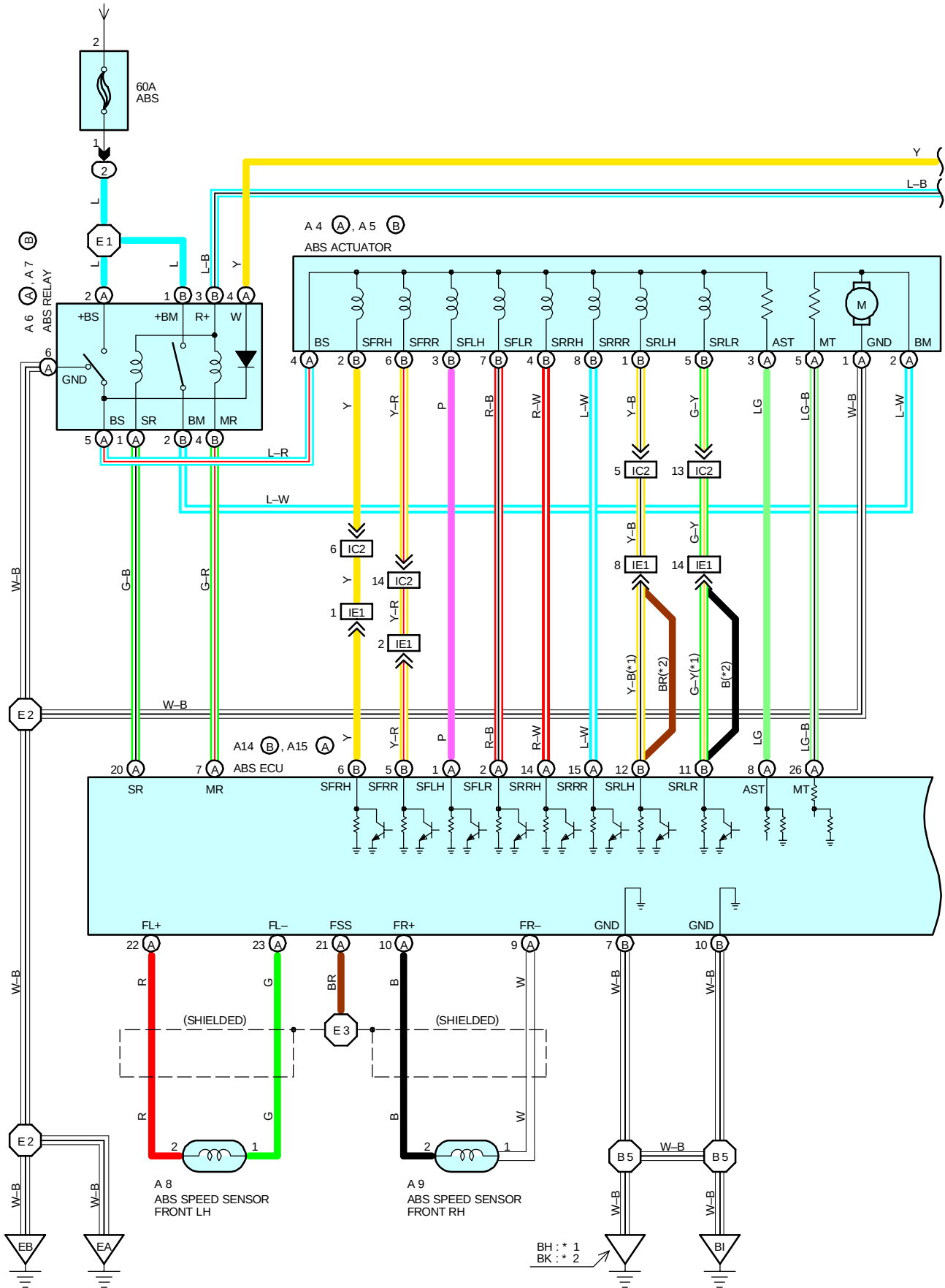
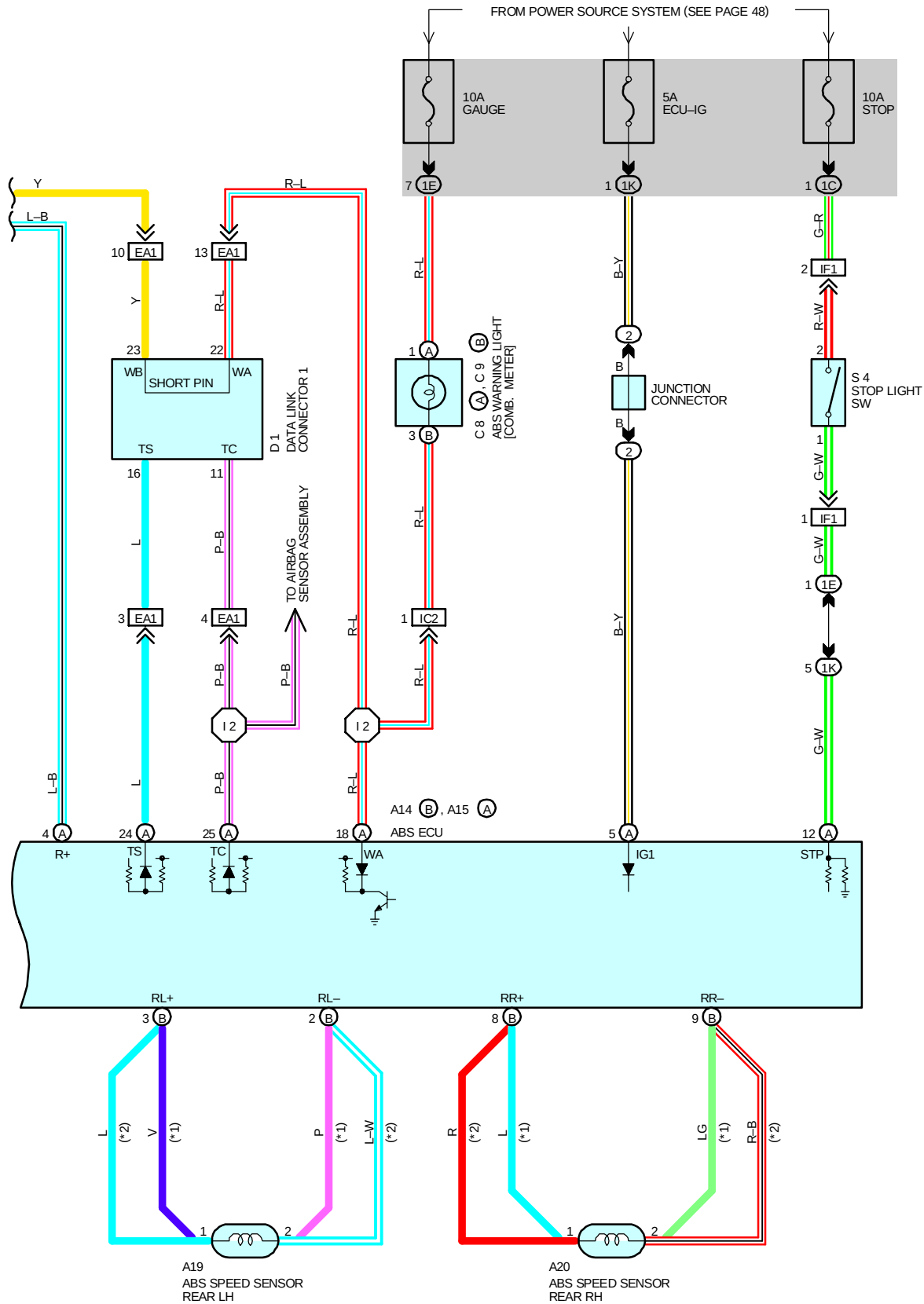




ABS

FROM POWER SOURCE SYSTEM (SEE PAGE 48)







SYSTEM OUTLINE

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURE ACTING ON THE DISC BRAKE CYLINDER OF THE RIGHT FRONT WHEEL, LEFT FRONT WHEEL AND REAR WHEELS WHEN THE BRAKES ARE APPLIED IN A PANIC STOP SO THAT THE WHEELS DO NOT LOCK. THIS RESULTS IN IMPROVED DIRECTIONAL STABILITY AND STEERABILITY DURING PANIC BRAKING.

1. INPUT SIGNALS

(1) SPEED SENSOR SIGNAL

THE SPEED OF THE WHEELS IS DETECTED AND INPUT TO **TERMINALS FL+,FR+, RL+ AND RR+** OF THE ABS ECU

(2) STOP LIGHT SW SIGNAL

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

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECU, WHICH HAS SIGNALS INPUT FROM EACH SENSOR, CONTROLS THE CURRENT FLOWING TO THE SOLENOID INSIDE THE ACTUATOR AND LETS THE HYDRAULIC PRESSURE ACTING ON EACH WHEEL CYLINDER ESCAPE TO THE RESERVOIR. THE PUMP INSIDE THE ACTUATOR IS ALSO OPERATING AT THIS TIME AND IT RETURNS THE BRAKE FLUID FROM THE RESERVOIR TO THE MASTER CYLINDER, THUS PREVENTING LOCKING OF THE VEHICLE WHEELS.

IF THE ABS ECU JUDGES THAT THE HYDRAULIC PRESSURE ACTING ON THE WHEEL CYLINDER IS INSUFFICIENT, THE CURRENT ACTING ON THE SOLENOID IS CONTROLLED AND THE HYDRAULIC PRESSURE IS INCREASED. HOLDING OF THE HYDRAULIC PRESSURE IS ALSO CONTROLLED BY THE ABS ECU, BY THE SAME METHOD AS ABOVE. BY REPEATED PRESSURE REDUCTION, HOLDING AND INCREASE ARE REPEATED TO MAINTAIN VEHICLE STABILITY AND TO IMPROVE STEERABILITY DURING SUDDEN BRAKING.

SERVICE HINTS

A14(B), A15(A) ABS ECU

(CONNECT THE ECU CONNECTORS)

(B) 7-GROUND : ALWAYS CONTINUITY

(B)10-GROUND : ALWAYS CONTINUITY

(A) 5-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON

(A)12-GROUND : APPROX. 12 VOLTS WITH THE BRAKE PEDAL DEPRESSED (STOP LIGHT SW ON)

(A)24-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE DATA LINK CONNECTOR 1 TS-E1 NOT CONNECTED

(A)25-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE DATA LINK CONNECTOR 1 TC-E1 NOT CONNECTED

(B) 5-GROUND, (B) 6-GROUND : APPROX.12 VOLTS WITH THE IGNITION SW ON AND THE ABS WARNING LIGHT GOES OFF

(B)11-GROUND, (B)12-GROUND : APPROX.12 VOLTS WITH THE IGNITION SW ON AND THE ABS WARNING LIGHT GOES OFF

(A) 1-GROUND, (A) 2-GROUND : APPROX.12 VOLTS WITH THE IGNITION SW ON AND THE ABS WARNING LIGHT GOES OFF

(A)14-GROUND, (A)15-GROUND : APPROX.12 VOLTS WITH THE IGNITION SW ON AND THE ABS WARNING LIGHT GOES OFF

(A) 8-GROUND, (A)26-GROUND : APPROX.12 VOLTS WITH THE IGNITION SW ON AND THE ABS WARNING LIGHT GOES OFF

(DISCONNECT THE ECU CONNECTORS)

(B) 3-(B) 2 : **0.9 KΩ-1.3 KΩ**

(B) 8-(B) 9 : **0.9 KΩ-1.3 KΩ**

(A) 7-(A) 4 : **52 KΩ-80Ω**

(A)10-(A) 9 : **0.92 KΩ-1.22 KΩ**

(A) 4-(A)20 : **67 Ω-100 Ω**

(A)22-(A)23 : **0.92 KΩ-1.22 KΩ**

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 4	A 24	A 9	24	C 8	A 26
A 5	B 24	A14	B 26	C 9	B 26
A 6	A 24	A15	A 26	D 1	24
A 7	B 24	A19	28(C/P),29(CONVERTIBLE)	S 4	27
A 8	24	A20	28(C/P),29(CONVERTIBLE)		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1E		
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
IC2	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STEERING COLUM)

 : GROUND POINTS

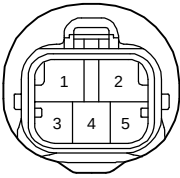
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OF THE RIGHT FENDER
EB	30	FRONT SIDE OF THE LEFT FENDER
BH	36(C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36(C/P)	LOWER BACK PANEL CENTER
	37(CONVERTIBLE)	
BK	37(CONVERTIBLE)	UPPER THE REAR WHEEL HOUSE LH

 : SPLICE POINTS

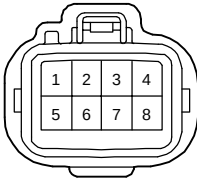
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	30	ENGINE ROOM MAIN WIRE	I 2	34	ENGINE ROOM MAIN WIRE
E 2			B 5	36(C/P)	FLOOR WIRE
E 3				37(CONVERTIBLE)	



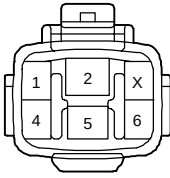
A 4 (A) GRAY



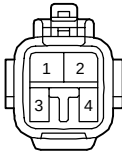
A 5 (B) GRAY



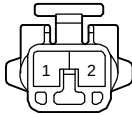
A 6 (A) GRAY



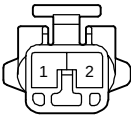
A 7 (B) GRAY



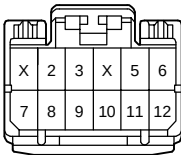
A 8



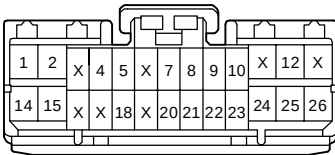
A 9



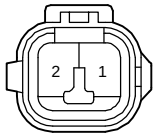
A14 (B) DARK GRAY



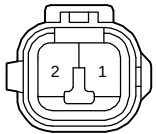
A15 (A) DARK GRAY



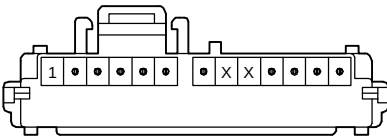
A19



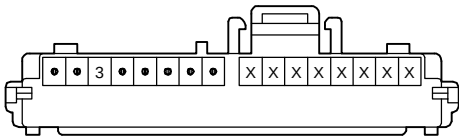
A20



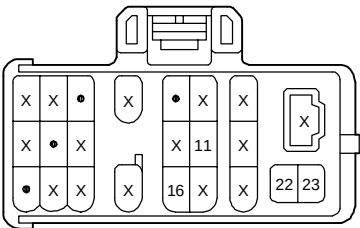
C 8 (A) BROWN



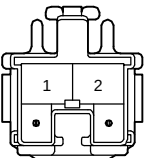
C 9 (B)



D 1 BLACK



(W/ CRUISE S 4 CONTROL)



(W/O CRUISE S 4 CONTROL)

