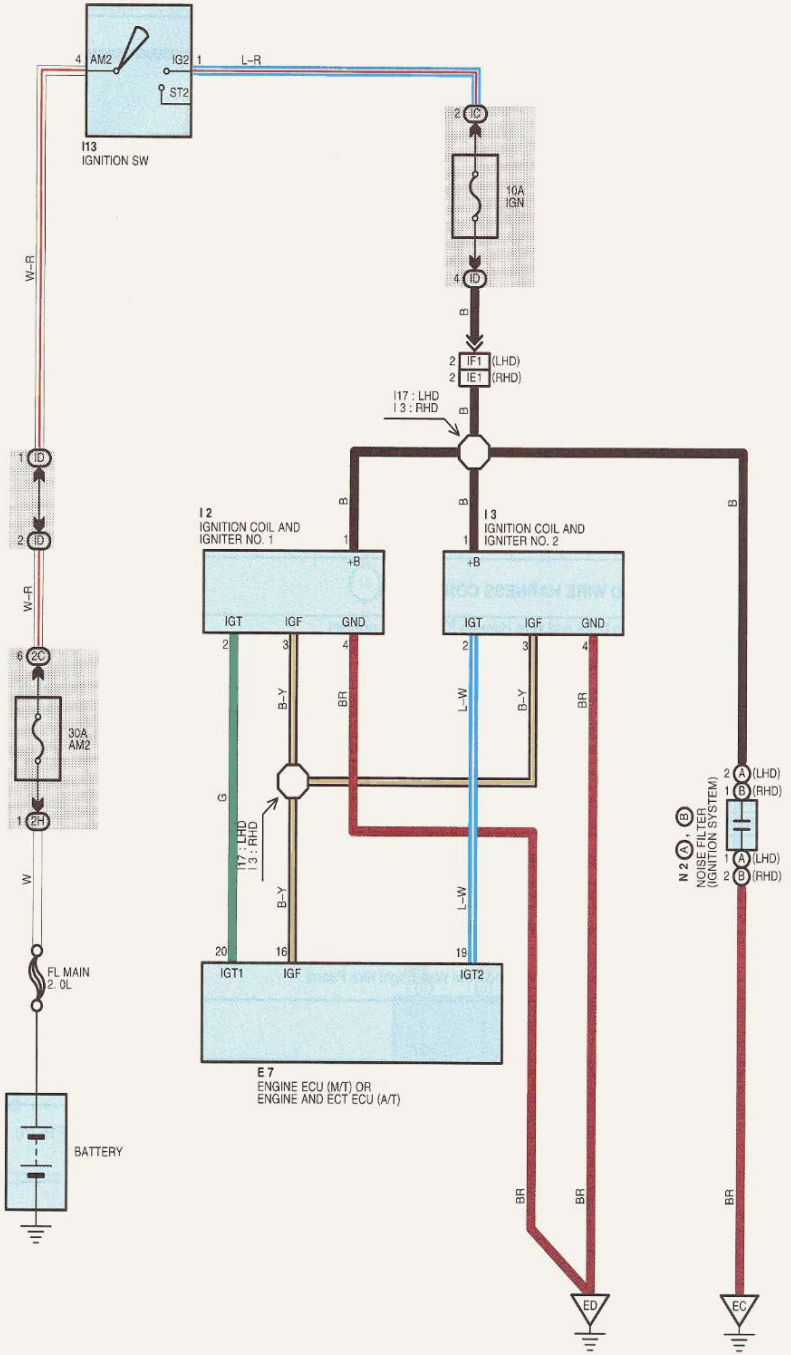


C11 GREEN



F15 (A), F16 (B)





SERVICE HINTS

I13 IGNITION SW

4-1 : Closed with the ignition SW at **ON** or **ST** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code		See Page
E7	76 (LHD)	I3	66 (LHD 3S-FE)	N2	A	78 (LHD)
	94 (RHD)		86 (RHD 3S-FE)		B	96 (RHD)
I2	66 (LHD 3S-FE)	I13	78 (LHD)			
	86 (RHD 3S-FE)		96 (RHD)			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C 1D	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1	114 (LHD)	

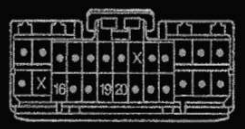
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EC	104 (LHD 3S-FE) 124 (RHD 3S-FE)	Behind the intake Manifold
ED	104 (LHD 3S-FE) 124 (RHD 3S-FE)	Engine Block Left Side

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	134 (RHD)	Engine Wire	I17	116 (LHD)	Engine Wire

E7



I2 GRAY



I3 BLACK



I13



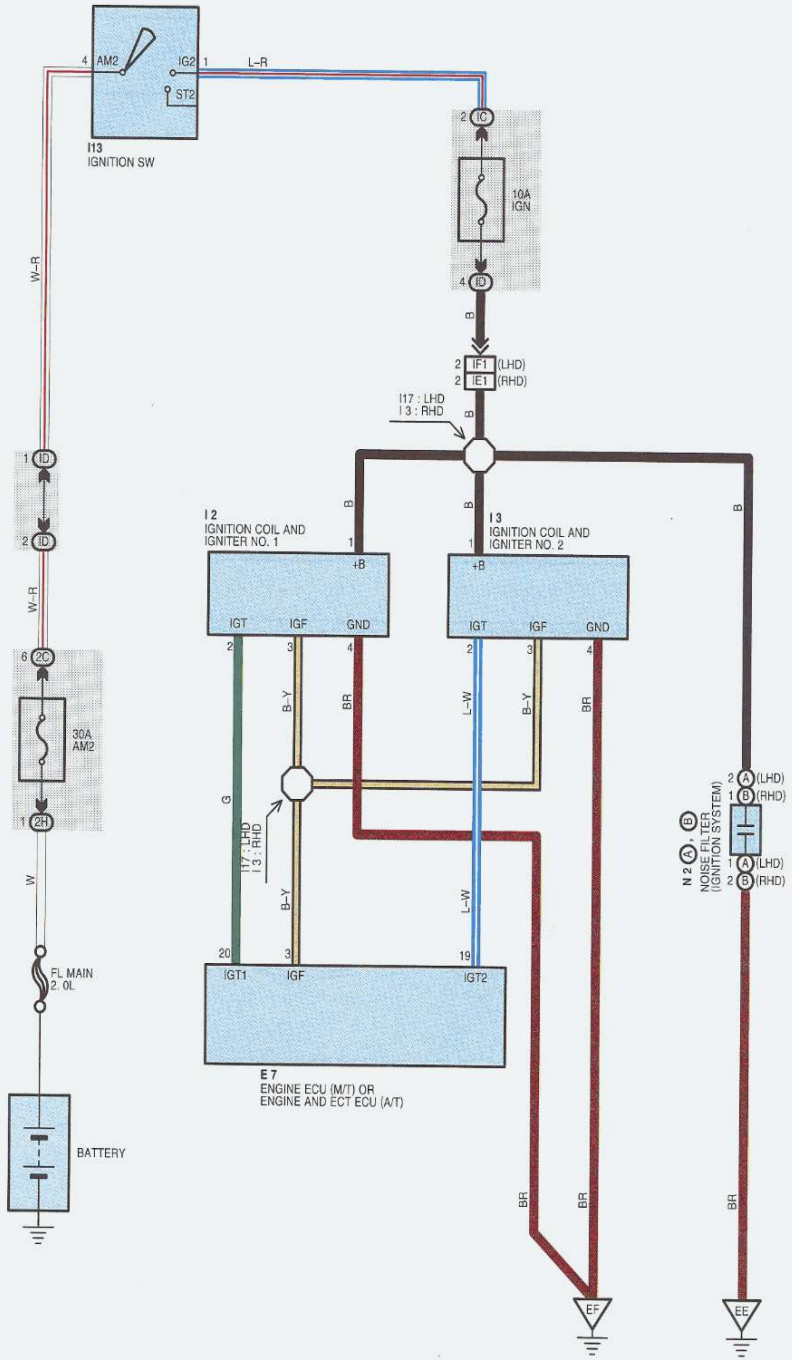
(LHD) N2 (A)



(RHD) N2 (B)



IGNITION (7A-FE, 4A-FE LEAN BURN TYPE)



SERVICE HINTS

I13 IGNITION SW

4-1 : Closed with the ignition SW at ON or ST position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Code	See Page	Code		See Page
E7	76 (LHD) 94 (RHD)	I3	68 (LHD *A) 88 (RHD *A)	N2	A	78 (LHD)
					B	96 (RHD)
I2	68 (LHD *A) 88 (RHD *A)	I13	78 (LHD) 96 (RHD)			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C 1D	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1	114 (LHD)	

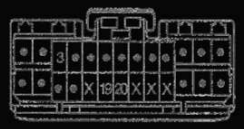
: GROUND POINTS

Code	See Page	Ground Points Location
EE	106 (LHD *A) 126 (RHD *A)	Under the Intake Manifold
EF	106 (LHD *A) 126 (RHD *A)	Near the Throttle Body

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	134 (RHD)	Engine Wire	I17	116 (LHD)	Engine Wire

E7



I2 GRAY



I3 BLACK



I13



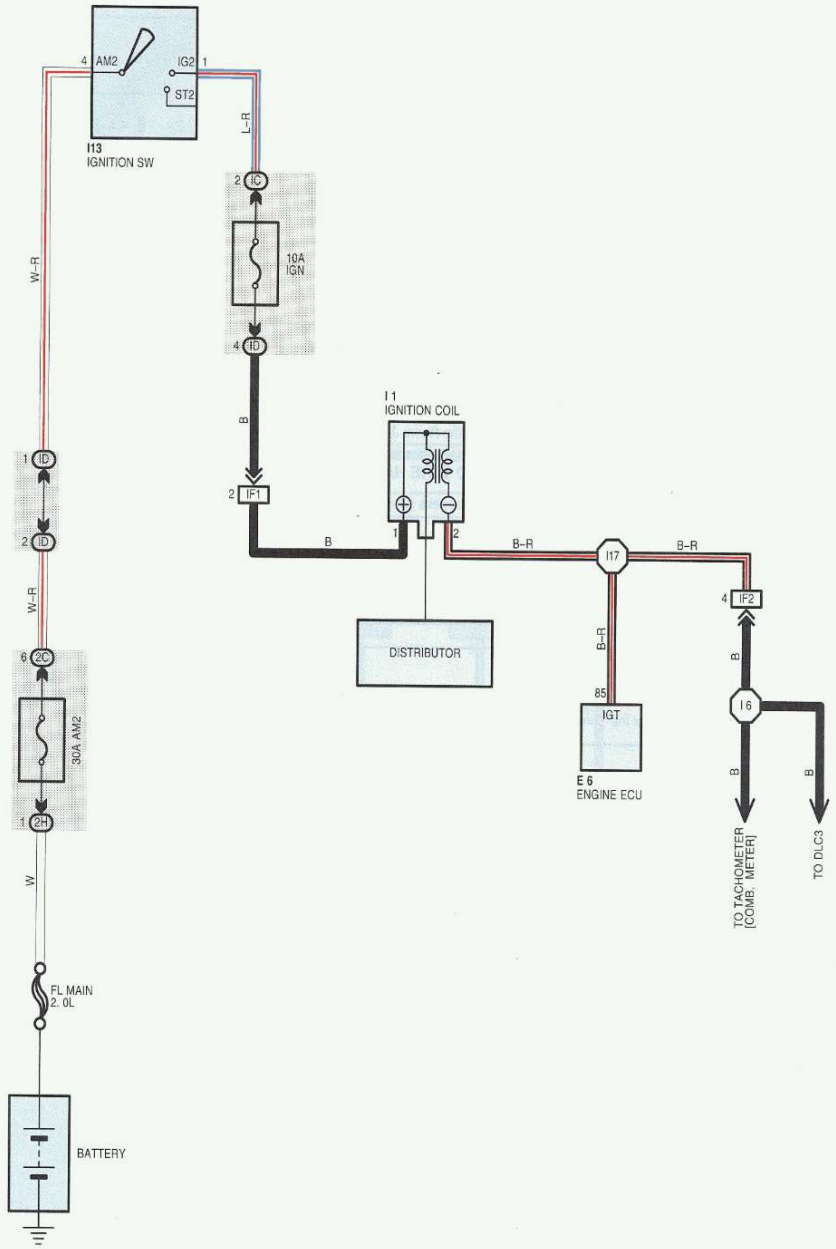
(LHD) N2 (A) GRAY



(RHD) N2 (B) GRAY



IGNITION (4A-FE EUROPE STOICHIOMETRIC TYPE)



SERVICE HINTS

I13 IGNITION SW

4-1 : Closed with the ignition SW at ON or ST position

○ : PARTS LOCATION

* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
E6	76 (LHD)	I1	70 (LHD *B)	I13	78 (LHD)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

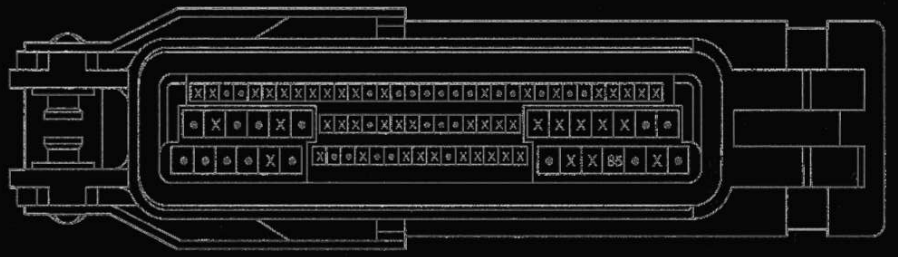
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF1	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2		

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I17	116 (LHD)	Engine Wire			

E6 BLACK

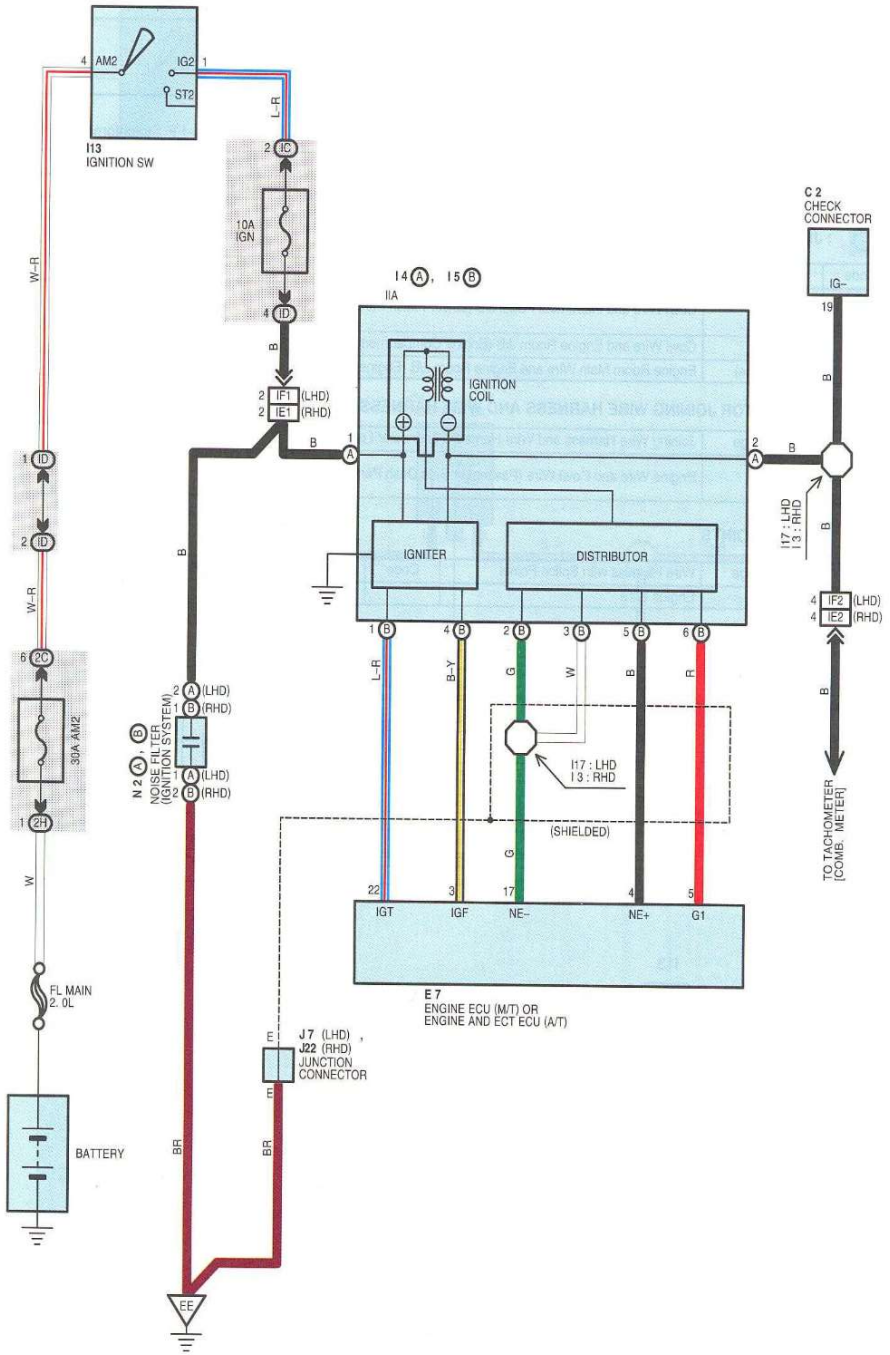


I1 BLACK



I13





SERVICE HINTS

I13 IGNITION SW

4-1 : Closed with the ignition SW at ON or ST position

○ : PARTS LOCATION

* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C2	70 (LHD *B)	I4 A	90 (RHD *B)	J7	78 (LHD)
	90 (RHD *B)	I5 B	70 (LHD *B)	J22	96 (RHD)
E7	78 (LHD)		90 (RHD *B)	N2 A	78 (LHD)
	94 (RHD)	I13	78 (LHD)	N2 B	96 (RHD)
I4 A	70 (LHD *B)		96 (RHD)		

▩ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC ID	56	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1 IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1 IF2	114 (LHD)	

▽ : GROUND POINTS

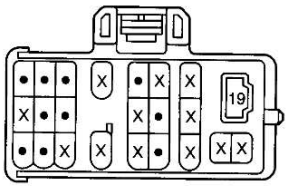
Code	See Page	Ground Points Location
EE	103 (LHD *B) 125 (RHD *B)	Under the Intake Manifold

⬡ : SPLICE POINTS

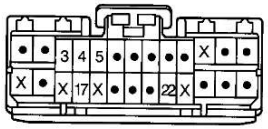
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	134 (RHD)	Engine Wire	I17	116 (LHD)	Engine Wire

IGNITION (4A-FE GENERAL STOICHIOMETRIC TYPE)

C2 BLACK



E7



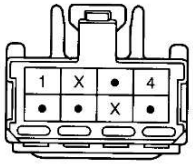
I4 (A) DARK GRAY



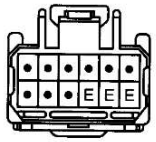
I5 (B) GRAY



I13

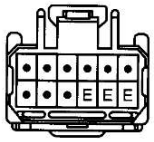


J7 BLACK



(Hint : See Page 7, 23, 39)

J22 BLACK



(Hint : See Page 7, 23, 39)

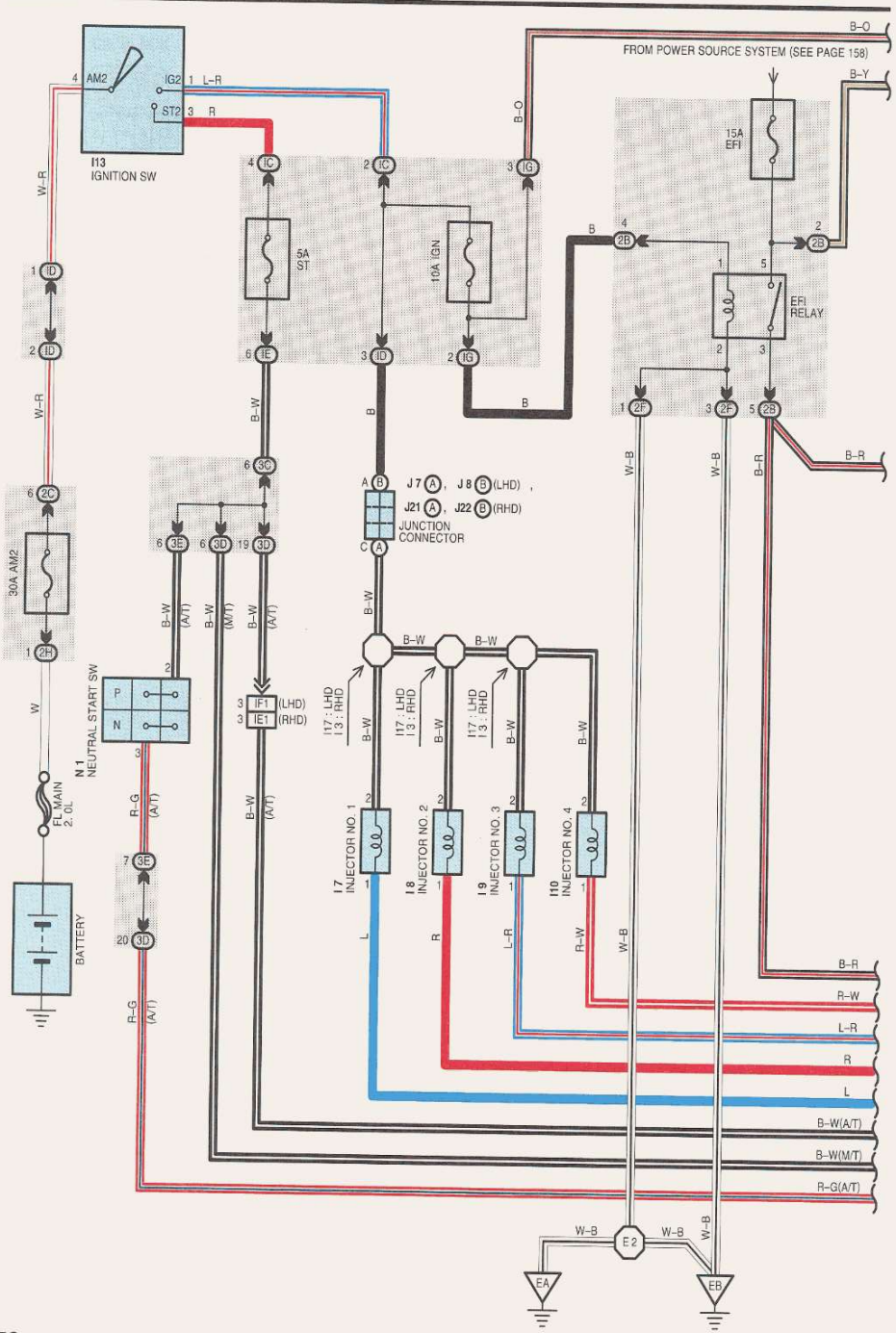
(LHD) N2 (A) GRAY

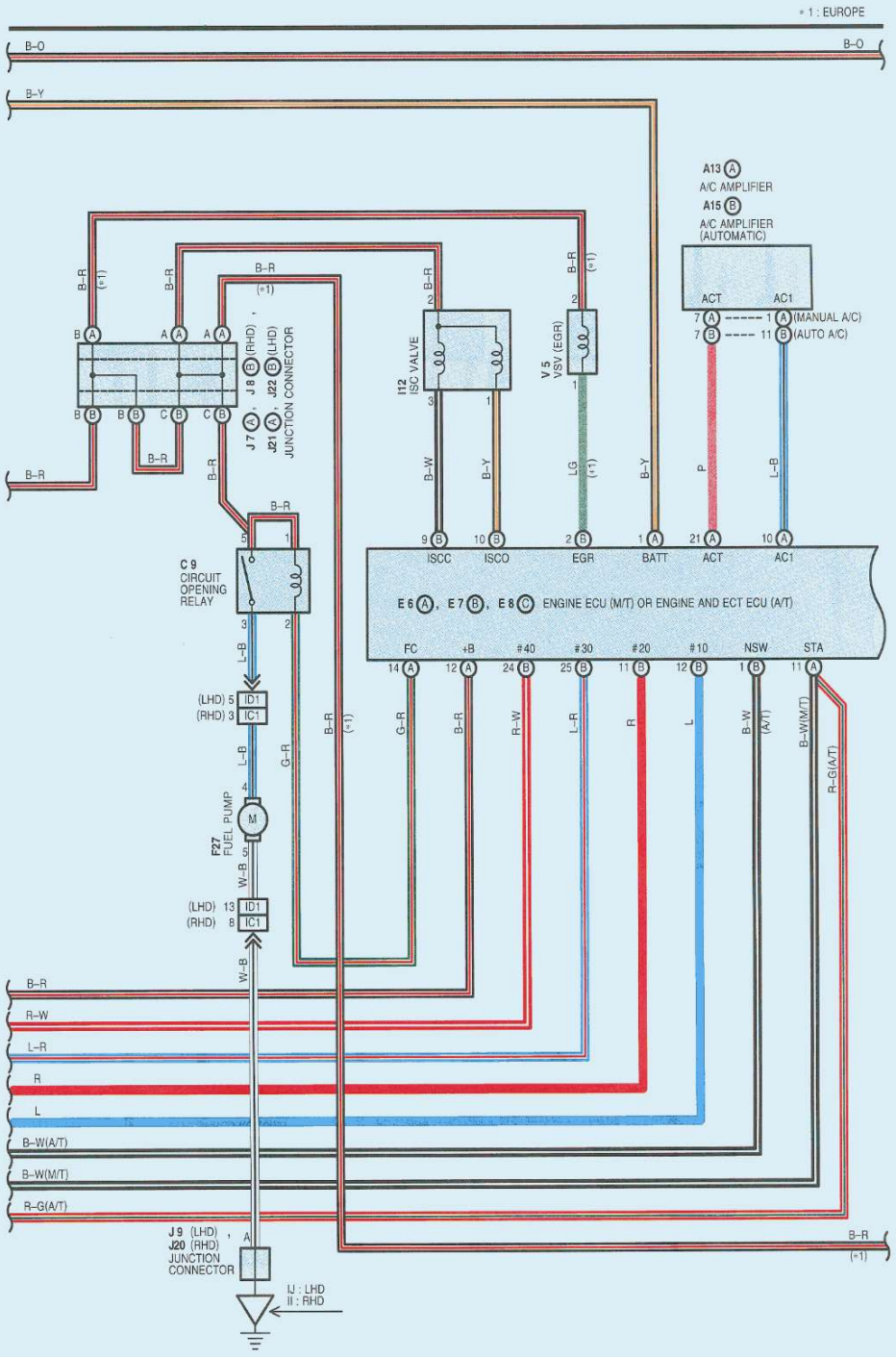


(RHD) N2 (B) GRAY

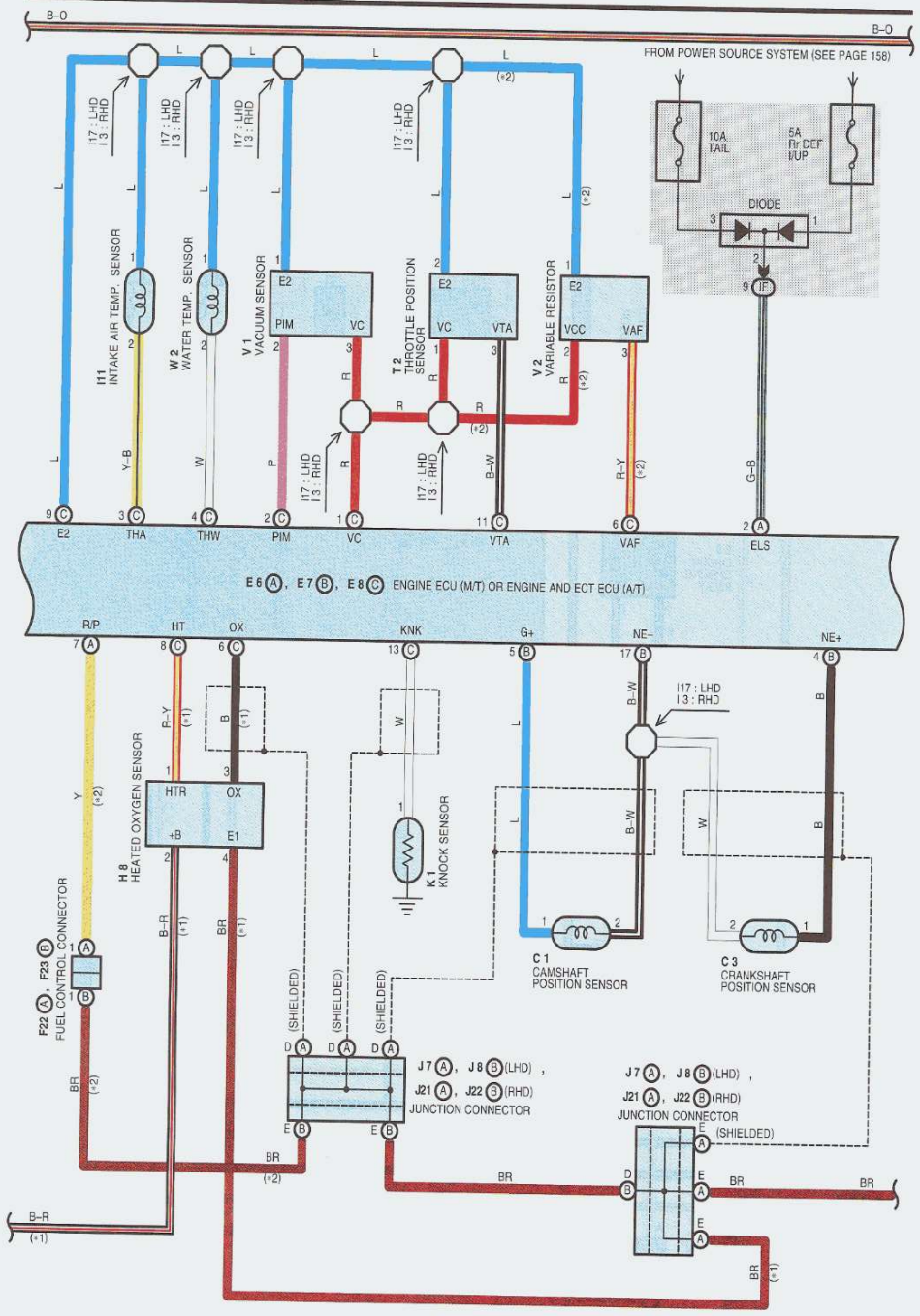


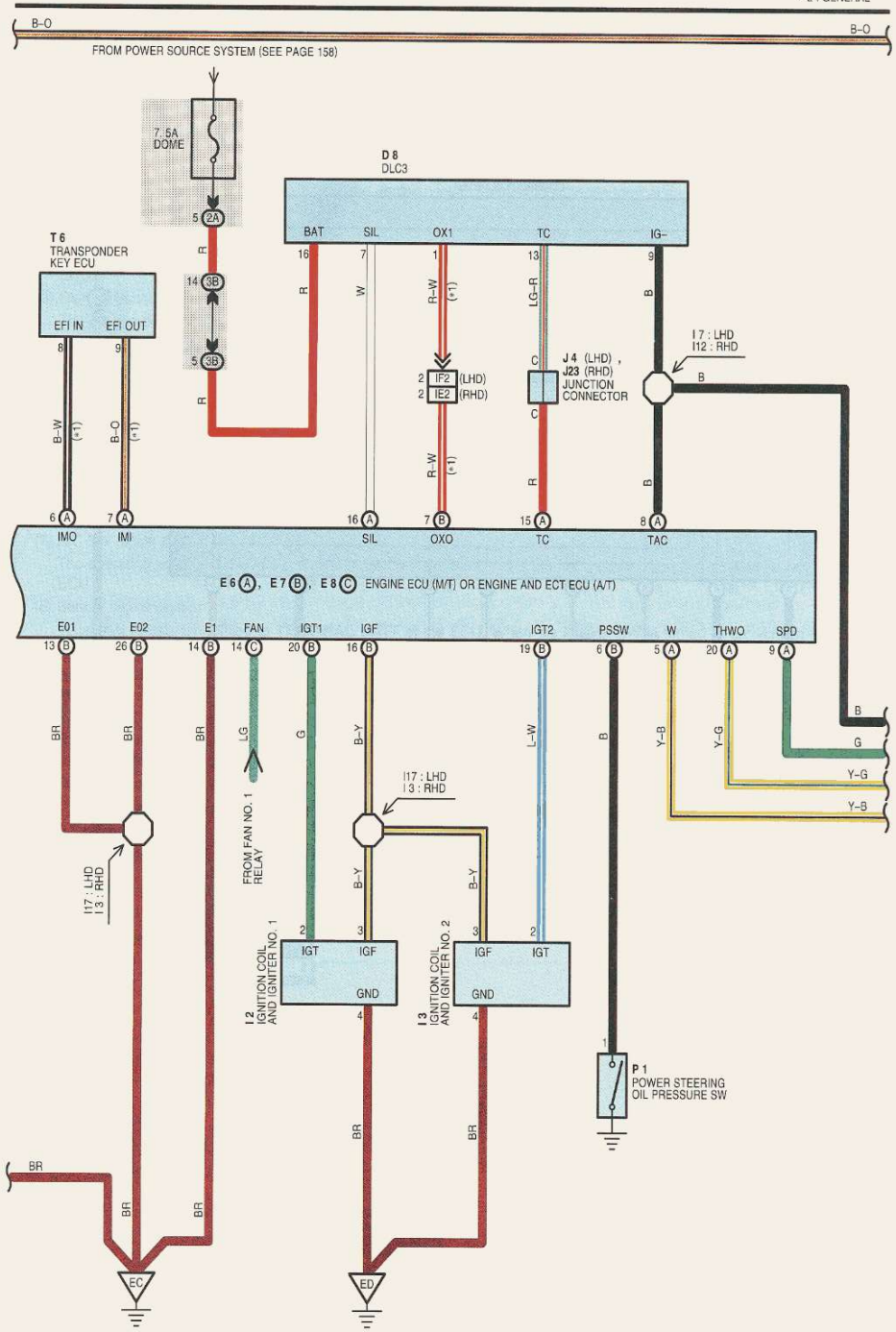
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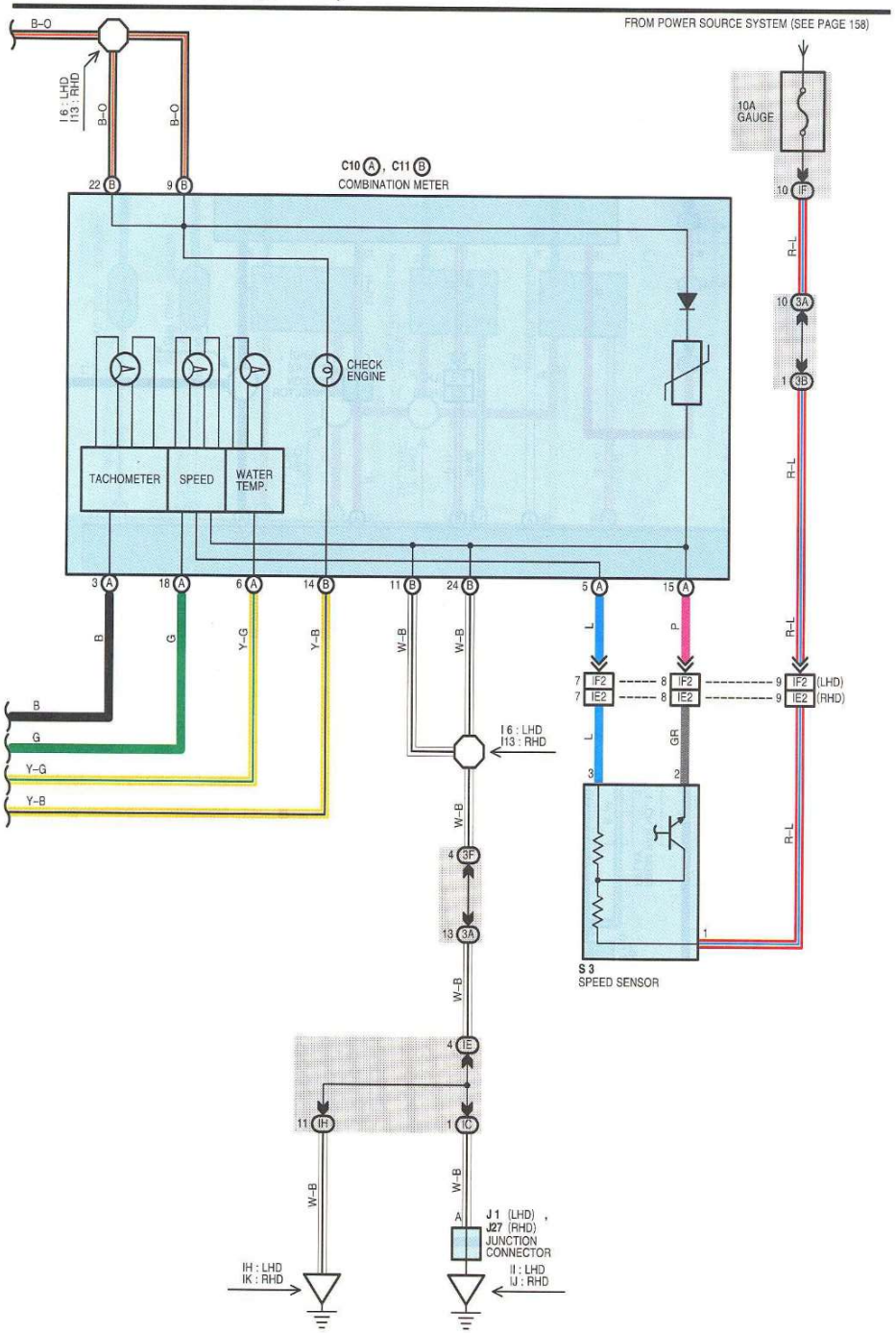


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SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, transaxle, etc. an outline of engine control is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system

The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the engine coolant temp. thus the engine coolant temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Intake air temp. signal system

The intake air temp. sensor detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the ECU.

(3) Oxygen sensor signal system

The oxygen density in the exhaust emissions is detected and input as a control signal to **TERMINAL OX** of the ECU.

(4) RPM signal system

Crankshaft position is detected by the crankshaft position sensor. Crankshaft position is input as a control signal to **TERMINAL NE+** of the ECU.

(5) Throttle signal system

The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the ECU.

(6) Vehicle speed signal system

The speed sensor detects the vehicle speed and inputs a control signal to **TERMINAL SPD** of the ECU via the combination meter.

(7) A/C SW signal system

The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL AC1** of the ECU.

(8) Battery signal system

Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the EFI relay to **TERMINAL +B** of the ECU.

(9) Intake air volume signal system

Intake air volume is detected by the vacuum sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(10) STA signal system

To confirm that the engine is cranking, voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the ECU.

(11) Electrical load signal system

The signal, when systems such as the rear window defogger, taillight, etc. Which cause a high electrical burden are on, is input to **TERMINAL ELS** as a control signal.

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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.). The best fuel injection volume is decided based on this data and the program memorized by the ECU, and the control signal is output to **TERMINALS #10, #20, #30,** and **#40** of the ECU to operate the injector (Inject the fuel). The EFI system produces control of fuel injection operation by the ECU in response to the driving conditions.

During engine cranking (Signal input to **TERMINAL STA**) or for approx. **2** seconds after NE signal input, ECU operation energizes (Point closed) the fuel pump circuit inside the circuit opening relay, causing the fuel pump to operate.

* ESA system

The ESA system monitors the engine conditions using the signals (Input signals (1 to 5, 8, 9)) input to the ECU from each sensor. Based on this data and the program memorized in the ECU, the most appropriate ignition timing is decided and current is output to **TERMINALS IGT1, IGT2** of the ECU. This output controls the igniter to produce the most appropriate ignition timing for the driving conditions.

* ISC system

The ISC system (Step motor type) increases the RPM and provides idle stability for fast idle-up when the engine is cold, and when the idle speed has dropped due to electrical load and so on, the ECU evaluates the signals from each sensor (Input signals from 1, 4, 5, 7, 8), current is output to **TERMINALS ISCC** and **ISCO** to control ISC valve.

* EGR cut control system

The EGR cut control system controls the VSV (EGR) by evaluating the signals from each sensor input to the ECU (Input signals (1 to 6, 9)) and by sending output to **TERMINAL EGR** of the ECU.

* A/C cut control system

When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.

The ECU receives input signals (4 to 6, 7), and outputs signals to **TERMINAL ACT**.

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the ECU signal system, the malfunction system is recorded in the memory. The malfunctioning system can then be found by reading the display (Code) of the check engine warning light.

4. FAIL-SAFE SYSTEM

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

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE ECU (M/T) OR ENGINE AND ECT ECU (A/T)

BATT-GROUND : Always **9.0-14.0** volts
+B-GROUND : **9.0-14.0** volts (Ignition SW at **ON** position)
VC-GROUND : **4.5-5.5** volts (Ignition SW at **ON** position)
VTA-GROUND : **0.3-0.8** volts (Ignition SW ON and throttle valve fully closed)
3.2-4.9 volts (Ignition SW ON and throttle valve open)
PIM-GROUND : **3.3-3.9** volts (Ignition SW at **ON** position)
THA-GROUND : **0.5-3.4** volts (Ignition SW ON and intake air temp. **20**°C, **68**°F)
THW-GROUND : **0.2-1.0** volts (Ignition SW ON and coolant temp. **80**°C, **176**°F)
STA-GROUND : **6.0-14.0** volts (Engine cranking)
IGT1-GROUND : **0.8-1.2** volts (Engine cranking or idling)
IGT2-GROUND : **0.8-1.2** volts (Engine cranking or idling)
W-GROUND : **9.0-14.0** volts (No trouble and engine running)
ACT-GROUND : **4.5-5.5** volts (Ignition SW ON and air conditioner ON)
AC1-GROUND : **0-3.0** volts (Ignition SW ON and air conditioner ON)
ISCC, ISCO-GROUND : **9.0-14.0** volts (Ignition SW at **ON** position)
#10, #20, #30, #40-GROUND : **9.0-14.0** volts (Ignition SW at **ON** position)

RESISTANCE OF ECU WIRING CONNECTORS

(Disconnect wiring connector)
VTA-GROUND : **3.3-10.0** kΩ (Throttle valve fully open)
0.2-0.8 kΩ (Throttle valve fully closed)
VC-GROUND : **3.0-7.0** kΩ
THA-GROUND : **2.0-3.0** kΩ (Intake air temp. **20**°C, **68**°F)
THW-GROUND : **0.2-0.4** kΩ (Coolant temp. **80**°C, **176**°F)
ISCC, ISCO-+B : **19.3-22.3** Ω

C9 CIRCUIT OPENING RELAY

5-3 : Closed with the starter cranking and engine running

EFI RELAY

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

W2 WATER TEMP. SENSOR

1-2 : **15.04** kΩ (**-20**°C, **-4**°F)
5.74 k Ω (**0**°C, **32**°F)
2.45 kΩ (**20**°C, **68**°F)
1.15 kΩ (**40**°C, **104**°F)
0.58 kΩ (**60**°C, **140**°F)
0.32 kΩ (**80**°C, **176**°F)

I7, I8, I9, I10 INJECTOR NO.1, NO.2, NO.3, NO.4

1-2 : Approx. **13.8** Ω

T2 THROTTLE POSITION SENSOR

VC-E2 : **2.5-5.0** kΩ

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○ : PARTS LOCATION

Code		See Page
A13	A	76 (LHD)
		94 (RHD)
A15	B	76 (LHD)
		94 (RHD)
C1		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
C3		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
C9		76 (LHD)
		94 (RHD)
C10	A	76 (LHD)
		94 (RHD)
C11	B	76 (LHD)
		94 (RHD)
D8		76 (LHD)
		94 (RHD)
E6	A	76 (LHD)
		94 (RHD)
E7	B	76 (LHD)
		94 (RHD)
E8	C	76 (LHD)
		94 (RHD)
F22	A	78 (LHD)
		96 (RHD)
F23	B	78 (LHD)
		96 (RHD)
F27		80 (LHD S/D)
		82 (LHD L/B)

Code		See Page
F27		84 (LHD W/G)
		98 (RHD S/D)
		100 (RHD L/B)
		102 (RHD W/G)
H8		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I2		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I3		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I7		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I8		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I9		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I10		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I11		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I12		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
I13		78 (LHD)
		96 (RHD)
J1		78 (LHD)
J4		78 (LHD)
J7	A	78 (LHD)
J8	B	78 (LHD)

Code		See Page
J9		78 (LHD)
J20		96 (RHD)
J21	A	96 (RHD)
J22	B	96 (RHD)
J23		96 (RHD)
J27		96 (RHD)
K1		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
N1		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
P1		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
S3		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
T2		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
T6		78 (LHD)
		96 (RHD)
V1		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
V2		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
V5		66 (LHD 3S-FE)
		86 (RHD 3S-FE)
W2		66 (LHD 3S-FE)
		86 (RHD 3S-FE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2C		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IE2		
IF1	114 (LHD)	
IF2		

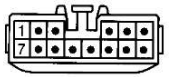
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	124 (RHD 3S-FE)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	124 (RHD 3S-FE)	
EC	104 (LHD 3S-FE)	Behind the Intake Manifold
	124 (RHD 3S-FE)	
ED	104 (LHD 3S-FE)	Engine Block Left Side
	124 (RHD 3S-FE)	
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

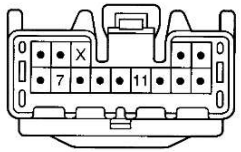
○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	I7	116 (LHD)	Cowl Wire
	124 (RHD 3S-FE)		I12	134 (RHD)	
I3	134 (RHD)	Engine Wire	I13	134 (RHD)	
I6	116 (LHD)	Cowl Wire	I17	116 (LHD)	Engine Wire

A13 (A) BLACK



A15 (B) ORANGE



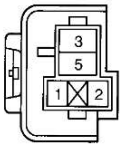
C1 BLACK



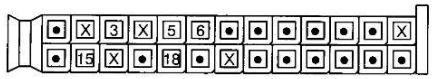
C3 BLACK



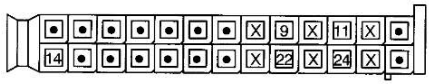
C9



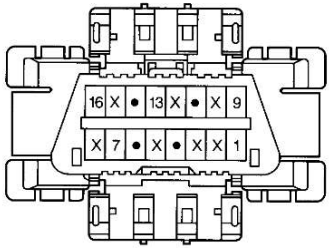
C10 (A) BLACK



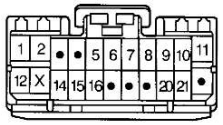
C11 (B) GREEN



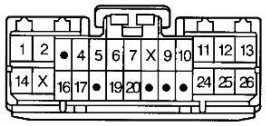
D8



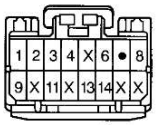
E6 (A)



E7 (B)



E8 (C)



F22 (A)



F23 (B)



F27 DARK GRAY



H8 DARK GRAY



I2 GRAY



I3 BLACK



I7 BROWN



I8 GRAY



I9 BROWN



I10 GRAY



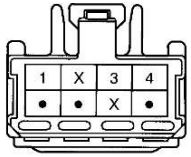
I11 BLACK



I12 GRAY

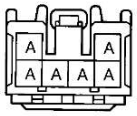


I13



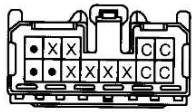
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J1



(Hint : See Page 7, 23, 39)

J4 BLUE



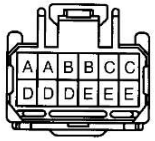
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



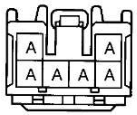
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



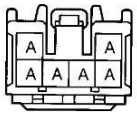
(Hint : See Page 7, 23, 39)

J9



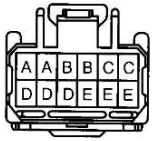
(Hint : See Page 7, 23, 39)

J20



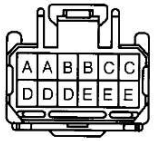
(Hint : See Page 7, 23, 39)

J21 (A) BLACK



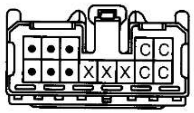
(Hint : See Page 7, 23, 39)

J22 (B) BLACK



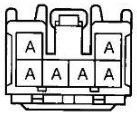
(Hint : See Page 7, 23, 39)

J23 BLUE



(Hint : See Page 7, 23, 39)

J27

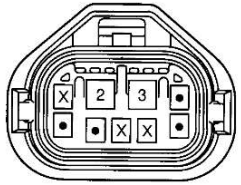


(Hint : See Page 7, 23, 39)

K1 DARK GRAY



N1 GRAY



P1 BLACK



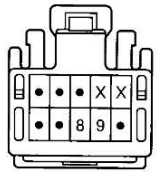
S3 BLACK



T2 BLACK



T6



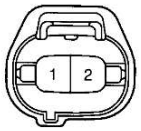
V1 BLACK



V2 BLACK



V5 BLUE

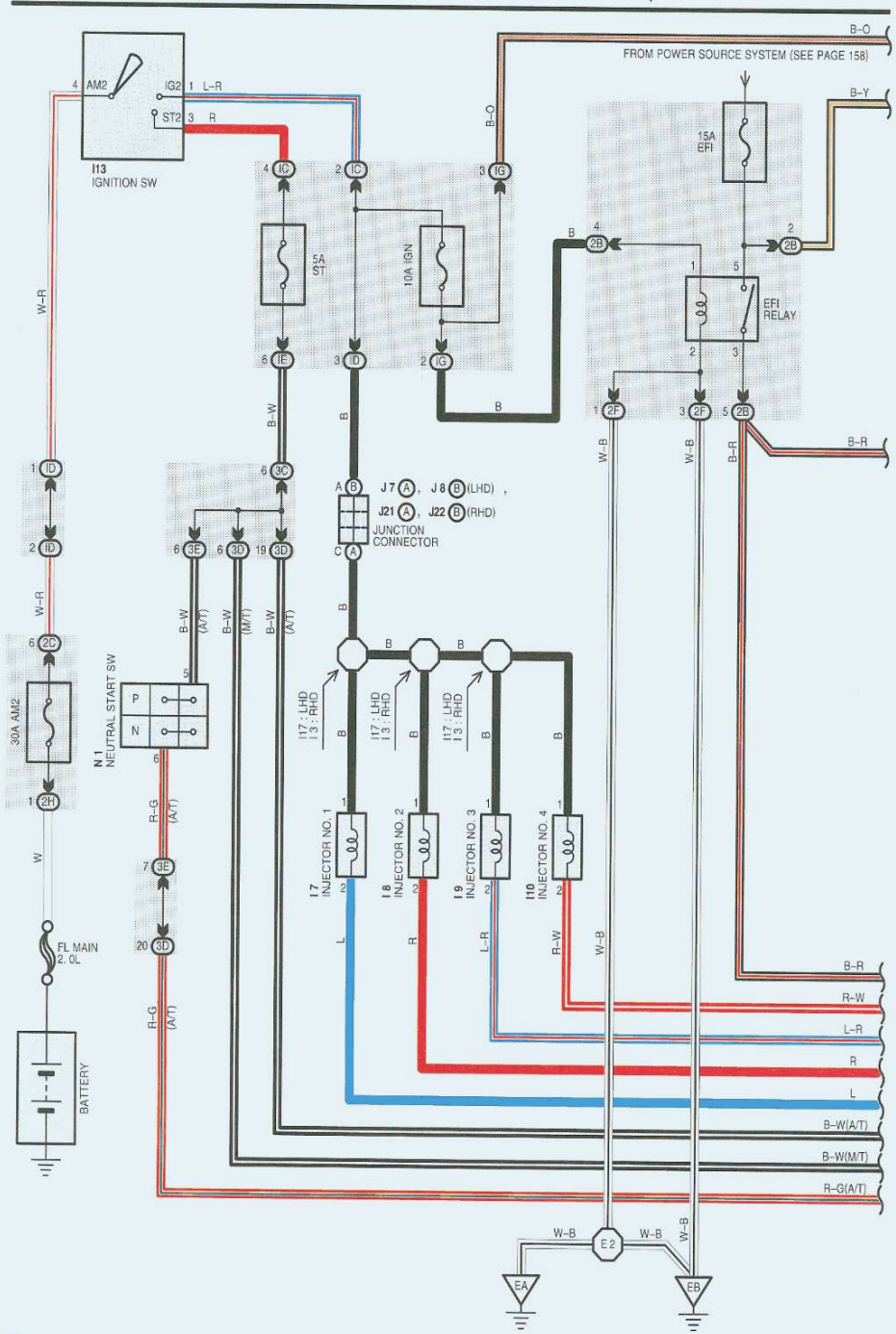


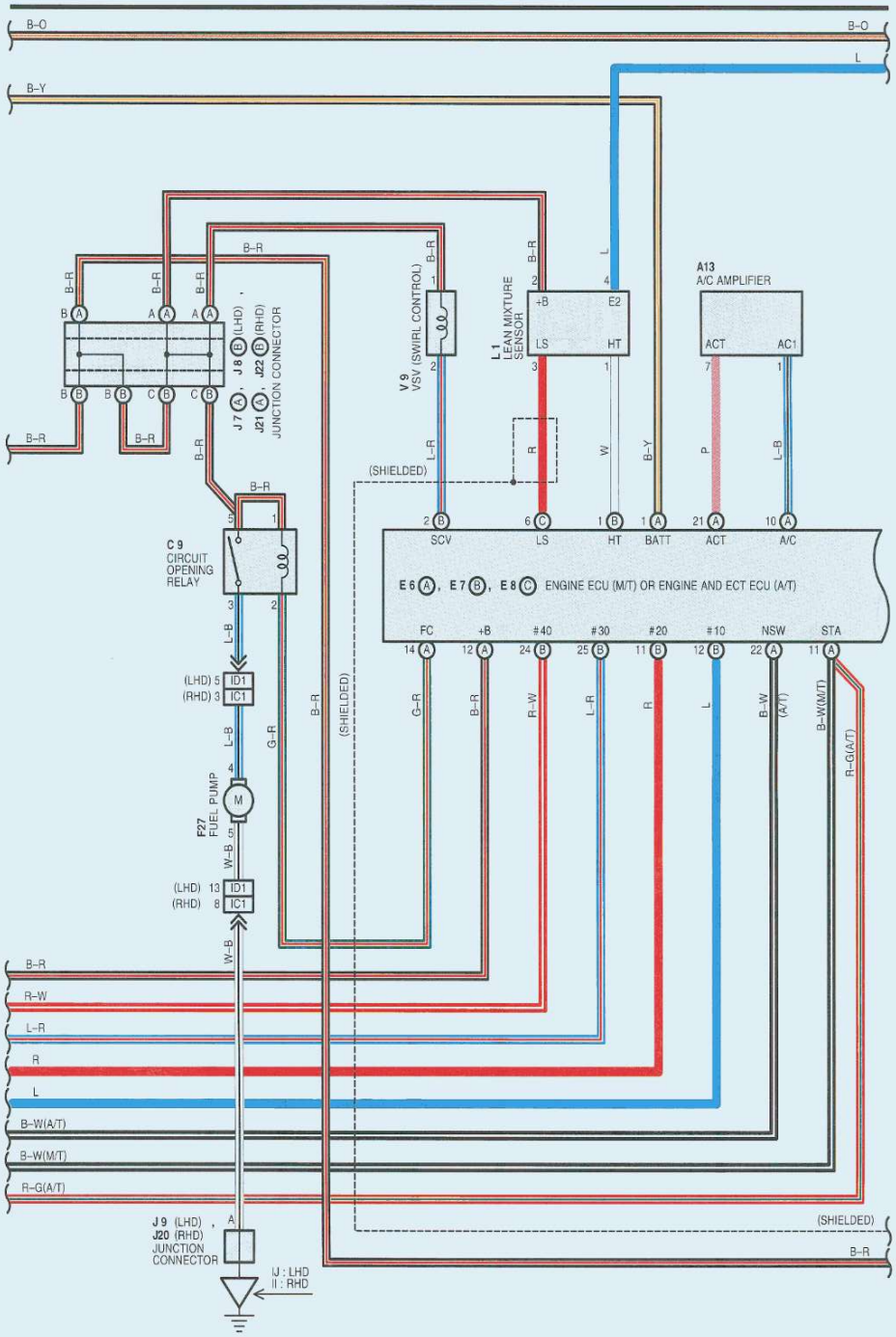
W2 DARK GRAY



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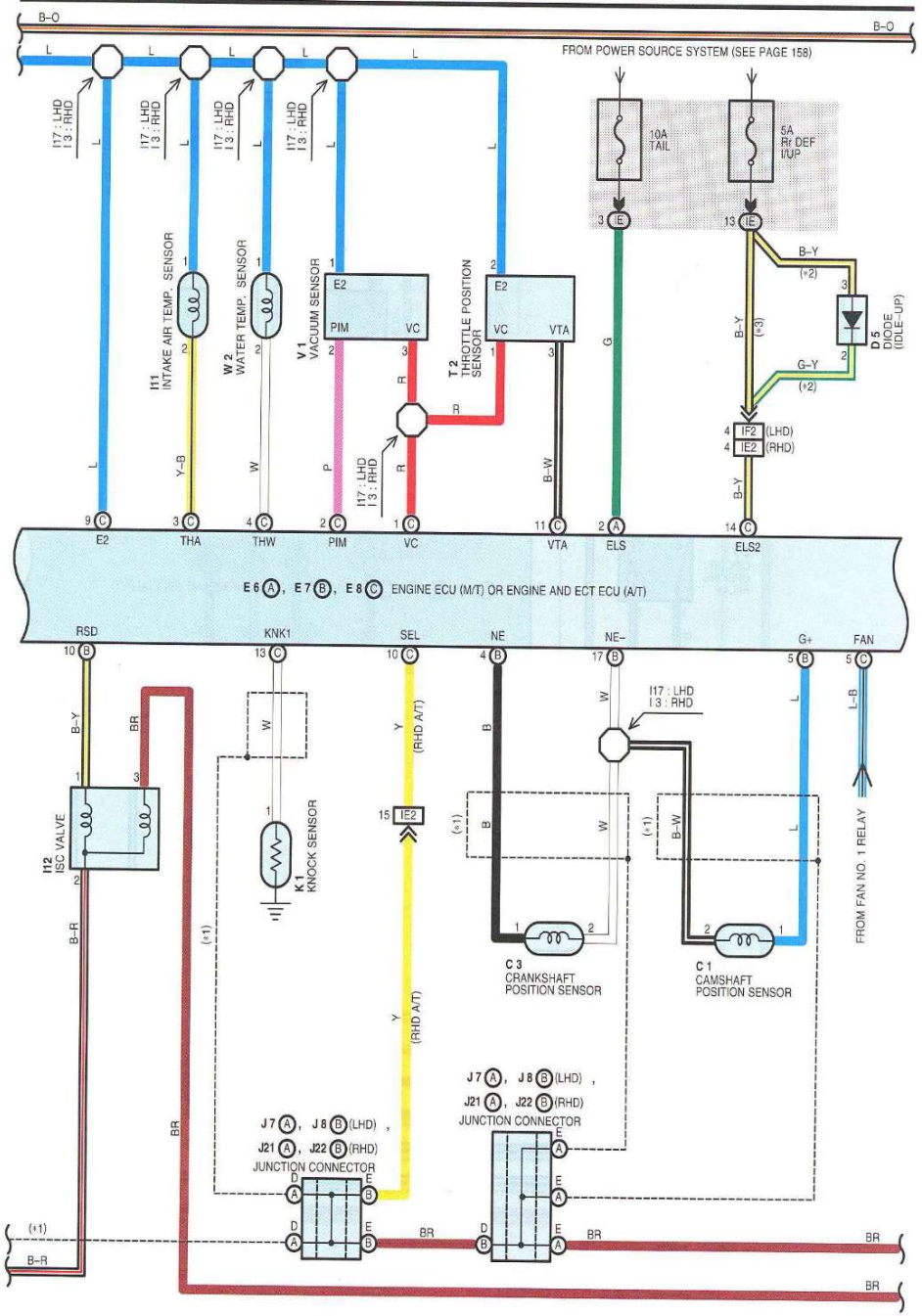
ENGINE CONTROL (7A-FE, 4A-FE LEAN BURN TYPE)

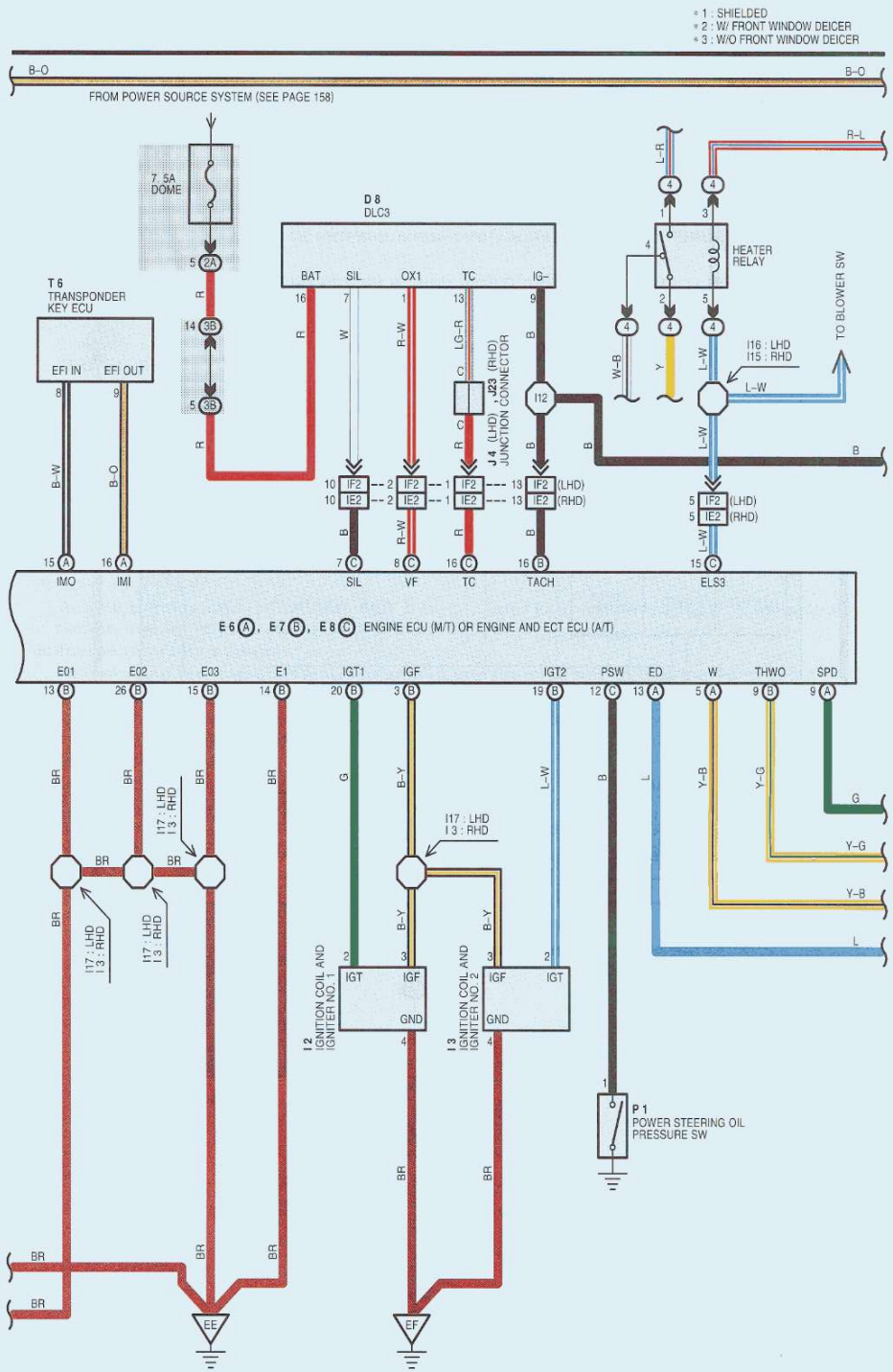




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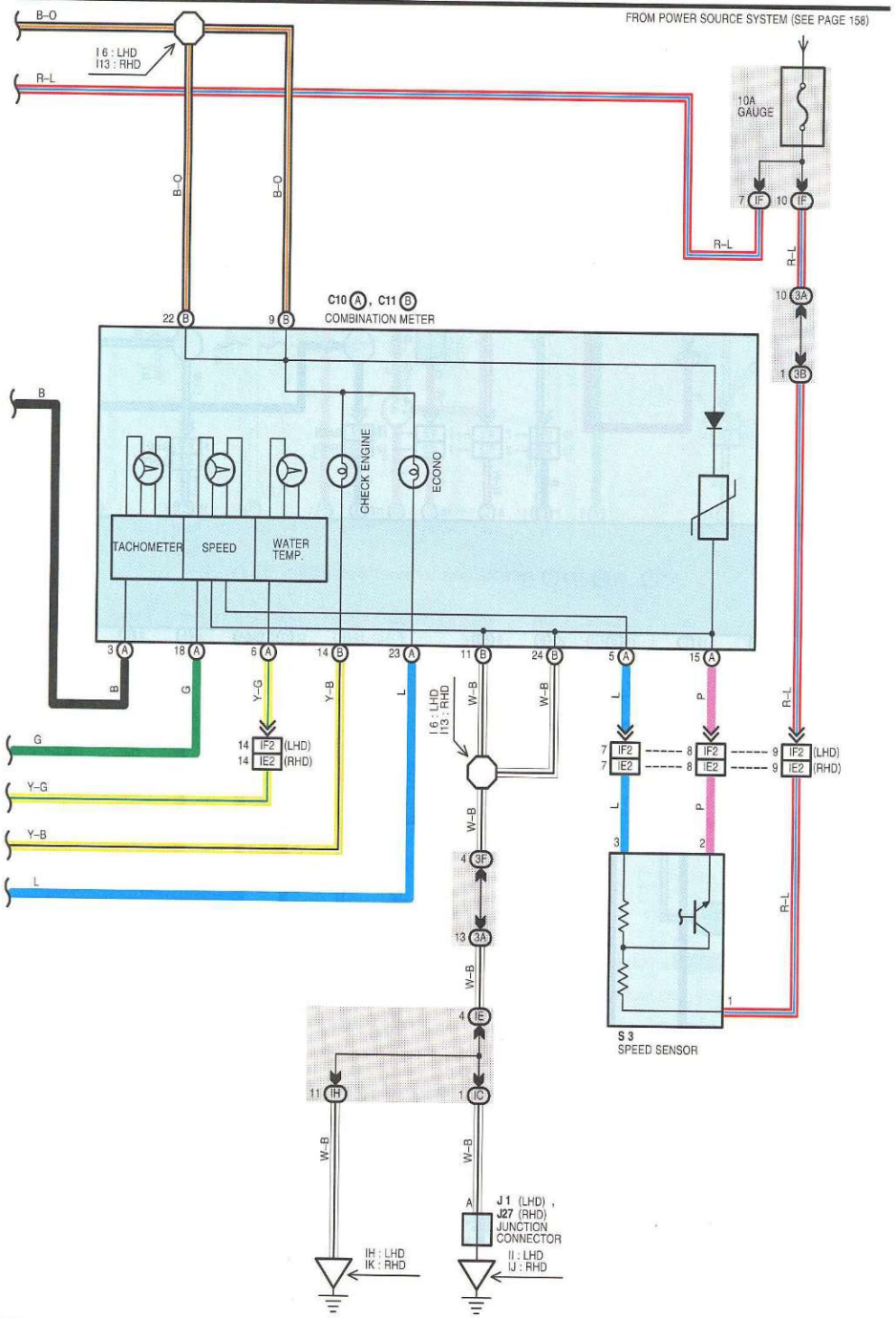
ENGINE CONTROL (7A-FE, 4A-FE LEAN BURN TYPE)





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ENGINE CONTROL (7A-FE, 4A-FE LEAN BURN TYPE)



SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, transaxle, etc. an outline of is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system
The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the water temp. Thus the water temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Intake air temp. signal system
The intake air temp. sensor is detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the ECU.

(3) RPM signal system
Crankshaft position is detected by the crankshaft position sensor. Crankshaft position is input as a control signal to **TERMINAL NE** of the ECU.

(4) Throttle signal system
The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the ECU.

(5) Vehicle speed signal system
The speed sensor detects the vehicle speed and input a control signal to **TERMINAL SPD** of the ECU via the combination meter.

(6) A/C SW signal system
The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL A/C** of the ECU.

(7) Battery signal system
Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the EFI relay to **TERMINAL +B** of the ECU.

(8) Intake air vacuum signal system
Intake air vacuum is detected by the vacuum sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(9) STA signal system
To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the ECU.

(10) Engine knock signal system
Engine knocking is detected by the knock sensor and input as a control signal to **TERMINAL KNK1** of the ECU.

(11) Electrical load signal system
The signal when systems such as the rear window defogger, taillight. Which cause a high electrical burden are on is input to **TERMINALS ELS** and **ELS2** as a control signal.

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2. CONTROL SYSTEM

* EFI system

The EFI system monitors the engine conditions through the signals each sensor (Input signals (1) to (11)) input to the ECU. Based on this data and the program memorized in the ECU, the most appropriate fuel injection timing is decided and current is output to **TERMINALS #10**, **#20**, **#30** and **#40** of the ECU, causing the injectors to operate it (to inject fuel). It is this system which, through the work of the ECU, finely controls fuel injection response to driving conditions.

During engine cranking (Signal input to **TERMINAL STA**) or for approx. **2** seconds after the signal input, ECU operation energizes (Point closed) the fuel pump circuit inside the circuit opening relay, causing the fuel pump to operate.

* ESA system

The ESA system monitors the engine conditions using the signals (Input signals (1, 3, 4, 5, 6, 8, 10, 11)) input to the ECU from each sensor. Based on this data and the program memorized in the ECU, the most appropriate ignition timing is decided and current is output to **TERMINALS IGT1**, **IGT2** of the ECU. This output controls the igniter to produce the most appropriate ignition timing for the driving conditions.

* A/C cut control system

When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.

Air conditioner operation is also cut off when the engine speed drops below **500** rpm during idling, thus preventing engine stalling.

The ECU receives (Input signals (3, 4, 5, 6 and 8)), and outputs signals to **TERMINAL ACT**.

* ISC system

The ISC system increases the RPM and provides idle stability for fast idle-up when the engine is cold, and when the idle speed has dropped due to electrical load and so on, the ECU evaluates the signals from each sensor (Input signals from 1, 3, 4, 5, 6, 7, 9, 11), current output to **TERMINAL RSD** to control ISC valve.

* Lean mixture sensor control

The ECU controls operation of the lean mixture sensor according to the **THROTTLE** position, intake manifold pressure, engine speed and coolant temperature signals. (Input signals 1, 3, 4, 8)

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the ECU signal system,the malfunction system is recorded in the memory. The malfunctioning system can be found by reading the display (Code) of the check engine warning light.

4. FAIL-SAFE SYSTEM

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

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE ECU (M/T) OR ENGINE AND ECT ECU (A/T)

Voltage at ECU wiring connectors

BATT-GROUND : Always **9-14** volts
+B-GROUND : **9-14** volts (Ignition SW at **ON** position)
VC-GROUND : **4.5-5.5** volts (Ignition SW at **ON** position)
VTA-GROUND : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve fully open)
PIM-GROUND : **3.3-3.9** volts (Ignition SW at **ON** position)
THA-GROUND : **0.5-3.4** volts (Engine idling and intake air temp. **0-80**°C, **32-176**°F)
THW-GROUND : **0.2-1.0** volts (Engine idling and engine coolant temp. **60-120**°C, **140-248**°F)
STA-GROUND : **6-14** volts (Engine cranking)
IGT1, IGT2-GROUND : Pulse generation (Engine idling)
IGF-GROUND : Pulse generation (Engine idling)
FC-GROUND : **9-14** volts (Ignition SW on and engine stopping)
0-3 volts (Engine idling)
W-GROUND : **9-14** volts (Engine idling and warning light off)
A/C-GROUND : **9-14** volts (Ignition SW on and A/C SW off)
ACT-GROUND : **4.5-5.5** volts (Ignition SW on and A/C SW on)
SPD-GROUND : Pulse generation (Driving approx. **20** km/h)
ELS-GROUND : **7.5-14** volts (Ignition SW on and taillight on)
ELS2-GROUND : **7.5-14** volts (Ignition SW on and rear window defogger on)
NSW-GROUND : **0-3** volts (Engine idling)
#10, #20, #30, #40-GROUND : Pulse generation (Engine idling)
NE -NE- : Pulse generation (Engine idling)
RSD-GROUND : Pulse generation (Engine idling)

C9 CIRCUIT OPENING RELAY

5-3 : Closed with the starter cranking and the engine running

EFI RELAY

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

W2 WATER TEMP. SENSOR

1-2 : Approx. **14.96** kΩ (**-20**°C, **-4**°F)
Approx. **5.65** kΩ (**0**°C, **32**°F)
Approx. **2.44** kΩ (**20**°C, **68**°F)
Approx. **0.3143** kΩ (**80**°C, **176**°F)

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: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A13	76 (LHD)	F27	100 (RHD L/B)	J21 A	96 (RHD)
	94 (RHD)		102 (RHD W/G)	J22 B	96 (RHD)
C1	68 (LHD *A)	I2	68 (LHD *A)	J23	96 (RHD)
	88 (RHD *A)		88 (RHD *A)	J27	96 (RHD)
C3	68 (LHD *A)	I3	68 (LHD *A)	K1	68 (LHD *A)
	88 (RHD *A)		88 (RHD *A)		88 (RHD *A)
C9	76 (LHD)	I7	68 (LHD *A)	L1	68 (LHD *A)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
C10 A	76 (LHD)	I8	68 (LHD *A)	N1	68 (LHD *A)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
C11 B	76 (LHD)	I9	68 (LHD *A)	P1	68 (LHD *A)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
D5	76 (LHD)	I10	68 (LHD *A)	S3	68 (LHD *A)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
D8	76 (LHD)	I11	68 (LHD *A)	T2	68 (LHD *A)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
E6 A	76 (LHD)	I12	68 (LHD *A)	T6	78 (LHD)
	94 (RHD)		88 (RHD *A)		96 (RHD)
E7 B	76 (LHD)	I13	78 (LHD)	V1	68 (LHD *A)
	94 (RHD)		96 (RHD)		88 (RHD *A)
E8 C	76 (LHD)	J1	78 (LHD)	V9	68 (LHD *A)
	94 (RHD)	J4	78 (LHD)		88 (RHD *A)
F27	80 (LHD S/D)	J7 A	78 (LHD)	W2	68 (LHD *A)
	82 (LHD L/B)	J8 B	78 (LHD)		88 (RHD *A)
	84 (LHD W/G)	J9	78 (LHD)		
	98 (RHD S/D)	J20	96 (RHD)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

* A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2C		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	

: GROUND POINTS

Code	See Page	Ground Points Location
EA	106 (LHD *A)	Under the Headlight RH
	126 (RHD *A)	
EB	106 (LHD *A)	Under the Headlight LH
	126 (RHD *A)	
EE	106 (LHD *A)	Under the Intake Manifold
	126 (RHD *A)	
EF	106 (LHD *A)	Near the Throttle Body
	126 (RHD *A)	
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

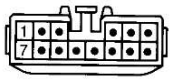
ENGINE CONTROL (7A-FE, 4A-FE LEAN BURN TYPE)

: **SPLICE POINTS**

* A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	106 (LHD *A) 126 (RHD *A)	Engine Room Main Wire	I12 I13	134 (RHD)	Cowl Wire
I3	134 (RHD)	Engine Wire	I15	134 (RHD)	Instrument Panel Wire
I6 I12	116 (LHD)	Cowl Wire	I16	116 (LHD)	Cowl Wire
			I17	116 (LHD)	Engine Wire

A13 BLACK



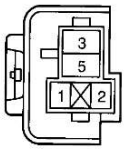
C1 BLACK



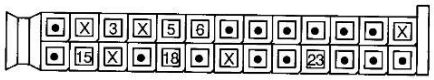
C3 DARK GRAY



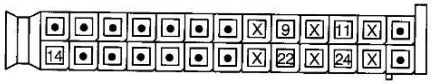
C9



C10 (A) BLACK



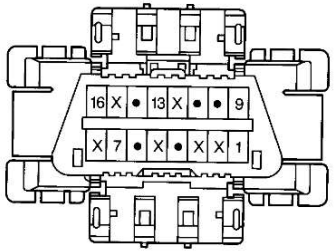
C11 (B) GRAY



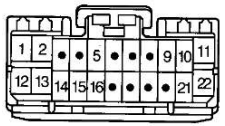
D5 ORANGE



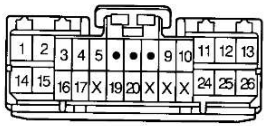
D8



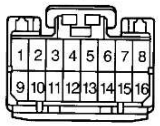
E6 (A)



E7 (B)



E8 (C)



F27 DARK GRAY



I2 GRAY



I3 BLACK



I7 BLACK



I8 BLACK



I9 BLACK



I10 BLACK



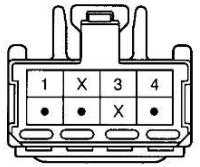
I11 BLACK



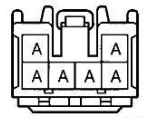
I12 GRAY



I13

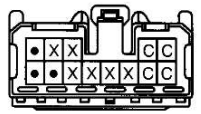


J1



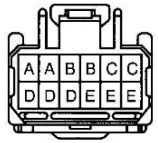
(Hint : See Page 7, 23, 39)

J4 BLUE



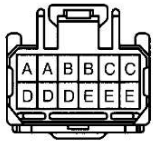
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



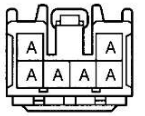
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



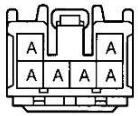
(Hint : See Page 7, 23, 39)

J9



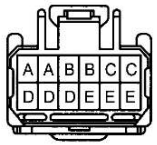
(Hint : See Page 7, 23, 39)

J20



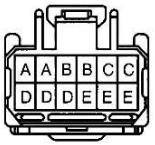
(Hint : See Page 7, 23, 39)

J21 (A) BLACK



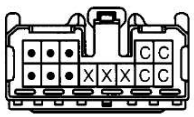
(Hint : See Page 7, 23, 39)

J22 (B) BLACK



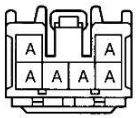
(Hint : See Page 7, 23, 39)

J23 BLUE



(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

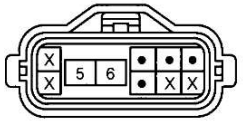
K1 DARK GRAY



L1 DARK GARY



N1 GRAY



P1 BLACK



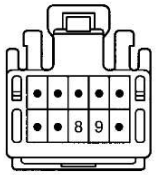
S3 BLACK



T2 BLACK



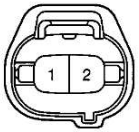
T6



V1 BLACK



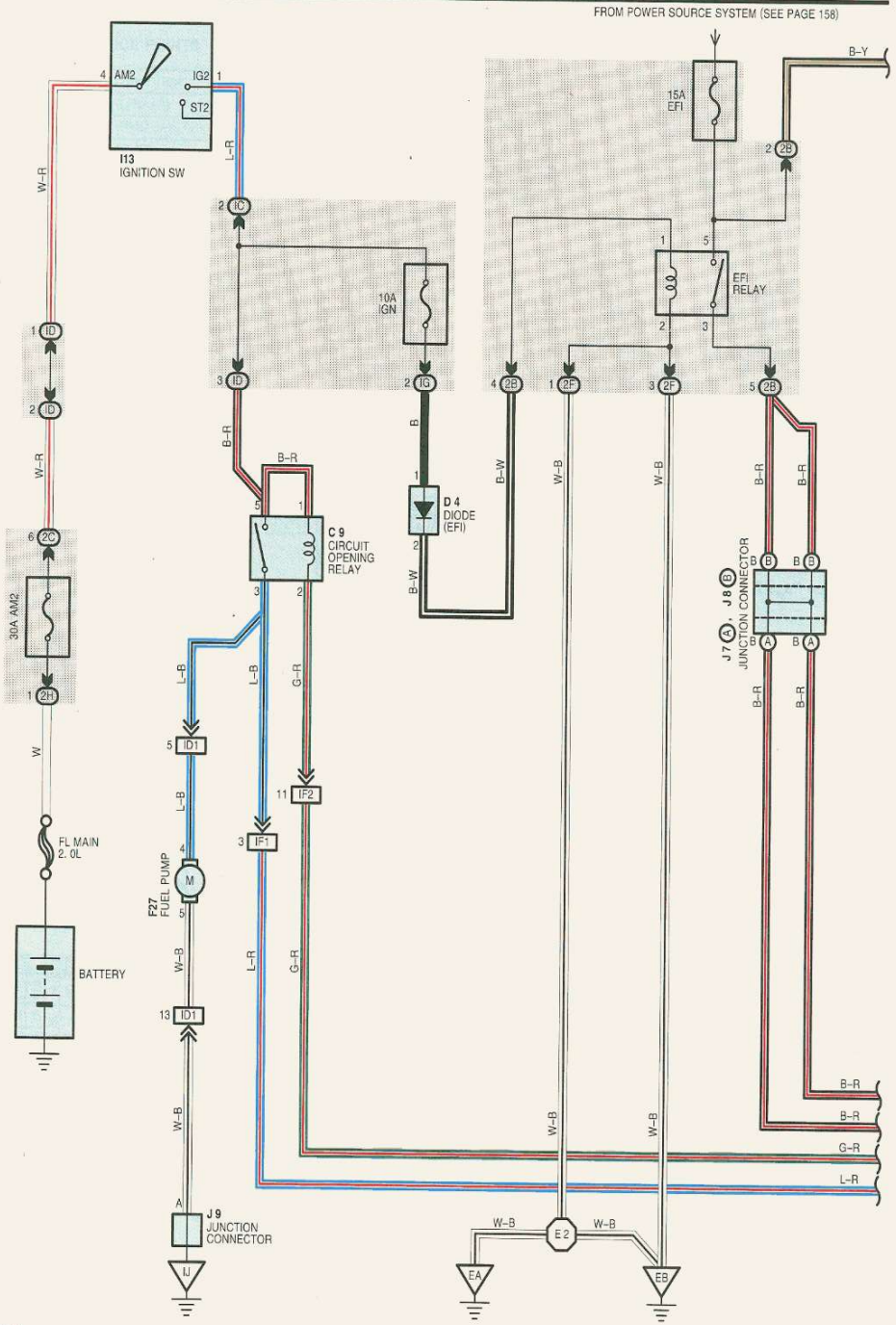
V9 BROWN

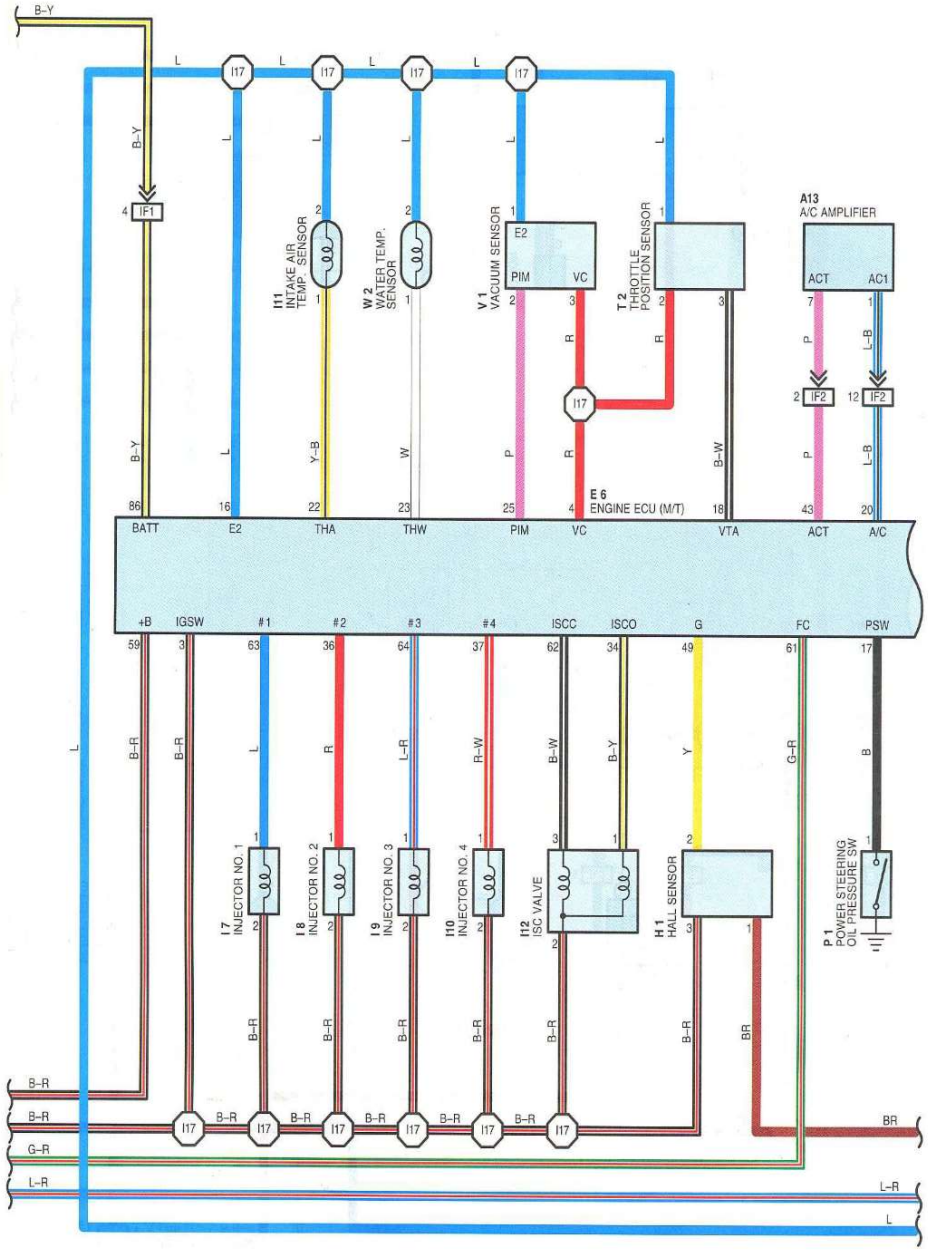


W2 DARK GRAY

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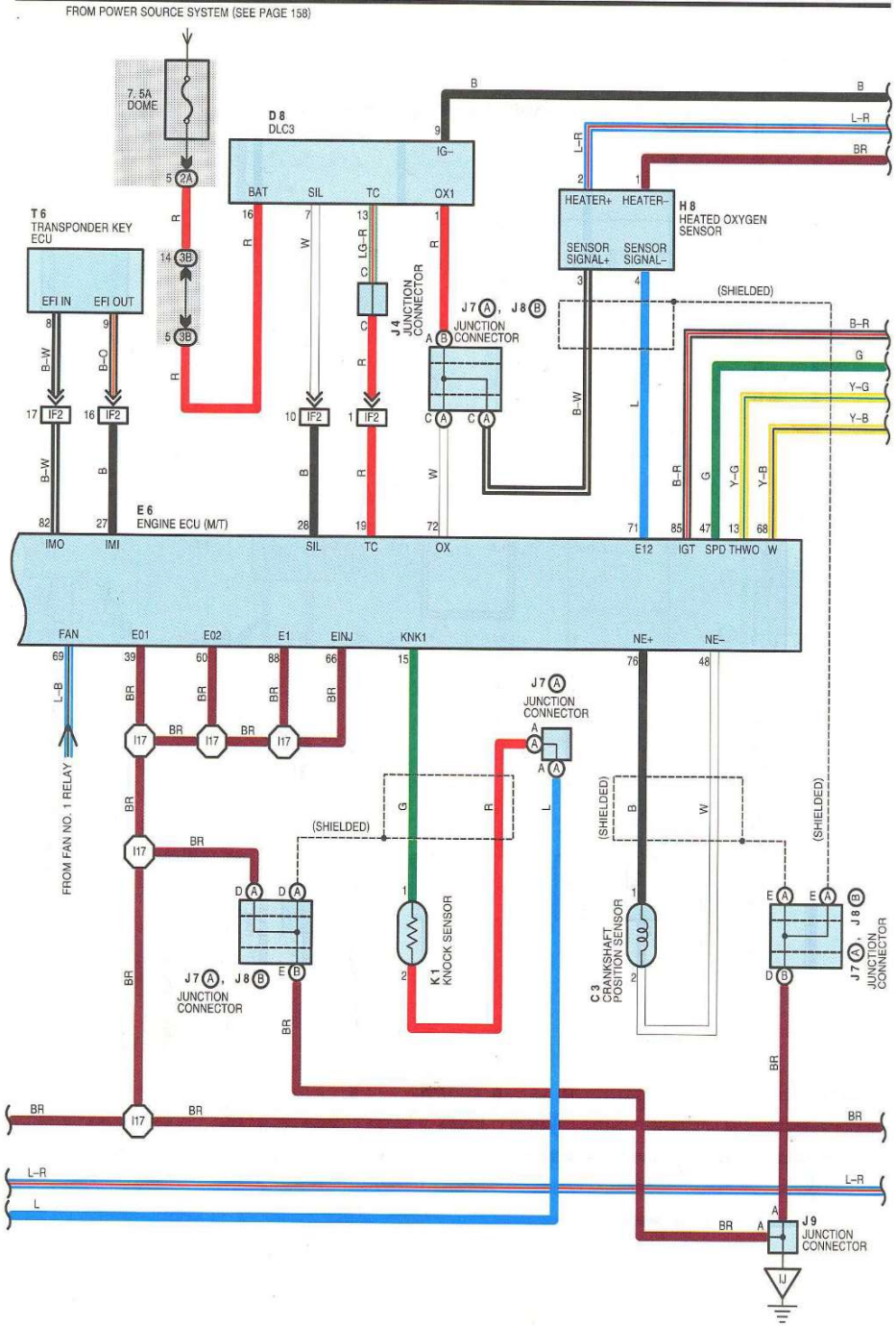
ENGINE CONTROL (4A-FE EUROPE STOICHIOMETRIC TYPE)

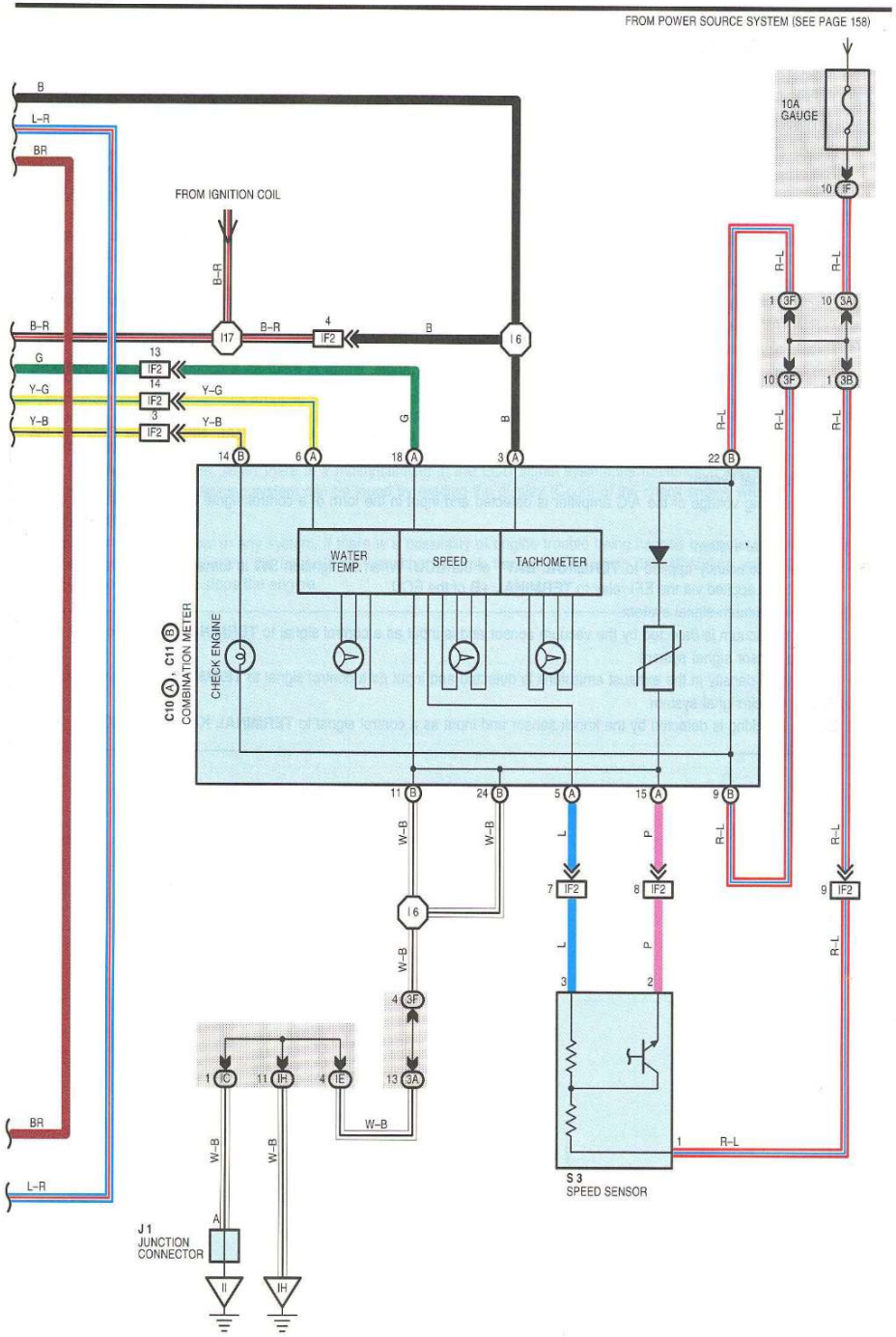




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ENGINE CONTROL (4A-FE EUROPE STOICHIOMETRIC TYPE)





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SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, etc. an outline of is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system
The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the water temp. Thus the water temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Intake air temp. signal system
The intake air temp. sensor is detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the ECU.

(3) RPM signal system
Crankshaft positions detected by the crankshaft position sensor. Crankshaft position is input as a control signal to **TERMINAL NE+** of the ECU.

(4) Throttle signal system
The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the ECU.

(5) Vehicle speed signal system
The speed sensor detects the vehicle speed and input a control signal to **TERMINAL SPD** of the ECU via the combination meter.

(6) A/C SW signal system
The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL A/C** of the ECU.

(7) Battery signal system
Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the EFI relay to **TERMINAL +B** of the ECU.

(8) Intake air vacuum signal system
Intake air vacuum is detected by the vacuum sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(9) Oxygen sensor signal system
The oxygen density in the exhaust emissions is detected and input as a control signal to **TERMINAL OX** of the ECU.

(10) Engine knock signal system
Engine knocking is detected by the knock sensor and input as a control signal to **TERMINAL KNK1** of the ECU.

2. CONTROL SYSTEM

* EFI system
The EFI system monitors the engine conditions through the signals each sensor (Input signals (1) to (10)) input to the ECU. Based on this data and the program memorized in the ECU, the most appropriate fuel injection timing is decided and current is output to **TERMINALS #1**, **#2**, **#3** and **#4** of the ECU, causing the injectors to operate it (to inject fuel). It is this system which, through the work of the ECU, finely controls fuel injection response to driving conditions.
* A/C cut control system
When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.
Air conditioner operation is also cut off when the engine speed drops below **500** rpm during idling, thus preventing engine stalling.
The ECU receives (Input signals (3, 4, 5, 6 and 8)), and outputs signals to **TERMINAL ACT**.
* Oxygen sensor heater control system
The oxygen sensor heater is powered when the ignition SW is turned on.
* ISC system
The ISC system (Step motor type) increases the RPM and provides idle stability for fast idle-up when the engine is cold, and when the idle speed has dropped due to electrical load and so on, the ECU evaluates the signals from each sensor (Input signals from 1, 3, 4, 6, 7), current is output to **TERMINALS ISCC** and **ISCO** to controls the ISC valve.

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the ECU signal system,the malfunction system is recorded in the memory. The malfunctioning system can be found by reading the display (Code) of the check engine warning light.

4. FAIL-SAFE SYSTEM

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

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ENGINE CONTROL (4A-FE EUROPE STOICHIOMETRIC TYPE)

SERVICE HINTS

E6 ENGINE ECU

Voltage at ECU wiring connectors

BATT-GROUND : Always **9-14** volts
+B-GROUND : **9-14** volts (Ignition SW at **ON** position)
VC-GROUND : **4.5-5.5** volts (Ignition SW at **ON** position)
VTA-GROUND : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve fully open)
PIM-GROUND : **3.3-3.9** volts (Ignition SW at **ON** position)
THA-GROUND : **0.5-3.4** volts (Engine idling and intake air temp. **0-80**°C, **32-176**°F)
THW-GROUND : **0.2-1.0** volts (Engine idling and engine coolant temp. **60-120**°C, **140-248**°F)
FC-GROUND : **9-14** volts (Ignition SW on and engine stopping)
0-3 volts (Engine idling)
W-GROUND : **9-14** volts (Engine idling and warning light off)
A/C-GROUND : **9-14** volts (Ignition SW on and A/C SW off)
ACT-GROUND : **4.5-5.5** volts (Ignition SW on and A/C SW on)
SPD-GROUND : Pulse generation (Driving approx. **20** km/h)
ISCO-GROUND : Pulse generation (Engine idling)
#1, #2, #3, #4-GROUND : Pulse generation (Engine idling)
NE+ -NE- : Pulse generation (Engine idling)

C9 CIRCUIT OPENING RELAY

5-3 : Closed with the starter cranking and the engine running

EFI RELAY

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

W2 WATER TEMP. SENSOR

1-2 : Approx. **14.96** kΩ (**-20**°C, **-4**°F)
Approx. **5.65** kΩ (**0**°C, **32**°F)
Approx. **2.44** kΩ (**20**°C, **68**°F)
Approx. **0.3143** kΩ (**80**°C, **176**°F)

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A13	76 (LHD)	H1	70 (LHD *B)	J7 A	78 (LHD)
C3	70 (LHD *B)	H8	70 (LHD *B)	J8 B	78 (LHD)
C9	76 (LHD)	I7	70 (LHD *B)	J9	78 (LHD)
C10 A	76 (LHD)	I8	70 (LHD *B)	K1	70 (LHD *B)
C11 B	76 (LHD)	I9	70 (LHD *B)	P1	70 (LHD *B)
D4	76 (LHD)	I10	70 (LHD *B)	S3	70 (LHD *B)
D8	76 (LHD)	I11	70 (LHD *B)	T2	70 (LHD *B)
E6	76 (LHD)	I12	70 (LHD *B)	T6	78 (LHD)
F27	80 (LHD S/D)	I13	78 (LHD)	V1	70 (LHD *B)
	82 (LHD L/B)	J1	78 (LHD)	W2	70 (LHD *B)
	84 (LHD W/G)	J4	78 (LHD)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

* B : 4A-FE Stoichiometric Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2C		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3B		
3F	61 (LHD)	

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IF1	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2		

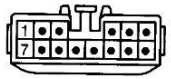
: GROUND POINTS

Code	See Page	Ground Points Location
EA	108 (LHD *B)	Under the Headlight RH
EB	108 (LHD *B)	Under the Headlight LH
IH	114 (LHD)	Left Kick Panel
IJ	114 (LHD)	Right Kick Panel

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	108 (LHD *B)	Engine Room Main Wire	I17	116 (LHD)	Engine Wire
I6	116 (LHD)	Cowl Wire			

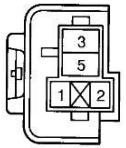
A13 BLACK



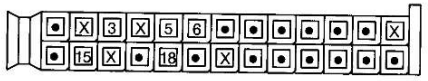
C3 DARK GARY



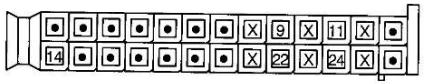
C9



C10 (A) BLACK



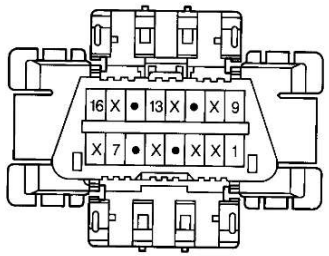
C11 (B) GREEN



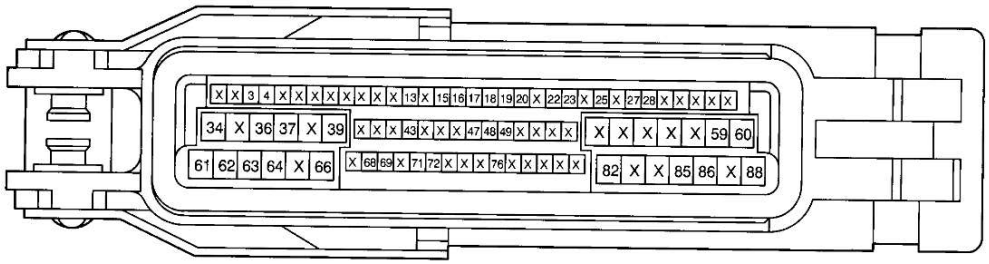
D4 BLACK



D8



E6 BLACK



F27 DARK GRAY



H1 BLACK



H8 DARK GRAY



I7 BROWN



I8 GRAY



I9 BROWN



I10 GRAY



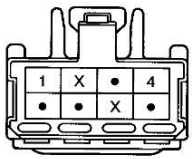
I11 BLACK



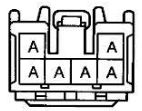
I12 GRAY



I13

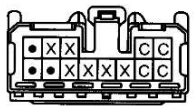


J1



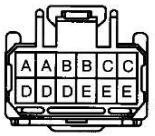
(Hint : See Page 7, 23, 39)

J4 BLUE



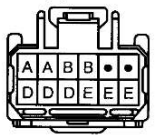
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



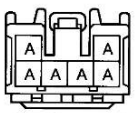
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



(Hint : See Page 7, 23, 39)

J9



(Hint : See Page 7, 23, 39)

K1 BLACK



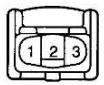
P1 BLACK



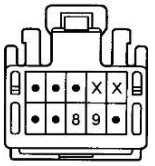
S3 BLACK



T2 BLACK



T6



V1 BLACK

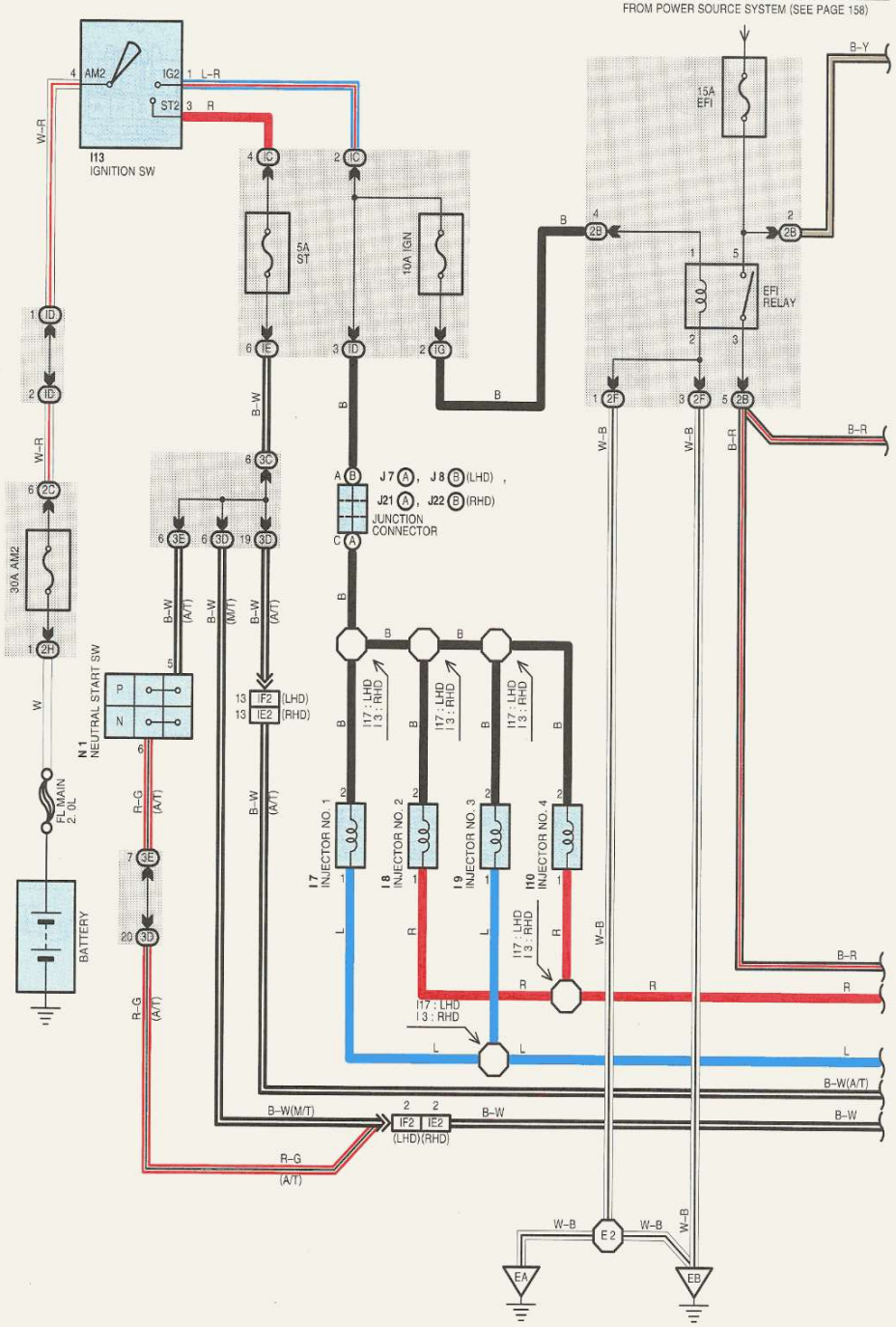


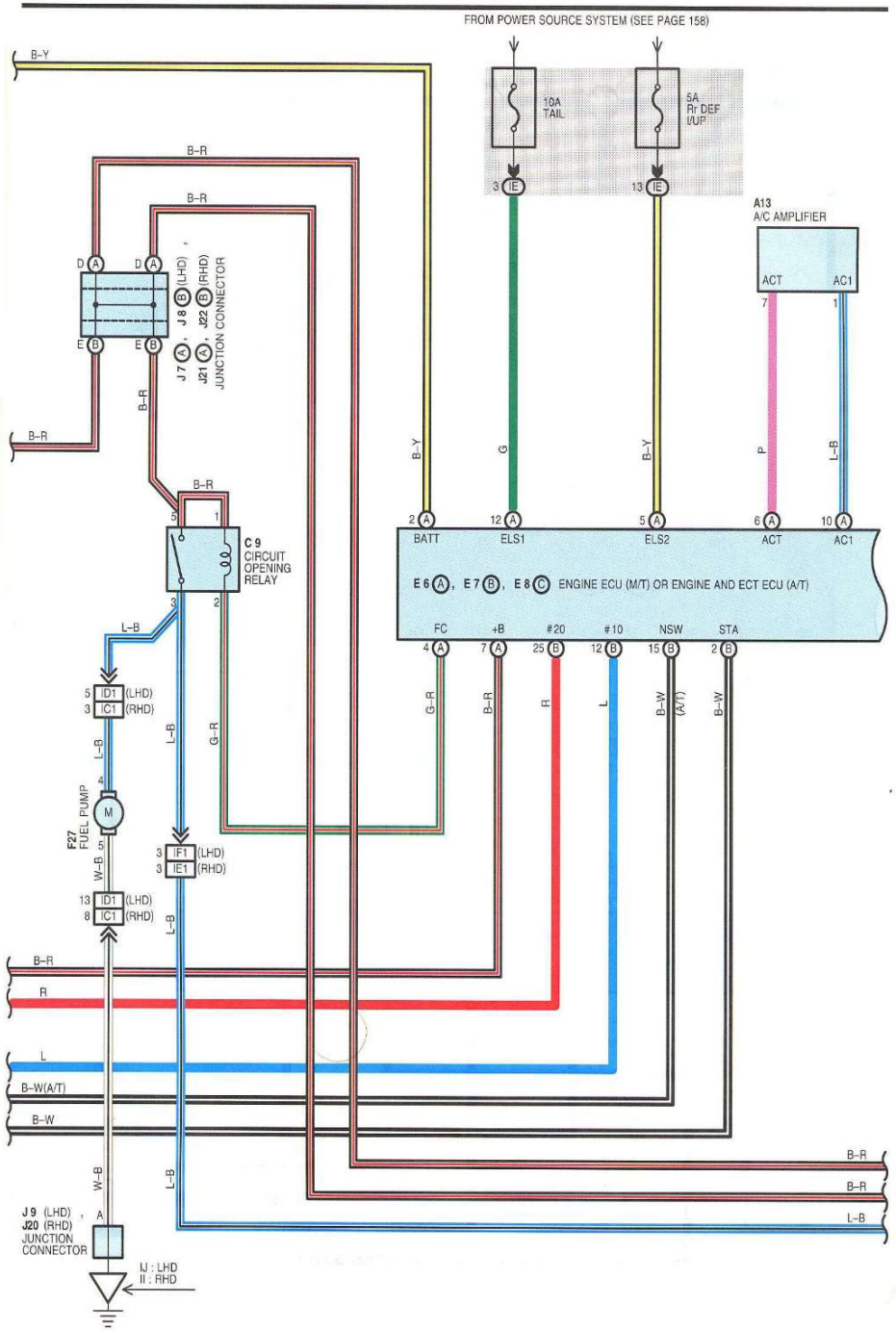
W2 BLACK



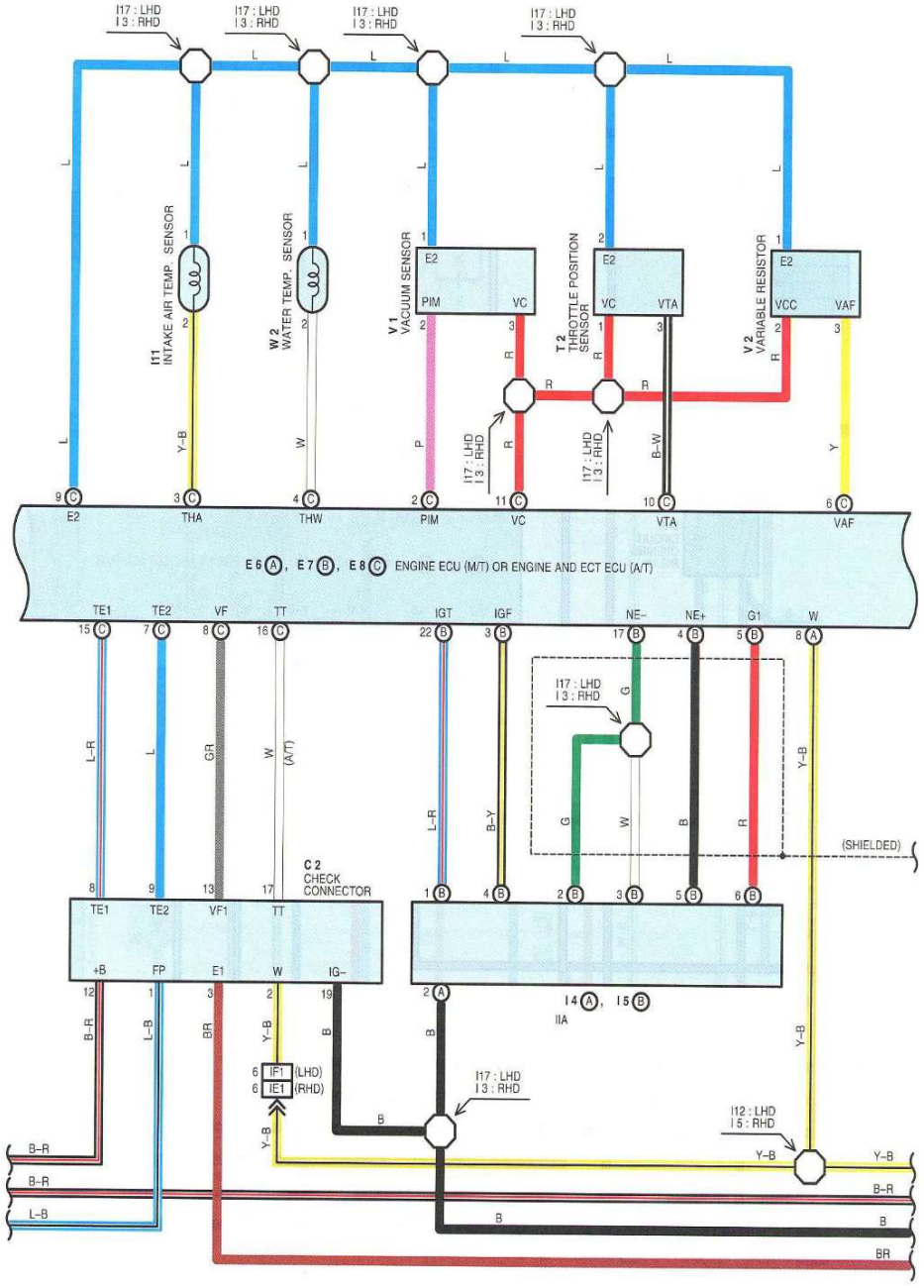
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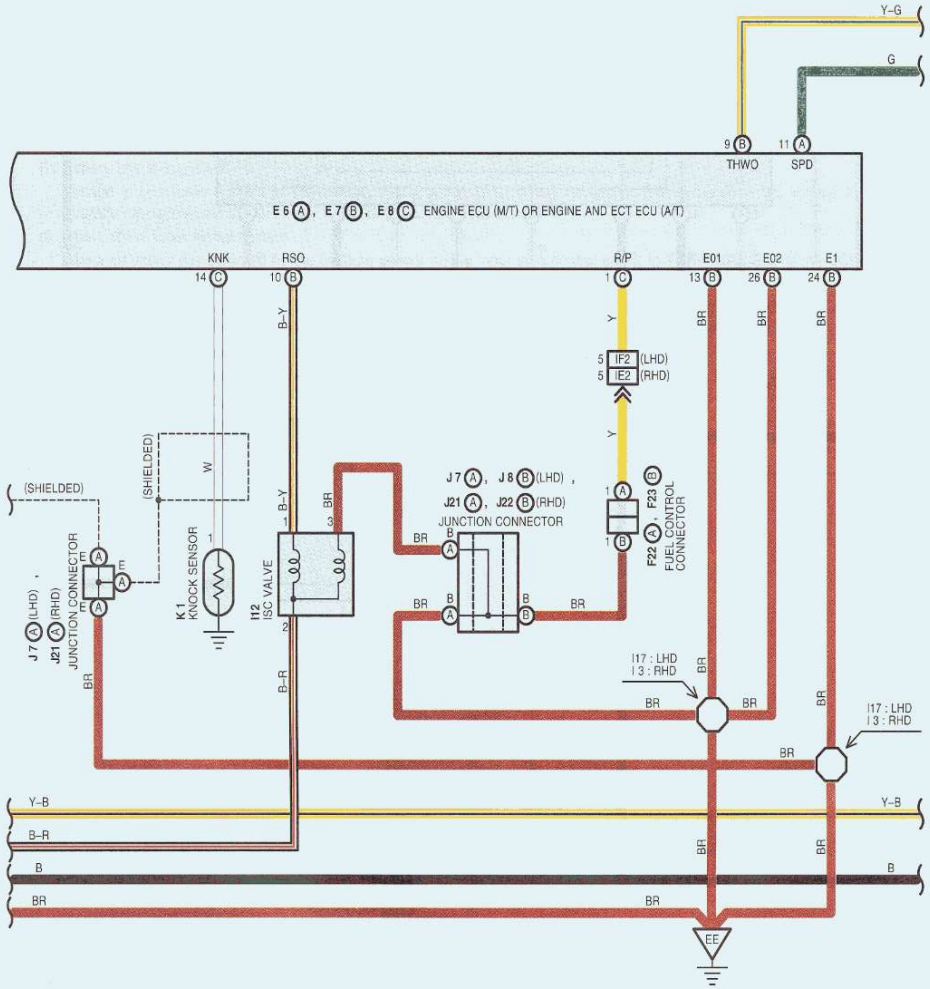
ENGINE CONTROL (4A-FE GENERAL STOICHIOMETRIC TYPE)



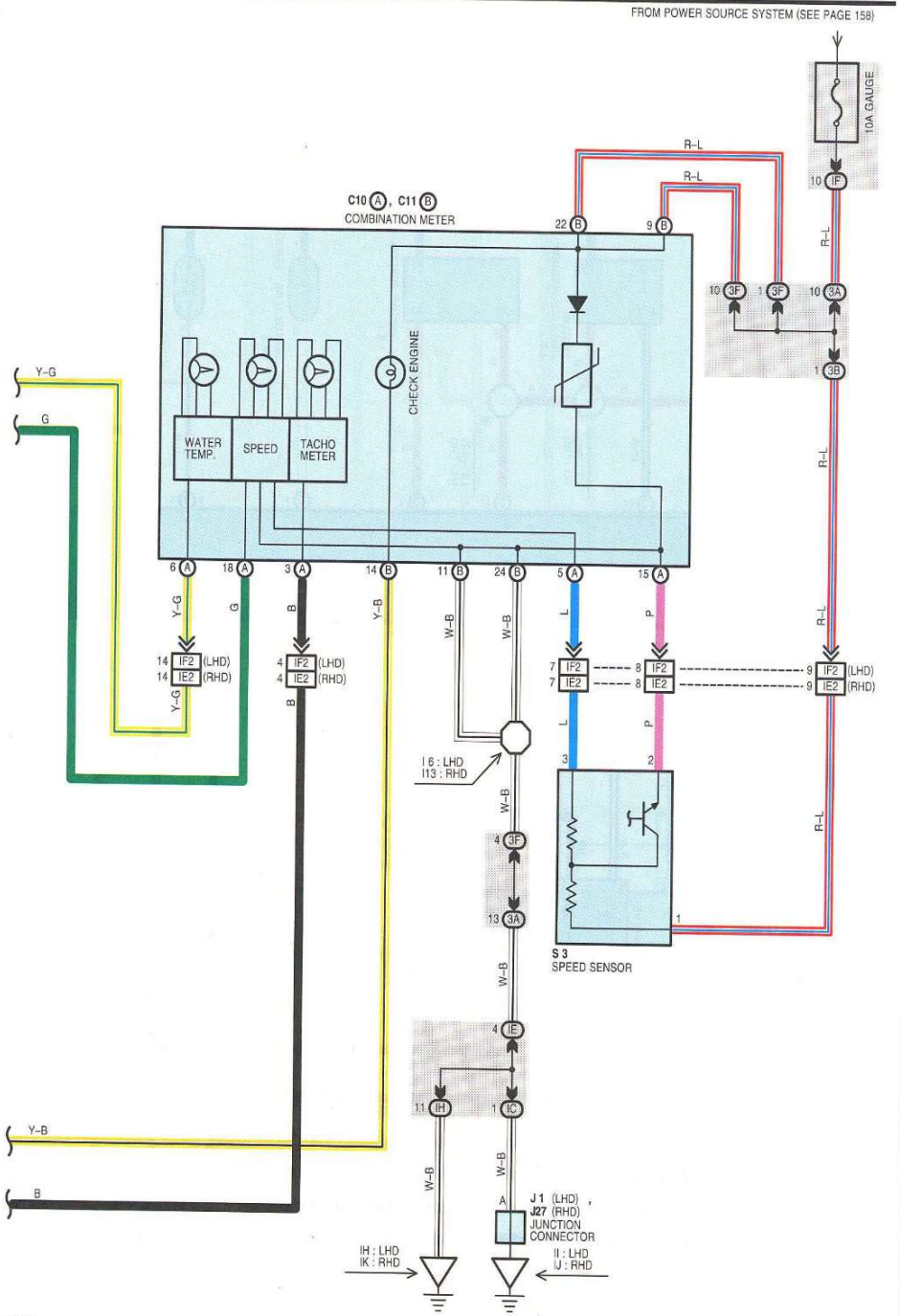


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SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, transaxle, etc. an outline of is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system
The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the water temp. Thus the water temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Intake air temp. signal system
The intake air temp. sensor is detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the ECU.

(3) RPM signal system
Crankshaft position and engine RPM are detected by the pick-up coil installed inside the IIA. Crankshaft position is input as a control signal to **TERMINAL G1** of the ECU, and RPM is input to **TERMINAL NE+**.

(4) Throttle signal system
The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the ECU.

(5) Vehicle speed signal system
The speed sensor detects the vehicle speed and input a control signal to **TERMINAL SPD** of the ECU via the combination meter.

(6) A/C SW signal system
The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL A/C1** of the ECU.

(7) Battery signal system
Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the EFI relay to **TERMINAL +B** of the ECU.

(8) Intake air vacuum signal system
Intake air vacuum is detected by the vacuum sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(9) STA signal system
To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the ECU.

(10) Engine knock signal system
Engine knocking is detected by the knock sensor and input as a control signal to **TERMINAL KNK** of the ECU.

(11) Electrical load signal system
The signal when systems such as the rear window defogger, taillight. Which cause a high electrical burden are on is input to **TERMINALS ELS1** and **ELS2** as a control signal.

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2. CONTROL SYSTEM

* EFI system

The EFI system monitors the engine conditions through the signals each sensor (Input signals (1) to (11)) input to the ECU. Based on this data and the program memorized in the ECU, the most appropriate fuel injection timing is decided and current is output to **TERMINALS #10** and **#20** of the ECU, causing the injectors to operate it (to inject fuel). It is this system which, through the work of the ECU, finely controls fuel injection response to driving conditions.

During engine cranking (Signal input to **TERMINAL STA**) or for approx. **2** seconds after the signal input, ECU operation energizes (Point closed) the fuel pump circuit inside the circuit opening relay, causing the fuel pump to operate.

* ESA system

The ESA system monitors the engine conditions using the signals (Input signals (1, 3, 4, 5, 6, 9, 11)) input to the ECU from each sensor. Based on this data and the program memorized in the ECU. The most appropriate ignition timing is decided and current is output to **TERMINAL IGT** of the ECU. This output controls the igniter to produce the most appropriate ignition timing for the driving conditions.

* ISC system

The ISC system increases the RPM and provides idle stability for fast idle-up when the engine is cold, and when the idle speed has dropped due to electrical load and so on, the engine ECU (M/T) or engine and ECT ECU (A/T) evaluates the signals from each sensor (Input signals from 1, 3, 4, 5, 6, 9, 11), current is output to **TERMINAL RSO** to control ISC valve.

* A/C cut control system

When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.

Air conditioner operation is also cut off when the engine speed drops below **500** rpm during idling, thus preventing engine stalling.

The ECU receives (Input signals (3, 4, 5, 6 and 8)), and outputs signals to **TERMINAL ACT**.

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the ECU signal system,the malfunction system is recorded in the memory. The malfunctioning system can be found by reading the display (Code) of the check engine warning light.

4. FAIL-SAFE SYSTEM

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

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE ECU (M/T) OR ENGINE AND ECT ECU (A/T)

Voltage at ECU wiring connectors

BATT-GROUND : Always **9-14** volts
+B-GROUND : **9-14** volts (Ignition SW at **ON** position)
VC-GROUND : **4.5-5.5** volts (Ignition SW at **ON** position)
VTA-GROUND : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve fully open)
PIM-GROUND : **3.3-3.9** volts (Ignition SW at **ON** position)
THA-GROUND : **0.5-3.4** volts (Engine idling and intake air temp. **0-80**°C, **32-176**°F)
THW-GROUND : **0.2-1.0** volts (Engine idling and engine coolant temp. **60-120**°C, **140-248**°F)
STA-GROUND : **6-14** volts (Engine cranking)
IGT-GROUND : Pulse generation (Engine idling)
IGF-GROUND : Pulse generation (Engine idling)
FC-GROUND : **9-14** volts (Ignition SW on and engine stopping)
0-3 volts (Engine idling)
W-GROUND : **9-14** volts (Engine idling and warning light off)
AC1-GROUND : **9-14** volts (Ignition SW on and A/C SW off)
ACT-GROUND : **4.5-5.5** volts (Ignition SW on and A/C SW on)
SPD-GROUND : Pulse generation (Driving approx. **20** km/h)
RSO-GROUND : Pulse generation (Engine idling)
ELS1-GROUND : **7.5-14** volts (Ignition SW on and taillight on)
ELS2-GROUND : **7.5-14** volts (Ignition SW on and rear window defogger on)
NSW-GROUND : **0-3** volts (Engine idling)
#10,#20-GROUND : Pulse generation (Engine idling)
NE+ -NE- : Pulse generation (Engine idling)

C9 CIRCUIT OPENING RELAY

5-3 : Closed with the starter cranking and the engine running

EFI RELAY

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

W2 WATER TEMP. SENSOR

1-2 : Approx. **14.96** kΩ (**-20**°C, **-4**°F)
Approx. **5.65** kΩ (**0**°C, **32**°F)
Approx. **2.44** kΩ (**20**°C, **68**°F)
Approx. **0.3143** kΩ (**80**°C, **176**°F)

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ENGINE CONTROL (4A-FE GENERAL STOICHIOMETRIC TYPE)

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A18	76 (LHD)	F27	94 (LHD W/G)	J1	76 (LHD)
	94 (RHD)		96 (RHD S/D)	J7 A	78 (LHD)
C2	70 (LHD *B)		100 (RHD L/B)	J8 B	78 (LHD)
	90 (RHD *B)		102 (RHD W/G)	J9	78 (LHD)
C9	76 (LHD)	I4 A	70 (LHD *B)	J20	96 (RHD)
	94 (RHD)		90 (RHD *B)	J21 A	96 (RHD)
C10 A	78 (LHD)	I5 B	70 (LHD *B)	J22 B	96 (RHD)
	94 (RHD)		90 (RHD *B)	J27	96 (RHD)
C11 B	76 (LHD)	I7	70 (LHD *B)	K1	70 (LHD *B)
	94 (RHD)		90 (RHD *B)		90 (RHD *B)
E8 A	76 (LHD)	I8	70 (LHD *B)	N1	70 (LHD *B)
	94 (RHD)		90 (RHD *B)	S8	70 (LHD *B)
E7 B	76 (LHD)	I9	70 (LHD *B)		90 (RHD *B)
	94 (RHD)		90 (RHD *B)	T2	70 (LHD *B)
E6 C	78 (LHD)	I10	70 (LHD *B)		90 (RHD *B)
	94 (RHD)		90 (RHD *B)	V1	70 (LHD *B)
F22 A	78 (LHD)	I11	70 (LHD *B)		90 (RHD *B)
	96 (RHD)		90 (RHD *B)	V2	70 (LHD *B)
F23 B	78 (LHD)	I12	70 (LHD *B)		90 (RHD *B)
	96 (RHD)		90 (RHD *B)	W2	70 (LHD *B)
F27	90 (LHD S/D)	I13	78 (LHD)		90 (RHD *B)
	92 (LHD L/B)		96 (RHD)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1D		
1E		
1F		
1G		
1H	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2C		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Gasoline)	
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

* B : 4A-FE Stoichiometric Type

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IE2		
IF1	114 (LHD)	
IF2		

: GROUND POINTS

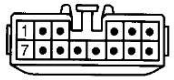
Code	See Page	Ground Points Location
EA	108 (LHD *B)	Under the Headlight RH
	128 (RHD *B)	
EB	108 (LHD *B)	Under the Headlight LH
	128 (RHD *B)	
EE	108 (LHD *B)	Under the Intake Manifold
	128 (RHD *B)	
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

: SPLICE POINTS

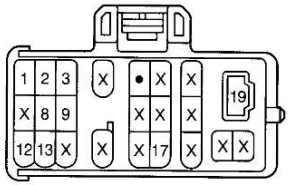
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	108 (LHD *B)	Engine Room Main Wire	I6	116 (LHD)	Cowl Wire
	128 (RHD *B)		I12		
I3	134 (RHD)	Engine Wire	I13	134 (RHD)	
I5	134 (RHD)	Cowl Wire	I17	116 (LHD)	Engine Wire

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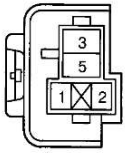
A13 BLACK



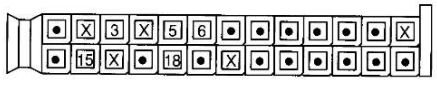
C2 BLACK



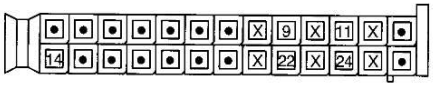
C9



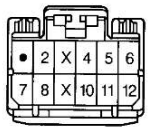
C10 (A) BLACK



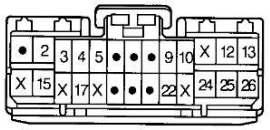
C11 (B) GREEN



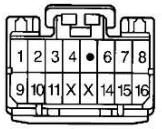
E6 (A)



E7 (B)



E8 (C)



F22 (A)



F23 (B)



F27 DARK GRAY



I4 (A) DARK GRAY



I5 (B) GRAY



I7 GRAY



I8 BROWN



I9 GRAY



I10 BROWN



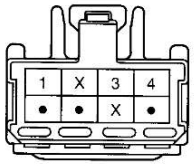
I11 BLACK



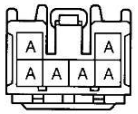
I12 GARY



I13

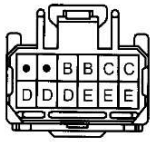


J1



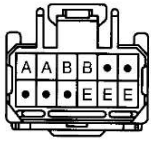
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



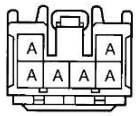
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



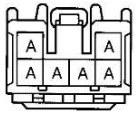
(Hint : See Page 7, 23, 39)

J9



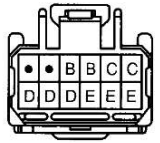
(Hint : See Page 7, 23, 39)

J20



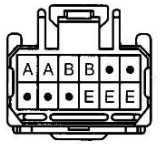
(Hint : See Page 7, 23, 39)

J21 (A) BLACK



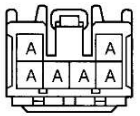
(Hint : See Page 7, 23, 39)

J22 (B) BLACK



(Hint : See Page 7, 23, 39)

J27

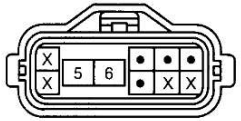


(Hint : See Page 7, 23, 39)

K1 DARK GRAY



N1 GRAY



S3 BLACK



T2 BLACK



V1 BLACK



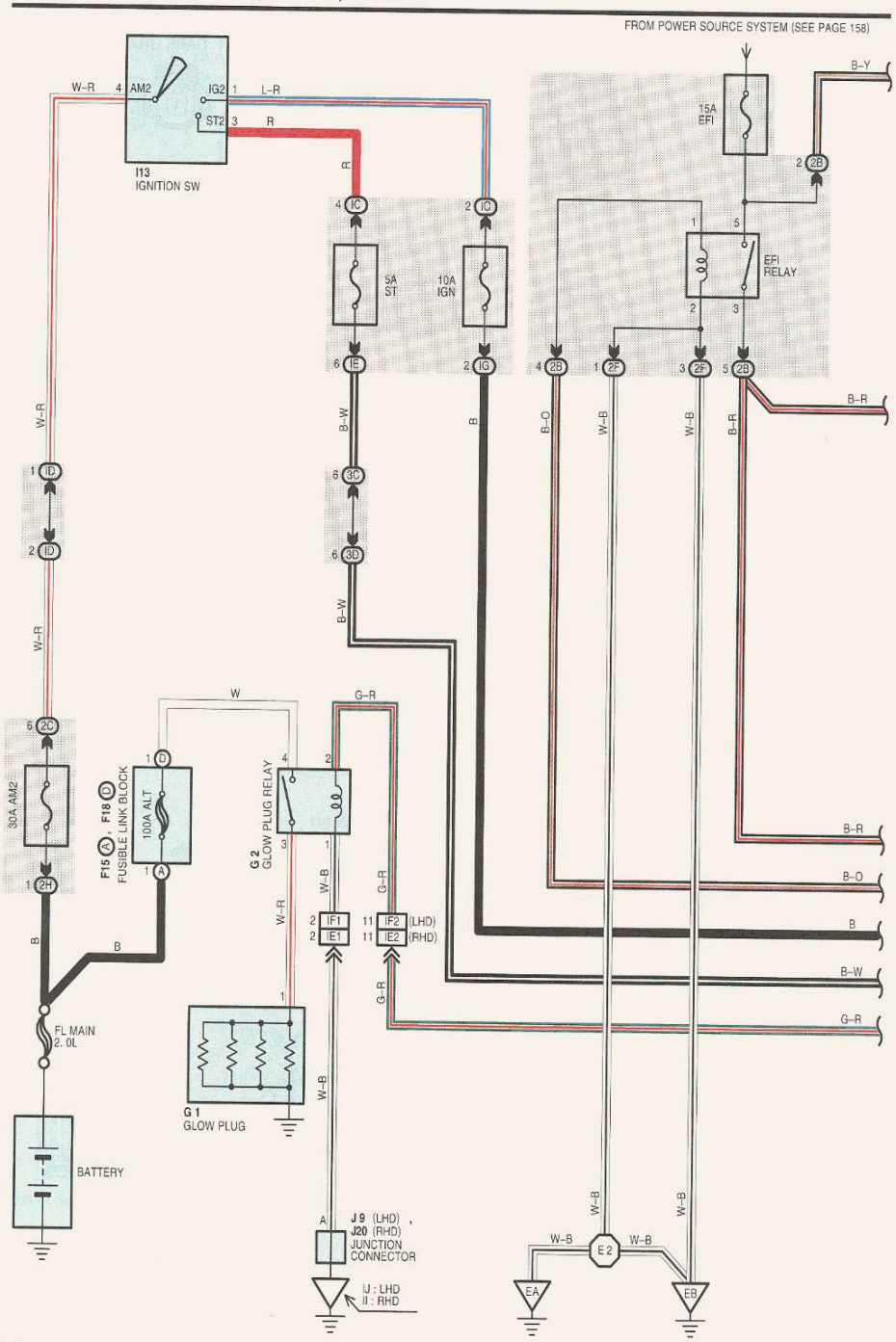
V2 BLACK

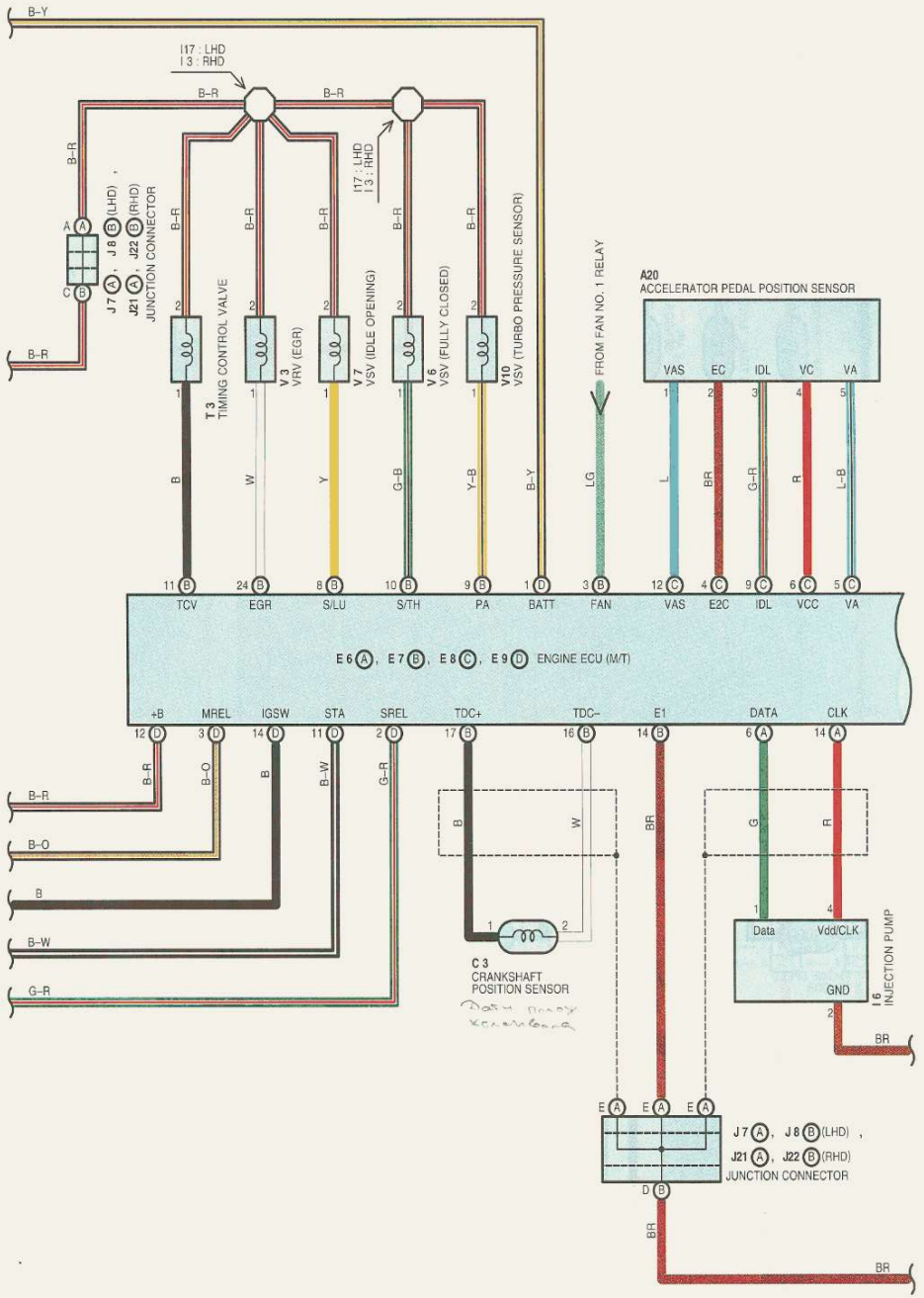


W2 DARK GRAY

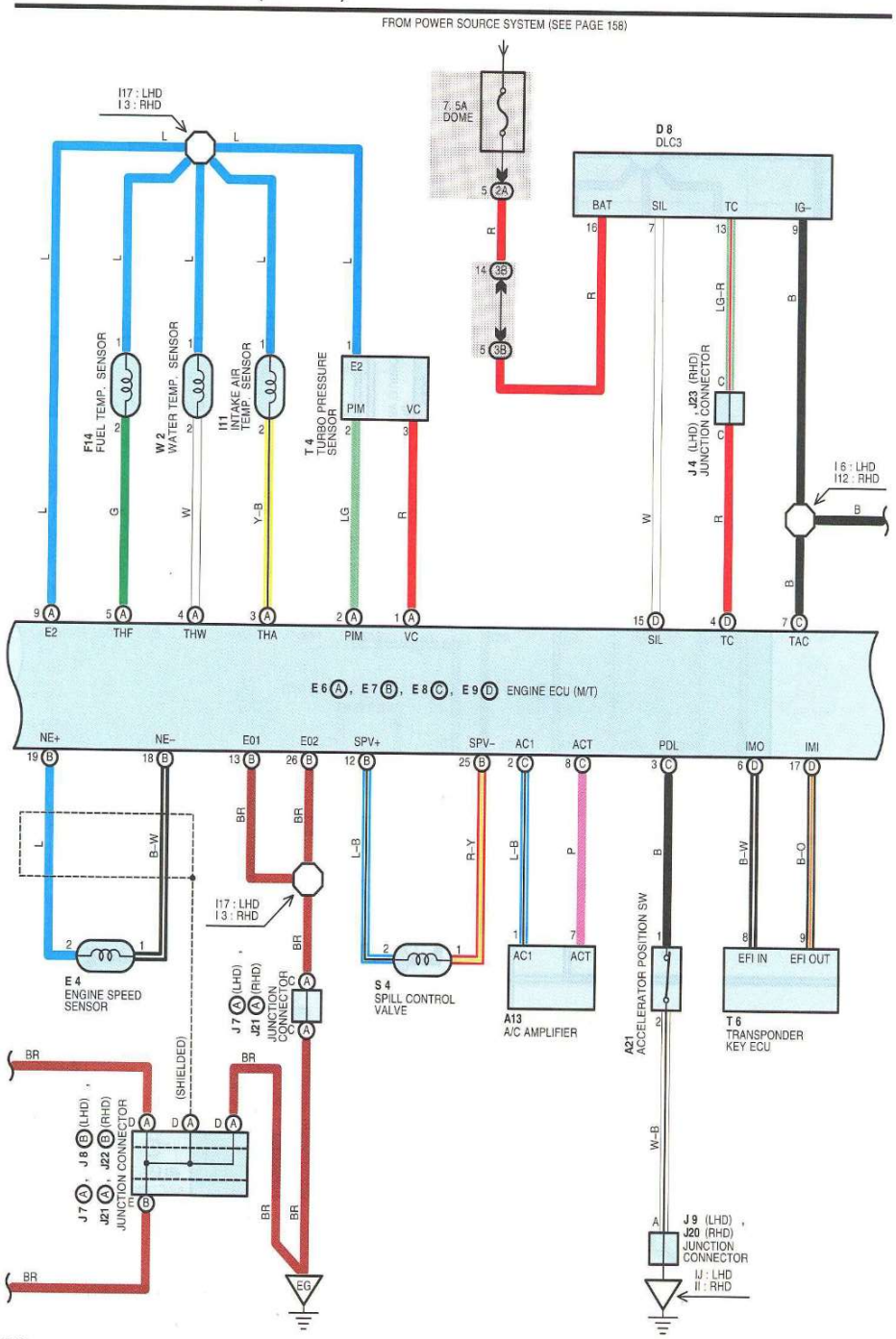


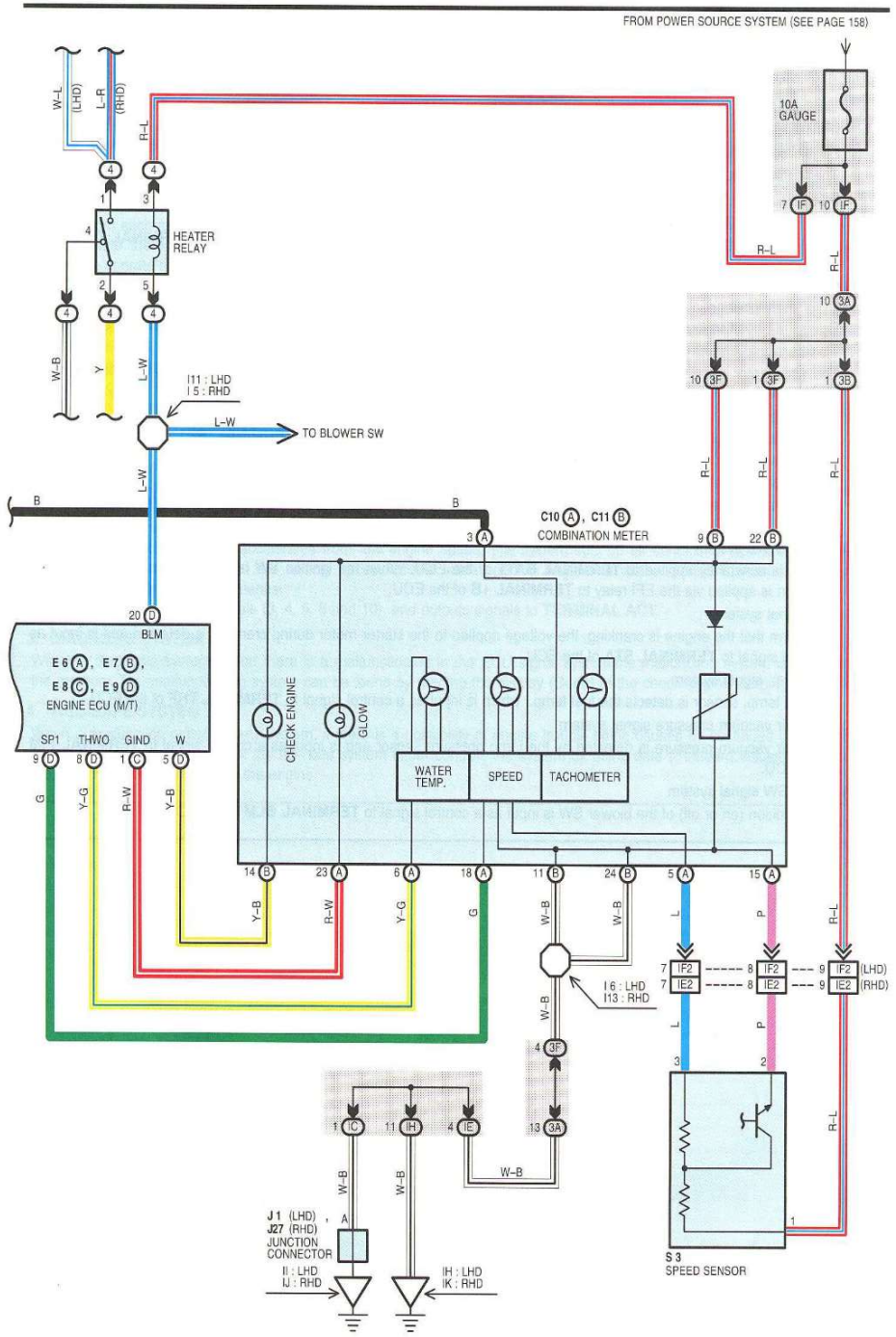
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SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, etc. an outline of is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system
The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the water temp. Thus the water temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Intake air temp. signal system
The intake air temp. sensor is detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the ECU.

(3) RPM signal system
Crankshaft position and camshaft position are detected by the crankshaft position sensor and engine speed sensor. Crankshaft position is input as a control signal to **TERMINAL TDC+** of the ECU, and RPM is input to **TERMINAL NE+**.

(4) Throttle signal system
The accelerator pedal position sensor detects the accelerator pedal opening angle, which is input as a control signal to **TERMINALS VA**, **VAS** of the ECU, or when the accelerator pedal is fully closed, to **TERMINAL IDL**.

(5) Vehicle speed signal system
The speed sensor detects the vehicle speed and input a control signal to **TERMINAL SP1** of the ECU via the combination meter.

(6) A/C SW signal system
The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL AC1** of the ECU.

(7) Battery signal system
Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the EFI relay to **TERMINAL +B** of the ECU.

(8) STA signal system
To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the ECU.

(9) Fuel temp. signal system
The fuel temp. sensor is detects the fuel temp., which is input as a control signal to **TERMINAL THF** of the ECU.

(10) Intake air vacuum pressure signal system
Intake air vacuum pressure is detected by the turbo pressure sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(11) Blower SW signal system
The condition (on or off) of the blower SW is input as a control signal to **TERMINAL BLM** of the ECU.

2. CONTROL SYSTEM

* Fuel injection volume control system
The fuel injection volume control system monitors the engine conditions through the signals (Input signals (1, 2, 3, 4, 5, 9, 10)) input from each sensors to the ECU. ECU has basic data and the program (Memorized in the ECU) and decides the most appropriate fuel injection volume, and outputs the current to the **TERMINAL SPV+** of the ECU, causing the spill control valve to operate it.
* Fuel injection timing control system
The fuel injection timing control system monitors the engine conditions through the signals (Input signals (1, 3, 4, 5, 10)) input from each sensors to the ECU. ECU has basic data and the program (Memorized in the ECU) and decides the most appropriate fuel injection timing, and outputs the current to the **TERMINAL TCV** of the ECU, causing the timing control valve to operate it.
* ISC and blower idle-up control system
The ISC system increases the engine RPM and provides idle stability for fast idle-up when the engine is cold, and when the idle speed has dropped due to the blower operation and etc., the engine ECU evaluates the signals (Input signals from (1, 3, 4, 5, 6, 8, 11)) input from each sensors to the ECU, and outputs the current to the **TERMINAL SPV+**, causing to control spill control valve.
* Glow plug relay control system
When the engine starts, the glow plug relay is controlled in response to engine coolant temp. At that time, the engine ECU receives the signals (Input signals (1, 3, 8)), and the current is output to the **TERMINALS SREL** and **GIND**.
As a result, the engine ECU controls the glow plug relay and makes the glow indicator light come on.
* EGR control system
The EGR control system detects the signals from each sensors (Input signals (1, 3, 4, 10)), then the current is output to the **TERMINAL EGR** to control the VRV (EGR).
* A/C cut control system
When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.
The ECU receives input signals (3, 4, 5, 6 and 10), and outputs signals to **TERMINAL ACT**.

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the ECU signal system,the malfunction system is recorded in the memory. The malfunctioning system can be found by reading the display (Code) of the check engine warning light.

4. FAIL-SAFE SYSTEM

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

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SERVICE HINTS

E6 (A), E7 (B), E8 (C), E9 (D) ENGINE ECU

Voltage at ECU wiring connectors

BATT-GROUND : Always **9-14** volts
+B-GROUND : **9-14** volts (Ignition SW at **ON** position)
VC-GROUND : **4.5-5.5** volts (Ignition SW at **ON** position)
IDL-GROUND : **9-14** volts (Ignition SW on and accelerator pedal fully closed)
: **0-3** volts (Ignition SW on and accelerator pedal fully open)
VA, VAS-GROUND : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve fully open)
PIM-GROUND : **3.3-3.9** volts (Ignition SW at **ON** position)
THA-GROUND : **0.5-3.4** volts (Engine idling and intake air temp. **0-80**°C, **32-176**°F)
THW-GROUND : **0.2-1.0** volts (Engine idling and engine coolant temp. **60-120**°C, **140-248**°F)
STA-GROUND : **6-14** volts (Engine cranking)
W-GROUND : **9-14** volts (Engine idling and warning light off)
AC1-GROUND : **9-14** volts (Ignition SW on and A/C SW off)
ACT-GROUND : **4.5-5.5** volts (Ignition SW on and A/C SW on)
SP1-GROUND : Pulse generation (Driving approx. **20** km/h)
EGR-GROUND : **9-14** volts (Ignition SW at **ON** position)
TCV-GROUND : **9-14** volts (Ignition SW at **ON** position)
GIND-GROUND : **9-14** volts (Engine idling and warning light off)
SPV+ -GROUND : Pulse generation (Engine idling)
SREL-GROUND : **9-14** volts (Engine cranking)
THF-GROUND : **0.5-3.4** volts (Ignition SW on and engine cool lange)
NE+ -NE- : Pulse generation (Engine idling)
TDC+ -TDC- : Pulse generation (Engine idling)

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A13	76 (LHD)	F14	72 (LHD 2C-TE)	J23	96 (RHD)
	94 (RHD)		92 (RHD 2C-TE)	J27	96 (RHD)
A20	76 (LHD)	F15 A	72 (LHD 2C-TE)	S3	72 (LHD 2C-TE)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
A21	76 (LHD)	F18 D	72 (LHD 2C-TE)	S4	72 (LHD 2C-TE)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
C3	72 (LHD 2C-TE)	G1	72 (LHD 2C-TE)	T3	72 (LHD 2C-TE)
	92 (RHD 2C-TE)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
C10 A	76 (LHD)	G2	72 (LHD 2C-TE)	T4	72 (LHD 2C-TE)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
C11 B	76 (LHD)	I6	72 (LHD 2C-TE)	T6	78 (LHD)
	94 (RHD)		92 (RHD 2C-TE)		96 (RHD)
D8	76 (LHD)	I11	72 (LHD 2C-TE)	V3	72 (LHD 2C-TE)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
E4	72 (LHD 2C-TE)	I13	78 (LHD)	V6	72 (LHD 2C-TE)
	92 (RHD 2C-TE)		96 (RHD)		92 (RHD 2C-TE)
E6 A	76 (LHD)	J1	78 (LHD)	V7	72 (LHD 2C-TE)
	94 (RHD)	J4	78 (LHD)		92 (RHD 2C-TE)
E7 B	76 (LHD)	J7 A	78 (LHD)	V10	72 (LHD 2C-TE)
	94 (RHD)	J8 B	78 (LHD)		92 (RHD 2C-TE)
E8 C	76 (LHD)	J9	78 (LHD)	W2	72 (LHD 2C-TE)
	94 (RHD)	J20	96 (RHD)		92 (RHD 2C-TE)
E9 D	76 (LHD)	J21 A	96 (RHD)		
	94 (RHD)	J22 B	96 (RHD)		

⬭ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2C		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IE2		
IF1	114 (LHD)	
IF2		

▽ : GROUND POINTS

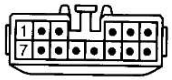
Code	See Page	Ground Points Location
EA	110 (LHD 2C-TE)	Under the Headlight RH
	130 (RHD 2C-TE)	
EB	110 (LHD 2C-TE)	Under the Headlight LH
	130 (RHD 2C-TE)	
EG	110 (LHD 2C-TE)	Near the Starter
	130 (RHD 2C-TE)	
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

⬡ : SPLICE POINTS

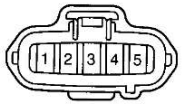
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	110 (LHD 2C-TE)	Engine Room Main Wire	I11	116 (LHD)	Cowl Wire
	130 (RHD 2C-TE)		I12	134 (RHD)	
I3	134 (RHD)	Engine Wire	I13		
I5	134 (RHD)	Cowl Wire	I17	116 (LHD)	Engine Wire
I6	116 (LHD)				

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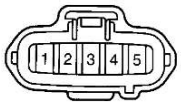
A13 BLACK



(LHD) A20 DARK GRAY



(RHD) A20 BLACK



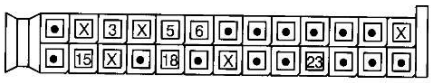
A21



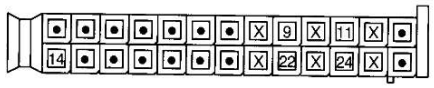
C3 BLACK



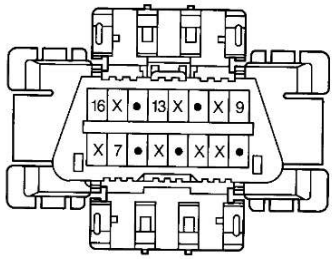
C10 (A) BLACK



C11 (B) GREEN



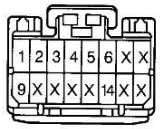
D8



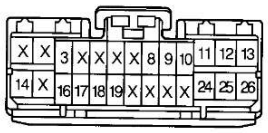
E4



E6 (A)



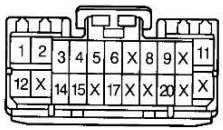
E7 (B)



E8 (C)



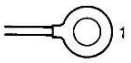
E9 (D)



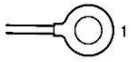
F14 DARK GRAY



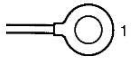
F15 (A)



F18 (D)



G1



G2 GRAY



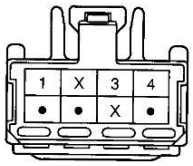
I6 BLACK



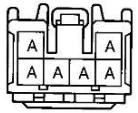
I11 DARK GRAY



I13

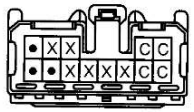


J1



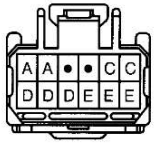
(Hint : See Page 7, 23, 39)

J4 BLUE



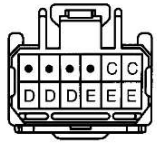
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



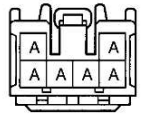
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



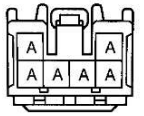
(Hint : See Page 7, 23, 39)

J9



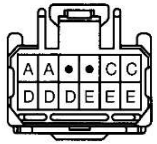
(Hint : See Page 7, 23, 39)

J20



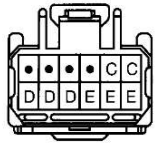
(Hint : See Page 7, 23, 39)

J21 (A) BLACK



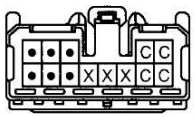
(Hint : See Page 7, 23, 39)

J22 (B) BLACK



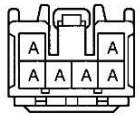
(Hint : See Page 7, 23, 39)

J23 BLUE



(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

S3 BLACK



S4 GRAY



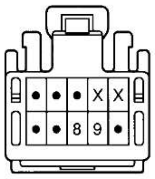
T3 BROWN



T4 BLACK



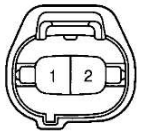
T6



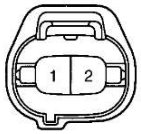
V3 BROWN



V6 BLUE



V7 BLUE

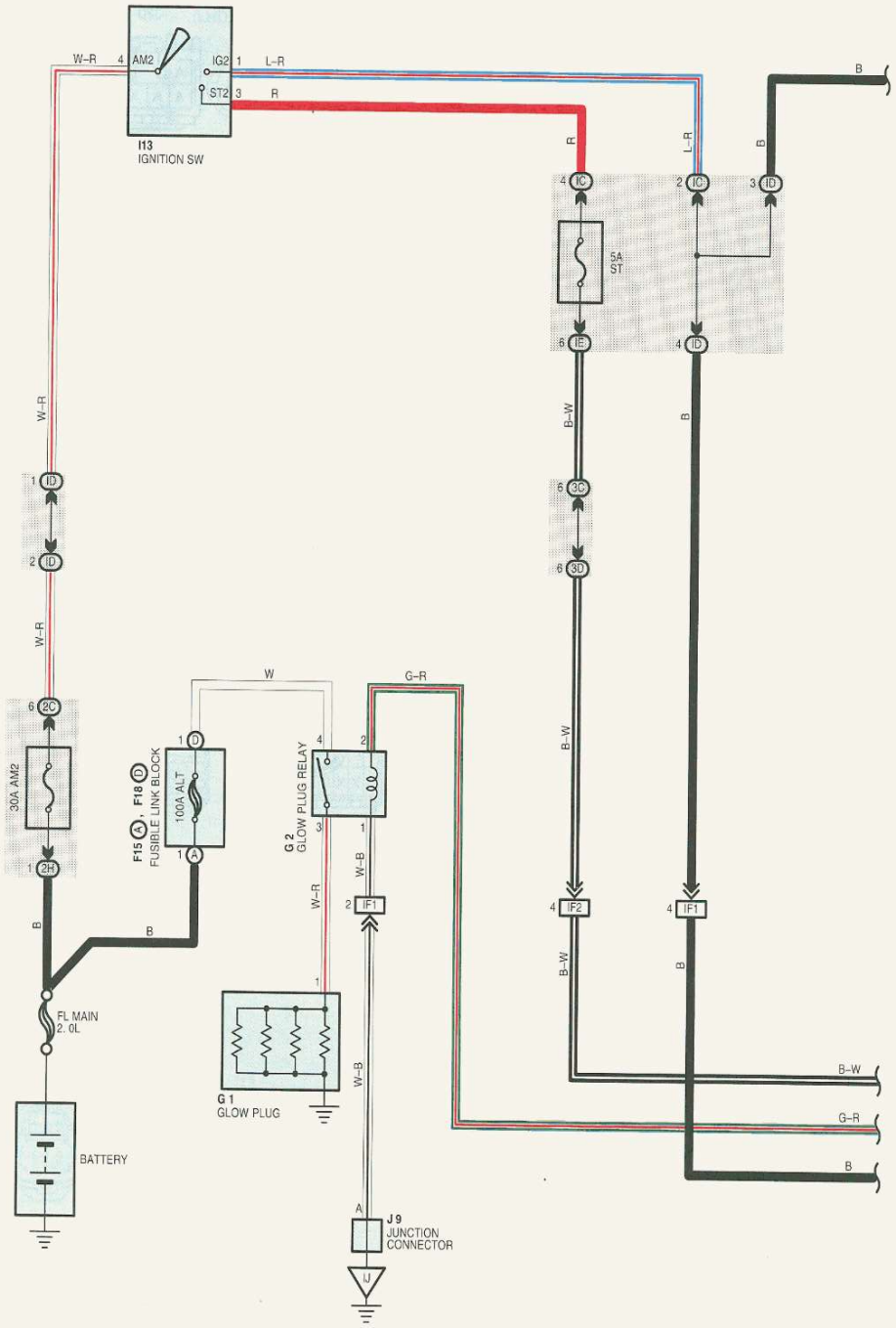


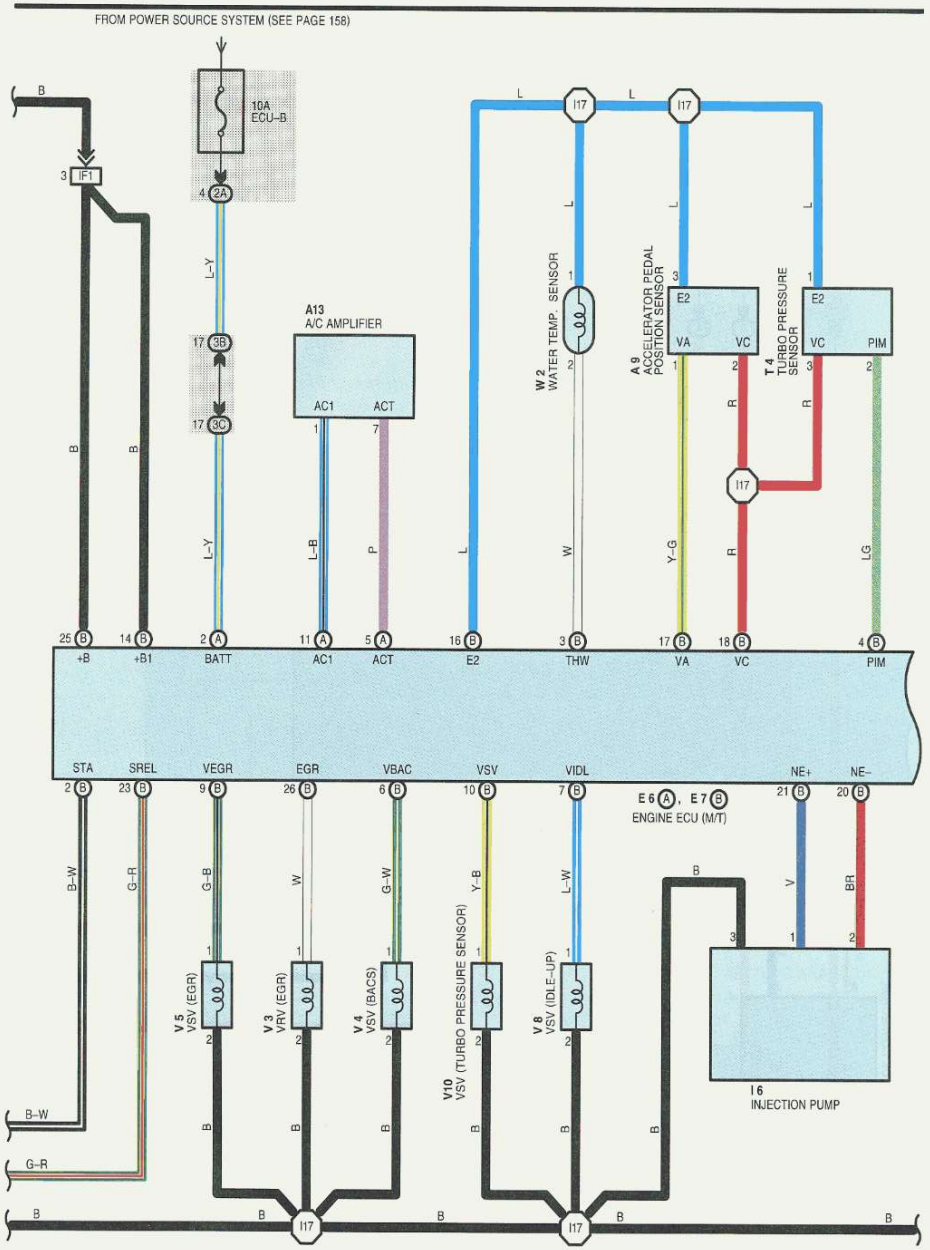
V10 BROWN



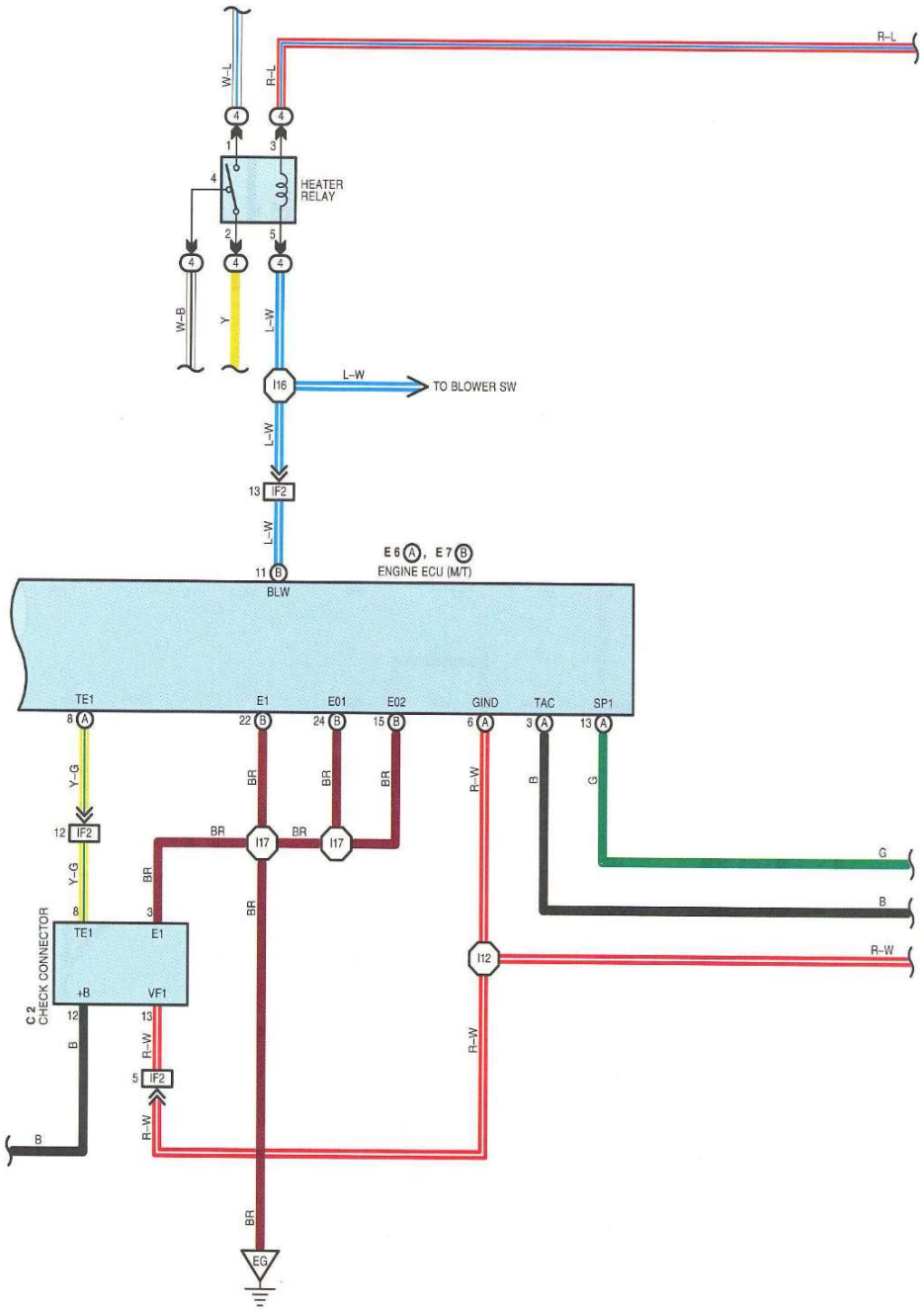
W2 DARK GARY

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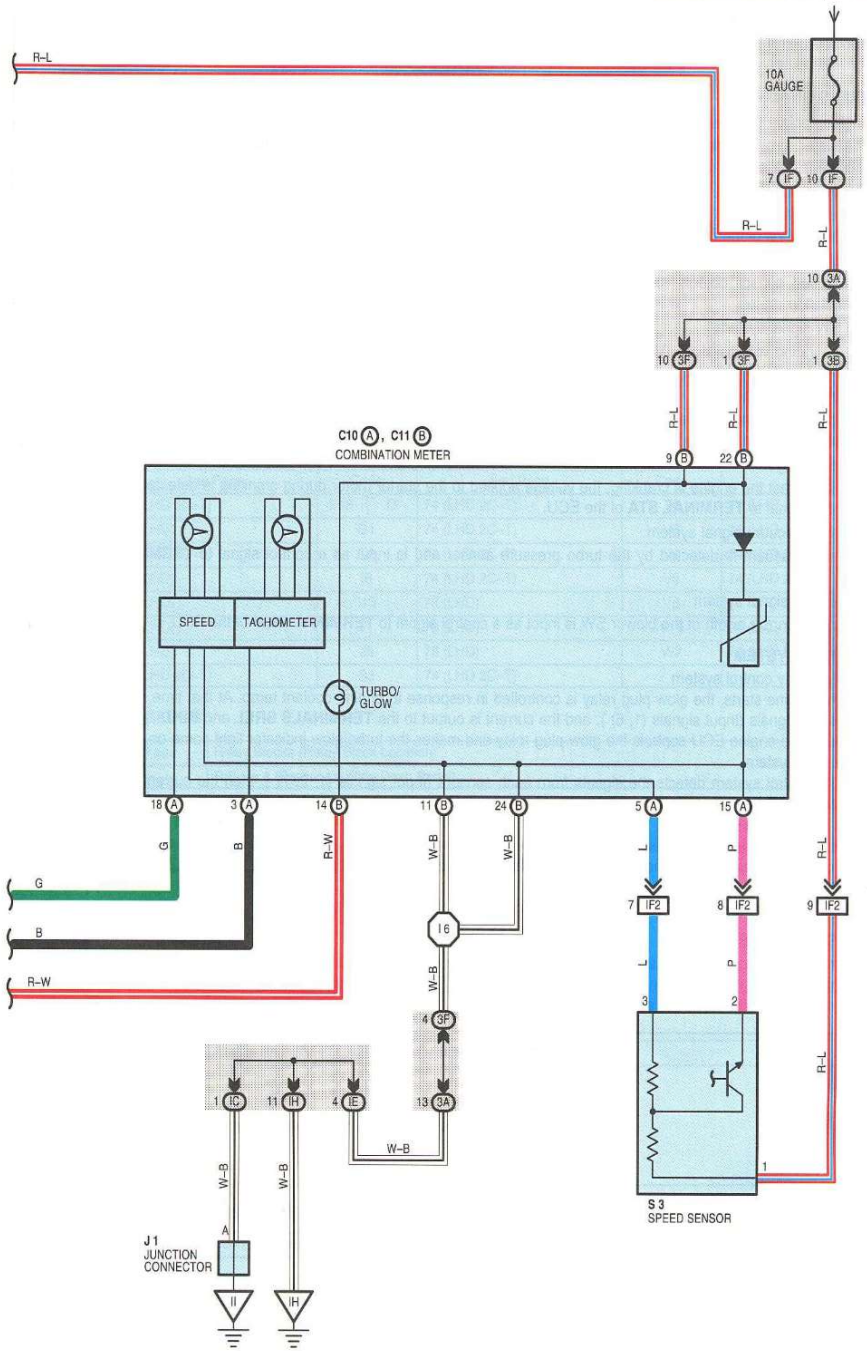




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FROM POWER SOURCE SYSTEM (SEE PAGE 158)



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SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, etc. an outline of is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system

The water temp. sensor detects the engine coolant temp. and has a built-in thermistor with a resistance which varies according to the water temp. Thus the water temp. is input in the form of a control signal to **TERMINAL THW** of the ECU.

(2) Throttle signal system

The accelerator pedal position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VA** of the ECU.

(3) Vehicle speed signal system

The speed sensor detects the vehicle speed and input a control signal to **TERMINAL SP1** of the ECU via the combination meter.

(4) A/C SW signal system

The operating voltage of the A/C amplifier is detected and input in the form of a control signal to **TERMINAL AC1** of the ECU.

(5) Battery signal system

Voltage is constantly applied to **TERMINAL BATT** of the ECU. When the ignition SW is turned to on, voltage for ECU operation is applied via the ignition SW to **TERMINALS +B, +B1** of the ECU.

(6) STA signal system

To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the ECU.

(7) Intake air vacuum signal system

Intake air vacuum is detected by the turbo pressure sensor and is input as a control signal to **TERMINAL PIM** of the ECU.

(8) Blower SW signal system

The condition (on or off) of the blower SW is input as a control signal to **TERMINAL BLW** of the ECU.

2. CONTROL SYSTEM

* Glow plug relay control system

When the engine starts, the glow plug relay is controlled in response to engine coolant temp. At that time, the engine ECU receives the signals (Input signals (1, 6)), and the current is output to the **TERMINALS SREL** and **GIND**.
As a result, the engine ECU controls the glow plug relay and makes the turbo/glow indicator light come on.

* EGR control system

The EGR control system detects the signals from each sensors (Input signals (1, 2, 7)), then the current is output to the **TERMINAL EGR** to control the VRV (EGR).

* A/C cut control system

When the vehicle suddenly accelerates from low engine speed, this system cuts off air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.
The ECU receives input signals (2, 3, 4 and 7), and outputs signals to **TERMINAL ACT**.

3. FAIL-SAFE SYSTEM

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

SERVICE HINTS

E6 (A), E7 (B) ENGINE ECU

Voltage at ECU wiring connectors
BATT-GROUND : Always 9-14 volts
+B1-GROUND : 9-14 volts (Ignition SW at ON position)
+B-GROUND : 9-14 volts (Ignition SW at ON position)
VC-GROUND : 4.5-5.5 volts (Ignition SW at ON position)
VA-GROUND : 0.3-0.8 volts (Ignition SW on and throttle valve fully closed)
: 3.2-4.9 volts (Ignition SW on and throttle valve fully open)
PIM-GROUND : 3.3-3.9 volts (Ignition SW at ON position)
THW-GROUND : 0.2-1.0 volts (Engine idling and engine coolant temp. 60-120°C, 140-248°F)
STA-GROUND : 6-14 volts (Engine cranking)
AC1-GROUND : 9-14 volts (Ignition SW on and A/C SW off)
ACT-GROUND : 4.5-5.5 volts (Ignition SW on and A/C SW on)
SP1-GROUND : Pulse generation (Driving approx. 20 km/h)
EGR-GROUND : 9-14 volts (Ignition SW at ON position)
GIND-GROUND : 9-14 volts (Engine idling and warning light off)
SREL-GROUND : 9-14 volts (Engine cranking)
NE+ -GROUND : Pulse generation (Engine idling)

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A9	74 (LHD 2C-T)	F18 D	74 (LHD 2C-T)	T4	74 (LHD 2C-T)
A13	76 (LHD)	G1	74 (LHD 2C-T)	V3	74 (LHD 2C-T)
C2	74 (LHD 2C-T)	G2	74 (LHD 2C-T)	V4	74 (LHD 2C-T)
C10 A	76 (LHD)	I6	74 (LHD 2C-T)	V5	74 (LHD 2C-T)
C11 B	76 (LHD)	I13	76 (LHD)	V8	74 (LHD 2C-T)
E6 A	76 (LHD)	J1	76 (LHD)	V10	74 (LHD 2C-T)
E7 B	76 (LHD)	J9	76 (LHD)	W2	74 (LHD 2C-T)
F15 A	74 (LHD 2C-T)	S3	74 (LHD 2C-T)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC, ID, IE, IF	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A, 2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
3A, 3B, 3C, 3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3F	61 (LHD)	

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF1, IF2	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EG	112 (LHD 2C-T)	Near the Starter
IH	114 (LHD)	Left Kick Panel
II		
IJ	114 (LHD)	Right Kick Panel

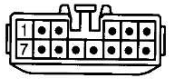
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	116 (LHD)	Cowl Wire	I16	116 (LHD)	Cowl Wire
I12			I17	116 (LHD)	Engine Wire

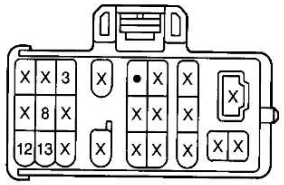
A9 GRAY



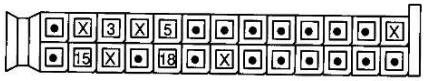
A13 BLACK



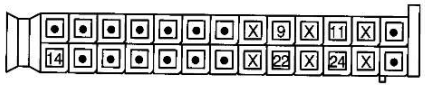
C2 BLACK



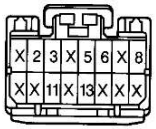
C10 (A) BLACK



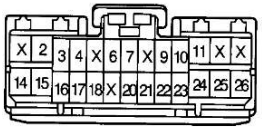
C11 (B) GREEN



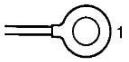
E6 (A)



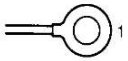
E7 (B)



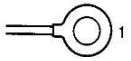
F15 (A)



F18 (D)



G1



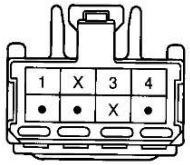
G2 GRAY



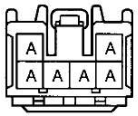
I6 GRAY



I13

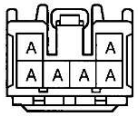


J1



(Hint : See Page 7, 23, 39)

J9



(Hint : See Page 7, 23, 39)

S3 BLACK



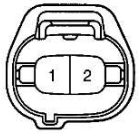
T4 BLACK



V3 BROWN



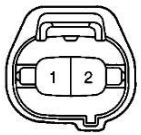
V4 BLACK



V5 BLUE



V8 BROWN



V10 BLACK

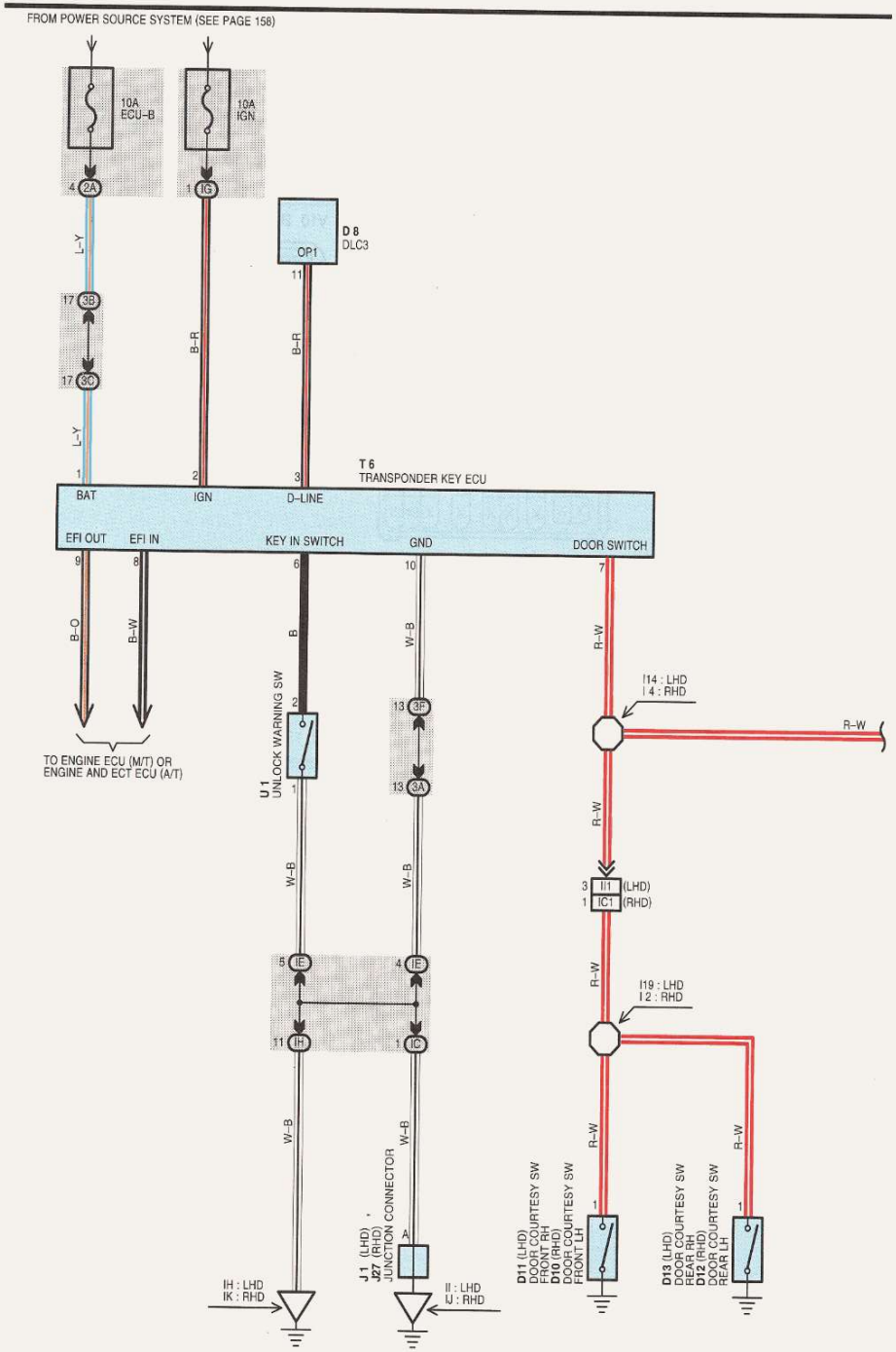


W2 GREEN

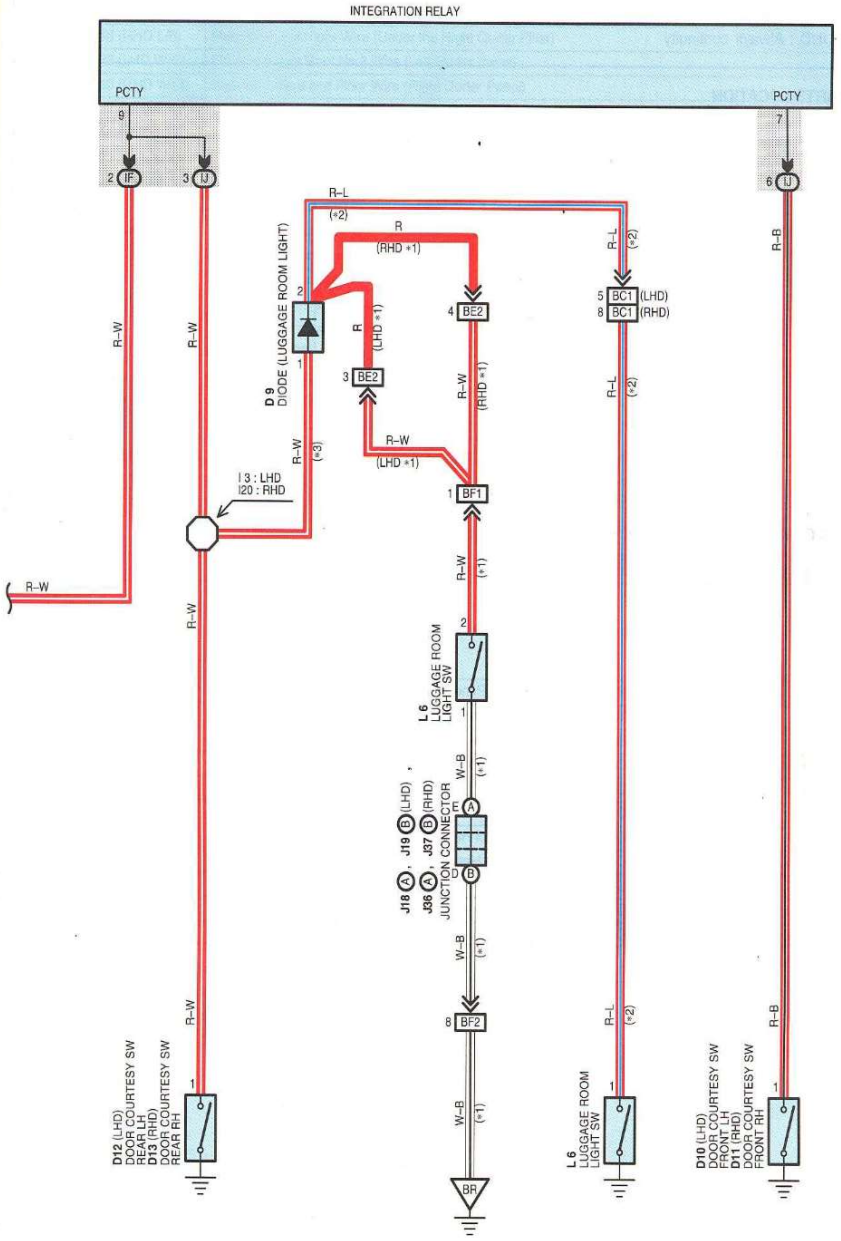


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ENGINE IMMOBILISER SYSTEM



* 1 : W/G
* 2 : L/B
* 3 : EXCEPT S/D



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ENGINE IMMOBILISER SYSTEM

SERVICE HINTS

T6 TRANSPONDER KEY ECU

1–GROUND : Always approx. 12 volts
2–GROUND : Approx. 12 volts with the ignition SW at ON position
7–GROUND : Continuity with each of the doors opened
6–GROUND : Continuity with the ignition key in cylinder
10–GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D8	76 (LHD)	D11	98 (RHD S/D)	J1	78 (LHD)
	94 (RHD)		100 (RHD L/B)	J18 A	84 (LHD W/G)
D9	82 (LHD L/B)		102 (RHD W/G)	J19 B	84 (LHD W/G)
	84 (LHD W/G)	D12	80 (LHD S/D)	J27	96 (RHD)
	100 (RHD L/B)		82 (LHD L/B)	J36 A	102 (RHD W/G)
	102 (RHD W/G)		84 (LHD W/G)	J37 B	102 (RHD W/G)
D10	80 (LHD S/D)		98 (RHD S/D)	L6	82 (LHD L/B)
	82 (LHD L/B)		100 (RHD L/B)		84 (LHD W/G)
	84 (LHD W/G)		102 (RHD W/G)		100 (RHD L/B)
	98 (RHD S/D)	D13	80 (LHD S/D)		102 (RHD W/G)
	100 (RHD L/B)		82 (LHD L/B)	T6	78 (LHD)
	102 (RHD W/G)		84 (LHD W/G)		96 (RHD)
D11	80 (LHD S/D)		98 (RHD S/D)	U1	78 (LHD)
	82 (LHD L/B)		100 (RHD L/B)		96 (RHD)
	84 (LHD W/G)		102 (RHD W/G)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
BC1	120 (LHD L/B)	Floor Wire and Floor Wire (Under the Left Qurter Pillar)
	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Qurter Pillar)
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Qurter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Qurter Panel)
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	
BF2	122 (LHD W/G)	
	140 (RHD W/G)	

▽ : GROUND POINTS

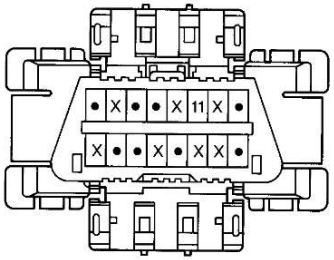
Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	

⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	134 (RHD)	Floor No.2 Wire	I14	116 (LHD)	Instrument Panel Wire
I3	116 (LHD)	Floor Wire	I19	116 (LHD)	Floor No.2 Wire
I4	134 (RHD)	Cowl Wire	I20	134 (RHD)	Floor Wire

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D8



D9 BLACK



D10



D11



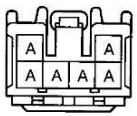
D12



D13

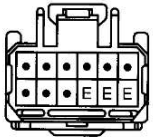


J1



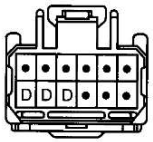
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



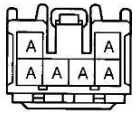
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



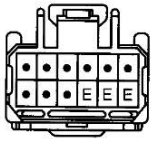
(Hint : See Page 7, 23, 39)

J27



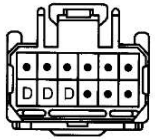
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



(Hint : See Page 7, 23, 39)

J37 (B) BLACK



(Hint : See Page 7, 23, 39)

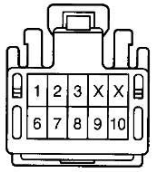
(W/G) L6



(L/B) L6 GRAY



T6

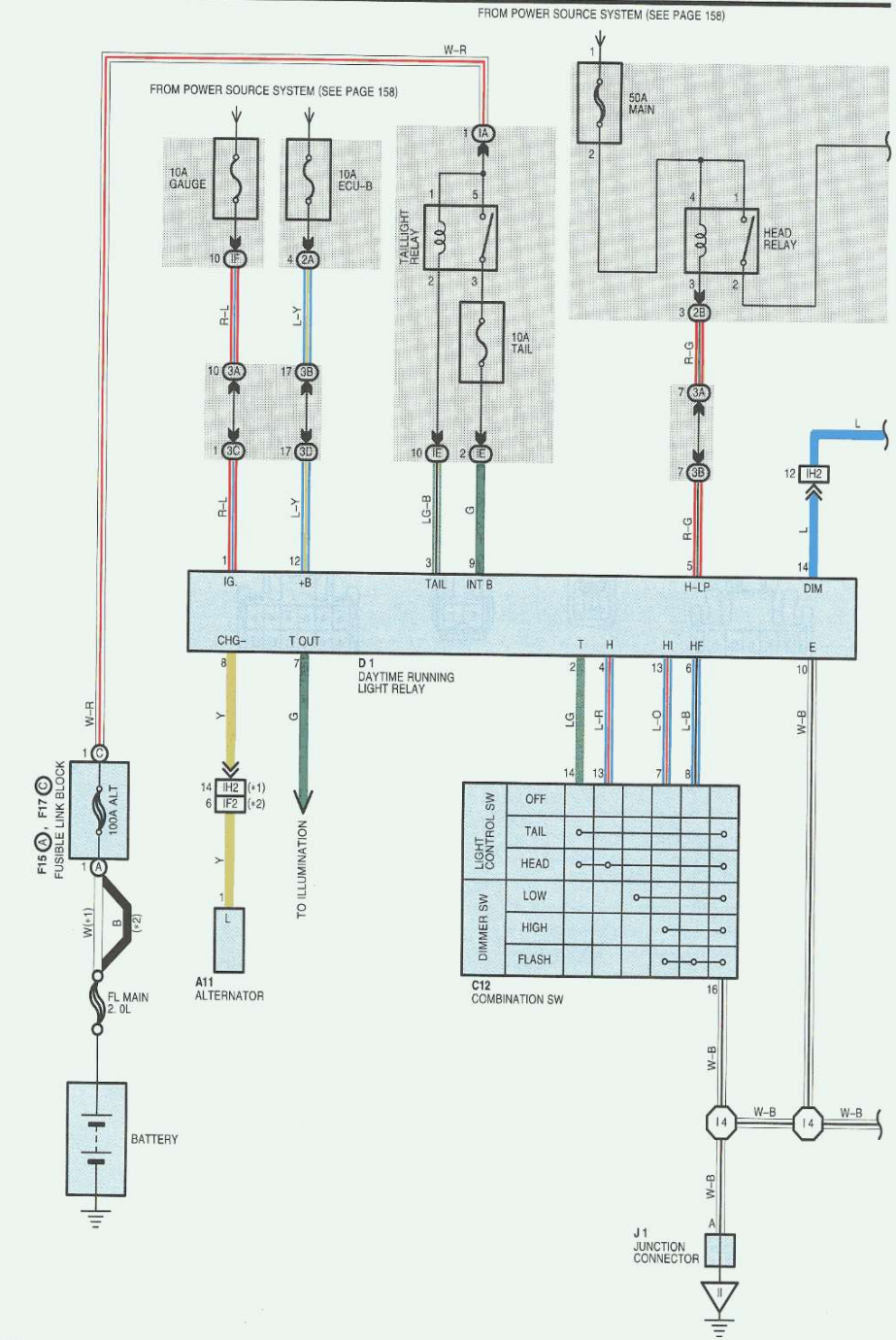


U1 BLACK

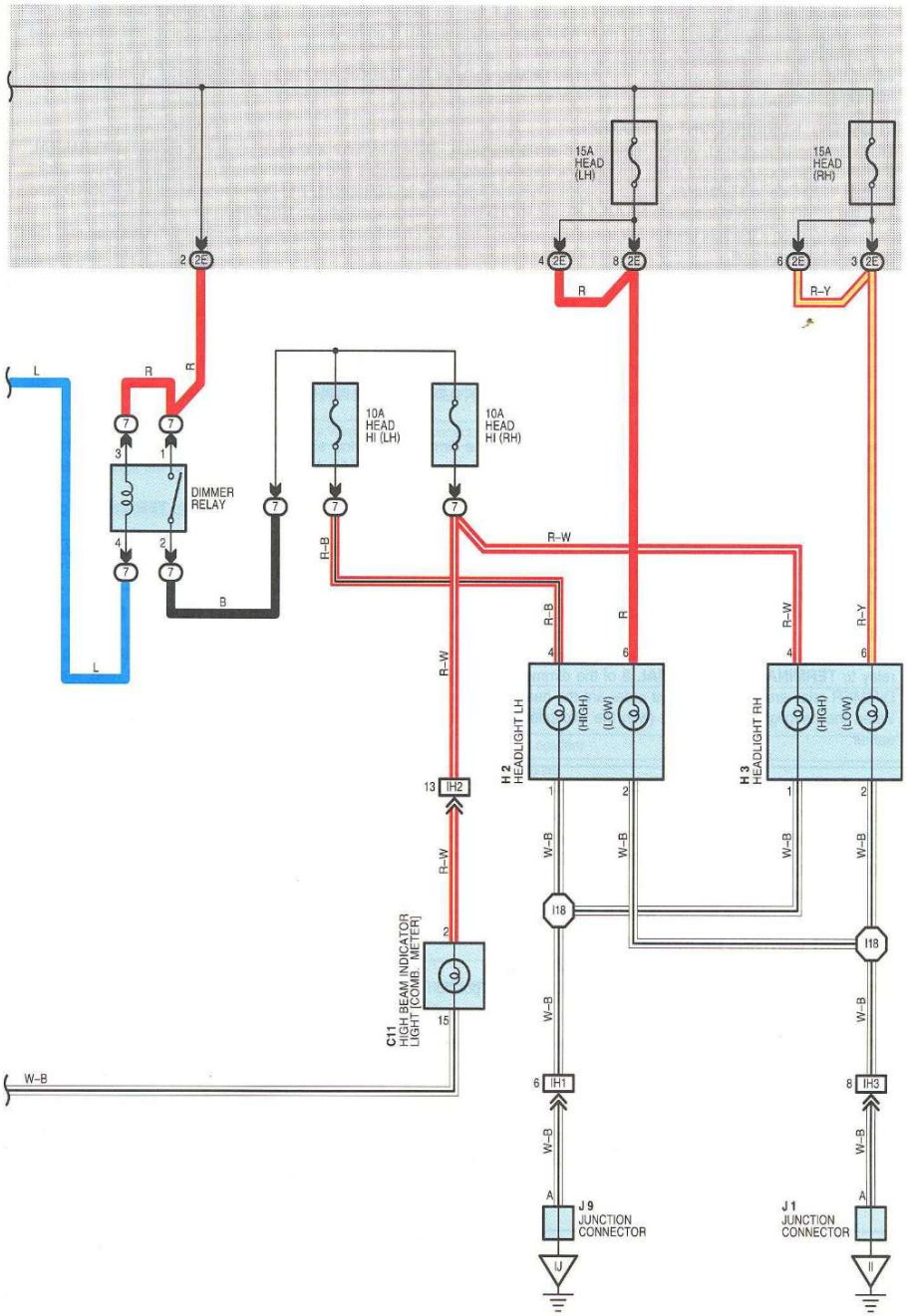


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HEADLIGHT (w/ DAYTIME RUNNING LIGHT)



* 1 : GASOLINE
* 2 : DIESEL



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HEADLIGHT (w/ DAYTIME RUNNING LIGHT)

SYSTEM OUTLINE

Current from the battery is always flowing from the **ALT** fuse to taillight relay (Coil side) to **TERMINAL 3** of the daytime running light relay, **MAIN** fuse to HEAD relay (Coil side) to **TERMINAL 5** of the daytime running light relay, and **ECU-B** fuse to **TERMINAL 12** of the daytime running light relay.
When the ignition SW is turned on, the current flowing through the **GAUGE** fuse flows to **TERMINAL 1** of the daytime running light relay.

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage is produced at **TERMINAL L** of the alternator and when voltage is applied to **TERMINAL 8** of the daytime running light relay, the daytime running light relay operates and current flows from the taillight relay (Point side) to **TAIL** fuse to **TERMINAL 9** of the daytime running light relay to **TERMINAL 7** to illumination lights to **GROUND**, and from the HEAD relay (Point side) to **HEAD (LH)** and **HEAD (RH)** fuses to headlights to **GROUND**.
Accordingly, even if the light control SW is in **OFF** position, each light mentioned here light up. This system operates until the ignition SW is turned off.

2. TAILLIGHT OPERATION

When the light control SW is turned to the **TAIL** position, current flowing to the taillight relay (Coil side) always flows to **TERMINAL 3** of the daytime running light relay to **TERMINAL 2** to **TERMINAL 14** of the light control SW to **TERMINAL 16** to **GROUND**, turning the taillight relay on.
This causes the current flowing the the taillight relay (Point side) to **TAIL** fuse to **TERMINAL 9** of the daytime running light relay to **TERMINAL 7** to illumination lights to **GROUND**, causing the taillight to light up.

3. HEADLIGHT OPERATION

When the light control SW is turned to **HEAD** position and the dimmer SW to low side, the current flowing to the HEAD relay (Coil side) flows to **TERMINAL 5** of the daytime running light relay to **TERMINAL 4** to **TERMINAL 13** of the light control SW to **TERMINAL 16** to **GROUND**, turning the HEAD relay on.
This causes the current flowing to the HEAD relay (Point side) to **HEAD (LH)** and **HEAD (RH)** fuses to **TERMINAL 6** of the headlights to **TERMINAL 2** to **GROUND**, so the headlights (LOW) light up.
When the dimmer SW is switched to the high side, current flows from **TERMINAL 3** of the DIMMER relay to **TERMINAL 4** to **TERMINAL 14** of the daytime running light relay to **TERMINAL 13** to **TERMINAL 7** of the dimmer SW to **TERMINAL 16** to **GROUND**, turning the DIMMER relay on.
This causes the current flowing to **TERMINAL 1** of the DIMMER relay to **HEAD HI (LH)** and **HEAD HI (RH)** fuses to **TERMINAL 4** of the headlights to **TERMINAL 1** to **GROUND**, causing the headlights (HIGH) to light up.
When the dimmer SW is turned to **FLASH** position, current flows from **TERMINALS 5** and **14** of the daytime running light relay to **TERMINAL 6** to **TERMINAL 8** of the dimmer SW to **TERMINAL 16** to **GROUND**, so that the HEAD relay and the DIMMER relay are activated in that order are the headlights change to flashing mode.
When the headlights are light up (with the exception of flashing mode), the taillights are lighted up as described in part **2** earlier.

SERVICE HINTS

HEAD RELAY
1-2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position

DIMMER RELAY
1-2 : Closed with the light control SW at **HEAD** position and the dimmer SW at **HIGH** position
Closed with the dimmer SW at **FLASH** position

C12 LIGHT CONTROL SW [COMB. SW]
13-16 : Closed with the light control SW at **HEAD** position
14-16 : Closed with the light control SW at **TAIL** or **HEAD** position

C12 DIMMER SW [COMB. SW]
7-16 : Closed with the dimmer SW at **HIGH** or **FLASH** position
8-16 : Closed with the dimmer SW at **FLASH** position

D1 DAYTIME RUNNING LIGHT RELAY
10-GROUND : Always continuity
4-GROUND : Continuity with the light control SW at **HEAD** position
2-GROUND : Continuity with the light control SW at **TAIL** or **HEAD** position
12-GROUND : Always approx. **12** volts
1-GROUND : Approx. **12** volts with the ignition SW at **ON** position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page
A11	66 (LHD 3S-FE)
	68 (LHD *A)
	70 (LHD *B)
	72 (LHD 2C-TE)
C11	76 (LHD)
C12	76 (LHD)
D1	76 (LHD)
F15 A	66 (LHD 3S-FE)
	68 (LHD *A)

Code	See Page
F15 A	70 (LHD *B)
	72 (LHD 2C-TE)
	74 (LHD 2C-T)
F17 C	66 (LHD 3S-FE)
	68 (LHD *A)
	70 (LHD *B)
	72 (LHD 2C-TE)
H2	66 (LHD 3S-FE)
	68 (LHD *A)

Code	See Page
H2	70 (LHD *B)
	72 (LHD 2C-TE)
H3	66 (LHD 3S-FE)
	68 (LHD *A)
	70 (LHD *B)
	72 (LHD 2C-TE)
J1	78 (LHD)
J9	76 (LHD)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
7	54	R/B No.7 (Radiator Upper Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	59	
IF		
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF2	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IH1	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
IH2		
IH3		

: GROUND POINTS

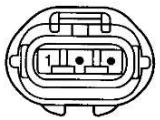
Code	See Page	Ground Points Location
II	114 (LHD)	Left Kick Panel
IJ	114 (LHD)	Right Kick Panel

: SPLICE POINTS

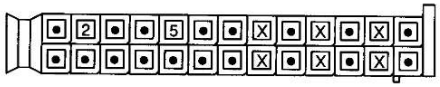
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	116 (LHD)	Cowl Wire	I16	116 (LHD)	Engine Room Main Wire

HEADLIGHT (w/ DAYTIME RUNNING LIGHT)

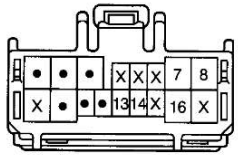
A11 BLACK



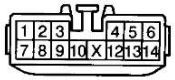
C11 GREEN



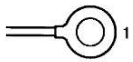
C12



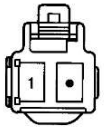
D1 BLUE



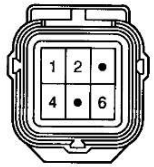
F15 (A)



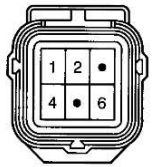
F17 (C) BLUE



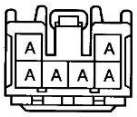
H2 BLACK



H3 BLACK

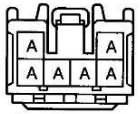


J1



(Hint : See Page 7, 23, 39)

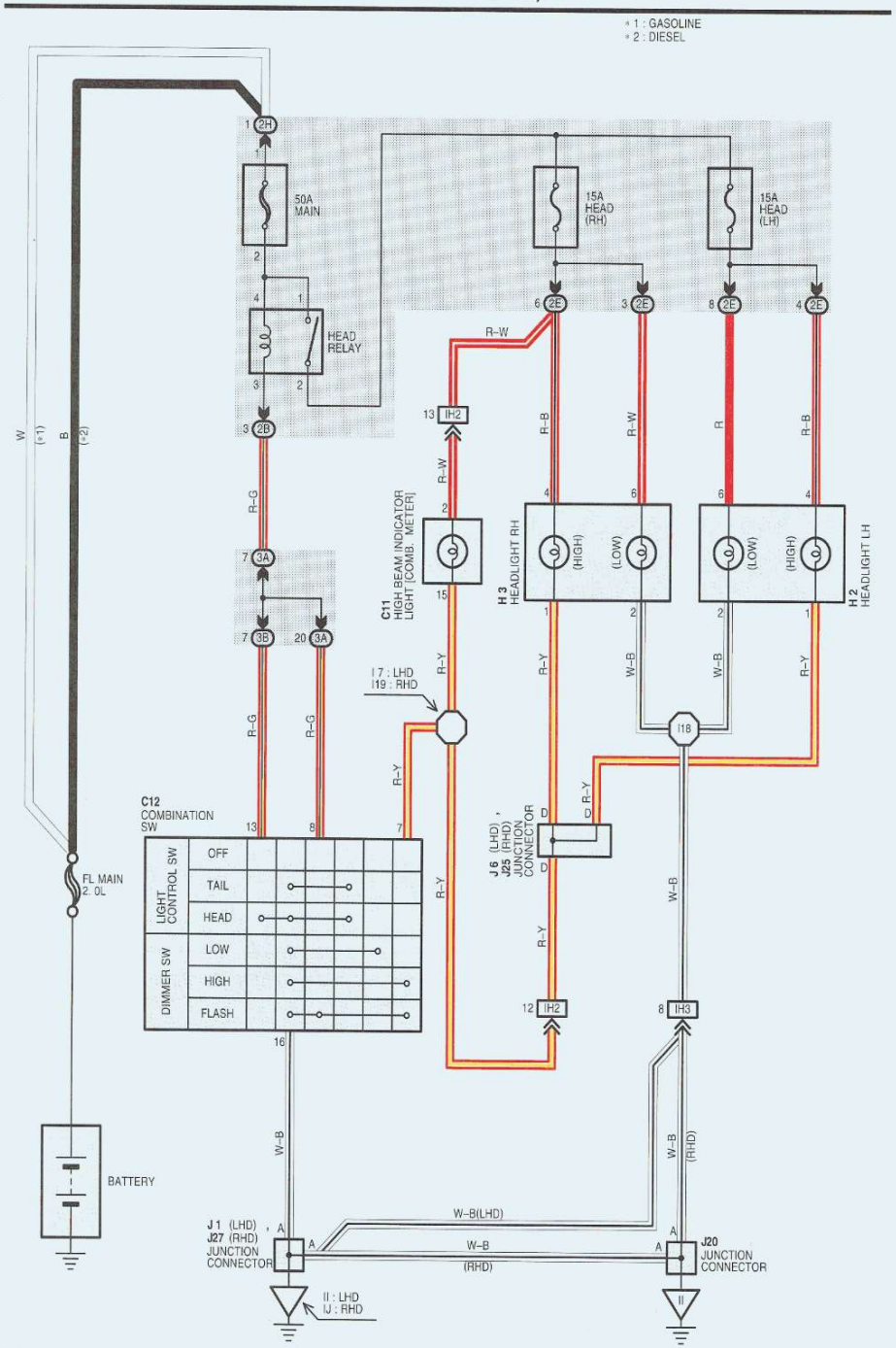
J9



(Hint : See Page 7, 23, 39)

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HEADLIGHT (w/o DAYTIME RUNNING LIGHT)



SERVICE HINTS

HEAD RELAY

1–2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position

C12 COMBINATION SW

7–16 : Closed with the dimmer SW at **HIGH** or **FLASH** position
8–16 : Closed with the dimmer SW at **FLASH** position
13–16 : Closed with the light control SW at **HEAD** position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C11	76 (LHD)	H2	86 (RHD 3S-FE)	H3	86 (RHD 3S-FE)
	94 (RHD)		88 (RHD *A)		88 (RHD *A)
C12	76 (LHD)		90 (RHD *B)		90 (RHD *B)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
H2	66 (LHD 3S-FE)	H3	66 (LHD 3S-FE)	J1	78 (LHD)
	68 (LHD *A)		68 (LHD *A)	J6	78 (LHD)
	70 (LHD *B)		70 (LHD *B)	J20	96 (RHD)
	72 (LHD 2C-TE)		72 (LHD 2C-TE)	J25	96 (RHD)
	74 (LHD 2C-T)		74 (LHD 2C-T)	J27	96 (RHD)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2H	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
IH3	116 (LHD)	
	134 (RHD)	

: GROUND POINTS

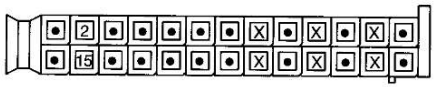
Code	See Page	Ground Points Location
II	114 (LHD)	Left Kick Panel
	132 (RHD)	
IJ	132 (RHD)	Right Kick Panel

: SPLICE POINTS

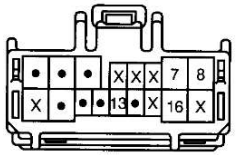
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I7	116 (LHD)	Cowl Wire	I18	134 (RHD)	Engine Room Main Wire
I18	116 (LHD)	Engine Room Main Wire	I19	134 (RHD)	Cowl Wire

HEADLIGHT (w/o DAYTIME RUNNING LIGHT)

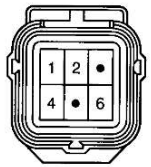
C11 GREEN



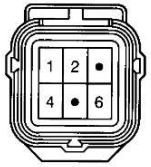
C12



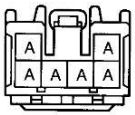
H2 BLACK



H3 BLACK

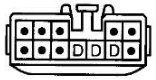


J1



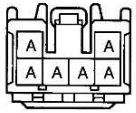
(Hint : See Page 7, 23, 39)

J6 BLACK



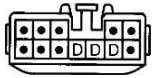
(Hint : See Page 7, 23, 39)

J20



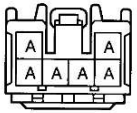
(Hint : See Page 7, 23, 39)

J25



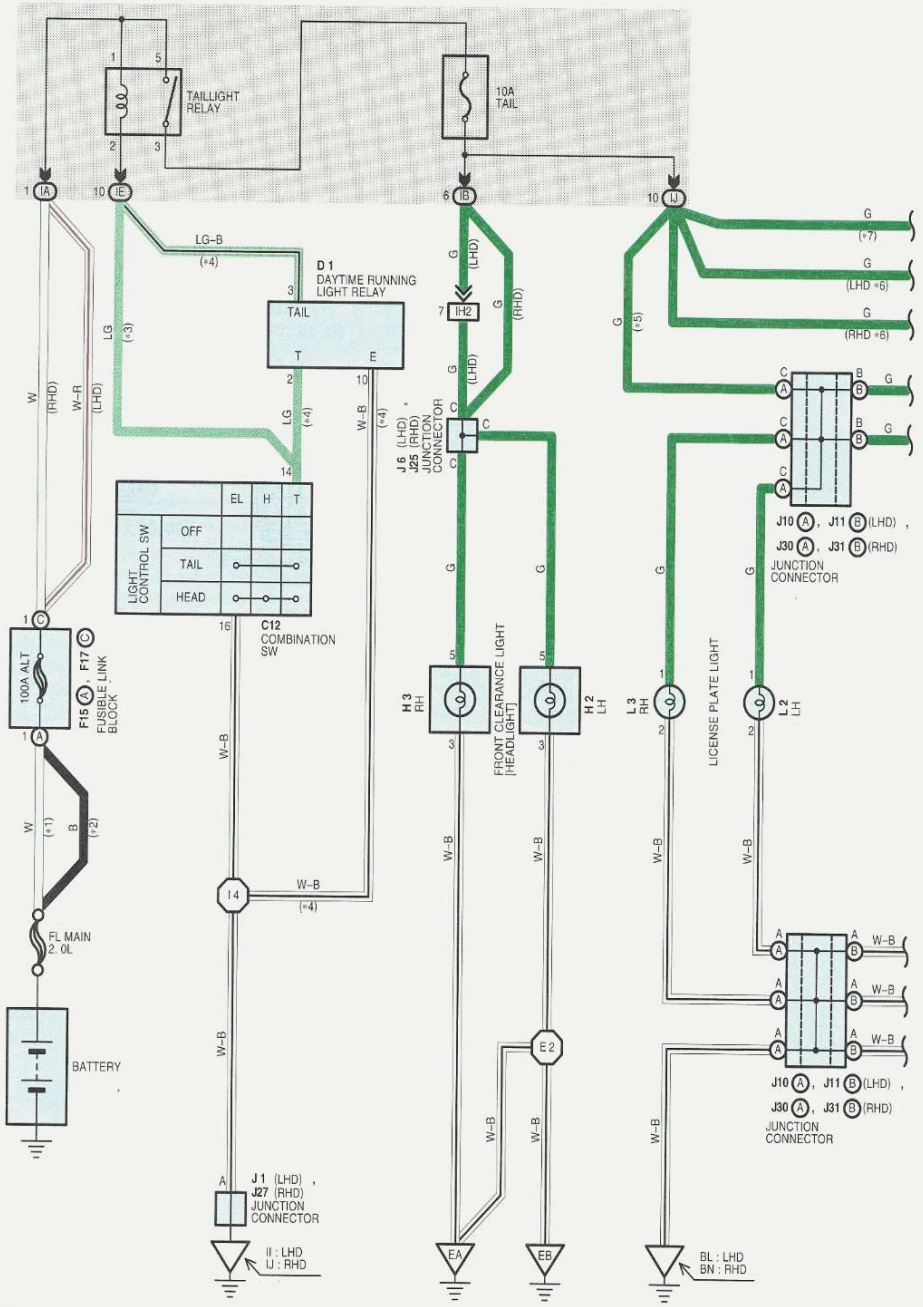
(Hint : See Page 7, 23, 39)

J27

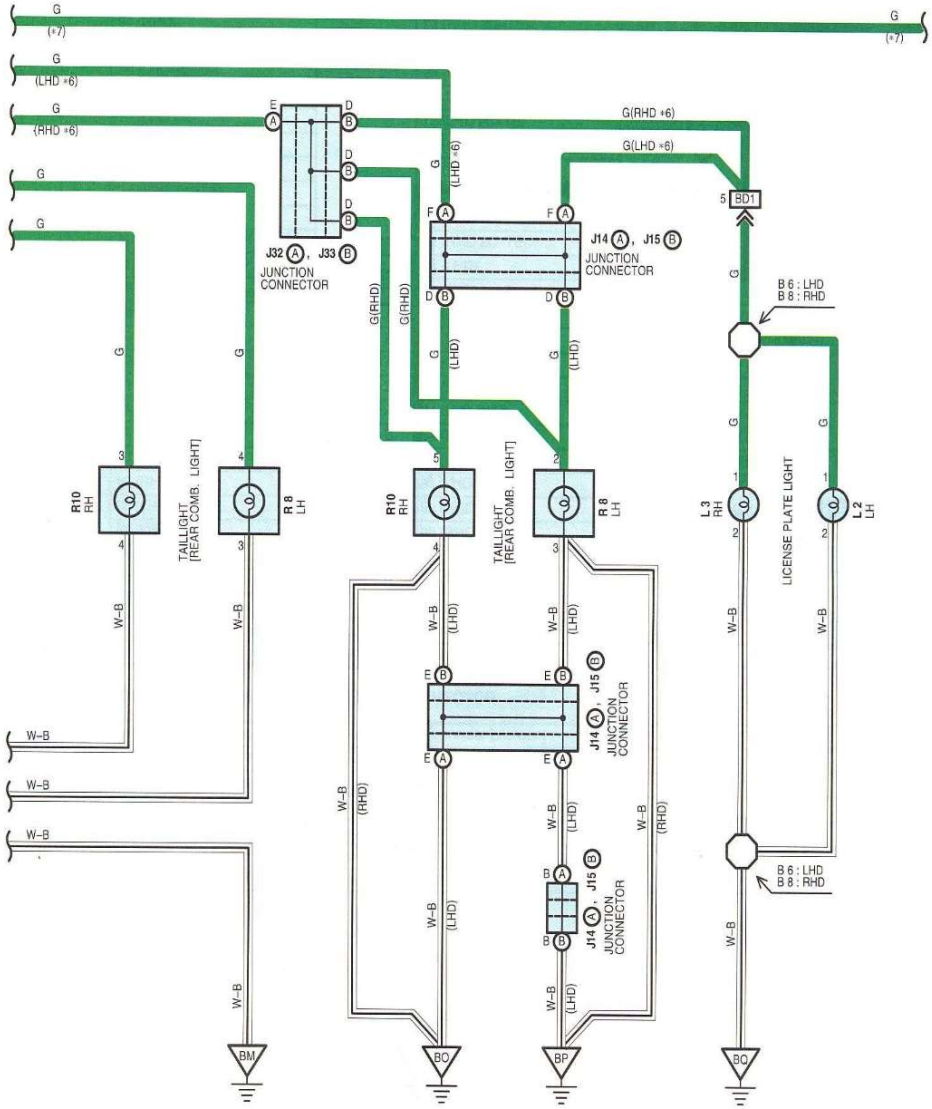


(Hint : See Page 7, 23, 39)

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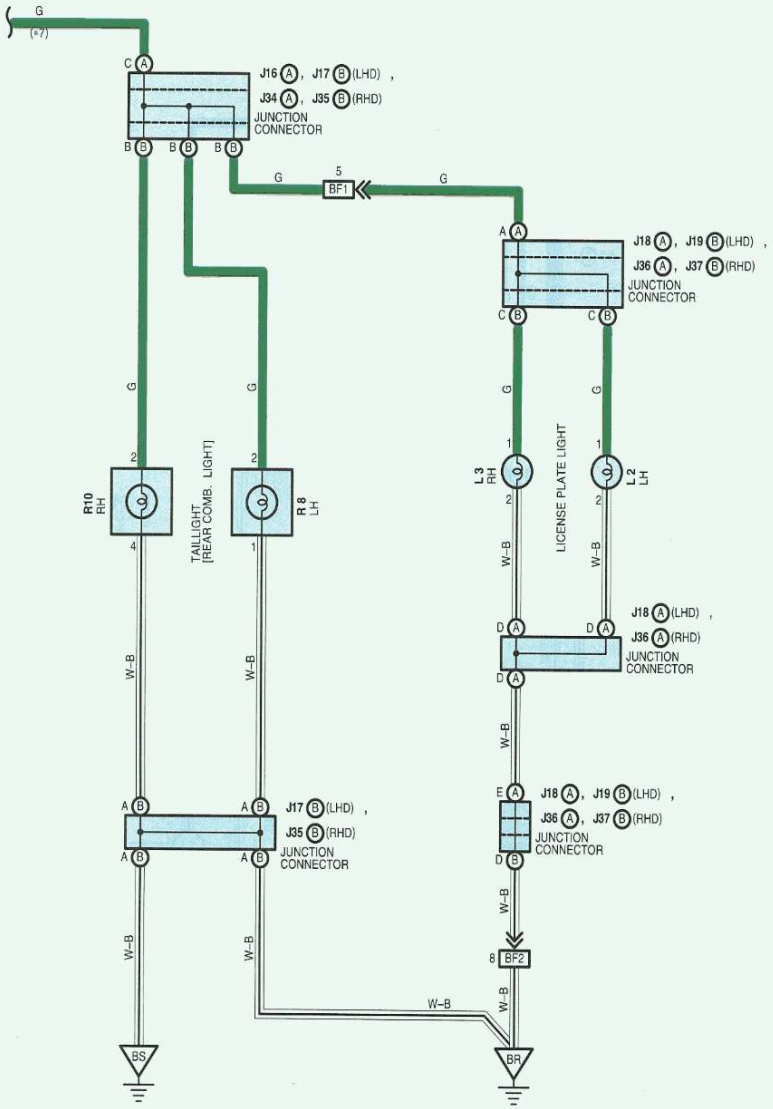


* 1 : GASOLINE
* 2 : DIESEL
* 3 : W/O DAYTIME RUNNING LIGHT
* 4 : W/ DAYTIME RUNNING LIGHT
* 5 : S/D
* 6 : L/B
* 7 : W/G



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* 7 : W/G



SERVICE HINTS

C12 COMBINATION SW

14–16 : Closed with the light control SW at **TAIL** or **HEAD** position

TAILLIGHT RELAY

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

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code		See Page	Code		See Page	Code		See Page
C12		76 (LHD)	H2		90 (RHD *B)	J35	B	102 (RHD W/G)
		94 (RHD)			92 (RHD 2C-TE)	J36	A	102 (RHD W/G)
D1		76 (LHD)	H3		66 (LHD 3S-FE)	J37	B	102 (RHD W/G)
F15	A	66 (LHD 3S-FE)			68 (LHD *A)	L2		80 (LHD S/D)
		68 (LHD *A)			70 (LHD *B)			82 (LHD L/B)
		70 (LHD *B)			72 (LHD 2C-TE)			84 (LHD W/G)
		72 (LHD 2C-TE)			74 (LHD 2C-T)			96 (RHD S/D)
		74 (LHD 2C-T)			86 (RHD 3S-FE)			100 (RHD L/B)
		86 (RHD 3S-FE)			88 (RHD *A)			102 (RHD W/G)
		88 (RHD *A)			90 (RHD *B)	L3		80 (LHD S/D)
		90 (RHD *B)			92 (RHD 2C-TE)			82 (LHD L/B)
		92 (RHD 2C-TE)	J1		78 (LHD)			84 (LHD W/G)
F17	C	66 (LHD 3S-FE)	J6		78 (LHD)			96 (RHD S/D)
		68 (LHD *A)	J10	A	80 (LHD S/D)			100 (RHD L/B)
		70 (LHD *B)	J11	B	80 (LHD S/D)			102 (RHD W/G)
		72 (LHD 2C-TE)	J14	A	82 (LHD L/B)	R8		80 (LHD S/D)
		74 (LHD 2C-T)	J15	B	82 (LHD L/B)			82 (LHD L/B)
		86 (RHD 3S-FE)	J16	A	84 (LHD W/G)			84 (LHD W/G)
		88 (RHD *A)	J17	B	84 (LHD W/G)			96 (RHD S/D)
		90 (RHD *B)	J18	A	84 (LHD W/G)			100 (RHD L/B)
		92 (RHD 2C-TE)	J13	B	84 (LHD W/G)			102 (RHD W/G)
H2		66 (LHD 3S-FE)	J25		96 (RHD)	R10		80 (LHD S/D)
		68 (LHD *A)	J27		96 (RHD)			82 (LHD L/B)
		70 (LHD *B)	J30	A	96 (RHD S/D)			84 (LHD W/G)
		72 (LHD 2C-TE)	J31	B	96 (RHD S/D)			96 (RHD S/D)
		74 (LHD 2C-T)	J32	A	100 (RHD L/B)			100 (RHD L/B)
		86 (RHD 3S-FE)	J33	B	100 (RHD L/B)			102 (RHD W/G)
		88 (RHD *A)	J34	A	102 (RHD W/G)			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

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: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
BD1	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
	138 (RHD L/B)	
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	
BF2	122 (LHD W/G)	
	140 (RHD W/G)	

: GROUND POINTS

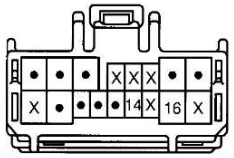
Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
II	114 (LHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
BL	118 (LHD S/D)	Left Quarter Pillar
BM	118 (LHD S/D)	Back Panel Center
	136 (RHD S/D)	
BN	136 (RHD S/D)	Right Quarter Pillar
BO	120 (LHD L/B)	Under the Left Quarter Pillar
	138 (RHD L/B)	
BP	120 (LHD L/B)	Back Panel Center
	138 (RHD L/B)	
BQ	120 (LHD L/B)	Back Door Center
	138 (RHD L/B)	
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	
BS	122 (LHD W/G)	Rear Quarter Panel RH
	140 (RHD W/G)	

: SPLICE POINTS

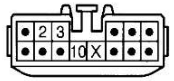
* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
E2	126 (RHD *A)	Engine Room Main Wire
	128 (RHD *B)	
	130 (RHD 2C-TE)	
I4	116 (LHD)	Cowl Wire
B6	120 (LHD L/B)	Back Door No.1 Wire
B8	138 (RHD L/B)	

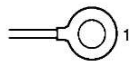
C12



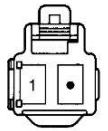
D1 BLUE



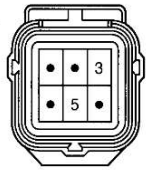
F15 (A)



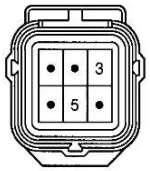
F17 (C) BLUE



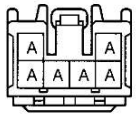
H2 BLACK



H3 BLACK

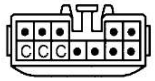


J1



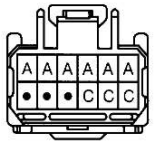
(Hint : See Page 7, 23, 39)

J6 BLACK



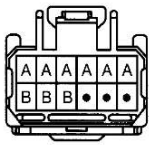
(Hint : See Page 7, 23, 39)

J10 (A) GRAY



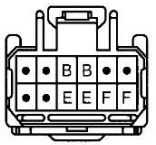
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



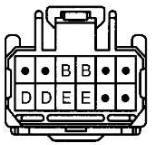
(Hint : See Page 7, 23, 39)

J14 (A)



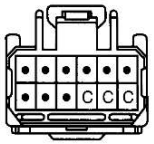
(Hint : See Page 7, 23, 39)

J15 (B)



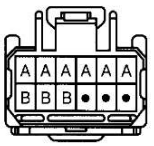
(Hint : See Page 7, 23, 39)

J16 (A) GRAY



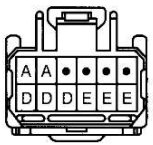
(Hint : See Page 7, 23, 39)

J17 (B) GRAY



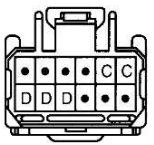
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



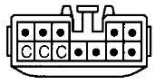
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



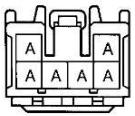
(Hint : See Page 7, 23, 39)

J25 BLACK



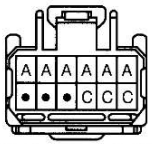
(Hint : See Page 7, 23, 39)

J27



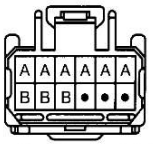
(Hint : See Page 7, 23, 39)

J30 (A) GRAY



(Hint : See Page 7, 23, 39)

J31 (B) GARY

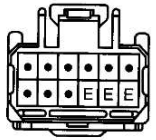


(Hint : See Page 7, 23, 39)

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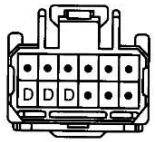
TAILLIGHT

J32 (A) BLACK



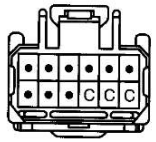
(Hint : See Page 7, 23, 39)

J33 (B) BLACK



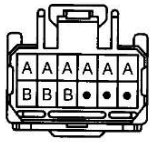
(Hint : See Page 7, 23, 39)

J34 (A) GRAY



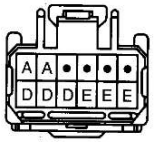
(Hint : See Page 7, 23, 39)

J35 (B) GRAY



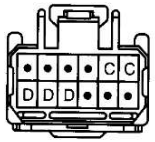
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



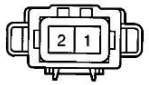
(Hint : See Page 7, 23, 39)

J37 (B) BLACK

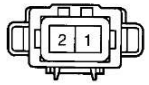


(Hint : See Page 7, 23, 39)

L2 BLACK



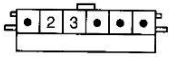
L3 BLACK



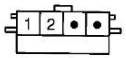
(S/D) R8 BLACK



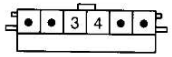
(L/B) R8 BLACK



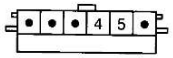
(W/G) R8 BLACK



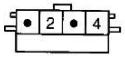
(S/D) R10 BLACK



(L/B) R10 BLACK

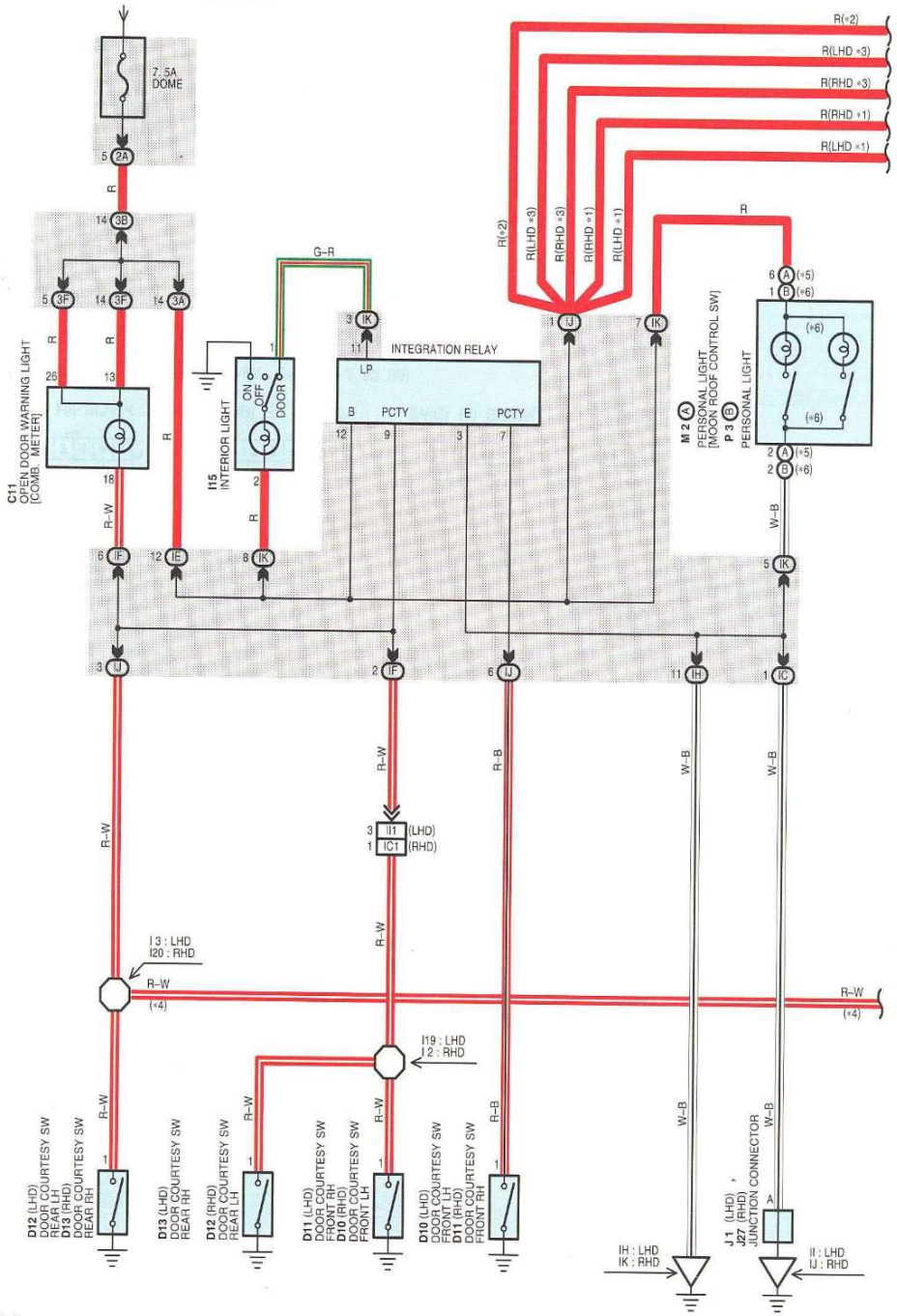


(W/G) R10 BLACK

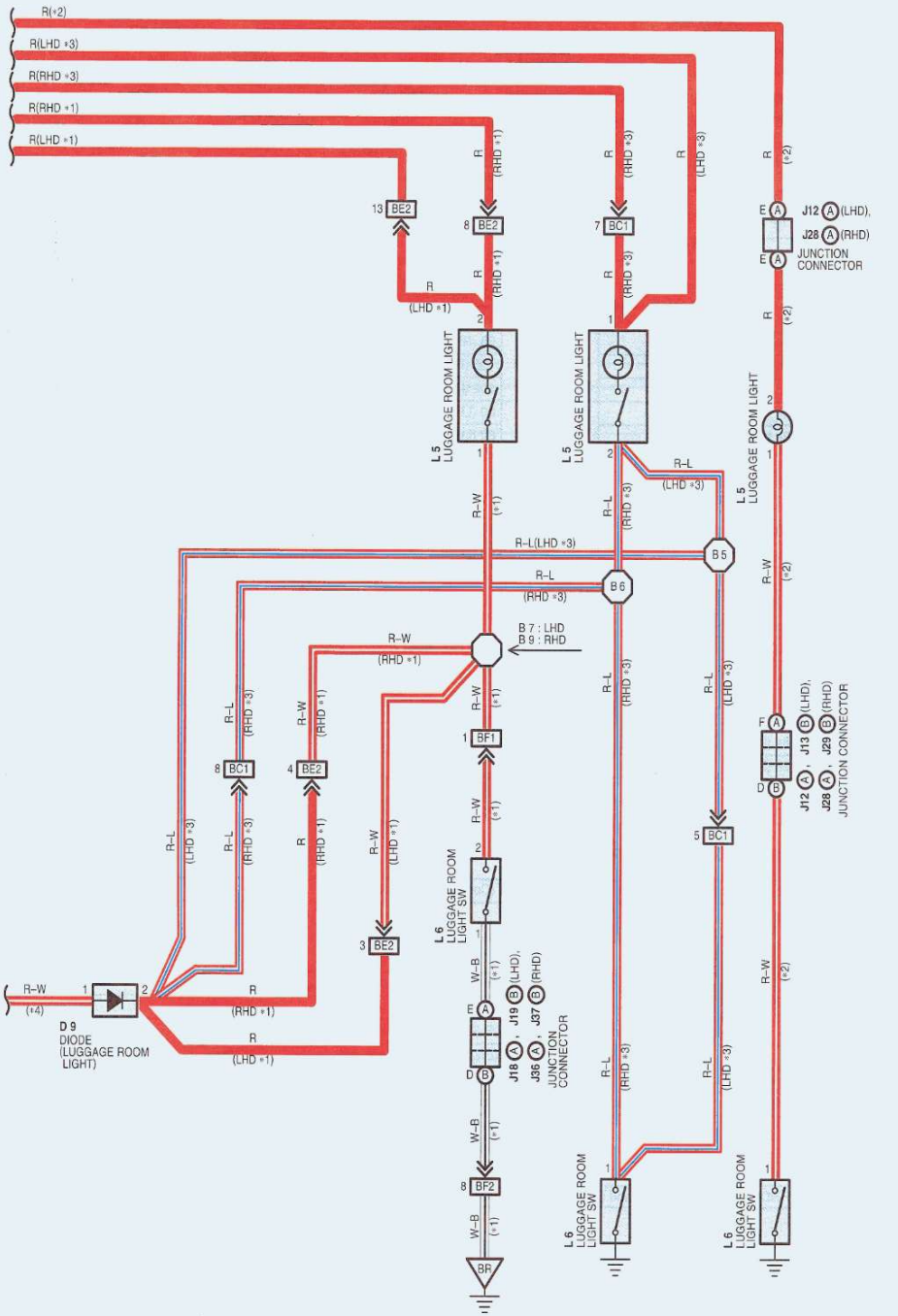


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INTERIOR LIGHT



* 1 : W/G * 2 : S/D * 3 : L/B * 4 : EXCEPT *2 * 5 : W/ MOON ROOF * 6 : W/O MOON ROOF



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INTERIOR LIGHT

SERVICE HINTS

D10, D11, D12, D13 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1-GROUND : Closed with the door open

L6 LUGGAGE ROOM LIGHT SW

1-GROUND : Closed with the luggage compartment door open (S/D)
1-GROUND : Closed with the back door open (L/B)
2-1 : Closed with the back door open (W/G)

○ : PARTS LOCATION

Code	See Page	Code		See Page	Code		See Page
C11	76 (LHD)	D13		80 (LHD S/D)	L5		84 (LHD W/G)
	94 (RHD)			82 (LHD L/B)			98 (RHD S/D)
D9	82 (LHD L/B)			84 (LHD W/G)			100 (RHD L/B)
	84 (LHD W/G)			98 (RHD S/D)			102 (RHD W/G)
	100 (RHD L/B)			100 (RHD L/B)	L6		80 (LHD S/D)
	102 (RHD W/G)			102 (RHD W/G)			82 (LHD L/B)
D10	80 (LHD S/D)	I15		80 (LHD S/D)			84 (LHD W/G)
	82 (LHD L/B)			82 (LHD L/B)			98 (RHD S/D)
	84 (LHD W/G)			84 (LHD W/G)			100 (RHD L/B)
	98 (RHD S/D)			98 (RHD S/D)			102 (RHD W/G)
	100 (RHD L/B)			100 (RHD L/B)	M2	A	80 (LHD S/D)
	102 (RHD W/G)			102 (RHD W/G)			82 (LHD L/B)
D11	80 (LHD S/D)	J1		78 (LHD)			84 (LHD W/G)
	82 (LHD L/B)	J12	A	80 (LHD S/D)			98 (RHD S/D)
	84 (LHD W/G)	J13	B	80 (LHD S/D)			100 (RHD L/B)
	98 (RHD S/D)	J18	A	84 (LHD W/G)			102 (RHD W/G)
	100 (RHD L/B)	J19	B	84 (LHD W/G)	P3	B	80 (LHD S/D)
	102 (RHD W/G)	J27		96 (RHD)			82 (LHD L/B)
D12	80 (LHD S/D)	J28	A	98 (RHD S/D)			84 (LHD W/G)
	82 (LHD L/B)	J29	B	98 (RHD S/D)			98 (RHD S/D)
	84 (LHD W/G)	J36	A	102 (RHD W/G)			100 (RHD L/B)
	98 (RHD S/D)	J37	B	102 (RHD W/G)			102 (RHD W/G)
	100 (RHD L/B)	L5		80 (LHD S/D)			
	102 (RHD W/G)			82 (LHD L/B)			

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IK	59	Roof Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
BC1	120 (LHD L/B)	Floor Wire and Floor Wire (Under the Left Qurter Pillar)
	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Qurter Pillar)
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Qurter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Qurter Panel)
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	
BF2	122 (LHD W/G)	
	140 (RHD W/G)	

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	

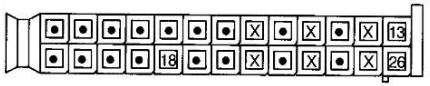
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	116 (LHD)	Cowl Wire	I20	134 (RHD)	Floor Wire
	134 (RHD)	Floor No.2 Wire	B5	120 (LHD L/B)	
I3	116 (LHD)	Floor Wire	B6	138 (RHD L/B)	
	134 (RHD)	Engine Wire	B7	122 (LHD W/G)	Roof No.3 Wire
I19	116 (LHD)	Floor No.2 Wire	B9	140 (LHD W/G)	

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INTERIOR LIGHT

C11 GREEN



D9 BLACK



D10



D11



D12



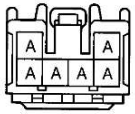
D13



I15

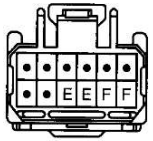


J1



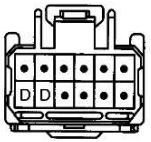
(Hint : See Page 7, 23, 39)

J12 (A)



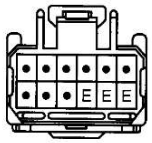
(Hint : See Page 7, 23, 39)

J13 (B)



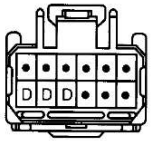
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



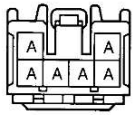
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



(Hint : See Page 7, 23, 39)

J27



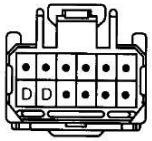
(Hint : See Page 7, 23, 39)

J28 (A)



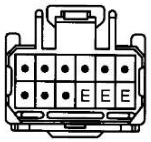
(Hint : See Page 7, 23, 39)

J29 (B)



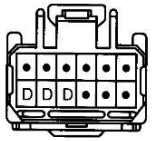
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



(Hint : See Page 7, 23, 39)

J37 (B) BLACK



(Hint : See Page 7, 23, 39)

(S/D) L5



(L/B) L5



(W/G) L5



(S/D, L/B) L6 GRAY



(W/G) L6



M2 (A)

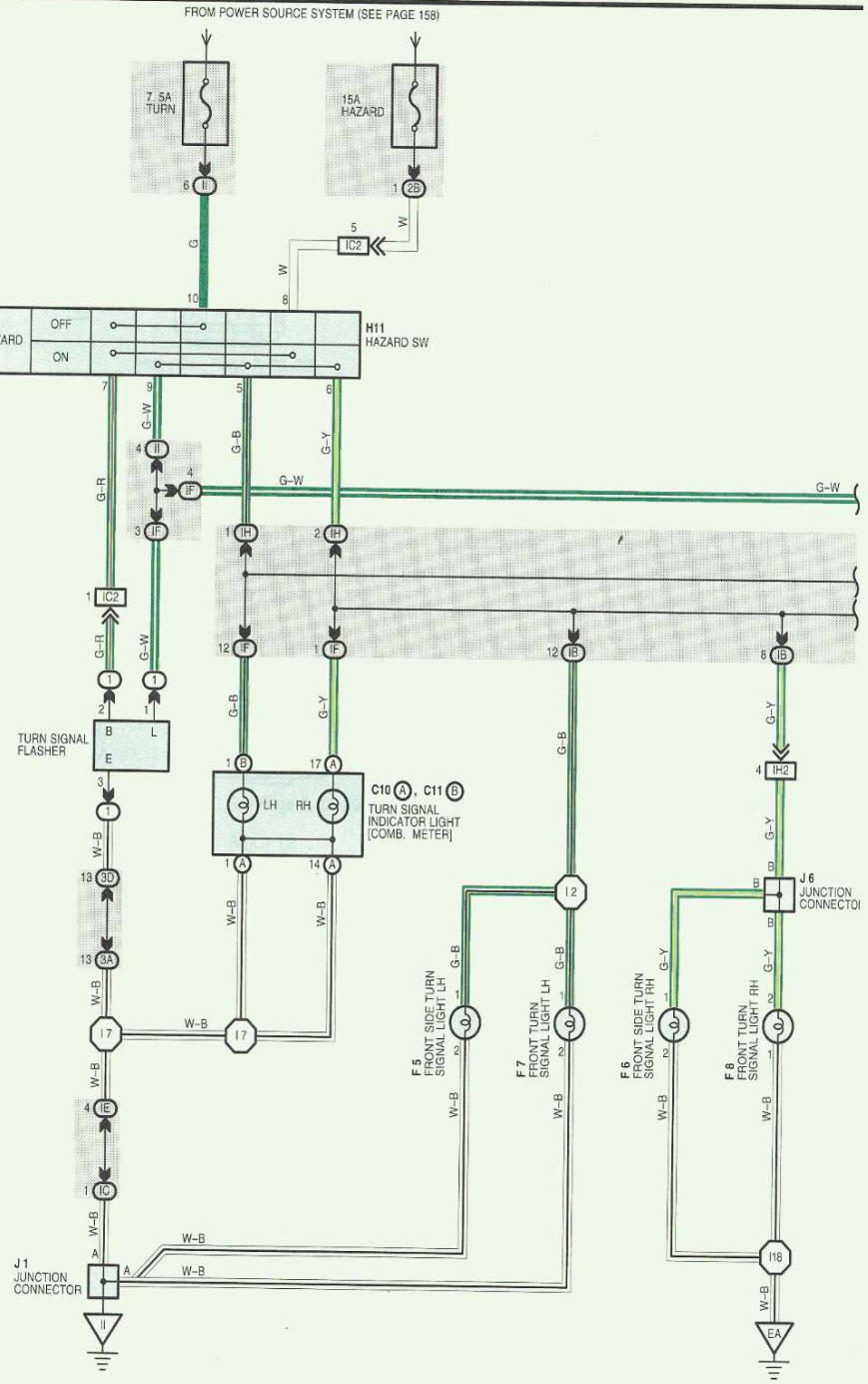


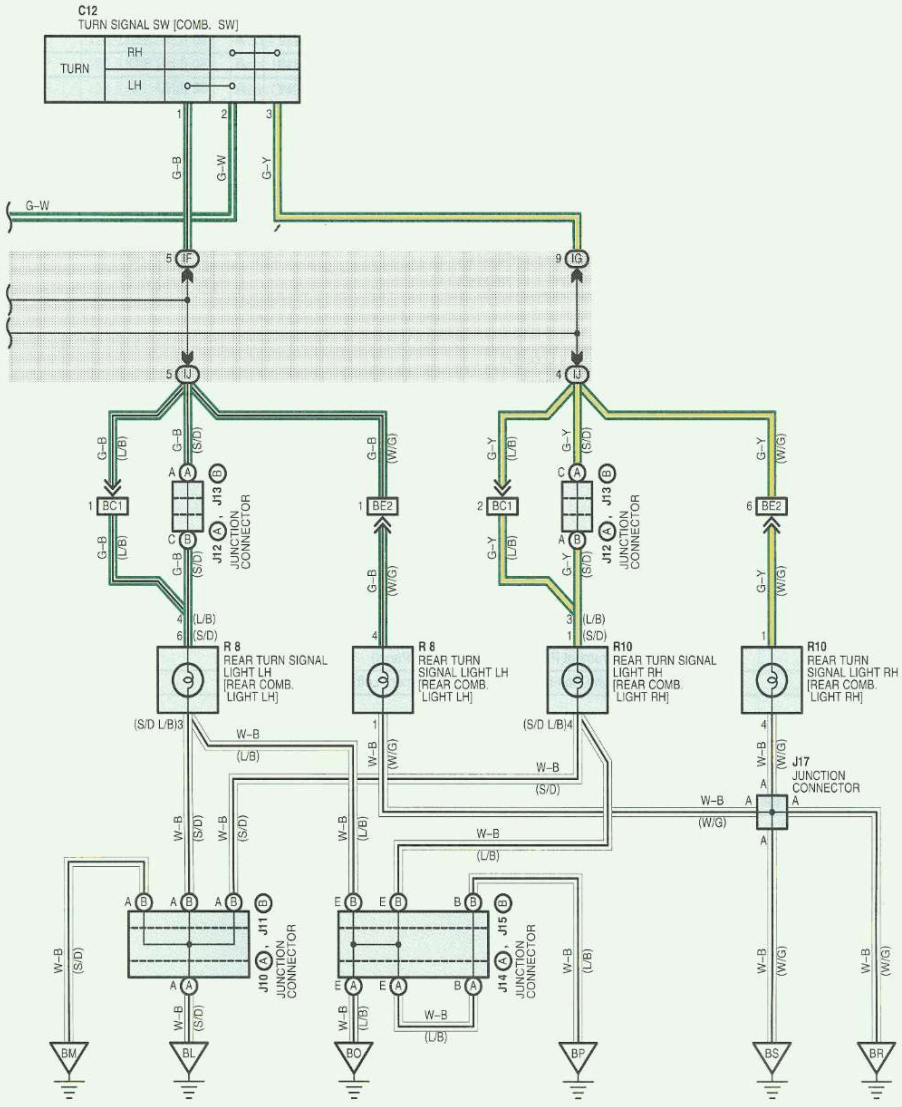
P3 (B) GRAY



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TURN SIGNAL AND HAZARD WARNING LIGHT (LHD)





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TURN SIGNAL AND HAZARD WARNING LIGHT (LHD)

SERVICE HINTS

TURN SIGNAL FLASHER

2–GROUND : Approx. 12 volts with the ignition SW on or the hazard SW on
1–GROUND : Changes from 12 to 0 volts with the ignition SW on and the turn signal SW LH or RH position, or with the hazard SW on
3–GROUND : Always continuity

: PARTS LOCATION

Code		See Page
C10	A	76 (LHD)
C11	B	76 (LHD)
C12		76 (LHD)
F5		68 (LHD 3S–FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C–TE)
		74 (LHD 2C–T)
F6		68 (LHD 3S–FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C–TE)
		74 (LHD 2C–T)
F7		66 (LHD 3S–FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C–TE)
		74 (LHD 2C–T)
F8		66 (LHD 3S–FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C–TE)
		74 (LHD 2C–T)
H11		78 (LHD)
J1		78 (LHD)
J6		78 (LHD)
J10	A	80 (LHD S/D)
J11	B	80 (LHD S/D)
J12	A	80 (LHD S/D)
J13	B	80 (LHD S/D)
J14	A	82 (LHD L/B)
J15	B	82 (LHD L/B)
J17		84 (LHD W/G)
R8		80 (LHD S/D)
		82 (LHD L/B)
		84 (LHD W/G)
R10		80 (LHD S/D)
		82 (LHD L/B)
		84 (LHD W/G)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	53 (LHD)	Driver Side R/B (Left Kick Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
BC1	120 (LHD L/B)	Floor Wire and Floor Wire Under the (Left Quarter Pillar)
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Quarter Panel)

: GROUND POINTS

* A : 7A–FE, 4A–FE Lean Burn Type
* B : 4A–FE Stoichiometric Type

Code	See Page	Ground Points Location
EA	104 (LHD 3S–FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C–TE)	
	112 (LHD 2C–T)	
II	114 (LHD)	Left Kick Panel
BL	118 (LHD S/D)	Left Quarter Pillar
BM	118 (LHD S/D)	Back Panel Center
BO	120 (LHD L/B)	Under the Left Quarter Pillar
BP	120 (LHD L/B)	Back Panel Center
BR	122 (LHD W/G)	Rear Quarter Panel LH
BS	122 (LHD W/G)	Rear Quarter Panel RH

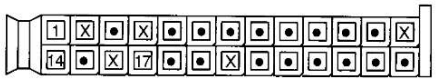
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	116 (LHD)	Cowl Wire	I18	116 (LHD)	Engine Room Main Wire
I7					

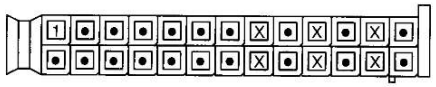
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TURN SIGNAL AND HAZARD WARNING LIGHT (LHD)

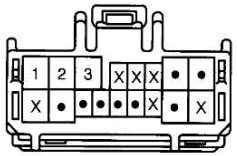
C10 (A) BLACK



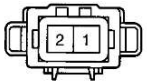
C11 (B) GREEN



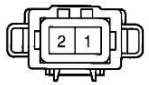
C12



F5 BLACK



F6 BLACK



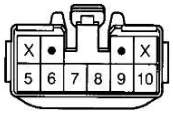
F7 BLACK



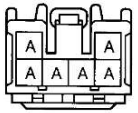
F8 BLACK



H11 BLACK

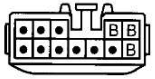


J1



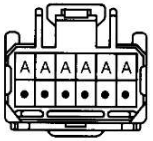
(Hint : See Page 7, 23, 39)

J6 BLACK



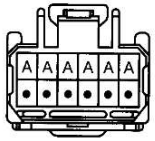
(Hint : See Page 7, 23, 39)

J10 (A) GRAY



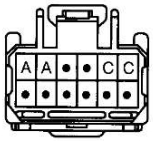
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



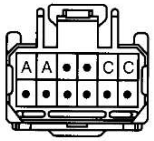
(Hint : See Page 7, 23, 39)

J12 (A)



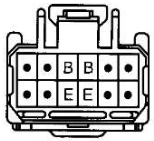
(Hint : See Page 7, 23, 39)

J13 (B)



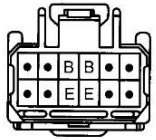
(Hint : See Page 7, 23, 39)

J14 (A)



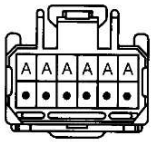
(Hint : See Page 7, 23, 39)

J15 (B)



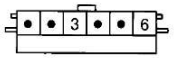
(Hint : See Page 7, 23, 39)

J17 GRAY

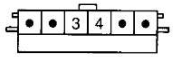


(Hint : See Page 7, 23, 39)

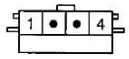
(S/D) R8 BLACK



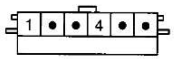
(L/B) R8 BLACK



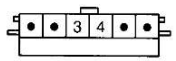
(W/G) R8 BLACK



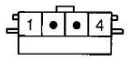
(S/D) R10 BLACK



(L/B) R10 BLACK

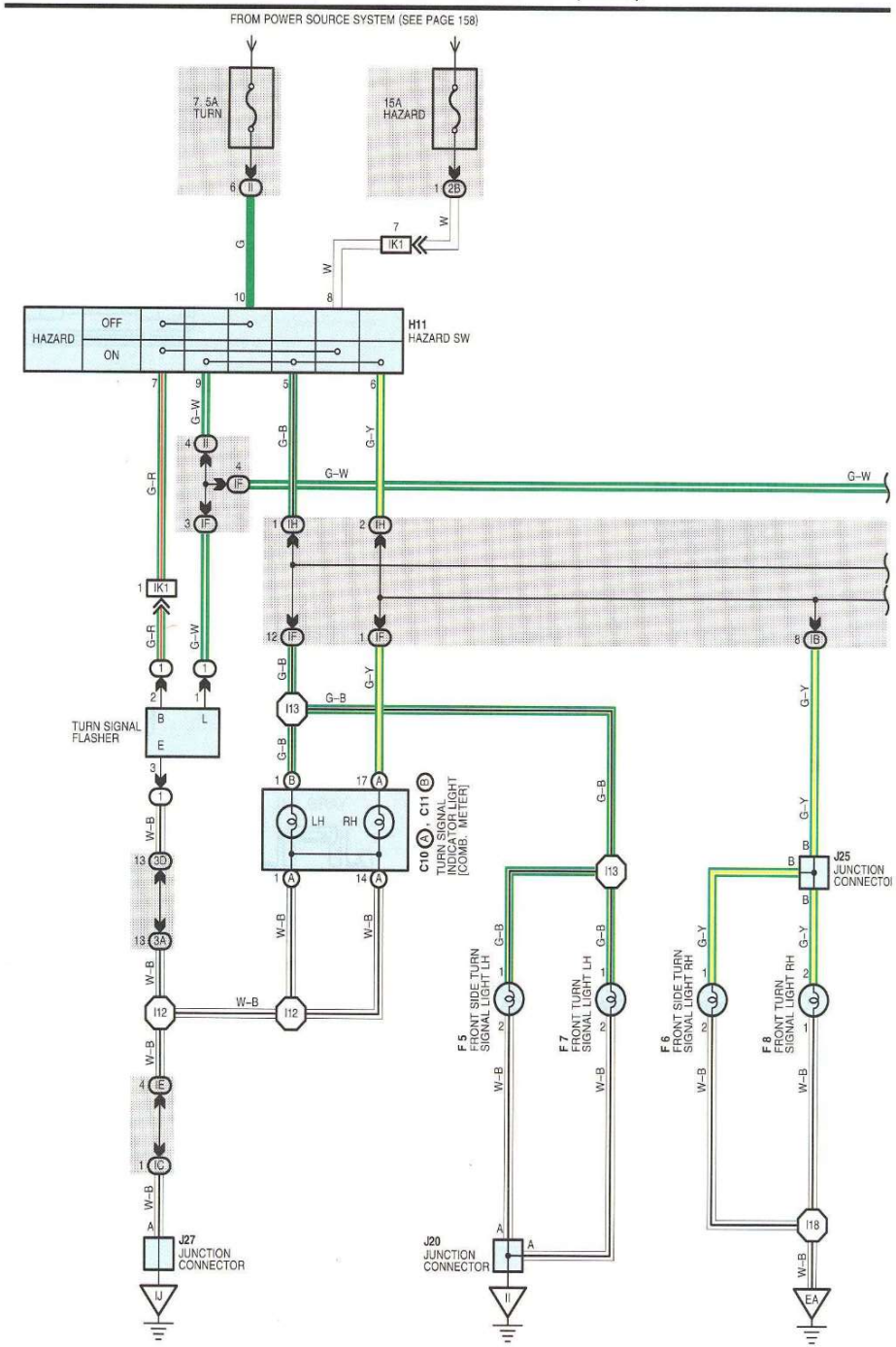


(W/G) R10 BLACK

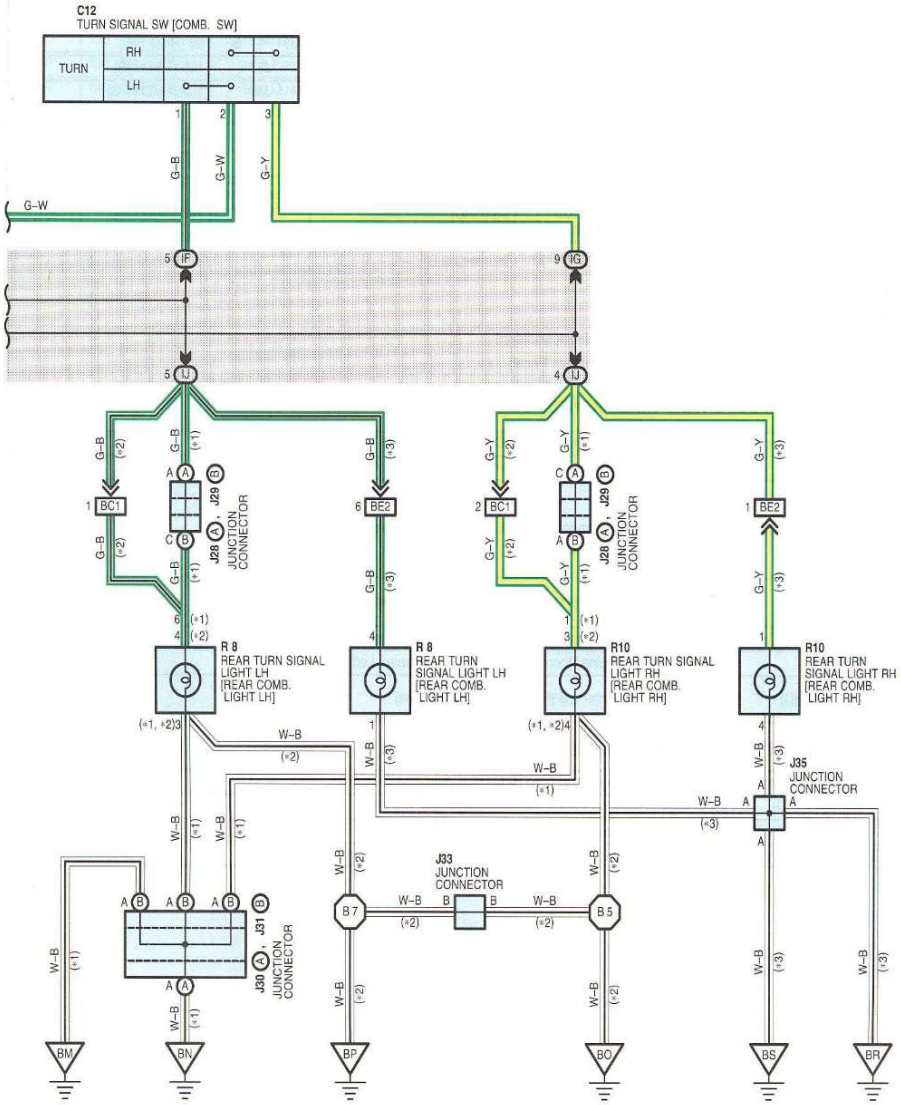


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TURN SIGNAL AND HAZARD WARNING LIGHT (RHD)



* 1 : S/D
* 2 : L/B
* 3 : W/G



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TURN SIGNAL AND HAZARD WARNING LIGHT (RHD)

SERVICE HINTS

TURN SIGNAL FLASHER

2-GROUND : Approx. 12 volts with the ignition SW on or the hazard SW on
1-GROUND : Changes from 12 to 0 volts with the ignition SW on and the turn signal SW LH or RH position, or with the hazard SW on
3-GROUND : Always continuity

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C10 A	84 (RHD)	F7	86 (RHD *A)	J29 B	98 (RHD S/D)
C11 B	84 (RHD)		90 (RHD *B)	J30 A	98 (RHD S/D)
C12	94 (RHD)		92 (RHD 2C-TE)	J31 B	98 (RHD S/D)
F5	86 (RHD 3S-FE)	F8	86 (RHD 3S-FE)	J33	100 (RHD L/B)
	88 (RHD *A)		88 (RHD *A)	J35	102 (RHD W/G)
	90 (RHD *B)		90 (RHD *B)	R8	98 (RHD S/D)
	92 (RHD 2C-TE)		92 (RHD 2C-TE)		100 (RHD L/B)
F6	86 (RHD 3S-FE)	H11	96 (RHD)		102 (RHD W/G)
	88 (RHD *A)	J20	96 (RHD)	R10	98 (RHD S/D)
	90 (RHD *B)	J25	96 (RHD)		100 (RHD L/B)
	92 (RHD 2C-TE)	J27	96 (RHD)		102 (RHD W/G)
F7	86 (RHD 3S-FE)	J29 A	98 (RHD S/D)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	53 (RHD)	Driver Side R/B (Right Kick Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	69	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)
BC1	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Quarter Pillar)
BE2	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Quarter Panel)

: GROUND POINTS

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Ground Points Location
EA	124 (RHD 3S-FE)	Under the Headlight RH
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
II	132 (RHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
BM	136 (RHD S/D)	Back Panel Center
BN	136 (RHD S/D)	Right Quarter Pillar
BO	138 (RHD L/B)	Under the Left Quarter Pillar
BP	138 (RHD L/B)	Back Panel Center
BR	140 (RHD W/G)	Rear Quarter Panel LH
BS	140 (RHD W/G)	Rear Quarter Panel RH

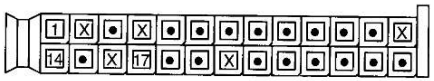
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I12	134 (RHD)	Cowl Wire	B5	138 (RHD L/B)	Floor Wire
I13			B7		
I18	134 (RHD)	Engine Room Main Wire			

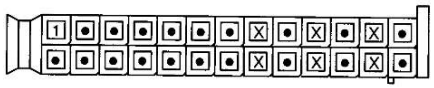
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TURN SIGNAL AND HAZARD WARNING LIGHT (RHD)

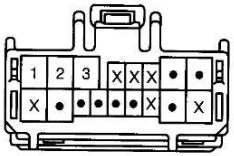
C10 (A) BLACK



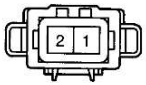
C11 (B) GREEN



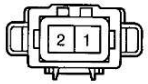
C12



F5 BLACK



F6 BLACK



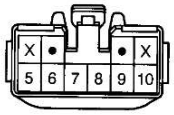
F7 BLACK



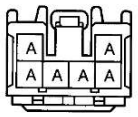
F8 BLACK



H11 BLACK

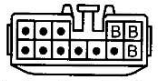


J20



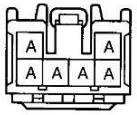
(Hint : See Page 7, 23, 39)

J25 BLACK



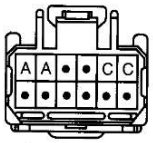
(Hint : See Page 7, 23, 39)

J27



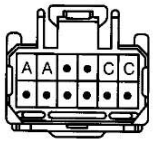
(Hint : See Page 7, 23, 39)

J28 (A)



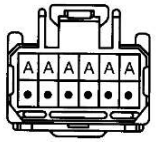
(Hint : See Page 7, 23, 39)

J29 (B)



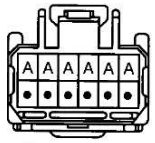
(Hint : See Page 7, 23, 39)

J30 (A) GRAY



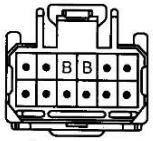
(Hint : See Page 7, 23, 39)

J31 (B) GRAY



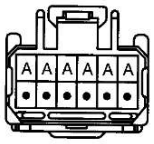
(Hint : See Page 7, 23, 39)

J33 BLACK



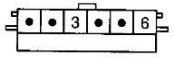
(Hint : See Page 7, 23, 39)

J35 GRAY

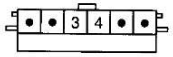


(Hint : See Page 7, 23, 39)

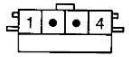
(S/D) R8 BLACK



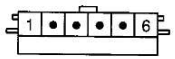
(L/B) R8 BLACK



(W/G) R8 BLACK



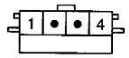
(S/D) R10 BLACK



(L/B) R10 BLACK

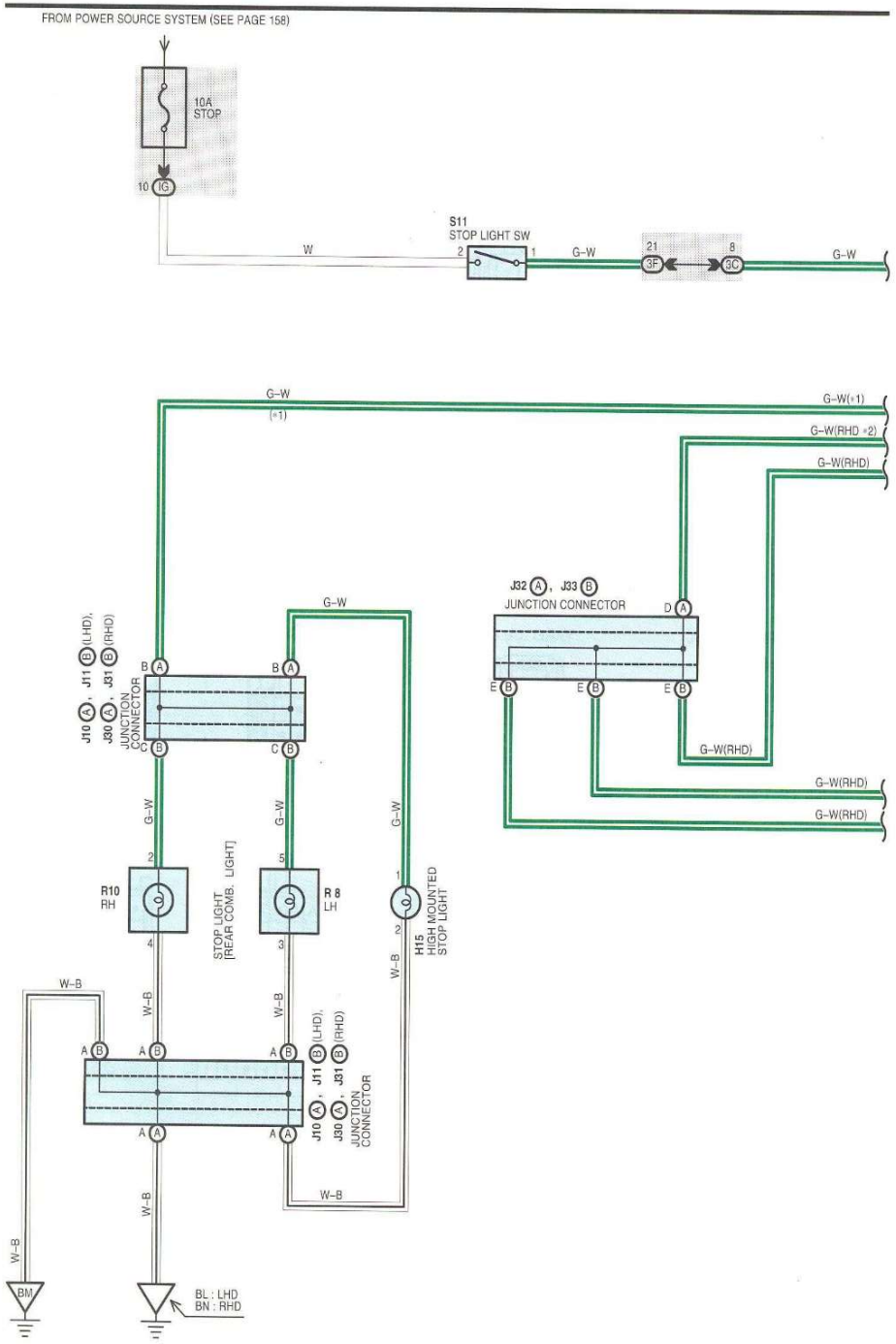


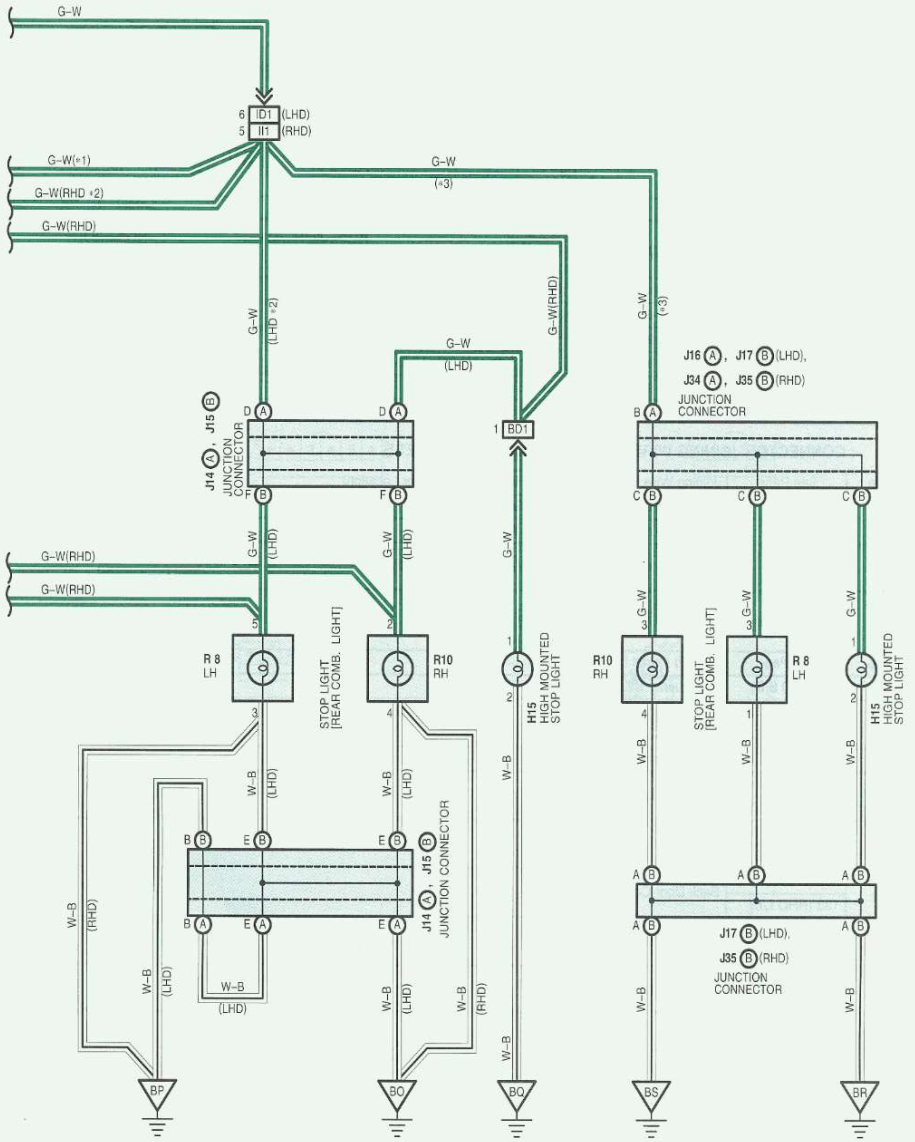
(W/G) R10 BLACK



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STOP LIGHT





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STOP LIGHT

SERVICE HINTS

S11 STOP LIGHT SW
2-1 : Closed with the brake pedal depressed

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
H15		80 (LHD S/D)	J17	B	84 (LHD W/G)	R8	100 (RHD L/B)
		82 (LHD L/B)	J30	A	98 (RHD S/D)		102 (RHD W/G)
		84 (LHD W/G)	J31	B	98 (RHD S/D)	R10	80 (LHD S/D)
		98 (RHD S/D)	J32	A	100 (RHD L/B)		82 (LHD L/B)
		100 (RHD L/B)	J33	B	100 (RHD L/B)		84 (LHD W/G)
		102 (RHD W/G)	J34	A	102 (RHD W/G)		98 (RHD S/D)
J10	A	80 (LHD S/D)	J35	B	102 (RHD W/G)		100 (RHD L/B)
J11	B	80 (LHD S/D)	R8		80 (LHD S/D)		102 (RHD W/G)
J14	A	82 (LHD L/B)			82 (LHD L/B)	S11	75 (LHD)
J15	B	82 (LHD L/B)			84 (LHD W/G)		98 (RHD)
J16	A	84 (LHD W/G)			98 (RHD S/D)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IG	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
II1	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)
BD1	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
	138 (RHD L/B)	

▽ : GROUND POINTS

Code	See Page	Ground Points Location
5L	119 (LHD S/D)	Left Quarter Pillar
BM	116 (LHD S/D)	Back Panel Center
	136 (RHD S/D)	
BN	136 (RHD S/D)	Right Quarter Pillar
BO	120 (LHD L/B)	Under the Left Quarter Pillar
	138 (RHD L/B)	
BP	120 (LHD L/B)	Back Panel Center
	138 (RHD L/B)	
BQ	120 (LHD L/B)	Back Door Center
	138 (RHD L/B)	
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	
BS	122 (LHD W/G)	Rear Quarter Panel RH
	140 (RHD W/G)	

H15 GRAY

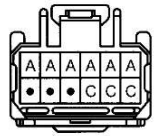


J10 (A) GRAY



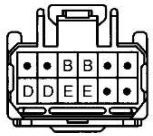
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



(Hint : See Page 7, 23, 39)

J14 (A)



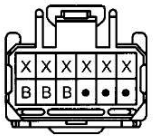
(Hint : See Page 7, 23, 39)

J15 (B)



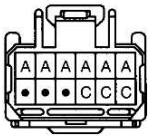
(Hint : See Page 7, 23, 39)

J16 (A) GRAY



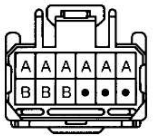
(Hint : See Page 7, 23, 39)

J17 (B) GRAY



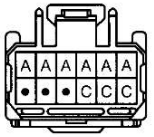
(Hint : See Page 7, 23, 39)

J30 (A) GRAY



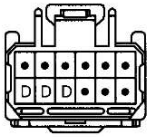
(Hint : See Page 7, 23, 39)

J31 (B) GRAY



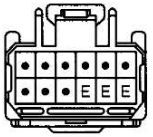
(Hint : See Page 7, 23, 39)

J32 (A) BLACK



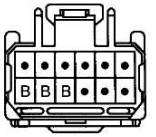
(Hint : See Page 7, 23, 39)

J33 (B) BLACK



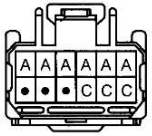
(Hint : See Page 7, 23, 39)

J34 (A) GRAY



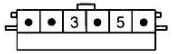
(Hint : See Page 7, 23, 39)

J35 (B) GRAY

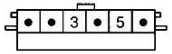


(Hint : See Page 7, 23, 39)

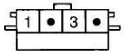
(S/D) R8 BLACK



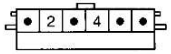
(L/B) R8 BLACK



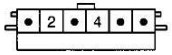
(W/G) R8 BLACK



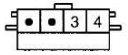
(S/D) R10 BLACK



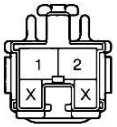
(L/B) R10 BLACK



(W/G) R10 BLACK

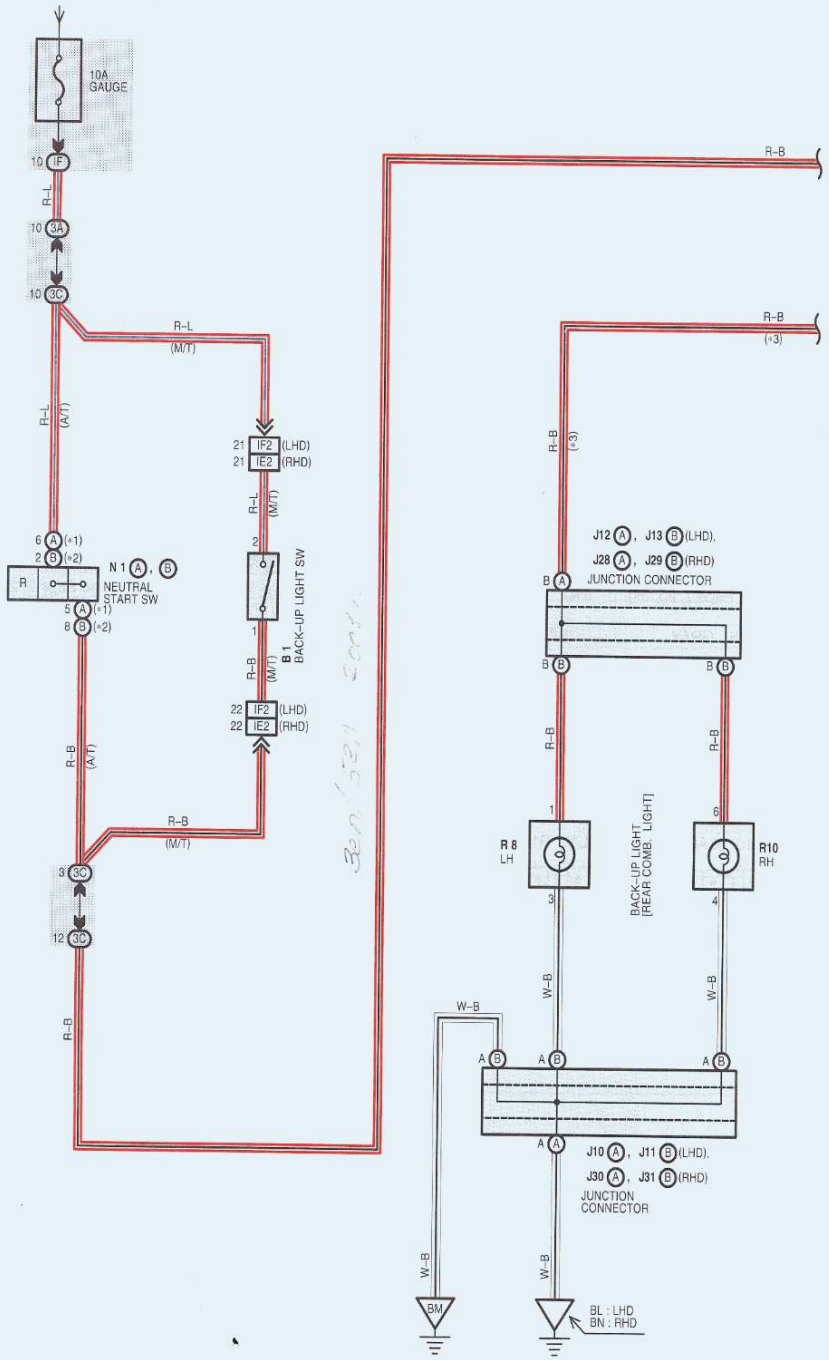


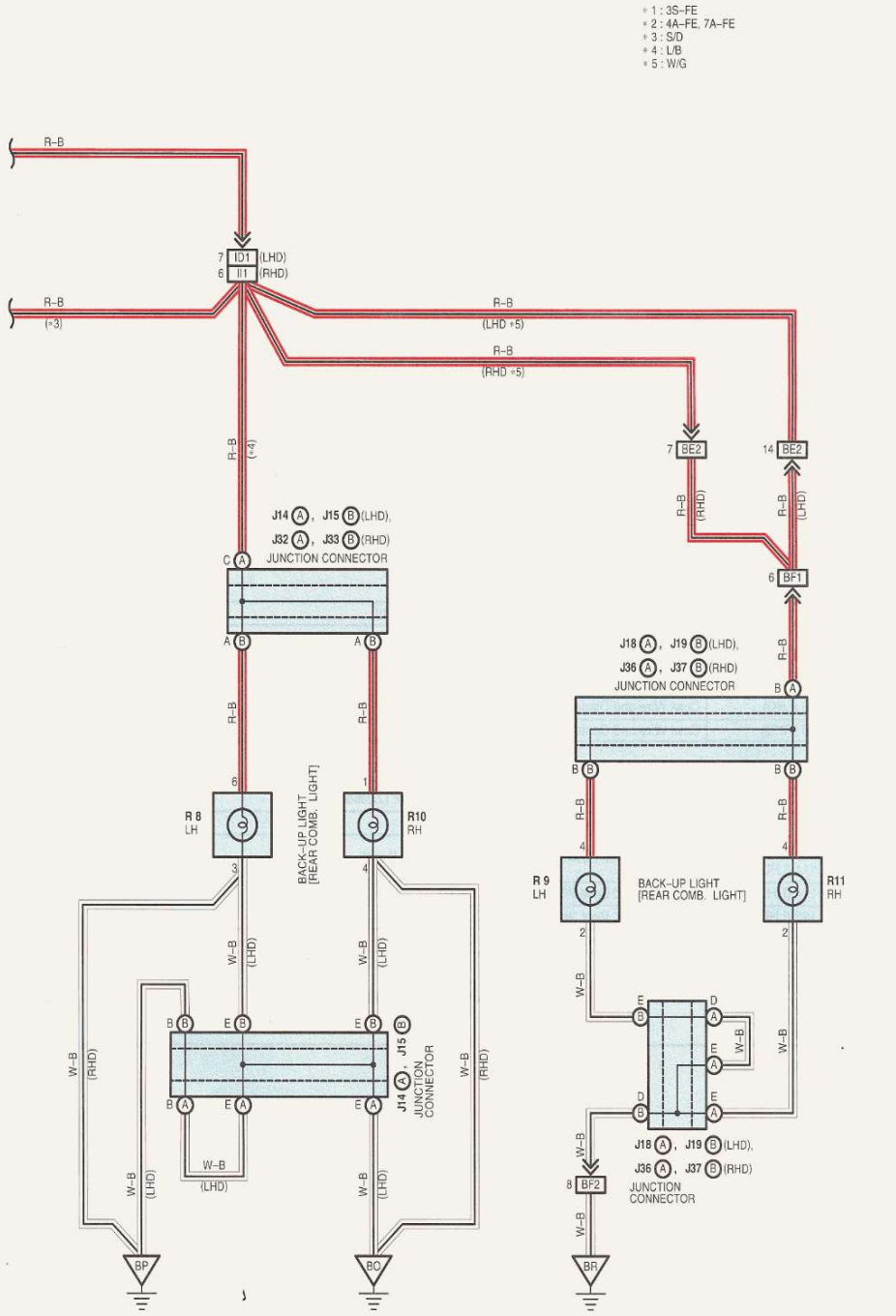
S11 BLACK



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BACK-UP LIGHT





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BACK-UP LIGHT

SERVICE HINTS

N1 (A), (B) NEUTRAL START SW (A/T)

(A) 6–(A) 5, (B) 2–(B) 8 : Closed with the shift lever at R position

B1 BACK-UP LIGHT SW (M/T)

2–1 : Closed with the shift lever at R position

○ : PARTS LOCATION

Code		See Page
B1		86 (LHD 3S–FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C–TE)
		74 (LHD 2C–T)
		88 (RHD 3S–FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C–TE)
J10	A	80 (LHD S/D)
J11	B	80 (LHD S/D)
J12	A	80 (LHD S/D)
J13	B	80 (LHD S/D)
J14	A	82 (LHD L/B)

Code		See Page
J15	B	82 (LHD L/B)
J16	A	84 (LHD W/G)
J19	B	84 (LHD W/G)
J28	A	98 (RHD S/D)
J29	B	98 (RHD S/D)
J30	A	98 (RHD S/D)
J31	B	98 (RHD S/D)
J32	A	100 (RHD L/B)
J33	B	100 (RHD L/B)
J36	A	102 (RHD W/G)
J37	B	102 (RHD W/G)
N1	A	66 (LHD 3S–FE)
		86 (RHD 3S–FE)
	B	66 (LHD *A)

Code		See Page
N1	B	70 (LHD *B)
		88 (RHD *A)
R6		80 (LHD S/D)
		82 (LHD L/B)
		98 (RHD S/D)
		100 (RHD L/B)
R9		84 (LHD W/G)
		102 (RHD W/G)
R10		80 (LHD S/D)
		82 (LHD L/B)
		98 (RHD S/D)
		100 (RHD L/B)
R11		84 (LHD W/G)
		102 (RHD W/G)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IF	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	
II1	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Quarter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Quarter Panel)
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	
BF2	122 (LHD W/G)	
	140 (RHD W/G)	

▽ : GROUND POINTS

* A : 7A–FE, 4A–FE Lean Burn Type
* B : 4A–FE Stoichiometric Type

Code	See Page	Ground Points Location
BL	118 (LHD S/D)	Left Quarter Pillar
BM	118 (LHD S/D)	Back Panel Center
	136 (RHD S/D)	
BN	136 (RHD S/D)	Right Quarter Pillar
BO	120 (LHD L/B)	Under the Left Quarter Pillar
	138 (RHD L/B)	
BP	120 (LHD L/B)	Back Panel Center
	138 (RHD L/B)	
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	

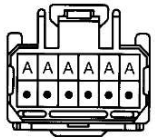
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BACK-UP LIGHT

B1 GRAY

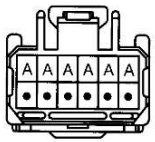


J10 (A) GRAY



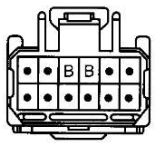
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



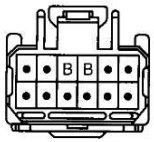
(Hint : See Page 7, 23, 39)

J12 (A)



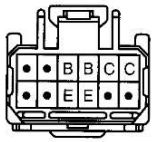
(Hint : See Page 7, 23, 39)

J13 (B)



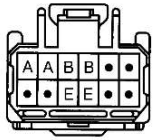
(Hint : See Page 7, 23, 39)

J14 (A)



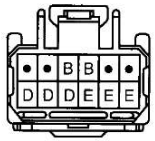
(Hint : See Page 7, 23, 39)

J15 (B)



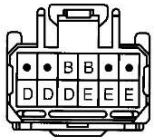
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



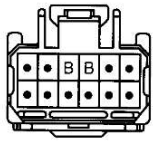
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



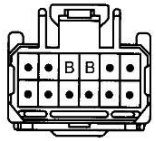
(Hint : See Page 7, 23, 39)

J28 (A)



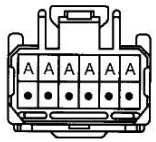
(Hint : See Page 7, 23, 39)

J29 (B)



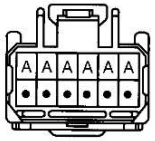
(Hint : See Page 7, 23, 39)

J30 (A) GRAY



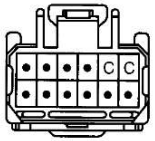
(Hint : See Page 7, 23, 39)

J31 (B) GRAY



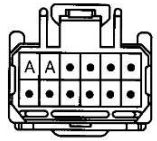
(Hint : See Page 7, 23, 39)

J32 (A) BLACK



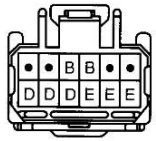
(Hint : See Page 7, 23, 39)

J33 (B) BLACK



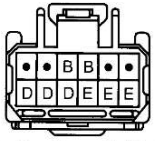
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



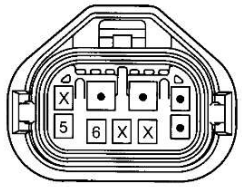
(Hint : See Page 7, 23, 39)

J37 (B) BLACK

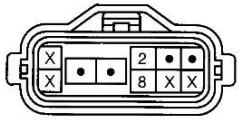


(Hint : See Page 7, 23, 39)

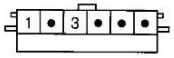
(3S-FE) N1 (A) GRAY



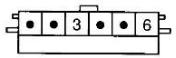
(4A-FE, 7A-FE) N1 (B) GRAY



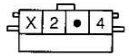
(S/D) R8 BLACK



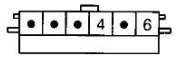
(L/B) R8 BLACK



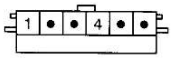
(W/G) R9 BLACK



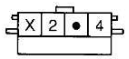
(S/D) R10 BLACK



(L/B) R10 BLACK



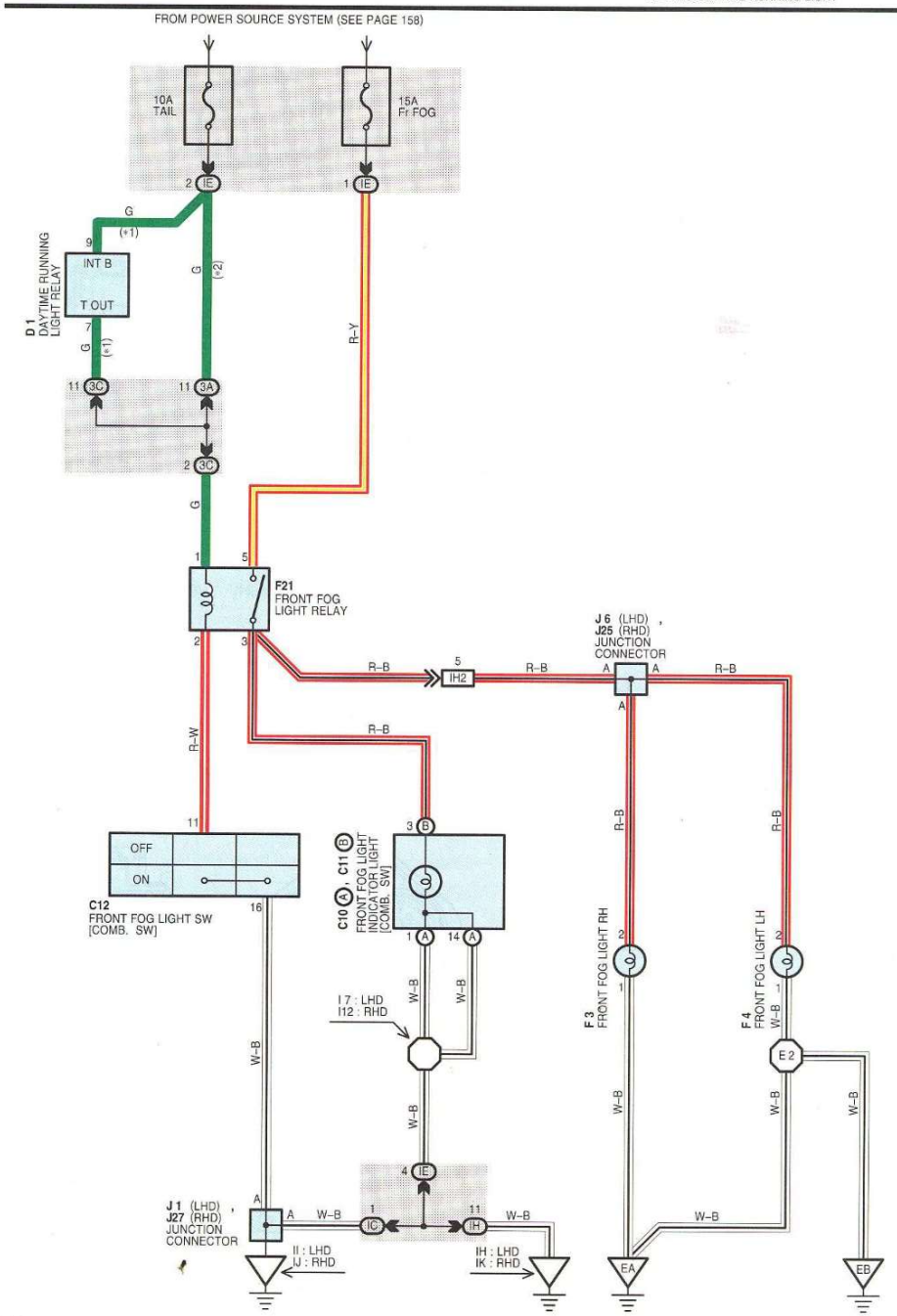
(W/G) R11 BLACK



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FRONT FOG LIGHT

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



SERVICE HINTS

F21 FRONT FOG LIGHT RELAY

5-3 : Closed with the light control SW at **TAIL** or **HEAD** position and the front fog light SW at **ON** position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code		See Page	Code	See Page	Code	See Page
C10	A	76 (LHD)	F3	74 (LHD 2C-T)	F4	88 (RHD *A)
		94 (RHD)		86 (RHD 3S-FE)		90 (RHD *B)
C11	B	76 (LHD)		88 (RHD *A)		92 (RHD 2C-TE)
		94 (RHD)		90 (RHD *B)	F21	78 (LHD)
C12		76 (LHD)		92 (RHD 2C-TE)		96 (RHD)
		94 (RHD)	F4	66 (LHD 3S-FE)	J1	78 (LHD)
D1		76 (LHD)		68 (LHD *A)	J6	78 (LHD)
F3		66 (LHD 3S-FE)		70 (LHD *B)	J25	96 (RHD)
		68 (LHD *A)		72 (LHD 2C-TE)	J27	96 (RHD)
		70 (LHD *B)		74 (LHD 2C-T)		
		72 (LHD 2C-TE)		86 (RHD 3S-FE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	

FRONT FOG LIGHT

▽ : **GROUND POINTS**

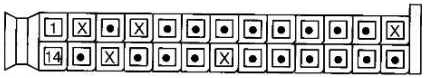
* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
II	114 (LHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
IH	114 (LHD)	Left Kick Panel
IK	132 (RHD)	Right Kick Panel

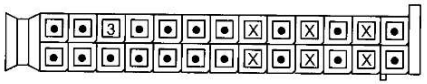
○ : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I7	116 (LHD)	Cowl Wire	I12	134 (RHD)	Cowl Wire

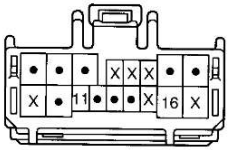
C10 (A) BLACK



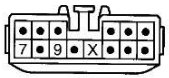
C11 (B) GREEN



C12



D1 BLUE



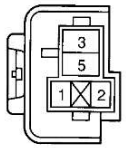
F3 BLACK



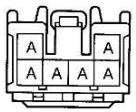
F4 BLACK



F21



J1



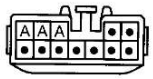
(Hint : See Page 7, 23, 39)

J6 BLACK



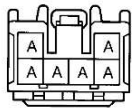
(Hint : See Page 7, 23, 39)

J25 BLACK



(Hint : See Page 7, 23, 39)

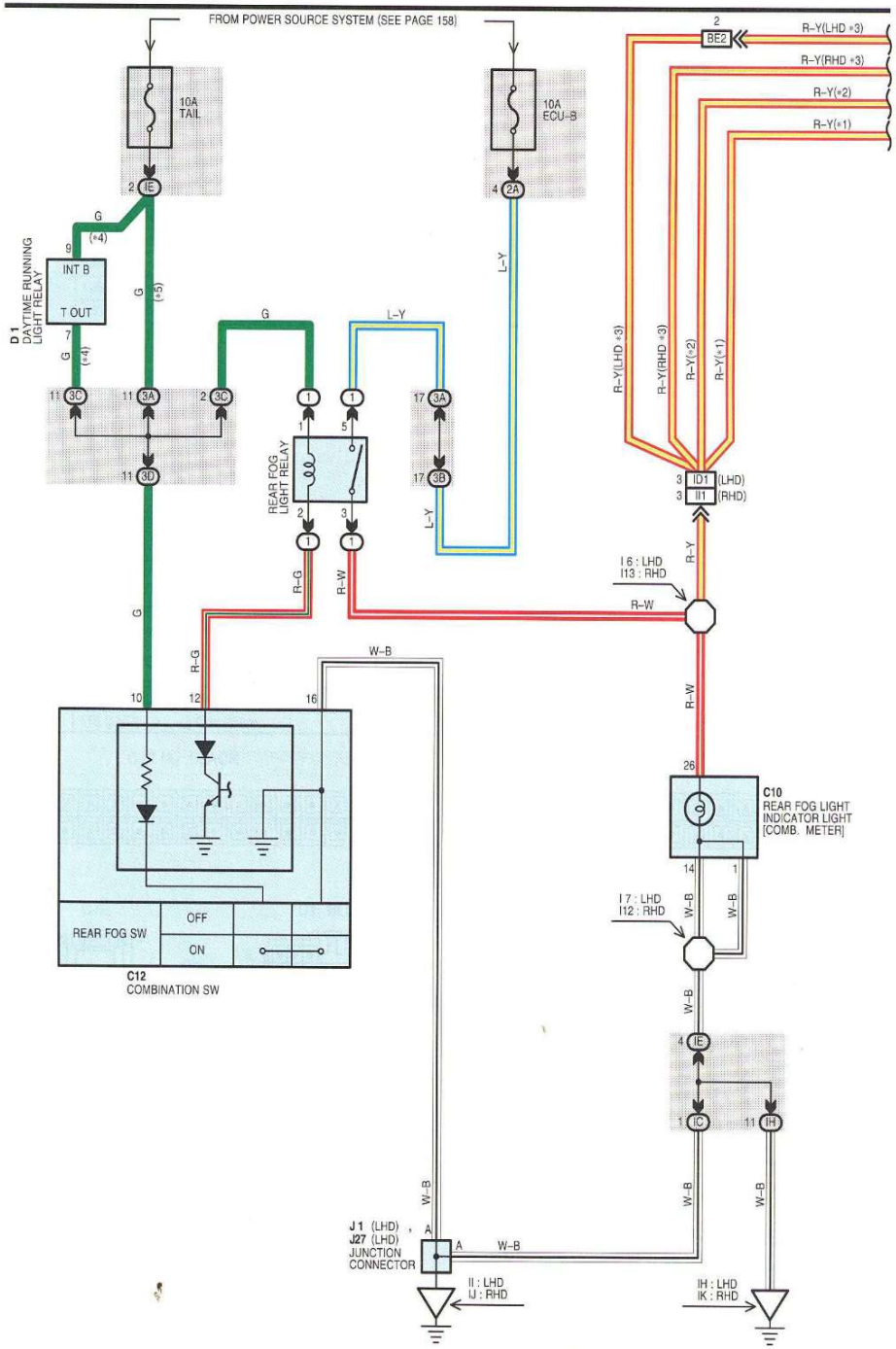
J27

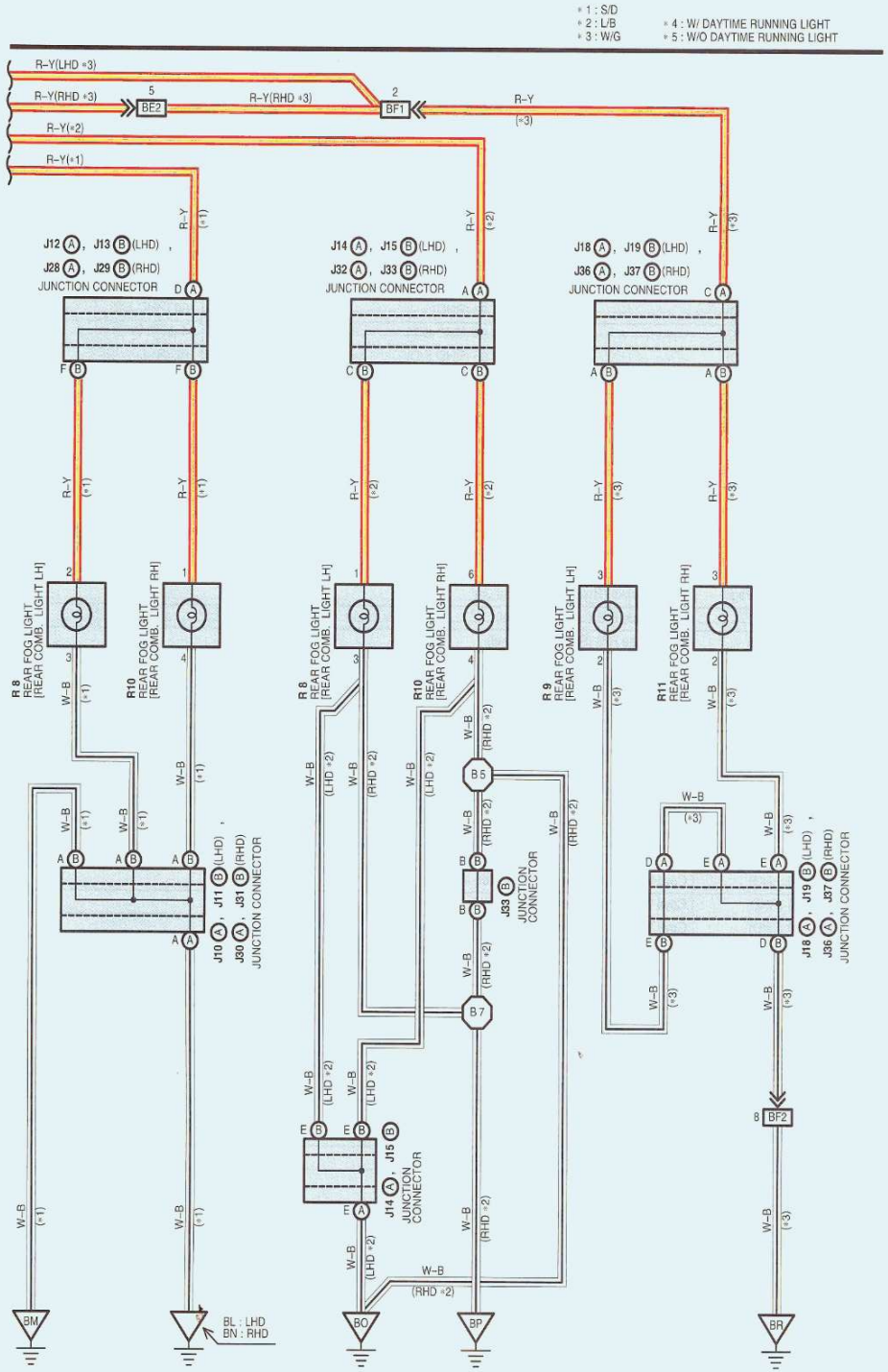


(Hint : See Page 7, 23, 39)

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REAR FOG LIGHT





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REAR FOG LIGHT

SERVICE HINTS

C12 COMBINATION SW
10-GROUND : Approx. 12 volts with the light control SW at HEAD or TAIL position
16-GROUND : Always continuity

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
C10		76 (LHD)	J18	A	84 (LHD W/G)	R8	92 (LHD L/B)
		94 (RHD)	J19	B	84 (LHD W/G)		98 (RHD S/D)
C12		76 (LHD)	J27		96 (RHD)		100 (RHD L/B)
		94 (RHD)	J28	A	98 (RHD S/D)	R9	84 (LHD W/G)
D1		76 (LHD)	J29	B	98 (RHD S/D)		102 (RHD W/G)
J1		76 (LHD)	J30	A	98 (RHD S/D)	R10	80 (LHD S/D)
J10	A	80 (LHD S/D)	J31	B	96 (RHD S/D)		82 (LHD L/B)
J11	B	80 (LHD S/D)	J32	A	100 (RHD L/B)		96 (RHD S/D)
J12	A	80 (LHD S/D)	J33	B	100 (RHD L/B)		100 (RHD L/B)
J13	B	80 (LHD S/D)	J36	A	102 (RHD W/G)	R11	84 (LHD W/G)
J14	A	82 (LHD L/B)	J37	B	102 (RHD W/G)		102 (RHD W/G)
J15	B	82 (LHD L/B)	R8		80 (LHD S/D)		

⬭ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	53 (LHD)	Driver Side R/B (Left Kick Panel)
	53 (RHD)	Driver Side R/B (Right Kick Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
II1	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Quarter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Quarter Panel)
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	
BF2	122 (LHD W/G)	
	140 (RHD W/G)	

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		
BL	118 (LHD S/D)	Left Quarter Pillar
BM	118 (LHD S/D)	Back Panel Center
	136 (RHD S/D)	
BN	136 (RHD S/D)	Right Quarter Pillar
BO	120 (LHD L/B)	Under the Left Quarter Pillar
	138 (RHD L/B)	
BP	120 (LHD L/B)	Back Panel Center
	138 (RHD L/B)	
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	

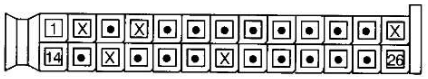
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	116 (LHD)	Cowl Wire	I13	134 (RHD)	Cowl Wire
I7			B5	138 (RHD L/B)	Floor Wire
I12	134 (RHD)	Cowl Wire	B7		

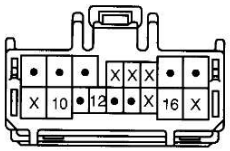
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REAR FOG LIGHT

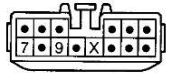
C10 BLACK



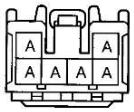
C12



D1 BLUE

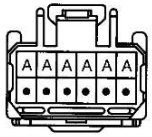


J1



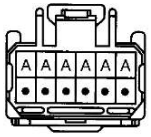
(Hint : See Page 7, 23, 39)

J10 (A) GRAY



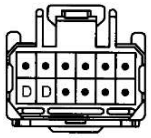
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



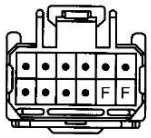
(Hint : See Page 7, 23, 39)

J12 (A)



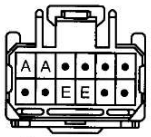
(Hint : See Page 7, 23, 39)

J13 (B)



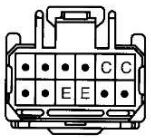
(Hint : See Page 7, 23, 39)

J14 (A)



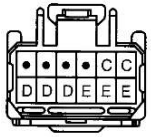
(Hint : See Page 7, 23, 39)

J15 (B)



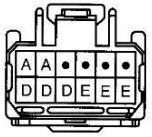
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



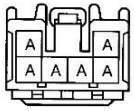
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



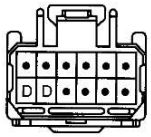
(Hint : See Page 7, 23, 39)

J27



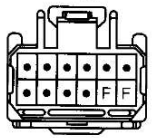
(Hint : See Page 7, 23, 39)

J28 (A)



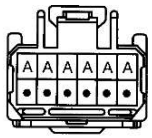
(Hint : See Page 7, 23, 39)

J29 (B)



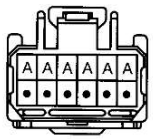
(Hint : See Page 7, 23, 39)

J30 (A) GRAY



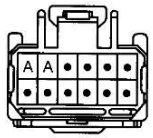
(Hint : See Page 7, 23, 39)

J31 (B) GRAY



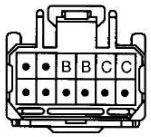
(Hint : See Page 7, 23, 39)

J32 (A) BLACK



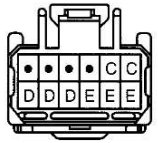
(Hint : See Page 7, 23, 39)

J33 (B) BLACK



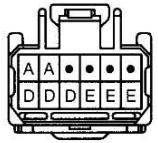
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



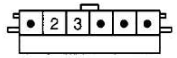
(Hint : See Page 7, 23, 39)

J37 (B) BLACK

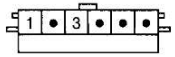


(Hint : See Page 7, 23, 39)

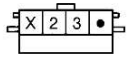
(S/D) R8 BLACK



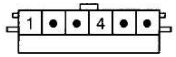
(L/B) R8 BLACK



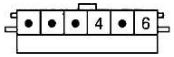
(W/G) R9 BLACK



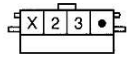
(S/D) R10 BLACK



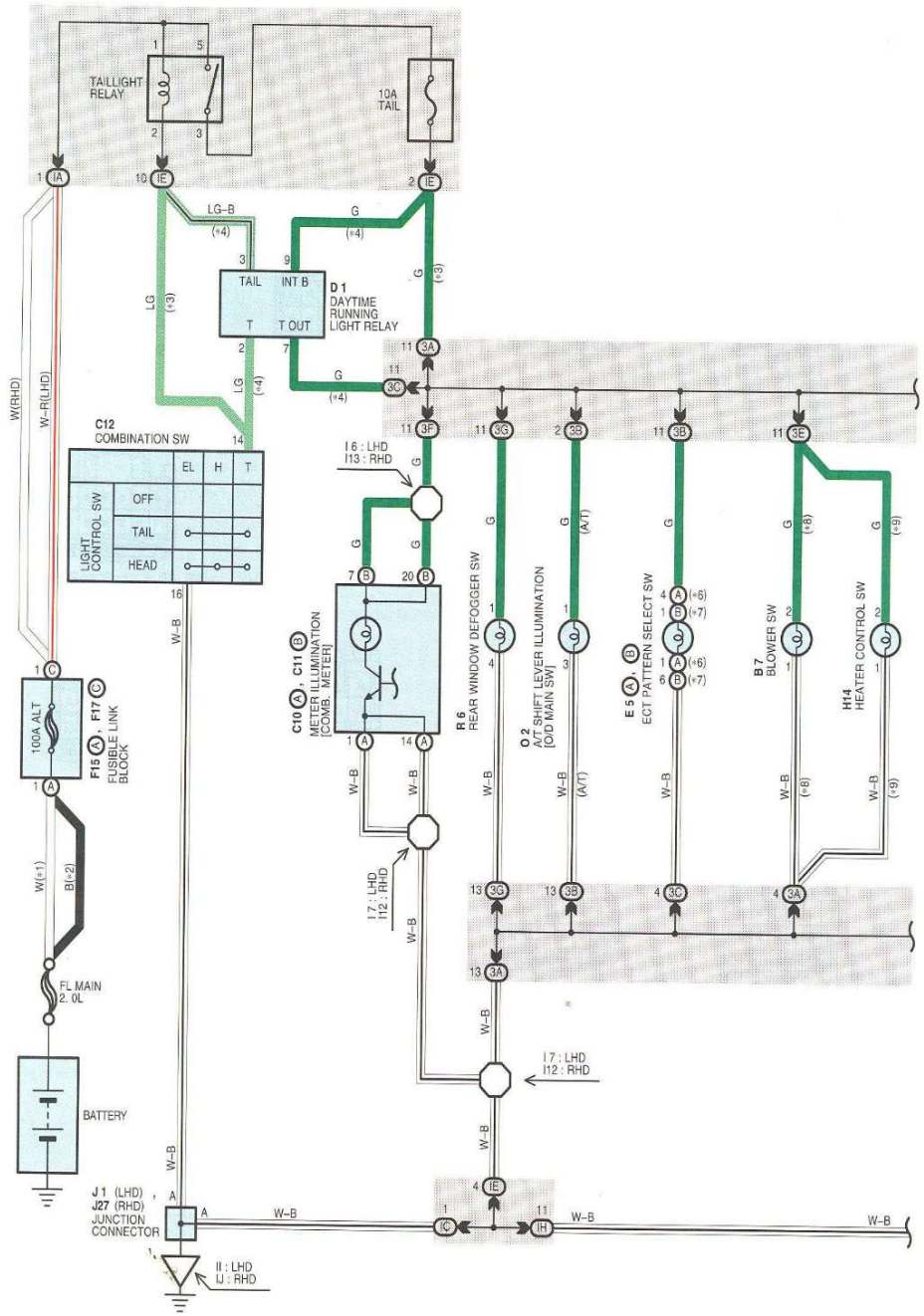
(L/B) R10 BLACK



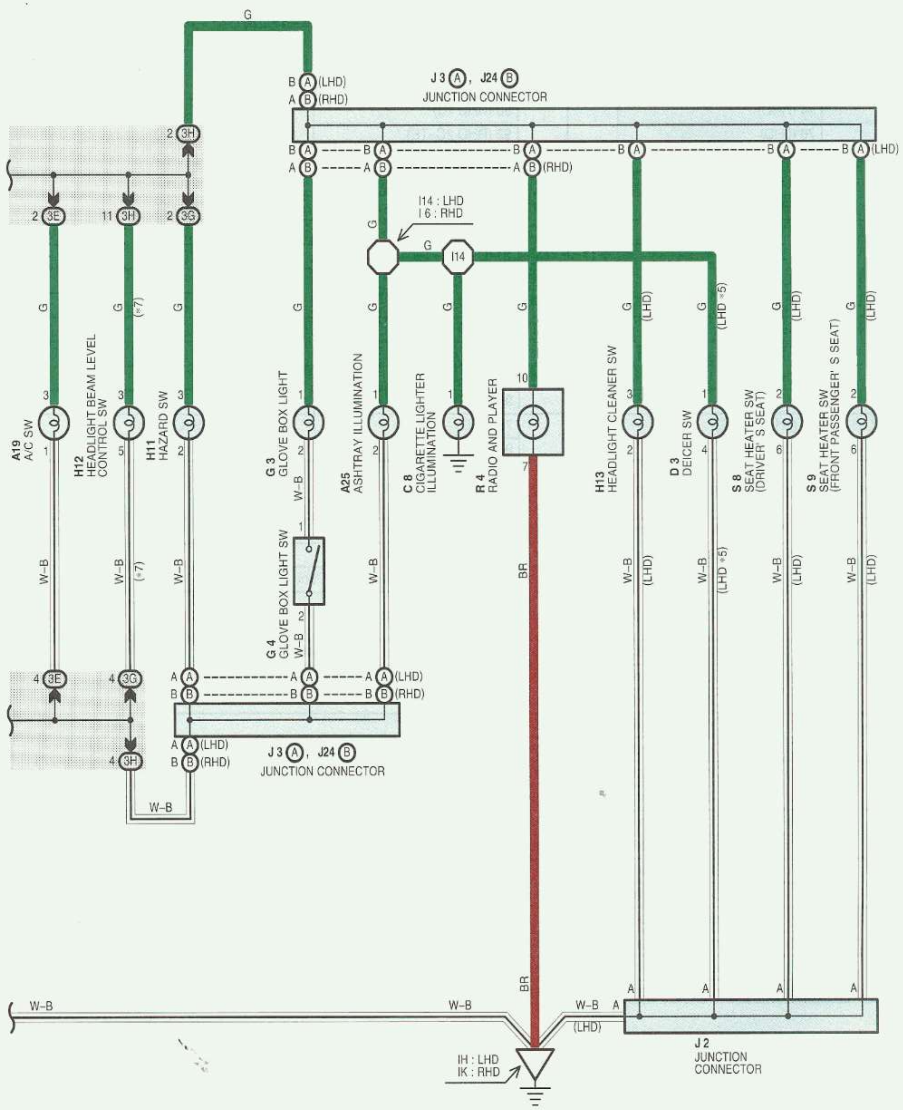
(W/G) R11 BLACK



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* 1 : GASOLINE
* 2 : DIESEL
* 3 : W/O DAYTIME RUNNING LIGHT
* 4 : W/ DAYTIME RUNNING LIGHT
* 5 : W/ FRONT WINDOW DEICER
* 6 : GENERAL
* 7 : EUROPE
* 8 : MANUAL A/C
* 9 : AUTO A/C



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ILLUMINATION

SERVICE HINTS

C12 COMBINATION SW

14-16 : Closed with the light control SW at **TAIL** or **HEAD** position

TAILLIGHT RELAY

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

○ : PARTS LOCATION

Code	See Page
A19	76 (LHD)
	94 (RHD)
A25	76 (LHD)
	94 (RHD)
B7	76 (LHD)
	94 (RHD)
C8	76 (LHD)
	94 (RHD)
C10 A	76 (LHD)
	94 (RHD)
C11 B	76 (LHD)
	94 (RHD)
C12	76 (LHD)
	94 (RHD)
D1	76 (LHD)
D8	76 (LHD)
E5 A, B	76 (LHD)
	94 (RHD)
F15 A	66 (LHD 3S-FE)
	68 (LHD *A)

Code	See Page
F15 A	70 (LHD *B)
	72 (LHD 2C-TE)
	74 (LHD 2C-T)
	96 (RHD 3S-FE)
	68 (RHD *A)
	90 (RHD *B)
	92 (RHD 2C-TE)
F17 C	66 (LHD 3S-FE)
	68 (LHD *A)
	70 (LHD *B)
	72 (LHD 2C-TE)
	74 (LHD 2C-T)
	96 (RHD 3S-FE)
	68 (RHD *A)
	90 (RHD *B)
	92 (RHD 2C-TE)
G8	78 (LHD)
	96 (RHD)
G4	78 (LHD)
	96 (RHD)

Code	See Page
H11	78 (LHD)
	96 (RHD)
H12	78 (LHD)
	96 (RHD)
H13	78 (LHD)
H14	78 (LHD)
	96 (RHD)
J1	78 (LHD)
J2	78 (LHD)
J3 A	78 (LHD)
J24 B	96 (RHD)
J27	96 (RHD)
O2	78 (LHD)
	96 (RHD)
R4	78 (LHD)
	96 (RHD)
R6	78 (LHD)
	96 (RHD)
S6	78 (LHD)
S9	78 (LHD)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	56	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

▽ : GROUND POINTS

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		

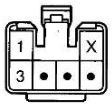
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points
I6	116 (LHD)	Cowl Wire
	134 (RHD)	Instrument Panel Wire
I7	116 (LHD)	Cowl Wire

Code	See Page	Wire Harness with Splice Points
I12	134 (RHD)	Cowl Wire
I13		
I14	116 (LHD)	Instrument Panel Wire

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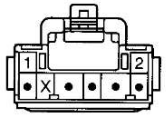
A19 BLACK



A25 BLACK



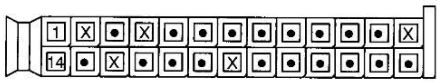
B7



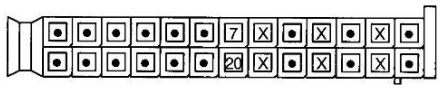
C8 BLACK



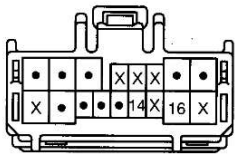
C10 (A) BLACK



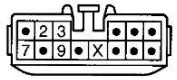
C11 (B) GREEN



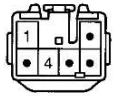
C12



D1 BLUE



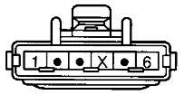
D3



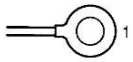
(General) E5 (A)



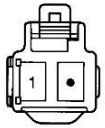
(Europe) E5 (B) BLACK



F15 (A)



F17 (C) BLUE



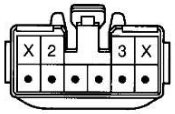
G3 BLACK



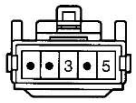
G4 BLACK



H11 BLACK



H12 GRAY



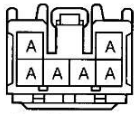
H13 BLACK



H14

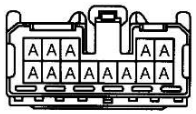


J1



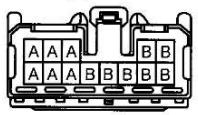
(Hint : See Page 7, 23, 39)

J2 ORANGE



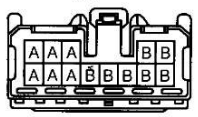
(Hint : See Page 7, 23, 39)

J3 (A) GRAY



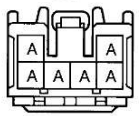
(Hint : See Page 7, 23, 39)

J24 (B) GRAY



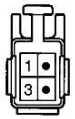
(Hint : See Page 7, 23, 39)

J27

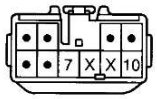


(Hint : See Page 7, 23, 39)

O2



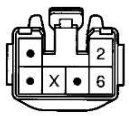
R4



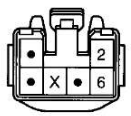
R6 DARK GRAY



S8 BLUE



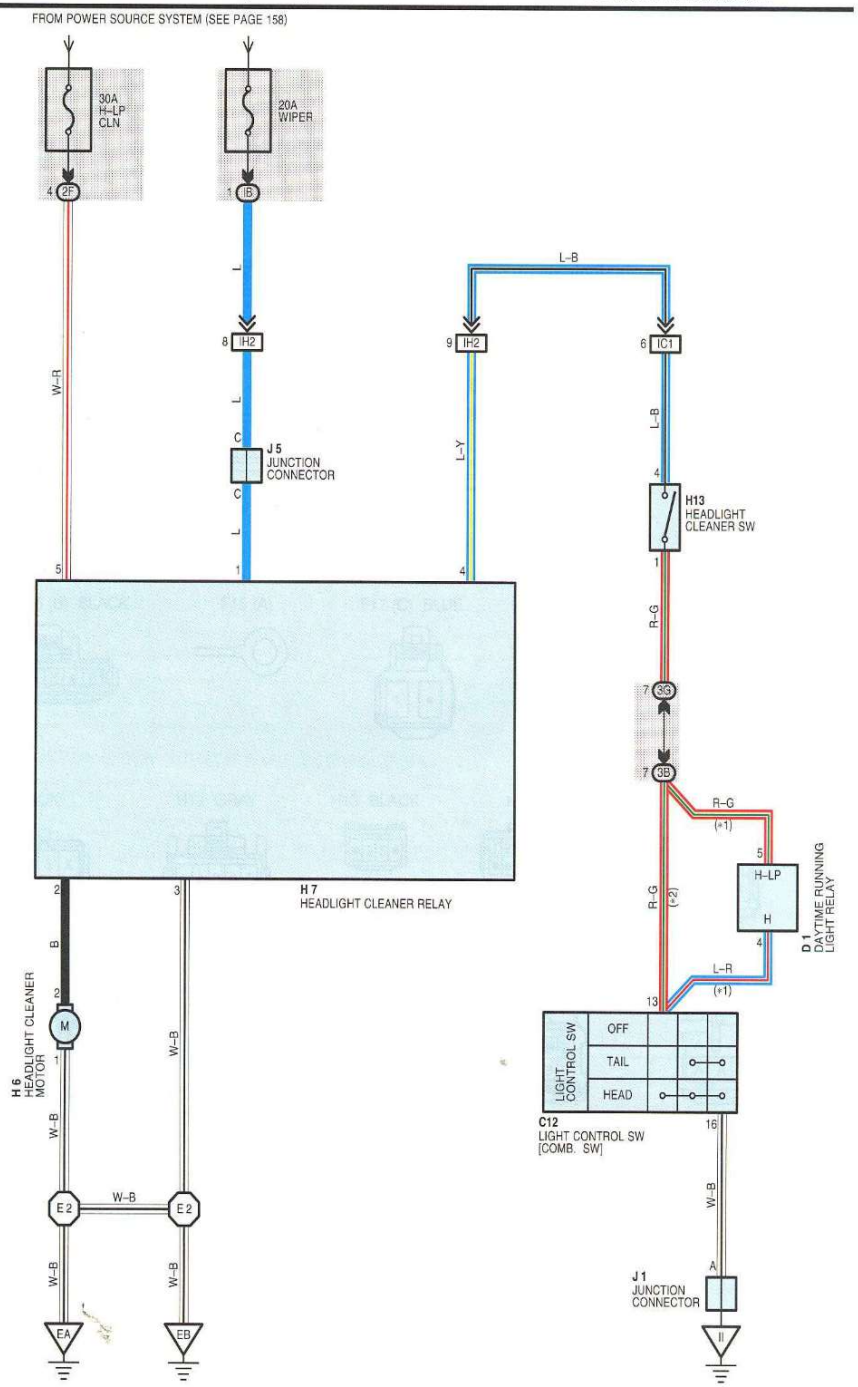
S9



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HEADLIGHT CLEANER (LHD)

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



SERVICE HINTS

H7 HEADLIGHT CLEANER RELAY

5-2 : Continuity with the light control SW at **HEAD** position and the headlight cleaner SW on
1-GROUND : Approx. **12** volts with the ignition SW at **ON** position
3-GROUND : Always continuity

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C12	76 (LHD)	H6	72 (LHD 2C-TE)	H7	72 (LHD 2C-TE)
D1	76 (LHD)		74 (LHD 2C-T)		74 (LHD 2C-T)
H6	66 (LHD 3S-FE)	H7	66 (LHD 3S-FE)	H13	76 (LHD)
	68 (LHD *A)		68 (LHD *A)	J1	78 (LHD)
	70 (LHD *B)		70 (LHD *B)	J5	78 (LHD)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
II	114 (LHD)	Left Kick Panel

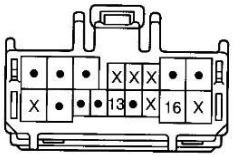
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	E2	110 (LHD 2C-TE)	Engine Room Main Wire
	106 (LHD *A)			112 (LHD 2C-T)	
	108 (LHD *B)				

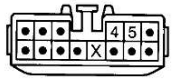
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HEADLIGHT CLEANER (LHD)

C12



D1 BLUE



H6 BLACK



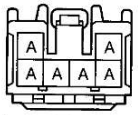
H7 BLACK



H13 BLACK

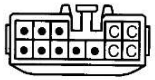


J1



(Hint : See Page 7, 23, 39)

J5 GRAY

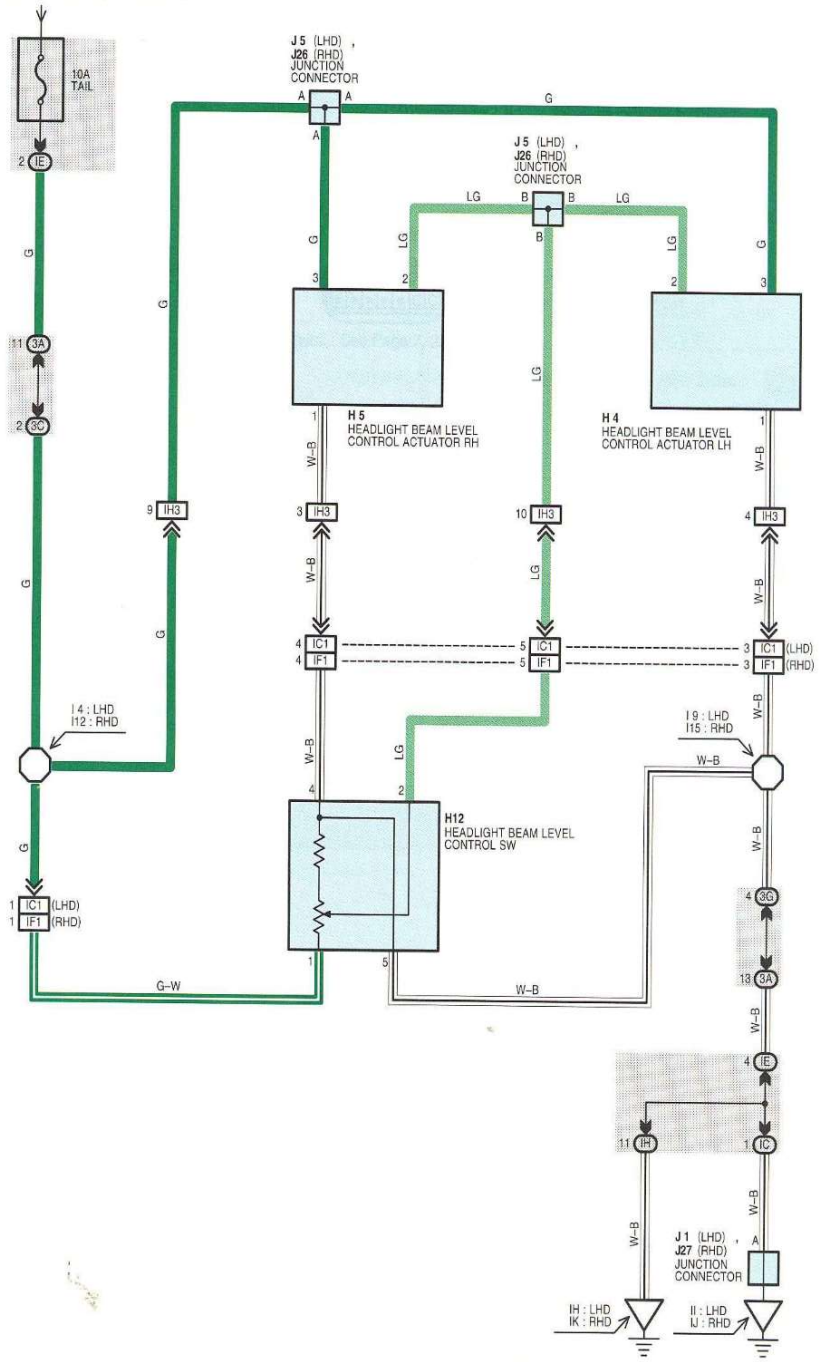


(Hint : See Page 7, 23, 39)

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HEADLIGHT BEAM LEVEL CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 158)



SERVICE HINTS

H4, H5 HEADLIGHT BEAM LEVEL CONTROL ACTUATOR LH, RH

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

H12 HEADLIGHT BEAM LEVEL CONTROL SW

1-GROUND : Approx. 12 volts with the light control SW at **TAIL** or **HEAD** position
5-GROUND : Always continuity

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
H4	66 (LHD 3S-FE)	H4	92 (RHD 2C-TE)	H5	90 (RHD *B)
	68 (LHD *A)	H5	66 (LHD 3S-FE)		92 (RHD 2C-TE)
	70 (LHD *B)		68 (LHD *A)	H12	78 (LHD)
	72 (LHD 2C-TE)		70 (LHD *B)		96 (RHD)
	74 (LHD 2C-T)		72 (LHD 2C-TE)	J1	78 (LHD)
	86 (RHD 3S-FE)		74 (LHD 2C-T)	J5	78 (LHD)
	88 (RHD *A)		86 (RHD 3S-FE)	J26	96 (RHD)
	90 (RHD *B)		88 (RHD *A)	J27	96 (RHD)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C, IE	89	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IF1	132 (RHD)	Instrument Panel Wire and Cowl Wire (Left Side of the Instrument Panel J/B)
IH3	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	

: GROUND POINTS

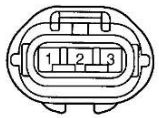
Code	See Page	Ground Points Location
IH, II	114 (LHD)	Left Kick Panel
IJ, IK	132 (RHD)	Right Kick Panel

: SPLICE POINTS

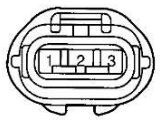
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	116 (LHD)	Cowl Wire	I12	134 (RHD)	Cowl Wire
I9	116 (LHD)	Instrument Panel Wire	I15	134 (RHD)	Instrument Panel Wire

HEADLIGHT BEAM LEVEL CONTROL

H4 GRAY



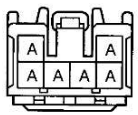
H5 GRAY



H12 GRAY

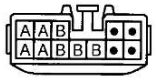


J1



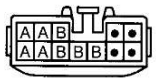
(Hint : See Page 7, 23, 39)

J5 GRAY



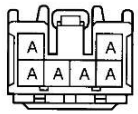
(Hint : See Page 7, 23, 39)

J26



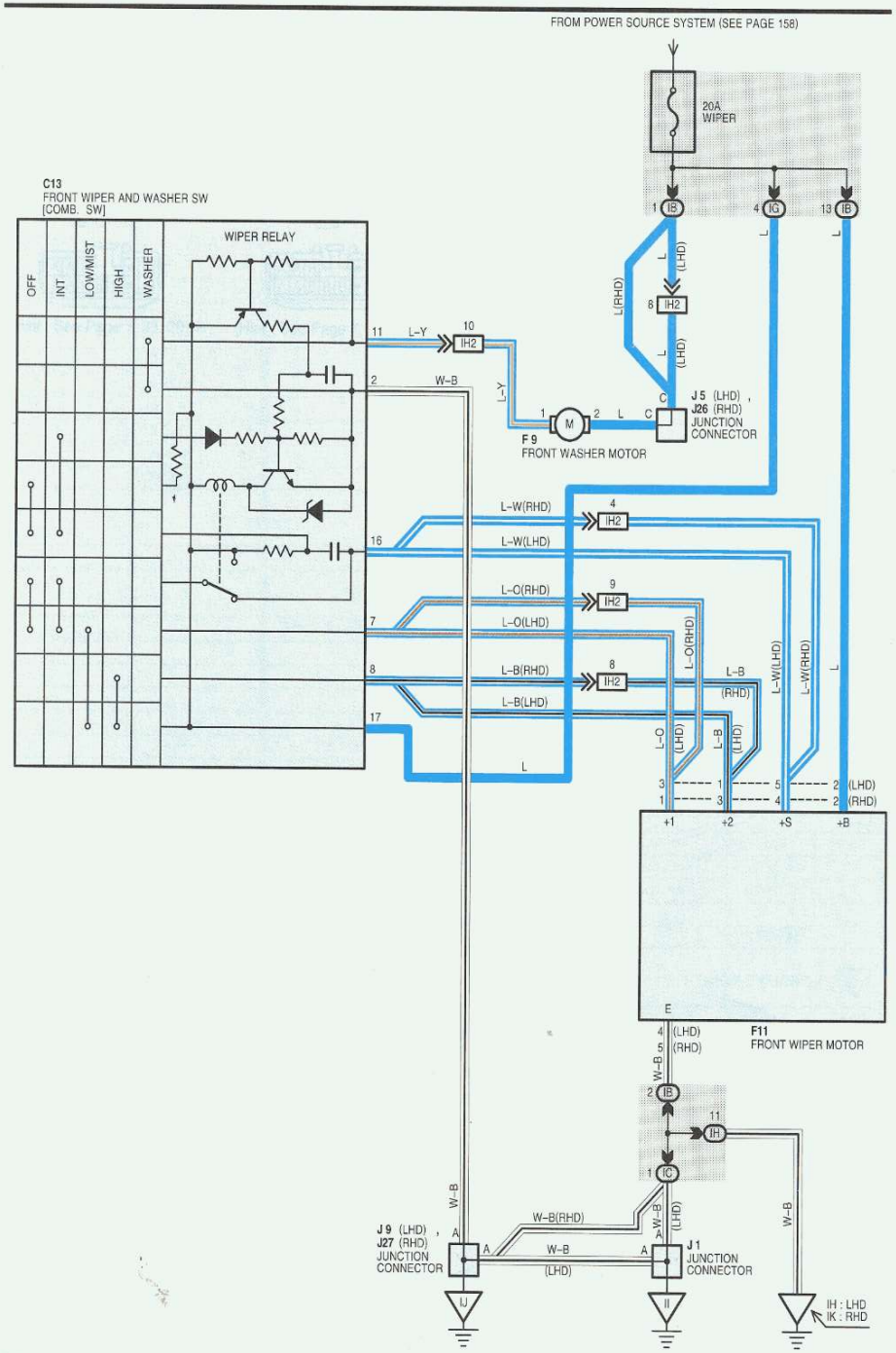
(Hint : See Page 7, 23, 39)

J27 GRAY



(Hint : See Page 7, 23, 39)

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SYSTEM OUTLINE

With the ignition SW turned on, the current flows to **TERMINAL 17** of the front wiper and washer SW, **TERMINAL 2** of the front washer motor and **TERMINAL 2** of the front wiper motor through the **WIP** fuse.

1. LOW SPEED POSITION

With wiper SW turned to **LO** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** (LHD), **1** (RHD) of the front wiper motor to **TERMINAL 4** (LHD), **5** (RHD) to **GROUND** and causes to the wiper motor to run at low speed.

2. HIGH SPEED POSITION

With wiper SW turned to **HI** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 8** to **TERMINAL 1** (LHD), **3** (RHD) of the front wiper motor to **TERMINAL 4** (LHD), **5** (RHD) to **GROUND** and causes to the wiper motor to run at high speed.

3. INT POSITION (w/ INTERMITTENT OPERATION)

With wiper SW turned to **INT** position, the relay operates and the current which is connected by relay function flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 2** to **GROUND**. This flow of current operates the intermittent circuit and the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** (LHD), **1** (RHD) of the front wiper motor to **TERMINAL 4** (LHD), **5** (RHD) to **GROUND** and the functions.
The intermittent operation is controlled by a condenser's charged and discharged function installed in relay and the intermittent time is controlled by a time control SW to charge the charging time of the condenser.

4. MIST POSITION

With wiper SW turned to **MIST** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** (LHD), **1** (RHD) of the front wiper motor to **TERMINAL 4** (LHD), **5** (RHD) to **GROUND** and causes to the front wiper motor to run at low speed.

5. WASHER CONTINUOUS OPERATION

With washer SW turned to on, the current flows from **TERMINAL 2** of the washer motor to **TERMINAL 1** to **TERMINAL 11** of the front wiper and washer SW to **TERMINAL 2** to **GROUND** and causes to the washer motor to run. And window washer is jet. This causes the current to flow to washer continuous operation circuit in **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** (LHD), **1** (RHD) of the front wiper motor to **TERMINAL 4** (LHD), **5** (RHD) to **GROUND** and the function.

SERVICE HINTS

C13 FRONT WIPER AND WASHER SW [COMB. SW]

2-GROUND : Always continuity
17-GROUND : Approx. **12** volts with ignition SW at **ON** position
7-GROUND : Approx. **12** volts with wiper and washer SW at **LOW** position
: Approx. **12** volts with wiper and washer SW at **MIST** position (w/ mist SW)
: Approx. **12** volts every approx. **1** to **10** seconds intermittently with wiper and washer SW at **INT** position (w/ intermittent operation)
16-GROUND : Approx. **12** volts with ignition SW on unless wiper motor at **STOP** position
8-GROUND : Approx. **12** volts with ignition SW on and wiper and washer SW at **HIGH** position

F11 FRONT WIPER MOTOR

5-2 (LHD), 4-2 (RHD) : Closed unless wiper motor at **STOP** position

○ : PARTS LOCATION

＊A : 7A-FE, 4A-FE Lean Burn Type
＊B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C13	76 (LHD)	F9	90 (RHD ＊B)	F11	90 (RHD ＊B)
	94 (RHD)		92 (RHD 2C-TE)		92 (RHD 2C-TE)
F9	66 (LHD 3S-FE)	F11	66 (LHD 3S-FE)	J1	78 (LHD)
	68 (LHD ＊A)		68 (LHD ＊A)	J5	78 (LHD)
	70 (LHD ＊B)		70 (LHD ＊B)	J9	78 (LHD)
	72 (LHD 2C-TE)		72 (LHD 2C-TE)	J26	96 (RHD)
	74 (LHD 2C-T)		74 (LHD 2C-T)	J27	96 (RHD)
	86 (RHD 3S-FE)		86 (RHD 3S-FE)		
	88 (RHD ＊A)		88 (RHD ＊A)		

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FRONT WIPER AND WASHER

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IN	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)

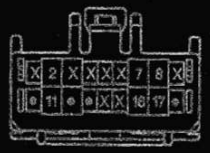
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH2	134 (RHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
IH	114-(LHD)	Left Kick Panel
II		
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

C13 BLACK



F9 BLACK



F11 GRAY



J1



(Hint : See Page 7, 23, 39)

J5 GRAY



(Hint : See Page 7, 23, 39)

J9



(Hint : See Page 7, 23, 39)

J26 GRAY



(Hint : See Page 7, 23, 39)

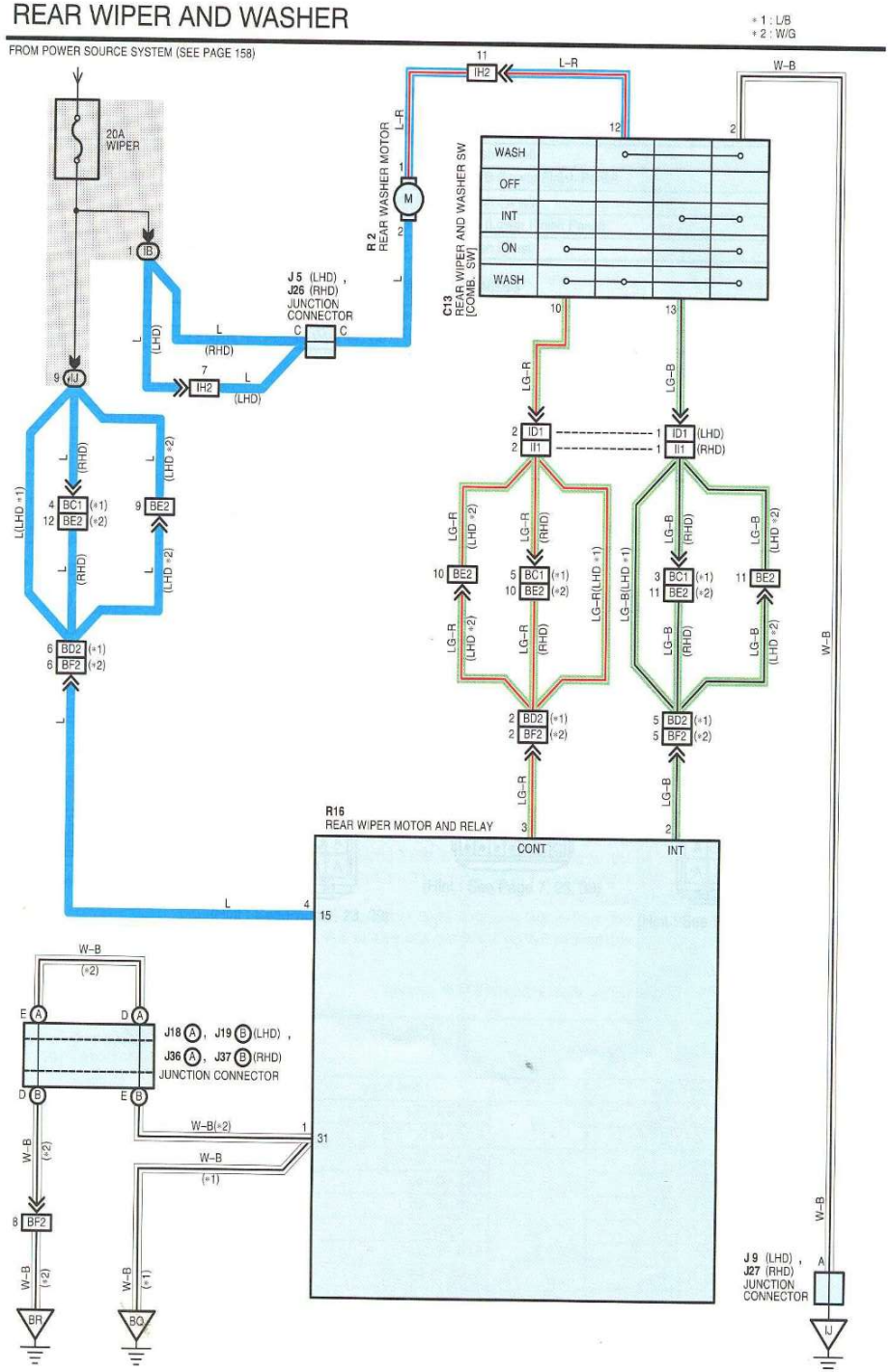
J27



(Hint : See Page 7, 23, 39)

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REAR WIPER AND WASHER



SYSTEM OUTLINE

When the ignition SW is turned on, current flows to **TERMINAL 2** of the rear washer motor, **TERMINAL 4** of the rear wiper motor and relay through the **WIP** fuse.

1. **REAR WASHER OPERATION**

With the ignition SW turned on and the rear wiper and washer SW turned to **ON** position, when the wiper SW is turned further, the current flowing to **TERMINAL 2** of the rear washer motor flows to **TERMINAL 1** of the motor to **TERMINAL 12** of the rear wiper and washer SW to **TERMINAL 2** to **GROUND** so that the washer motor rotates and the window washer emits a water spray, only while the switch is fully turned.
When the wiper SW is off and then turned to washer on (Wiper off side), Only the washer operates.

SERVICE HINTS

R2 REAR WASHER MOTOR

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

R10 REAR WIPER MOTOR AND RELAY

4-GROUND : Approx. **12** volts with ignition SW at **ON** position
2-GROUND : Continuity with rear wiper SW **INT** position
3-GROUND : Continuity with rear wiper SW **ON** position
1-GROUND : Always continuity

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C13	76 (LHD)	J36 A	102 (RHD W/G)	R2	88 (RHD *A)
	94 (RHD)	J37 B	102 (RHD W/G)		90 (RHD *B)
J5	78 (LHD)	R2	86 (LHD 3S-FE)		92 (RHD 2C-TE)
J8	78 (LHD)		68 (LHD *A)	R16	82 (LHD L/B)
J18 A	84 (LHD W/G)		70 (LHD *B)		84 (LHD W/G)
J19 B	84 (LHD W/G)		72 (LHD 2C-TE)		100 (RHD L/B)
J26	98 (RHD)		74 (LHD 2C-T)		102 (RHD W/G)
J27	96 (RHD)		86 (RHD 3S-FE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

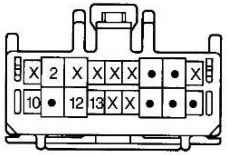
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
II1	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)
BC1	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Qurter Pillar)
BD2	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
	138 (RHD L/B)	
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Qurter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Qurter Panel)
BF2	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	

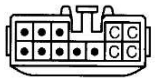
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
BQ	120 (LHD L/B)	Back Door Center
	138 (RHD L/B)	
BR	122 (LHD W/G)	Rear Quarter Panel LH
	140 (RHD W/G)	

C13 BLACK

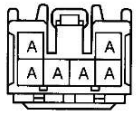


J5 GRAY



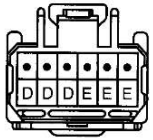
(Hint : See Page 7, 23, 39)

J9



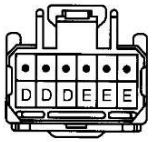
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



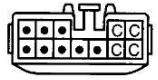
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



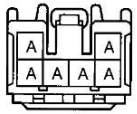
(Hint : See Page 7, 23, 39)

J26 GRAY



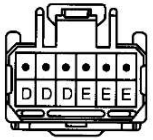
(Hint : See Page 7, 23, 39)

J27



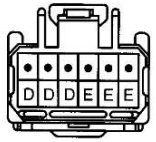
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



(Hint : See Page 7, 23, 39)

J37 (B) BLACK

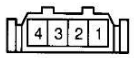


(Hint : See Page 7, 23, 39)

R2 RED

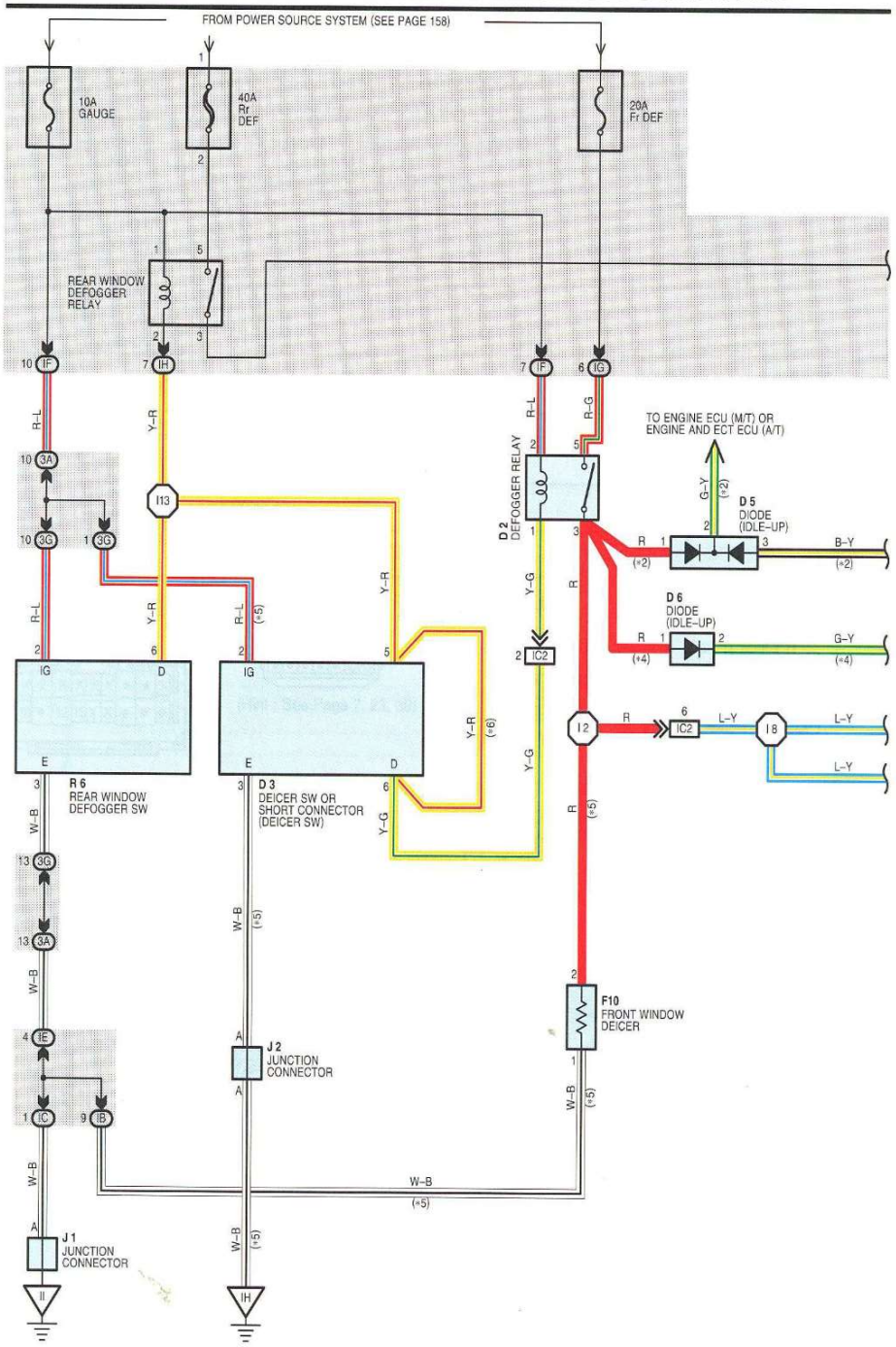


R16 BLACK



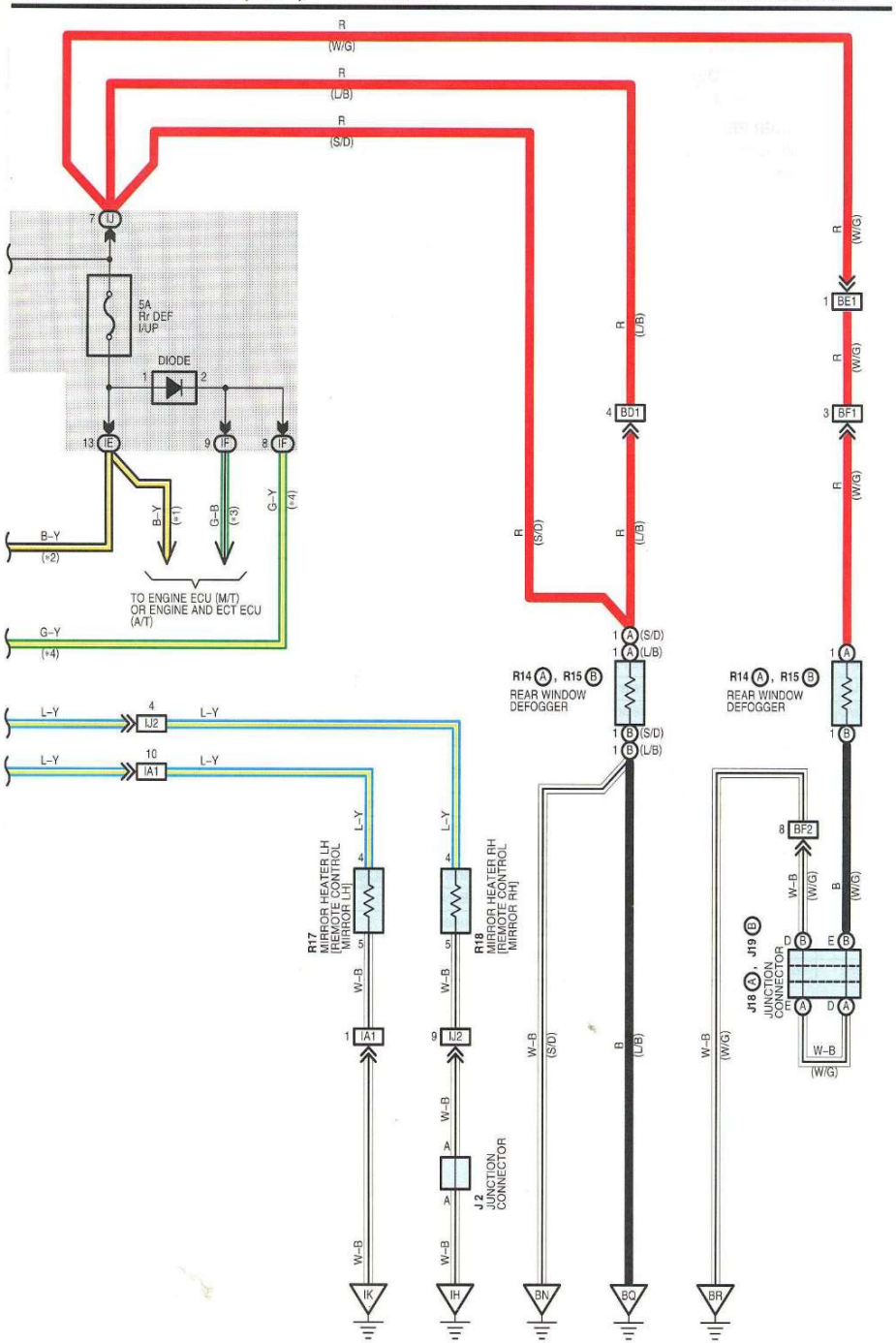
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FRONT WINDOW DEICER AND REAR WINDOW DEFOGGER AND



MIRROR HEATER (LHD)

* 1 : 4A-FE, 7A-FE W/O FRONT WINDOW DEICER
* 2 : 4A-FE, 7A-FE W/ FRONT WINDOW DEICER
* 3 : 3S-FE
* 4 : 3S-FE EUROPE, 2C-TE, 2C-T
* 5 : W/ FRONT WINDOW DEICER
* 6 : W/O FRONT WINDOW DEICER



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FRONT WINDOW DEICER AND REAR WINDOW DEFOGGER AND

SERVICE HINTS

REAR WINDOW DEFOGGER RELAY

5–3 : Closed with the ignition SW at **ON** position and the rear window defogger SW on

D2 DEFOGGER RELAY

5–3 : Closed with the ignition SW at **ON** position and rear window defogger SW on (w/o front window deicer)
: Closed with the ignition SW at **ON** position and deicer SW on (w/ front window deicer)

○ : PARTS LOCATION

Code	See Page	Code		See Page	Code		See Page
D2	76 (LHD)	J2		78 (LHD)	R15	B	82 (LHD L/B)
D3	76 (LHD)	J18	A	84 (LHD W/G)			84 (LHD W/G)
D5	76 (LHD)	J19	B	84 (LHD W/G)	R17		80 (LHD S/D)
D6	76 (LHD)	R6		78 (LHD)			82 (LHD L/B)
F10	66 (LHD 3S-FE)	R14	A	80 (LHD S/D)			84 (LHD W/G)
	68 (LHD *A)			82 (LHD L/B)	R18		80 (LHD S/D)
	72 (LHD 2C-TE)			84 (LHD W/G)			82 (LHD L/B)
J1	76 (LHD)	R15	B	80 (LHD S/D)			84 (LHD W/G)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IJ2	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BD1	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
BE1	122 (LHD W/G)	Roof No.3 Wire and Floor Wire (Left Quriar Panel)
BF1	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
BF2	122 (LHD W/G)	

MIRROR HEATER (LHD)

▽ : GROUND POINTS

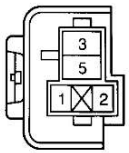
* A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IK	114 (LHD)	Right Kick Panel
BN	118 (LHD S/D)	Right Quarter Pillar
BQ	120 (LHD L/B)	Back Door Center
BR	122 (LHD W/G)	Rear Quarter Panel LH

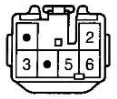
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	116 (LHD)	Cowl Wire	I8	116 (LHD)	Instrument Panel Wire
I13	116 (LHD)	Instrument Panel Wire			

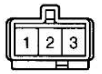
D2



D3



D5 ORANGE



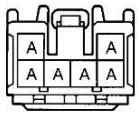
D6 BLACK



F10 BLACK

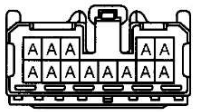


J1



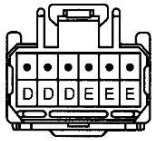
(Hint : See Page 7, 23, 39)

J2 ORANGE



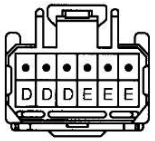
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



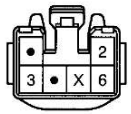
(Hint : See Page 7, 23, 39)

J19 (B) BLACK



(Hint : See Page 7, 23, 39)

R6 DARK GARY



(S/D) R14 (A)



(L/B) R14 (A) BLACK



(W/G) R14 (A)



(S/D) R15 (B) BLACK



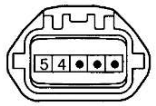
(L/B) R15 (B) BLACK



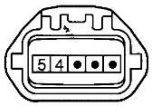
(W/G) R15 (B)



R17

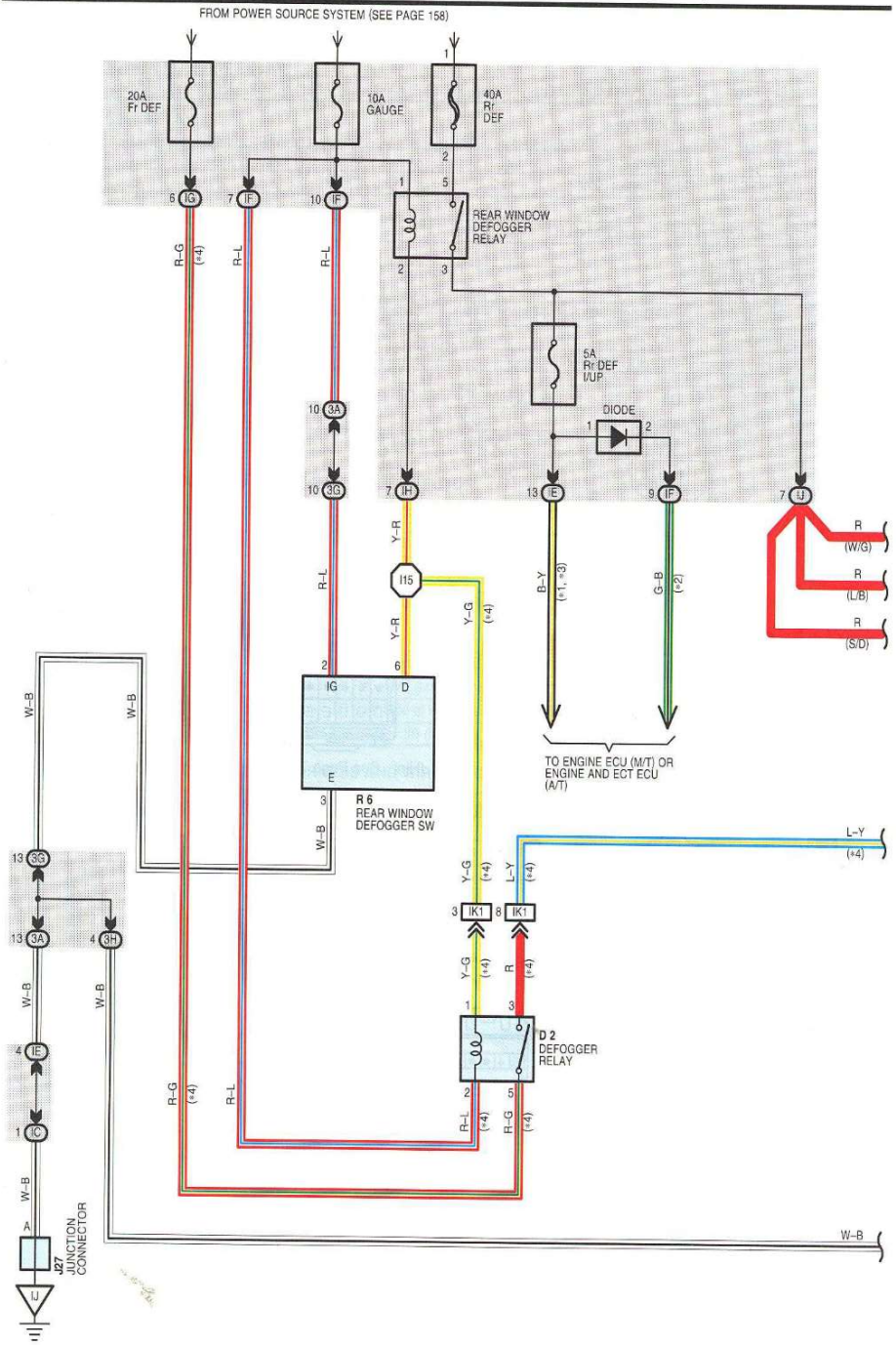


R18

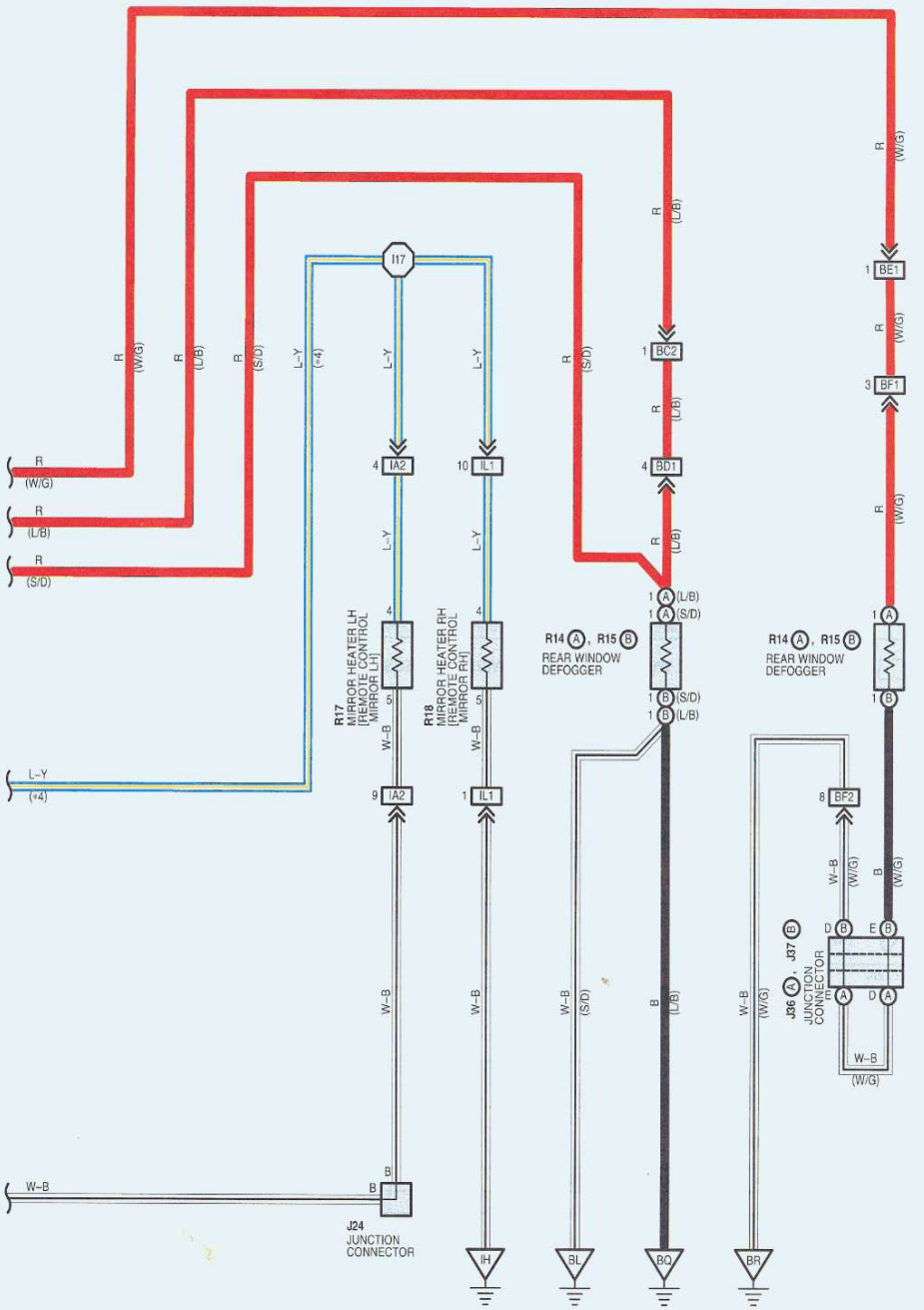


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REAR WINDOW DEFOGGER AND MIRROR HEATER (RHD)



* 1 : LEAN BURN TYPE
* 2 : 3S-FE
* 3 : STOICHIOMETRIC TYPE
* 4 : EUROPE



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REAR WINDOW DEFOGGER AND MIRROR HEATER (RHD)

SERVICE HINTS

REAR WINDOW DEFOGGER RELAY

5-3 : Closed with the ignition SW at ON position and rear window defogger SW on

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
D2		94 (RHD)	R14	A	98 (RHD S/D)	R17	98 (RHD S/D)
J24		98 (RHD)			100 (RHD L/B)		100 (RHD L/B)
J27		98 (RHD)			102 (RHD W/G)		102 (RHD W/G)
J36	A	102 (RHD W/G)	R15	B	98 (RHD S/D)	R18	98 (RHD S/D)
J37	B	102 (RHD W/G)			100 (RHD L/B)		100 (RHD L/B)
R6		96 (RHD)			102 (RHD W/G)		102 (RHD W/G)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA2	132 (RHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)
IL1	134 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BC2	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Quarter Pillar)
BD1	138 (RHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
BE1	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Quarter Panel)
BF1	140 (RHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
BF2	140 (RHD W/G)	

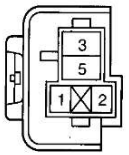
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	132 (RHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
BL	136 (RHD S/D)	Left Quarter Pillar
BQ	138 (RHD L/B)	Back Door Center
BR	140 (RHD W/G)	Rear Quarter Panel LH

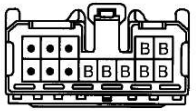
◯ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I15	134 (RHD)	Instrument Panel Wire	I17	134 (RHD)	Instrument Panel Wire

D2

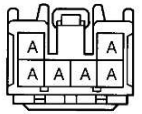


J24 GRAY



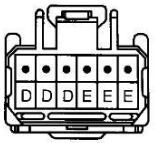
(Hint : See Page 7, 23, 39)

J27



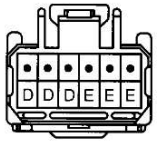
(Hint : See Page 7, 23, 39)

J36 (A) BLACK



(Hint : See Page 7, 23, 39)

J37 (B) BLACK



(Hint : See Page 7, 23, 39)

R6 DARK GRAY



(S/D) R14 (A)



(L/B) R14 (A) BLACK



(W/G) R14 (A)



(S/D) R15 (B) BLACK



(L/B) R15 (B) BLACK



(W/G) R15 (B)



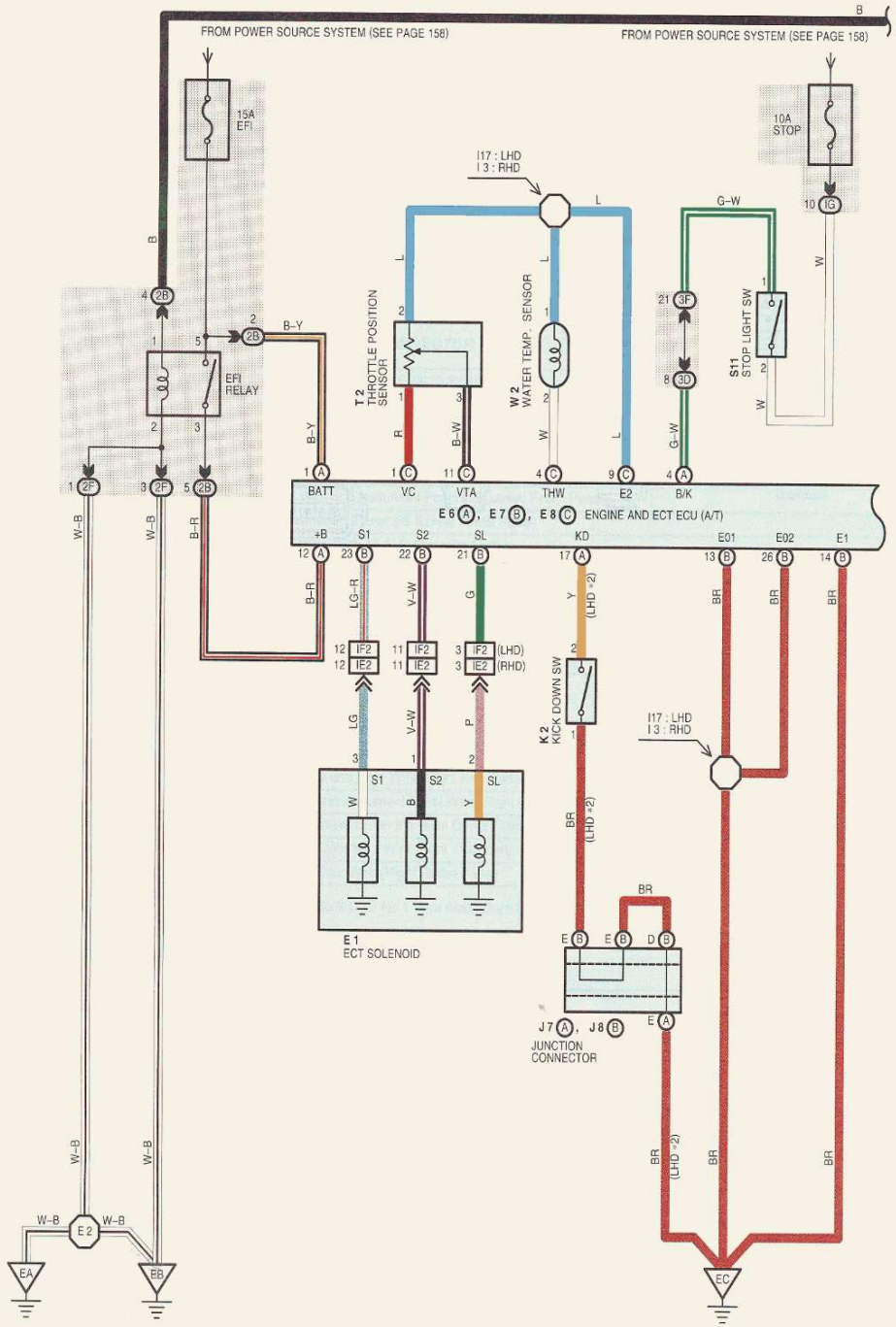
R17

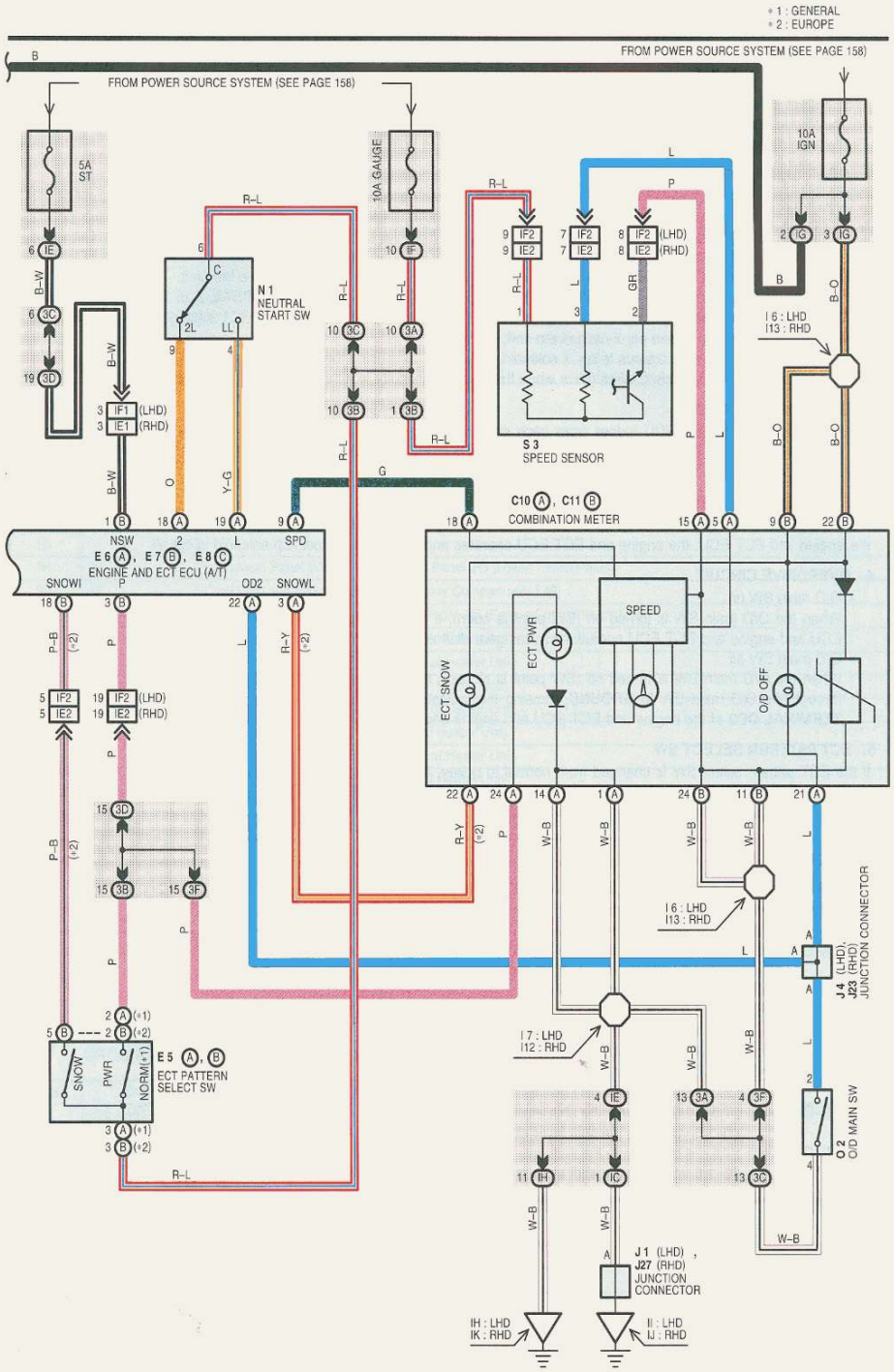


R18



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SYSTEM OUTLINE

This system electronically controls the gear shift timing, lock-up timing, the clutch and brake hydraulic pressure, and the engine torque during shifting to achieve optimum shift feeling.
The vehicle driving conditions and engine operating conditions are detected by various sensors.

1. GEAR SHIFT OPERATION

During driving, the engine and ECT ECU selects the shift for each gear which is most appropriate to the driving conditions based on input signals from the water temp. sensor to **TERMINAL THW** of the engine and ECT ECU, and also a control signal is input to **TERMINAL SPD** of the engine and ECT ECU from the speed sensor via the combination meter. Current is then output to the ECT solenoid. When shifting to 1st speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and continuity to the no. 1 solenoid causes the shift.
For 2nd speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and from **TERMINAL S2** of the engine and ECT ECU to **TERMINAL 1** of the ECT solenoid to **GROUND**, and continuity to solenoids no. 1 and no. 2 causes the shift.
For 3rd speed, there is no continuous to no. 1 solenoid, only to no. 2, causing the shift.
Shifting into 4th speed (Overdrive) takes place when there is no continuity to either no. 1 or no. 2 solenoid.

2. LOCK-UP OPERATION

When the engine 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 2** of the ECT solenoid to **GROUND**, continuity to the lock-up solenoid causes lock-up operation.

3. STOP LIGHT SW CIRCUIT

If the brake pedal is depressed (Stop light SW on) when driving in lock-up condition, a signal is input to **TERMINAL B/K** of the engine and ECT ECU, the engine and ECT ECU operates and current to the lock-up solenoid is cut off.

4. OVERDRIVE CIRCUIT

* O/D main SW on
  When the O/D main SW is turned on (SW point is open), a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation causes gear shift when the conditions for overdrive are met.
* O/D main SW off
  When the O/D main SW is turned off (SW point is closed), the current flowing through the O/D off indicator light flows through the O/D main SW to **GROUND**, causing the indicator light to light up. At the same time, a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation prevents shift into overdrive.

5. ECT PATTERN SELECT SW

If the ECT pattern select SW is changed from normal to power, the current through the power indicator flows to **GROUND**, current flows to **TERMINAL P** of the engine and ECT ECU, the engine and ECT ECU operates, and shift up and shift down occurs at higher vehicle speeds than when the SW is in **NORM** position.

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE AND ECT ECU

BATT-GROUND : **9.0-14.0** volts (Always)
+B-GROUND : **9.0-14.0** volts (Ignition SW on)
VTA-GROUND : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve open)
VC-GROUND : **4.5-5.5** volts (Ignition SW on)
THW-GROUND : **0.2-1.0** volts (Ignition SW on and coolant temp. **80**°C (**176**°F))
B/K-GROUND : **9.0-14.0** volts (Brake pedal depress)
S1, S2-GROUND : **9.0-14.0** volts with the ignition SW on (Engine running)
OD2-GROUND : **0-3.0** volts with the O/D main SW turned on
: **9.0-14.0** volts with the O/D main SW turned off
2-GROUND : **7.5-14.0** volts with the shift lever at **2** position
: **0-1.5** volts with the shift lever at except **2** position
L-GROUND : **7.5-14.0** volts with the shift lever at **L** position
: **0-1.5** volts with the shift lever at except **L** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C10 A	78 (LHD)	E7 B	94 (RHD)	N1	86 (RHD 3S-FE)
	94 (RHD)	E8 C	76 (LHD)	O2	78 (LHD)
C11 B	76 (LHD)		94 (RHD)		98 (RHD)
	94 (RHD)	J1	78 (LHD)	S3	66 (LHD 3S-FE)
E1	68 (LHD 3S-FE)	J4	78 (LHD)		86 (RHD 3S-FE)
	86 (RHD 3S-FE)	J7 A	78 (LHD)	S11	78 (LHD)
E6 A, B	76 (LHD)	J8 B	78 (LHD)		98 (RHD)
	94 (RHD)	J23	96 (RHD)	T2	66 (LHD 3S-FE)
E6 A	76 (LHD)	J27	96 (RHD)		86 (RHD 3S-FE)
	94 (RHD)	K2	78 (LHD)	W2	66 (LHD 3S-FE)
E7 B	78 (LHD)	N1	66 (LHD 3S-FE)		86 (RHD 3S-FE)

▩ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
IG		
1H	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
1E1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
1E2		
1F1	114 (LHD)	
1F2		

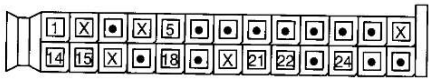
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight LH
	124 (RHD 3S-FE)	
EB	104 (LHD 3S-FE)	
	124 (RHD 3S-FE)	
EC	104 (LHD 3S-FE)	Behind the Intake Manifold
	124 (RHD 3S-FE)	
II	114 (LHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
IH	114 (LHD)	Left Kick Panel
IK	132 (RHD)	Right Kick Panel

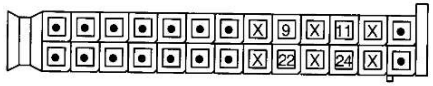
: **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	I7	116 (LHD)	Cowl Wire
	124 (RHD 3S-FE)		I12	134 (RHD)	
I3	134 (RHD)	Engine Wire	I13		
I6	116 (LHD)	Cowl Wire	I17	116 (LHD)	Engine Wire

C10 (A) BLACK



C11 (B) GREEN



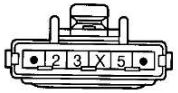
E1 BLACK



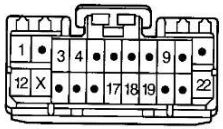
(General) E5 (A) BLACK



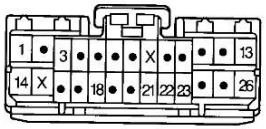
(Europe) E5 (B) BLACK



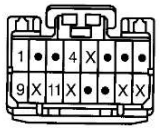
E6 (A)



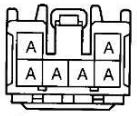
E7 (B)



E8 (C)

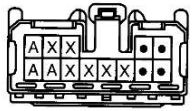


J1



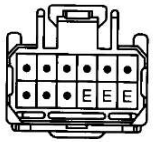
(Hint : See Page 7, 23, 39)

J4 BLUE



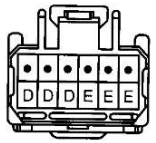
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



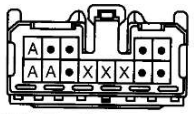
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



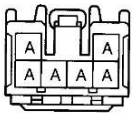
(Hint : See Page 7, 23, 39)

J23 BLUE



(Hint : See Page 7, 23, 39)

J27

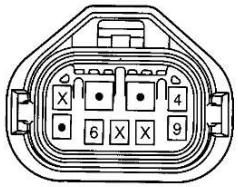


(Hint : See Page 7, 23, 39)

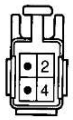
K2 BLACK



N1 GRAY



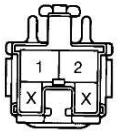
O2



S3 BLACK



S11 BLACK



T2 BLACK

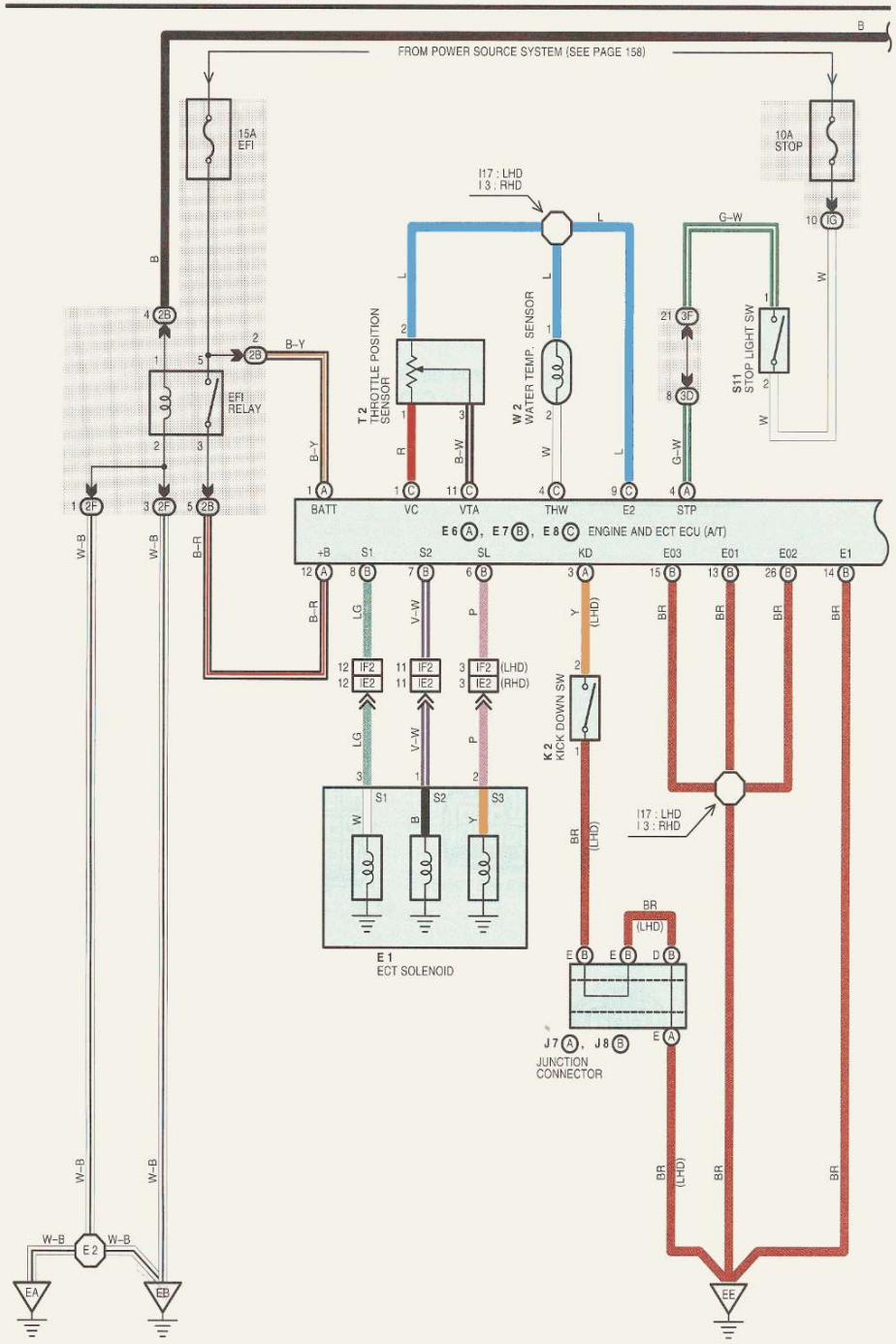


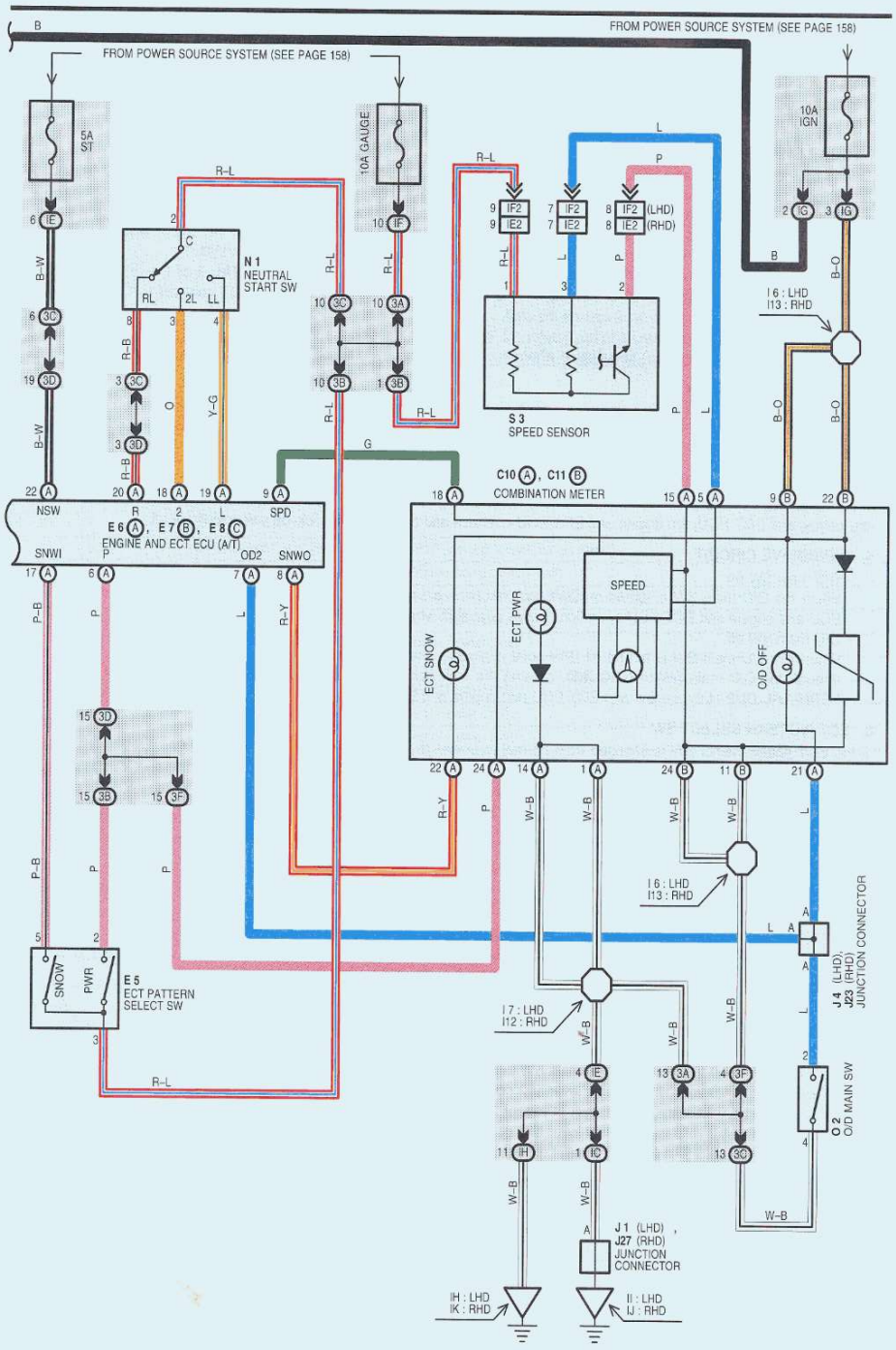
W2 DARK GRAY



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ECT (LEAN BURN TYPE)





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ECT (LEAN BURN TYPE)

SYSTEM OUTLINE

This system electronically controls the gear shift timing, lock-up timing, the clutch and brake hydraulic pressure, and the engine torque during shifting to achieve optimum shift feeling.
The vehicle driving conditions and engine operating conditions are detected by various sensors.

1. GEAR SHIFT OPERATION

During driving, the engine and ECT ECU selects the shift for each gear which is most appropriate to the driving conditions based on input signals from the water temp. sensor to **TERMINAL THW** of the engine and ECT ECU, and also a control signal is input to **TERMINAL SPD** of the engine and ECT ECU from the speed sensor via combination meter. Current is then output to the ECT solenoid. When shifting to 1st speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and continuity to the no. 1 solenoid causes the shift.
For 2nd speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and from **TERMINAL S2** of the engine and ECT ECU to **TERMINAL 1** of the ECT solenoid to **GROUND**, and continuity to solenoids no. 1 and no. 2 causes the shift.
For 3rd speed, there is no continuous to no. 1 solenoid, only to no. 2, causing the shift.
Shifting into 4th speed (Overdrive) takes place when there is no continuity to either no. 1 or no. 2 solenoid.

2. LOCK-UP OPERATION

When the engine 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 2** of the ECT solenoid to **GROUND**, continuity to the lock-up solenoid causes lock-up operation.

3. STOP LIGHT SW CIRCUIT

If the brake pedal is depressed (Stop light SW on) when driving in lock-up condition, a signal is input to **TERMINAL STP** of the engine and ECT ECU, the engine and ECT ECU operates and current to the lock-up solenoid is cut off.

4. OVERDRIVE CIRCUIT

* O/D main SW on
  When the O/D main SW is turned on (SW point is open), a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation causes gear shift when the conditions for overdrive are met.
* O/D main SW off
  When the O/D main SW is turned off (SW point is closed), the current flowing through the O/D off indicator light flows through the O/D main SW to **GROUND**, causing the indicator light to light up. At the same time, a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation prevents shift into overdrive.

5. ECT PATTERN SELECT SW

If the ECT pattern select SW is changed from normal to power, the current through the power indicator flows to **GROUND**, current flows to **TERMINAL P** of the engine and ECT ECU, the engine and ECT ECU operates, and shift up and shift down occurs at higher vehicle speeds than when the SW is in **NORMAL** position.

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE AND ECT ECU

BATT-E1 : **9.0-14.0** volts (Always)
+B-E1 : **9.0-14.0** volts (Ignition SW on)
VTA-E2 : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2-4.9** volts (Ignition SW on and throttle valve open)
VC-E2 : **4.5-5.5** volts (Ignition SW on)
THW-E2 : **0.2-1.0** volts (Ignition SW on and coolant temp. **80**°C (**176**°F))
STP-E1 : **9.0-14.0** volts (Brake pedal depress)
S1, S2-E1 : **9.0-14.0** volts with the ignition SW on (Engine running)
OD2-E1 : **0-3.0** volts with the O/D main SW turned on
: **9.0-14.0** volts with the O/D main SW turned off
2-E1 : **7.5-14.0** volts with the shift lever at **2** position
: **0-1.5** volts with the shift lever at except **2** position
L-E1 : **7.5-14.0** volts with the shift lever at **L** position
: **0-1.5** volts with the shift lever at except **L** position

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Code	See Page	Code	See Page
C10 A	76 (LHD)	E7 B	94 (RHD)	N1	88 (RHD *A)
	94 (RHD)	E8 C	76 (LHD)	O2	76 (LHD)
C11 B	76 (LHD)		94 (RHD)		96 (RHD)
	94 (RHD)	J1	78 (LHD)	S3	88 (LHD *A)
E1	66 (LHD *A)	J4	78 (LHD)		88 (RHD *A)
	88 (RHD *A)	J7 A	78 (LHD)	S11	78 (LHD)
E5	76 (LHD)	J8 B	78 (LHD)		96 (RHD)
	94 (RHD)	J23	96 (RHD)	T2	66 (LHD *A)
E6 A	76 (LHD)	J27	96 (RHD)		88 (RHD *A)
	94 (RHD)	K2	78 (LHD)	W2	66 (LHD *A)
E7 B	76 (LHD)	N1	66 (LHD *A)		88 (RHD *A)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	

▽ : **GROUND POINTS**

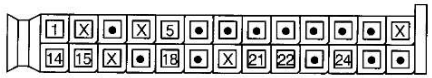
＊A : 7A-FE, 4A-FE Lean Burn Type

Code	See Page	Ground Points Location
EA	106 (LHD ＊A)	Under the Headlight RH
	126 (RHD ＊A)	
EB	106 (LHD ＊A)	Under the Headlight LH
	126 (RHD ＊A)	
EE	106 (LHD ＊A)	Under the Intake Manifold
	126 (RHD ＊A)	
II	114 (LHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel
IH	114 (LHD)	Left Kick Panel
IK	132 (RHD)	Right Kick Panel

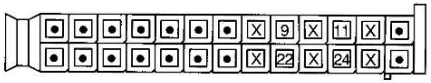
○ : **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	106 (LHD ＊A)	Engine Room Main Wire	I7	116 (LHD)	Cowl Wire
	126 (RHD ＊A)		I12	134 (RHD)	Cowl Wire
I3	134 (RHD)	Engine Wire	I13		
I6	116 (LHD)	Cowl Wire	I17	116 (LHD)	Engine Wire

C10 (A) BLACK



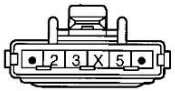
C11 (B) GREEN



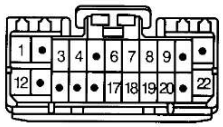
E1 BLACK



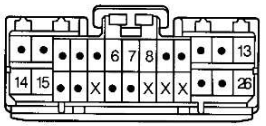
E5 BLACK



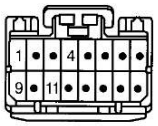
E6 (A)



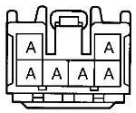
E7 (B)



E8 (C)

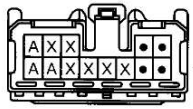


J1



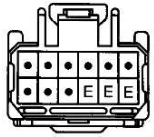
(Hint : See Page 7, 23, 39)

J4 BLUE



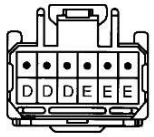
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



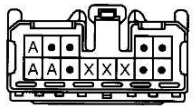
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



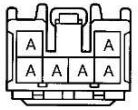
(Hint : See Page 7, 23, 39)

J23 BLUE



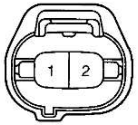
(Hint : See Page 7, 23, 39)

J27

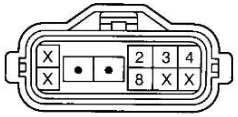


(Hint : See Page 7, 23, 39)

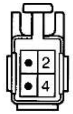
K2 BLACK



N1 GRAY



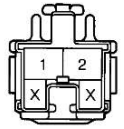
O2



S3 BLACK



S11 BLUE



T2 BLACK

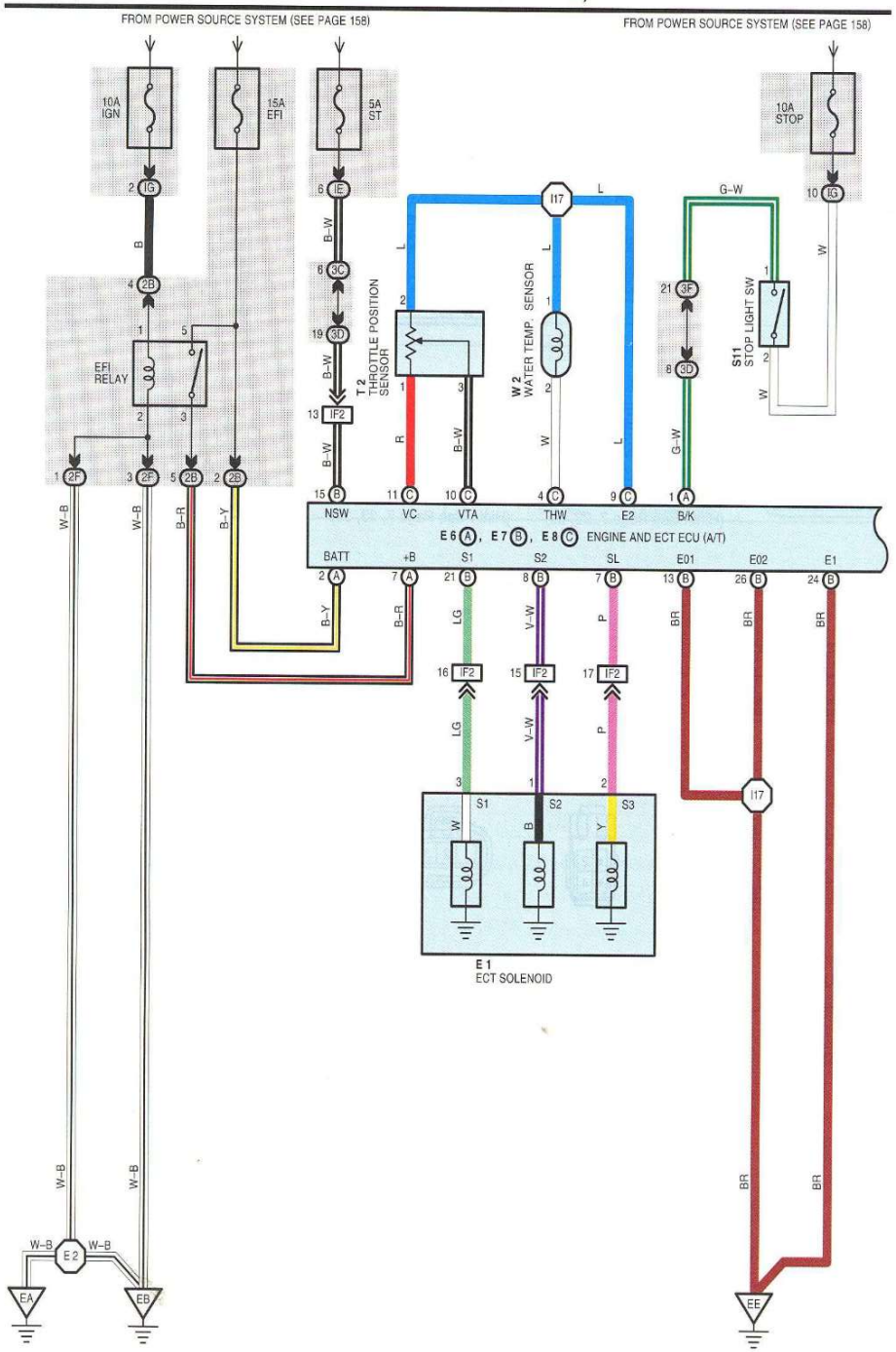


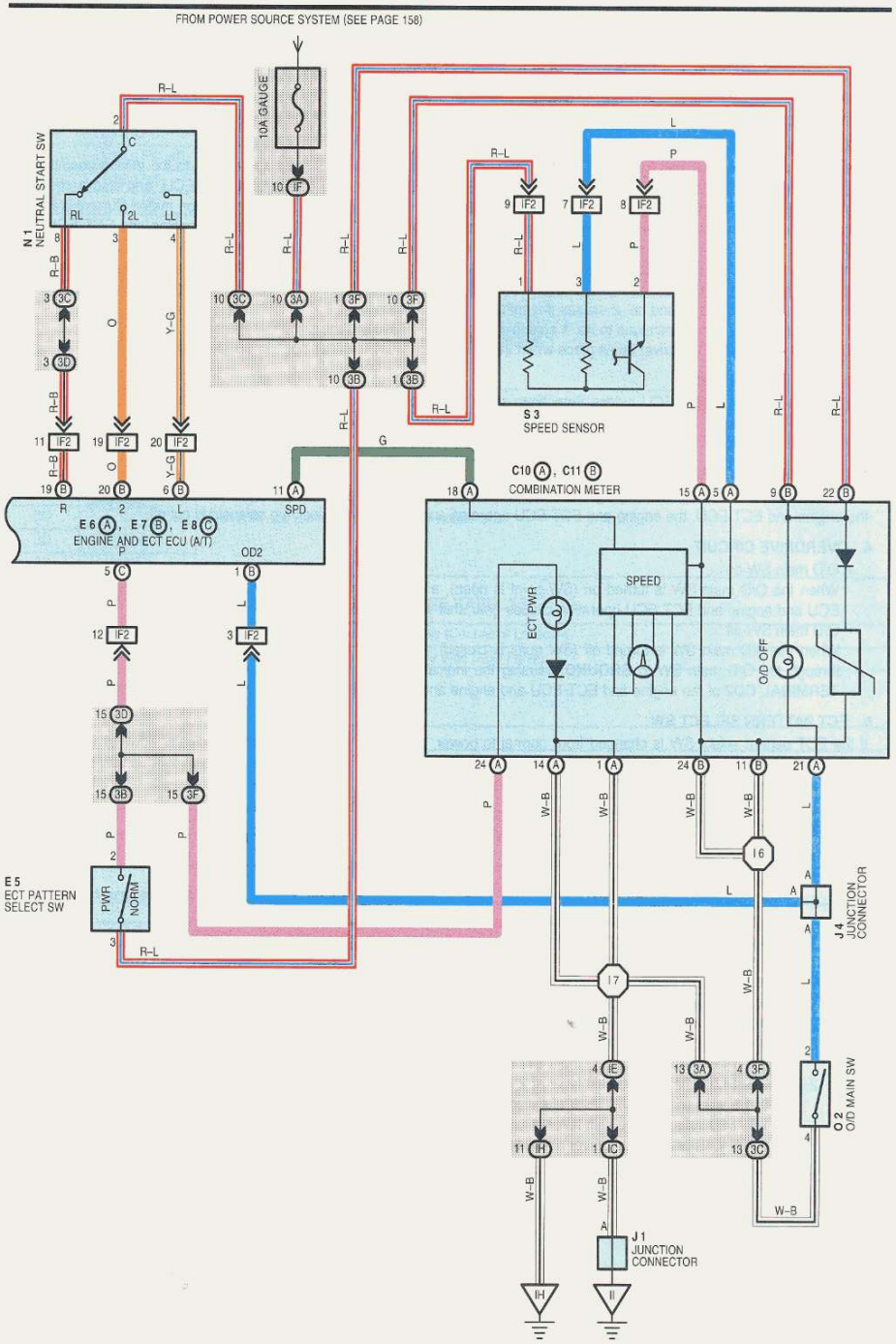
W2 DARK GRAY



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ECT (4A-FE GENERAL STOICHIOMETRIC TYPE)





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ECT (4A-FE GENERAL STOICHIOMETRIC TYPE)

SYSTEM OUTLINE

This system electronically controls the gear shift timing, lock-up timing, the clutch and brake hydraulic pressure, and the engine torque during shifting to achieve optimum shift feeling.
The vehicle driving conditions and engine operating conditions are detected by various sensors.

1. GEAR SHIFT OPERATION

During driving, the engine and ECT ECU selects the shift for each gear which is most appropriate to the driving conditions based on input signals from the water temp. sensor to **TERMINAL THW** of the engine and ECT ECU, and also a control signal is input to **TERMINAL SPD** of the engine and ECT ECU from the speed sensor via combination meter. Current is then output to the ECT solenoid. When shifting to 1st speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and continuity to the no. 1 solenoid causes the shift.
For 2nd speed, current flows from **TERMINAL S1** of the engine and ECT ECU to **TERMINAL 3** of the ECT solenoid to **GROUND**, and from **TERMINAL S2** of the engine and ECT ECU to **TERMINAL 1** of the ECT solenoid to **GROUND**, and continuity to solenoids no. 1 and no. 2 causes the shift.
For 3rd speed, there is no continuous to no. 1 solenoid, only to no. 2, causing the shift.
Shifting into 4th speed (Overdrive) takes place when there is no continuity to either no. 1 or no. 2 solenoid.

2. LOCK-UP OPERATION

When the engine 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 2** of the ECT solenoid to **GROUND**, continuity to the lock-up solenoid causes lock-up operation.

3. STOP LIGHT SW CIRCUIT

If the brake pedal is depressed (Stop light SW on) when driving in lock-up condition, a signal is input to **TERMINAL B/K** of the engine and ECT ECU, the engine and ECT ECU operates and current to the lock-up solenoid is cut off.

4. OVERDRIVE CIRCUIT

* O/D main SW on
  When the O/D main SW is turned on (SW point is open), a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation causes gear shift when the conditions for overdrive are met.
* O/D main SW off
  When the O/D main SW is turned off (SW point is closed), the current flowing through the O/D off indicator light flows through the O/D main SW to **GROUND**, causing the indicator light to light up. At the same time, a signal is input to **TERMINAL OD2** of the engine and ECT ECU and engine and ECT ECU operation prevents shift into overdrive.

5. ECT PATTERN SELECT SW

If the ECT pattern select SW is changed from normal to power, the current through the power indicator flows to **GROUND**, current flows to **TERMINAL P** of the engine and ECT ECU, the engine and ECT ECU operates, and shift up and shift down occurs at higher vehicle speeds than when the SW is in **NORM** position.

SERVICE HINTS

E6 (A), E7 (B), E8 (C) ENGINE AND ECT ECU

BATT–E1 : **9.0–14.0** volts (Always)
+B–E1 : **9.0–14.0** volts (Ignition SW on)
VTA–E2 : **0.3–0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2–4.9** volts (Ignition SW on and throttle valve open)
VC–E2 : **4.5–5.5** volts (Ignition SW on)
THW–E2 : **0.2–1.0** volts (Ignition SW on and coolant temp. **80**°C (**176**°F))
B/K–E1 : **9.0–14.0** volts (Brake pedal depress)
S1, S2–E1 : **9.0–14.0** volts with the ignition SW on (Engine running)
OD2–E1 : **0–3.0** volts with the O/D main SW turned on
: **9.0–14.0** volts with the O/D main SW turned off
2–E1 : **7.5–14.0** volts with the shift lever at **2** position
: **0–1.5** volts with the shift lever at except **2** position
L–E1 : **7.5–14.0** volts with the shift lever at **L** position
: **0–1.5** volts with the shift lever at except **L** position

: PARTS LOCATION

* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C10 A	76 (LHD)	E7 B	76 (LHD)	O2	78 (LHD)
C11 B	76 (LHD)	E8 C	76 (LHD)	S3	70 (LHD *B)
E1	70 (LHD *B)	J1	76 (LHD)	S11	78 (LHD)
E5	76 (LHD)	J4	76 (LHD)	T2	70 (LHD *B)
E6 A	76 (LHD)	N1	70 (LHD *B)	W2	70 (LHD *B)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C, 1E, 1F, 1G	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1H	56	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A, 3B, 3C, 3D	80 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3F	81 (LHD)	

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF2	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)

: GROUND POINTS

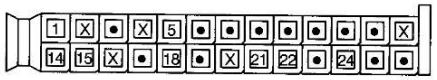
Code	See Page	Ground Points Location
EA	108 (LHD *B)	Under the Headlight RH
EB	108 (LHD *B)	Under the Headlight LH
EE	108 (LHD *B)	Under the Intake Manifold
IH, II	114 (LHD)	Left Kick Panel

: SPLICE POINTS

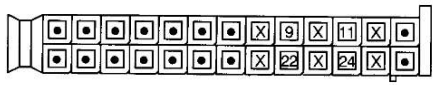
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5, I7	116 (LHD)	Cowl Wire	I17	116 (LHD)	Engine Wire

ECT (4A-FE GENERAL STOICHIOMETRIC TYPE)

C10 (A) BLACK



C11 (B) GREEN



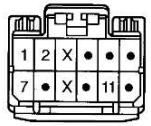
E1 BLACK



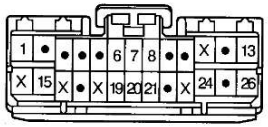
E5 BLACK



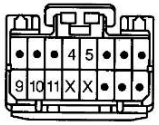
E6 (A)



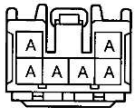
E7 (B)



E8 (C)

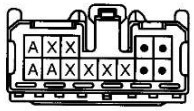


J1



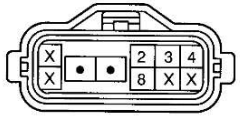
(Hint : See Page 7, 23, 39)

J4 BLUE

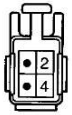


(Hint : See Page 7, 23, 39)

N1 GRAY



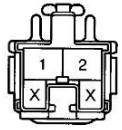
O2



S3 BLACK



S11 BLACK



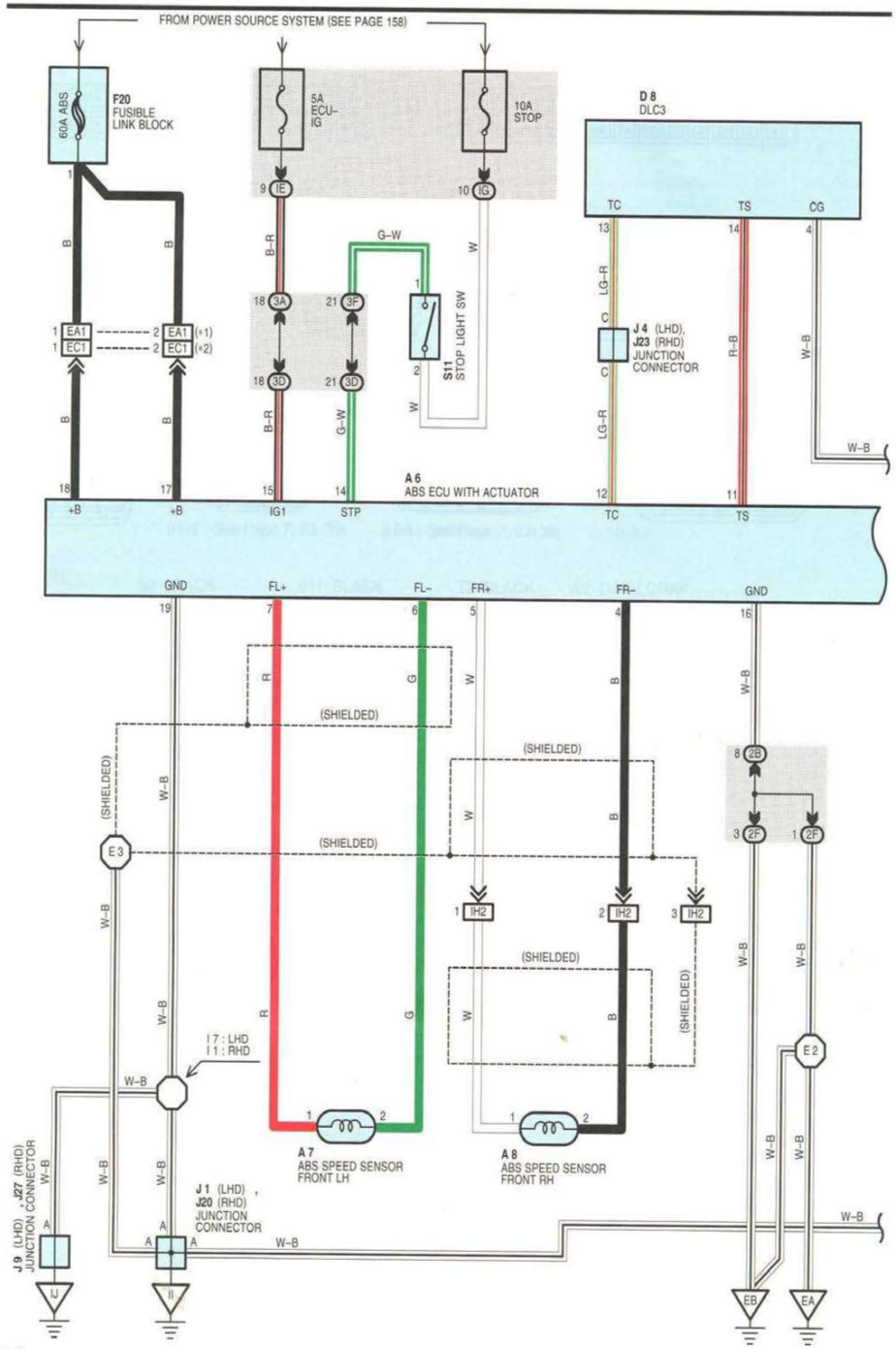
T2 BLACK



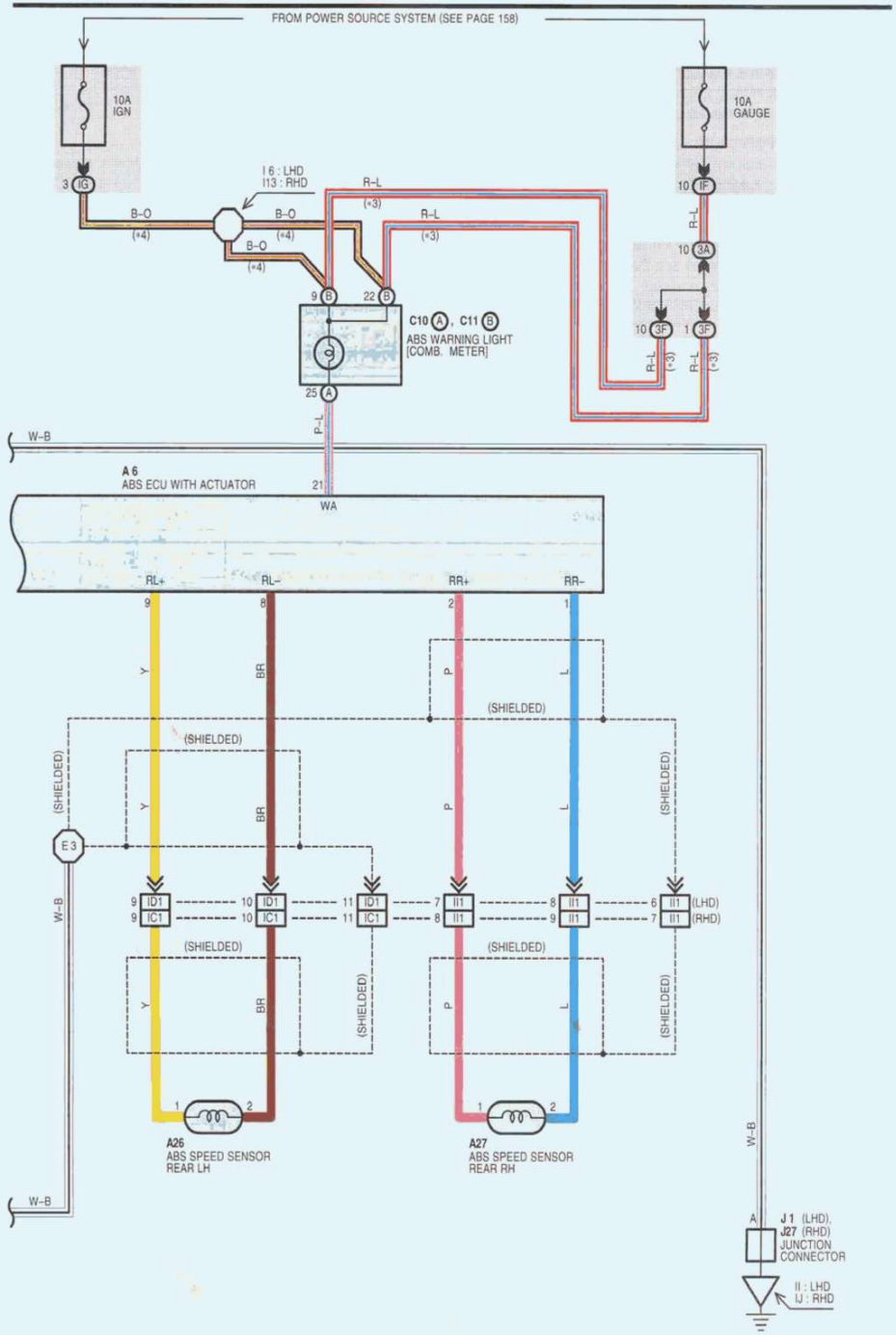
W2 DARK GRAY



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* 1 : GASOLINE
* 2 : DIESEL
* 3 : DIESEL, 4A-FE STOICHIOMETRIC TYPE
* 4 : 3S-FE, LEAN BURN TYPE



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SYSTEM OUTLINE

This system controls the respective brake fluid pressures acting on the disc brake cylinders of the right front wheel, left front wheel, and rear wheels when the brakes are applied in a panic stop so that the wheels do not lock.
This results in improved directional stability and steerability during panic braking.

1. SYSTEM OPERATION

During sudden braking, the ABS ECU with actuator 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 ECU with actuator 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 ECU with actuator 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 ABS ECU with actuator, 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

A6 ABS ECU WITH ACTUATOR

1–GROUND : **10–14** volts with ignition SW on
2–GROUND : **10–14** volts with stop light SW on (Brake pedal depressed)
26, 23–GROUND : Always continuity

S11 STOP LIGHT SW

2–1 : Closed with brake pedal depressed

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A6	66 (LHD 3S–FE)	A8	86 (RHD 3S–FE)	C11 B	94 (RHD)
	68 (LHD *A)		88 (RHD *A)	D8	76 (LHD)
	70 (LHD *B)		92 (RHD 2C–TE)		94 (RHD)
	72 (LHD 2C–TE)	A26	80 (LHD S/D)	F20	66 (LHD 3S–FE)
	86 (RHD 3S–FE)		82 (LHD L/B)		68 (LHD *A)
	88 (RHD *A)		84 (LHD W/G)		70 (LHD *B)
	92 (RHD 2C–TE)		98 (RHD S/D)		72 (LHD 2C–TE)
A7	66 (LHD 3S–FE)		100 (RHD L/B)		86 (RHD 3S–FE)
	68 (LHD *A)		102 (RHD W/G)		88 (RHD *A)
	70 (LHD *B)	A27	80 (LHD S/D)		92 (RHD 2C–TE)
	72 (LHD 2C–TE)		82 (LHD L/B)	J1	78 (LHD)
	86 (RHD 3S–FE)		84 (LHD W/G)	J4	78 (LHD)
	88 (RHD *A)		98 (RHD S/D)	J9	78 (LHD)
	92 (RHD 2C–TE)		100 (RHD L/B)	J20	96 (RHD)
A8	66 (LHD 3S–FE)		102 (RHD W/G)	J23	96 (RHD)
	68 (LHD *A)	C10 A	76 (LHD)	J27	96 (RHD)
	70 (LHD *B)		94 (RHD)	S11	78 (LHD)
	72 (LHD 2C–TE)	C11 B	76 (LHD)		96 (RHD)

■ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

*A : 7A–FE, 4A–FE Lean Burn Type
*B : 4A–FE Stoichiometric Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
IG		
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	104 (LHD 3S–FE)	Engine Room Main Wire and Cowl Wire (Under the Engine Room J/B)
	106 (LHD *A)	
	108 (LHD *B)	
	124 (RHD 3S–FE)	
	126 (RHD *A)	
EC1	110 (LHD 2C–TE)	Engine Wire and Cowl Wire (Under the Engine Room J/B)
	130 (RHD 2C–TE)	
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IH2	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)

▽ : GROUND POINTS

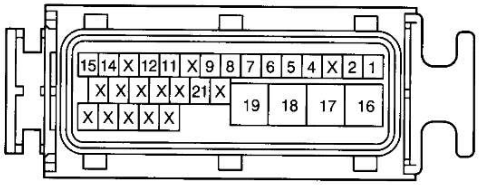
Code	See Page	Ground Points Location
EA	104 (LHD 3S–FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C–TE)	
	124 (RHD 3S–FE)	
	126 (RHD *A)	
	130 (RHD 2C–TE)	
EB	104 (LHD 3S–FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C–TE)	
	124 (RHD 3S–FE)	
	126 (RHD *A)	
	130 (RHD 2C–TE)	
II	114 (LHD)	Left Kick Panel
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	

: SPLICE POINTS

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	E3	108 (LHD *B)	Cowl Wire
	106 (LHD *A)			110 (LHD 2C-TE)	
	108 (LHD *B)			124 (RHD 3S-FE)	
	110 (LHD 2C-TE)			126 (RHD *A)	
	124 (RHD 3S-FE)			130 (RHD 2C-TE)	
	126 (RHD *A)		I1	134 (RHD)	
	130 (RHD 2C-TE)		I6	116 (LHD)	
E3	104 (LHD 3S-FE)	Cowl Wire	I7		
	106 (LHD *A)		I13	134 (RHD)	

A6 BLACK



A7 GRAY



A8 GRAY



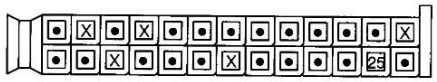
A26 GRAY



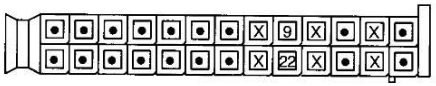
A27 GRAY



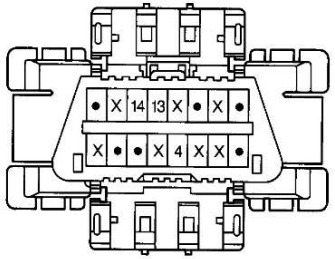
C10 (A) BLACK



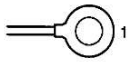
C11 (B) GREEN



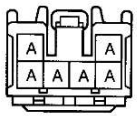
D8



F20

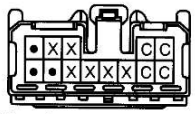


J1



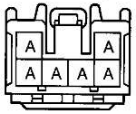
(Hint : See Page 7, 23, 39)

J4 BLUE



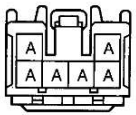
(Hint : See Page 7, 23, 39)

J9



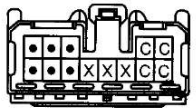
(Hint : See Page 7, 23, 39)

J20



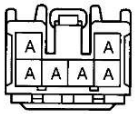
(Hint : See Page 7, 23, 39)

J23 BLUE



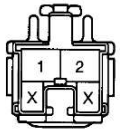
(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

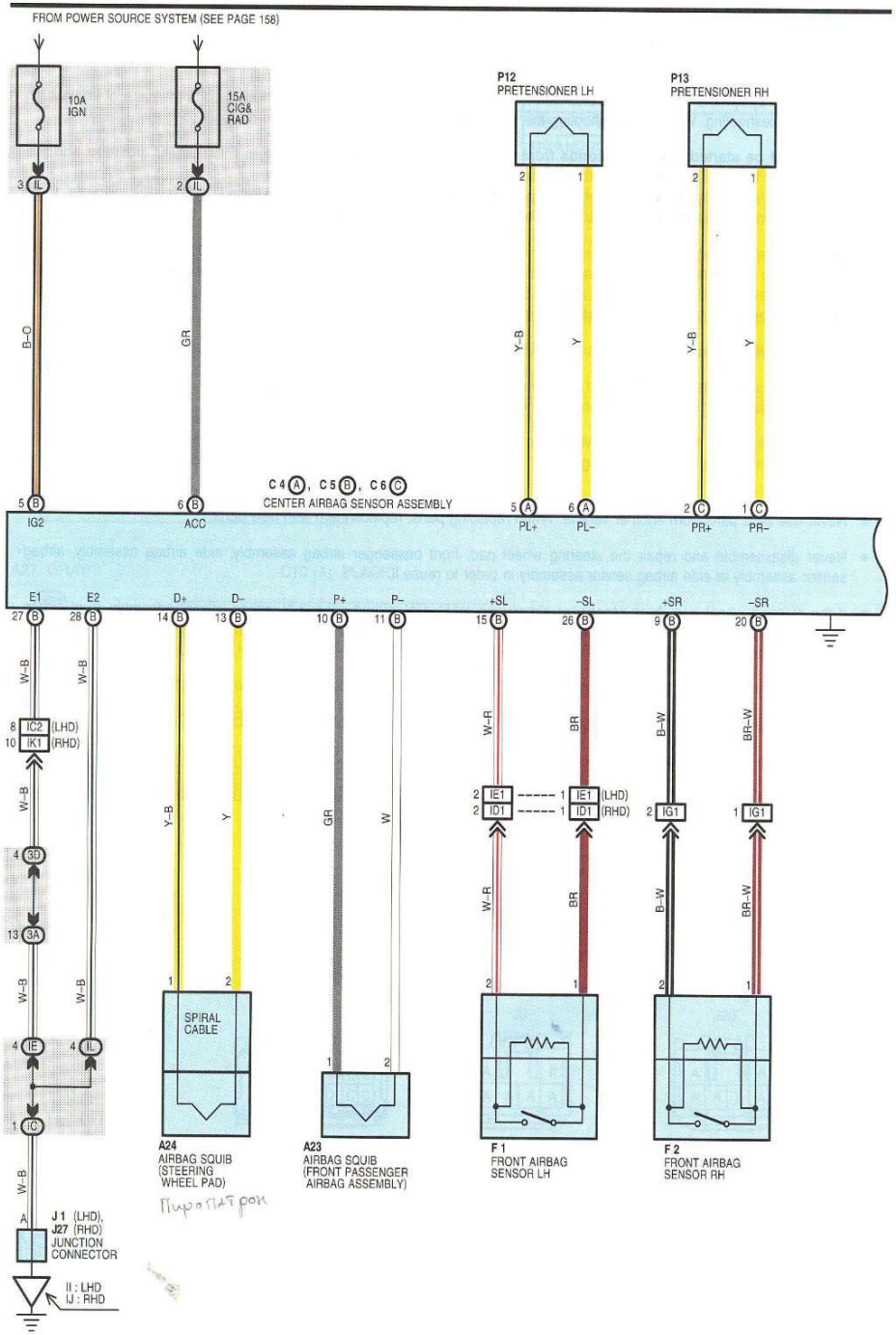
S11 BLACK



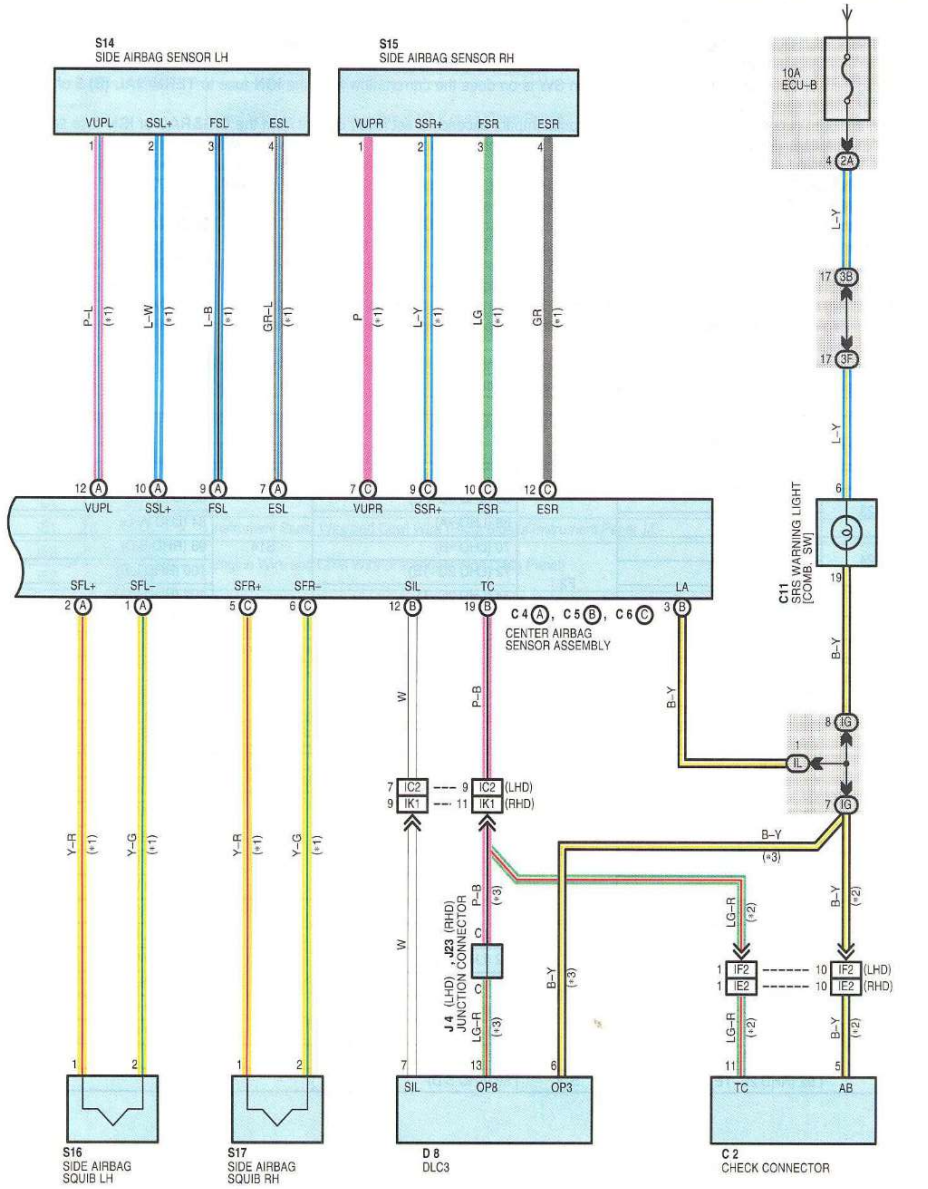
NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- 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, airbag sensor assembly, front airbag sensor 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, airbag sensor assembly, front airbag sensor 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, airbag sensor assembly or side airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly, side airbag assembly, airbag sensor assembly, front airbag sensor 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 kΩ/V minimum) for troubleshooting the system's electrical circuits.
- Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- After work on the SRS is completed, 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.

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* 1 : W/ SIDE AIRBAG
* 2 : 4A-FE GENERAL STOICHIOMETRIC TYPE, 2C-T
* 3 : EXCEPT *2



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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 turned to ACC or ON, current from the **CIG&RAD** fuse flows to **TERMINAL (B) 6** of the center airbag sensor assembly. Only when the ignition SW is on does the current flow from the **IGN** fuse to **TERMINAL (B) 5** of the center airbag sensor assembly.
If an accident occurs while driving, when the frontal impact exceeds a set level, current from the **CIG&RAD** or **IGN** fuse flows to **TERMINALS (B) 14, (B) 10, (A) 5** and **(C) 2** of the center airbag sensor assembly to **TERMINAL 1** of the airbag squibs and **TERMINAL 2** of the pretensioners to **TERMINAL 2** of the airbag squibs and **TERMINAL 1** of the pretensioners to **TERMINALS (B) 13, (B) 11, (A) 6** and **(C) 1** of the center airbag sensor assembly to **TERMINAL (B) 27, (B) 28** or **BODY GROUND** to **GROUND**, so that current flows to the airbag squibs and the pretensioners and causes them to operate.
When the side impact also exceeds a set level, current from the **CIG & RAD** or **IGN** fuse flows to **TERMINALS (B) 15, (B) 9, (A) 5** and **(C) 2** of the center airbag sensor assembly to **TERMINAL 2** of the side airbag squibs and the pretensioners to **TERMINAL 1** to **TERMINALS (B) 26, (B) 20, (A) 6** and **(C) 1** 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 front 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
A23	76 (LHD)	F2	66 (LHD 3S-FE)	S14	82 (LHD L/B)
	94 (RHD)		68 (LHD *A)		84 (LHD W/G)
A24	76 (LHD)		70 (LHD *B)		98 (RHD S/D)
	94 (RHD)		72 (LHD 2C-TE)		100 (RHD L/B)
C2	70 (LHD *B)		74 (LHD 2C-T)		102 (RHD W/G)
	74 (LHD 2C-T)		86 (RHD 3S-FE)	S15	80 (LHD S/D)
	90 (RHD *B)		88 (RHD *A)		82 (LHD L/B)
C4 A	76 (LHD)		92 (RHD 2C-TE)		84 (LHD W/G)
	94 (RHD)	J1	78 (LHD)		98 (RHD S/D)
C5 B	76 (LHD)	J4	78 (LHD)		100 (RHD L/B)
	94 (RHD)	J23	96 (RHD)		102 (RHD W/G)
C6 C	76 (LHD)	J27	96 (RHD)	S16	80 (LHD S/D)
	94 (RHD)	P12	80 (LHD S/D)		82 (LHD L/B)
C11	76 (LHD)		82 (LHD L/B)		84 (LHD W/G)
	94 (RHD)		84 (LHD W/G)		98 (RHD S/D)
D8	76 (LHD)		98 (RHD S/D)		100 (RHD L/B)
	94 (RHD)		100 (RHD L/B)		102 (RHD W/G)
F1	66 (LHD 3S-FE)		102 (RHD W/G)	S17	80 (LHD S/D)
	68 (LHD *A)	P13	80 (LHD S/D)		82 (LHD L/B)
	70 (LHD *B)		82 (LHD L/B)		84 (LHD W/G)
	72 (LHD 2C-TE)		84 (LHD W/G)		98 (RHD S/D)
	74 (LHD 2C-T)		98 (RHD S/D)		100 (RHD L/B)
	86 (RHD 3S-FE)		100 (RHD L/B)		102 (RHD W/G)
	88 (RHD *A)		102 (RHD W/G)		
	92 (RHD 2C-TE)	S14	80 (LHD S/D)		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IG		
IL	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
ID1	132 (RHD)	
IE1	114 (LHD)	Instrument Panel Wire and Cowl Wire (Right Side of Instrument Panel J/B)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	
IG1	116 (LHD)	Instrument Panel Wire and Engine Room Main Wire (Right Kick Panel)
	134 (RHD)	Instrument Panel Wire and Engine Room Main Wire (Left Side of the Instrument Panel J/B)
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
II	114 (LHD)	Left Kick Panel
IJ	132 (RHD)	Right Kick Panel

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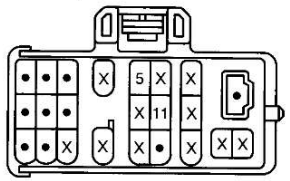
A23 YELLOW



A24 YELLOW

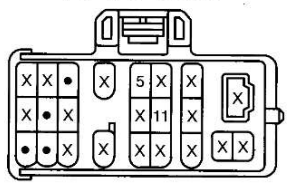


(* 1) C2 BLACK

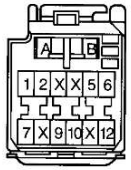


* 1 : 4A-FE General Stoichiometric Type

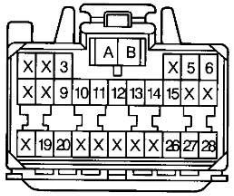
(2C-T) C2 BLACK



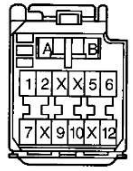
C4 (A) YELLOW



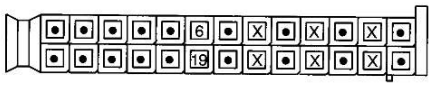
C5 (B) YELLOW



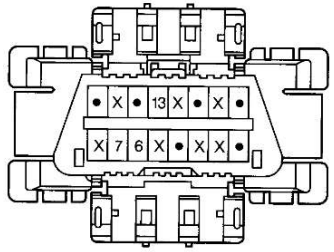
C6 (C) YELLOW



C11 GREEN



D8



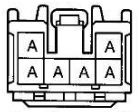
F1 YELLOW



F2 YELLOW

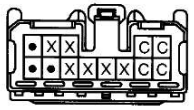


J1



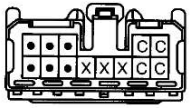
(Hint : See Page 7, 23, 39)

J4 BLUE



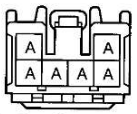
(Hint : See Page 7, 23, 39)

J23 BLUE

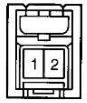


(Hint : See Page 7, 23, 39)

J27



P12 YELLOW



P13 YELLOW



S14 YELLOW



S15 YELLOW



(Hint : See Page 7, 23, 39)

S16 YELLOW

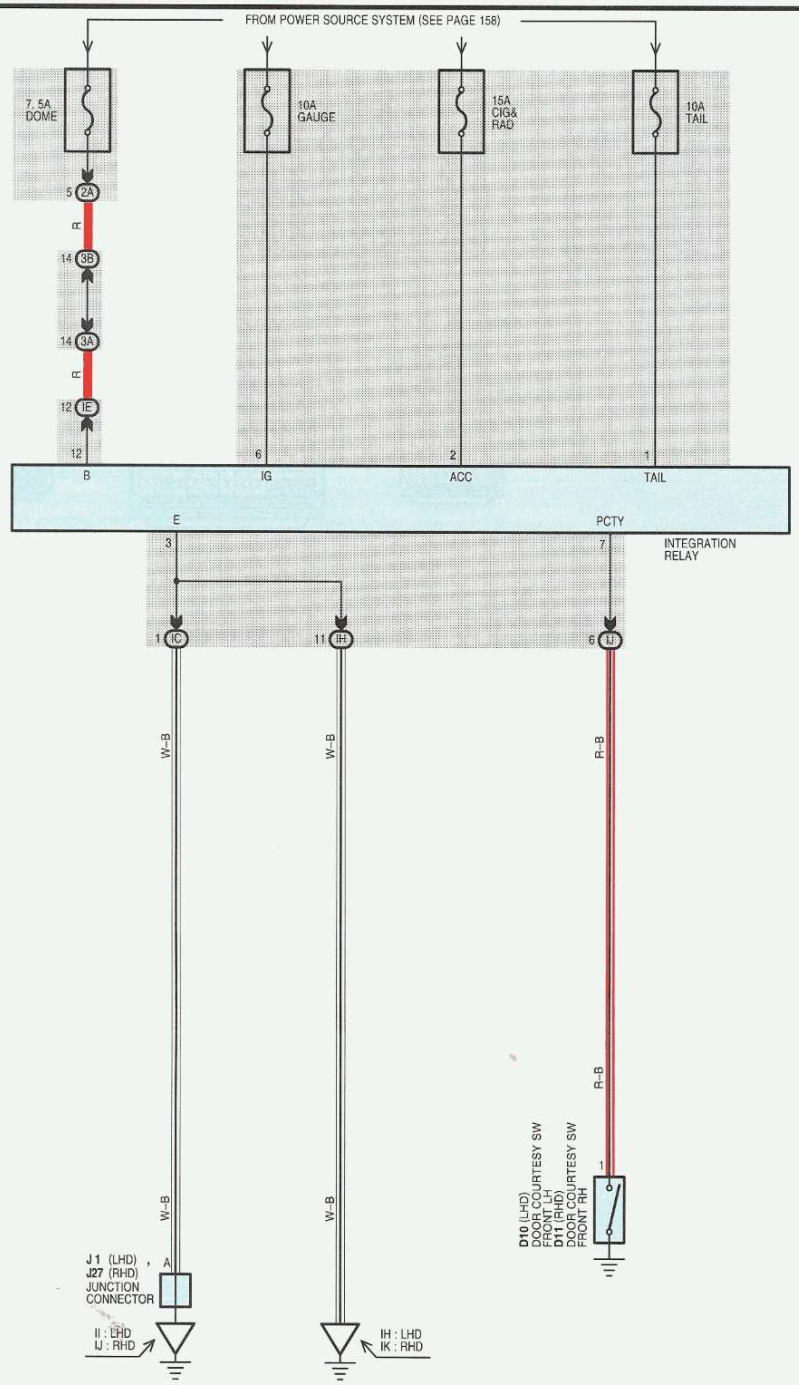


S17 YELLOW



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LIGHT REMINDER BUZZER



SYSTEM OUTLINE

Current always flow to **TERMINAL 12** of the integration relay through the **DOME** fuse.
With the ignition SW in **ACC** position, current flows to **TERMINAL 2** of the integration relay, when the ignition SW is turned to **ON** position, current flows to **TERMINAL 6** of the integration relay. When the light control SW is turned to **TAIL** or **HEAD** position, current is applied to **TERMINAL 1** of the integration relay.

LIGHT REMINDER SYSTEM

When the light control SW is in **TAIL** or **HEAD** position, the ignition SW in **OFF** position and the driver's door is opened (door courtesy SW on), the current flows to **TERMINALS 2, 6** of the integration relay is stopped. As a result, the relay is activated and current flows from **TERMINAL 12** of the integration relay to **TERMINAL 3** to **GROUND**, sounding the light reminder buzzer.

SERVICE HINTS

INTEGRATION RELAY

6-GROUND : Approx. **12** volts with ignition SW at **ON** position
3-GROUND : Always continuity
12-GROUND : Always approx. **12** volts
7-GROUND : Continuity with driver door open

D10, D11 DOOR COURTESY SW FRONT LH, RH

1-GROUND : Continuity with the driver door open

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D10	80 (LHD S/D)	D11	98 (RHD S/D)	J1	78 (LHD)
	82 (LHD L/B)		100 (RHD L/B)	J27	96 (RHD)
	84 (LHD W/G)		102 (RHD W/G)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
IJ	132 (RHD)	Right Kick Panel
IK	132 (RHD)	

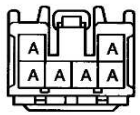
D10



D11

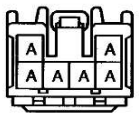


J1



(Hint : See Page 7, 23, 39)

J27

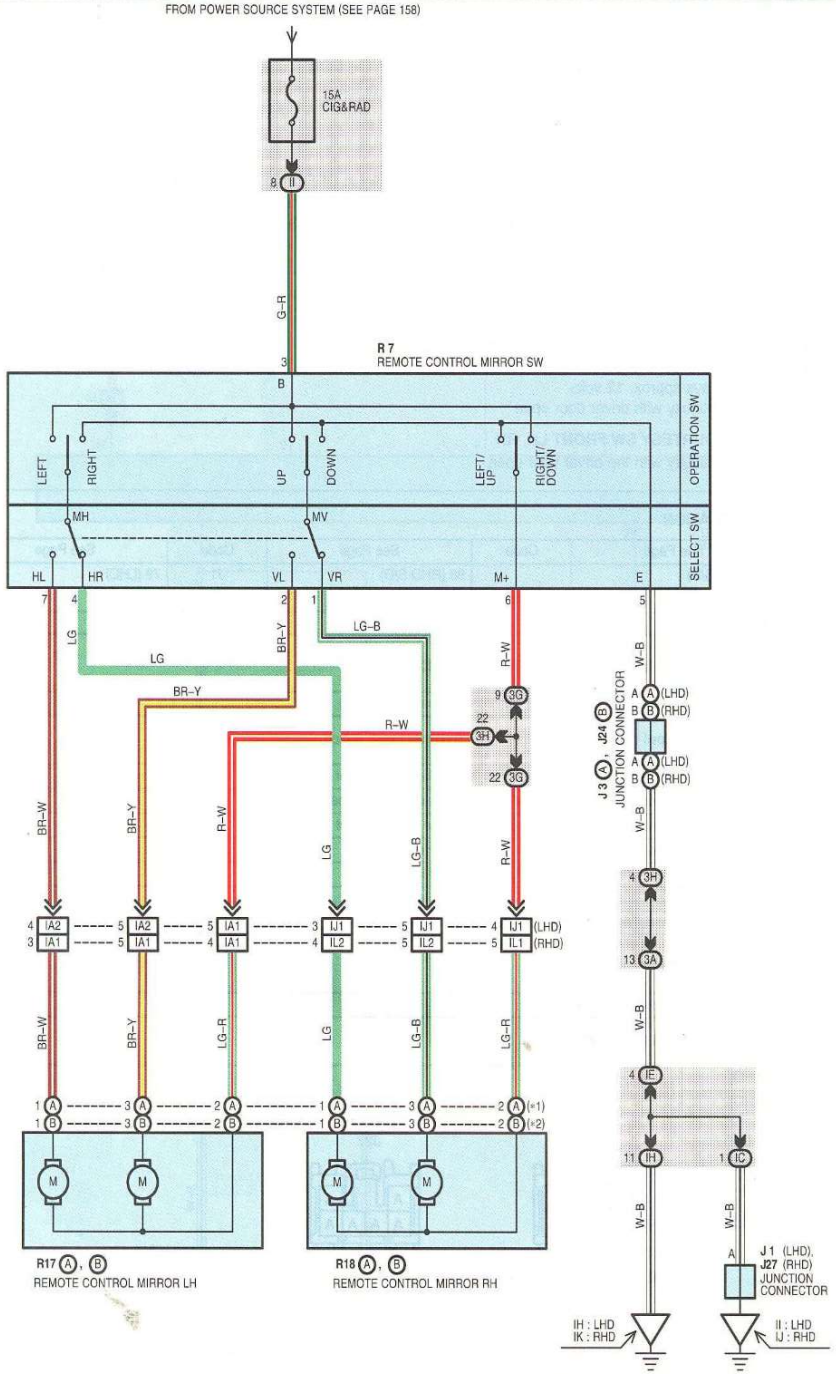


(Hint : See Page 7, 23, 39)

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REMOTE CONTROL MIRROR

＊1 : W/ MIRROR HEATER
＊2 : W/O MIRROR HEATER



SERVICE HINTS

R7 REMOTE CONTROL MIRROR SW

3-6 : Continuity with the operation SW at **DOWN** or **RIGHT** position
6-5 : Continuity with the operation SW at **UP** or **LEFT** position
3-GROUND : Approx. **12** votls with the ignition SW at **ACC** or **ON** position
5-GROUND : Always continuity

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
J1		78 (LHD)	R17	A, B	80 (LHD S/D)	R18	A, B	80 (LHD S/D)
J3	A	78 (LHD)			82 (LHD L/B)			82 (LHD L/B)
J24	B	96 (RHD)			84 (LHD W/G)			84 (LHD W/G)
J27		96 (RHD)			98 (RHD S/D)			98 (RHD S/D)
R7		78 (LHD)			100 (RHD L/B)			100 (RHD L/B)
		96 (RHD)			102 (RHD W/G)			102 (RHD W/G)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	132 (RHD)	
IA2	114 (LHD)	
IJ1	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IL1	134 (RHD)	
IL2		

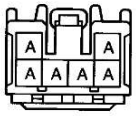
: GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		

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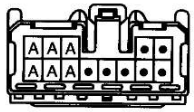
REMOTE CONTROL MIRROR

J1



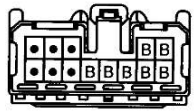
(Hint : See Page 7, 23, 39)

J3 (A) GRAY



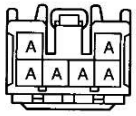
(Hint : See Page 7, 23, 39)

J24 (B) GRAY



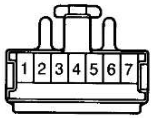
(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

R7 BLACK



(w/ Mirror Heater) R17 (A)



(w/o Mirror Heater) R17 (B)



(w/ Mirror Heater) R18 (A)

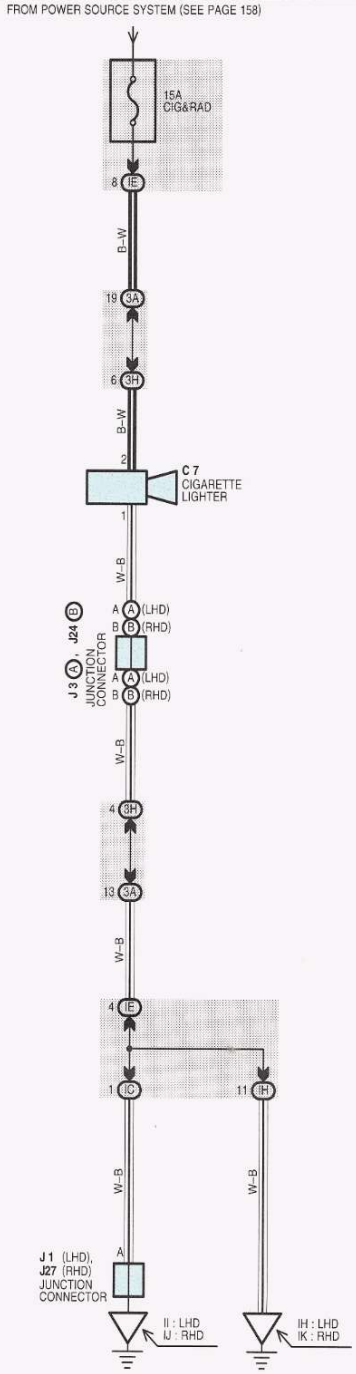


(w/o Mirror Heater) R18 (B)



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CIGARETTE LIGHTER



SERVICE HINTS

C7 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
C7	76 (LHD)	J1	78 (LHD)	J24 B	96 (RHD)
	94 (RHD)	J3 A	78 (LHD)	J27	96 (RHD)

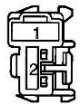
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

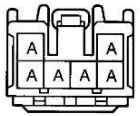
: GROUND POINTS

Code	See Page	Ground Points Location
IH II	114 (LHD)	Left Kick Panel
IJ IK	132 (RHD)	Right Kick Panel

C7 BLACK

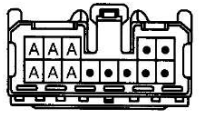


J1



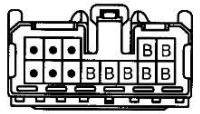
(Hint : See Page 7, 23, 39)

J3 (A) GRAY



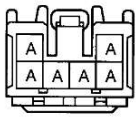
(Hint : See Page 7, 23, 39)

J24 (B) GRAY



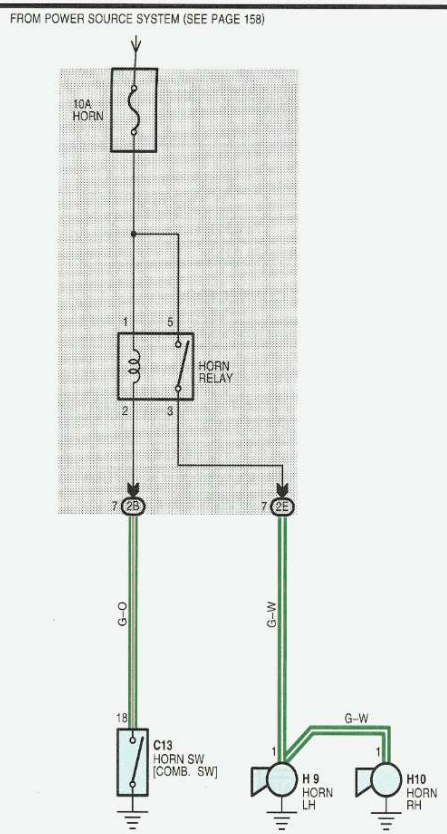
(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

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SERVICE HINTS

HORN RELAY

5-3 : Closed with the horn SW on.

○ : PARTS LOCATION

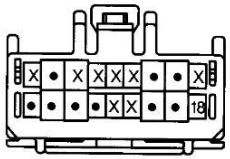
* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Code	See Page	Code	See Page
C13	76 (LHD)	H9	86 (RHD 3S-FE)	H10	72 (LHD 2C-TE)
	94 (RHD)		88 (RHD *A)		74 (LHD 2C-T)
H9	66 (LHD 3S-FE)		90 (RHD *B)		86 (RHD 3S-FE)
	68 (LHD *A)		92 (RHD 2C-TE)		88 (RHD *A)
	70 (LHD *B)	H10	66 (LHD 3S-FE)		90 (RHD *B)
	72 (LHD 2C-TE)		68 (LHD *A)		92 (RHD 2C-TE)
	74 (LHD 2C-T)		70 (LHD *B)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
2B	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

C13 BLACK



H9 BLACK

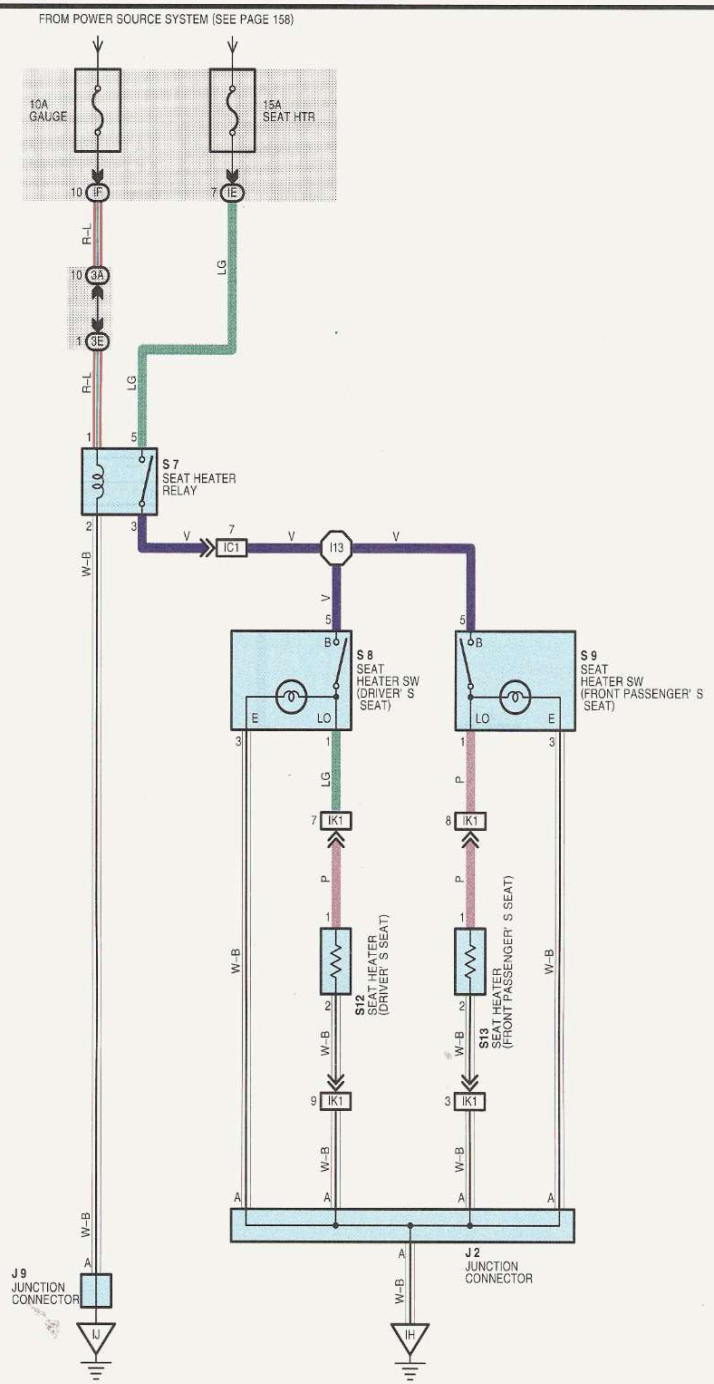


H10 BLACK



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SEAT HEATER (LHD)



SERVICE HINTS

S8 SEAT HEATER SW (DRIVER'S SEAT)

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

3-GROUND : Always continuity

S9 SEAT HEATER SW (FRONT PASSENGER'S SEAT)

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

3-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
J2	78 (LHD)	S9	78 (LHD)	S13	80 (LHD S/D)
J9	78 (LHD)	S12	80 (LHD S/D)		82 (LHD L/B)
S7	78 (LHD)		82 (LHD L/B)		84 (LHD W/G)
S8	78 (LHD)		84 (LHD W/G)		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3E	61 (LHD)	

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)

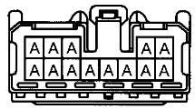
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
IJ	114 (LHD)	Right Kick Panel

⬡ : SPLICE POINTS

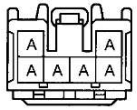
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I13	116 (LHD)	Instrument Panel Wire			

J2 ORANGE



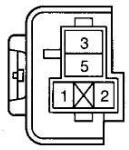
(Hint : See Page 7, 23, 39)

J9



(Hint : See Page 7, 23, 39)

S7



S8 BLUE



S9



S12 BLUE



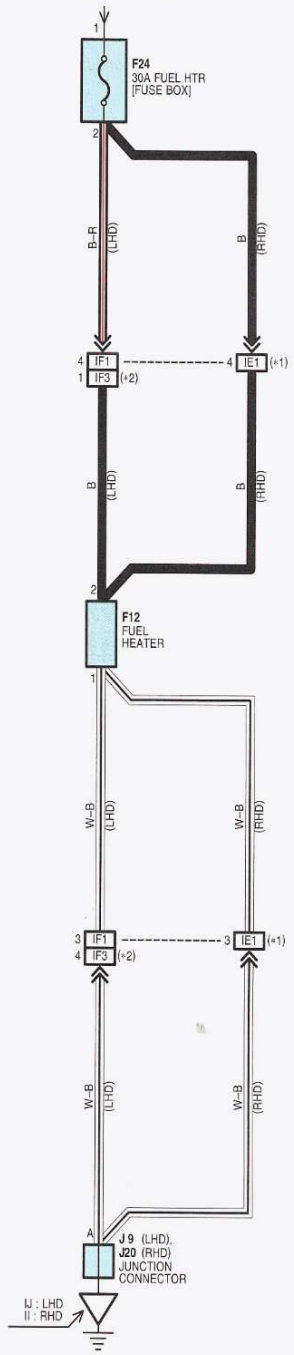
S13



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FUEL HEATER

* 1 : 2C-TE
* 2 : 2C-T



SERVICE HINTS

F12 FUEL HEATER

2-GROUND : Approx. **12** volts with the ignition SW at **ON** position
1-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
F12	72 (LHD 2C-TE)	F24	78 (LHD)	J20	96 (RHD)
	74 (LHD 2C-T)		96 (RHD)		
	92 (RHD 2C-TE)	J9	78 (LHD)		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1	114 (LHD)	
IF3		

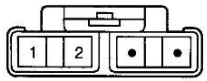
▽ : GROUND POINTS

Code	See Page	Ground Points Location
II	132 (RHD)	Left Kick Panel
IJ	114 (LHD)	Right Kick Panel

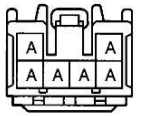
F12 GRAY



F24

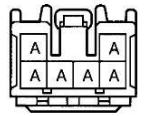


J9



(Hint : See Page 7, 23, 39)

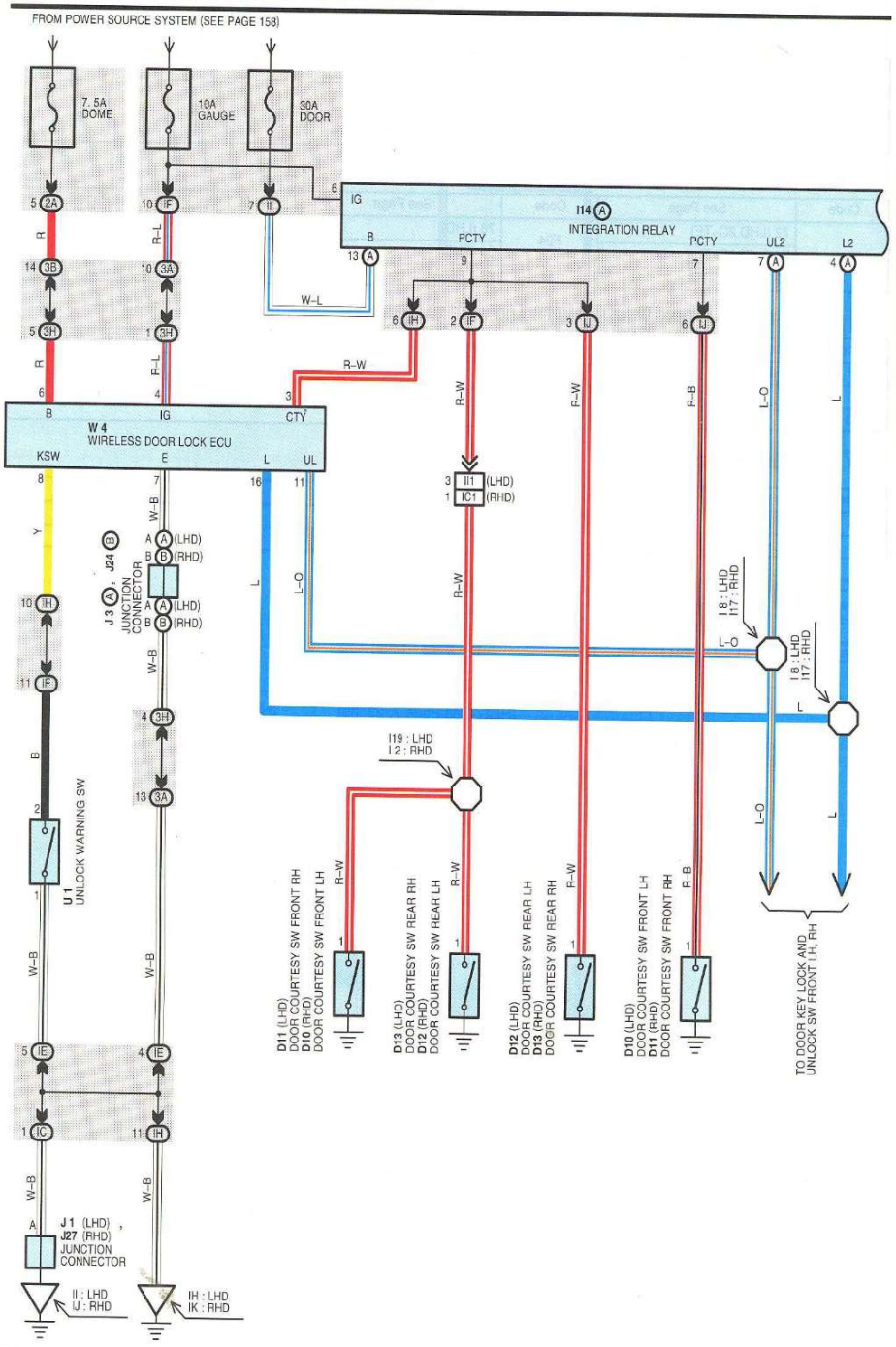
J20

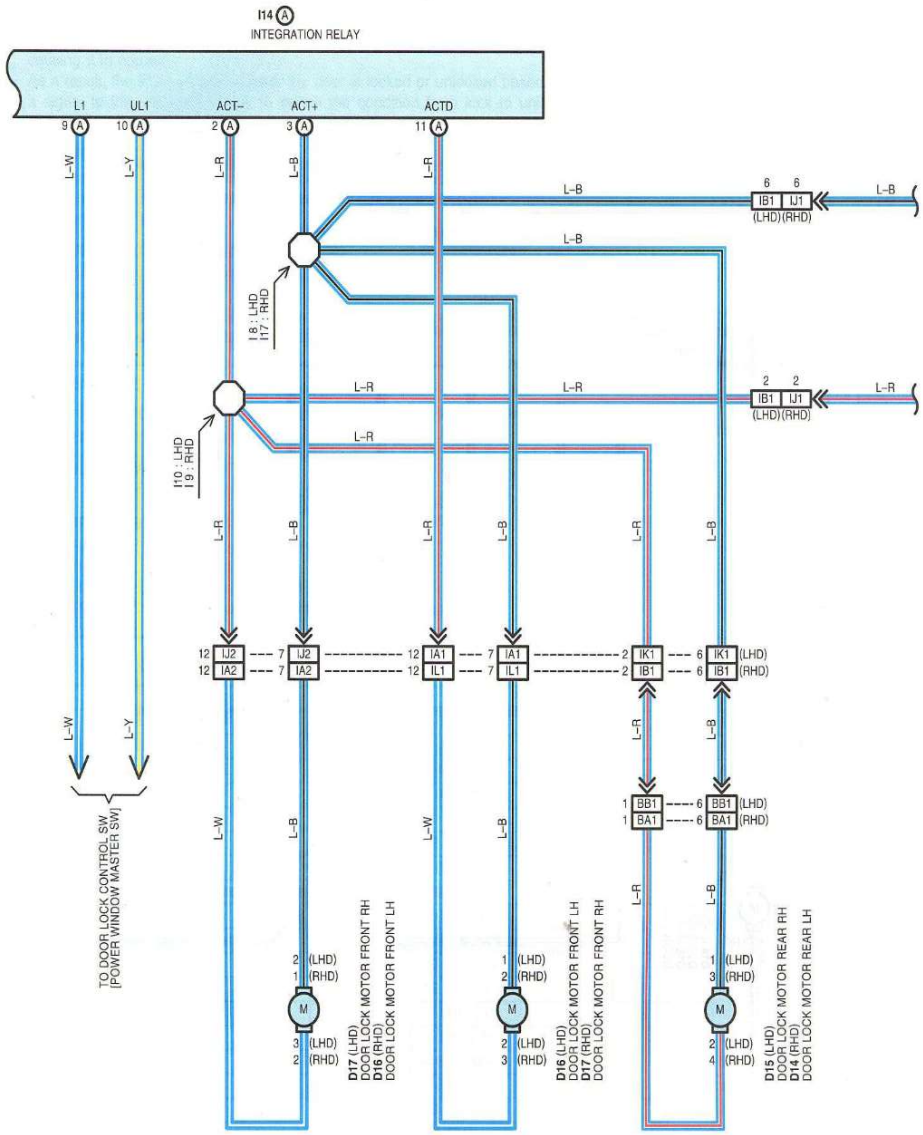


(Hint : See Page 7, 23, 39)

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WIRELESS DOOR LOCK CONTROL

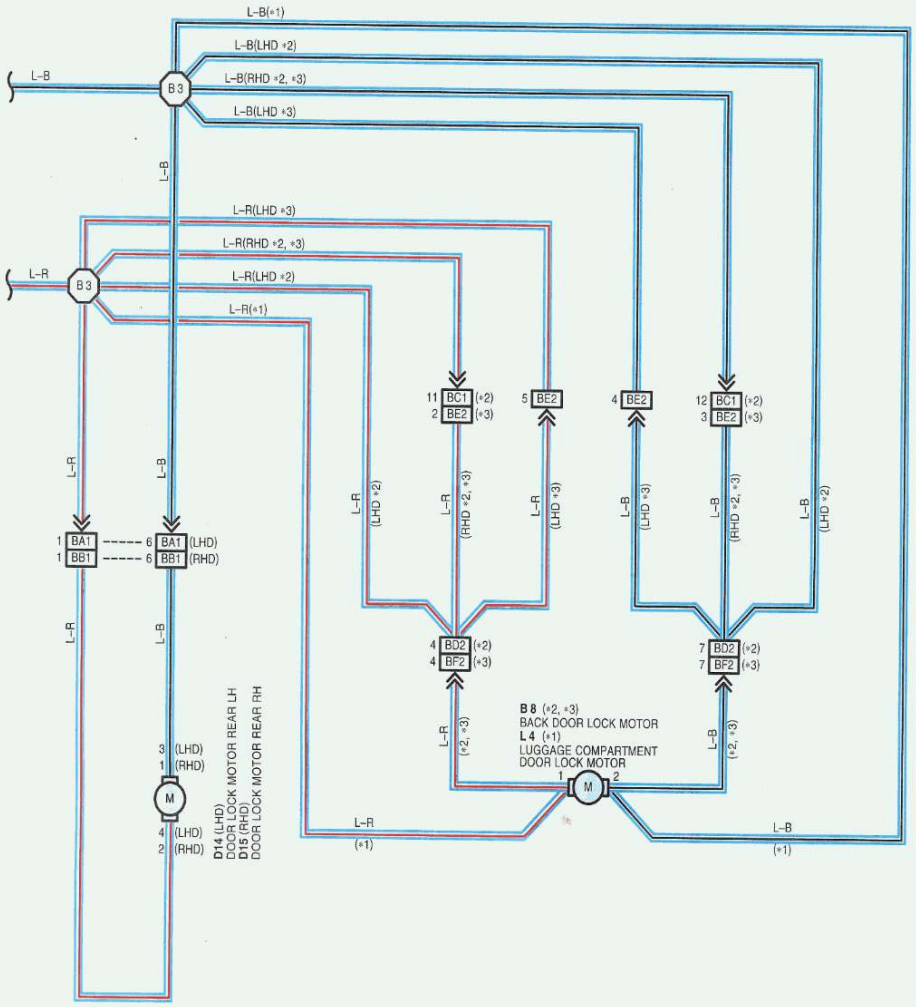




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WIRELESS DOOR LOCK CONTROL

*1 : S/D
*2 : L/B
*3 : W/G



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 button (Transmitter) is pushed, the wireless door lock ECU receives the electrical waves from the transmitter, causing it to operate.

As a result, the ECU judges whether the door is locked or unlocked based on the signal from the door lock motor, and sends a signal to the integration relay to switch the condition from lock to unlock or vice versa, causing the door lock motor to operate.

2. 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.

3. WIRELESS CONTROL STOP FUNCTION

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

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

SERVICE HINTS

D10, D11, D12, D13 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1-GROUND : Closed with the door open

U 1 UNLOCK WARNING SW

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

W4 WIRELESS DOOR LOCK ECU

6-GROUND : Always approx. **12** volts
7-GROUND : Always continuity
3-GROUND : Continuity with each of the door open
8-GROUND : Continuity with the ignition key in the cylinder

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B8	82 (LHD L/B)	D13	80 (LHD S/D)	D16	100 (RHD L/B)
	84 (LHD W/G)		82 (LHD L/B)		102 (RHD W/G)
	100 (RHD L/B)		84 (LHD W/G)	D17	80 (LHD S/D)
	102 (RHD W/G)		98 (RHD S/D)		82 (LHD L/B)
D10	80 (LHD S/D)		100 (RHD L/B)		84 (LHD W/G)
	82 (LHD L/B)		102 (RHD W/G)		98 (RHD S/D)
	84 (LHD W/G)	D14	80 (LHD S/D)		100 (RHD L/B)
	98 (RHD S/D)		82 (LHD L/B)		102 (RHD W/G)
	100 (RHD L/B)		84 (LHD W/G)	I14 A	78 (LHD)
	102 (RHD W/G)		98 (RHD S/D)		96 (RHD)
D11	80 (LHD S/D)		100 (RHD L/B)	J1	78 (LHD)
	82 (LHD L/B)		102 (RHD W/G)	J3 A	78 (LHD)
	84 (LHD W/G)	D15	80 (LHD S/D)	J24 B	96 (RHD)
	98 (RHD S/D)		82 (LHD L/B)	J27	96 (RHD)
	100 (RHD L/B)		84 (LHD W/G)	L4	80 (LHD S/D)
	102 (RHD W/G)		98 (RHD S/D)		98 (RHD S/D)
D12	80 (LHD S/D)		100 (RHD L/B)	U1	78 (LHD)
	82 (LHD L/B)		102 (RHD W/G)		96 (RHD)
	84 (LHD W/G)	D16	80 (LHD S/D)	W4	78 (LHD)
	98 (RHD S/D)		82 (LHD L/B)		96 (RHD)
	100 (RHD L/B)		84 (LHD W/G)		
	102 (RHD W/G)		98 (RHD S/D)		

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WIRELESS DOOR LOCK CONTROL

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2	132 (RHD)	
IB1	114 (LHD)	Instrument Panel Wire and Floor Wire (Left Kick Panel)
	132 (RHD)	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
IJ1	134 (RHD)	Instrument Panel Wire and Floor Wire (Right Kick Panel)
IJ2	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)
	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)
IL1	134 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	118 (LHD S/D)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door LH Wire and Floor No.2 Wire (Under the Left Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BB1	118 (LHD S/D)	Rear Door RH Wire and Floor No.2 Wire (Under the Right Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BC1	138 (RHD L/B)	Floor Wire and Floor Wire Under the (Right Qurter Pillar)
BD2	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
	138 (RHD L/B)	
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Qurter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Qurter Panel)
BF2	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	

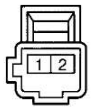
: GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	134 (RHD)	Floor No.2 Wire	B3	118 (LHD S/D)	Floor Wire
I8	116 (LHD)	Instrument Panel Wire		120 (LHD L/B)	
I9	134 (RHD)			122 (LHD W/G)	
I10	116 (LHD)	Cowl Wire		136 (RHD S/D)	
I17	134 (RHD)	Instrument Panel Wire		138 (RHD L/B)	
I19	116 (LHD)	Floor No.2 Wire		140 (RHD W/G)	
	134 (RHD)	Cowl Wire			

(L/B, W/G) B8 BLACK



D10



D11



D12



D13



D14 BLACK



D15 BLACK



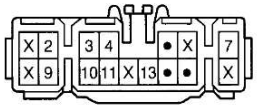
D16 BLACK



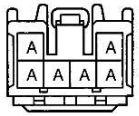
D17 BLACK



I14 (A) ORANGE

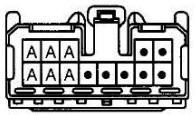


J1



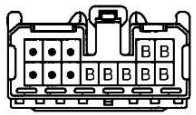
(Hint : See Page 7, 23, 39)

J3 (A) GRAY



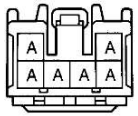
(Hint : See Page 7, 23, 39)

J24 (B) GRAY



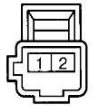
(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

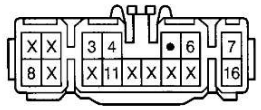
(S/D) L4



U1 BLACK

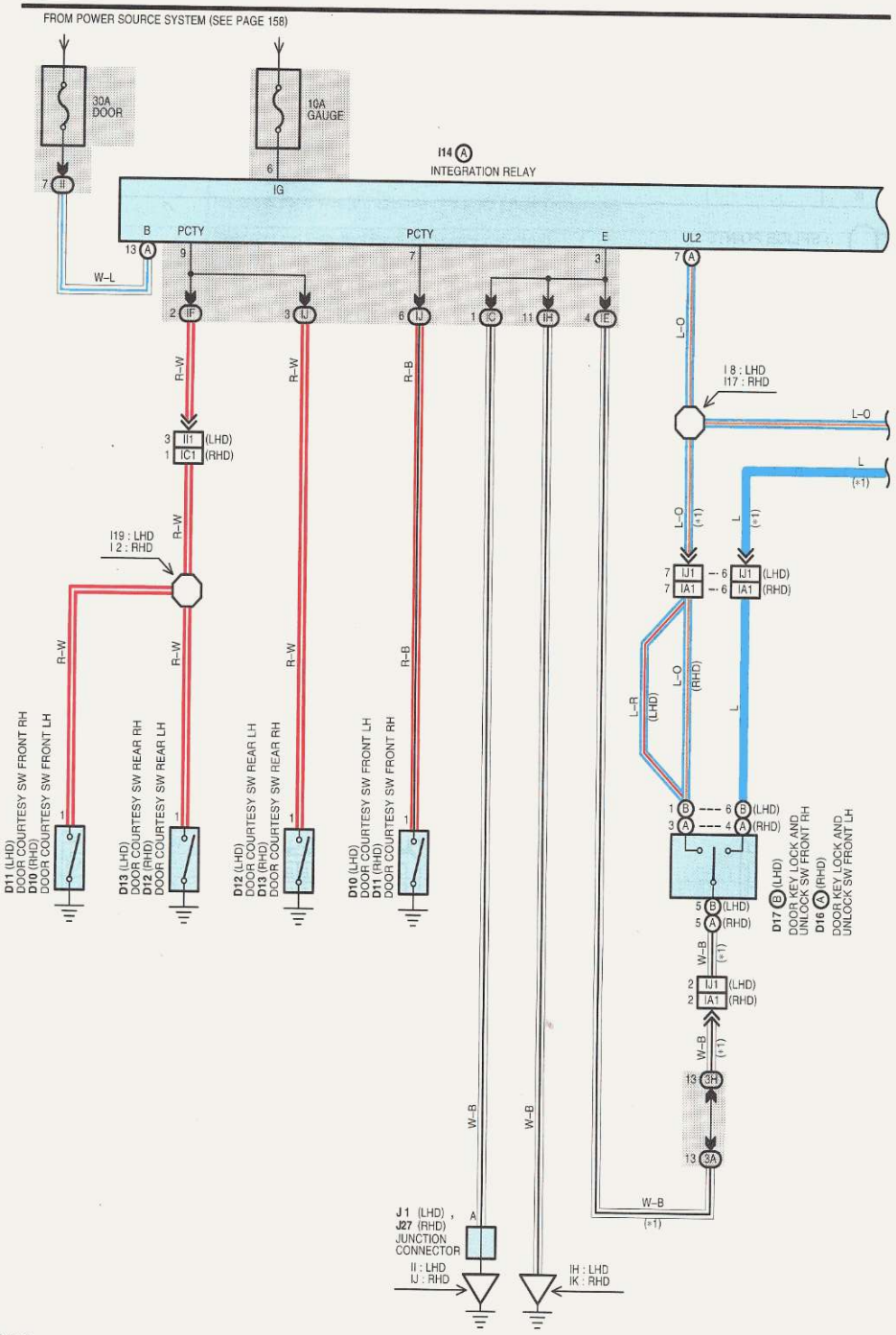


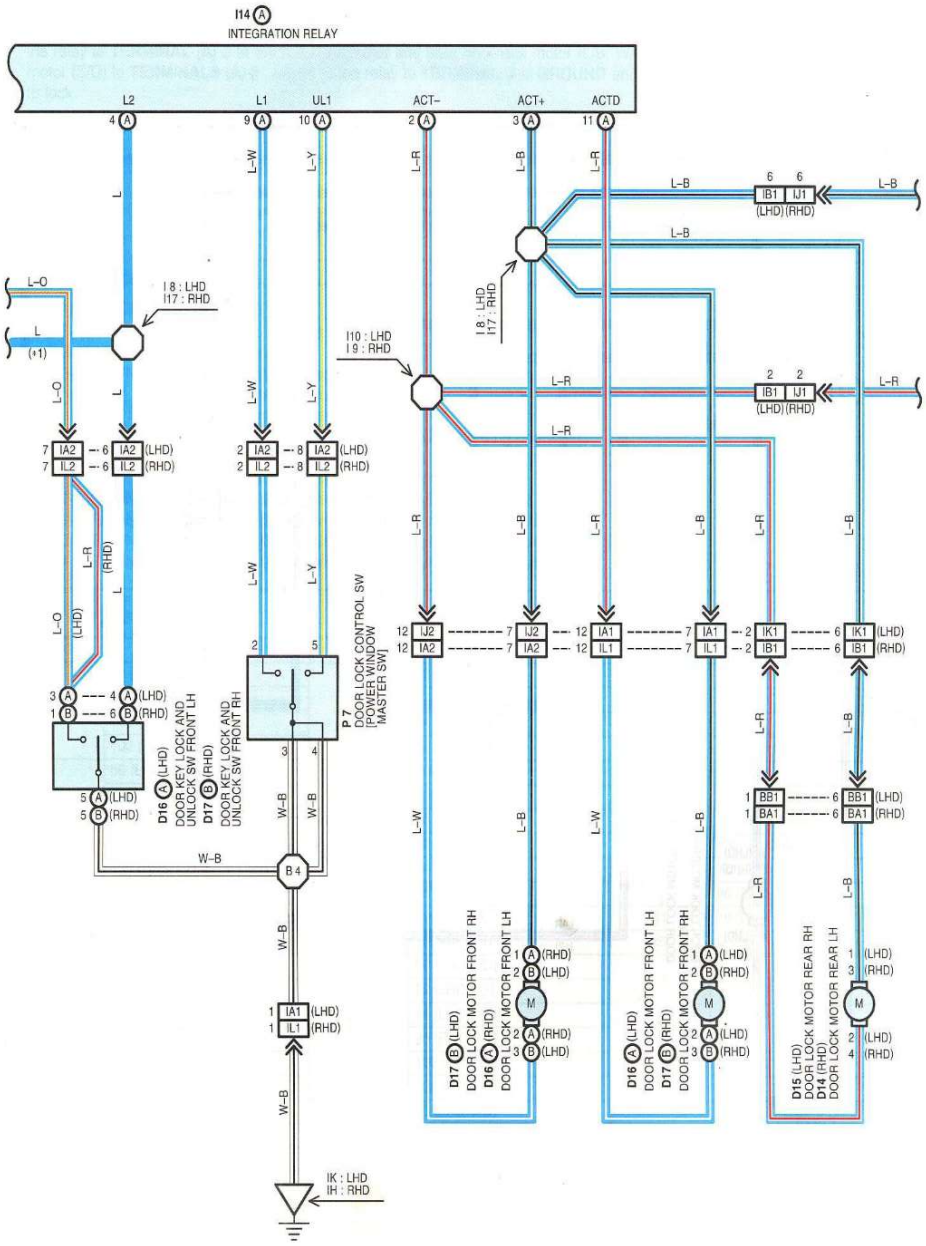
W4



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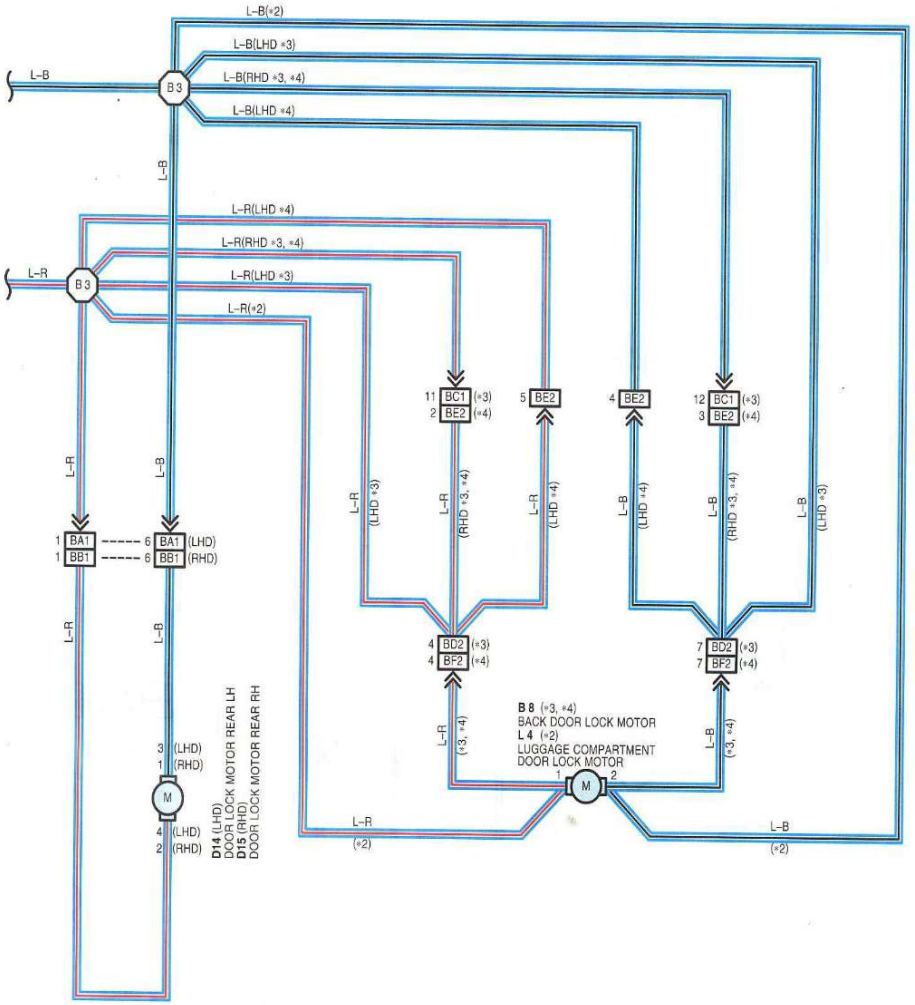
DOOR LOCK CONTROL





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*2 : S/D
*3 : L/B
*4 : W/G



SYSTEM OUTLINE

Current always flows to **TERMINAL (A) 13** of the integration relay through the **DOOR** fuse.
When the ignition SW turned on, current flows through the **GAUGE** fuse to **TERMINAL 6** of the integration relay.

1. MANUAL LOCK OPERATION

To change the door lock control SW or door key lock and unlock SW to the **LOCK** position, a lock signal is input to **TERMINAL (A) 4** or **(A) 9** of the integration relay and causes the relay function. Current flows from the **TERMINAL (A) 13** of the relay to **TERMINAL (A) 3** to the door lock motor and back door lock motor (L/B, W/G) or luggage compartment door lock motor (S/D) to **TERMINALS (A) 2** , **(A) 11** of the relay to **TERMINAL 3** to **GROUND** and the door lock motor causes the door to lock.

2. MANUAL UNLOCK OPERATION

To change the door lock control SW or door key lock and unlock SW to the **UNLOCK** position, a unlock signal is input to **TERMINALS (A) 7** or **(A) 10** of the integration relay and causes the relay function.
Current flows from the **TERMINAL (A) 13** of the relay to **TERMINALS (A) 2, (A) 11** to door lock motor and back door lock motor (L/B, W/G) or luggage compartment door lock motor (S/D) to **TERMINAL (A) 3** of the relay to **TERMINAL 3** to **GROUND** and the door lock motor causes the door to lock.

SERVICE HINTS

I14 (A) INTEGRATION RELAY

(A) 13-GROUND : Always approx. **12** volts
3-GROUND : Always continuity
(A) 3-GROUND : Approx. **12** volts **0.2** seconds with following operation
Door lock control SW locked
Door lock cylinder locked with key
(A) 2, (A) 11-GROUND : Approx. **12** volts **0.2** seconds with following operation
Door lock control SW unlocked
Door lock cylinder unlocked with key
(A) 7-GROUND : Approx. **12** to **0** volts with door lock cylinder unlocked with key
(A) 9-GROUND : Approx. **12** to **0** volts with door lock control SW locked
(A) 10-GROUND : Approx. **12** to **0** volts with door lock control SW unlocked
(A) 4-GROUND : Approx. **12** to **0** volts with door lock cylinder locked with key

○ : PARTS LOCATION

Code	See Page
B8	82 (LHD L/B)
	84 (LHD W/G)
	100 (RHD L/B)
	102 (RHD W/G)
D10	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
D11	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
D12	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)

Code	See Page
D13	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
D14	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
D15	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
D16 A	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)

Code	See Page
D16 A	100 (RHD L/B)
	102 (RHD W/G)
D17 B	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)
I14 A	78 (LHD)
	96 (RHD)
J1	78 (LHD)
J27	96 (RHD)
L4	80 (LHD S/D)
	98 (RHD S/D)
P7	80 (LHD S/D)
	82 (LHD L/B)
	84 (LHD W/G)
	98 (RHD S/D)
	100 (RHD L/B)
	102 (RHD W/G)

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: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	132 (RHD)	
IA2	114 (LHD)	
	132 (RHD)	
IB1	114 (LHD)	Instrument Panel Wire and Floor Wire (Left Kick Panel)
	132 (RHD)	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
IJ1	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
	134 (RHD)	Instrument Panel Wire and Floor Wire (Right Kick Panel)
IJ2	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)
IL1	134 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IL2	134 (RHD)	
BA1	118 (LHD S/D)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door LH Wire and Floor No.2 Wire (Under the Left Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BB1	118 (LHD S/D)	Rear Door RH Wire and Floor No.2 Wire (Under the Right Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BC1	138 (RHD L/B)	Floor Wire and Floor Wire (Under the Right Qurter Pillar)
BD2	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
	138 (RHD L/B)	
BE2	122 (LHD W/G)	Floor Wire and Roof No.3 Wire (Left Qurter Panel)
	140 (RHD W/G)	Roof No.3 Wire and Floor Wire (Right Qurter Panel)
BF2	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)
	140 (RHD W/G)	

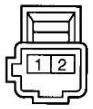
: GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
	132 (RHD)	
II	114 (LHD)	
IJ	132 (RHD)	Right Kick Panel
IK	114 (LHD)	
	132 (RHD)	

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	134 (RHD)	Floor No.2 Wire	B3	136 (RHD S/D)	Floor Wire
I8	116 (LHD)	Instrument Panel Wire		138 (RHD L/B)	
I9	134 (RHD)			140 (RHD W/G)	
I10	116 (LHD)	Cowl Wire	B4	118 (LHD S/D)	Front Door LH Wire
I17	134 (RHD)	Instrument Panel Wire		120 (LHD L/B)	
I19	116 (LHD)	Floor No.2 Wire		122 (LHD W/G)	
B3	118 (LHD S/D)	Floor Wire		136 (RHD S/D)	Front Door RH Wire
	120 (LHD L/B)			138 (RHD L/B)	
	122 (LHD W/G)			140 (RHD W/G)	

(L/B, W/G) B8 BLACK



D10



D11



D12



D13



D14 BLACK



D15 BLACK



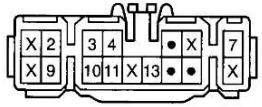
D16 (A) BLACK



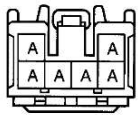
D17 (B) BLACK



I14 (A) ORANGE

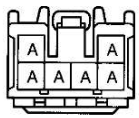


J1



(Hint : See Page 7, 23, 39)

J27

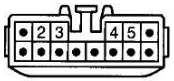


(Hint : See Page 7, 23, 39)

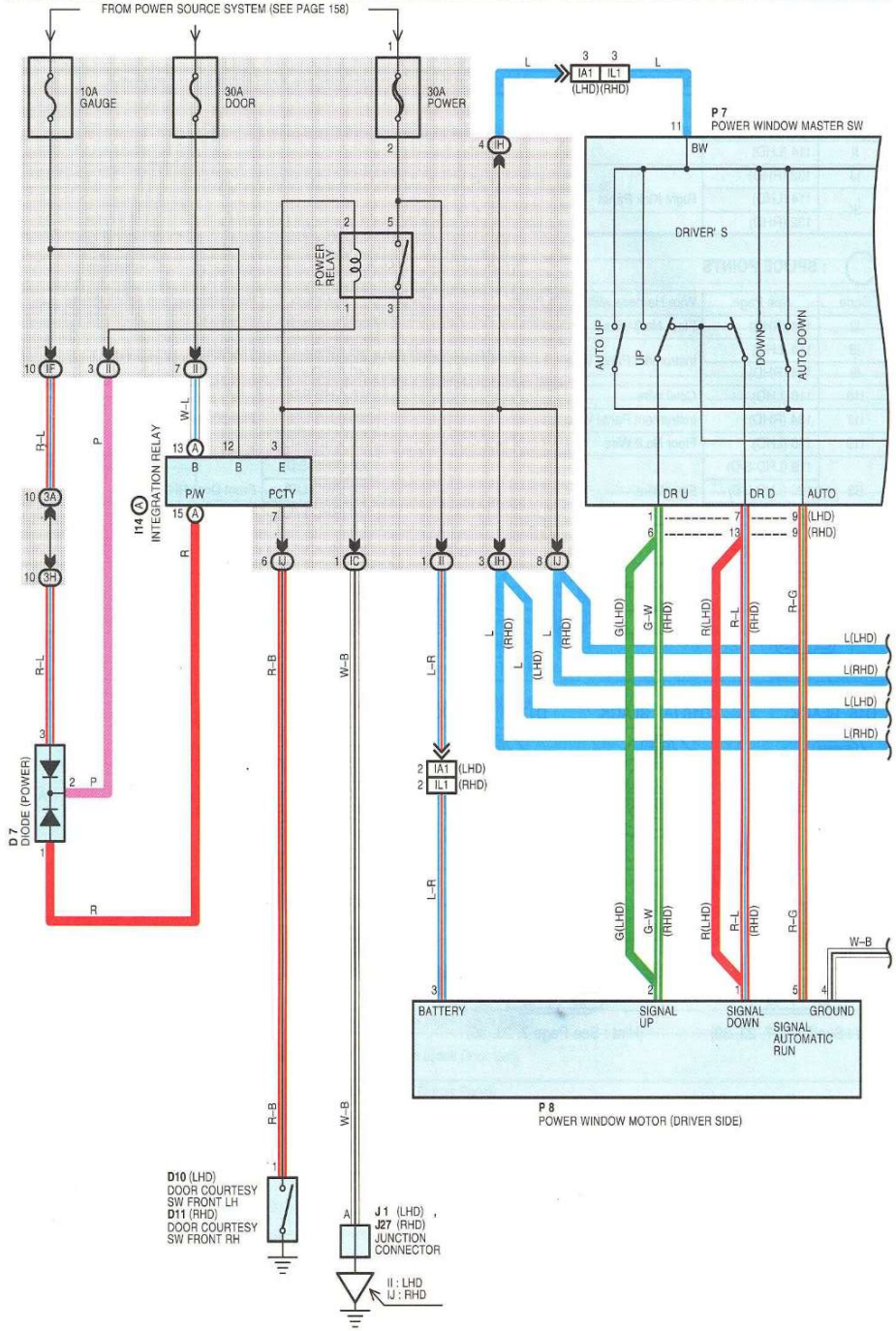
(S/D) L4

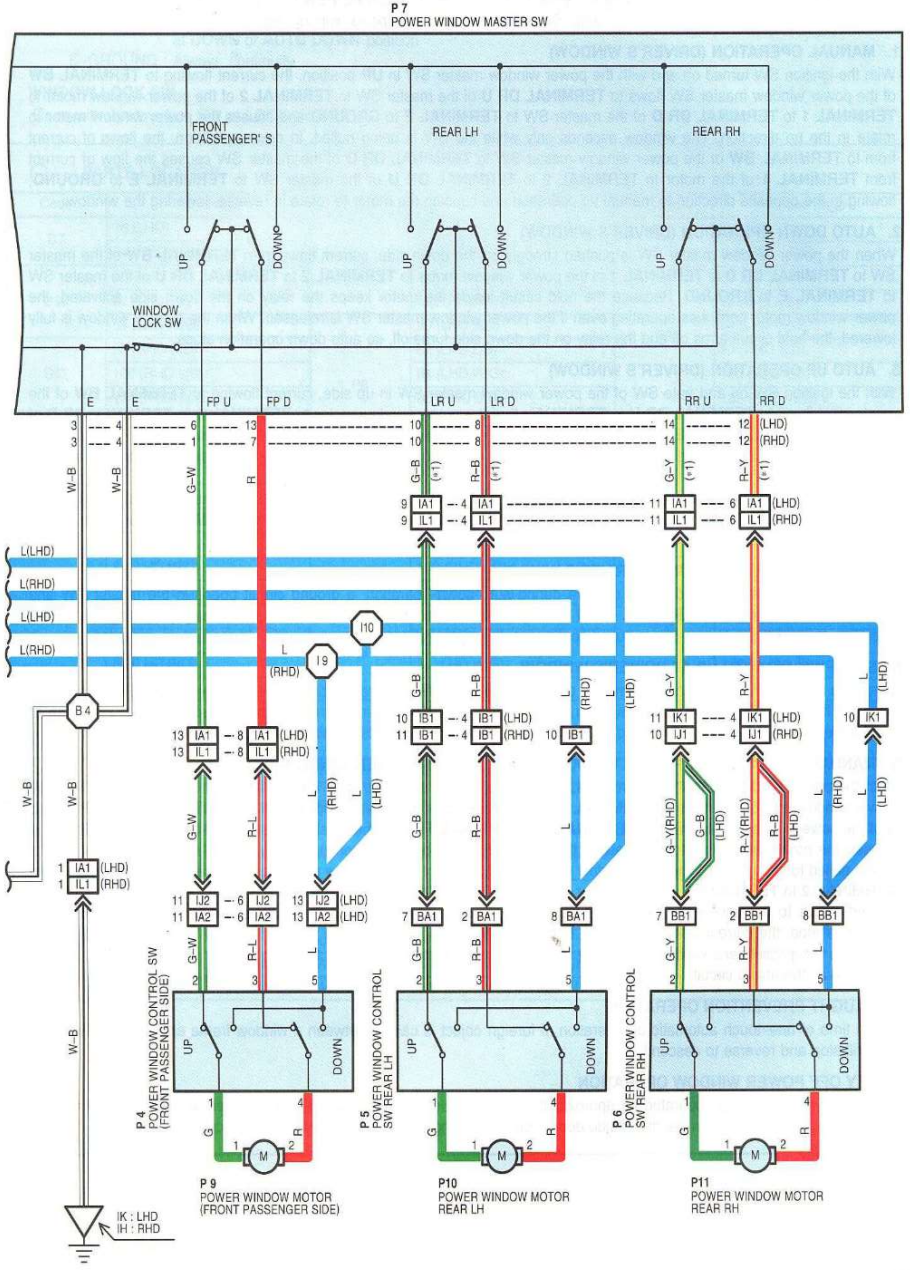


P7



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POWER WINDOW

SYSTEM OUTLINE

When the ignition SW turned on, current flows through the **GAUGE** fuse to **TERMINAL 12** of the integration relay and **TERMINAL 3** of the diode (power) to **TERMINAL 2** to **TERMINAL 1** of the power relay to **TERMINAL 2** to **GROUND**. This activates the relay and the current flowing to **TERMINAL 5** of the relay from **POWER** fuse flows to **TERMINAL 3** of the relay to **TERMINAL BW** of the power window master SW, **TERMINAL 5** of the power window control SW.

1. MANUAL OPERATION (DRIVER'S WINDOW)

With the ignition SW turned on and with the power window master SW in **UP** position, the current flowing to **TERMINAL BW** of the power window master SW flows to **TERMINAL DR U** of the master SW to **TERMINAL 2** of the power window motor to **TERMINAL 1** to **TERMINAL DR D** of the master SW to **TERMINAL E** to **GROUND** and causes the power window motor to rotate in the up direction. The window ascends only while the SW is being pulled. In down operation, the flows of current from to **TERMINAL BW** of the power window master SW to **TERMINAL DR D** of the master SW causes the flow of current from **TERMINAL 1** of the motor to **TERMINAL 2** to **TERMINAL DR U** of the master SW to **TERMINAL E** to **GROUND**, flowing in the opposite direction to manual up operation and causing the motor to rotate in reverse, lowering the window.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the power window master SW is pushed strongly on the down side, current flows from **TERMINAL BW** of the master SW to **TERMINAL DR D** to **TERMINAL 1** of the power window motor to **TERMINAL 2** to **TERMINAL DR U** of the master SW to **TERMINAL E** to **GROUND**. Because the hold circuit inside the motor keeps the relay on the down side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is fully lowered, the hold circuit turns off and the relay on the down side turns off, so auto down operation stops.

3. AUTO UP OPERATION (DRIVER'S WINDOW)

With the ignition SW on and auto SW of the power window master SW in up side, current flowing to **TERMINAL BW** of the master SW flows to **TERMINAL DR U** to **TERMINAL 2** of the power window motor to **TERMINAL 1** to **TERMINAL DR D** of the master SW to **TERMINAL E** to **GROUND**, causing the power window motor to rotate towards the up side. Then the hold circuit in the motor is activated and it locks the auto SW being pulled, causing the motor to continue to rotate in auto up operation.

when the window has completely ascended, the current flow between **TERMINAL DR D** of the master SW and **TERMINAL E** increases. As a result, the hold circuit stops operating, the auto SW turns off and flow from **TERMINAL BW** of the master SW to **TERMINAL DR U** is cut off, stopping the motor so that auto stop occurs.

4. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

When the master SW is pulled to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from **TERMINAL DR U** of the master SW to **TERMINAL E**, so the motor stops, causing auto down operation to stop. If the master SW is pulled continuous, the motor rotates in the up direction in manual up operation.

5. STOPPING OF AUTO UP AT DRIVER'S WINDOW

When the master SW is pushed to down side during auto up operation, a ground circuit opens in the master SW and current does not flow from **TERMINAL DR D** of the master SW to **TERMINAL E**, so the motor stops, causing auto up operation to stop. If the master SW is pulled continuous the motor rotates in the down direction in down operation.

6. MANUAL OPERATION BY POWER WINDOW SW (FRONT PASSENGER WINDOW)

With the power window control SW (Front passenger side) pulled to the up side, current flowing from **TERMINAL 5** of the power window control SW flows to **TERMINAL 1** to **TERMINAL 2** of the power window motor to **TERMINAL 1** to **TERMINAL 4** of the power window control SW to **TERMINAL 3** to **TERMINAL FP D** of the master SW to **TERMINAL E** to **GROUND** and causes the power window motor to rotate in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, from **TERMINAL 2** to **TERMINAL 1**, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is tried, the current from **TERMINAL 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. furthermore rear LH, RH window operate the same as the above circuit.

7. CAUGHT PREVENTION OPERATION

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.

8. KEY OFF POWER WINDOW OPERATION

The power window can be operated for approximately **45** seconds, when the ignition SW is turned from ON to OFF with all doors closed. However, when the driver side door is opened during this time, the operation is canceled.

SERVICE HINTS

P7 POWER WINDOW MASTER SW

BW-GROUND : Approx. **12** volts with the ignition SW at **ON** position
DR U-GROUND : Approx. **12** volts with the ignition SW on and master SW at **UP** or **AUTO UP** posotion
DR D-GROUND : Approx. **12** volts with the ignition SW on and master SW at **DOWN** or **AUTO DOWN** position
E-GROUND : Always continuity

WINDOW LOCK SW

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

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D7	76 (LHD)	P5	84 (LHD W/G)	P8	100 (RHD L/B)
	94 (RHD)		98 (RHD S/D)		102 (RHD W/G)
D10	80 (LHD S/D)		100 (RHD L/B)	P9	80 (LHD S/D)
	82 (LHD L/B)		102 (RHD W/G)		82 (LHD L/B)
	84 (LHD W/G)	P6	80 (LHD S/D)		84 (LHD W/G)
D11	98 (RHD S/D)		82 (LHD L/B)		98 (RHD S/D)
	100 (RHD L/B)		84 (LHD W/G)		100 (RHD L/B)
	102 (RHD W/G)		98 (RHD S/D)		102 (RHD W/G)
I14 A	78 (LHD)		100 (RHD L/B)	P10	80 (LHD S/D)
	96 (RHD)		102 (RHD W/G)		82 (LHD L/B)
J1	78 (LHD)	P7	80 (LHD S/D)		84 (LHD W/G)
J27	96 (RHD)		82 (LHD L/B)		98 (RHD S/D)
P4	80 (LHD S/D)		84 (LHD W/G)		100 (RHD L/B)
	82 (LHD L/B)		98 (RHD S/D)		102 (RHD W/G)
	84 (LHD W/G)		100 (RHD L/B)	P11	80 (LHD S/D)
	98 (RHD S/D)		102 (RHD W/G)		82 (LHD L/B)
	100 (RHD L/B)	P8	80 (LHD S/D)		84 (LHD W/G)
	102 (RHD W/G)		82 (LHD L/B)		98 (RHD S/D)
P5	80 (LHD S/D)		84 (LHD W/G)		100 (RHD L/B)
	82 (LHD L/B)		98 (RHD S/D)		102 (RHD W/G)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3H	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

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□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA2	132 (RHD)	
IB1	114 (LHD)	Instrument Panel Wire and Floor Wire (Left Kick Panel)
	132 (RHD)	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IJ1	134 (RHD)	Instrument Panel Wire and Floor Wire (Right Kick Panel)
IJ2	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)
IL1	134 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	118 (LHD S/D)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door LH Wire and Floor No.2 Wire (Under the Left Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BB1	118 (LHD S/D)	Rear Door RH Wire and Floor No.2 Wire (Under the Right Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	

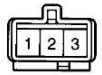
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	132 (RHD)	Left Kick Panel
II	114 (LHD)	
IJ	132 (RHD)	Right Kick Panel
IK	114 (LHD)	

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I9	134 (RHD)	Instrument Panel Wire	B4	122 (LHD W/G)	Front Door LH Wire
I10	116 (LHD)	Cowl Wire		136 (RHD S/D)	Front Door RH Wire
B4	118 (LHD S/D)	Front Door LH Wire		138 (RHD L/B)	
	120 (LHD L/B)			140 (RHD W/G)	

D7 ORANGE



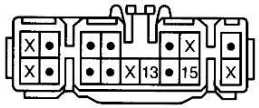
D10



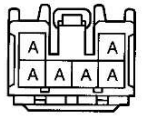
D11



I14 (A) ORANGE

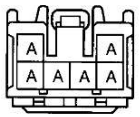


J1



(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

P4 BLACK



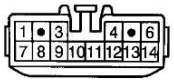
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P6 BLACK



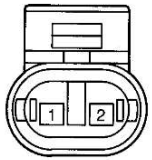
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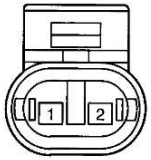
P8 GRAY



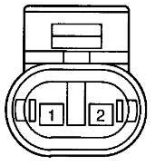
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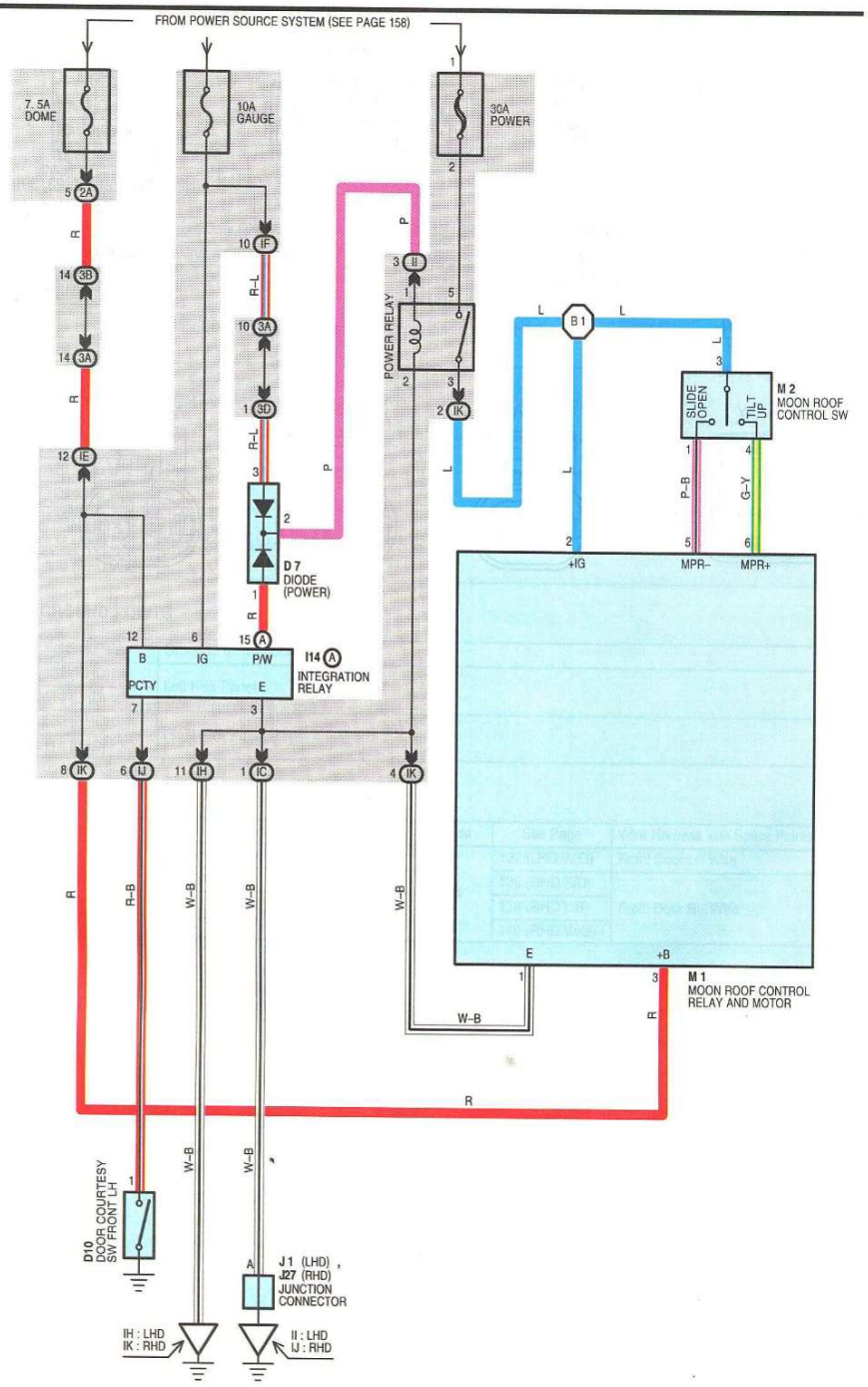
P10 BLACK



P11 BLACK



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SERVICE HINTS

M1 MOON ROOF CONTROL RELAY AND MOTOR

6-GROUND : Always continuity
5-GROUND : Approx. **12** volts with the ignition SW at **ON** position
1-GROUND : Approx. **12** volts with the ignition SW on and the moon roof control SW at **CLOSE** or **UP** position
2-GROUND : Approx. **12** volts with the ignition SW on and the moon roof control SW at **OPEN** or **DOWN** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D7	76 (LHD)	I14 A	78 (LHD)	M1	100 (RHD L/B)
	94 (RHD)		96 (RHD)		102 (RHD W/G)
D10	80 (LHD S/D)	J1	78 (LHD)	M2	80 (LHD S/D)
	82 (LHD L/B)	J27	96 (RHD)		82 (LHD L/B)
	84 (LHD W/G)	M1	80 (LHD S/D)		84 (LHD W/G)
	98 (RHD S/D)		82 (LHD L/B)		98 (RHD S/D)
	100 (RHD L/B)		84 (LHD W/G)		100 (RHD L/B)
	102 (RHD W/G)		98 (RHD S/D)		102 (RHD W/G)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
II		
IJ	59	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IK	59	Roof Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II		
IJ	132 (RHD)	Right Kick Panel
IK		

⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	118 (LHD S/D)	Roof Wire	B1	136 (RHD S/D)	Roof Wire
	120 (LHD L/B)			138 (RHD L/B)	
	122 (LHD W/G)			140 (RHD W/G)	

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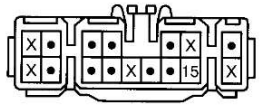
D7 ORANGE



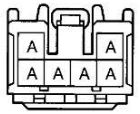
D10



I14 (A) ORANGE

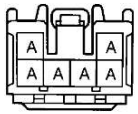


J1

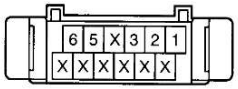


(Hint : See Page 7, 23, 39)

J27



M1 BLACK



M2

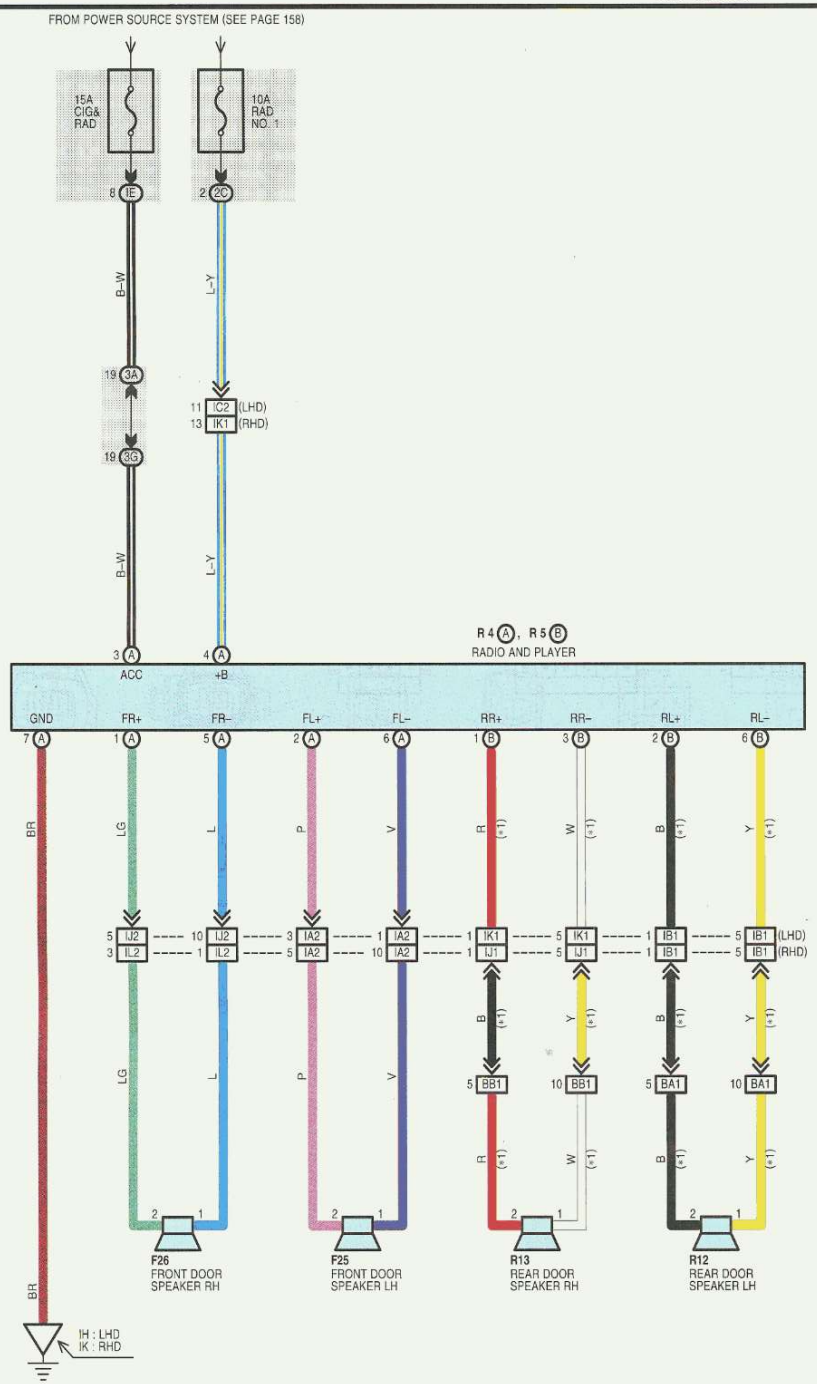


(Hint : See Page 7, 23, 39)

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RADIO AND PLAYER

* 1 : W/ 4 SPEAKER



SERVICE HINTS

R4 (A) RADIO AND PLAYER

(A) 4-GROUND : Always approx. **12** volts
(A) 3-GROUND : Approx. **12** votls 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
F25	80 (LHD S/D)	F26	100 (RHD L/B)	R12	100 (RHD L/B)
	82 (LHD L/B)		102 (RHD W/G)		102 (RHD W/G)
	84 (LHD W/G)	R4 A	78 (LHD)	R13	80 (LHD S/D)
	98 (RHD S/D)		96 (RHD)		82 (LHD L/B)
	100 (RHD L/B)	R5 B	78 (LHD)		84 (LHD W/G)
	102 (RHD W/G)		96 (RHD)		98 (RHD S/D)
F26	80 (LHD S/D)	R12	80 (LHD S/D)		100 (RHD L/B)
	82 (LHD L/B)		82 (LHD L/B)		102 (RHD W/G)
	84 (LHD W/G)		84 (LHD W/G)		
	98 (RHD S/D)		98 (RHD S/D)		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA2	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
	132 (RHD)	
IB1	114 (LHD)	Instrument Panel Wire and Floor Wire (Left Kick Panel)
	132 (RHD)	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IJ1	134 (RHD)	Instrument Panel Wire and Floor Wire (Right Kick Panel)
IJ2	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)
	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)
IL2	134 (RHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	118 (LHD S/D)	Rear Door LH Wire and Floor Wire (Under the Left Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door LH Wire and Floor No.2 Wire (Under the Left Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	
BB1	118 (LHD S/D)	Rear Door RH Wire and Floor No.2 Wire (Under the Right Center Pillar)
	120 (LHD L/B)	
	122 (LHD W/G)	
	136 (RHD S/D)	Rear Door RH Wire and Floor Wire (Under the Right Center Pillar)
	138 (RHD L/B)	
	140 (RHD W/G)	

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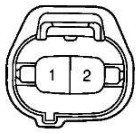
▽ : **GROUND POINTS**

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
IK	132 (RHD)	Right Kick Panel

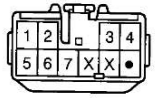
F25 BLACK



F26 BLACK



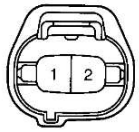
R4 (A)



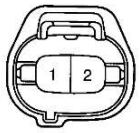
R5 (B)



R12 BLACK

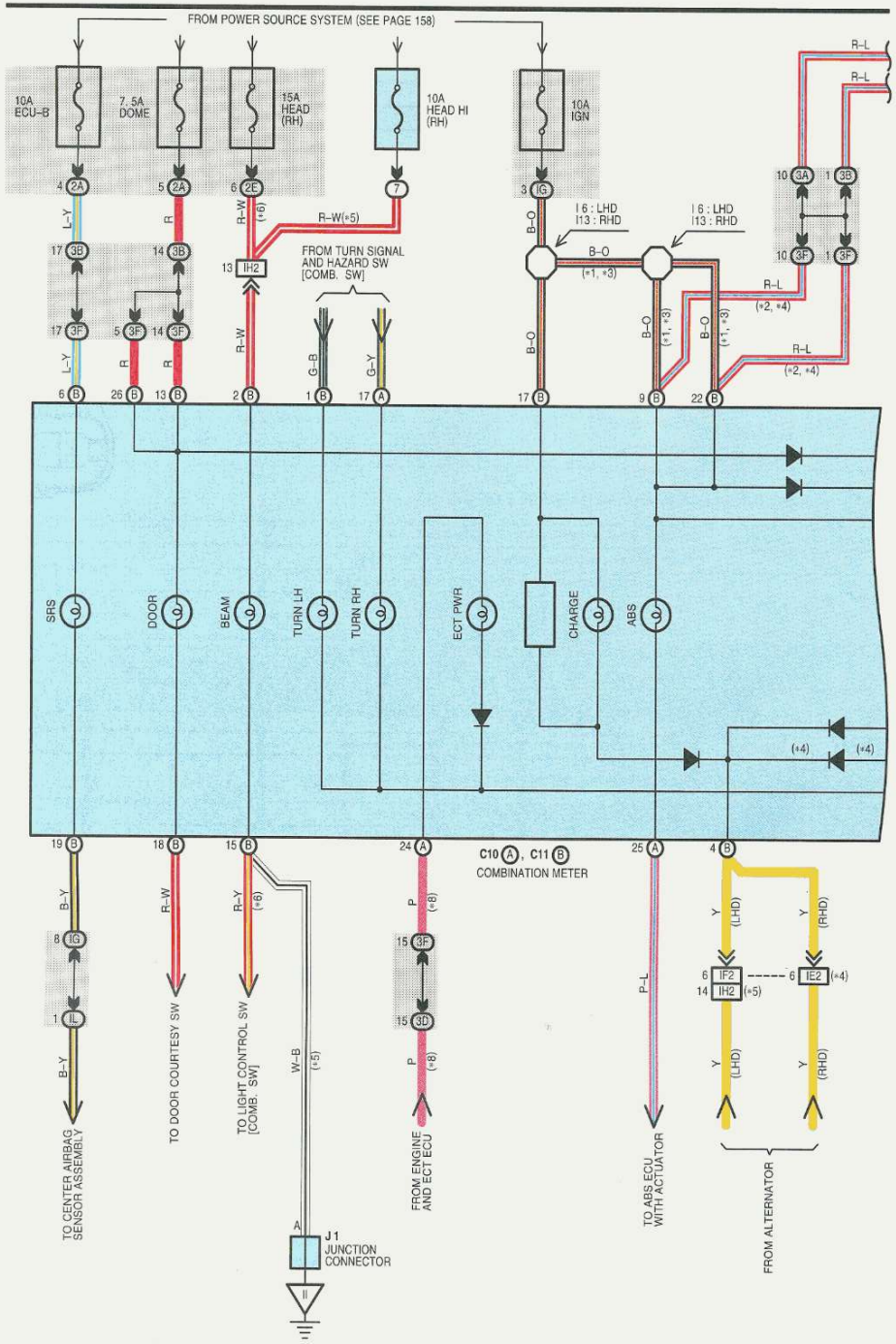


R13 BLACK

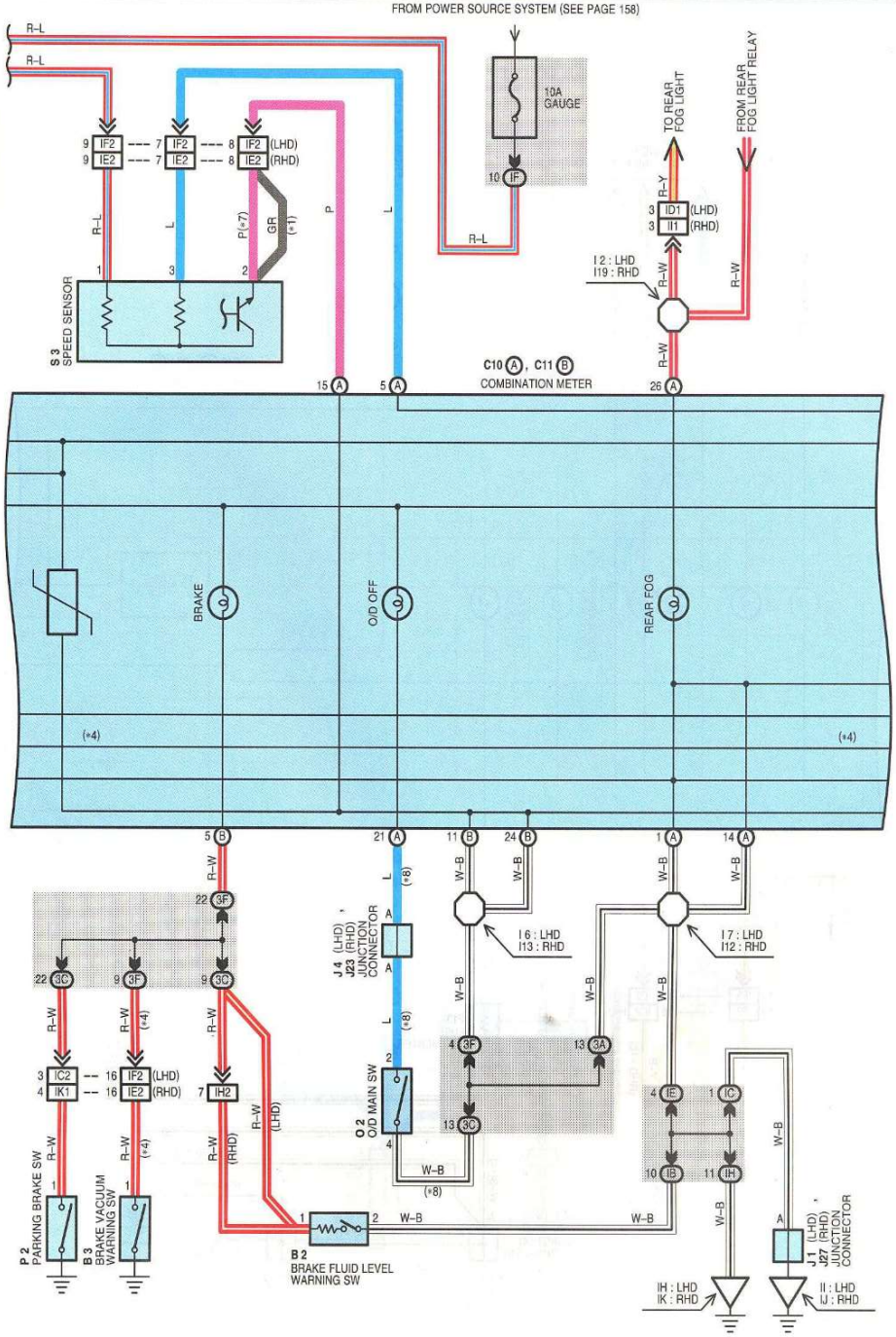


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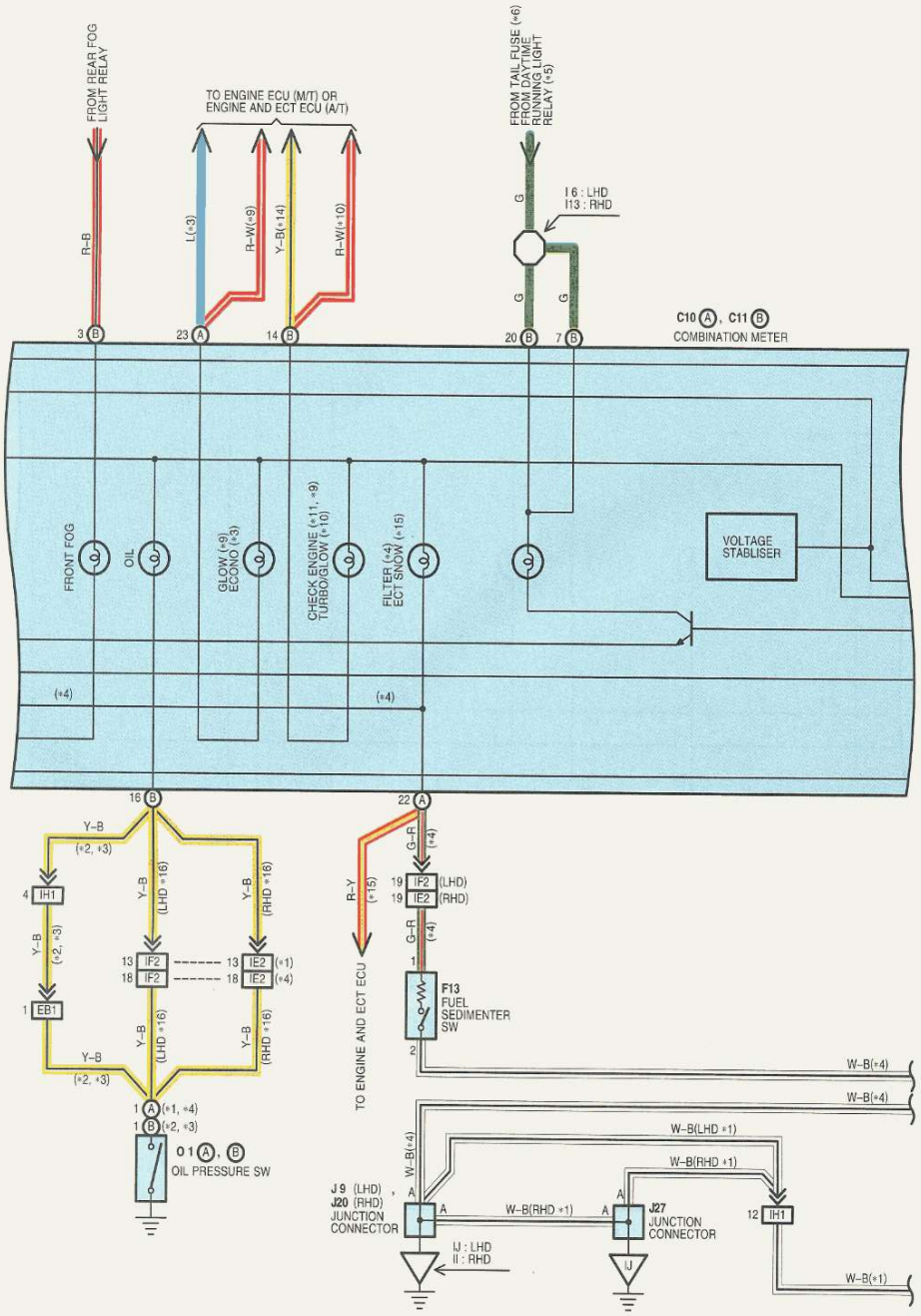
COMBINATION METER



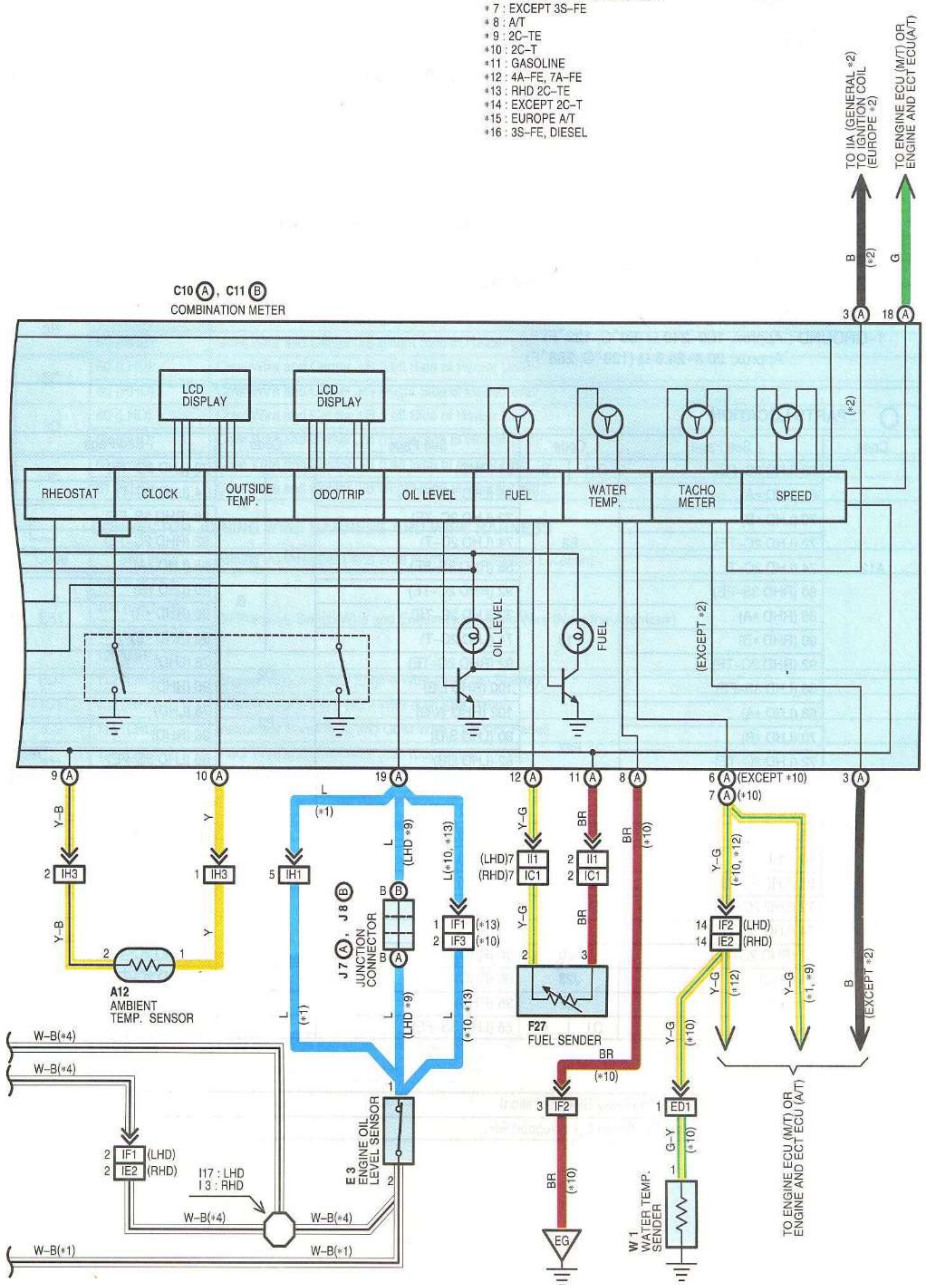
* 1 : 3S-FE
* 2 : STOICHIOMETRIC TYPE
* 3 : LEAN BURN TYPE
* 4 : DIESEL
* 5 : W/ DAYTIME RUNNING LIGHT
* 6 : W/O DAYTIME RUNNING LIGHT
* 7 : EXCEPT 3S-FE
* 8 : A/T



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*1 : 3S-FE
*2 : STOICHIOMETRIC TYPE
*3 : LEAN BURN TYPE
*4 : DIESEL
*5 : W/ DAYTIME RUNNING LIGHT
*6 : W/O DAYTIME RUNNING LIGHT
*7 : EXCEPT 3S-FE
*8 : A/T
*9 : 2C-TE
*10 : 2C-T
*11 : GASOLINE
*12 : 4A-FE, 7A-FE
*13 : RHD 2C-TE
*14 : EXCEPT 2C-T
*15 : EUROPE A/T
*16 : 3S-FE, DIESEL



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SERVICE HINTS

B2 BRAKE FLUID LEVEL WARNING SW

1-2 : Closed with the float down

C10 (A), C11 (B) COMBINATION METER

(A) 1, (A) 14, (B) 11, (B) 24-GROUND : Always continuity
(B) 9, (B) 17, (B) 22-GROUND : Approx. **12** volts with the ignition SW at **ON** position
(B) 6, (B) 13, (B) 26-GROUND : Always approx. **12** volts

F27 FUEL SENDER

2-3 : Approx. **3** Ω at fuel full
Approx. **110** Ω at fuel empty

O1 (A), (B) OIL PRESSURE SW

1-GROUND : Opened with the oil pressure above approx. **20** kpa (**2.9** psi, **0.2** kgf/cm^2)

P2 PARKING BRAKE SW

1-GROUND : Closed with the parking brake lever pulled up

W1 WATER TEMP. SENDER (2C-T)

1-GROUND : Approx. **160-240** Ω (**50**°C, **122**°F)
Approx. **20.5-24.6** Ω (**120**°C, **288**°F)

: PARTS LOCATION

Code		See Page
A12		66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
B2		66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
B3		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		92 (RHD 2C-TE)
C10	A	76 (LHD)
		94 (RHD)
C11	B	76 (LHD)

Code		See Page
C11	B	94 (RHD)
E3		66 (LHD 3S-FE)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		92 (RHD 2C-TE)
F13		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		92 (RHD 2C-TE)
F27		100 (RHD L/B)
		102 (RHD W/G)
		80 (LHD S/D)
		82 (LHD L/B)
		84 (LHD W/G)
		98 (RHD S/D)
J1		78 (LHD)
J4		78 (LHD)
J7	A	78 (LHD)
J8	B	78 (LHD)
J9		78 (LHD)
J20		96 (RHD)
J23		96 (RHD)
J27		96 (RHD)
O1	A	66 (LHD 3S-FE)

Code		See Page
O1	A	72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		92 (RHD 2C-TE)
	B	68 (LHD *A)
		70 (LHD *B)
		88 (RHD *A)
		90 (RHD *B)
O2		78 (LHD)
		96 (RHD)
P2		78 (LHD)
		96 (RHD)
S3		66 (LHD 3S-FE)
		68 (LHD *A)
		70 (LHD *B)
		72 (LHD 2C-TE)
		74 (LHD 2C-T)
		86 (RHD 3S-FE)
		88 (RHD *A)
		90 (RHD *B)
		92 (RHD 2C-TE)
W1		74 (LHD 2C-T)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
7	54	R/B No.7 (Radiator Upper Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
	59 (RHD)	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IG		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IL		
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3F	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	106 (LHD *A)	Oil Pressure Switch Wire and Engine Room Main Wire (Near the Alternator)
	108 (LHD *B)	
	126 (RHD *A)	
	128 (RHD *B)	
ED1	112 (LHD 2C-T)	Engine No.4 Wire and Engine Wire (Near the Starter)
IC1	132 (RHD)	Cowl Wire and Floor No.2 Wire (Left Kick Panel)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
	132 (RHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF1	132 (RHD)	Instrument Panel Wire and Cowl Wire (Left Side of the Instrument Panel J/B)
IF2	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF3		
IH1	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
IH2	116 (LHD)	
	134 (RHD)	
IH3	116 (LHD)	
	134 (RHD)	
II1	116 (LHD)	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	Floor Wire and Cowl Wire (Right Kick Panel)
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)

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▽ : **GROUND POINTS**

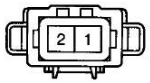
Code	See Page	Ground Points Location
EG	112 (LHD 2C-T)	Near the Starter
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	Left Kick Panel
	132 (RHD)	Left Kick Panel
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	Right Kick Panel
IK	132 (RHD)	Right Kick Panel

○ : **SPLICE POINTS**

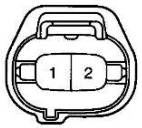
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	116 (LHD)	Cowl Wire	I12	134 (RHD)	Cowl Wire
I3	134 (RHD)	Engine Wire	I13		
I6	116 (LHD)	Cowl Wire	I17	116 (LHD)	Engine Wire
I7			I19	134 (RHD)	Cowl Wire

* 1 : 7A-FE, 4A-FE

A12 BLACK



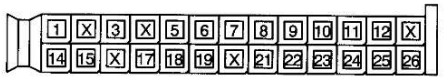
B2 BLACK



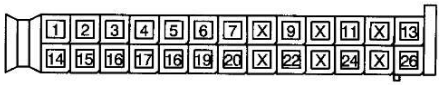
B3 BLACK



C10 (A) BLACK



C11 (B) GREEN



E3 GRAY



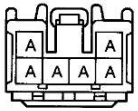
F13 GRAY



F27 DARK GRAY

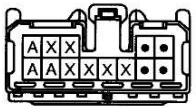


J1



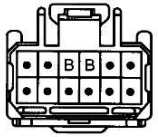
(Hint : See Page 7, 23, 39)

J4 BLUE



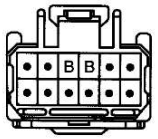
(Hint : See Page 7, 23, 39)

J7 (A) BLUE



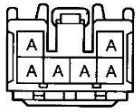
(Hint : See Page 7, 23, 39)

J8 (B) BLUE



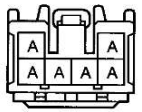
(Hint : See Page 7, 23, 39)

J9



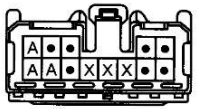
(Hint : See Page 7, 23, 39)

J20



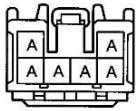
(Hint : See Page 7, 23, 39)

J23 BLUE



(Hint : See Page 7, 23, 39)

J27



(Hint : See Page 7, 23, 39)

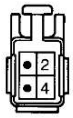
(3S-FE, Diesel) O1 (A) GRAY



(* 1) O1 (B) BLACK



O2



P2 BLACK



S3 BLACK

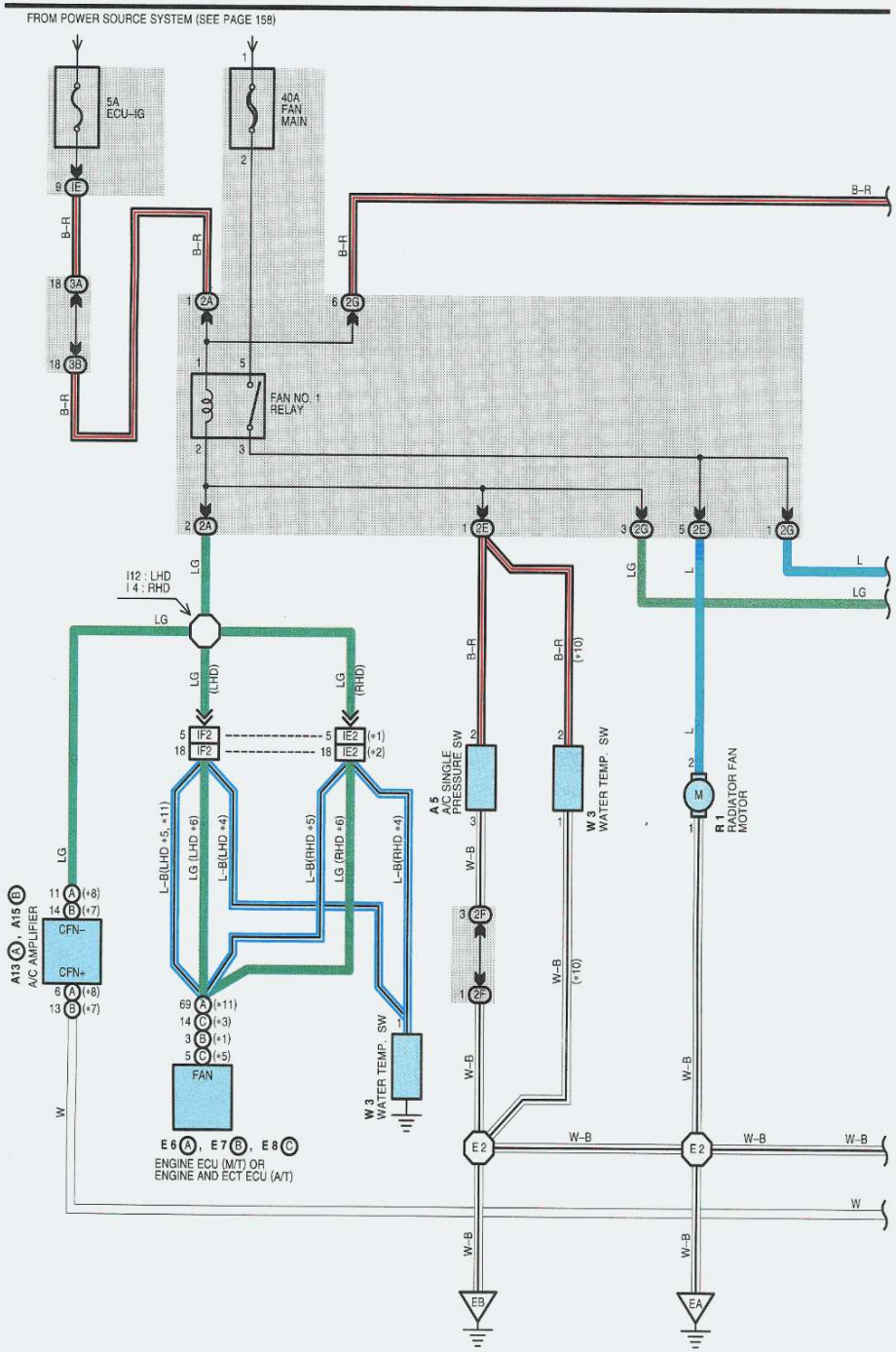


W1 GRAY

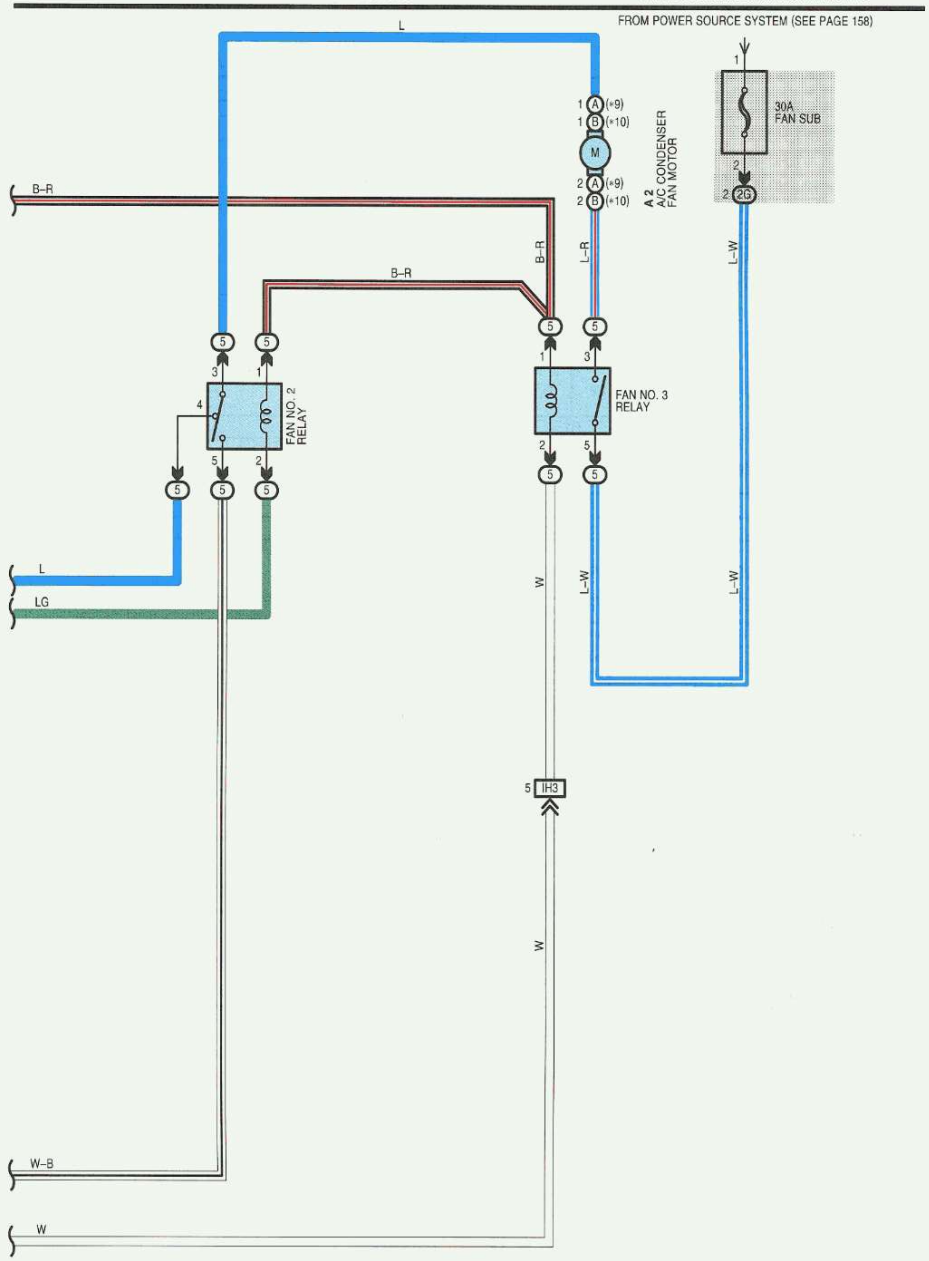


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RADIATOR FAN AND CONDENSER FAN



* 1 : 2C-TE
* 2 : EXCEPT 2C-TE
* 3 : 3S-FE
* 4 : 4A-FE GENERAL STOICHIOMETRIC TYPE
* 5 : 7A-FE, 4A-FE LEAN BURN TYPE
* 6 : *1, *3
* 7 : AUTO A/C
* 8 : MANUAL A/C
* 9 : GASOLINE
*10 : DIESEL
*11 : 4A-FE EUROPE STOICHIOMETRIC TYPE



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: PARTS LOCATION

Code	See Page	Code		See Page	Code	See Page
A2	66 (LHD 3S-FE)	A5		86 (RHD 3S-FE)	R1	68 (LHD *A)
	68 (LHD *A)			88 (RHD *A)		70 (LHD *B)
	70 (LHD *B)			90 (RHD *B)		72 (LHD 2C-TE)
	72 (LHD 2C-TE)			92 (RHD 2C-TE)		74 (LHD 2C-T)
	74 (LHD 2C-T)	A13	A	76 (LHD)		86 (RHD 3S-FE)
	86 (RHD 3S-FE)			94 (RHD)		88 (RHD *A)
	88 (RHD *A)	A15	B	76 (LHD)		90 (RHD *B)
	90 (RHD *B)			94 (RHD)		92 (RHD 2C-TE)
	92 (RHD 2C-TE)	E6	A	76 (LHD)	W3	70 (LHD *B)
A5	66 (LHD 3S-FE)	E7	B	76 (LHD)		72 (LHD 2C-TE)
	68 (LHD *A)			94 (RHD)		74 (LHD 2C-T)
	70 (LHD *B)	E8	C	76 (LHD)		90 (RHD *B)
	72 (LHD 2C-TE)			94 (RHD)		92 (RHD 2C-TE)
	74 (LHD 2C-T)	R1		66 (LHD 3S-FE)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
5	54	Engine Room R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2E	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2F		
2G		
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE2	132 (RHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2	114 (LHD)	
IH3	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	

: GROUND POINTS

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
	124 (RHD 3S-FE)	
	126 (RHD *A)	
	128 (RHD *B)	
	130 (RHD 2C-TE)	

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	E2	126 (RHD *A)	Engine Room Main Wire
	106 (LHD *A)			128 (RHD *B)	
	108 (LHD *B)			130 (RHD 2C-TE)	
	110 (LHD 2C-TE)		I4	134 (RHD)	Cowl Wire
	112 (LHD 2C-T)		I12	116 (LHD)	
	124 (RHD 3S-FE)				

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RADIATOR FAN AND CONDENSER FAN

(Gasoline) A2 BLACK



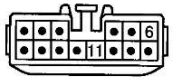
(Diesel) A2 GRAY



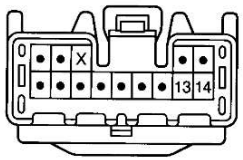
A5 DARK GRAY



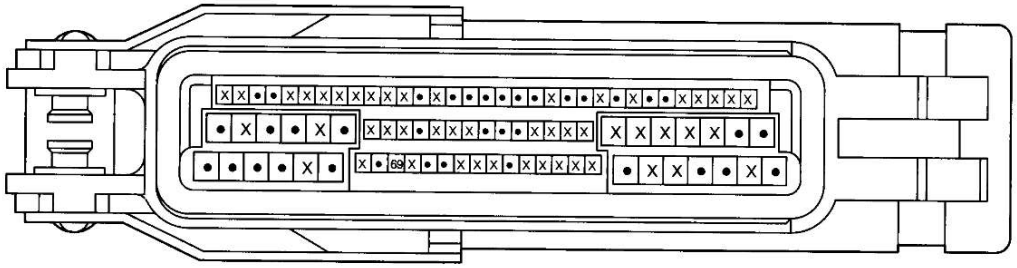
A13 (A) BLACK



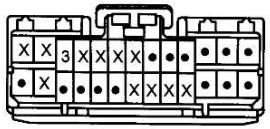
A15 (B) ORANGE



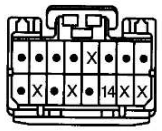
E6 (A) BLACK



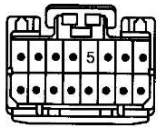
(2C-TE) E7 (B)



(3S-FE) E8 (C)



(Lean Burn Type) E8 (C)



(Gasoline) R1 BLACK



(Diesel) R1 GRAY



(Gasoline) W3 GRAY

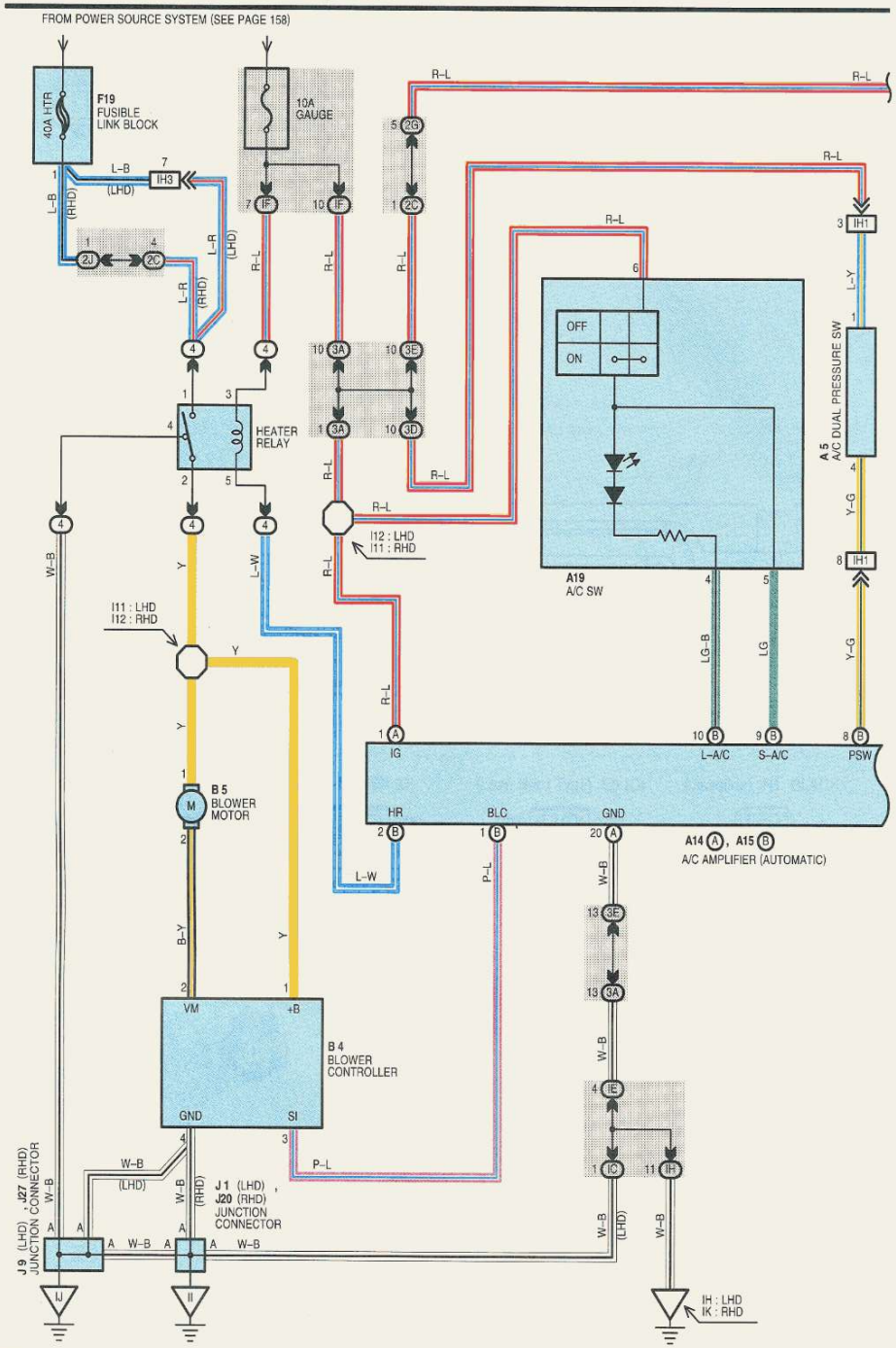


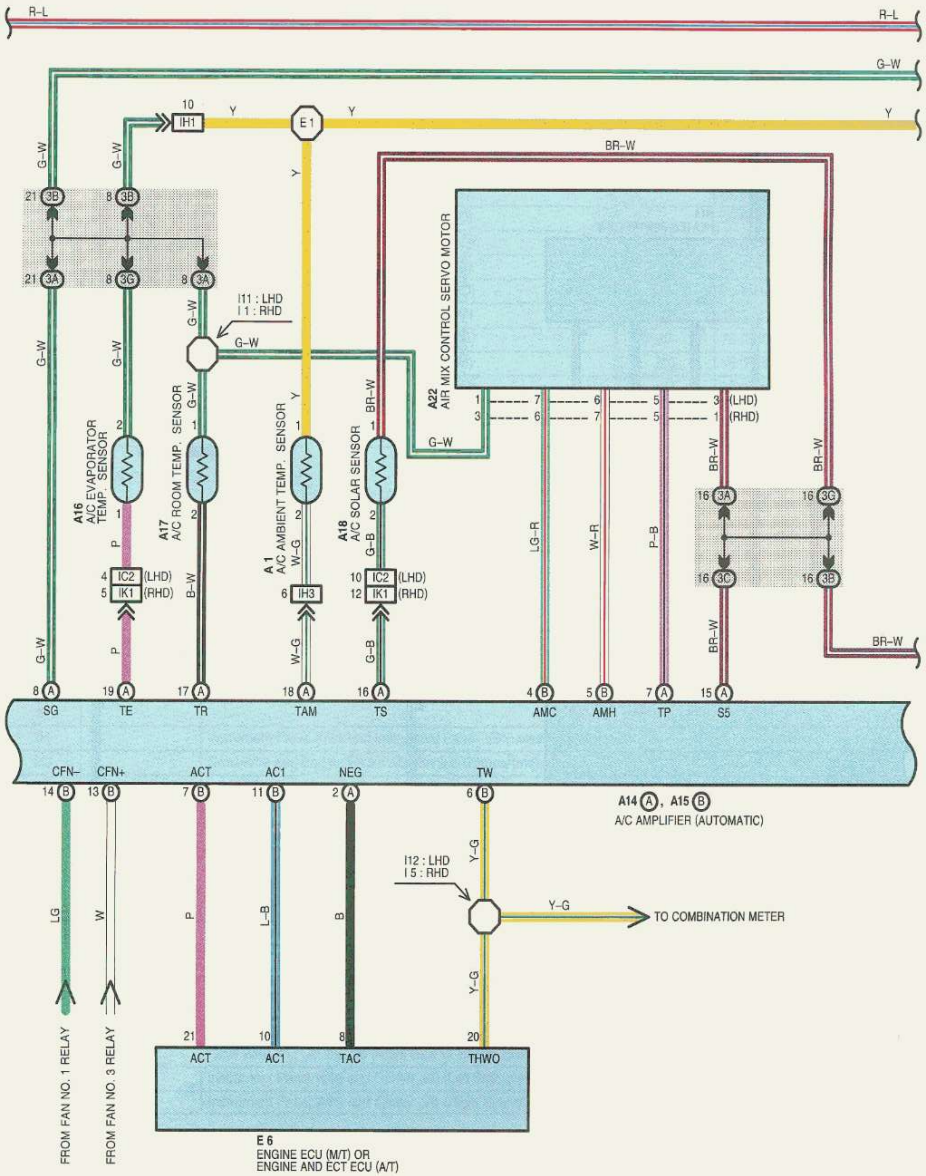
(Diesel) W3



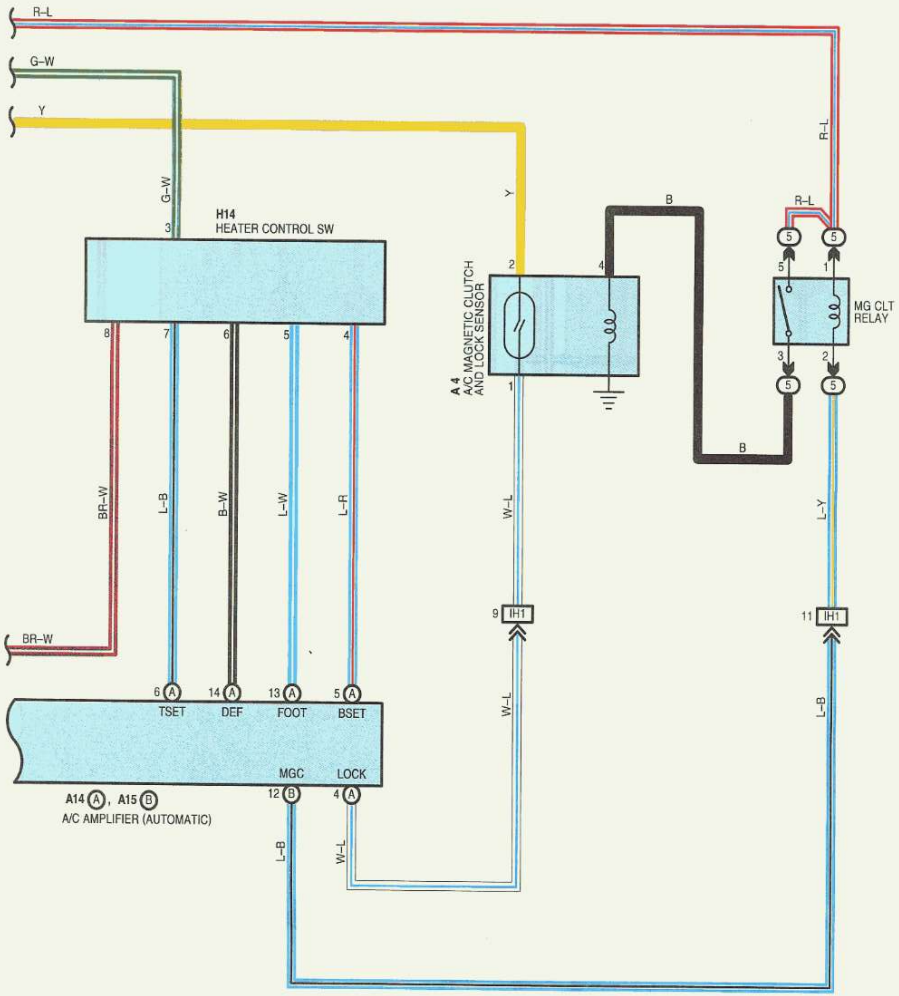
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AUTOMATIC AIR CONDITIONER





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SERVICE HINTS

A14 (A), A15 (B) A/C AMPLIFIER (AUTOMATIC)
IG–GROUND : Approx. **12** volts with the ignition SW at **ON** position
GND–GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	66 (LHD 3S–FE)	A17	66 (LHD 3S–FE)	E6	76 (LHD)
	86 (RHD 3S–FE)		94 (RHD)		94 (RHD)
A4	66 (LHD 3S–FE)	A18	76 (LHD)	F19	66 (LHD 3S–FE)
	86 (RHD 3S–FE)		94 (RHD)		86 (RHD 3S–FE)
A5	66 (LHD 3S–FE)	A19	76 (LHD)	H14	78 (LHD)
	86 (RHD 3S–FE)		94 (RHD)		96 (RHD)
A14 A	76 (LHD)	A22	76 (LHD)	J1	78 (LHD)
	94 (RHD)		94 (RHD)	J9	78 (LHD)
A15 B	76 (LHD)	B4	76 (LHD)	J20	96 (RHD)
	94 (RHD)		94 (RHD)	J27	96 (RHD)
A16	76 (LHD)	B5	76 (LHD)		
	94 (RHD)		94 (RHD)		

⬭ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)
5	54	Engine Room R/B (Engine Compartment Left)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2G	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2J	57 (Gasoline)	
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3C	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

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□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IH1	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
IH3	116 (LHD)	
	134 (RHD)	
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II	114 (LHD)	
	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	104 (LHD 3S-FE)	Engine Room Main Wire	I11	116 (LHD)	Cowl Wire
	124 (RHD 3S-FE)			134 (RHD)	
I1	134 (RHD)	Cowl Wire	I12	116 (LHD)	
I5				134 (RHD)	

A1 BLACK



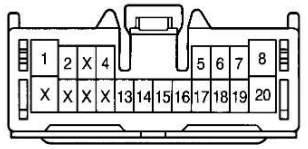
A4 GARY



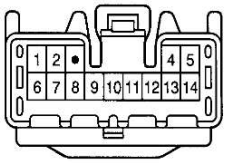
A5 DARK GRAY



A14 (A) ORANGE



A15 (B) ORANGE



A16



A17 BLACK



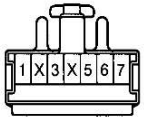
A18 BLACK



A19 BLACK



A22 BLACK



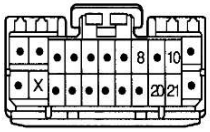
B4



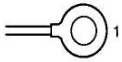
B5 BLACK



E6



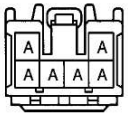
F19



H14

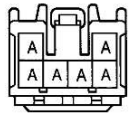


J1



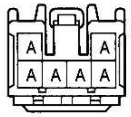
(Hint : See Page 7, 23, 39)

J9



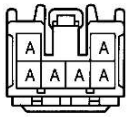
(Hint : See Page 7, 23, 39)

J20



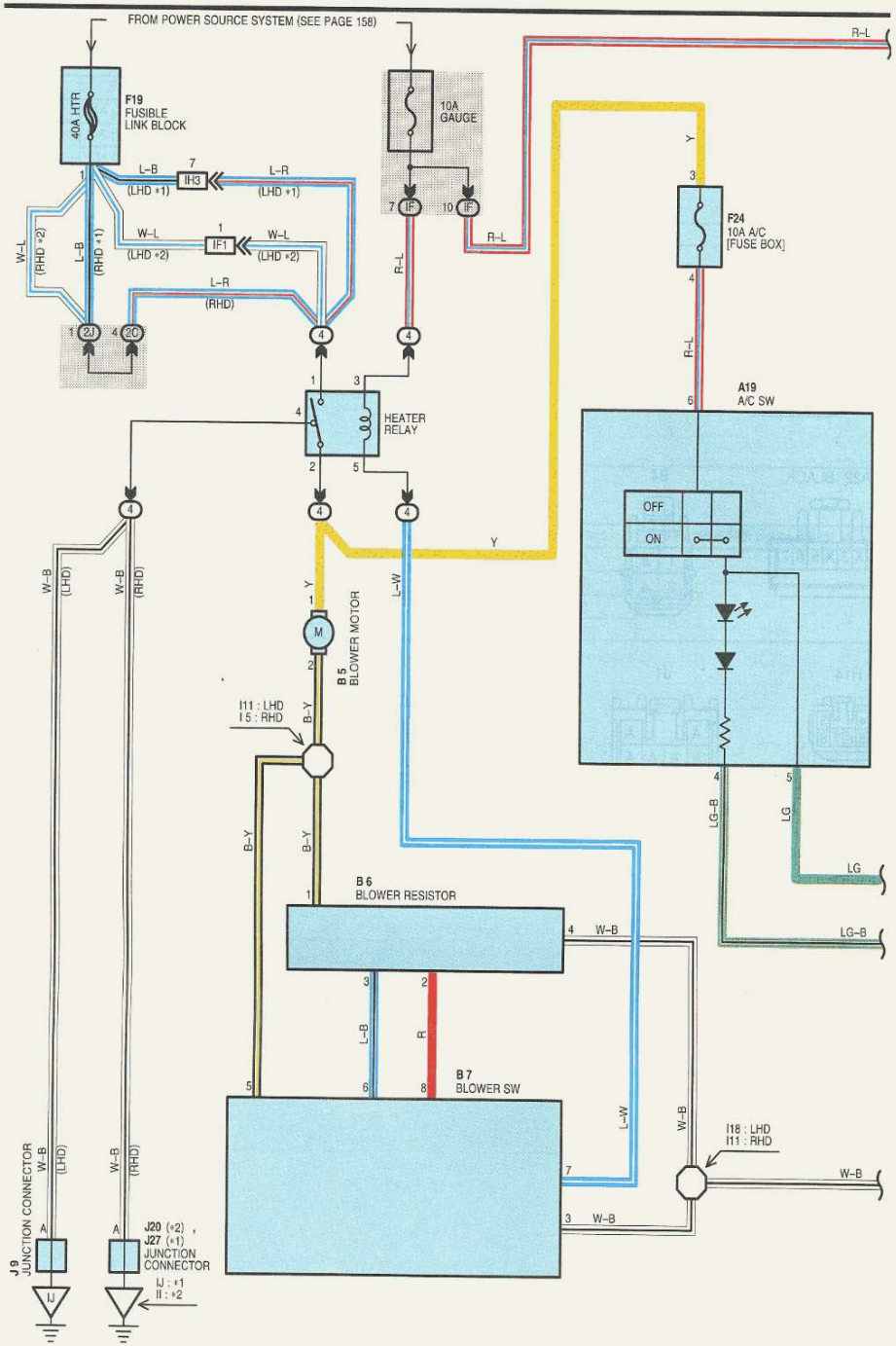
(Hint : See Page 7, 23, 39)

J27

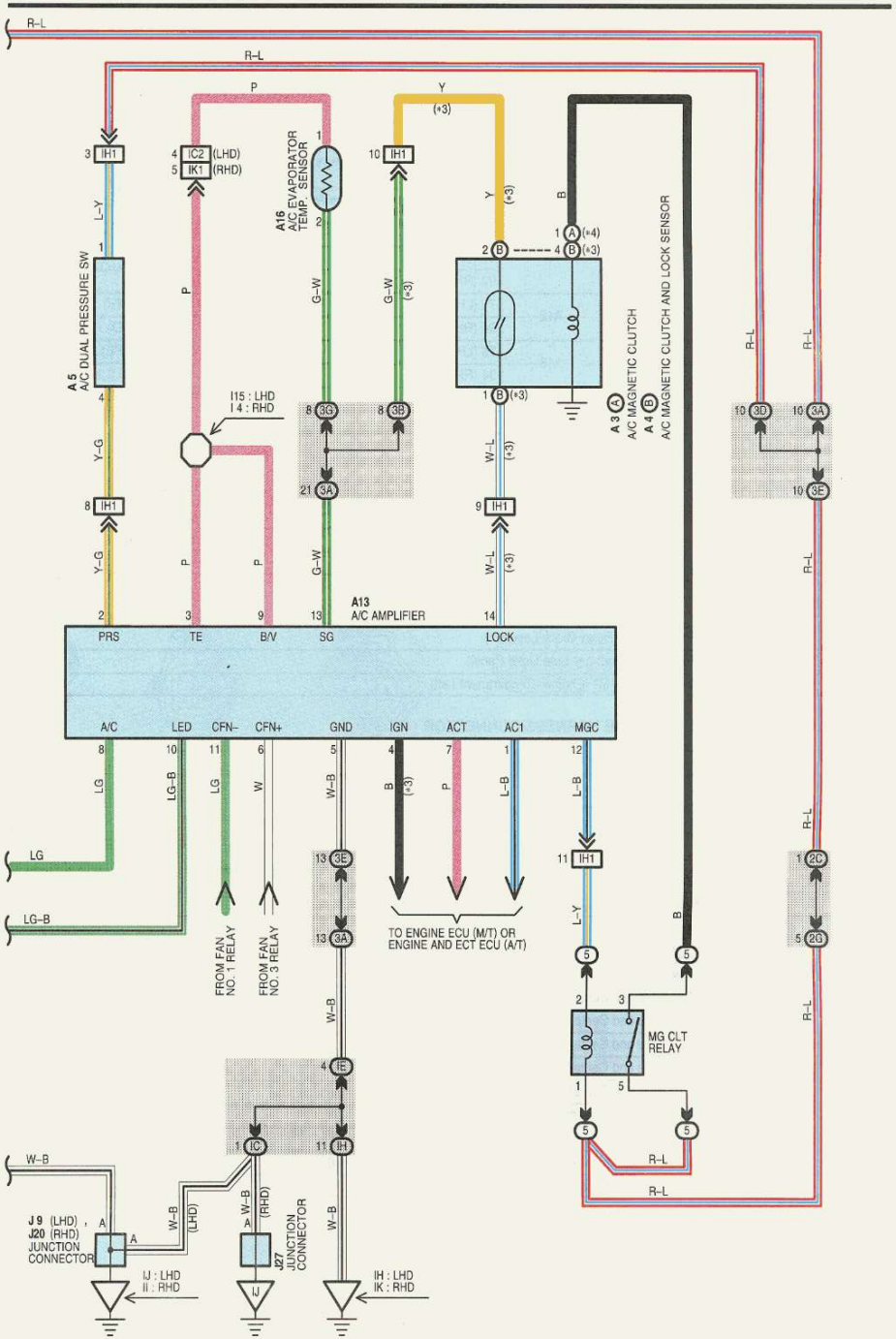


(Hint : See Page 7, 23, 39)

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* 1 : GASOLINE
* 2 : DIESEL
* 3 : *2, 3S-FE
* 4 : 4A-FE, 7A-FE



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SERVICE HINTS

A13 A/C AMPLIFIER

8-5 : Continuity with the A/C SW on and the ignition SW on
5-GROUND : Always continuity

: PARTS LOCATION

* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code		See Page	Code	See Page	Code	See Page
A3	A	68 (LHD *A)	A5	88 (RHD *A)	F19	66 (LHD 3S-FE)
		70 (LHD *B)		90 (RHD *B)		68 (LHD *A)
		88 (RHD *A)		92 (RHD 2C-TE)		70 (LHD *B)
		90 (RHD *B)	A13	76 (LHD)		72 (LHD 2C-TE)
A4	B	66 (LHD 3S-FE)		94 (RHD)		74 (LHD 2C-T)
		72 (LHD 2C-TE)	A16	76 (LHD)		86 (RHD 3S-FE)
		74 (LHD 2C-T)		94 (RHD)		88 (RHD *A)
		86 (RHD 3S-FE)	A19	76 (LHD)		90 (RHD *B)
		92 (RHD 2C-TE)		94 (RHD)		92 (RHD 2C-TE)
A5		66 (LHD 3S-FE)	B5	76 (LHD)	F24	78 (LHD)
		68 (LHD *A)		94 (RHD)		96 (RHD)
		70 (LHD *B)	B6	76 (LHD)	J9	78 (LHD)
		72 (LHD 2C-TE)		94 (RHD)	J20	96 (RHD)
		74 (LHD 2C-T)	B7	76 (LHD)	J27	96 (RHD)
		86 (RHD 3S-FE)		94 (RHD)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
4	53	R/B No.4 (Passenger Side Dash Panel)
5	54	Engine Room R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IF		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2C	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2G	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2J	57 (Diesel)	Engine Wire and Engine Room J/B (Engine Compartment Left)
	57 (Gasoline)	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3B	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3D	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	60 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3E	61 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Cowl Wire and Center J/B (Right Side of Heater Unit)
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
	61 (RHD)	Instrument Panel Wire and Center J/B (Right Side of Heater Unit)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC2	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IF1	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IH1	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
	134 (RHD)	
IH3	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
IK1	134 (RHD)	Instrument Panel Wire and Cowl Wire (Right Kick Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
IH	114 (LHD)	Left Kick Panel
II	132 (RHD)	
IJ	114 (LHD)	Right Kick Panel
	132 (RHD)	
IK	132 (RHD)	

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I4	134 (RHD)	Cowl Wire	I11	134 (RHD)	Cowl Wire
I5			I15	116 (LHD)	
I11	116 (LHD)		I18	116 (LHD)	Engine Room Main Wire

A3 (A) GRAY



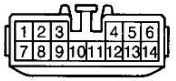
A4 (B) GRAY



A5 DARK GRAY



A13 BLACK



A16



A19 BLACK



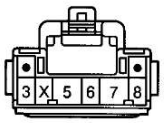
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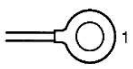
B6 BLACK



B7



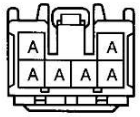
F19



F24

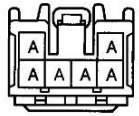


J9



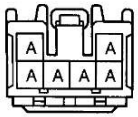
(Hint : See Page 7, 23, 39)

J20



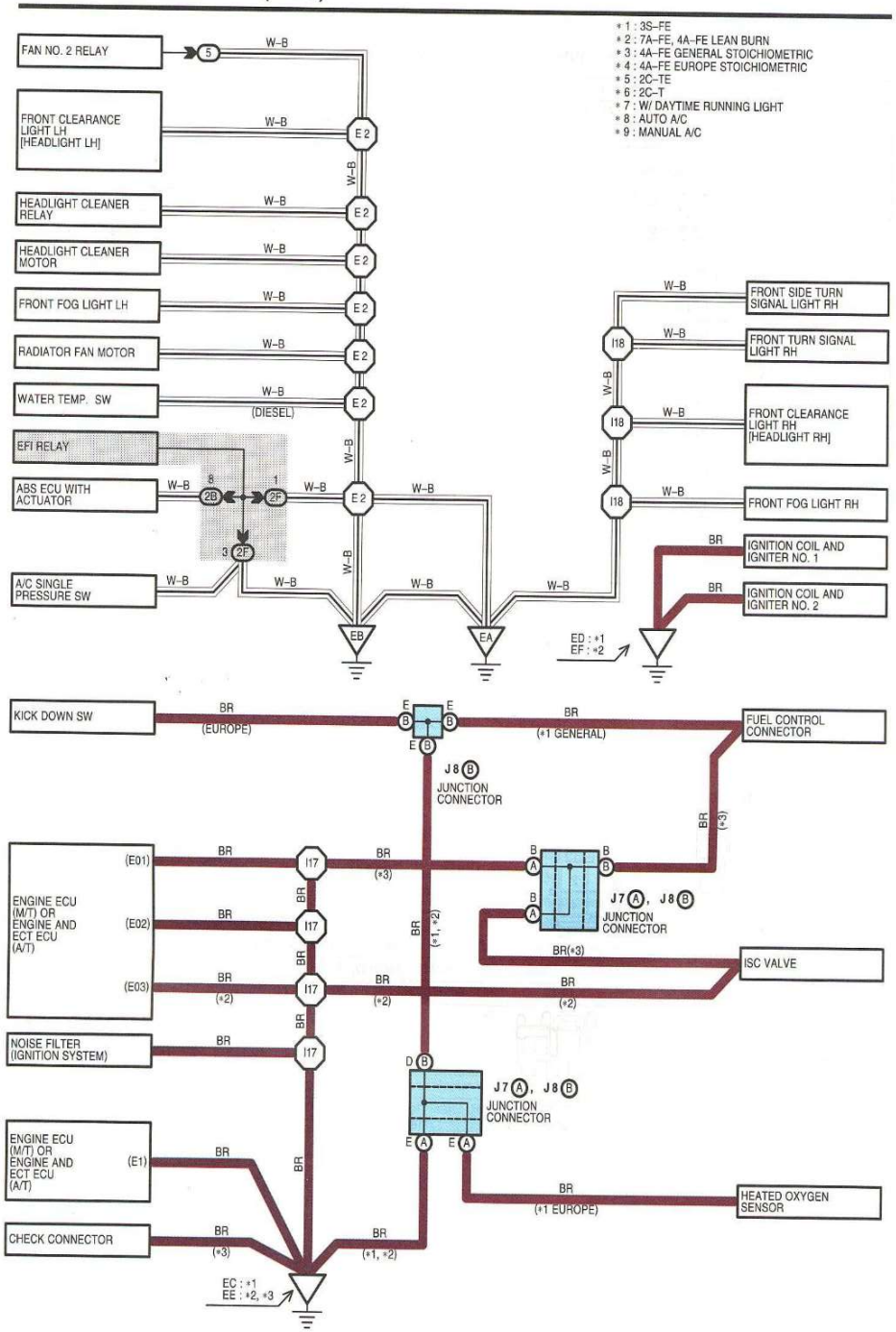
(Hint : See Page 7, 23, 39)

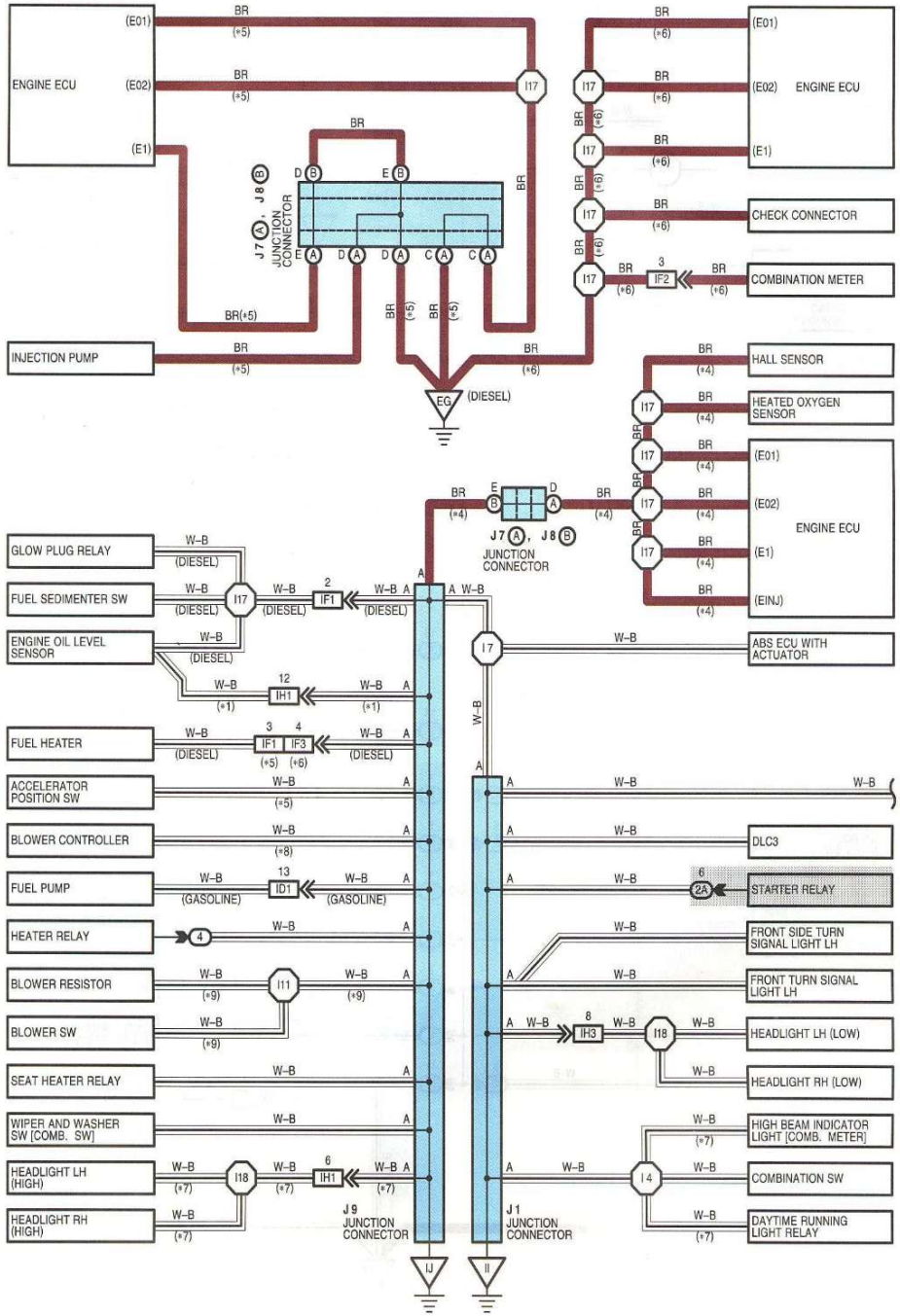
J27



(Hint : See Page 7, 23, 39)

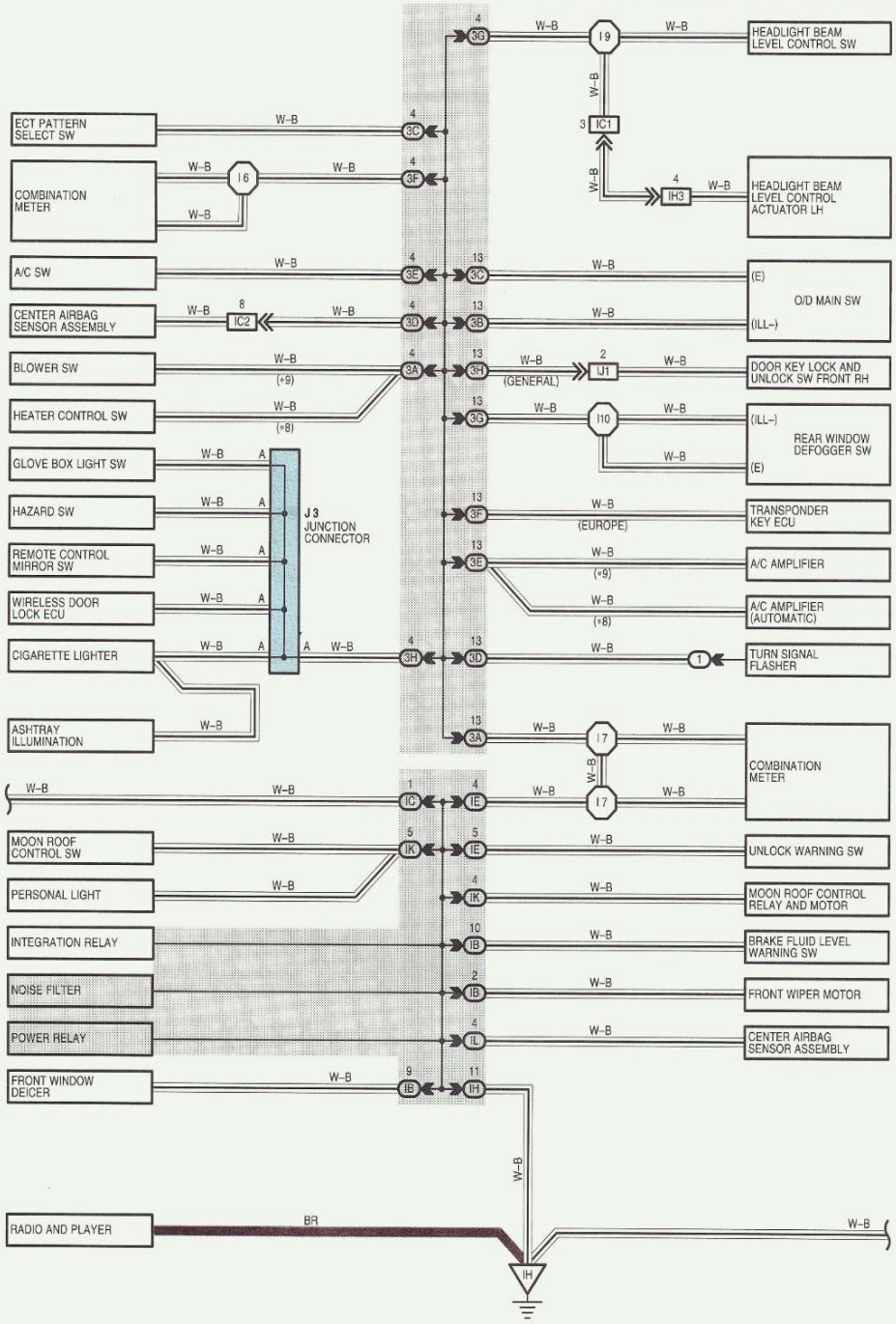
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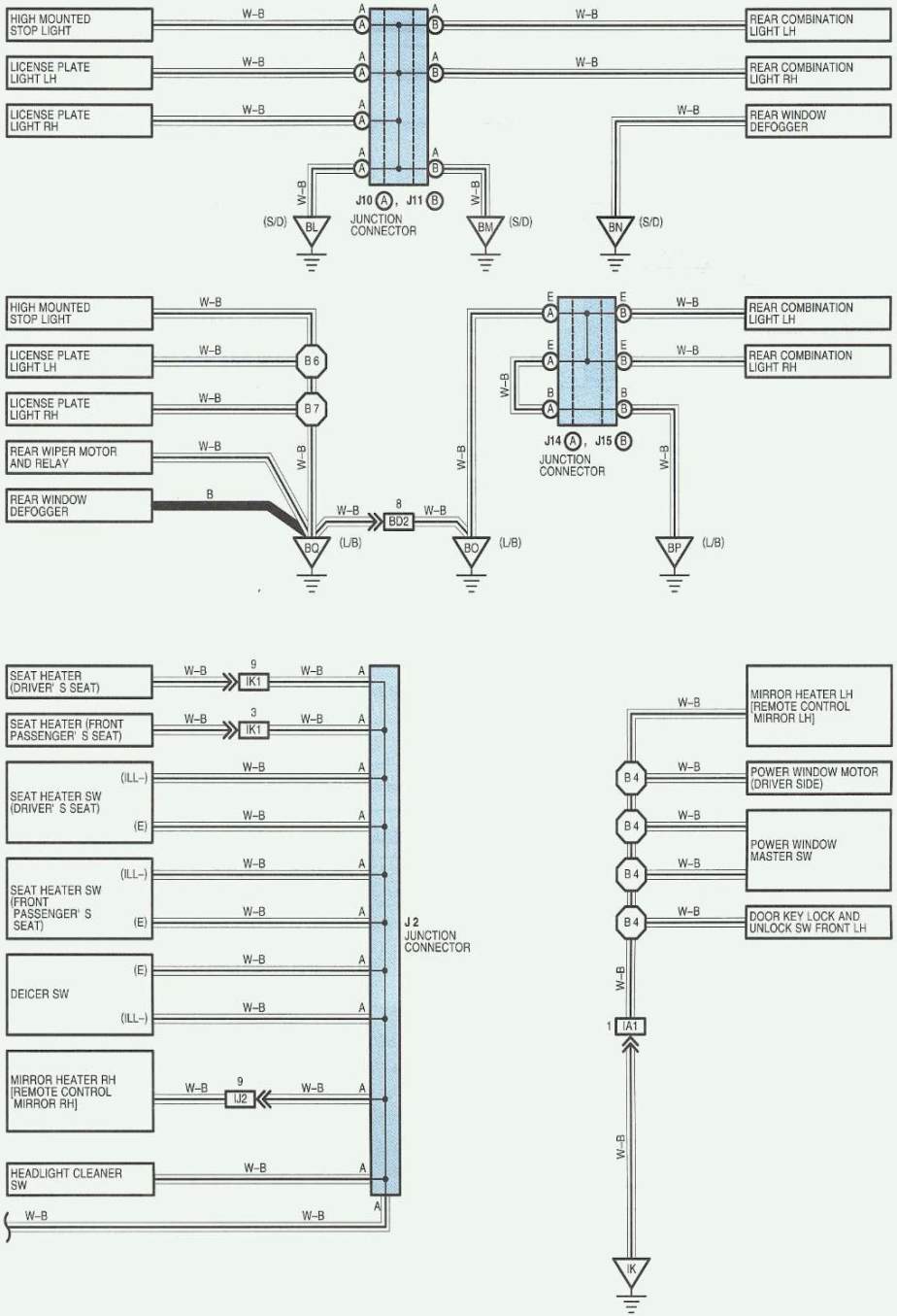


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J GROUND POINT (LHD)

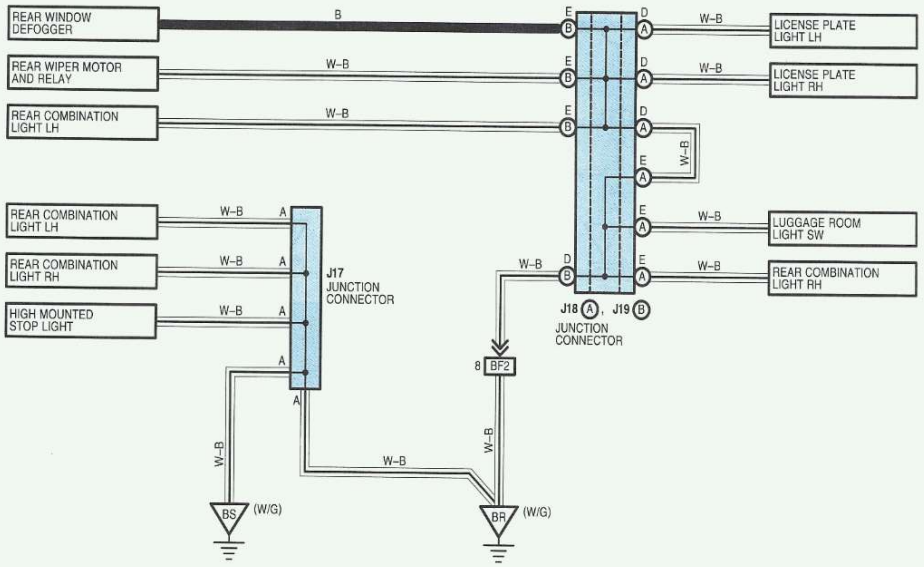


* 8 : AUTO A/C
* 9 : MANUAL A/C



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J GROUND POINT (LHD)



: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
J1	78 (LHD)	J9	78 (LHD)	J17	84 (LHD W/G)
J2	78 (LHD)	J10 A	80 (LHD S/D)	J18 A	84 (LHD W/G)
J3	78 (LHD)	J11 B	80 (LHD S/D)	J19 B	84 (LHD W/G)
J7 A	78 (LHD)	J14 A	82 (LHD L/B)		
J8 B	78 (LHD)	J15 B	82 (LHD L/B)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	53 (LHD)	Driver Side R/B (Left Kick Panel)
4	53	R/B No.4 (Passenger Side Dash Panel)
5	54	Engine Room R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	59 (LHD)	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IC	59	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE		
IH	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IK	59	Roof Wire and Instrument Panel J/B (Lower Finish Panel)
IL	58	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	57	Cowl Wire and Engine Room J/B (Engine Compartment Left)
2B		
2F	57	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	60 (LHD)	Cowl Wire and Center J/B (Left Side of Heater Unit)
3B		
3C		
3D		
3E	61 (LHD)	
3F		
3G	61 (LHD)	Instrument Panel Wire and Center J/B (Left Side of Heater Unit)
3H		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	114 (LHD)	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IC1	114 (LHD)	Instrument Panel Wire and Cowl Wire (Left Kick Panel)
IC2		
ID1	114 (LHD)	Floor Wire and Cowl Wire (Left Kick Panel)
IF1	114 (LHD)	Engine Wire and Cowl Wire (Passenger Side Dash Panel)
IF2		
IF3		
IH1	116 (LHD)	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
IH3		
IJ1	116 (LHD)	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IJ2		
IK1	116 (LHD)	Instrument Panel Wire and Floor No.2 Wire (Right Kick Panel)
BD2	120 (LHD L/B)	Floor Wire and Back Door No.1 Wire (Back Door Left)
BF2	122 (LHD W/G)	Roof No.3 Wire and Back Door No.1 Wire (Back Door Left)

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J GROUND POINT (LHD)

▽ : GROUND POINTS

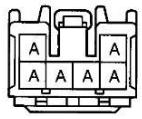
* A : 7A-FE, 4A-FE Lean Burn Type
* B : 4A-FE Stoichiometric Type

Code	See Page	Ground Points Location
EA	104 (LHD 3S-FE)	Under the Headlight RH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
EB	104 (LHD 3S-FE)	Under the Headlight LH
	106 (LHD *A)	
	108 (LHD *B)	
	110 (LHD 2C-TE)	
	112 (LHD 2C-T)	
EC	104 (LHD 3S-FE)	Behind the Intake Manifold
ED	104 (LHD 3S-FE)	Engine Block Left Side
EE	106 (LHD *A)	Under the Intake Manifold
	108 (LHD *B)	
EF	106 (LHD *A)	Near the throttle Body
EG	110 (LHD 2C-TE)	Near the Starter
	112 (LHD 2C-T)	
IH	114 (LHD)	Left Kick Panel
II		
IJ	114 (LHD)	Right Kick Panel
IK	114 (LHD)	Right Kick Panel
BL	118 (LHD S/D)	Left Quarter Pillar
BM	118 (LHD S/D)	Back Panel Center
BN	118 (LHD S/D)	Right Quarter Pillar
BO	120 (LHD L/B)	Under the Left Quarter Pillar
BP	120 (LHD L/B)	Back Panel Center
BQ	120 (LHD L/B)	Back Door Center
BR	122 (LHD W/G)	Rear Quarter Panel LH
BS	122 (LHD W/G)	Rear Quarter Panel RH

⬡ : SPLICE POINTS

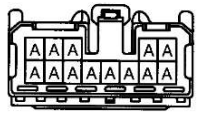
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	104 (LHD 3S-FE)	Engine Room Main Wire	I10	116 (LHD)	Instrument Panel Wire
	106 (LHD *A)		I11	116 (LHD)	Cowl Wire
	108 (LHD *B)		I17	116 (LHD)	Engine Wire
	110 (LHD 2C-TE)		I18	116 (LHD)	Engine Room Main Wire
	112 (LHD 2C-T)		B4	118 (LHD S/D)	Front Door LH Wire
I4	116 (LHD)	Cowl Wire		120 (LHD L/B)	
I6				122 (LHD W/G)	
I7			B6	120 (LHD L/B)	Back Door No.1 Wire
I9	116 (LHD)	Instrument Panel Wire	B7	122 (LHD W/G)	Roof No.3 Wire

J1



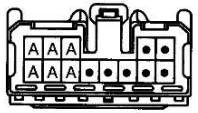
(Hint : See Page 7, 23, 39)

J2 ORANGE



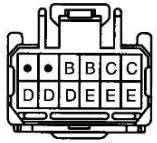
(Hint : See Page 7, 23, 39)

J3 GRAY



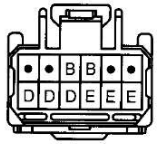
(Hint : See Page 7, 23, 39)

J7 (A) BLACK



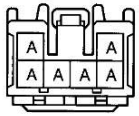
(Hint : See Page 7, 23, 39)

J8 (B) BLACK



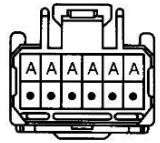
(Hint : See Page 7, 23, 39)

J9



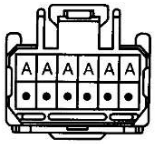
(Hint : See Page 7, 23, 39)

J10 (A) GRAY



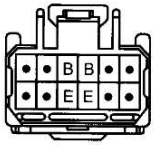
(Hint : See Page 7, 23, 39)

J11 (B) GRAY



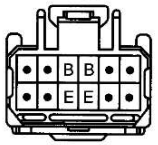
(Hint : See Page 7, 23, 39)

J14 (A)



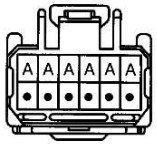
(Hint : See Page 7, 23, 39)

J15 (B)



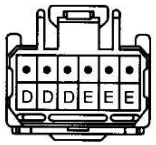
(Hint : See Page 7, 23, 39)

J17 GRAY



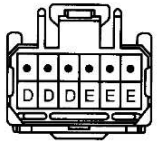
(Hint : See Page 7, 23, 39)

J18 (A) BLACK



(Hint : See Page 7, 23, 39)

J19 (B) BLACK



(Hint : See Page 7, 23, 39)

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