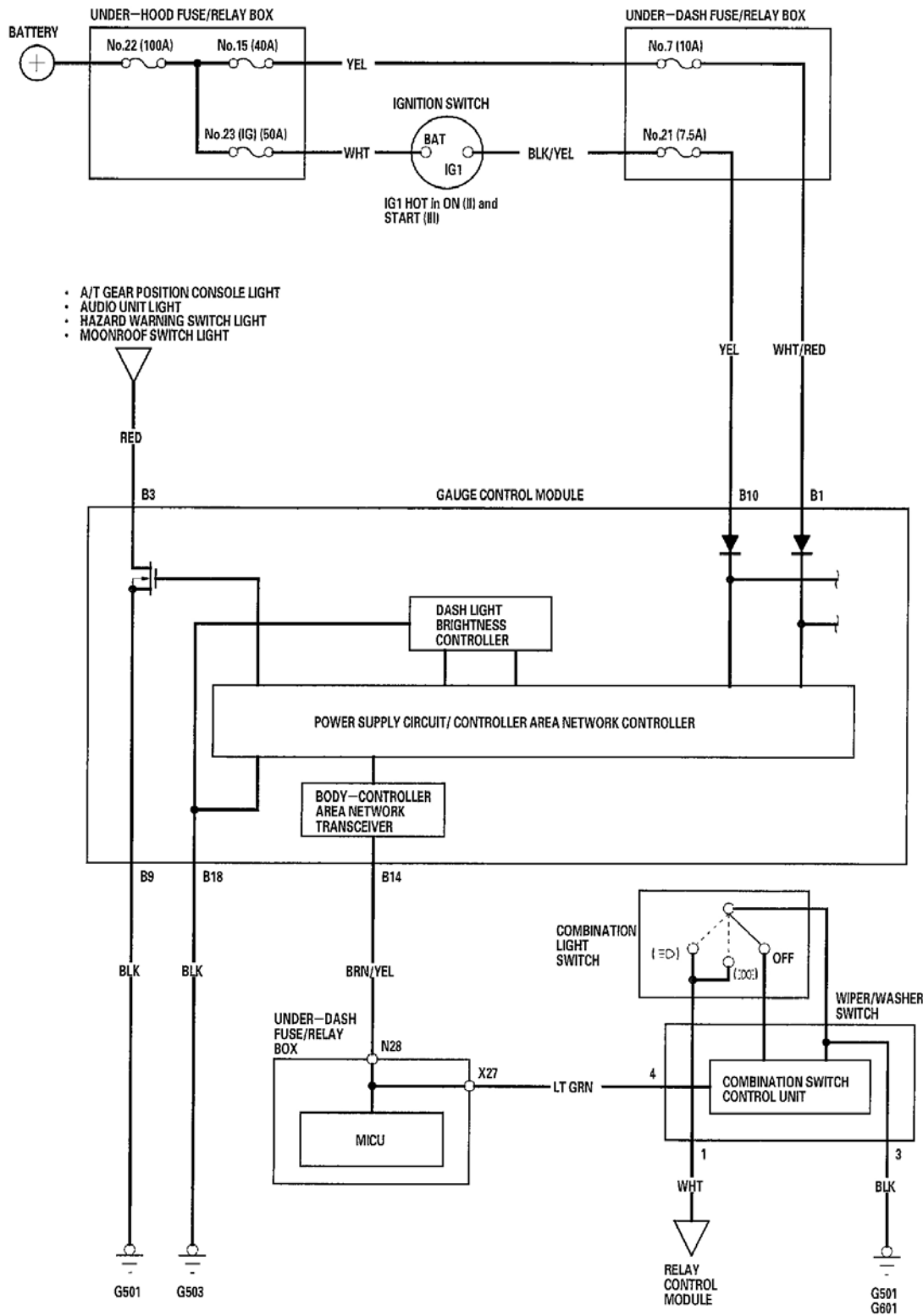


2004 Acura TSX

2004 ACCESSORIES & EQUIPMENT Turn Signal/Hazard Flasher & Interior Lights - TSX

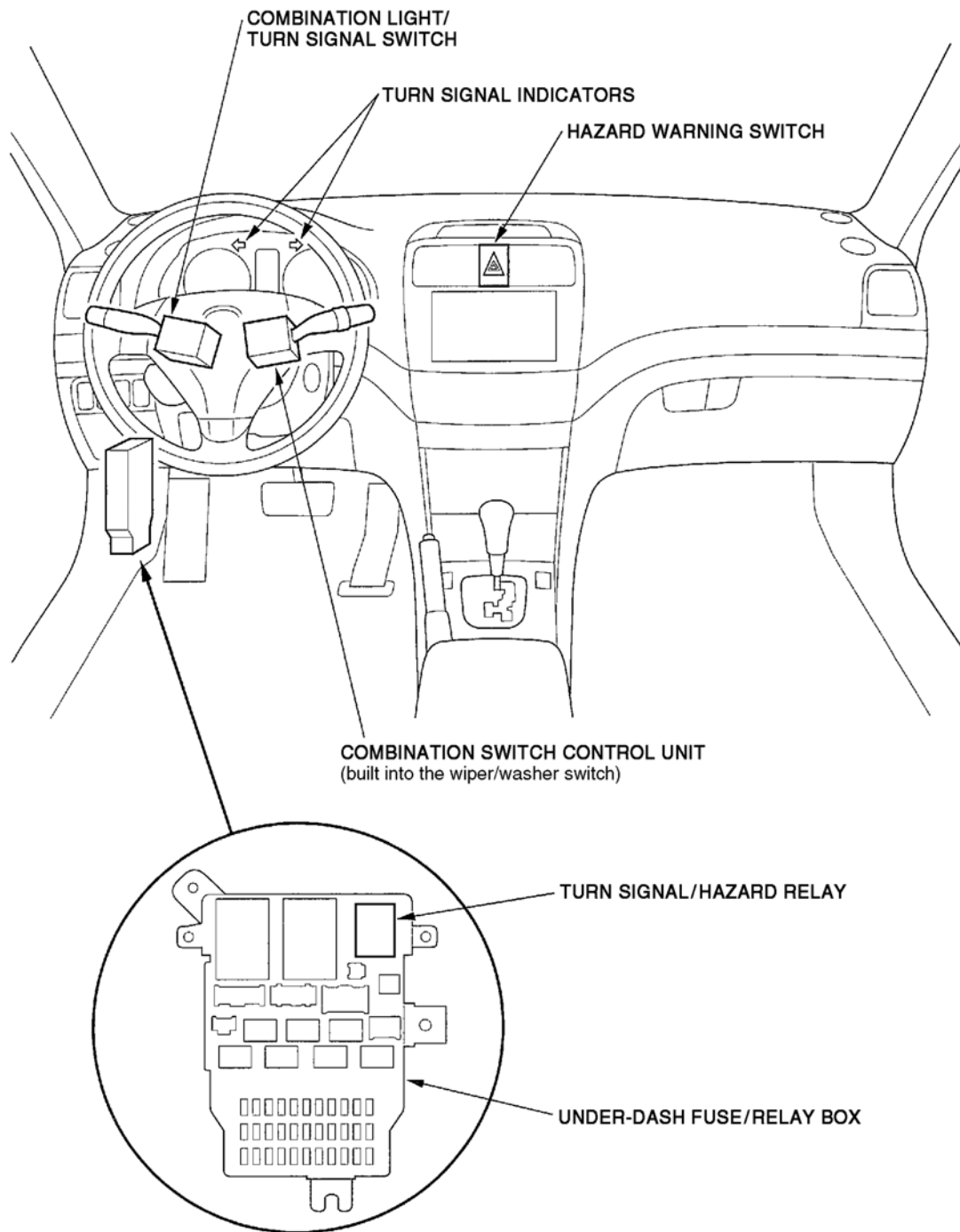


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Fig. 1: Dash Lights Brightness Controller Wiring Diagram

TURN SIGNAL/HAZARD FLASHER

COMPONENT LOCATION INDEX



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Fig. 2: Locating Turn Signal/Hazard Flasher Components

CIRCUIT DIAGRAM

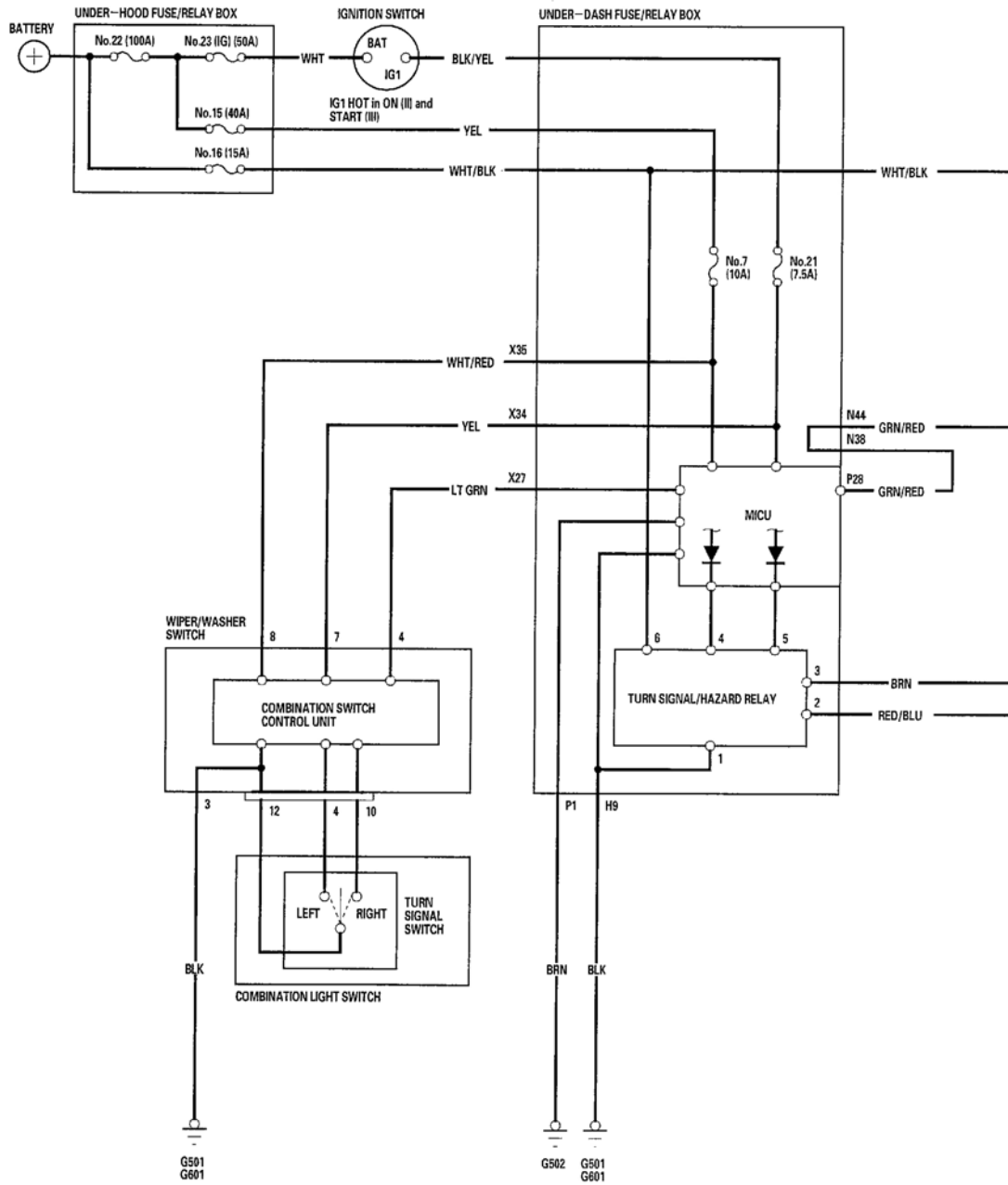
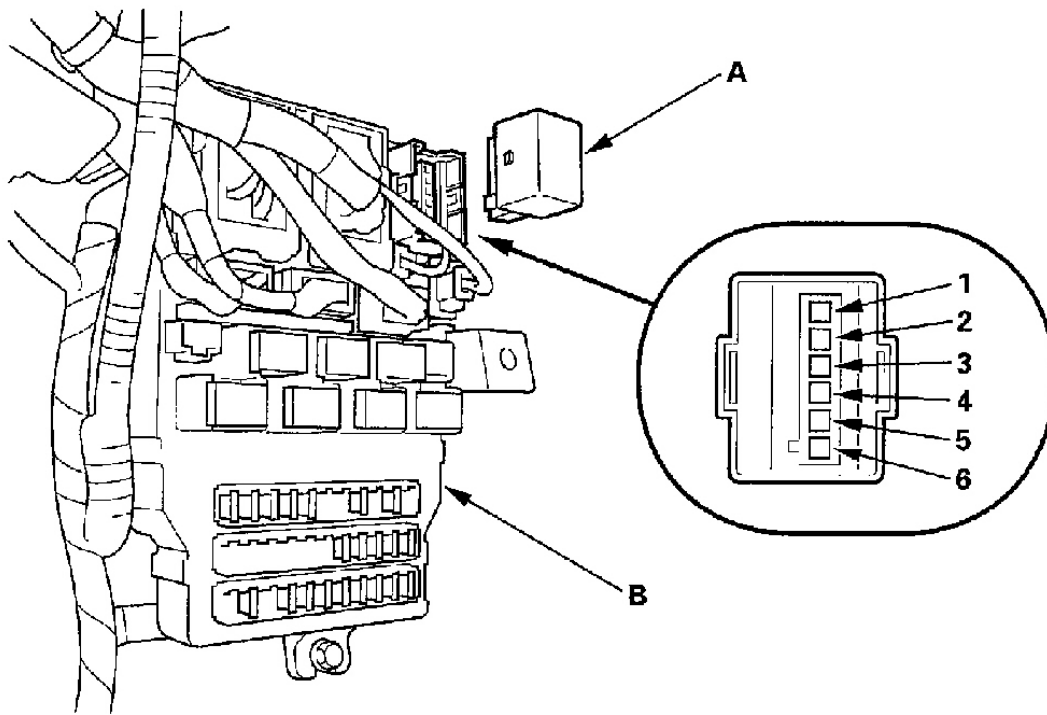


Fig. 3: Turn Signal/Hazard Flasher Wiring Diagram (1 Of 3)

TURN SIGNAL/HAZARD RELAY INPUT TEST

1. Remove the turn signal/hazard relay (A) from the under-dash fuse/relay box (B).



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Fig. 6: Removing The Turn Signal/Hazard Relay From The Under-Dash Fuse/Relay Box

2. Inspect the relay and fuse/relay box socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 3.
3. Make these input tests at the fuse/relay box. See **Fig. 7**.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the turn signal/hazard relay must be faulty; replace it.

2004 Acura TSX

2004 ACCESSORIES & EQUIPMENT Turn Signal/Hazard Flasher & Interior Lights - TSX

Cavity	Test condition	Test: Desired result	Possible cause if result is not obtained
6	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 16 (15A) fuse in the under-hood fuse/relay box • Faulty under-dash fuse/relay box • An open in the wire
1	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G501, G601) • Faulty under-dash fuse/relay box • An open in the wire
2	Connect the No. 6 terminal to the No. 2 terminal with a jumper wire.	Check the turn signal lights operation. The left turn signal lights and indicator should come on.	• Blown bulb • Poor ground (G301, G501, G601, G701) • An open in the wire
3	Connect the No. 6 terminal to the No. 3 terminal with a jumper wire.	Check the turn signal lights operation. The right turn signal lights and indicator should come on.	• Blown bulb • Poor ground (G201, G503, G701) • An open in the wire
4	Ignition switch ON (II) and turn signal switch in Left position.	Check for voltage to ground. There should be about 10 V.	• Poor ground(G501, G601) • Faulty turn signal switch • Faulty under-dash fuse/relay box
5	Ignition switch ON (II) and turn signal switch in Right position.	Check for voltage to ground. There should be about 10 V.	• An open in the wire • Faulty combination switch control unit* • Faulty MICU*
4	Hazard warning switch ON	Check for voltage to ground. There should be about 10 V.	• Poor ground(G501, G601) • Blown No. 16 (15A) fuse in the under-hood fuse/relay box • Faulty under-dash fuse/relay box • Faulty hazard warning switch • An open in the wire • Faulty MICU*
5		Check for voltage to ground. There should be about 10 V.	

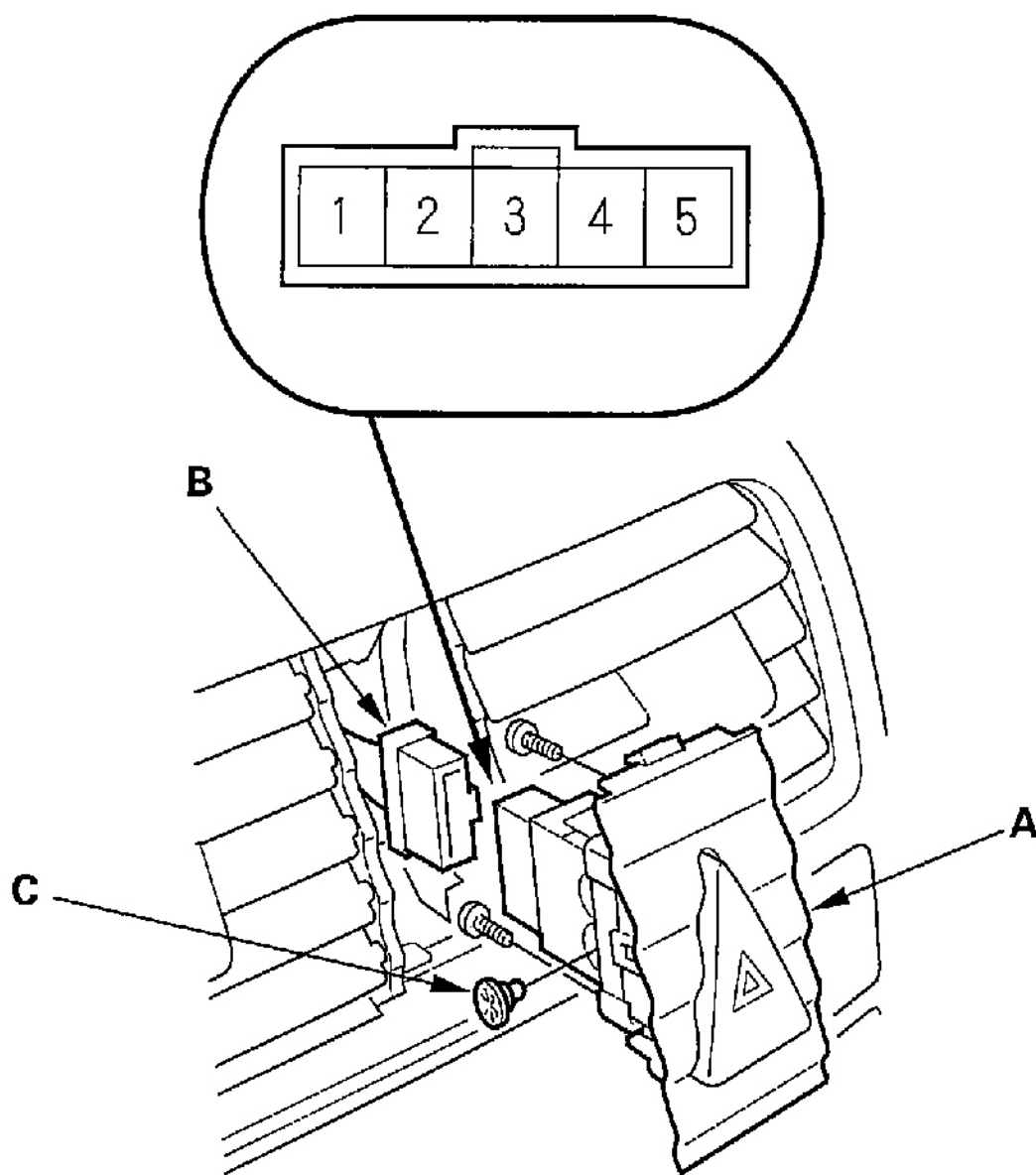
* : Go to the B-CAN System Diagnosis Test Mode A (see page 22-77)

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Fig. 7: Turn Signal/Hazard Relay Input Test

HAZARD WARNING SWITCH TEST

1. Remove the hazard warning switch (A).



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Fig. 8: Removing The Hazard Warning Switch

2. Disconnect the 5P connector (B) from the hazard warning switch.
3. Remove the two mounting screws, then push out the hazard warning switch from behind the center panel.
4. Check for continuity between the terminals in each switch position according to the table. See **Fig. 9**.

Terminal Position	1	2	3		4
OFF			○ — ○ — ⊗		○
ON	○ — ○		○ — ○ — ⊗		○

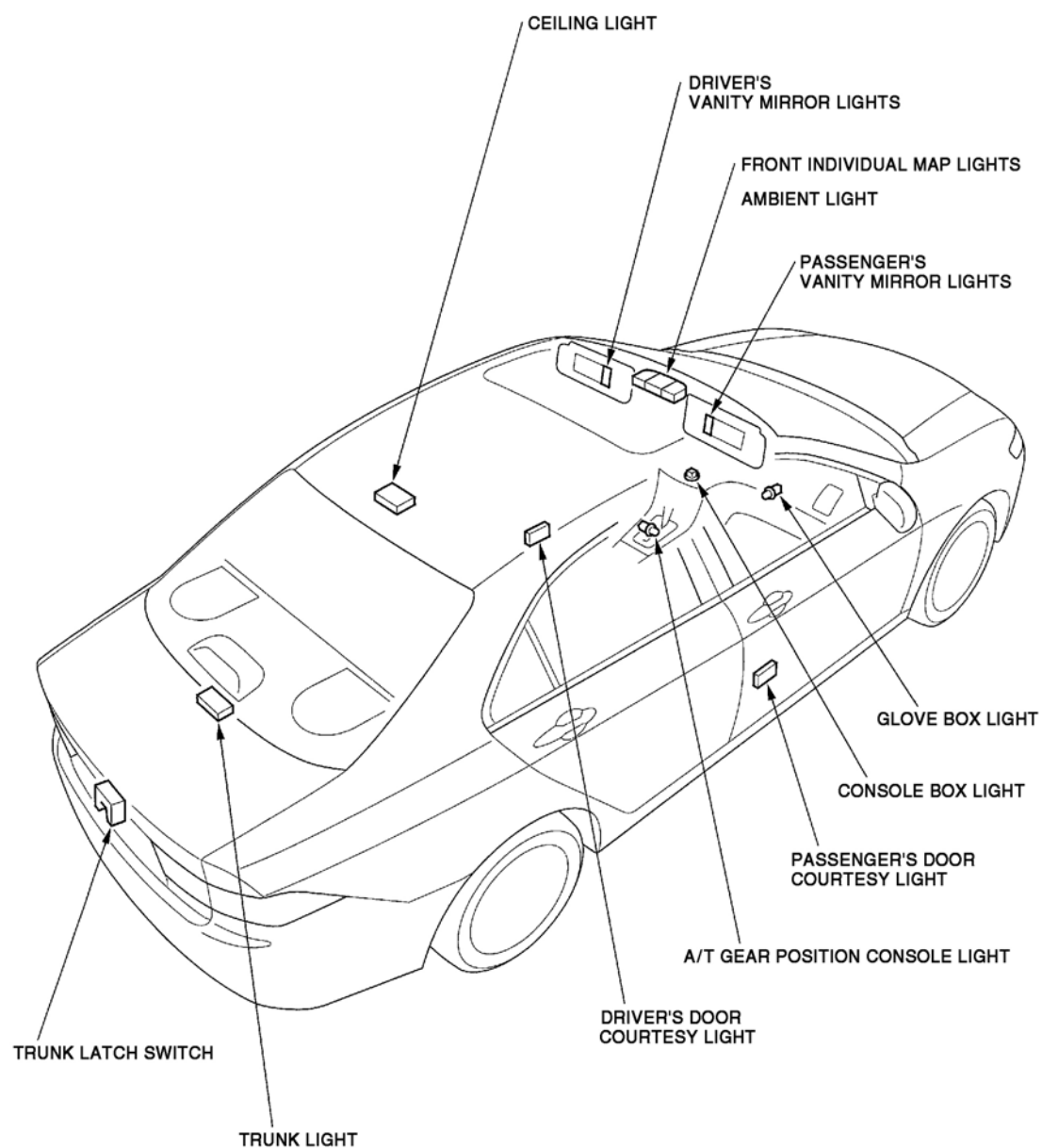
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Fig. 9: Hazard Warning Switch Test Table

5. If the continuity is not as specified, replace the bulb (C) or the hazard warning switch.

INTERIOR LIGHTS

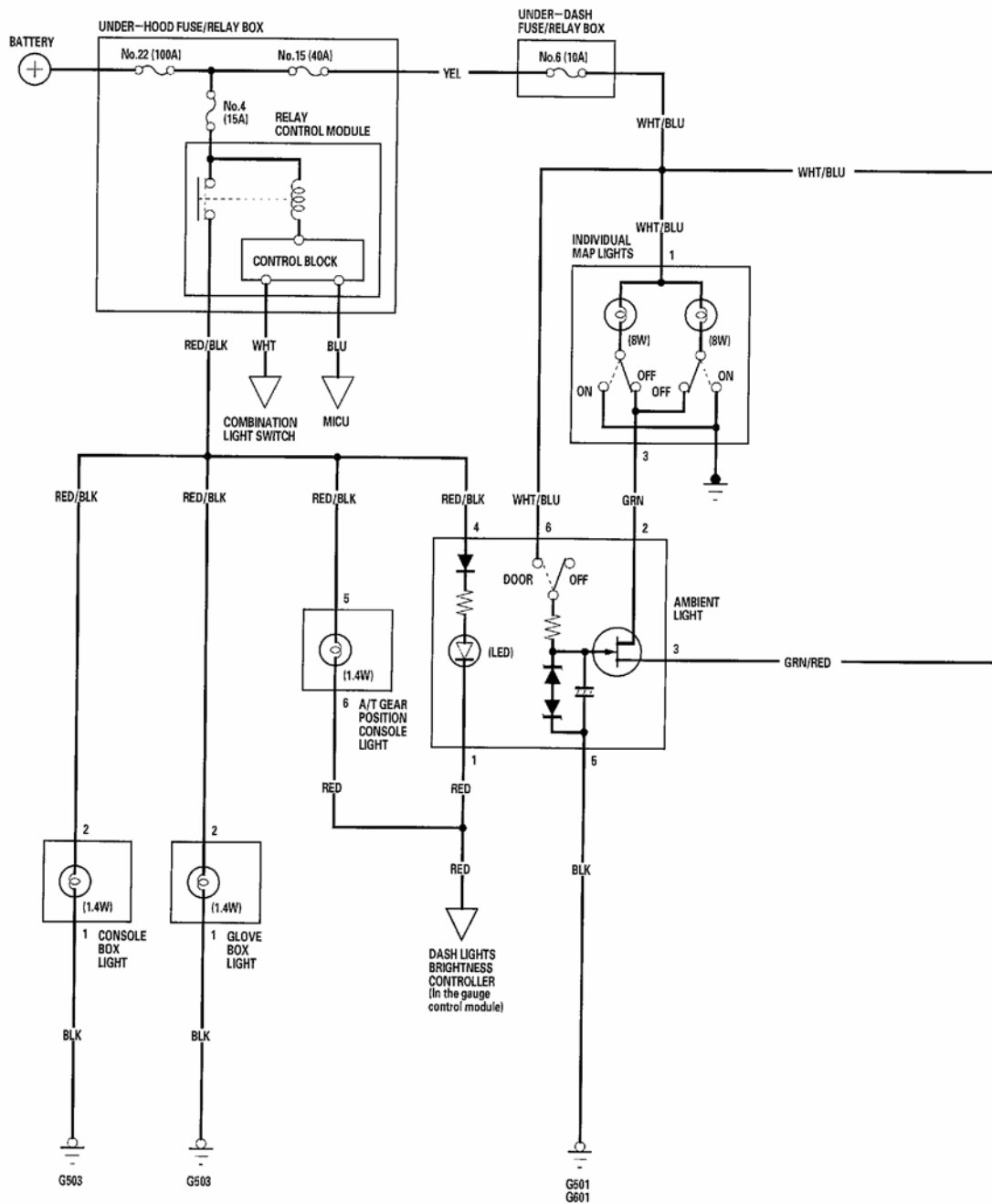
COMPONENT LOCATION INDEX



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Fig. 10: Locating Interior Lights Components

CIRCUIT DIAGRAM



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Fig. 11: Interior Lights Wiring Diagram (1 Of 2)

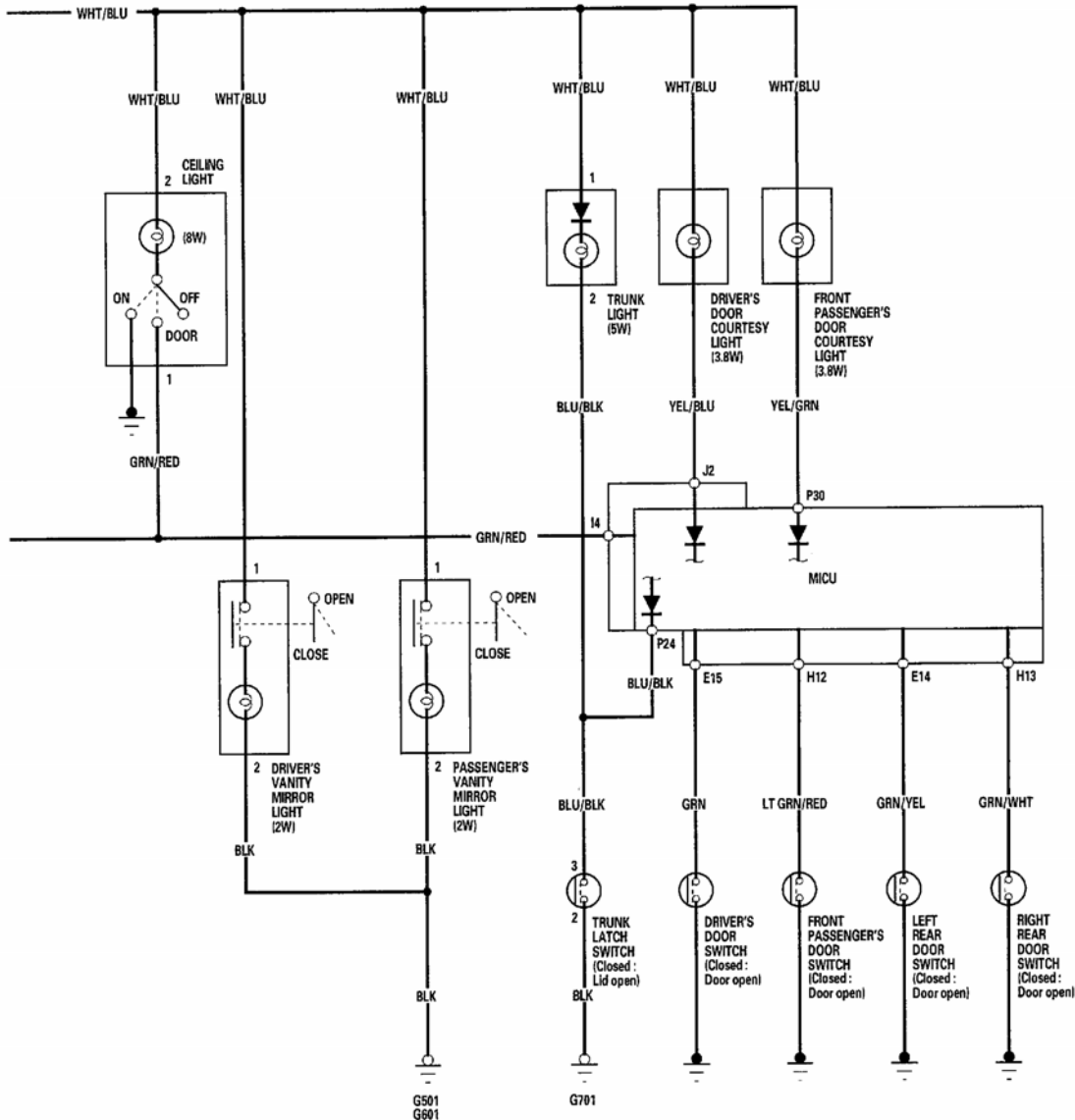
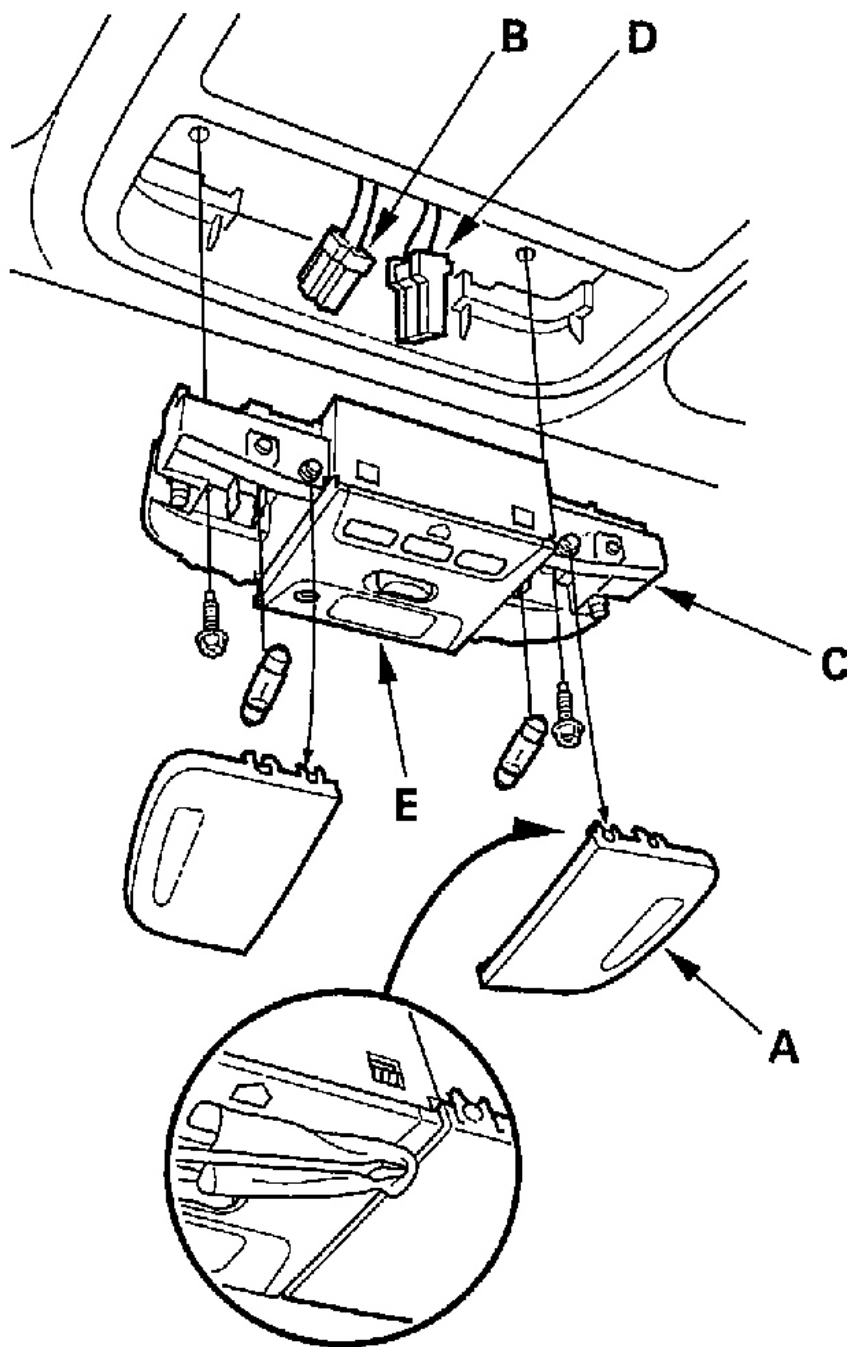


Fig. 12: Interior Lights Wiring Diagram (2 Of 2)

FRONT INDIVIDUAL MAP LIGHT REPLACEMENT

1. Carefully pry off the lens (A) with a small screwdriver.

Front Map Light: 8 W x 2



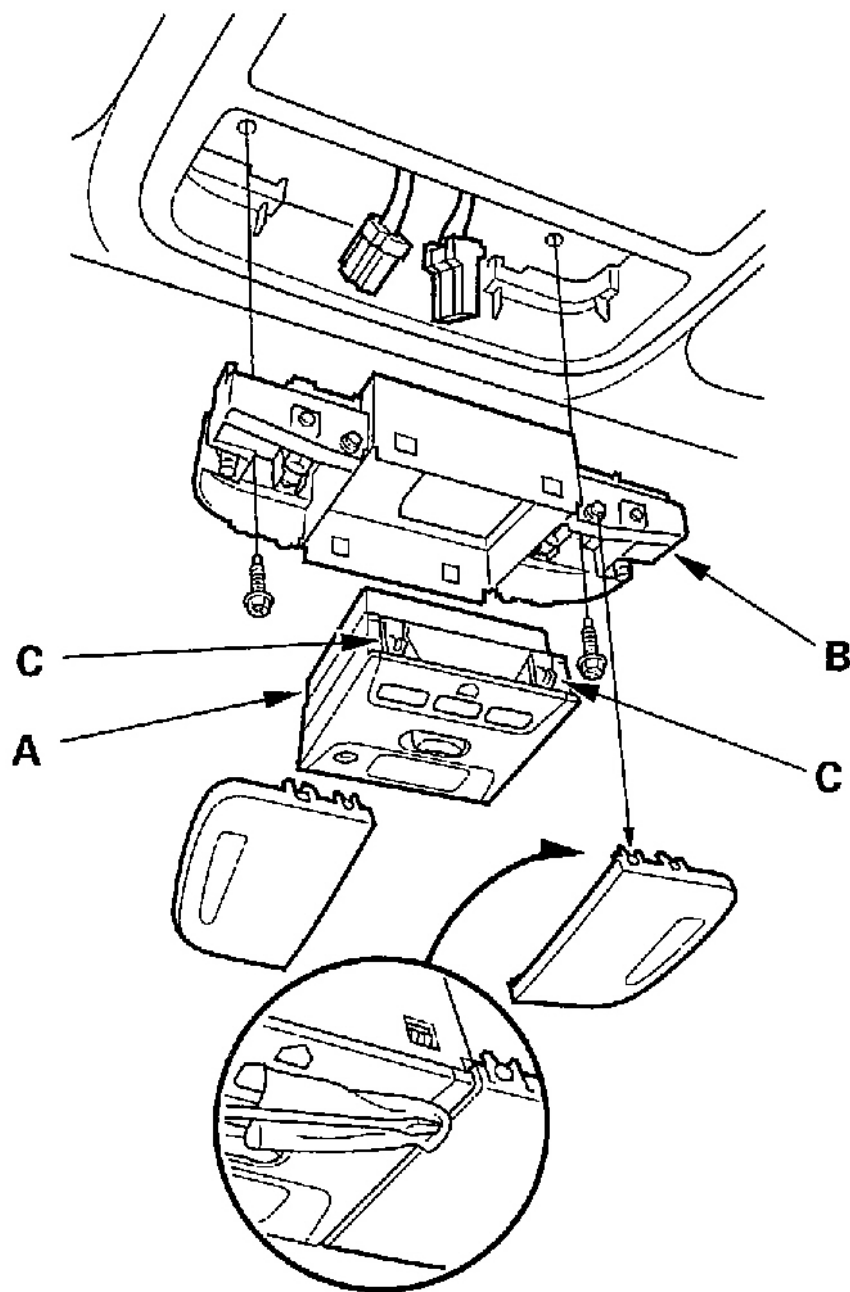
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Fig. 13: Removing Front Individual Map Light

2. Remove the two mounting screws.
3. Disconnect the 3P connector (B) from the housing (C).
4. Disconnect the 10P connector (D) from the ambient light (E).
5. Install the light in the reverse order of removal.

AMBIENT LIGHT REPLACEMENT

1. Remove the front individual map light (see **FRONT INDIVIDUAL MAP LIGHT REPLACEMENT**).
2. Carefully pry off the ambient light assembly (A) from the map light housing (B) while pressing in on the retaining tabs (C).



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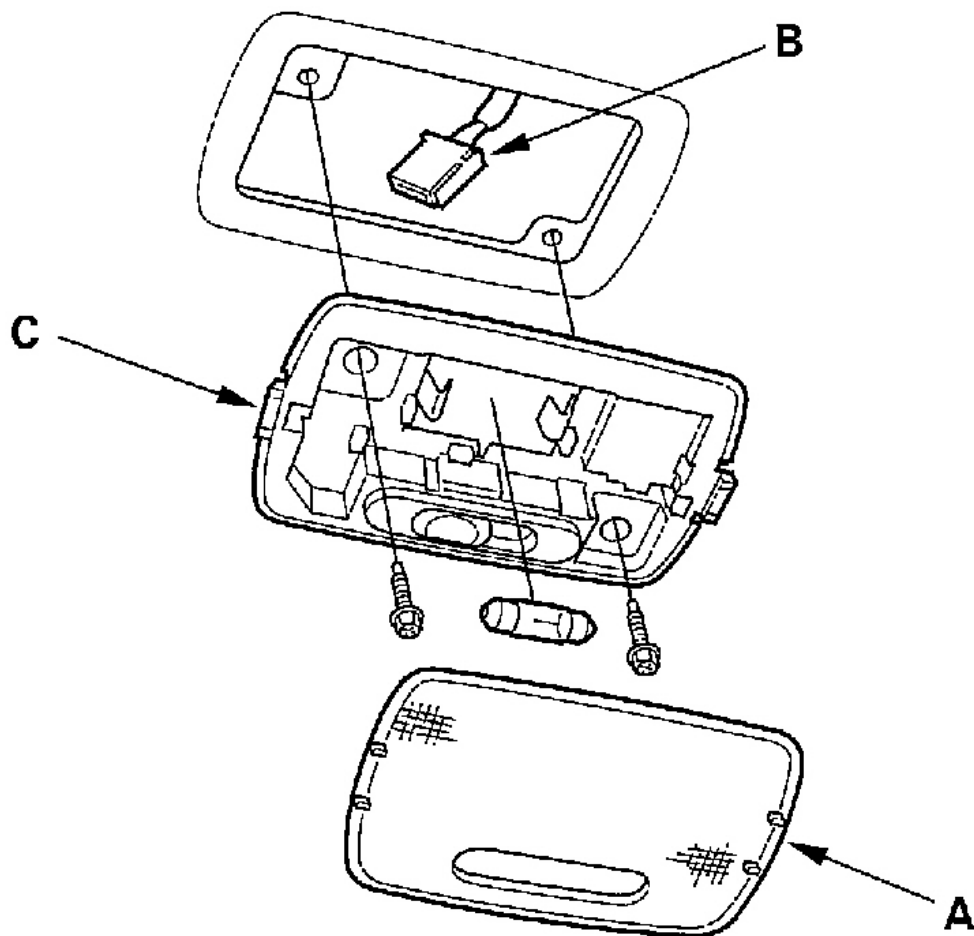
Fig. 14: Removing Ambient Light

3. Install in the reverse order removal.

CEILING LIGHT REPLACEMENT

1. Turn the light switch OFF.
2. Carefully pry off the lens (A) with a small screwdriver.

Celing Light: 8W



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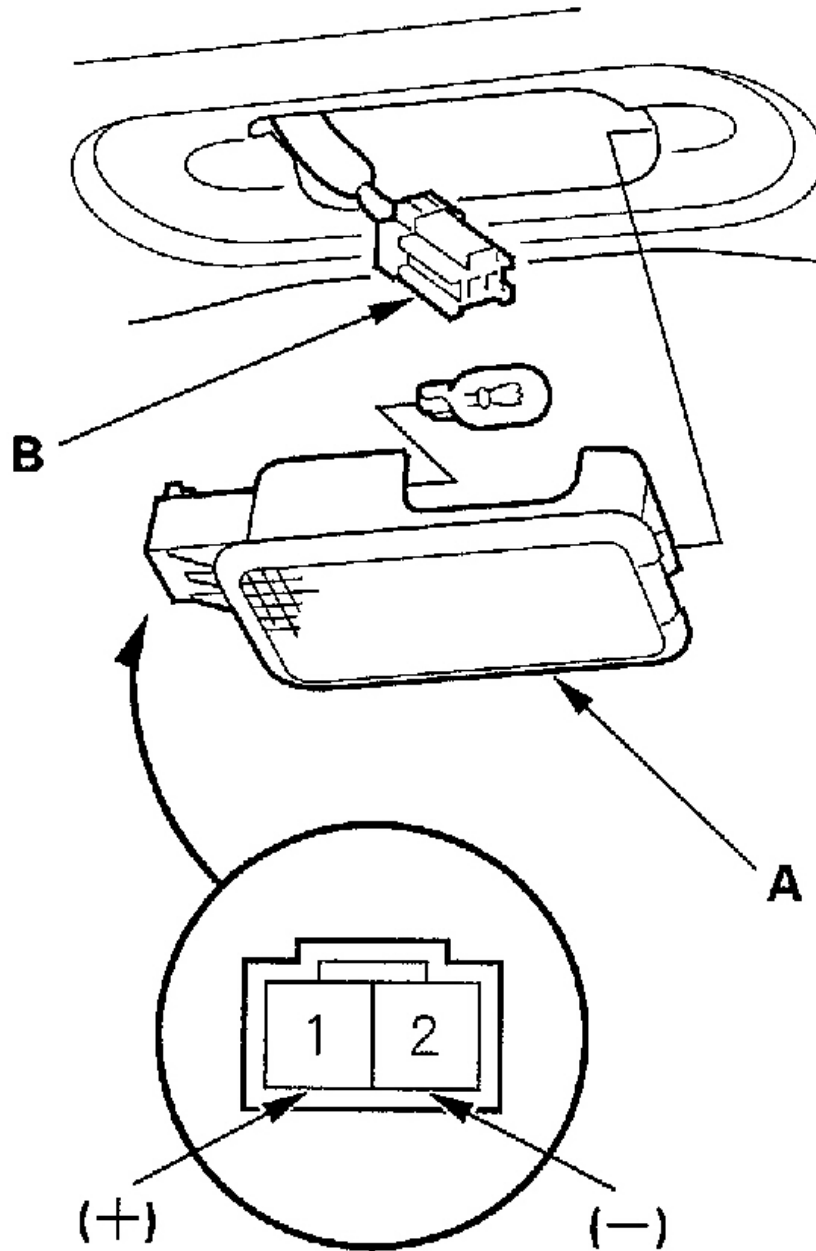
Fig. 15: Removing Ceiling Light

3. Remove the two mounting screws.
4. Disconnect the 3P connector (B) from the housing (C).
5. Install in the reverse order of removal.

TRUNK LIGHT TEST/REPLACEMENT

1. Open the trunk lid.
2. Carefully pry out the trunk light (A).

Trunk Light: 5 W



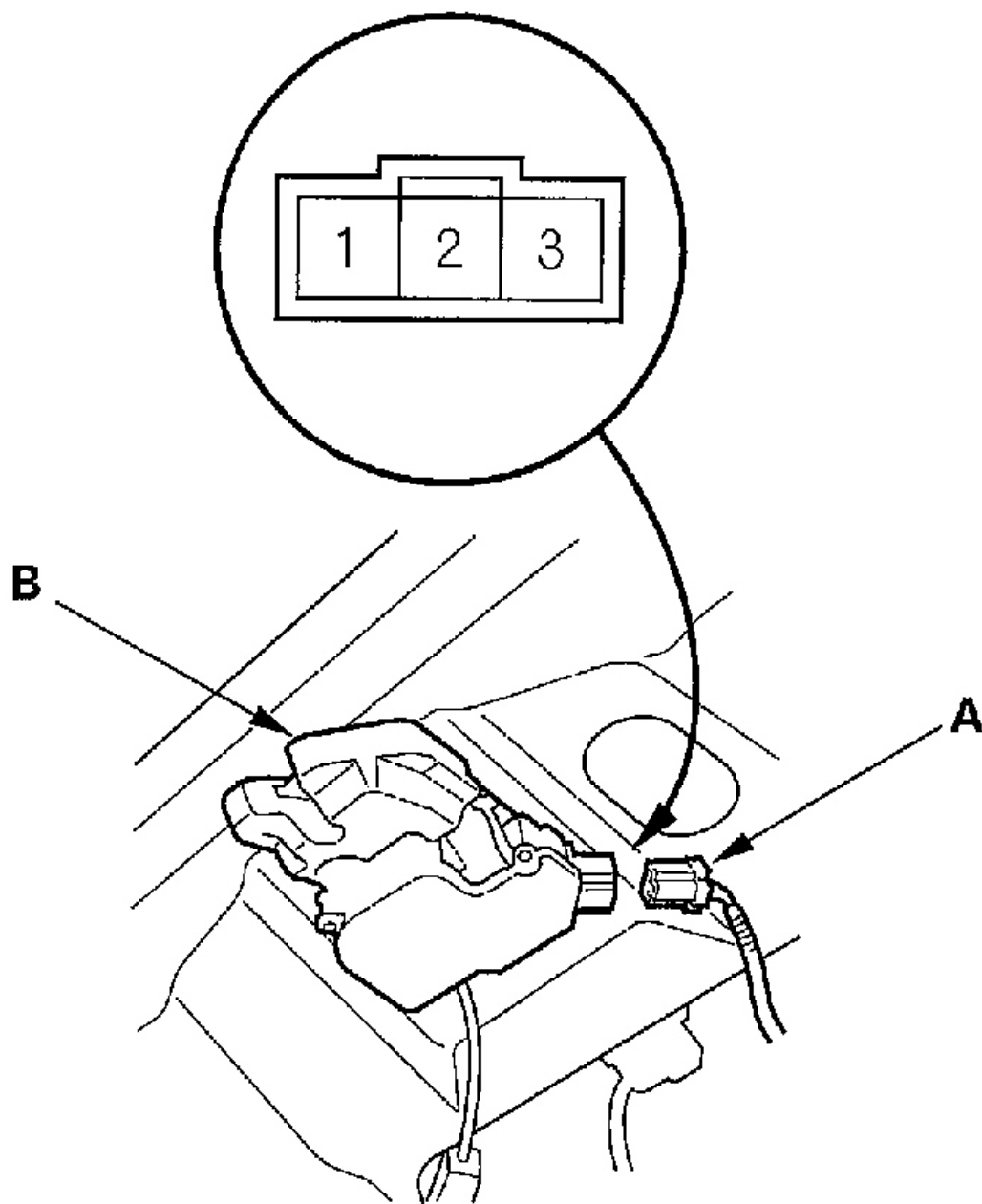
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Fig. 16: Removing Trunk Light

3. Disconnect the 2P connector (B) from the light.
4. Check for continuity between the No. 1 (+) and No. 2 (-) terminals. There should be continuity. If there is no continuity, check the bulb (C). If the bulb is OK, replace the trunk light.

TRUNK LATCH SWITCH TEST

1. Open the trunk lid.
2. Disconnect the 3P connector (A) from the trunk lid latch (B).



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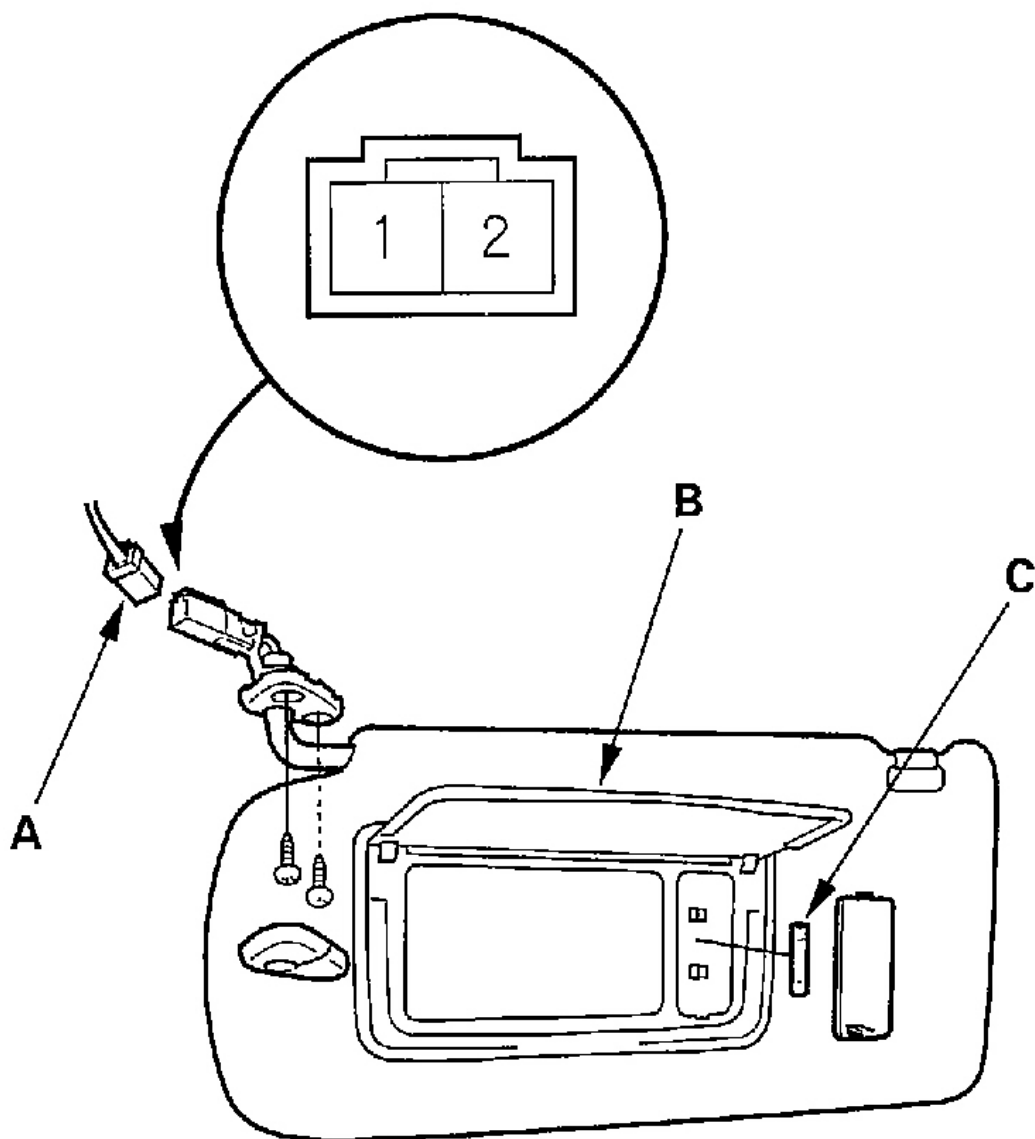
Fig. 17: Disconnecting The 3P Connector From The Trunk Lid Latch

3. Check for continuity between the No. 2 and No. 3 terminals.
 - There should be continuity with the trunk lid latch unlatched (trunk open).

- There should be no continuity with the trunk lid latch latched (trunk closed).
4. If the continuity is not as specified, replace the trunk lid latch switch.

VANITY MIRROR LIGHT TEST

1. Open the sunvisor.
2. Remove the sunvisor (see **HEADLINER REMOVAL/INSTALLATION**).
3. Disconnect the 2P connector (A) from the vanity mirror light.

Vanity mirror light: 2 W

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Fig. 18: Disconnecting The 2P Connector From The Vanity Mirror Light

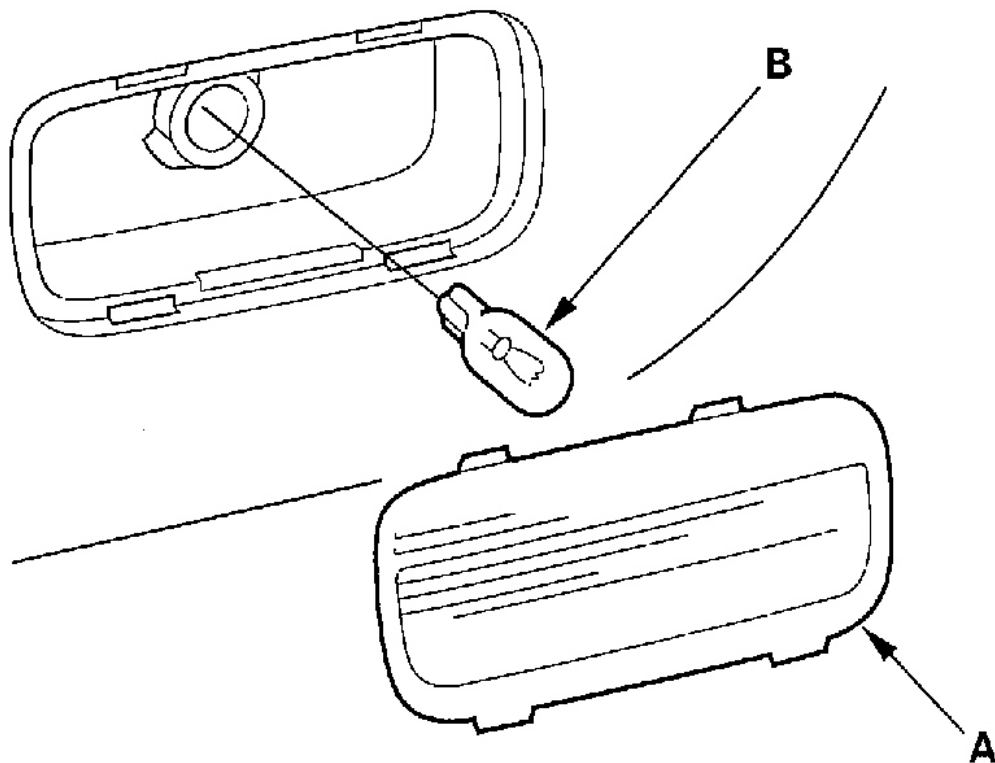
4. Check for continuity between the No. 1 and No. 2 terminals.
 - With the vanity mirror cover (B) opened, there should be continuity.
 - With the vanity mirror cover closed, there should be no continuity.

5. If the continuity is not as specified, replace the bulb (C) or the sunvisor.

COURTESY LIGHT REPLACEMENT

1. Carefully pry off the lens (A) with a small screwdriver.

Courtesy light: 3.8 W



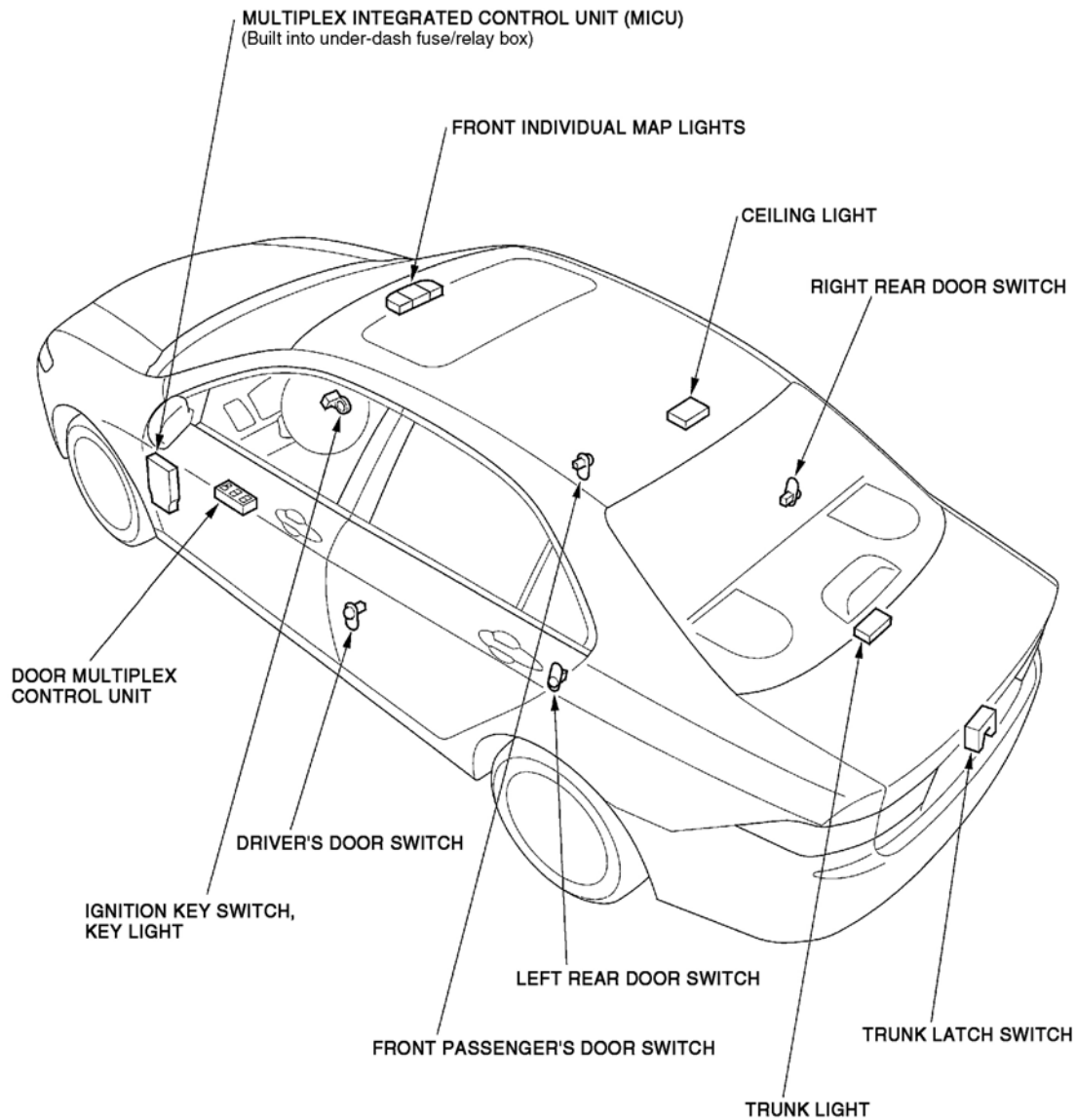
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Fig. 19: Removing Courtesy Light

2. Remove the bulb (B) from the socket.

ENTRY LIGHT CONTROL SYSTEM

COMPONENT LOCATION INDEX



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Fig. 20: Locating Entry Light Control System Components

CIRCUIT DIAGRAM

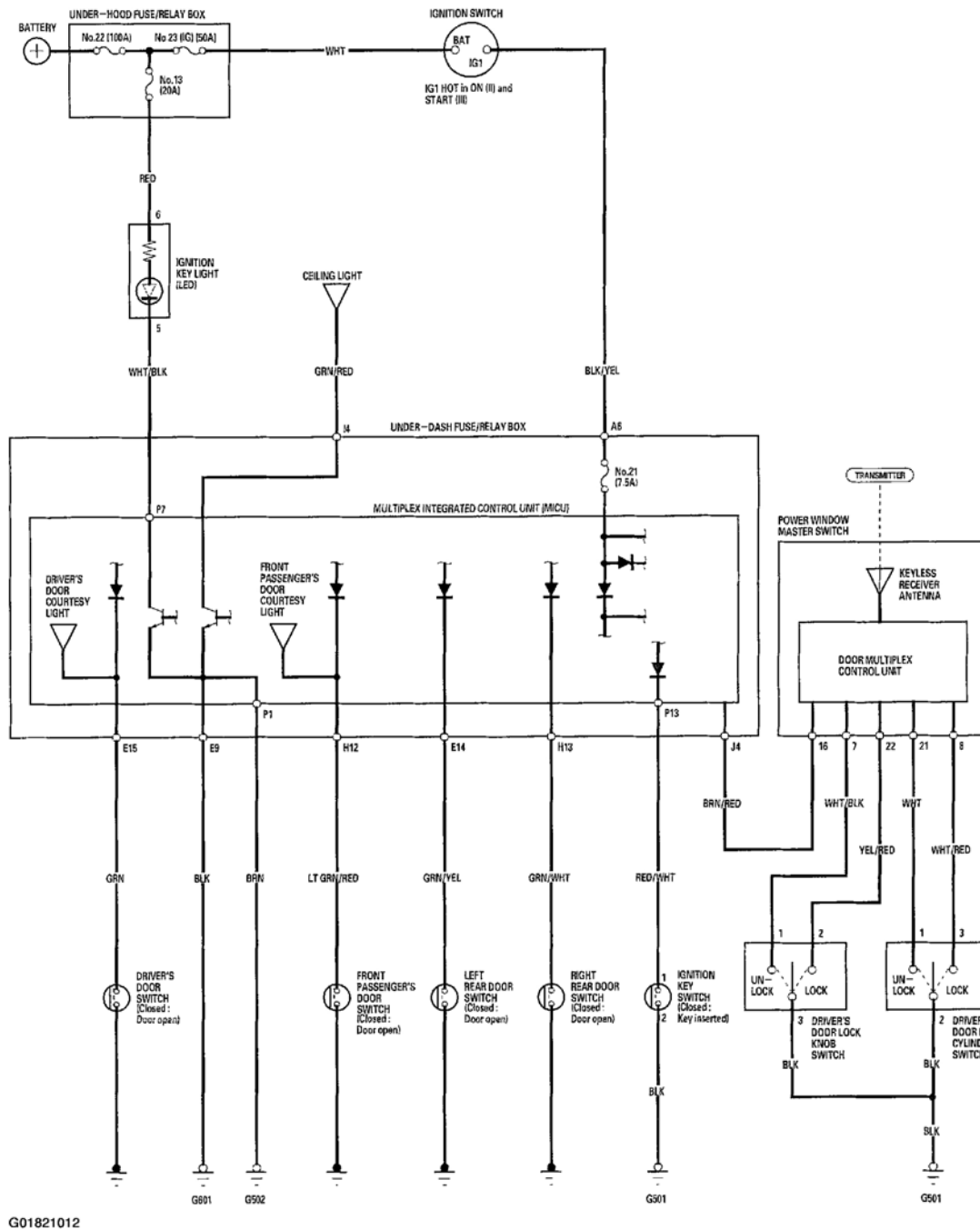


Fig. 21: Entry Light Control System Wiring Diagram

CONTROL UNIT INPUT TEST

- Before testing the entry light control functions, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING**).
- Remove the left kick panel (see **TRIM REMOVAL/INSTALLATION - DOOR AREA**).

3. Disconnect the under-dash fuse/relay box connectors.

NOTE: All connectors are wire side of female terminals.

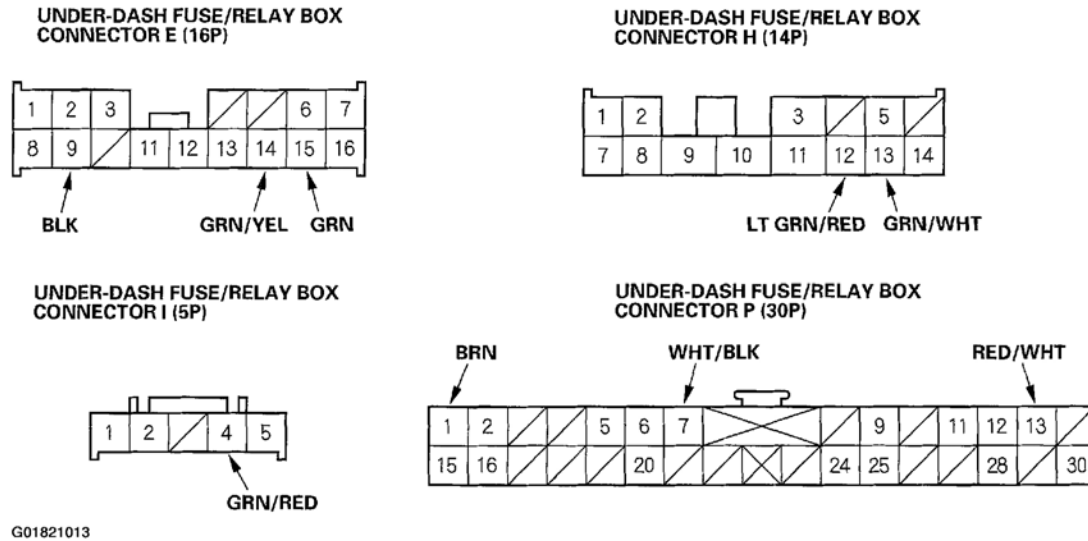


Fig. 22: Identifying Under-Dash Fuse/Relay Box Connector Terminals

4. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 5.
5. With the connectors still disconnected, make these input tests at the connector. See **Fig. 23**.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 6.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
P1	BRN	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G502) • An open in the wire
E9	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G601) • An open in the wire
P7	WHT/BLK	Under all conditions	Attach to ground: Ignition key light should come on.	• Blown No. 13 (20A) fuse in the under-hood fuse/relay box • Faulty ignition keylight (LED) • An open in the wire
I4	GRN/RED	Ceiling light switch in middle position	Attach to ground: Ceiling light(s) should come on.	• Blown No. 6 (10A) fuse in the under-dash fuse/relay box • Blown bulb • Faulty ceiling light • An open in the wire

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Fig. 23: Control Unit Input Test (Disconnected)

6. Reconnect the connectors to the under-dash fuse/relay box, and make these input tests at the appropriate connectors on the under-dash fuse/relay box. See **Fig. 24**.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, go to step 7.

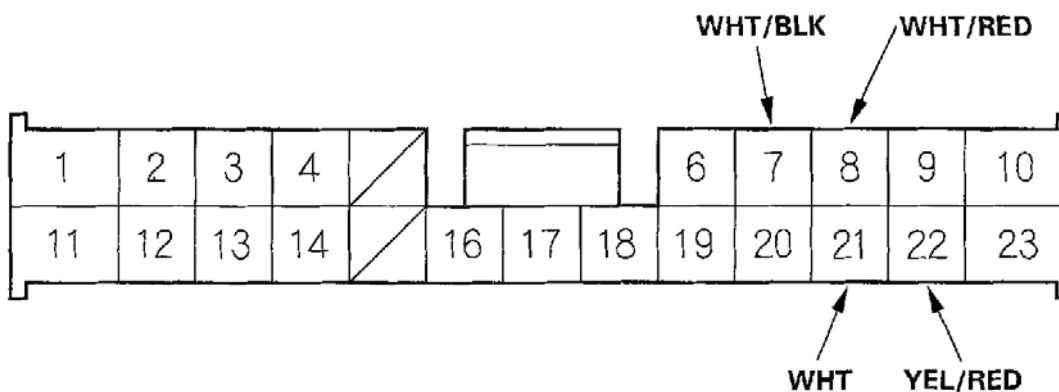
Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
E15	GRN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door switch • An open in the wire
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty driver's door switch • Short to ground
H12	LT GRN/RED	Front passenger's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty front passenger's door switch • An open in the wire
		Front passenger's door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty front passenger's door switch • Short to ground
E14	GRN/YEL	Left rear door open	Check for voltage to ground: There should be 1 V or less.	• Faulty left rear door switch • An open in the wire
		Left rear door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty left rear door switch • Short to ground
H13	GRN/WHT	Right rear door open	Check for voltage to ground: There should be 1 V or less.	• Faulty right rear door switch • An open in the wire
		Right rear door closed	Check for voltage to ground: There should be 5 V or more.	• Faulty right rear door switch • Short to ground
P13	RED/WHT	Ignition key inserted into the ignition switch	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G501) • Faulty ignition key switch • An open in the wire
		Ignition key removed from the ignition switch	Check for voltage to ground: There should be 5 V or more.	• Faulty ignition key switch • Short to ground

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Fig. 24: Control Unit Input Test (Connected)

Door Multiplex Control Unit:

7. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
8. Disconnect the 23P connector from the door multiplex control unit.
9. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 10.



Wire side of female terminals

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Fig. 25: Identifying Door Multiplex Control Unit Terminals

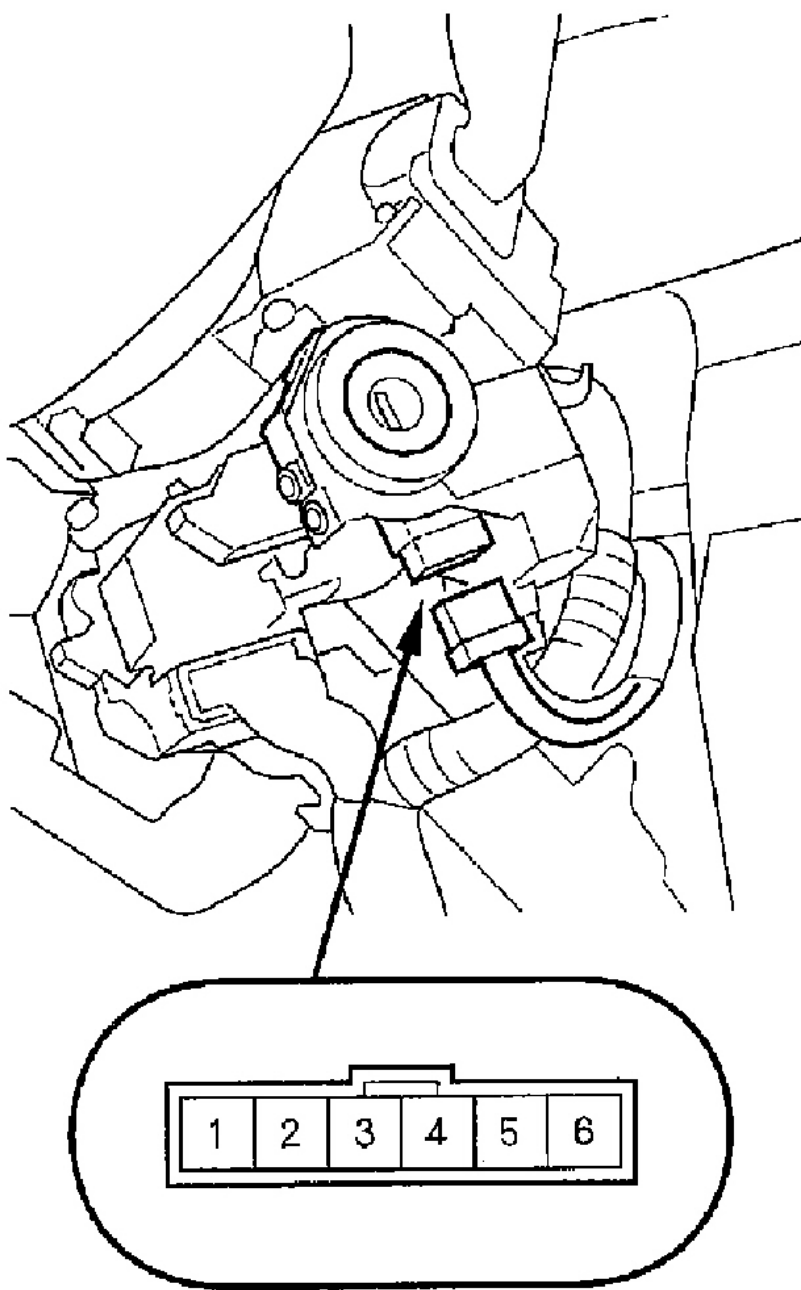
10. Reconnect the connector to the door multiplex control unit, and make these input tests at the appropriate connector. See **Fig. 26** .
- If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
22	YEL/RED	Driver's door lock knob locked	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock actuator • Poor ground (G501) • An open in the wire
		Driver's door lock knob unlocked	Check for voltage to ground: There should be 5 V or more.	
8	WHT/RED	Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door key cylinder switch • Poor ground (G501) • An open in the wire • Short to ground
		Driver's door key cylinder switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 5 V or more.	
21	WHT	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door key cylinder switch • Poor ground (G501) • An open in the wire • Short to ground
		Driver's door key cylinder switch in the neutral position	Check for voltage to ground: There should be 5 V or more.	
		Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 5 V or more.	
7	WHT/BLK	Driver's door lock knob unlocked	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock actuator • Poor ground (G501) • An open in the wire
		Driver's door lock knob locked	Check for voltage to ground: There should be 5 V or more.	

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Fig. 26: Door Multiplex Control Unit Input Test**IGNITION KEY SWITCH TEST**

1. Remove the steering column upper and lower covers (see **STEERING COLUMN REMOVAL AND INSTALLATION**).
2. Disconnect the 6P connector.



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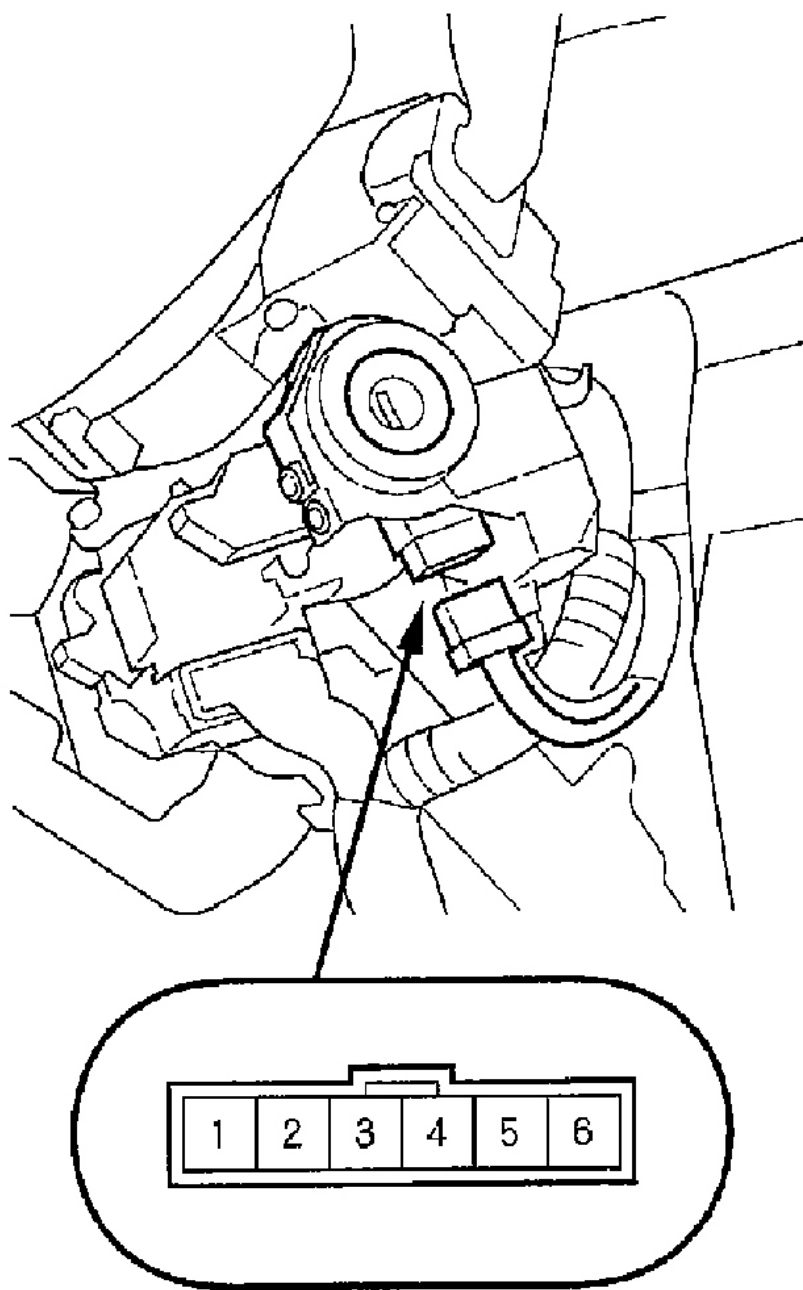
Fig. 27: Disconnecting The 6P Connector

3. Check for continuity between the No. 1 and No. 2 terminals.
 - There should be continuity with the key in the ignition switch.

- There should be no continuity with the key removed.
4. If the continuity is not as specified, replace the ignition switch.

IGNITION KEY LIGHT TEST

1. Remove the steering column upper and lower covers (see **STEERING COLUMN REMOVAL AND INSTALLATION**).
2. Disconnect the 6P connector.



G01821019

Fig. 28: Disconnecting The 6P Connector

3. The LED should come on when power is connected to the No. 6 terminal and ground is connected to No. 5 terminal.

4. If the LED does not come on, replace the ignition switch.